CREATING BETTER URBAN SPACE FOR CHILDREN AND YOUTH In Urbanization

*Child Physiological and Physical Development*

Mustakima Hussain, Sustainable Urban Design, LTH, Lund University, Sweden.

**Supervisor:** Andreas Olsson, Architect SAR/MSA
Programme Assistant, Sustainable Urban Design,
School of Architecture, Lund University

**Co-Supervisor:** Professor Pär Gustafsson,
Landscape Architect MSA/LAR
at SLU Alnarp, Sweden.

**Examiner:** Professor Peter Siöström,
SuDes, LTH, Lund University, Sweden.
Preface:

Dear Reader,
This research was carried out and the thesis was written within Master’s programme, Sustainable Urban Design at Lund University, 2015-2017.

The motivation of the project is to research on children’s basic need and how the planning situation is being done. In the developed world and the developing world, there is a huge controversy on children’s basic need and on how to develop the child well-being pattern within it. In planning situation, the land is divided into plots and then left over to the developers. Developers having no concern of patterns on children’s basic development and needs, they just build houses for looking attractive in advertisement and financial agreements on sell. Property management planning being undeveloped, the situation for a child to grow in such environment is almost like being chained in a cage of iron and concrete.

Included here is also a proposal sent out to UNICEF it has received as interested in working on the thus system of planning in urbanized environments along with I chose Bangladesh which has a gap in research. I want to give special thanks to my supervisors Andreas Olsson, Professor Pår Gustafsson and guest Professor Harrison Fraker for being always supportive and making the project shine. I would also like to extend a humble thank you to Lykke Jacobson, Ann Kull and Joseph Scotchman for the help with writing and editing.

Mustakima Hussain,
Sustainable Urban Design,
LTH, Lund University, LUND, Sweden.

Abstract:

Policy on Planning for Children and Youth in urbanization environment. Enriching Urban Cityscape for Children and Youth through Scandinavian (Swedish and Danish) child methodology on the old European planning model. In this model, traffic management has the most potential in planning. For the study Dhanmondi, the site planned during the British Empire, was chosen within the capital city Dhaka, Bangladesh where at present the country is one of the most densely populated and has a fast-growing urban infrastructure due to migration from rural areas. Here the child’s needs are neglected. In the report, the effect of car grid policy on children’s physiological and physical development and the results of a new proposed pattern of paths and its impact on the children and growing youth and adults are expressed. The aim is to give a reflection of the Swedish urban youth environment to create a better urban planning situation that plays a role in child well-being and development. This would also enhance the policy of child well-being for the future developing society in other parts of the country as well. The research takes a journey through the life of the author, her child, and the reflection of social changes. As cities get denser, they lose the quality of private space for children and youths to play and grow. This shows a clear vision of the need for domestic space and sensory stimulation through the urban toolbox. Public transport, pedestrian paths, green corridors and other solutions create spaces for a better society in Bangladesh and its urban child well-being environment.

A Child has the Right to Play…

Keywords: Urban Children Issue, Nature and Child development, Paths for Children
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The role of play in urbanization
INTRODUCTION

This thesis is about a child growing up in a city and how city life influences a child’s physiological and physical development. The work is based on different parts of the city around the world; as the case study of Dhanmondi in Bangladesh is taken, here the child is neglected or forgotten by society. In the planning terminology and for the methodology the Danish and Swedish Urban Child planning terminology is used. As the research continues, this planning is connected by the European planning model and methodology. This model influenced the planning system in different countries and it was elevated due to the needs of society and in some cases how it deformed. The goal is to embrace better urban environments for children to grow in a society where the knowledge of well-being for children still needs development.

Backgrounds:

BANGLADESH ENVIRONMENT

In Southern Asia, a small country named Bangladesh is located in between India and Myanmar, and borders the sea at the Bay of Bengal. The land holds in total 148,460 sq. km. (Bangladesh geography profile 2016). Bangladesh is a land filled with water channels and the organic green between. The land is very fertile due to floods. Before the occurrence of the British Empire, the local/general houses were made of mud, straw and rarely brick. However the land became influenced by the European model of planning. Mass development of the landscape and rapid economic growth affected the landscape, and changed the entire situation (Dewan, Yamaguchi, and Ziaur Rahman, 2010). Also, the massive growth of the human population (TRADING, 2016) made it one of the most densely populated countries in the world and changed the concept of housing and its build environment. A survey done by Shuchita Sharmin, University of Dhaka, Department of Development Studies, Bangladesh, found that 50% of the total population of the city are children. (Shuchita, 2010, p. 46). This huge part of the population is forgotten in current society and the child development situation in planning has not been cared for or evaluated for. Society does not pay much attention to the needs of children, and the country has no social infrastructure to support them for better development and benefits. Sustainable development goals have mentioned having better health and housing by 2030 (Griggs et al., 2013).

Housing and the built environment: now and then

Geographically Bangladesh is a flat low-lying land connected to rivers and channels. In the past, the country was very blue with water channels connected through the forest filled with a variety of wild animals, and the population was half of the current number. The houses were filled with domestic animals and most of the houses were low rise and had their green typology. The whole infrastructure was divided into local district divisions. Now in the planning situation, it is found that this rural area is accrued by the local municipality to make the land into plots. These are handed to the developers or property owners to build their housing/apartments which don’t have any policies on basic child needs and development. In 1970 the population was less, and a single house built in a vast area had a proper environment for child well-being and a favorable environment for development. With the massive growth of urbanization, the situation changed and the concept of one house and its surroundings. People feel apartments are more economical to live within the society (Islam, 1996).

The economic growth in-between Govt. and private: traders / organization

In the early stage of development and to create an economy of the country, NGOs played a great role. In these plans, the focus was on the empowerment of women, children, landless farmers and indigenous people of Bangladesh (Karim, 2001). They could build their own farm, for example, and gain a level of economic involvement. This gave a new vision of developing economic strategies, and encourage single unit family development. Later the effect of microcredit policy system and the unstable political situation meant that planning on Govt. level was almost gone. Being a small private unit caused there to be more individual property and industry rather than having a standard shared urban goal. This shaped to cut down the parks and green areas and make more industrial spaces and housing environments such as multi-story blocks split into many apartments. The situation also due to plans on public transport management. All wish to have a private car or micro-bus. Rickshaws, CNGs and other vehicles are also found which are privately owned. It remains as unplanned on social well-being approaches, and this leads to an unexpected environment for the well-being of future generations.

Planning terminology: early and now

In the planning situation, the land was more influenced by Muslim architecture such as grid patterns, domes, and vaults. It was ruled by a Muslim emperor named as Mogul emperor (2016, 2000). Here in pictures in the early 1700s, it is shown that a lot of places are green and it is also evident that a little structure such as a ghat is connected to the waterbody. The water can rise easily and fill the ground as flood and this helps to generate the fresh green to get the best fertility for growth. The planning situation during the British Empire brings the European model of planning terms and its technology to the Asiatic region. The model also developed in other parts of the world (B and Kelly, 2004) by that time. In this form, a two-story house is sitting on a plot situated in the street grid. The little leftover space within the street and the houses are the green and a garage to park the car bordered by a boundary wall. In this time the Empire also brings social infrastructure and planning such as airports, railways, motor cars, paved paths, domestic water sewerage connection of pipes through the rivers to channels and housing. There were parks and green spaces on an urban scale, houses built with concrete and brick, electricity for making the environment cooler and lighting up the roads (ArchSociety).

The impact of planning on the current situation is that people are motivated to build a structure by rod iron concrete beams and columns which gives off the impression of apartments. The green areas are removed, and it is designed as 5x5 Katha or 3x3 Katha plots and sold to the public who have newly developed financial stability through their own business. The focus is more on having their own playground rather than shared public space. Rarely one or two of the houses even have their own playground which is only played in by the owners’ child. The basements are car parking or garages and developers put lots of thought into how to make more car parking spaces. If an apartment has two parking spaces instead of having one this improves the possibility of selling the apartment. This then puts more importance on car access to the buildings so in planning roads are found on all four sides of the building. The planning only focuses on cars and building blocks which are very attractive for selling.

Early environments and its vision

In the past fifty years, cars and airplanes were an expensive way to travel. People used to walk, use bikes or rickshaws for commuting within the city. Buses, ferryboats or trains were used to commute from distant areas. The variety of the journey helped the child to have a healthy environment of understanding the nature and its surroundings and the elderly had proper recreation areas. Now it is quite difficult to move or travel without a car, bus or airplane. Nowadays children do not have the possibility to explore nature or think about their surroundings. The mental mapping is drawn to car to house to car to shopping mall to car to apartment to car to school to car to playground. They have no recreation other than iPad, computer, iPhone, etc.

Insufficient planning

In this planning, there is no consideration for children or young people, their development and recreational value. The plan focuses on the developers and how apartments can be sold at a higher price, and to attract buyers cars parking and roads are imperative. No proper planning or social infrastructure is developed. No importance is placed on public transport systems, and no general waste management is planned. The old British platform follows a planning model now strained with a highly populated infrastructure.

SWEDISH ENVIRONMENT

Skåne - a rich cultural landscape

Lunds kommun, Stadsbyggnadskontoret

“Since the early stone age (about 10 000 BC), when hunters came wandering in southern Sweden and the ice sheet retreated about 11 000 years ago, man has influenced the landscape of Skåne.

