



**The Urban Unit**

Urban Sector Planning & Management Services Unit (Pvt.) Ltd.



# **Urban Planning, Design & Policy Development**

**Regional Development Plan of  
Dera Ghazi Khan Division**

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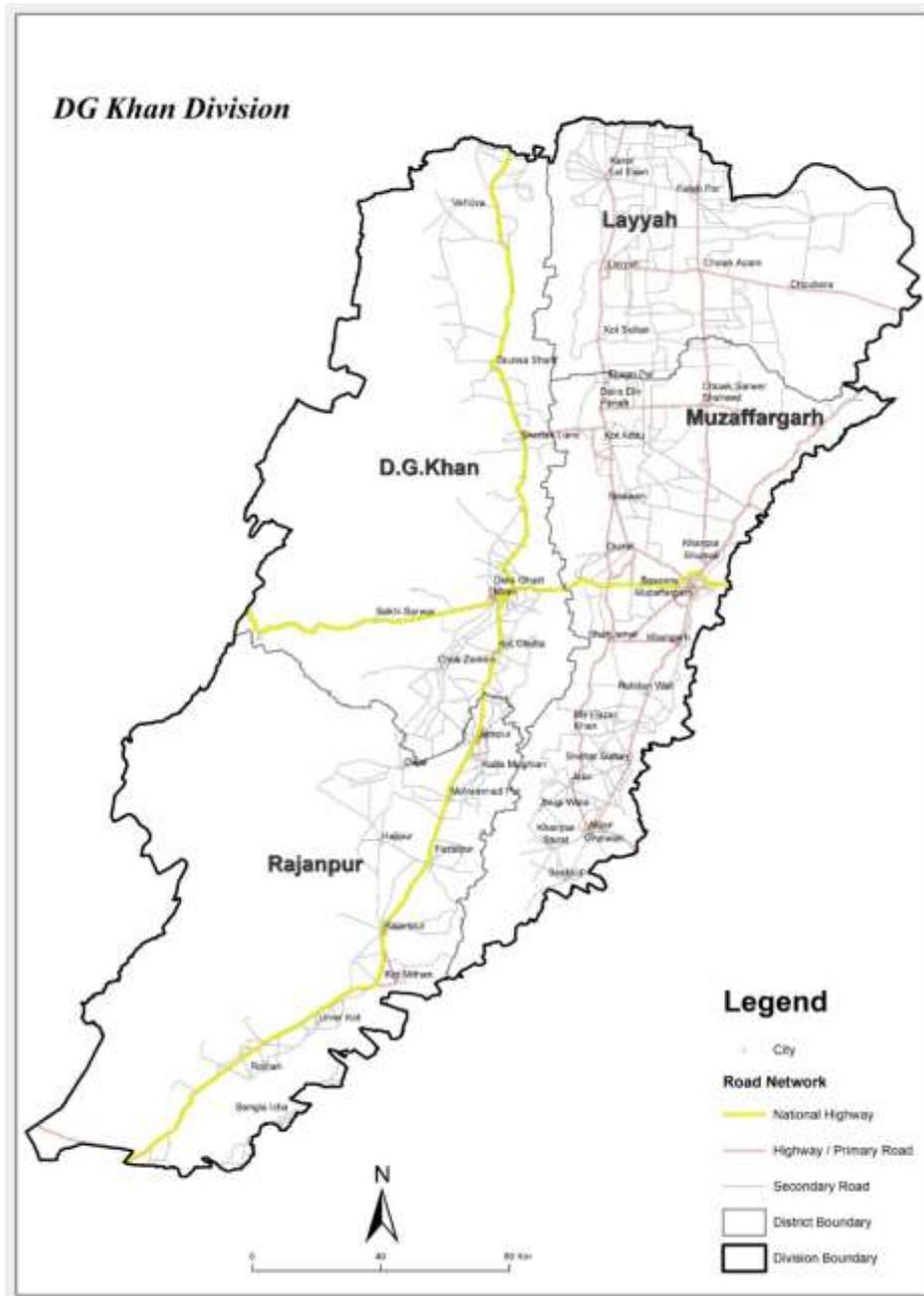
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## SECTION 1: OVERVIEW

### 1.1. Study Area

The study area for this project is the Dera Ghazi Khan division which is located at the southwestern part of Punjab province. It has five districts: Dera Ghazi Khan, Layyah, Muzaffargarh, Rajanpur, and Kot Addu districts.



### Map 1: Dera Ghazi Khan Division Map

Source: The Urban Unit

#### 1.1.1. Geographic Features

Dera Ghazi Khan (DG Khan) Division, situated in the southwestern part of Punjab province, Pakistan, occupies a strategic geographical position that influences its cultural dynamics and natural environment.

**Location:** DG Khan Division is bordered by Baluchistan province to the west, Khyber Pakhtunkhwa province to the northwest, and the districts of Rajanpur and Muzaffargarh within Punjab province to the north and east, respectively. The division stretches from the plains along the Indus River in the east to the foothills of the Sulaiman Mountains in the west.

**Topography:** The division encompasses diverse topographical features, including flat plains along the Indus River and its tributaries, such as the Chenab River. As one moves westward, the terrain gradually becomes more rugged and hilly, leading up to the foothills and lower slopes of the Sulaiman Range. This variation in elevation influences local climates and vegetation patterns.

**Climate:** DG Khan Division experiences a semi-arid climate characterized by hot summers and mild winters. Summer temperatures often exceed 40°C (104°F), while winters are relatively mild with average temperatures ranging from 10-15°C (50-59°F). Rainfall is limited and irregular, primarily occurring during the monsoon season from July to September.

#### 1.1.2. Number of Districts and Tehsils

As per official record, there are five districts in Dera Ghazi Khan Division: Dera Ghazi Khan, Layyah, Muzaffargarh, Rajanpur, and Kot Addu districts. Each district has a certain number of tehsils. The number and names of tehsils in each district are mentioned in the below table:

Table 1: Total Number of Tehsils in DG Khan Division.

No.	District	No. of Tehsils	Names of Tehsils
1.	Dera Ghazi Khan	04	<ul style="list-style-type: none"> <li>i. Dera Ghazi Khan</li> <li>ii. Kot Chutta</li> <li>iii. Koh e Suleman</li> <li>iv. Taunsa Sharif</li> </ul>
2.	Layyah	03	<ul style="list-style-type: none"> <li>i. Layyah</li> </ul>

			<ul style="list-style-type: none"> <li>ii. Choubara</li> <li>iii. Karor lal esan</li> </ul>
3.	Muzaffargarh	03	<ul style="list-style-type: none"> <li>i. Alipur</li> <li>ii. Muzaffargarh</li> <li>iii. Jatoi.</li> </ul>
4.	Rajanpur	03	<ul style="list-style-type: none"> <li>i. Rajanpur</li> <li>ii. Jampur</li> <li>iii. Rojhan</li> </ul>
5.	Kot Addu	02	<ul style="list-style-type: none"> <li>i. Kot Addu</li> <li>ii. Chowk Sarwar Shaheed</li> </ul>

### 1.1.3. History and Culture

Dera Ghazi Khan (DG Khan) possesses a diverse and storied history deeply rooted in ancient civilizations and shaped by successive waves of rulers. Archaeological evidence points to human habitation in the region since the prehistoric Indus Valley Civilization, indicating its longstanding cultural significance. Over the centuries, DG Khan was part of various empires including the Ghaznavids, Ghurids, and Delhi Sultanate during medieval times, each leaving their mark on the region's cultural and architectural landscape.

During the medieval period, DG Khan was strategically located along trade routes, which brought prosperity and attracted rulers seeking to control its strategic importance. The Ghaznavids and Ghurids ruled the area before it came under the Delhi Sultanate's dominion in the 13th century. This period saw the flourishing of Islamic culture and architecture, evident in remnants such as tombs and mosques that still dot the landscape.

The Mughal Empire's expansion into the region in the 16th century further enriched DG Khan's cultural milieu. Under Mughal rule, the city became a center of governance and trade, fostering economic growth and cultural exchange. The Mughals contributed to the region's infrastructure with their administrative systems, which included the establishment of local governance structures and trade networks.

In the 19th century, DG Khan fell under British colonial rule as part of British India. The British period brought significant changes, including the introduction of modern education, healthcare,

and transportation infrastructure such as railways. These developments laid the foundation for DG Khan's integration into the broader colonial economy and administrative framework.

Present-day DG Khan thrives as a cultural melting pot, predominantly inhabited by Saraiki-speaking people known for their rich cultural expressions. Traditional arts like music, poetry (including the famous "Kafi" genre), and folk dances ("Jhumar" and "Ludi") are integral parts of local heritage. Artisans in DG Khan excel in traditional crafts like pottery, hand-woven textiles, and intricate embroidery, preserving centuries-old techniques and designs. These crafts not only serve as cultural artifacts but also contribute to the local economy through tourism and trade.

Economically, DG Khan is primarily agrarian, with fertile lands yielding crops such as wheat, cotton, sugarcane, and citrus fruits. Livestock farming, including cattle and sheep rearing, is also a significant economic activity. The city's educational institutions, including Ghazi University, cater to the educational needs of the population, while ongoing infrastructural developments enhance transportation and healthcare services.

## 1.2. Objectives

The DG Khan Regional Plan aims to analyze the urban areas across all three districts within the DG Khan Division and develop strategies and plans to promote sustainable development patterns in the Division. To achieve this goal, the Urban Planning team of the Urban Unit (Pvt.) Ltd. has established the following key objectives for the Regional Plan of the DG Khan Division.

- To formulate plans for bringing sustainability to urban growth by addressing the issue of haphazard growth.
- To take care of the problems with haphazard expansion, illegal housing developments, insufficient open spaces, and the need for infrastructure to support varied future urban demands.
- To upgrade the commercial spaces by providing proposals aimed at creating convenience for buyers and sellers.
- To improve the condition of slums by addressing relevant issues.
- Develop targeted interventions to improve the quality of life, urban form, and livability of urban centers.

## SECTION 2: APPROACH AND METHODOLOGY

This section of the report outlines the approach and methodology used to formulate the Regional Development Plan for Dera Ghazi Khan Division in the domains of Urban Planning, Design, and Urban Policy. The methodological framework employs a dual-pronged strategy integrating primary and secondary research methodologies. Primary research efforts included surveys and systematic data collection, followed by rigorous data analysis using statistical methods and spatial analysis techniques using Geographical Information System (GIS) methodologies. Additionally, extensive consultations were held with key stakeholder departments and officials. A detailed explanation of the methodology supporting the research within the Urban Planning sector for the Dera Ghazi Khan Regional Development Plan is provided below.

### 2.1. Inception Meeting

On 19th March 2024, an inception meeting for the Dera Ghazi Khan Regional Plan was held online with the Commissioner's Office of DG Khan. The Deputy Commissioners of DG Khan, Muzaffargarh, Layyah, Rajanpur, and representatives of all line departments also attended the meeting. The meeting was convened to initiate the DG Khan Regional Plan. The team from the Urban Unit explained details about the scope and methodology of the Regional Development Plan.



Figure 1: Inception Meeting with Commissioner Office, DG Khan.

## 2.2. Baseline Study

A baseline study was conducted across all districts within the DG Khan division to gain an understanding of the socioeconomic landscape and identify prevailing developmental challenges. The study aimed to familiarize stakeholders with the pertinent issues shaping the districts' developmental trajectories. Specifically, the study yielded significant insights into the developmental imperatives within the urban areas of the DG Khan division.

## 2.3. Stakeholder Consultative Sessions and Site Visits

Following the inception meeting, the Urban Planning and Architecture (UPA) team affiliated with the Urban Unit visited the DG Khan Division to engage in consultative sessions with key stakeholders. In conjunction with these sessions, the UPA team undertook visits to significant sites within the DG Khan division. These site visits served a dual purpose: to conduct reconnaissance surveys of urban areas and to gather primary data on key locations within the division.

### 2.3.1. DG Khan District:

#### *2.3.1.1. Consultative Session with Municipal Corporation DG Khan*

The UPA team visited the Municipal Corporation (MC) DG Khan Office. The Municipal Officer Planning along with technical and field staff joined the session. They shared information about the city's existing, past, and future anticipated urban planning measures. Likewise, they also shared about the issues related to implementing urban planning measures and development projects in the district. Pertinently, they highlighted regulatory and functional issues including limited human resources, financial constraints, lack of master plan, underutilization of the prime land of the MC, and lack of parking space in the urban centers and commercial areas that hinder smooth development in the district. The MC officials also shared the data related to existing urban planning situations and projects, lists of approved, under process, and illegal housing schemes, lists of commercially declared roads, and DG Khan MC's site development zone structure plan. This data is provided in Annexure A.



Figure 2: Meeting with Technical Staff, MC DG Khan.

#### 2.3.1.2. Meeting at PICIIP Office DG Khan

The meeting with the Infrastructure Engineer of the Punjab Intermediate Cities Improvement Investment Program (PICIIP) occurred at the PICIIP office, DG Khan. The Infrastructure Engineer of PICIIP joined the consultative session and shared the ongoing projects and plans regarding the development of infrastructure for DG Khan City. The projects include the preparation of spatial plans which are merged with the Land Use Classification plan prepared by the PMU, the projects of solid waste management, design and cleaning of the Manka and Katchi canals from wastewater, and green belts in the city, the provision of solid waste machinery to the MC, the development of a Main trunk for sewerage and a B-Class Bus terminal with a computer-based tracking system.



Figure 3: Meeting with Infrastructure Engineer PICIIP, DG Khan

### 2.3.1.3. Meeting at PHATA Office DG Khan

The meeting with the PHATA officials took place at the PHATA office of DG Khan. There are 7 housing schemes namely Area Development Scheme I DG Khan, Area Development Scheme II DG Khan, Area Development Scheme III Fort Munro, Area Development Scheme Taunsa, Area Development Scheme Rajanpur, 3 Marla housing scheme Site I, and 3 Marla housing scheme Site II under the PHATA office DG Khan. All the Area Development schemes are functional and have all the essential amenities as per the plan. The 3 Marla housing schemes are not fully developed by the PHATA and have not handed over the services and amenities to the line departments. The data related to the housing schemes of PHATA that exist in the entire DG Khan division was provided which is attached in Annexure B.



Figure 4: Meeting with PHATA Officials, DG Khan

### 2.3.1.4. Meeting with Deputy Director Development

The Deputy Director Development DG Khan District shared information about the existing and future planned projects related to development in the DG Khan District. In this regard, he particularly highlighted the issues of haphazard development, lack of road infrastructure, issues of sewerage and wastewater treatment, and ADP budget constraints in the district. He said that often the development results are due to short-term ambitions by the respective departments or authorities, which blindsides the long-term development goals in the district. He also

emphasized that the infrastructure and basic facilities like water supply, streets, and health should be improved.



Figure 5: Meeting with Deputy Director Development, DG Khan.

#### *2.3.1.5. Meeting at Koh-e-Suleman Development Authority*

The meeting with the officials of Koh-e-Suleman Development Authority was held at the Office of the Director General in DG Khan. The officials shared information about the existing and future planned projects related to development in the area under the authority i.e. Fort Munro and 378 Revenue states. In this regard, the officials particularly highlighted the issues of haphazard development, lack of an Act for the authority, issues of sewerage and wastewater treatment, water supply, electricity, and lack of building bylaws. They further added the issues in service delivery and planning arising due to a lack of professionals like Town Planners, GIS specialists, field staff, etc. The data provided by the authority is attached in Annexure C.



Figure 6: Meeting with Officials of Koh-e-Suleman Development Authority, DG Khan.

#### 2.3.1.5. Field Visits in DG Khan

The team also carried out a reconnaissance survey in the DG Khan and visited residential and commercial areas. Furthermore, the team also surveyed all the important roads in the city. The main purpose of the visits was to identify and study the issues and loopholes related to urban planning in the DG Khan district. Important tourist sites were also visited.



Figure 7: The Bazars at the New College Road & Saddar Bazaar Road



Figure 8: Some Residential Areas of DG Khan



Figure 9: Some Residential Colonies Depicting Growth in the City.



Figure 10: Commercial Plaza in the City Center



Figure 11: Manka Canal DG Khan City

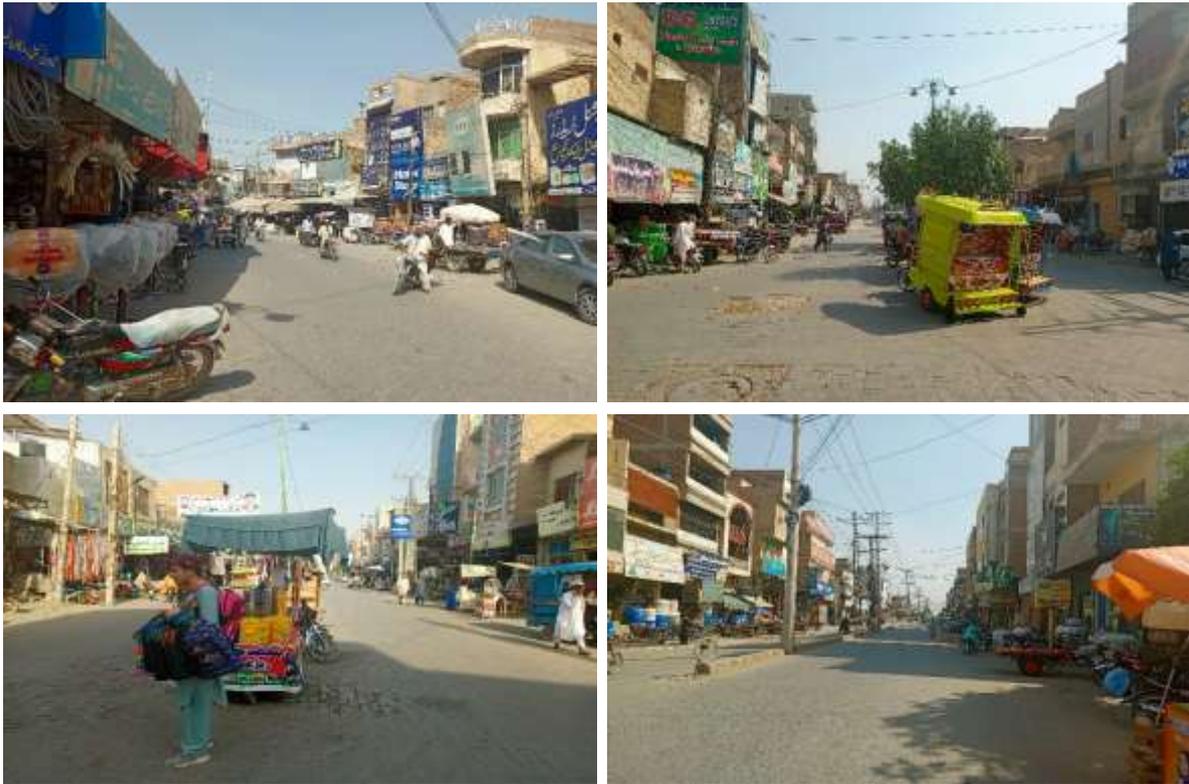


Figure 12: Commercial Areas within the City

### 2.3.2. Muzaffargarh District:

#### 2.3.2.1. Meeting at Municipal Corporation Muzaffargarh

The meeting was held at the Municipal Corporation Office. Where, the officials raised concerns about the lack of parking spaces in the commercial areas, a need for a comprehensive plan for sewerage, Katchi Abadi's water supply, lack of WSS Infrastructure, lack of traffic signals, footpaths, walkways, and sanitation problems. The lack of funds was also an issue which is reflected in the deteriorated building of the MC.



Figure 13: Meeting at MC Office, Muzaffargarh

The MC officials briefly discussed the Development Plan of the area and provided the lists of approved, under process, and illegal housing schemes, lists of commercial declared roads, lists of Katchi Abadi, and the Outline Development Plan of Muzaffargarh MC. This data is attached in Annexure D.

#### *2.3.2.2. Meeting at Deputy Director Development Office, Muzaffargarh*

The team visited the office of the Deputy Director Development, Muzaffargarh. In the meeting, the Deputy Director Development shared information about the existing urban planning interventions in Muzaffargarh and prevailing issues regarding the implementation of ADP schemes, lack of educational institutions, lack of health facilities, poor road infrastructure, lack of funds for development schemes, issue of sewerage and wastewater, the socioeconomic effects of the hazards like floods. The Deputy Director further discussed the potential of the district as it has major industrial developments like sugar mills, Thall Jute mill, and oil refineries, and also shared data related to the urban planning measures in the Muzaffargarh district and highlighted prominent areas that should be covered in the Regional Plan like green belts, Model Bazaar, Revitalization and upgradation of commercial areas, proposals for community center, and new wholesale grain market (Ghala Market).



Figure 14: Meeting with Deputy Director Development, Muzaffargarh

Both the above meetings in Muzaffargarh also provided insights to be added to the Regional Development Plan of Muzaffargarh. In particular, the UPA team got to know about the growth trends and existing development patterns in the district.

#### *2.3.2.3. Field Visits in Muzaffargarh District:*

The team also visited residential and commercial areas in the Muzaffargarh district. The slums, deprived areas, housing schemes connected roads, and Katchi Abadies were covered as well. In addition, public buildings and connected roads were surveyed to identify existing issues and loopholes related to urban planning in the district. Sanitation issues and inadequate road infrastructure were major problems that were identified in the district. Other issues and challenges that were identified in the district are mentioned in the fifth section of this report.



Figure 15: Situation of Traffic in the City Center



Figure 16: Situation of Streets in Different Residential Areas



Figure 17: Condition of commercial areas in Muzaffargarh



Figure 18: Newly Developed Housing Schemes depicting the growth trend in the District.



Figure 19: Slums Located at Mehmood Kot Road, Muzaffargarh.

### 2.3.3. Layyah District:

#### 2.3.3.1. Consultative Session at Municipal Committee Office, Layyah.

The consultative session at MC Office Layyah took place on 15<sup>th</sup> May 2024. The Municipal Officer Planning (MOP) joined the meeting at MC Office Layyah. The Municipal Officer Planning discussed the planning issues including the lack of development plans for the district, parking issues in the commercial areas, sewerage issues in the residential areas, and the underdeveloped Katchi Abadies, he also shared the data related to existing development projects and urban planning interventions in Layyah. The officials also discussed and shared the Site Development Zone Structure Plan.

The officials shared lists of approved, under process, and illegal housing schemes, lists of commercial declared roads, lists of Katchi Abadi, and the SDZ plan. The Land Use Classification Plan and site development zone structure plan of Layyah MC are under process. This data is provided in Annexure E.



Figure 20: Meeting with MOP at MC Office Layyah.

#### 2.3.3.2. Meeting with Deputy Director Development, Layyah.

The Deputy Director Development in Layyah provided information on the Urban Planning measures and projects in Layyah. His suggestions have been noted for carrying out development in Layyah, which included utilizing the unused land in the city for beneficial purposes including parking, sanitation, lack of streetlights and traffic signals and waste disposal upgradation, enhancing the financial capital in ADP, provision of a wastewater treatment plant, and improving the recreational facilities in the district by developing new zoo and amusement parks. The data shared by the office of DD Development is provided in Annexure F.



Figure 21: Meeting with DD Development Layyah.

*2.3.3.3. Field Visits in Layyah:*

The team visited the Layyah district and covered all the major roads and connected residential and commercial areas. In particular, the residential and commercial activities, especially the newly developing housing schemes, residential areas, parks, Katchi Abadies, and the major Bazaars along the major roads and dense residential colonies.



Figure 22: Commercial Markets, in Layyah District



Figure 23: Some residential areas in Layyah



Figure 24: The gate of a residential colony that is in the phase of development.



Figure 25: Condition of Parks in Layyah



Figure 26: Condition of General Bus Terminal, Layyah.



Figure 27: Situation of walking track along the Layyah Canal

#### 2.3.4. Rajanpur District:

##### 2.3.3.1. Consultative Session at Municipal Committee Office, Rajanpur.

The consultative session took place on 16<sup>th</sup> May 2024 at MC Office Rajanpur. The Chief Officer (CO) and other officials including Building Inspector joined the meeting at MC Office Rajanpur. The Chief Officer discussed the planning issues including the lack of development plans for the district, lack of infrastructure, encroachment and parking issues in the commercial areas, sewerage and solid waste issues in the residential areas, and the underdeveloped residential areas, he also shared the data related to existing development projects and urban planning interventions in Rajanpur. The officials also discussed and shared the Outline Development Plan of Rajanpur and shared the lists of approved, under process, and illegal housing schemes, lists of commercial declared roads, and the ODP of Rajanpur City. The Land Use Classification Plan and site development zone structure plan of Rajanpur MC are under process. This data is provided in Annexure G.



Figure 28: Meeting with Chief Officer at MC Office Rajanpur.

#### *2.3.3.2. Meeting with Deputy Director Development, Rajanpur.*

The Deputy Director Development in Rajanpur provided information on the Urban Planning measures and projects in Rajanpur. His suggestions have been noted for carrying out development in Rajanpur, which included utilizing the unused land in the city for beneficial purposes including the development of an IT Park, Agro-based industry, E-Library, parking, sanitation, lack of street lights and traffic signals and waste disposal upgradation, enhancing the financial capital in ADP, Planning and implementing Safe City Project, development of new textile industries and improving the recreational facilities in the district. The data shared by the office of DD Development is provided in Annexure H.



Figure 29: Meeting with DD Development Rajanpur.

### 2.3.3.3. Field Visits in Rajanpur:

The team visited the Rajanpur district, covering all the major roads and connected residential and commercial areas. The newly developing housing schemes, residential areas, parks, canals, and the major Bazaars along the major roads and dense residential colonies.



Figure 30: Commercial Markets, in Rajanpur District

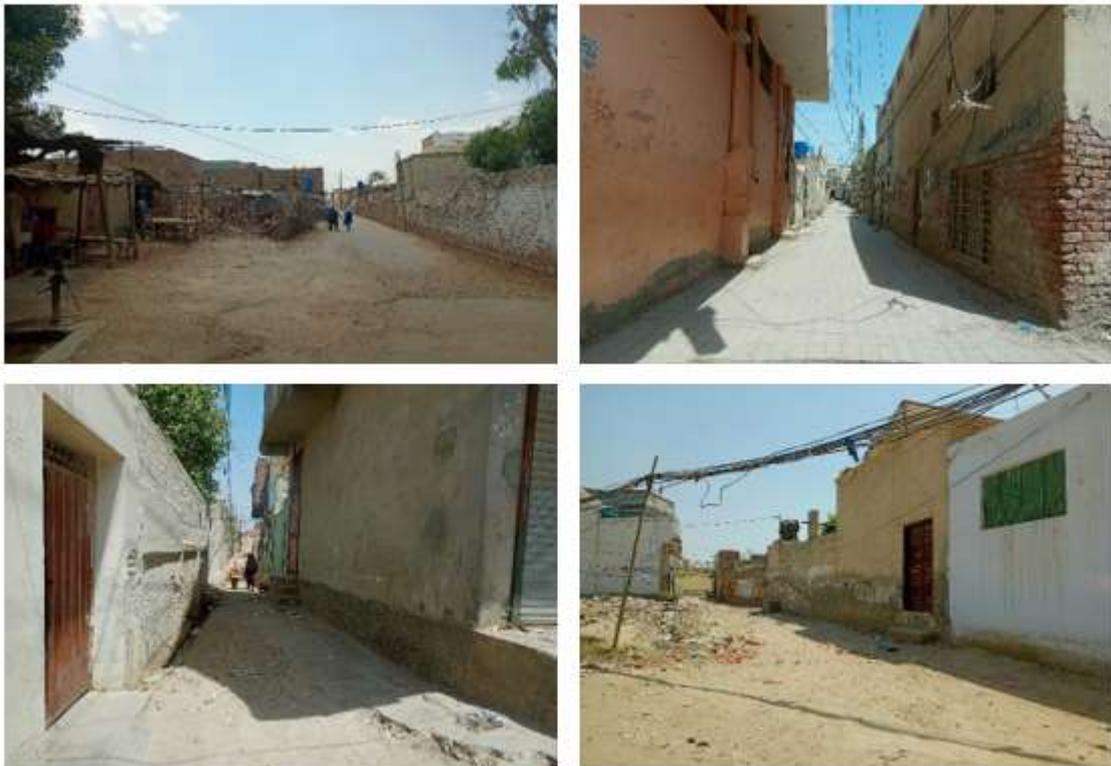


Figure 31: Some residential areas in Rajanpur



Figure 32: Newly Developing Housing Schemes on Indus Highway



Figure 33: Condition of Parks in Rajanpur



Figure 34: Condition of General Bus Terminal, Rajanpur



Figure 35: Situation of waste in the Rajanpur Canal

## 2.4. Data Analysis

The data gathered from the reconnaissance survey and primary research, as well as from the secondary sources was analyzed by using Remote Sensing via Geographical Information System (GIS) software for spatial analysis. Moreover, statistical techniques were also incorporated to carry out the analysis and interpretation of the data.

## 2.5. Proposed Interventions

The Urban Planning-related interventions were proposed after analyzing the data and assessing the needs of the study area. These interventions have been included in the later part of this report. A particular focus was on ensuring that the proposed interventions guarantee economic growth and sustainable development in the Dera Ghazi Khan Division. In this regard, these interventions are pragmatic and realistic. Also, they have been conceived after incorporating the suggestions and inputs from the stakeholders in all four districts of the DG Khan Division.

## SECTION 3: POPULATION

### 3.1. Projected Population Growth

The population of all districts included in the Dera Ghazi Khan Division has been estimated as per the population growth rate of each district. The growth rates of districts were taken from the population census of 2017 and 2023. The population projections of each district based on 2017 and 2023 censuses are given in the below tables.

Table 2. Population Projections Based on 2017 Population Census

<b>District</b>	<b>Population 2017</b>	<b>Projected Population 2024</b>	<b>Projected Population 2048</b>	<b>Growth Rate (1998-2017)</b>
<b>DG Khan Division</b>	11,021,214	13,380,642	26,021,095	2.81
<b>DG Khan District</b>	2,872,631	3,528,174	7,138,704	2.98
<b>Layyah District</b>	1,823,995	2,181,518	4,029,764	2.59
<b>Muzaffargarh District</b>	4,328,549	5,194,681	9,708,637	2.64
<b>Rajanpur District</b>	1,996,039	2,481,695	5,236,250	3.16

Source: Pakistan Bureau of Statistics, Census 2017<sup>1</sup>

As per the 2017 census, the total population of Dera Ghazi Khan Division was 11,021,214. However, due to the population growth rate of 2.81 the population of the division is now projected to have crossed 13 million. This population is expected to reach above 26 million by 2048. Within Dera Ghazi Khan Division, the highest urban population is in DG Khan District.

In DG Khan District, the total population was 2,872,631, (2.8 million), as per the 2017 census. This population has reached to the level of 3,528,174 i.e., 3.58 million in 2024 at a growth rate of 2.98. At this rate, the population is expected to cross 7.1 million by 2048.

Similarly, according to the 2017 census, the total population of Layyah District was 1,823,995. The growth rate of population was noticed to be at 2.59 for the district. At this growth rate, the

<sup>1</sup>**Note:** Calculations for Kot Addu District will be added once the official notification is received.

population in Layyah District is projected to reach 2.1 million in 2024. The future projections at this growth rate illustrate that the population of the district will cross 4 million in 2048.

Muzaffargarh District with its 2017 population of 4,328,549, (4.3 million), is growing at the rate of 2.64. At this rate, the population projections have led to the estimate that the current population of Muzaffargarh District in 2024 is 5,194,681. Likewise, at the existing growth rate of population, the total population of the Muzaffargarh District will exceed 9.7 million by 2048.

Meanwhile, Rajanpur District, the total population of district was 1,996,039 according to the census report of 2017. This population is growing at the rate of 3.16. At this rate, the population projections have led to the estimate that the current population of Rajanpur District in 2024 is 2,481,695. Likewise, if this trajectory continues, Rajanpur District's population is projected to soar to 5,236,250 i.e. 5.2 million by 2048. For clearer understanding the above-mentioned all information is also illustrated graphically below.

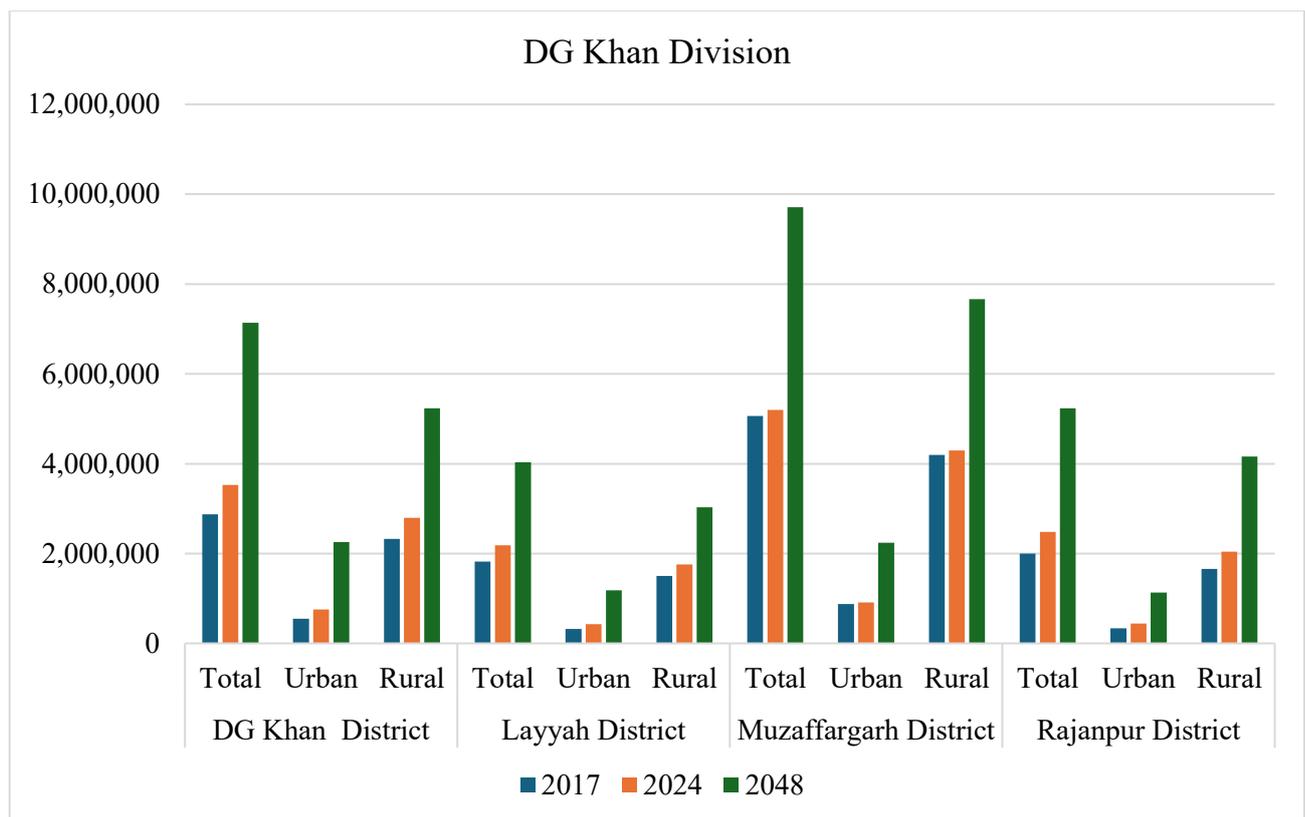


Figure 36. Population Projections in DG Khan Division based on 2017 census

Source: Pakistan Bureau of Statistics, Census 2017

On the other hand, the results of the 2023 census have revealed a slight variance from the previously projected population figures for all districts within the Dera Ghazi Khan Division. Detailed projections, accompanied by graphical representations, are provided below.

Table 3. Population Projections Based on 2023 Population Census

<b>District</b>	<b>Population 2023</b>	<b>Projected Population 2024</b>	<b>Projected Population 2048</b>	<b>Growth Rate (2017-2023)</b>
<b>DG Khan Division</b>	13,019,264	13,365,207	25,115,330	2.66
<b>DG Khan District</b>	3,426,077	3,523,035	6,883,242	2.83
<b>Layyah District</b>	2,126,443	2,177,478	3,847,270	2.40
<b>Muzaffargarh District</b>	5,061,068	5,187,088	9,360,079	2.49
<b>Rajanpur District</b>	2,405,675	2,477,605	5,024,739	2.99

Source: Pakistan Bureau of Statistics, Census 2023

According to the 2023 census, the projected population of Dera Ghazi Khan District in 2024 is 3,523,035, which is slightly lower than the projected population of 3,528,174 based on the 2017 census. Similarly, the 2023 census reports the populations of Layyah, Muzaffargarh, and Rajanpur districts as 2,177,478, 5,187,088, and 2,477,605, respectively, compared to the 2017 projections of 2,181,518, 5,194,681, and 2,481,695. Based on the growth rates observed in the 2023 census, the projected populations for the year 2048 are expected to reach 6.88 million for Dera Ghazi Khan, 3.847 million for Layyah, 9.36 million for Muzaffargarh, and 5.025 million for Rajanpur. These statistics are illustrated further in the chart below.

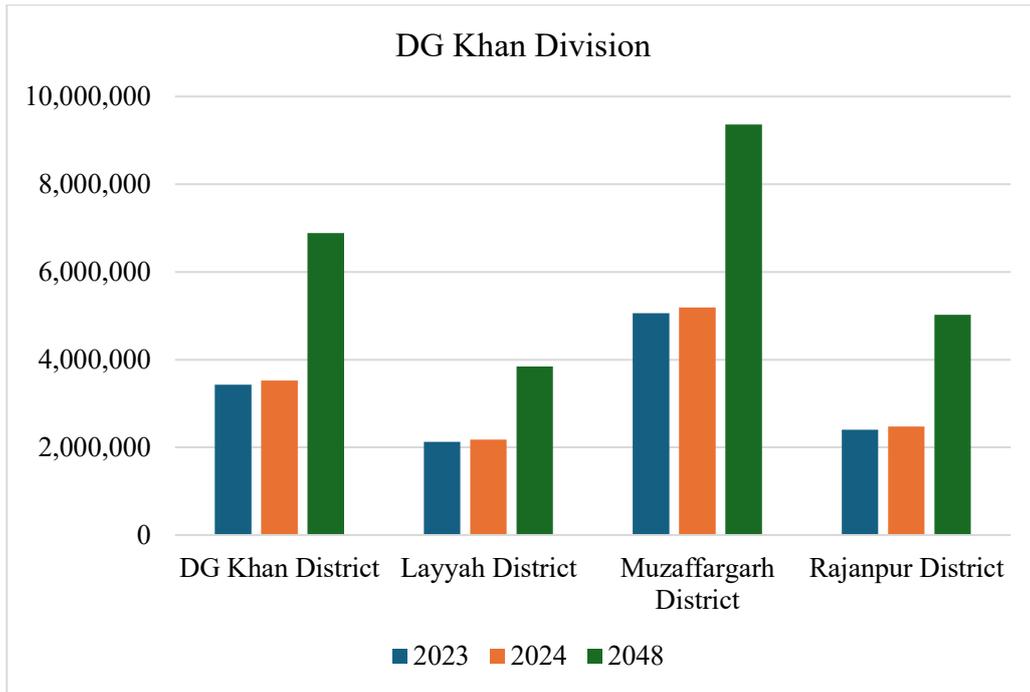


Figure 37. Population projections based on 2023 census  
Source: Pakistan Bureau of Statistics, Census 2023

The below graph further shows the comparison between the population of Dera Ghazi Khan division as per 2017 census and the population as per 2023 census.

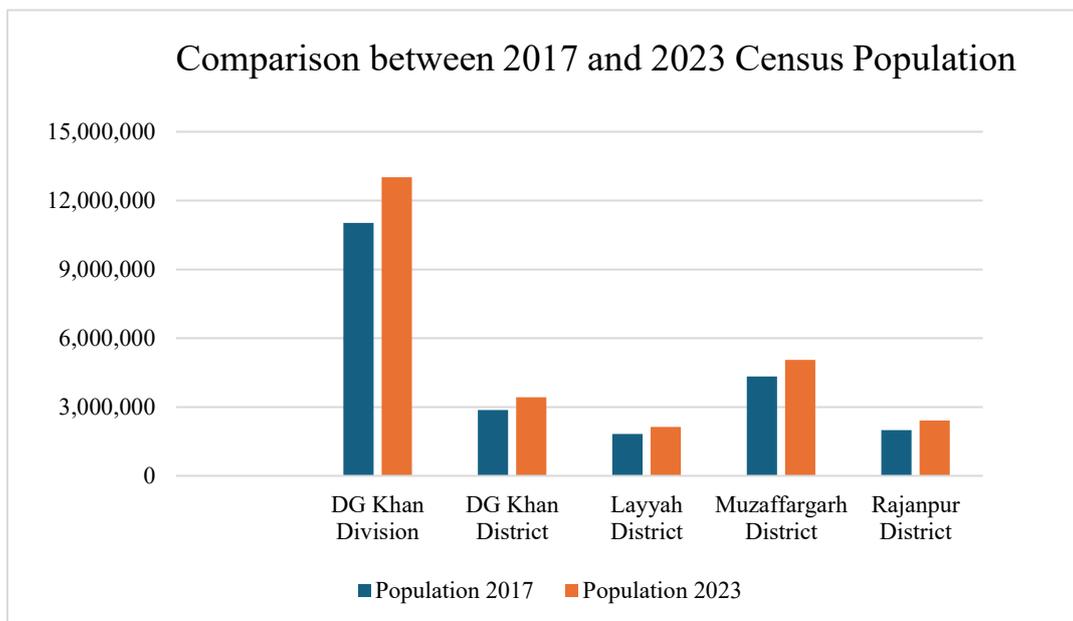


Figure 38: Comparison between 2017 census and 2023 census population of DG Khan division.

Source: Pakistan Bureau of Statistics, Census 2017 and Census 2023

The above projections indicate that the population in the DG Khan division is rising rapidly and will continue to rise further in the future. Therefore, immediate measures are required to adjust this population for creating patterns of sustainable urban growth in the division in future. The below part of the chapter further provides an indication of population growth in tehsils in the districts of DG Khan division.

### 3.2. Population of Tehsils in DG Khan Division

In addition to estimating the population of the districts within the Dera Ghazi Khan Division, detailed projections for the populations of the individual tehsils have also been carried out. These projections provide a more granular understanding of population distribution and growth patterns within the division. The following table summarizes the population estimates for each tehsil:

Table 4. Urban and Rural Population Growth of Tehsils in Dera Ghazi Khan<sup>2</sup>

Districts	Tehsils	Total			Urban			Rural		
		Population 2017	Projected Population 2048	Growth Rate (1998-2017)	Population 2017	Projected Population 2048	Growth Rate (1998-2017)	Population 2017	Projected Population 2048	Growth Rate (1998-2017)
DG Khan	Dera Ghazi Khan	1,224,964	2,953,813	2.88	397362	13,18,193	3.94	827,602	1,753,304	2.45
	Kot Chutha <sup>3</sup>	757,230	1,842,522	2.91	51666	998,003	-	705,564	1,530,791	2.53
	Taunsa	677,785	1,848,837	3.29	97193	442,369	5.0	580,592	1,478,507	3.06
Layyah	Choubara <sup>4</sup>	252,540	525,187	2.39	48371	373,951	-	204,169	300,999	1.26
	Karor Lal Esan	594,367	1,293,443	2.54	79327	258,944	3.89	515,040	1,061,401	2.36
	Layyah	977,088	2,218,173	2.68	193,476	516,781	3.22	783,612	1,710,435	2.55
Muzaffargarh	Ali pur	640,384	1,389,377	2.53	44504	91,437	2.35	595,880	1,296,735	2.54
	Jatoi	715,177	1,542,293	2.51	159382	964,674	5.98	555,795	975,130	1.83
	Kot Addu	1,347,501	3,096,239	2.72	254,147	867,552	4.04	1,093,354	2,322,446	2.46
	Muzaffargarh Tehsil	1,625,487	3,690,160	2.68	240,378	577,890	2.87	1,385,109	3,116,100	2.65
Rajanpur	Jampur	849,389	2,119,547	2.99	110,090	243,222	2.59	739,299	1,876,324	3.05
	Rajanpur	706,770	2,048,365	3.09	212,661	1,017,691	5.18	494,109	1,030,674	2.40
	Rojahn	405,689	1,214,540	3.56	14,545	22,518	1.42	391,144	1,192,021	3.66

Source: Pakistan Bureau of Statistics, Census

<sup>2</sup> The projections of population in tehsils are based on the census of 2017.

<sup>3</sup> The Kot Chutha Tehsil did not have MC status at that time; therefore, the urban population growth rate is not available for it for 1998-2017. It had rural area status at then.

<sup>4</sup> The Choubara tehsil was rural and therefore, it does not have urban population and growth rate estimations in the period of 1998-2017. It became an MC later.

In Dera Ghazi Khan District, the population of Dera Ghazi Khan tehsil is expected to grow from 1,224,964 in 2017 to 2,953,813 by 2048, with an annual growth rate of 2.88. The urban population in this tehsil is projected to increase from 397,362 to 1,318,194, growing at 3.94, while the rural population will grow from 827,602 to 1,753,304, at a rate of 2.45. This is a massive growth rate and therefore, calls for immediate attention to eliminate the possibilities of unsustainable growth patterns in the tehsil. An imminent threat is the conversion of agricultural land for residential purposes to meet the demands of the growing population which need to be addressed.

Similar to the population growth in DG Khan Tehsil, the Kot Chutta Tehsil's population is expected to rise from 757,230 to 1,842,522 by 2048, with urban areas seeing a massive growth from 51,666 to 998,003 and rural areas from 705,564 to 1,530,792 by 2048, respectively. Likewise, the Taunsa Tehsil's population is projected to grow from 677,785 to 1,848,837 by 2048, with urban areas increasing from 97,193 to 442,370 (5.0 growth rate) and rural areas from 580,592 to 1,478,508 (3.06 growth rate). These growth rates are too significant and cannot be ignored. Especially, the growth rate of the urban areas is massive and calls for implementation of effective measures to facilitate the urban population in this tehsil.

In Layyah District, Choubara Tehsil's population is expected to rise from 252,540 to 525,187, with urban areas growing from 48,371 to 373,951 and rural areas from 204,169 to 300,999 (1.26 growth rate). Karor Lal Esan Tehsil's population is projected to increase from 594,367 to 1,293,443, with urban areas from 79,327 to 258,945 (3.89 growth rate) and rural areas from 515,040 to 1,061,401 (2.36 growth rate). Layyah Tehsil is expected to grow from 977,088 to 2,218,173, with urban populations rising from 193,476 to 516,781 (3.22 growth rate) and rural populations from 783,612 to 1,710,435 (2.55 growth rate).

Conversely, in the Muzaffargarh and Rajanpur districts, all tehsils exhibit both urban and rural characteristics, leading to the presence of both urban populations and growth rates. For instance, tehsils such as Ali pur, Kot Addu, Muzaffargarh and Jatoi in Muzaffargarh district, and Jampur, Rojahn and Rajanpur in Rajanpur district, have significant urban populations and urban growth rates.

In Muzaffargarh District, Alipur Tehsil's population is expected to grow from 640,384 to 1,389,377, with urban population growth from 44,504 to 91,437 (urban 2.35 growth rate) and

rural population growth from 595,880 to 1,296,736 (rural 2.54 growth rate). Jatoi Tehsil is projected to increase from 715,177 to 1,542,293, with urban populations rising from 159,382 to 964,674 at 5.98 growth rate and rural populations from 555,795 to 975,130 at 1.83 growth rate. Kot Addu Tehsil's population is expected to grow from 1,347,501 to 3,096,239, with urban areas increasing from 254,147 to 867,552 (4.04 growth rate) and rural areas from 1,093,354 to 2,322,446 (2.46 growth rate). Muzaffargarh Tehsil's population is projected to increase from 1,625,487 to 3,690,160, with urban areas growing from 240,378 to 577,891 (2.87 growth rate) and rural areas from 1,385,109 to 3,116,101 (2.65 growth rate).

In Rajanpur District, the Tribal Area's population is expected to grow significantly from 34,191 to 145,393, at growth rate of 4.78, all of which is rural. Jampur Tehsil's population is projected to rise from 849,389 to 2,119,547, with urban growth from 110,090 to 243,223 (2.59 growth rate) and rural growth from 739,299 to 1,876,325 (3.05 growth rate). Rajanpur Tehsil is expected to grow from 706,770 to 2,048,365, with urban areas increasing from 212,661 to 1,017,691 (5.18 growth rate) and rural areas from 494,109 to 1,030,674 (2.40 growth rate). Rojhan Tehsil's population is projected to increase from 405,689 to 1,214,540, with urban areas growing from 14,545 to 22,519 (1.42 growth rate) and rural areas from 391,144 to 1,192,021 (3.66 growth rate). This dual characteristic in both Muzaffargarh and Rajanpur districts contributes to higher overall urban growth rates in these districts compared to those with primarily rural tehsils.

The presence of both urban and rural populations reflects a more balanced demographic structure, contributing to higher urban growth rates across the entire Dera Ghazi Khan Division. This trend underscores the ongoing urbanization in these regions, contrasting with the more rural nature of certain tehsils in Dera Ghazi Khan and Layyah districts. As a result, the division as a whole is experiencing significant urban growth, driven primarily by the urbanization trends in all districts including Dera Ghazi Khan, Layyah, Muzaffargarh and Rajanpur.

### 3.2.1. Projected Population of Tehsils in DG Khan District:

The population projections in DG Khan District illustrate that the population in all tehsils is rising. Nonetheless, the highest growth rate has been noted in Urban population in Taunsa Tehsil which is 5.0 while the growth rate of rural population of Taunsa Tehsil is 3.06 which makes the overall growth rate of Taunsa Tehsil as 3.29.

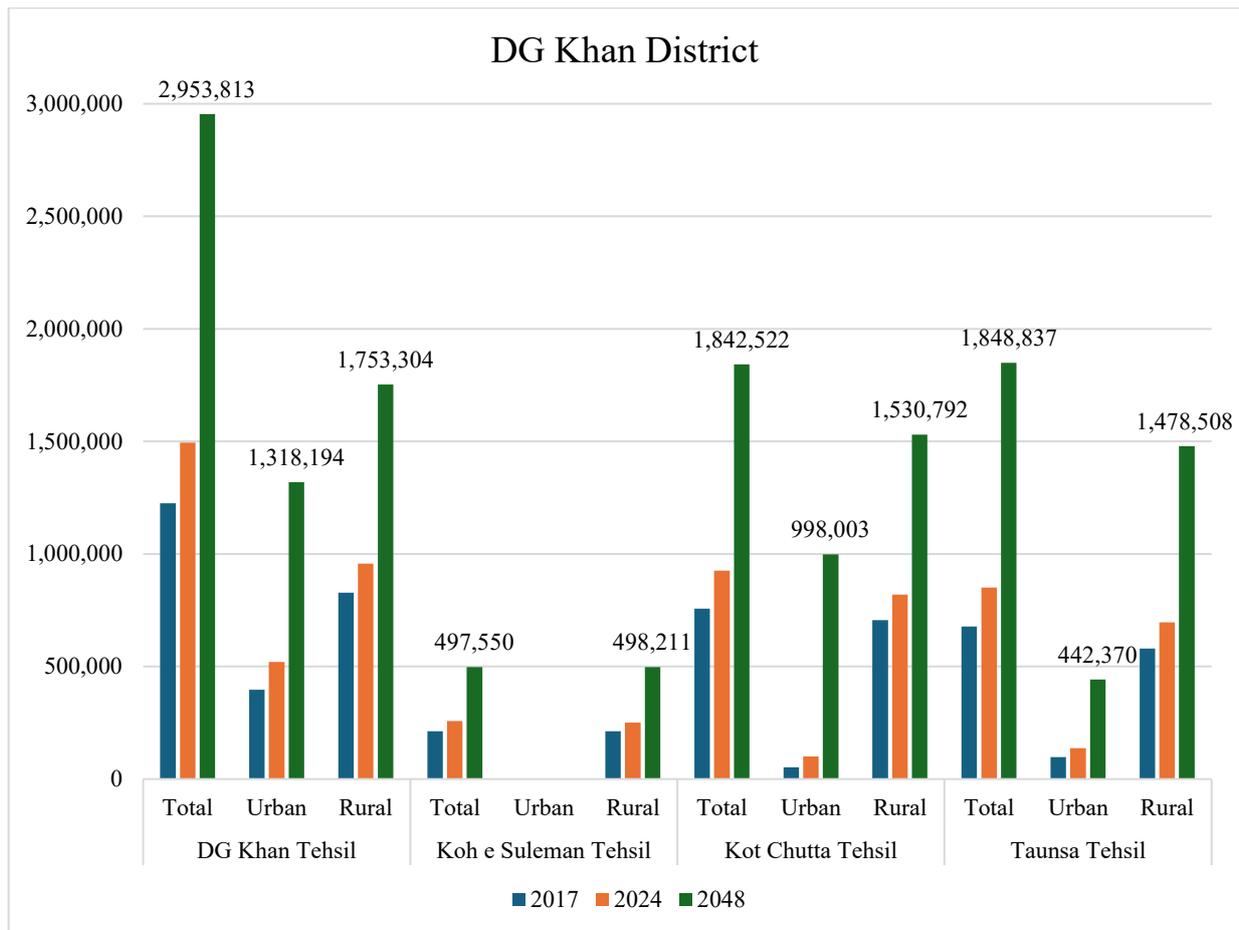


Figure 39. Population Growth in Tehsils of DG Khan District<sup>5</sup>

Source: Pakistan Bureau of Statistics, Census

### 3.2.2. Projected Population of Tehsils in Layyah District

As per the 2017 census, the Layyah Tehsil in Layyah District has the highest population i.e., 977,088 as compared to the population in other tehsils i.e. Choubara Tehsil and Kror Lal Ehsan with population of 252,540 and 594,367, respectively. The projections further illustrate that the population in Layyah Tehsil will continue to rise and will reach 2.218 million with an urban population of 1.71 million by 2048.

Furthermore, the overall population growth rate of Layyah tehsil i.e. 2.68 is also higher in the Layyah tehsil while urban growth rate is higher in Kror Lal Ehsan Tehsil when compared to the other tehsil i.e., 3.89. Nonetheless, the urban and consequently, overall population in all three tehsils of Layyah district are rising. As per projections, the overall population in Chubara tehsil

<sup>5</sup> For Koh e Suleman, the Urban population number is not available due to the rural status of the area in 2017 census.

and Kror Lal Ehsan tehsil will become 525,187 and 1,293,443 by 2048. In particular, the urban populations in these tehsils will increase rapidly compared to the 2017 population. Therefore, it is essential that urban living conditions should be improved in the tehsils of Layyah district to cater for the needs of the growing population. The graph below further illustrates the growth in in tehsils in the Layyah district.

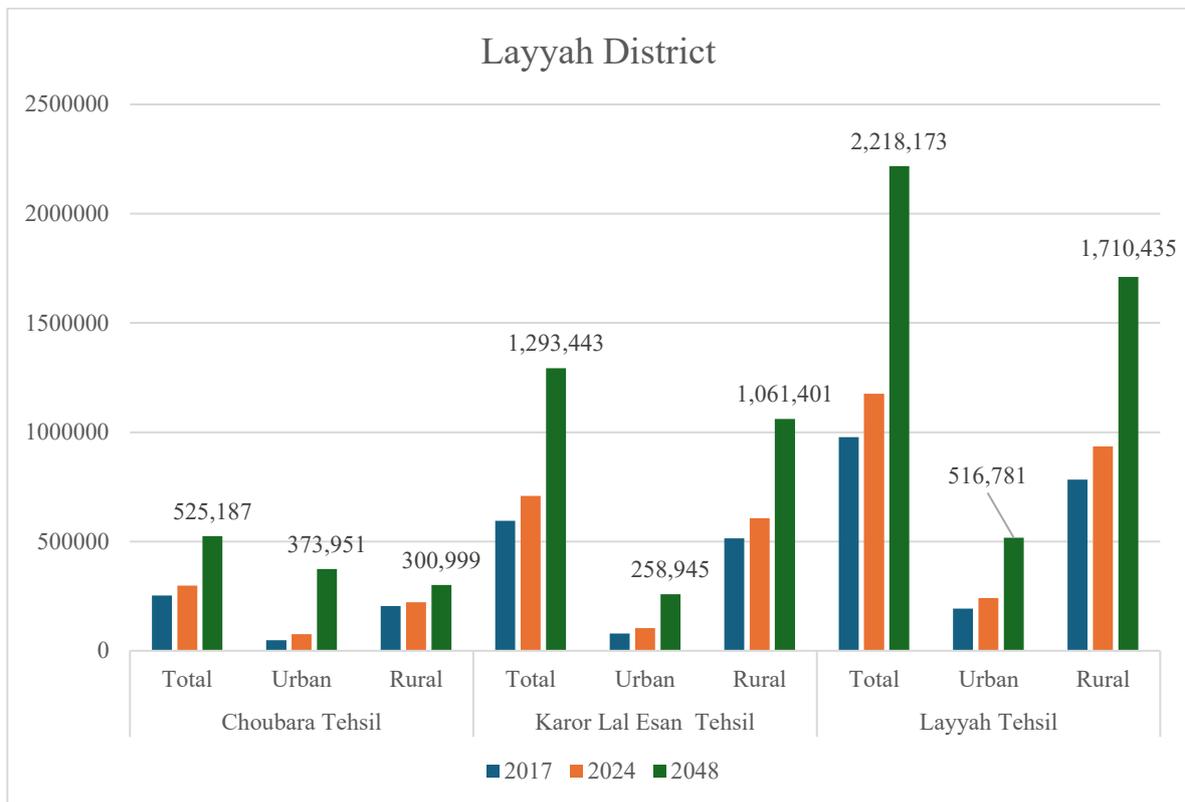


Figure 40. Population Growth in Tehsils of Layyah District

Source: Pakistan Bureau of Statistics, Census

### 3.2.3. Projected Population of Tehsils in Muzaffargarh District

As per the 2017 population census, the total population in Ali Pur, Jatoi, Kot Addu and Muzaffargarh tehsils are 640,384, 715,177, 1,347,501 and 1,625,487 respectively. According to projections, the total population in these tehsils will rise to 1,389,377, 1,542,293, 3,096,239 and 3,690,160 respectively by 2048. Pertinently, the growth rates of urban population in Jatoi, Kot Addu and Muzaffargarh tehsils i.e., 5.9, 4.0, 2.8 are higher as compared to rural population growth rates, i.e., 1.83, 2.46 and 2.65 in these tehsils. The below graph shows this trend of population growth in tehsils of Muzaffargarh district.

