



PUBLIC NOTICE

DRAFT MASTER PLAN OF LAHORE



1. Lahore Development Authority (LDA) has initiated the process of preparation of new Master Plan of Lahore District to accommodate the population and economic growth projected up to 2050. Under Section 144 of LDA Act 1975, The Authority is authorised to make, maintain, amend, manage, enforce and keep in its custody the master plan of the Area. This new Master Plan is prepared by following the process defined under sub-rule 5 of LDA Master Plan Rules 2014.

VISION OF MASTER PLAN:

2. Before the start of actual work of Preparation of new Master Plan, extensive consultation with stakeholders, experts and members of civil society were made and following vision and guiding principles / pillars were defined as under:

تہذیب کامرکز خوشحال لاہور
"Prosperous Lahore - a centre of urbanity and civilization"

3. The vision is supported by five pillars:

- Vibrant environment** - ensure the quality of Lahore's land, air, and water is compatible with the needs of a healthy life for its people - without compromising the value of the environment for generations to come.
- Sustainability** - reduce Lahore Division's carbon footprint to zero, recycle nearly 100% of the division's waste, nurture symbiotic relationships that will sustain the long term development of the Division.
- Preserved heritage** - protect Lahore Division's embedded history, wisdom and values of justice, tolerance, equity and respect, that are the defining attributes of urbanity and civilization.
- Balanced economy** - grow Lahore Division's economic activities within sustainable limits, based on need not greed, on prosperity and well-being of citizens.
- Inclusiveness** - empower the people of Lahore Division to shape and influence the future of where they live, work and play.

4. Draft Master Plan of Lahore:

In light of sub-rule 5(a) of LDA Master Plan Rules 2014, detailed land use survey was conducted using high resolution satellite images and field visits. Sample household surveys using geo-locators were conducted throughout the Lahore district to get updated information about demographics, housing, social services, environmental and transport etc. For transport sector, earlier studies specially by ICA were reviewed and different types of surveys including Manual (Counted Counts), Road Side Interviews / London Surveys, Journey Time Surveys / Speed Surveys/Road Inventory Surveys, Public Transport User Interview Survey, Passenger Interview Surveys, Parking studies etc were conducted. For environment analysis, pre-monsoon and post monsoon data was collected using primary surveys and was also reviewed in light of secondary data from relevant departments. Census data from Pakistan Bureau of Statistics was reviewed to project future population up to the year 2050 and after analysis of past trend, migration factor, reduced fertility rate, it was projected that population of Lahore district shall be 17.71 million where as in case of Lahore district proper population will be 25 million.

3. Throughout this project of Master Plan, efforts are made for effective Public participation and number of public participation workshops have been conducted successfully with Urdu as preferred medium of communication. A comprehensive online platform (<https://mpk2050.com/complex/5/>) is also prepared, wherein public can provide feedback using mobile or computer.

6. After completion of first step of survey, studies and analysis of different sectors, Consultant prepared following planning scenarios to accommodate projected population and economic requirements up to 2050.

- Scenario 1: Infill Development and Redevelopment
Develop within the existing urban extent.
Denitification along public transport corridors & Structure Plan roads
- Scenario 2: Development, in the areas identified within 2016 Amended Master Plan
- Scenario 3: Development, in the areas identified within 2004 Lahore Master Plan
- Scenario 4: Limited additional Horizontal Expansion adjacent to existing urban areas
- Scenario 5: Regional/Urban Development beyond administrative boundary of Lahore District
- Scenario 6: Urban Regeneration / Renewal / Aging (Infrastructure Improvement)

7. These planning policies / scenarios propose to accommodate additional 9 Million people approximately within administrative boundaries of Lahore District while allowing very limited horizontal expansion adjacent to existing urban areas. Any further adjustment of population will affect agriculture area of Lahore district, therefore, remaining 3.6 Million is planned to be accommodated outside administrative boundary of Lahore district in the northern side of Lahore. It is to be noted that future development will be in accordance with the policies of the Government at national and provincial level. The LDA Authority in its meeting held on 18.01.2022 is principal approved Proposed Planning Policies / scenarios subject to the condition that all further actions will be taken as per law, rules and policy in vogue and in consultation with all stakeholders. Public Notices were also published on 22.02.2022 & 23.02.2022 in leading English and Urdu newspapers, wherein these planning policies were explained in detail along with map. The same were also uploaded on website of LDA.