With time the landscape was covered by a leaf tree forests (about 8000 BC). When people began to farm the land (about 4200 BC) man’s influence on the landscape increased. It was agricultural settlements based on livestock. The fields were small temporary fields which moved when the soil became impoverished. From
the Bronze Age (c. 1800-400 BC) the agriculture growing became more stable. During the Iron Age (ca 400 BC – 800 Ad) the climate became increasingly colder. To cope with the longer and harder winter’s people needed more stable homes for themselves and their livestock. Agriculture and settlements became more permanent which led to small perdurable groups of houses (byar) in the form of two to four farms that were at the same place for several hundred years. Over time, forest areas reduced and were replaced by a more open landscape. The villages became larger and more permanent. The development of permanent villages was also strengthened in the following centuries when the medieval stone churches erected. When the animals were kept indoors during parts of the day and the winter, the valuable fertilizer could be collected and used in the fields. From the early Middle Ages until the early 1800’s the Scania cultural landscape had virtually the same shape which most plant and animals still are adapted to.” (Magnus Adielsson, 2017)

My Observation

The landscape of Sweden is based on the topography as high and low platforms. This land has lots of hills, mountains, and water channels like streams, lakes, and rivers. The human settlement is mostly found near the waterbody (worldwide). The population density is very low, and they often build their houses from wood and use spaces as recreational areas, so it is quite common to have green vegetation surrounding the houses and shows the influence of the environment and the connection to nature. The land also has many forests with wild animals and wild species which are quite important for child development and natural intuition. The journey also strats by reading books on Swedish landscape by (Olig and Jones, 2008), (Fjortoft and Sugeie, 2000) (Sorensen, 1883).

To conclude, Bangladesh is a tropical country connected through many rivers and channels and fast growing natural vegetation, which is entirely different from the Swedish landscape. The quality of Bangladesh child care is destitute. The culture is not at all interested in child development patterns and as the new modern apartment system is developing the essence of natural child development is deprived.

PROBLEM FORMULATION

"Play is a means through which children’s physical, mental and creative capabilities are developed." (Valentine and McKendrek, 1997, page no 219). In this article, it was found that outdoor activity for a child is necessary for its development. It is of high value for a child to play, be free in nature and have a proper understanding of the surrounding landscape to enrich development with relation to human kind. The apartments which are built today do not consider this, and now there is a need for a policy to address this.

As we see the city, Dhaika for example, there are sports fields (Dhanmondi Abahani playfield, Dhanmondi women’s complex, Kolagagan Shishu Park, Dhanmondi Club, Dhanmondi local playground) but they are surrounded by roads, and there are no proper car parking plots so the cars are parked on the road. Although the apartments are near the playfield, it is very hard to cross and go to the playfields. That is a huge negative point, as the child cannot be free to play in nature and develop a sense of sport, athletic development, or others. The city is clogged by cars or private transport services that make it very hard for a child or youth to walk. The only possible way is to travel or move by car which also prevent the ability to mental map or gain knowledge of geographical exploration. There is a need for free public paths active for such developments. There is a lake, but it is not properly utilized by children or for any other activities by youths and its recreational influence is lost. The children in those areas do not have any knowledge of greenspace such as grass and the feeling of grass; often they say that it feels tickling on my foot to walk on grass or mud area and is very hard to walk. They are often not interested in walking on grass or mud or water which is a huge step towards understanding environments and relating to them. Primarily, they have no knowledge of it. It is all about cars, apartments and sad, depressed people. In the planning system it is very hard to achieve the understanding of simple activities such as growing plants or flowers.

In the following circumstance, it is easily seen that the area is very hard for a child to develop in its individual thoughts or well-being. They are deprived by development strategy of sound knowledge as it is hard to explore with thoughts only focused on what they have read in books or locked classrooms.

The policy requires having a proper sports center connected through footpaths or public walking paths which would be easy for a six-year-old child to walk or ride a bicycle to, play and come back home comfortably. To stimulate the area, workshops are needed to make activities that can execute an active role during one’s well-being. The streets should have restaurants or shops that will increase public activity in the area. Lots of allotments are also required to make space feel more like being on earth rather sitting up in a space center. All this should have different sizes of public areas or playfields so that it would be easy for a child to come with youths, parents or the elderly as their guardians.

The plan should have proper paths for walking or pedestrian paths which can easily reach the playfields or grounds. The bike paths should connect through the inner public space to the outer roads. The public buses should be united by the semipublic space to the heavy loaded vehicle zone and should be linked to the whole city so that it is easily connected to the commercial areas, work stations, large public services (train stations, boat ports, air terminals) throughout the city and within the city. Proper waste management is also needed which can recycle and reuse to make the city more clean and green.

These will help open lots of spaces to public paths, green corners and open spaces which will help the area to develop more open space. Gathering people in public areas will influence the development of social communication and interaction within the areas and will make them a better place to live.

Thus, this will save time (sitting in a traffic jam for three to five hours or sometimes more) to reach one’s destination and save burning fuel in cars which has a significant impact on the economy and climate as well as help to reduce diseases and extend life expectancy.

In planning the grids of traffic systems dominate the cities. It is the main way to connect the housing blocks to playgrounds to shopping malls and it seems that only those who own a car are seen as full members of society. They have total control over the routes to the places such as urban parks, urban playgrounds, urban gym, shopping malls, theatres, and others. However, this traffic system is extremely unhealthy for a child to grow. A child has the right to run and play in an open field by their own will. This traffic system is an obstacle to the physical and physiological development of children. In planning no such pattern is found where children have at least some well-being environments. The design addresses how this grid can be re-organized and give a well-being environment for children, youths and the elderly as well as for the traffic.

THE AIM

The following part will set the objectives for the thesis work. It begins with the current child situation in Bangladesh and how the European model of planning here developed into an unhealthy environment and underdeveloped nation with regard to child’s rights and the act of social views on urbanization in urban areas.
**RESEARCH QUESTION**

*Question 1:* Why is the venerable development of the housing/built environment situation controlled by developers?

*Question 2:* When is the development influenced by multi-national culture and centralized policy?

*Question 3:* How have the economy and wild planning criteria developed after the independence?

**DISPOSITION**

A: The physical/actual situation/ location:

General: physical location.

Imaginary/Story line: Grandfathers home and its surrounding landscape; the past and now.

How to develop child-friendly landscape in the new cities/urban situation.

B: About: Research in Child Need.

1. Description of Bangladesh situation/Case study of Bangladesh:

PAST → PRESENT → FUTURE

2. Sites / spots:

<table>
<thead>
<tr>
<th>Bangladesh</th>
<th>England</th>
<th>Sweden</th>
<th>Denmark</th>
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<tbody>
<tr>
<td>Dhaka</td>
<td>Greater London</td>
<td>Region Skane</td>
<td>Region Hovedstaden</td>
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<tr>
<td>Site: Dhanmondi</td>
<td>Site: London</td>
<td>Site: Malmö</td>
<td>Site: Copenhagen City</td>
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<td>Dinajpur</td>
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<td>British Empire</td>
<td>Øresund Region</td>
<td>European Planning Model and Methodology</td>
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**3. Research:**

Children’s need According to Age, Description.

Interviews, Workshop, Exhibition, Literature, Books, Research articles, Publications.

C: Evaluation: Reflection SWEDISH verses BANGLADESH.

INTO WHAT AND WHY

Evaluation of your Swedish project

RETHINKING / OUTCOME

The possibility of the applying the situation/ vision in Bangladesh

D: SPECIFIC: Resulting Design proposals.

Implication:

Design for Future Society:

Example

Successfully which can be applied in Bangladesh or Sweden as well others.

**Conclusion:**

*HOW PROPOSED IDEA ADVANCE KNOWLEDGE IN THE FIELD OR BENEFITS SOCIETY.*
Bangladesh is situated in the southeast of the Indian-subcontinent area. It was born as an independent country in 1971 after the liberation war with Pakistan. The total area of this country is 143,998 km², and it is one of the most densely populated countries in the world. This country has three major rivers which connect the entire water landscape of the country and makes the land more a fertile environment for plants and green vegetation.

The capital of this country is Dhaka (Joshi and L, 2013) and Dhaka lies beside the river Buriganga. In the early days it was a Hindu trading center, in 1608 and later during the Mughal period it became a metropolis, then it turns into a small mogul empire port station. At this time it had a port, residential area, and the homes for the rulers. During the rule of East India Company (1764-1857) and later the British Empire (1858-1947) the city faced the dramatic changes of massive development and two different cultures interacting with each other. The old part was left as medieval Dhaka, and the new modern (European model) city was planned and built beside it. These two areas did not have enough interaction in between them. The old town gateways were Boro Takhra and Shoto Khatra (Hossain, 2013) as it was a port city. In the British planning, the railway was the most valuable connection through all other cities and small towns. The rivers did not have much relevance to the planning situation. In the old part of the city, the Hindu period street pattern remained as it was originally developed (Farhadspire, 2013). During the Mughal period, some pedestrianized grid patterns were generated, for example Lalbagh Kella in old Dhaka. The thesis proposal site Dhanmondi was designed/planned during the British Empire and was mainly focused on paved grid paths for motor vehicles that connected to the housing or plot units similar to the modern suburban area. During the divide of Pakistan and India, the movement of people began, and people started to migrate based on their religious believes and the small cities began to grow into large mega cities. In the Bangladesh period, unstable political and other issues did not make much difference except in the garment sector. (Hossain, 2014) (Figure 02). The city intensified more into an industrial environment which did not play any role in the well-being of the human environment or child and youth development goals. This also influences the city to grow on its own (micro credit), through various cultures and their reflections without any proper planning.

