

Chapter

2

CRITICAL PLANNING ISSUES: LAND USES

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2.1 INTRODUCTION

The existing development and land use in much of the urban area is the result of piecemeal intervention by individuals and the government in scattered locations in the city and its periphery. In the areas outside the city undesirable ribbon development along the edge of regional roads and along growth centres and bazaars is commonplace. Activities generated by these uses spill into the adjacent roads causing severe disruption to through traffic.

In the city, areas formally developed by the government for residential, industrial or commercial purposes have access and utilities, but no development standards. Elsewhere it has taken place without adequate access, utilities and amenities and no guidance or control. Inner city wards have continued to increase in building construction without addition to any other facilities or amenities. Expansion of peripheral areas takes place without forward planning. This results in traffic congestion, water logging and flash flooding, and a general deterioration of the urban environment.

2.2 EXISTING LAND USE PATTERN AND POLICY GUIDELINES

An overview of the existing land use and development patterns is provided in the following sections. Development issues are raised, objectives, policies and guidelines applicable at the city level is presented. Further references are made in Development proposals of DPZs in Chapter- 4, Implementation in Chapter- 5 and Guidance Standards in Annex.

2.3 RESIDENTIAL (HOUSING) USE

a) Planned Residential Development (Government and Selected Non-Government):

Some plots have been developed by the government in 18 projects and assisted a private cooperative in acquiring land for 2 projects in the city. These are given in Table 2.

i) ISSUE H1A:

Total allowable units and target population, is not defined in housing schemes. Thus planned provision

of urban amenities (school, play grounds, kitchen markets etc) is arbitrary and do not meet local needs when most plots are occupied. Furthermore existing low-density residential estates are transforming into multifamily high-rise apartments with no additional urban amenities or utility infrastructure. Thus supporting facilities are initiated by private sector by default and without permit.

POLICY:

H1 to Guide the Re-development of formal Planned Housing schemes

In partnership with private property developers, plot owners are converting single or double unit residences with low plot coverage (less than 50%) into high rise multifamily (20 and above) apartments. As per the current Building Construction Rules these are constructed with excessive plot coverage (72% and above) and high Floor Area Ratio (FAR). Additional provision of urban amenities, community facilities and open spaces, or the impact of generation of solid wastes or sewage, additional requirement for gas, electricity or water are not taken into consideration for the area and the



Fig. 2-1 Birdseye view of an existing residential area.

increased population.

This Plan recommends reservations for open spaces and amenities, introduction of pedestrian walkways and greenways, and permit transformation after a local redevelopment plan is prepared through dialogue with landowners and relevant government departments. The standards set by the Private Housing Rules 2004 (Baysharkari Bhumi Unnayan

Table 2.1: Major residential schemes undertaken by different organizations

Sl.	Organization	Scheme	Area (in acre)	No. of plots	Land development
1	CDA	Katalganj	6	51	1960-1961
2	CDA	Agrabad	33	774	1962-63
3	CDA	Chandgaon	41	606	1962-63/1973-74
4	CDA	Chandgaon (2 ^d Phase)	5.79	83	1978-80
5	CDA	Fouzderhat	13.62	164	1962-63/1980-81
6	CDA	Chandrima	11.97	183	1999-2000
7	CDA	Halishahar	14.8	22	1963-64
8	CDA	Sholashahar	10.25	98	1960-61
9	CDA	Silimpur	98.93	1029	1985-90
10	CDA	Karnaphuli	51.69	516	1991-1996
11	CDA	Kalpalok	Phase I	1700	2005-06
	Phase II		89.42		
12	CDA	Annayana	62	1521	2007
13	NHA	Shershahi	33.1	338	1950-51
14	NHA	Feroz Shah	126.13	944	1949-50
15	NHA	Halishahar	536.82	3327	1959-61
16	NHA	Kaiballaydham	41.3	4144	1988-97
17	CCC	Sugandha	18	211	1968
18	CCC	Lake City Housing	30	520	2003
19	CCC	Kobe Housing	3	50	2004
20	CCC	Sayed Shah Road Bakalia	1	15	1978
21	CCC	Bakalia Bagarbil Housing	0.54	11	2003
22	CCC	Joy Pahar Housing	0.9	15	2006
23	CCC	Port City Housing,	7.24	118	2004
24	CCC	VIP Housing, Dakshin	6	65	2002
25	PWD	Panchlaish	69.357	136	1950-51
26	The ChittagongCo-operativeHousing Society Ltd.	Nasirabad	42.11	165	1956-57
27	The ChittagongCo-operativeHousing Society Ltd.	Khulshi	51	170	1961-62
28	The ChittagongCo-operativeHousing Society Ltd.	Rosevally R/A, Pahartali	4.74	55	1994-95

Source: Secondary information from respective organization.

Nithi 2004) may be referred to. The aim should be to create residential communities, by incorporating creative design talent. (See Annex for recommended guidance).