8. This master plan of Lahore, to accommodate 12.6 million projected population, includes planning policies of relevant sectors including housing, transport, environment, economy & industry, community facilities including health & education, infrastructure, culture / heritage. As this master plan is prepared for the next 28 years and after evaluation of future requirements, detailed planning including policies of denitification and future growth areas has been made for the whole Lahore district, therefore, there is neither any need to declare Peri-urban areas nor any requirement to prepare a Peri-urban structure plan for the period upto 2050.

9. One aspect of the master plan is planning to accommodate jobs growth and being significant that Lahore is a regional center and the provincial headquarters. In terms of achieving a balanced economy the key strategic objectives of economic development identified and being pursued in the master plan focus on the following:

- Establishing SMEs and entrepreneurship.
- Enabling the circular economy.
- Encouraging private investors.
- Enhancing infrastructure reliability.
- Engaging with and supporting local opportunities; and
- Empowering youth, women and people with disabilities (PWD).

10. While preparing the land use / zoning plan, modern planning ideas of neighbourhood planning have been proposed such as, more uniform distribution of facilities to improve access for all residents and to reduce the need to travel thereby reducing traffic congestion. The following approaches have been adopted for zoning:

- Denitification & Mixed use Development along Structure Plan roads.** Many of the residential areas of Lahore District, particularly towards the south, have low population densities (that is the number of residents per hectare) and the master plan has identified broad areas where densities can be increased without a reduction in quality of life for residents. Densities vary by residential zone and those are specified in the plan. In addition, within the existing Lahore urban area structure roads have been identified where it is appropriate that the density of built development is increased and a variety of land uses (mixed use development) are co-located. Increasing density of population and built development will help to reduce the outward sprawl of the urban area, provide homes, employment and community facilities all within walking distance of each other and support the provision of public transport. A buffer zone of nearly 500m adjacent to each structure road context and existing buildings, like institutional, social facilities, greenways and parks, has been proposed, within which commercial, business and apartment buildings are permitted, with different percentages according to location. On some roads, like the canal road or sections of Mall road, only public realm interventions are recommended without any denitification measures. The 500m buffer zone was based on a walkable distance to reach the bus lines and stations which are planned to be implemented along the main structure roads, to enhance mobility and provide accessibility to alternative modes of transit to the private car.
- Zoning of Informal Settlements & Vacant Areas using neighbourhood concept.** Informal areas are densely populated and lacking in infrastructure and community facilities. The plan proposes to zone informal areas into neighbourhoods of approximately 10,000 people. These neighbourhoods will form the basis for the provision of community facilities, commercial activity and services to meet the day to day needs of residents. Improvements will also be made to access points to facilitate integration with neighbouring areas and improve residents' ability to access employment and higher level services, and reorganize / relocate the sprawled and non authorized commercial activities over the main streets and within the neighbourhood centres.



c. Transit Oriented Development (TOD) principles are being applied to a number of the main stations along the Orange Line. TOD increases the density of development within 500m of these stations by permitting additional height and promoting mixed use outcomes. TOD also identifies way to improve the streets around the station to encourage walking and increase the attractiveness of using public transport. As other metro lines are constructed, the plan provides for stations to be identified that are suitable for TOD. One pilot project has been identified as an area station typical project, Thoker Niaz Baig, for which a conceptual design plan and design guidelines have been developed, illustrating how an area around a main metro or BRT station can be restructured in terms of road network, public realm, introduction of walkability principles, block and parcel compactness, and building heights.

