



DISTRICT LAND USE & ZONING PLANS FOR LOCAL GOVERNMENTS IN PUNJAB

DISTRICT SAHIWAL (2023-2043)



Project Management Unit (PMU)
Local Government and Community Development Department





Planning Today for Resilient Tomorrow



FOREWORD

Conventionally, Local Governments play a crucial role in achieving the targets of sustainable development. The optimum allocation and utilization of land is essential to address the challenges posed by rapid urban sprawl. By focusing on land use planning, we can steer urban expansion in a way that preserves agricultural land, conserves resources, and ensures long-term food security. With clear, actionable strategies, we are confident in our ability to build vibrant, sustainable communities for the future. The Land Use Plan will serve as a comprehensive guide, ensuring that urban growth is managed effectively and align with Sustainable Development Goals (SDGs).



While the law obligates each Local Government to independently formulate plans to address present and future needs, numerous challenges have hindered their ability to fulfill this mandate. To support Local Governments, the department has established a centralized Project Management Unit (PMU) to lead the preparation of Land Use Plans across Punjab and provide technical and financial resources without compromising the independence of Local Governments by actively involving them in the planning process. The purpose is to ensure inclusivity and ownership of these 20-years Land Use Plans.

We have successfully completed the District Land Use and Zoning Plans for Punjab, introducing a comprehensive policy framework that equips Local Governments with the tools to manage land use effectively. This milestone was achieved on fast-track due to strong collaboration between the Local Government & Community Development Department and the District Administrations. These Plans have been duly approved and notified under the Punjab Local Governments Land Use Plan (Classification, Reclassification, and Redevelopment) Rules 2020.

(Shakeel Ahmad Mian)

Secretary to Government of the Punjab
LG&CD Department



EXECUTIVE SUMMARY

One of the key responsibilities of the local governments is the regulation and optimal utilization of the precious land resource. The unchecked horizontal growth of our cities has led to depleting prime agriculture land, environmental degradation, and poor land management, which further threatened food security and climate resilience, leaving cities ill-equipped to meet global benchmarks like the Sustainable Development Goals (SDGs). The disjointed framework for land use planning called for a structured and strategic approach to guide sustainable urban development.

Recognizing the capacity constraints of local governments, the Local Government & Community Development Department initiated a centralized support unit for the preparation of land use plans. Tasked with this responsibility, the Project Management Unit (PMU) has been established to lead these efforts across Punjab's districts. The primary objective is to provide financial and technical assistance to local governments while ensuring a standardized and inclusive approach to planning.

The land use and zoning plans were crafted using a balanced and data-driven approach designed to address the distinct needs of local communities. Through a context-specific and rational methodology, future land demand was meticulously projected to foster compact urban growth and maximize land efficiency. The structure plan strategically integrates a hierarchical road network to organize urban development, ensuring seamless mobility, enhanced accessibility, and greater social inclusivity. Central to the plan is a focus on economic vitality, with provisions for robust commercial, industrial, and agricultural activities supported by key infrastructure, including commercial corridors, industrial zones, and farm-to-market roads. Throughout the process, stakeholder engagement was prioritized, embedding a participatory framework to guarantee comprehensive input from all relevant parties.

These land use and zoning plans are now equipped for implementation as comprehensive frameworks for regulating land use, optimizing urban infrastructure, and driving sustainable development across the region. Developed through the collaborative efforts of Project Management Unit (PMU), Planning Officers in each Local Government, Consultants, and local stakeholders, the plans provide actionable guidelines for shaping urban growth. Their implementation will focus on creating

balanced residential, commercial, industrial, and agricultural zones while addressing environmental sustainability and socio-economic inclusivity.

Consultancy firms registered with Pakistan Council of Architects and Town Planners (PCATP) possessing competent professionals have developed these plans, under the guidance and administration of Project Management Unit (PMU) ensuring firm compliance with project's approved Terms of Reference (TORs). This includes a range of activities and deliverables, such as vision formulation, situational analysis, district profiling, projection of a city's future requirements of land, housing, connectivity and social infrastructure, to come up with the data-driven plan. These plans not only outline the urban growth limits for the next 20 years but also ensure a balanced distribution of land for various purposes, including residential, educational, health, IT neighborhoods, commercial, economic, and industrial zones. Additionally, the plans enhance district connectivity through a network of roads, including the Ring Road, bypasses, structure plan roads, farm-to-market roads, intercity corridors, and the widening of existing revenue paths.

WAY FORWARD

True transformation of cities lies in the implementation of plans that determine their future urban form. For effective implementation, our team has developed the Planning Support System (PSS)—the first of its kind—to support local bodies and field hierarchies responsible for land use regulation through a centralized surveillance system. The PSS will assist planning officers in zoning decisions through the “Automated Zoning Report” and help control violations of approved land use plans using a Geo-AI land cover change detection system. The PMU will provide essential training to planning officers to ensure the PSS is utilized to its fullest potential. The system will be further strengthened with feedback from citizens and other stakeholders.

Another challenge in the effective implementation of plans is the missing link between revenue records and proposed land use zoning. Integrating these through the superimposition of revenue records/maps onto land use plans is the way forward—an upcoming venture we are committed to achieving.



(Ume Laila Naqvi)
Project Director

ABOUT CONSULTANT



SHEHER SAAZ
Creating Places for People

The preparation of the District Land Use and Zoning Plan for Sahiwal was awarded to **M/S Sheher Saaz (Pvt.) Ltd.**, an international urban planning and engineering consulting firm established in 1998 with one goal: to provide people and organizations with high-quality and expert advisory services. Sheher Saaz has carved an identity among global design practices as one delivering future legacies to cities worldwide. The firm has successfully completed over “50 cities master planning projects” to date, marking it as a testament to our unwavering commitment to urban excellence and eco-friendly urban planning. The firm engaged the Senior Urban Planner, Dr Tariq Habib Malik, with more than 20 years of experience, as the team leader for the Sahiwal project. He holds a PhD from the University of Central England in Birmingham. He is registered with the Pakistan Council of Architects and Town Planners (Registration No. P-00036).

PLAN'S OVERVIEW

The Land Use and Zoning Plan for District Sahiwal has been developed as a comprehensive framework to guide sustainable development, urban growth, rural-urban integration, housing, and economic advancement over the next two decades. The vision for Sahiwal is “sustainable, economically empowered Sahiwal through accessible transportation centres.” Grounded in the principles of sustainable growth, economic empowerment, and enhanced connectivity, the plan comprises several core components that address various aspects of land use, development, and strategic zoning at both district and local government levels.

At the district level, the plan promotes integration across multiple dimensions—land use, infrastructure, connectivity, housing, and economic activities. It seeks to establish a relationship between urban and rural areas, leveraging each local government's unique strengths to achieve the district's overarching vision. This plan outlines the vision for District Sahiwal and details the approaches and strategies necessary for realizing the intended outcomes.

Strategic Land Use Planning and Zoning

The land use planning and zoning strategy for each local government within District Sahiwal is tailored to accommodate each area's distinctive characteristics and developmental needs, adhering to the principles outlined in the Punjab Local Government Land Use Plan Rules of 2020. Each local government plan evaluates existing land use classifications, analyzes designated commercial roads, and identifies zones for residential, commercial, industrial, agricultural, and other uses to support the district's economic objectives.

Envisioning the Future: The Site Development Zone (SDZ) Structure Plan for 2043

The SDZ Structure Plan (2023–2043) lays the groundwork for future development across all local governments, ensuring that each area aligns with the district's growth objectives. This plan identifies key land use zones—residential, commercial, industrial, agricultural, and notified areas—based on current trends, spatial and temporal growth patterns, existing infrastructure, and regional development plans. It ensures coherent development by aligning with the district's connectivity strategy, housing strategy, and economic development goals.

District-Level Integration: Land Use, Connectivity, Housing, and Economic Synergy

The SDZ Structure Plan integrates land use planning with connectivity and economic development strategies at the district level, facilitating coherent, region-wide growth. The plan underscores the significance of robust connectivity, enhancing inter-district and intra-district transportation networks. These networks are essential for Sahiwal's role as an export hub and for facilitating the efficient movement of goods and services. Enhanced connectivity is crucial for incorporating new industrial zones, residential areas, and social infrastructure into the district's overall framework.

The plan also addresses housing needs through a balanced mix of urban and rural residential development, focusing on sustainable densification, affordability, and accessibility. This aligns with the district's broader objectives to accommodate population growth while ensuring an adequate housing supply. The economic development establishes specialized industrial zones, agro-processing facilities, and commercial centres to diversify the district's economy and build resilience against market fluctuations.

Future Vision: Site Development Zone (SDZ) Structure Plan 2043

The SDZ Structure Plan (2023–2043) for Sahiwal creates a forward-looking framework, ensuring that each local government contributes to district-wide growth objectives. It identifies key land use zones—residential, commercial, industrial, agricultural, and notified areas—based on spatial and temporal growth patterns, infrastructure capabilities, and alignment with regional development plans such as the Punjab Spatial Strategy Plan. By integrating land use with connectivity and economic development strategies, the plan fosters a cohesive, sustainable, and future-oriented development vision for Sahiwal by 2043.

This comprehensive strategy positions the district competitively within regional and national economic networks while accommodating population growth and promoting environmental sustainability. Integrating urban planning, infrastructure enhancement, and economic development across all local governments ensures a coordinated approach to growth, positioning Sahiwal as a dynamic center for urban-industrial synergy by 2043.

LIST OF

ABBREVIATIONS

| | |
|---------|---|
| DC | District Council |
| DHA | Defense Housing Authority |
| DPDC | District Planning and Design Committee |
| EBA | Established Built-up Area |
| GDP | Gross Domestic Product |
| GIS | Geographic Information System |
| GT Road | Grand Trunk Road |
| HCM | Highway Capacity Manual |
| IT | Information Technology |
| LG&CDD | Local Government and Community Development Department |
| LOS | Level of Service |
| LUC | Land Use Classification |
| MC | Municipal Committee/Corporation |
| NH | National Highway |
| NRM | National Reference Manual |
| PBS | Pakistan Bureau of Statistics |
| PCU | Passenger Car Unit |
| PLGA | Punjab Local Government Act |
| PMU | Project Management Unit |
| PPA | Persons Per Acre |
| PSS | Punjab Spatial Strategy |
| ROW | Right of way |
| SDZ | Site Development Zone |
| TC | Tehsil Council / Town Committee |
| UC | Union Council |

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INTRODUCTION



CHAPTER 1

INTRODUCTION

1.1 Vision and Objectives

The vision of the district Sahiwal is to build a thriving Sahiwal that prioritizes health, cleanliness, and progress. By overcoming environmental hurdles, revolutionizing sanitation and transportation, and empowering public health/education, creating a prosperous community for all the residence of the district.

“Sustainable, Economically Empowered Sahiwal Through Accessible Transportation”

The plan for the project includes detailed Land Use Zoning for the whole district covers both urban and rural areas. Land use classification maps are prepared at sub district level, Local Government (LG) wise, while Site Development Zones (SDZs) Structure Plans are prepared for MCs and identified potential urban settlement by incorporating the inputs from the relevant stakeholders. Inclusion of the Town Committee is based on the criteria of population, growth rate, specialized development potential, its distance from the major cities such as Sahiwal, and Chichawatni and stakeholder consultation.

1.2 District Land Use & Zoning Plan

The District Land Use & Zoning Plan involves the detailed and systematic planning for the land use at each LG level. There are mainly three components of land use plan; the Land Use Classification Map, Site Development Zone (SDZ) Structure Plan, and Review of List A & B Roads.

The Land Use Classification Maps were prepared by marking the Established Built-Up Area (EBA) of the urban settlements in district Sahiwal. The high-resolution satellite imagery was acquired, and prepared the detailed digitized base maps. The process extended to mark the administrative boundaries, delineate the built-up areas, and dividing urban blocks based on specific criteria as per the land use rules 2020. Mainly, the classification maps have identified and digitizing the various land uses, conducting extensive field surveys for data collection, and verifying information with local authorities. The base map categorized into the different land use classes and its sub classes by taking the references from the land use rules 2020.

The assessment of notified commercial roads has carried out by obtaining the list from the relevant focal person with the consultation of the Project Management Unit (PMU), LG & CDD. The comprehensive survey was conducted to identify properties along these roads. The review of roads includes the various aspects such as, assessing the feasibility of List-A enlistment, potential segmentation of roads based on dominant land uses, and considering transfers between List-A and List-B based on these assessments. Moreover, it identifies any necessary restrictions and issues recommendations to the local government for road enlistment and notification. Throughout this evaluation, factors such as infrastructure potential, traffic impact, land use trends, market demands, compatibility with surrounding uses, and stakeholder consultations were considered, ensuring a comprehensive and well-informed decision-making process regarding the categorization and future utilization of these roads.

The Site Development Zone (SDZ) Structure Plan for Sahiwal has been prepared for the next 20 years, aligning with the Land Use Rules 2020 and prevailing Standing Instructions. The zones have been proposed based on the analysis of existing lands use classification, projecting population growth based on 2017 census data, spatiotemporal analysis, density analysis, accessibility analysis and planning guidelines.

1.3 Administrative Structure District Sahiwal

There are four existing Local Governments in district Sahiwal including the district council Sahiwal and municipal corporation Sahiwal, municipal committees of Chichawatni, and Kameer.

Table 1-1: Administrative Structure of District Sahiwal

| Sr. No. | Names of Local Governments | Administrative Level |
|---------|----------------------------|-----------------------|
| 1 | Sahiwal | Municipal Corporation |
| 2 | Chichawatni | Municipal Committee |
| 3 | Kameer | Municipal Committee |
| 4 | Sahiwal | District Council |

Source: LG & CDD¹

Based on the established built-up area, urban character and population, the consultant with consultation of district focal person has identified the major urban settlements as well in district Sahiwal. The following are urban settlements in district Sahiwal:

Table 1-2: Urban Settlements of District Sahiwal

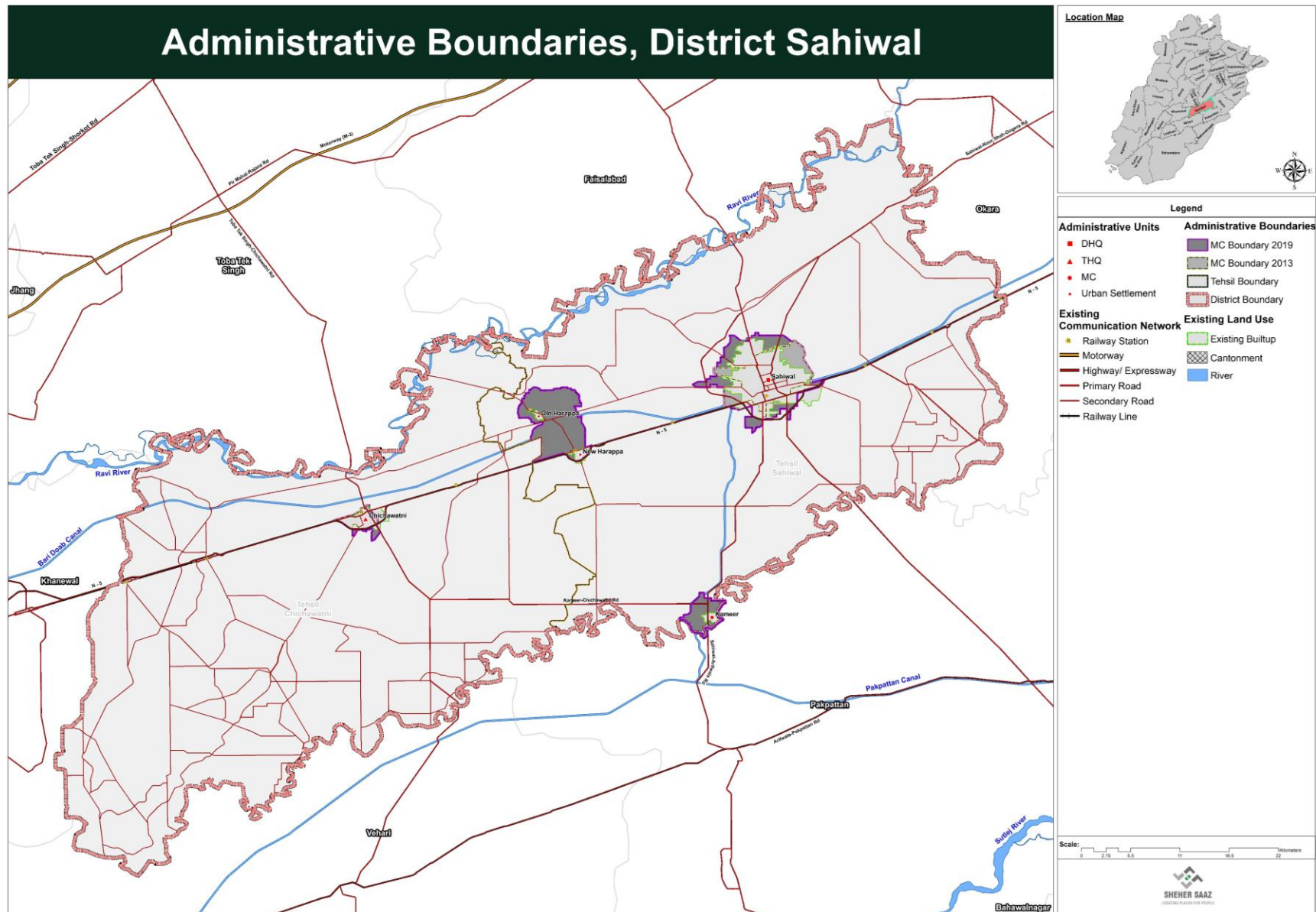
| Sr. No. | Names of Local Governments | Administrative Level |
|---------|----------------------------|------------------------|
| 1 | Harappa | Defunct Town Committee |

Source: LG & CDD²

¹ Accessed from: <https://lgcd.punjab.gov.pk/district-Sahiwal>, Accessed on 20-04-2024.

² Accessed from: <https://lgcd.punjab.gov.pk/district-Sahiwal>, Accessed on 20-04-2024.

Map 1: Administrative Boundaries Map of District Sahiwal



1.4 Review of Previous Plan

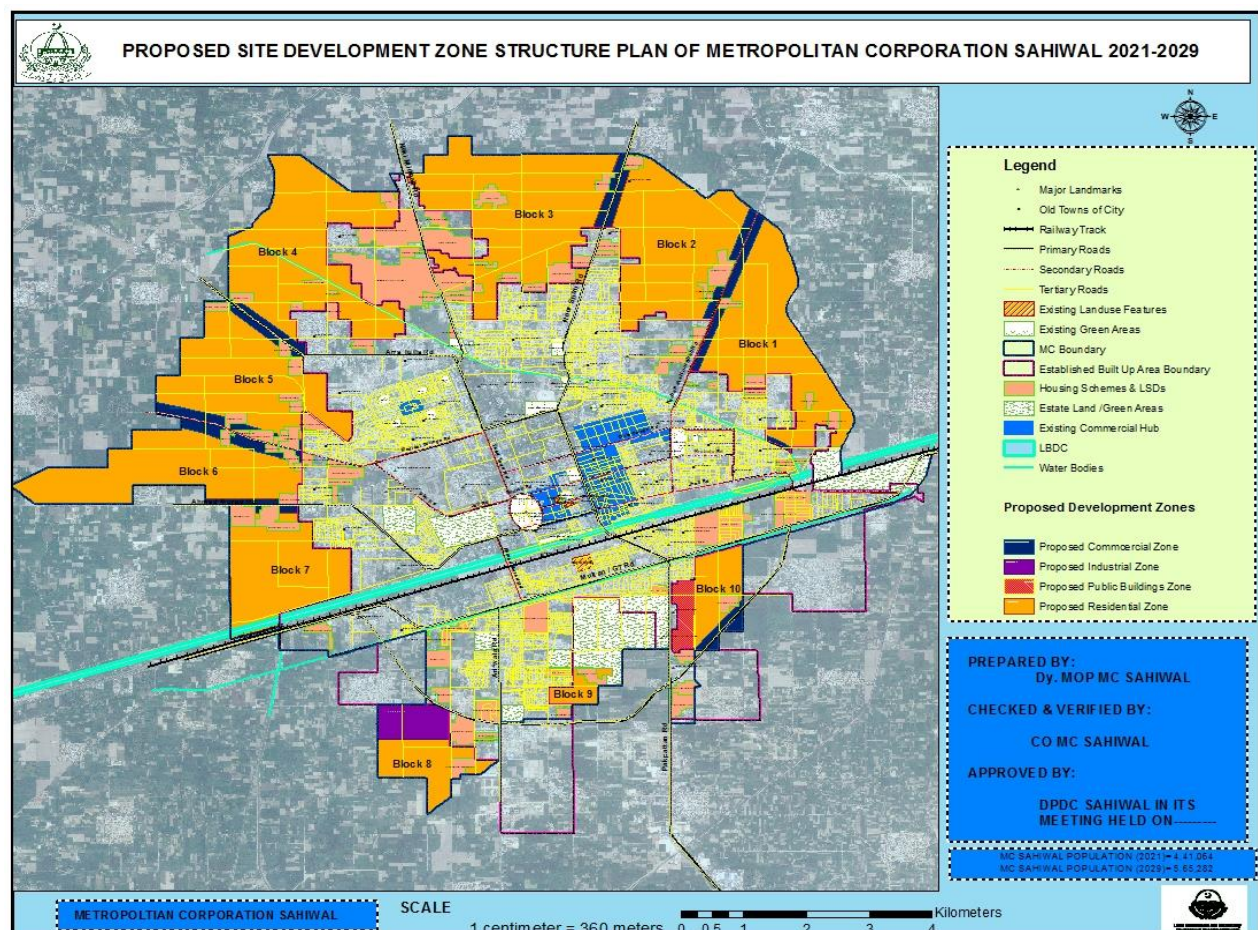
Reviewing previous development plans is essential to identify challenges, address environmental concerns, protect agricultural and forest lands, and ensure sustainable growth. This review also ensures alignment with existing Site Development Zones (SDZs).

1.4.1 Municipal Corporation Sahiwal Site Development Zone (SDZ) Structure Plan

The following are some major points identified while reviewing the site development zone structure plan of Sahiwal Municipal Committee.

- For proposing site development zones, no certain land use classification has been made, and hypothetical proposals have been given.
- For proposing land uses, no certain calculation is made in the mentioned site development zone for Sahiwal MC 2021-2029.
- The basis for delineating depths of commercial corridors has not been given in the plan.
- Criteria for identifying list A and B roads are not identified in the plan.
- Most of the city growth can be observed on the northern side of the MC area, viewing the land cover analysis, but zones are proposed in all directions in the city.
- The state land to be utilized for proposed zones has not been identified in the proposals.
- The sites used for infill development to ensure city compaction are not given in the highlighted plan.
- Areas for reserve agriculture have not been given in the devised plan.
- No specific area for solid waste disposal, i.e., a landfill site, has been proposed in the plan.
- The relevancy of the plan to achieve sustainable development goals has not been given.
- Areas for agriculture and industrial requirements for the next 8 years are not identified.

Figure 1-1: Site Development Zone (SDZ) Structure Plan Sahiwal Municipal Committee



CHAPTER

2

LAND USE CLASSIFICATION



District Land Use & Zoning Plans
for Local Governments in Punjab

CHAPTER 2

LAND USE CLASSIFICATION MAP

2.1 Process of Land Use Classification

The land use classification map(s) are prepared by following the procedure illuminated in the figure below:

Figure 2-1: Process and Components of Land Use Classification



2.2 Land Use Classification of Local Governments

Local government is organized under a framework provided by the Punjab Local Government Act (2022) (PLGA). The PLGA is administered by the provincial Local Government and Community Development Department (LG&CD), which is responsible for implementing the local government system in Punjab and financing and staffing administrative setups at the district and municipal levels.

Sahiwal district's administrative authority is held by the deputy commissioner, who is responsible for coordinating and working with the respective local governments. Four local governments are in place in the district: District Council, Municipal Corporation Sahiwal, Municipal Committee Chichawatni, and Municipal Committee Kameer.

2.2.1 Municipal Corporation Sahiwal

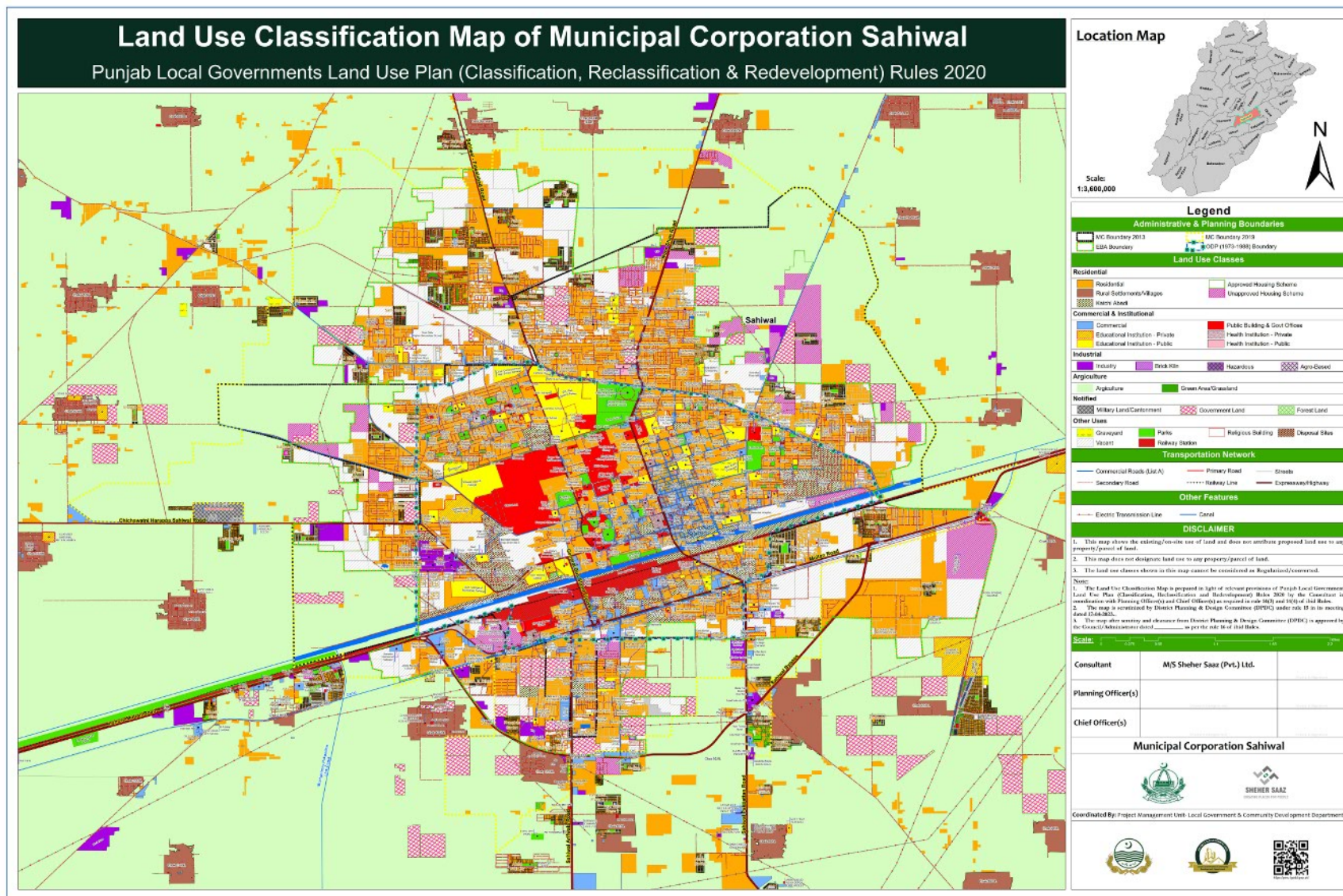
Table 2-1: Land Use Classification Analysis of Municipal Corporation Sahiwal

| Land Use Classes & Sub-classes | | Total EBA Area | | MC (Inside EBA) | | MC (Outside EBA) | | Total MC | |
|---|------------------------------------|------------------|---------------|-----------------|---------------|------------------|--------------|----------------|---------------|
| | | Area (Acres) | %Age | Area (Acres) | %Age | Area (Acres) | Area (Acres) | %Age | Area (Acres) |
| Sub-classes | Residential | 3,662.2 | 31.72% | 2417 | 33.17 | 59.52 | 2.26% | 2476.5 | 24.97 |
| | Katchi Abadis | 270.08 | 2.34% | 261.2 | 3.58% | - | - | 261.19 | 2.63% |
| | Approved Schemes | 592.65 | 5.13% | 118.7 | 1.63% | 8.77 | 0.33% | 127.5 | 1.29% |
| | Unapproved Schemes | 1,028.69 | 8.91% | 598.0 | 8.21% | 156.55 | 5.95% | 754.5 | 7.61% |
| Residential Class | | 5,553.62 | 48.11% | 3,394.87 | 46.59 | 224.84 | 8.54% | 3,619.7 | 36.49 |
| Sub-classes | Commercial | 514.51 | 4.46% | 404.1 | 5.55% | 7.87 | 0.30% | 412 | 4.15% |
| | Educational Institutions (Public) | 457.39 | 3.96% | 427.4 | 5.86% | - | - | 427.37 | 4.31% |
| | Educational Institutions (Private) | 107.45 | 0.93% | 88.97 | 1.22% | - | - | 88.97 | 0.90% |
| | Health Institutions (Public) | 9.46 | 0.08% | 9.46 | 0.13% | - | - | 9.46 | 0.10% |
| | Health Institutions (Private) | 29.09 | 0.25% | 28.48 | 0.39% | - | - | 28.48 | 0.29% |
| | Religious Building | 22.64 | 0.20% | 21.94 | 0.30% | - | - | 21.94 | 0.22% |
| | Public Buildings & Govt. Offices | 474.88 | 4.11% | 467.3 | 6.41% | - | - | 467.3 | 4.71% |
| Commercial (including institutional) Class | | 1,615.42 | 13.99% | 1,447.65 | 19.87 | 7.87 | 0.30% | 1,455.5 | 14.6% |
| Sub-classes | Industrial | 72.16 | 0.63% | 43.04 | 0.59% | 13.96 | 0.53% | 57 | 0.57% |
| | Brick Kilns | 32.72 | 0.28% | 13.86 | 0.19% | 8 | 0.30% | 21.86 | 0.22% |
| Industrial Class | | 104.88 | 0.91% | 56.9 | 0.78% | 21.96 | 0.83% | 78.86 | 0.80% |
| Sub-classes | Cultivable (Seasonal & Permanent) | - | - | - | - | 2,204.21 | 83.76 | 2,204.2 | 22.22 |
| Agriculture Class | | - | - | - | - | 2,204.21 | 83.76 | 2,204.2 | 22.2% |
| Sub-classes | Government Land | 224.3 | 1.94% | 209.9 | 2.88% | 5.85 | 0.22% | 215.73 | 2.17% |
| Notified Land Uses Class | | 224.3 | 1.94% | 209.88 | 2.88% | 5.85 | 0.22% | 215.73 | 2.17% |
| Others | Graveyard | 74.43 | 0.64% | 70.72 | 0.97% | - | - | 70.72 | 0.71% |
| | Parks | 662.66 | 5.74% | 509.7 | 6.99% | 46.46 | 1.77% | 556.15 | 5.61% |
| | Vacant Area | 2,294.26 | 19.87% | 826.9 | 11.35 | - | - | 826.96 | 8.34% |
| | Transportation Network | 871.79 | 7.55% | 631.1 | 8.66% | 77.49 | 2.94% | 708.61 | 7.14% |
| | Water Bodies | 142.93 | 1.24% | 139.6 | 1.92% | 43.04 | 1.64% | 182.64 | 1.84% |
| Other land Use Classes | | 4,046.07 | 35.05% | 2,178.09 | 29.89% | 166.99 | 6.35% | 2,345.1 | 23.64% |
| Total Area | | 11,544.29 | 100% | 7,287.39 | 100% | 2,631.72 | 100% | 9,919.1 | 100% |

Source: Consultant, 2023

Note: The boundary of Municipal Corporation Sahiwal, as notified in 2013, has been used for calculations. The total Established Built-up Area (EBA) includes both the EBA within the limits of MC and the EBA extending beyond those limits.