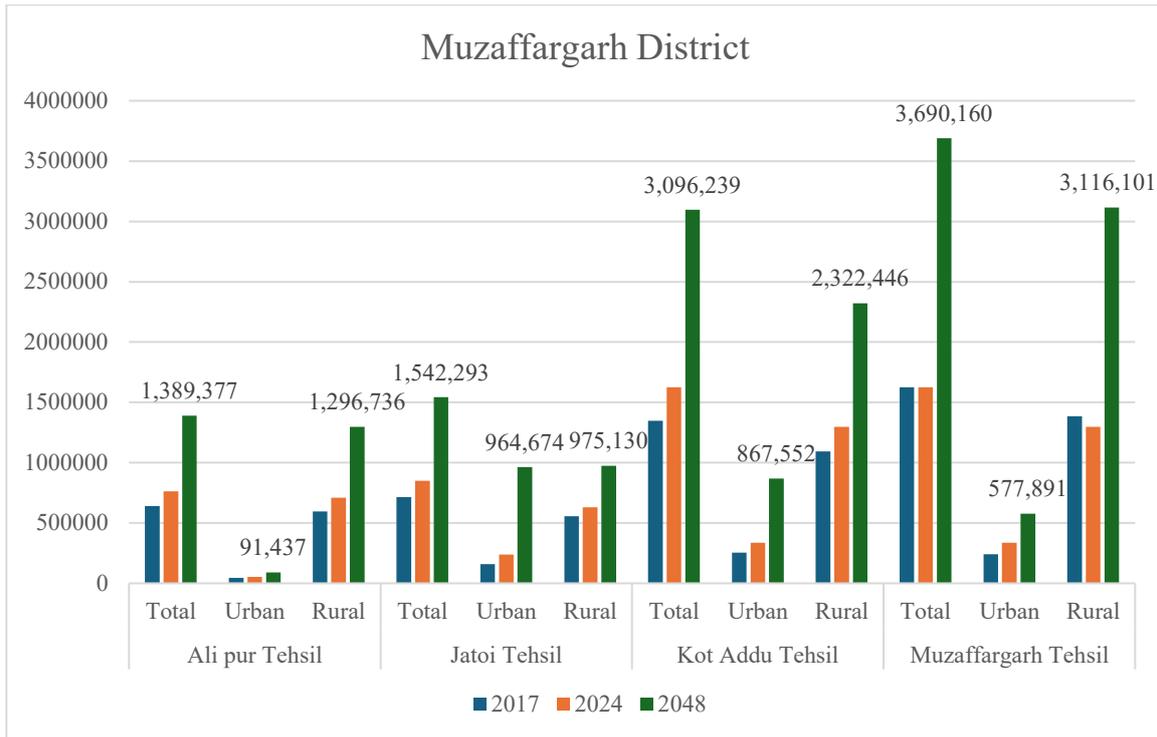


Figure 41. Population Growth in Tehsils of Muzaffargarh District

Source: Pakistan Bureau of Statistics, Census

### 3.2.4. Projected Population of Tehsils in Rajanpur District

According to the 2017 census report, the population of Rajanpur District across its tehsils stands at 34,191 for Tribal Area, 849,389 for Jampur, 706,770 for Rajanpur, and 405,689 for Rojahn Tehsil. Projections indicate that all tehsil populations are expected to increase significantly by 2048 and will become 145,393, 2,119,547, 2,048,365 and 1,214,540 by 2048, respectively, underscoring the district's anticipated urbanization over the next thirty-one years. This demographic shift necessitates urgent and strategic planning measures to ensure sustainable regional development. The below graph shows this trend of population growth in tehsils of Rajanpur district.

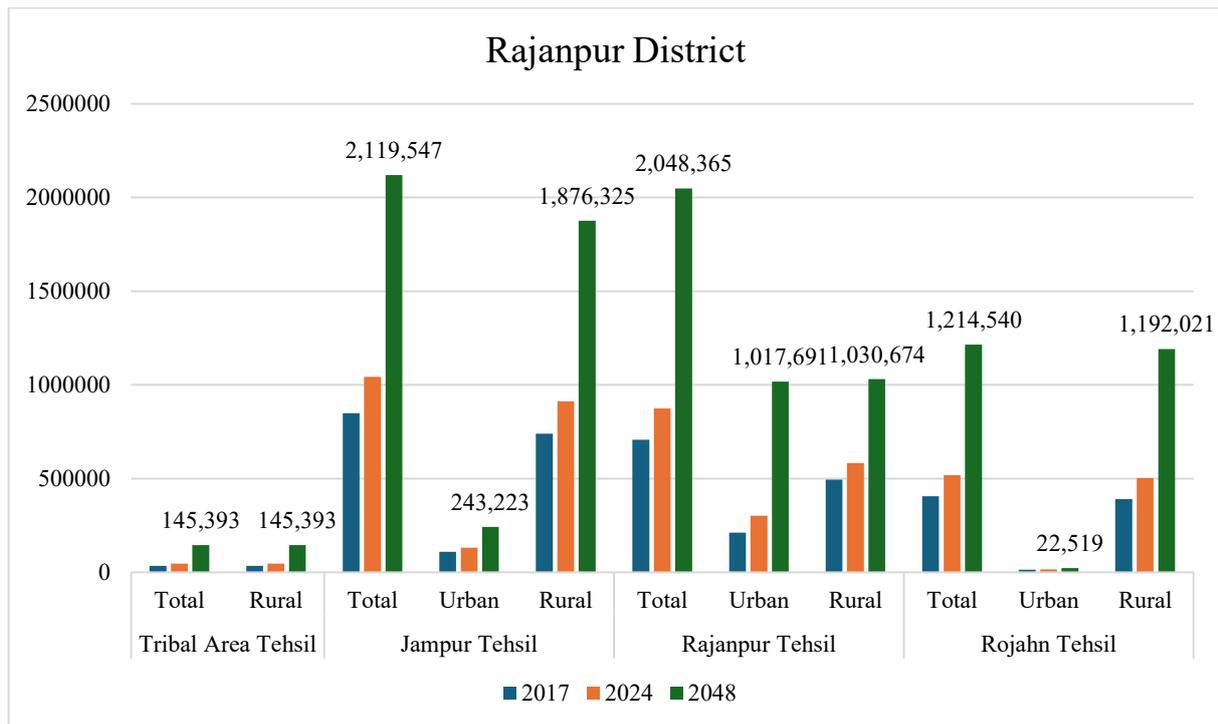


Figure 42: Population Growth in Tehsils of Rajanpur District

Source: Pakistan Bureau of Statistics, Census

### 3.2. Classification of Cities Based on Population

In order to identify the cities as small or large, we can categorize them as per their population. For instance, a city with population of over 1 million individuals can be regarded as a large city, whereas a city with a population between 250,000 and 1 million can be considered an intermediate city. Similarly, a city with population between 100,000 and 250,000 can be called a small city. The table below summarizes this data.

Table 5. Categorization of cities based on population.

<b>Large Cities</b>	1,000,001-10,000,000
<b>Intermediate Cities</b>	250,001-1,000,000
<b>Small Cities</b>	100,000-250,000
<b>Towns</b>	< 100,000

Source: Punjab Spatial Strategy

### 3.2.1. Classification of Urban Areas in DG Khan District

Based on the above classification, the urban areas in the DG Khan District are categorized as illustrated in the below table. The population of 2024, 2034, and 2048 have been projected based on the population of 2017 census and the population growth rate in the urban areas. For a detailed identification of emerging cities, the classification has been carried out on the urban areas instead of tehsils. All the other information in detail is illustrated with the help of map and table below.

Table 6. Classification of Cities/Urban Areas in Dera Ghazi Khan District

Urban Area	Population (2017 Census)	Projected Population 2024	City Classification (2024)	Projected Population 2034	City Classification (2034)	Projected Population 2048	City Classification
<b>DG Khan MC</b>	397,362	520,793	intermediate City	766,465	intermediate City	1,316,590	Large City
<b>Taunsa MC</b>	97,193	136,852	Small City	223,129	Small City	442,370	Intermediate City
<b>Kot Chutta</b>	51,666	63,155	Town	84,136	Town	125,716	Small City

Source: The Urban Unit

The above table indicates that all urban areas will grow with time. For example, in the case of DG Khan MC, it will become Large City by 2048 from intermediate city in 2017, 2024, and 2034, while other MC i.e. Taunsa MC will grow from its current status of small city and will become the intermediate city by 2048. These projections indicate that both MCs will be needing adequate urban living conditions and upgraded facilities to cater to the needs of the growing population. Appropriate and sustainable urban plans are required to be implemented on an immediate basis to meet the needs of the growing population.

### 3.2.2. Classification of Urban Areas in Layyah District

The below data provides information about classification of urban areas in Layyah district.

Table 7. Classification of Cities/Urban Areas in Layyah District

Urban Area	Population (2017 Census)	Projected Population 2024	City Classification (2024)	Projected Population 2034	City Classification (2034)	Projected Population 2048	City Classification
<b>Layyah MC</b>	126,055	154,611	Small City	206,978	Small City	311,376	Intermediate City
<b>Chowk Azam MC</b>	67,421	87,180	Town	125,858	Small City	210,440	Small City
<b>Fatehpur MC</b>	44,084	64,384	Town	110,604	Small City	235,918	Small City
<b>Karor Lal Ehsan MC</b>	35,243	41,494	Town	52,395	Town	72,629	Town
<b>Choubara</b>	48,371	57,067	Town	72,271	Town	100,593	Small City

Source: The Urban Unit

In Layyah District, the population in all urban areas will rise more than twice to the current projected levels in 2048. However, only the Karor Lal Ehsan MC will maintain its current status of ‘Town’ throughout 2017 to 2048; whereas population in other urban areas will grow more with the passage of time. For example, the Layyah MC will attain the status of a ‘intermediate city’ by 2048 from its current status of small city due to rise in its population. Other MCs i.e. Chowk Azam MC and Fatehpur MC in Layyah district will attain the status of ‘small city’ by 2048 as compared to their current status of ‘Town’. Hence, the population will continue to rise in all MCs in the Layyah district. Overall, the high pace of population growth is apparent in Layyah MC majorly as compared to the other MCs. Therefore, a priority focus should be given to Layyah MC for carrying out urban development.

### 3.2.3. Classification of Urban Areas in Muzaffargarh District

The following data indicates the classification of urban areas in Muzaffargarh district based on their population of 2017 and the projected population of 2024, 2034, and 2048.

Table 8. Classification of Cities/Urban Areas in Muzaffargarh District

Urban Area	Population (2017 Census)	Population 2024	City Classification (2024)	Projected Population 2034	City Classification (2034)	Projected Population 2048	City Classification
Muzaffargarh MC	209,902	255,185	Intermediate City	337,329	Intermediate City	498,576	Intermediate City
Kot Addu MC	129,859	154,678	Small City	198,581	Small City	281,742	Intermediate City
Jatoi MC	109,538	160,190	Small City	275,710	intermediate City	589,653	Intermediate City
Chowk Sarwar Shaheed MC	56,117	74,095	Town	110,207	Small City	192,132	Small City
Shehr Sultan MC	49,844	79,934	Town	156,948	Small City	403,639	Intermediate City
Alipur MC	44,504	52,362	Town	66,053	Town	91,437	Town
Dera Din Panah MC	32,962	46,972	Town	77,908	Town	158,206	Small City
Khargarh MC	30,476	37,865	Town	51,634	Town	79,708	Town
Sinawan MC	35,209	42,485	Town	55,563	Town	80,902	Town

Source: The Urban Unit

From the above estimates, it becomes evident that the population in Shehr Sultan MC will rise to such an extent that it will become an intermediate city from its current status of town. On the other hand, the Khargarh MC will maintain its status of town in 2048 too same is the case of Muzaffargarh MC it remains the intermediate city from 2017 to 2048. Hence major shift is observed only in Shehr Sultan MC of Muzaffargarh district. This indicates higher urban population growth in the Shehr Sultan MC as compared to the population growth level in all other MCs.

### 3.2.4. Classification of Urban Areas in Rajanpur District

The below table indicates the classification of all urban areas in Rajanpur district based on the 2017 census data and the projected populations for 2024, 2034, and 2048.

Table 9. Classification of Cities/Urban Areas in Rajanpur District

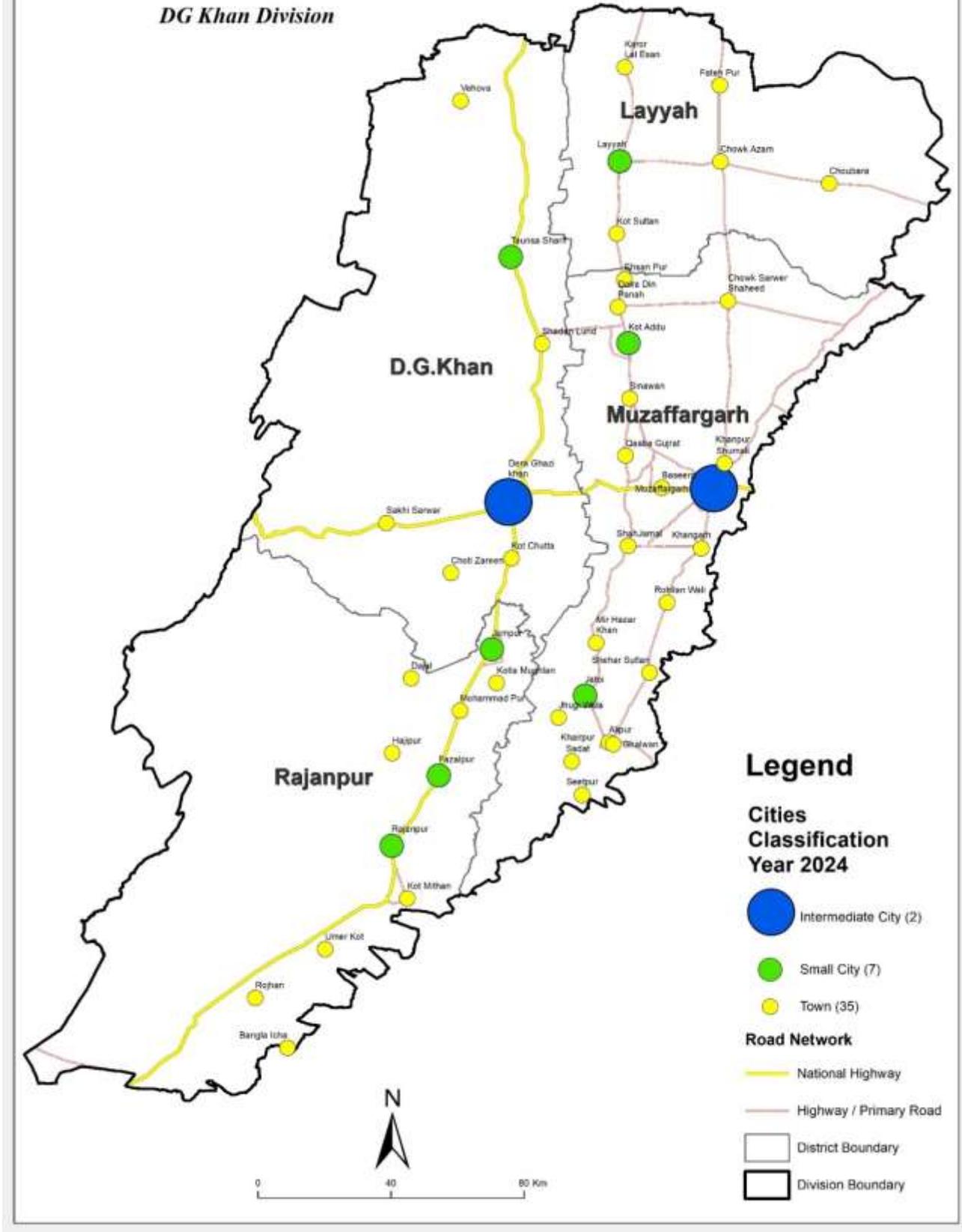
Urban Area	Population (2017 Census)	Population 2024	City Classification (2024)	Projected Population 2034	City Classification (2034)	Projected Population 2048	City Classification
Rajanpur MC	99097	133957	Small City	206048	Small City	376510	intermediate City
Jampur MC	87857	106158	Small City	139107	Small City	203097	Small City
Fazalpur MC	76809	117800	Small City	217009	Small City	510438	intermediate City
Kot Mithan MC	36755	52902	Town	89003	Town	184378	Small City
Dajal TC	22233	25574	Town	31236	Town	41328	Town
Rojhan MC	14545	16054	Town	18485	Town	22519	Town

Source: The Urban Unit

The table indicates that Jampur, Dajal, and Rojhan MCs will maintain their respective statuses as a small city, town, and town from 2017 to 2048, respectively. However, other MCs such as Rajanpur and Jampur are projected to grow from small cities to intermediate cities by 2048. Additionally, Kot Mitthan MC is expected to progress from a town to a small city by the end of 2048. The data discussed above is also illustrated in the maps below.

# Cities Classification: Year 2024

DG Khan Division

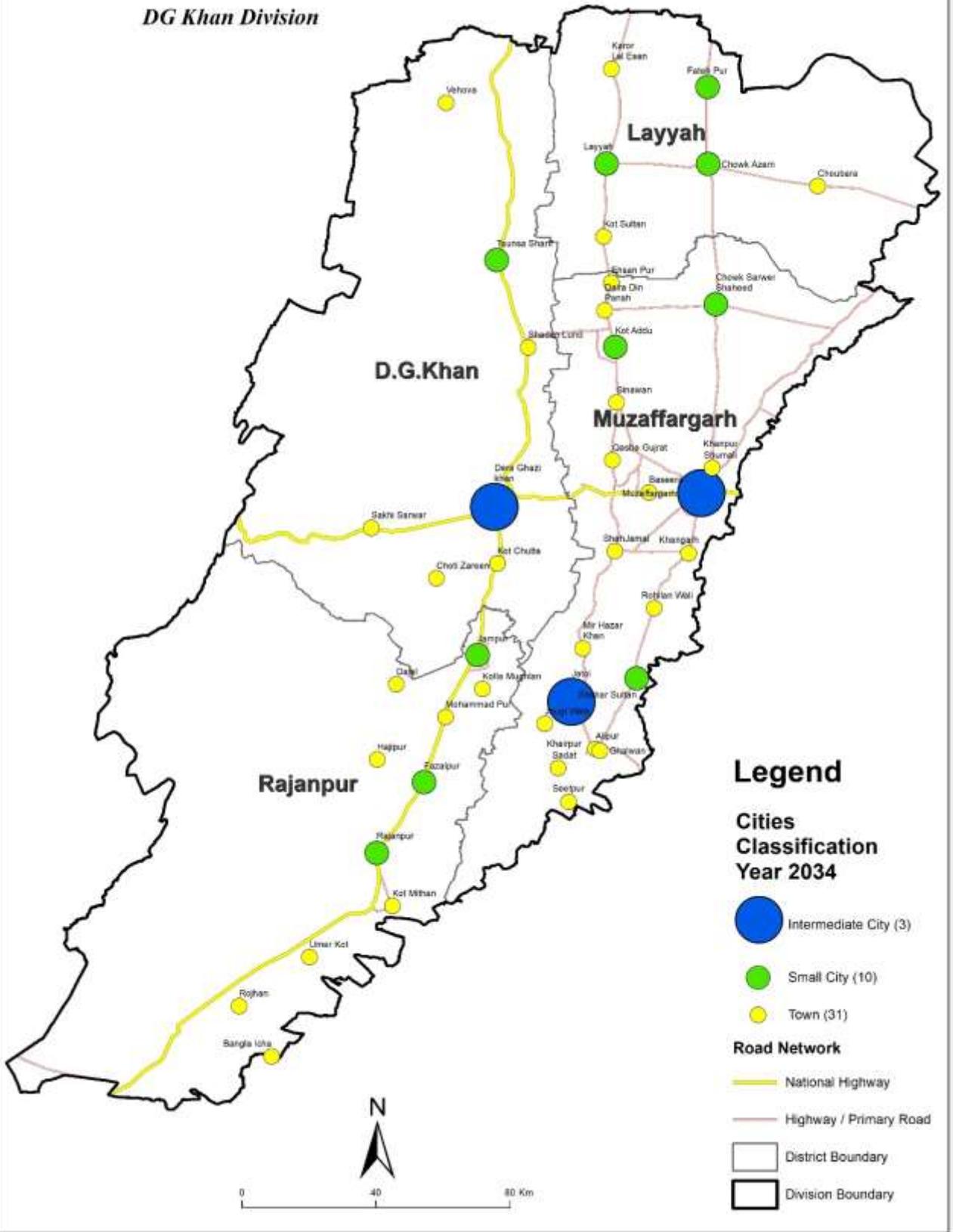


Map 2: Classification of Cities/Urban Areas of Dera Ghazi Khan Division based on 2024 projected population

Source: Punjab spatial Strategy

# Cities Classification: Year 2034

DG Khan Division



Map 3: Classification of Cities/Urban Areas of Dera Ghazi Khan Division based on 2034 projected population

Source: Punjab spatial Strategy



Map 4: Classification of Cities/Urban Areas of Dera Ghazi Khan Division based on 2048 projected population.

Source: Punjab spatial Strategy

## SECTION 4: SPATIAL ANALYSIS

This section of the report summarizes the population related dynamics over spatial grounds. Appropriately, the population-based estimations have been carried out in the DG Khan region, which also includes an analysis of population density in the region.

### 4.1. Population Density in DG Khan Division:

As per the 2017 population census, the Dera Ghazi Khan District has a population density of 241 per square kilometers. Layyah, Muzaffargarh and Rajanpur districts have population densities of 290, 525 and 162 square per kilometers, respectively.

Projections for 2024 based on the 2017 census data indicate that the population density in Dera Ghazi Khan District will rise to 296 persons per square kilometer. Similarly, the population densities in Layyah, Muzaffargarh, and Rajanpur districts are expected to increase to 347, 630, and 201 persons per square kilometer, respectively.

This data illustrates a general increase in population density across all four districts within the DG Khan division, reflecting overall population growth. The following table presents these figures in detail:

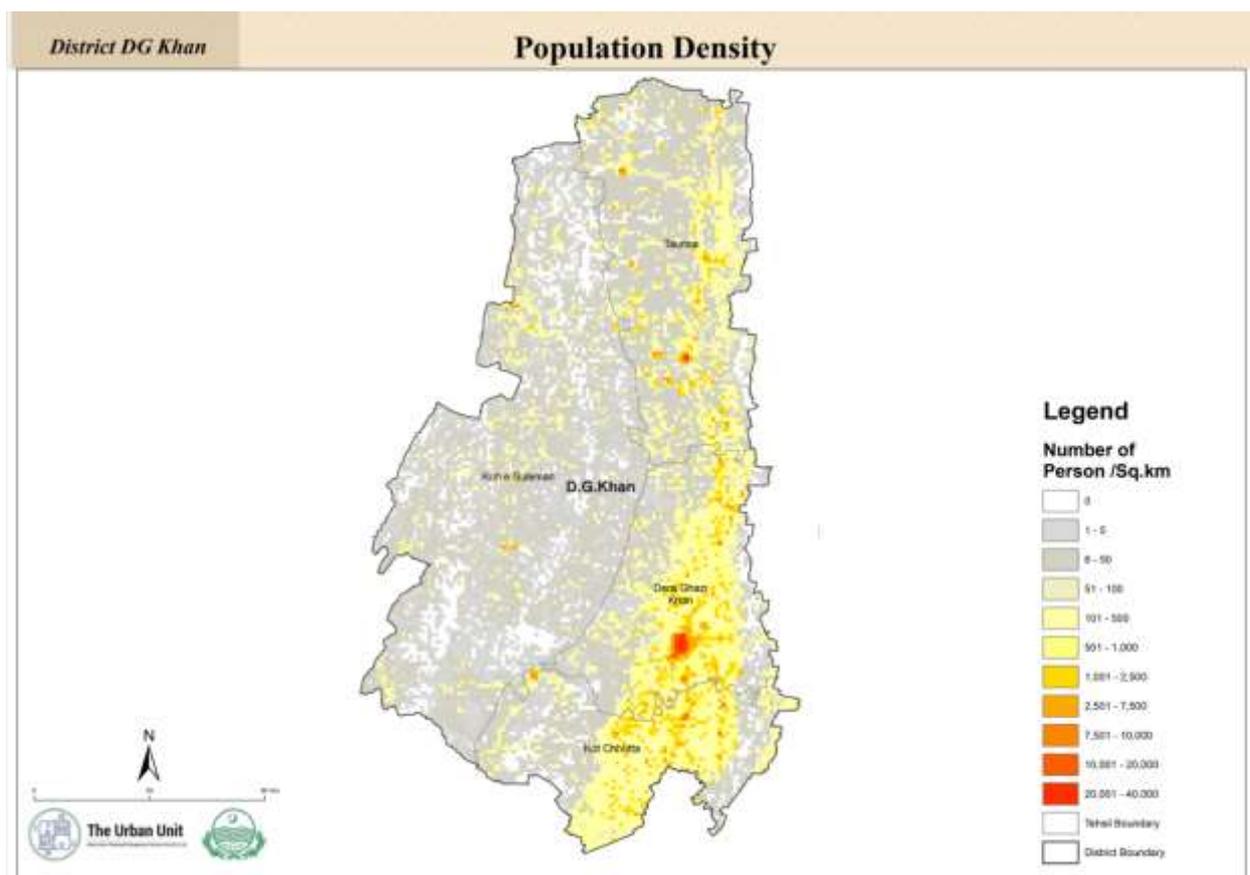
Table 10: Average population density in DG Khan district

Name of the District	Area (Sq.km)	Avg. Population Density per Sq. Km (2017)	Avg. Population Density per Sq. Km (2024)
Dera Ghazi Khan	11,922	241	296
Layyah	6289	290	347
Muzaffargarh	8249	525	630
Rajanpur	12318	162	201

Source: Pakistan Bureau of Statistics, Census 2017

#### 4.1.1. Dera Ghazi Khan District

In the Dera Ghazi Khan district, the population is evenly distributed across most tehsils, yet there are notable areas in some tehsils, particularly the tehsil centers, where population densities are significantly higher. This vertical patch of increased density spans from north to south throughout the district, encompassing Dera Ghazi Khan, Taunsa, and Kot Chutta tehsils. This concentration is primarily due to these areas having the highest population counts according to the 2017 census. The below map shows the population density in Dera Ghazi Khan district.

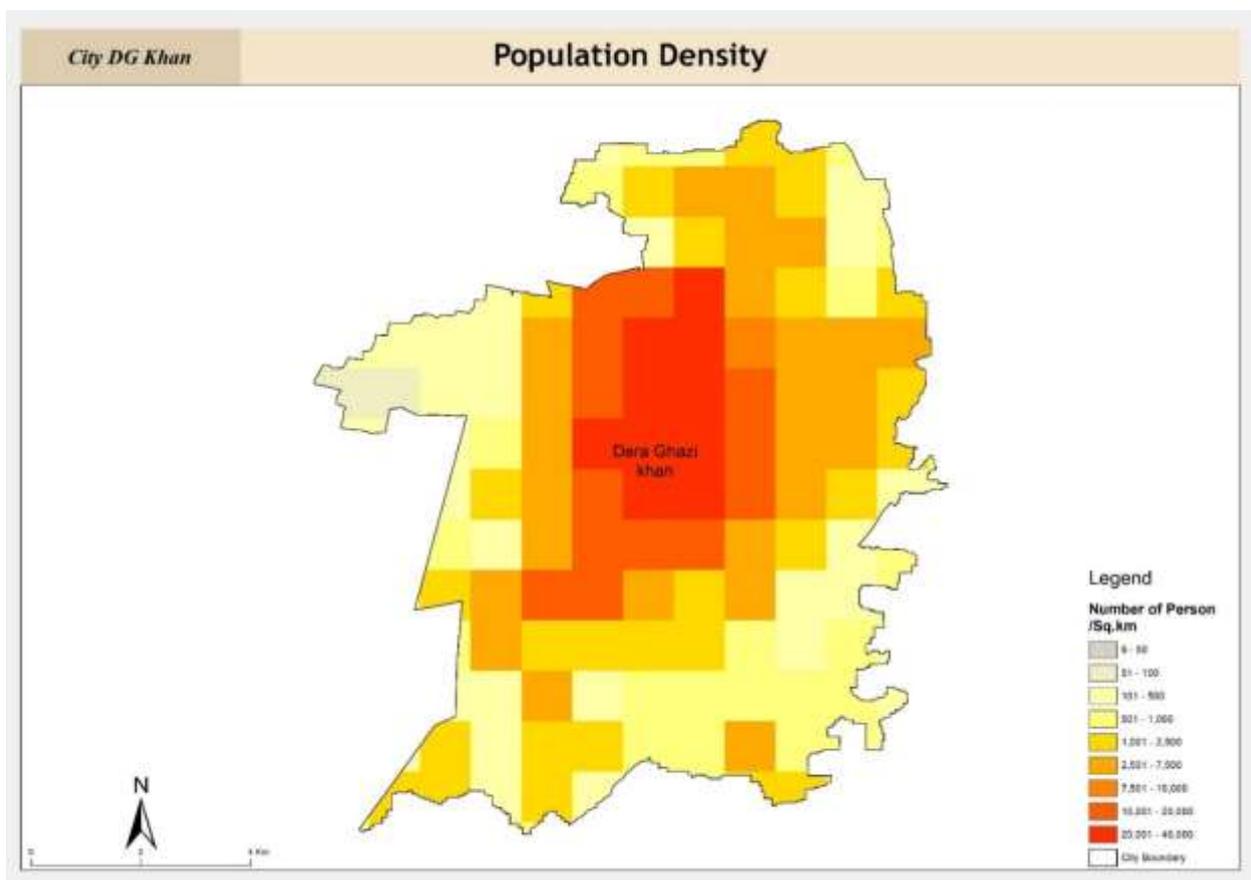


*Map 4: Population Density in Dera Ghazi Khan District*

By examining the map of Dera Ghazi Khan district density, it can be observed that there is a distinct contrast between the densely populated urban areas and the more sparsely populated outskirts. This spatial distribution pattern underscores the urban-rural divide within the district and highlights the areas of potential focus for urban planning and development initiatives.

With the Dera Ghazi Khan district, the highest population density is concentrated in DG Khan MC compared to other Municipal Committees (MCs). This dense area is centrally located, as shown in the map below, and serves as a focal point for population concentration within the city.

As per the projections for 2024, the average population density in DG Khan MC is expected to rise significantly to 18,600 persons per square kilometer. This increase is driven by factors such as enhanced connectivity, economic opportunities, urban growth trends, and improved access to services and amenities. The graphical representation below illustrates these density patterns in DG Khan city. Managing this demographic concentration requires thoughtful urban planning and development to ensure sustainable growth and the well-being of residents.

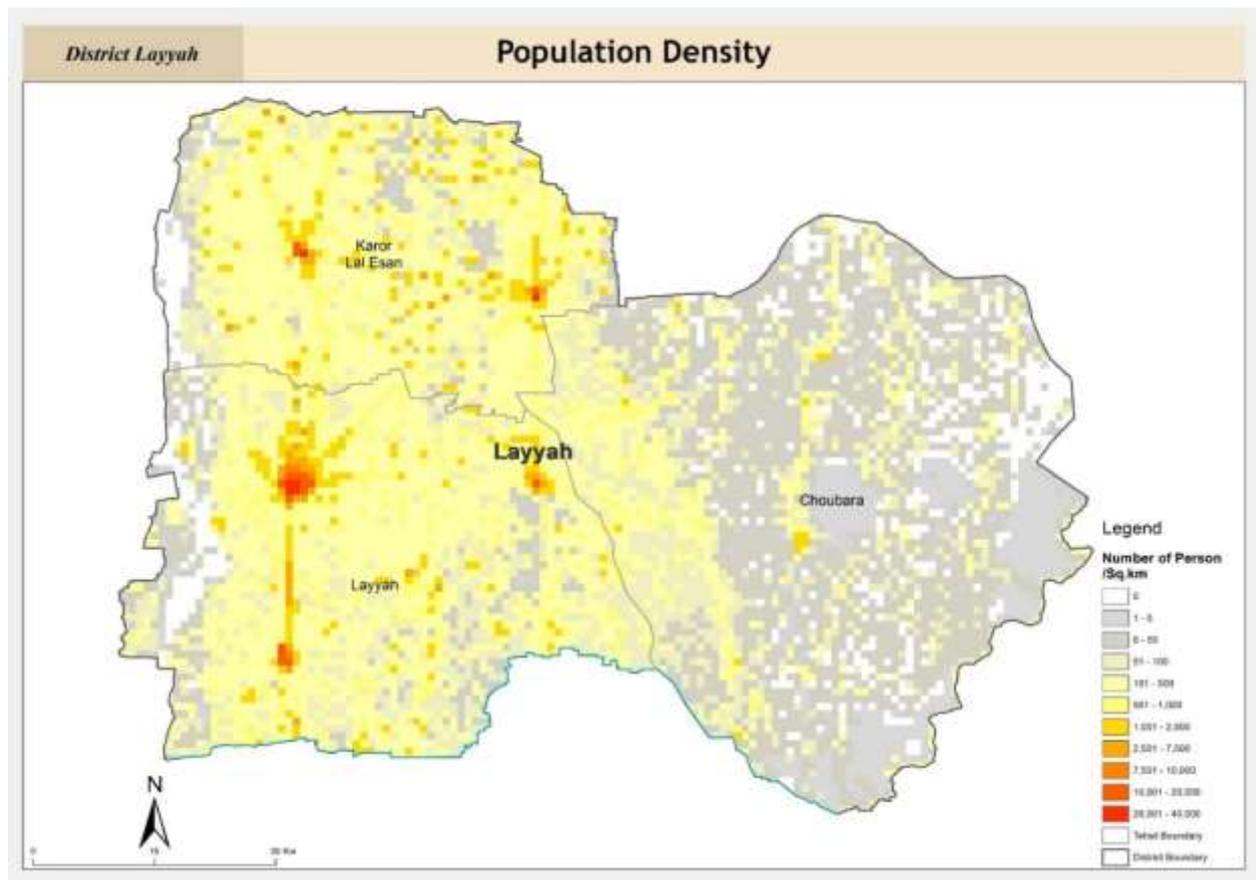


Map 5: Population Density Map of Dera Ghazi Khan City

#### 4.1.2. Layyah District

In the Layyah district, there is spatial inequality among the tehsils of the district Layyah. As per the 2017 report, Chobara Tehsil, with a population of almost 252,540 represents a smaller, less densely populated area compared to Kror Lal Ehsan, which has a population of roughly 594,000 indicating a moderate level of population concentration. In contrast, Layyah city, with a

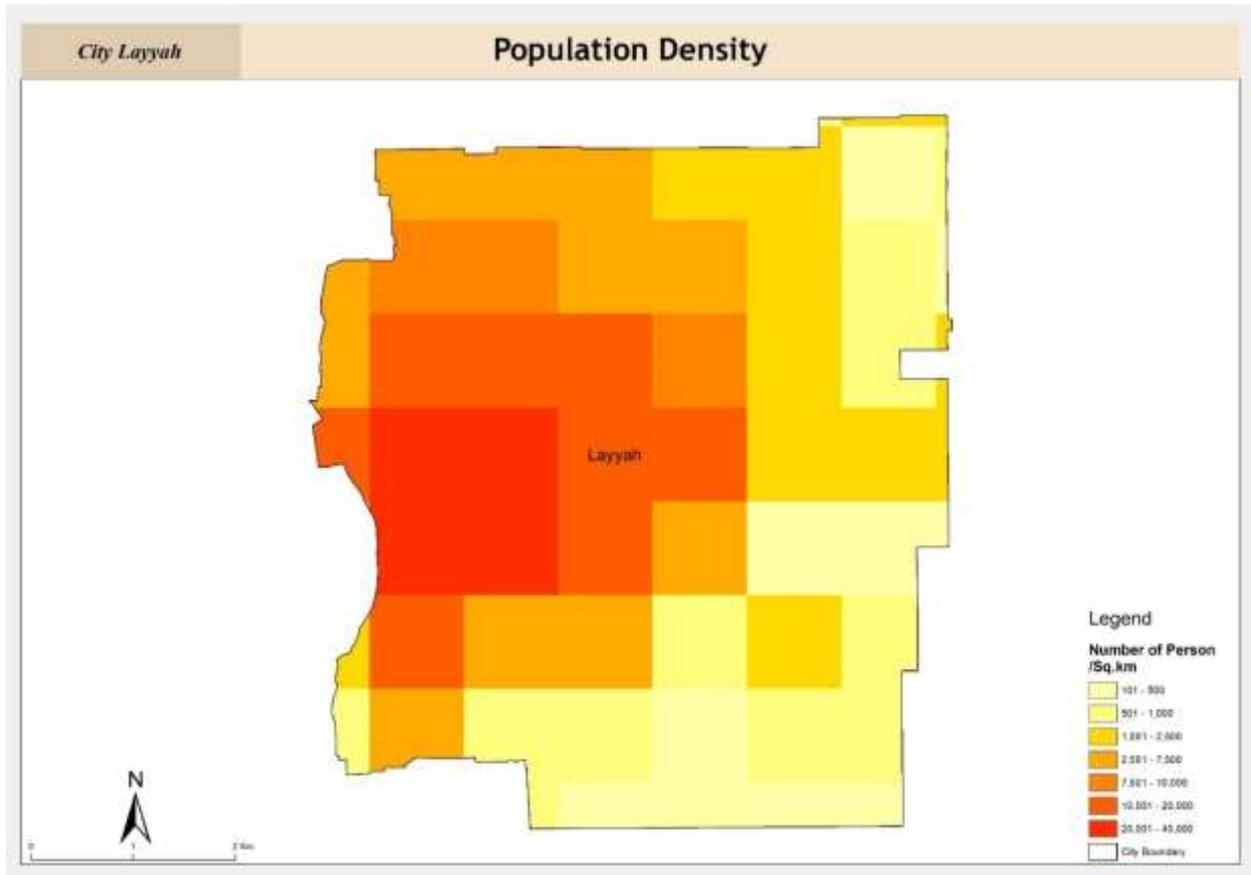
population of 977,000 emerges as the most populous and densely inhabited area among the three, likely due to its status as a central urban center offering more economic opportunities, services, and amenities compared to the surrounding tehsils. This disparity in population numbers underscores the diverse demographic distribution within the Layyah district, influenced by factors such as urbanization, economic activities, and infrastructure development. The population density in Layyah District is shown below.



Map 6: Population Density in Layyah District

In Layyah district, the population is highly concentrated in Layyah MC and then chowk Azam MC as compared to other two MCs of the district Layyah i.e. Fatehpur and Kror Lal Ehsan. Highly densified area of Layyah city is marked in red on the map below for easy identification.

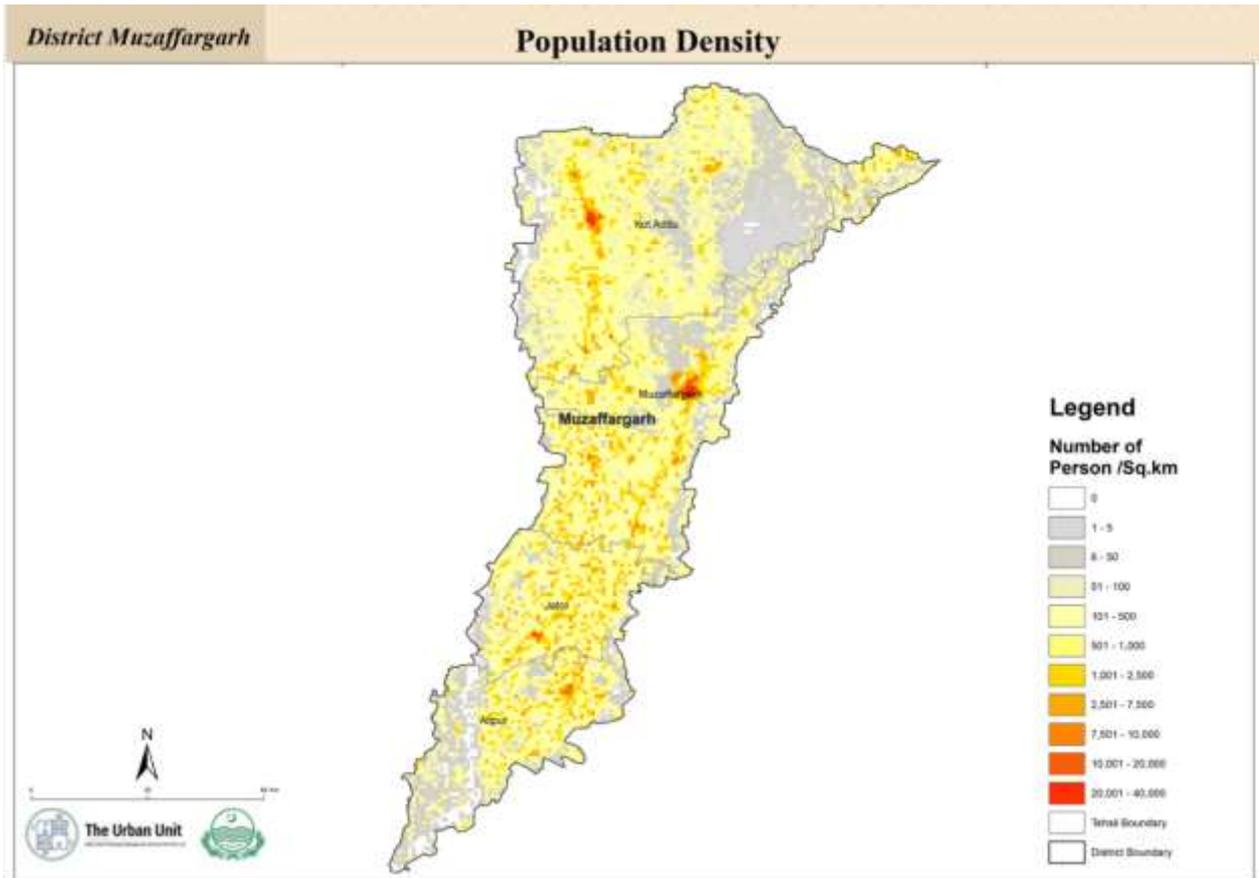
As per the projection for 2024, the average population density in Layyah MC is expected to rise significantly to 14,056 persons per square kilometer. This concentration is observed higher mainly at the center of the city and lower at the periphery of the city. This phenomenon is driven by factors such as enhanced connectivity, economic opportunities, and urban growth trends. The graphical representation below further illustrates these density patterns in Layyah city.



Map 7: Population Density in Layyah City

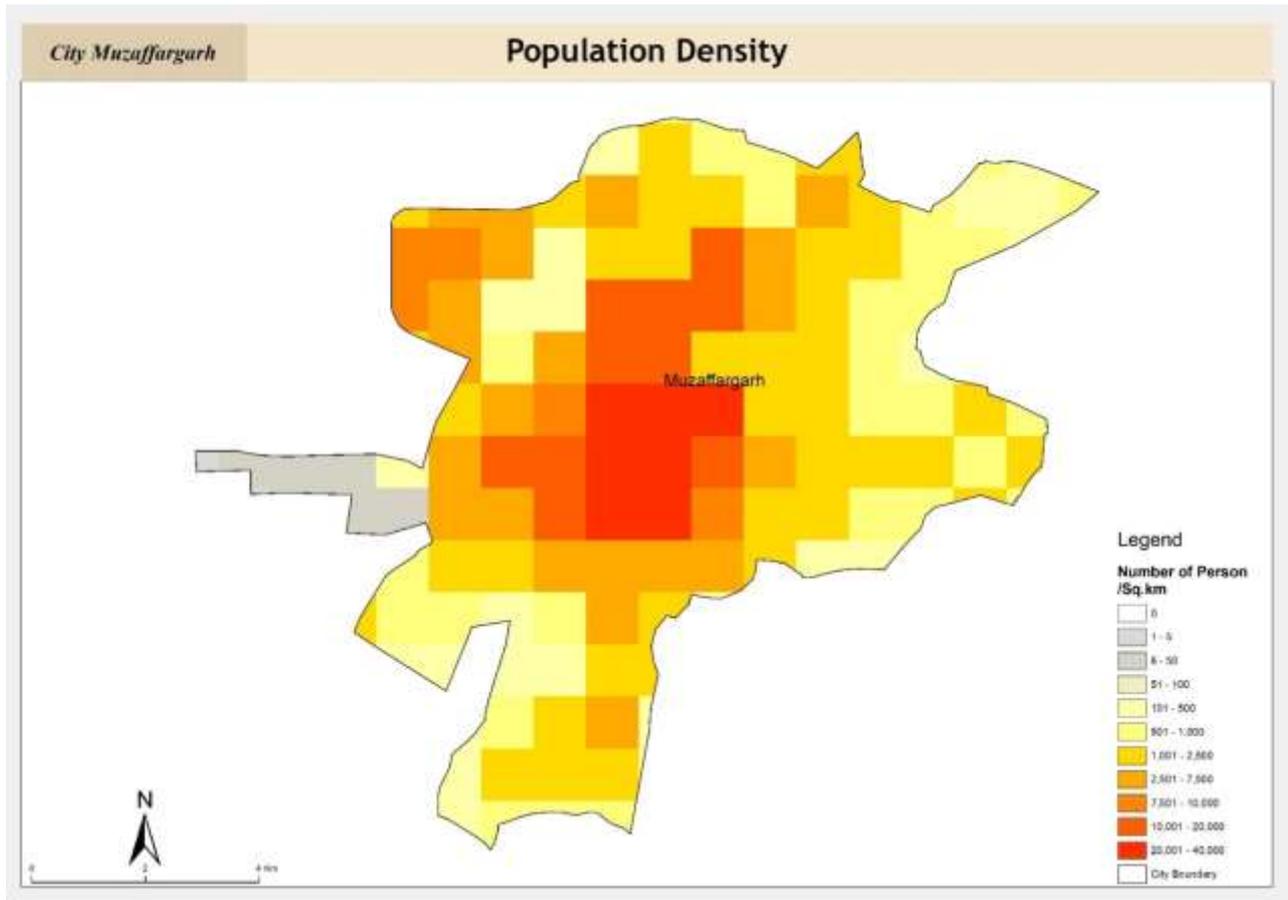
#### 4.1.3. Muzaffargarh District

In the Muzaffargarh district, the population is generally evenly distributed across all tehsils. However, certain areas, particularly the tehsil centers, exhibit significantly higher population densities. According to the 2024 density map shown below, the tehsils of Muzaffargarh and Kot Addu are highly dense. In contrast, the Southwestern side of Ali Pur is less densely populated compared to other tehsils. The tehsil of Jatoi also shows a high concentration of population throughout the district in 2024. For a clearer understanding, the spatial analysis at the district level is depicted in the Muzaffargarh district in map below.



Map 8: Population Density in Muzaffargarh District

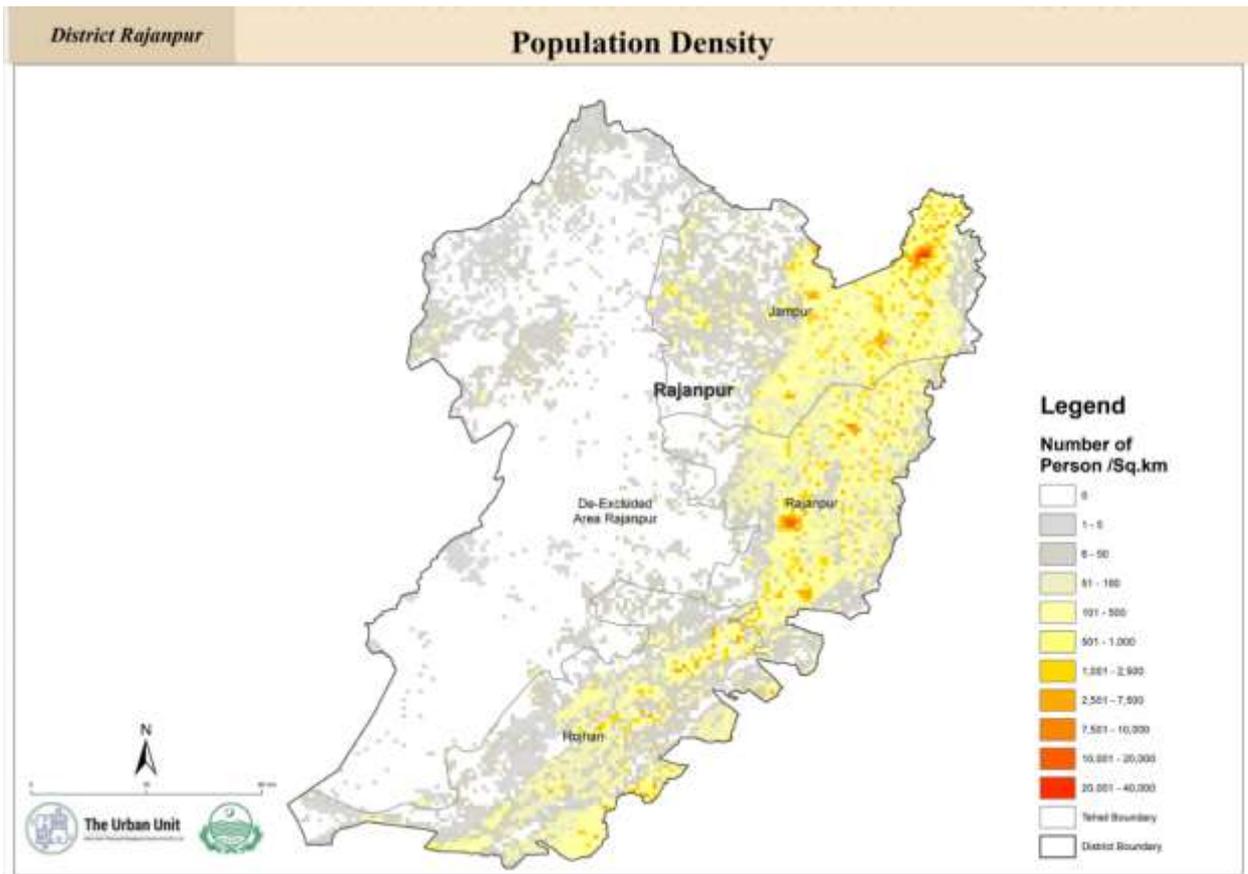
When density is observed within the Muzaffargarh MC, the population is largely denser at the center of MC area. As per calculations made on the basis of projected population of 2024 of Muzaffargarh city, the average population density is around 19,630 persons per square kilometers that is higher than all other MCs of the district. The highly dense area of the city is shown in the map attached below using red color and similarly the other with lighter colors to distinguish them.



Map 9: Population Density in Muzaffargarh City

#### 4.1.3. Rajanpur District

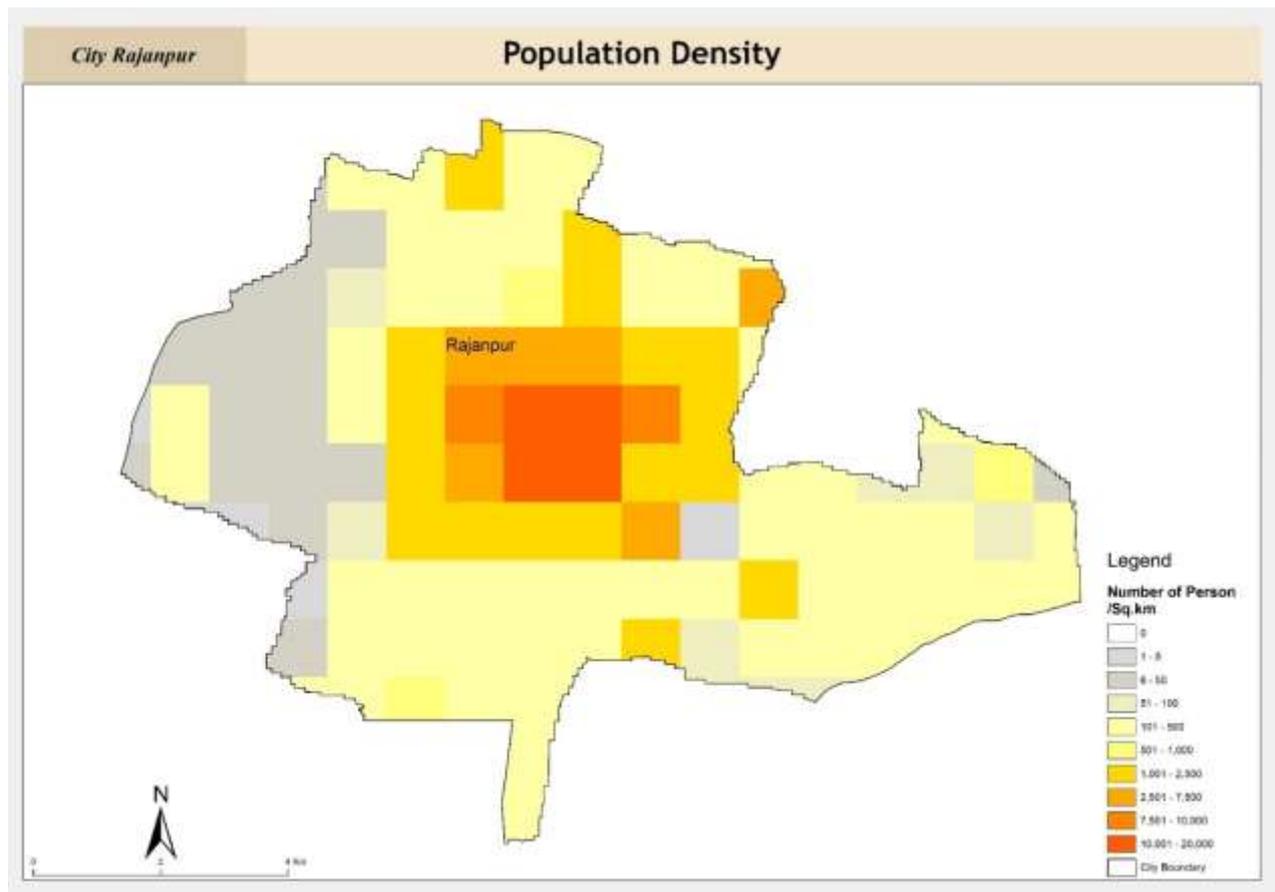
In the Rajanpur district, the population is higher in Rajanpur and Rojhan tehsil as compared to the population in other tehsils. Similar to other districts in DG Khan division, Rajanpur also has highly dense tehsil centers exhibiting significantly higher population densities. According to the 2024 density map shown below, the tehsils at the eastern side of the district i.e. Rajanpur and Rojhan are highly concentrated due to connectivity with Kot Chutha tehsil of DG Khan and Muzaffargarh tehsil. For a clearer understanding of explanation, the spatial analysis at the district level is depicted in the Rajanpur district density map below.



Map 10: Population Density in District Rajanpur

The Density analysis was also performed on Rajanpur city level for a clearer understanding of growing population and growth trends of the district overall. In Rajanpur, the high density is observed in the city center while some moderate densities also observed at adjacent areas of city.

As per 2017 censuses of Rajanpur MC, the city population was 99,097 with density of 16,516 persons per square kilometer while projections based on the census indicate that the population is 133,957 in 2024 with the population density of 22,326 persons per square kilometer. The below map illustrates the city with densities.

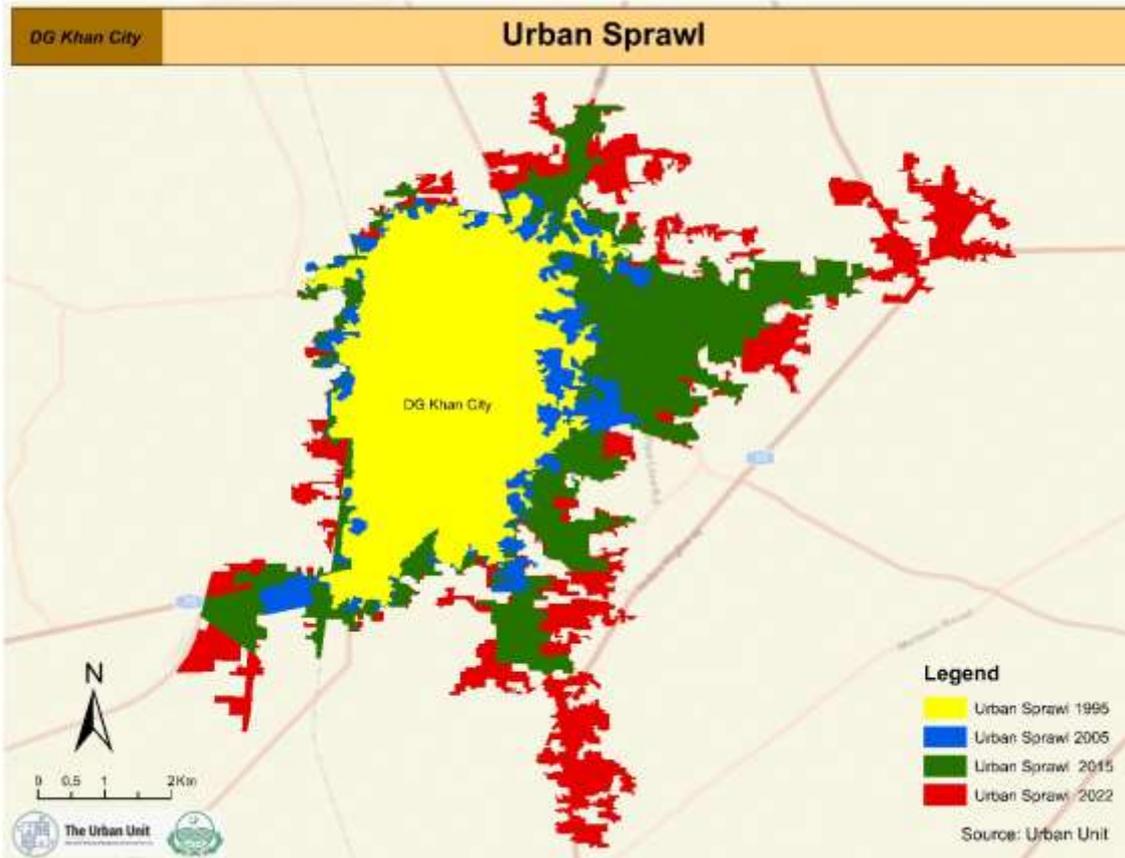


Map 11: Population Density in Rajanpur City

In conclusion, the above maps and analysis indicate that the city centers in the districts of DG Khan division have very high population densities as compared to the rest of the area. Therefore, the city centers need to be given priority importance in terms of planning and implementing development projects. Such consideration can include a focus upon improving infrastructure, connectivity, and all facilities that are connected to uplifting the quality of life in the urban areas. The future development projects should aim for carrying out development in the urban areas to offset the burden of rise in population and consequent population-density in the cities in Dera Ghazi Khan division.

## 4.2. Built-up Area Expansion

### 4.2.1. Dera Ghazi Khan City



Map 12: DG Khan City Built-Up Area Expansion

Source: The Urban Unit

In DG Khan, the city is expanding primarily around its periphery and to the north, especially along Marka Road and N-55 (Indus Highway) Road. Expansion is also noticeable on the outskirts of Lahore-Multan Road (N-70) Road. Several factors contribute to this growth. Population increase is a significant driver, necessitating more housing and infrastructure to accommodate the rising number of residents. Additionally, migration from nearby rural areas and other cities within the division is fuelling this expansion. The conversion of agricultural land into commercial and residential spaces further accelerates the growth of the built-up area on the city's outskirts.