d. Lahore New City Centre including the new Walton CBD District. This area comprises an expansion of Guberg area towards Westport road and the existing rail line and the redeveloped old Walton Airport. It will become the modern city centre of Lahore incorporating core business and commercial areas, leisure, sports and entertainment activities, cultural and institutional. The city centre will be a focal location generating a large number of jobs for the growing population, and relying on an important network of public transport system for better accessibility. The existing Green BRT line, with its 6 stations, the planned blue line which will serve the heart of the Guberg area, the upgraded existing rail line, and the future planned BRT Light rail over canal road. Mixed use development within the new city centre will provide residential accommodation to support the vitality of this centre zone and enable those who want to live close to their place of work the opportunity to do so. Mixed uses are mainly planned along the main Guberg Boulevard, Jail road, rail line and Ferozpur road with the green BRT line, where the new city centre area can benefit from alternative transport modes to the car and have better accessibility for all classes.

e. Urban regeneration is proposed within informal areas with the aim of improving the socio-economic and living conditions for residents. Matters to be addressed through regeneration include:

- Socio-economic**
- High Unemployment
 - Ownership Concerns/Conflicts
 - Dilapidated Buildings
 - Low Quality Public Realm
 - Informal/Uncontrolled Growth
 - Safety Concerns (environmental and structural)
- Living conditions:**
- Low Income Households
 - Urgent needs (health/security/well-being)
 - Lack of Infrastructure and Utilities
 - Slum Conditions.
- Selection criteria has been established for the identification of the informal sectors targeted for regeneration:**
- Strategic Location
 - Proximity to Main Destinations
 - Population Covered
 - Alignment with Spatial Plan
 - Conflict with Context

f. One of the pillars of the master plan relates to cultural heritage. The District is endowed with an incredibly rich historic landscape spanning many periods of development from the prehistoric to the modern, is a major contributor to the special character of the District and is of exceptional significance to local communities. The master plan identifies the locations of heritage features and proposes policies for future management and frameworks for preservation, enhancement and beneficial utilisation. Historic Districts, including areas of distinctive character are proposed, and within these areas policies will limit permitted development rights to ensure that historic character is preserved, for example by controlling building heights, density and construction materials.

11. Different categories of land use zoning have been shown in the zoning plan. Development guidelines have been prepared for each land use zone, which set out permitted uses and urban form guidelines.

12. Within Lahore, there are areas for which master plan has already been developed, like for the Walled City (where the whole sale commercial areas are proposed to be shifted outside the walled city), WASA plan, or are currently being developed, like for the Walton CBD, or RUDA phase 1, these are considered and incorporated in the master plan. As part of the project, Regional Plan of Lahore Division and Integrated Master Plan of major settlements are to be prepared, therefore, detailed land use zoning will be adjusted and finalised when master plans of adjacent settlements will be prepared. Detail 1 and the / zoning plan will also be shared with public through public notice and public hearings after preparation of complete project.

13. The land use aspects of the master plan will be supported by enhancements and extensions to the utilities networks. These include:

a. Water: the master plan proposes a strategy of managing demand to reduce consumption by high volume users, reduce wastage from the existing system and to provide a 24/7 supply of adequate quantity safe drinking water free from all types of contaminants. Updates will be required to the existing water network in

areas that are subject to denitification and new water networks with wellfields will be required for the urban expansion areas. It is also proposed to diversify supply sources and to move to a centralized supply network approach following groundwater strategy in cases where sustainable. A robust water measurement and monitoring system at the production, distribution and consumer end (including metering for high volume users) to minimize losses from the system. Improvements in network geometry is required, whereby balancing reservoirs reduce the cost of pumping. Within agricultural areas the introduction of high efficiency irrigation systems and piped distribution to replace canals are recommended to make more efficient use of water and reduce losses to evaporation. On commercial farms metering is recommended to encourage more efficient water use.

b. Waste water: programmes need to be put in place to encourage the recycling and reuse of industrial and municipal waste water, and for treated waste water to be used for irrigation to reduce the demand for new water supplies. The physical infrastructure at sewers, disposal stations and treatment plants needs to be expanded to cope with deficiencies in the existing networks and to accommodate growth and to ensure the proper treatment of waste water. The master plan includes proposals for new waste water infrastructure.