Map 2: Land Use Classification Map of Municipal Corporation Sahiwal



Source: The Consultant, 2023

2.2.2 Municipal Committee Chichawatni

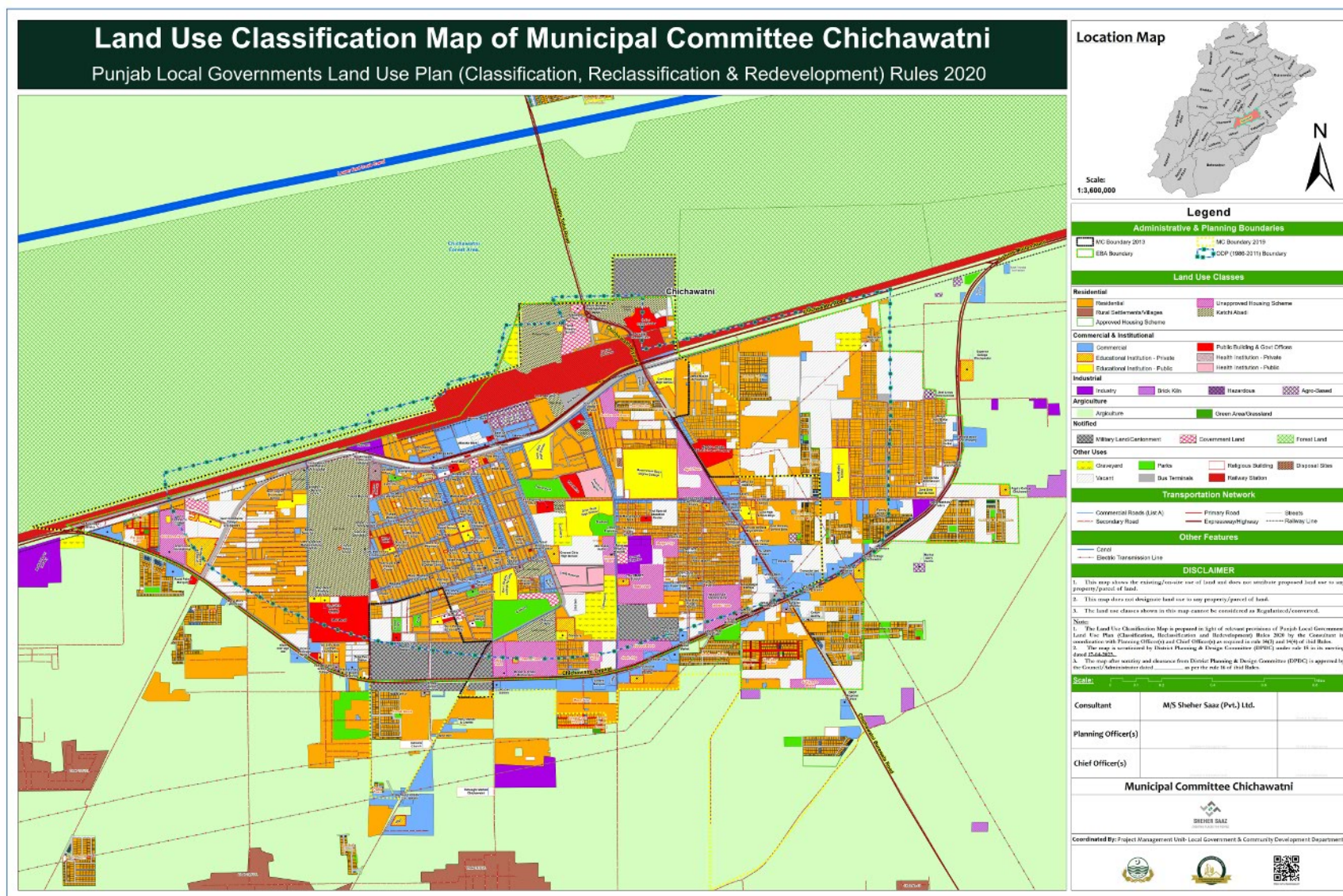
Table 2-2: Land Use Classification Analysis of Municipal Committee Chichawatni

| Land Use Classes & Sub-classes | | Total EBA Area | | MC (Inside EBA) | | MC (Outside EBA) | | Total MC | |
|---|------------------------------------|-----------------|---------------|-----------------|--------------|------------------|--------------|-----------------|--------------|
| | | Area (Acres) | %Age | Area (Acres) | %Age | Area (Acres) | Area (Acres) | %Age | Area (Acres) |
| Sub-classes | Residential | 469.46 | 25.53% | 295.9 | 24.02 | 1.18 | 1.54% | 297.08 | 22.7% |
| | Katchi Abadis | 118.91 | 6.47% | 118.91 | 9.65% | - | - | 118.91 | 9.09% |
| | Approved Schemes | 103.88 | 5.65% | 11.56 | 0.94% | - | - | 11.56 | 0.88% |
| | Unapproved Schemes | 114.69 | 6.24% | 98.14 | 7.97% | - | - | 98.14 | 7.50% |
| Residential Class | | 806.94 | 43.88% | 524.5 | 42.58 | 1.18 | 1.54 | 525.69 | 40.2% |
| Sub-classes | Commercial | 99.18 | 5.39% | 78.22 | 6.35% | - | - | 99.18 | 7.58% |
| | Educational Institutions (Public) | 65.74 | 3.57% | 56.23 | 4.56% | - | - | 65.74 | 5.02% |
| | Educational Institutions (Private) | 19.55 | 1.06% | 17.11 | 1.39% | - | - | 19.55 | 1.49% |
| | Health Institutions (Public) | 16.09 | 0.87% | 16.09 | 1.31% | - | - | 16.09 | 1.23% |
| | Health Institutions (Private) | 3.78 | 0.21% | 3.11 | 0.25% | - | - | 3.78 | 0.29% |
| | Religious Building | 4.51 | 0.25% | 2.45 | 0.20% | - | - | 4.51 | 0.34% |
| | Public Buildings & Govt. Offices | 42.2 | 2.29% | 35.45 | 2.88% | - | - | 42.2 | 3.22% |
| Commercial (including Institutional) Class | | 251.05 | 13.65% | 208.7 | 16.94 | - | - | 251.05 | 19.2% |
| Sub-classes | Industrial | 12.92 | 0.70% | 10.76 | 0.87% | 0.28 | 0.36% | 11.04 | 0.84% |
| | Brick Kilns | 0 | 0.00% | - | - | - | - | - | - |
| | Agro-based Industry | 6.99 | 0.38% | 5.95 | 0.48% | - | - | 5.95 | 0.45% |
| | Hazardous Industry | 0 | 0.00% | - | - | - | - | - | - |
| Industrial Class | | 19.91 | 1.08% | 16.71 | 1.36 | 0.28 | 0.36 | 16.99 | 1.30% |
| Sub-classes | Cultivable (Seasonal & Permanent) | - | - | - | - | 1.59 | 2.07% | 1.59 | 0.12% |
| Agriculture Class | | - | - | - | - | 1.59 | 2.07 | 1.59 | 0.12% |
| Sub-classes | Military Land / Cantonment | 50.14 | 2.73% | 17.86 | 1.45% | 21.41 | 27.86 | 39.27 | 3.00% |
| | Government Land | 79.17 | 4.30% | 79.05 | 6.42% | 32.83 | 42.73 | 111.88 | 8.55% |
| | Forest Land | 1.7 | 0.09% | 0.5 | 0.04% | 18.76 | 24.41 | 19.26 | 1.47% |
| Notified Land uses Class | | 131.01 | 7.12% | 97.41 | 7.91 | 73 | 95.00 | 170.41 | 13.02 |
| Others | Graveyard | 20.86 | 1.13% | 17.16 | 1.39% | - | - | 17.16 | 1.31% |
| | Bus Terminal | 3.21 | 0.17% | 3.21 | 0.26% | - | - | 3.21 | 0.25% |
| | Parks | 69.06 | 3.76% | 38.37 | 3.11% | 0.02 | 0.03% | 38.39 | 2.93% |
| | Vacant Area | 410.69 | 22.33% | 246.95 | 20.05 | - | - | 246.95 | 18.87 |
| | Transportation Network | 126.35 | 6.87% | 78.97 | 6.41% | 0.77 | 1.00% | 79.74 | 6.09% |
| Other Land Use Classes Total | | 630.17 | 34.27% | 384.7 | 31.22 | 0.79 | 1.03 | 385.45 | 29.45 |
| Total Area | | 1,839.08 | 100% | 1232 | 100% | 76.84 | 100% | 1,308.79 | 100% |

Source: Consultant, 2023

Note: The boundary of Municipal Committee Chichawatni, as notified in 2013, has been used for calculations. The total Established Built-up Area (EBA) includes both the EBA within the limits of MC and the EBA extending beyond those limits.

Map 3: Land Use Classification Map of Municipal Committee Chichawatni



Source: The Consultant, 2023

2.2.3 Municipal Committee Kameer

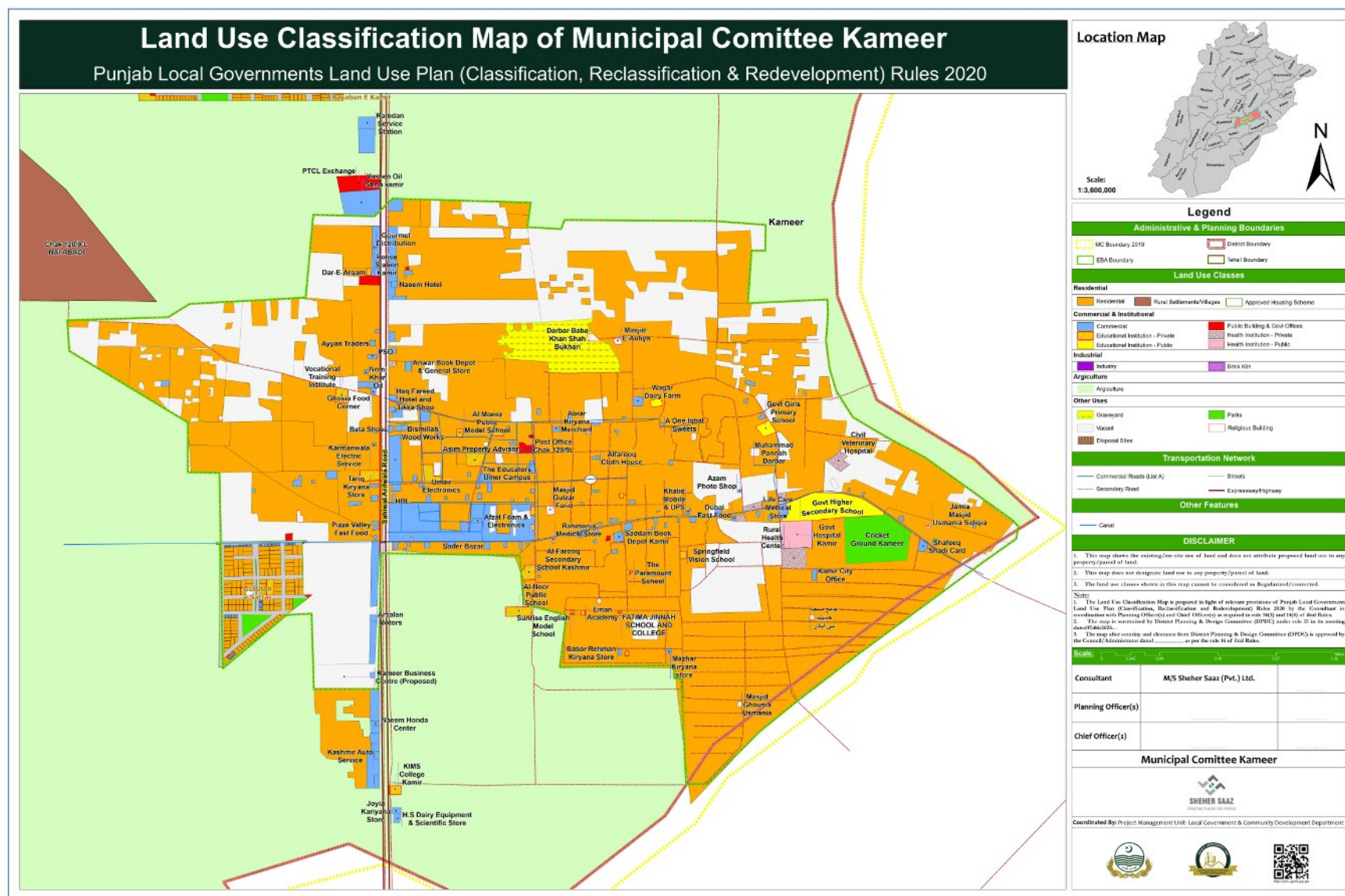
Table 2-3: Land Use Classification Analysis of Municipal Committee Kameer

| Land Use Classes & Sub-classes | | Total EBA Area | | MC (Inside EBA) | | MC (Outside EBA) | | Total MC | |
|--|------------------------------------|----------------|--------|-----------------|--------|------------------|--------------|----------|--------------|
| | | Area (Acres) | %Age | Area (Acres) | %Age | Area (Acres) | Area (Acres) | %Age | Area (Acres) |
| Sub-classes | Residential | 244.67 | 63.28% | 244.67 | 63.28% | 5.73 | 0.25% | 250.4 | 9.30% |
| | Rural Settlements | - | - | - | - | 88.53 | 3.84% | 88.53 | 3.29% |
| Residential Class | | 244.67 | 63.28% | 244.67 | 63.28% | 94.26 | 4.09% | 338.93 | 12.59% |
| Sub-classes | Commercial | 13.44 | 3.48% | 13.44 | 3.48% | 46.51 | 2.02% | 59.95 | 2.23% |
| | Educational Institutions (Public) | 2.99 | 0.77% | 2.99 | 0.77% | - | - | 2.99 | 0.11% |
| | Educational Institutions (Private) | 1.86 | 0.48% | 1.86 | 0.48% | 0.46 | 0.02% | 2.32 | 0.09% |
| | Health Institutions (Public) | 1.8 | 0.47% | 1.8 | 0.47% | - | - | 1.8 | 0.07% |
| | Health Institutions (Private) | 0.87 | 0.22% | 0.87 | 0.22% | - | - | 0.87 | 0.03% |
| | Religious Building | 0.72 | 0.19% | 0.72 | 0.19% | 0.12 | 0.01% | 0.84 | 0.03% |
| | Public Buildings & Govt. Offices | 0.57 | 0.15% | 0.57 | 0.15% | 0.84 | 0.04% | 1.41 | 0.05% |
| Commercial (including Institutional) Class | | 22.25 | 5.75% | 22.25 | 5.75% | 47.93 | 2.08% | 70.18 | 2.61% |
| Sub-classes | Industrial | - | - | - | - | 5.75 | 0.25% | 5.75 | 0.21% |
| | Brick Kilns | - | - | - | - | 3.73 | 0.16% | 3.73 | 0.14% |
| Industrial Class | | - | - | - | - | 9.48 | 0.41% | 9.48 | 0.35% |
| Sub-classes | Cultivable (Seasonal & Permanent) | - | - | - | - | 2,115.69 | 91.78% | 2,115.69 | 78.60% |
| Agriculture Class | | - | - | - | - | 2,115.69 | 91.78% | 2,115.69 | 78.60% |
| Others | Graveyard | 5.92 | 1.53% | 5.92 | 1.53% | - | - | 5.92 | 0.22% |
| | Parks | 3.67 | 0.95% | 3.67 | 0.95% | - | - | 3.67 | 0.14% |
| | Vacant Area | 106.85 | 27.63% | 106.85 | 27.63% | - | - | 106.85 | 3.97% |
| | Transportation Network | 3.31 | 0.86% | 3.31 | 0.86% | 18.38 | 0.80% | 21.69 | 0.81% |
| | Water Bodies | - | - | - | - | 19.39 | 0.84% | 19.39 | 0.72% |
| Other Total Area | | 119.75 | 30.97% | 119.75 | 30.97% | 37.77 | 1.64% | 157.52 | 5.85% |
| Total Area (Acres) | | 386.67 | 100% | 386.67 | 100% | 2,305.13 | 100% | 2,691.8 | 100% |

Source: Consultant, 2023

Note: The boundary of Municipal Committee Kameer, as notified in 2013, has been used for calculations. The total Established Built-up Area (EBA) includes both the EBA within the limits of MC and the EBA extending beyond those limits.

Map 4: Land Use Classification Map of Municipal Committee Kameer



Source: The Consultant, 2023

2.2.4 District Council Sahiwal

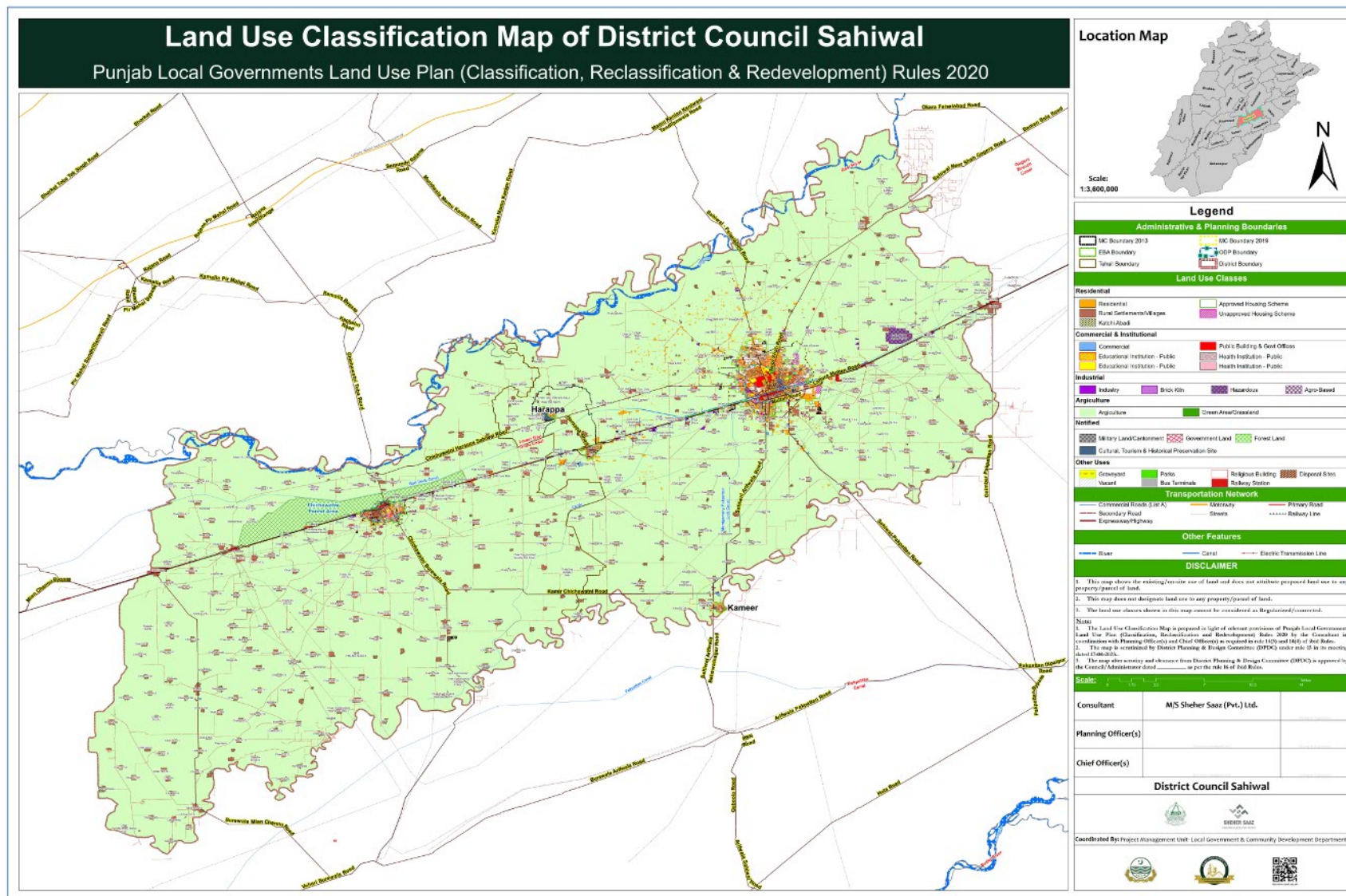
Table 2-4: District Council Sahiwal Land Use Classification

| Land Use Classes & Sub-classes | | EBA Sahiwal in DC | | EBA Chichawatni in DC | | All Other EBAs in the DC | | DC Area Outside EBAs | |
|--|------------------------------------|-------------------|---------------|-----------------------|---------------|--------------------------|---------------|----------------------|---------------|
| | | Area (acres) | % age | Area (acres) | % age | Area (acres) | % age | Area (acres) | % age |
| Sub-classes | Residential | 1,245.2 | 29.25% | 173.56 | 28.59% | 271.47 | 37.49% | 2,885.59 | 0.37% |
| | Rural Settlements | - | - | - | - | - | - | 28,284.77 | 3.61% |
| | Katchi Abadis | 8.89 | 0.21% | - | - | - | - | - | - |
| | Approved Schemes | 473.92 | 11.13% | 92.32 | 15.21% | 90.57 | 12.51% | 778.38 | 0.10% |
| | Unapproved Schemes | 430.74 | 10.12% | 16.55 | 2.73% | - | - | 218.74 | 0.03% |
| Residential Class: | | 2,158.75 | 50.71% | 282.43 | 46.52% | 362.04 | 50.00% | 32,167.48 | 4.10% |
| Sub-classes | Commercial | 110.38 | 2.59% | 20.96 | 3.45% | 62.02 | 8.57% | 465.83 | 0.06% |
| | Educational Institutions (Public) | 30.02 | 0.71% | 9.51 | 1.57% | 4.24 | 0.59% | 48.42 | 0.01% |
| | Educational Institutions (Private) | 18.48 | 0.43% | 2.44 | 0.40% | 6.28 | 0.87% | 182.25 | 0.02% |
| | Health Institutions (Public) | - | - | - | - | 0.59 | 0.08% | - | - |
| | Health Institutions (Private) | 0.61 | 0.01% | 0.67 | 0.11% | 0.56 | 0.08% | 2.41 | 0.00% |
| | Religious Building | 0.7 | 0.02% | 2.06 | 0.34% | 1.15 | 0.16% | 7.27 | 0.00% |
| | Public Buildings & Govt. Offices | 7.58 | 0.18% | 6.75 | 1.11% | 3.45 | 0.48% | 127.2 | 0.02% |
| Commercial (including Institutional) Class: | | 167.77 | 3.94% | 42.39 | 6.98% | 78.29 | 10.81% | 833.38 | 0.11% |
| Sub-classes | Industrial | 29.12 | 0.68% | 2.16 | 0.36% | - | - | 397.46 | 0.05% |
| | Brick Kilns | 18.86 | 0.44% | 0 | 0.00% | - | - | 78.57 | 0.01% |
| | Agro-based Industry | - | - | 1.04 | 0.17% | 6.92 | 0.96% | 33.47 | 0.00% |
| | Hazardous Industry | - | - | - | - | - | - | 932.19 | 0.12% |
| Industrial Class: | | 47.98 | 1.13% | 3.2 | 0.53% | 6.92 | 0.96% | 1,441.69 | 0.18% |
| Sub-classes | Cultivable (Seasonal & Permanent) | - | - | - | - | - | - | 724,463.2 | 92.45% |
| Agriculture Class: | | - | - | - | - | - | - | 724,463.2 | 92.45% |
| Sub-classes | Military Land / Cantonment | - | - | 32.28 | 5.32% | - | - | 26.96 | 0.005% |
| | Government Land | 14.42 | 0.34% | 0.12 | 0.02% | 15.34 | 2.12% | 1,133.95 | 0.14% |
| | Forest Land | - | - | 1.2 | 0.20% | - | - | 11,432.89 | 1.46% |
| Notified Land uses Class: | | 14.42 | 0.34% | 33.6 | 5.53% | 15.34 | 2.12% | 12,593.8 | 1.61% |
| Sub-classes | Graveyard | 3.71 | 0.09% | 3.7 | 0.61% | 0 | 0.00% | 56.32 | 0.01% |
| | Parks | 152.97 | 3.59% | 30.69 | 5.05% | 1.09 | 0.15% | 898.33 | 0.11% |
| | Vacant Area | 1,467.3 | 34.47% | 163.74 | 26.97% | 234.18 | 32.34% | - | - |
| | Transportation Network | 240.67 | 5.65% | 47.38 | 7.80% | 26.22 | 3.62% | 5,745.51 | 0.73% |
| | Water Bodies | 3.33 | 0.08% | - | - | - | - | 5,444.51 | 0.69% |
| Other Land uses Class: | | 1,867.98 | 43.88% | 245.51 | 40.44% | 261.49 | 36.11% | 12,144.67 | 1.55% |
| Total Area (acres) | | 4,256.9 | 100% | 607.13 | 100% | 724.08 | 100% | 783,644.2 | 100% |

