

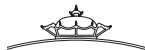
An aerial photograph of a city landscape. The upper half shows a dense urban area with numerous tall, modern buildings, many of which are highlighted with a bright green glow. A winding road or path cuts through the city. The lower half of the image is dominated by a lush green golf course with several sand traps and a small body of water. The overall scene is bathed in a green light, suggesting a focus on sustainability or green development.

# 06

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## *Settlement Development Strategy*





Chapter 06  
**SETTLEMENT  
DEVELOPMENT  
STRATEGY**

Introduction

Aims and Objectives

The Approach

Scope of the  
Settlement Strategy

## 6.1. Introduction

A Settlement Plan sets out directions for spatial distribution of the future growth of the residential population. It provides an outline for the planning of necessary land uses, residential developments along with provision of the physical and social infrastructure, based on the projected and estimated populations within given time durations in specific geographical areas.

### 6.1.1. Aims and Objectives

The aim of the Capital City Settlement strategy is to promote a prosperous Capital City with smooth, efficient and effective urban systems and smart urban facilities'

### 6.1.2. The Approach

Total planning area, nodes and corridors should be developed in a cluster progressive manner, with suitable undeveloped lands closest to the nodes and corridors and public transport routes being given first preference for development. This would ensure that land use zonings promote the sustainable development of compact, livable, pedestrian, cyclist-friendly settlements with some defined and healthy commercial/retail nodes.

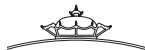
## 6.2. Scope of the Settlement Strategy

The planning framework covered by this strategy includes:

- *The Settlements Development Strategy of CCDP – 2019-2030 is composed of two broader interventions including development of Residential Cluster facilitation, of the Settlement Promotion Clusters and management of Underserved Settlements. These interventions are proposed in line with the policy recommendations given in the National Housing Policy*
- *The plan has taken the foreseeable conditions in the socio-economic environment, the advancement of technologies and the projected socio-demographic conditions, into account based on the available information. Any unexpected and unprecedented events or conditions shall be addressed with timely interventions.*
- *All strategic projects, proposed in this section of the Capital Plan are expected to serve the Planning area within the time durations specified in chapter 1. Situations beyond these durations will have to be dealt with timely updating of the Capital City Development Plan.*







Chapter 06  
**SETTLEMENT  
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**Strategic Intervention for  
Settlement Development**

Strategic intervention  
1 -Development of  
Residential Clusters

## 6.3. Strategic Intervention for Settlement Development

The Settlement Plan focusses upon two main sectors;

1. *Development of Residential Clusters*
2. *Management of the Underserved Settlements*

### 6.3.1. Strategic intervention 1 -Development of Residential Clusters

In general, the entire planning area subject to the Capital City Development Plan is promoted for mixed-use development. Accordingly, three clusters are identified to promote predominant residential uses as follows;

- A. *High Density Cluster 1*
- B. *High Density Cluster 1I*
- C. *Low Density Cluster*

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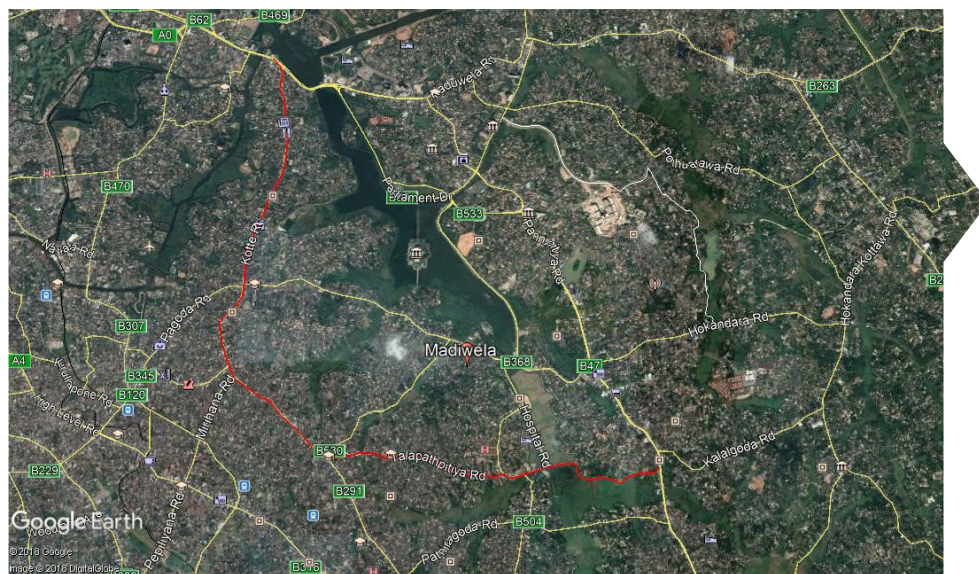


Figure 6.1 Propose NEW ROAD LINKAGE TRACE  
Source: Google Earth, 2018

### 6.3.1.1. Cluster 01: High Density Cluster 1

**Cluster 01: High Density Cluster 1**

**Expected Character of the Physical Environment**

The area earmarked for the **High Density Cluster I** falls within the Inner City of the proposed structure of the Capital City. The main purpose is to provide required facilities to residents who are in moderately densified housing area in an attractive manner. The plan is also expected to open up the wetlands adding scenic beauty to the area.