As the city grows, there is a huge demand for industrial production and other services to fulfill the needs of a developing country. As a result the city can provide better economic conditions than the rural areas. It became an enormous pressure on the city to expect a big number of people moving from rural areas into the city, daily. The city gets denser day by day, and the demand is high to build high-rise apartments to serve as shelter as needed. To fulfill such purpose, the open green fields are split into plots and later turn into apartment housing areas which are handled by developers. The developers have no concern for the value of child well-being and the need for green public space. This brings the total infrastructure occupied by concrete housing as dwellings and paved paths for transportation. The continuous growth of urbanization dissolves the green tissue from the city landscape and transforms into unhealthy living environments. Thus, this has a negative impact on a child born in the urban environment, the youth living environment, and on the development value of a city neighborhood.

Map 01: This illustration shows the location of Bangladesh, and the landscape of Bangladesh. The red marked area is the capital city Dhaka.
Description 01: Dhaka Context

Layers of time

In the early stage of Dhaka, the organically developed pedestrian road interlocked with the two-story housing, with a little courtyard in the middle as a worship zone which holds importance to Hindu religious tradition. As the settlement was beside the river it was a port village. After the rule of the Muslim emperor, the settlement was planned on a grid. Later the rule of British Empire brought the new European model which was a very new landscape at that time. Now the city is growing with its highest population on an unplanned program only influenced by the micro-credit system. The city vision is to have sustainable urban living conditions soon.

In the time of Hindu rule, Dhakeswari Mandir was built in the 11th century in Lalbagh area of old Dhaka. This temple gives the material vernacular such as brick, lime, mortar, mud, straw, wood, glass and others (Ahmed and profile, 2006). Later during the Moghul emperor, a significant importance was put on gardening and pedestrian paths and these were connected through a small structure that was built, for example Lalbagh Fort (Alo, 2016). This influenced people to have an urban garden or public bath like a pond that had a small structure where a group of people could wash.

For transportation, boats and the animal-drawn carts were used. The houses had several recreational areas such as a balcony, dance theater, mosque, and others. Proper parks or recreation areas are planned or designed which can be reached by the pedestrian pathway. The link gives some information about the old Dhaka (Hasan, 2009). We can find this in Map 02 as orange.

During the rule of the British Empire, the European Model started to give a new look to the city. The traditional part was left alone, and the new planning started beside it. It brought an entirely new infrastructure to this whole part of Asia (Kabir and Parolin, 2012). This model included stone, cement, concrete, brick, and plaster to use as materials to build houses. In the urban planning context, paved streets for the motor engine were designed to link the in-between city to others built around the railways. For the recreation value urban parks and gardens were planned and designed. It was a massive development in the area which changed the entire planning system of the country. The residential areas were designed as suburban areas. This is shown as yellow in Map 02.

Now after the struggle of different political opinion, the city became the most densely populated unplanned urban sprawl in the world (Ahmed, 2014). The basic scenario of the planning of the area is plots having a size of 5x5 or 3x3 acres surrounded by roads on all sides. Uttara Residential Model Town is an example of this. On these plots multi-story apartments are built; this is usually done by developers (Rashid). As developers do not have any concern about child development patterns the ground floors are designed as planned units, and these car parking units make the apartments more attractive for sale in the market. In the most crowded places are the multi-story shopping malls.

The city demands good urban renewal through the real aspects of humanity. It requires proper urban planning following the rules of sustainable development, which shows the least of humanity on an urban scale.
Description 01: Dhaka Context

Layers of infrastructure

In the early stage of independence, policy makers and engineers analyzed the infrastructure and later proposed on the needs of the area (Siddique et al., 2004). The Bangladeshi vision was to develop power and energy sources as well as communication and transport infrastructure (bridge, seaport, and railway), having the biggest budget as well as other investments in other infrastructure (2015). The reference gives a clear vision of the area and its infrastructure (Asaduzzaman et al., 2014). The city connects by transport systems such as the airport (internationally), port, trains, cars, and buses (internally).

The city is incredibly dense. The population of Dhaka is 14.6 million. 115,000 people live per square mile or 45,000 per square kilometer. Slum and shantytown population densities are 4,200 per acre, which converts to more than 2,500,000 per square mile or more than 1,000,000 per square kilometer. The slum population varies from slum to slum, but it is a quarter to 60 percent of the total Dhaka city population (Cox, 2012).

The survey of the business strategy of the city (Huda et al., 2011) shows that some areas have a good retail business sector and some areas do not within the city zones. This article also shows the economic value or the local influence and the effect on the site chosen for the thesis project proposal. Table 1 shows how you express quality to the customer. Table 2 is about choosing the product and how you measure the quality. Table 3 is for Crosstabulation of Building Customer Relationships and Location. Table 8 is Crosstabulation of Credit Sell and Location. For all in this chart, Dhanmondi (the site proposed for the thesis) is the highest pick above all other areas.

In the city, it was found that in the early 1900s the city had hardly any apartments but due to the divide and the process of huge immigration the need of high-rise apartment increased more and more day by day. The plots with two-story residential buildings were demolished and given to private developers to build multi-story apartments in several areas of Dhaka. Molijee has the highest number of apartments built as it is the primary business and commercial center of Dhaka and second is Dhanmondi, the proposed site. Here we can find planned apartments but in some parts of the city there are unplanned non-organized apartments, beside these areas in some cases are shanty towns (Kamruzzaman, Eng, and Ogura, 2007).

The population increases daily. Many cities such as Delhi, Dhaka, Kolkata, Mumbai, Mexico City, New York, Sao Paulo, and Shanghai are the most populated cities in the world. Dhaka will be the most densely populated city by 2025, larger than Mexico City, Beijing or Shanghai. The World Bank also found that from 1990-2005, the city population doubled from 6 to 12 million (Post, 2010). The people move from other cities to Dhaka because it has a better living economy than others and it is many or most people’s dream to live a better life. In a newspaper interview a person said that if he had the same facilities and economy back in his homeland, he would never move to Dhaka (2013b). The fundamental problem is that the city is centralized throughout the whole country.

Pictures 01a and 01b show how incredibly dense the city is and how unplanned and non-organized the traffic or the housing planning are at present.
**Description 01: Dhaka Context**

**Layers of classification**

**Slum: Unplanned developments**

The slum has developed organically; no attention on planning management is done, and it is rapidly growing by the expensive metropolitan area. The people who live here are mostly garment workers or the workers who provide service in the apartments as drivers or servants. The report of Sazzad Hossain shows that these areas are poorly developed. There is difficulty with poor water, power, and transport management policy such as water supply, water drainage, reduced solid management, poor sanitation, poor accessibility, and poor energy management (Sazzad Hossain, 2007). It also has a huge impact on health, environment, vulnerability, security.

Slums in Dhaka are the most densely populated and the daily influx of people is highest in Dhaka slum. The slum makes up 35% of the total population of Dhaka. The monthly income of these people is Tk. 5,000 per month (63.21 USD) which is under the poverty line. The professions they hold are rickshaw drivers, pullers, hawkers and domestic workers. The environment and conditions of service are destitute, unhealthy and unequal as well as no security (IslamDr, MahbubDr, and Nazem, 2009). These women have the most children due to unplanned birth control, and a lack of adequate food or proper water to drink is a bad environment to grow up in (Staff, 2000). To improve housing conditions of such areas some of the people tried to provide model housing at the slum but it was never promoted. (2014)

**Rich: Planned developments**

Regions such as Dhanmondi, Gulshan and Baridhara were areas where there were two-story apartments. As demand increased for more housing it was decided to turn this suburban area into divided plots of standing six or in some places multi-story apartments with many flats on one floor (Kamruzzaman, Eng, and Ogura, 2007). The developers’ plan for the city is to take over land as plots and build on it without leaving a single meter of space. Therefore, the city from a bird’s eye view is gray. Due to the establishment of the British Empire here there is a planned university which has the most intellectual people studying, but with so many infrastructural and connection problems the environment for the student is not okay. They suffer the same issues as a six-year-old child. There is no proper path designed or proposed for the students to walk to and reach their institution.

In Map 04 the orange marked areas are the slums that provide service for the cities demands and the red marked areas are owned by the higher income people with good wealth.
Urban Poor and Urban Rich:

Dhaka is the capital city of Bangladesh. People from all over Bangladesh come there to have a better life. The city is divided with different levels of individuals excluded depending on their income or job situation.

Organic Developments and Planned Developments:

Dhaka is a city connected by train, boat, plane and car. It is quite easy to come to the city, and industrial development pulls people from different parts of the country. As the city depends on car accessible infrastructure, the city is almost gray with paving. Green space is rarely found. In planning it is found that car paths also surround the schools. The discussion was how can the transport system develop and give a better version of today’s society, which plays a great role on humanity.

Conclusion

The city with densely populated social infrastructure can be provided with proper transport management, such as the reorganization of car parking at the apartment blocks. The street could be used as a pedestrian path to improve the non-controlled environments of extensive human flux or public green space. This will play an active role in improved child development and youth well-being circumstances.

Statistics: Dhaka population

Density in Dhaka

Bangladesh is one of the world’s most densely populated countries. A survey done by Shuchita Sharmin, University of Dhaka, Department of Development Studies, Bangladesh, found that 50% of the total population of Dhaka are children (Shuchita, 2010, p. 46). This large part of the population is forgotten in society which does not care or evaluate for child development. Society does not pay much attention to the need for children, and the country has no social infrastructure to support them for their development and benefits.

The table is taken from (Newgeography.com, 2017)

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<th>Population Estimate</th>
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The Raising Questions of the Site with its Condition

*The site Dhanmondi: When was the plan drawn? How was the lake in the early days and how did it develop? What is lacking and how can it play a significant role in child development? How are child conditions now?