H.1.1 The Authority will not allow overloading and over densification of existing planned areas to an extent that will have an unacceptable impact on the established residential areas. It will consider the impact of noise, traffic generation, air pollution and urban amenities.

H.1.2 The Authority will ensure allocation of space/arrangement for solid waste collection, and establishment of urban facilities and amenities and

open spaces.

H.1.3 The Authority will ensure that housing apartments for families have spaces for children's play areas within the plot boundaries and in the Neighborhood (NH).

H.1.4 The Authority will ensure that there is a designed program of tree planting both roadside and within plots. It will ensure urban amenities and security.

b) Densification of Traditional and Established Area

ISSUE H1B

Established traditional areas such as Jamal Khan, Lalkhan Bazar, Firingee Bazar, etc. are undergoing the same densification mentioned above, putting tremendous load on existing roads and creating grave deficiency in provision of community facilities and open spaces. As local road networks are poorly developed and non-existent this causes extreme congestion on the secondary roads (local distributors).

Area Renewal programmes will have to be initiated immediately. The same policies as in H1 will apply. (See Annex for recommended guidance)

ISSUE H2A

Buying of serviced plots for speculation and keeping them vacant for long periods.

POLICY:

H2 to Better Utilize Serviced and Allocated plots

Government serviced plots (ex. Silimpur, left bank of Karnaphuli) remain vacant for long years (15 years or more). This encourages speculation in land. The practice lacks social equity and is wasteful of scarce resources, as it imposes pressure for more developable sites for those who need them. Thus it can largely be viewed as a means of future opportunity instead of effective demand. It should be the aim of this Plan to make recommendations for timely or interim use of serviced sites.

H.2.1 The Authority will ensure that serviced plots are utilized within 4 years of its allotment. If for such valid reason construction is delayed short term alternate use (tree plantation, play field, other relevant) has to be carried. After such time fiscal measures such as vacant land tax has to be introduced.

ISSUE H2B

Government direct involvement in serviced plots should be restricted to the low income group.

POLICY:

H2B to make serviced plots to the low income group

Most government plots are targeted to the middle and high income population while deprivation at the low income is the most. All government schemes has to cater for all income groups with particular emphasis to the low income group.

c) Planned Urbanization through Land Management Techniques

ISSUE H3

Housing projects are initiated in agricultural lowlands and in hilly areas by indiscriminate filling, flattening, subdivision and sales of plots with no standards for provision of, infrastructure or amenities, with or without approval. Individual process of fragmentation of low, waterlogged areas or hills and building activities without environmental consideration is leading to unsustainable urban environment.

POLICY:

H3 to improve the existing spontaneous settlements through Land Management Techniques

All peripheral area expansion falls under this category. This Plan suggests introduction of planning mechanisms for upgrading and improvement. It also includes formulating legal provisions to control land subdivision and land filling in the urban and urbanizing areas (See Chapter-5 and Annex).

H3.1 The Authority shall identify spontaneous areas which are in unsatisfactory conditions and will initiate area based Land Readjustments, Renewal or Redevelopment schemes. Government shall make provisions for its legal enforcement.

H3.2 The Authority shall identify areas for improvement by declaring Neighborhood Renewal areas. Inner city wards are in need of major renewal. A first phase sites may be selected at: a) Sadarghat Area, Alkaran, Firingee wards, Agrabad (ward 25 & 26), Madarbari (ward 19). The proposals for renewal will largely be implemented by the private sector / private land owners with guidance and partnership with the government.

d) Revitalization of Government Residential Quarters

ISSUE H4 A

Many government staff quarters are dilapidated, and have poor environment and aesthetic settings. PWD, Bangladesh Railway (BR), CPA has major housing sites in the city. Many such buildings have outlived their useful and effective life.

ISSUE H4B

Many government sites built in much earlier times

have very low density development. These areas now demand high economic use and environmental protection. For example, one storied staff housing for CPA and BR particularly south part colony, north part colony, Jhautala, the Chittagong Rail station area. The economic worth of land is much in excess of the structures. It should be the aim of this Plan to see revitalization of these areas through phased demolition and appropriate redevelopment.

POLICY:

H4 to Revitalize Government Housing Schemes

To deal with the first issue, the aim is to add on to the existing stock of housing, redefine affordable/efficient unit size, and make redevelopment financially possible by introducing rentable commercial and parking spaces and making provision for urban amenities, open spaces, playgrounds and fields for the benefit of a wider population.

H4.1 The relevant government department shall initiate a phased program to demolish the dilapidated buildings, improve the settings, add additional infrastructure and provide urban amenities to benefit a wider community.

H4.2 Government may consider building ownership/ rental units. It should incorporate commercial (office /shopping/ community spaces) for rent or sales. In appropriate locations provision for parking garages/ towers may be built to generate income and meet the need of the city. Provision for green space and playground shall be considered. A tree planting scheme to cover a minimum of 15% of all space is recommended.