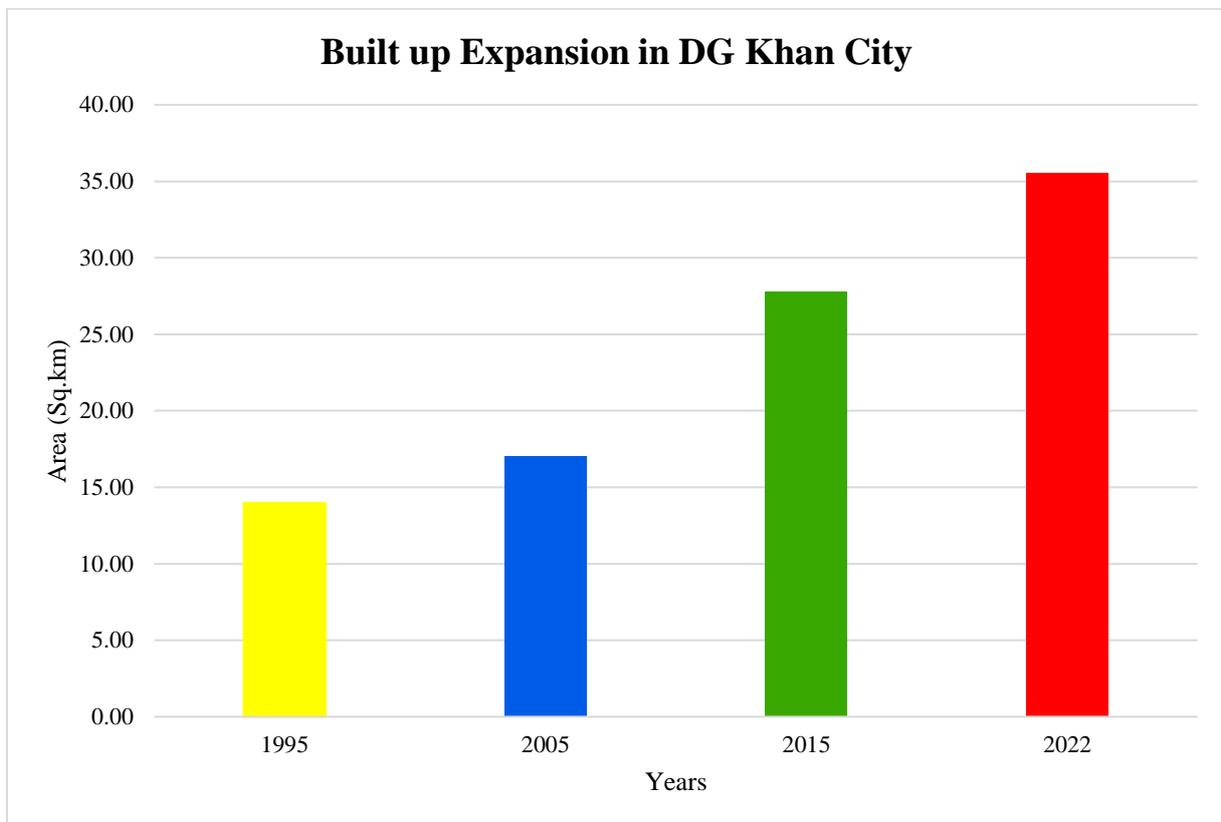


Figure 43: Built-up area expansion in DG Khan city.

Below table shows that maximum built up have expanded between 2005-2015 i.e., 62.73%. Whereas, built up area has expanded around 22.10% from 1995 to 2005. Thereafter, as of 2022, the built-up area of DG Khan city became 35.54 Sq. kms. i.e., indicating 27.97% increase in the total built up area from 2015 to 2022.

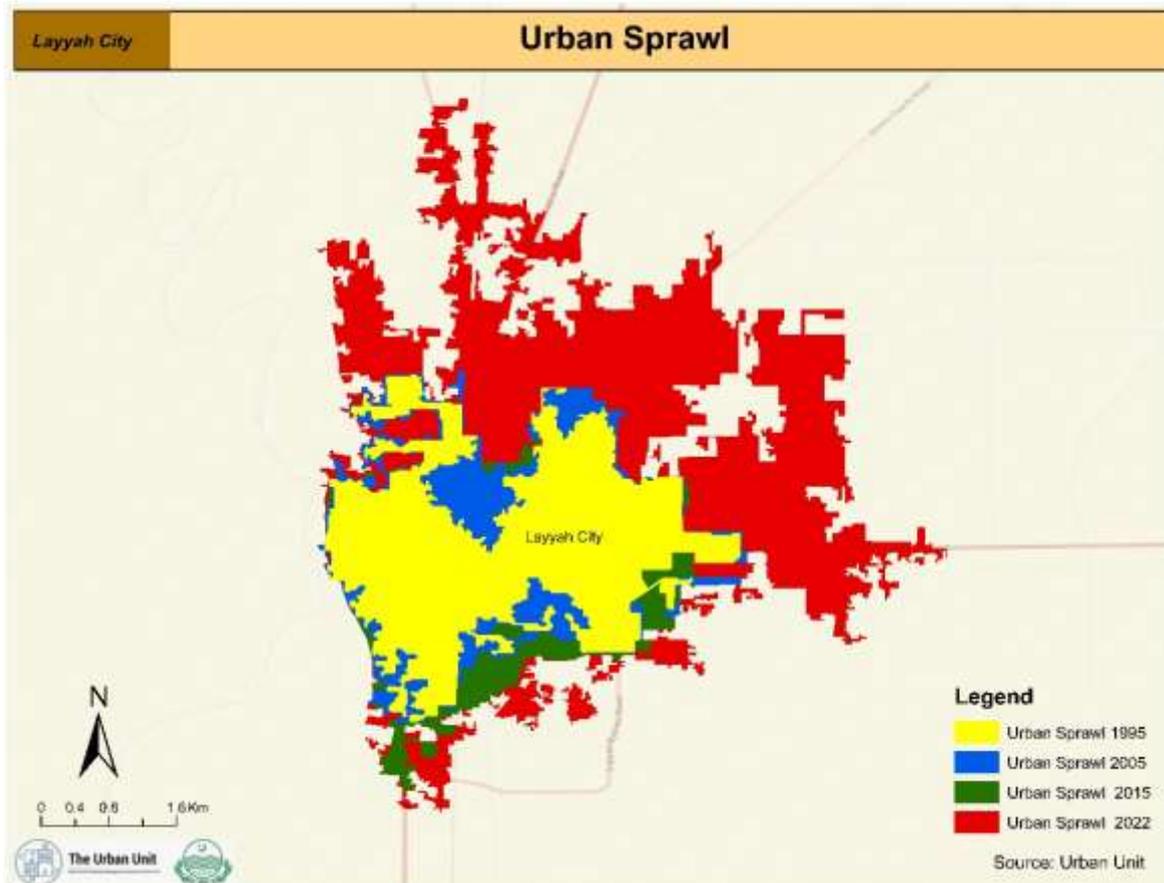
Table 11: Built Area Expansion, DG Khan City

Growth Timeline	Built-up Area(sq.km)	Percentage Increase in Built-up area
1995-2005	17.07	22.10%
2005-2015	27.77	62.73%
2015-2022	35.54	27.97%

Source: The Urban Unit

#### 4.2.2. Layyah City

In Layyah city, significant expansion of the built-up area initially began in the northern peripheral regions, particularly along the Karor Layyah Road. Major development is evident on both sides of Chobara Road, with notable growth occurring in the northern part of District Layyah. Prior to 2015, the central area of the city experienced considerable expansion, especially between 1995 and 2005.



Map 13: Layyah City Built-Up Area Expansion.

Source: The Urban Unit

Layyah city is expanding towards the northeast. The expansion rate surged by 107% in 2022. In 2005, the total built-up area was 9.59 square kilometers, which increased to 10.78 square kilometers by 2015, reflecting a modest 12.40% growth. The major expansion towards the northeast is due to the main Karor-Layyah Road connecting the city in this direction. Additionally, important facilities such as the general bus stand, Layyah sugar mills, and dairy farm are located in this area, driving the expansion. This growth is fueled by the emergence of commercialization and new housing societies in the northeast.

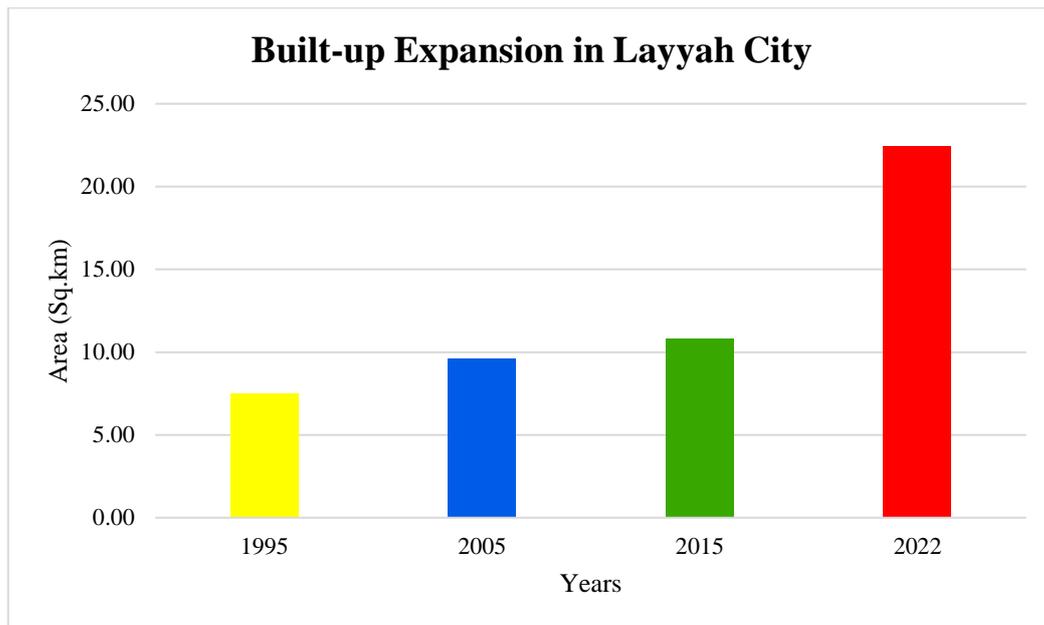


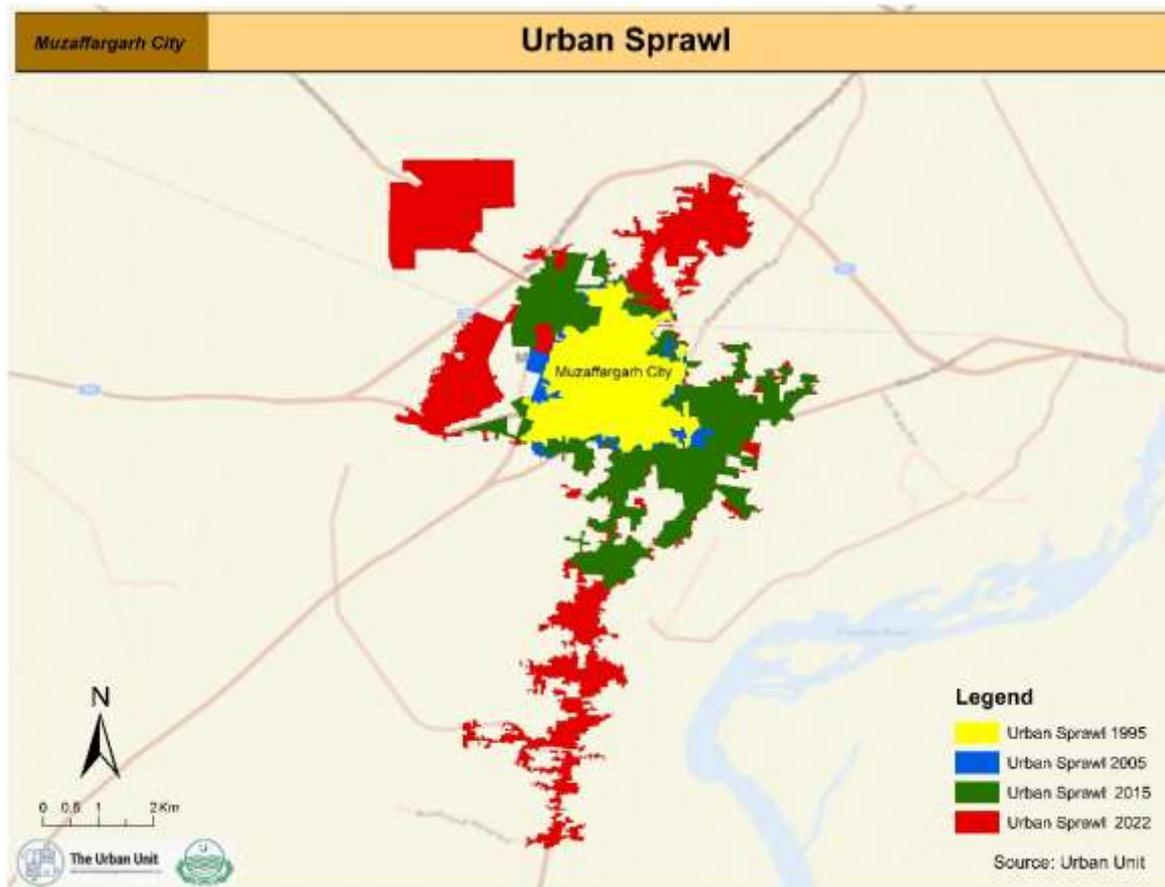
Figure 44: Built-up expansion in Layyah city.

The change in built-up area in square kilometers in Layyah city over the years is also summarized in the table below.

Table 12: Built Area Expansion, MC Layyah.

Growth Timeline	Built-up Area(sq.km)	Percentage Increase in Built-up area
1995-2005	9.59	27.91%
2005-2015	10.78	12.40%
2015-2022	22.41	107.83%

### 4.2.3. Muzaffargarh City



Map 14: Muzaffargarh City Built up Area Expansion

Source: The Urban Unit

The built-up area of Muzaffargarh saw its most significant expansion in the city's central area between 1995 and 2005. The major built-up areas are concentrated along key roads such as Muzaffargarh-Multan Road (N-70), Alipur Road, Dast Wala Road, Puran Rangpur Road, Jhang Road, and Muzaffargarh-Layyah Road.

After 1995, the city expanded primarily around the central area. From 2005 to 2015, major growth occurred on the eastern side of the city. The expansion rate surged from 13.75% between 1995 and 2005 to a remarkable 131.11% between 2005 and 2015. From 2015 to 2023, the built-up area increased by 73.71%, reaching a total of 22.34 square kilometers by 2022.

The city's expansion towards the northern side is largely due to the presence of major roads, which provide better connectivity in that direction. Additionally, agricultural land conversion

in the north is paving the way for new housing societies, further driving the built-up expansion in that area.

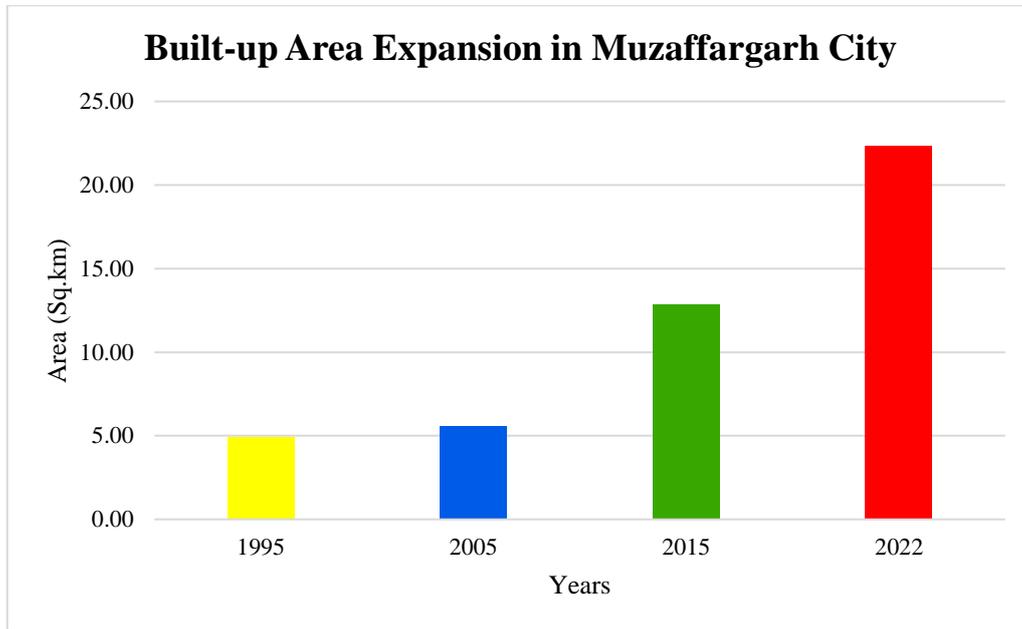


Figure 45: Built-up area expansion in Muzaffargarh city.

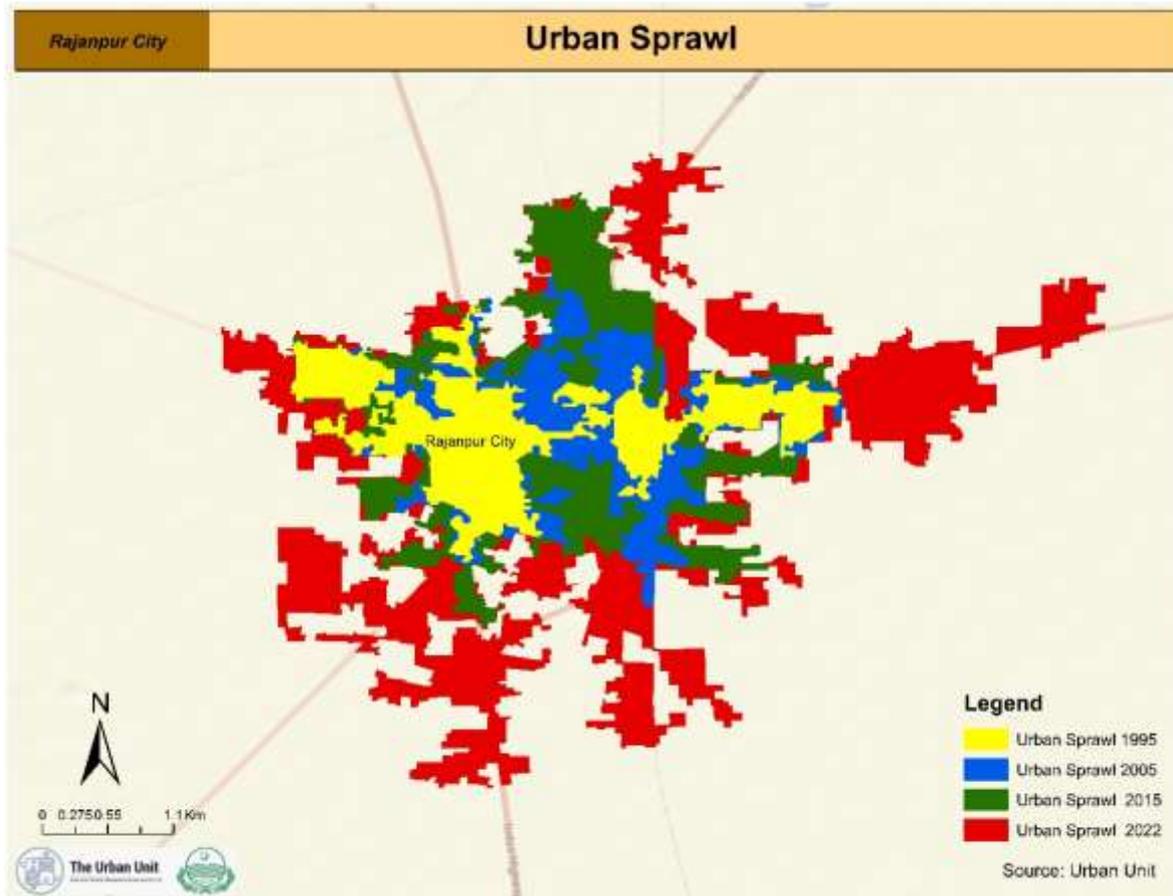
For clearer understanding, the change in built-up area in Muzaffargarh city is also summarized in the table below.

Table 13: Built Area Expansion, MC Muzaffargarh

<b>Growth Timeline</b>	<b>Built-up Area(sq.km)</b>	<b>Percentage Increase in Built-up area</b>
1995-2005	5.57	13.75%
2005-2015	12.86	131.11%
2015-2022	22.34	73.71%

Source: The Urban Unit

#### 4.2.4. Rajanpur City



Map 15: Rajanpur City Built up Area Expansion

(Source: The Urban Unit)

The built-up area of Rajanpur experiences its most significant expansion in the city's central area between 1995 and 2005. The major built-up regions are concentrated along key roads such as Kachehri Road, Aqilpur Bait Sontra Road, N-55 (Indus Highway) and Thairi Road. After 1995, the city expanded primarily around the northern side. From 2005 to 2015, major growth occurred on the northeast side of the city. But in 2022, the areas have been expanded in almost all directions of the city particularly in the north and south side of the city.

From 1995 to 2005, the built-up area in Rajanpur increased by 3.86 square kilometers, representing a 70.87% growth. This period marked a significant expansion as the city began to develop rapidly, with new housing, commercial spaces, and infrastructure projects taking place.

Between 2005 and 2015, the built-up area further expanded by 6.17 square kilometers, showing a 59.96% increase. Despite a slightly lower percentage increase compared to the previous decade, the absolute growth was more substantial. This period saw continued urbanization and development, driven by increased population and economic activities.

Comparing these periods, the percentage increase was higher from 1995 to 2005, indicating a more rapid initial phase of urban expansion, although the actual area increase was smaller. The subsequent decade, from 2005 to 2015, witnessed a larger absolute increase in built-up area, reflecting sustained growth and further development of infrastructure and residential areas.

The city's expansion towards the northern side is largely due to the presence of major roads, which provide better connectivity in that direction. Additionally, agricultural land conversion in the north is paving the way for new housing societies, further driving the built-up expansion in that area.

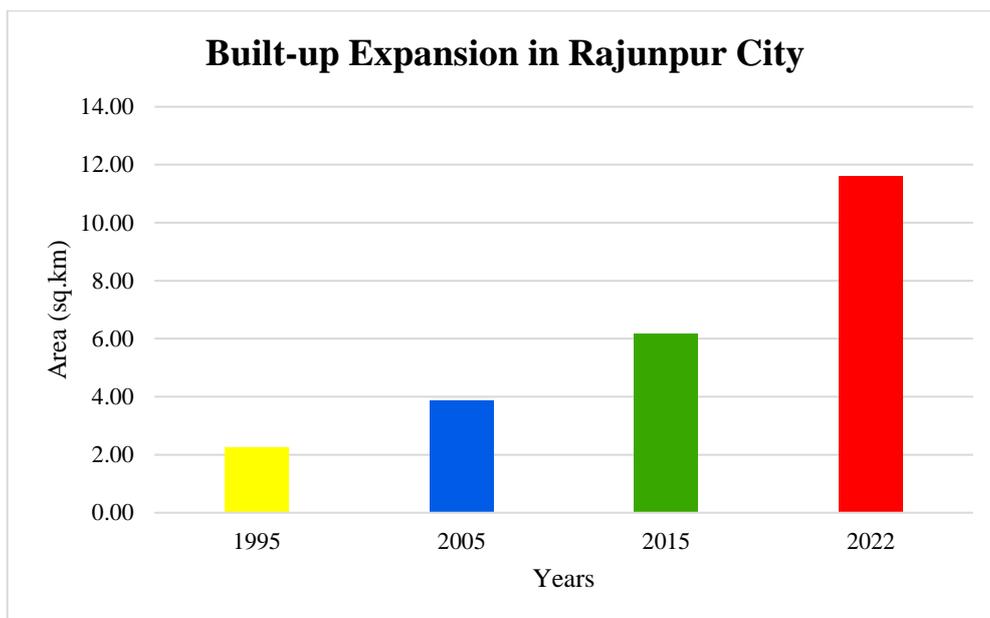


Figure 46: Built-up area expansion in Rajanpur city.

The change in built-up area in Rajanpur city is also summarized in the table below.

Table 14: Built Area Expansion, MC Rajanpur

<b>Growth Timeline</b>	<b>Built-up Area(sq.km)</b>	<b>Percentage Increase in Built-up</b>

		<b>area</b>
1995-2005	3.86	70.87%
2005-2015	6.17	59.96%
2015-2022	11.59	87.92%

## SECTION 5. ISSUES AND CHALLENGES

This section of the report summarizes the key issues and challenges in the Dera Ghazi Khan division's urban areas. As per the scope of this report, the issues and challenges related to the urban planning sector were particularly noted. All commercial and residential areas of MCs were especially surveyed to identify their main issues.

### 5.1. Dera Ghazi Khan District

#### 5.1.1. Unplanned and Haphazard Growth

A prominent issue in Dg Khan District, especially in the urban areas, is the haphazard and unplanned growth. For instance, commercialization and residential growth have taken place without any particular pattern in several areas of the district. This growth is usually the consequence of the rapidly growing population of the city, migration from other areas to the city, and the consequent growing housing demand in the city. Similarly, there are vacant spaces within the city. Most of these spaces have been infringed on by poor people who have established huts there, which has caused the haphazard presence of katchi abadis in the city.



Figure 47:Haphazard development within the DG Khan District

#### 5.1.2. Lack of Proper Sewerage System

A prominent issue in DG Khan District, especially in the urban areas, is the lack of proper sewerage disposal systems, and open drains in the commercial and residential areas of the urban areas. The canal in the city is majorly used to dispose of agriculture runoff, sewerage, and industrial waste which is causing severe health and hygiene issues. It is also affecting the environment and the aesthetics of DG Khan.

Similarly, there are some parts of the canals filled with solid waste and other waste material creating an unpleasant image of the city life in DG Khan. However, Plantation can be seen along the banks of the canals which can be further improved and converted to green spaces and recreational spots. It can only be achieved by the provision of a proper sewerage system for the city and by cleaning the water of solid waste and other waste materials.



Figure 48: Situation of sewerage lines in the city

### 5.1.3. Parking issues in commercial areas

Another significant issue is the lack of parking space in commercial areas, leading to road congestion within and around commercial areas. For instance, the commercial area located at New College Road and Saddar Bazar Road lacks parking space. Therefore, the visitors to the adjacent bazaars park their vehicles on the roadside or on-street parking, which often results in traffic jams on the New College Road and Saddar Bazar Road.

As a result, the visitors of the bazaar and the commuters face traffic congestion and hurdles in walking. The same issue is present in other Dera Ghazi Khan district commercial areas, especially in the city. Notably, the restaurants, commercial plazas, and places of recreation in the city area also lack parking space, which creates the same issue.



Figure 49. Road side and On-Street Parking condition in Dg Khan

### 5.1.3. Poor Road Condition and Encroachments

In the DG Khan district, poor condition of roads and the presence of encroachments are other major issues. In particular, this issue is predominantly present in major bazaars where the vendors and shop owners have caused encroachment on almost half of the road from their stalls or vehicles.



Figure 50: Condition of roads and Encroachments at Saddar Bazar, DG Khan

### 5.1.4. Poor Condition of Streets in Residential Areas

In Dera Ghazi Khan City, the condition of the streets is deplorable in the residential areas, the Katchi Abadi area, and the area around the bazaars. Issues, such as sanitation, open drains lack of sideways in streets, and damaged pavements of streets are prevalent.



Figure 51: Condition of Streets in the residential areas of DG Khan

#### 5.1.5. Poor Housing Infrastructure

The housing infrastructure in the residential areas and especially the Katchi Abadi areas has deteriorated and Katcha infrastructure, coupled with the unpaved streets, poor services, and lack of proper drainage channels and sewerage system.



Figure 52: Condition of housing in the residential areas of DG Khan

#### 5.1.6. Absence of sidewalks i.e., footpaths and ramps for pedestrians

The DG Khan city lacks footpaths for pedestrians on the sideways of the major roads making the commute difficult for the road users. Pertinently, commercial areas also have a lack of sideways or walkways for commuters and customers.



Figure 53: Condition of Roads lacking footpaths/walkways at Saddar Bazar and New College Road, DG Khan.

### 5.1.7. Solid Waste Management Issues

DG Khan district also has solid waste management issues, especially in the commercial areas and residential areas away from the city center. The solid waste is openly thrown in residential and commercial areas, and heaps of solid waste can be found along several major and minor roads.

Notably, there is a lack of waste bins present in bazaars, rest areas along the canal and other service areas of the district. Likewise, the residential areas around the bazaars and the Katchi Abadies also have an absence of waste bins and waste collection containers.



Figure 54: Open Dumping of Solid Waste in Commercial and Residential Areas, DG Khan

## 5.2. Muzaffargarh District

### 5.2.1. Traffic Congestion

Several areas in the Muzaffargarh district have traffic congestion issues, especially in the commercial areas and the city center. This issue arises mainly during the peak travel timings

and affects the road traffic and commuters in the Main Bazar area, Dasti Wala Road and Main Alipur Road.



Figure 55: Condition of traffic on Dasti Wala Road and Alipur Road, Muzaffargarh

### 5.2.2. Poor Condition of Roads and Streets

The commercial areas, major roads, and residential areas of Muzaffargarh district are in poor condition. Roads are damaged with water clogging issues, open drains can be found along the major commercial roads and the residential areas where drains are not covered properly and are often found clogged with solid waste. For example, there are crowded streets, and open drains at the sideways of Dasti Wala Road. In addition, the condition of pavements in streets in areas such as Qaimwala and Karimabad Katchi Abadi, etc. is poor.



Figure 56: Condition of Roads and Streets in Major Commercial and Residential Areas Muzaffargarh.

### 5.2.3. Sanitation and cleanliness issues

The solid waste is openly thrown on streets and drainage channels of residential and commercial areas. This solid waste further causes water clogging and fills the streets with rainwater and overflows the drainage lines. These substandard drains and openly dumped solid waste cause many sanitation issues, and adversely affect the health of the residents.



Figure 57: Open dumping of solid waste in the residential areas



Figure 58: Open drains with clogging issue due to solid waste in residential and commercial areas

#### 5.2.4. Encroachments and Lack of Parking Facility in Commercial Areas

The commercial areas of the district Muzaffargarh are facing major issues of encroachments and parking. The vehicles are mainly found parked on the roadsides and streets hindering the movement of commuters and buyers in the markets. Moreover, on-street parking also causes traffic jams in these areas. On the other hand, encroachments from commercial shops, roadside vendors, and moveable encroachments are also creating congestion and difficulties in vehicle and pedestrian movement.



Figure 59: Encroachments and On-Street Parking in commercial areas of Muzaffargarh.

### 5.2.5. Poor Sewerage System

In the Muzaffargarh District, particularly in urban areas and Katchi Abadies, the lack of an adequate sewerage disposal system and the prevalence of open drains in commercial and residential zones are significant issues. The city's canal, primarily used for disposing of agricultural runoff, sewage, and industrial waste, exacerbates severe health and hygiene problems, especially in the Karimabad Katchi Abadi this disposal is causing severe health issues in the residents. This practice not only poses environmental hazards but also detracts from the visual appeal of Muzaffargarh

Moreover, certain sections of the canal are clogged with solid waste and other debris, further tarnishing the city's image. Despite this, there are areas along the canal banks where plantations exist, which have the potential to be enhanced and transformed into green spaces and recreational spots. Achieving this improvement requires the implementation of a proper sewerage system and the removal of solid waste and other pollutants from the canal water.



Figure 60: Condition of Ganesh Wah Canal and open sewers in Katchi Abadies, Muzaffargarh

## 5.3. Layyah District

### 5.3.1. Parking issues in commercial areas

A major problem in Muzaffargarh's commercial areas is the severe lack of parking space, which leads to significant road congestion both within and around these zones. For example, the commercial areas along Chobara Road and Saddar Bazar suffer from insufficient parking facilities. Consequently, visitors to these adjacent bazaars often resort to parking their vehicles on the roadside or utilizing on-street parking. This practice frequently results in traffic jams on Chobara Road, causing significant inconvenience for both bazaar visitors and commuters who face congestion and difficulty walking. The bikes are usually parked in front of the shops which makes it difficult for the commuters to walk in the bazaars.

This parking issue is prevalent across other commercial areas in the city as well. Notably, restaurants, commercial plazas, and recreational spots in the urban center also lack adequate parking spaces, leading to similar congestion problems.



Figure 61: Condition of Parking in the Commercial Areas of Layyah

### 5.3.2. Poor Condition of Streets and Sanitation

Layyah District faces significant infrastructural challenges, particularly in the condition of its streets. The streets are poorly maintained, predominantly unpaved, and suffer from open drain channels and persistent cleanliness issues. Waterlogging is a common problem, exacerbated by the open drains, which further degrade the street conditions.

These issues are especially pronounced in residential areas and Katchi Abadies such as Muhallah Qadarabad and Ibrahimabad. In these neighborhoods, the combination of unpaved streets, open drains, and frequent water clogging creates an environment that is not only unsightly but also poses health and hygiene risks to the residents. The lack of proper street infrastructure and effective drainage systems contributes to the overall deteriorating living conditions in these areas.



Figure 62: Poor Street Conditions of residential areas of Layyah

### 5.3.3. Solid Waste Management Issues

Layyah District grapples with significant solid waste management challenges, particularly evident along the major roads and within residential areas of the city center. The improper disposal of solid waste is a widespread issue, with trash being openly discarded in both residential and commercial zones. This has led to the accumulation of large heaps of solid waste along numerous major and minor roads, creating unsanitary and unsightly conditions.

A notable problem is the scarcity of waste bins in key areas such as bazaars, rest areas along the canal, and other service zones throughout the district. This deficiency extends to the residential areas surrounding the bazaars and the Katchi Abadies, where there is also a conspicuous absence of waste bins and waste collection containers. The lack of proper waste disposal infrastructure exacerbates the issue, contributing to the pervasive problem of unmanaged solid waste in Layyah District.



Figure 63: Open Dumping of Solid Waste along Commercial and Residential Areas of Layyah

### 5.3.4. Encroachments and Congestions Issues

Encroachments at the commercial areas are taking place, especially in the Bazars adjacent to Chobara Road and other commercial areas due to the lack of building control regulations. The shop owners and vendors have caused encroachment in the bazaars, which also leads to traffic congestion in the commercial areas. In addition to the encroachments, the lack of parking facilities also causes congestion in the commercial areas of Layyah.



Figure 64: Issues of Encroachment and Congestion, at Saddar Bazar, Layyah.

## 5.4. Rajanpur District

### 5.4.1. Poor Condition of Roads and Streets

The commercial zones, major roads, and residential areas of Rajanpur District are in a state of disrepair. The roads are extensively damaged and frequently plagued by waterlogging issues. Open drains line the major commercial roads and residential areas, often improperly covered and clogged with solid waste. For instance, Aqilpur Road is characterized by crowded streets and open drains along the sides, further complicating the already congested conditions. The pavements in residential neighborhoods are also in poor condition, reflecting the widespread neglect of essential infrastructure throughout the district. This combination of damaged roads, inadequate drainage, and poorly maintained pavements severely impacts the overall quality of life for the residents of Rajanpur.



Figure 65: Condition of Roads and Streets in Major Commercial and Residential Areas Rajanpur

### 5.4.2. Encroachments and Parking Issues

Encroachments in commercial areas are prevalent, particularly in the bazaars adjacent to Circular Road and other commercial zones, due to the absence of strict building control regulations. Shop owners and vendors frequently extend their operations into public spaces, causing significant encroachment in the bazaars. This practice not only disrupts the flow of

pedestrian and vehicular traffic but also contributes to severe traffic congestion in these commercial areas.

Furthermore, the congestion is exacerbated by the lack of adequate parking facilities. The insufficient parking infrastructure forces vehicles onto already crowded streets, compounding the traffic issues in Rajanpur's commercial districts.



Figure 66: Issues of Encroachment and Parking, at Saddar Bazar, Rajanpur.

#### 5.4.3. Solid Waste Management Issues

Rajanpur District faces significant solid waste management challenges, particularly along major roads and within residential areas of the city center. Improper waste disposal is widespread, with trash openly discarded in both residential and commercial zones. This has led to the accumulation of large heaps of solid waste along numerous major and minor roads, creating unsanitary and unsightly conditions.



Figure 67: Open Dumping of Solid Waste along Commercial and Residential Areas of Rajanpur  
A critical issue is the inadequate disposal of waste from bins in key areas such as residential areas along Aqil Pur Road, and other service zones throughout the district. This problem extends to residential areas surrounding the bazaars and the residential areas, where waste bins and collection containers are conspicuously absent. The lack of proper waste disposal

infrastructure exacerbates the situation, contributing to the pervasive problem of unmanaged solid waste in Rajanpur District.

#### 5.4.4. Lack of Services and Infrastructure

Rajanpur District faces a severe shortage of essential services and infrastructure, including electricity poles, roads, streets, and water supply schemes. The residential areas suffer from an inadequate distribution of electricity due to the absence of proper poles. Additionally, there are no solid waste bins, and existing water supply schemes are non-functional.



Figure 68: Condition of Electricity poles and housing infrastructure in Residential Areas of Rajanpur  
The condition of roads and streets is particularly poor, with many remaining unpaved and in a state of disrepair. Furthermore, the housing infrastructure is also significantly deteriorated, contributing to the overall decline in living standards within the district.

## SECTION 6: HOUSING SHORTAGE

It is essential to identify the housing demand and shortage in an urban area to estimate the unsustainable patterns of growth. Therefore, based on the population projections for the future, the housing demand and supply for all districts in the Dera Ghazi Khan Division were estimated on the basis of 2017 census, due to unavailability of housing data in 2023 census.

The detailed methodology included estimating population and housing demand for 2024, 2034 and 2048. The population was projected based on the population of 2017 census and average annual growth rate taken from the Pakistan Bureau of Statistics. Using this data, the housing demand for 2024, 2033, and 2048 was estimated using statistical methods. It is pertinent to mention here that only district-wise population is available in 2023 census, therefore the consultant has used the 2017 census data for estimating cities population and housing demand. These numbers identified that the housing shortage exists in the entire DG Khan region, as described below.

Table 15: Projected Housing Shortage in Districts of Dera Ghazi Khan Division

Name of Districts	2017	2024	2034	2048
DG Khan District	268,467	325,595	428,878	630,633
Layyah District	154,804	193,974	267,725	420,349
Muzaffargarh District	467,930	587,191	812,143	1,278,866
Rajapur District	228,162	281,780	368,119	535,181

In DG Khan District, the total housing shortage in 2017 was 268,467 units which has reached 325,595 housing units in 2024. This shortage is expected to rise to 428,878 housing units by 2034 and 630,633 units by 2048, respectively.

On the other hand, the housing shortage in Layyah district in 2017 was 154,804. This shortage has reached to 193,974 in 2024. For future, it is projected that the housing shortage in 2034 and in 2048 in Layyah district will be 267,725 and 420,349 units, respectively.

In Muzaffargarh district, the housing shortage was 467,930 in 2017. In 2024, the housing shortage in Muzaffargarh is now at the level of 587,191. For future, this shortage will reach

to 812,143 by 2034 and 1,278,866 by 2048, respectively. On the other hand, the housing shortage in Rajanpur district was 228,162 which is projected to reach 281,780 in 2024, 368,119 in 2034, and 535,181 by 2048, respectively. These numbers are further illustrated in the graph below.

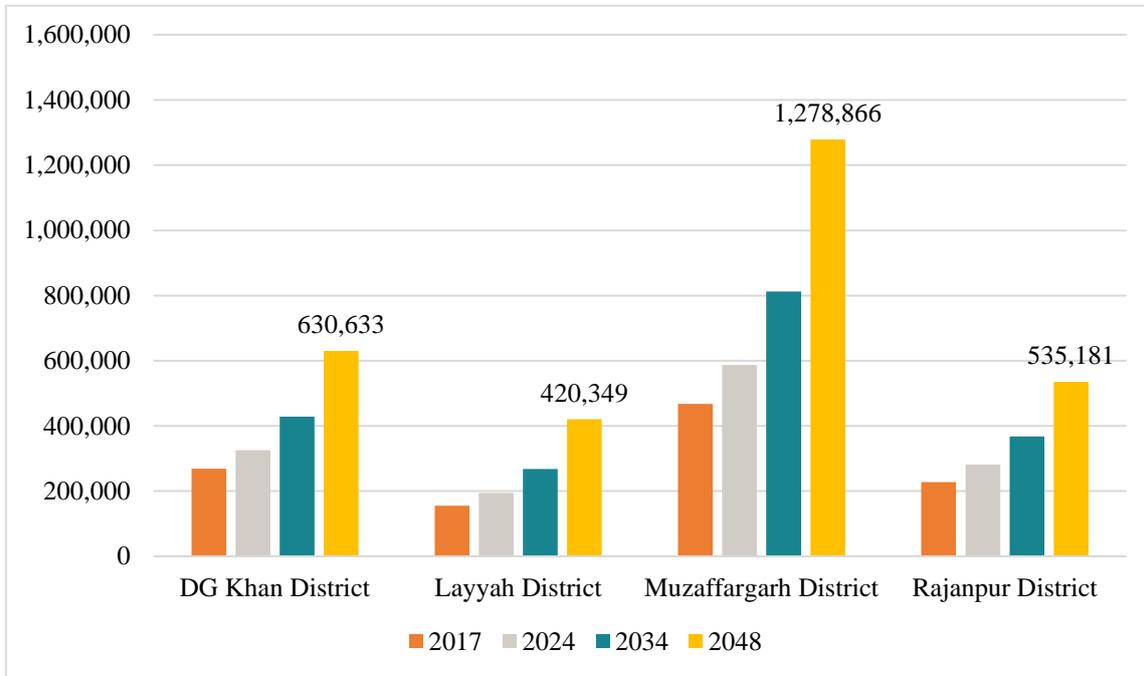


Figure 69: Projected Housing Shortage in DG Khan Division

In short, the housing shortage in each district is rising, and it will continue to increase in the future as well due to the increase in population and consequent demand for housing. Now, the details of housing shortages in urban areas of these districts are provided below.

### 6.1. Housing Shortage in urban areas of Dera Ghazi Khan District

Following the district-wide analysis of housing shortages in the Dera Ghazi Khan Division, it is crucial to examine the situation in urban areas. This detailed analysis will provide a clearer picture of the housing deficits within each MC, enabling the development of targeted strategies to effectively address the housing crisis. The table below outlines the housing shortages within all MCs of the DG Khan district:

Table 16: Housing Shortage in Urban Areas of DG Khan District

Name of Urban Area	2017	2024	2034	2048
Dera Ghazi Khan MC	21,365	28,714	43,780	78,928
Taunsa MC	5,763	8,627	15,350	34,383

As per the population census of 2017, the highest shortage of housing was reported in DG Khan MC where it was 21,365. The second were of Taunsa where the housing shortage was 5763. Due to the increase in population, the housing shortage of these urban areas is rising in DG Khan. As per the projection for 2024, the housing shortage in DG Khan city is 28,714 while it is at 8,627 in Taunsa MC. Pertinently, this shortage will increase to 43,780 by 2034 and 78,928 by 2048 in the DG Kahn city. The other prominent rise has been projected in Taunsa MC i.e. 15,350 in 2034 and 34,383 in 2048. The below graph's data further illustrates this.

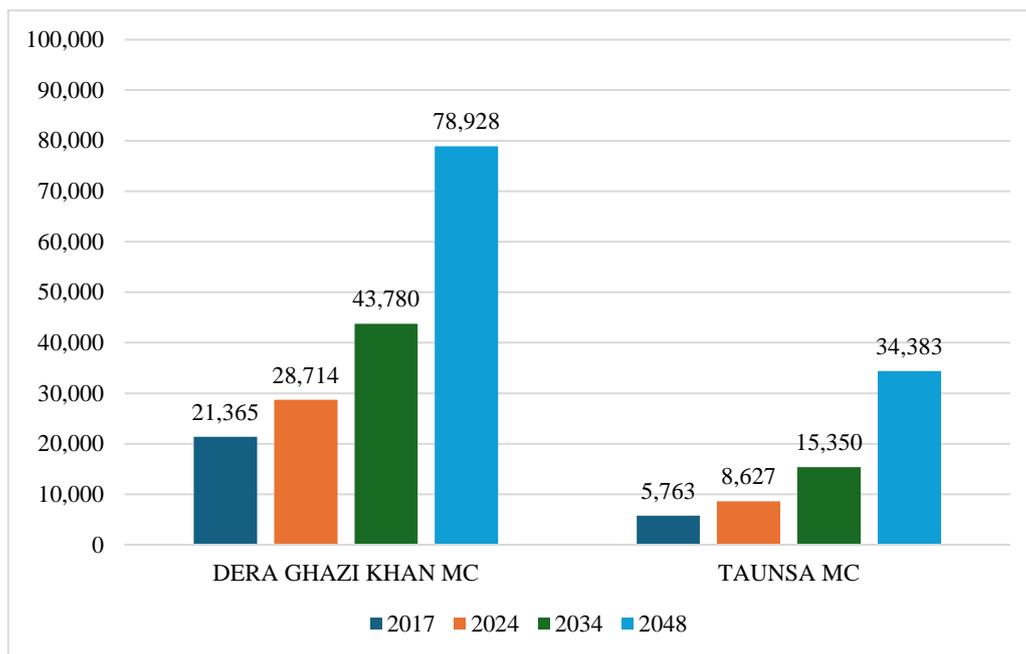


Figure 70: DG Khan District Housing Shortage.

The graph illustrates a consistent increase in the housing shortage across all urban areas of Dera Ghazi Khan (DG Khan) from 2017 to 2048. The housing shortage in urban areas is escalating due to the population surge, exacerbated by overcrowding and inadequate katcha and semi-pakka housing. For example, in DG Khan MC, the population was 397,362 in 2017, growing at a rate of 3.94. This growth rate is projected to increase the population to 1,316,590 by 2048. Similarly, in Taunsa MC, the population was 97,193 in 2017 with a growth rate of 5. This rate is expected to elevate the population to 442,370 by 2048. Consequently, the overall population of DG Khan district is anticipated to rise from 546,221 in 2017 to 2,254,984 by 2048.

This significant population growth underscores an urgent need for an expanded housing sector to prevent a substantial housing shortage in the district. According to the 2017 census,

the housing supply in DG Khan was 71,836 units, against a demand of 74,417 units, resulting in a shortage of 2,581 units. Projections for 2024 indicate a housing demand of 89,528 units with a supply of 99,017 units. However, this figure excludes the replacement of 5,450 dilapidated housing units, while the shortage due to overcrowding is 32,676 units. The district experiences an overcrowding rate of 33%. Factoring in the total shortage from overcrowding and dilapidated housing alongside the supply-demand gap leads to an aggregate housing shortage of 28,637 units in 2024.

Looking ahead, this shortage is forecasted to reach 39,088 units in 2034 and 58,626 units by 2048, which includes the shortage due to overcrowding. These figures clearly indicate a rising housing shortage in Dera Ghazi Khan district, necessitating immediate and strategic interventions in the housing sector to address the escalating demand.

## 6.2. Housing Shortage in Urban Areas of Layyah District:

After addressing the housing shortages in the Dera Ghazi Khan (DG Khan), the next crucial step is to perform similar calculations for the other districts within the division. This comprehensive approach ensures that the housing needs throughout the entire region is identified and address. Here’s a detail of calculating housing shortages for Layyah district:

Table 17: Housing shortage in Urban Areas of Layyah District<sup>6</sup>

<b>Name of Urban Area</b>	<b>2017</b>	<b>2024</b>	<b>2034</b>	<b>2048</b>
Layyah District (Urban)	17,339	24,648	40,739	82,319
Layyah MC	7,140	9,660	14,865	27,137
Chowk Azam MC	3,335	4,567	7,154	13,410
Fatehpur MC	2,137	3,224	5,801	13,203
Karor Lal Ehsan MC	1,874	2,289	3,045	4,541

The above table shows that Layyah MC city has the highest level of housing shortage as compared to other MCs of Layyah district. As per the 2017 census, the housing shortage in Layyah MC is 7,140 as compared to the shortages of 3,335 in Chowk Azam, 2,135 in

<sup>6</sup> **Note:** Calculations for Chobara MC will be added once the official notification is received.

Fatehpur, and 1,874 in Karor Lal Ehsan MC. The projections illustrate that the housing shortage in Layyah MC has reached to 9,660 in 2024 as compared to 4,567 in Chowk Azam, 3,224 in Fatehpur and 2,289 in Karor Lal Ehsan in 2024. At this rate, the housing shortage in 2048 will reach to 27,137 in Layyah, 13,410 in Chowk Azam, 13,203 in Fatehpur and 4,541 in Karor Lal Ehsan MC's. This is also elucidated in the below graph.

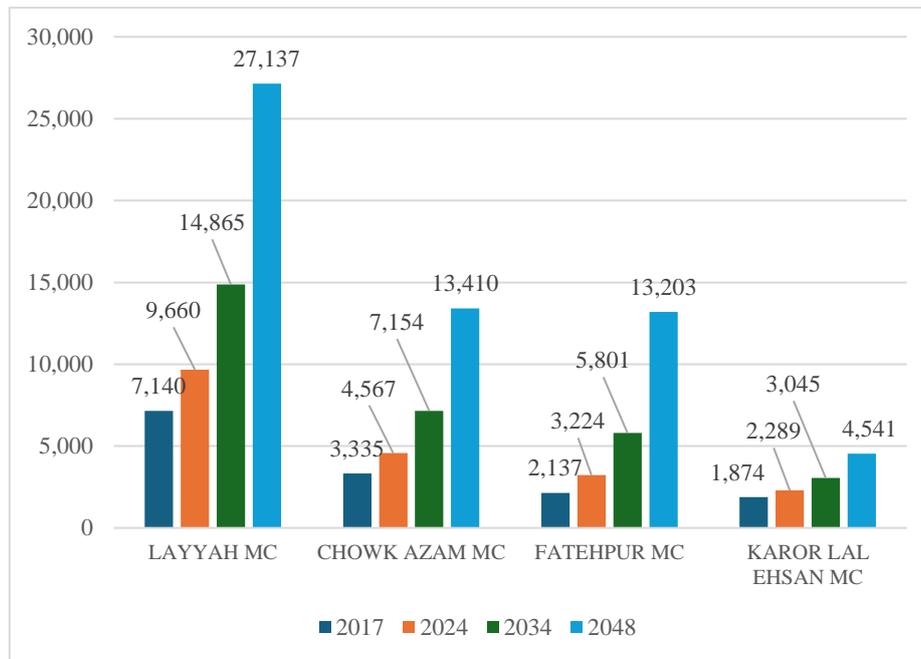


Figure 71: Total Housing Shortage in Urban Areas of Layyah District.

The graph shows a consistent increase in the housing shortage across all urban areas of Layyah from 2017 to 2048. The housing shortage in urban areas is escalating due to the population surge, exacerbated by overcrowding and inadequate katcha and semi-pakka housing. The population in Layyah MC was 126,055 in 2017, with a growth rate of 2.96, projected to reach 311,376 by 2048. Similarly, in other MCs Chowk Azam, Fatehpur, and Karor Lal Ehsan the populations were 67,421, 44,084, and 35,243, growing at rates of 3.74, 5.56, and 2.36, respectively. These populations are expected to rise to 210,440, 235,918, and 72,629 by 2048. Consequently, the total population of Layyah district is anticipated to grow from 321,174 in 2017 to 1,184,551 by 2048.

This significant population growth underscores the urgent need to expand the housing sector to prevent a major housing shortage in Layyah district. According to the 2017 census, the housing supply in Layyah was 49,420 units, while the demand was 50,341 units, resulting in a shortage of 921 units. Projections for 2024 indicate a housing shortage of 1,394 units. This does not include the replacement of 4,355 dilapidated housing units, and the shortage due to

overcrowding, which is 18,899 units. With an overcrowding rate of 27%, the total shortage from overcrowding and dilapidated housing, along with the supply-demand gap, leads to an overall housing shortage of 24,648 units in 2024.

Looking ahead, this shortage is projected to reach 40,739 units in 2034 and 82,319 units by 2048, including the shortage due to overcrowding. These figures clearly demonstrate a growing housing shortage in Layyah district, necessitating immediate and strategic interventions in the housing sector to meet the increasing demand.

### 6.3. Housing shortage in Urban Areas of Muzaffargarh District:

The housing calculations for Muzaffargarh District for the urban areas are presented below along with graph and table.

Table 18: Housing shortage in Urban Areas of Muzaffargarh District<sup>7</sup>

Name of Urban Area	2017	2024	2034	2048
Muzaffargarh District (Urban)	49,174	68,214	108,868	209,460
Muzaffargarh MC	14,435	18,533	26,463	43,503
Kot Addu MC	8,403	10,775	15,370	25,270
Jatoi MC	8,911	14,814	30,619	84,614
Chowk Sarwar Shaheed MC	3,716	4,946	7,440	13,180
Shehr Sultan MC	3,944	7,017	15,980	50,577
Alipur MC	2,882	3,645	5,095	8,142
Dera Din Panah MC	2,191	3,329	6,051	13,966
Khangarh MC	2,075	2,757	4,135	7,290

<sup>7</sup> **Note:** Calculations for Sinawan MC will be added once the official notification is received

In Muzaffargarh District, the Muzaffargarh MC has the highest level of housing shortage i.e. 14,435 as compared to other MCs of the district and then, Jatoi at second, Kot Addu at third, and similarly, Shehr Sultan and Chowk Sarwar Shaheed at fifth and fourth, and then, the Alipur, Dera Din Panah and Khangarh at sixth, seventh, and eighth, respectively. As per the projections made from these housing shortages, Jatoi MC will face the highest level of shortage by 2048 as the shortage will reach to 84,614. The Shehr Sultan MC and Muzaffargarh MC will also be facing high housing shortages of 50,577 and 43,503 units by 2048, respectively. Likewise, the housing shortage in Kot Addu MC will rise to 25,270 units by 2048. For more clarity, the housing shortages are shown in the graph below.

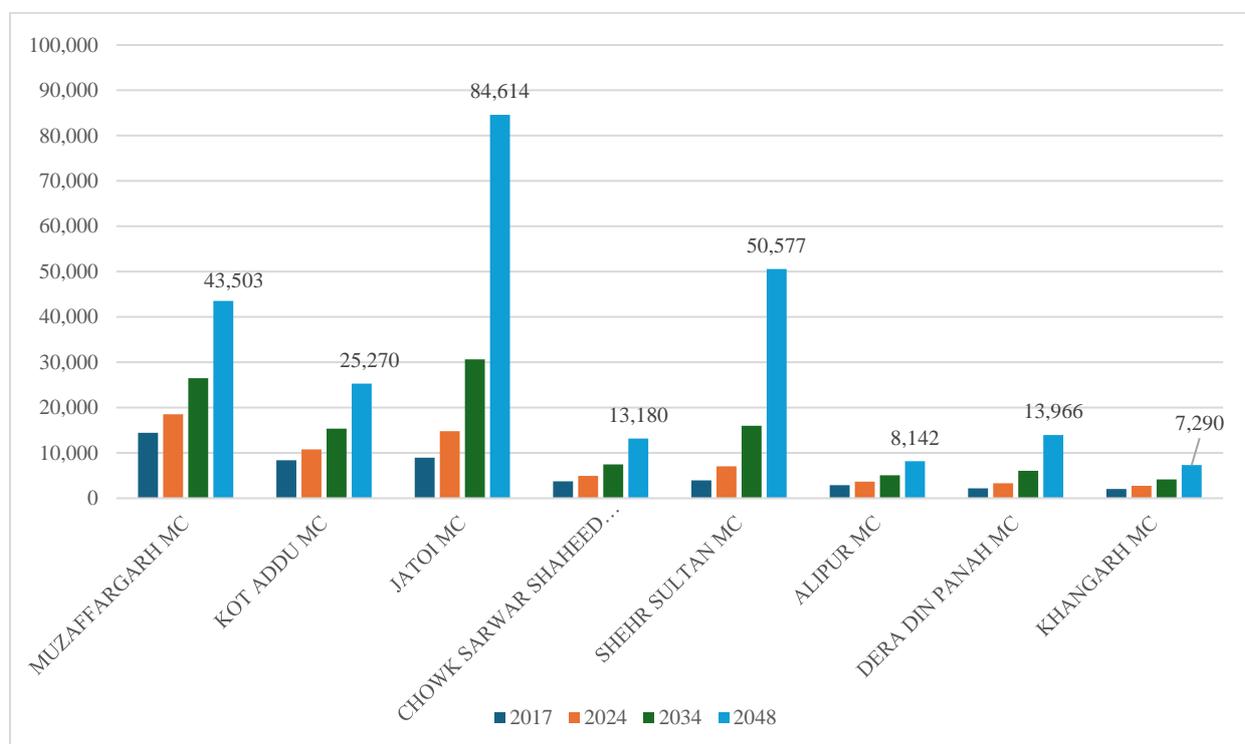


Figure 72: Housing shortage in Urban Areas of Muzaffargarh District.

From 2017 to 2048, the graph indicates a steady rise in the housing shortage in all of Muzaffargarh's cities. The housing shortage in urban areas is escalating due to the population surge, exacerbated by overcrowding and inadequate katcha and semi-pakka housing.

For instance, Muzaffargarh MCs population was 209,902 in 2017 and is expected to rise to 498,576 by 2048 at a 2.83 percent annual pace. Similar to this, the populations of other MCs, such as Kot Addu, Jatoi, Chowk Sarwar Shaheed, Shehr Sultan, Alipur, Dera Din Panah, and Khangarh MC, were 129,859, 109,538, 56,117, 49,844, 44,504, 32,962, and 30,476 correspondingly, with growth rates of 2.53, 5.58, 4.05, 6.98, 2.35, 5.19, and 3.15. By 2048,

these populations will be increased to 281,742, 589,653, 192,132, 403,639, 91,437, 158,206, and 79,708 at this pace of growth. By 2048, these populations should have increased to 281,742, 589,653, 192,132, 403,639, 91,437, 158,206, and 79,708 at this pace of growth. As a result, it is projected that Muzaffargarh district's overall population will increase from 698,411 in 2017 to 2,239,337 by 2048.

The significant increase in population highlights the pressing necessity of growing the housing sector in order to avert a severe scarcity of homes in the Muzaffargarh district. The 2017 census found that there was a 2,462 units shortfall in Muzaffargarh between the 108,750 units of housing supply and the 111,212 units of housing demand. Estimates for 2024 show that there would be a 3,846 units shortage of housing (not counting the replacement of deteriorating housing units and shortage due to overcrowding). The overcrowding rate in the Muzaffargarh district is 37%. This shortage, including the shortage due to overcrowding, is expected to increase to 108,868 units in 2034 and 209,460 units in 2048.

The aforementioned data unambiguously indicates an escalating deficiency of housing in the Muzaffargarh district, hence requiring prompt and deliberate measures in the housing sector to accommodate the mounting demand.

#### 6.4. Housing shortage in Urban Areas of Rajanpur District:

The housing calculations for Rajanpur District urban areas are presented below, accompanied by a table and graph.

Table 19: Housing shortage in Urban Areas of Rajanpur District

<b>Name of Urban Area</b>	<b>2017</b>	<b>2024</b>	<b>2034</b>	<b>2048</b>
Rajanpur District (Urban)	26,042	36,110	57,583	110,612
Rajanpur MC	7,129	10,188	16,966	34,642
Jampur MC	6,622	7,879	10,949	17,355
Fazalpur MC	5,086	9,978	19,792	51,597
Kot Mithan MC	3,531	5,202	9,968	24,757
Dajal TC	1,749	2,469	3,225	4,684
Rojhan MC	1,296	1,198	1,367	1,643

In Rajanpur District, Rajanpur MC experienced the highest housing shortage in 2017, with a deficit of 7,129 units, surpassing the shortages in other MCs within the district. The housing shortages in other MCs were as follows: Jampur with 6,622 units, Fazalpur with 5,086 units, Kot Mithan with 3,531 units, Dajal with 1,749 units, and Rojhan with 1,296 units.