Source: Consultant, 2023

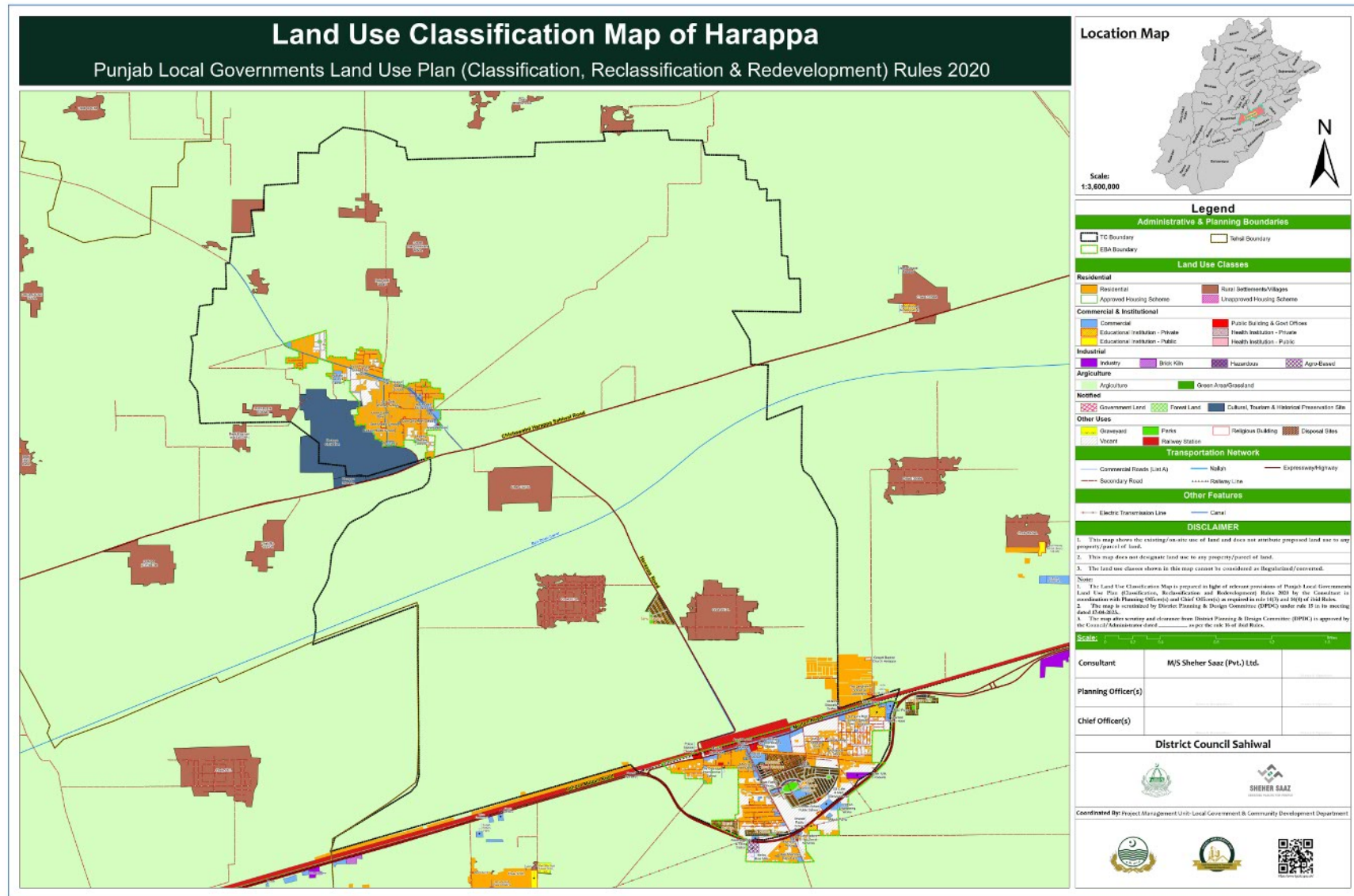
Note: The boundaries of Municipal Corporation/Committees, as notified in 2013, have been used for calculations. The Established Built-up Areas (EBAs) extending beyond the MC boundaries includes areas that fall under the jurisdiction of the District Council (DC).

Map 5: Land Use Classification Map of District Council Sahiwal



Source: The Consultant, 2023

Map 6: Land Use Classification Map of Urban Settlements in District Council Sahiwal



Source: The Consultant, 2023

2.2.5 Urban Blocks for District Sahiwal

The Established Built-up Area (EBA) of each Local Government has been divided into urban blocks, with each block classified as residential, commercial, industrial, and notified based on the predominant land use in accordance with the Punjab Local Governments Land Use Plan (Classification, Reclassification, and Redevelopment) Rules 2020. A summary of urban blocks in District Sahiwal is provided below. For detailed information on each urban block, please refer to the notified plan:

Table 2-5: Urban Blocks in District Sahiwal

| Sr. No. | Local Government | Residential | Commercial | Industry | Notified |
|--------------------------------------|------------------|-------------|------------|----------|----------|
| Municipal Corporation/ Committees | Sahiwal | 640 | 384 | 14 | 3 |
| | Chichawatni | 316 | 193 | 8 | 20 |
| | Kameer | 172 | 53 | - | - |
| District Council | Harappa | - | 218 | 30 | 2 |

Note: If a land use is marked as non-conforming in urban block maps based on the predominant land use, it may be treated as per its designated use in the previously notified Outline Development Plan (ODP).

SITE DEVELOPMENT ZONE STRUCTURE PLAN (2023-2043)



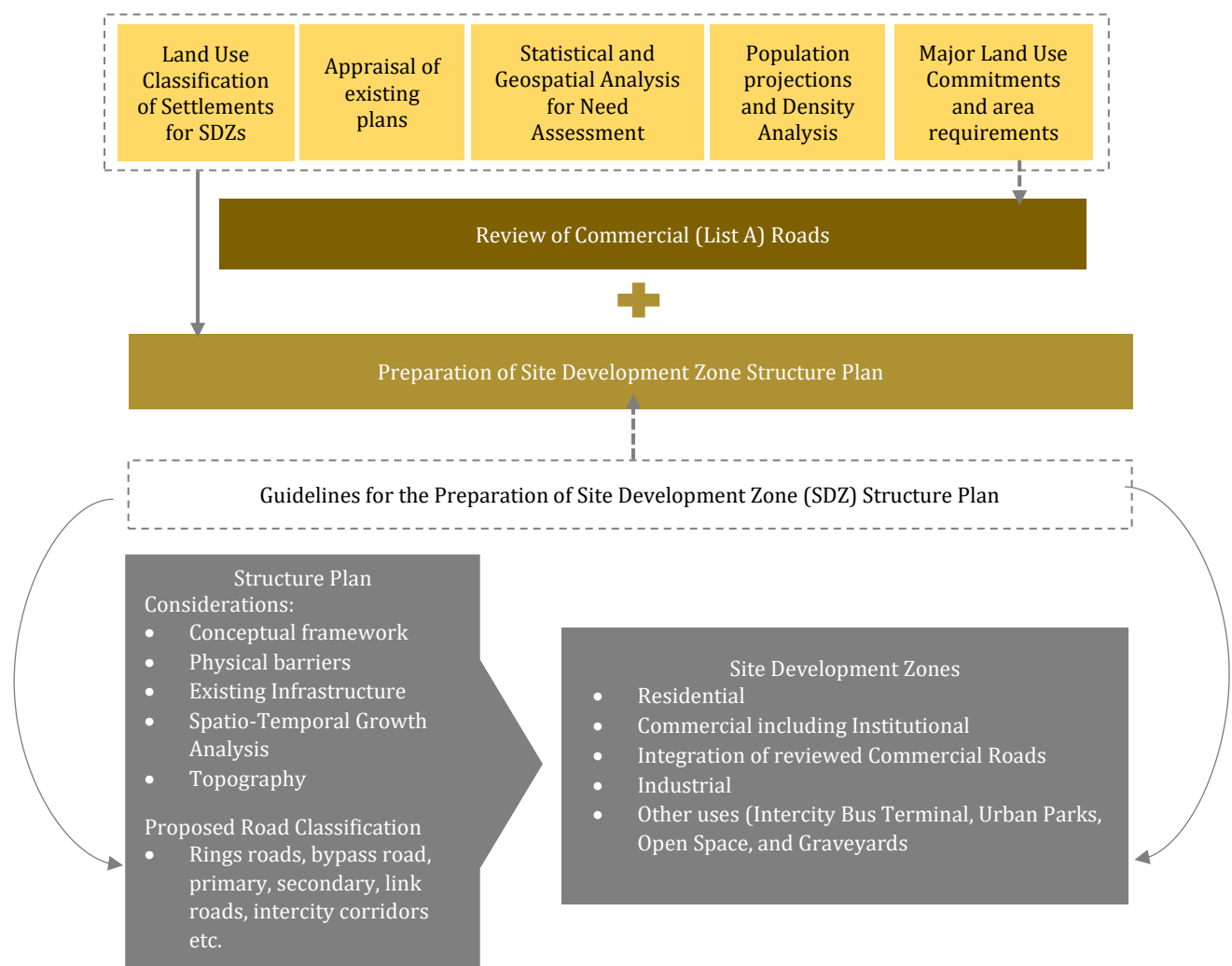
CHAPTER 3

SITE DEVELOPMENT ZONE STRUCTURE PLAN (2023-2043)

3.1 Process

The process examines the Existing Built-up Areas (EBAs) within the district for which the Site Development Zone (SDZ) Structure Plan has been prepared. A density analysis of the EBAs was conducted to determine the current density. Considering the density trends and population growth rate, future density has been planned for the period of 2023–2043. The planned density dictates the total area required by 2043, which has been allocated across various zones based on the land use analysis of the EBAs, addressing current gaps where necessary. The proposed land use zones incorporate a spatial understanding of the existing road network, compatibility between land uses, and planning principles. A road network has also been proposed to shape the city structure and guide future development prior to zoning demarcation. The following interdependent activities made the process interactive, achieving set goals through data-driven plans with inputs from local governments and stakeholders, ultimately leading to an inclusive plan.

Figure 3-1: Process and Components of Site Development Zone (SDZ) Structure Plan



3.2 Site Development Zone (SDZ) Structure Plan

The district Sahiwal comprises two tehsils namely Sahiwal, and Chichawatni. The consultants have demarcated the EBA boundaries undertaking the prescribed guidelines from the LG & CD Department. The table below illustrates the list of all Local Governments (LGs) / Urban Settlements.

Table 3-1: List of Local Governments/Urban Settlements

| Sr. No | Tehsil | Local Government / Urban Settlement | Area (Acre) | Administrative Levels | Requirement |
|--------|-------------|-------------------------------------|-------------|-----------------------|--|
| 1 | Sahiwal | Sahiwal | 9,919 | Municipal Corporation | Site Development Zone (SDZ) Structure Plan |
| 2 | | Kameer | 2,691 | Municipal Committee | |
| 3 | | Harappa | 9,404 | Town Committee | |
| 4 | Chichawatni | Chichawatni | 1,309 | Municipal Committee | Site Development Zone (SDZ) Structure Plan |

As per the Land use Plan Rules 2020, the SDZs have been aligned with the followings:

- Population Density
- Temporal analysis of land cover
- Densification
- Boundary has been drawn keeping in view the physical barriers
- The limits of the Site Development Zones (SDZs) do not extend into the restricted areas
- The location of the SDZ can be outside established built up area and close to its boundary to ensure a compact and contiguous form
- Connectivity to existing infrastructure and accessibility

Note: All on-ground developments with no legal/approval status are marked as “Area Under Development (AUD)” and their fate may be decided by the DPDC/LG&CDD.

3.2.1 Analysis & Projection

The geo-spatial and statistical analysis includes the land use cover analysis, providing insights into land use patterns and trends over the past 30-40 years. Accessibility analysis assesses connectivity and access to other facilities. Additionally, this section discusses social infrastructure, including health, education, and recreational facilities, in terms of both quantity and quality.

Population Projection Method

Population projection is carried out to calculate the area requirement for the future development of the Site Development Zone (SDZ) Structure Plan. To project the population of Sahiwal district, the geometric progression method has been used. The formula to calculate population projection is:

$$\text{Projected Population}(Pf) = Pi \left(1 + \frac{r}{100}\right)^n$$

Where:

Pi = Population of the Current Year

Pf = Population for the Required Year

n = difference of years

r = Growth Rate

The settlement growth rate has been kept constant for projections, using data from the Pakistan Bureau of Statistics based on the 2017 and 2023 censuses and extended to 2043. The consultant primarily relied on the 2023 census data and growth rate; however, if inconsistencies observe in the 2023 growth rates, then the consultant reverted to the 2017 census growth rate to ensure a consistent and realistic growth projection, maintaining a trend.

Population Density

Population density is defined as the number of people residing per unit of area, expressed as the number of people per acre.

$$\text{Density in EBA} = \text{Estimated Population 2023 in Census} / \text{EBA area}$$

Following the assessment of the existing density, a certain standard has been set for the next 20 years, depending on the existing density. If the existing density falls below 70 persons per acre, an increase of 20% in density is proposed. Conversely, if the existing density exceeds 70 persons per acre, a more conservative approach is advised, wherein a 10% increase in density is suggested for the next 20 years.

However, when the density reaches or surpasses approximately 100 persons per acre, it is recommended to maintain the density at its current level for the subsequent 20 years. This approach ensures that the density remains within a sustainable range and prevents excessive population concentration that may strain the area's resources and infrastructure.

In some cases, the density of some cities has been kept constant, with only a minor increase applied. A factor was introduced to account for smaller cities, recognizing that these cities will also need to expand. This approach ensures that the density factor is appropriately adjusted for the next 20 years, allowing for gradual urban growth.

3.3 Site Development Zone (SDZ) Structure Plan of Municipal Corporation Sahiwal

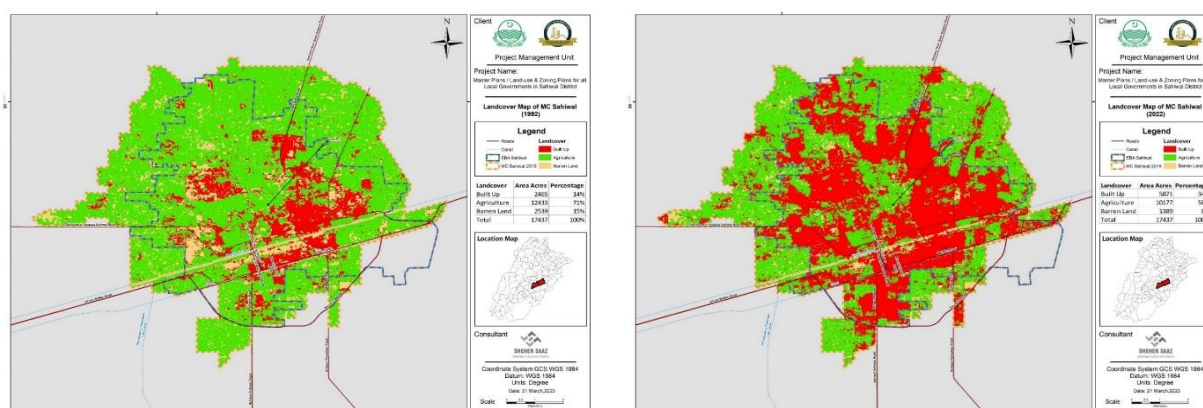
3.3.1 Past Trend Analysis of Municipal Corporation Sahiwal

Between 1992 and 2022, MC Sahiwal experienced significant urbanization. Built-up land expanded from 2,465 acres (14% of the total area) to 5,871 acres (34%), while agricultural land decreased from 12,433 acres (71%) to 10,177 acres (58%). Barren land also declined from 2,539 acres (15%) to 1,389 acres (8%). This shift reflects increased development, promoting economic growth but potentially affecting agriculture and natural resources. Despite these changes, the total area of MC Sahiwal remained consistent at 17,437 acres over the years.

Table 3-2: List of Local Governments/Urban Settlements

| Land Use | 1992 | | 2022 | | Change (2022-1992) | |
|-------------|--------------|------------|--------------|------------|--------------------|------------|
| | Area (acres) | Percentage | Area (acres) | Percentage | Area (acres) | Percentage |
| Green Land | 12,433 | 71.3% | 10,177 | 58.4% | -2,256 | -18.15% |
| Built-Up | 2,465 | 14.1% | 5,871 | 33.7% | 3,406 | 138.17% |
| Barren Land | 2539 | 14.6% | 1,389 | 8.0% | -1,150 | -45% |

Figure 3-2: Land Cover Map of Municipal Corporation Sahiwal from 1992-2022

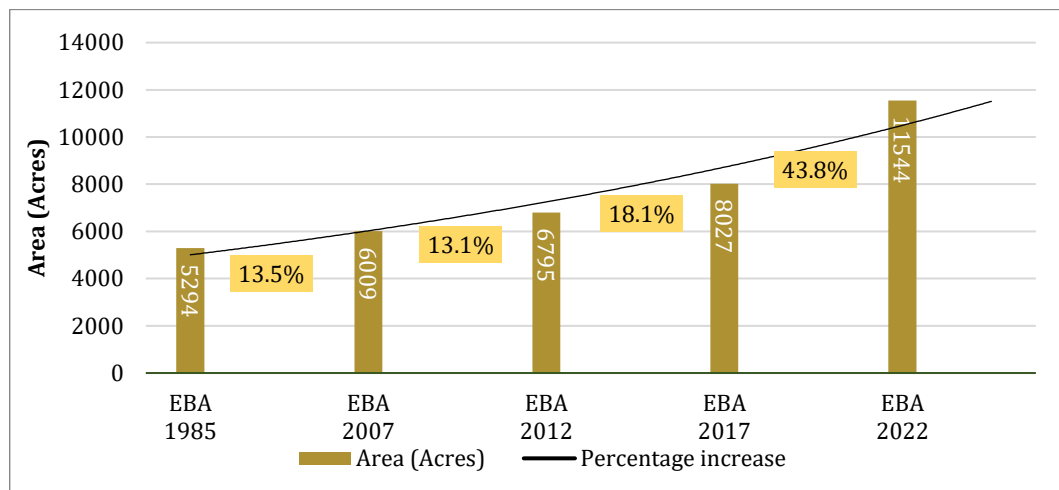


Source: The Consultant, 2023

3.3.2 Growth Trend Analysis

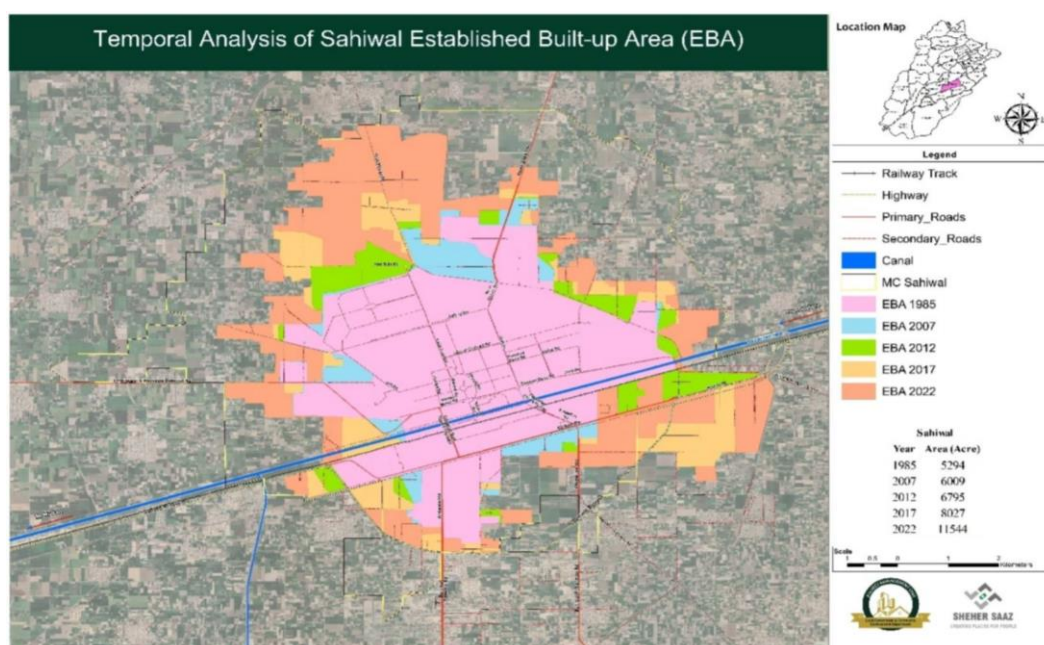
Over the past three decades, MC Sahiwal has witnessed significant expansion in its built-up area, reflecting rapid urban sprawl and unplanned urban growth. This expansion has occurred in all directions, with the northeastern region experiencing the most development due to the growth along major transportation routes. Major roads such as Multan Road, Pakpattan Road, Arifwala Road, Biscuit Factory Road, Chichawatni Sahiwal Harappa Road, and Noor Shah Road show more urbanization, leading to concentrated development along these corridors.

Figure 3-3: Growth Trend Analysis of Municipal Corporation Sahiwal



Source: The Consultant, 2023

Figure 3-4: Growth Trend Map of Municipal Corporation Sahiwal



Source: The Consultant, 2023

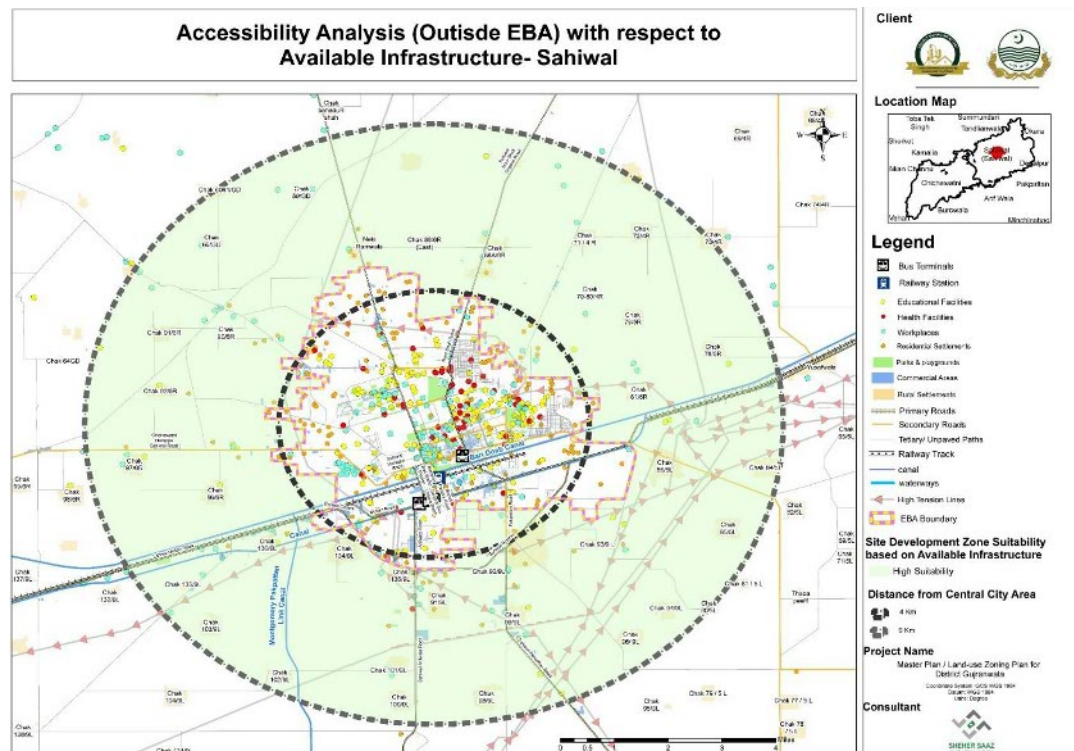
3.3.3 Accessibility Analysis

The accessibility analysis outside the Existing Built-up Area (EBA) identifies potential locations for Site Development Zones (SDZs) based on the proximity to existing infrastructure. Using the 15-minute city model, areas with high and low accessibility are mapped, highlighting regions needing further development. This analysis, conducted for Sahiwal city, considers both public and private transport modes, with buffer distances of 4 km, 9 km, and 13 km representing 5, 10, and 15-minute travel times.

The process disregards highway conditions and traffic, focusing on an average travel speed of 52 km/hr for various vehicles. Based on accessibility criteria—such as proximity to social functions, roads, and city centers—

suitable locations for SDZs are identified. Priority is given to areas outside the EBA with available social functions and infrastructure. The map illustrates SDZ identification based on growth trends and road networks, supporting strategic site development.

Figure 3-5: Accessibility Analysis of Sahiwal Outside Established Built-up Area (EBA) Boundary



Source: Consultants, 2023

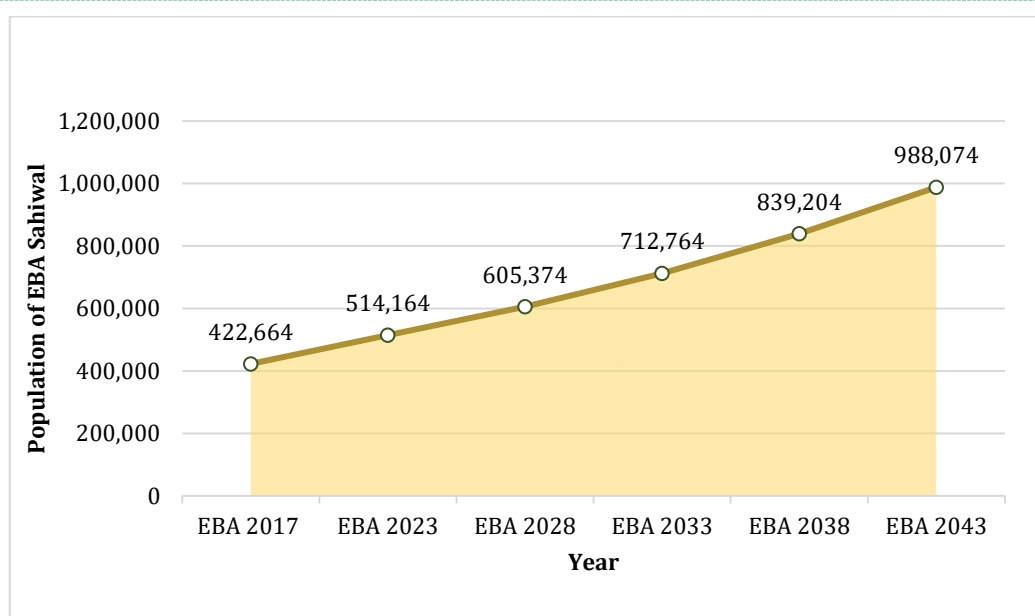
3.3.4 Population Projection

Table 3-3: Population Projection of Sahiwal Established Built-up Area (EBA)

| Sr. No. | Year | EBA Population | Population Increment | Growth Rate |
|---------|------|----------------|----------------------|-------------|
| 1 | 2017 | 422,664 | - | 3.32% |
| 2 | 2023 | 514,164 | 91,500 | 3.32% |
| 3 | 2028 | 605,374 | 91,210 | 3.32% |
| 4 | 2033 | 712,764 | 107,390 | 3.32% |
| 5 | 2038 | 839,204 | 126,440 | 3.32% |
| 6 | 2043 | 988,074 | 148,870 | 3.32% |

Source: Calculated by consultant by using PBS Census 2017

Figure 3-6: Population Projection of Sahiwal Established Built-up Area (EBA)



Source: Prepared by consultant by using PBS Census 2017

3.3.5 Density Analysis

To address urban planning needs, the following table presents the population density analysis for Sahiwal:

Table 3-4: Population Density Analysis for Municipal Corporation Sahiwal

| Sr. No. | Urban Settlements | EBA Population 2023 | EBA 2023 (Acres) | Existing Density | EBA Population 2043 | EBA 2043 (Acres) | Proposed Density |
|---------|-------------------|---------------------|------------------|------------------|---------------------|------------------|------------------|
| 1 | Sahiwal | 514,164 | 11,544 | 45 | 988,074 | 19,291 | 51 |

Source: The Consultant calculated by using population from the PBS census

3.3.6 Future Area Requirement Assessment

According to the census of 2017, Sahiwal EBA has a population of 422,664. In 2023 the EBA Sahiwal population is estimated to be 514,164 with a population density of 45 people per acre. The population of EBA for the year 2043 has been projected to be 988,074. The table shows the residential SDZ future area requirement for the planning period of (2023-2043).