H4.3 Units size should be rationalized to cater to the affordability of the lower 70% of the population. This range may be from 350 sq. ft. to 400 sq. ft. (LIG) AND 600 sq. ft. to 800 sq. ft. and 850 to 1000 sq. ft (MIG).

H4.4 A limited number of accommodations in the ground floor shall be designed for accessibility and use by the physically challenged.

e) Low income Housing and Slums and Quarters

There is a huge backlog of housing particularly for the low and middle income group and the poor. Of a total of some 420,000 HH in the city 40% consist of Jhupri and Katcha (Source: BBS 2007).

ISSUE H5

The presence of slums is an issue of socio economic deprivation and environmental degradation.

POLICY

H5 to conduct a phased program for Upgrading Slums and Squatters

This Plan aims to improve the living and environmental conditions of these areas through land sharing and other such land management techniques as mentioned in Chapter-5.

f) New Housing Provision for all Income Groups

POLICY:

H 6A to make provision for new housing for all, with particular emphasis to low and middle income groups

The aim of the Plan is make more equitable allocation of housing resources for the LI and lower MI group including housing for industrial workers. In new sites developed by the government and private sector, provision shall be made for a range of unit sizes and income groups. On the basis of the designed population the full range of playgrounds, open spaces and other urban amenities including commercial uses shall be incorporated.

With active participation of the private sector government may start a phased programme of building ownership flats with emphasis to this target group.

H 6B To make Provision for the High Income Group

The aim will be to provide various sizes of units for the high income group with high percentage of open space, landscaped gardens and other leisure spaces and facilities.

2.4 INDUSTRIAL AND COMMERCIAL USE

Chittagong has a unique opportunity for expanding its economic base and create employment. It has the major port of the country and is the second largest commercial and industrial centre. It has the longest established CEPZ. Two other zones - the Karnaphuli EPZ and the Korean EPZ (KEPZ) are upcoming.

District-wise Chittagong receives the highest overseas remittances and therefore there is a large amount of investable funds. The development of the new

