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Paper : → Introduction to Architecture
and town planning

Instructor : → Madam, Alina Babar.

Exam : → Final Term (spring 2020).

Q No : → 01

Answer : →

A slum is an urban informal settlement that is unfit for living because it lacks access to basic sanitation, drinking water and electricity and medical facilities.

It is said behind every beautiful face in a story. The same is true for the provincial capital known as the city of flowers. While there are no detailed studies or Peshawar's informal settlements, an estimated 60% - 70% of the provincial capital is made up of slums. These areas were not planned thus not given the basic.

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facilities, such as Sanitation, health, education and Emergency services.

Some of the Political geographers point out that the slum's areas in Peshawar, they are:

- Zaryab Colony.
- Madina Colony.
- Gulbahar Colony.
- Namak Mandi.
- Khyber Bazar.
- Dalozak Road.
- Board Bazar.
- Qissa Khawani Bazar.
- Rampora Gate.
- Nothia.
- Palosi.
- Mattni.
- Khadsa Khail.

These are the slum area in Peshawar which is mostly affected by the canal water and other basic facilities of life.

→ Steps you recommended to improve the living style of people : →

Having life in a slum is a difficult task, but we can't ignore such areas. Instead of ignoring we

most think for the improvement and development of life in slum areas.

The steps includes:

- Slum upgrading: It improved slum's living condition. But it doesnot address poverty and low wages of informal economy.
- Organized Urbanization - Planning and modifying urban areas to accomodate newcomers.
- Legitimationing slums instead of driving them out of their homes.
- Improving job opportunities in rural as well as urban areas.
- Economic development.
- Better transport facilities.
- Affordable housing in urban areas.

Economic & Political situation of government towards slum Area: →

Government should understand the basic needs of people who live in slums. It should provide alternative housing arrangement, skill developments.

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Improving their social condition,
proper counselling in education
health and hygiene etc.

Government should also provide
funds for the development of
such areas.

Should pay for building hospitals,
schools and making a fine
transport system.

Q No: 02 :

Answer: Structure & Pattern of
Master Plan of Islamabad;

The basic structure of Islamabad master plan provides for a dynamic & parallel development of several function within the metropolitan area of Islamabad and Rawalpindi. The layout concept has been devised so that it should be able to face the future problems arising out of its proximity with the expanding city of Rawalpindi. The basic idea was that Islamabad should be served by Rawalpindi and yet should remain free from intermingling with it. The plan was designed to help the simultaneous and co-ordinated, but not necessarily equal growth, for both Islamabad and Rawalpindi. In this way the twin city would retain their individual character, while at the same time they would become part of the same metropolitan area.

The proposed master plan was based on a system of four highways

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defining the overall structure of the metropolitan area.

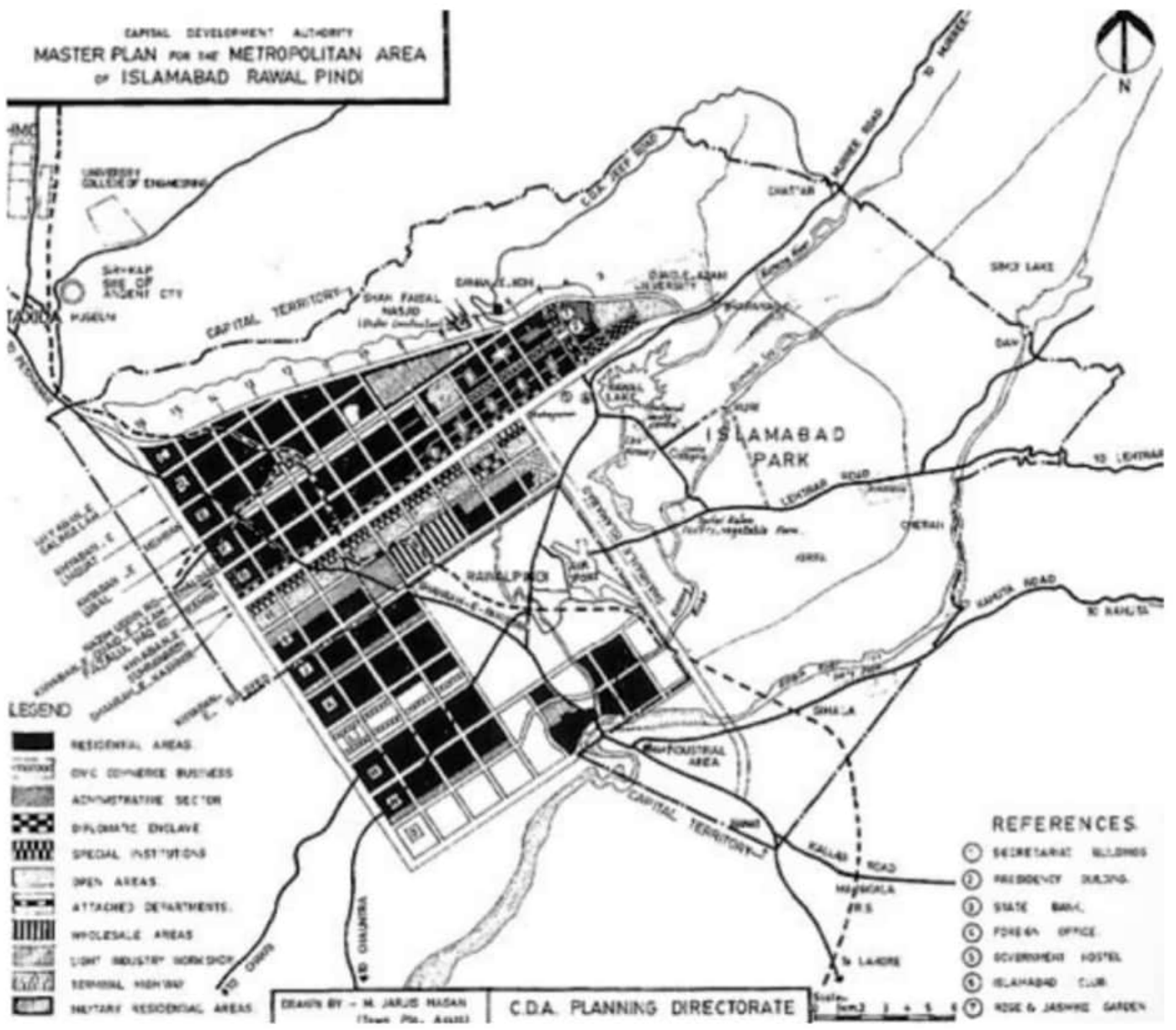
The first major highway connecting the site with the rest of the country is the Islamabad highway. It originates to the southeast of Islamabad on the Grand Trunk Road near Rawat & terminated at the Margalla Hills thus passing in between two 'Dacks'. On one side and an existing international airport on the other, which was supposed to serve the new capital as well. The terrain along the road from Rawat is rugged but it still had variation upto the Shakarparia hills but these minor contours were flattened while constructing this highway.