Table 3-5: Future Area Requirement for Residential Site Development Zone (SDZ) of Sahiwal for the Planning Period (2023-2043)

| Description | Statistics | Description | Statistics |
|------------------------------------|--------------|---|-------------|
| Population of MC (2017 census) | 388,795 | Population of EBA (2017) | 422,664 |
| EBA 2023 (Existing) | 11,544 Acres | Population of EBA 2023 (Estimated) | 514,164 |
| Density of EBA (2023) | 44.54 PPA | Proposed Increase in Density for year 2043 | 15% |
| EBA of 2043 (Projected) | 19,291 Acres | Population of EBA 2043 (Projected) | 988,074 |
| Proposed Density for the year 2043 | 51 PPA | Future area requirement for residential zones by 2043 | 7,747 Acres |

Source: The consultant calculated by using population from the PBS 2017 census

3.3.7 Proposed Site Development Zone (SDZ)

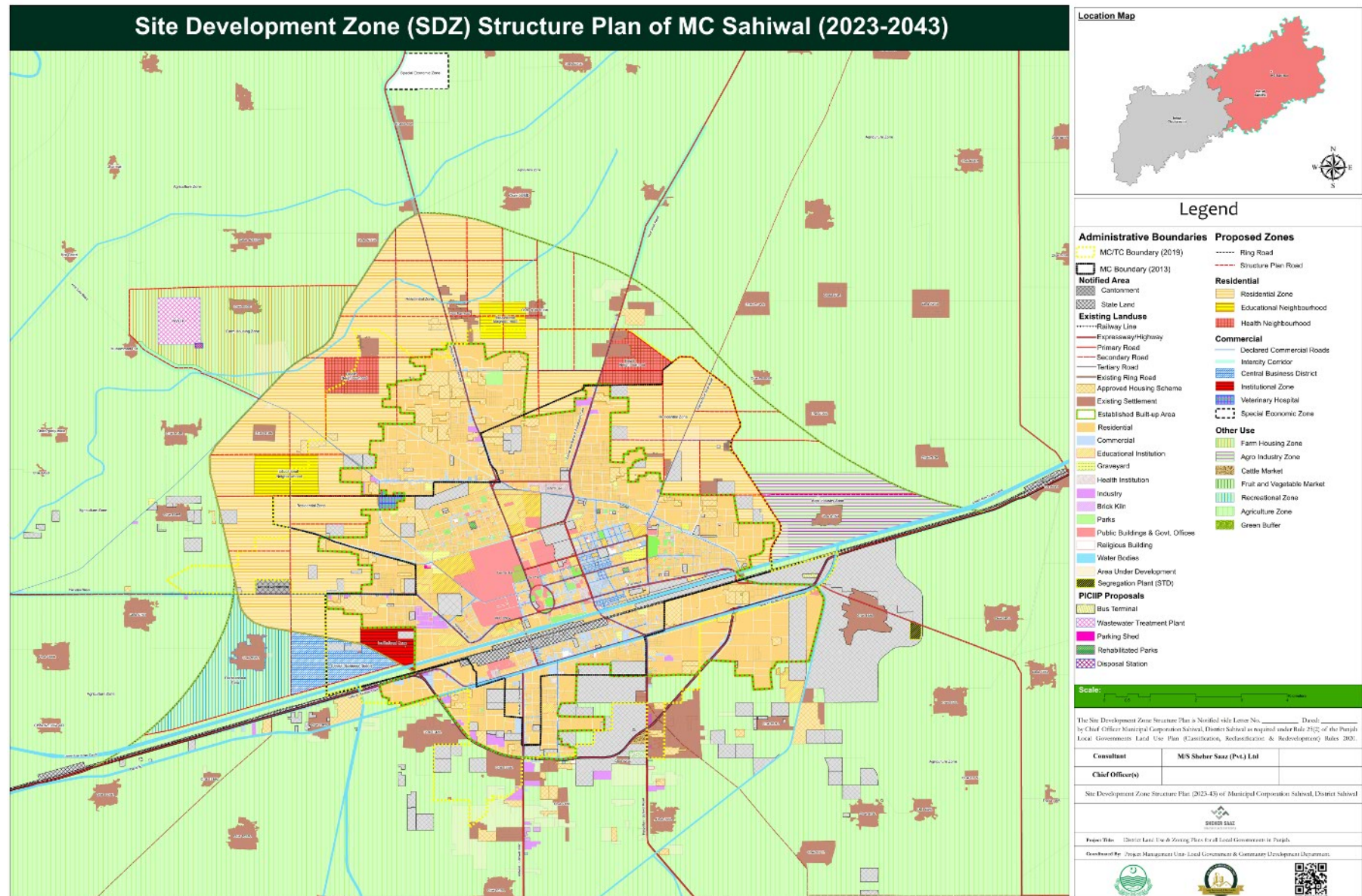
The site development zones have been proposed for 2043. Plans have been prepared for each land use class and discussed in detail, along with the proposed zones and areas. Additionally, the PICIIP proposals have been integrated into Sahiwal's Land Use Plan, consisting of six proposals: a parking shed, rehabilitated parks, a wastewater treatment plant, a bus terminal, and disposal stations. The table shows the overall area and percentages of the residential, commercial, industrial, and other zones.

Table 3-6: Proposed Site Development Zones (SDZ) in Municipal Corporation Sahiwal

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area |
|-------------------------------|-----------------|---------------------------------------|
| Site Development Zones | | |
| Residential Zones | 7,658.36 | 91.03% |
| Commercial Zones | 754.51 | 8.97% |
| Total | 8,412.87 | 100% |
| Other Zones | | |
| Other Zones | 352.27 | - |
| Allied Agricultural Zone | 3,426.07 | - |

Source: The Consultant, 2023

Map 7: Site Development Zone (SDZ) Structure Plan of Municipal Corporation Sahiwal



3.3.7.1 Proposed Residential Zones

A strategic plan has been developed to establish distinct residential zones in Sahiwal, focusing on growth along Sahiwal-Faisalabad Road and Noor Shah Road. These zones are strategically separated by physical barriers, such as along major roads, ensuring an organized and efficient urban layout. The past trend shows the northward expansion of Sahiwal, which significantly attracted the residents. Additionally, the planned connection of northern Sahiwal to the Motorway is a key driver of growth, improving accessibility and promoting further development in the region. A total of 7,658 acres has been proposed for these residential zones to meet the city's growing housing demands sustainably.

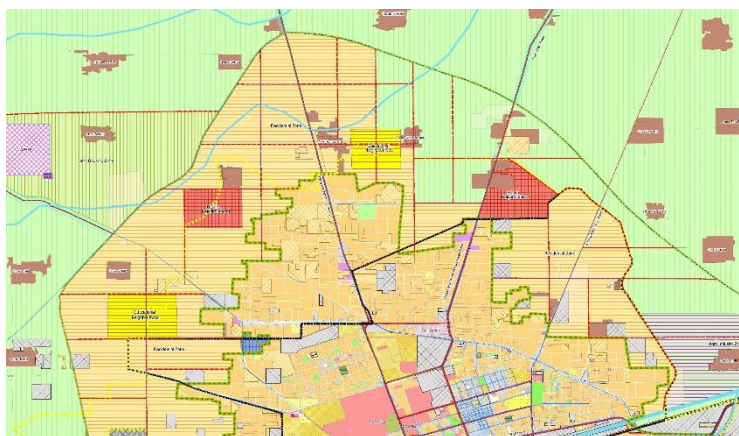


Table 3-7: Proposed Residential Zones in Municipal Corporation Sahiwal

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area | Symbology |
|--------------------------|--------------|---------------------------------------|-----------|
| Residential Zones | 6,797 | 80.78% | |
| Educational Neighborhood | 439 | 5.22% | |
| Health Neighborhood | 423.31 | 5.03% | |

■ Neighborhood

Neighborhood planning integrates essential facilities such as health, education, IT, and economic hubs within residential spaces, creating vibrant and self-sufficient communities. By mandating private developers to reserve and develop a portion of their scheme for higher-order public infrastructure ensures balanced development and also alleviates the burden on public institutions paving the way for sustainable urban growth.

The detailed proposal of each neighborhood in District Sahiwal is as under:

| Neighborhoods | Proposed |
|---|--|
| Health Neighborhood (meant for City Level Healthcare Facilities) | In these residential zones/neighbourhoods, a residential scheme may be allowed subject to condition that 20% of the total area shall be reserved and developed for higher order health facilities (City level health care functions) buildings, higher order health uses: Hospital, Medical Institute, Medical Research, Nursing Home, Diagnostic Centers. |
| Educational Neighborhood (meant for City Level Education Facilities) | In these residential zones/neighbourhoods, a residential scheme may be allowed subject to condition that 20% of the total area shall be reserved and developed for higher order educational facilities (City level education facilities) buildings, higher order education uses: School, College, University, Research Institute, Community School |







Note: The LG&CD Department may devise rules and regulations for such proposed neighbourhoods.

3.3.7.2 Proposed Commercial Zones

To address MC Sahiwal's needs, proposed commercial zones are designed to stimulate growth. These include a designated commercial zone for business activities, an institutional zone for public services, educational centres, a special economic zone, a veterinary hospital for livestock, and a parking shed proposed under the PICIP proposals. This strategic zoning plan aims to meet future demands and create a well-structured, organized municipal environment that supports the community's diverse needs.



Table 3-8: Proposed Commercial Zones in Municipal Corporation Sahiwal

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area | Symbology |
|---------------------------|--------------|---------------------------------------|---|
| Special Economic Zone | 194.95 | 2.32% |  |
| Central Business District | 369.73 | 4.39% |  |
| Parking Shed | 1.23 | 0.01% |  |
| Bus Terminal | 5.78 | 0.07% |  |
| Institutional Zone | 148.37 | 1.76% |  |
| Veterinary Hospital | 34.45 | 0.41% |  |




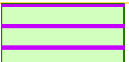
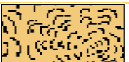

A Special Economic Zone (SEZ) is proposed along Sahiwal Faisalabad Road. It is an area outside MC Sahiwal that operates under distinct economic regulations and policies separate from the rest of the city. The zone is established to stimulate economic growth, attract both domestic and foreign investment, boost exports, create employment opportunities, and foster technological innovation. A veterinary hospital has been proposed near Chak 93/6-R, cover 34.45 acres. It is a medical facility specifically designed for diagnosing, treating, and caring for animals, primarily domestic pets like dogs, cats, and sometimes larger animals like horses or farm animals.

The bus terminal and parking shed have been proposed in PICIIP. The bus terminal, covering 5.78 acres, is located near Chak 86/9-L in Sahiwal MC. It is an essential hub for both urban and rural areas, facilitating the movement of people by bus. The terminal will offer passenger amenities, including waiting areas, ticket counters, restrooms, and seating.

3.3.7.3 Proposed Allied Agricultural Zones

Certain areas within the Site Development Zone (SDZ) Structure Plan have been maintained in their original land use, and various zones under the agriculture category are proposed on an area of 3,632.73 acres. The distribution of these areas is shown in the table below.

Table 3-9: Proposed Allied Agricultural Zones in Municipal Corporation Sahiwal

| Land Uses | Area (Acres) | Symbology |
|--------------------------|--------------|---|
| Recreational Zone | 840.94 |  |
| Rehabilitated Parks | 9.10 |  |
| Farm Housing Zone | 1,479.65 |  |
| Agro Industry Zone | 1,071.56 |  |
| Cattle Market | 13.45 |  |
| Fruit & Vegetable Market | 11.38 |  |




A proposed recreational zone covering 840.94 acres is proposed which aims to enhance green spaces in the city, promoting environmental sustainability, tourism, and community well-being. This zone will support air and water quality, physical activity, and social interaction. The zone will offer opportunities for leisure and connection to nature. An Agro-Based Industrial Zone has also been proposed for food processing units alongside a designated Agriculture Zone for various farming activities. The Green Buffer will be a natural barrier to protect agricultural lands from urban sprawl. Additionally, a cattle market is planned near the Sahiwal Bypass, adjacent to a proposed Fruit and Vegetable Market along Pakpattan Sahiwal Road. This market will provide a hub for

livestock trade, supporting the agricultural sector while offering essential infrastructure and community gathering opportunities.

3.3.7.4 Other Zones Proposals

The other proposed zones include various uses, including three major zones: landfill site, disposal station, and wastewater treatment plant. These land uses are proposed under the PICIIP proposal, which has been integrated into the land use plan. The distribution of these areas is shown in the table below.

Table 3-10: Proposed Other Zones in Municipal Corporation Sahiwal

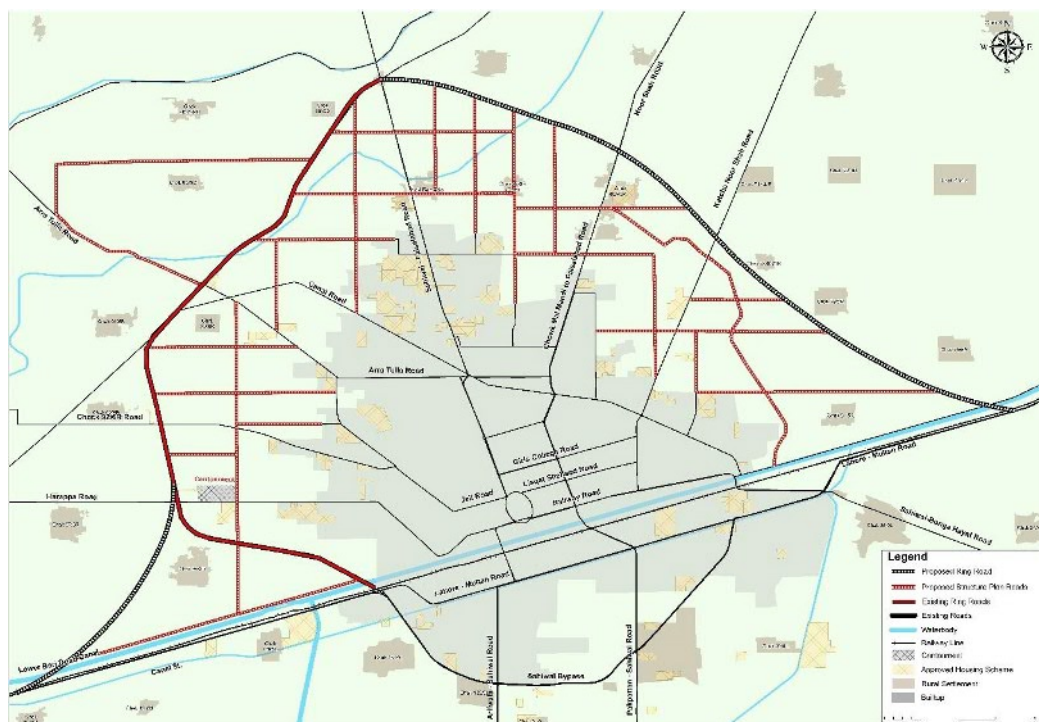
| Land Uses | Area (Acres) | Symbology |
|----------------------------|--------------|---|
| Landfill Site | 37.90 |  |
| Disposal Station | 113.47 |  |
| Wastewater Treatment Plant | 200.90 |  |

The proposed landfill site integrates the suggested site in PICIIP. The landfill site has been proposed near Jahanwala and Balochanwala along Sahiwal-Pakpattan Road.

3.3.8 Proposed Structure Plan Roads

The Structure Plan for Sahiwal has been developed for the next 20 years (2023-2043) based on factors such as connectivity of existing infrastructure, growth trends, topography, and land use patterns. When proposing new roads in a city, it is crucial to consider route proposals and alignments carefully to ensure that the roads serve their intended purposes effectively while minimizing negative impacts. To support Sahiwal City's future development, a proposal has been made that includes the construction of a ring road, i.e., an Outer Ring Road along with a network of structure plan roads. The following map shows the proposed structure plan roads of Sahiwal for the next 20 years (2023-2043).

Figure 3-7: Proposed Structure Plan Roads of Municipal Corporation Sahiwal (2023-2043)



Source: Devised by Consultant, 2023

Note: The comprehensive list of Proposed Structure Plan Roads has been provided under section 5.2 of Proposed Structure Plan Roads.

3.4 Site Development Zone (SDZ) Structure Plan of Municipal Committee Chichawatni

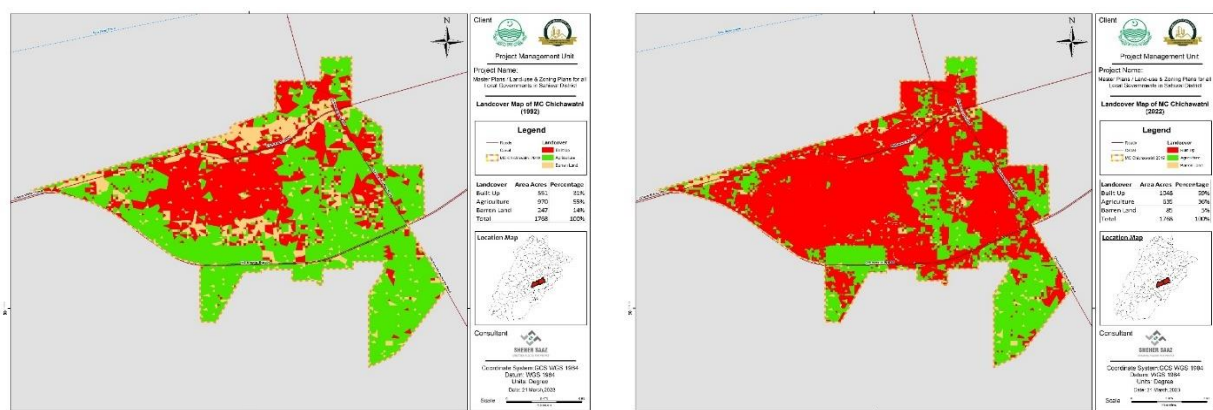
3.4.1 Past Trend Analysis of Municipal Committee Chichawatni

The spatiotemporal analysis of Chichawatni reveals significant changes in land use over the past 30 years, with a shift from agricultural to built-up areas. The change detection process highlighted the trend, indicating rapid urbanization and a reduction in green space. This analysis is essential for understanding land use patterns and supporting sustainable land management. The study spans from 1992 to 2022 and provides insights into physical growth trends in the region.

Table 3-11: Land Cover Analysis of Municipal Committee Chichawatni

| Land Use | 1992 | | 2022 | | Change (2022-1992) | |
|-------------|--------------|------------|--------------|------------|--------------------|------------|
| | Area (acres) | Percentage | Area (acres) | Percentage | Area (acres) | Percentage |
| Green Land | 970 | 54.9% | 635 | 35.9% | -335 | -34.54% |
| Built-Up | 551 | 31.2% | 1,048 | 59.3% | 497 | 90.20% |
| Barren Land | 247 | 14.0% | 85 | 4.8% | -162 | -66% |

Figure 3-8: Land Cover Map of Municipal Committee Chichawatni from 1992-2022

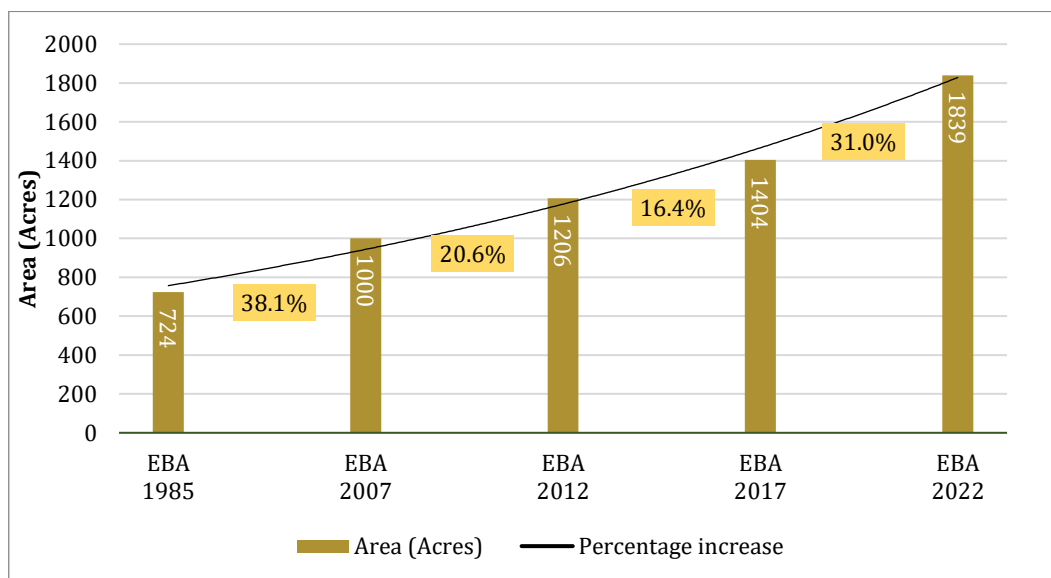


Source: The Consultant, 2023

3.4.2 Growth Trend Analysis

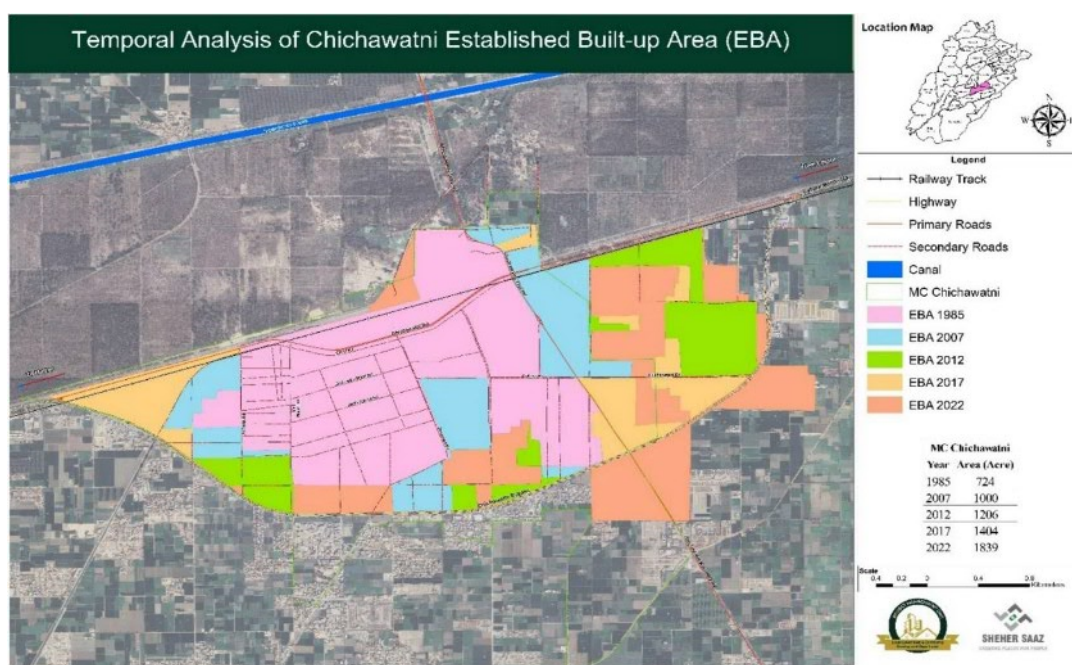
The growth trend analysis of Chichawatni shows the substantial growth patterns over recent decades, characterized by the horizontal expansion of urban areas. Spatial development has predominantly occurred in the southern direction, as in north side the growth constrained by forest area. The expansion follows major transport corridors, including Chichawatni-Toba Road, Okanwala Road, and the Chichawatni Bypass, leading to linear urban growth along these routes.

Figure 3-9: Growth Trend Analysis of Municipal Committee Chichawatni



Source: The Consultant, 2023

Figure 3-10: Growth Trend Map of Municipal Committee Chichawatni

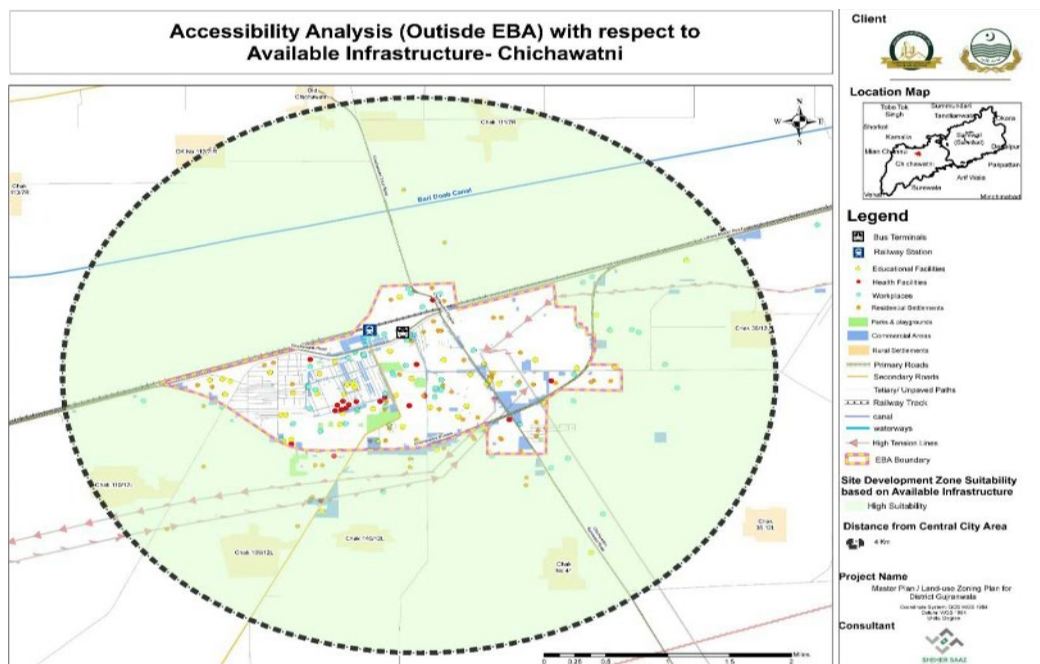


Source: The consultant, 2023

3.4.3 Accessibility Analysis

The accessibility analysis has been carried out in Chichawatni outside the EBA boundary which aims to identify suitable locations for site development zones (SDZs) by evaluating accessibility to existing infrastructure. Using a 15-minute city model, areas with low accessibility within the EBA are highlighted for future development. The methodology involves using the geometric center of cities as trip origin points, considering both private and public transport modes. Buffer distances of 4 km, 9 km, and 13 km correspond to 5, 10, and 15-minute travel times, respectively. Criteria such as proximity to social functions, roads, electric lines, water bodies, and city centers are used to determine SDZ suitability.

Figure 3-11: Accessibility Analysis of Chichawatni Outside Established Built-up Area (EBA) Boundary



Source: Consultants, 2023

3.4.4 Population Projection

The population projection for Chichawatni is based on the 2023 growth rate of Tehsil Chichawatni. As the only major urban settlement in the tehsil, Chichawatni's population projection trends reflect the overall growth of the tehsil.

Table 3-12: Population Projection of Chichawatni Established Built-up Area (EBA)

| Sr. No. | Year | EBA Population | Population Increment | Growth Rate |
|---------|------|----------------|----------------------|-------------|
| 1 | 2017 | 112,590 | - | 2.04% |
| 2 | 2023 | 127,093 | 14,503 | 2.04% |
| 3 | 2028 | 140,597 | 13,503 | 2.04% |
| 4 | 2033 | 155,535 | 14,938 | 2.04% |
| 5 | 2038 | 172,060 | 16,525 | 2.04% |
| 6 | 2043 | 190,341 | 18,281 | 2.04% |

Source: Calculated by consultant by PBS Census

3.4.5 Density Analysis

Chichawatni's estimated population is 127,093 in 2023, covering an area of 1,840 acres. The existing density, divided by the population and area, is 69 persons per acre. For the year 2043, the projected population is 190,341, with an expected EBA area of 2,624 acres. This results in a proposed density of 73 people per acre by adding 5% of the current density.