*Dhanmondi and its situation: Dhanmondi is situated in the middle of Dhaka. It has a water channel which connects the entire housing area. This public channel is only used by couples aged around 25 years, or by middle-aged and older people to have a walk by the lake in the evening. How can the lake be used for an improved child development situation?

*Bangladesh School Consideration: In the city demand for a school is very high. The normal condition is to rent an apartment and use it as a school which does not have any green space or a playfield or a public area. How can we improve the connection between schools and green areas?

*The nodes are the pressure points in the area and in the entire city. The commercial buildings are situated on the street which is highly loaded by traffic systems. The car pressure is less in the inner part of the street grid pattern. Traffic management is very poor. How can we handle such an environment?
The CASE: Site_Dhanmondi
Transport Load

Dhanmondi is one of the hearts of the city. It has shopping malls beautifully placed on the roads as well as connected to the surrounding area, and has a good reputation for selling the best brand products (Hasan et al., 2012). The car owners are in a rush to go and buy products from these shopping malls. The commercial buildings are situated on the street which is overloaded with traffic. Other parts of the city connect well with these roads, so there is a huge demand and need for all to have a car to travel within the city (Picture 03). The apartments which act as a residential zone have plenty of people, who influence the creation of schools, colleges, and the university at the same place within a multi-story apartment (Rafayet Hossain and Hossen, 2013). It makes the place, and it is everyone’s dream to live in such apartments. These road grids are also connected to the lake in two places, and this also influences people to be more focused on having a car to have a higher living status in society. The city only designed for cars and the apartments are only very attractive for sale when there is minimum one car parking space placed on the ground floor attached to the residence. It is best when one has more than one car parking area. There is a huge demand to have three car parking spaces for one family unit; one for the owner, others for the wife and children. The place is dominated by car to travel and move. Although the pressure of the motor vehicle flow is less in the inner part grid of the area (map 10), no one pays attention to the need of pedestrian paths and their impact on health or child development.

Picture 03: The present condition of Dhanmondi residential area.

Map 05: The street flow of the area Dhanmondi
The CASE: Site_Dhanmondi
The Lake and Public Green

The lake was originally a former channel of the Karwan Bazar River and connected underground to the Turag River. Dhanmondi Lake is one of the favorite places to visit and have an evening walk. This lake has a tremendous impact on the view and landscape and best serves as a recreational area. By the lake there is a pedestrian path and in some places the restaurants are attached to it, so it is a very attractive place for everyone to come and enjoy the water. This lake pays attention to the public by having spaces such as Rabindra Sharabar, which is an open-air amphitheater by the Road no 8, where lots of cultural programs such as dramas and concerts are held occasionally by both amateur and well-known artists, especially during major festivals and holidays. This program is enjoyed by university students aged 20+ and people around 45 years old. For a child or the elderly there is no properly designed area, and the lack of accommodation for them makes the place sad and depressing for children, leaving them vulnerable. The lake has been open to all and for this reason it is densely crowded with no area for a child to walk or breathe.

In the following pictures 04, it is shown that the lake is very famous for its walkways, and it gets too crowded with people in the evening.

Questions are:

How can an urban canal (lake) play a role in child development in the urban situation?

How can the local dwellers in the urban context use the water/lake as a basis of child development?

The vision of this area would be the lake can connecting to the housing complex, which would be helpful for all ages of children and youths. This lake, if properly designed, has the highest potential for child well-being and development. If the area is properly organized this would be the best place for a child, with its need of development, and the best place for the young to grow up. Due to the lack of public control or planning, it became a place for only a particular age. The proposal is to redesign the public channel and re-evaluate the entire scenario of the place for well-being for children and the young. Also the communication influence will make a difference to the social development and play a vital role in living a healthier life.

My daughter was the biggest inspiration in the total project. She taught me how to have a better plan for children and youth in urban conditions.
The CASE: Site_Dhanmondi

The Use of the Building

The area Dhanmondi is situated in the heart of Dhaka. It is the most convenient place for all, so it works like a landmark and it is very desirable to live in this area or nearby. It is one of the more comfortable places to stay so the demand is high. As no planning is advised to develop the area the landlord sells or gives the property to developers. There is a negotiation for having half of the built apartments belonging to the land owner and half sold by the developer. It is enormous pressure for developers to construct and make the apartment as desirable as possible for sale. In this area, studio rooms are rented out, and people of various businesses promote different activities, such as English medium school (without having the proper courtyard to play) that is expensive and only for the affluent child. The connection of this area is so good for cars that the outer plots of the blocks are mostly multi-story shopping malls, and these shopping centers are only welcoming for the people who have cars as no pedestrian path is found to enter the shopping mall (Hasan et al., 2012). The cultural centers are covered behind massive property walls, and people need to be well connected to use them. The bank and the health center are attached to the shopping malls; sometimes they are located in the same building on different floors. Some of the multi-story buildings are also rented to form a university. This university does not have any green space to breathe or for recreational purposes. The religious buildings are also multi-story, but these buildings have a lot of green areas which are also hidden behind the property walls.

Beside this area, more organic patterns of planning are found named as Royer Bazar, Jhigatola, Kalabagan, Sukrabad, but Lalmatia is more planned in a grid typology. In this area, the upper floors are apartments to live and on the ground floor it is small shops such as pharmacies, furniture stores, restaurants and others. In the Jhigatola area, there is an open market where one can buy their daily household basics and daily raw food, and roads also connect to the fresh food market. This area is very poorly connected to the other parts of the city. The daily essentials are bought by having a rickshaw to reach such markets. No proper storage is designed in the planning, and all are linked chaotically. Picture 05 source (Tuhin) et al., 2016).
In Model 01, the car has the most importance of all. The roads are connected to the ground floor, which is a garage or car parking area for the multi-story apartment with many apartment units per floor. The most importance is placed how one apartment can have one car parking unit or more, which makes it easy and convenient for the developer to sell on the market.

In Model 02, the consequence of the six-story apartments in the axonometric view tells the story of the demand for homes. This is now worse, with much taller apartments being built. The needs of the user are not met by the unplanned system of living, and the public therefore has a cynical view of living in a better society. No importance is placed in Model 02 on human need. It based on how can one successfully sell apartments and for it, the Government made the lake a thin channel for recreation. It is evident in the video, (Asiful Islam et al., 2016)
**Existing condition: City for Car**

**Ground Floor Plan**

No influence/pattern is found for child development in this plan.

**Analysis 01:** Current situation shows the apartment's ground floor designed for cars to park or garage.

The first priority is placed on a transport system which looks attractive for the buyers.
Existing condition: Diagram
Sectional View

I want to Play
Where is the Playground?

I have no place to Play!

Green as ornaments

The red line shows the path of circulation, private area; car: private area

Section AA

How can I Run and Play?

No Path for me :(

How can I go to the Lake?

Section BB

The red circle shows the path of circulation, blocked for a child or young to walk

Why is a road Blocking my Play?

Section CC

Playground?

The red circle shows the path for car, which blocked for one to play in the playground

Analysis 02: the diagram of movement
Sections of the paths of movement from one home to another as well as the difficulty. The obstacle is marked by red.

I want to play!

Walking by the car, I am Scared...

What is the Boundary line doing?

Cross the Road for the Bridge :

Where is the Playground ?

I don’t have car, can I move...

I have to Cross the Road for the Green :

How can I Ride and Play ?

Analysis 03: The diagram of movement
The green substances are used to make the building look more softer from the street view.

Existing Condition

The lack of community-based domestic space in the apartments has an effect on children. There is a vision to improve the domestic sense, and there will be impact on children and the result will be discussed.

Geographically the country is a flat and low-lying and is divided by water bodies such as lakes, rivers, and the sea. The landscape is based on connecting water with its green vegetation and the fertile land that floods every year. The house is a small part of shelter surrounded by its tropical environment. Thirty years ago this environment was very commonly found in every part of the country. Dhaka has two individual areas: one is the old medieval Dhaka, and the other one is the new Dhaka which is planned and developed during the British Empire. After the different political struggles, the policy became more centralized in Dhaka. This increased migration to the city and a huge demand to have shelter. The area designed as suburban dramatically changed to have multi-story apartments with many apartments per floor. The expanding apartments were only concerned about good selling points, and the aesthetics and human needs were ignored, and there is no influence to make action on the policy. The system is also based on the microcredit scheme so it is quite hard to reshape the urban consideration into a master plan. The European model designed all the elements such as parks, lakes, water bodies, trains, paving and roads, but in its separate and private way. The lack of integration made it harder to focus on urban technology such as public transport, public space, and other public necessities such as reuse of garbage to maintain a clean environment. As the city is so unplanned, no importance is put on one’s mental and physical development. This makes the area more vulnerable to live, and the planned area is so mixed with the microcredit environment policy that it lost the ability to develop and focus on a cohesive urban planning situation. These roads play a vital impact on the city. As the system is to live individually, everyone demands to have his or her own private vehicle such as a car. No importance is placed on public transport. There is a suggestion to have flyovers built over the existing roads which can provide for the massive amount of cars run by the public. No technology or planning is proposed for the public transport system and management. The waterbodies such as the lake play the greatest stimulation for one’s development strategy, from child to old. In the planning, it is entirely isolated from the whole situation, and no allowance is found in its use for public exploration, evaluation, and child development strategies. It seems that it is a place for the younger generation to date in a public space and the middle aged to go for a walk, which do not show any patterns for an environment-friendly definition. The buildings formed of two or three stories are replaced six-story multi-planned apartments. No space is left for green or domestic use which is very unhealthy for a child to live. These buildings are also rented out as schools (English medium, very highly paid), shops, studios, offices, and others. The mosque has the only green space, but as it is a religious space women are not allowed to enter which makes it hard to take a child there. Some public places can be found, but they are isolated from the housing environment. The multi-story apartments are conveniently organized for car parking on the ground level which removes the space for the children to play. These car parking lots are so well connected to the apartments that there is no pedestrian path to walk. Overall the master plan has no proper pedestrian integration or paths to walk from one place to another. The lake, the buildings, and the roads are all detached and only hold their individual identity, but no importance on recreation, mental mapping or physiological development is addressed and evaluated in this planning consideration. The image of a mansion and its environment is lost and this individual pattern is growing across Dhaka as well as other parts of the country, in cities and also even in villages. In the existing plan, it is shown that the road is connected to the gray concrete ground level car garages or parking areas, and these cars are the only vehicle to move from one apartment to another. No easy access is found for proper development for a child to play in a playscape environment. No mapping of a public transport system is found. The lack of having decent planning behavior leaves the area in a chaos. The environment needs to be more cohesive for public movement and the relationship with each part of the urban landscape.