Figure 2.1 Major Industrial Sites, Airport and Sea Prot

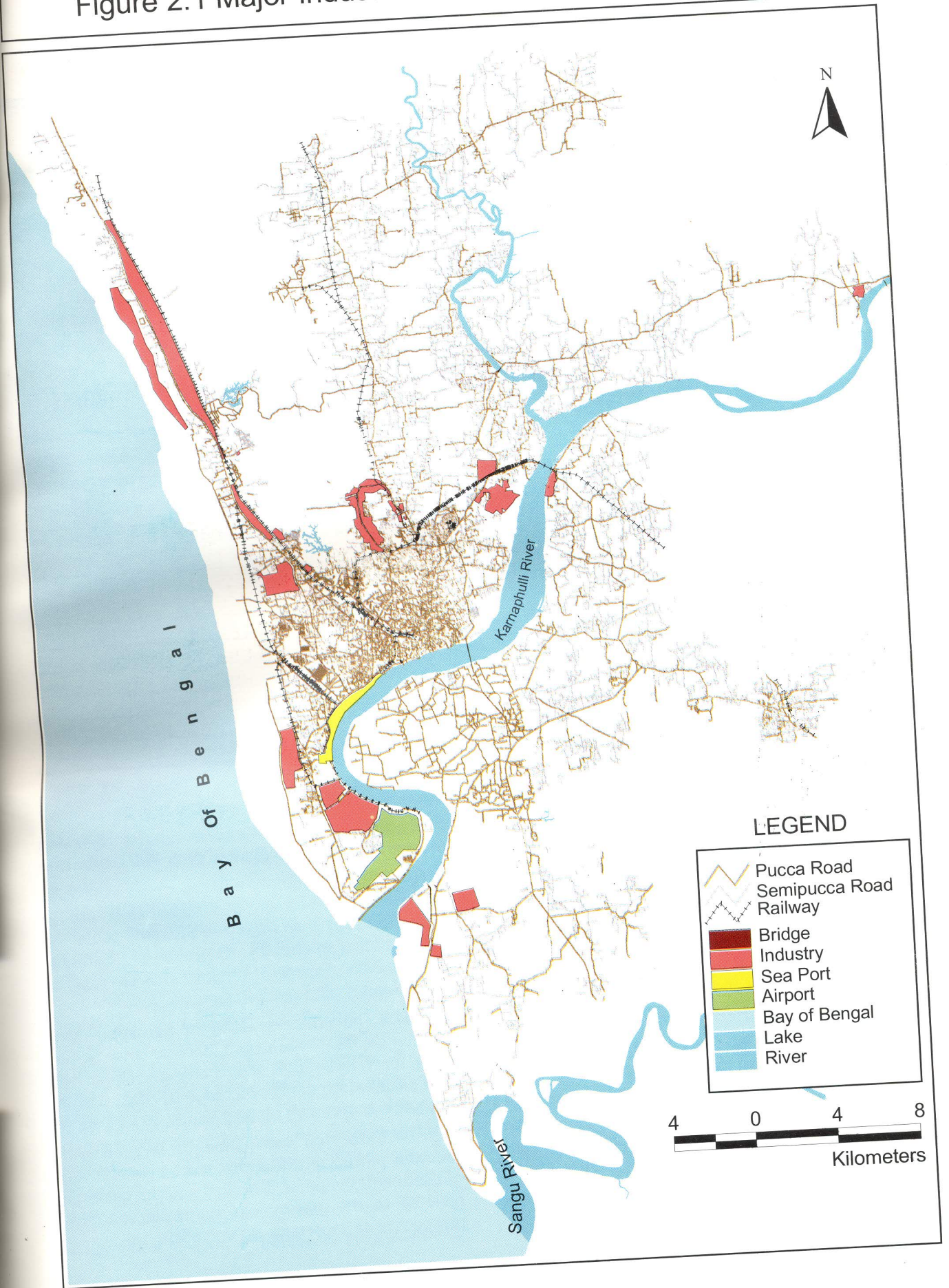


Table 2.2: Major Industrial Sites undertaken by the Government

Sl.	Organization	Scheme	Area (in acre)	No. of plots	Land development
1	CDA	Kalurghat	200.44	58	1961-63
2	CDA	Mohra	76.84	31	1962-63
3	CDA	Fouzderhat/Sagarika	325.98	78	1961-62 1969-70
4	CDA	Sholashahar (light industry)	42	37	1960-61
5	PWD	Nasirabad	383.93	396	1950-51
6	CCC	Sagarika	14.14	10	-
7	CCC	Chandgaon FIDC Road	11.551	3	1968
8	BCSIC	Fauzdarhat	32	159	1963
9	BCSIC	Sholashahar	14.01	66	1963
10	BCSIC	Kalurghat (Old)	12	71	1963
11	BCSIC	Kalurghat (Extension)	31.54	255	1982-1983
12	BCSIC	Patiya	10.54	79	1981
13	Central Govt.	Patenga	-	-	-
14	Central Govt.	Fauzdarhat	-	-	-
15	Central Govt.	Kumira	-	-	-
16	CDA	CEPZ (Halisahar)	560	-	-
17	KEPZ	Patenga	222	-	-

Source: Secondary information from respective organizations

Note: To relate to the Structure Plan, issues and policies under Industry, Commerce, Port and Tourism is categorised under Economy. The numeral used for Policy thus relates to the Structure Plan - where already exists, while new numbers have been given elsewhere. Thus Issue and Policy numbers are not continuous

airport, expansion of the EPZ's, expansion of port activities, proposed embankment along the river and coast provides new opportunities for investment.

The Structure Plan estimates the need for 450,000 jobs within the plan period of 2015.

a) Industry

There are large public sector heavy manufacturing industries in Patenga and other estates developed by the government in Nasirabad, Kalurghat, Fouzderhat, Mohra, and Sagarika.

ISSUE 1 - ECN 4

Many industrial plots are underutilized, vacant or non-functioning. Alternative and incompatible use has taken place. Pressures for more industrial sites are created when existing ones remain largely underutilized.

POLICY

ECN 04 Improve Conditions in Existing Industrial Areas and Ensure their Full Utilization

ECN 04.1 The Authority will coordinate with PWD and relevant government department to ensure full utilization of serviced industrial plots at Nasirabad/Sholashahar I/A, Kalurghat I/A, Kalurghat Noxious Zone, Fouzderhat Industrial Area, Sagarika I/A, and industrial sites at Patenga.

ECN 04.2 The industries along the Karnaphuli River at Patenga have insufficient parking and waiting space for vehicles that they generate. Many have high walls, which are on the edge of roads with no plantation buffer or footpaths.

ECN 04.3 To stop speculation of serviced plots, industrial plots, if left vacant for more than four years of allotment, should be cancelled and the ownership reverted to the government for reallocation to a prospective entrepreneur for immediate use.

ISSUE ECN 5

A number of industries have been permitted in agricultural areas in scattered locations, which are polluting the surrounding land and water canals. Examples are along the Hathazari and Chittagong Cox's Bazar road. This is against the Policy of the Structure Plan ECN 03 and ECN 05.

POLICY

ECN 05.1 Immediate efforts must be made by the Authority / Government to stop all form of untreated discharge into the nearby fields and khals from all polluting industries in designated areas and in isolated locations.

b) Small Scale Industries and Commercial Operations

Commerce and small manufacturing operations are intertwined with residential uses and a clear demarcation often cannot be made of this land use category.

ISSUE ECN 11

Most small-scale facilities grew up by default rather than design. The structures often have no legal permit; many are on encroached land particularly along the banks of rivers and natural khals.

POLICY:

ECN 11 Provide Assistance to Small Scale Industrial and Commercial Operations

Though about one third of the work forces are engaged in the informal economic activities (manufacturing, trade and services) this sector has been underserved by formal government provisions. Planned new areas have to be incorporated within existing uses and in new areas.