Table 3-13: Population Density Analysis for Municipal Committee Chichawatni

| Urban Settlements | EBA Population 2023 | EBA 2023 (Acres) | Existing Density | EBA Population 2043 | EBA 2043 (Acres) | Proposed Density |
|-------------------|---------------------|------------------|------------------|---------------------|------------------|------------------|
| Chichawatni | 127,093 | 1,840 | 69 | 190,341 | 2,624 | 73 |

Source: The Consultant Calculated by Using Population from the PBS Census

3.4.6 Future Area Requirement Assessment

The calculation of the necessary residential area to accommodate the increasing population in Chichawatni has been executed using density analysis. Conforming to the findings derived from the population density analysis specific to Chichawatni, the requisites for residential areas have been evaluated and are presented in detail within the following table.

Table 3-14: Future Area Requirement for Residential Site Development Zone (SDZ) of Chichawatni for the Planning Period (2023-2043)

| Description | Statistics | Description | Statistics |
|------------------------------------|---------------------------|---|------------|
| Population of MC (2017 census) | 94,733 | Population of EBA (2017) | 112,590 |
| EBA 2023 (Existing) | 1,839 Acres | Population of EBA 2023 (Estimated) | 127,093 |
| Density of EBA (2023) | 69 Person Per Acres (PPA) | Increase in Density for year 2043 | 5% |
| EBA of 2043 (Projected) | 2,624 Acres | Population of EBA 2043 (Projected) | 190,341 |
| Proposed Density for the year 2043 | 73 PPA | Future area requirement for residential zones by 2043 | 784 Acres |

Source: The Consultant calculated by using population from the PBS census

Based on the population density analysis conducted in Chichawatni, it has been determined that the Site Development Zone (SDZ) Structure Plan for MC Chichawatni necessitates an allocation of 784 acres for residential use.

3.4.7 Proposed Site Development Zone (SDZ)

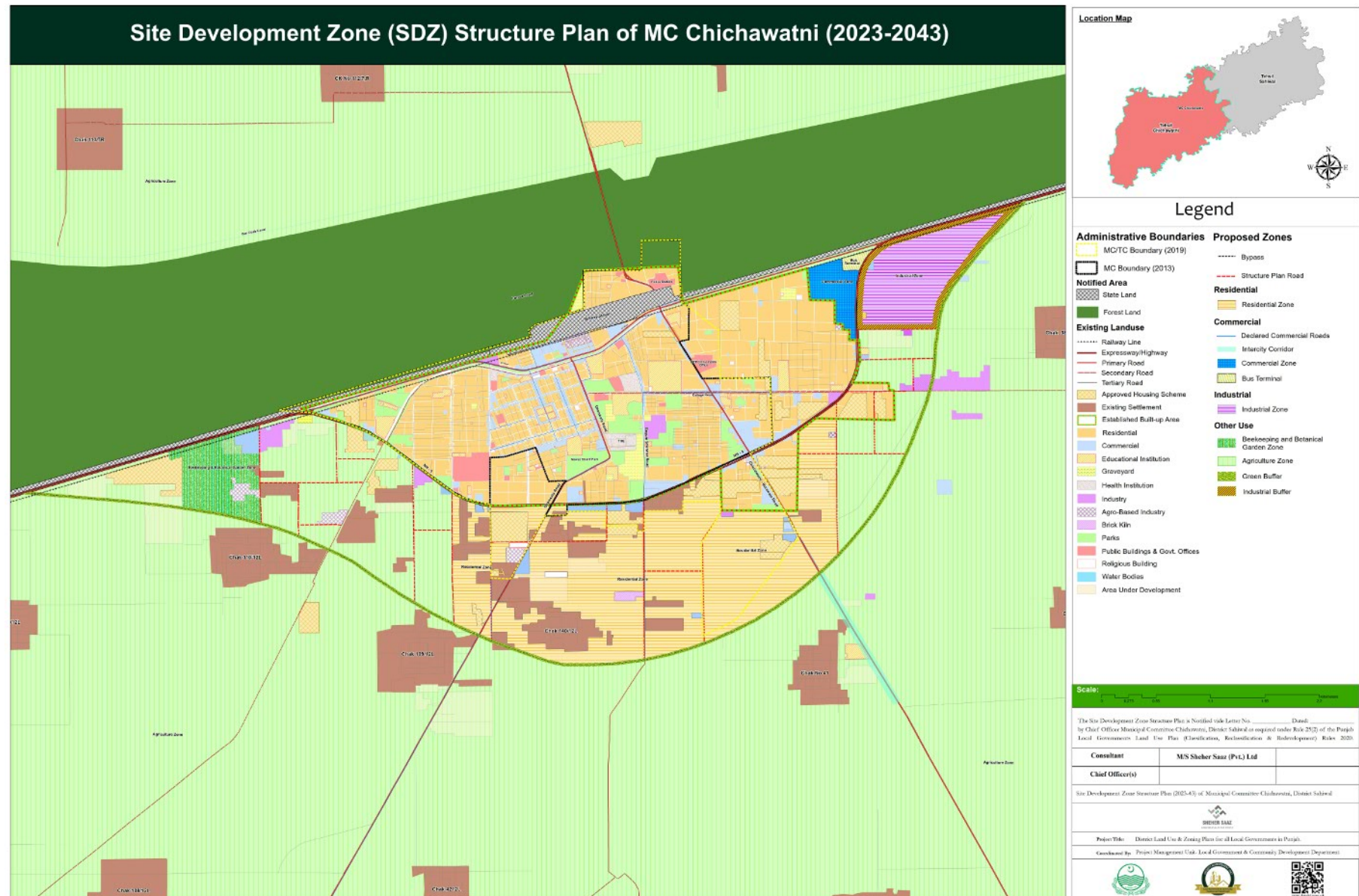
The site development zone has been proposed for the year 2043. The plans have been prepared for each land use class and will be discussed in detail along with the proposed zones and areas. The table shows the overall area and percentages of the residential, commercial, industrial, and other zones.

Table 3-15: Proposed Site Development Zones (SDZ) in Municipal Committee Chichawatni

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area |
|-------------------------------|-----------------|---------------------------------------|
| Site Development Zones | | |
| Residential Zones | 879.16 | 79.29% |
| Commercial Zones | 61.46 | 5.54% |
| Industrial Zones | 168.12 | 15.16% |
| Total | 1,108.74 | 100% |
| Other Zones | | |
| Allied Agricultural Zone | 114.01 | - |

Source: The Consultant, 2023

Map 8: Site Development Zone (SDZ) Structure Plan of Municipal Committee Chichawatni



3.4.7.1 Proposed Residential Zones

The growth trend analysis of Chichawatni reveals significant expansion in the Southeast and South-West directions. To support this growth, residential zones are proposed between Chichawatni Bypass Road and the planned ring road, enhancing connectivity with the Municipal Committee (MC). These zones are designed to accommodate future population growth over the next two decades, developing of planned residential area while preserving green spaces. The proposed residential zones have been divided based on the proposed structure plan roads; this layout promotes efficient urban development and ensures residents' sustainable, well-planned living environments.

The requirement for the residential zone in Chichawatni is 185 acres, but 879 acres have been proposed. This increase in the proposed zone is due to its strategic location along the main GT road, which enhances its accessibility and potential for urban growth. The expansion anticipates future migration and development, ensuring enough space for residential and infrastructural needs.



Table 3-16: Proposed Residential Zones in Municipal Committee Chichawatni

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area | Symbology |
|-------------------|--------------|---------------------------------------|---|
| Residential Zones | 879.16 | 79.29% |  |

3.4.7.2 Proposed Commercial Zones

To meet the evolving needs of MC, the consultant has strategically proposed commercial zones to mitigate the future requirement which encompass economic prosperity in the MC. There are three distinct further zones proposed in this zone including proposed commercial zone, proposed institutional zone and proposed intercity corridor. The bus terminal zone has also been proposed along Multan Chichwatni Road at north west and along with proposed commercial and industrial zone. The proposed zone covers 8.40 acres of area. The inclusion of bus terminal in MC Chichwatni will enhance connectivity to other cities. It offers accessibility of transport, promote eco-friendly modes of transportation

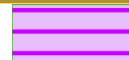
Table 3-17: Proposed Commercial Zones in Municipal Committee Chichawatni

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area | Symbology |
|-----------------|--------------|---------------------------------------|---|
| Commercial Zone | 53.06 | 4.79% |  |
| Bus Terminal | 8.41 | 0.76% |  |

3.4.7.3 Proposed Industrial Zone

Chichawatni's industrial sector, known for producing beauty products and cotton processing, has significant growth potential. To capitalize on this, an industrial zone has been proposed adjacent to the commercial zone, aimed at boosting economic development and attracting investment. The city's proximity to cotton-producing regions supports its cotton factories, reinforcing its industrial strength. To mitigate environmental impacts, a 50-meter green buffer zone has been proposed around the industrial area, serving as a natural barrier to reduce pollution, noise, and protect local biodiversity while enhancing air and water quality.

Table 3-18: Proposed Industrial Zones in Municipal Committee Chichawatni

| Land Uses | Area | Percentage of the Total Proposed Area | Symbology |
|-----------------|--------|---------------------------------------|---|
| Industrial Zone | 168.12 | 15.16% |  |

3.4.7.4 Proposed Allied Agricultural Zones

To promote biodiversity conservation and sustainable apiculture practices, Beekeeping and Botanical Garden zones have been proposed considering the MC's potential, as the MC has orchards and is home to many native plant species. The zone has been proposed adjacent to Chichawatni reserved forest. This designated area will provide an ideal habitat for bees to thrive and contribute to pollination, essential for agricultural productivity.

Additionally, the botanical garden will showcase diverse flora, including native and endangered species, fostering research and environmental education.

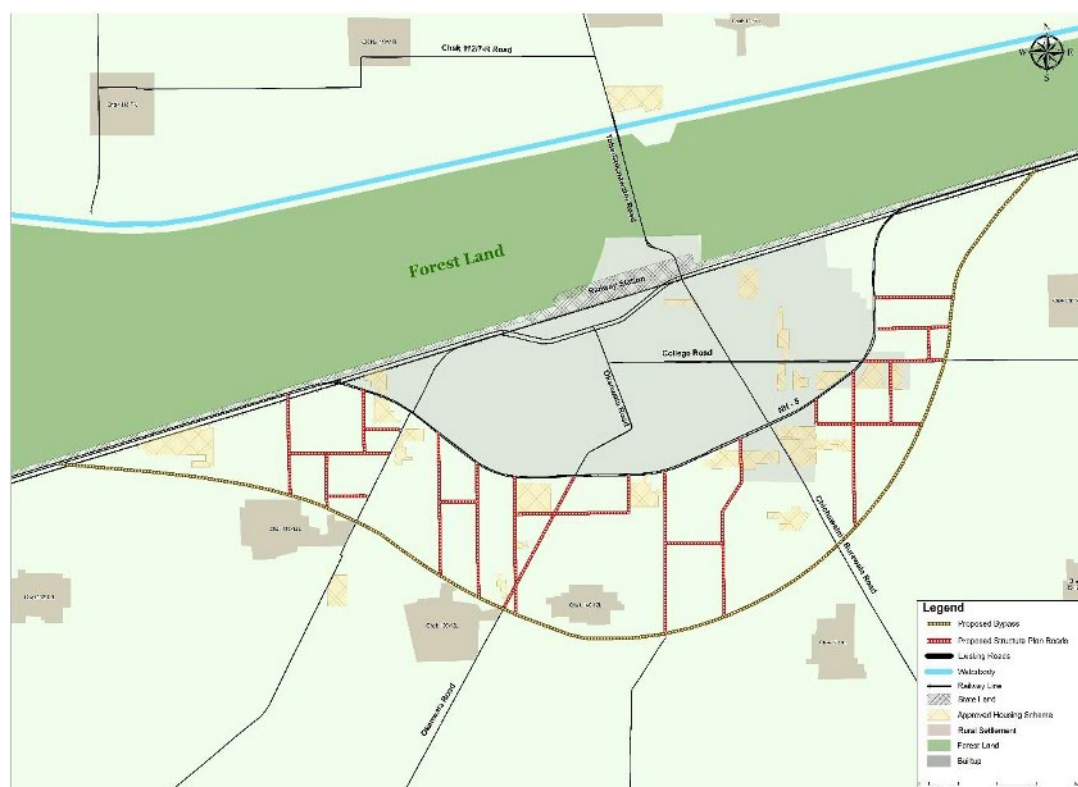
Table 3-19: Proposed Allied Agricultural Zones in Municipal Committee Chichawatni

| Land Uses | Area (Acres) | Symbology |
|------------------------------------|--------------|---|
| Beekeeping & Botanical Garden Zone | 114.01 |  |

3.4.8 Proposed Structure Plan Roads

The Structure Plan for Chichawatni has been developed for the next 20 years (2023-2043) based on factors such as infrastructure connectivity, growth trends, topography, and land use patterns. When proposing new roads in a city, it is crucial to consider route proposals and alignments carefully to ensure that the roads serve their intended purposes effectively while minimizing negative impacts. To support Chichawatni City's future development, a proposal has been made that includes the construction of a bypass, i.e., an Outer Road along with a network of structure plan roads. The following map shows the proposed structure roads of Chichawatni for the next 20 years (2023-2043).

Figure 3-12: Proposed Structure Plan Roads of Municipal Committee Chichawatni (2023-2043)



Source: Devised by Consultant, 2023

Note: The comprehensive list of Proposed Structure Plan Roads has been provided under section 5.2 of Proposed Structure Plan Roads.

3.5 Site Development Zone (SDZ) Structure Plan of Municipal Committee Kameer

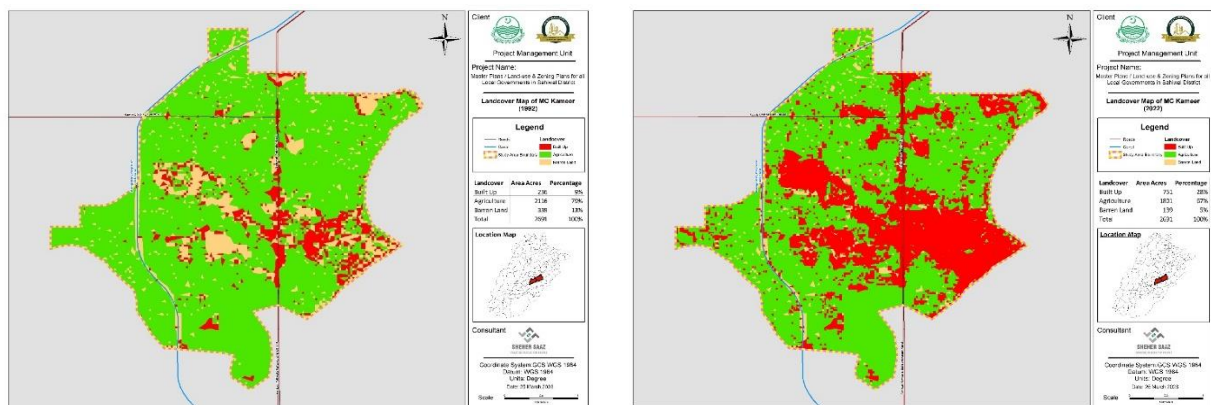
3.5.1 Past Trend Analysis of Municipal Committee Kameer

The land cover distribution of MC Kameer has changed over the years 1992, 2002, 2012, and 2022. In 1992, the total area was 2,691 acres, with built-up areas at 236 acres (9%), agriculture at 2,116 acres (79%), and barren land at 339 acres (13%). By 2022, built-up areas further increased to 751 acres (28%), agriculture decreased to 1,801 acres (67%), and barren land fell to 139 acres (5%).

Table 3-20: Land Cover Analysis of Municipal Committee Kameer

| Land Use | 1992 | | 2022 | | Change (2022-1992) | |
|-------------|--------------|------------|--------------|------------|--------------------|------------|
| | Area (acres) | Percentage | Area (acres) | Percentage | Area (acres) | Percentage |
| Green Land | 2,116 | 78.6% | 1,801 | 48.1% | -315 | -14.89% |
| Built-Up | 236 | 8.8% | 751 | 27.9% | 515.00 | 218.22% |
| Barren Land | 339 | 12.6% | 139 | 3.7% | -200 | -59% |

Figure 3-13: Land Cover Map of Municipal Committee Kameer from 1992-2022

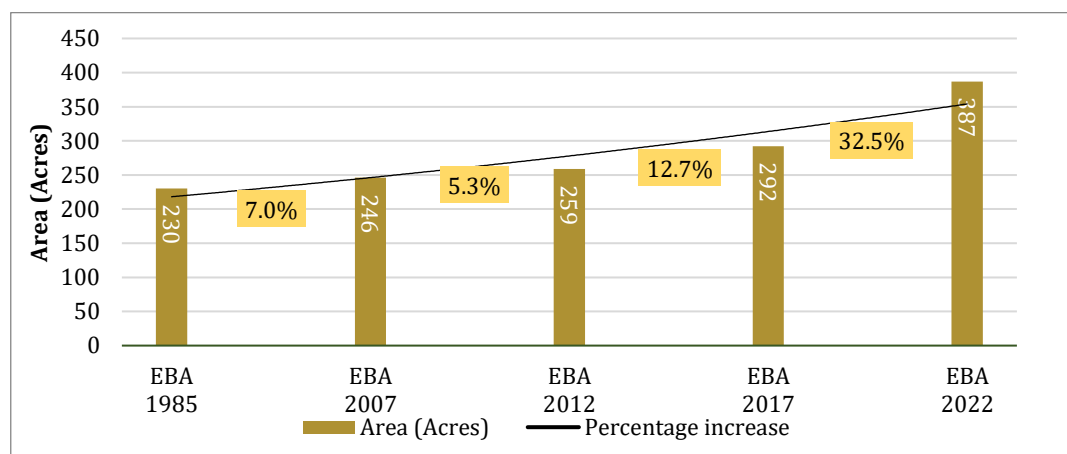


Source: The Consultant, 2023

3.5.2 Growth Trend Analysis

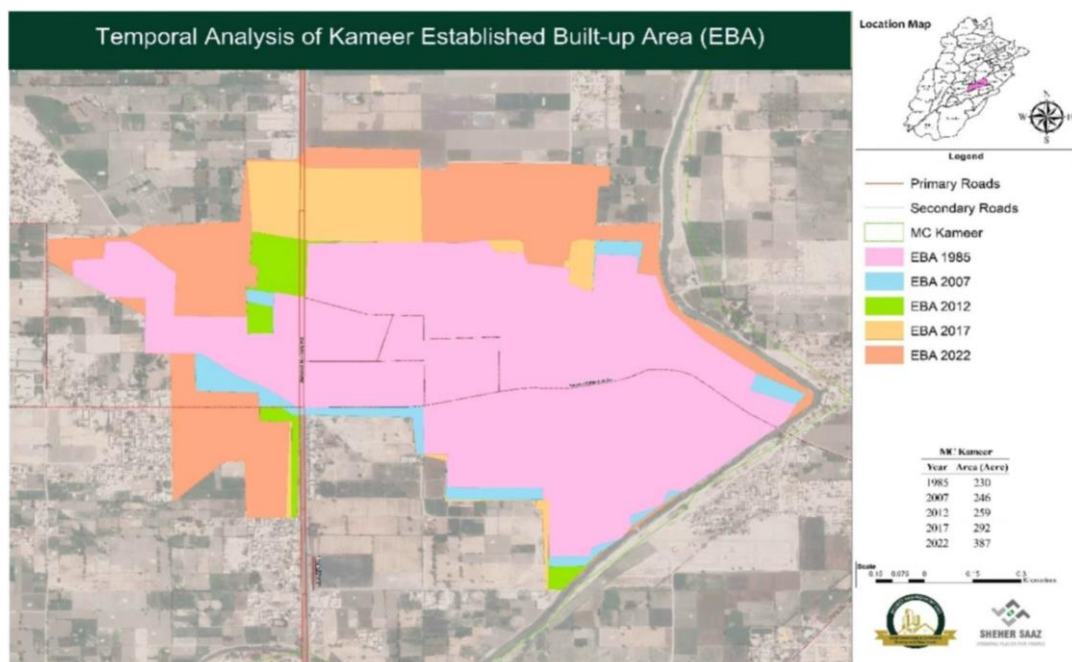
The growth trend of MC Kameer shows a significant increase in urban sprawl over a 30-40 years period from 1985 to 2022. The built-up area increases, indicating substantial development and urbanization. Major growth occurred along the Lahore-Multan Road, extending towards Chak 119/9L, driven by improved transport services and connectivity to neighboring areas like 120/9L and 118/9L. Additionally, growth has spread west of Adda Kameer Shareef, influenced by the presence of educational institutions. Despite this increase in built-up areas, there remains considerable potential and vacant land within the MC Kameer boundary.

Figure 3-14: Growth Trend Analysis of Municipal Committee Kameer



Source: The Consultant, 2023

Figure 3-15: Growth Trend Map of Municipal Committee Kameer

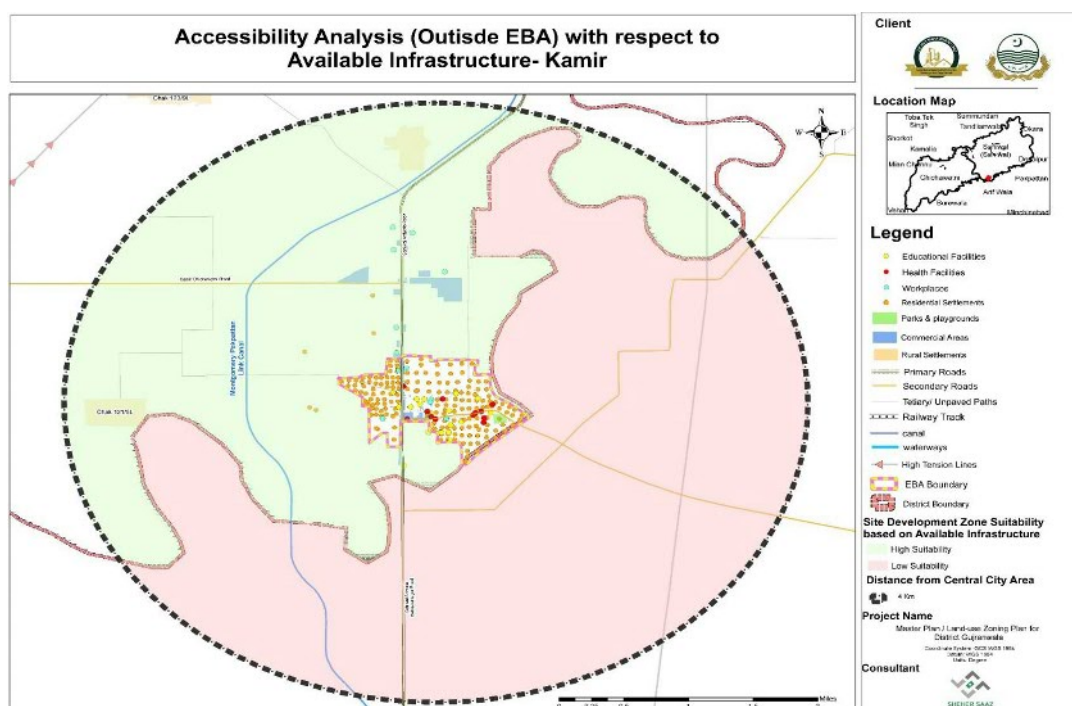


Source: The consultant, 2023

3.5.3 Accessibility Analysis

The accessibility analysis of Kameer evaluates how well the transportation network supports access to essential services such as workplaces, education, health, commerce, and recreation. Based on the 15-minute city model, the analysis identifies residential settlements with access to these services within 5, 10, and 15-minute walking distances. The analysis identifies gaps where infrastructure improvements can enhance accessibility, contributing to more sustainable urban development and improved quality of life.

Figure 3-16: Accessibility Analysis of Kameer Outside Established Built-up Area (EBA) Boundary



Source: Consultants, 2023

3.5.4 Population Projection

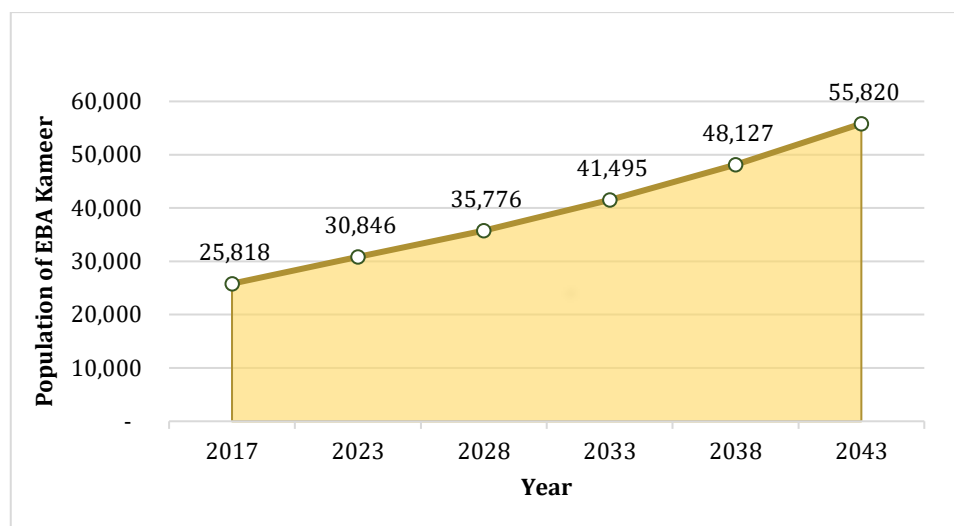
The population projection for Kameer is based on the 2023 growth rate of MC Kameer.

Table 3-21: Population Projection of Kameer Established Built-up Area (EBA)

| Sr. No. | Year | Population | Population Increment | Growth Rate |
|---------|------|------------|----------------------|-------------|
| 1 | 2017 | 25,818 | - | 3.01% |
| 2 | 2023 | 30,846 | 5,028 | 3.01% |
| 3 | 2028 | 35,776 | 4,930 | 3.01% |
| 4 | 2033 | 41,495 | 5,718 | 3.01% |
| 5 | 2038 | 48,127 | 6,632 | 3.01% |

Source: Calculated by consultant by PBS Census

Figure 3-17: Growth Trend Analysis of Municipal Committee Kameer



Source: The Consultant, 2023

3.5.5 Density Analysis

For MC Kameer, the population density has been maintained at its existing level, as it is a relatively small city with potential for future growth.

Table 3-22: Population Density Analysis for Municipal Committee Kameer

| Urban Settlements | EBA Population 2023 | EBA 2023 (Acres) | Existing Density | EBA Population 2043 | EBA 2043 (Acres) | Proposed Density |
|-------------------|---------------------|------------------|------------------|---------------------|------------------|------------------|
| Kameer | 30,846 | 531 | 58 | 55,820 | 961 | 58 |

Source: The Consultant calculated by using population from the PBS census

3.5.6 Future Area Requirement Assessment

The area requirement for residential land use for MC Kameer is given in the table below.

Table 3-23: Future Area Requirement for Residential Site Development Zone (SDZ) of Kameer for the Planning Period (2023-2043)

| Description | Statistics | Description | Statistics |
|------------------------------------|---------------------------|---|------------|
| Population of MC (2017 census) | 32,156 | Population of EBA (2017) | 25,818 |
| EBA 2023 (Existing) | 531 Acres | Population of EBA 2023 (Estimated) | 30,846 |
| Density of EBA (2023) | 58 Persons Per Acre (PPA) | EBA of 2043 (Projected) | 961 Acres |
| Population of EBA 2043 (Projected) | 55,820 | Future area requirement for residential zones by 2043 | 430 Acres |

Source: The Consultant calculated by using population from the PBS census

As per the population density analysis of Kameer, the required residential area for Site Development Zone (SDZ) Structure Plan for MC Kameer turns out to be 430 acres.

