

High-rise, extension projects on without Rajuk's say

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has been a long practice that in many cases buildings on the Dhaka University campus have been constructed without formal approval from the government agency.

"We involve experts from Buet (Bangladesh University of Engineering and Technology) and the chief architect of Bangladesh in construction process of any building," he said.

"Rajuk has never opposed to building construction on our own," Prof Faiz said. "They have never come up with any objection either."

But replying to a question, the VC admitted that Rajuk served them a notice when they erected a pedestal on the rooftop of the DU

central library building, an architectural masterpiece done by legendary architect Muzharul Islam, for installing a transmission tower of a mobile telephone company.

Dr M Shahidul Ameen, a professor of architecture at Buet and a member of DU's technical committee on building construction and repair, said that involvement of Buet experts does not mean that Dhaka University would not have to obtain building approval from the authorities concerned.

"We just check the architectural plan of a building," he said.

He further said, "There is no denial that building without approval is a violation of law but the enforcing agency too have to take measures to make the law effective."

Chief Architect of Bangladesh ASM Ismail said it is not correct that DU does not have to obtain building approval if just the Department of Architecture is involved in layout planning of a building.

Prof Nazrul Islam, chairman of University Grants Commission (UGC), agreed that as per the law and rules, university authorities are required to obtain building approval from the authorities concerned.

"They must also obtain planning (land use clearance) and height related approval from Rajuk," he said.

Chief Engineer of Rajuk Md Shah Alam said that as per the building act and rules of 2007, DU must obtain building approval.

Rajuk Secretary Md Faruque Jalil said DU authorities have to obtain approval from Rajuk as per the law, but they do not comply with that obligation.

There are government agencies and public organisations like LGRD and Dhaka City Corporation that do not bother about obtaining building approval from Rajuk.

"More than 90 percent buildings in Dhaka city have deviation, said Faruque Jalil. "But one cannot deny that Rajuk too has failures in enforcing building law because of manpower constraints."

The Town Improvement Act of 1953 too has delegated Rajuk with the authority to approve and oversee any building plan within its jurisdiction, said Rajuk sources, adding that any unauthorised building should be demolished as per building law.

Responding to legal obligation of obtaining building approval, DU Treasurer Prof Syed Abul Kalam Azad old Star City earlier

that DU is much older than Rajuk. So, they do not need to obtain building approval from Rajuk.

Prof SMA Faiz said they need to expand the physical infrastructure of the university to accommodate the staggering number of around 32,000 students. So they had to hurriedly undertake different construction and development work.

He said that the original 600 acres area of DU has shrunk to 255 acres (252.70 acres + recently obtained 2.29 acres) with the Suhrawardy Udayan, Bangla Academy, Atomic Energy Commission, Attorney General's Office, National Museum, and some other establishments occupying a great chunk of DU area.

No fare chart yet

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ago. Moreover, daily deposit for rickshaw is increasing. It was between Tk 40 and 50 two years ago and now it is over Tk 80."

"It would be inhuman for rickshaw pullers if the present prices of essentials are not considered while fixing a rickshaw fare chart," he said.

Bangladesh Rickshaw O Van Pullers and Owners Oikya Parishad, an umbrella organisation of the rickshaw pullers' and owners' associations in the city also seem to be indifferent to the fare issue.

Fazlur Rahman, convenor of the Parishad, said they had

talked unofficially with DCC over the issue but DCC officials did not show any interest. Asked why they did not demand it officially, he said, "Actually none takes this issue seriously."

Strategic Transport Planning (STP), the latest transport programme for the city reveals that rickshaws carry about 34 percent of the daily passengers. "An uncontrolled fare of such a huge transport mode must have some bad impacts on the users and they will suffer," said a transport expert who worked for the planning.

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রাজ্য বিভাগ

অনুমতিপ্রাপ্ত শাখা

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ক. দেশের সুপরিচিত বেসরকারি বাধিকারীক প্রতিষ্ঠানের অর্থায়নে এ সকল ফুট-ওভার ট্রীজ নির্মিত হবে।

গ. সার্বিকভাবে ফুট-ওভার ট্রীজগুলো শৈল কাঠমোরা বাটাকচারে নির্মিত হবে এবং আকর্ষণীয় ডিজাইনের হবে।

ঘ. ট্রীজগুলো এমনভাবে নির্মিত হবে যেন প্রয়োজনে একস্থান হতে অন্যান্য সরিয়ে নেয়া যাব।

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অবস্থান প্রদান করবে।