c. Electricity: diversification of generation energy is required to reduce reliance on fossil fuels and reduce the associated pollution and climate damage. The installation of on-site renewable energy systems are encouraged as part of diversifying energy sources. The existing infrastructure requires upgrading to reduce its network losses and to be able to handle both the existing street lighting and future demand resulting from the proposed denitification of parts of the District. Networks will be extended to new development areas. At the same time demand management measures will be required to reduce the high level of consumption by some consumers and to bring into better balance demand and supply.

d. Solid waste management: the strategy in the master plan aims to ensure that waste generated is managed safely, efficiently, and sustainably. The strategy will also ensure that circular economy principles are integrated into planning and future design interventions related to the sector. The strategy considers an integrated solid waste management system that will maximise diversion of solid waste from landfills, introduce environmental public awareness campaigns to promote waste recycling, provide adequate storage, collection, and transfer requirements, and propose a downstream Integrated Solid Waste Management Facility (ISWMF) approach for the pre-treatment, treatment, and disposal. This will include: Material Recovery Facilities (MRF), Organic Waste Treatment, and Engineered Sanitary Landfills.

14. Transport is an important consideration within the master plan. To accommodate future demand within the District a strategy originated towards public transport provision of various capacities ranging from Metro, BRT, Tram and Bus Rapid Services is proposed. The proposed strategy will be tested using the Transport Model for Lahore Division and the impact of each of the schemes will be reported. For regional interconnectivity, the strategy proposes utilize the existing rail network for either enhancement and regeneration of existing rail services, or run a Metro line or a Light Rail Train (LRT) service. Critical to the success of the proposed public transport system will be the proper integration between all modes, including the introduction of an integrated passenger fare system and multi-modal facilities at stations (park and ride, pedestrian walkways, cycling storage, bus stops). By adopting intermodality as a core underlying principle, the competitiveness of public transport will increase significantly. Improvements to the safety and comfort of both pedestrians and cyclists are promoted through recommendations such as street shading and removing barriers to pedestrian movement around metro station entrances. In addition, the transport strategy aims at limiting the growth in road congestion through capacity enhancements and Transit Demand Management strategies.

15. The development of the Master Plan for Lahore District 2050 has incorporated an environment and ecology strategy to ensure the protection of the District's and the Division's physical and biological environment, promote the sustainable use of its natural resources, and mitigate potentially negative environmental impacts resulting from rapid urbanization. This strategy aims at embedding the environmental principles, considerations and practices into the wider Master Plan and sectoral development. In Northern area, a buffer of 400 meter has been proposed on both sides of the major drains / nulls. However, where housing schemes have already been approved by LDA/LGSD Department, necessary measures like channelization will be proposed to ensure protection from flood. Approval of Environmental Impact Assessment (EIA) from EPA, Punjab is also part of the project.