3.5.7 Proposed Site Development Zone (SDZ)

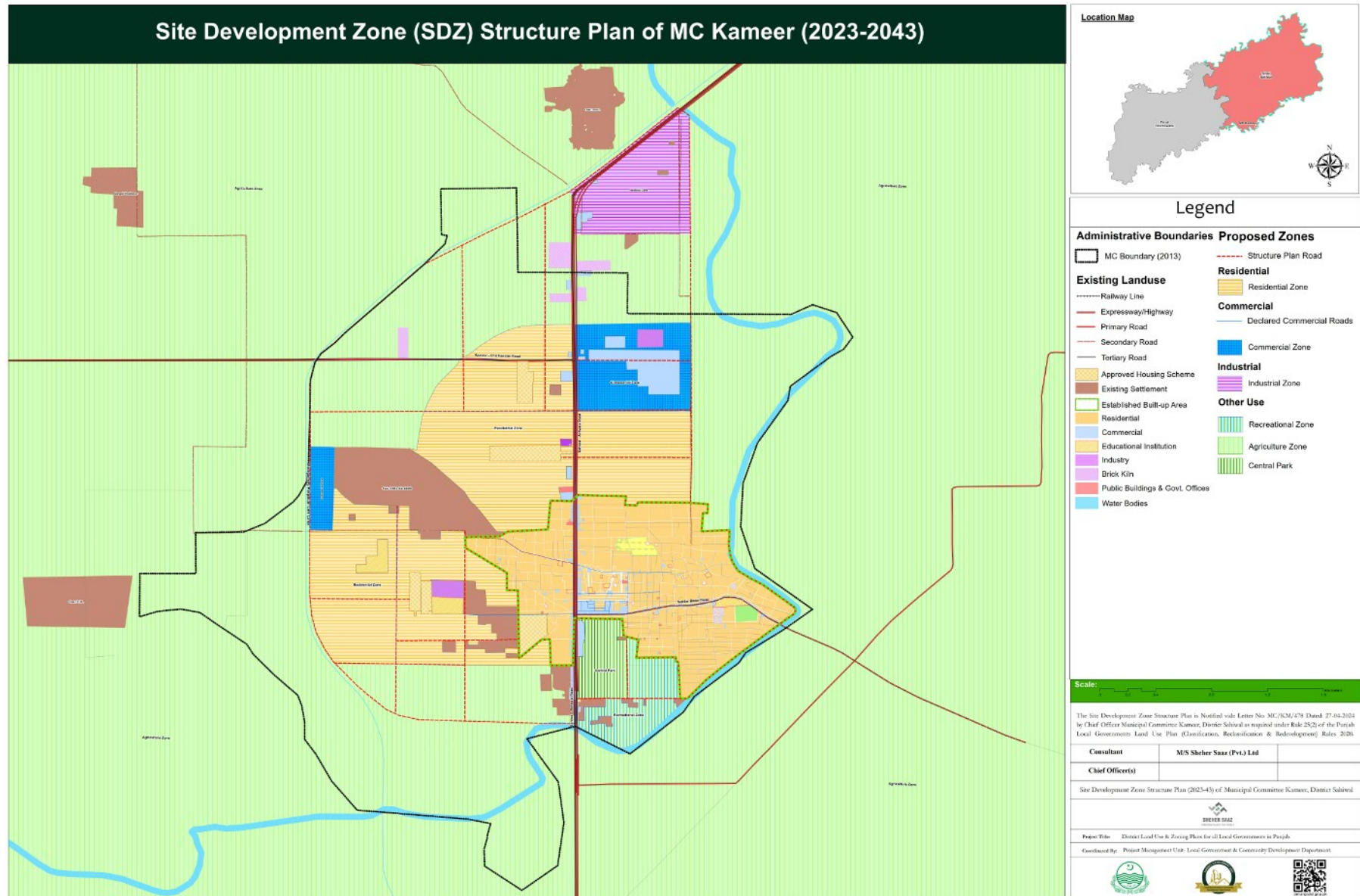
The site development zone has been proposed for the year 2043. The plans have been prepared for each land use class and will be discussed in detail along with the proposed zones and areas. The table shows the overall area and percentages of the residential, commercial, industrial, and other zones.

Table 3-24: Proposed Site Development Zones in Municipal Committee Kameer

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area |
|-------------------------------|--------------|---------------------------------------|
| Site Development Zones | | |
| Residential Zones | 605.81 | 74.22% |
| Commercial Zones | 99.54 | 12.20% |
| Industrial Zones | 110.85 | 13.58% |
| Total | 816.2 | 100% |
| Other Zones | | |
| Allied Agricultural Zone | 102.48 | 11.16% |

Source: The Consultant, 2023

Map 9: Site Development Zone (SDZ) Structure Plan of Municipal Committee Kameer

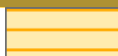


3.5.7.1 Proposed Residential Zones

The residential zones were proposed based on the several factors of accessibility, growth trend, market forces, compact development, and along the physical barrier. These residential zones have also been sub-divided based on proposed structure plan roads. These zones are proposed by a thorough assessment of transportation links and connectivity, ensuring that the location is highly accessible and well-connected for the convenience of residents.

The requirement for the residential zone in Kameer is 180 acres, but 605 acres have been proposed. This increase is justified by considering factors such as future population growth, the need for expanded infrastructure, and Kameer's potential for urban development due to its location and connectivity. The additional land provides room for residential expansion, ensuring that the town can accommodate increasing demand and future growth while avoiding overcrowding.


Table 3-25: Proposed Residential Zones in Municipal Committee Kameer

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area | Symbology |
|-------------------|--------------|---------------------------------------|---|
| Residential Zones | 605.81 | 74.22% |  |

3.5.7.2 Proposed Commercial Zones

Proposed Commercial corridors have been proposed along major corridors. Major roads have been identified in Kameer which best suits the commercial activity. Creating a commercial zone can boost economic activities in the region. It attracts businesses, investments, and job opportunities, which can contribute to local prosperity and development. As commercial zones often come with improved infrastructure and amenities like roads, utilities, and public facilities, which enhance the overall living conditions for residents.

Table 3-26: Proposed Commercial Zones in Municipal Committee Kameer

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area | Symbology |
|-----------------|--------------|---------------------------------------|---|
| Commercial Zone | 99.54 | 12.20% |  |

3.5.7.3 Proposed Allied Agricultural Zones

The purpose of allocating Allied Agricultural Zones is to ensure that the land in a particular region is used efficiently and exclusively for agricultural purposes. This helps maximize food production and promotes sustainable farming practices. Different sub-uses in Agriculture zone are proposed as promotional zone such as central park zone, and recreational zone

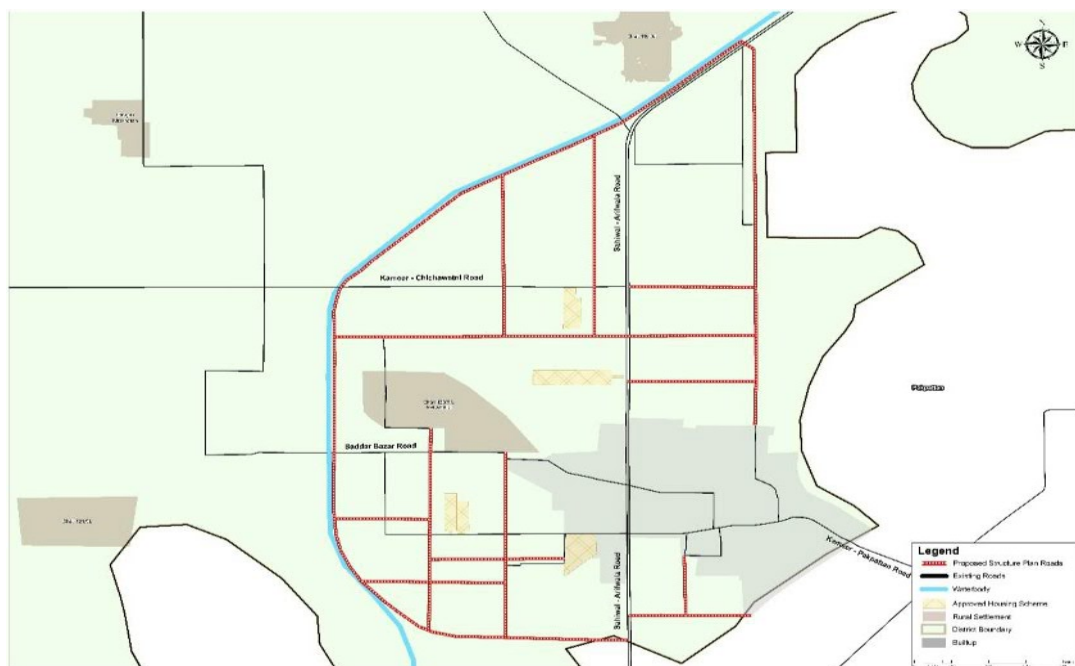
Table 3-27: Proposed Allied Agricultural Zones in Municipal Committee Kameer

| Land Uses | Area (Acres) | Symbology |
|-------------------|--------------|---|
| Central Park | 40.12 |  |
| Recreational Zone | 62.36 |  |

3.5.8 Proposed Structure Plan Roads

The Structure Plan for Kameer has been developed for the next 20 years (2023-2043) based on factors such as connectivity of existing infrastructure, growth trends, topography, and land use patterns. When proposing new roads in a city, it is crucial to consider route proposals and alignments carefully to ensure that the roads serve their intended purposes effectively while minimizing negative impacts. To support Kameer City's future development, a proposal has been made that includes the construction of a network of structure plan roads. The following map shows the proposed structure plan roads of Kameer for the next 20 years (2023-2043).

Figure 3-18: Proposed Structure Plan Roads of Municipal Committee Kameer (2023-2043)



Source: Devised by Consultant, 2023

Note: The comprehensive list of Proposed Structure Plan Roads has been provided under section 5.2 of Proposed Structure Plan Roads.

3.6 Site Development Zone (SDZ) Structure Plan of District Council Sahiwal (Urban Settlement Harappa)

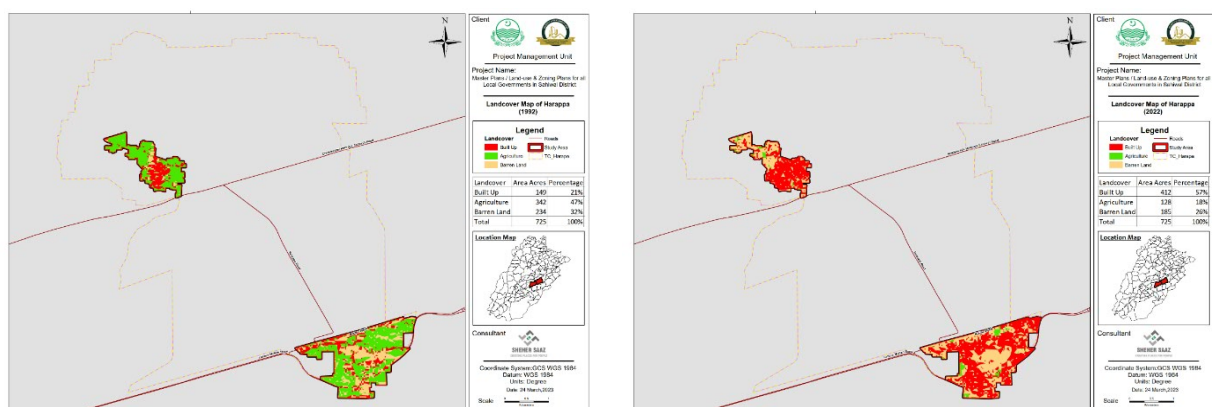
3.6.1 Past Trend Analysis

The land cover distribution in Harappa changed significantly from 1992 to 2022. The increase in the built-up area has been shown over the previous 30 years as shows the detail in the below table.

Table 3-28: Land Cover Analysis of District Council Sahiwal (Urban Settlement Harappa)

| Land Use | 1992 | | 2022 | | Change (2022-1992) | |
|-------------|--------------|------------|--------------|------------|--------------------|------------|
| | Area (acres) | Percentage | Area (acres) | Percentage | Area (acres) | Percentage |
| Green Land | 342 | 47.2% | 128 | 17.7% | -214 | -62.57% |
| Built-up | 149 | 20.6% | 412 | 56.8% | 263 | 176.51% |
| Barren Land | 234 | 32.3% | 185 | 25.5% | -49 | -21% |

Figure 3-19: Land Cover Analysis of Urban Settlement Harappa (1992-2022)

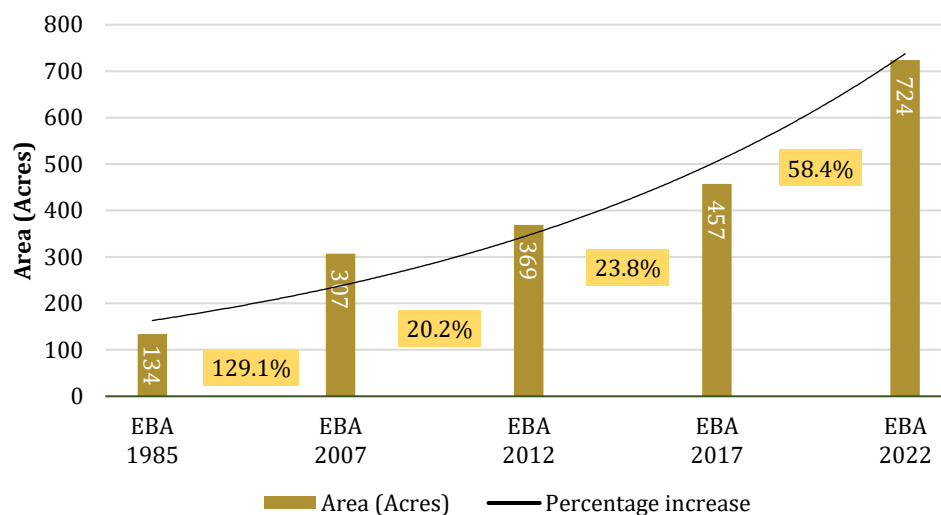


Source: The Consultant, 2023

3.6.2 Growth Trend Analysis

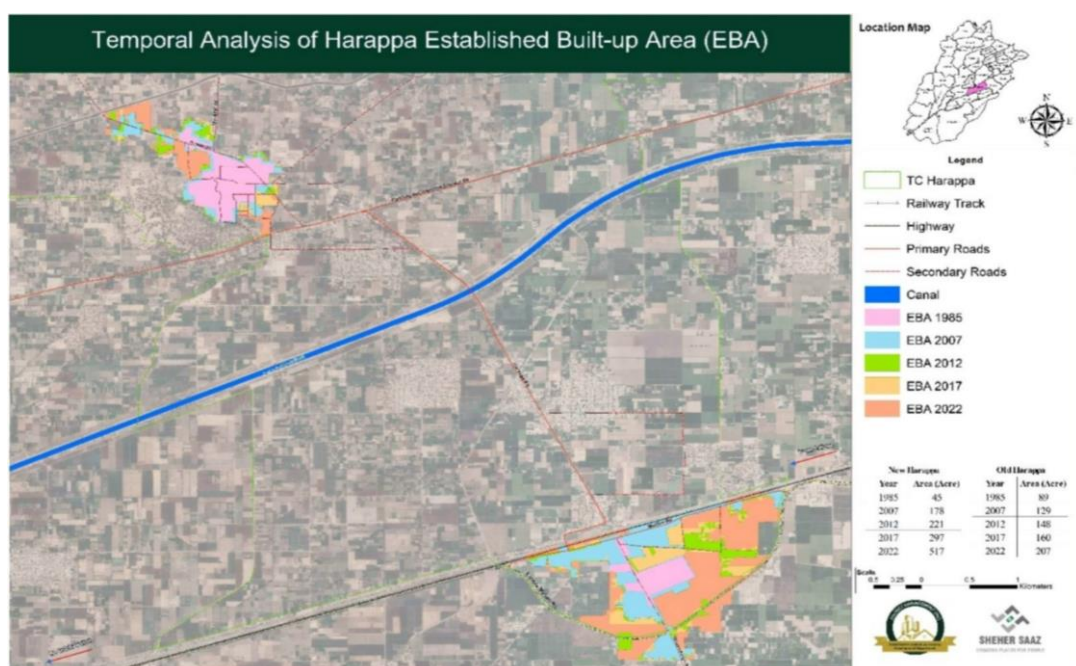
The growth trend shows that the Harappa reveals a significant increase in the built-up area, indicating rapid urbanization over 30 years. Harappa is divided into two EBA boundaries: Old Harappa, known for its historical tourism and heritage, and New Harappa, located around Nai Wala Bangla Road, where recent development includes several approved housing schemes. The built-up area in Old Harappa increased by 36% due to housing trends, while neighboring Madan has also seen development. This growth has led to the loss of prime agricultural land and haphazard urban sprawl in all directions, following housing schemes and land subdivisions.

Figure 3-20: Growth Trend Analysis of Harappa



Source: The Consultant, 2023

Figure 3-21: Growth Trend Map of Urban Settlement Harappa



Source: The consultant, 2023

3.6.6 Future Area Requirement Assessment

As per the population density analysis of Urban Settlement Harappa, the area requirement for residential zones has been carried out and discussed in the table below.

Table 3-31: Future Area Requirement for Residential Site Development Zone (SDZ) of Harappa for the Planning Period (2023-2043)

| Description | Statistics | Description | Statistics |
|------------------------------------|------------|---|------------|
| Population (2017 census) | 34,857 | Population of EBA (2017) | 34,857 |
| EBA 2023 (Existing) | 725 Acres | Population of EBA 2023 (Estimated) | 38,841 |
| Density of EBA (2023) | 54 PPA | Increase in Density for year 2043 | 10% |
| EBA of 2043 (Projected) | 945 Acres | Population of EBA 2043 (Projected) | 55,712 |
| Proposed Density for the year 2043 | 59 PPA | Future area requirement for residential zones by 2043 | 220 Acres |

Source: The Consultant Calculated by Using Population from the PBS census

As per the population density analysis of Urban Settlement Harappa, the required residential area for the Site Development Zone (SDZ) Structure Plan for Urban Settlement Harappa is 220 acres.

3.6.7 Proposed Site Development Zone (SDZ) (Urban Settlement Harappa)

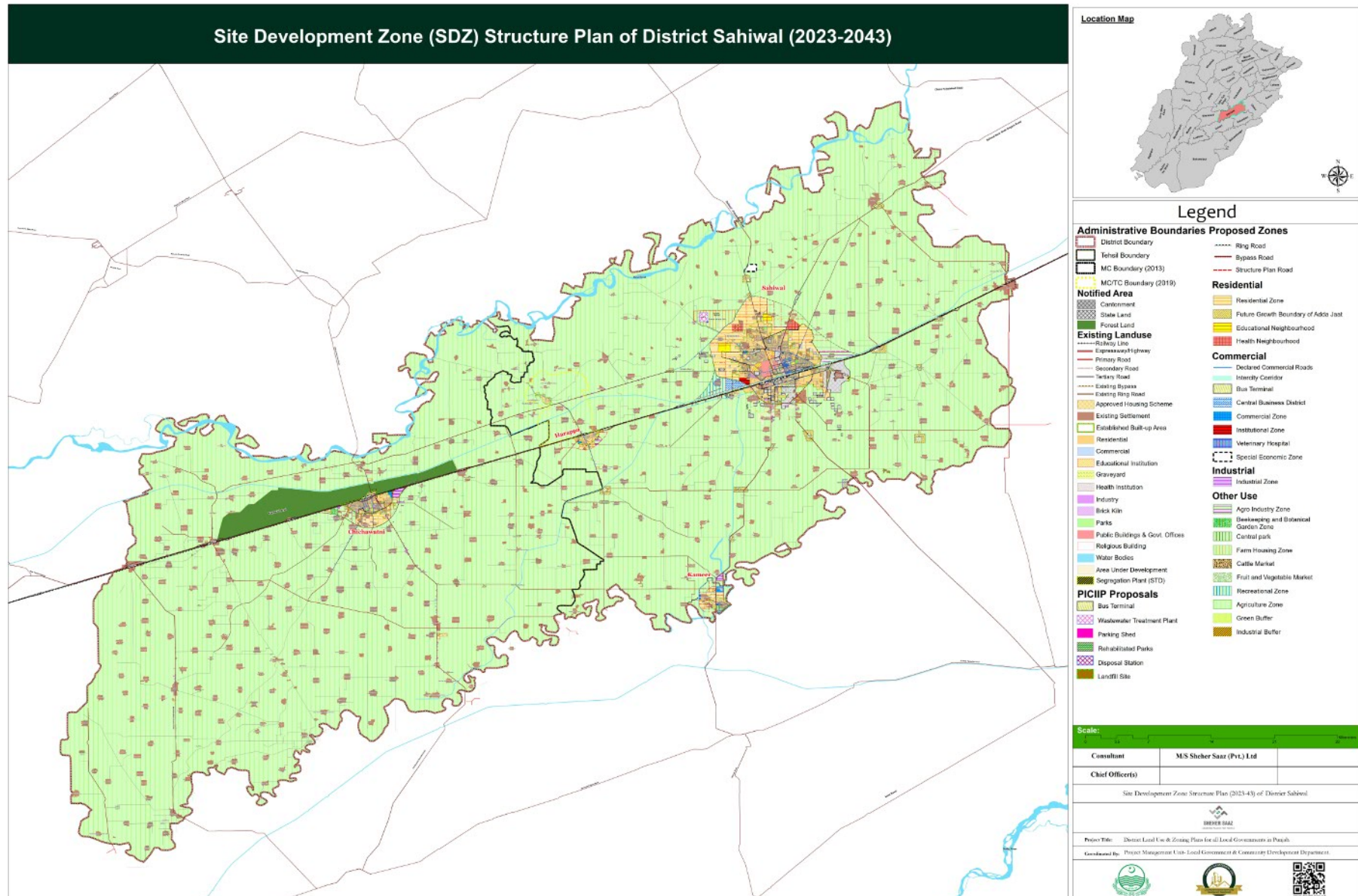
The site development zone has been proposed for the year 2043. The plans have been prepared for each land use class and will be discussed in detail along with the proposed zones and areas. The table shows the overall area and percentages of the residential zones, commercial zones, industrial zones and other zones.

Table 3-32: Proposed Site Development Zones in Urban Settlements of District Council Sahiwal (Harappa)

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area |
|-------------------------------|---------------|---------------------------------------|
| Site Development Zones | | |
| Residential Zones | 230.99 | 89.64% |
| Commercial Zones | 26.69 | 10.36% |
| Total | 257.68 | 100% |
| Other Zones | | |
| Allied Agricultural Zone | 96.88 | - |

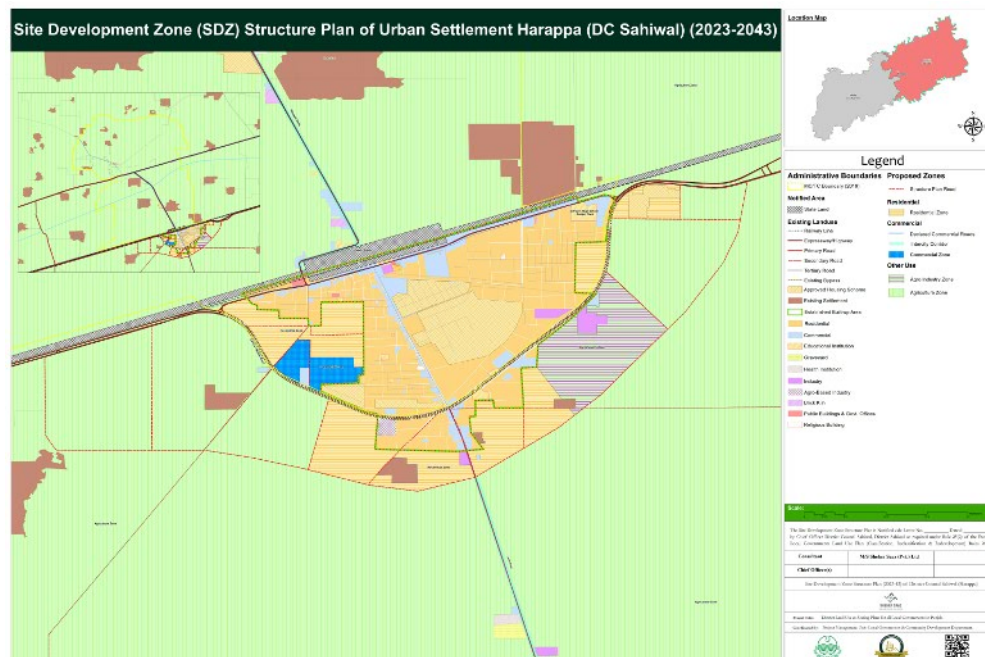
Source: The Consultant, 2023

Map 10: Site Development Zone (SDZ) Structure Plan of District Council Sahiwal



The Site Development Zone (SDZ) for Harappa is prepared keeping in view the growing demand of the area. Several zones are then proposed keeping in view the planning principles and factors outlined in the previous chapter.

Map 11: Site Development Zone (SDZ) Structure Plan of District Council Sahiwal (Urban Settlement Harappa)



Source: Devised by Consultant, 2023

3.6.7.1.1 Proposed Residential Zones

The zones are located in close proximity to EBA's boundary and hold the potential to be developed in the future. Furthermore, these residential zones have been given on the basis of Growth trend as it is also depicted on growth trend map of Harappa. In addition, these zones would help to achieve compact urban development of Harappa in the future.

Table 3-33: Proposed Residential Zones in Harappa

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area | Symbology |
|------------------|--------------|---------------------------------------|-----------|
| Residential Zone | 230.99 | 89.64% | |

3.6.7.2 Proposed Commercial Zones

Proposed Commercial corridors have been proposed along major corridors. Major roads have been identified in Harappa which best suits the commercial activity. Creating a commercial zone can boost economic activities in the region. It attracts businesses, investments, and job opportunities, which can contribute to local prosperity and development. As commercial zones often come with improved infrastructure and amenities like roads, utilities, and public facilities, which enhance the overall living conditions for residents.

Table 3-34: Proposed Commercial Zones in Harappa

| Land Uses | Area (Acres) | Percentage of the Total Proposed Area | Symbology |
|-----------------|--------------|---------------------------------------|-----------|
| Commercial Zone | 26.69 | 10.36% | |

3.6.7.2.1 Proposed Intercity Corridors

Proposed intercity corridors have been proposed along major corridors. Major GT Road has been identified in Harappa which best suits the commercial activity. Creating a intercity corridor can boost economic activities in the region. It attracts businesses, investments, and job opportunities, which can contribute to local prosperity and development. As intercity corridor often come with improved infrastructure and amenities like roads, utilities, and public facilities, which enhance the overall living conditions for residents.

3.6.7.2.2 Proposed Allied Agricultural Zones

The land use in certain areas of the SDZ Structure Plan has been preserved, with a green buffer around the industrial zone to safeguard the environment and enhance quality of life.

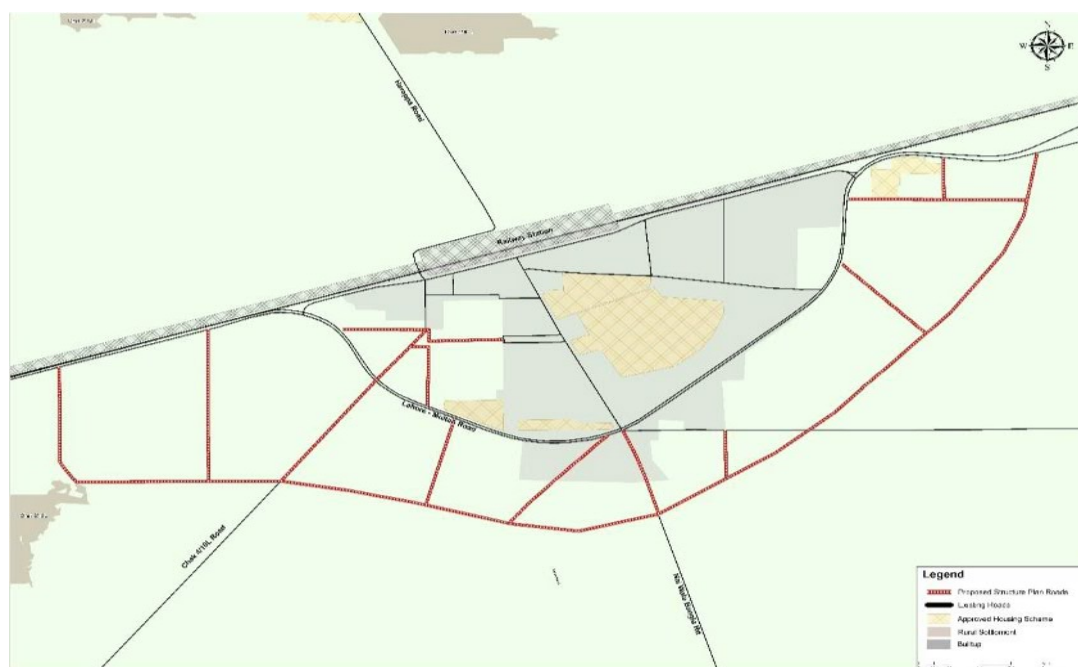
Table 3-35: Proposed Allied Agricultural Zones in Harappa

| Land Uses | Area (Acres) | Symbology |
|--------------|--------------|---|
| Green Buffer | 837.89 |  |

3.6.8 Proposed Structure Plan roads

The Structure Plan for Harappa has been developed for the next 20 years (2023-2043) based on factors such as connectivity of existing infrastructure, growth trends, topography, and land use patterns. When proposing new roads in a city, it is crucial to consider route proposals and alignments carefully to ensure that the roads serve their intended purposes effectively while minimizing negative impacts. To support Harappa's future development, a proposal has been made that includes the network of structure plan roads. The following map shows Harappa's proposed structure plan roads for the next 20 years (2023-2043).