Based on projections derived from the 2017 census, these housing shortages are expected to evolve significantly. Initially, Rajanpur MC is projected to maintain the highest level of housing shortage until 2024. However, by 2034, the shortage in Rajanpur MC is expected to increase to 16,966 units, while Fazalpur MC's shortage is projected to rise sharply to 19,792 units. By 2048, Fazalpur MC is anticipated to have the highest housing shortage among all MCs in the district, reaching a deficit of 51,597 units.

These projections indicate a shifting dynamic in housing shortages across the district, with Fazalpur MC emerging as the area with the most critical housing deficit by 2048. This trend underscores the need for targeted housing interventions and strategic planning to address the increasing demand and mitigate the growing shortages in Rajanpur District.

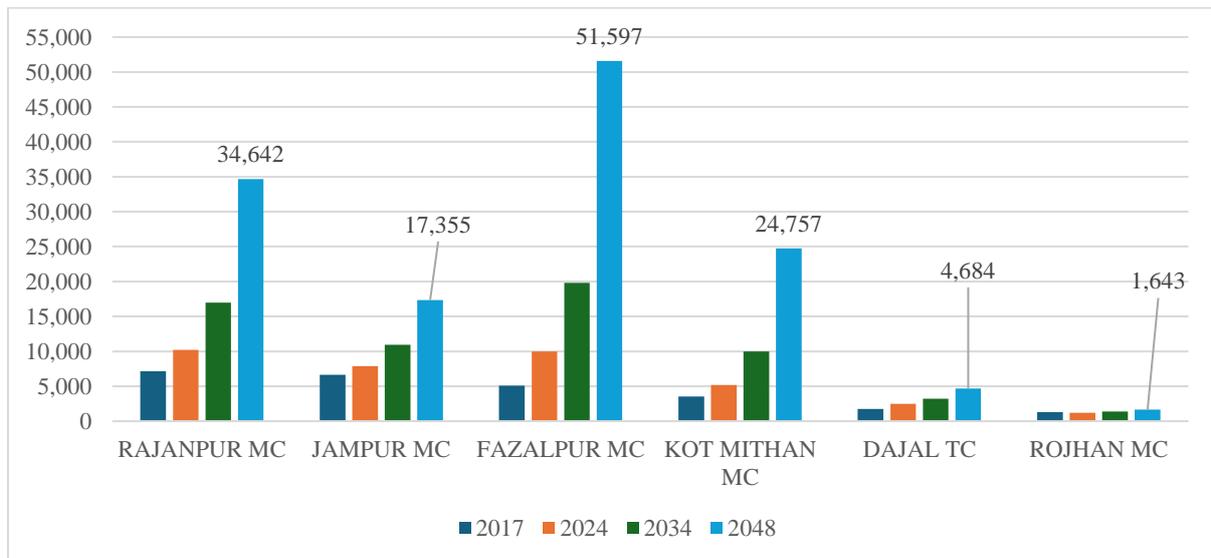


Figure 73: Housing shortage in Urban Areas of Rajanpur District.

The graph shows that the lack of housing in all of Rajanpur's cities increased steadily between 2017 and 2048. The housing shortage in urban areas is escalating due to the population surge, exacerbated by overcrowding and inadequate katcha and semi-pakka housing. Rajanpur Mc had 99,097 people living there in 2017 at a growth rate of 4.4. Likewise, Jampur 87,857, Fazalpur 76,809, Kot Mithan 36,755, Dajal 22,233, and Rojhan 14,545. This population has grown by 2048 and reached 376,510 in Rajanpur Mc, while it is

203,097 in Jampur, 510,438 in Fazalpur, 184,378 in Kot Mithan, 41,328 in Dajal, and 22,519 in Rojhan.

According to these forecasts, the Fazalpur MC will encounter a growing population by the end of 2048, when its population would be at the highest level among all other MCs of Rajanpur district.

The notable rise in population emphasizes how urgently the housing industry has to expand, especially in Fazalpur MC, to prevent a major housing shortage in the Rajanpur district. In Rajanpur, there was a 1,335-unit shortfall between the housing supply (46,238) and the housing demand (47,573), according to the 2017 census. In the Rajanpur district, the percentage of overcrowding is 43 percent. Because of this, it is anticipated that the overall housing shortage will rise to 57,583 units in 2034 and 110,612 units in 2048.

## SECTION 7. SWOT ANALYSIS

This section of the report includes a SWOT analysis of the Dera Ghazi Khan Division. The strengths, weaknesses, opportunities, and threats have been identified vis-à-vis the scope of the regional plan, particularly the urban planning sector.

### 7.1. Strengths

Dera Ghazi Khan (DG Khan) Division is endowed with a range of strengths that make it a pivotal region in Pakistan's economic and cultural landscape. One of its primary assets is its extensive and fertile agricultural land, which supports the cultivation of key crops such as wheat, sugarcane, cotton, and rice. The fertile plains along the Indus River facilitate year-round farming, making DG Khan a significant contributor to the nation's grain and cotton production. This agricultural prowess is complemented by a robust industrial sector, with several industrial zones and venues that promote economic growth and provide employment opportunities. Notable among these is the DG Khan Cement Company, which plays a crucial role in supporting the construction industry nationwide.

Strategically located, DG Khan serves as a vital gateway between the central and southern parts of Pakistan. Its proximity to the Indus River enhances its logistical advantages, facilitating trade and transportation between Punjab, Baluchistan, and Sindh. This strategic position is further strengthened by well-developed road and rail networks, such as the N-70 National Highway and the Multan-DG Khan railway line, ensuring seamless connectivity with major cities like Multan, Lahore, and Karachi. This connectivity not only supports the movement of goods and people but also bolsters trade and economic integration across regions.

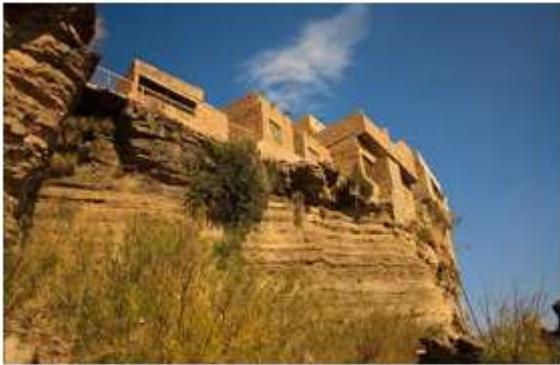
DG Khan is also rich in historical and cultural heritage, which attracts tourists from across the country. The tomb of Ghazi Khan, an ancient fort, Fort Munro, and the majestic Suleiman Mountains are prominent tourist attractions that offer insights into the region's historical significance and cultural evolution. These sites play a crucial role in promoting cultural tourism and preserving the region's rich heritage.

In addition to its agricultural and industrial strengths, DG Khan makes substantial contributions to Pakistan's agricultural economy. The division's production of sugarcane supports the sugar industry, while its cotton production is vital for the textile sector, both of

which are critical to the country's economic framework. The division's ample natural resources further bolster its economic potential. The extraction of minerals such as limestone and gypsum support the cement industry, while the Indus River provides essential water resources for irrigation and other uses, ensuring sustainable agricultural practices.

Collectively, these strengths underline DG Khan Division's economic stability and growth potential, making it a cornerstone of Pakistan's agricultural and industrial landscape. The combination of fertile land, industrial capacity, strategic location, historical significance, excellent connectivity, and abundant natural resources creates a diverse and robust economic environment that supports both local and national development.

The following images depict the historic and cultural sites of the DG Khan Division.



Fort Munro



Tomb of Ghazi Khan



Fort of Harand



Sakina Tul Sughra Mosque

Incorporating these strengths into a SWOT analysis allows DG Khan Division to leverage these advantages for future growth and development strategically. These strengths can be harnessed to overcome weaknesses, seize opportunities, and mitigate threats in the region's evolving landscape.

## 7.2. Weaknesses

Dera Ghazi Khan (DG Khan) Division faces several challenges that hinder its overall development. One significant issue is the low literacy rate, which limits the population's educational and economic opportunities. This lack of education contributes to a broader problem of unskilled labor, impeding industrial and technological advancement in the region. Additionally, tourism neglect and poor management of historical and cultural sites mean that the division fails to capitalize on its potential as a tourist destination. Despite its rich heritage, inadequate promotion and maintenance of these sites result in lost economic opportunities. Regional disparity is another critical weakness, with uneven development across the division, leading to significant socio-economic imbalances. This disparity is often reflected in gaps in social infrastructure, such as inadequate healthcare, education, and basic amenities, which are unevenly distributed and poorly maintained. The lack of green spaces further exacerbates the quality-of-life issues, as urban planning has not prioritized parks and recreational areas, impacting environmental and social well-being.

The locals in DG Khan face significant development challenges, including limited access to modern infrastructure and services, and ineffective implementation of development projects that fail to meet their intended goals. The division's economic potential is also hampered by the presence of unskilled labor. Without adequate vocational training and educational opportunities, the workforce remains unprepared for more advanced and diverse economic activities. Plan implementation gaps and monitoring inadequacies further compound these issues, as developmental plans often fall short of their goals due to poor execution and oversight. These weaknesses collectively present significant barriers to the sustainable development and growth of Dera Ghazi Khan Division.

## 7.3. Opportunities

Dera Ghazi Khan (DG Khan) Division has numerous opportunities that can significantly boost its economic and social development. One of the most promising areas is the Agro-based industry. Given the division's extensive agricultural land, there is substantial potential

for developing Agro-industries such as food processing, packaging, and agribusiness. This can add value to local produce and create employment opportunities. Tourism development also presents a significant opportunity. With its rich historical and cultural heritage, DG Khan can attract both domestic and international tourists by improving tourism infrastructure, promoting its attractions, and ensuring better management of historical sites. Enhanced tourism can lead to increased revenue and job creation in the hospitality sector.

The expansion of the industrial base is another critical opportunity. By diversifying its industrial activities beyond traditional sectors like cement, the division can stimulate economic growth. Developing industries such as textiles, pharmaceuticals, and manufacturing can attract investment and provide jobs, boosting the local economy. The availability of developable land is a substantial asset. This land can be utilized for industrial parks, residential projects, and commercial zones, attracting businesses and fostering urban development. The division's strategic location also enhances its export potential. By leveraging its connectivity to major cities and proximity to trade routes, DG Khan can expand its export markets, particularly for agricultural products and manufactured goods. Government assistance plays a crucial role in realizing these opportunities. Policies and incentives from the government can support infrastructure development, provide subsidies for new industries, and facilitate skill development programs. This assistance can drive economic growth and enhance the region's competitiveness.

The economic potential of DG Khan is vast, considering its natural resources, strategic location, and human capital. By harnessing these assets, the division can achieve sustainable economic growth. Lastly, renewable energy potential is a promising area for development. With ample sunlight and wind resources, the region can invest in solar and wind energy projects. This not only addresses energy needs but also promotes environmental sustainability and attracts green investments. DG Khan Division has a wide array of opportunities that, if effectively leveraged, can lead to significant advancements in its economic and social landscape. From Agro-industries and tourism to industrial expansion and renewable energy, these opportunities provide a pathway to sustainable development and growth.

#### 7.4. Threats

Dera Ghazi Khan (DG Khan) Division faces several threats that pose significant challenges to its development and stability. Natural disasters, particularly floods, are a major concern. The division's proximity to the Indus River makes it vulnerable to frequent flooding, which can

devastate agricultural lands, damage infrastructure, and displace communities. In 2022 floods 500,000 acres of cotton crops had been damaged by floods and heavy rains in Muzaffargarh district of DG Khan Division. These natural disasters strain the local economy and disrupt daily life. Haphazard growth is another critical threat, with unplanned urbanization leading to overcrowded and poorly serviced areas. This can result in inadequate infrastructure, lack of basic services, and environmental degradation.

Economic instability, both locally and nationally, can further exacerbate these issues, leading to reduced investment, higher unemployment, and increased poverty. The underutilization of agricultural land also poses a threat to the division's economic potential. Despite having fertile land, inefficient farming practices and a lack of modern agricultural techniques can lead to lower productivity and missed economic opportunities. Additionally, tourism area strain, resulting from inadequate infrastructure and poor management, can diminish the appeal of the region's historical and cultural sites, reducing tourism revenue.

Political and security issues are significant threats that can deter investment and hinder development. Political instability and security concerns can create an uncertain environment, making it difficult to implement development projects and attract businesses. Competition from other regions further threatens DG Khan's economic prospects, as other areas may offer better infrastructure, incentives, and business environments, drawing away potential investments. Lack of coordination among government departments hampers effective policy implementation and development planning. This can lead to redundant efforts, wastage of resources, and slow progress on critical projects. Additionally, the division faces a lack of human and financial resources, which limits its ability to develop infrastructure, provide essential services, and support economic activities. This scarcity of resources can stall development initiatives and leave the region lagging behind more prosperous areas. The threats to DG Khan Division, including natural disasters, haphazard growth, economic instability, underutilized agricultural land, tourism area strain, political and security issues, competition from other regions, lack of departmental coordination, and insufficient human and financial resources, present significant barriers to its sustainable development. Addressing these threats requires comprehensive planning, improved resource management, and coordinated efforts across various sectors.

## SECTION 8. EXISTING URBAN PLANNING INTERVENTIONS

This section of the report includes a description of the existing urban planning-related interventions adopted in the Dera Ghazi Khan region. These interventions may include the existing projects and other urban planning and development-related initiatives.

### 8.1. History of Urban Planning Initiatives in DG Khan

- DG Khan - Outline Development Plan (1996-2021)
- Site Development Zone Structure Plan of MC DG Khan (2022-2030)
- Land Use Classification Plan of DG Khan (In Progress)

#### 8.1.1. DG Khan - Outline Development Plan (1996-2021)

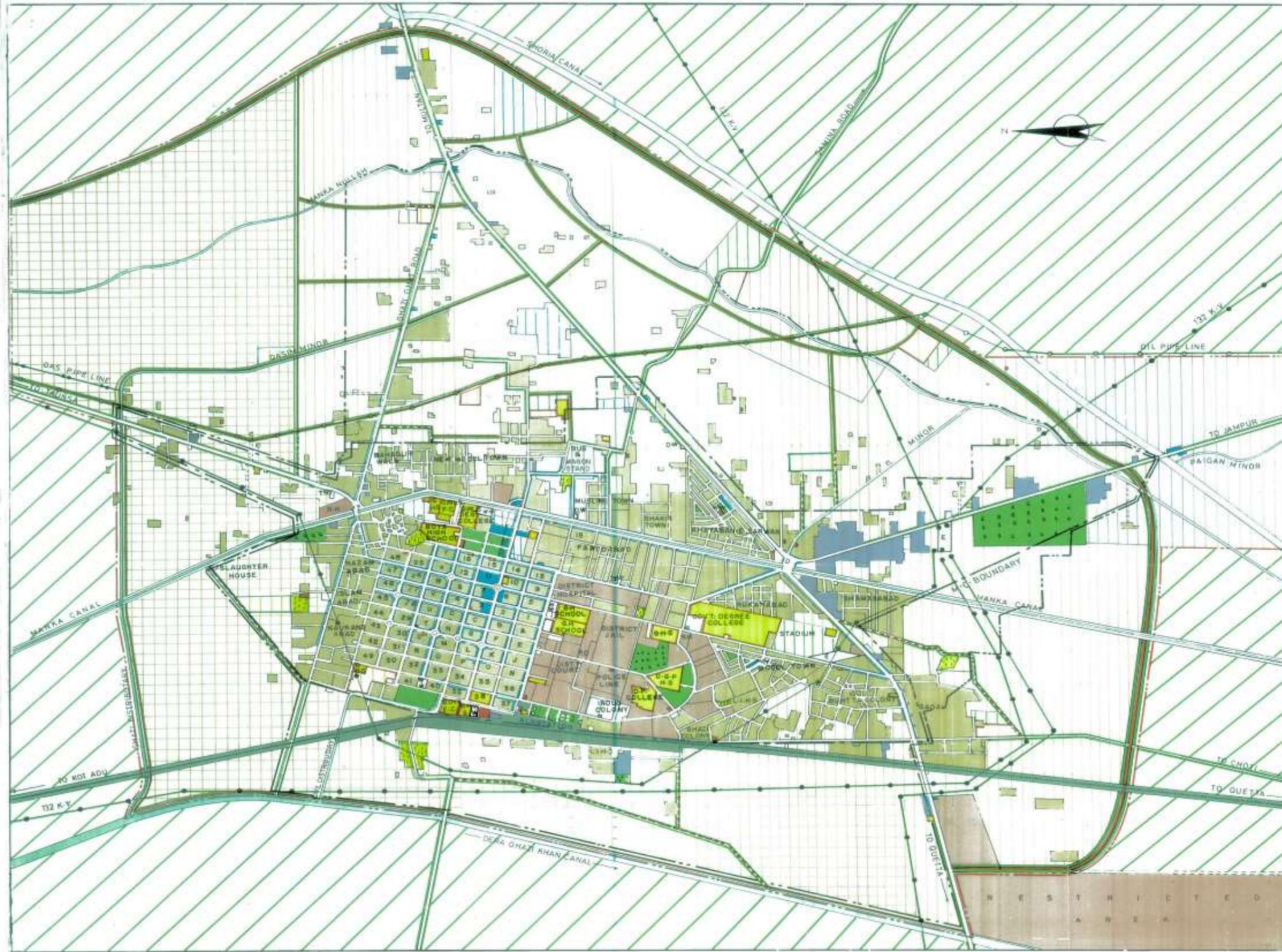
The Outline Development Plan of DG Khan has been prepared for a period of 25 years i.e., from 1996 to 2021, covering the ways and means of the future systematic growth of the city and likely includes various initiatives and projects aimed at the overall development of the city and its surrounding region. The present unexpected expansion issue highlights the necessity to create a new plan considering the current demographic variable. Local planning organisations are facing a significant problem as a result of unchecked urbanisation and growth.

It is necessary to protect the area's agricultural land as the built-up area grows over time, but the previous plans did not address any agricultural strategies or proposals in the outline development plan of DG Khan.

The DG Khan Outline Development Plan has several suggestions that are not implemented. It has been recognised that the suggestions that were made to be executed were not carried out adequately based on the evaluation of ODP and current circumstances. The plan proposed several proposals regarding the different land use sectors proposed new residential block as well as industrial, commercial and educational blocks as shown in the map below. Reserved future extension area has also been proposed towards northwest of the city side to accommodate growing population in the city.

The provision of proposed new roads, improvement of existing roads and access to improved bus and taxi stands with other utility services were some of the plans that were essential to improving the situation in the region but were still not being implemented for a variety of reasons.

# DERA GHAZI KHAN DEVELOPMENT PLAN (1996 - 2021) REFERENCE



**EXISTING**

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- EDUCATIONAL
- PUBLIC BUILDINGS
- PLACES OF WORSHIP
- OPEN SPACES & ORCHARDS
- BURIAL GROUNDS
- PUBLIC UTILITIES
- TRANSPORT TERMINALS
- ROADS / STREETS
- RAILWAY LAND
- MINORS
- MUNICIPAL BOUNDARY
- AGRICULTURAL LAND
- D--DISPOSAL
- W-W WATER WORKS
- E--ELECTRICITY

**PROPOSALS**

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- EDUCATIONAL
- PUBLIC BUILDINGS
- OPEN SPACES
- BURIAL GROUNDS
- BUS & TRUCK STAND
- NEW ROADS
- EXISTING ROADS TO BE IMPROVED
- PLANNING BOUNDARY
- PROPOSED NEW M-L BOUNDARY
- RESERVED FOR FUTURE EXTENSION

DIRECTORATE OF PHYSICAL PLANNING  
HOUSING & PHYSICAL PLANNING PUNJAB  
REGIONAL PHYSICAL PLANNING  
OFFICE D-G - KHAN

AZHAR CHUGHTAI  
LEPUTY DIRECTOR

AHMAD NAWAZ  
DIRECTOR

SCALE 1:1380

D.R.G. NO. 17

Map 16 Outline Development Plan (1996-2021)

### 8.1.2. Site Development Zone of MC DG Khan (2022-2030)

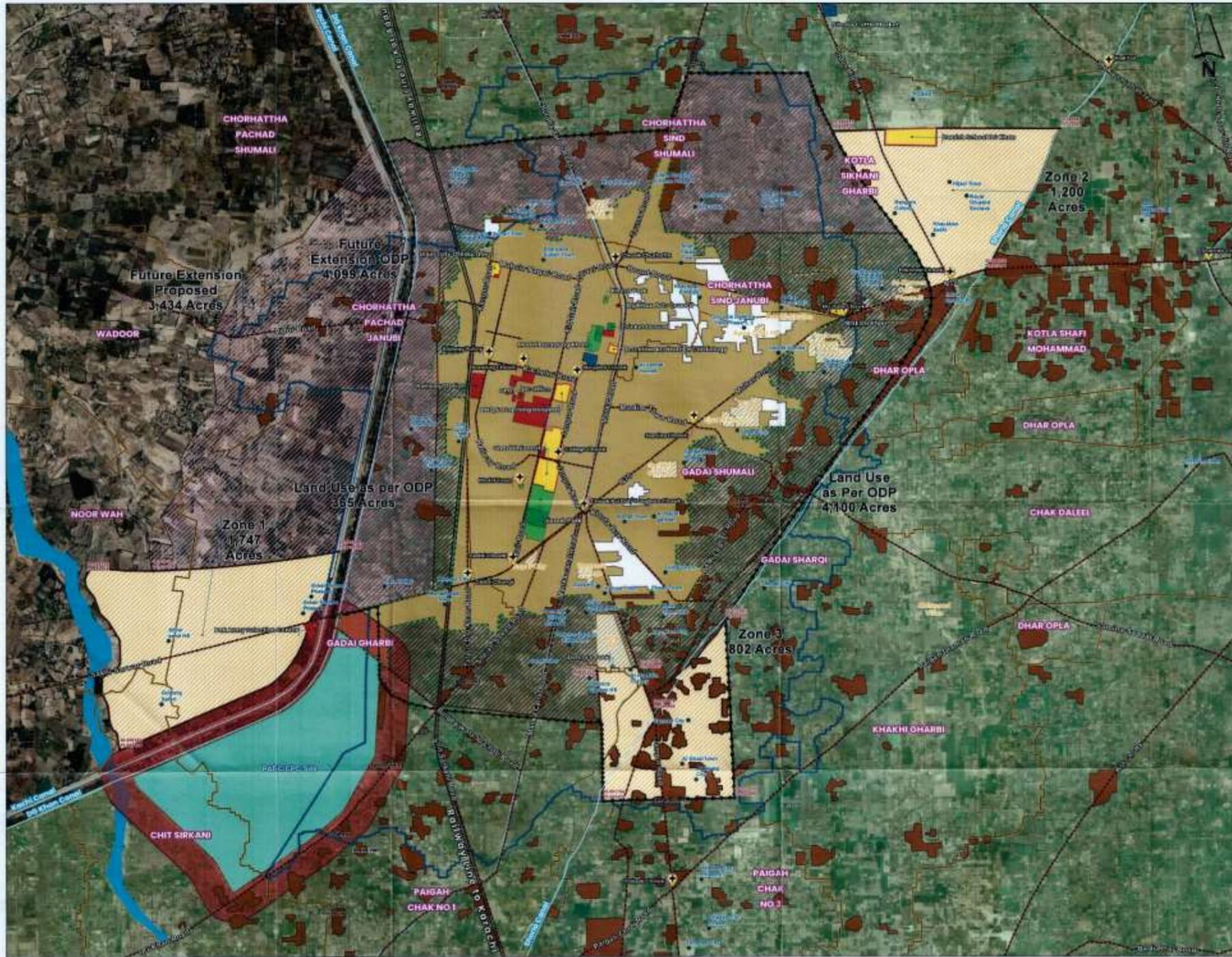
A site development zone structure plan for MC DG was initiated to guide the growth and development of the city for the next years. The plan focuses on addressing the growth challenges faced by the city in a unified manner, with equal support for growth opportunities throughout the city, while minimizing adverse impacts on agriculture land, environment, and public services.

In this plan, three site development zones have been proposed with zone 1, having an area of 1,747 acres of land, zone 2 having an area of 1,200 acres and zone 3 with 802 acres of land. The urban expansion strategy includes encouraging growth adjacent to the controlled area, promoting regulated development, and controlling sprawl.

The growth trend development of DG Khan is taking place towards North along the Taunsa Shareef road. The proposed future growth trend is along the GT road in the Southwest and Northeast sides of the city to be developed as per approved ODP and to discourage the leapfrog development and to develop the city in an integrated and planned manner in the future.

The plan emphasizes the importance of encouraging growth that benefits the agriculture economy and also includes a spatial strategy to channelize development in the right directions and locations, efficient transportation network, wider scope for decentralized employment locations and economic development, preservation and conservation of built areas. Below map shows the Site development zone of DG Khan.

# Site Development Zone Plan of MC DG Khan



## Location Map of Project



## Legend

### Topographical Features

MC (19,792 Acres)	Highly Cultivable - To be Preserved for Agriculture
ODP (16,065 Acres)	PAEC/CPC Site Buffer 457 m
Mouza Boundary	Major Roads
Builtup Area (7,454 Acres)	Railway
Settlements	Waterways
Approved Housing scheme	Indus River
Underprocess/ Illegal Housing Scheme	Commercial
Atomic Energy Department	Institution
Infill Sites (424 Acres)	Public Building
Park	Religious Building
Play Ground	Graveyard

### Proposed

Zone 1 (1,747 Acres)	Land Use as Per ODP
Zone 2 (1,200 Acres)	Future Extension ODP
Zone 3 (802 Acres)	Future Extension Proposed

### Demographic Analysis

Sr No	Category	MC
1	Existing Population (2022)	327,708
2	Projected Population (2030)	794,313
3	Incremental Population (2022-2030)	266,605

### Area Analysis

Sr No	Category	Area Requirements (Acres)
1	MC	4,065-4,280

MO Planning/ DDO (P&A) *[Signature]*

Chief Officer *[Signature]*

Administrator *[Signature]*

### SCALE



*[Signature]*  
**RAB NAWAZ**  
 Town Planner  
 P-1163

*[Signature]*  
 21/4/2022

Map 17: Site Development Zone Structure Plan DG Khan (2022-2030)

### 8.1.3. Land Use Classification Plan of DG Khan (In Progress)

The ongoing Land Use Classification project in DG Khan, spearheaded by the Municipal Corporation, represents a pivotal attempt aimed at comprehensively understanding the city's evolving spatial dynamics. Through meticulous analysis of land utilization patterns, the project endeavours to chart a detailed map delineating the diverse categories of land use, ranging from residential and commercial to industrial, agricultural, and institutional domains. Land-use change pattern of Dera Ghazi Khan City is investigated by using multi-temporal satellite data along with RS and GIS techniques, the initiative seeks to furnish urban planners and policymakers with invaluable insights into developmental trajectory.

By delineating areas of urban sprawl, evaluating land utilization efficiency, and conducting different assessments, the project aspires to underpin informed decision-making processes crucial for steering DG Khan toward sustainable growth and optimal resource management in line with its burgeoning urban landscape.

## 8.2. History of Urban Planning Initiatives in Layyah District

- i. Site Development Zone Structure Plan of MC Layyah (2021-2029)
- ii. Land Use Classification Plan of Layyah (In Progress)

### 8.2.1. Site Development Zone Structure Plan of MC Layyah (2021-2029)

A site development zone structure plan for MC Layyah was initiated to guide the growth and development of the city for the next years. Since Layyah city is situated on the bank of river Indus so its development is restricted on western side. Every year there is flooding which erodes the soil and the settlements are affected. Many years ago, the distance of river from the town was 30 kilometers, now it has reduced to 8 kilometers. Therefore, most of the development is taking place in northeastern direction. The plan focuses on balancing urban expansion with the preservation of agricultural land, environmental integrity, and essential public services is at the core of this plan. It underscores the imperative of fostering sustainable growth that enriches the agricultural sector, alongside a spatial framework aimed at directing development to optimal areas. With a focus on enhancing transportation networks, fostering decentralized employment hubs, and nurturing economic vitality. The city development is taking place towards the City's Eastern Part, along the Chobara Road. The proposed future growth trend is along the Bypass Road in the South-Eastern side due to the proposed industrial block and residential block in SDZ. This side of the city is feasible for

future development as it will be confined under the MC limit to utilize maximum resources within the MC boundary..



Map 18 Site Development Zone of MC Layyah (2021-2029)

### 8.2.2. Land Use Classification Plan of Layyah (In Progress)

The Land Use Classification Plan of Layyah is also in the process and not yet finalized.

## 8.3 History of Urban Planning Initiatives in Muzaffargarh District

- i. Muzaffargarh- Outline Development Plan (1977-1997)
- ii. Site Development Zone Structure Plan of MC Muzaffargarh (2023-2043) in Progress
- iii. Land Use Classification Plan of Muzaffargarh (In Progress)

### 8.3.1 Muzaffargarh Outline Development Plan (1977-1997)

The Outline Development Plan of Muzaffargarh was prepared for a period of 20 years i.e., from 1977 to 1997, covering the ways and means of the future systematic growth of the town.

The Haphazard growth of the town resulted in deterioration of urban life. In order to have proper framework for future growth of the city housing and physical planning department of Punjab has taken the preparation of development plans of number of towns, the preparation of outline development plan is the part of that effort. Number of surveys were carried out in order to get relevant data for analysis and synthesis of problem. The study area covers municipal limits of (5.5 square miles) which as it exists today from Fazal textile mills on Jhang road to junction of under construction bypass with Alipur road on North-South direction and from Thal Jute mill on Dera Ghazi Khan road to Taleeri canal in west east direction. The analysis and synthesis of data lead to formulation of planning standards and policies and proposals for existing and future population requirement.

Land use is a term commonly used to various type of city functions related to each other with in the planning area. These uses may be Residential, Commercial, Agricultural, Educational and Industrial etc. But the study and analysis of these land uses is essential with a view to decide that what changes should be made for future growth of the city while making the development plan. For this purpose, the project office carried out a detailed land use survey in order to study the existing structure of the town. The following table gives the basic information about the area covered by different land uses.

Table 20: Area Covered by Some of Land Uses

Type of Land use	Area	Percentage
<b>Residential</b>		
a) Pacca/semi pacca	291.378	7.973
b) Katcha/Jhugies	113.513	3.106
<b>Industries.</b>		
(a) Manufacturing industries	174.633	4.780
(b) Workshop/Garages	2.424	0.066
(c) Godowns	2.652	0.072

<b>Commercial</b>	15.983	0.437
<b>Education.</b>	81.053	2.220
<b>Public Buildings.</b>		
<b>(a) Hospitals and Clinics</b>	22.790	0.623
<b>(b) Cinemas.</b>		
<b>(c) Club</b>	3.602	0.100
<b>(d) Prison</b>	4.298	0.117
	24.034	0.657
<b>Agriculture</b>	2086.447	57.103
<b>Roads and Street</b>	50.353	1.380
<b>Water Bodies</b>	91.269	2.500
<b>Graveyard</b>	13.566	0.371

The plan recommends the future expansion of the town towards the north and south; however, initial expansion would take place in the existing vacant pockets of the town to achieve compact development. The army camp is to be converted into an officers' colony, with a provision of a site for an industrial estate. All types of industries will be located at the proposed site on M.M. Road between Apollo and Mohib Textile Mills. Traffic segregation is planned through the construction of bypass roads. A site for a grain market on Jhang Road and a timber market on Alipur Road is proposed, consolidating all small units of this type at one place.

All government offices are to be located at the current district jail site, which is proposed to be shifted to D.G. Khan Road. There is a provision for housing for government employees and a proper distribution of social services and commercial activities across the town. The

deputy commissioner's residence is to be converted into a town hall. Fruit gardens are to be preserved and not converted for other uses. The government should build nucleus houses on smaller plots (3.5 to 5 Marlas) and encourage private sector involvement in house-building activities. The provincial government should accelerate its housing scheme preparation program.

Existing Central Business District is sufficient to serve the need of urban areas as well as surrounding areas. However, further expansion has been proposed in an area south of church. Parking is a major issue thus adequate parking is proposed to alleviate congestion in the CBD. The present fruit and vegetable market is proposed to extend its site to the north and east, where vacant land is available.

Muzaffargarh, being an industrial town, has industries mostly located in Multan, only 3-5 kilometers away. A total area of about 250-300 acres is proposed for future industrial development on M.M. Road, about 5 kilometers north of town opposite Apollo Textile. The proposed industrial estate will accommodate cotton ginning and pressing, flour mills, a glass factory, chemical industries, a paper industry, and a fruit preservation and processing unit.

New major roads are proposed including a road running along the Ganeshwah Canal and joining Club Road and D.G. Khan Road, a road passing south of the civil hospital and joining the under-construction bypass road, and a road from D.G. Khan Road near the Thal Jute Mill along the distributor, passing north of the said station, and joining Jhang Road where Jail Road meets. Club Road and Railway Road are proposed to be extended up to Jhang Road.

All encroachments in Qinwan Chowk must be removed, and the parking of tongas near the chowk should be banned. The government transport service bus stand should be shifted to the general bus stand on Club Road, and the current general bus stand is proposed to be extended as space is available on the east and west. A site is proposed for a truck terminal on Alipur Road to minimize interference with local traffic. Vacant land pockets are proposed to be utilized for parks, with a site for a city park proposed on D.G. Khan Road adjacent to the cinema on the western side of the town.

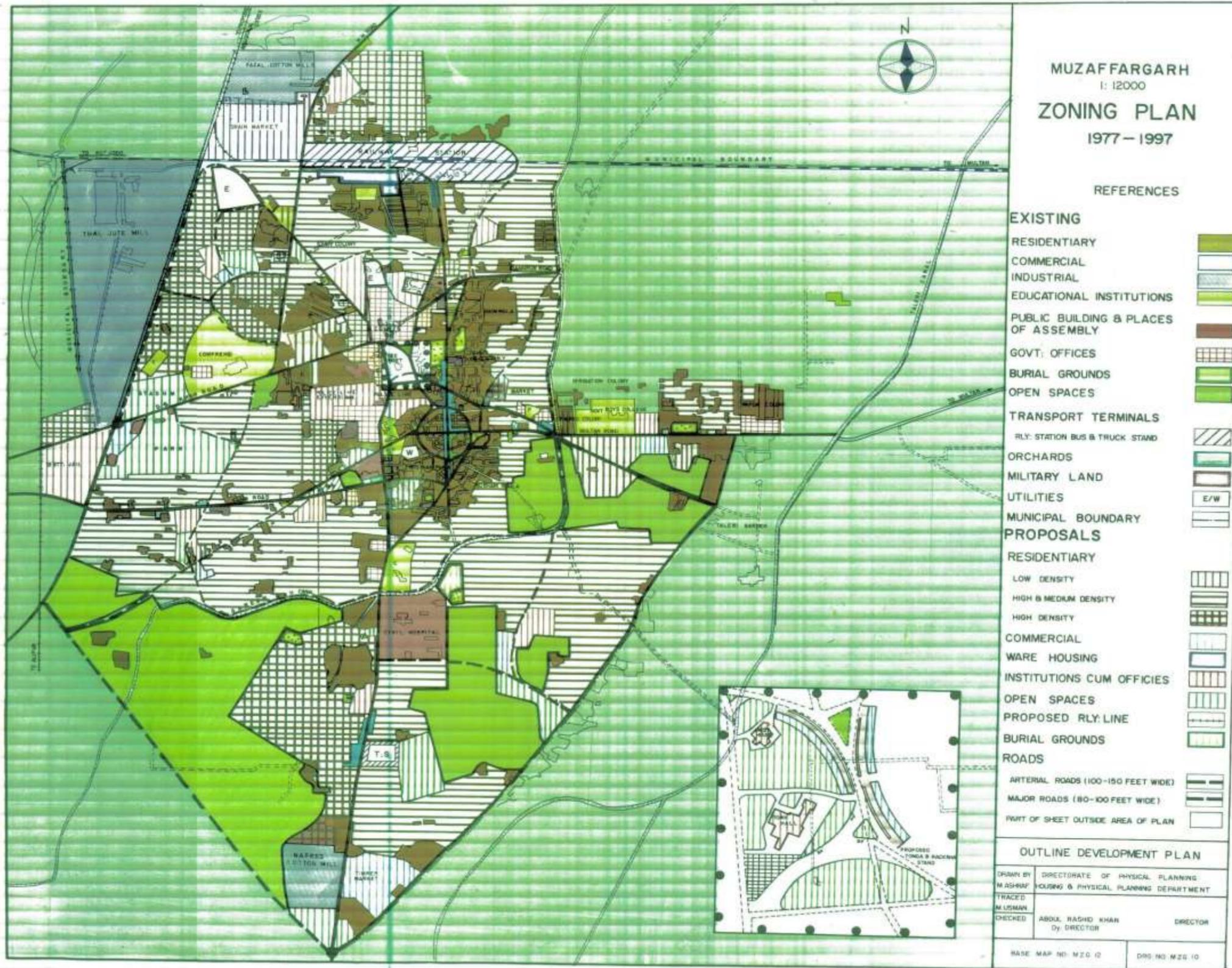
The aim of programming and phasing of the development plan is to fix the target and define guidelines for future growth of the city. The plan has been divided into four phases each for a period of five years and commencing from 1978-1979 when next five years plan commences.

#### **A. First Phase (1978-1983)**

- i. Provision for the site of tonga and rickshaw stand.
- ii. Completion of proposed bypass road connecting Multani road and Alipur road,
- iii. Shifting of government transport bus stand to general bus stand.
- iv. Acquisition of site for the proposed industrial estate.
- v. Extension and acquisition of land for fruit and vegetable market.
- vi. Acquisition of right of ways of the proposed roads.
- vii. 50% completion of the proposed town park on D.G. Khan road.

#### **B. Second Phase (1983-1988)**

- i. Review of the progress of the first phase and completion of its back log.
- ii. Shifting of timber market to proposed site on Alipur road.
- iii. Completion of town park on D.G. Khan road for passive and active recreation.
- iv. Acquisition of land for higher order community facilities like divisional centers and institutions etc.



Map 19 Outline Development Plan Muzaffargarh (1977-1999)

### 8.3.2 Site Development Zone Structure Plan of MC Muzaffargarh (2023-2043) in Progress

The site development zone structure plan has been prepared for 20 years. The site development zone structure plan of Muzaffargarh outlines the strategic framework for organizing and developing specific areas within the city. It includes detailed provisions for land use zoning, infrastructure development, transportation networks, environmental considerations, and community facilities. This plan aims to guide sustainable growth, optimize resource utilization, and enhance the quality of life for residents while ensuring efficient urban management and development.

A local government prepared a site development zone structure plan by using satellite imagery, conducting field survey and marking boundaries of established built up areas, rural settlements, and approved housing schemes on the base map. Site development zone structure plan based on direction and trend of the urban and rural settlement growth, population growth rate and requirements of urban, rural, and industrial development.

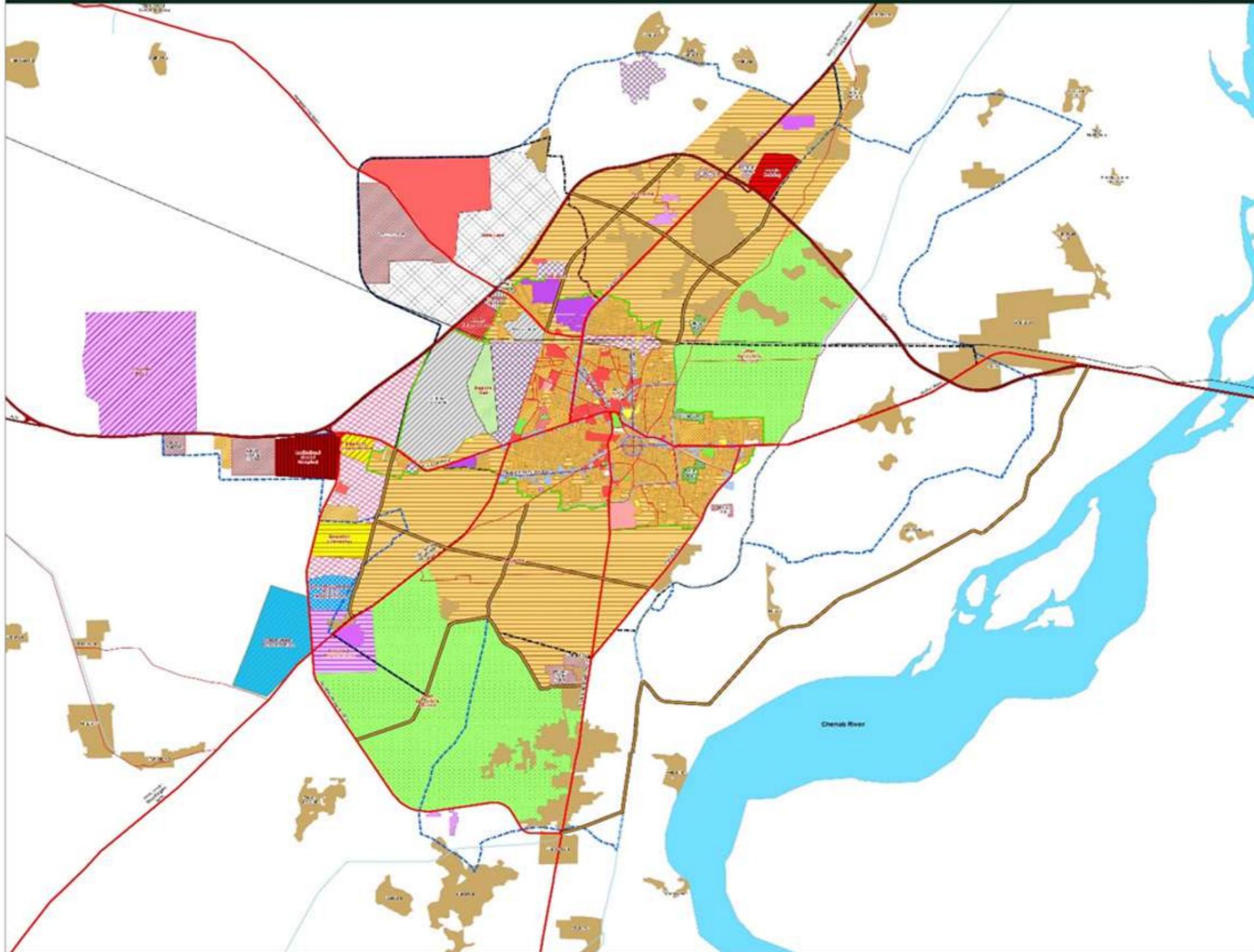
Different land uses have been proposed like economic corporate services neighborhood in south of the city. Other industrial estates, educational facilities, residential, state land and public facilities etc. have also been proposed for the city development.

Table 21 Land Use Distribution of Net Area Required for preparation of Site Development Zone

Land Use Class	Land use proportion		Recommended Land Use Allocation Standard as per NRM (B)	Desired proportion of the city (from residential schemes (I))	Desired proportion of the city (outside residential areas (II))	Desired proportion, Total (C)	Future Land Requirement per desired proportion D= (Future Land * C)
	Current (A)	EBA					Area (Acres)
<b>Residential (Planned Housing)</b>			24-50%	80%	0%	80%	4,761

<b>Schemes)</b>							
<b>Net Residential</b>	1,496.60	45.51%	50%	40%	0.0%	40.00%	2,380
<b>Commercial</b>	144.10	4.38%	0.5-5%	3%	1.5%	4.70%	280
<b>Institutional*</b>	333.60	10.14%	2-21%	5%	3.0%	7.80%	464
<b>Education (Public + Private)</b>	135.00	4.10%	3%		3.0%	3.00%	179
<b>Health (Public + Private)</b>	55.50	1.69%	3%		1.0%	1.00%	60
<b>Public Building</b>	143.10	4.35%	3%		1.5%	1.50%	89
<b>Industrial</b>	305.20	9.28%	2-20%	0%	7.0%	7.00%	417
<b>Parks</b>	27.50	0.84%	0.5-7%	6%	1.0%	7.40%	440
<b>Graveyard</b>	24.80	0.75%	0.5-6%	2%	0.0%	1.60%	95
<b>Other land uses (Bus Terminal, Airport, Water Works, Water bodies, Vacant area, Transportation, Stadium, Roads)</b>	956.90	29.10%	2-29%	24%	2.0%	26.00%	1,547
<b>Total Area</b>	3,289	100%		80%	20%	100%	5,951

# Site Development Zone (SDZ) Structure Plan of Municipal Committee Muzaffargarh (Draft)



**Legend**

Structure Plan Roads	Existing Landuse
Highway/ Expressway	Agro-based Industry
Primary Road	Bus Terminus
Secondary Road	Canal
Tertiary Road	Commercial
Canal	Disposal Sites
Railway Line	Educational Institution - Private
UDA Boundary	Educational Institution - Public
MC Boundary 2013	Government Land
MC Boundary 2019	Gravyard
Proposed Landuse	Health Institution - Private
Economic/Corporate Services Neighbourhood	Health Institution - Public
Education (University)	Industrial
Education Neighbourhood	Khris
Health Neighbourhood	Parks
Industrial Estate	Public Buildings & Govt. Offices
Industrial Neighbourhood	Railway Station
Institutional (Judicial Complex)	Religious Building
Public Building	Residential
Regional Park	Approved Housing Scheme
Residential	Unapproved Housing Scheme
State Land	Kalich Abadi
Transport Terminal	Rural Settlements
Urban Agriculture/ Orchard	River
Waste Water Treatment Plant	

Scale: 1:50,000

Consultant: MM Pakistan in association with City Pulse

Planning Officer(s):

Chief Officer(s):

**Municipal Committee Muzaffargarh**

Co-Ordinated By: Project Manager, Local Government & Community Development Department

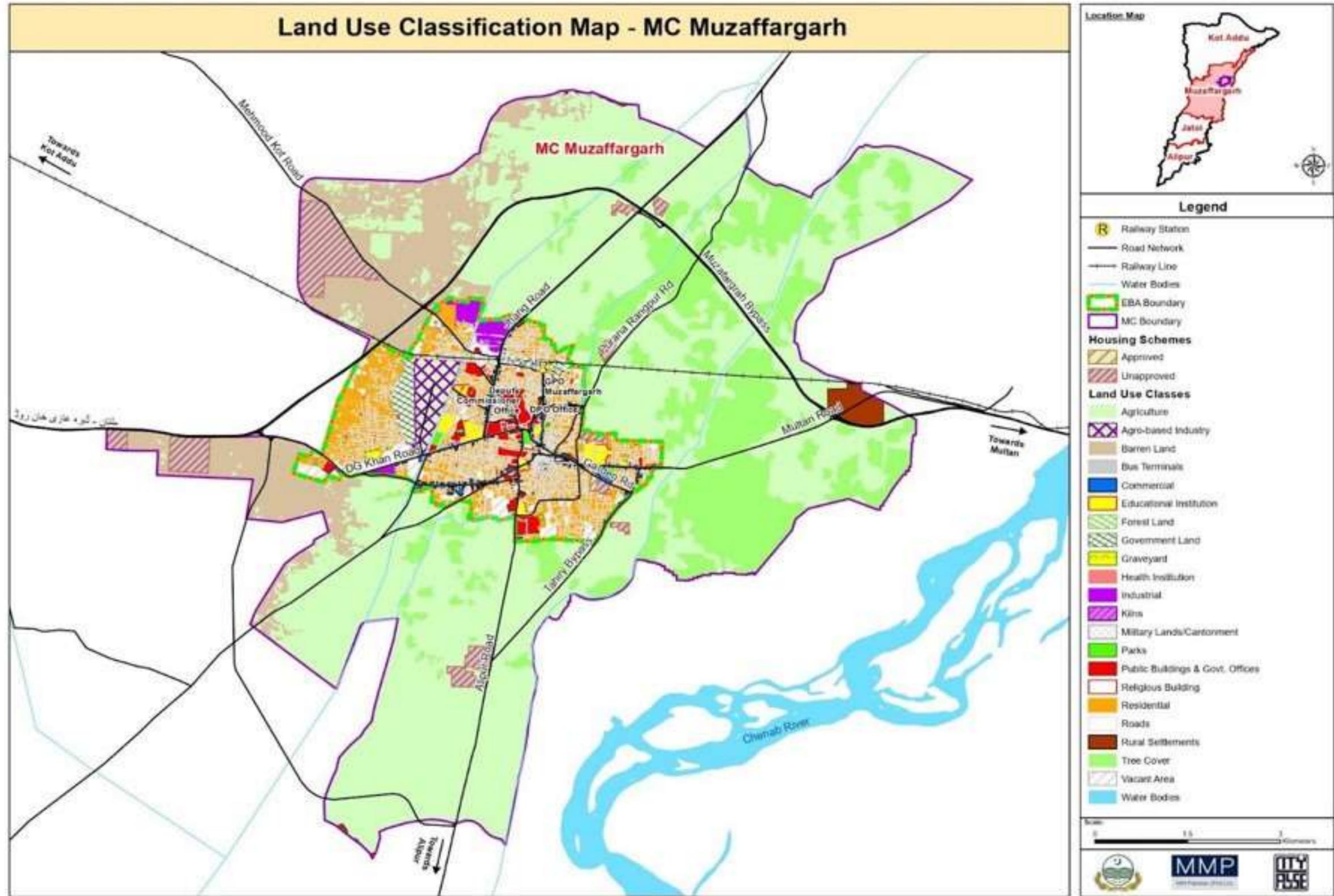
Map 20: Site Development Zone Structure Plan Muzaffargarh 2023-2043

### 8.3.3. Land Use Classification Plan of Muzaffargarh (2021-2029)

The Land use classification plan for MC Muzaffargarh has been prepared for a period of 8 years i.e. 2021- 2029. The classification of land use in Muzaffargarh involves categorizing and understanding how different areas are utilized for various purposes such as residential, commercial, industrial, agricultural, and environmental conservation. This classification is crucial for urban planning, resource management, and sustainable development initiatives in the region.

In Muzaffargarh the Development is taking place towards the North Eastern Part of City, along the Jhang Road. The proposed future growth trend is along the Jhang road in the Northeastern side of the city to avoid the hazards of floods and develop the city in an integrated manner. This side of the city is also interlinked with industrial land use, which will provide an economic base for future development.

The classification of land uses aims to achieve several key objectives, identifying areas of urban sprawl, assessing the efficiency of land use, and conducting various evaluations. These efforts are crucial for guiding Muzaffargarh towards sustainable growth and effective resource management amidst its expanding urban landscape. The project aims to provide data-driven insights to support informed decision-making processes essential for the city's development.



Map 21 Land use classification Map Muzaffargarh 2021-2029

## 8.4 History of Urban Planning Initiatives in Rajanpur District

- i. Rajanpur - Outline Development Plan (1984-2010)
- ii. Site Development Zone Structure Plan of MC Rajanpur (2023-2031)
- iii. Land Use Classification Plan of Rajanpur (In Progress)

### 8.4.1 Rajanpur - Outline Development Plan (1984-2010)

The outline Development Plan of Rajanpur was prepared in 1984-2010 keeping in view the haphazard growth of the city due to absence of development framework for guiding the growth of the town. The planning department took the initiative for the preparation of development plans for a number of towns, and outline development plan was also the part of this effort.

Rajanpur district is bounded on the north by DG Khan district, on south by Jacobabad district, on west by Loralai district and on east by Bahawalpur district. River Indus runs about 15 miles towards its east. It is well connected by road with Multan and DG Khan towards east and north respectively. The old town is in rectangular shape built on comparatively higher ground and encircled by road is the area initially developed in the shape of town. A central bazaar is running from north to south in the old town. Rajanpur town is the second largest town in the Rajanpur district.

The total area under municipal limits is 4,235 acres, the residential area forms 3.99% of the total area, within the municipal limits. Whereas nonresidential form 96.01% of the total area. Agricultural uses form 79.07% of the total area, which is the highest percentage within the municipal limits. The land use plan of Rajanpur is the intermixing of various land uses without proper control on development. The overall land use pattern of town is irregular and unplanned.

The development plan for Rajanpur, prepared for 27 years, suggests improvements in existing facilities and services while promoting future growth on systematic and scientific lines. The current gross density of the town is 4.7 persons per acre, with a future projection of 78 persons per acre. Areas close to the CBD will have higher densities, while the outskirts will have the lowest densities. The plan also includes a redevelopment strategy for several old areas of Rajanpur.

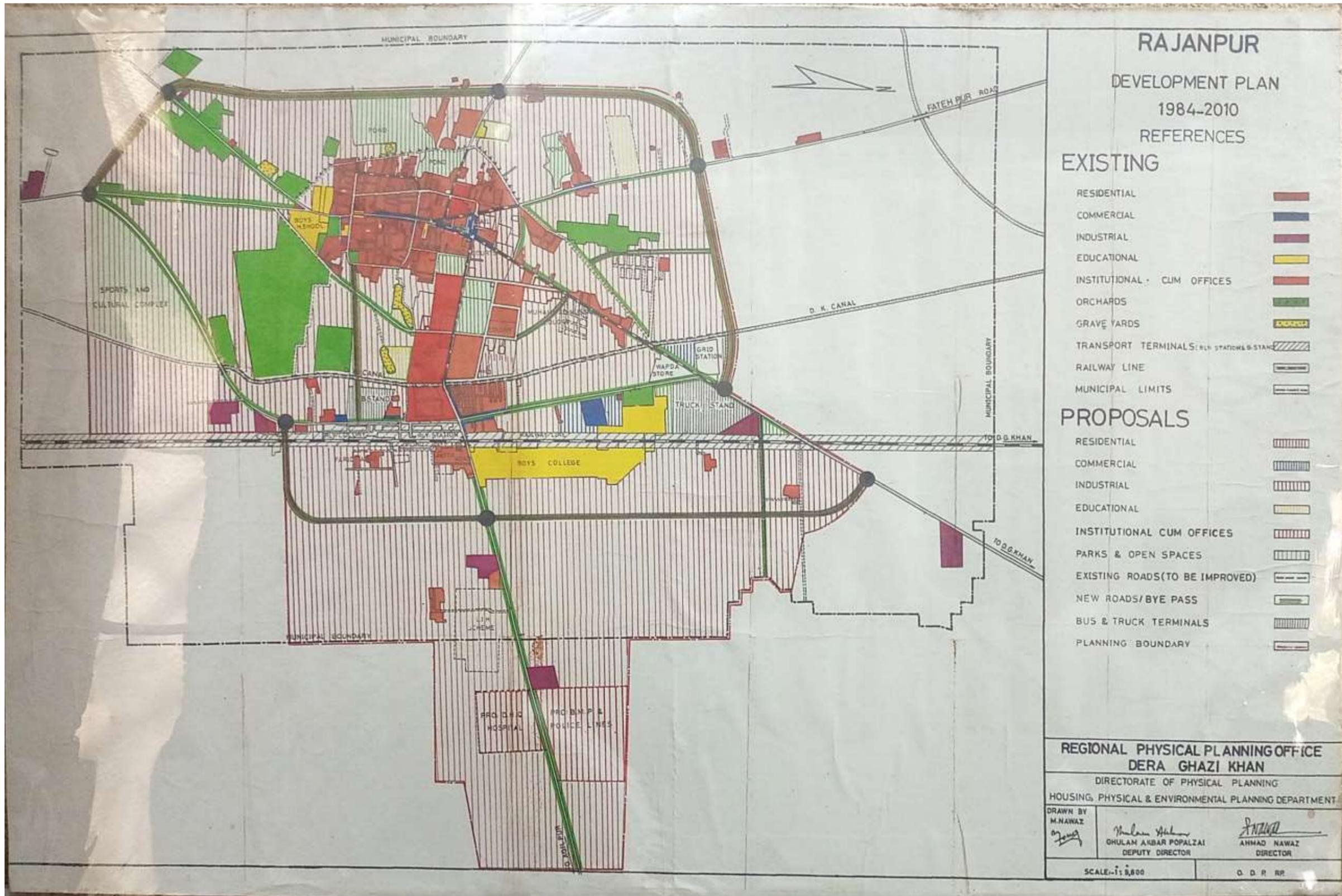
An industrial zone spanning about 90 acres is proposed towards the south of the town, bordered by the DK canal to the west, Kot Mithan Road to the northwest, the railway line to the east, and agricultural land to the south. All types of industries are to be located in this industrial zone.

The existing commercial activities are deemed sufficient, with rehras being the main mode of transport in markets. To alleviate congestion in the central bazaar, the plan suggests providing small parking spaces and establishing civic centers with commercial areas in all new developments. The fruit and vegetable markets are to be relocated to a site bounded by the DK canal to the southwest, a grid station to the north, and D.G. Khan Road to the southeast.

Road improvements are planned for D.G. Khan, Aqilpur, Fathehpur, Kot Mithan, Asni, Circular, Bund, Post Office Road, and the road from Actroi Post No. 2 to Actroi Post No. 3. New road links are also proposed, including a bypass road, a link from Circular Road near Sadiq Bagh to Kot Mithan Road in front of the railway station, a link from Itehad Cotton Factory to Kot Mithan Road via Aqilpur Road up to Hakim & Sons' Industries, and a link from the bypass to the inner ring road.

The existing bus stand is proposed to be converted into a parking space, with the bus stand relocated to a new site along D.G. Khan Road. Proper footpaths are also proposed. The area between the Deputy Commissioner's office and Civil Lines Roads is to be utilized as open space, and dried-up pond areas are suggested to be used as open spaces as well. Additionally, the plan proposes increasing sanitary staff and constructing filth depots to facilitate refuse collection.

The outline development plan of Rajanpur serves for sustainable and balanced growth, integrating social, economic, environmental, and spatial considerations to guide the future development of a city or region.