ECN 11.1 Appropriate provisions for small business and commercial enterprise should be integrated with all formal particularly middle and low income housing development and redevelopment schemes by the government and the private sector. An area of 5 to 10% area may be devoted for the purpose.

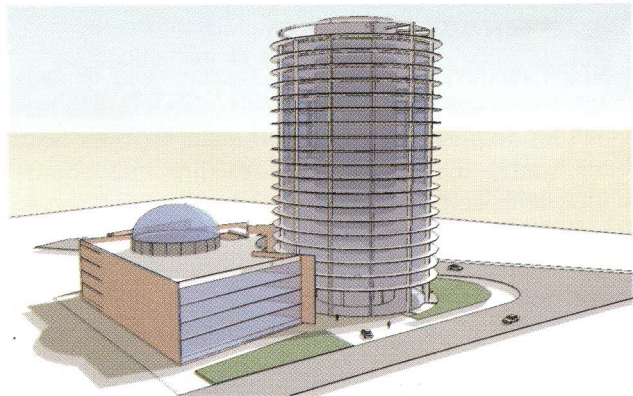
ECN 11.2 It should be the policy of the Authority/ Government to promote the service sector for quantitative and qualitative improvement. These include:

- Private educational enterprise
- Computer training and other training facilities

- Community centres

The following will be in designated areas only.

- Automobile and other repair workshops
- Construction firms
- Small manufacturing



Pic. 2-2 Establishment of IT Tower can be foundation of computer training and commercial enterprises.

ISSUE ECN 09

Commercial development normally consists of only a narrow strip along major city roads. Due to lack of access and lack of overall area plan the rear plots are poorly developed.

ECN 9.1 A mechanism to open up privately owned areas at the rear of the front line of roadside development has to be implemented through area development plans (See Chapter-5).

ISSUE ECN 9a

To get access to the main road plot subdivisions adjacent to major roads are long and narrow which is inefficient in character. Multiple access is created causing disruption to pedestrian and through traffic movement.

Policy

ECN 9.2 Statutory control on minimum width of plot frontage in all major roads will be introduced by the Authority.

ISSUE ECN 9b

Most commercial areas and sites suffer from lack of parking facilities. Due to inefficient subdivisions the undefined provisions in the current building rules insufficient and inappropriate provisions are made, such as parking space in the most visual part of the

ground floor of the building diminishes the city's aesthetic appeal.

ECN 9.3 Parking towers and off street parking sites have to be incorporated in major commercial, industrial and recreational sites.

c) Low Income Economic Activity

ISSUE ECN 13

Street vendors and very small traders need to carry out their trade for survival. Unfortunately due to lack of considerations by the government for their need for space, they occupy the existing inadequate footpaths and pavements causing interference to pedestrian movement. They are routinely evicted and it is understood that they have to bribe law enforcers and musclemen, to operate.

POLICY:

ECN 13 *Ensure space provision for street vendors and very small traders in the urban system*

ECN.13.1 It shall be the policy of the Authority and CCC to make provision in appropriate locations in the public open space system (which also includes pavements and footpaths) for operations of street vendors and very small traders (hawkers).

ECN 13.2 Selected guideline for their operations.

- Mandatory requirement to provide say 1% of floor space or 1 vendor /1000sft in all formal shopping malls developed by the government or the private sector. (Actual allocation to be determined by the Authority). Licensed vendors shall be allowed to sell wares in specially designed trolleys in plazas, courts, public corridors and parks.
- Other government and private organizations shall make such provision in designated areas where opportunity permits (courts, hospitals, stadium etc)
- Additional spaces along the footpaths in appropriate locations (in the urban roads) shall be designated for street vendors. This will be an addition to the mandatory footpath space. Through a licensing system managed by the CCC, these spaces will be formally leased, with control on their operations. (solid waste generation and disposal).
- Designated spaces/stalls in parks, playgrounds and other urban spaces will be carefully selected for their operations.

- Certain streets may be turned into pedestrian streets on certain days for operations of street vendors and small traders.

d) Port:

Of the two ports (Chittagong and Mongla), handling the sea-borne trades of Bangladesh. The CPA accounts for 85% of imports and 80% of exports with total of about 8,500 employees. In addition, it creates employment for some 14,000 others.

Imports and exports, increased by approximately 193% during 991-92 to 2002-03 representing an annual growth rate of 6.1% compared to the average annual GDP growth rate of 5.42%.

Amongst the many serious problems affecting the port efficiency, serious demand of functional container storage and handling spaces is one of them. 80% containers are stripped in the yard and approximately 20,000-30,000 sq. m. of the container yard is devoted to the stripping of FCL containers.

ISSUE ECN 7

The port undergoes severe congestion due to high berth occupancy 80% and more, resulting in longer ship turn-around times, hence more cost to ship owners. It is estimated that 75% of ship waiting time is attributable to non-availability of berthing space.