The intervention of this cluster can be classified in to three major intentions. They are, *'Infrastructure Improvement', 'Environmental Improvement'* and *'A Wealthy Community Formation'*

**Physical Boundaries**

Sri Jayawardenapura Kotte Road to the North  
 Udahamulla Station Road to the South  
 1.5 km radius of the Parliament to the East  
 Kotte Marsh to the West

**Physical Parameters of the Expected Development**

**Housing Density** : 20 house units per hectare by the year 2030  
**Population Density** : 80 persons per hectare by the year 2030

**Specific Development Regulations**

**Zone Factor/s** : 1.25, 1.36  
**Plot Coverage** : 60%

## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

#### Strategic intervention 1 -Development of Residential Clusters

#### 6.3.1.1.1 Major Strategic Settlement Development Projects:

##### Road Development

#### I. *Create a main linkage from Sri Jayawardenapura Mawatha to Pannipitiya- Battaramulla Road*

The objective of this project is to perform as the main route facilitator for *Cluster I*. It will have supposed to create main linkage in between Administrative cluster and High densified Residential *Cluster I*. This linkage will be developed from Sri Jayawardhanapura Mawatha to Pannipitiya- Battaramulla Road via Kotte Road (B120), Old Kottwa Road (B291) Thalapathpitiya Road (B530) and New Hospital Road. The total length of the road is 8.8 km. The identified locations will promote for parking facilities adhere to Road Development Authority regulations. It is also expected to provide pedestrians' comfort environment. It is proposed to be implemented by first stage of the Implementation strategy (2019-2030).



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II. *Improvement of existing Pagoda Road from Nugegoda to Thalawatugoda*

The objective is to attract developments, as well as to cater to emerging demands by means of infrastructure improvement. The total length of the road is 6.4km and it is proposed to develop up to 4 lanes and be implemented by of the Implementation Strategy (2019-2030).

**Urban Center Development :**

III. *Improvement of Pita-Kotte Junction*

The objective is to develop Pita-Kotte and Embuldeniya as Service Centers to cater the residents of the cluster while encouraging investors. A shopping mall (0.40 acre) and façade improvement (500m length) is proposed for the Pita-Kotte Junction. Which is proposed to be implemented by the first stage of the Implementation Strategy (2019-2030). Urban Development Authority and Sri Jayawardenapura Kotte Municipal Council will be the implementation agencies of this project and the proposed funding mode is the Treasury fund.

**Conservation :**

IV. *Promoting Kotte Marsh as an Eco-Friendly Nature Park*

The objective of this project is to attract more residents to the *Cluster I* through the aesthetic value while conserving the Kotte Marsh. The Eco-Floating Restaurant, Eco-Cabana, Bird Watching Towers, and Passes will propose as components of the Kotte Marsh project. This will propose to implement by the second stage of the implementation plan (2031-2040). Urban Development Authority and Sri Lanka Land Reclamation Corporation will be the implementation agencies of this project. The Treasury fund and Public Private Partnership will propose as funding model.

V. *Extension of Munchanayaka Garden Road up to Sri Jayawardepura Mawatha*

The objective of this project is to develop a new green corridor to attract more residents with the aesthetic value while conserving the Kotte Marsh. This green road is assumed to be a strategic solution for the illegal encroachments of the wetlands which was identified as an issue at the problem framing stage. (Figure70: Existing Situation of Kotte Marsh) The total length of the road is 3.4 km and it is proposed to be developed up to 1 lane as a strategy. This is proposed to be implemented by the second stage of the implementation strategy (2031-2040).



**Figure 6.2** Existing Situation Of Kotte Marsh

Source: Image COURTESY: GOOGLE Street View–2018



**Figure 6.3:** Expected Situation Of Canal Road Along Kotte Marsh

Source: [www.midlandsinbusiness.com/2017/07](http://www.midlandsinbusiness.com/2017/07)

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Project Type	Project Code	Strategic Project
Road Improvement	SII-S4	Improving of Kaduwela - Homagama Road from Wellehandiya to Homagama
Road Development	SII-T-5	Create a main linkage from Sri Jayawardhanapura Mawatha to Pannipitiya- Battaramulla Road
	SII-T-5	Improvement of existing Pagoda Road from Nugegoda to Thalawatugoda
Urban Center Development	SIII-S6	Improvement of Pita-Kotte Junction
Conservation	SII-W- 7	Promoting Kotte Marsh as an Eco-Friendly Nature Park
		Extension of Munchanayaka Garden Road up to Sri Jayawardhapura Mawatha