Map 22. Outline Development Plan Rajanpur 1984-2010

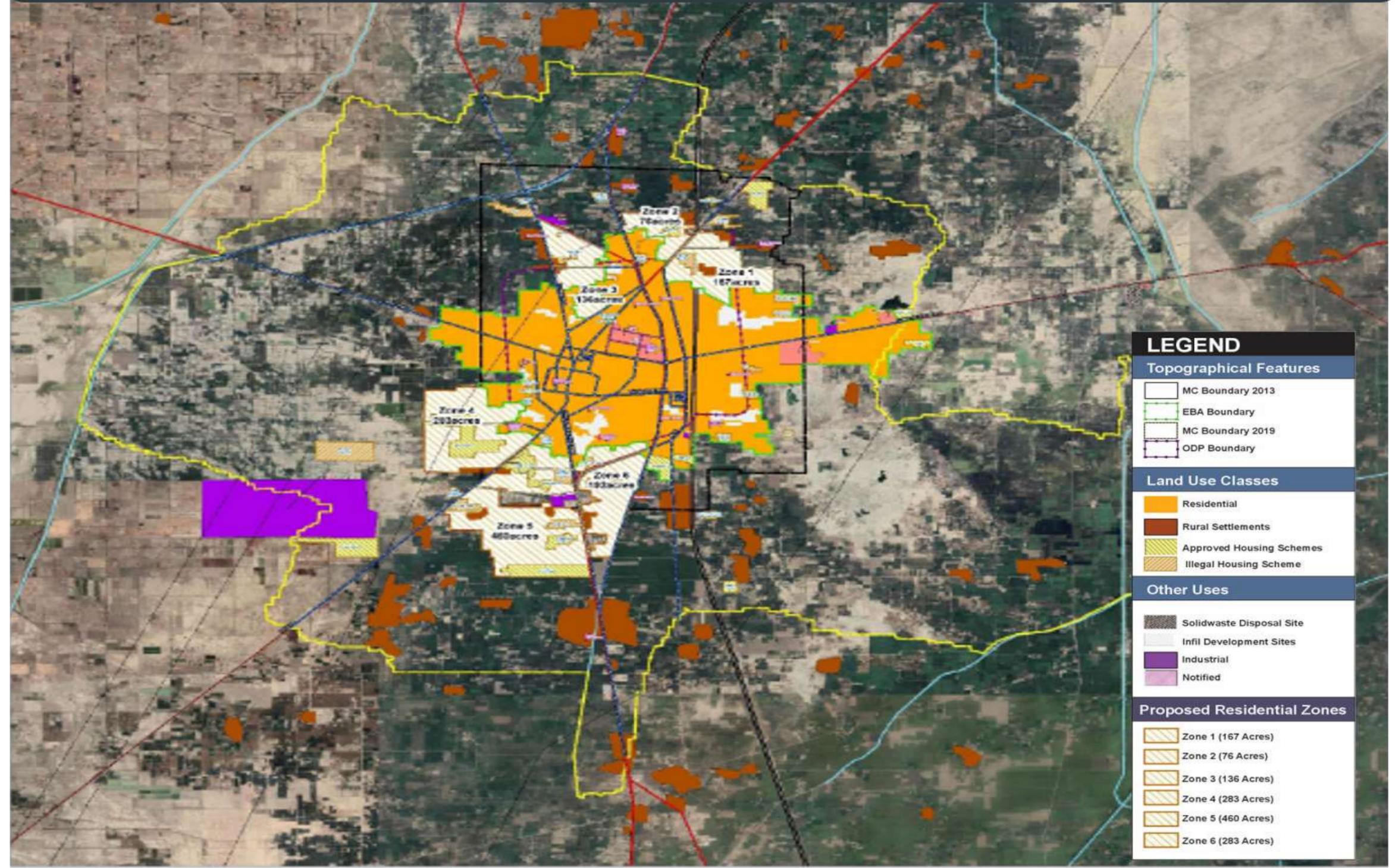
#### 8.4.2 Site Development Zone Structure Plan of MC Rajanpur (2023-2031)

The site development Zone Structure Plan of MC Rajanpur has been in the planning phase for the period of 2023-2031. The district lies entirely west of the Indus River. It is a narrow, 32 kilometres (20 mi) to 64 kilometres (40 mi) wide strip of land sandwiched between the Indus River on the east and the Sulaiman Mountains on the west. It is located at Latitude 29°06'12" N and Longitude 70°19'30" E. It is remotely placed and is 736 kilometers away from the sea coast of Karachi. The total area of district (including the tribal area) measured in acres is 28,57,758 (11,665 km<sup>2</sup>). The site development zone plan for Rajanpur delineates the strategic framework for organizing and developing specific areas within the city. It includes detailed provisions for land use zoning, infrastructure development, transportation networks, environmental considerations, and community facilities. This plan aims to guide sustainable growth, optimize resource utilization, and enhance the quality of life for residents while ensuring efficient urban management and development tailored to Rajanpur's unique characteristics and needs.

The growth development of Rajanpur is taking place towards the North Eastern Part of City, along the Indus Highway. The major roads include Indus National highway, Thairi road and Aqilpur bait sonra road connecting the city around.

The proposed future growth trend is along the Indus Highway in the South-Western and South-Eastern sides of the city. The proposed industrial area will attract more development in the southwestern side the city will also grow towards the Southeastern side due to the Indus Highway crossing through the city. Different residential zones have been proposed having areas such as zone 1 having an area of 167 acres, zone 2 with an area of 76 acres and zone 3 with 136 acres etc. The plan encourages of having economic growth of the city, social development and environmental improvement of the city.

# Site Development Zone Structure Plan of MC Rajanpur (2023-31)



Map 23 Site Development Zone Structure Plan MC Rajanpur 2023-2031

#### 8.4.3. Land Use Classification Plan of Rajanpur (In Progress)

The Land Use Classification Plan of Rajanpur is in the process and has not been finalized yet.

## SECTION 9: PROPOSED INTERVENTIONS

The proposed recommendations are based on identified challenges and potential areas for improvement within the division. They stem from research conducted across districts and input gathered from relevant stakeholders. Special care has been taken to ensure these recommendations align with existing plans to ensure broad acceptance and smooth implementation. These recommendations are anticipated to strengthen decision-making and planning within the district administration and among stakeholders, supporting development-oriented initiatives. They aim to establish policy frameworks focused on the comprehensive advancement of the region, emphasizing sustainability and enhancing economic, social, and environmental conditions to elevate livability standards. Below are the proposed interventions for the DG Khan Division.

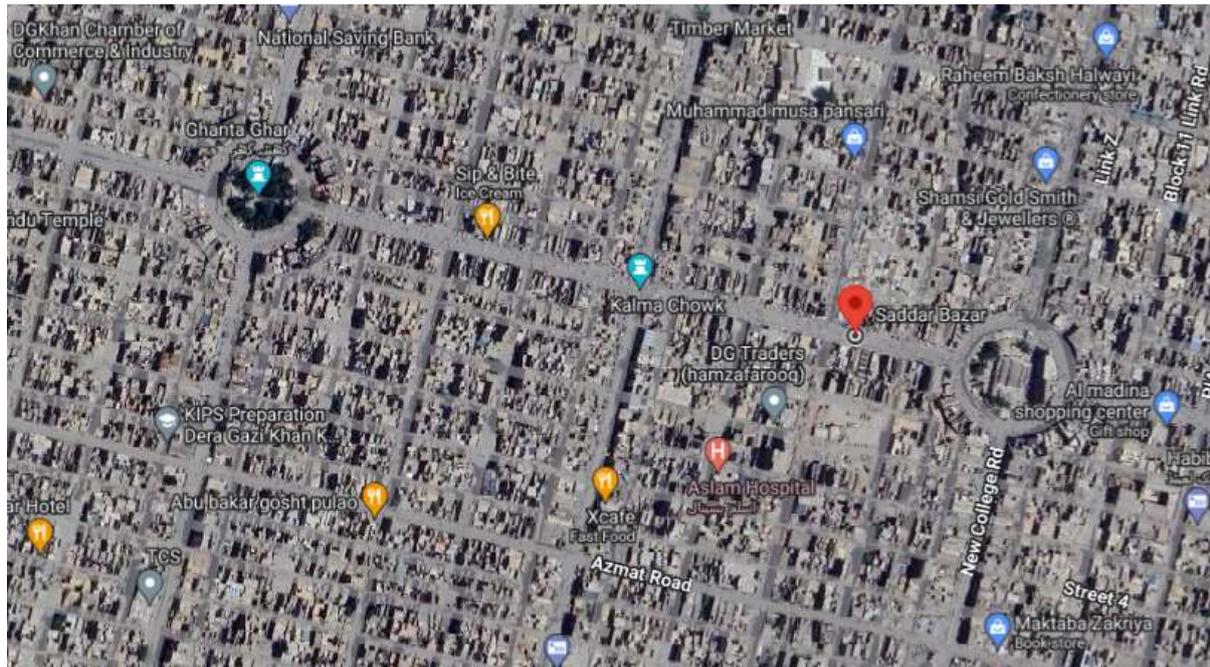


Figure 74: Summary of Proposed Interventions for DG Khan Division

### 9.1 Provision of a Parking Plaza for Pedestrianization of Saddar Bazar DG Khan.

The Saddar Bazar in the DG Khan holds key significance in terms of commercial activity. Notably, the area exhibits a blend of mixed-use activity, characterized by a dense concentration of retail establishments, street vendors, and religious landmarks. The bazar remains quite populated with the general public that visits them for shopping. Due to a high influx of people, the traffic issues arise which generate demand for proper parking of vehicles.

### 9.1.1. Existing Situation - Saddar Bazar DG Khan



Map 24: Location of Saddar Bazar DG Khan.

- ❖ Absence of parking plazas and lack of designated parking spaces

In Saddar Bazar, one of the notable issues is the absence of parking plazas and a shortage of designated parking spaces. This situation creates difficulties for residents, visitors, and businesses alike, as finding secure and convenient parking becomes a challenge.



Figure 75: Lack of designated parking space

- ❖ Roadside encroachment and traffic congestion

Another prevalent issue involves vehicles encroaching on the roadside. This situation disrupts pedestrian pathways, creates traffic congestion, and poses safety risks for both drivers and

pedestrians. The encroachment obstructs smooth traffic flow and hampers access to shops and businesses, affecting local commerce and convenience for residents.

Without adequate parking infrastructure, there appears congestion on streets, difficulty accessing businesses, and potential safety concerns for pedestrians and drivers in the bazar.



Figure 76: Encroachment on road

#### ❖ Poor traffic management

In Saddar Bazar, DG Khan, poor traffic management presents significant challenges that affect both residents and businesses. The area suffers from frequent congestion, causing traffic jams and disruptions to daily activities. This congestion not only hampers accessibility to shops and services but also poses safety risks due to chaotic traffic flow and inadequate pedestrian infrastructure. Pedestrians often struggle to navigate sidewalks encroached upon by vehicles, further complicating the situation. Businesses in the area also face adverse effects, as reduced accessibility can deter customers and impact economic activity.

#### ❖ Informal parking

In Saddar Bazar, DG Khan, informal parking is a prominent issue. This problem arises from vehicles being parked in prohibited areas or in a manner that obstructs traffic flow, pedestrian pathways, or access to businesses. This adversely affects the overall ambiance and functionality of the market.

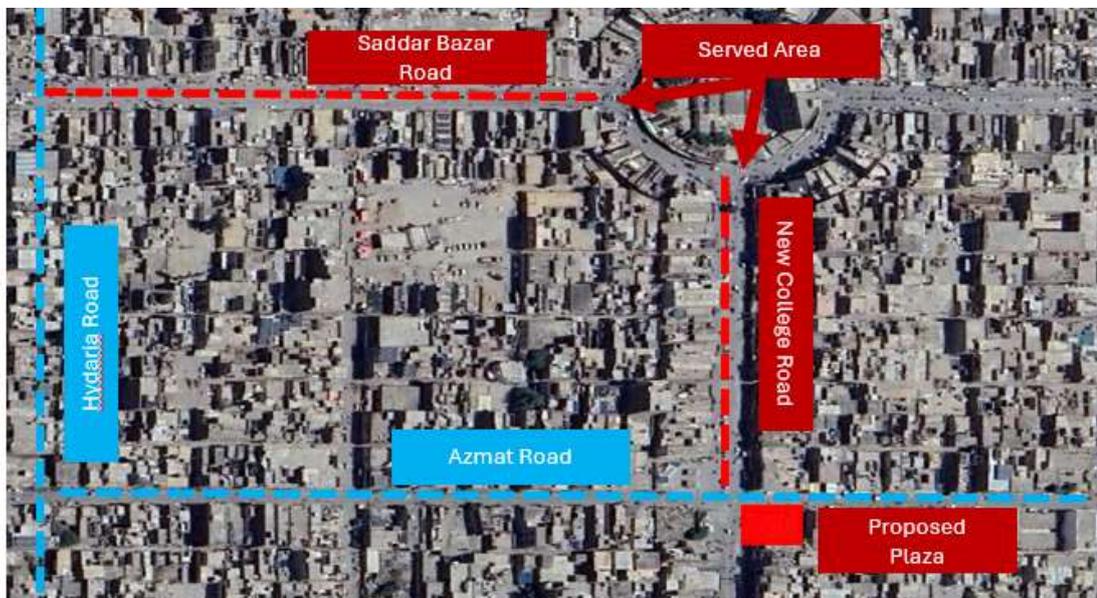


Figure 77: Informal parking

### 9.1.2. Proposed Interventions

- ❖ Build a parking plaza

It is essential to address the parking demands of Saddar Bazar, as the traffic on New College Road and Azmat Road becomes extremely congested during peak hours. To alleviate these issues, a parking plaza is proposed, strategically located adjacent to Azmat Road and in front of New College Road. This facility will help manage the parking needs of the area, reduce traffic congestion, and enhance the overall experience for visitors and locals alike. The map below shows the proposed location for parking plaza. The site is proposed by the MC Office.



Map 25: Proposed Location for Parking Plaza

The figure below illustrates the concept of the proposed parking plaza, showcasing its design and layout.



Figure 78: Proposed concept design for parking plaza

- ❖ Smart parking systems such as E-ticketing to avoid congestion and reduce travel time.

It is suggested to implement smart parking systems, including e-ticketing, in the parking plaza to avoid congestion and reduce travel time. These advanced systems streamline the parking process by allowing drivers to reserve and pay for parking spaces electronically, thereby minimizing the need for manual transactions and reducing waiting times. By managing the flow of vehicles more efficiently, smart parking systems help ensure smoother entry and exit, contributing to a more organized and user-friendly parking experience.



Figure 79: Proposed E-Ticketing System for Parking Plaza

❖ Provision of fire-fighting and security system.

The proposal includes the provision of firefighting and security systems within the parking plaza to ensure safety and protection. Firefighting systems, such as fire alarms and fire extinguishers, are essential to quickly detect and respond to any fire emergencies, preventing damage and ensuring the safety of users. Additionally, security systems, including surveillance cameras, security personnel, and access control measures, help monitor and protect the premises from theft, vandalism, and other security threats. Together, these systems create a safe and secure environment for all users of the parking plaza.



Figure 80: Proposed Fire Fighting System for Parking Plaza

❖ Ensure the provision and maintenance of services such as lights, signboards and dedicated parking lanes for bikes and cars.

The proposal emphasizes ensuring the provision and ongoing maintenance of essential services within the parking plaza, such as lights, signboards, and dedicated parking lanes for bikes and cars. Proper lighting enhances visibility and safety for all users, while clear signboards provide necessary directions and information, facilitating smooth navigation within the plaza. Dedicated parking lanes for bikes and cars help organize the parking area, preventing congestion and ensuring efficient use of space. Regular maintenance of these

services is crucial to uphold safety standards and ensure a seamless parking experience for all users.

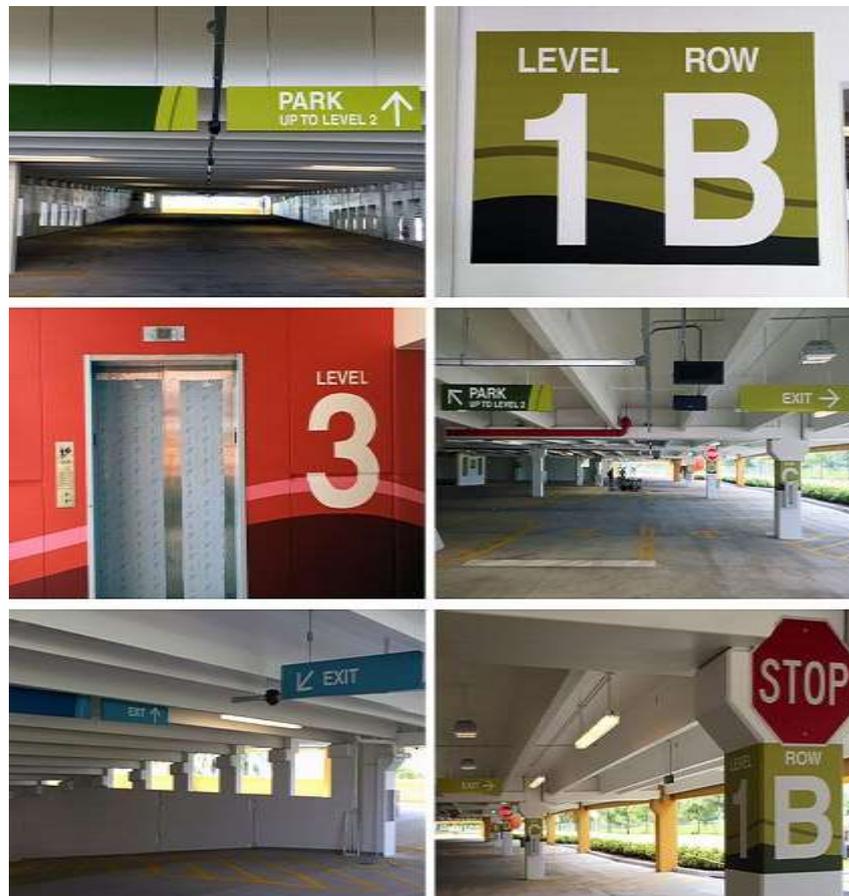


Figure 81: Examples of signage and dedicated parking lanes in plaza

- ❖ Improve the indoor environment quality by providing soft landscape elements.

In the context of a parking plaza, improving the indoor environment quality by providing soft landscape elements involves incorporating greenery and natural features within the plaza's interior spaces. This can include indoor plants, small gardens, and green walls or vertical gardens. These soft landscape elements serve several purposes: they enhance aesthetics, create a more welcoming atmosphere for users, and contribute to a healthier indoor environment by improving air quality and reducing pollutants. Additionally, greenery helps mitigate the urban heat island effect by cooling indoor temperatures naturally. Overall, integrating soft landscape elements in a parking plaza not only enhances the visual appeal but also promotes a more pleasant and sustainable environment for patrons and staff alike.



Figure 82: Examples of Indoor Soft Landscape elements

- ❖ Visitors and shopkeepers should park vehicles in the parking plaza and pedestrianize the Saddar Bazaar.

The proposal further aims to improve the indoor environment quality of the parking plaza by incorporating soft landscape elements. This includes the introduction of greenery such as plants, shrubs, and possibly small indoor gardens. These natural elements can enhance air quality, provide a more pleasant and aesthetically pleasing atmosphere, and reduce stress for users. The presence of greenery can also contribute to a cooler and more comfortable indoor climate, creating a more inviting and enjoyable environment within the parking facility.

- ❖ Insert walking and no parking sign in the bazar and impose fines for not following the rules.

The proposal includes installing walking and no parking signs throughout the bazar and imposing fines on those who do not adhere to these regulations. These measures aim to improve pedestrian safety and ensure smooth traffic flow by clearly designating areas for walking and prohibiting unauthorized parking. Enforcing fines for rule violations will help maintain order and encourage compliance, contributing to a safer and more organized bazar environment for both shoppers and vendors.



Figure 83: No parking signs outside the parking plaza should be placed

## 9.2. Revitalization and Upgradation of Commercial Areas.

### 9.2.1. Saddar Bazar DG Khan

#### *Existing Condition*

- ❖ Interlinked with College Road, Quaid-e-Azam Road Commercial Areas, and Rani Bazar.

Saddar Bazar in Dera Ghazi Khan is a centrally located commercial hub, interlinked with other significant commercial areas such as College Road, Quaid-e-Azam Road, and Rani Bazar. This interconnectedness makes Saddar Bazar a focal point for commerce and trade, facilitating easy access and movement between these bustling areas. The strategic location enhances the flow of goods and customers, contributing to the overall vibrancy and economic activity within the region. Below map shows the location of Saddar Bazar.



Map 26: Location of Saddar Bazar

- ❖ Traffic jams and congestion on Saddar Bazar Road and adjacent bazaar areas due to encroachments and lack of parking facilities.

Traffic jams and congestion are prevalent issues on Saddar Bazar Road and surrounding bazaar areas in Dera Ghazi Khan primarily due to encroachments and inadequate parking facilities. Encroachments, such as informal stalls and shops extending onto the roadsides, narrow the available space for vehicles and pedestrians, exacerbating traffic flow. Additionally, the limited provision of designated parking spaces forces many vehicles to park haphazardly or on the roadside, further congesting the area. These factors collectively contribute to delays, inefficient movement of traffic, and challenges for both commuters and businesses operating in the area.

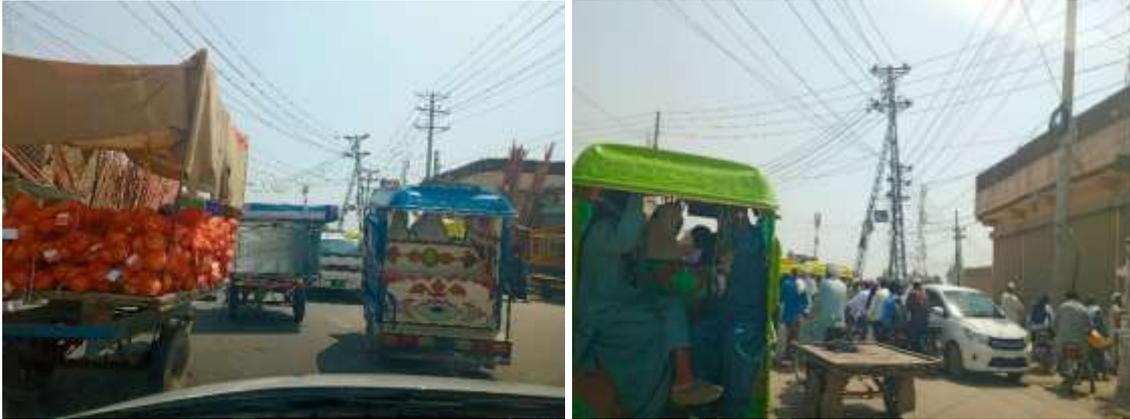


Figure 84: Traffic jams in bazar

- ❖ Illegal parking and sideways encroachment by automobiles, motorcycles, and merchants in bazaars.

Saddar Bazar in Dera Ghazi Khan suffers from a lack of pedestrian ramps and walkways, which hinders safe and convenient mobility for pedestrians. The absence of dedicated pathways and ramps makes it challenging for pedestrians, including elderly individuals and people with disabilities, to navigate the bazaar area comfortably. This deficiency not only poses safety risks but also discourages foot traffic, impacting the accessibility and overall experience for shoppers and visitors.



Figure 85: On-street parking

- ❖ Limited Street Furniture (Footpaths, Traffic Lights, Signboards, Pedestrian Crossing)

In Saddar Bazar, DG Khan, the issue of limited street furniture encompasses various deficiencies that impact the urban environment and public safety. Footpaths, where they exist, may be narrow, uneven, or inconsistently maintained, making it challenging for

pedestrians to walk safely and comfortably. The inadequacy of traffic lights contributes to traffic congestion and poses risks of accidents at intersections. Signboards are often insufficient or outdated, failing to provide clear directions or information to drivers and pedestrians. Furthermore, the lack of designated pedestrian crossings increases the dangers for those on foot, forcing them to navigate through traffic unpredictably.



Figure 86: Lack of street furniture in bazaars

These shortcomings in street furniture affect the convenience and safety of residents and visitors and hinder economic activities in the area. Businesses may face reduced foot traffic due to poor accessibility and safety concerns.

#### ❖ Sanitation and cleanliness issues

Sanitation and cleanliness issues plague Saddar Bazar in Dera Ghazi Khan, adversely affecting its appeal and hygiene standards. The bazar faces challenges such as inadequate waste management systems, littering, and insufficient maintenance of public hygiene. These issues not only detract from the overall aesthetic of the area but also pose health risks to residents, shoppers, and businesses. Addressing these concerns is crucial for improving the livability and attractiveness of Saddar Bazar, ensuring a cleaner and healthier environment for everyone.



Figure 87: Cleanliness issue

- ❖ Narrow streets hinder pedestrian movement in bazaars due to inflow of traffic.

Narrow streets in Saddar Bazar, Dera Ghazi Khan, pose significant obstacles to pedestrian movement, exacerbated by the influx of vehicular traffic. The limited width of these streets restricts space for pedestrians, forcing them to navigate amidst moving vehicles. This situation not only compromises pedestrian safety but also diminishes the overall shopping and leisure experience in the bazaar area. The congestion caused by the mingling of pedestrians and vehicles further complicates accessibility and contributes to a less pedestrian-friendly environment overall.

Addressing the above explained challenges is essential to enhance the pedestrian infrastructure and ensure safer and more enjoyable conditions for visitors and residents alike.

### ***Proposed Interventions:***

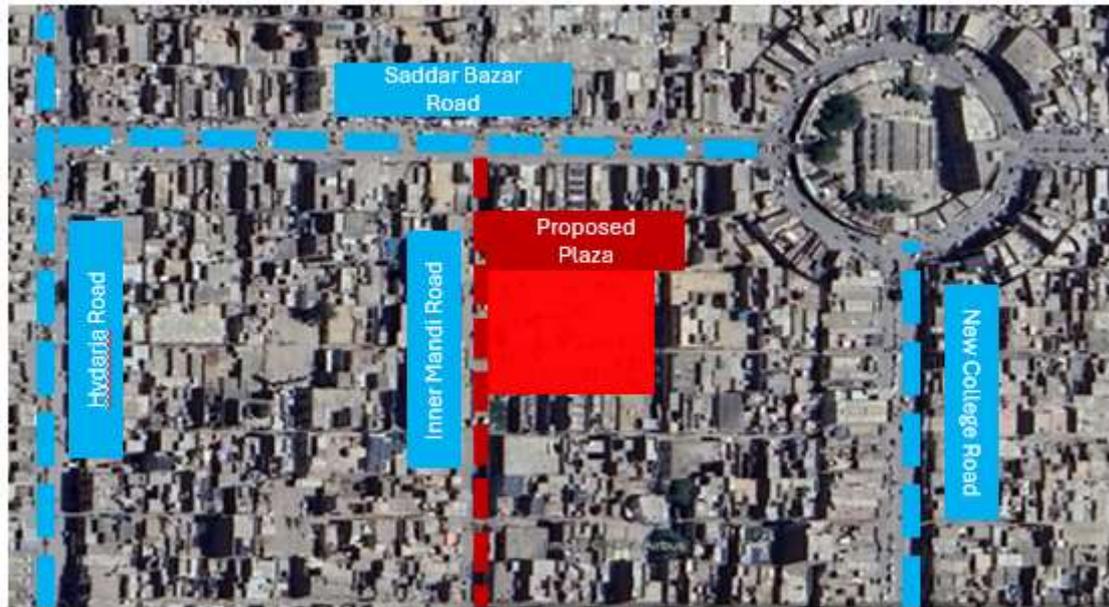
#### **Commercial Plaza at Saddar Bazar, DG Khan**

- ❖ Build a High-Density Commercial Plaza

A high-density commercial plaza is proposed as the prime location along Inner Mandi Road and Saddar Bazar Road in the heart of DG Khan's Saddar Bazar area. This strategic site has been identified and endorsed by MC officers, offering an ideal opportunity for a vibrant commercial hub.

This initiative suggests building a multi-story complex designed to accommodate a variety of businesses, including retail shops, offices, and potentially residential units. By focusing development along these key thoroughfares, the aim is to create a centralized hub of economic activity that leverages existing foot traffic and enhances the area's commercial

potential. This approach not only maximizes the efficient use of urban space but also revitalizes Saddar Bazar by offering modern amenities and attracting diverse businesses, thereby transforming it into a more bustling and appealing commercial district. Below map shows the location of proposed commercial plaza.



Map 27: Proposed location for Commercial Plaza

- ❖ Create underground parking in the commercial plaza.

An important step involves creating underground parking for the commercial plaza in Saddar Bazar, DG Khan. This entails developing a parking facility beneath the plaza to address the area's parking shortage and alleviate congestion on the surrounding streets. Underground parking offers several advantages: it optimizes land use by utilizing space efficiently, enhances pedestrian safety and convenience by reducing surface-level traffic, and preserves the aesthetic appeal of the plaza and its surroundings. Additionally, it provides a secure and controlled environment for vehicles, contributing to a more organized and accessible commercial hub. Integrating underground parking into the plaza's design supports sustainable urban development practices while meeting the practical needs of visitors and businesses in Saddar Bazar.

- ❖ Revenue from this commercial plaza will help boost the economy of DG Khan.

The revenue generated from the construction and operation of the commercial plaza in Saddar Bazar, DG Khan, is expected to have a significant positive impact on the local economy. This influx of revenue comes from various sources, including rental income from

businesses leasing space within the plaza, fees from parking facilities, and potentially increased business activity and employment opportunities in the area. The plaza's presence is likely to attract more shoppers and businesses, stimulating economic growth and contributing to the overall prosperity of DG Khan. Moreover, the generated revenue can be reinvested into infrastructure improvements, public services, and community development initiatives, further enhancing the quality of life for residents and fostering sustainable economic development in the region.

❖ Provide green areas for recreation.

To enhance the quality of the commercial plaza in Saddar Bazar, DG Khan, it is proposed to incorporate green areas for recreation. These green spaces could include landscaped gardens, seating areas, and possibly playgrounds or fitness zones, depending on available space and design considerations. Introducing green areas within the plaza not only enhances the aesthetic appeal but also provides a place for relaxation, social interaction, and recreation for visitors and residents alike. These spaces contribute to a healthier urban environment by improving air quality, reducing the urban heat island effect, and promoting biodiversity within the city center. Additionally, integrating recreational green spaces aligns with modern urban planning principles aimed at creating more livable and sustainable communities.

❖ Provide Food courts along the Green Areas.

To complement the recreational green areas in the commercial plaza of Saddar Bazar, DG Khan, it is proposed to include food courts. These food courts would be strategically located adjacent to or within the green spaces, offering a variety of dining options in a pleasant and inviting setting. The presence of food courts not only enhances the overall visitor experience by providing convenient dining choices but also encourages longer stays and increased foot traffic within the plaza. This can lead to greater patronage for the businesses operating in the plaza, fostering a vibrant and dynamic atmosphere. Moreover, integrating food courts with green areas promotes a sense of community and social interaction, making the commercial plaza a destination for both leisure and dining in the heart of DG Khan.

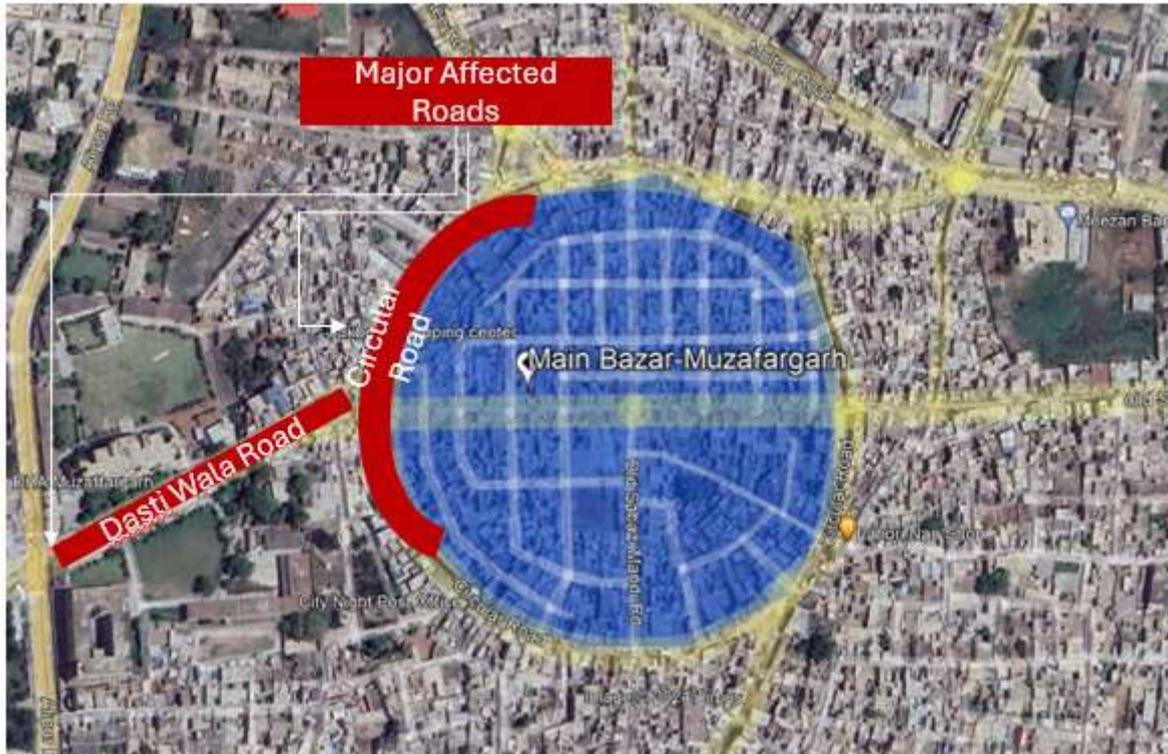


Figure 88: Proposed concept design of commercial plaza

The image above illustrates the concept design for the proposed commercial plaza, showcasing its modern and sleek architecture.

#### 9.2.2. Main Bazaar – Muzaffargarh

The Main Bazar in Muzaffargarh is a vital commercial hub, showcasing a unique blend of mixed-use development. The area is densely populated with retail stores, street vendors, and religious landmarks, attracting a large number of visitors daily. This high footfall results in significant traffic congestion, highlighting the need for adequate parking facilities. Below map shows the location of Main Bazar Muzaffargarh.



Map 28: Location of Main Bazar

### *Existing Condition*

#### ❖ Traffic Congestion and Parking Issues in the bazaar area

Traffic congestion in Main Bazar, Muzaffargarh, is a significant issue due to several factors. The narrow streets and limited road infrastructure are unable to efficiently accommodate the high volume of vehicles, including cars, motorcycles, and commercial trucks, especially during peak hours. This congestion is exacerbated by the lack of designated parking areas, which leads to vehicles parking haphazardly along the sides of the roads or in unauthorized areas, further reducing available space for through traffic. As a result, navigating through the bazaar area becomes challenging for both motorists and pedestrians, contributing to delays, traffic jams, and potential safety hazards.

Parking issues in Main Bazar, Muzaffargarh, arise primarily due to the acute shortage of designated parking spaces. The limited availability of parking areas forces many vehicles to park along the narrow streets, often obstructing traffic flow and causing congestion. This situation is exacerbated by the absence of structured parking facilities or multi-level parking options, which could efficiently utilize available space and accommodate a larger number of vehicles.



Figure 89: Traffic congestion due to lack of parking space

❖ Pollution and open drains along the streets and main roads of the bazaar

Pollution and open drains along the streets and main roads of Main Bazar, Muzaffargarh, contribute to environmental and health concerns within the area. The presence of open drains poses risks such as foul odors, breeding grounds for mosquitoes, and potential health hazards due to stagnant water. These conditions also detract from the aesthetic appeal of the bazaar and may deter visitors and shoppers.



Figure 90: Open drains

❖ Unpaved and broken streets/roads inside the bazaar

Inside Main Bazar, Muzaffargarh, unpaved and broken streets or roads contribute to several challenges for residents, visitors, and businesses. The lack of proper paving and maintenance leads to uneven surfaces that are prone to accumulating mud and dust, especially during inclement weather. This not only creates inconvenience but also poses risks of accidents, particularly for pedestrians and vehicles navigating these poorly maintained areas.

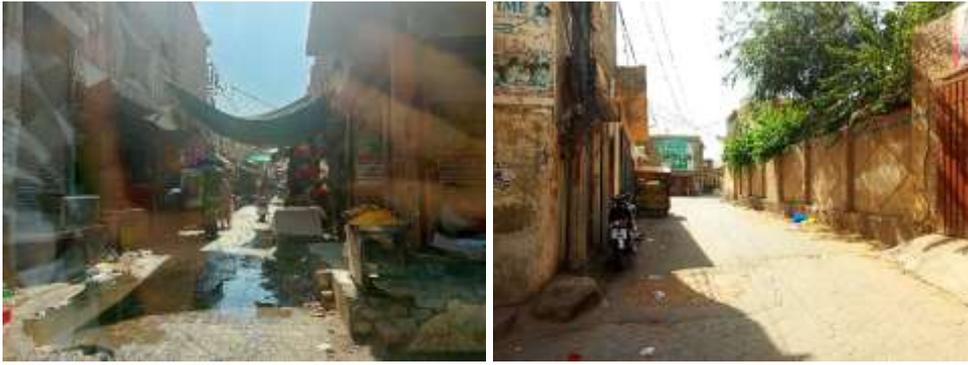


Figure 91: Condition of streets and roads of Saddar Bazaar Muzaffargarh

❖ Solid waste issues

Solid waste management is a pressing issue in Main Bazar, Muzaffargarh, contributing to environmental pollution and health hazards. The bazaar area faces challenges related to inadequate waste collection and disposal infrastructure, resulting in littering and accumulation of solid waste along streets and public spaces. Improper waste management practices not only detract from the bazaar's aesthetic appeal but also pose risks of disease transmission and environmental degradation.



Figure 92: Condition of solid waste

❖ Encroachments along the major roads and streets

Encroachments along major roads and streets in Main Bazar, Muzaffargarh, present significant challenges to urban planning and public space management. These encroachments typically involve unauthorized structures, stalls, or commercial activities that extend onto sidewalks and roadways, reducing the available space for pedestrian and vehicular traffic. As a result, navigating through the bazaar becomes more congested and less orderly, impacting both safety and convenience for residents and visitors.



Figure 93: Roadside encroachments

❖ Absence of sidewalks, ramps and street furniture

The absence of sidewalks, ramps, and street furniture in Main Bazar, Muzaffargarh, contributes to challenges in pedestrian accessibility and urban comfort. Without designated sidewalks, pedestrians are often forced to share narrow streets with vehicular traffic, posing safety risks and hindering smooth movement. The lack of ramps also limits accessibility for individuals with disabilities or mobility issues, restricting their ability to navigate the bazaar independently. Additionally, the absence of street furniture such as benches, trash bins, and shelters diminishes the overall comfort and convenience of public spaces, discouraging leisure activities and social interaction.



Figure 94: Lack of footpaths

Addressing these issues involves prioritizing urban infrastructure improvements, including constructing sidewalks with ramps for accessibility, and installing street furniture to enhance the functionality and attractiveness of Main Bazar while promoting a safer and more inclusive environment for all residents and visitors.

### *Proposed Interventions*

#### ❖ Uplift Façade of buildings

It is suggested to uplift the facades of buildings in Main Bazar, Muzaffargarh aims to enhance the area's visual appeal and structural integrity. This initiative involves improving exteriors, entrances, and windows to create a more attractive urban landscape that can potentially boost economic activity by attracting more visitors and shoppers. It will preserve historical architecture while modernizing appearances. We further emphasize compliance with building standards and aesthetic guidelines to ensure renovations contribute positively to the overall ambiance and livability of Main Bazar.



Figure 95: Example of uplifting of facade

#### ❖ Cover the drains, especially on the Dasti Wala Road.

It is proposed to cover drains, especially on Dasti Wala Road in Main Bazar Muzaffargarh, to address several challenges associated with open drainage systems. This initiative aims to enhance safety by eliminating hazards posed by open drains, such as accidents and health risks. Moreover, covering drains can improve the overall cleanliness and aesthetic appeal of the area, reducing unpleasant odors and preventing waste accumulation. Implementing this solution requires infrastructure investments and coordination with local authorities to ensure effective drainage management while enhancing the functionality and appearance of Dasti Wala Road and its surroundings in Main Bazar.



Figure 96: An example of covering the drain using appropriate material

- ❖ Impose fines to those shopkeepers who encroach on sidewalks

Imposing fines on shopkeepers who encroach on sidewalks in Main Bazar, Muzaffargarh, is proposed to deter unauthorized occupation of public spaces and ensure pedestrian safety and accessibility. This measure aims to enforce urban planning regulations, maintain orderly public areas, and mitigate congestion caused by encroachments. By discouraging encroachment through penalties, this initiative seeks to create a more organized and pedestrian-friendly environment, promoting smooth movement and enhancing the overall quality of experience for residents and visitors in the bazaar area.



Figure 97: Example of challan/fines on vehicles in non-designated parking area

- ❖ Place waste bins

Placing waste bins strategically throughout Main Bazar, Muzaffargarh, is essential to improving waste management and cleanliness. These bins should be placed at convenient locations to encourage proper disposal of trash and reduce littering. Implementing this initiative involves regular maintenance and emptying of bins to ensure they remain effective in preventing waste buildup and maintaining hygiene standards within the bazaar. By providing accessible waste disposal facilities, this measure aims to enhance the overall cleanliness and attractiveness of the area while promoting responsible waste management practices among residents, visitors, and businesses.



Figure 98: Examples of waste bins to be placed in the bazar

❖ Add directional signages in bazar

Adding directional signage in Main Bazar, Muzaffargarh, is crucial for improving navigation and enhancing visitor experience. These signages should be strategically placed at key intersections and points of interest within the bazaar to guide pedestrians and motorists effectively. Clear and informative directional signage helps visitors find their way around the bazaar more easily, reducing confusion and enhancing accessibility to shops, services, and amenities. Implementing this initiative involves designing and installing signage that is easy to understand and visible, ensuring it complements the aesthetic of the bazaar while providing practical guidance for residents and tourists alike.



Figure 99: An example of signage

❖ Provide street Furniture

Providing street furniture in Main Bazar, Muzaffargarh, entails installing benches, trash bins, shelters, and possibly decorative elements along the streets and public spaces. These additions enhance the functionality and comfort of the bazaar area by offering seating for relaxation, and shelters for protection from weather conditions.

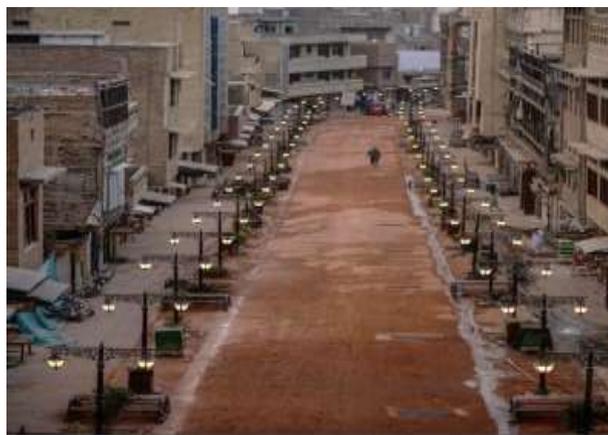


Figure 100: Example of street furniture and lighting

Street furniture also contributes to the overall aesthetic appeal of the bazaar, creating a more inviting and pleasant environment for residents, shoppers, and visitors. Implementing this initiative involves careful planning to ensure that the furniture complements the urban landscape while meeting the practical needs of the community, thereby improving the quality of public spaces in Main Bazar.

### 9.2.3. Saddar Bazaar – Layyah

The Saddar Bazar in Layyah is a thriving commercial center, characterized by a mix of retail, vending, and religious activities. Below map shows the location of Saddar Bazaar Layyah



Map 29: Location of Saddar Bazar, Layyah.

#### *Existing Condition*

##### ❖ Temporary and Permanent encroachments in the bazaar

The issue of temporary and permanent encroachments in Saddar Bazar Layyah pertains to unauthorized structures, stalls, or extensions that occupy public spaces such as sidewalks, roadways, and open areas within the bazaar. Temporary encroachments often include makeshift stalls or displays set up by vendors, particularly during peak business hours or special events. These encroachments can obstruct pedestrian pathways, limit space for vehicular traffic, and create congestion, impacting the overall functionality and safety of the bazaar. Permanent encroachments involve more established structures that may extend beyond authorized boundaries, affecting urban aesthetics and potentially complicating efforts to improve infrastructure or implement urban planning initiatives.



Figure 101: Encroachments in Bazar

❖ Lack of designated Parking for vehicles

The lack of designated parking for vehicles in Saddar Bazar Layyah is a significant challenge that impacts both visitors and businesses in the area. Without sufficient parking facilities, vehicles often park haphazardly along streets and alleyways, leading to congestion and hindering smooth traffic flow. This situation not only creates inconvenience for shoppers and residents but also poses safety risks and exacerbates the bazaar's overall traffic congestion issues.



Figure 102: Lack of designated parking space

❖ Lack of pedestrian ramps and walkways

The lack of pedestrian ramps and walkways in Saddar Bazar Layyah contributes to significant challenges for mobility and safety within the area. Pedestrians, including those with disabilities or mobility impairments, face difficulties navigating the bazaar due to uneven surfaces and the absence of designated pathways. This not only hinders accessibility but also poses safety concerns as pedestrians may be forced to share space with vehicular traffic on narrow streets.



Figure 103: Lack of pedestrian infrastructure

❖ Congestion on main roads due to lack of parking space

Congestion on main roads in Saddar Bazar Layyah due to insufficient parking space exacerbates traffic flow issues and reduces accessibility for both vehicles and pedestrians. The limited availability of designated parking areas forces many vehicles to park along the main roads, thereby narrowing the passage for through traffic and causing bottlenecks. This congestion not only disrupts the smooth movement of vehicles but also creates safety hazards and delays for commuters and shoppers navigating through the bazaar.



Figure 104: Congestion on Main Road of Saddar Bazaar

❖ Absence of street furniture and other facilities.

The absence of street furniture and other facilities in Saddar Bazar Layyah contributes to a lack of comfort, convenience, and aesthetic appeal within the area. Street furniture such as benches, trash bins, shelters, and decorative elements are essential for creating inviting public spaces where residents and visitors can rest, dispose of waste responsibly, and enjoy the surroundings. Without these amenities, the bazaar may appear less welcoming and functional, potentially impacting the overall experience of those who frequent the area.



Figure 105: Lack of Street Furniture

### *Proposed Interventions*

#### ❖ Façade uplift of buildings

The solution involving facade uplift of buildings in Saddar Bazar Layyah aims to enhance the visual appeal and structural integrity of the area. By renovating and beautifying building exteriors, entrances, and windows, this initiative seeks to create a more attractive and cohesive urban landscape. Benefits of facade uplifts include improving the overall aesthetic quality of the bazaar, attracting more visitors and shoppers, fostering community pride, and potentially increasing property values. Implementing this solution requires collaboration between property owners, local authorities, urban designers and urban planners to ensure that renovations adhere to architectural guidelines and complement the historical and cultural context of Saddar Bazar Layyah.



Figure 106: An example of facade uplift

#### ❖ Insert rotary parking system on the already “underutilized” existing parking place.

Implementing a rotary parking system on the underutilized existing parking space in Saddar Bazar Layyah involves installing a mechanized parking system that maximizes the use of available space efficiently. This solution is designed to address the shortage of parking in congested urban areas by utilizing vertical stacking of vehicles, thereby optimizing the use of limited ground space. Benefits include increasing parking capacity without expanding the footprint, reducing congestion on nearby roads, and enhancing convenience for shoppers and visitors. Implementing such a system requires feasibility studies, infrastructure modifications, and public awareness campaigns to ensure smooth adoption and effective operation in Saddar Bazar Layyah.



Figure 107: Rotary parking system

❖ Create sidewalks and remove encroachments

Creating sidewalks and removing encroachments in Saddar Bazar Layyah is crucial for improving pedestrian safety, accessibility, and overall urban aesthetics. This solution involves constructing designated pedestrian pathways along major roads and streets within the bazaar area, ensuring that sidewalks are wide enough to accommodate foot traffic comfortably. Removing encroachments, such as unauthorized structures or stalls occupying sidewalks and roadways, helps reclaim public spaces for their intended use and reduces congestion. Benefits include enhancing pedestrian mobility, promoting a safer environment, and improving the overall pedestrian experience in Saddar Bazar Layyah. Implementation requires coordination between local authorities, businesses, and community stakeholders to enforce zoning regulations effectively and maintain clear, accessible pathways for residents and visitors.



Figure 108: An example of sidewalks with soft landscape elements

#### ❖ Place Street Furniture and Waste bins

Placing waste bins strategically throughout Saddar Bazar Layyah is crucial for improving waste management and maintaining cleanliness. These bins should be located at convenient intervals to encourage proper disposal of trash and discourage littering in public spaces. Benefits of this initiative include reducing litter accumulation, improving sanitation standards, and enhancing the overall aesthetic appeal of the bazaar. Implementation requires selecting appropriate bin locations, ensuring regular collection and disposal of waste, and educating residents and visitors about responsible waste disposal practices. By providing accessible waste bins, Saddar Bazar Layyah can promote a cleaner and more sustainable urban environment for everyone.

Providing street furniture in Saddar Bazar Layyah involves installing amenities such as benches, trash bins, shelters, and decorative elements strategically throughout the bazaar area. These additions enhance the functionality and attractiveness of public spaces, offering residents and visitors places to rest, dispose of waste properly, and enjoy the surroundings.

Street furniture also contributes to a more inviting and comfortable environment, encouraging social interaction and supporting the local economy. Implementing this solution requires careful planning to ensure that the furniture complements the urban landscape while meeting the practical needs of the community, thereby enhancing the overall livability and appeal of Saddar Bazar Layyah.



Figure 109: Examples of street furniture and waste bins

- ❖ Regularly inspect encroachments and impose fines on violations.

Regularly inspecting encroachments and imposing fines on violations in Saddar Bazar Layyah is essential for maintaining order and ensuring compliance with urban planning regulations. This solution involves conducting routine inspections to identify unauthorized structures, stalls, or extensions that encroach upon public spaces such as sidewalks, roadways, and open areas. By enforcing fines and penalties for violations, authorities can deter illegal occupation of public spaces, reduce congestion, and enhance safety for pedestrians and motorists. Implementing this strategy requires coordination between local authorities, law enforcement agencies, and community stakeholders to enforce regulations consistently and maintain the integrity of public spaces in Saddar Bazar Layyah.

- ❖ Initiate challan policy for vehicles to prevent illegal parking and encroachments

This policy entails issuing fines or challans to vehicles found parked in unauthorized areas, obstructing traffic flow, or encroaching on sidewalks and pedestrian pathways. By imposing penalties for violations, such as illegal parking and encroachments, authorities aim to discourage such practices, alleviate congestion, and ensure safer and more organized urban environments. Implementing this policy effectively requires clear signage, public awareness campaigns, and coordination between traffic police and municipal authorities to enforce regulations consistently and promote responsible parking practices in Saddar Bazar Layyah.

- ❖ Cover open drains

Covering open drains in Saddar Bazar Layyah is essential to addressing several challenges related to sanitation, safety, and urban aesthetics. Open drains pose risks such as accidents,

health hazards from stagnant water, and contribute to unpleasant odors and unsightly conditions. Covering these drains involves installing durable and secure covers or gratings that prevent access while allowing for proper drainage. Benefits include improved pedestrian safety, enhanced cleanliness, and a more visually appealing environment. Implementing this solution requires collaboration between local authorities, ensuring proper planning, budget allocation, and maintenance to effectively cover open drains throughout Saddar Bazar Layyah.



Figure 110: An example of covering open manholes

#### 9.2.4. Saddar Bazaar – Rajanpur

The Saddar Bazar in Rajanpur is a vibrant commercial hub, offering a diverse range of retail, vending, and religious activities. Its strategic location and popularity attract a significant volume of visitors, resulting in congested streets and a high demand for efficient parking solutions. Below map shows the location of Saddar Bazar Rajanpur.



Map 30: Location of Saddar Bazar Rajanpur

### *Existing Condition*

#### ❖ Encroachments in the bazaar

Encroachments in Saddar Bazar, Rajanpur, refer to unauthorized structures, stalls, or extensions that occupy public spaces such as sidewalks, roadways, or open areas within the bazaar. These encroachments often obstruct pedestrian pathways, limit space for vehicular traffic, and contribute to congestion and disorderliness in the area. They can range from temporary stalls set up by vendors to more permanent structures that extend beyond designated boundaries. Resolving this issue is crucial for maintaining order, improving safety, and enhancing the overall functionality and aesthetic appeal of Saddar Bazar in Rajanpur.



Figure 111: Encroachments in bazar

❖ Lack of designated parking

The lack of designated parking in Saddar Bazar, Rajanpur, poses challenges for both visitors and businesses in the area. Without sufficient parking facilities, vehicles often park haphazardly along streets and alleyways, leading to congestion and hindering smooth traffic flow. This situation not only creates inconvenience for shoppers and residents but also poses safety risks and exacerbates overall traffic congestion issues in the bazaar.



Figure 112: Parking issues

❖ Lack of pedestrian ramps and walkways

The lack of pedestrian ramps and walkways in Saddar Bazar, Rajanpur, contributes to challenges in accessibility and safety for pedestrians. Pedestrians, including those with disabilities or mobility impairments, face difficulties navigating the bazaar due to uneven surfaces and the absence of designated pathways. This situation often forces pedestrians to share space with vehicular traffic on narrow streets, increasing the risk of accidents and limiting mobility.



Figure 113: Lack of Pedestrian ramps & walkways

❖ Unpaved and broken roads and sanitation issues

The presence of unpaved and broken roads and streets in Saddar Bazar, Rajanpur, contributes to numerous challenges for both pedestrians and vehicles. Unpaved surfaces and potholes make travel difficult, especially during inclement weather, and can lead to accidents or vehicle damage. Additionally, these conditions hinder accessibility for pedestrians, particularly those with mobility impairments.



Figure 114: Deteriorated road condition

❖ Absence of street furniture

The absence of street furniture in Saddar Bazar, Rajanpur, refers to the lack of amenities such as benches, trash bins, shelters, and decorative elements that enhance the functionality and aesthetic appeal of public spaces. Street furniture plays a crucial role in providing comfort, convenience, and cleanliness for residents, shoppers, and visitors. Without these amenities, the bazaar may appear less inviting and lack essential facilities for public use.



Figure 115: Absence of Street Furniture

❖ Open Drains and Cleanliness Issues

Open drains in Saddar Bazar, Rajanpur, pose several challenges including safety hazards, sanitation issues, and aesthetic concerns. These drains are often a source of foul odors, breeding grounds for pests, and can cause accidents, especially during heavy rains or floods. Moreover, they detract from the overall cleanliness and appeal of the bazaar area.



Figure 116: Open drains

Cleanliness issues in Saddar Bazar, Rajanpur, encompass various challenges related to waste management, littering, and overall maintenance of public spaces. These issues often include inadequate waste disposal facilities, litter accumulation, and insufficient cleaning services, which can lead to unsanitary conditions, health hazards, and diminished aesthetic appeal.

*Proposed Interventions*

❖ Uplift façade of buildings

Uplifting the facade of buildings in Saddar Bazar, Rajanpur, involves renovating and enhancing the exterior appearance of structures within the bazaar area. This initiative aims to improve the aesthetic appeal, structural integrity, and overall attractiveness of the buildings.

Benefits of uplifting facades include revitalizing the visual appeal of the bazaar, attracting more visitors and shoppers, and potentially increasing property values. Implementation requires collaboration between property owners, local authorities, and urban planners to ensure renovations are in line with architectural guidelines and complement the historical and cultural context of Saddar Bazar, Rajanpur.



Figure 117: Example of facade improvement

- ❖ Improve the quality of existing space by providing street furniture in the bazaar

Improving the quality of existing spaces in Saddar Bazar, Rajanpur, by providing street furniture involves installing amenities such as benches, trash bins, shelters, and decorative elements strategically throughout the bazaar area. This initiative aims to enhance functionality, comfort, and aesthetic appeal for residents, shoppers, and visitors. Benefits include creating inviting public spaces, promoting social interaction, and supporting local businesses. Implementing this solution requires careful planning to ensure that the street furniture meets the needs of the community while enhancing the overall urban environment of Saddar Bazar, Rajanpur.

- ❖ Place waste bins in the bazaar

Placing waste bins strategically throughout Saddar Bazar, Rajanpur, is essential for effective waste management and maintaining cleanliness. These bins should be located at convenient intervals to encourage proper disposal of trash and discourage littering in public spaces. Benefits include reducing litter accumulation, improving sanitation standards, and enhancing the overall appearance and hygiene of the bazaar. Implementation requires selecting appropriate bin locations, ensuring regular collection and disposal of waste, and educating the community about responsible waste disposal practices.



Figure 118: Street furniture and waste bins

- ❖ Cover of open drains that exist sideways in the bazaar especially where street food points are located

Covering open drains that exist alongside the streets in Saddar Bazar, Rajanpur, especially near street food points, is crucial for addressing sanitation, safety, and aesthetic concerns. These open drains pose health risks due to potential contamination and create hazards for pedestrians and vendors. By installing secure covers or upgrading drainage systems, authorities can mitigate these risks, improve hygiene standards, and enhance the overall cleanliness and attractiveness of the bazaar area. Implementation requires coordination between local authorities, vendors, and residents to ensure effective drainage solutions that support public health and the local economy in Saddar Bazar, Rajanpur.



Figure 119: Cover open drains

- ❖ Pedestrianize the bazaar

Pedestrianizing Saddar Bazar in Rajanpur involves transforming the area into a pedestrian-friendly zone by restricting vehicular traffic and prioritizing pedestrian access. This initiative aims to create safer, more vibrant public spaces conducive to walking, shopping, and

socializing. Benefits include reduced congestion, improved air quality, enhanced safety for pedestrians, and increased foot traffic for businesses. Implementing pedestrianization requires careful planning, including rerouting traffic, creating designated drop-off points, enhancing pedestrian infrastructure like sidewalks and crossings, and engaging stakeholders to ensure buy-in and support. By prioritizing pedestrians, Saddar Bazar in Rajanpur can foster a more sustainable and enjoyable urban environment for all.

❖ Impose fines to those shopkeepers who encroach on sidewalks

Imposing fines on shopkeepers who encroach on sidewalks in Saddar Bazar, Rajanpur, is a critical measure to reclaim public space and ensure safety and accessibility for pedestrians. Encroachments such as extending merchandise displays or setting up stalls on sidewalks obstruct pedestrian pathways, forcing pedestrians onto the roadways and creating hazards. By enforcing fines and penalties, local authorities can deter encroachments, maintain orderly and accessible sidewalks, and improve the overall pedestrian experience. Implementing this policy requires consistent enforcement, clear regulations, and community awareness campaigns to promote compliance and foster a more organized and pedestrian-friendly environment in Saddar Bazar, Rajanpur.



Figure 120: Seal shops and fines violators for encroachments

❖ Ensure timely check and balance for violations

By conducting regular inspections and promptly addressing violations such as illegal constructions, encroachments, or sanitation issues, local authorities can uphold standards and improve the quality of public spaces. Implementing this strategy requires dedicated enforcement teams, clear protocols for reporting and responding to violations, and collaboration with community stakeholders to ensure accountability and maintain the integrity of Saddar Bazar, Rajanpur.

### 9.3 Model Bazar and Ghala Mandi - Muzaffargarh

#### 9.3.1 Existing Condition

The existing markets in Muzaffargarh are facing challenges in adequately serving the demands and requirements of the entire population of the city. These markets are plagued by severe congestion, leading to overcrowded stalls and limited space for vendors and customers. Inadequate infrastructure and insufficient variety of goods in markets are also among the main issues. The absence of modern infrastructure and adequate facilities further aggravates these issues, leading to inefficient operations and subpar hygiene standards. The existing markets are not evenly distributed across the cities, making it difficult for many residents to access them conveniently.