The Structure Plan policy ECN.07 asserts that land for the expansion of the port must be made available, as it is the key to the future success of the economy.

POLICY

ECN 07.1 *The port and the railway will release land other than operational land within at least half km of the port for port functions.*

This includes relocating the south colony, the port hospital, the railway hospital, the recreational clubs, north colony etc. (details in area plans) and using these lands for port use.

ECN 07.2 *The naval installations at New Mooring along with its residential areas should be considered for relocation on the south bank of the river. Port operations and expansion of the CEPZ are severely handicapped by the presence of the naval establishment. (Refer Master Plan and Trade Facilitation Study Draft Report Vol. 1, Main Text Part 1 page E 5)*

e) Tourism

ISSUE ECN 12

Though tourism is the world's single largest source of employment, Bangladesh employs only some 1% of total civilian workforce in this sector. The private sector operations could become every big in Chittagong, if government provides a favorable atmosphere.

POLICY

ECN.12 Encourage the Development of Tourism in Chittagong and in Adjacent Areas, which could use the City as a Base.

ECN 12.1 The following considerations will be made:

- Setting up of tourism information centres
- Creating attractive public places such as parks, public plazas and other such public leisure and recreational spaces
- Promoting Chittagong's historic past and events and enhancing its cultural treasures.
- Promoting religious tourism, by conserving and enhancing important Islamic, Buddhist and Hindu religious sites.
- Conserving and enhancing natural settings of hills, river coasts, vegetation.
- Promoting Rural Bangladesh, along with folk arts and crafts, food etc.
- Establishing Regional park and Botanical Garden
- Promoting weather related tourism by establishing facilities to enjoy the monsoon rains and mild winter.

2.5 COMMUNITY FACILITIES

ISSUE Com 1

Generally speaking community facilities are inadequate and insufficient to serve the existing population and have an uneven distribution. It is the policy of the plan to provide such facilities both by the government and encourage and enforce the private sector to provide such facilities to cater to the needs of a wide section of the population as per quantitative and qualitative standards set by the government /Authority / Local Body.

a) Proposal for Administrative and Community Focal Point

Objective

The Government shall introduce greater participation and decision making role at the local level by establishing and /or enhancing local community facilities at the local level.

POLICY

COM 1 To make physical provision to accommodate the strengthening role of local government and ensure community participation at the local level

COM 1.1 This Plan recommends creating a central focal point for local governance and community interaction in each zone. The site area will vary according to availability of land. Recommended minimum is 1 acre. This administrative and community meeting ground will have the following facilities:

- Office space: CCC (ward), Planning Authority (present CDA), office of any relevant utility service (PDB, WASA, gas etc), other services passport, election commission, other relevant)
- Some rental office space to generate operating funds and recoup development costs.
- Conference and community halls (large/small) for government use and for rent.
- Community library and IT centre (to be operated on commercial basis)
- Community college: for skill building, training and skill enhancement.
- Some general rental areas-shops/ restaurants for income generation
- Public toilets
- Sufficient facility for parking of public and private vehicles.
- Location should be connected to the public transport route network.

COM 1.2 Each ward office will have an identifiable area with its set of buildings for the community and local government. Reservations will be made in new areas. In the existing city the Authority/CCC will coordinate to identify sites and implement schemes.

COM 1.3 All ward offices shall be upgraded to reflect its status as a local government service facility. The ward offices in each ward will be networked with the zonal office and the main city office.

POLICY

COM 2 To ensure adequate provision of education, health facility and kitchen markets in all neighborhoods

COM 1.4 The Authority will ensure that adequate facilities are provided at the city scale and in all NH.

The existing Government 2004 and the standards recommended in the CMMP as is appended in the Annex.

2.6 RECREATION, LEISURE AND OPEN SPACES

Recreation, Leisure and Open Space

Currently there is a severe deficiency of all kinds of recreational open spaces, public plazas and public amenity spaces. At the national level there is no Open Space Policy or a recreation and Leisure policy. At the city level, CDA and CCC has little obligation to provide parks and open spaces. Twenty-six proposals for various types of open spaces recommended in the Master Plan 1961 received negligible attention. Where scope exists, these proposals will be reconsidered. The Structure Plan policy, '**PRS.03 Protect and Enhance Significant Areas of Open Space within the City,**' sets the basis for protection of open spaces in the city.

ISSUE

Very few parks, playgrounds and public open spaces under recreation and leisure use have been consciously created. Potential sites have been abused, destroyed and generally not been considered for protection, enhancement and use as public open spaces.

Lack of funds is cited as inability for reserving and creating open spaces

RO 1 POLICY

It shall be the aim of the Authority and the Local government to see the development of a wide range of indoor and outdoor leisure and recreational facilities and urban amenity areas, catering to the needs of a wide section of the population. It should aim at improving the quality of life, attain environmental sustainability, support the city's reputation and improve its appeal.

RO 1.1 Sites should be accessible by public transport.