In the article ‘Natural play in natural surroundings’ (De Connick-Smith, N.) the basic need of domestic areas connected to the bigger public areas such as beaches, lakes, and greenery plays a vital role ‘for child paradise’ according to the ministry of agricultural and landscape gardener, assigned by Copenhagen.
1893-1979 cities started to grow, and people began to realize the importance of child well-being. The cottage park and its background connecting to the beach explains the struggle to set a space for standard play for an individual on the sound development strategies diagram. The importance of manse and manor gardens was the most vital role in the development which had an inevitable and indispensable effect on child development and well-being. The connection was influenced more by how to connect the community to the beach and how a beach can with its landscape make an impact on play in a community. The result was best expressed between the cottage and the beach on the path by its surrounding of nature, and how this can be improved in modern childhood society. Later the growth of dense built-up areas with their traffic systems was a huge concern for child play, and in 1930 child play gained a special position in social engineering associated with gardening, nature, and its surroundings became art. It was almost clear that the need for domestic space connecting through the outside green landscape until the end at the beach as a waterbody was disappearing by the act of the modern planning system. Massive importance was put on transport to gain the most favorable value of the economy and this by day continued and created an industrial environment which tears down all the best dreams from of a child’s play perspective.

The possibility: Child physiological and physical development is an obstacle to the new policy of industrialization, modern grid patterns in urbanization and the lack of concern for child development issues, which is a forgotten part of the society. My contribution is about how a grid with different layers and patterns can give the community enough layers of domestic space within its inclusive urban environment for a better livable condition. In the next chapter, it is clearly shown that the improvements of the cities that we live today are effective.
Chapter 02: Findings

The missing patterns
INTRODUCTION
Scandinavian countries such as Sweden have the most potential to be well-connected and have properly organized pedestrian movement, public transportation and public spaces among their traffic systems. The management of the European model of planning is defined so that there are proper links from the housing environment to the green corridors, public spaces, green parks, beaches, shopping malls, sport centres and others. This planning system is based on well-being environments for all, but in the other parts of the world such as Bangladesh the European planning model has decayed and neglected society through poor planning management. The vision was of the improvement of those conditions based on the findings from Danish and Swedish planning management and methodologies as base material. The proposal is to become a well-being society not only for all but specifically the children (as a case in Dhanmondi within Dhaka city) that are in great need of green space for their proper development, who are hindered by the undefined process of planning and the lack of knowledge.

Description 02: Swedish context
City scale: Malmö

Malmö is situated in the southwestern part of Skane as well as Sweden, located at 13°00’ east and 55°35’ north. Malmö is the third largest city in Sweden with the area 158.4 km² (61.2 sq mi), land 156.9 km² (60.6 sq mi), water 1.5 km² (0.6 sq mi), urban 77 km² (30 sq mi), metro 2,522 km² (974 sq mi). The city is also connected by a loop all through the Øresund Region through the Øresund bridge, built in 2000 linking Denmark and Sweden, and the loop enriches the livability of the city.

01 The History of Malmö: Malmö was first inhabited in the short time at Segebro, an 11,000 year old Stone Age settlement. They lived by hunting reindeer, moose, bears and wolves in the Arctic climate as nomads. During 1000-1300 Malmö was a Viking area. They were merchants and used to sail to England, Iceland and throughout the Middle East and were also warriors. At this time it was ruled by Denmark and was influenced by German culture. From 1301-1600 Malmö became a vital commercial center and was ruled by Sweden, Denmark and the Han Seatic league. In 1437 Malmö was awarded its city arms by Erik Av Pommern and the city looked the similar for the next 500 years. In 1658 the Swedish army defeated the Danish army and then was Malmö ruled by Sweden. In 1775 they rebuilt the harbor which helped to improve the economy and industrial development started in 1828. Cranes, lighthouses, shipyards and a direct link to the railway were built. In 1870 Kockums shipyard was the largest in the world until the middle of the 20th century. In 1870 Malmö had become the third largest city in Sweden and Malmö was also an important industrial town in northern Europe. 20th century Malmö grew fast and was one of the most visited cities by tourists and business people from all over the world. In this century Malmö’s first park, Slottsparken, Malmö Stadium, Sturup airport and beautiful parks were built.

02 The western Harbor Malmö: Today Malmö is a city and commercial center situated in the southern part of Sweden which has over 280,000 inhabitants representing 171 nations, so it is a very diverse city. 21st century Malmö is a postindustrial city with the construction of the Turning Torso and the Western Harbor, and Malmö even invested in new rail tunnels. This city infrastructure is connected by public transport (train, boat, bus, and plane) and private transport systems which create dynamic and commercial environments. Public space around the train stations has been developed to be inviting. The Western Harbor Bo01 is the perfect example of sustainable urban development in Malmö. It was a coastal industrial park and later transformed into a beautiful urban area providing apartments, housing, industries, workplaces, education and recreation all together to create a better living environment. Bo01 is unique in design as an inner city development with its connection to the green and managing the densely populated situation. This part also connects to Ribersborg beach and the rest of Malmö through proper transport links.
Map 08: The map of Malmö. The city is connected by the green corridor of parks and playgrounds which fulfills the need of a child development and youth well-being environment. The red line shows the walk of the author and experiences the mood of the area. The stars are the stops where the author and her daughter wanted to stay longer and enjoy the landscape and play.

03 Malmo first Park, Slottsparken: Malmö has lots of parks such as Folkets Park, Slottsparken, Pildammsparken and Kungsparken which create a green belt to the seafront at Ribersborg. This also connects the green from Malmö central station to the town in the north-east of the city. Slottsparken, Malmö’s First Park, has a lot of lawns, ponds, and sculptures within the large wooded areas. All the children from the nearby area can pass their whole day within the park. It is an environment that is very friendly for child development.

04: Malmo postindustrial city: Malmö was a small town in early days. The economy was based on cottage industries that were connected to the railways. Now the planning is so urbanized that it has reached postindustrial level. Some details about city’s condition can be found in this dissertation of The Rise (and fall?) of Post-Industrial Malmö (Holgersen, 2014). The post-industrial development of Malmö changed the landscape from green to gray. Later research on green belts and proper decision-making on connecting the green through housing areas by pedestrian path, public transport or private transport made the city more livable.

05 The walk to Malmö: The walk went from the Malmö central train station to Kronbors. Although Malmö is very dynamic in its transport management, it also has a very clear vision of green gardens, lakes, and green public spaces which integrate the Malmö residential units with spaces for public recreation. The walk from the central station to the green belt was easy. As the tour goes further the intention of green space was evident. It made the journey pleasant, and the space provided enough tranquility during the stay in the green places. The tour moves through the sites connected through small child playgrounds marked as a star in Map 08, and each of them was unique. The green belt in some places gets narrower although the effect remains moving by the busy street. Running through the green area, entering big gardens, walking beside the lake, walking by the forum, etc. relaxed the body and allowed the use of more time for viewing birds and other things. In the end the mood was more open and friendly, with passersby engaging in conversation.

Conclusion: The pattern of the city is gray connected through the small channel of green corridor which helps the young and children to come to the playground and public green space to play. This serves the notion of child well-being in the city, and this is also suitably linked by the public transport system which integrates all of Malmö as one metropolis. This pattern is not found in Bangladesh’s planning system, and nobody is concerned to have such environments. The vision of the thesis is to integrate the green scape to the gray cityscape.
Interview: Malmö City Planning Office

Malmo situation: Interview with Caroline Larson. Inventory of playground in Malmö: 1990, 25 years ago there were more than 200 playgrounds. The condition of the play-ground was very ancient, boring, similar, not exciting. Then they tried to make a program, and the professional board took decision for the publication. In the publication, the vision was how to implicate the playground as a creative space for playing games from the perspective of social games. The idea was to design unique playground for that they did some research and invented some solutions. It became a huge success and was also followed the program in total Sweden. Caroline also mentioned about Professor Patrik Grahn (SLU) who works with environment phycology, about nature (forest, mud, wood) to develop physical, creative and healthy environment for human being. She also describes that Malmö doesn’t have enough wood, what is the possible way to create an environment to simulate the playground. In the beginning they started by small-scale situation. The problem was about the rules that were in the book called European security standard and playground which has specific rules and regulation on how to design children playground. In the beginning, Malmö had four park now twenty parks, and these are also followed in the other cities of Sweden as well. These parks are connected by the large park area because the elders also should have some recreation value or else they won’t be interested in coming to the parks. Children can have a playground maximum within 300 meter, and the elder one can have playground within 800 meter, but for the traffic consideration, the playground should be within the traffic barrier. (Larson, 2015)

Future: Playgrounds

In the Swedish childhood memory, it is quite common to have water channels such as streams, lakes, and rivers created by hills, mountain and different levels of topography. Settlements tend to be built near waterbodies (worldwide). It is very common to build wooden houses which show a connection to nature, such as small farming environments. Being a low density population, there is demand to have more time within nature to enjoy the natural value of forests and lakes and connect to the land. It is very common to interact with wild animals and wild species. The aforementioned gives the most valuable impact on one’s development and new knowledge to the real living values.