**Table 6.1** Settlement Development Cluster I – Strategic Projects

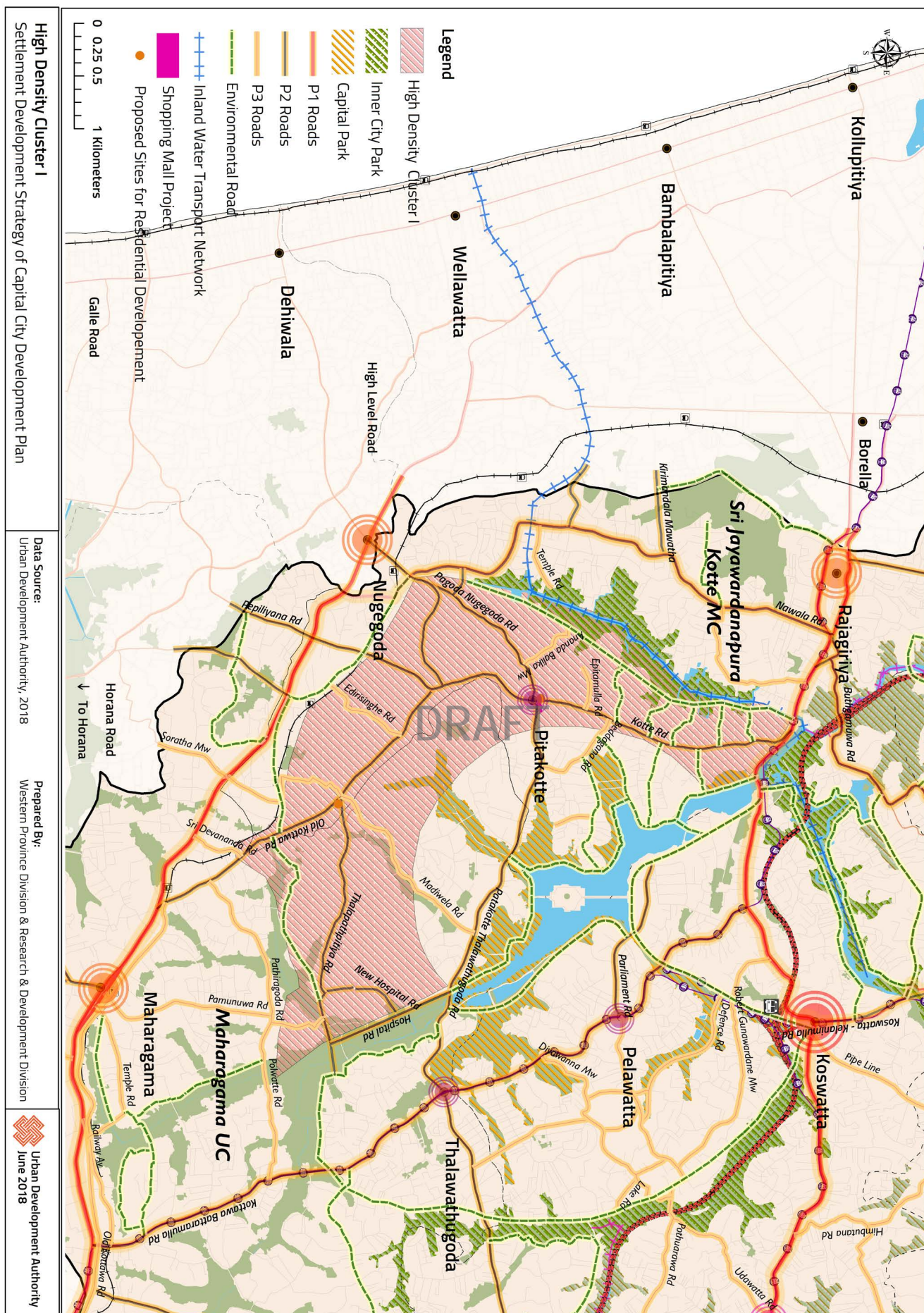
Source: Western Province Division and Research & Development Division, UDA 2018

## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

#### Strategic intervention 1 -Development of Residential Clusters





Map 6.2. High Density Cluster I - Settlement Development Strategy  
Source: Western Province Division and Research & Development Division, UDA 2018



### 6.3.1.2. Cluster 02: High Density Cluster II

#### Cluster 02: High Density Cluster II

##### Expected Character of the Physical Environment

**High Density Cluster II** is a part of the Outer city of the Capital City concept. This Cluster expected to develop predominantly multi-storey residential developments and this cluster will assist to open up wetlands to attract condominium development by getting benefit of locational advantage of the area. Further, it is expected to facilitate mainly the employees engaged in the opportunities emerging from the developments associated with the *Administrative City* and the proposed *Knowledge City*.