Figure 3-23: Proposed Structure Plan Roads of Harappa (2023-2043)



Source: Devised by Consultant, 2023

Note: The comprehensive list of Proposed Structure Plan Roads has been provided under section 5.2 of Proposed Structure Plan Roads.

3.7 Natural Growth Boundaries

Natural growth boundaries for the future expansion of settlements are designated for those settlements that do not qualify for SDZ demarcation but demonstrate greater growth potential compared to other rural settlements. These boundaries aim to facilitate their future residential development in an organized manner. These boundaries are marked for Adda jaat as “Future Growth Boundary” in Site Development Zone (SDZ) Structure Plan of District Council Sahiwal. The table below presents a list of Adda Jaat for which their natural growth boundaries are marked.

Table 3-36: Adda Jaat in District Sahiwal

| Sr. No. | Tehsil Sahiwal | Sr. No. | Tehsil Chichawatni |
|---------|----------------------|---------|-----------------------|
| 1. | Malan Shah Chowk | 2. | Adda Dad Fatiana |
| 3. | Nai Wala Bangla | 4. | Chandni Chowk |
| 5. | Adda Shabeel | 6. | Adda Khoian |
| 7. | Adda Shreen Wala Mor | 8. | Adda Sher Wala Bangla |
| 9. | Adda Bhally Wala Mor | 10. | Adda Ghaziaabad |
| 11. | Adda Yousaf Wala | 12. | Adda Kassowal |
| 13. | Adda Qadirabaf | 14. | Adda Iqbal Nagar |
| 15. | Adda Gamber | 16. | Adda Okanwala |
| 17. | Adda Noor Shah | 18. | Adda 90 Mor |
| 19. | Adda Serwar Chowk | 20. | Adda Kamand |
| 21. | Adda Bhhadur Shah | 22. | Adda 6/11-L |
| 23. | Harappa City | 24. | Adda 15 Mor |
| 25. | Adda Boti Paal | 26. | Adda Old Chichawatni |
| 27. | Adda Mai Wali Masjid | 28. | Adda Burji |
| 29. | View Hotal | 30. | Adda Kassowal By Pass |
| 31. | Adda 73/5-L | 32. | Adda 50/12-L |
| 33. | Adda 97/9-L | 34. | Add 103/12-L |
| 35. | Adda Bagri Pull | 36. | Adda 68 Mor |

3.8 Recommendations

For implementation of Site Development Zones are listed as follows:

- **Overlay of Structure Plan Roads with Revenue Maps: Section 4:** Integrating revenue records with the SDZ Structure Plan through GIS mapping is crucial for effective urban planning, land management, and identifying roads within specific revenue units. After integrating revenue records with the SDZ Structure Plan, road segments will be aligned with Section 4 to govern future land transactions within the proposed zones. This integration is essential for guiding future development. The district administration will issue No Objection Certificates (NOCs) to ensure compliance with the plan, maintaining the integrity of the structure plan roads for the next twenty years.
- **Zoning Regulations Implementation by Respective Local Governments:** Policy guidelines for proposed zones are discussed in relevant sections of the Site Development Zone. It is proposed that local governments and authorities will develop their implementation frameworks or regulations based on these guidelines. Land use rules should be reviewed and amended according to the policy guidelines, integrated into the regulations by the respective authorities.
- **Enforcement Measures for Local Government Department:** The Local Government (LG) department should use satellite surveillance, periodic inspections, and Geographic Information Systems (GIS) to enforce zoning plans effectively. These tools can monitor land use, identify unauthorized constructions, and track changes over time. Additionally, public awareness campaigns, inter-agency collaboration, and a strengthened legal framework with clear penalties will support enforcement and ensure the integrity of urban planning.

REVIEW & INTEGRATION OF DECLARED COMMERCIAL ROADS



CHAPTER 4

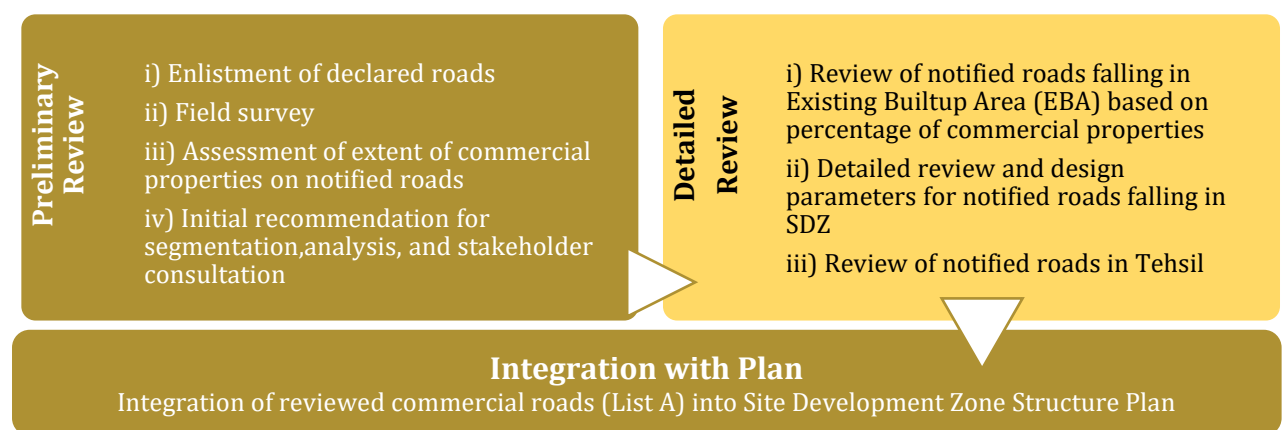
REVIEW & INTEGRATION OF DECLARED COMMERCIAL ROADS

4.1 Process

4.1.1 Review Mechanism for Notified Commercial (List-A) Roads

The analysis of the notified roads (List-A) within the study area is organized into a three-stage framework. The first stage involves data preparation and a preliminary review. The second stage conducts a more in-depth examination based on the parameters established in the PLG Land Use Rules 2020. The third stage integrates the roads into SDZ Structure Plan. Each stage is explained in the following sections for clarity.

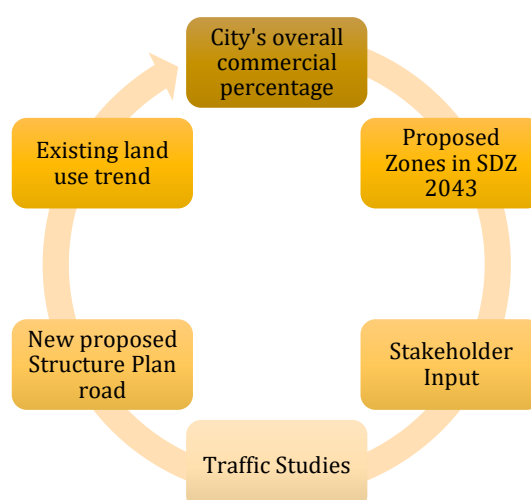
Figure 4-1: Analysis of Notified Commercial (List-A) Roads



4.1.2 Review Mechanism for List B Roads

All roads where commercialization is frozen will be reviewed to assess their potential for commercialization based on existing land use, proposed land use zones, stakeholder feedback, and findings from the transportation study. Additionally, new linkages proposed in the SDZ Structure Plan will also be evaluated for their potential to serve as commercial roads. The decision to consider List B roads for commercial use and recommend their inclusion in List A results from a comprehensive assessment aimed at balancing economic development with sustainable urban growth. The figure summarizes the methodology used for this review.

Figure 4-2: Review of List-B roads



4.2 Review & Recommendation for Continuation of Notified Commercial (List-A) Roads

The Land Use Plan harmonizes different land uses and ensures a balanced distribution, considering land use suitability factors. Commercial activity is a significant land use that greatly influences urban dynamics and can impact the performance of other urban systems, such as transportation. To manage the spread of commercial activity along city roads, all roads are classified into two categories. The first category, known as List A roads, allows commercial activity, enabling property owners to convert their properties into commercial use after following the proper procedures. The second category, List B roads, prohibits commercial activity, and properties on these roads cannot be converted for commercial use.

The Review of Notified Roads report thoroughly presents the List A roads of Sahiwal district, as outlined under Chapter III (Enlistment and Review of Listed Roads) of the Punjab Local Government Land Use Plan (Classification, Reclassification, and Redevelopment) Rules, 2020 - Rule 12.

4.3 List of Roads Proposed for Continuation as Commercial Segment

The identified segments from the proposed structure plan roads, as well as the existing roads recommended for commercialization under List-A notification are given in the table below.

Table 4-1: List of Notified Commercial (List-A) Roads - District Sahiwal

| Sr.# | Name of Road | Segment | Starting Point | Ending Point | ROW | Proposal | Design Restrictions |
|--------------------------------------|--|---------|------------------------------------|---|-------|--------------------|---|
| Municipal Corporation Sahiwal | | | | | | | |
| 1 | 2021 Canal Road 82/6-R | AB | Markaz Al Hussain | Sahiwal Rent A APV and Cars | 60ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback (5 marla - 10 marla plot) 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 2 | 2021 Gulf City Road | AB | Royal Property Advisor, Sahiwal | Mian Farm | 25ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 3 | 2021 Main Canal Road 135 9-L | AB | Adam Milk Food | Noor Medical Store | 44ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 4 | 2021 Main Farid town Road | AB | Go Desi Tea Cafe | Star Arcades | 40ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 5 | 47/52. Sahiwal to Multan-Lahore GT Road | AB | Eira Feed Mills | Pioneer Office | 100ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 6 | Arifwala Road to Inayat Elahi Colony | AB | Lasani Bakers | Qaisar General Store & Cosmetics | 20ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 7 | Arshad Bhutta Petrol Pump, Kacha Noor Shah Road at Noor Shah | AB | PSO Petrol Pump | Mirza Ismail Farm Sahiwal | 40ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 8 | Bhandari to Liaqat Chowk | AB | Bhandari Chowk | Ameen Mobiles | 50ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 9 | Bohar Wala Chowk to Insar Road at Girls College Road | AB | Akhtar Children and General Clinic | Maher Hanif Pappu Pan Shop Bohar Wala Chowk | 30ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 10 | By Pass Road | AB | Hammad CNG | Al-Asr Motors | 110ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 11 | Chowk AFC to Ibal Road | AB | Ali Electronics | Sher-e-Punjab Hotel | 60ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 12 | Chowk Arifwala to Arifwala Road | AB | Bahirwala Adda Sahiwal 57000 | Masjid Mahtab | 100ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |

**DISTRICT LAND USE & ZONING PLANS
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| Sr.# | Name of Road | Segment | Starting Point | Ending Point | ROW | Proposal | Design Restrictions |
|------|---|---------|--------------------------------------|--|-------|--------------------|---|
| 13 | Chowk Mal Mandi to Faisalabad Road | AB | Umer Bilal Medical Store | Madina Mobile & Café | 110ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 14 | Circular Road to Police Line Gate | AB | Car Showroom Saif Allah Shakar | Superintending Engineer Office Sahiwal | 40ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 15 | Civil Line | AB | Jinnah Public Library Chowk | Maryam medicare | 40ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 16 | Comprehensive School Chowk to Graveyard Madhali Road Qutub Shahana Road | AB | Go Petrol Pump | Chak 87 / 6R Road | 60ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 17 | Dhobi Ghat to Ghouri Chowk to Dr Ismail Khan Chowk | AB | Khalid & Son's Go Petroleum | Sahiwal Sheikh Ice-cream | 50ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 18 | Fareed town to Central Jail Gate Ahmad Murad Road | AB | The students Aid corporative society | Maryam Medicare | 40ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 19 | Faridia Park to Puli, Labor Colony | AB | Chaudhary Building Material Store | Rajab Ali Milk Shop | 50ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 20 | Fateh Sher Road to Garwi Wala Pull | AB | Iqbal Channay Wala Hotel | The Educators Boys H/S, Sahiwal | 45ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 21 | Furniture Bazar to Noor Shah Road | AB | Mudassar Mobile Furniture | Chaudhary Building Material Store | 50ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 22 | High Street Tehsil Road to Court East Gate | AB | Paradise Guest House | CR7 store | 50ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 23 | Imamia College Chowk to TTC College at Harrapa City 9. Main 95/6-R | AB | Banking Court Sahiwal | Eshaal Avenue | 60ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 24 | Jogi Chowk to Pakpatan Chowk | AB | Ashraf Bros Sewing Machine | Basharat Tikka point | 70ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |
| 25 | Main Market Roads | AB | Remount office Sahiwal | ARP Mission High School | 30ft | Continue as List A | <ul style="list-style-type: none"> • 5' minimum setback from 5 marla to 10 marla plot • 10' setback on 10 marla to 1 kanal plot • 15' setback on above 1 kanal plot. |

**DISTRICT LAND USE & ZONING PLANS
FOR LOCAL GOVERNMENTS IN PUNJAB**

| Sr.# | Name of Road | Segment | Starting Point | Ending Point | ROW | Proposal | Design Restrictions |
|------|---|---------|---------------------------------------|--|-------|-----------------------------------|---|
| 26 | Mission Hospital Road to Kacha Noor Shah Road | AB | United Bank Limited | Tariq Bin Zyad Road | 60ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 27 | Mohallah Eid Gah | AB | Disease diagnostic lab | Bilal Fazal Traders | 30ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 28 | Mohallah Farid Ganj | AB | Ayyaz Plastics & Crockery Store | Al Sheikh Fast Food | 25ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 29 | Mohammadia Masjiid Chowk Dare Wala Khokha at Jahaz Chowk DPS Road | AB | Muhammad azaan auto service and parts | TechStep (IT Training Center & Software House) | 50ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 30 | Near Gol Chakar Chowk | AB | Meezan Bank - High Street Branch | Monster Ice cream | 40ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 31 | Near Liaqat Chowk | AB | Ameen Mobiles | Alharam Gift center | 30ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 32 | Near Over Head Bridge at Mazdoor Pulli | AB | Darbar hazart peer barkat hussain | Modern Medical Store | 30ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 33 | Near Tufail Shaheed Flyover | AB | Malik tikka shop | Mirza Motor EFI Tuning CNG Computer | 16ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 34 | Near Zahoori Park | AB | Gaman Tandoor | Hazoori Mosque | 25ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| 35 | Noor Shah Road to Junejo Colony at Qutub Shahna Road | AB | 2020 Estate Agent | Rana Guest House | 44ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 36 | Old Civil Line | AB | The Educators Boys H/S, Sahiwal | Domino's Pizza | 30ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 37 | Pakpatan Chowk to Pakpatan Road | AB | Basharat Tikka point | Sultan Rice Mills | 110ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 38 | Pasha Street | AB | Al-Noor Medical Store | KHR Crispy Zinger and Shawarma | 25ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |

**DISTRICT LAND USE & ZONING PLANS
FOR LOCAL GOVERNMENTS IN PUNJAB**

| Sr.# | Name of Road | Segment | Starting Point | Ending Point | ROW | Proposal | Design Restrictions |
|-----------------------------------|---|---------|--|------------------------------------|------|-----------------------------------|---|
| 39 | Pul Bazar | AB | Jamia Azizia Sahiwal | Manzoor wood door and cage | 16ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 40 | Pul Manzoor Colony to By Pass Road | AB | Iqbal Sweet House | Qadri Qalandri Hotel | 24ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 41 | Puli Kot Near Wali Sound to Gaam Wala Pul to Kacha Noor Shah Road | AB | Sahiwal Rent A Apv & Cars | Rana Guest House | 35ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 42 | Saudi Pak Bank to Scheme No .3 to Chak 92/6-R 8. 2021 Main Road 92/6-R Road | AB | Malik Iqbal Amin Dhakoo | Jamia Masjid Al Azeem | 50ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 43 | Stadium Chowk to Iqbal Road | AB | Office of the divisional health superintendent | Papa Auto Electrician | 60ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 44 | Tanki Chowk High Street to 5 Ways Chowk | AB | Jazz Franchise | Al Murad Homeo Store & Pharmacy | 50ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 45 | Tehsil Chowk to Halli Road | AB | Decent Bakers and Sweets | Turkish food | 50ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 46 | View Hotel to Imamia College Road | AB | Ashraf Bros Sewing Machine | National Highway & Motorway Police | 80ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 47 | Yaadgar Ahmad Murad Road to Muhammad Pur Road | AB | SP Investigation House | Imam Din Petrol station | 90ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| Municipal Committee Kameer | | | | | | | |
| 48 | Purana Bazar | AB | Arifwala Road | Canal Bridge | 40ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot |
| 49 | Girls Degree College | AB | Arifwala Road | Girls Degree College Bridge | 30ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot |
| 50 | Saddar Bazar | AB | Arifwala Road | Khush Bias Bridge | 25ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot |
| 51 | Bans Bazar | AB | Arifwala Road | Mohalla Sodiwal | 25ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot |
| 52 | Jillani Town/Mohalla Sodiwal | AB | Complete | | 22ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |

**DISTRICT LAND USE & ZONING PLANS
FOR LOCAL GOVERNMENTS IN PUNJAB**

| Sr.# | Name of Road | Segment | Starting Point | Ending Point | ROW | Proposal | Design Restrictions |
|--|--|---------|-----------------------------|--------------------|------|-----------------------------------|---|
| 53 | Jillani Market | AB | Complete | | 16ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot |
| 54 | Bank Bazar | AB | Arifwala Road | Post Office Road | 10ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot |
| 55 | Post Office Road | AB | Old Bazar | Saddar Bazar | 16ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot |
| 56 | Darbar Muhammad Panah Road | AB | Darbar Baba Muhammad Panah | Saddar Bazar | 24ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| 57 | Govt. Girls Primary School Road | AB | Govt. Girls Primary Schooll | Saddar Bazar | 24ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| Municipal Committee Chichawatni | | | | | | | |
| 58 | Okanwala Road | AB | Technical College | Gill Chowk | 50ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 59 | Kachehry Road | AB | Saher Wala pull | Raheem market | 25ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback on plots of more than 5 marla onwards. |
| 60 | Ghanta Ghar Chowk to Mall Mandi Road | AB | Ghanta Ghar Chowk | Mall Mandi Road | 35ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 61 | Okanwala Road to Mall Mandi Road Via (Zahid Iqbal Chowk) | AB | Okanwala Road | Mall Mandi Road | 40ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 62 | Al-Fateh Road | AB | G.T Road | By pass Road | 16ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback on plots of more than 5 marla onwards. |
| 63 | Ahmad Nagar Road | AB | Azadi Chowk | Kachehry Road | 35ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot |
| 64 | Civil Line Road | AB | Bilal Masjid | Kachehry Road | 30ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot |
| 65 | Lakkar Mandi Main Road | AB | G.T Road | Railway Line | 30ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot |
| 66 | Kambo Chowk to Girls College Road | AB | Kambo Chowk | Girls College Road | 35ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 67 | College Road | AB | Azadi Chowk | By Pass 39/12-L | 80ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |

DISTRICT LAND USE & ZONING PLANS
FOR LOCAL GOVERNMENTS IN PUNJAB

| Sr.# | Name of Road | Segment | Starting Point | Ending Point | ROW | Proposal | Design Restrictions |
|---------------------------------|--|---------|-------------------------------|-------------------------------------|-------|-----------------------------------|---|
| 68 | Lakkar Mandl Pull to Girls College Road via (Daras Chowk) | AB | Lakkar Mandl Pull | Girls College Road | 35ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 69 | Beghum Shahnaz Road | AB | Azadi Chowk | By Pass 40/12-L | 25ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 70 | Post Office Road to Girls College Road via (Ghanta Ghar Chowk) | AB | Post Office Road | Girls College Road | 40ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 71 | G.T Road | AB | Saher wala Pull | Multan Road Chowk By Pass | 110ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| District Council Sahiwal | | | | | | | |
| 72 | Canal road (segment 1) | AB | Al-Mehmood Traders | Sarwar Chowk | 60ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 73 | Canal road (segment 2) | AB | G.M Marble & Granite Factory | Bismillah paints and sanitary store | 100ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 74 | Chak No. 64/4-R to 55/GD | AB | Pull | Chak no. 67/4-R | 25ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| 75 | Bazar Road | AB | Jamia Masjid Noor | Hamza diamond store | 16ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 76 | Harappa to Murad ka Kathia Road | AB | Hamza diamond store ravi road | Ghulam Hussain Market | 40ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 77 | Multan Road | AB | Al Wali PSO Petrol Pump | Al Ghani Mobile | 110ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 78 | Behind Harappa Textile mill | AB | Al Ghani Mobile | Bismillah Drink Corner | 80ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 79 | Dadra Bala Road | AB | LBD Canal | Harappa Ravi road | 60ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 80 | Lari Adda Road | AB | Harappa ravi raod | Lari Adda | 36ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |

**DISTRICT LAND USE & ZONING PLANS
FOR LOCAL GOVERNMENTS IN PUNJAB**

| Sr.# | Name of Road | Segment | Starting Point | Ending Point | ROW | Proposal | Design Restrictions |
|------|------------------------------------|---------|--|--|-------|-----------------------------------|---|
| 81 | 68 More to Adda Ghaziabad | AB | Aslam Autos | Bismillah Surgical Hospital | 30ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| | | BC | Bismillah Surgical Hospital | Usman Karyana Store | 30ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| 82 | Adda Ghaziabad to Chak No. 22/11-L | AB | Adda Ghaziabad | Chak No. 22/11-L | 30ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| 83 | Adda Khoi to Chak no. 177/9-L | AB | Adda Khoi | Chak no. 177/9-L | 30ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| 84 | Astabal Road Kassowal | AB | Bypass Kassowal | 1A/14-L | 25ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| 85 | Burewala Road | AB | 90 More | Chak No. 83/12-L | 25ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| 86 | By pass Kassowal | AB | By pass Kassowal (Lahore Side) | By pass Kassowal (Multan Side) | 100ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 87 | Chichawatni-Burewala Road | AB | Alfalah Sweets and Bakers | Chak 41/12-L | 30ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| | | BC | Chak 41/12-L | Khan Brothers Filling Station | 30ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| 88 | Iqbal Nagar By Pass | AB | Iqbal Nagar By Pass (Lahore Side) | Iqbal Nagar By Pass (Multan Side) | 110ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| 89 | Iqbal Nagar Road | AB | 90 More | Chak no. 21/14-L | 25ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |
| 90 | Iqbal Nagar to Chak No. 14/14-L | AB | MCB Bank Iqbal Nagar | Adeel building material & sanitary store | 25ft | Continue as List A | <ul style="list-style-type: none"> 5' minimum setback from 5 marla to 10 marla plot 10' setback on 10 marla to 1 kanal plot 15' setback on above 1 kanal plot. |
| | | BC | Adeel building material & sanitary store | Numan Auto | 25ft | Recommended to be added in List B | <ul style="list-style-type: none"> None |

Source: Assessment Carried out on Officially Notified Roads by Local Government

DISTRICT LAND USE AND ZONING PLAN



CHAPTER 5

DISTRICT LAND USE AND ZONING PLAN

The District Land Use & Zoning Plan is a comprehensive strategy aimed at promoting balanced economic, social, and physical development across rural-urban and urban-urban areas within Sahiwal. It focuses on fostering sustainable growth and ensuring well-coordinated development throughout the district. The plan addresses immediate infrastructure needs while anticipating future demands, establishing a framework for a resilient and well-connected district. It will support strategic development, promote sustainable land use practices, and contribute to the district's long-term growth potential. Detailed District Land Use and Zoning Plan has been shown in the below map.

5.1 District Connectivity Plan

A district connectivity plan is an initiative designed to improve and enhance transportation, communication, and economic linkages between different cities within a district or between other districts. The main objective of this plan is to accomplish necessary transportation infrastructure improvements such as roads and highways, and transit systems to improve regional connectivity. These plans aim to stimulate economic growth by making it easier to transport goods and services across the district. This report presents a comprehensive plan based on existing transportation network performance after conducting a survey analysis. Moreover, based on the results and identifying district growth potential, a conceptual district connectivity plan for the horizon year 2043 is proposed while complementing projects which are already in the pipeline for enhancing transport connectivity.

5.1.1 Capacity Improvement of Roads/Rehabilitation of Existing Roads

The Manual Classified Count (MCC) Survey was conducted to access the LOS of these roads at the entry/exit points of the study area. Moreover, considering the strategic importance of these primary corridors, interventions are proposed to improve the overall traffic mobility for intercity travel. Similarly, new structure plan roads are proposed to provide access and cater traffic demand for proposed infrastructure development for 2043.

The primary corridors of Sahiwal district are analyzed for existing traffic volume of base year 2023. To determine whether these corridors will be sufficient to cater the traffic demand of horizon year 2043, an average of individual growth rate for each vehicle type was taken to project the future traffic volume. This growth rate comes out to be 2.4% for Sahiwal study area. The growth rate was determined by comparing growth in vehicle registration data for Sahiwal District from 2020 to 2021. The data was obtained from the Punjab Development Statistics of 2020-2021. The lane capacity for all provincial highways is inferred by engineering judgement as 1600 PCU/hr (IRC guidelines: 106-1990, Table 2). For, National Highway, the Ideal Lane capacity is taken i.e., 2300 PCU/hr (Highway Capacity Manual, HCM 2010).

The following two scenarios are considered for comparison:

- Future traffic demand with current geometry
- Future traffic demand with interventions (improved geometry)

As apparent from the aforementioned table, the following roads are considered for addition of lanes to improve level of service for smooth inter-city travel.

- Chichawatni- Toba Road: From 2-Lane Highway to 4-Lane Highway with 2 lanes in each direction
- Chichawatni- Burewala Road: From 2-Lane Highway to 4-Lane Highway with 2 lanes in each direction
- Sahiwal-Faisalabad Road: From 2-Lane Highway to 4-Lane Highway with 2 lanes in each direction

In Tehsil Chichawatni, the Chichawatni- Toba Road and Chichawatni- Burewala Road are proposed for addition of lane. While in Tehsil Sahiwal, only the Sahiwal-Faisalabad Road is proposed for addition of lane.

5.1.2 Comprehensive District Connectivity Plan

The highway capacity analysis was conducted to determine if improvement in level of service is required for existing highways. However, other than capacity analysis, regional planning demands new and improved facilities such as alternate routes, public transport connectivity, and increased accessibility to other regions. For this purpose, the following proposals are considered for Sahiwal District:

- Primary-link roads (150-180 ft wide) are proposed to ensure connectivity of existing highways, provide an alternate route, and accessibility to proposed motorway interchanges.
- After meeting with NHA officials, their proposal regarding Lahore-Sahiwal-Bahawalnagar Motorway was discussed. It is a 295 Km long freeway whose land acquisition is currently ongoing. The alignment is obtained from NHA and incorporated in the map.
- Existing provincial highways are identified for improvement to complement the proposed regional roads.
- Secondary roads are identified for improvement as Farm-to-Market roads.

5.2 Proposed Roads

For future development, vacant land within the Existing Built-up Area (EBA) boundary were identified for infill residential, commercial, or other land uses while Site Development Zones (SDZ) were marked for outside the EBA boundary. Structure Plan Roads are proposed as major corridors which will carry traffic towards the existing road network to establish connectivity with Central Business District (CBD), healthcare facilities, civic & trade zones, mixed-use zone, education facilities. For this purpose, several unpaved roads have been identified to serve as a link between these land uses. The ROW and carriageway lanes of these roads are proposed as per guidelines against functional classification and significance of a road.