Being a tropical country, Bangladesh places an exceptional value on rivers and channels connected by water rising patterns such as floods every year which help to grow green vegetation and unique plants. However Sweden has a cold climate and nature is seasonally adaptive to be green in summer but dormant in winter. These qualities are best experienced in childhood, but the new system of building apartments tears down the potential for memories of childhood fantasy for the modern-day child. The culture of modern building technology is opposed to and not concerned for child development patterns. In the long run, the child is deprived of the nature that plays the most beneficial role on socialization.

The Analysis: The research published in ‘Program för lek och lekplatser’ and the following pages show the example before and after the playground built. The diagram ‘Increase and decrease of children’ shows how the children from red marked areas moved into the green marked areas due to a need of green to play. The diagram ‘The spotted playgrounds’ shows the location of playgrounds being proposed and build. As a result children moved back to the inner core of the city as it served their fundamental needs, as demanded.
Description 03: Swedish context

Detail scale: Lund

Lund is situated in Scania 10 miles from Malmö in the Southern part of Sweden with a total land area of 25.75 km². The most historical monument is Lund Cathedral. Lund University was established in 1666, and it has the Sweden’s largest amount of students (42,000). For the students, Lund has proper housing environments such as studio apartments, student dorms, and family apartments. As there are multicultural people coming to the university every year, it is common for some of them to have a child or children. Some residential housing areas have excellent potential for building environments for child development and growth as required. These areas also have commercial areas such as shopping malls, some of which are very near or walking distance from the housing, some a little further away so are connected by public transport, bus, bike or private car. This city has a downtown where it has very modern amenities which have recreational value such as Movie Theater, Museum, Hall, Conference center, shopping malls. All of these are very well connected with public transport such as bus and train to travel.

Reference- Ding Jing Khan Housing is a unique housing area which has its private courtyard connected through the housing block. This space is specially designed for women gossiping and connecting to each other, and helps to improve the condition for newborn children. The courtyard also gives unique emphasis on how a child can develop through play.

My walk through the area was like experiencing my own personal childhood and the thoughts that I had in my mind during my childhood. When I sat on the bench of the courtyard, it was connected my mind to playing hide and seek with my mother or my daughter. It was a great place to be and feel the connection between the child, parents and nature and how they co-exist. The earliest paths of child development are found in this courtyard and it is very necessary to have such courtyards for child development in other housing as well.

Conclusion: In Lund, all the residences where the children live are connected to a green area but in Dhaka it is rare. Nobody is concerned with child development or maybe it is very new for them to understand that a child needs a place (playground and green space) to grow. These patterns are not found in Bangladesh's planning system which is shown in the upcoming chapters, with later explanation about how to integrate the green scape to the gray cityscape throughout the city.
Methodology: Child Need

Today's infrastructure and the problem/effect on child development:

<table>
<thead>
<tr>
<th>Elements</th>
<th>Modern day Problems</th>
<th>Effect on the development</th>
<th>Lacking in the future generation</th>
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<tbody>
<tr>
<td>Road High</td>
<td>High-speed vehicle</td>
<td>Traffic system</td>
<td>Childs fear</td>
</tr>
<tr>
<td>Security</td>
<td>Pick pocket, rude man</td>
<td>Behavior</td>
<td>Parents view</td>
</tr>
<tr>
<td>Landscape</td>
<td>Video game, iPad</td>
<td>Technology</td>
<td>Sense of reality</td>
</tr>
<tr>
<td>Exercise</td>
<td>No walking, no bike</td>
<td>environment</td>
<td>Mental mapping</td>
</tr>
<tr>
<td>Greenspace, Water landscape</td>
<td>Gray scale, rain water</td>
<td>Sense of touch</td>
<td>Understanding of different martials</td>
</tr>
<tr>
<td>Playfield</td>
<td>Social behavior and response</td>
<td>Color Effect</td>
<td>Skill of eye</td>
</tr>
<tr>
<td>Culture</td>
<td>Different skill and activities</td>
<td>Representation</td>
<td>Observation</td>
</tr>
<tr>
<td>Animal</td>
<td>Behavior of other species</td>
<td>Exploring</td>
<td>Evaluation</td>
</tr>
<tr>
<td>Innovation</td>
<td>Playing and making musical instrument</td>
<td>Creativity</td>
<td>Sense of sound</td>
</tr>
<tr>
<td>Skilled</td>
<td>Playing with fire or knife</td>
<td>Knowledge</td>
<td>Diversity and dynamic thinking</td>
</tr>
<tr>
<td>Learning</td>
<td>Read and calculate</td>
<td>Athletic</td>
<td>Movement</td>
</tr>
<tr>
<td>Angle</td>
<td>Vision of space</td>
<td>Perspective</td>
<td>Illusion</td>
</tr>
<tr>
<td>Social play</td>
<td>Developing community</td>
<td>Future leaders</td>
<td>Civilization</td>
</tr>
</tbody>
</table>

Table 01: based on the article of Professor Peter Gray, psychologist and researcher at Boston College. (Gray, 2013)

This table gives the notion on how a child is being developed day by day through its walking paths and what is our future generation is going to look alike.

<table>
<thead>
<tr>
<th>Age</th>
<th>Development</th>
<th>Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infant (0-6 month)</td>
<td>Close to mother</td>
<td>Mother moves at home</td>
</tr>
<tr>
<td>Infant (6-12 month)</td>
<td>Child exploring less</td>
<td>Mother moves 2,2 km</td>
</tr>
<tr>
<td>Child (1-2 year)</td>
<td>Observation</td>
<td>Exploring with in the environment</td>
</tr>
<tr>
<td>Child (2-3 year)</td>
<td>Side by side</td>
<td>Exploring with in themselves</td>
</tr>
<tr>
<td>Child (3-4 year)</td>
<td>Friendship</td>
<td>Exploring in a wider space</td>
</tr>
<tr>
<td>Child (4-6 year)</td>
<td>Shared</td>
<td>Outdoor</td>
</tr>
<tr>
<td>Child (6-13 year)</td>
<td>Independent</td>
<td>Move around 2km</td>
</tr>
</tbody>
</table>

Table 02: time to time development. (J4Lthebest, 2009). The development and movement of child is divided by age to age.

The development and movement of a child is related to Age

Child Pedagogy:

The infants (0-1 year) stay close to their mother, but the mother moves the baby around. So it is quite important to have paths for the mother to move swiftly with the baby around nature.

The child (1-2 year) develops what they see happening around them and trying to explore them in a small space.

The child (2-3 year) develops, side by side. They are playing in the same sandbox but without interacting with each other.

The child (3-4 year) develops showing friendship with each other. They explore wider space in nature.

The child (3-4 year) develops showing friendship with each other. They explore wider space in nature.

The child (6-13) are independent. Can have a bike to explore the nature by their own.
Methodology: Child Mood


Childhood: Early Memory

Introduction: Dinajpur is a district and in the middle sits the town also named as Dinajpur. It was very dominant during the Hindu emperor times and had its own king's and queen's palace, but after the arrival of Muslim emperor, it was just a little village. During the British Empire, it developed its transport system, healthcare, education and others. It then became a small town and dominated the entire northern zone of the country. Later after the liberation war, it is broken into more small districts. Currently, it is bordered by six districts. The total area is 3,437.98 km² (Dinajpur district), and now the town is almost dead because of political divide, policy and river landscape. I was born there and lived there for a while. I experienced the landscape, the educational system and the social interaction of the area in my childhood.

The town and its layer of time:

<table>
<thead>
<tr>
<th>Developments</th>
<th>British Emperor</th>
<th>Bangladesh</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public transport</td>
<td>Train station</td>
<td>Bus station</td>
</tr>
<tr>
<td>Public forum</td>
<td>Park, child park, meeting spaces</td>
<td>None</td>
</tr>
<tr>
<td>Education</td>
<td>Govt school</td>
<td>Schools, college and college university</td>
</tr>
<tr>
<td>Work station</td>
<td>D.C office</td>
<td>Several offices and organizations</td>
</tr>
<tr>
<td>Heath care</td>
<td>General hospital</td>
<td>Several Govt. and private hospitals</td>
</tr>
<tr>
<td>Population</td>
<td>2,260 - unknown</td>
<td>2,990,128</td>
</tr>
</tbody>
</table>

Table 01: The time periods and their developments. (Iftikhar-ul-Awwal, 1982)

Experience:

Childhood: It was very common in early days to be within the landscape which commonly had forests, rivers, ponds, and paddy fields. Getting involved with different species such as domestic animals, wild animals, and insects to learn about nature and its diversity was not at all a hard thing to imagine. The walking paths were green and muddy. The area was filled with trees such as mango, jackfruit, coconut, papaya, guava, kull, jam and natural vegetation. The country used to flood often and bring new poly-mud to the areas.