RO 2 POLICY

To introduce and establish Institutional

Mechanism to Conserve and add to Open Spaces in the City and Surroundings

RO 2.1 A department named Chittagong Parks and Recreation Department should be incorporated with City Corporation who will maintain close liaison with the Planning Authority for acquiring, designing and maintaining parks and open spaces. The Authority will also establish parks and Open spaces as a continual programme.

RO 2.2 The Authority /CCC/ government should make a 20 year plan for implementation of a parks and open space system. This may be termed as the "Chittagong Green Spaces programme". Suitable Open Spaces in the city with all government organizations (including all government) shall be designed and maintained as public open spaces.

RO 3 POLICY

To Protect, enhance and add to the city's stock of parks, playgrounds and other open space lands to improve the quality of life, and protect the natural and built environment.

RO 3.1 The Authority and the CCC/Local Government shall establish cooperation between private landowners, private developers, companies, the government, environmentalists and professionals to establish a system of open space; made up of hills, ponds, gardens, walking and cycling paths and tree lined boulevards. Efforts will be made for public open spaces as an interconnected system.

RO 3.2 The Authority and the Local government should acquire open space lands particularly with high probability of loss of conservation. Innovative measures may be adopted to generate revenue from such lands.

RO 3.3 Public access to the shorelines such as the Karnaphuli and Halda river and coasts within the urban area has to be protected and enhanced.

A network of linear opens spaces may be made by linking and making better use of river valleys, natural drainage canals such as the Chaktai, khal, Moshehk khal, etc. Greening of edges of khals and disused railway tracks should be considered. This will have a significant impact upon improving the city as a place to live.

RO 3.4 Special buffers of opens spaces shall be created to separate neighborhoods and communities from canals, manufacturing and production sites/

brick fields and other urban sites.

RO 3.5 The Authority and the CCC/Local Government will work with the private sector, central and local government and other institutions to facilitate the provision of a range of multipurpose indoor recreational facilities.

RO 3.6 The government /Authority will consider and cooperate for expanding major sporting facilities.

RO 3.7 The use of the rivers, canals and other large water bodies will be encouraged for recreational facilities, angling and making them clean.

RO 3.8 The Authority/CCC/ Local Government will provide a good distribution of safe and attractive areas for informal recreation and play spaces for young children in its own schemes and impose such provision to be met in schemes of others, both private and public. Where this has not been provided; efforts will be made for provision for such spaces in existing settled areas.

RO 4 POLICY

Mandatory government provision and innovative ways to generate funds from public, private, institutional, and fiscal measures shall be introduced.

2.7 CULTURE AND HERITAGE

Chittagong has a long and varied cultural past. Due to being a major maritime port the heritage of Chittagong is enriched by contribution from diverse races and cultures. It flourished as a port of the Kingdom of "Harikela" from about the 14th century onward. The Arakans, Sultans from Bengal, Mughals (1670), Portuguese, and the British (1517) came here to trade and to rule. Great personalities visited this region. The city made notable contribution to the Quit India Movement (1931-34) and the Independence movement.

ISSUE CH 1

Little traces to embody the eventful past, is evident in the city and its surroundings. Conservation of Chittagong's cultural and historic treasures or its old settlements with its trees and water bodies has not been in the planning and development agenda. Heritage structures and sites have remained unrecognized and unrecorded. They have been neglected, disfigured, altered, encroached upon or

demolished in the name of development.

The Structure Plan recognizes the need for listing and conserving such buildings, monuments and enhancing their settings. Development of high profile projects for enhancing the prestige of the city had been advocated in the policy;

PRS.02 Conserve buildings and monuments of cultural, architectural and historic interest

A preliminary schedule of areas and buildings requiring preservation and conservation for historical, architectural environmental or ecological point of view is given in Annex 04

In addition to building sites, important historical events and personalities should be recognized in the development agenda. Heritage and cultural conservation should form an integral part of the planning and development control process within CDA and CCC. In pursuance to the above Structure Plan PRS 02, the Authority CCC/ Bangladesh Parjatan Corporation/Government will acquire and protect open space lands, with special consideration to archeological and historical resources, unique sites and views and visits.

POLICIES

CH 1 To provide Recognition to Historical events and persons who have made major contribution to society.

CH 1.1 The Authority shall coordinate with the CCC, relevant government, academic institutions and societies to collate relevant information and make a formal listing.

CH 1.2 It will coordinate with CCC / Local Government /cultural societies to record historical events, personalities and make a phased program to upgrade and enhance the sites for conservation, thereby promoting tourism and leisure and recreational opportunities.