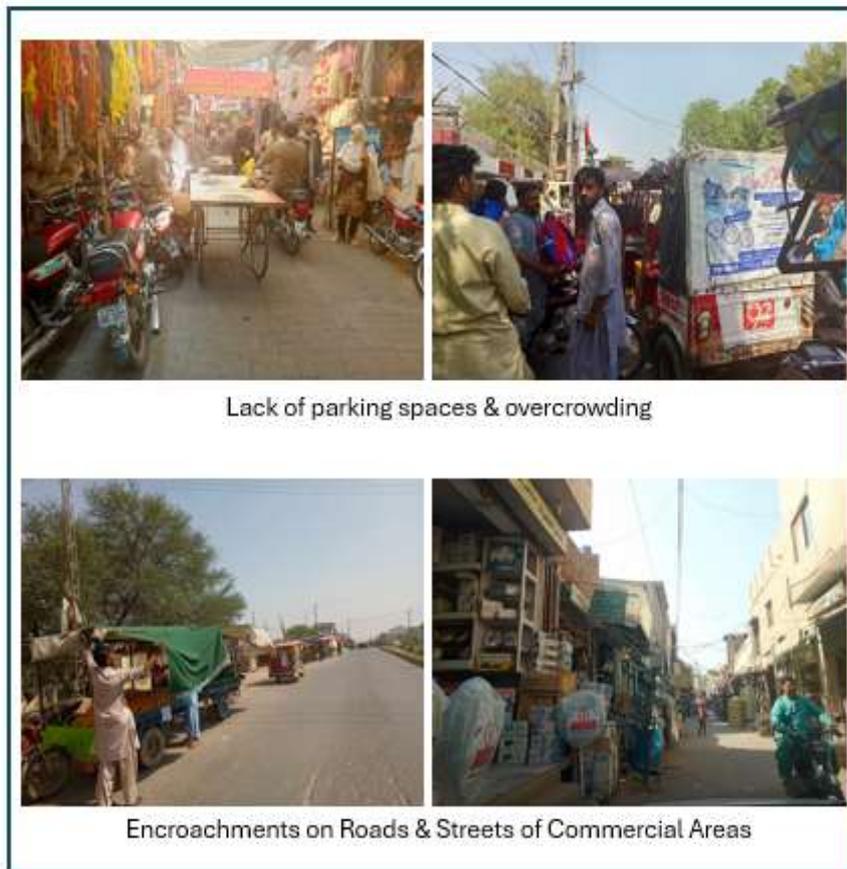


Figure 121: Summary of issues in the area

### 9.3.2 Proposed Interventions

#### i. Development of Model Bazar in Muzaffargarh

The proposal seeks to address congestion, improve accessibility, and offer modern amenities, aligning with the needs of the community. The district administration has endorsed this proposal, demonstrating their support for the project's objectives and recognizing its potential to enhance the overall urban experience. It involves building the model bazar with a designated parking space. The bazar will have availability to an enhanced variety of products as compared to the existing availability in markets. It will aim to serve all individuals and social structures. Below map show the location of proposed model bazar in Muzaffargarh.



Map 31: Location of proposed model bazar

The image below shows the concept design for Model Bazar.



Figure 122: Conceptual design of bazar

- ❖ Revenue from this Bazar will help boost the economy of DG Khan.

As it will be government owned, therefore, the revenue generated from this bazar will add value to the economy of the DG Khan. The revenue can also be earned from permits and taxation.

- ❖ Provide space for recreation and public toilets

Providing space for recreation and public toilets in Model Bazar, Muzaffargarh, is crucial for enhancing the quality of urban life and meeting the diverse needs of residents and visitors. Recreation spaces could include parks or designated areas for leisure activities, promoting social interaction and community engagement. Meanwhile, public toilets address sanitation needs, ensuring hygiene and convenience for those frequenting the bazaar. Implementing these facilities requires careful planning, considering optimal locations, accessibility, maintenance, and ensuring they align with the overall urban development goals of Muzaffargarh.

- ❖ Provide food courts along the green areas.

It is proposed to provide space for food courts in Model Bazar, Muzaffargarh. This would enhance the bazaar's appeal as a social and culinary hub. These food courts could offer a variety of dining options in a pleasant outdoor setting, complementing recreational spaces and promoting community gathering. Such initiatives not only cater to diverse culinary

preferences but also contribute to the vibrancy and attractiveness of the market area. Implementing food courts alongside green spaces requires thoughtful design, consideration of hygiene standards, waste management, and ensuring compatibility with existing market dynamics to create a welcoming and enjoyable environment for residents and visitors alike.

#### ii. Development of Ghala Mandi – Muzaffargarh

Establishing a dedicated market hub, known as Ghala Mandi, in Muzaffargarh will create a centralized location for grain trading, catering to the needs of local farmers and businesses. This initiative has received endorsement from district administration, aiming to provide a tailored solution for the agricultural community, fostering efficiency, and promoting economic growth. Below map shows the location of proposed Ghala Mandi.



Figure 123: Proposed location (in red colored rectangle) for Ghala Mandi

This initiative aims to streamline and enhance the efficiency of grain trading by providing designated zones where farmers can directly sell their produce to wholesalers and businesses. The development would include modern infrastructure with facilities like storage warehouses, cold storage units, and efficient logistics support to facilitate seamless transactions and ensure the quality and preservation of agricultural products. Additionally, the project would focus on providing farmers access to market information, advisory services, and sustainable agricultural practices to promote productivity and competitiveness. Implementing clear regulatory frameworks and incorporating environmental considerations

would further contribute to creating a sustainable and thriving marketplace that supports local agriculture and economic growth in Muzaffargarh.

- ❖ Providing a direct selling platform, farmers can gain better access to fair pricing and improve their livelihoods.

By providing a direct selling platform in Ghala Mandi, Muzaffargarh, farmers can gain better access to fair pricing and improve their livelihoods. This approach not only empowers farmers by enabling them to negotiate directly but also enhances their economic prospects by reducing transaction costs of intermediaries and increasing their profit margins. Implementing such a platform involves establishing efficient market infrastructure, facilitating market information dissemination, and providing logistical support to streamline the selling process. By fostering a direct selling platform, Ghala Mandi can contribute to the economic empowerment of local farmers and promote sustainable agricultural practices in the region.

- ❖ Allocate designated parking for the market.

Allocating designated parking for Ghala Mandi in Muzaffargarh aims to reduce congestion and enhance convenience for traders and visitors. By strategically locating parking zones near the market, this initiative improves accessibility and ensures smooth vehicular movement. Implementation includes optimizing space, ensuring sufficient capacity, and integrating effective parking management strategies to maintain order and safety, thereby supporting the market's efficient operation and attractiveness to local businesses and customers.



Figure 124: Conceptual design of proposed Ghala mandi and its parking

- ❖ Provide areas for recreation and public toilets.

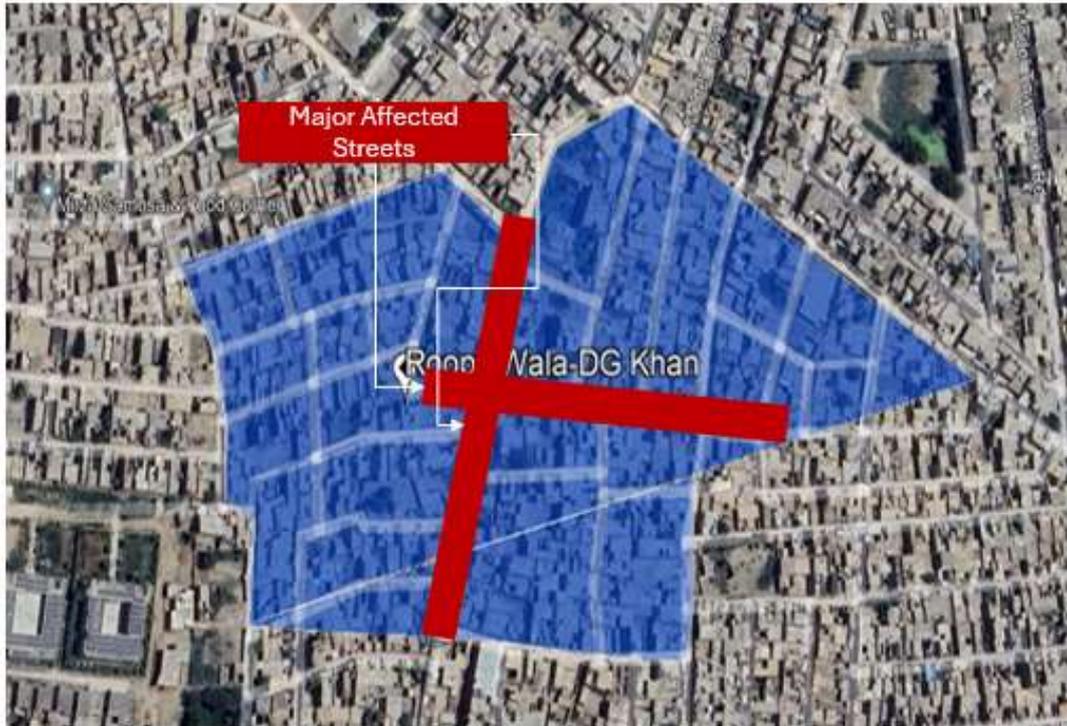
Providing areas for recreation and public toilets in Ghala Mandi, Muzaffargarh, is crucial to enhance the market's amenities and improve the overall experience for visitors and traders. This initiative involves creating spaces designated for leisure activities, promoting social interaction, and enhancing the market's appeal as a community hub. Additionally, installing public toilets addresses essential sanitation needs, ensuring hygiene and convenience for those frequenting the market. Implementation requires careful planning to allocate suitable locations, ensure accessibility, and maintain cleanliness and maintenance standards.

## 9.4 Katchi Abadis Improvement Program.

### 9.4.1. Existing Situation

#### *i. Katchi Abadi 1: Roopy Wala- DG Khan*

In Roopy Wala Katchi Abadi, these katcha houses are common due to socioeconomic constraints and the informal nature of settlement. Residents rely on self-built shelters that may not meet standard building codes or safety standards. This type of housing often coexists with inadequate access to basic services such as sanitation facilities, clean water, and reliable electricity, presenting significant challenges to the overall living conditions of residents in Roopy Wala Katchi Abadi, DG Khan. Below map shows the location of Roopy Wala Katchi Abadi.



Map 32: Location of Roopy Wala

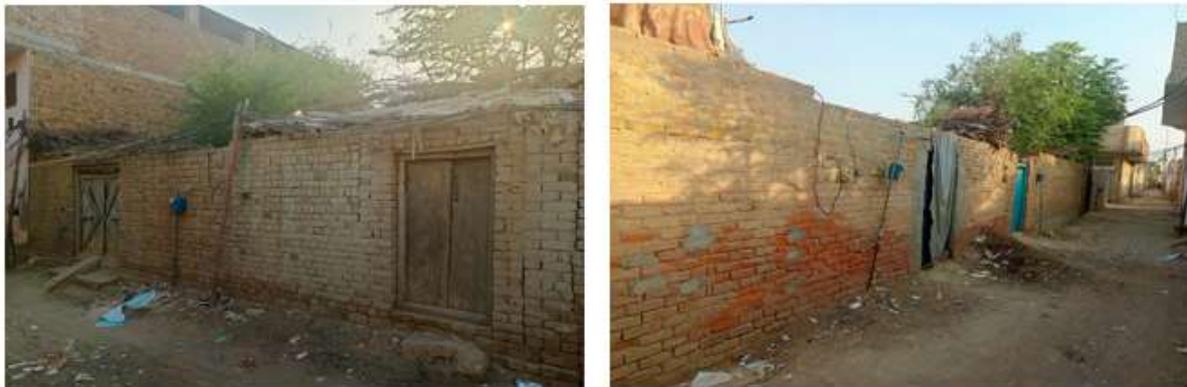


Figure 125: Katcha Housing Infrastructure

Heaps of solid waste are a common sight due to inadequate waste management infrastructure. These heaps of solid waste pose significant health and environmental hazards, as they attract pests, create foul odors, and contribute to the spread of diseases.



Figure 126: Heaps of Solid Waste in streets

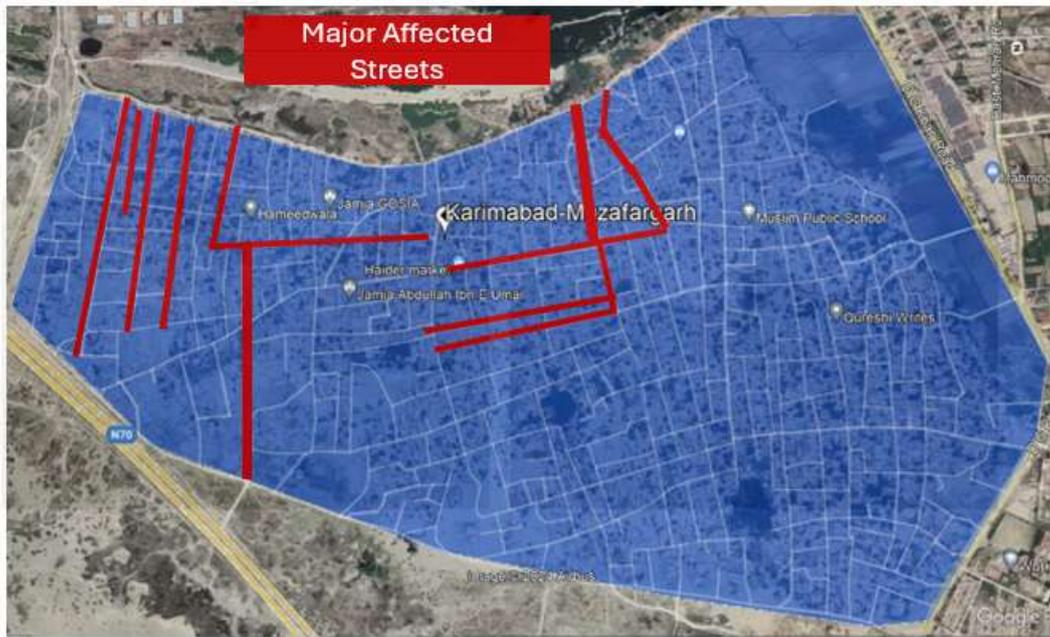
Furthermore, the condition of streets is deteriorated and require immediate attention. Due to poor condition of streets, the issues of sanitation appear in the aftermath of rainfalls which create difficulties for the residents.



Figure 127: Deteriorated infrastructure of streets

ii. *Katchi Abadi 2: Karimabad- Muzaffargarh*

In Karimabad Katchi Abadi in Muzaffargarh, open drains and poor street infrastructure are prevalent issues that impact daily life significantly. Below map shows the location of Karimabad Katchi Abadi.



Map 33: Location of Karimabad

Open drains, often uncovered and untreated, pose serious health hazards as they can become breeding grounds for mosquitoes and other disease vectors. They also contribute to foul odors and environmental pollution, especially during the monsoon season when stagnant water becomes a common occurrence.



Figure 128: Open drains with solid waste

Poor street infrastructure exacerbates these challenges by making navigation difficult and unsafe for residents. Streets may be unpaved, uneven, and narrow, hindering vehicular and pedestrian movement. During inclement weather, such as heavy rains, these conditions worsen, leading to mud and debris accumulation that further impede mobility and accessibility within the community.

Furthermore, open dumping of solid waste and sewerage is a significant environmental and health concern. Residents often resort to disposing of solid waste in open areas within the settlement due to inadequate waste management infrastructure. This practice leads to the accumulation of garbage heaps, which not only emit foul odors but also attract pests and pose health risks to the community. The, the lack of proper sewerage systems means that wastewater and sewage often flow openly or stagnate in ditches and open spaces, contaminating the environment and water sources. This situation can lead to the spread of waterborne diseases and environmental pollution, especially during rainy seasons when runoff can carry untreated sewage into nearby areas.



Figure 129: Open dumping of sewerage and poor infrastructure

Housing in this katchi abadi is often characterized by makeshift structures constructed from rudimentary materials such as mud, thatch, or scrap materials. These dwellings are typically overcrowded and lack basic amenities such as access to clean water and sanitation facilities.

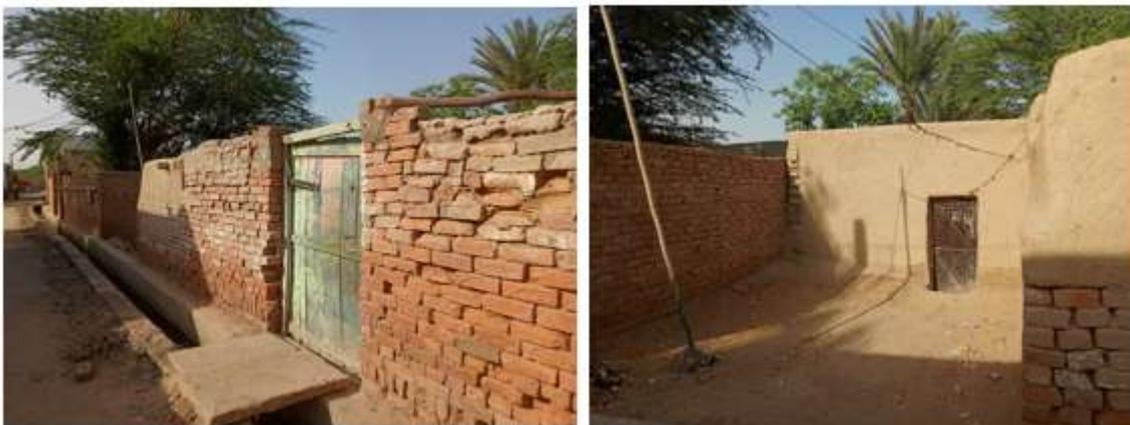
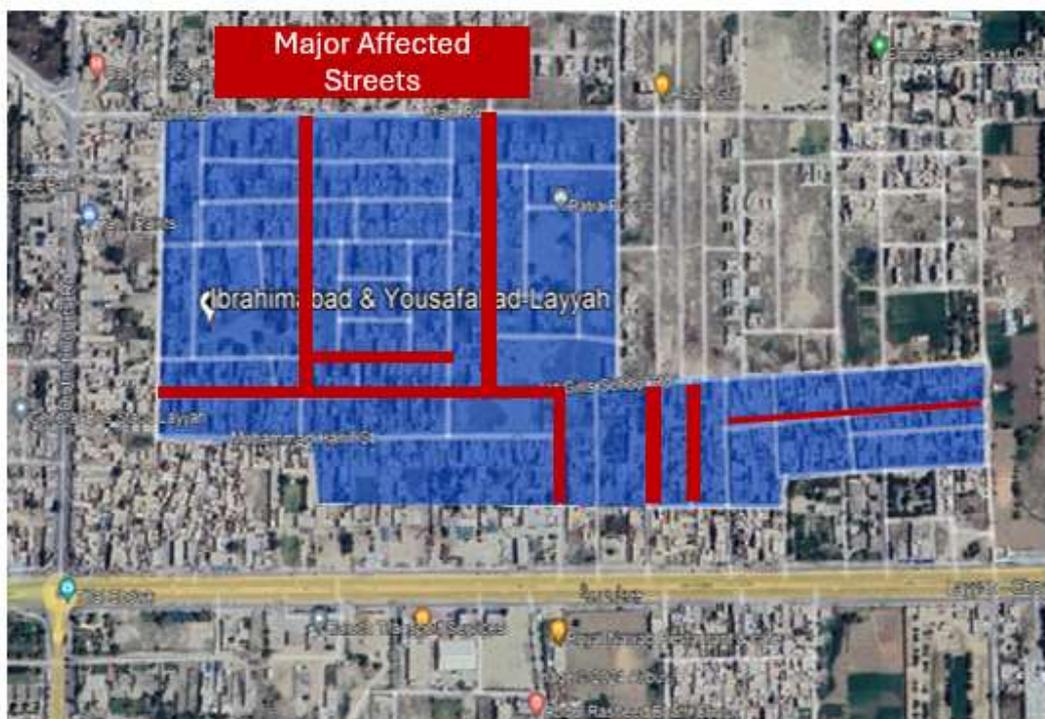


Figure 130: Poor housing condition

The housing structures are often vulnerable to weather conditions, posing risks during extreme weather events such as heavy rains or storms. They may not meet safety standards or building codes, further compromising the safety and well-being of residents.

*iii. Katchi Abadi 3: Yousuf Abad and Ibrahim Abad – Layyah*

The residents of Yousaf and Ibrahim Abad face numerous challenges, including limited access to infrastructure, unpaved streets, inadequate solid waste management, and other issues. The map below highlights the location of Katchi Abadi, an area in need of development and upgrading to address these pressing concerns and improve the quality of life for its inhabitants.



Map 34: Location of Yousuf Abad and Ibrahim Abad

Open drainage lines are a common sight and a significant concern. These drainage lines typically consist of uncovered and often untreated channels that carry wastewater and sewage through the settlement. Due to the lack of proper sewerage infrastructure, open drainage lines are used to manage and direct wastewater away from residential areas.



Figure 131: Lack of proper sewerage system

The presence of open drainage lines poses several challenges. Firstly, they can become breeding grounds for mosquitoes and other disease vectors, increasing the risk of vector-borne diseases within the community. Secondly, during heavy rains or flooding, these open channels can overflow, leading to waterlogging and potential damage to nearby houses and infrastructure. Moreover, open drainage lines contribute to environmental pollution and unpleasant odors, impacting the overall quality of life for residents.



Figure 132: Open drainage lines

Open dumping of waste is another prevalent issue due to the lack of adequate waste management infrastructure. Residents often dispose of solid waste in open spaces within the settlement, leading to the accumulation of garbage heaps that pose significant health and environmental risks. Open dumping of waste creates unsanitary conditions as it attracts pests, generates foul odors, and can contaminate soil and water sources.



Figure 133: Open dumping of waste

Additionally, the unpaved streets are prone to becoming muddy and impassable, further hindering access to basic services such as healthcare, education, and transportation. Moreover, unpaved streets contribute to dust pollution, which can affect respiratory health among residents.



Figure 134: Unpaved streets

#### 9.4.2. Proposed Interventions

Repairing and maintaining the streets is crucial to address the poor conditions of streets in katchi abadis. This involves:

**Repairing Potholes and Uneven Surfaces:** It is suggested to carry out immediate measures for filling potholes and leveling uneven surfaces to improve accessibility and reduce the risk of accidents.

**Paving Streets:** Likewise, it is essential to install durable paving materials to create stable and all-weather roads, enhancing mobility for residents and facilitating the movement of emergency services and waste management vehicles.



Figure 135: An example of repairing and paving streets

**Installing Drainage Systems:** It is also recommended to implement proper drainage systems to prevent waterlogging and erosion, which can damage road surfaces and nearby structures in the katchi abadies.



Figure 136: An example of installing proper draining system and covering open drains

**Regular Cleanliness:** Establishing a schedule for routine cleanliness to address solid waste and sanitation issues. The local municipal corporation offices should be responsible for creating schedule and assigning workers for regular cleanliness in the streets. In case of

shortage of workers for cleanliness, new hirings should be carried out of workers by the local municipal corporations.



Figure 137: Remove solid waste from streets and ensure regular cleanliness

By prioritizing the repair and maintenance of katchi abadi streets can improve living conditions, enhance safety, and promote overall community well-being.

In order to enhance the aesthetic appeal and living conditions in katchi abadis like Yousuf Abad and Ibrahim Abad in Layyah, repainting houses and adding planting beds at the front can bring several benefits:

**Improved Aesthetics:** Fresh coats of paint and decorative planting beds can uplift the appearance of houses, creating a more pleasant and welcoming environment for residents and visitors alike.

**Plants:** Planting beds with flowers and shrubs can improve air quality, provide shade, and attract beneficial insects, contributing to a healthier and more sustainable living environment.

**Green space:** Creating green spaces in front of houses will further improve the overall layout and aesthetics of the society.

## 9.5. Provision of green spaces and plantations along the Manka Canal, Ganaish Wah Canal, Layyah Canal & Rajanpur Canal

### 9.5.1. Existing Situation Manka Canal - DG Khan

Manka Canal, a vital waterway in DG Khan, plays a critical role in irrigating agricultural lands, supporting the local farming community, and driving economic growth. However, the canal suffers from neglect and poor maintenance, resulting in deteriorated surroundings. To

enhance the area's quality and environment, and provide a scenic walking path, a portion of the canal has been selected for refurbishment. The map below highlights the chosen segment, marking the first step towards revitalizing this important waterway and improving the surrounding area.



Map 35: Selected area of Manka Canal (shown in blue color).

❖ Aging infrastructure and lack of boundary protection

The infrastructure alongside the canal is poor and lacks regular maintenance. This includes that regular cleaning does not take place and there are no walkways along the sides of the canal. Furthermore, the boundary of the canal is not maintained well.



Figure 138: Aging infrastructure and lack of boundary protection

- ❖ Pollution from agricultural runoff, industrial discharges, and untreated sewage.

Unfortunately, the agricultural runoff brings pollution directly into the canal. Likewise, some industrial units throw untreated industrial waste into the canal. This emanates pollution in the canal and also creates a bad odor. Furthermore, solid waste is thrown in the canal. Likewise, sewerage ducts at certain patches are also thrown into the canal, which worsens the pollution in the canal.



Figure 139: Sewerage and untreated waste-water in the canal

- ❖ Lack of seating area

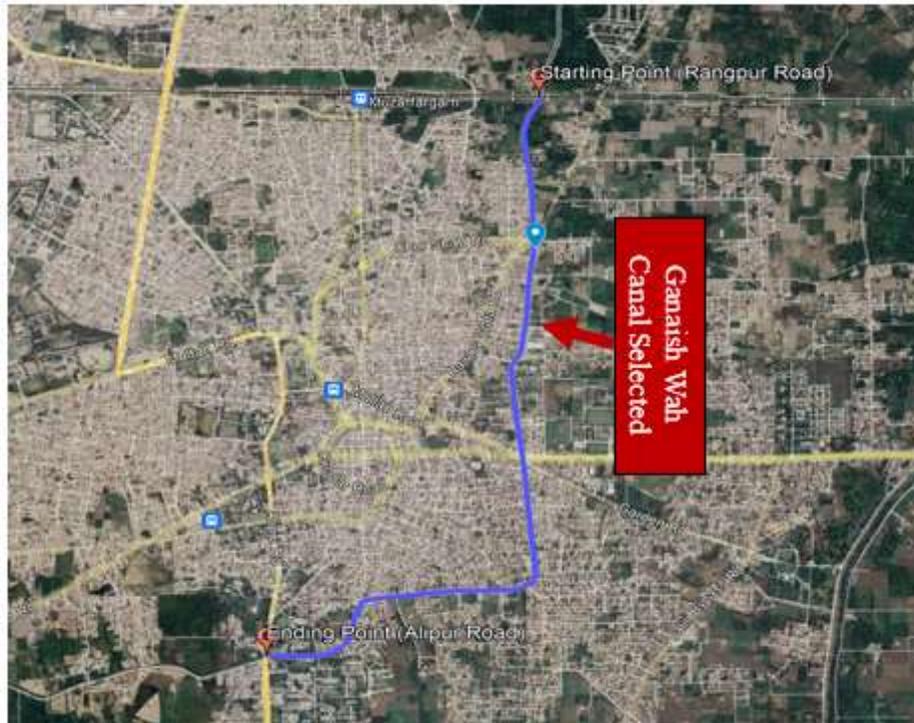
There are no benches or any kind of seating area at the banks of the canal, which reduces the aesthetics of the canal.



Figure 140: Solid waste and lack of seating area at the banks of canal

#### 9.5.2. Existing Condition of Ganaish Wah Canal – Muzaffargarh

The Ganaish Wah Canal in Muzaffargarh is a lifeline for the local agricultural industry, supporting farmers and driving economic growth. Despite its importance, the canal has fallen into disrepair due to neglect and poor maintenance, leading to environmental degradation. To revitalize this vital waterway and enhance the surrounding area, a section of the canal has been identified for renovation. The accompanying map showcases the targeted area, marking the initial phase of a comprehensive project aimed at transforming the canal into a thriving hub of activity, complete with a scenic walking path and improved environmental features.



Map 36: Selected area of Ganaish Wah Canal (shown in blue color)

- ❖ Lack of Plantation and seating area alongside the canal.

The plantation is significantly lacking along the sides of the canal. This situation further invites erosion. There is no seating area or infrastructure along the sides of the canal. Likewise, there is no walkways or footpath at the sides of the canal. The road condition is also very poor along canal banks which further deteriorates the aesthetic aspects of the canal.



Figure 141: Lack of plantation and seating area along the sides of the canal

- ❖ Pollution

Similar to the Manka Canal, Pollution from agricultural runoff, industrial discharges, and untreated sewage is a prevalent issue in Ganaish Wah Canal. Unfortunately, solid waste is directly thrown at the banks while sewage is thrown into the canal by the public. This damage the aesthetics of the canal.



Figure 142: Solid waste and sewerage into the canal

❖ Deteriorated infrastructure and lack of regular maintenance

No maintenance or regular cleanliness is carried out of the canal despite the outlook of deteriorating infrastructure of the canal. This further exacerbates the condition of pollution and erosion in the canal.



Figure 143: Deteriorated infrastructure and condition of canal

### 9.5.3. Existing Condition of Layyah Canal- Layyah

The Layyah Canal, a vital artery in Layyah's agricultural landscape, has suffered from years of neglect and poor maintenance, leading to decline and environmental deterioration. Yet, its significance as a farmer's lifeline and economic driver remains unwavering. To restore its former glory and revitalize the surrounding area, a strategic section of the canal has been earmarked for renovation. The attached map illustrates the project's initial phase, paving the way for a transformative overhaul that will yield a thriving canal corridor, complete with a picturesque walking path and enhanced environmental amenities.



Map 37: Selected area of Layyah Canal (in blue color)

#### ❖ Solid waste dumping

Solid waste is dumped openly along the canal which creates pollution and bad odor. This causes harm to the aesthetic aspects of the canal. Unfortunately, no measures have been adopted to resolve this issue.



Figure 144: Solid waste dumping along the canal

❖ Lack of seating area alongside the canal.

There is a lack of seating area along the sides of the canal. Furthermore, although the trees are at the sides of the canal but there is no grass on the banks of the canal. This lowers the aesthetic aspects of the canal.

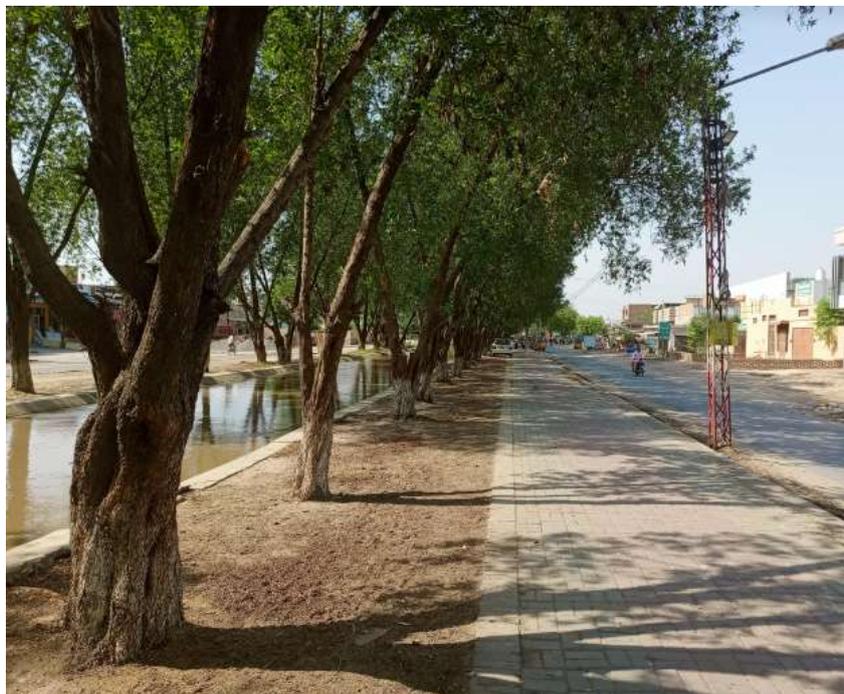


Figure 145: No seating area at the sides of canal

#### 9.5.4. Existing Condition of Rajanpur Canal- Rajanpur

Rajanpur's agricultural backbone, the Rajanpur Canal, has languished due to prolonged neglect and subpar maintenance, resulting in deterioration and environmental decay. Nevertheless, its importance as a vital resource for farmers and an economic engine remains steadfast. To revive its former vitality and rejuvenate the surrounding landscape, a targeted section of the canal has been selected for revitalization. The accompanying map depicts the inaugural stage of a comprehensive revitalization effort, poised to transform the canal into a flourishing hub of activity, boasting a scenic pedestrian path and enhanced ecological features.



Map 38: Selected area of Rajanpur Canal (in blue color)

- ❖ Solid waste deposits in the canal.

A major issue of the Rajanpur Canal is related to solid waste. Unfortunately, heaps of solid waste remain deposited at the banks as well as in the canal which creates a bad outlook of the canal. No measures are taken to remove the deposit which promotes pollution. Furthermore, industrial waste and untreated sewage is also thrown into the canal.



Figure 146: Heaps of solid waste in the canal (at certain patches)

❖ Deteriorated infrastructure

The infrastructure is poor. No maintenance takes place, which further deteriorates the condition of the existing infrastructure of the canal.



Figure 147: Deteriorated infrastructure

❖ Discharge of untreated sewage.

Unfortunately, untreated sewage is discharged directly into the canal which remains unchecked. This issue can invite several diseases for the locals as the untreated sewage affected water can become a breeding ground for mosquitoes and pathogenic bacteria. Likewise, the sewage into the water creates a bad odor in the air.



Figure 148: Discharge of sewage into the canal.

### 9.5.6. Proposed Interventions

In order to improve the overall condition of the Manka, Ganaish, Layyah, and Rajanpur Canals, the following interventions are proposed.

❖ Add plantations alongside the canals

Adding plantations alongside the Manka, Ganaish, Layyah, and Rajanpur Canals involves a comprehensive process that starts with assessing the canal banks to identify suitable areas for planting. Native and drought-resistant plant species should be selected to ensure they thrive in the local climate and soil conditions. The planting process will include soil preparation, planting, and installing an irrigation system to ensure adequate water supply. Protective measures will be set up to safeguard young plants, and a regular maintenance schedule will be established, involving the community in watering, weeding, and monitoring the health of the plants. This collaborative effort aims to enhance the ecological health of the canal areas and create more sustainable and attractive environments.



Figure 149: An example of plantation along canal

- ❖ Add lighting at the sideways especially, at locations of main chowks to create leisure spots

Adding lighting at the sides of the canals, particularly at main chowks, involves a strategic approach to enhance both safety and leisure opportunities. The process begins with identifying key locations, especially high-traffic areas and main intersections, where lighting will have the most impact. Suitable lighting fixtures, such as energy-efficient LED lights, will be selected to provide adequate illumination while minimizing energy consumption. Installation will involve setting up light poles and ensuring a reliable power supply, possibly incorporating solar power where feasible. Community involvement will be encouraged to identify preferred leisure spots and ensure the lighting meets local needs. Regular maintenance schedules will be established to keep the lighting systems functional and effective, contributing to safer, more inviting public spaces for leisure activities in the evenings.



Figure 150: An example of lighting

- ❖ Place street furniture at certain distances along the sides of the canal

Placing street furniture at certain distances along the sides of the canals involves a systematic approach to enhance the functionality and aesthetics of these areas. First, key locations along the canal banks shall be identified where benches, tables, and other street furniture will provide the most benefit to pedestrians and visitors. The furniture should be made from durable, weather-resistant materials to ensure longevity and minimal maintenance. Installation should be carried out with careful consideration of the surrounding environment to maintain accessibility and avoid obstruction. Community feedback should be sought to determine the preferred types and placement of furniture, ensuring the additions meet local needs and preferences. Regular inspections and maintenance should be scheduled to keep the street furniture in good condition, fostering a more comfortable and welcoming environment along the canal sides.



Figure 151: An example of seating area at the bank of canal

❖ Enhance beautification and cleanliness of the canal

Enhancing the beautification and cleanliness of the canal by preventing solid waste dumping involves multiple coordinated actions. Signage should be strategically placed along the canal to inform and remind the public about the importance of keeping the canal clean and the penalties for dumping waste. Educational campaigns should be launched to raise awareness about the environmental impact of littering. To further reinforce these efforts, the successful rehabilitation procedures used for the Lahore Canal should be replicated, including regular clean-up drives and the installation of waste bins at frequent intervals.



Figure 152: An example of signage preventing littering

Additionally, partnerships with local organizations and community groups should be established to foster a sense of ownership and responsibility among residents. Regular

monitoring and maintenance should be essential to sustain these efforts, ensuring the canal remains a clean and beautiful asset for the community.

## 9.6. Provision of IT Park

### 9.6.1 Existing Condition

Currently, the absence of such a facility constrains infrastructure and resources available to tech businesses, hindering their potential for expansion and innovation. This shortfall not only limits job creation but also stifles entrepreneurship, curtailing opportunities for local talent to flourish. Moreover, without an IT Park, the community misses out on vital educational partnerships, tech training programs, and networking opportunities essential for nurturing a skilled and competitive workforce.

Consequently, there's a risk of brain drain as talented professionals seek more conducive environments elsewhere, further depleting the local talent pool and undermining long-term economic prospects. Establishing an IT Park in Rajanpur would thus not only address these challenges but also position the community as a hub for technological advancement and economic resilience in the DG Khan region.



Figure 153: Issues and Challenges due to lack of IT Park in Rajanpur

### 9.6.2 Proposed Intervention

The establishment of an IT Park in Rajanpur District endorsed by district administration represents a crucial intervention poised to catalyze economic growth and innovation. The site proposed for the development of the IT Park lies on Thairi Road leading towards the Post Office Road. The below map shows the location of the proposed IT park.



Map 39: Location Map of Proposed IT Park

. The concept design of the IT park is illustrated below

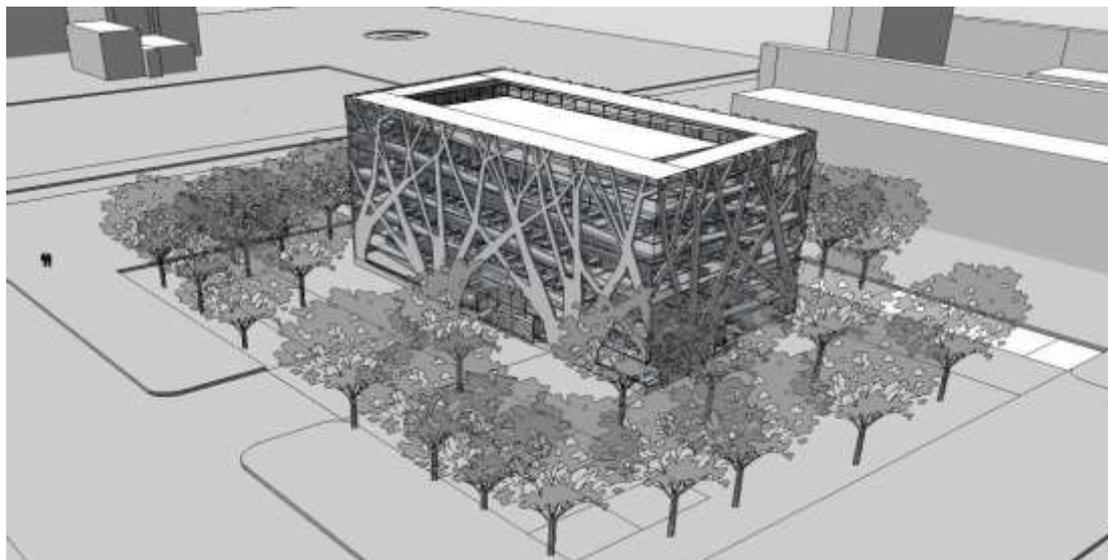


Figure 154: Conceptual Design of IT Park proposed for Rajanpur

The following interventions are proposed for the development of IT Park in Rajanpur.

### *i. Provision of E-Library*

The proposed IT Park in Rajanpur includes the pivotal intervention of establishing an E-Library, aiming to revolutionize access to knowledge and education in the region. By integrating digital resources and online learning platforms, the E-Library will provide residents with unparalleled opportunities for self-improvement and skill development. This initiative is crucial as it addresses the current lack of educational resources in Rajanpur, empowering individuals with the tools needed to compete in the modern economy. Moreover, the E-Library will catalyze innovation and research, fostering a culture of continuous learning and intellectual exchange within the community. Ultimately, the provision of an E-Library in the IT Park promises to bridge educational gaps, enhance digital literacy, and pave the way for socio-economic advancement in Rajanpur.



Figure 155: Example of E-Library and Knowledge Hub

### *ii. Provision of Green Spaces and Parking Areas*

Incorporating green spaces and ample parking areas within the proposed IT Park is a pivotal intervention designed to enhance both functionality and sustainability. By integrating well-maintained green spaces, the IT Park not only promotes environmental stewardship but also creates a more pleasant and conducive work environment for employees and visitors alike. These green spaces will serve as recreational areas, fostering relaxation and creativity amidst the bustling tech-centric activities.

Simultaneously, the provision of adequate parking areas addresses a critical infrastructure need, ensuring convenient access for employees, clients, and service providers. This initiative not only alleviates congestion but also enhances the overall accessibility and operational efficiency of the IT Park. By prioritizing sustainability and user convenience through the incorporation of green spaces and parking areas, IT Park aims to set a new standard for urban development in Rajanpur, fostering a balanced and thriving community environment.



Figure 156: Example of Green Spaces and Parking Areas

### *iii. Provision of High-speed Internet*

Installing high-speed internet in the IT Park is a pivotal intervention for Rajanpur's digital advancement. This infrastructure upgrade ensures reliable connectivity, essential for accelerating business operations, fostering innovation, and attracting global enterprises. It enhances local competitiveness by facilitating seamless digital collaboration, access to cloud services, and e-commerce capabilities, thereby driving economic growth and creating new job opportunities. High-speed internet positions Rajanpur as a dynamic hub for technological innovation and sustainable development in the digital economy.

### *iv. Inclusion of PPP model-based IT Companies*

The inclusion of PPP (Public-Private Partnership) model-based IT companies in Rajanpur's IT Park is a strategic intervention aimed at maximizing infrastructure utilization and fostering sustainable growth. By partnering with private sector expertise, the IT Park can leverage investments and operational efficiencies, accelerating the establishment and expansion of tech businesses. This collaborative approach not only enhances service delivery and innovation but also generates employment opportunities and stimulates economic

development in the region. Embracing the PPP model ensures Rajanpur's IT Park remains agile, competitive, and positioned for long-term success in the digital economy.

## 9.7 Provision of Community Center Muzaffargarh

### 9.7.1 Existing Condition

The absence of a community center in Muzaffargarh has profound and multifaceted impacts on the local population, affecting various aspects of social, economic, health, educational, and cultural life. Without a community center, social isolation among residents is exacerbated, particularly impacting vulnerable groups such as the elderly and the youth. The elderly may experience loneliness and a lack of social support, while youth miss out on safe, supervised environments that foster positive social interactions and development. Economically, the absence of a community center hinders local growth and development, as these centers often serve as hubs for job training and skill development programs. Without these resources, residents have fewer opportunities to enhance their skills and secure better employment, contributing to economic stagnation and limiting the overall economic potential of the region.

Culturally and recreationally, the absence of a community center diminishes the quality of life for residents. Community centers are venues for cultural events, recreational activities, and social gatherings that strengthen community bonds and enhance the overall quality of life. Without such a venue, residents have fewer opportunities to engage in cultural and recreational activities, leading to a less vibrant and cohesive community. The lack of a community center in Muzaffargarh has far-reaching negative effects, impacting social cohesion, economic opportunities, health and wellness, educational attainment, and cultural vitality. Addressing these issues through the establishment of a community center could significantly improve the overall quality of life for residents.



Figure 157: Issues and Challenges due to the lack of a Community Center in Muzaffargarh

### 9.7.2 Proposed Intervention

The establishment of a Community Center in Muzaffargarh District represents a crucial intervention dignified to catalyze cultural growth, education, health and wellness, recreation, and innovation. The site proposed for the development of the Community Center lies on DG Khan Road leading towards Multan Road. Below map show the location of proposed community center.



Map 40: Location Map of Proposed Community Center

. The concept image of the Community Center is illustrated below.



Figure 158: Concept Design of Community Center proposed for Muzaffargarh

The following interventions are proposed for the development of the Community Center in Muzaffargarh.

*i. Provision of Green Spaces, Meeting Hall and Playground.*

The proposed community center in Muzaffargarh aims to enrich the local community's quality of life through the provision of green spaces, a meeting hall, and a playground. These interventions are designed to foster social cohesion, promote physical well-being, and create a vibrant community hub. The green spaces will offer residents a serene environment for relaxation and leisure, encouraging outdoor activities and enhancing mental health. The meeting hall will serve as a versatile venue for community gatherings, educational workshops, and cultural events, promoting social interaction and community engagement. Additionally, the playground will provide a safe and fun area for children to play, promoting physical activity and healthy development. Together, these facilities will create a welcoming and inclusive space that meets the diverse needs of the Muzaffargarh community, fostering a stronger, healthier, and more connected community.



Figure 159: Example of Green Spaces, Meeting Hall, and Playground proposed for Community Center

*ii. Provision of Parking Areas*

The proposed community center in Muzaffargarh will include a dedicated parking area to enhance accessibility and convenience for all visitors. By providing ample parking, the center aims to accommodate the transportation needs of the community, ensuring that residents can easily attend events, activities, and services offered at the facility. This intervention addresses the practical concern of parking congestion, making the center more user-friendly and reducing the likelihood of traffic issues in the surrounding areas.



Figure 160: Example of Parking Areas for the community center

*iii. Provision of Cafeteria and Refreshment center*

The proposed community center in Muzaffargarh will feature a cafeteria and refreshment center, aiming to create a social hub where residents can gather, relax, and enjoy food and beverages. This intervention will provide a welcoming space for community members to connect over meals, fostering social interactions and building a sense of camaraderie. The cafeteria will offer a variety of healthy and affordable options, catering to diverse tastes and dietary needs, while promoting local cuisine and sustainable practices. By incorporating a refreshment center, the community center will also support events and activities with convenient access to food, enhancing the overall experience for attendees. This amenity not only addresses the basic need for food and drink but also contributes to the center's role as a vibrant and inclusive gathering place for the Muzaffargarh community.



Figure 161: Example of Cafeteria for Community Center

#### *iv. Installation of Renewable Energy Sources*

The proposed community center in Muzaffargarh will incorporate renewable energy sources, underscoring a commitment to sustainability and environmental stewardship. By installing solar panels and other renewable energy systems, the center will significantly reduce its carbon footprint and operational costs, setting a positive example for the community in adopting green technologies. This intervention aims to promote energy independence and resilience, ensuring a reliable power supply for the center's activities while minimizing reliance on non-renewable resources. Additionally, the use of renewable energy will serve as an educational tool, raising awareness about sustainable practices and inspiring residents to consider eco-friendly solutions in their own lives. Ultimately, this initiative aligns with global efforts to combat climate change, contributing to a healthier environment and a more sustainable future for Muzaffargarh.

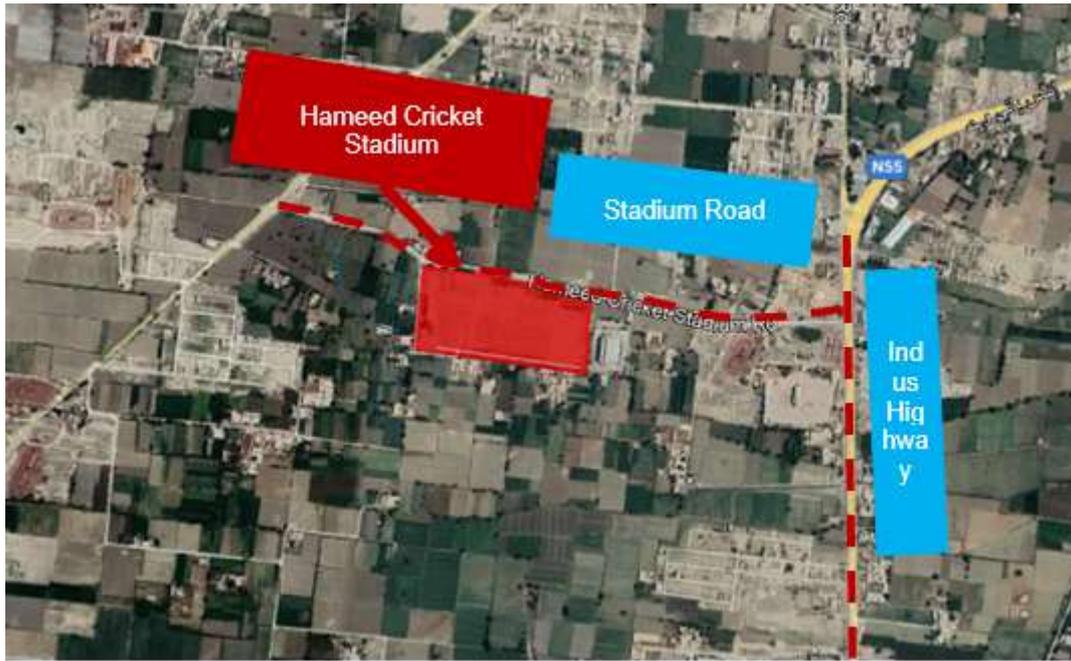


Figure 162: Examples of Renewable Energy Solutions for Community Center

## 9.8 Upgradation of Hameed Cricket Stadium Rajanpur

### 9.8.1 Existing Condition

The below map shows the location of Hameed Cricket Stadium, Rajanpur which is located along the Indus Highway, accessible via a dedicated stadium road. Situated away from the city center, the stadium lacks a proper public transport route, making accessibility a challenge for many.



Map 41: Location Map of Hameed Cricket Stadium, Rajanpur

The Hameed Cricket Stadium is in a state of significant disrepair, both structurally and in terms of infrastructure. The infrastructure has deteriorated, primarily due to a lack of regular maintenance. This neglect is evident in several areas: the sitting areas, ground, and practice facilities are poorly maintained, rendering them unsuitable for players and spectators alike. Additionally, the stadium suffers from a lack of essential services, including adequate lighting, which impacts the usability of the facility during evening hours.

The road leading to the stadium is also in poor condition, contributing to the accessibility



Condition of sitting area



Poor Condition of Practice Facility



Deteriorated Pitch & Ground



Lack of Lightning system

issues  
and  
further

isolating the venue from potential visitors. The buildings and boundary walls of the stadium have not been spared from deterioration, showing significant wear and tear, which compromises the overall safety and aesthetic appeal of the stadium. The current state of Hameed Cricket Stadium highlights a pressing need for comprehensive renovation and maintenance to restore it to a functional and welcoming sports facility.

Figure 163 Existing situation of Hameed Cricket Stadium

### 9.8.2 Proposed Interventions

The Hameed Cricket Stadium in Rajanpur holds significant importance as it serves as a central hub for sports and community engagement in the region. As one of the few dedicated sports facilities in the area, it provides a venue for local and regional cricket matches, fostering a sense of unity and healthy competition among residents. Moreover, the stadium offers opportunities for young athletes to develop their skills, potentially paving the way for future sporting careers. Upgrading and repairing the stadium is crucial not only to ensure the safety and comfort of players and spectators but also to enhance its functionality and appeal. Improved facilities would attract more events, boosting local tourism and the economy. A well-maintained stadium would also encourage greater community participation in sports, promoting physical fitness and well-being among the population. Therefore, investing in the restoration and enhancement of the Hameed Cricket Stadium is essential for preserving its

role as a vital community asset and for fostering the growth of sports in Rajanpur. The following major interventions are proposed for the upgradation and maintenance of the Stadium.

*i. Upgradation and Maintenance of Ground and Pitch.*

Upgrading the cricket ground and pitch of Hameed Cricket Stadium in Rajanpur is a critical intervention that promises to enhance the quality and appeal of the facility significantly. The current state of the ground and pitch, suffering from poor maintenance and deterioration, hampers the playing experience for athletes and undermines the stadium's potential as a premier sports venue. The intervention should begin with comprehensive ground resurfacing to ensure a level and well-maintained playing field. This would involve soil treatment, grass replanting, and the installation of an efficient drainage system to prevent waterlogging during the rainy season. Upgrading the pitch is equally crucial; it requires professional curating to meet international standards, which includes proper rolling, leveling, and regular maintenance to ensure consistent bounce and pace.



Figure 164 Example of upgraded Ground and Pitch

*ii. Provision of Training and Practice Facilities*

The provision of training and practice facilities at Hameed Cricket Stadium in Rajanpur represents a crucial intervention aimed at transforming the stadium into a comprehensive sports development center. Currently, the lack of adequate training and practice amenities severely limits the ability of local athletes to improve their skills and compete at higher levels. Establishing training facilities would address this gap, providing cricketers with the resources needed to refine their techniques and enhance their overall performance.

The intervention should include the construction of modern practice nets with appropriate surfaces that mimic different playing conditions, ensuring players are well-prepared for various match scenarios. Additionally, a dedicated training area equipped with fitness and conditioning equipment would help athletes build the necessary physical strength and endurance required for competitive cricket.



Figure 165: An example of state-of-the-art practice nets

### *iii. Provision of Lightning and Electrical Systems*

Upgrading the lighting and electrical systems at Hameed Cricket Stadium in Rajanpur is crucial for improved functionality and safety. Installing energy-efficient floodlights will allow evening matches and training sessions, extending the stadium's usability. Modern electrical systems, including reliable power supply, backup generators, and surge protection, will support this infrastructure and enable electronic scoreboards and PA systems.

Proper lighting in spectator areas and walkways is essential for safety. Incorporating solar panels can reduce costs and the carbon footprint. These upgrades will make the stadium more versatile, attract more events, boost local tourism, and provide a safer, more enjoyable environment for all.



Figure 166: Example of Lightning System for Hameed Cricket Stadium

*iv. Improving accessibility, seating, and spectator facilities*

Improving accessibility, seating, and spectator facilities at Hameed Cricket Stadium in Rajanpur is essential. Adding ramps, designated parking, and clear signage will make the stadium inclusive. Upgrading seating with comfortable, durable seats and creating designated areas for families, VIPs, and individuals with disabilities will enhance comfort.

Improving facilities such as clean restrooms, concession stands, and first aid stations, along with installing waste disposal bins, free Wi-Fi, and charging stations, will boost the visitor experience. These upgrades will make the stadium more attractive, increase attendance, and boost local tourism, creating a safer and more enjoyable environment for all.



Figure 167: Example of accessible and upgraded seating

## 9.9 Future Urban Growth

The urban morphology of Dera Ghazi Khan is characterized by haphazard growth, which exacerbates issues related to infrastructure, planning, and resource management. The region suffers from deteriorating road infrastructure, lack of amenities, and vulnerability to flood hazards. To make development more compatible and sustainable, it is essential to follow a robust plan that identifies regions for developmental growth. Additionally, continuous agricultural areas need to be marked for preservation against development to protect fertile agricultural lands.

Historically, suburban development has been the trend in the region, leading to low-density sprawl that engulfs agricultural lands and traps villages. This unchecked growth has resulted in the loss of some of the country's best-yielding agricultural land. To address these challenges, a strategic approach is required to accommodate and direct future development. This strategy should be tailored to the region's unique needs, challenges, and long-term vision. The proposal for growth areas aims to identify locations for urban expansion to accommodate population growth and economic development. These areas could be on the outskirts of the city or in underdeveloped sections within the established urban zones. To better manage future development, the regional plan suggests compacting and densifying existing urban areas as a preferred approach, thereby making the region more resilient and sustainable.

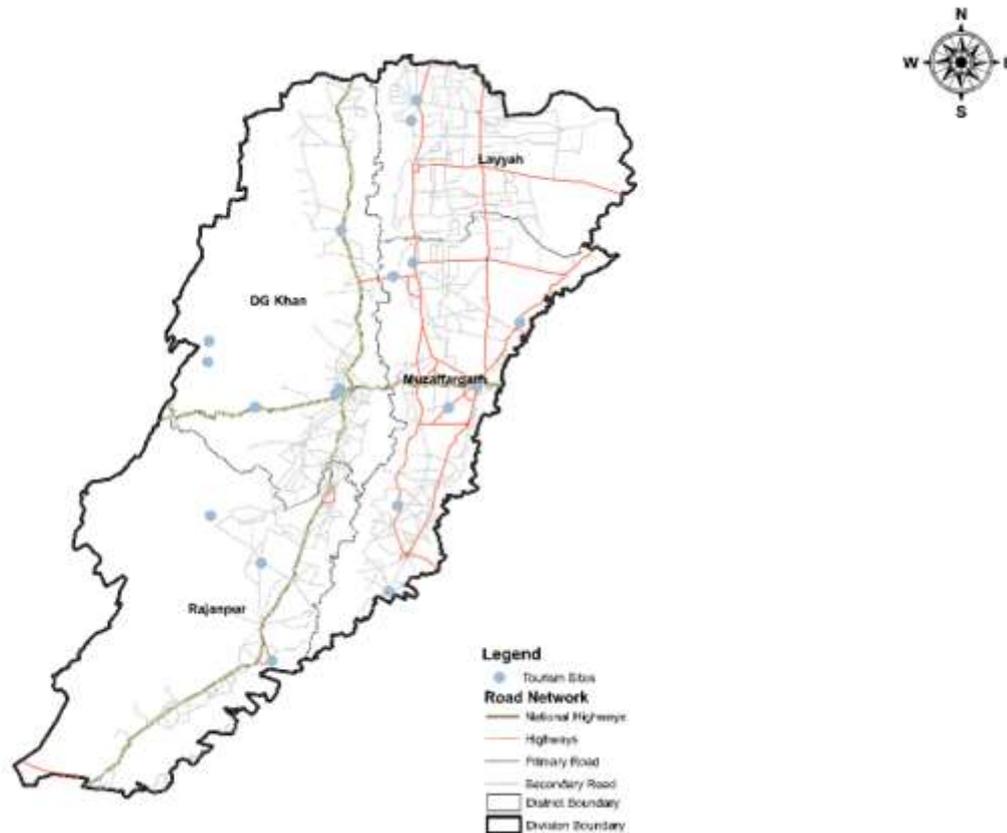
### 9.9.1 Growth Zones for the Future

Development for future growth zones is proposed for each district of the Dera Ghazi Khan Division. The proposals are given, keeping in view several considerations that are mentioned below:

1. Development coherence
2. Growth Trend
3. Previously proposed plans
4. Availability of developable land
5. Hazard Prone areas
6. Unserved areas
7. Location of Economic Centers
8. Regional connectivity.
9. Roads Accessibility

## 10. Contemporary growth alignment of Districts

Before delving into the discussion of the reasoning behind proposed areas, it is important to contextualize these spatial entities for the region.



Map 42: Location Map of Districts in DG Khan Division

All four districts' locations can be seen on the Map above. DG Khan district is located on the western side of the division, Layyah is located on the northeastern side of the division, Muzaffargarh at the eastern side, and Rajanpur is located on the southern side of the division.