Landscape: This area produces rice and I experienced the green fields for miles after miles, wind running through it. I also had a lovely time playing around on the green grass with another child. The flood or the river water came to the home and left an enormous amount of poly-mud which helped to grow trees that gave fruits like jackfruit, litchi, mango, etc. The houses had a very small boundary and were very friendly to the environment. There are six seasons: summer, rainy season, autumn, late autumn, winter, and spring. Each season is experienced as a unique quality of its own. Summer was warm and filled with fruits, rainy season was all about water sounds on roofs and playing in muds. Autumn has its blue sky with little white clouds, and the river bed filled with kans grass (kash flower); late autumn is all about dewdrops on the green and grass; then the winter is very cold and gloomy and at the end is spring with the color of life through flowers.

Social Interaction: The area had a public child park and lots of areas were green (courtyards) surrounding the houses, and lots of fields were left over as green grass. It also had a typical yard or field where there was a little mosque for people to pray, and on the field people played sports such as cricket. The schools played a vital role in social interaction.

Now

Dinajpur situation: The society has started to develop, with its growing economy that helped to build new houses and bridges on the water channel. As the town is quickly urbanizing the demand is very high on housing.

The need is for apartments as settlements. This requirement of accommodation reduced the local vegetation and shirked the water channel, which used to express the behavior of flood and bring new poly-mud for natural vegetation. There are hardly any places left as fields; the public is very busy building six to ten story apartments. The courtyards are sold out as plots. The model of houses is based on concrete base structures that are directly connected to pitch roads that have overtaken the green with their domestic value.
such as green vegetation, domestic farm animals (cow, goat, hen) and other animals. The green line only acts as ornamentation in front of a house; this does not have any benefit for child development or social influence. There is no investment in public parks or youth parks. Lots of public transport such as CNGs, mini cars, motorcycles, cars, trucks, and very cheap buses has developed. These are connected to stops or paved parking surrounded by mini shops, such as a vegetable stores, tea stores or restaurants; it is quite a noisy place. Due to high migration, the forests are chopped down for urbanization which affects the surrounding wildlife as it is disturbed, dead and vanished.

These pictures represent the area over time. In picture 09a the yellow circle is me.

The ecological system in early days was quite natural. In Map 09 the blue line expresses the water channel. This water channel used to flood the whole area and bring new poly-mud which is very good for vegetation and enriches the entire landscape. However, as the city developed it blocked out the water channel, and there is no way for flooding or rainwater to nurture the land because it occupied with solid gray structures of roads, boundary walls, or houses.

Picture 09 shows how the water used to come and flood the area, and what role it played in that time. In Picture 09c-09e the development of housing started and one story buildings become two or more story apartments. Picture 09f is taken recently by the late Rakbuba Begum shows the channel has changed from being a spontaneous waterbody to a ditch which now serves as a waste water channel and is polluting the environment.

**Discussion:**

<table>
<thead>
<tr>
<th>Before</th>
<th>Policy</th>
<th>Now</th>
</tr>
</thead>
<tbody>
<tr>
<td>The parks</td>
<td>Urban: mosque or cricket</td>
<td>The public space</td>
</tr>
<tr>
<td>The front green space</td>
<td>Gone away</td>
<td>Tea stole</td>
</tr>
<tr>
<td>Public vision</td>
<td>No interest</td>
<td>Microcredit environments</td>
</tr>
<tr>
<td>Courtyards</td>
<td>No planning</td>
<td>Housing</td>
</tr>
<tr>
<td>The domestic spaces</td>
<td>No cattle no biodiversity</td>
<td>Developers</td>
</tr>
<tr>
<td>The mataric condition</td>
<td>No bike no pedestrian</td>
<td>Paths or roads for car, CNG, trucks and mini bus</td>
</tr>
</tbody>
</table>

Table 03: Situation before and after the divide.

This town does not have parks to play or green corridors to run anymore. This town is so influenced by Dhaka’s planning situation that this green area was soon turned into plots and the apartments grew in their place. The roads for the cars are also developing, and the growing economy means that people have more cars of their own.

**Patterns of the towns and cities**

Playgrounds and green spaces integrated in Malmö, Sweden.

Not found in Bangladesh city or town planning system.

**Vision:** Regeneration of the green scape to the gray city scape.
Malmö themed Playground

Almost twenty of Malmö City’s municipal playgrounds have unique, custom-built attractions based on particular themes. The aim is for the playgrounds to arouse children’s curiosity and stimulate their fantasy—by presenting exciting, challenging and new activities.

www.malmo.se/lagplatser
Chapter 03: Design of the study and method.

Reflection, the space, and its connections.
PLAY:
GAMES OF MOVING WALLS

Design Decision:
How can the traffic systems be reorganized and what difference does it make when the walls have been replaced in a different order?
Diagram: Grid
The proposed vision

Today Car Oriented: Street + Structure

Tomorrow Combo: Pedestrian + Car

Future Grid: Environment + Public Transport

Basic Grid

Master Plan

Old Grid: Street and Structure

Proposed Public Path and Street

Proposed Network of Public Transport
**Action:** Now
Tearing down the boundary wall

**Result:** Future
Outcome of space reconsiderations
The Site: Dhanmondi, Dhaka.

Car Parking Area

Connecting Road Path

Proposed Pedestrian Path

Proposed Blow Up Area

Master Plan

Scale 1:50

Proposed Public Transport System

Diagram: Grid

Today Car Oriented: Street + Structure

Tomorrow Combo: Pedestrian + Car

Future Grid: Environment + Public Transport

Basic Grid Master Plan

Old Grid: Street and Structure

Proposed Public Path and Street

Proposed Network of Public Transport

Grid in Detail Infrastructure

Old Grid

Proposed Grid

Grid Legend

- Street/Road
- Public Transport
- Pedestrian Path
- Inner allee

Proposed layout: Re-designing Networks of Grids

Early stage: Assembling the Grid

Figure 06
Scenario 01

Proposed layout: Re-designing
The Effect of Paths

**Model 03**: In the existing layout, the cars and the public path are connected to the car garages at the ground floor. No pedestrian path is found to move from private areas to public spaces such as green areas. Moreover, no connection from the housing to the lake is found, which would connect the entire master plan of the area.

**Scenario 02**

**Model 04**: In the proposed layout the cars and the public paths are divided, and the car garages are redesigned. The thin alleys are also designed to enrich the sense of open green area. It also connects through the entire master plan and the lake as a complete infrastructure.

Now

Future

Figures 04, 05, 06 and Models 03, 04 explain the design process to redesign the car paths and emphasise the public space for better social value.
Diagram: Developments
View of the Proposed Pedestrian Path

Image 01: The private area is enlarged into a vast public green space.

The immediate results, focusing the earlier question...

How can an urban canal (Lake) play a role in an urban development tissue and influence the urban situation?

How can the local dwellers in the urban context use the water/lake as their basis of development?

The alliance begins...
Diagram: Developments in children and young

Existing Condition

Diagram: Developments in children and young

Proposed Layout

Existing Condition

Solar panel: lights the dark

Green roof: reduce the heat of the city.

Moss / green wall: reduce carbon emissions

Water storage: rainwater helps to grow vegetation

Figure 07

Figure 08
Chapter 04 : Design
outcome

Vision, the growing enlightenment.
Proposed layout: Detail

Networks of proposed grids

Outcome:

Current traffic system and project proposal.
The social quality of the spaces and their development…
Methodology: Bangladesh situation / Swedish situation.
Diagram for child development through the proposed alleys.

Planning: Sustainability
Design diagram of proposed development

Create Better Pedestrian Paths Using the Diagrams
Enrich the Development for Children
Within the Dense Consideration
Development of Background------Sense of Memory
Development of Environment------Sense of Mental Mapping

Development of Exploring------Sense of Evaluation
Development of Touch------Sense of different Materials
Development of Product------Sense of Creativity
Development of Vision-------Sense of Colour

Development of Material------Sense of Proximity
Development of Definition-------Sense of Forest

Section CC

Plan

Section DD
Figure 09: C

Development of Knowledge------Sense of Greenscape
Development of Perspective------Sense of Waterscape

Development of Hearing------Sense of Sound
Development of Exercise------Sense of Movement

Section EE

Section FF
Base: Painted by Children
Sagostunden Förskola. Age: 1-3 years
These alleys encourage the proper needs of child development, such as the sense of memory, mental mapping, evaluation, touch, illusion, creativity, definition, material, species, knowledge, perspective, sound, and others.

These develop the need for children and youth in planning. These also show the significant value of public transport systems in planning.

Map 11: These green belts within the street used as pedestrian paths help to build a better society in Bangladesh.

Architect: Light on Wild

- Mud: muddy paddle
- Memory: path
- Play: hide and seek
- Green scape: nature
- Structure: climb
- Furniture: resting
- Exploring: different species
- Creativity: making story
- Topography: illusion
Chapter 05: Conclusion

Results,
The children and youth well-being environments.
Conclusion: Existing condition

The existing section shows a clear picture that the city places the most importance on the roads and cars on them. The car is the primary fundamental method of travel to go to the office to make a living; there is a lack of public transport. The only way to live is to have a car to go from one place to another such as businesses, stores or offices. It also shows how the city works and how the modern grid has an impact on society and how society takes this and makes cohesive strategies based on this economy. Though this, the development of a growing city can be seen. The image also shows how social well-being environments and human development are blocked. The section also indicates that it does not have any potential for integration of shared spaces. Everyone has their property line boundary wall, and the greenery is placed incorrectly. No proper needs for pedestrian paths are evaluated.