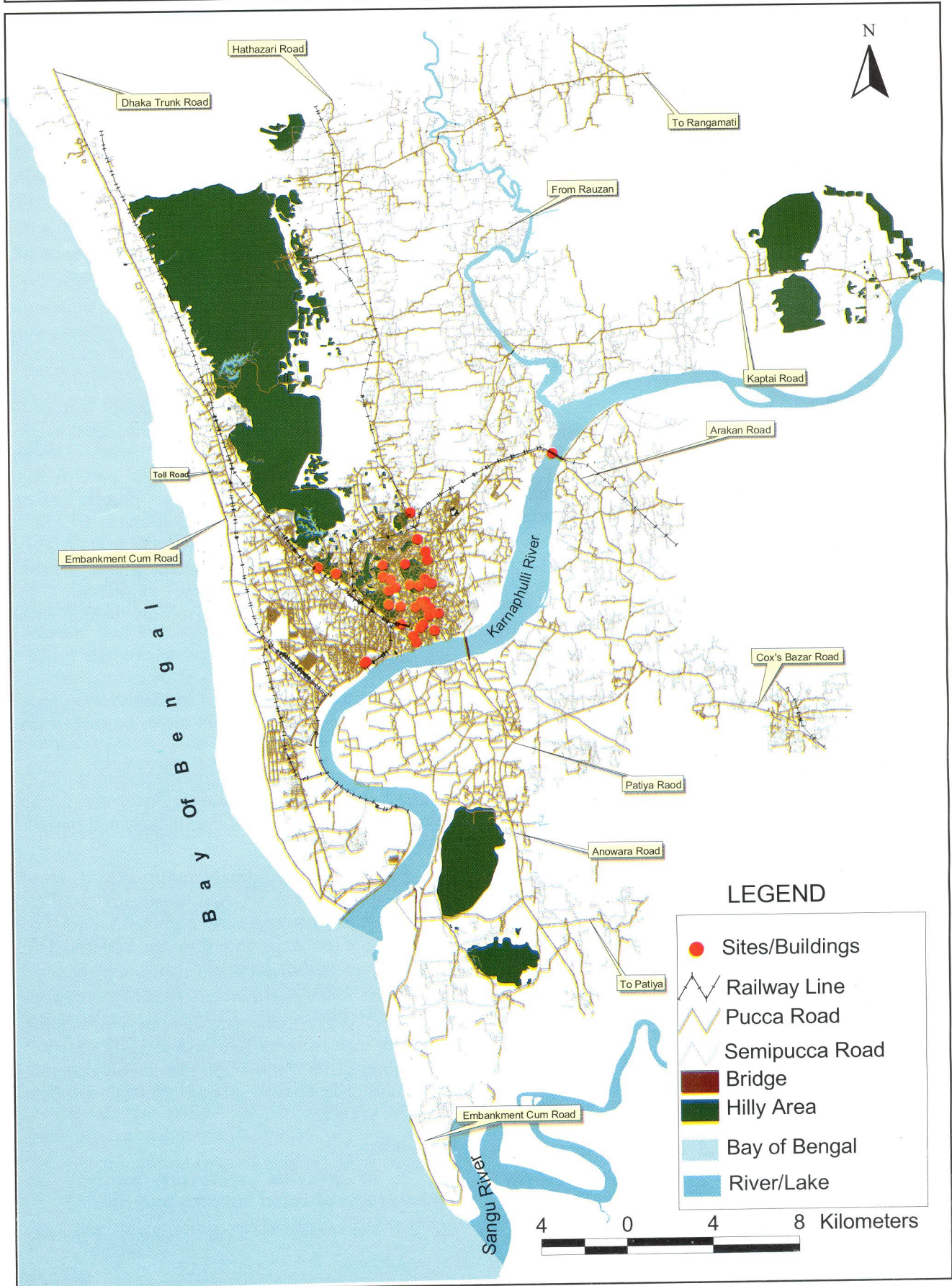
CH 1.3 To provide opportunities for tourism, the Authority may recreate historical settings. This will create interest for visitors and provide employment opportunities in tourism related activities. It would revitalize the city.

POLICIES

CH 2 To provide statutory control on conservation of listed building and sites

CH 2.1 The Authority should have a "Heritage

Figure 2.2 Sites and Buildings Required to be Preserved for Cultural and Heritage Point of View



Committee" consisting of historians, architects, urban planners, noted personalities in the academic and cultural fields with interest in history, heritage and town planning. The development control process must ensure that these listed sites/ structures are not affected by any development proposals.

These treasures need to be on 'Display'– to preserve them for posterity and in doing so generating income through tourism, leisure and recreation.

CH 2.2 The Authority/ Government /CCC will make provisions for the promotion of arts and crafts, music including spaces accessible for artists and artisans to make a living. The Authority will work with the Shilpa Kala Academy, Arts College and the private sector to encourage the expansion of art in the city.

For example: Retaining walls along major scenic roads such as the Battali Hill area, Prabartak Shanga, War cemetery road, may be devoted to sculpture and murals.

CH 2.3 The Authority /government /CCC will promote public art in the city such as sculpture, murals, and spaces for outdoor performances and displays.

CH 2.4 The Authority /CCC /Local Government will make provision for promoting cultural events such kite flying, Boli khela, Polia Baishak and make provision for such spaces.



Fig. 2-3 Promotion of cultural events can encourage tourism.