Finally, the Soan highway to extreme south of the city follows the course of the Soan river.

The function to improve the master plan of Islamabad the city will have the following functions for improving the master plan

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CAPITAL DEVELOPMENT AUTHORITY
**MASTER PLAN FOR THE METROPOLITAN AREA
 OF ISLAMABAD RAWAL PINDI**



- LEGEND**
- RESIDENTIAL AREAS
 - CIVIC COMMERCE BUSINESS
 - ADMINISTRATIVE SECTION
 - DIPLOMATIC ENCLAVE
 - SPECIAL INSTITUTIONS
 - OPEN AREAS
 - ATTACHED DEPARTMENTS
 - WHOLESALE AREAS
 - LIGHT INDUSTRY WORKSHOP
 - TERMINAL HIGHWAY
 - MILITARY RESIDENTIAL AREAS

- REFERENCES**
- ① SECRETARIAT BUILDINGS
 - ② PRESIDENCY BUILDING
 - ③ STATE BANK
 - ④ FOREIGN OFFICE
 - ⑤ GOVERNMENT HOSTEL
 - ⑥ ISLAMABAD CLUB
 - ⑦ ROSE & JASMIN GARDEN

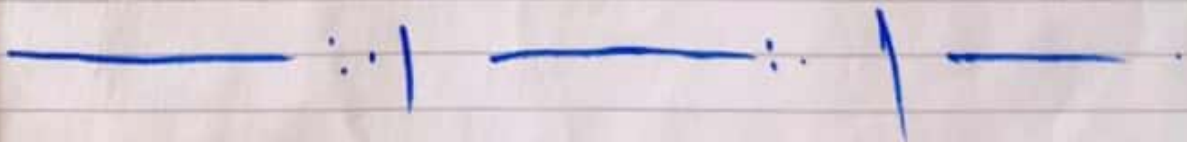
DRAWN BY - M. JARUD NADAN
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C.D.A. PLANNING DIRECTORATE

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Which use as:

- National & Federal administration.
- Cultural function of a national characteristic (Museum, Library, Theaters, etc).
- Auxiliary Function of the city.
- Educational function of national importance, National Universities etc.
- Institutions of a National character (National research centers, National Medical centers).
- National sports centers.
- Zoological & Botanical Gardens.
- Exhibition Ground.



Q No: 03

Answer:- After deep analysis and research, I identify that none of the land model best represents the Peshawar but a concentric land model, which is based on human ecology Theories done by Burgess.

This model also known as Burgess Model which explain Urban social structures. This model give the explanation of distribution of social groups within Urban areas.

Peshawar City district as seen in the map unprecedented change in its building area during 1991 to 2009 concentric model include:

①:-> In Central Business District
<Zone 1>:-> *

- > Highest Land Value.
- > Earns Maximum economic returns.

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②: In Transition Zone (Zone: II):

→ Mixed residential & commercial use.

→ Abandonment building.

③: Inner city / working class (Zone III):

→ Single family tenements.

④: Residential Zone: (Zone IV):

→ Single family tenements with yards.

→ Better residential area.

⑤: Commuter Zone: (Zone: V):

→ Peripheral area and high income groups.

Peshawar is concentric towards walled city, G.T road and motorway for transit.

The current size of land use types in Peshawar city district are Residential, Industrial, Transit, farming and commercial.

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Peshawar is scattered in different town mainly four.

- 1 → Walled city.
- 2 → University town.
- 3 → Condonment Area.
- 4 → Hayatabad.

→ Industrial zones are located in Hayatabad and G.T road areas.

→ Commercial area or working class zone is specifically University road, and Condonment area.

Walled city Peshawar can be considered as C.B.D.

< central Business District >.

G.T road, motorway and Khyber pass and Indus highway are main transit routes.

The map is marked according to the zones.