Conclusion: Vision / Proposed

This section speaks of the clear need for pedestrian paths and shows how one can move from their home to the nearby market by the pedestrian path without any obstacles. If one wants to travel further, public transport is available. The green areas are suitably placed, and the necessary shared common spaces are also explicitly marked in this section. The bicycle path is also shown, which helps a child to reach their school without any difficulty. These layers, patterns, and grids help to reduce the use of cars, and make the city cleaner, greener and more natural. Everyone is happy to travel to their destination via their personal choice of vehicles or by walking. These make the city healthier to live in.
Conclusion: Existing condition

In this section, the lake is the best part of the city and the housing units surround it. The modern grid of roads made it harder to access the lake, which plays a vital role in child well-being and development. It is also evident that the car paths make it frightening for a child to run and play in the lake. The street grids are an obstacle for a child who wants to go to play. On the island of the lake, there should be proper space for a playground, but it is occupied by the restaurant as business is prioritized. As a result, there is no place to play.

Conclusion: Vision / Proposed

The lake is the most welcome waterbody in the housing community. In the section, turning roads into pedestrian paths makes it easier to access to lake. The lake is the place for rest, recreation, fishing, and swimming; and the green belt alongside can provide a dramatic space for children to play ‘hide and seek’ and for the whole community. Turning the island into a playground makes it more convenient for one to come and enjoy and also have social interactions with the entire community who live in the apartments. This can also be connected to other parts of the city by public transport, and as a result, the whole city is linked. The barriers of isolation are being removed by the proposal.
Conclusion: Existing condition

Daily increases in migration put more pressure on building apartments without leaving a single space. The only space left are the roads which connect the residences. If one wants to play, it happens between the private spaces. The path is from a private room to a car to private room, and play can only occur when an adult is driving a car. The child’s needs are being blocked by this policy of urbanization and the openness to the play in the landscape is non-existent, and planning policy gives no attention to this act. It is very hard for a child to make a plan and then act on it. There is always to barricade to a child’s plans, and they must follow the path of an adult within urban grids of cars.

Conclusion: Vision / Proposed

The removal of property walls makes it very easy to access different parts of the renewed urban cityscape, with improved movement of different ages due to more consideration of human needs. It respects the need of domestic space and fulfills it properly. In the section, it is clear that if someone wants to play from an apartment, the child has no obstacles to cross and can run and play on the playground and come back with their own idea of movement. This helps society to reflect in a very positive way on mental and physical development. This makes the community brighter, more colorful, and more playful for all and demand to live here will rise. Consequently, these green corridors attached with green belts within the cityscape make a healthier society to live in.
Model: Reflection
Pedestrians of Scandinavian Streets

The Scandinavian cities have already developed these patterns and had its advanced application in Urban Renewal Methods. These cities have grasped the ideas and worked on better urban development models as cities. This can also be easily implemented in developing countries such as Bangladesh and will give a better developed society. This is shown in Picture 10.

Picture 10

I walk to fresh markets and stores

I walk and breathe

I have a green space.
Model: Cartoon Characters for Children
Child development through cartoon characters

- Mumin
- Pippi longstocking
- Tinkerbell
- Emil and Ida
- Mumin
- Tinkerbell
- Mermaid
- Mogli
Ground: Painted by Children of Pysslingen Förskola Snorre
Age: 3-6 years. Instructor: Ragnar Stålgren.
Model: Children’s View
Base painted by the children

CREATING BETTER SPACE FOR CHILD AND YOUNG
SCALE = 1:750
Chapter 06: Bibliography
Acknowledgement

Maria KYLIN
Senior Lecturer, Department of Landscape Architecture, Planning and Management E-mail: maria.kylin@slu.se

Petter Åkerblom
Senior Lecturer, Department of Landscape Architecture E-mail: petter.akerblom@slu.se

Caroline Larsson
Landscape Architect / stadsplanering (City Planning Malmö) E-mail: Caroline.Larsson@malmo.se

Shuchita Sharmin
Associate Professor. M.Sc., Psychology, University of Dhaka
Email: shuchitasarmin@yahoo.com

FUSE Öresund Talks “PLAYSCAPES FOR MARGINALIZED COMMUNITIES
Flavio Janches, Professor of Architecture and Urban Design. University of Buenos Aires
BJC Architects, Buenos Aires.

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My Daughter Suhaila Hasan Mahira


Map.

What should be included: In-text citation should contain: Map maker, Year of issue in brackets. Reference List should contain, Map publisher (origin). Year of publication. Created map title, Scale. Source [online] Available through Library login (or as library subscription service) [Viewed date].


Printed map: (Lamtäteriet, 2014) CREATING BETTER URBAN SPACE FOR CHILDREN AND YOUNG

Webpage


Newspaper:


Conference paper:

Thanking you

Joy of the work was part of my child
Better cities for children and shape on it.


Dissertation:

Report:

Email:

Video:

Interview:

The Interview Begins,

Mustakima:
Hi Caroline, what was your goal to start with a playground?
Caroline:
In 1990, 15 years ago the inventory of playground in Malmö, there was more than 200 playgrounds. These playgrounds where very old, boring, and similar. Not interesting at all.

Mustakima:
How did you manage to make a proposal to develop the playground?
Caroline:
We from the office tried to make a program and later the technical broad support to publish it.

Mustakima:
What was the goal in publishing the work?
Caroline:
After the book was published we started to implement the playground with the new design of creative games and introducing to the society as social games.

Mustakima:
What was the idea behind the new playgrounds?
Caroline:
To make each playground special based on child developments.

Mustakima:
Did the investigation help to build a new typology of playground?
Caroline:
The study on child development helped to invent new ideas of play and the playgrounds. And later this was followed in whole Sweden.

Silent…

Caroline:
Patrik Grahn, environment physiology has an article named as “Ute på Dagis” He works with natural material such as forest, mud, wood. Which play an important role on physical development, creative thinking, and healthy environment.

Appendix 01
Candidate Name: Caroline Larson
Date of Interview: 2014-11-25
Interview Start & End Times: 10:00-12:00
Place: Stadsplanering (City Planning) Malmö, Sweden.

The interview was organized by my supervisor Professor Pär Gustafsson, Landscape Architect SLU Alnarp, Sweden. I was welcomed by Caroline Larson, Landscape Architect at her office in Stadsplanering (City planning office) located at Malmö.

Caroline Larson and Mustakima Hussain participated the interview.
Caroline Larson is specialist on Malmö playgrounds. This office works on creating better environment for cities.

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Appendix 02

Unicef
Proposal Title: Urbanization and Child Development
Proposal no: LRPS-NHA-2015-9120639
Mustakima Hussain.
Master’s student Sustainable Urban Design, LTH, Lund University, Lund, Sweden.
Urban Study Group, Bangladesh. Position: Intern
Bachelor degree in Architecture (B.Arch), The University of Asia Pacific, Dhaka, Bangladesh.

Bangladesh is one of the most densely populated countries in the world (new geography). The population of the rural area is moving to the cities, and most of them move to Dhaka. So Dhaka is one of the most rapidly growing urban cities. In the research (Shuchita, 2010, p. 46) it is found out that half of this population is children. In the context of Dhaka, the child’s well-being based on the parent income level as the worker. For example, the children in the slums do not have a healthy environment (water, housing condition, people’s behavior) as to be brought up and vice versa the little high-income people stays in apartments which are also unhealthy for children. They are trapped inside the apartments and have no place for matric physical and physiological development. This analysis is broadly described in my following PDF presentation ‘Creating better urban space for the child and young.’ I am still working on my paper/report to explain the problem and how I can give a better environment to all. As a site to work, I took Dhanmondi, Dhaka and tried to analysis the problem within the planning system and child development and how I can improve the situation for the child’s well-being. For this research work I used the book written by David Driskell, Creating Better Cities with Children and Youth, UNESCO PUBLISHING | EARTHSIGN PUBLICATIONS, 2002, as a guideline and Scandinavian: Swedish and Danish child methodology to develop a better urban environment for the children in Bangladesh. In the following research work (Gray, 2013) it also shows that the cities designed for cars are the most vulnerable areas for proper child development.

I am interested in getting involved with these research works and planning situations.

Mustakima:
What made you think Patrik Grahn’s work had a role to play with the playgrounds in Malmö?
Caroline:
Malmö doesn’t have enough forest that helps a child to grow. The motive was a way to create an environment and how to stimulate the playgrounds. Began with small scale one or two playgrounds and suddenly the European security standard playground had their own measurement on harm or injury which made problem on the proposal.

Mustakima:
How did you manage to pass your proposal?
Caroline:
Suddenly Malmö as well as the idea of fun and creativity influenced other cities of Sweden. Then we started with building more three to four parks and later twenty parks. This was a huge success turning old parks with fully new concept of playgrounds.

Mustakima:
What happened next?
Caroline:
People started enjoying the playgrounds through picnic and became very popular for the kindergarten children for play.

Mustakima:
What is the specialty you had in your playgrounds?
Caroline:
A playground should have a larger green space connected. The parents take their children to the playground so there should be proper space for the adult as well or else the children won’t come.

Mustakima:
Does the research on planning has any information on it?
Caroline:
Yes, children can have 300m maximum to reach a playground and for adult the playground should be within 800m from one’s housing unit.

Mustakima:
Do you have any consideration of traffic system?
Caroline:
For the traffic consideration roads are the barrier for the children and adult to move and come to the playground. So, it would be nice if the playgrounds are within the roadsides.

Silent…

Caroline:
I am interest to suggest you some books which might be helpful on your journey.
Vi leger at …………. by Helle Nebelong.
Varför sjunker inte äpplet? ……….. by Titti Olsson.
IPA Barns rätt till lek ……………….by Nic Nlsson.

Caroline:
Good Luck. Best wishes with your thesis.
Mustakima:
Thanks a lot. Have a great day.
CREATING BETTER URBAN SPACE FOR CHILDREN AND YOUTH in Urbanization.
Created by Mustakima Hussain.