5.2.1 Bypass / Ring Road

To address the traffic congestion in the central areas of Sahiwal city, the two ring roads have been proposed. These ring roads are designed to facilitate smoother traffic flow around the city, thereby alleviating the heavy vehicular pressure on the major roads. By providing alternative routes for through traffic, these ring roads will not only enhance accessibility but also improve the overall urban mobility within the city. Additionally, a bypass has been proposed in Chichawatni, which aims to further streamline connectivity by redirecting traffic away from congested urban zones. This strategic development of both the ring roads and the bypass will significantly contribute to reducing travel times, enhancing safety for road users, and promoting a more efficient transportation network throughout the region.

Table 5-1: Proposed Bypass in District Sahiwal

| Name | Length (km) | ROW | Start X | Start Y | End X | End Y |
|----------|-------------|--------|-------------|-------------|-------------|----------|
| RR1-2043 | 5.11 | 220 ft | 30.62790998 | 73.01032462 | 30.66508726 | 73.03799 |
| RR2-2043 | 12.84 | 220 ft | 30.73686339 | 73.07429997 | 30.67806502 | 73.18554 |
| BP1-2043 | 11.81 | 220 ft | 30.52051153 | 72.64069702 | 30.54692548 | 72.73128 |

5.2.2 Proposed Structure Plan Roads

The proposed secondary road network across the entire Sahiwal District, spanning from SP1 to SP69, forms an integral part of the transportation infrastructure. These roads serve as secondary connectors, linking the primary road network and establishing a cohesive system. This network is crucial for driving economic development, improving mobility for residents, and facilitating better access to essential services and markets, thereby playing a significant role in the district's overall infrastructure and socio-economic growth.

Table 5-2: Proposed Structure Plan Roads in District Sahiwal

| Sr.# | Name | Length (km) | ROW | Start X | Start Y | End X | End Y |
|--------------------------------------|----------|-------------|-------|-------------|-------------|-------------|----------|
| Municipal Corporation Sahiwal | | | | | | | |
| 1. | SP1-2043 | 8.19 | 80 ft | 30.72256825 | 73.06224746 | 30.7002747 | 73.04291 |
| 2. | SP2-2043 | 2.42 | 80 ft | 30.70838703 | 73.05148051 | 30.70845501 | 73.07675 |
| 3. | SP3-2043 | 4.28 | 80 ft | 30.7339768 | 73.0697774 | 30.6953307 | 73.07004 |

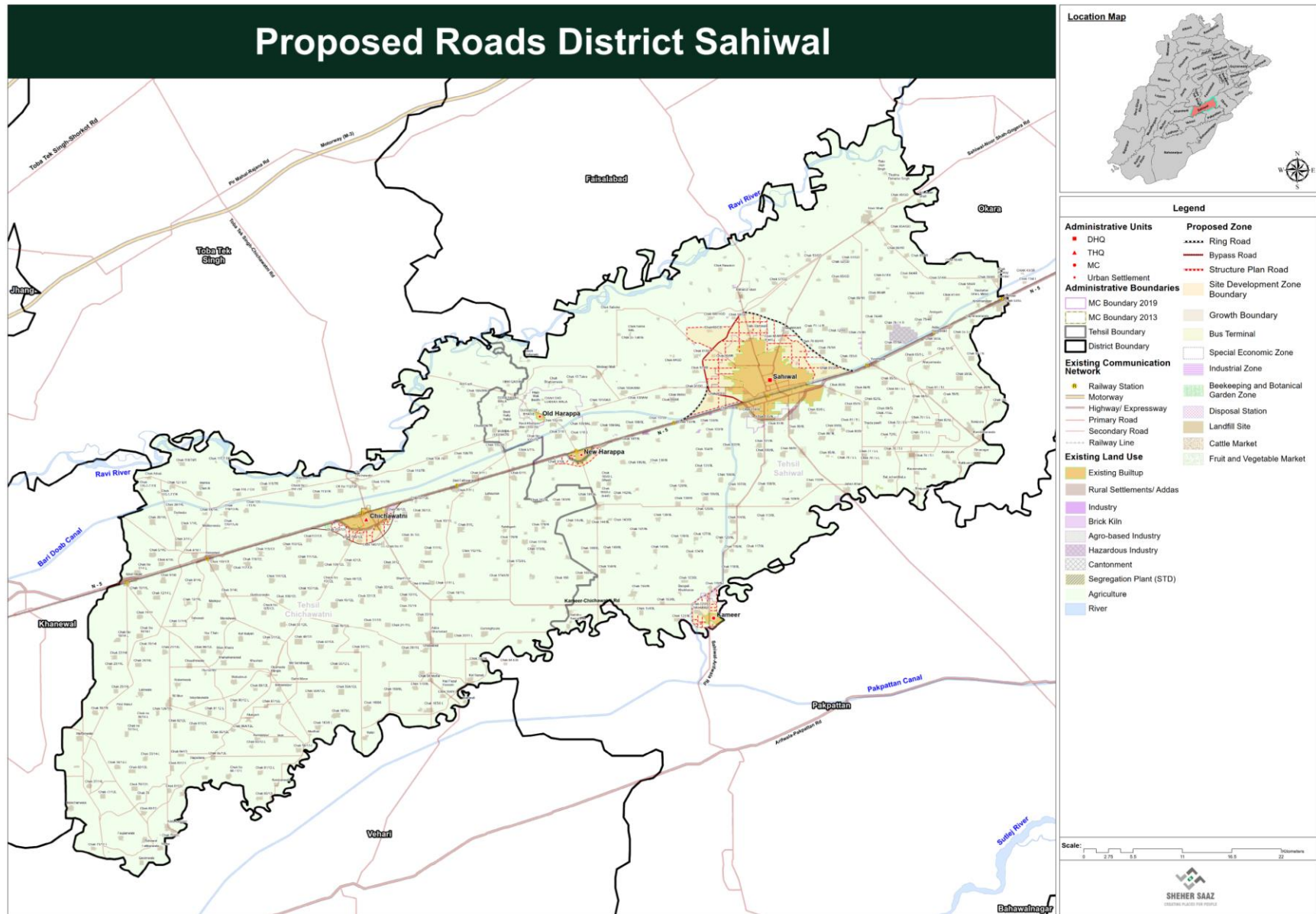
**DISTRICT LAND USE & ZONING PLANS
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| Sr.# | Name | Length (km) | ROW | Start X | Start Y | End X | End Y |
|--|-----------|-------------|-------|-------------|-------------|-------------|----------|
| 4. | SP4-2043 | 3.74 | 80 ft | 30.71656947 | 73.05880828 | 30.71663867 | 73.09782 |
| 5. | SP5-2043 | 3.09 | 80 ft | 30.72750911 | 73.0654452 | 30.72760253 | 73.09769 |
| 6. | SP6-2043 | 2.13 | 80 ft | 30.73588326 | 73.08376683 | 30.7166308 | 73.08383 |
| 7. | SP7-2043 | 2.70 | 80 ft | 30.73392081 | 73.09078782 | 30.70952686 | 73.09092 |
| 8. | SP8-2043 | 3.81 | 80 ft | 30.73139168 | 73.0975857 | 30.69705374 | 73.09792 |
| 9. | SP9-2043 | 2.92 | 80 ft | 30.71399451 | 73.0978808 | 30.71400244 | 73.1284 |
| 10. | SP10-2043 | 2.58 | 80 ft | 30.72907291 | 73.10480649 | 30.705842 | 73.10488 |
| 11. | SP11-2043 | 4.75 | 80 ft | 30.70586009 | 73.09785525 | 30.68403877 | 73.12252 |
| 12. | SP12-2043 | 3.94 | 80 ft | 30.69221644 | 73.11199502 | 30.69195716 | 73.15312 |
| 13. | SP13-2043 | 1.61 | 80 ft | 30.69775295 | 73.14531599 | 30.69778914 | 73.12851 |
| 14. | SP14-2043 | 6.73 | 80 ft | 30.71411574 | 73.11472674 | 30.66816855 | 73.1433 |
| 15. | SP15-2043 | 5.30 | 80 ft | 30.69225188 | 73.12958566 | 30.68148288 | 73.17217 |
| 16. | SP16-2043 | 1.80 | 80 ft | 30.69215443 | 73.05602507 | 30.70840277 | 73.0559 |
| 17. | SP17-2043 | 6.16 | 80 ft | 30.69754987 | 73.04889317 | 30.64194742 | 73.04919 |
| 18. | SP18-2043 | 5.07 | 80 ft | 30.64808037 | 73.07060316 | 30.63409747 | 73.02032 |
| 19. | SP19-2043 | 2.53 | 80 ft | 30.68928338 | 73.0333387 | 30.6893551 | 73.05971 |
| 20. | SP20-2043 | 3.07 | 80 ft | 30.68136354 | 73.06650587 | 30.68105346 | 73.03444 |
| 21. | SP21-2043 | 1.44 | 80 ft | 30.67565749 | 73.04900522 | 30.67565749 | 73.06405 |
| 22. | SP22-2043 | 1.17 | 80 ft | 30.67030487 | 73.04903532 | 30.67031918 | 73.03685 |
| Municipal Committee Chichawatni | | | | | | | |
| 23. | SP23-2043 | 0.70 | 80 ft | 30.5353501 | 72.71621225 | 30.53540638 | 72.72349 |
| 24. | SP24-2043 | 0.65 | 80 ft | 30.53272963 | 72.72320095 | 30.53258784 | 72.71646 |
| 25. | SP25-2043 | 0.33 | 80 ft | 30.53268657 | 72.72121665 | 30.52972681 | 72.72127 |
| 26. | SP26-2043 | 0.73 | 80 ft | 30.52975911 | 72.72272245 | 30.52969615 | 72.71514 |
| 27. | SP27-2043 | 0.63 | 80 ft | 30.52970887 | 72.71768382 | 30.52406699 | 72.71774 |
| 28. | SP28-2043 | 1.54 | 80 ft | 30.52872295 | 72.71426697 | 30.51483114 | 72.7144 |
| 29. | SP29-2043 | 1.19 | 80 ft | 30.52406969 | 72.72059091 | 30.52630541 | 72.7108 |
| 30. | SP30-2043 | 1.82 | 80 ft | 30.52285787 | 72.70376219 | 30.50684788 | 72.70225 |
| 31. | SP31-2043 | 0.51 | 80 ft | 30.51341524 | 72.70214525 | 30.51341402 | 72.69679 |
| 32. | SP32-2043 | 1.60 | 80 ft | 30.51981679 | 72.69675468 | 30.50535664 | 72.69683 |
| 33. | SP33-2043 | 1.37 | 80 ft | 30.51937694 | 72.68282982 | 30.5070629 | 72.68295 |
| 34. | SP34-2043 | 1.46 | 80 ft | 30.50757082 | 72.68177962 | 30.51940016 | 72.68839 |
| 35. | SP35-2043 | 1.38 | 80 ft | 30.51602522 | 72.68291981 | 30.51951825 | 72.69341 |
| 36. | SP36-2043 | 1.34 | 80 ft | 30.52063703 | 72.67935697 | 30.5085684 | 72.67953 |
| 37. | SP37-2043 | 1.41 | 80 ft | 30.52325988 | 72.67578029 | 30.51052483 | 72.67597 |
| 38. | SP38-2043 | 0.34 | 80 ft | 30.51713567 | 72.6758724 | 30.51714496 | 72.67937 |
| 39. | SP39-2043 | 1.00 | 80 ft | 30.52669715 | 72.66184625 | 30.51770076 | 72.66205 |
| 40. | SP40-2043 | 0.90 | 80 ft | 30.52143959 | 72.66190336 | 30.52147138 | 72.67127 |
| 41. | SP41-2043 | 0.64 | 80 ft | 30.52719936 | 72.66880613 | 30.52144759 | 72.66891 |
| 42. | SP42-2043 | 0.33 | 80 ft | 30.52360742 | 72.66885794 | 30.52351224 | 72.67231 |
| 43. | SP43-2043 | 0.54 | 80 ft | 30.52144361 | 72.66542874 | 30.51655865 | 72.66547 |
| 44. | SP44-2043 | 0.38 | 80 ft | 30.51761261 | 72.66539302 | 30.51755709 | 72.66929 |
| Municipal Committee Kameer | | | | | | | |
| 45. | SP45-2043 | 9.60 | 80 ft | 30.43516102 | 73.04723501 | 30.42096508 | 73.03984 |
| 46. | SP46-2043 | 1.19 | 80 ft | 30.45175665 | 73.03253205 | 30.44106287 | 73.03263 |
| 47. | SP47-2043 | 1.48 | 80 ft | 30.4543945 | 73.03786884 | 30.44108823 | 73.03787 |
| 48. | SP48-2043 | 0.71 | 80 ft | 30.44434764 | 73.0399291 | 30.44432229 | 73.04728 |

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| Sr.# | Name | Length (km) | ROW | Start X | Start Y | End X | End Y |
|---------------------------------|-----------|-------------|-------|-------------|-------------|-------------|----------|
| 49. | SP49-2043 | 2.36 | 80 ft | 30.4411303 | 73.047288 | 30.44102066 | 73.0227 |
| 50. | SP50-2043 | 0.81 | 80 ft | 30.43808329 | 73.03888945 | 30.43808142 | 73.04729 |
| 51. | SP51-2043 | 0.44 | 80 ft | 30.42654325 | 73.04310403 | 30.42255479 | 73.0432 |
| 52. | SP52-2043 | 0.69 | 80 ft | 30.42255433 | 73.04704585 | 30.42254211 | 73.03985 |
| 53. | SP53-2043 | 1.36 | 80 ft | 30.43338655 | 73.03269815 | 30.42110639 | 73.0327 |
| 54. | SP54-2043 | 0.75 | 80 ft | 30.42636324 | 73.03612029 | 30.42627565 | 73.02828 |
| 55. | SP55-2043 | 1.49 | 80 ft | 30.43497557 | 73.0283521 | 30.4215757 | 73.02824 |
| 56. | SP56-2043 | 0.81 | 80 ft | 30.42478959 | 73.03268311 | 30.42484381 | 73.02433 |
| 57. | SP57-2043 | 0.62 | 80 ft | 30.42899343 | 73.02273346 | 30.42893559 | 73.02917 |
| Urban Settlement Harappa | | | | | | | |
| 58. | SP58-2043 | 6.25 | 80 ft | 30.5915894 | 72.885126 | 30.603135 | 72.93139 |
| 59. | SP59-2043 | 0.25 | 80 ft | 30.60289826 | 72.9269623 | 30.6006181 | 72.92699 |
| 60. | SP60-2043 | 0.81 | 80 ft | 30.60067627 | 72.92248421 | 30.60061371 | 72.93092 |
| 61. | SP61-2043 | 0.57 | 80 ft | 30.59718388 | 72.92213099 | 30.5934098 | 72.92615 |
| 62. | SP62-2043 | 0.29 | 80 ft | 30.58819582 | 72.91665496 | 30.58555892 | 72.91667 |
| 63. | SP63-2043 | 0.53 | 80 ft | 30.5881705 | 72.91179111 | 30.5836614 | 72.91349 |
| 64. | SP64-2043 | 0.70 | 80 ft | 30.58790418 | 72.91107953 | 30.58311985 | 72.90652 |
| 65. | SP65-2043 | 0.53 | 80 ft | 30.58881599 | 72.9038352 | 30.58413964 | 72.90247 |
| 66. | SP66-2043 | 0.91 | 80 ft | 30.59364929 | 72.89215217 | 30.58541467 | 72.89219 |
| 67. | SP67-2043 | 1.12 | 80 ft | 30.5854318 | 72.89561333 | 30.59360656 | 72.90251 |
| 68. | SP68-2043 | 0.80 | 80 ft | 30.59362598 | 72.89852968 | 30.59310618 | 72.90612 |
| 69. | SP69-2043 | 0.44 | 80 ft | 30.58947727 | 72.90255094 | 30.59270628 | 72.90173 |

Map 12: Proposed Structure Plan Roads in District Sahiwal



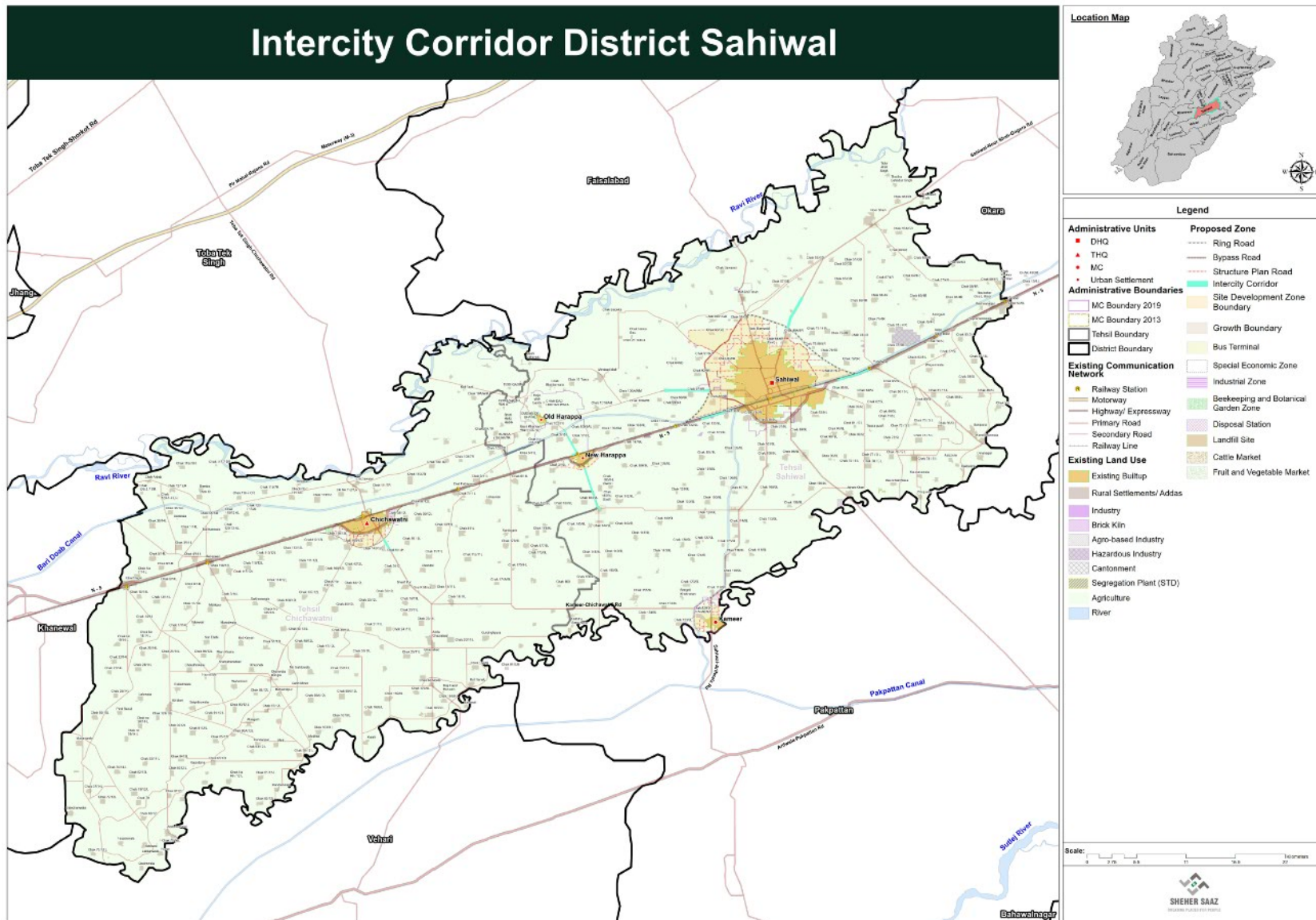
5.3 Intercity Corridors

In Sahiwal district, a total of 9 intercity corridors with a Right of Way (ROW) of 220 feet have been proposed to enhance regional connectivity and boost the local economy. These roads are designed to improve transportation efficiency and facilitate the movement of goods and services between key industrial and agricultural hubs. By linking Sahiwal to nearby cities such as Okara, Lahore, and Multan these corridors play a crucial role in supporting industrial growth, promoting trade, and fostering economic development in the region. Additionally, these roads strengthen local connectivity by providing vital links to rural areas, ensuring better access to markets, and supporting the agricultural sector. These intercity corridors will play a crucial role in the development of the city through provision of improved inter-city mobility as well as creating economic growth opportunities. Below is a detailed table of each road in the district.

Table 5-3: Intercity Corridors in District Sahiwal

| Sr # | Name | Length (km) | Start X | Start Y | End X | End Y |
|------|---------------------------|-------------|-------------|----------|----------|----------|
| 1 | Muhammad Pur Road | 2.65 | 30.71120909 | 73.01913 | 30.70027 | 73.04291 |
| 2 | Sahiwal - Faisalabad Road | 4.16 | 30.77289319 | 73.07222 | 30.73686 | 73.0743 |
| 3 | Harappa Road | 4.28 | 30.66186168 | 72.99321 | 30.66177 | 73.03782 |
| 4 | Noor Shah Road | 3.64 | 30.72404069 | 73.11624 | 30.75417 | 73.13065 |
| 5 | Lahore-Multan Road | 3.24 | 30.642646 | 73.06227 | 30.63343 | 73.03018 |
| 6 | Lahore-Multan Road | 3.09 | 30.672429 | 73.16634 | 30.68218 | 73.1965 |
| 7 | Harappa Road | 3.29 | 30.62166366 | 72.8932 | 30.59709 | 72.90222 |
| 8 | Nai Wala Bangla Road | 4.75 | 30.58361685 | 72.91336 | 30.54318 | 72.9286 |
| 9 | Chichawatni-Burewala Road | 1.45 | 30.51301854 | 72.71272 | 30.50139 | 72.71968 |

Map 13: Intercity Corridors in Sahiwal District



5.4 District Land Use & Zoning Plan

The District Land Use and Zoning Plan for Sahiwal provides a comprehensive framework for urban and regional development across the district. It integrates existing land use patterns, administrative boundaries, proposed site development zones, economic activity hubs, allied agricultural zones, and a comprehensive network of structure plan roads. The plan aims to optimize land resource utilization, ensuring orderly development in line with regulatory requirements and growth projections.

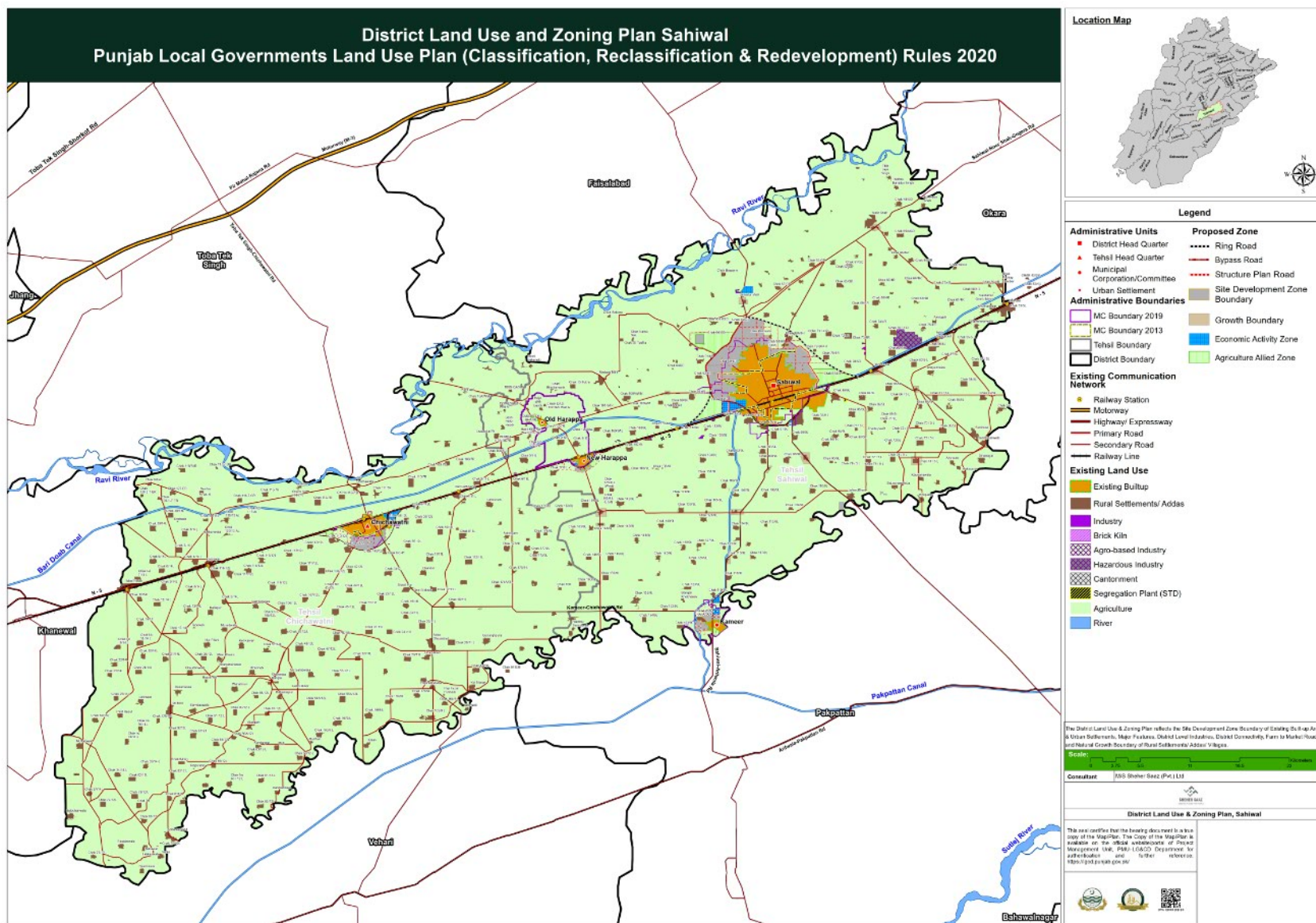
This plan consolidates Established Built-up Areas (EBAs), Site Development Zones (SDZs), and delineated growth boundaries for settlements across the district. It covers the Site Development Zone (SDZ) Structure Plans for three Municipal Committees (Sahiwal, Kameer, and Chichawatni) and Urban Settlement Harappa. These spatial components are systematically aligned to ensure uniformity in planning and zoning strategies, addressing urban expansion and rural growth simultaneously.

The plan incorporates zoning principles to proposed specific land uses effectively. Site Development Zones (SDZs) are proposed to plan the urban expansion areas and mitigate unplanned sprawl. Economic Activity Zones are identified to concentrate industrial, commercial, and service-oriented development activities, maximizing economic productivity. Allied Agricultural Zones are designated to sustain agriculture and agro-industrial activities, preserving the rural economy while integrating it with urban growth. These zoning provisions are complemented by detailed structure plan roads to enhance regional connectivity and support the transportation needs of economic corridors and settlement clusters.

In compliance with the Land Use Rules 2020 and the Standing Instructions issued on 17.09.2022, the plan ensures adherence to planning regulations, aligning all proposed interventions with legal standards. Detailed mapping and analysis underpin the zoning classifications, including the integration of List-A roads and the identification of future development zones.

The Land Use and Zoning Plan serves as a regulatory framework for the comprehensive spatial development of Sahiwal. It ensures structured and sustainable land management by addressing the spatial requirements of residential, commercial, industrial, and agricultural activities. The plan supports infrastructure development, enhances regional connectivity, and fosters economic integration through precise zoning and development strategies. By employing rigorous technical methodologies and aligning with statutory regulations, this framework provides a clear and actionable roadmap for the district's long-term spatial planning and economic growth. This strategic and sustainable framework provide beyond the traditional zoning practices, addressing both current and future development needs while ensuring a cohesive and community-focused approach. The detailed land use plan including the existing Land Use Classification, notified List-A roads as well as proposed Site Developments Zones has been shown in below map.

Map 14: District Land Use and Zoning Plan Sahiwal



Planning Support System:

The Planning Support System is a comprehensive digital platform equipped with advanced tools to assist Local Governments in implementing and monitoring Land Use Plans. It generates Automated Zoning Reports, detects Land Cover Changes and supports policymakers in reviewing and updating the plans effectively. To access the portal, please visit:

<http://pmu-lgcdd.gop.pk/portal/>



Project Management Unit (PMU)

Local Government and Community Development Department

<http://pmu-lgcdd.gop.pk/public/>