### *Existing Growth Trend for MC DG Khan*

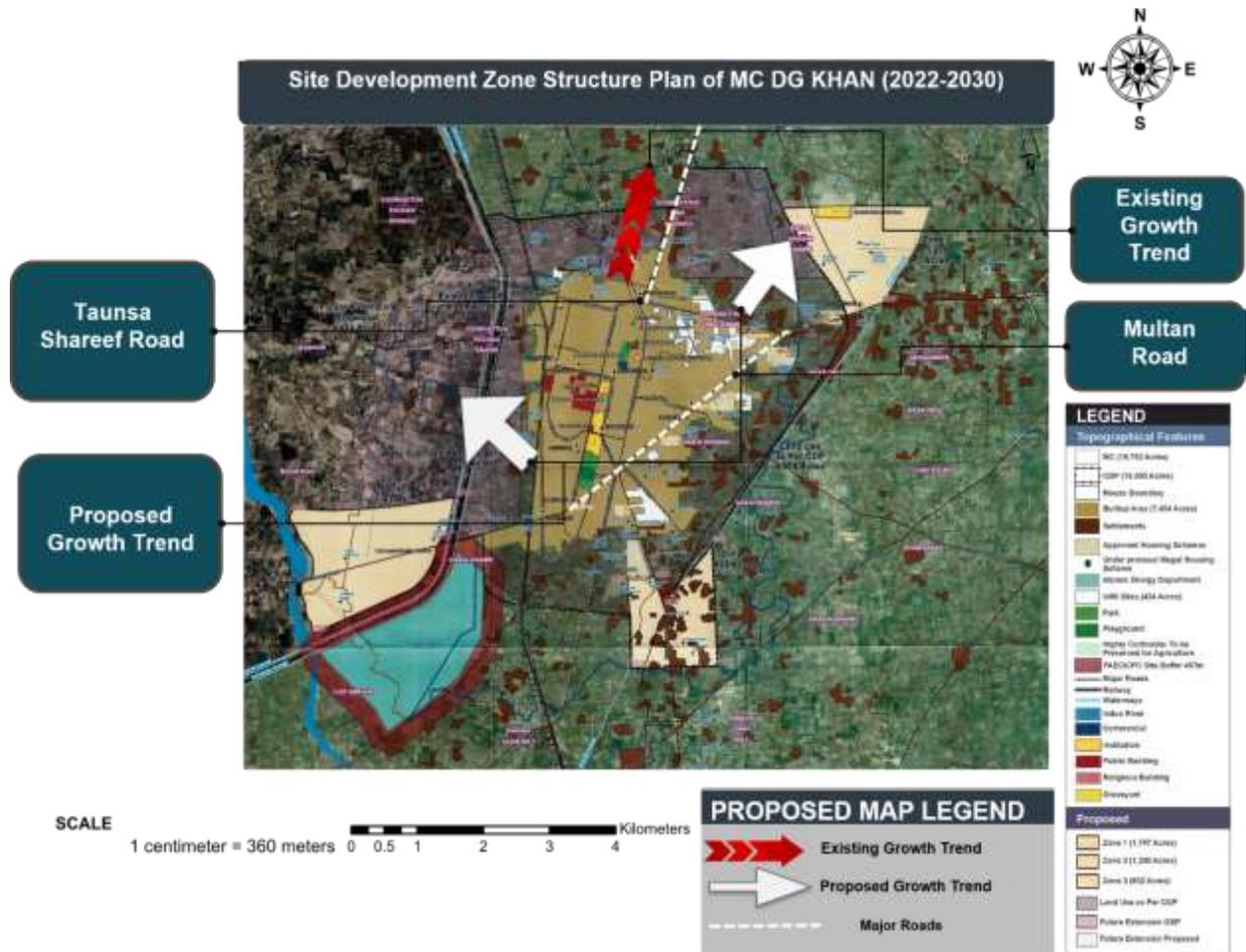
Dera Ghazi Khan (DG Khan), located in the northwest region, has undergone significant expansion over the years, primarily oriented towards the northeastern and southern sides of the division. According to the spatial analysis of the built-up extension, the city faces a population density of 18,600 per square kilometer, highlighting a notable growth disparity between its northern and southern sectors. The latest Site Development Zone Structure Plan (2022-2030) by the Municipal Committee of DG Khan aims to align future growth with existing trends. This plan focuses on the northeastern and southwestern sides, where

development is concentrated along Multan Road and Sakhi Sarwar Road, respectively, in the vicinity of existing urban areas. The plan seeks to foster the emergence of new zones based on the undeveloped areas identified in the Outline Development Plan (1996-2021).

#### *Proposed Future Growth for MC DG Khan*

Anticipating the ongoing growth trajectory towards the northern side of the city along Taunsa Shareef Road, the proposed future development in DG Khan City envisions expansion along Multan Grand Trunk Road at the northern side and Sakhi Sarwar Road at the western side of the city. This strategic direction underscores the need for complementary infrastructure to support sustained growth, including planned residential schemes, malls, markets, and educational and healthcare institutions. Promoting growth in the southwestern part of the city is crucial to mitigating the existing imbalance between the east and west. Achieving this balance requires comprehensive development strategies aimed at bolstering sustainability, utilizing resources efficiently, and maximizing productivity.

The city's accessibility to regional developmental focal points, such as Taunsa Road, Multan GT Road, and Sakhi Sarwar Road, underscores its potential for further development. To address the development needs in the western region, facilitating land use permissions for commercial ventures like cash-and-carry establishments and recreational facilities can enhance overall urban development. Moreover, the proposed development direction aligns with plans for other cities within the DG Khan division, fostering a coherent and synchronized regional development pattern. This concerted effort will not only enhance DG Khan's urban landscape but also contributes to the harmonized development of the broader region.



Map 43: Current and Proposed Growth of DG Khan

This proposal for growth is also in accordance with the approved Outline Development Plan (ODP) and the Site Development Zone Structure Plan which aim to develop the city in a planned, integrated, and sustainable manner, discouraging leapfrog development, inefficient land use, and fragmented urban areas. The western growth corridor, along the GT Road, offers ample space for expansion and connectivity to key regional hubs, alleviating pressure on central urban areas and distributing growth more evenly. Similarly, the northeast corridor is poised to connect seamlessly with existing urban zones, fostering a cohesive urban structure.

The proposal emphasizes integrated development, ensuring new growth areas are well-connected to existing infrastructure and services, including roads, utilities, public transportation, and green spaces. This contiguous development approach avoids the pitfalls of leapfrog development, resulting in a more efficient and well-served urban area. The regional plan supports phased urban expansion, with each phase backed by necessary

infrastructure and services, including planned residential schemes, commercial centers, and industrial parks to accommodate anticipated population and economic growth.

Infrastructure development is a critical component, with plans to improve and expand transportation networks, utilities, and public services such as schools, hospitals, and recreational facilities. Environmental considerations are also integral, with measures to preserve natural landscapes and agricultural areas, integrate green belts and open spaces, and promote sustainable development practices like energy-efficient building designs and waste management systems.

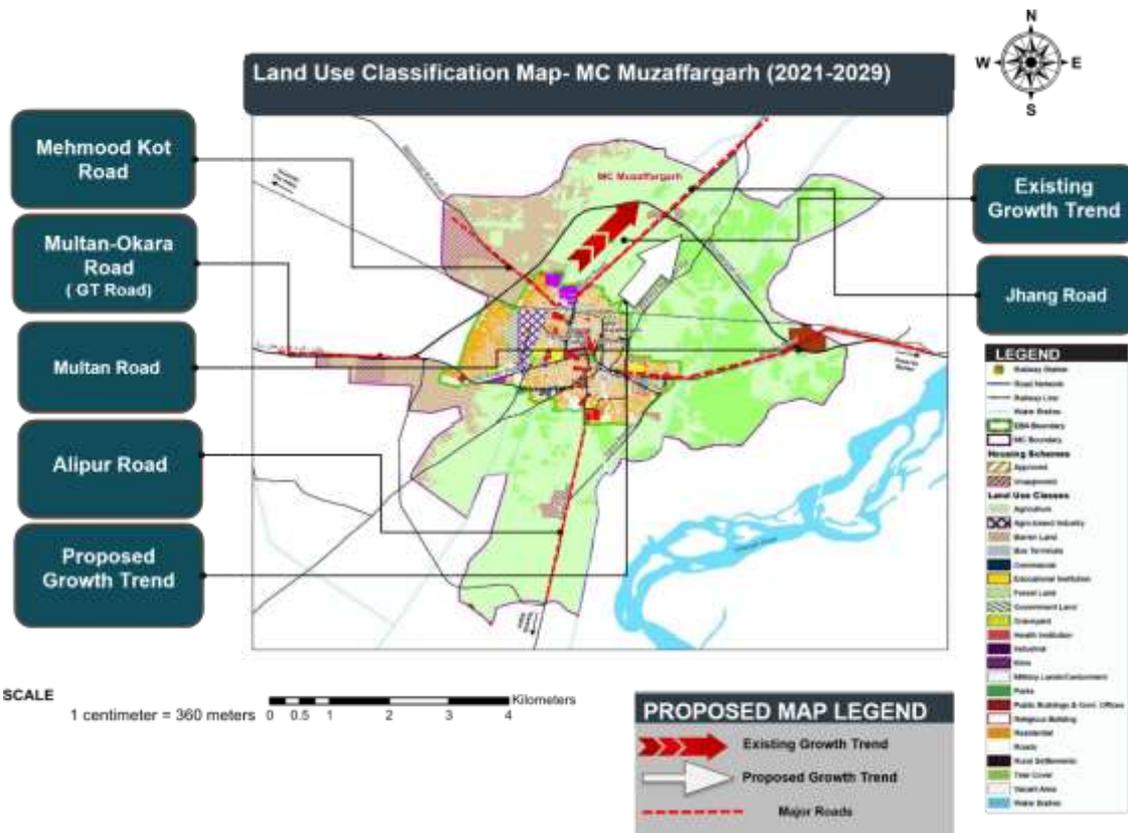
Economic development is a key focus for the proposed area, with the creation of new commercial and industrial zones strategically located to leverage transportation networks and regional market access. Incentives for businesses, such as tax benefits and streamlined regulatory processes, aim to attract investment and create job opportunities. Community engagement is essential to the planning process, ensuring development meets residents' needs and aspirations through public consultations, workshops, and feedback mechanisms.

A robust regulatory framework will oversee development activities in the proposed growth area, ensuring compliance with the plan, including zoning regulations, building codes, and environmental protection guidelines. This proposed growth along the GT Road in the western and northeastern sides aims to create a well-planned, integrated, and sustainable urban environment for DG Khan, enhancing infrastructure, preserving natural resources, stimulating economic activity, and improving the overall quality of life for its residents.

### Existing Growth Trend for MC Muzaffargarh

Muzaffargarh city lies in the east of the DG Khan division. According to the spatial analysis, over the years the expansion of Muzaffargarh city has been in the south direction along the Alipur Road and to the northern side. However, according to the MC officials, the city is growing more rapidly towards the northeastern direction along the Jhang Road. According to them, the existing growth trend of Muzaffargarh city is more towards the northeast side because this direction of the city is less prone to the hazards of flooding and also has good connectivity with the city center through Muzaffargarh Bypass.

The average population density of Okara City is 19630 per sq.km. The existing development is observed on both sides of Jhang Road. The Land Use Classification and Site Development Zone Structure Plan of MC Muzaffargarh (2021-2029) is still in the process of approval which will further highlight the development trend and the proposed zones.



Map 44: Current and proposed Growth of Muzaffargarh

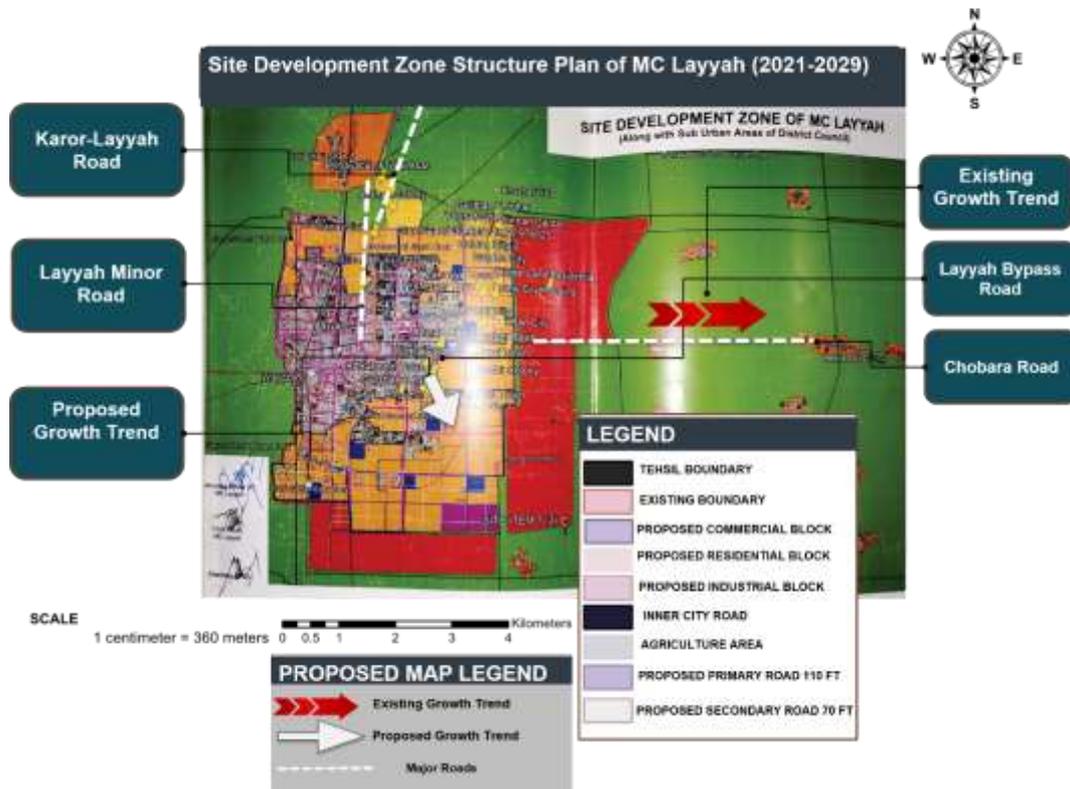
### *Proposed Future Growth for MC Muzaffargarh*

The proposed future growth for Muzaffargarh is strategically planned along the Jhang Road, situated in the northeastern side of the city. This direction has been chosen primarily to mitigate the risks associated with flooding, ensuring the safety and sustainability of the city's expansion. By focusing development in this area, the city can grow in an organized and integrated manner, avoiding the chaotic and haphazard growth patterns seen in other regions. Additionally, this northeastern corridor is closely connected to areas designated for industrial use. This proximity to industrial zones is advantageous, as it lays a solid economic foundation for future development. The industrial activities will not only stimulate economic growth but also create job opportunities, further contributing to the overall prosperity of the city. This planned development approach aims to harmonize residential, commercial, and industrial growth, fostering a balanced and thriving urban environment.

### *Existing Growth Trend in MC Layyah*

Layyah lies in the northeastern part of the division. According to the spatial analysis over the years, the expansion of Layyah city is growing on the eastern side towards Chobara Road.

The Population Density of Pakpattan city is 14056 per sq.km. The previous and existing growth trend of Layyah city is towards the eastern side. According to the proposed Site Development Zone Structure Plan of Layyah, future land uses are proposed in the vicinity of existing land uses along the major roads. In recent years, rapid growth has been observed along the Chobara Road and Layyah Bypass Road.



Map 45: Current and Proposed Growth of Layyah

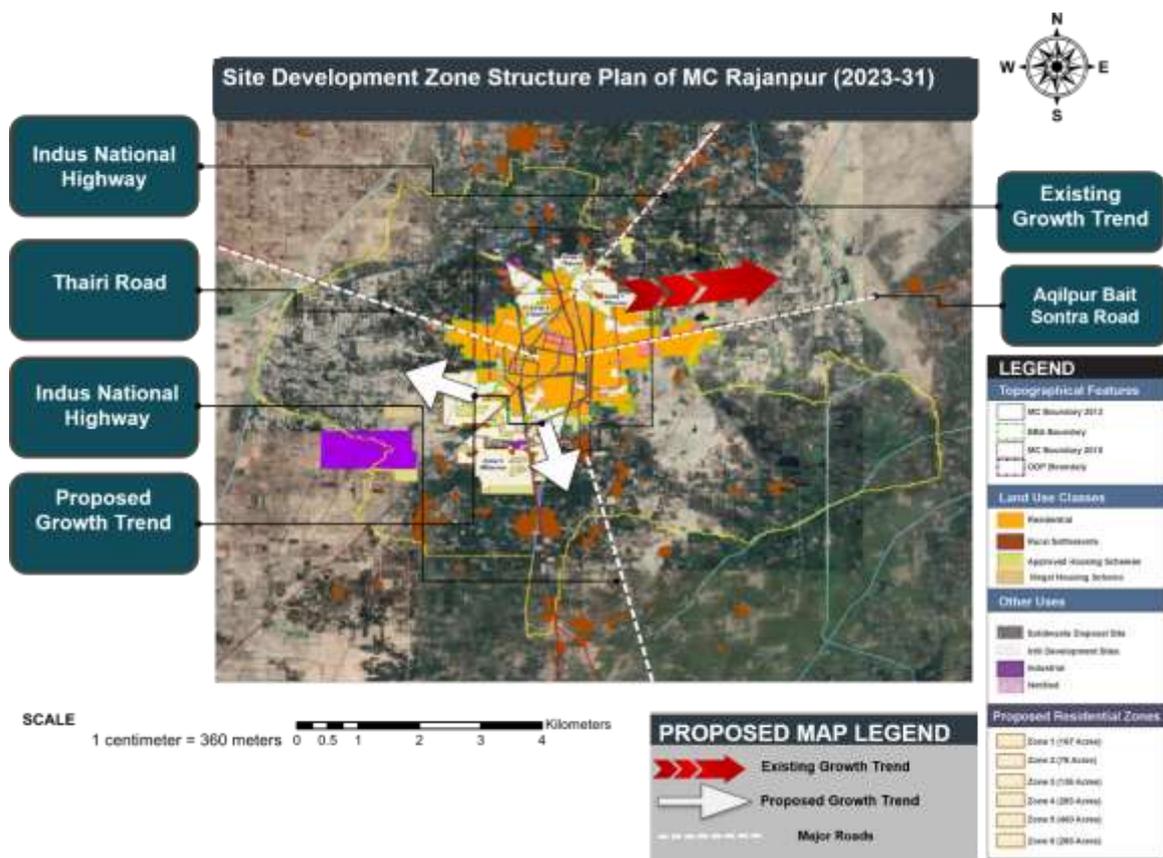
*Proposed Future Growth for MC Layyah*

Considering the current growth trend observed and the accessibility to major roads, the proposed future growth for Layyah is directed along the Bypass Road in the southeastern part of the city. This strategic choice is influenced by the planned establishment of industrial and residential blocks within the Site Development Zone (SDZ) of MC Layyah. The southeastern side is particularly suitable for future development because it lies within the municipal committee (MC) limits, allowing the city to maximize the utilization of available resources efficiently. Concentrating development within the MC boundary ensures that infrastructure and public services can be provided more effectively, enhancing the overall quality of life for residents. The integration of industrial and residential zones within this area promotes a balanced urban expansion, encouraging economic growth through industrial activities while simultaneously addressing the housing needs of the population. This approach fosters a well-planned, cohesive urban environment, paving the way for sustainable and organized city development.

### Existing Growth for MC Rajanpur

Rajanpur city lies in the south of the DG Khan division. According to the spatial analysis, over the years the expansion of Rajanpur city has been in the southern and eastern direction along the Aqilpur Bait Sontra Road and Indus Highway. A major expansion of the city is towards the eastern part of the city along the Aqilpur Bait Sontra Road. The existing growth trend of Rajanpur city towards the eastern side is due to good connectivity with the city center through the Indus Highway that comes along the northeastern part of the city and the development of new residential schemes in this direction.

The average population density of Rajanpur City is 22,326 per sq.km. The existing development is observed on both sides of Indus Highway and Aqilpur Bait Sontra Road. The Site Development Zone Structure Plan of MC Rajanpur (2023-2031) is still in the process of approval which will further highlight the development trend and the proposed zones.



Map 46: Current and proposed Growth of Rajanpur

### *Proposed Growth for MC Rajanpur*

The proposed future growth for Rajanpur is strategically planned along the Indus Highway and Thairi road, focusing on both the southwestern and southeastern sides of the city, respectively. The southwestern area is particularly attractive for development due to the establishment of a new industrial zone. This industrial area is expected to act as a magnet for further growth, drawing businesses, investments, and job opportunities to the region. This economic activity will, in turn, spur residential and commercial development, creating a vibrant and dynamic urban environment. Concurrently, the southeastern side of the city is also poised for growth, driven by the advantageous positioning of the Indus Highway, which traverses this area. The Indus Highway passes the city from northeast to southeast. The highway serves as a critical artery for transportation and trade, enhancing connectivity and accessibility. This makes the southeastern corridor an ideal location for residential expansion, commercial establishments, and service-oriented businesses. By directing growth along these key areas, Rajanpur aims to develop in a balanced and integrated manner, leveraging its strategic location and infrastructure to support sustainable urbanization and economic development.

#### 9.9.2 Preparation of Master Plans

Regional development demands a meticulous approach to enhancing and organizing urban centers. It is essential to plan and implement comprehensive master plans for district capitals and major cities such as DG Khan, Muzaffargarh, Layyah, and Rajanpur. These master plans serve as foundational blueprints that guide various development activities and infrastructure projects.

To ensure effective planning and to promote consistency, all municipalities and cities should adhere to a unified planning framework. This framework helps align development strategies across the region, minimizing inconsistencies and enhancing overall efficiency in resource utilization and development outcomes. Furthermore, achieving seamless regional connectivity in terms of development necessitates active collaboration among municipalities. Municipalities must engage in constructive dialogues regarding their respective development plans and how these plans contribute to the broader regional development objectives. This collaborative effort allows each municipality to evaluate how its initiatives can complement those of neighboring areas, thereby promoting integrated and harmonious growth across the

region. By adopting this cooperative approach, municipalities can synergize their efforts, capitalize on shared resources, and create a sustainable development trajectory that benefits the entire region. This strategic alignment ensures that urban growth is not only well-planned but also contributes positively to the overall prosperity and resilience of the region as a whole.

## 9.10 Capacity Building

The Dera Ghazi Khan division is struggling with numerous capacity issues that are hampering effective urban planning and development objectives. One of the primary challenges is the overlapping of duties among officers, many of whom have been burdened with additional charges. For instance, only one Municipal Officer Planning (MOP) is working across the three districts of the DG Khan Division, leading to underachievement in various areas. Vacant positions across multiple Municipal Corporation (MC) offices exacerbate the situation, as does the lack of budget capacity and modern data management expertise. Furthermore, there is a glaring deficiency in technical staff, particularly in key roles such as urban planners, GIS experts, and building inspectors across all MC offices. The absence of professional and technical training compounds these issues, resulting in a workforce ill-equipped to handle the demands of urban planning and development.

To address these challenges, it is imperative to prioritize hiring urban planning and GIS professionals to fill vacant positions and strengthen the technical capacity within the division. Concurrent with these efforts, capacity-building exercises and workshops should be conducted to enhance the skills of existing staff. Training sessions for computer literacy, digital record-keeping, E-Government services, and public administration should be conducted on an immediate basis. This would ensure that staff are equipped with the necessary digital skills to streamline processes and improve efficiency. Additionally, interactive workshops on citizen engagement and participation, conflict resolution, and negotiation skills should be organized to enhance the ability of staff to interact effectively with the public and manage conflicts.

The institutional capacity and planning regime of the region suffer due to the lack of a skilled workforce, particularly evident in the urban planning operations of municipal corporations. Therefore, efforts to recruit and train personnel must be accompanied by budget allocations and salary increases to attract and retain qualified individuals. Moreover, establishing a

platform for discussion and decision-making, tailored to the designated jurisdictions and responsibilities, is crucial for promoting an integrated planning system and preventing the neglect of certain areas within the governance framework.

, There is a pressing need for strengthening through capacity building and an increase in the number of planning experts in local government. Currently, the reliance on a solitary planner for the entire municipality is untenable and severely hampers planning operations. By bolstering planning sections and expanding the pool of expertise, municipalities can expect significant improvements in their planning processes and outcomes. Enhanced technical training and professional development opportunities are essential to ensure that staff can effectively contribute to the division's urban planning and development goals.

### 9.11 Estimated Cost

The costs of the projects have been estimated through the costs of similar projects in the ADPs of 2022-2023. The mean value of these costs has been taken and inflation has been adjusted. Furthermore, the regional disparities in factors accounting for total cost have also been considered. Master Plan costs estimations are based on PC-II and master plans of other cities.

Table 22: Estimated Costs of Proposed Interventions<sup>8</sup>

<b>Sr. No.</b>	<b>Department</b>	<b>Project</b>	<b>Cost (Million PKR)</b>
1.	Municipal Corporation DG Khan	Master Plan of DG Khan City	70
2.	Municipal Committee Layyah	Master Plan of Layyah City	60
3.	Municipal Committee Muzaffargarh	Master Plan of Muzaffargarh City	65
4.	Municipal Committee Rajanpur	Master Plan of Rajanpur City	40
5.	Municipal Committee Kot	Master Plan of Kot Addu City	40

<sup>8</sup> Disclaimer: The proposed costs are just estimations based on the initial calculations excluding taxes. The actual costs can vary due to factors such as future inflation, etc.

	Addu		
6.	Koh e Suleman Development Authority	Master Planning of Fort Munro	35
7.	Municipal Committee Fazilpur	Master Plan of Fazil Pur	30
8.	Municipal Committee Taunsa	Master Plan of Taunsa	50
9.	Municipal Committee Shehr Sultan	Master Plan of Shehr Sultan	25
10.	Municipal Corporation DG Khan	Construction of Parking Plaza for Pedestrianization of Saddar Bazar, DG Khan	180
11.	Municipal Corporation DG Khan	Construction of Commercial Plaza at Saddar Bazar, DG Khan (This includes constructing new shops and commercial area infrastructure of total three storeys to be included in the commercial plaza.)	200
12.	Municipal Committee Muzaffargarh	Revitalization and Upgradation of Main Bazar Muzaffargarh (This includes cost of façade uplift, street furniture, wastebins, signages, and covering 8 manholes/open drains in the bazar)	4.3
13.	Municipal Committee Layyah	Upgradation of Saddar Bazar in Layyah (This includes cost of façade uplift, rotary parking facility, street furniture, wastebins, and covering open drains in the bazar)	5.7
14.	Municipal Committee Rajanpur	Upgradation of Saddar Bazar Rajanpur cost	5.9

		(This includes cost of façade uplift, street furniture, wastebins, pedestrianizing the bazar, and covering open drains in the bazar)	
15.	Local Government & Community Development Department	Development of Model Bazar	200
16.	Local Government & Community Development Department	Development of Ghala Mandi	80
17.	Local Government & Community Development Department	Upgradation of Katchi Abadies Part a) Roopy Wala – DG Khan (This includes cost of repairing streets, placing wastebins, and yearly cleanliness cost i.e. yearly cost of hiring 2 workers at minimum wage for cleanliness)	7.9
18.	Local Government & Community Development Department	Upgradation of Katchi Abadis Part b) Karimabad – Muzaffargarh (This includes cost of repairing streets, placing wastebins, and yearly cleanliness cost i.e. yearly cost of hiring 2 workers at minimum wage for cleanliness)	75.3
19.	Local Government & Community Development Department	Upgradation of Katchi Abadis Part c) Yousuf Abad and Ibrahim Abad - Layyah (This includes cost of repairing streets, covering open drains, uplifting façade, and yearly cleanliness cost i.e. yearly cost of hiring 2 workers at minimum wage for cleanliness)	27.5

20.	Local Government & Community Development Department	<p>Proposal for Capacity Building</p> <p>For entire division:</p> <p>(Capacity building cost includes yearly salary expense of proposed new hiring of 1 building inspector, 1 urban planner at the post of MO (Planning), 1 GIS expert, 1 IT expert, and yearly training cost of MC employees.)</p>	29.37
21.	Local Government & Community Development Department	<p>Provision of Green Spaces and Plantations along the sides of Manka, Ganaish Wah, Layyah, and Rajanpur Canals</p> <ul style="list-style-type: none"> <li>• Cost of plantation = 300,000 PKR per kilometer</li> <li>• Cost of lighting = 1.01 million PKR per kilometer</li> <li>• Signage cost = 40,000</li> <li>• Benches + waste bins cost = 200,000 PKR per kilometer</li> </ul> <p>Total cost per kilometer = 1.55 million PKR per kilometer</p> <p>Total length of Manka Canal proposed for plantation = 3 km</p>	23.75 million

		<p>Total Cost for plantation along proposed area in Manka Canal = 4.65 million</p> <p>Total length of Ganaish Wah Canal proposed for plantation = 3.4 km</p> <p>Total Cost for plantation for proposed area of Ganaish Wah = 5.27 million</p> <p>Total length of Layyah Canal proposed for plantation = 6.4 km</p> <p>Total Cost for plantation along proposed area in Layyah Canal = 9.92 million</p> <p>Total length of Rajanpur Canal proposed for plantation = 2.5 km</p> <p>Total Cost for plantation along proposed area in Rajanpur Canal = 3.875 million</p> <p>Total Plantation Cost = 23.75 million</p>	
22.	Local Government & Community Development Department	<p>Cost for Provision and Upgradation of Cricket Stadium and green space in Rajanpur</p> <ul style="list-style-type: none"> <li>• Cost for proposed green space = 7 million</li> <li>• Cost for upgradation of stadium = 87 million</li> </ul> <p>Total Cost = 94 million</p>	94
23	Local Government & Community Development Department	<p>Cost for Proposed Community Center</p> <ul style="list-style-type: none"> <li>• Cost for construction of plaza = 300 million</li> <li>• Cost of providing facilities like walking track, cafeteria, meeting</li> </ul>	320

		hall, rest areas, games, discussion corners, designated parking area, and solar panels = 20 million	
24.	Local Government & Community Development Department	<p>Cost for Proposed IT Park</p> <ul style="list-style-type: none"> <li>• Cost for purchasing the land = 32 million</li> <li>• Cost for construction of plaza = 80 million</li> <li>• Cost of providing facilities like library, computers, air-conditioning, etc. = 20 million</li> </ul> <p>Total Cost = 132 million</p>	132
	<b>Total Cost (Million Rs.)</b>		<b>1800.72</b>

## ANNEXURS:

### Annexure A:

#### 1. List A and List B Roads of Municipal Corporation DG Khan

**ROADS OR SEGMENT OF ROADS "LIST-A" WHICH ARE PERMITTED FOR FUTURE COMMERCIAL USE ON PAYMENT OF CONVERSION FEE**

Name of Local Government: **METROPOLITAN CORPORATION, DERA GHAZI KHAN.**

Sr. No.	Name of Roads with Both Sides
1.	Hospital Chowk / Block No. 13 To Block No. 37 Corner (Railway Road) Both sides
2.	Block No. 13/14 To Block No. 37/38 (Commerce College) Both sides
3.	Traffic Chowk Block No. 14/15 To Block No. 39/38 (Commerce College) Both sides
4.	Chowk Block No. 15/16 To Block No. 39/40 Both sides
5.	Chowk Eid Gah Block No. 16/Y To Block No. 40/41 Ghazi Park Both sides
6.	Chowk Babar Block No. Y/ Ghareeb Abad To Block No. 41/Shah Faisal Colony Both sides
7.	Chowk Block No. 25/48 To Block No. 50/49 Both sides
8.	Kangan Road Block No. 48/Peer Qatal To Education College Madina Town Both sides
9.	Chowk Block No. N/J To Block No. 42/43 Kangan Road Both sides
10.	Chowk Block No. 36/N to Block No. 49/42 Kangan Road Both sides
11.	Chowk Block No. E/A To Block No. 44/45 Kangan Road Both sides
12.	Block No. J/E To Block No. 43/44 Both sides
13.	Chowk Block No. 1/5 To Block No. 46/47 Kangan Road Both sides
14.	Chowk Block No. A/1 To Block No. 45/46 Both sides
15.	Chowk Block No. 9/13 To Block No. 48/ Ghareeb Abad Both sides
16.	Chowk Block No. 5/9 To Block No. 47/48 Kangan Road Both sides
17.	Chowk Block No. 48/47 Ghazi Road To Chowk Churhatta Both sides
18.	Pul Churhatta Eid Gah Tahli Wala To Chungi Dambrah No. 11 Both sides
19.	Chowk Churhatta To Ghazi Ghat Road via Mustafa Chowk Pul Shoria Giddar Wala
20.	Chowk Churhatta To Qasim Minor Chungi No. 1 Taunsa Road Both sides
21.	Jampur Road Sangam Chowk Pul Dat To Pul Shoria Canal Road Both sides



22.	Multan Road Sangam Chowk Pul Dat To Mustafa Chowk via Samina Chowk Both sides
23.	Chowk Waqar Canteen Passport Office Gadai Road To Quetta Sakhi Sarwar Road Both sides (Except PHATA Controlled Area)
24.	Pul Dat Manka Drain To Shamas Abad Both sides
25.	Shell Pump Seven Star Muslim Town To Samina Road Both sides
26.	Al-Aziz Ice Bar To General Bus Stand Road Both sides
27.	Chowk Shuhadaa Muslim Town To General Bus Stand Road Both sides
28.	Manka Drain Chowk Main Disposal Works To Masjid Al-Hadees General Bus Stand Road Both sides
29.	Chowk Badozai Terminal To Gulzar Ice Factory Both sides
30.	Indus Hotel Samina Road via Royal Hotel To New General Bus Stand Road Both sides
31.	Indus Hotel To Thana Saddar Golai Taunsa Road Both sides
32.	Golai Committee (External Circle)
33.	Ghazi Road from Saeed Commercial Center Main Road To Chowk Masjid Block Churhatta Both sides
34.	New General Bus Stand Road from Pul Piyary Wali To Samina Chowk Both sides
35.	Ghanta Ghar (External Circle)
36.	Quetta / Sakhi Sarwar Road From Chungi No. 7 To Pul Dat Both sides
37.	Segment of Taunsa Road from Pul Dot to Chowk Churhatta (Manka Drain both sides)
38.	Shah Sikandar Road from City School to Chungi No. 7 Quetta Sakhi Sarwar Road Both sides (SRO Limits Area)
39.	Jampur Road from Pul Dat To Traffic Chowk via College Chowk Both sides
40.	Traffic Chowk to Pul Piaray Wali
41.	Pul Dat to Bye Pass Indus High way via Khuda Bakhsh Chowk/ Zanglani Chowk Both sides
42.	Chitt Road from Chungi No. 7 to Limits of MC
43.	Dambra Chungi to Education University
44.	Multan Road to Timber Market
45.	Sakhi Sarwar Road from Gadai Chungi to MC limits (subject to the condition of SRO Policy of PAEC CPC site)
46.	Pul Dat to Shakoarabad Road Both side along Manka Canal
47.	Jampur Road Pul Shoria To MC limits (towards Al-Ghazi Textile Mill)
48.	All internal Roads of Balakh Sarwar
49.	All internal Roads of Mastoi Commercial Center Chowk Churhatta
50.	All internal/external Roads of all the Commercial Centers / Markets falling within the jurisdiction of MC DG Khan
51.	Railway Puli To 37/36 To Block No. 49/Govt: Girls High School No. 2 Kangan Road
52.	Traffic Chowk Block No. 15/City Garden To Block No. Y/Govt: Boys Comorehensive High School
53.	Kangan Road Chanar Chowk Norang Abad Road To Tahni Waia Janaza Gah Both sides
54.	Pul Civil Minor Block No. 39/40 via Ghass Mandi To Dambra Chungi No. 11 Both sides
55.	Chowk Chah Umar Wala Rahim Center To General Bus Stand Road Both sides
56.	Taunsa Road Chowk New Model Town Mai Road To Irfan Khosa Kaleri Road Both sides
57.	Block No. 52 To Norang Shah Both sides

Restriction imposed: subject to the policies of SRO limits, PAEC, Civil Aviation Authority (CAA) and other relevant Agencies. Height Restrictions as per the applicable Building & Zoning Byelaws.

**ROADS OR SEGMENT OF ROADS "LIST-B" FREEZED AND NOT ALLOWED FOR ANY FUTURE COMMERCIAL USE**

Name of Local Government: **METROPOLITAN CORPORATION, DERA GHAZI KHAN.**

Sr. No.	Name of Roads with Both Sides
1.	Chowk Old D.D Office Quetta Road To Baigay Wala Chowk Both sides
2.	Ghass Mani Chowk To Pul DG Canal Wadoor Road Both sides
3.	College Chowk To Dasti Pul Both sides
4.	Hospital Chowk Bank Alfalah To Manka Drain Leghari Road Both sides
5.	Manka Drain PSO Pump Shakir Town Main Road To Haddood Shakir Town Both sides

## 2. List of Approved, Un Approved and Illegal Housing Schemes

<b>LIST OF ILLEGAL PRIVATE HOUSING SCHEMES WITHIN THE JURISDICTION OF MUNICIPAL CORPORATION DG KHAN</b>			
<b>Sr. No.</b>	<b>Name of Housing Scheme</b>	<b>Location of Housing Scheme</b>	<b>Area Approx.</b>
<b>APPROVED</b>			
1	New Defence View Housing Scheme	Mouza Gadai Shumali	582.125 K
2	Garden Town Housing Scheme	Mouza Gadai Shumaili	163.47 K
3	Gulberg Town Phase — III	Mouza Churhatta Sindh Janobi	98.17-K
4	Apna Ghar	Mouza Gadai Shumali	51.13 K
5	Ghazi Colony	Mouza Churhatta Sindh Shumali	31 K
6	Gulberg Block C	Mouza Churhatta Sindh Janobi	97.25K
7	Dream Garden	Mouza Gadai Shumali	75.35K
8	Usmania Village	Mouza Gadai Shumali	73.70 K
9	Gulberg Town Phase	Mouza Wadoor Sindh	98.40 K
10	Ejaz Town	Mouza Gadai Shumali	82 K
11	Gulberg Town Phase — II	Mouza Wadoor Sindh	96.36 K
12	Royal Defence View Phase III	Mouza Churhatta Sindh Shumali	82- K
13	Royal City	Mouza Gadai Shumali	45-K-7-M
14	Adams Housing Scheme Phase-I	Mouza Churhatta Sindh Shumali	186-K-3.5-M
15	Defense Garden Housing Scheme	Mouza Gadai Gharbi/Shumali	623-4
16	Zam Zam City	Mouza Gadai Shumali	96-K
<b>UNDER PROCESS</b>			
17	Shahzada Sultan Town	Mouza Dera Gharbi	182.5 K
18	Shah Faisal Town	Mouza Churhatta Sindh Shumali	100 K

19	Dubai Town	Mouza Gadai Shumali	92 K
20	Ehsan Town	Mouza Gadai Shumaili	40 K
21	Taj Hussain	Mouza Churhatta Sindh Shumali	39.90 K
22	Jamil Town	Mouza Churhatta Sindh Shumali	39.75 K
23	Tariq Town	Mouza Churhatta Sindh Shumali	39.50 K
24	Tahir Town	Mouza Gadai Shumali	39 K
25	Arif Town	Mouza Churhatta Sindh Shumali	39 K
26	NDVHS Block F	Mouza Gadai Shumali	15.55 K
27	Extension NDVHS, Block	Mouza Gadai Shumali	82.90 K
28	Hamza Town	Mouza Churhatta Patchad Janobi	09-K
29	Azmat Town	Mouza Gadai Shumali	63-K
30	Ahmad Ali Town	Mouza Churhatta Pathchad Janobi	44.12-K

31	Paris Town	Mouza Churhatta Sindh Shumali	60.2-K
32	Ghazi Cottage	Mouza Gadai Shumali	33.35-K
33	Raza Housing Scheme	Mouza Gadai Shumali	15.75 K
34	City Garden	Mouza Gadai Gharbi	54.20-K
35	Ghousia Defense View	Mouza Gadai Shumali	72.70 K
36	Ghousia Defense View Phase II	Mouza Gadai Shumali	69.5 K
37	Aab-e-Hayat City	Mouza Churhatta Sindh Janobi	35 K
38	Dream City	Mouza Gadai Shumali	48-K
39	Garden Town Phase-III	Mouza Gadai Shumali	78.81-K
40	Garden Town Phase-III Extension)	Mouza Gadai Shumali	212-K
41	Ejaz Town Phase-II	Mouza Gadai Shumali	23-9-K
42	Jannat Homes	Mouza Gadai Shumali	31-1-1/4-K
43	Al- Hayat Garden	Mouza Gadai Shumali	97-K

44	Gulberg Housing Scheme Block	Mouza Wadoor Sindh/Churhatta Sindh Janobi	560-K
45	Kareem Town	Mouza Dera Gharbi	59.6-K
46	Hamza Town	Mouza Gadai Shumali	17-K-07-M
47	Adams Housing Scheme Phase-II	Mouza Churhatta Sindh Shumali	520-K
48	Al-Hussain Garden	Mouza Dera Gharbi	69-K
49	Khayaban-e-Waqar	Mouza Churhatta Sindh Janobi	46-K
50	Urban City	Mouza Gadai Shumali	21-K
51	Al Hussain Colony	Mouza Gadai Shumali	13-K 3-1/2-M
52	T.K Garden Housing Scheme	Mouza Gadai Shumali	162K-4M
53	Usmania Village (Extension)	Mouza Gadai Shumali	23-K
54	City Garden (Extension)	Mouza Gadai Gharbi	97-K
55	Gulberg Executive	Mouza Gadai Shumali	84-K
56	Smart Villas	Mouza Wadoor Sindh	85.27-K
57	Al-Fakhar Town	Mouza Gadai Shumali	45-K
58	National Housing Scheme	Mouza Gadai Shumali	38K-18-M
59	Al-Inam Garden	Mouza Gadai Shumali	1021<-10M
60	Khayaban-e-Abid	Mouza Gadai Gharbi	105K-18M
<b>ILLEGAL</b>			
61	New Khayaban-e-Faiz	Link Road Near Basti Buzdar Mouza Churhatta Sindh Janubi	80-K
62	Nadir Town	Multan Road Mouza Gaddai Shumali	40_K
63	Umair Town	Near Bakhari Colony Multan Road	32-K
64	Wadani Colony	Near Dambra Chungi, Mouza Churhatta Pachad Janubi	45_K
65	Shah Noor Town	Taunsa Road Chah Kalan Wala Bangla	Not Known
66	Hamid Town	Khuda Bakhsh Chowk Near Disposal	23-K

67	Liaquat Town	Taunsa Road Near Old Chungi	Not Known
68	Hassan Town	Khuda Bakhsh Chowk Road Near	15-K
69	Green Garden	Mouza Gadai Gharbi, Near Railway p	12-Kanal
70	Bismillah Town Phase-II	Mouza Churhatta Sindh Janobi	Not Known
71	Usmania Village (Extension)	Mouza Gadai Shumali	35-Kanal
72	Al-Faiz Garden Town	Mouza Gadai Shumali	Not Known
73	Luxury Villas	Mouza Gadai Shumali	11-K
74	Dream City (Extension)	Manka/Yaroo Road, Mouza Churhatta	46-Kanal
75	Dream Garden (Extension)	Board Office Road, Mouza Churhatta Sindh Janubi	-
76	City Garden Phase-II (Extension)	Near Railway Phatak, Mouza Gadai	24-K
77	Zam Zam City (Extension)	Jampur Road, Mouza Gadai Shumali	46-K
78	Adams Housing Scheme (Extension)	Taunsa Road, Mouza Churhatta Sindh Shumali	300-1<

Annexure B:

1. PHATA Housing Schemes

Name of Scheme	Area				Location	Year of Completion	Expenditure in Rs. Million	Recovery upto 08/2023 in Rs. Million	Total Plots	Allotted Plots	Available Plots	Colonization
	A	K	M	SFT								
1	2				3	4	5	6	7	8	9	10
ADS-I Model Town	64.40	0	0	00	Jail Road	1976-77	11.206	31.948	928 38 (COM)	927 38(COM)	1 (H/Q) ---	99% --do--
ADS-II Khayban-E-Sarwar	100	0	0	00	Multan Road	1990-91	40.381	53..728	957 71 (COM)	957 71(COM)	- ---	94% -do-
ADS-Fort Munro	30	0	0	00	Hospital Road	1985-86	10.243	13.721	329	318	11	45%
ADS-Taunsa	30	0	0	00	Near THQ Hospital	1986-87	10.603	36.282	335	334	1 (H/Q)	80%
3-Marla H/S (Site-I) D.G.Khan.	7.86	0	0	00	Near Model Town	1995-96	11.163	14.418	255 24 (COM)	255 24 (COM)	--- ----	98% --do--
3-Marla H/S (Site-II) D.G.Khan	13.01	0	0	00	Near Govt.Poltary Farm	1995-96	11.163	14.418	340 37 (COM)	327 32 (COM)	13 (GHQ) 5(under Road)	35% ---do--
ADS-Rajanpur	31.38	0	0	00	Near Aqalpur Road	1987-88	18.921	58.331	444 34 (COM)	395 19 (COM)	49	20%
<b>Total</b>	<b>246.65</b>	<b>0</b>	<b>0</b>	<b>00</b>			<b>113.68</b>	<b>222.846</b>	<b>3588</b> <b>204 (COM)</b>	<b>3513</b> <b>184 (COM)</b>	<b>75</b> <b>06 (COM)</b>	

## Annexure C:

### 1. Development Portfolio of Koh-e-Sulieman Development Authority

## **Koh-e-Sulieman Development Authority, Dera Ghazi Khan Development Portfolio Completed During Last 3 Years**

Sr. No	Scheme Name	Cost	Completed
1	Construction of Metaled from ring road (tennis hall) to Triman length 2 KM	109.80	Completed in June, 2021
2	Construction of Metaled Road Adjacent Abbade Link Roads 20 KM with Drains, DG Khan	438.61	Completed in June, 2023
3	Development of Parks, Horticulture and Installation of Solar Light Network at Fort Munro	99.00	Completed in June, 2023
4	Construction of Metalled Road from N-70 KM to 74, Fort Munro via Langar Khandasir Length 5 Km	288.61	Completed in June, 2023
5	Interventions to Promote Tourism in Koh-e-Suleman	100.00	Completed in June, 2023
6	Development of Master Plan of Fort Munro District DG Khan	31.02	Completed in June 2022
<b>Total</b>		<b>1067.04</b>	

### On-Going 2023-24

Sr. No	Name of Scheme	Cost	Tentative Date of Completion
1	Management of Solid Waste at Fort Munro	71.62	June, 2024
2	Establishment of KSDA Office, District DG Khan	277.00	June, 2026
3	Construction & Widening /Improvement Of Grade of Existing Roads namely N-70 To Fort Munro, Irrigation Chowk to Basti Leghari, Kalma Chowk To Damis Lake & Hotel View In to Triman Lake Length 11km	274.90	Feb, 2025

4	Construction Of Parkways At Damis Lake & Kalma Chowk, Fort Munro Bypass, Mubarki, Yakbai And Zindah Peer	160.00	May, 2025
<b>Total</b>		<b>783.52</b>	

### Completed Schemes

Sr. No	Scheme Name	KM	Cost
1	Construction of Metalled from ring road to Khar Fort Munro (BV Pass)	0.65	43.629
2	Rehabilitation of ring road Fort Munro	1.2	33.5
3	Construction of metalled from ring road (tennis hall ) to Triman lenath 2 KM	2	109.8
4	Construction of Metalled Road Adjacent Abbade Link Roads 20 KM with Drains, DG Khan	20	438.61
5	Construction of Metalled Road from N-70 KM to 74, Fort Munro via Langar Khandasir Length 5 Km	5	288.651
<b>Total</b>		<b>28.85</b>	<b>914.19</b>

### On-Going Schemes 2023-24

Sr. No	Name of Scheme	KM	Cost
1	Construction & Widening [Improvement Of Grade of Existing Roads namely N-70 To Fort Munro, Irrigation Chowk to Basti Leghari, Kalma Chowk To Damis Lake & Hotel View In to Triman Lake Length 11km	11	274.9
<b>Total</b>		<b>11</b>	<b>274.9</b>

### Proposed Schemes 2024-25

Sr. No	Name of Scheme	KM	Cost
1	Construction of Metalled Road from Main Road to Inlk Abadies Length 31Km in Ronghan Tehsil Koh-e-Suleman	31	885.00
2	Construction of Metalled Road from Paharsir to Bawta Via Neelaah Lenath 31Km	31	895.00
3	Construction of Metalled Road from Chitri Road to Luki Thal Lenath 10Km	10	320.00
4	Construction of Metalled Road from Matt khund to Darbar Shero Sher Ali Lenath 15Km	15	430
5	Construction of Metalled Road from Mari Road to Khalchas via Chambri Lenath 15Km	29	830
	<b>Total</b>	<b>116</b>	<b>3360.00</b>

## 2. List of Housing Schemes under Koh-e-Sulieman Development Authority

### PROFORMA FOR UN-REGISTERED/ UN-LICENSED HOUSING SCHEMES/LAND SUBDIVISION OPERATING IN THE AREA OF FORT MUNRO DEVELOPMENT AUTHORITY DERA GHAZI KHAN.

Sr. No	Name of housing scheme /Location	Registered with Unregistered	Official Address/Location	Name of Operator/ Management Committee with Contract Detail	Total Area of Land Purchased	NOC Obtained/ LOP Approved	Established Status (Year)
01	Bahria Town	Not Registered	Bahria Complex, Hub Commercial, Phase 8, Bahria Town, Rawalpindi	Malik Riaz Rawalpindi Office Contact No. +92515705801-15	200 acres	NO	2000
02	KOH E NOOR TOWN	Not Registered	Leghari Estate Gol Market	Mr. Akbar, Mr. Abdul Rehman (03346738438), Mr. Atta Muhammad (03332822211), Mr Rafeeq (03326315588)	48K	NO	2010
03	PUNJAB TOWN	Not Registered	Leghari Estate Gol Market	Mr. Akbar, Mr. Abdul Rehman (03346738438), Mr. Atta Muhammad (03332822211), Mr. Rafeeq (03326315588)	29K	NO	2011
04	ZAHEER TOWN	Not Registered	Leghari Estate Gol Market	Mr. Akbar, Mr. Abdul Rehman (03346738438), Mr. Atta Muhammad (03332822211), Mr. Rafeeq (03326315588)	10K	NO	2007

Sr. No	Name of housing scheme /Location	Registered with Unregistered	Official Address/Location	Name of Operator/ Management Committee with Contract Detail	Total Area of Land Purchased	NOC Obtained/ LOP Approved	Established Status (Year)
05	REHMAN TOWN	Not Registered	DAMIS ROAD	Ch Shahbaz	NIL	NO	2006
08	GULSHAN KOH E SHAR		JOHAR MOLL	Habib Ullah	NIL	NO	2016
09	KHUSH HALL TOWN		JOHAR MOLL	Muhammad Shah (03338561705)	NIL		2016
10	RAHEEM TOWN		JOHAR MOLL	Essa Khan	NIL		2011
11	RAFEEQ TOWN		Leghari Estate Gol Market	Mr. Akbar, Mr. Abdul Rehman (03346738438), Mr. Atta Muhammad, (03332822211) Mr. Rafeeq (03326315588)	NIL		2012
12	AHMED TOWN		JOHAR MOLL	Shoukat Bijrani	NIL		2015
13	Shadu Khan Housing Scheme		JOHAR MOLL	Shado Khan Nick Name Jumma Khan (03346738438)	NIL		2015

Remarks: - All the above housing schemes are illegal / unapproved and these Housing Schemes were established before FMDA. There is no arrangement of Sewage in these Housing Schemes.



Annexure D:

1. List A Roads of Municipal Committee Muzaffargarh

Proposed List "A" Roads Municipal Committee Muzaffargarh.													
Sr of G	Sr No	Name of roads	Starting Point	Ending point	Width of roads (in Feet) (Approx)	Min.set Back/ B.Line	Max Height	Basement	Parking	Land use Permission			Remarks/ Decision
										Permitted Land Uses	Permissible Land Uses	Prohibited Land Uses	
1	1	Muhan road	Kachheri chowk	Talari Canal	30ft	Not applicable	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Garb for examining and recommendation	Not Allowed	Declared for list A roads
2	2	Muhan road	Talari Canal	Lama Municipal Corporation	30ft	18 on both sides	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Garb for examining and recommendation	Not Allowed	Declared for list A roads
3	3	Ali pur road	Kachheri chowk	Ali Pur bye pass chowk	40ft	Not applicable	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Garb for examining and recommendation	Not Allowed	Declared for list A roads
4	4	Ali pur road	Ali pur bye pass chowk	MC Limit	40ft	18 on both sides	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Garb for examining and recommendation	Not Allowed	Declared for list A roads
5	5	Jhang road	Jhang area	Flyover Muzaffargarh	50ft	Not applicable	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Garb for examining and recommendation	Not Allowed	Declared for list A roads
6	6	Jhang road	Chowk Muzaffargarh	ABC Lane	30ft	18 on both sides	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Garb for examining and recommendation	Not Allowed	Declared for list A roads
7	7	Usta Khan road	Kachheri chowk	Wazir Khan chowk	40ft	Not applicable	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Garb for examining and recommendation	Not Allowed	Declared for list A roads
8	8	Usta Khan road	Wazir Khan chowk	East Municipal Corporation	40ft	18 on both sides	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Garb for examining and recommendation	Not Allowed	Declared for list A roads
9	9	Lama road Shah Mansoor Muzaffargarh road	Phalichowk	Lama MC	30ft	Not applicable	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Garb for examining and recommendation	Not Allowed	Declared for list A roads
10	10	Usta Khan road	Usta Khan chowk	East Municipal Corporation	40ft	Not applicable	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Garb for examining and recommendation	Not Allowed	Declared for list A roads

						No limit above 18 feet height	laws	bye laws	and notified areas, are allowed for Conversion Subject to payment of conversion fee	M.Geb for examining and recommendation		
12	Under main city	Kafirod Halwa Chowk	Kotwa Chowk	188	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
13	Under main city	Committer Chowk	Vegan stand	198	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
14	Under main city	Ady wali Masjid, vegan stand	Alj per road	188	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
15	Link road	National Bank, tehsil council road	PTCL Exchange	258	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
16	Railway road	Quresh Chowk	Railway station	286	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
17	Parana khata per chur slab Darbar road	Tehsil council chowk	Rawly wali road, school p/s	260	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
18	Link road	9 Hu chungi	Pul Ganesh wah, Multan road	265	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
19	Link road	Garden road	D.C. House Chowk	328	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
20	Link road Alj per Telen bye Pass road	Telen bye pass Chowk	Alj per bye pass Chowk	400	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
21	Link road	Pul Ganesh wah (main road bus stand)	Thane (1st lot) Alj per road	220	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
22	Link road	Corb collage road	Chowk tahkium	288	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads
23	Link road	Manda chowk, Mada road	Pul Ganesh wah, Multan road	198	Not applicable	As per Building bye laws & Extra height charges will be levied above 18 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial, Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Geb for examining and recommendation	Not Allowed	Declared for lot A roads

										conversion fee			
24	Link road	Yadgar chok chowk Ab Par road	General Bus stand	310	Not applicable	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
25	Link road	Bassi Malra road, water pump (General Bus Stand)	Bassi Malra road Mchahood mill	150	Not applicable	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
26	Link road	End Gakh chowk TMA road	General Bus stand	180	Not applicable	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
27	Link road	End Gakh chowk Kathalamat	Dash chowk, Bakhan Duttar	180	Not applicable	As per Building bye laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
28	Link road	Social security, Jang road	Thal jee Mill chowk	150	Not applicable	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
29	Link road	Jam road D.C office	Paras chowk chowk	220	Not applicable	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
30	Measured km road	Thermal chowk Bhang road		250	Not applicable	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
31	Link road	Raj road Mahmood Mill	Fakirah Imperial chowk	160	15 ft on both sides	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
32	Link road	Pal Gakh wan 9 No change police Jang jee road	Lines No. 94 Gakh	200	Not applicable	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
33	Link road	Jang jee road Gakh	Chanda Khanpurah mill road	180	Not applicable	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
34	Link road	Paras chowk per roadstand return shan	Chauk shank factory Road	180	Not applicable	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
35	Link road	Paras chowk chowk	Grid station	220	Not applicable	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	
36	Link road	Hall road chowk	Qan wala pull	200	Not applicable	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M Gakh for examining and recommendation	Not Allowed	Declared for lot A roads	

						Height			Conversion Subject to payment of conversion fee	and recommendation		
37	Link road	Agrish garden wari plot clock	Parasa sonaka/ shahganai road	250	Not applicable	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Gark for examining and recommendation	Not Allowed	Declared for list A roads
38	Kang road N-70	Sonaki Bus Stand Multan road	Chaman Bye Pass Ali PUV via Indus Hospital clock	1100	70	As per Building Bye Laws & Extra height charges will be levied above 38 feet height	Allowed as per building bye laws	Required as per building bye laws	Permitted Uses of Residential, Commercial Industrial, Agricultural and notified areas, are allowed for Conversion Subject to payment of conversion fee	Cases of all areas shall be forwarded to DPDC M.Gark for examining and recommendation	Not Allowed	Declared for list A roads

ention roads are recommended for declaration of List "A"

*[Signature]*  
 Inspector

*[Signature]*  
 Municipal Officer (P)

Chief Officer.

3 DPDC.

## 2. List of Approved, Under process and Illegal Housing Schemes

MUNICIPAL COMMITTEE MUZAFFARGAH							
35	Ali Zaid Town Mouza Talim	Approved			Latitude:30.07361 Longitude:71.1805	08 Kanal's 10 Marla's	
36	Raghu Ram Mouza Talim	Approved			Latitude:30.06618 Longitude:71.20645	115 Kanal's	
37	Gulistan Hameed Mouza Talim		Underprocess		Latitude:30.07361 Longitude:71.1805	48 Kanal's	Scheme lies in green area and pending till preparation of SDZ and SDZ is pending due to the direction of ECP vide Letter No F2(1)/2023 Coord Dated 17-08-2023. The ECP has been withdrawn the letter after General Election 2024 and working of SDZ has been completed and very soon will be approved by the DPDC then approval process will be done accordingly as per law.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.
38	Gulistan Ali Mouza Talim		Underprocess		Latitude:30.07537 Longitude:71.2144	16 Kanal's	Scheme lies in green area and pending till preparation of SDZ and SDZ is pending due to the direction of ECP vide Letter No F2(1)/2023 Coord Dated 17-08-2023. The ECP has been withdrawn the letter after General Election 2024 and working of SDZ has been completed and very soon will be approved by the DPDC then approval process will be done accordingly as per law.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.
39	China Town Mouza Jansalwre		Underprocess		Latitude:30.10861 Longitude:71.20804	57 Kanal's	Scheme lies in green area and pending till preparation of SDZ and SDZ is pending due to the direction of ECP vide Letter No F2(1)/2023 Coord Dated 17-08-2023. The ECP has been withdrawn the letter after General Election 2024 and working of SDZ has been completed and very soon will be approved by the DPDC then approval process will be done accordingly as per law.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.

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40	Gohar Town Mouza Talim		Illegal		Latitude:30.07361 Longitude:71.1805	50 Kanal's 16 Marla's	File is not submitted and Planning Standards under specification.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.
41	Noor City Mouza Chak Mohan		Illegal		Latitude:30.06238 Longitude:71.20646	26 Kanal's 09 Marla's	File is not submitted and Planning Standards under specification.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.
42	Pir Mehar Ali Mouza Jansalwre		Illegal		Latitude:30.10834 Longitude:71.20972	N/A	File is not submitted and Planning Standards under specification.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.
43	Bismillah City Mouza Talim		Illegal		Latitude:30.0611 Longitude:71.20769	12 Kanal's	File is not submitted and Planning Standards under specification.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.
44	Khayaban e Madina Mouza Lutkaran		Illegal		Latitude:30.07361 Longitude:71.1805	20 Kanal's	File is not submitted and Planning Standards under specification.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.
45	Salman Niazi Mouza Chak Rohan		Illegal		Latitude:30.10834 Longitude:71.20972	28 Kanal's 09 Marla's	File is not submitted and Planning Standards under specification.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.
46	Al-Isam Street Mouza Lutkaran		Illegal		Latitude:30.07361 Longitude:71.1805	N/A	File is not submitted and Planning Standards under specification.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.
47	Akram Garden Mouza Talim		Illegal		Latitude:30.07537 Longitude:71.2144	32 Kanal's	File is not submitted and Planning Standards under specification.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.
48	Tanzeer Garden Mouza Lutkaran		Illegal		Latitude:30.056385 Longitude:71.182305	N/A	File is not submitted and Planning Standards under specification.  Registry Intaqal Based Vide letter No CO/MC/Muzaffargah PS/18 Dated 19-10-2022 issued by District Council Muzaffargah.