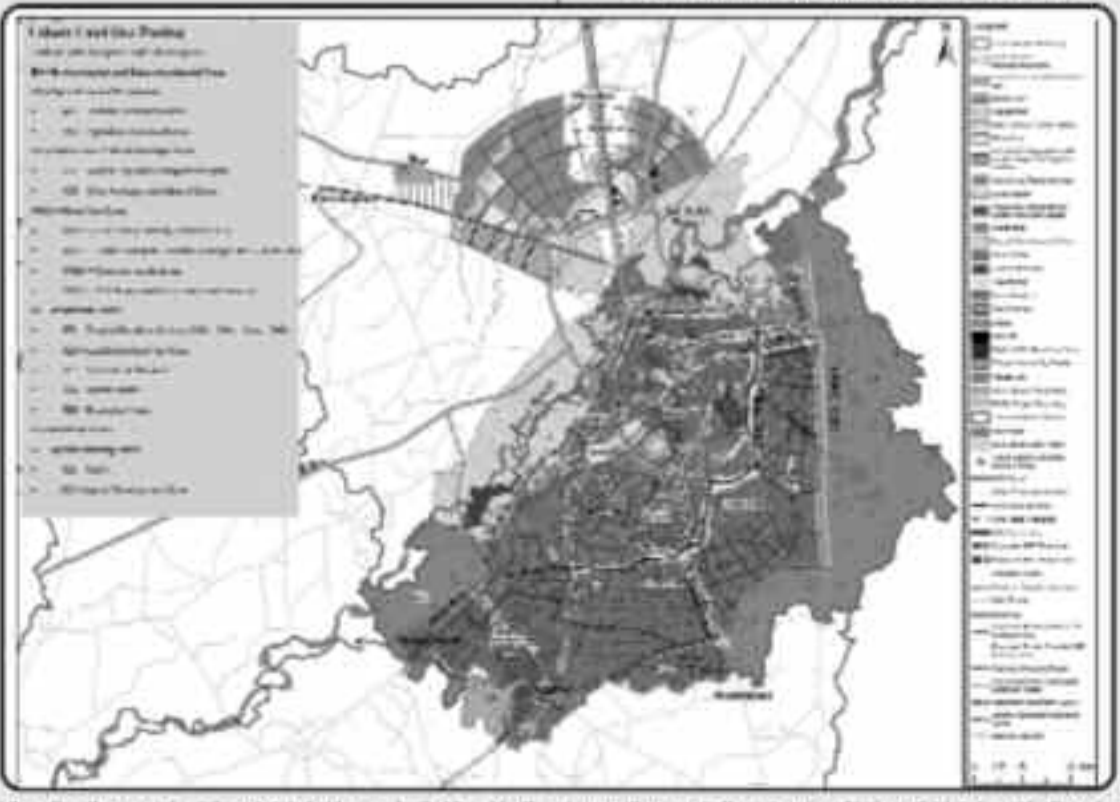
16. Different strategic short, medium and long term projects are also identified. A number of transport projects have been proposed including implementing the Purple and Blue metro lines, converting the BRT into a metro line, construction of a tram line along the canal, and completion of the Ring Road. Additional projects and programmes will be included in the master plan covering utilities provision, community facilities and environmental mitigation measures that will support the implementation of the master plan.

17. The plan also includes a phasing strategy to ensure development takes place in a timely manner and is programmed to align with population and jobs growth. The delivery of development will be monitored by the LDA and its environmental, social and economic impact measured to ensure that it is delivering the vision and the pillars of the master plan.

18. A financial plan and financing options report is prepared. This pre-feasibility and phase project and programmes in the master plan and identify appropriate financing tools to deliver them. The risks and responsibilities of the appropriate stakeholders for each project and programme are identified in the financing plan and potential revenue generation sources are highlighted.

19. The existing institutional structure was reviewed as part of the baseline review. Preliminary recommendations include proposals to strengthen the existing institutions regarding the implementation of the master plan and for this process to be facilitated by the application of Geographic Information Systems (GIS) technology, itself supported by the establishment of a GIS lab and related capacity building. The LDA shall support the various districts within the Division with the implementation of the master plan. This should be achieved through the application of Section 19 of the Lahore Development Authority Act, 1975, which allows any local government within Lahore Division to assign any of its functions to the LDA in such terms and conditions as may be mutually agreed.

20. Since the other components of Master Plan of Lahore Division - 2050 including Regional Plan and Master Plans of other major settlements are being prepared, therefore, detailing and refinement of draft Lahore Master / Land use plan may be achieved in light of public objections / suggestion and also in coordination with allied regional plan and master plans of surrounding settlements. Afterwards, final Master Plan with all supporting documents will be shared with public and notified.



Through this public notice, the general public and stakeholders are invited for objections / suggestions on draft master plan of Lahore District. Any objections / suggestions should be received in the office of Chief Metropolitan Planner, LDA located at LDA Complex, 467-B/II, M.A. Jinnah Road, Lahore, within 15 days from publication of this notice. Draft master plan of Lahore District can be viewed on the website of LDA (www.lda.gov.pk). For any detail information, please visit the office of Chief Metropolitan Planner, LDA or contact via Phone no: 042-99262222.