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26	Hawan Garden Muzra Murzafargah			Illegal	Latitude: 30.11815 Longitude: 71.21252	N/A	File is not submitted and Planning Standards under specification.	Registry Insaqi Bared Vide letter No CO/MC/Muzafargah/PS/18 Dated 19-10-2022 issued by District Council Murzafargah
27	Shafiq Town Muzra Murzafargah			Illegal	Latitude: 30.0846 Longitude: 71.20494	20 Kanal's	File is not submitted and Planning Standards under specification.	Registry Insaqi Bared Vide letter No CO/MC/Muzafargah/PS/18 Dated 19-10-2022 issued by District Council Murzafargah
28	Laxal Agha Colony Muzra Murzafargah			Illegal	Latitude: 30.0817 Longitude: 71.19658	N/A	File is not submitted and Planning Standards under specification.	Registry Insaqi Bared Vide letter No CO/MC/Muzafargah/PS/18 Dated 19-10-2022 issued by District Council Murzafargah
29	Rabat Colony Muzra Murzafargah			Illegal	Latitude: 30.093445 Longitude: 71.194414	N/A	File is not submitted and Planning Standards under specification.	Registry Insaqi Bared Vide letter No CO/MC/Muzafargah/PS/18 Dated 19-10-2022 issued by District Council Murzafargah
<b>MUNICIPAL COMMITTEE ALI PUR</b>								
30	Green Villas Muzra Multan	Approved Defunct TMA Ali Pur			Latitude: 29.40649 N 29°24'25.1802" Longitude: 70.88243 E 70°52'56.74692"	78 Kanal's		
31	Green city Executive II Muzra Ghalwan I	Approved Defunct TMA Ali Pur			Latitude: 29.39055 N 29°23'25.99771" Longitude: 70.9352 E 70°56'6.73346"	27 Kanal's 14 Marla's		
32	Green city Executive I Muzra Ghalwan	Approved Defunct TMA Ali Pur			Latitude: 29.40785 N 29°24'28.27584" Longitude: 70.9311 E 70°55'52.31453"	31 Kanal's 10 Marla's		
33	Madina Garden Muzra Multan	Approved Defunct TMA Ali Pur			Latitude: 29.39585 N 29°23'45.0697" Longitude: 70.90097 E 70°54'1.50752"	66 Kanal's 9 Marla's		
34	Dream Garden Muzra Multan	Approved Defunct TMA Ali Pur			Latitude: 29.39026 N 29°23'24.95076" Longitude: 70.89645 E 70°53'47.22648"	44 Kanal's 3 Marla's		
35	Gulshan Noor Muzra Ghalwan II	Approved Defunct TMA Ali Pur			Latitude: 29.37711 N 29°21'37.58966" Longitude: 70.91647 E 70°54'59.29211"	95 Kanal's		
36	Salman colony Muzra Ghalwan I	Approved Defunct TMA Ali Pur			Latitude: 29.38803 N 29°21'16.90224" Longitude: 70.92118 E 70°55'13.41878"	43 Kanal's 5 Marla's		



## Annexure E:

### 1. List A and List B Roads of Municipal Committee Layyah

بلدیہ میونسپل لایحہ - پنجاب میونسپل کمیٹی



### OFFICE OF THE MUNICIPAL COMMITTEE LAYYAH

MC/LY/Admn- 4/7 Dated: 20/06/2023

#### NOTIFICATION

In pursuance of provisions made under the Punjab Local Governments Land Use Plan (Classification, Reclassification and Redevelopment) Rules, 2020 and subsequent meeting of the District Planning & Design Committee, Layyah held on 19-04-2023 under the Chairmanship of the Deputy Commissioner Layyah, the following roads falling within municipal limits of Municipal Committee, Layyah have been duly scrutinized as commercial under list "A&B" as per Rule 12 of the rules ibid.

Accordingly, in exercise of the power conferred upon me under Rule 12(7) of the Punjab Local Governments Land Use Plan (Classification, Reclassification and Redevelopment) Rules, 2020, I, Sharjeel Hafeez Watta ADC (Revenue) / Administrator, Municipal Committee, Layyah hereby notify the following list of roads / segments of roads w.e.f 15-10-2021 for the commercial use in line with Punjab Local Governments Land Use Plan (Classification, Reclassification and Redevelopment) Rules, 2020.

FORM OF ROADS AS A1

FORM "A"

#### ROADS OR SEGMENTS OF ROAD PERMITTED FOR FUTURE COMMERCIAL USE WITH OR WITHOUT ANY RESTRICTIONS

SR NO.	NAME OF ROADS	STARTING POINT	ENDING POINT	TOTAL WIDTH
1	JOGI MOTE	JANOBI BAZAAR CHOWK 30.957437, 70.936321	MILTAN ROAD 30.956742, 70.939165	AS PER CONCERNED AUTHORITY RECORD.
2	JINNAN PARK ROAD	GULBERG HOTEL 30.965212, 70.943465	DYE PASS ROAD 30.942085, 70.942233	AS PER CONCERNED AUTHORITY RECORD.
3	RAILWAY STATION ROAD (NORTHERN EAST SIDE)	BEHRAM KHAN ROAD 30.974989, 70.944171	CHOURARA ROAD 30.965335, 70.943911	AS PER CONCERNED AUTHORITY RECORD.
	RAILWAY STATION ROAD (NORTHERN WEST SIDE)	CHOURARA ROAD 30.965098, 70.942419	BEHRAM KHAN ROAD CHOWK 30.973082, 70.942734	AS PER CONCERNED AUTHORITY RECORD.
	RAILWAY ROAD (SOUTHERN WEST SIDE)	CHICHIANA ROAD 30.968152, 70.942885	RAMO KAMIL CHOWK 30.955951, 70.943099	AS PER CONCERNED AUTHORITY RECORD.
4	LAYYAH MINOR ROAD (BOTH SIDES)	SUGAR MILLS PUL 30.964088, 70.952102	DYE PASS ROAD 30.941278, 70.946392	AS PER CONCERNED AUTHORITY RECORD.
5	THAL HOSPITAL ROAD	JANOBI BAZAAR CHOWK 30.956911, 70.939189	CHONGI NO 6 30.950289, 70.937439	AS PER CONCERNED AUTHORITY RECORD.
6	LAB E NEELAM ROAD	BEHRAM KHAN CHOWK 30.975086, 70.942706	LAB E NEELAM PUL (LAYYAH MINOR) 30.974564, 70.932013	AS PER CONCERNED AUTHORITY RECORD.
7	DARBAR BABA ROJA ROAD	DARBAR BABA ROJA 30.956721, 70.936163	SHAIKHAN WALA CHOWK 30.955900, 70.944125	AS PER CONCERNED AUTHORITY RECORD.
8	RAMOKAMIL ROAD	RAMO KAMIL CHOWK 30.955914, 70.943181	SHAIKHAN WALI GATE 30.955882, 70.943207	AS PER CONCERNED AUTHORITY RECORD.

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9	PUL ANGRA LINK ROAD (MUNICIPAL LIMITS)	KAMO KAMIL RAILWAY PHATAK 30.952914, 70.943131	FAIZ CHOWK 30.957079, 70.960152	AS PER CONCERNED AUTHORITY RECORD.
10	SUGAR MILLS & JAIL ROAD	SUGAR MILLS (WESTERN WALL) 30.989490, 70.946771	MUGHEES PETROLIUM SERVICE 30.989769, 70.980037	AS PER CONCERNED AUTHORITY RECORD.
11	THANA SADDAR ROAD	DC OFFICE ROAD 30.974460, 70.962553	THANA SADDAR 30.974535, 70.966070	AS PER CONCERNED AUTHORITY RECORD.
12	EMPLOYEES COLONY ROAD	DC OFFICE ROAD (GHODHRA CHOWK) 30.970753, 70.962543	MADNI CHOWK 30.974421, 70.962541	AS PER CONCERNED AUTHORITY RECORD.
13	CHANDIA PHATAK ROAD	CHANDIA PHATAK (WEST) 30.962085, 70.943173	CHOUBARA ROAD 30.965130, 70.942900	AS PER CONCERNED AUTHORITY RECORD.
14	OLD BLOUCH ADDA ROAD	CHANDIA PHATAK 30.962085, 70.943173	CHOUBARA ROAD 30.965464, 70.944850	AS PER CONCERNED AUTHORITY RECORD.
15	HANSAAN WALA ROAD	CHOWK KAMHARAN WALA 30.962078, 70.944080	MALIK NASSER MALANA HOUSE 30.962982, 70.947288	AS PER CONCERNED AUTHORITY RECORD.
16	ABD SHAHEED ROAD	MULTAN ROAD (THANA CITY) 30.962044, 70.936114	CHANDIA PHATAK 30.962104, 70.943391	AS PER CONCERNED AUTHORITY RECORD.
17	OLD BUCH MANDI ROAD	THANA CITY CHOWK 30.962334, 70.936048	DISPOSAL BAND 30.964201, 70.930445	AS PER CONCERNED AUTHORITY RECORD.
18	KIDS UNIVERSITY ROAD	CHOUBARA ROAD (AL KHIDMACHOWK) 30.966765, 70.980099	MUGHEES PETROLIUM SERVICE 30.989769, 70.980037	AS PER CONCERNED AUTHORITY RECORD.
19	UNITED COLLEGE ROAD OR LINK BHATTI NAGAR ROAD	DYE PASS ROAD 30.946167, 70.959279	LATYAH MINOR ROAD 30.946108, 70.946226	AS PER CONCERNED AUTHORITY RECORD.
20	LINK ROAD KACHA	CHONGI NO 6 30.950285, 70.937437	KACHA ROAD MKRS 30.947554, 70.936340	AS PER CONCERNED AUTHORITY RECORD.
21	JAHAN SHAH ROAD	LALI LAL ROAD 30.967958, 70.938643	CINEMA ROAD 30.967723, 70.940832	AS PER CONCERNED AUTHORITY RECORD.
22	LAHORE GRAPHIC ROAD	EIDGAH CHOWK 30.968245, 70.937486	LAHORE GRAPHIC 30.968361, 70.936832	AS PER CONCERNED AUTHORITY RECORD.
23	CHOWK QASABAN ROAD	OLD GHALLA MANDI 30.962866, 70.937487	MERZA KHILAAQ HOUSE 30.962856, 70.941521	AS PER CONCERNED AUTHORITY RECORD.
24	MARJAAN HOTEL ROAD	MARJAAN HOTEL 30.967798, 70.954340	CHOUBARA ROAD 30.966433, 70.954340	AS PER CONCERNED AUTHORITY RECORD.
25	MARJAAN HOTEL LINK	MARJAAN HOTEL ROAD 30.966927, 70.954337	CLOSED STREET 30.966925, 70.955290	AS PER CONCERNED AUTHORITY RECORD.
26	LINK QASABAAN 1	ALMANDINA SWEETS 30.962731, 70.940631	BHORA Q HOTEL 30.963739, 70.940589	AS PER CONCERNED AUTHORITY RECORD.
27	LINK QASABAAN 2	AL JABAR BAMOSA SHOP 30.962715, 70.940933	SHAHI CLOTH HOUSE 30.963952, 70.940912	AS PER CONCERNED AUTHORITY RECORD.
28	LINK QASABAAN 3	INSAAF GENERAL STORE 30.962706, 70.941273	SHARADER CLOTH HOUSE 30.964008, 70.941131	AS PER CONCERNED AUTHORITY RECORD.
29	LINK ANAR KALI BAZAAR 1	CHOICE TAILOR 30.964015, 70.941060	SHAH G COLLECTOR 30.964310, 70.941135	AS PER CONCERNED AUTHORITY RECORD.
30	LINK ANAR KALI BAZAAR 2	M ALI HOLE SALE 30.964203, 70.940425	BAD SHAH JEWELER 30.964182, 70.940697	AS PER CONCERNED AUTHORITY RECORD.
31	LINK ANAR KALI BAZAAR 3	NEW CHINA CLOTH HOUSE	PRINCE CLOTH HOUSE 30.963879, 70.940184	AS PER CONCERNED AUTHORITY RECORD.



32	LINK ANAR BAZAAR 4	KALI	GULFAM CLOTH HOUSE 30.964017, 70.941053	AL KHURAM SHOPPING CENTER 30.963949, 70.940912	AS PER CONCERNED AUTHORITY RECORD.
33	LINK ANAR BAZAAR 5	KALI	LUCKY SHOWS 30.963987, 70.940364	YOUNIS CLOTH HOUSE 30.964274, 70.940442	AS PER CONCERNED AUTHORITY RECORD.
34	LINK ANAR BAZAAR 6	KALI	AL SYAD SHOPPING CENTER 30.964202, 70.940427	KAMAL LANDA HOUSE 30.964183, 70.940697	AS PER CONCERNED AUTHORITY RECORD.
35	LINK ANAR BAZAAR 7	KALI	AL MAKIAH CLOTH HOUSE 30.964283, 70.940146	SHAN ZARI HOUSE 30.964274, 70.940419	AS PER CONCERNED AUTHORITY RECORD.
36	LINK ANAR BAZAAR 8	KALI	ROOF GENERAL STORE 30.964334, 70.940822	POJI GARMENTS 30.964272, 70.940444	AS PER CONCERNED AUTHORITY RECORD.
37	LINK ANAR BAZAAR 9	KALI	KINGA CLOTH HOUSE 30.964813, 70.940649	MUJAHED MATCHING CENTER 30.964296, 70.940699	AS PER CONCERNED AUTHORITY RECORD.
38	LINK ANAR BAZAAR 10	KALI	CUT TO SHOWS 30.963499, 70.940896	ZR JEWELERS 30.963501, 70.940607	AS PER CONCERNED AUTHORITY RECORD.
39	LINK ANAR BAZAAR 11	KALI	THE BEST LACE CENTER 30.963354, 70.940185	JAVAD CLOTH HOUSE 30.963359, 70.940616	AS PER CONCERNED AUTHORITY RECORD.
40	LINK ANAR BAZAAR 12	KALI	KHAN BROTHER GENERAL STORE 30.963878, 70.940187	VENICE JEWELERS 30.963795, 70.940908	AS PER CONCERNED AUTHORITY RECORD.
41	LINK ANAR BAZAAR 13	KALI	YAQOOB JEWELERS 30.964272, 70.940440	MALIK SHOPPING CENTER 30.964773, 70.940346	AS PER CONCERNED AUTHORITY RECORD.
42	LINK ANAR BAZAAR 14	KALI	QADIR MARKET 30.963011, 70.940920	CHANDNI CLOTH HOUSE 30.983013, 70.940629	AS PER CONCERNED AUTHORITY RECORD.
43	LINK ANAR BAZAAR 15	KALI	WASIM GARMENTS 30.962888, 70.940926	WARPAN MARKET 30.962892, 70.940635	AS PER CONCERNED AUTHORITY RECORD.
44	MAIN BAZAAR LINK		WASIM CLOTH HOUSE 30.963024, 70.940139	MASUD BABA ROOF KATO WALI 30.963050, 70.939810	AS PER CONCERNED AUTHORITY RECORD.
45	DR. FERDZ ALI ROAD		CHOUBARA ROAD 30.965545, 70.945307	LAYYAH MINOR ROAD NEAR PULL LAB E NELLUM 30.973989, 70.951895	AS PER CONCERNED AUTHORITY RECORD.
46	CHOUBARA ROAD		ASLAM MORE 30.964348, 70.936930	MC LIMITS TOWARDS CHOWK AZAM 30.966890, 70.983583	AS PER CONCERNED AUTHORITY RECORD.
47	COLLEGE ROAD (BOTH SIDE)		T.D.A CHOWK 30.966558, 70.957517	LINK KACHEHIS ROAD 30.972076, 70.957477	AS PER CONCERNED AUTHORITY RECORD.
48	BYE PASS ROAD (BOTH SIDES EXCEPT PSATA AREA)		BAIL CHOWK 30.966446, 70.962587	KALMA CHOWK 30.943226, 70.937398	AS PER CONCERNED AUTHORITY RECORD.
49	DC OFFICE ROAD		BAIL CHOWK 30.966446, 70.962587	CHUNG NO. 10 30.989750, 70.962515	AS PER CONCERNED AUTHORITY RECORD.
50	SADDAR BAZAR ROAD		CHOUBARA ROAD	JANABI BAZAR CHOWK	AS PER CONCERNED AUTHORITY RECORD.
51	MULTAN ROAD		ASLAM MORE 30.964348, 70.936930	MC LIMITS TOWARDS KOT ADDU 30.935138, 70.937419	AS PER CONCERNED AUTHORITY RECORD.
52	DOCTOR SHAHERN ALI ROAD		LINK KACHEHIS ROAD 30.972076, 70.957477	DC OFFICE ROAD (GHONHA CHOWK) 30.970753, 70.962582	AS PER CONCERNED AUTHORITY RECORD.
53	CINEMA ROAD		CHOUBARA ROAD 30.964887, 70.940854	JASRAMI HOUSE 30.967716, 70.940844	AS PER CONCERNED AUTHORITY RECORD.
54	LALJI LAL ROAD		CHOUBARA ROAD 30.964746, 70.939895	EIDGAH CHOWK 30.968253, 70.937508	AS PER CONCERNED AUTHORITY RECORD.

55	EID GAH ROAD	ASLAM MORE 30.964348, 70.935930	MC LIMITS TOWARDS BASTI MOEEN ABAAD 30.990265, 70.943944	AS PER CONCERNED AUTHORITY RECORD.
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**FORM OF ROADS AS B1**

FORM  
"B1"

No road or segments of road qualify to be added in the Form "B1" under the rules.

ROADS OR SEGMENTS OF ROAD FREEZED AND NOT ALLOWED FOR ANY FUTURE COMMERCIAL USE				
SR NO.	NAME OF ROAD	STARTING POINT	ENDING POINT	TOTAL WIDTH

*Shahid*  
ADC (Rev) / Administrator  
Municipal Committee, Layyah

**No. & Date Even**

**A copy is forwarded for information:**

1. The Secretary, Government of the Punjab LG&CD Department Lahore
2. The Secretary, Government of the Punjab LG&CD Department South Punjab, Bahawalpur
3. The Commissioner, Dera Ghazi Khan Division
4. The Deputy Commissioner, Layyah

## 2. List of Approved, Under Process and Illegal Housing Schemes

<b>MUNICIPAL COMMITTEE LAYYAH</b>							
1	<b>Gulshan Iqbal</b> Chak No. 148-B/TDA Layyah	<b>Approved</b>	-	-	37K-17M	30.955520, 70.957734	
2	<b>Ahmad City</b> Chak Mandi Town, Layyah.	<b>Approved</b>	-	-	90K-14M	30.965105, 70.966969	
3	<b>Fatima Jinah Garden</b> Chak Mandi Town, Layyah.	<b>Approved</b>	-	-	79K-12M	30.988248, 70.980332	
4	<b>Jinah Garden</b> Chak Mandi Town, Layyah.	<b>Approved</b>	-	-	88K-0M	30.988248, 70.980333	
5	<b>Al-janat City-I</b> Chak Mandi Town, Layyah.	<b>Approved</b>	-	-	94K-15M	30.967565, 70.977332	
6	<b>Qasre-Quraish</b> Chak No. 148-B/TDA Layyah	<b>Approved</b>	-	-	40K-0M	30.951695, 70.971177	
7	<b>Saiban-e-Faiz - I</b> Chak No. 148-B/TDA Layyah	<b>Approved</b>	-	-	95K- 08M	30.955757, 70.962558	
8	<b>Saiban-e-Faiz - II</b> Chak No. 148-B/TDA Layyah	<b>Approved</b>	-	-	68K-0M	30.955079, 70.964802	
9	<b>Green Land Residencia</b> Link Jail Road, Chak Mandi Town Layyah	<b>Approved</b>	-	-	95K-18.9M	30.985091, 70.975165	
10	<b>Khaliqdad Town</b> Chak No. 148-B/TDA Layyah	<b>Approved</b>	-	-	67K-19M-07S	30.967565, 70.977332	

11	<b>Gulberg City</b> Jail Road, Chak Mandi Town Layyah	<b>Approved</b>	-	-	63K-0M	30.967565, 70.977332
12	<b>Sami Garden</b> Chak No. 148-A/TDA, Bye Pass Road Layyah.	-	<b>Underprocess</b>	-	137.70 K	30.941195, 70.955779
13	<b>Canal View</b> Sugar Mills Road Layyah	-	<b>Underprocess</b>	-	254K-0M	30.984645, 70.955152
14	<b>Gulstan-e-Johar</b> Chak Mandi Town, Jail Road Layyah	-	<b>Underprocess</b>	-	77K-0M	30.989972, 70.979986
15	<b>Shamas Gilani Town</b> Chak No. 148-C Layyah	-	<b>Underprocess</b>	-	80K- 0M	30.98939, 70.976869
16	<b>University Town</b> Chak Mandi Town, Layyah.	-	<b>Underprocess</b>	-	27.75K-0M	
17	<b>Al-janat City Housing Scheme-II</b> Chak Mandi Town, Layyah.	-	<b>Underprocess</b>	-	230.89 K	30.972636, 70.979907
18	<b>Qureshi Housing Scheme</b> Chak No. 148-B/ TDA Layyah	-	<b>Underprocess</b>	-	92K-0M	30.950395, 70.969862
19	<b>Fatima Garden</b> Bye Pass Road Layyah	-	<b>Underprocess</b>	-	88K	30.941074, 70.949035

20	<b>HS Town Chak</b> Mandi Town, Layyah.	-	<b>Underprocess</b>	-	51K-6M	30.973691, 70.9802
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21	<b>Gulshan e Zahra</b> Chak Mandi Town, Layyah.	-	<b>Underprocess</b>	-	77K-1M	30.972435, 70.97366
22	<b>Al-Madni City</b> Chak Mandi Town, Layyah.	-	<b>Underprocess</b>	-	60K-08M-2S	30.965137, 70.980127
23	<b>Ameer Villas</b> Chak Mandi Town, Layyah.	-	<b>Underprocess</b>	-	80K-0M-0S	30.989099, 70.977833
24	<b>Layyah Smart City</b> Chak Mandi Town, Layyah.	-	<b>Underprocess</b>	-	95K - 4M-0S	30.981048, 70.979731
25	<b>Defence Garden</b> Chak Mandi Town, Layyah.	-	<b>Underprocess</b>	-	96K-4M	30.980048, 70.980137
26	<b>Al Aziz Villas</b> Chak No. 148-B/TDA, Layyah.	-	<b>Underprocess</b>	-	35K-3M	
27	<b>IB Valley</b> Chak No. 123/TDA, Layyah.	-	-	<b>Illegal</b>	-	30.988658, 70.937788
28	<b>Golden City Phase- I</b> Chak Mandi Town, Layyah					30.982919, 70.980022
29	<b>Golden City Phase- II</b> Chak Mandi Town, Layyah	-	-	<b>Illegal</b>	-	30.982767, 70.980061
30	<b>Town Ship</b> Chak Mandi Town, Jail Road Layyah	-	-	<b>Illegal</b>	-	
31	<b>Zakaria Town</b> Chak Mandi Town, Layyah	-	-	<b>Illegal</b>	-	30.976932, 70.980231

32	<b>Garden City Layyah</b>	Chak Mandi Town,	-	-	<b>Illegal</b>	-	30.984999, 70.980149
33	<b>Ramzan Town C/TDA Layyah</b>	Chak No. 148-	-	-	<b>Illegal</b>	-	
34	<b>New City Layyah</b>	Chak Mandi Town,	-	-	<b>Illegal</b>	-	30.968951, 70.978987
35	<b>Muslim Town, Layyah</b>	Chak Mandi	-	-	<b>Illegal</b>	-	
36	<b>Johar Town Layyah</b>	Chak Mandi Town,	-	-	<b>Illegal</b>	-	30.989972, 70.979986
37	<b>Ideal City Layyah</b>	Chak Mandi Town,	-	-	<b>Illegal</b>	-	30.940819, 70.964593
38	<b>Sanobar Garden Road, Layyah.</b>	Lab E Nelum	-	-	<b>Illegal</b>	-	
39	<b>Iqbal Town Layyah</b>	Chak Mandi Town,	-	-	<b>Illegal</b>	-	
40	<b>Makka Town Layyah</b>	Chak Mandi Town,	-	-	<b>Illegal</b>	-	
41	<b>Royal City Layyah</b>	Near Profesor Town	-	-	<b>Illegal</b>	-	30.975000, 70.976667

42	<b>Ravi Town</b> Chak Mandi Town, Layyah	-	-	<b>Illegal</b>	-	
43	<b>Hamza Housing Scheme</b> Chak Mandi Town, Layyah	-	-	<b>Illegal</b>	-	30.968347, 70.979886
44	<b>Lala Rukh</b> Chak No 148.A/TDA, Layyah	-	-	<b>Illegal</b>	-	30.932929, 70.959274
45	<b>City Housing Scheme Layyah</b> Gilani Manzil Road Layyah	-	-	<b>Illegal</b>	-	30.94083, 70.964622
46	<b>Usman Garden</b> Chak Mandi Town Layyah.	-	-	<b>Illegal</b>	-	30.960539, 70.98034

3. List of Notified / Mutated Katchi Abadies of Layyah

**LIST OF NOTIFIED/ MUTATED KACHI ABADIS OF TEHSIL LAYYAH (Revised statement)**

Sr. No	Name of TMA	No. of Katchi Abadis	Total No. of Dwelling Units as report of DG Katchi Abadi	Proprietary Rights already granted	No. of Dwelling Units in which proprietary are yet to be granted	PRs granted during instant campaign	Commercial Dwelling Units	No. of Dwellers above 5 Marlas	No. of Cases under litigation	Balance yet to be granted	% of balance PRs	Mutation No. Date	Area
1	CO Unit TMA Layyah	Ibrahim Abad	168	93	75	34	0	103	2	--		557 3-5-1988	88 - 0
		Yousaf Abad	98	24	74	24	0	96	43	--		556 3-5-1988	166 - 7
		Manzoor Abad	139	116	23	20	0	124	3	--		555 3-5-1988	106 - 17
2	CO Unit Chowk Azam	Ghareeb Abad	71	38	33	6	27	--	27	--		1 11-4-1988	20 - 0
		<b>Total</b>	<b>476</b>	<b>271</b>	<b>205</b>	<b>84</b>	<b>27</b>	<b>323</b>	<b>75</b>	<b>--</b>	<b>0%</b>	<b>--</b>	<b>381 - 4</b>

## Annexure F:

### 1. List of On Going and New ADP Schemes of Layyah District

SR No.	CS No.	Name	Cost	Expense up to June	Revised Allocation	Spending Release	Utilization Pf/fra	% Util. Cont.	Sector Name	Scheme Type
1	66	Up-gradation of Govt. Girls High School Chak No.117/TDA (Ghulam Haider Kalu Wala) to Higher Secondary Level Tehsil & District Layyah	10	0	10	0.000	0	0.000	School Education	New Schemes
2	165	Establishment of Govt. Associate College for Girls, Nawan Kot, Layyah	179.29	74.832	96.966	94.459	80.357	85.066	Higher Education	On-going Schemes
3	166	Establishment of Govt. Associate College for Girls, Jamal Chapri, Layyah	179.55	92.155	79.903	77.396	64.398	83.200	Higher Education	On-going Schemes
4	167	Establishment of Govt. Associate College for Girls, Dimpur, Layyah	178.74	24.5	136.741	124.241	124.241	98.631	Higher Education	On-going Schemes
5	168	Establishment of Govt. Associate College for Boys, Ameer-ud-din wala, Dhori Adda, Layyah	219.66	108	63.508	61.001	37.86	62.054	Higher Education	On-going Schemes
6	169	Establishment of Govt. Associate College for Girls, Chak Mandi Town, Layyah	179.08	49.336	122.252	119.745	106.837	89.217	Higher Education	On-going Schemes
7	197	University of Layyah	378.09	120.716	198.794	190.269	186.315	97.394	Higher Education	On-going Schemes
8	378	Establishment of Sports Stadium at Fatehpur, District Layyah	74.034	73.878	0.156	0.155	0.155	100.000	Sports & Youth Affairs	On-going Schemes
9	379	Establishment of Soft & Green Sports Facilities at 84/TDA District Layyah	7.44	7.439	0.179	0.178	0.178	100.000	Sports & Youth Affairs	On-going Schemes
10	380	Establishment of Soft & Green Sports Facilities at 89/TDA District Layyah	7.167	7.007	0.316	0.315	0.315	100.000	Sports & Youth Affairs	On-going Schemes
11	612	Up-gradation of BHU Jhakhir Pacca to RHC Level District Layyah	137.839	30.5	0.102	0.100	0.1	100.000	Primary & Secondary Healthcare	On-going Schemes
12	613	Upgradation of Trauma Center at THQ Hospital Fatehpur Layyah	351.093	84.74	0.001	0.000	0	0.000	Primary & Secondary Healthcare	On-going Schemes
13	700	Up-Gradation of BHU Wara Sehran, Shahpur, 325/TDA to RHC Level, Layyah	104.127	64.467	5.004	5.000	5	99.920	Primary & Secondary Healthcare	On-going Schemes
14	701	Up-Gradation of Thal Hospital and Construction of Dental Ward & Medicine Warehouse in DHQ Hospital Layyah	63	56.252	2.531	2.527	2.527	99.842	Primary & Secondary Healthcare	On-going Schemes
15	702	Establishment of Trauma center in THQ Level Hospital Chowk azam, Layyah	120.619	59.216	0.029	0.025	0.025	86.207	Primary & Secondary Healthcare	On-going Schemes
16	703	Up-Gradation of BHU Bhagal Samipur to RHC Level and Construction of Dispensary at Moza Bari Zour & Jakhar Kacha, Layyah	60	39.42	0.029	0.025	0.025	86.207	Primary & Secondary Healthcare	On-going Schemes

*Every school  
Tehsil  
Map  
Presents  
Paper*

SR No	GS No	Name	Cost	Expense up to June	Revised Allocation	Spending Release	Utilization Pftra	% Util. Cont.	Sector Name	Scheme Type
17	704	Provision of Children Ward at THQ Karor, Establishment of Civil Dispensary at Mosan Shah, Chak 87/TDA, Chak 498/TDA and Provision of Missing Facilities at GRD 64/TDA, District Layyah	77	75.891	0.65	0.646	0.646	99.385	Primary & Secondary Healthcare	On-going Schemes
18	923	Establishment of 200 Bedded Mother & Child Hospital in District Layyah	5944.23	4069.945	0.101	0.101	0	0.000	Primary & Secondary Healthcare	On-going Schemes
19	924	Revamping of THQ Hospital, Kot Sultan District Layyah.	266.034	92.229	52.326	52.326	17.037	32.559	Primary & Secondary Healthcare	On-going Schemes
20	925	Revamping of THQ Hospital, Chowk Azam District Layyah	279.936	68.785	49.829	49.830	34.1	68.433	Primary & Secondary Healthcare	On-going Schemes
21	926	Revamping of THQ Hospital, Thal (Nawaz Sharif Hospital) District Layyah	306.062	83.499	146.755	146.755	50.761	34.589	Primary & Secondary Healthcare	On-going Schemes
22	927	Revamping of THQ Hospital, Choubara District Layyah	270.72	99.818	48.918	48.918	18.807	38.446	Primary & Secondary Healthcare	On-going Schemes
23	928	Revamping of THQ Hospital, Karor Laesan District Layyah	286.026	116.014	38.924	38.924	19.074	49.003	Primary & Secondary Healthcare	On-going Schemes
24	929	Balance Work of DHQ Hospital Layyah	244.801	67.181	76.976	76.976	47.682	61.944	Primary & Secondary Healthcare	On-going Schemes
25	1259	Construction of Tuff Tile Drainage Sewerage Soling PCC Slab and different work PP-262 District Layyah	100	89.263	3.546	3.536	3.536	100.000	Water Supply & Sanitation	On-going Schemes
26	1260	Construction of Tuff Tile Drainage Sewerage Soling PCC Slab and different work PP-263 District Layyah	120	87.975	9.638	9.628	9.628	100.000	Water Supply & Sanitation	On-going Schemes
27	1422	Provision of Reverse Osmosis (RO) Plants in Fateh Pur, Tehsil Karor, District Layyah.	70	59.902	10.297	22.246	10.246	46.058	Water Supply & Sanitation	On-going Schemes
28	1423	Provision of Urban/Rural Sewerage Scheme Chowk Azam, Layyah	218.379	205.379	7.006	17.006	6.996	41.138	Water Supply & Sanitation	On-going Schemes
29	1424	Provision of Rural Sewerage & Schemes Laskaniwala, Shahpur, 120-TDA, 270-TDA & 297-TDA, District Layyah	218.97	184.97	12.409	12.409	12.399	99.919	Water Supply & Sanitation	On-going Schemes
30	1505	Leftover works of Sewerage & Drainage Scheme at Deen Pur, Chak No. 224/TDA, Chak No. 92/ML, Chak No. 93/ML & Chak No. 94/ML all Tehsil Karor Distt. Layyah.	246.139	211.537	38.578	45.278	34.175	75.478	Water Supply & Sanitation	On-going Schemes

SR No	GS No	Name	Cost	Expense up to June	Revised Allocation	Spending Release	Utilization Pftra	% Util. Cont.	Sector Name	Scheme Type
31	1565	Urban Sewerage Scheme for Kot Sultan	209.322	160.02	48.607	38.607	12.08	31.290	Water Supply & Sanitation	On-going Schemes
32	1566	Swerage Drainage / Tuff Tiles in left over area in Layyah city, tehsil & Distt. Layyah	121.812	106.812	1.585	21.585	1.575	7.297	Water Supply & Sanitation	On-going Schemes
33	2358	Construction of Sewerage Drainage Soling resoling Tuff Tile Culverts & Allied work at Chak No. 94/TDA, 217/TDA, 85/TDA, 106/ML & within the limits of Tehsil Karor District Layyah	35	0	0.01	0.000	0	0.000	Water Supply & Sanitation	New Schemes
34	2359	Construction of Rural Sewerage, Drainage, Brick Pavement and Tuff Tile Scheme in qanongoi Kot Sultan and Qanongoi Shrishta Thal District Layyah	50	0	0.01	0.000	0	0.000	Water Supply & Sanitation	New Schemes
35	2360	Construction of Rural Sewerage, Drainage, Brick Pavement and Tuff Tile Scheme in Qanongoi Chak No.172/TDA and Qanongoi Mehran District Layyah	50	0	0.01	0.000	0	0.000	Water Supply & Sanitation	New Schemes
36	2573	Rehabilitation and Improvements of Institutions and offices of Social Welfare Department District Layyah	44.771	20	29.821	16.015	8.566	31.382	Social Welfare	On-going Schemes
37	2891	City Package Including City Beatification, Street lights, Comprehensive Sewerage/Drainage& Tuff Tile Scheme Layyah City, District Layyah	100	77.301	2.639	2.638	2.638	100.000	LG&CD	On-going Schemes
38	2892	Rehabilitation/Carpeting of Roads in Layyah city, District Layyah	100	52.015	2.154	2.153	2.153	100.000	LG&CD	On-going Schemes
39	2893	Rehabilitation & Widening of Road from Fatehpur to Chak No 239B/TDA via Chak No 242/TDA, 242A/TDA & Chak No 243/TDA to Basti Khichi & Talokar (Length=6 KM), District Layyah	60	46.955	0.169	0.168	0.168	100.000	LG&CD	On-going Schemes
40	3998	Construction / Reconstruction / Rehabilitation / Improvement in Road from Layyah-Karor Road to Adda Bagh Wala via Siwag Sharif & 98/TDA District Layyah (Length=2.10KM)	35	0	0.001	0.000	0	0.000	LG&CD	New Schemes
41	3999	Construction / Reconstruction / Rehabilitation / Improvement in Road from Layyah-Tail Indus Road to Talib Wala & from Kanda Mor Basti Arain to Basti Shahani District Layyah (length = 2.8 KM).	45	0	0.001	0.000	0	0.000	LG&CD	New Schemes
42	4000	Provision of Sewerage, Drainage, Soling & Tuff Tile in Garay Wala, Sahu Wala, 94/ML & 98/ML Tehsil Karor District Layyah.	20	0	0.001	0.000	0	0.000	LG&CD	New Schemes

SR.No	GS No	Name	Cost	Expense up to June	Revised Allocation	Spending Release	Utilization Pifra	% Util. Cont.	Sector Name	Scheme Type
43	4001	Construction of Carpet Road from Laskani Wala Road Umer Nagar to BHU Jhok Juskani via Gara Siwag, Timko, Basti Kali's Karor, District Layyah Length =2.14 KM	50	0	0.001	0.000	0	0.000	LG&CD	New Schemes
44	4002	Construction of carpet road from MM Road 306 TDA to 294-TDA, via 296-TDA, 295-TDA, District Layyah Length = 2.00 KM	50	0	0.001	0.000	0	0.000	LG&CD	New Schemes
45	4003	Construction of Soling Drains in UC 172/TDA, UC Pir Jagi Sharif, UC 164/TDA , UC Sohara Wasawa, UC Ladhana, UC Layyah Thal Jhandi, UC Chowk Azam Rural, UC 393/TDA, UC Mirhan, UC Layyah Thal Kalan and UC Tail Indus. UC Dait Wasava & Bakhari Ahmed Khan and UC Jaman Shah & Lohanch Nashaib and adjoining abadies Tehsil & District, Layyah.	50	0	0.001	0.000	0	0.000	LG&CD	New Schemes
46	4004	Construction of Tuff Tiles, PCC, Drains in Layyah City, Chowk Azam City and adjoining abadies Tehsil & District, Layyah	40	0	0.001	0.000	0	0.000	LG&CD	New Schemes
47	4132	Dualization of Road From Layyah to Chowk Azam Distric Layyah	3531.27	1463.291	0.205	0.055	0.005	9.091	Roads	On-going Schemes
48	4133	Rehabilitation and Improvement of road from Noorpur to Jharkil via Dinpur (12 ft), District Layyah	172.378	127.734	0.205	0.055	0.005	9.091	Roads	On-going Schemes
49	4134	Widening / Improvement of Road from Kotla Haji Shah to Laskani wala via Basti Shadu Khan, Length 35.00 Km	705.192	562.773	59.663	58.363	51.217	87.756	Roads	On-going Schemes
50	4135	Rehabilitation / Re-Construction & Construction of Road from Naira Pull to Chak No.107/TDA, Tehsil Karor <small>(Total Road Length = 4.50 KM, District Layyah)</small>	43.471	5.845	4.308	4.298	4.298	100.000	Roads	On-going Schemes
51	4136	Rehabilitation of Road from Darotta Pull to Joota Pull via Chak No.93/TDA & Chak No.95/TDA, Tehsil Karor <small>(Total Road Length = 10.00 Km, District Layyah)</small>	60.954	43.764	17.189	16.689	0.722	4.326	Roads	On-going Schemes
52	4336	Construction of Mettalled Road Mehran Kangoi Missing Links (Length 15 KM)	200	0	0.001	0.000	0	0.000	Roads	On-going Schemes
53	4337	Widening / Improvement of Mettal Road from Chak No. 172 / TDA Road Remaining Portion Phase-II & III (Length 15 KM)	200	0	0.001	0.000	0	0.000	Roads	On-going Schemes
54	4338	Construction of Pull Lata Kareek (Khadi) and 1 km Carpeted Road Basti Gishkori, Layyah	122.344	79.659	42.685	42.635	42.635	100.000	Roads	On-going Schemes

SR No	GS No	Name	Cost	Expense up to June	Revised Allocation	Spending Release	Utilization Pfrrs	% Util. Cont.	Sector Name	Scheme Type
68	4874	Rehabilitation / Construction of Metalled Road (i) Warah to Sheenwala (2.80 Km) (ii) MM Road to Hayat Minor (8.00 Km) (iii) Layyah Karor Road to Chak No.115/TDA (1.00 Km) (iv) Garah Jan Muhammad to Karor (2.40 Km) (v) Nak Kappi Khooh to Lundi Khoo (2.50 Km) (vi) Nawab Kot to Dogar Morr (2.50 Km) (vii) at 86/TDA & 87/TDA (3.00 Km) (viii) 94 adda to Khan Chowk via Head Nano (7.70 Km), Total Length=29.90	402,947	363,236	39,81	32,890	25.069	79.261	Roads	On-going Schemes
69	4875	Rehabilitation/Const. of M/ Road From Irani Chowk to Kukar wala bund & Jaman shah to Ladhana & Tail Indus to 275/TDA/Sial Mor to Pull Heera Minor 26 KM	343,198	203,681	90,293	89,093	89.093	100.000	Roads	On-going Schemes
70	4876	Rehabilitation/ Widening /Const. of M/ Road from Lalazar to Chak 153-A/TDA 12Km	130	33	47,919	47,119	42.625	90.462	Roads	On-going Schemes
71	4877	Widening / Improvement of Road Karor to Dinpur via Mirhan Wali Tehsil Karor District Layyah Length 20.00 KM	235,778	179,845	5,514	4,664	3.966	85.034	Roads	On-going Schemes
72	4878	Rehabilitation/Const of M/Road from UC Jamal Chapri to Basti Shuhrat via Basti Dhil, Basti Lohlo wala UC Aulakh Thal Kaban 15 Km	194,689	143,582	13,816	13,166	13.166	100.000	Roads	On-going Schemes
73	4879	Construction of Pull at Lala Creek (Basti Gudara and Lashkarani wala Mouza Nooray wala Pacca) in District Layyah	40,269	33,584	6,786	5,431	5,431	100.000	Roads	On-going Schemes
74	4880	Widening & Rehabilitation of Metalled Road Sajjad Chowk to Chak No. 263 via Basti Sibani, 110 TDA, 104 TDA, 265 TDA, 258 TDA, 261 TDA (Length 20 KM) (Phase-I 10 KM)	99,997	84,954	13,639	6,777	0.015	0.221	Roads	On-going Schemes
75	5014	Construction of Metalled Road from Pir Jaggi Road to Mouza Sohys Length=20KM in dist. Layyah	131.09	111.654	14,989	7,452	0.015	0.201	Roads	On-going Schemes
76	5015	Construction of Metalled Road from Mouza Vanjhara to Dhori Adda (L=25km) in Dist. Layyah (Phase-I Length 4.90 Km)	62.59	53.94	0.2	0.050	0	0.000	Roads	On-going Schemes
77	5016	Construction of M/R from chak no. 152/TDA to Bahadar Gamon sehoh (L=38KM) District Layyah	546,989	276,816	0.2	0.050	0	0.000	Roads	On-going Schemes
78	5017	Construction of Metalled Road Ghaziwala to Sherowala via Bhurali Adda Phase-I from KM No. 2.50 to 11.50, Length= 9.00 KM District Layyah	115.16	115.15	4,484	4,474	4,474	100.000	Roads	On-going Schemes
79	5018	Widening & Improvement Metalled Road from MM Road to Chak No. 472/TDA Length 18.00 KM District Layyah	108,023	87,923	0.2	0.050	0	0.000	Roads	On-going Schemes

SR No	GS No	Name	Cost	Expense up to June	Revised Allocation	Spending Release	Utilization Pftra	% Util. Cont.	Sector Name	Scheme Type
80	5019	Construction of M/R. from Mast Ali Chak No.469/TDA to Chak No.498/TDA Via Chak No.123/ML, 125/ML, 122/ML & 495/TDA, Length = 12.00 KM (Phase-I, KM No.0.00 to 9.25, Length = 9.25 KM), District Layyah	114,512	114,502	10,572	10,562	10,562	100.000	Roads	On-going Schemes
81	5124	REHABILITATION OF METALLED ROAD FROM CHOUBARA TO NAWAN KOT ROAD	904.57	236,999	208,024	208,024	140,488	67.535	Roads	On-going Schemes
82	5125	REHABILITATION OF M/ROAD FROM KAROR TO BEHAL	972,268	253	225,064	225,064	224,561	99.777	Roads	On-going Schemes
83	5126	REHABILITATION OF METALLED ROAD KARAM DAD QURASHI LAYYAH KAROR BHAKKAR ROAD AT KHOTI QURASHI TO GPO LAYYAH	318,167	231,328	53,992	53,982	53,982	100.000	Roads	On-going Schemes
84	5429	Widening / Improvement / Re-construction of Metalled Road from Old Budh Mandi Sumra Nashaib to Basti Gormanji, Length = 5.85 Km, District Layyah	96,673	94,385	14,106	14,096	14,095	99.993	Roads	On-going Schemes
85	5473	Dualization of road from Chichawatni - Pir Mahal - Shorkot -Garh Maharaja - Chowk Azam to Layyah, Length 199 Km	66000	0	801	0.000	0	0.000	Roads	New Schemes
86	5711	Rehabilitation & Construction of Metalled Roads Karor Fatehpur Road To Chak No. 98/TDA Length = 0.95 Km, Head Nano Road To Basti Joota Length = 0.25 Km, Layyah Karor Road Tibbi Imam to Kalma Chowk Karor City Length = 0.92 Km, Total Length = 2.12 Km District	35,797	0	0.001	0.000	0	0.000	Roads	New Schemes
87	5712	Widening/ Improvement of M/Road From Jogi AdDa MM Road To 238/TDA Length 2.15 Km District Layyah.	29,195	0	0.001	0.000	0	0.000	Roads	New Schemes
88	5837	Widening / Rehabilitation of Metalled road Chowk Azam By-Pass Length = 9.50 Km.	694	0	0.1	0.000	0	0.000	Roads	New Schemes
89	5838	Rehabilitation of Metalled road from Fatehpur to 18-Hazari via Nawan Kot (in District Boundary Layyah) Length = 59.50 Km District Layyah	4285	0	0.1	0.000	0	0.000	Roads	New Schemes
90	5921	Construction of Head Regulator and allied structures on Lala Creek for protecting District Layyah from Floods	539,479	535,428	50,256	50,256	37,755	75.125	Irrigation	On-going Schemes
91	6094	Establishment of Bahadur Library Complex at District Layyah	177,68	132,146	42,26	2,048	0	0.000	Public Buildings	On-going Schemes
92	6318	Construction of office building of District Attorney Layyah	25,367	10	22,238	17,613	13,087	74.303	Public Buildings	On-going Schemes

SR No.	GS No.	Name	Cost	Expense up to June	Revised Allocation	Spending Release	Utilization Pfirra	% Util. Cont.	Sector Name	Scheme Type
93	6506	Construction of Infrastructure for Counter Terrorism Department (CTD), District Office Layyah	147.815	129.372	18.443	8.722	0	0.000	Public Buildings	On-going Schemes
94	7330	Construction of Building/Complex for District Consumer Court(DCC)/District Consumer Protection Council(DCPC),in District Layyah	75	10	74.233	66.733	36.733	55.045	Industries, Commerce & Investment	On-going Schemes
95	7571	Establishment of Rescue Station at 82 Mor & Dhori Adida MM Road, Layyah	31.902	12.452	15.355	15.355	13.916	90.628	Emergency Service (1122)	On-going Schemes
96	7572	Establishment of Rescue Station at Kot Sultan, Layyah	32.397	9.644	20.116	20.115	10.974	54.554	Emergency Service (1122)	On-going Schemes
97	7573	Establishment of Rescue Station at Fatehpur, Layyah	31.868	12.5	19.746	19.745	10.998	55.697	Emergency Service (1122)	On-going Schemes
98	7574	Establishment of Rescue Station at Chowk Azam, Layyah	31.697	12.103	19.456	19.456	12.845	66.021	Emergency Service (1122)	On-going Schemes
99	7715	Construction of Soling, Tuff Tile, P.C.C and Drain wards No. 1, 2, 3, 4, 5, 6 & 7 allied area karor city and chak No. 97/TDA Layyah city	10.75	7.84	3.06	0.502	0.502	90.942	Human Rights & Minority Affairs	On-going Schemes
100	7761	Construction of Soling, Tuff Tile, Drain / Sewerage, Street, Arif Masih, Maqbool Masih, Church wali Masahi Colony Fateh Pur and area Fateh Pur City, Tehsil Karor, District Layyah	5.5	0	0.001	0.000	0	0.000	Human Rights & Minority Affairs	On-going Schemes
101	7762	Construction of Soling, Drain Street Yaqoob Numberdar, Ch. Mumtaz Number Fateh Naseeb Gull, Chak No.75-A/TDA, 75-B/TDA, 85/ML Tehsil Karor District Layyah	10.5	0	0.001	0.000	0	0.000	Human Rights & Minority Affairs	On-going Schemes

## Annexure G:

### 1. List A and List B Roads of MC Rajanpur

Form A1

<b>List A</b>						
<b>List of roads declared as Commercial Use (TMA)</b>						
Name of Tehsil Municipal Administration:				<b>Rajanpur</b>		
<b>CO UNIT</b>				<b>RAJANPUR</b>		
List of Roads						
Sr. No.	Name of Roads	Starting Points.	Ending Points	Total Width	Road Declared on date	Total converted plots.
1	Indus High Way	North side Indus high way from Dreshak Cotton Factory	South side Indus High way at Qutub Pail Near primary School Mouza Raqba Nabi Shah			
2	Hakeem Colony Road	Grid Station	Kachery Chowk near Fresh well Sweets			
3	Jinnah Road part 1	Kachery chowk Near Fresh Well Sweets	Office LG&CD			
4	Jinnah Road part 2	Qutub Canal Near irrigation Rest House	Chowk Allah Abad			
5	Qutub Canal Bank Roads (East and West bank) part 1	Bridge Hakeem Colony Road	South side Indus High way at Qutub Pail Near primary School Mouza Raqba Nabi Shah			
6	Qutub Canal Bank Roads (East and West bank) part 2	Bridge Hakeem Colony Road	Dat. Bani Huzani			
7	Bye Pass Road	Bridge Hakeem Colony Road	Fateh pur Road			
8	Fateh pur Road	Nawab Manz	Jail Chowk			
9	Band Road	Technical Training center	Ami Road			
10	Ami Road	High School Road	Khan Village			
11	High School Road	Dara Machi Wala	Zafar Khiran Petrol Pump			
12	Circular Road	Dara Machi Wala	Dara Machi Wala			
13	Post Office Road	Technical Training Centre	Chowk Moti Masjid			

14	They Road /Muhammad pur gum wala	Gurboof Market	Brick Kiln near DHQ Office		
15	Chawni Road	Mithan Kot Road	PTCL Exchange		
16	Zia Shaheed Road	Chowk Sadiq Shaib	Indus High Way Road General Bus stand		
17	Aqil pur Road	Chowk Allah A'ad	Aqilpur		
18	Bamillah Colony Road	Tum Indus Highway Near Sabzi Mandi	Model Community School		
19	Gurbof Market	Jail Chowk	Pakistani Chowk		
20	Sadar Bazar	Kachetry Chowk	Dam Machi wala		
19	Sadiq shah Road	Jinab Road	Circular Road		
21	Mazari Market	Between Sadar bazaar and DHQ Hospital	Between Jinab Road and Circular Road		
22	Rao Sher Muhammad Market	Gharbi side Hakim Colony Road	Jail		
23	Fazi Commercial Centre	Jamahi side General Bus Stand	Shah Petroleum		
24	Kaman Gazi Street	Chowk Moti Masjid	Circular Road		
<b>CO UNIT MITHAN KOT.</b>					
25	Rajapur Road	Qadir Canal	Railway Line		
26	Railway Road	Railway Line	Circular Road Shumali		
27	Sadar Bazar	Circular Road Shumali	Gola Committee		
28	Qaid-e-Azam Bazar	Gola Committee	Circular Road Junabi		
29	Circular Road	Near General Bus Stand	Near General Bus Stand		
30	Miani Road	Circular Road Junabi	Basti Mohi Mallah		
31	Rajhan Road	Circular Road Gharbi	Basti Phati		
32	Bye Pass Road	Railway Road	Rajhan Road via Kachi Abadi		
33	Band Road	High School	Rahim Shah		
34	Fann Road	Basti Leghari	Basti Mian Manbery		
35	Kotla Hussain Road	Miani Road	Basti Kotla Hussain		
<b>CO UNIT FAZILPUR</b>					
36	Indus High Way Road	Police Station Fazilpur	Azhal Abad		
37	Haji pur Road	Indus High Way Chowk Haji Pur	Qutub Canal		
38	Sadar Bazar	Chowk Haji Pur	Fazil Wah		
39	Circular Road	Fazil Wah near Dardiq shervani	Fazil Wah near Dardiq shervani		
40	Fazil Wah Bank Road	Indus High Way	Canal Rest		

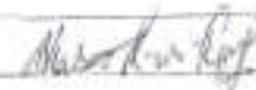
			House		
41	Ghoreeb-Ahad Colony Road	Indus High Way	Ghoreeb-Ahad		
41	Bye Pass Road	Shumali side Indus High Way	Janabi Side Indus High Way		
42	Post Office Road	Bridge Fertil Wah	Tam High Way Janabi		
43	Sikhan wali Road	Bye Pass Road	Madal Village		
44	Kotla Androon	Circular Road	Madal Village		
44	Saban Wali Road	Circular Road	Saban Wali		
45	Shah pur Road	Indus High Way	Railway Line		
46	Pesticide Market	Indus High Way	Sadar Bazar		
47	Railway Road	Indus High Way	Haji pur Road		

**Note:-** Any plot facing the roads appended in list which was Registered Document by Revenue Department as Commercial Plot or Building Plan approved by TMA before 02-10-2004 is hereby exempted by the payment of conversion fee.

Prepared By

<b>Name of the Tehsil officer Planning &amp; Coordination</b>	Abdul Majeed Haiderani
<b>Signature</b>	
<b>Stamp</b>	Tehsil Officer (P&C)
<b>Date</b>	Tehsil Municipal Administration Rajapur 20-09-2012

Certified By:

<b>Name of Tehsil Municipal Officer</b>	Masood-ur-Rauf Ahmad
<b>Signature</b>	
<b>Stamp</b>	Tehsil Municipal Officer Tehsil Municipal Administration
<b>Date</b>	Rajapur 20-09-2012



Form B

**List B****List of roads declared as Freezed roads (TMA)**

Name of Tehsil Municipal Administration:

Rajanpur

**List of Roads**

Sr. No.	Name of Roads	Starting Points	Ending Points	Total Width	Road Declared on date	Total converted plots.
1	Falchar Jahan Park Road	PTCL Exchange	Officer Colony			
2	Jinnah Road	Office LG&CD	Qatab Canal Near Irrigation Rest House			
3	Thana Road	Office LG&CD	Haleem Colony Road			
4	Officer Colony Road	Talana Road	Pully Qatab Canal			
CO UNIT METHAN KOT.						
5	Patan Road	Railway Road	Basti Leghari.			
6	Wang Road	High School	End portion of forest			
CO UNIT FAZILPUR						
7	Ghachi bank Road on Fazil Wah	Bridge Fazil wah	Canal Rest house			

**Prepared By**

Name of the Tehsil officer Planning & Coordination	Abdul Majeed Haiderani
Signature	
Stamp	
Date	20-09-2012

**Certified By:**

Name of Tehsil Municipal Officer	Masood-ur-Rauf Ahmad
Signature	
Stamp	
Date	20-09-2012

## 2. List of Approved, Under process and Illegal Housing Schemes

### PROFORMA-PHS / LSD -1

#### INFORMATION REGARDING PRIVATE HOUSING SCHEMES (PHS) AND LAND SUB DIVISION (LSD)

Name of Local Government: **Municipal Committee, Fazilpur** Tehsil **Rajanpur**. District: **Rajanpur**. Division: **Dera Ghazi Khan**

Sr. No.	i) Name of : (a) Private Housing Scheme (PHS) (b) Land Sub Division ii) Address of Office of PHD / LSD ii) Contact No.	NAME WITH CONTACT NO. & CNIC			Land of PHS / LSD situated in Mouza	Total Area of PHD/ LSD (Kanals & Marlas)  K M	Status: i)Approved ii)Under Process iii)Illegal iv)Any other Status (Describe)	% age of built up area.
		Name	Contact No.	CNIC No.				
1	2	3	4	5	6	7	8	9
1	<b>Dream Land By Pas Road Fazilpur</b>	<b>i)Owner(s)</b> Muhammad Ahmad	3358682583		Fazilpur	K 72	<b>Under Process</b>	0%
2	<b>Sultina Indus Highway Road (Land Sub Division)</b>	Allah Bakhsh	03457137070		Fazilpur	K 32	<b>Under Process</b>	0%
3	<b>City Homes By Pas Road (Land Sub Division)</b>	Mhuhammad Anwar Khan	03356333666		Fazilpur	K 43 M 18	<b>Under Process</b>	0%

**Note: No Illegal Housing Scheme in jurisdiction of Municipal Committee, Fazilpur**

6	<b>Yahya Dream Garden ((Land Sub Division)</b>	Sardar Hussnain Bahdur, Sardar Zulfiqar Ali Khan, Sardar Ali Raza Khan Ss/O Sardar Nasrullah Khan Dreshak	03333919919	35202-7083669-1	Rajanpur No.1	K 39 M 01	<b>Under Process</b>	
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## Annexure H:

### 1. Summary of On-Going ADP Schemes Rajanpur

#### SUMMARY ADP ON-GOING 2023-24 DISTRICT RAJANPUR

Rs. In Million

Sr. No.	Department/ Executing Agency	No. of Schemes			Approved Cost	Exp. June, 2023	Allocation 2023-2024	Released 2023-2024	Util. 2023-2024	% Util. On release	% overall Phy
		On-Going	Completed	Total							
1	Highways	08	01	09	3046.708	1450.348	470.900	464.100	442.400	95%	70%
2	Board of Revenue	03	--	03	263.541	100.000	81.100	76.600	72.300	95%	72%
3	Home	03	01	04	449.773	207.365	77.200	71.300	61.500	86%	70%
4	Rescue-1122	01	--	01	64.724	21.034	33.700	33.700	25.400	75%	65%
5	Agriculture	01	--	01	304.541	219.720	52.400	49.100	16.500	34%	92%
6	PHED	05	--	05	1177.383	777.587	338.400	322.400	146.500	45%	79%
7	Irrigation	05	--	05	7697.747	4216.702	532.600	522.500	451.200	86%	74%
8	MnCH	01	--	01	9028.750	0.000	0.000	0.000	0.000	0%	0%
9	Auqaf	01	--	01	83.780	54.092	29.700	15.000	14.900	99%	90%
10	P&SHC	09	--	09	2080.472	708.804	416.700	416.700	151.500	36%	83%
11	Sports	02	05	07	210.427	177.271	11.600	7.200	3.900	54%	97%
12	LG&CD	--	01	01	70.000	53.114	1.900	1.900	1.900	100%	100%
	<b>Total</b>	<b>39</b>	<b>08</b>	<b>47</b>	<b>24477.846</b>	<b>7986.037</b>	<b>2046.200</b>	<b>1980.400</b>	<b>1388.000</b>	<b>70%</b>	<b>73%</b>