##### Physical Boundaries

Hokandara Road to the North  
Kelani Valley Railway Line to the South  
Outer Circular Highway to the East  
Wetland adjacent to Kottwa Battaramulla Road and Talangama Wetland to the West

##### Physical Parameters of the expected Development

**Housing Density** : 20 house units per hectare by the year 2030  
**Population Density** : 80 persons per hectare by the year 2030

##### Specific Development Regulations

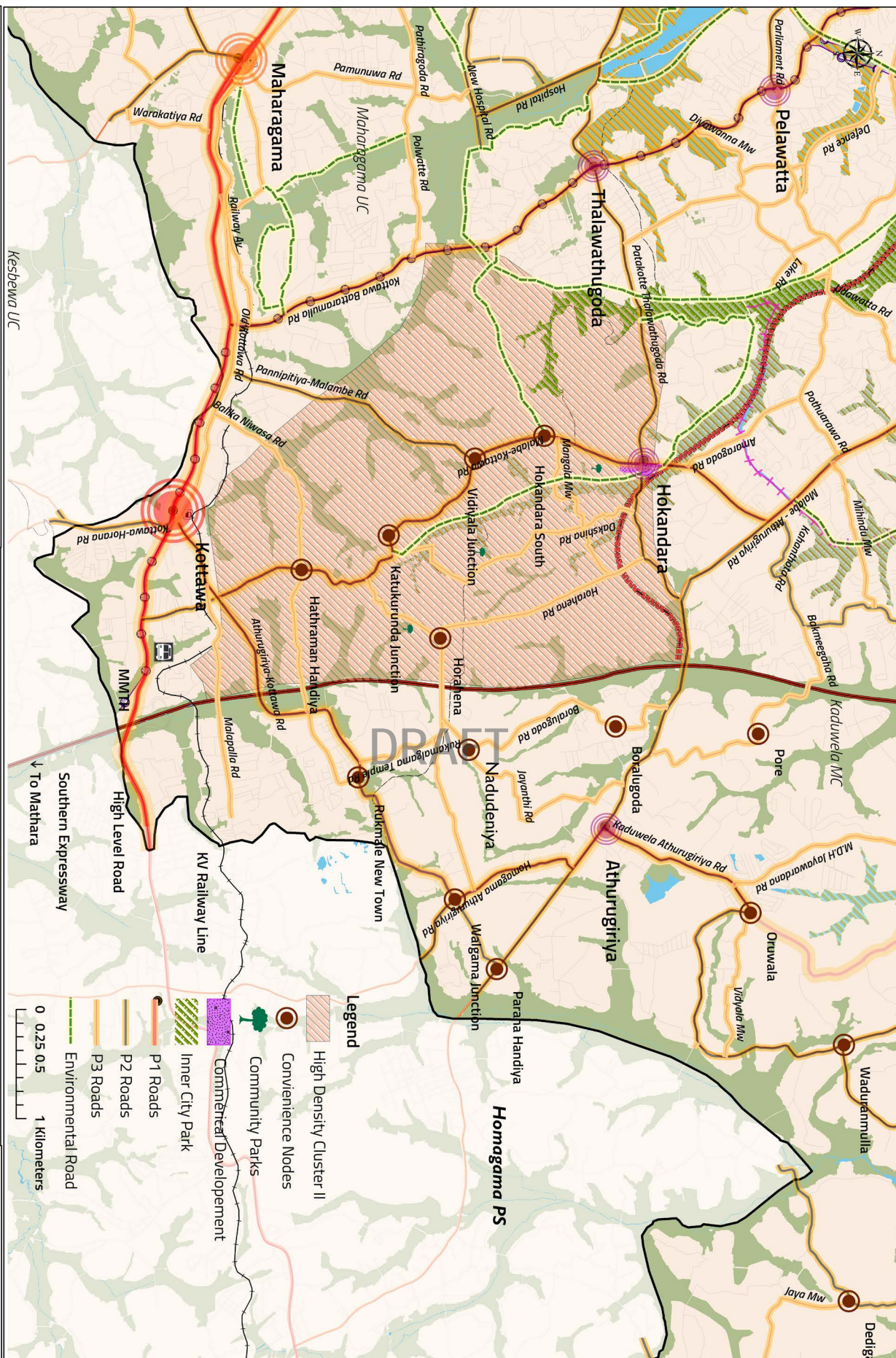
**Zone Factor/s** : 1.23, 1.46  
**Plot Coverage** : 65%

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## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

#### Strategic intervention 1 -Development of Residential Clusters



**Map 6.3. High Density Cluster II - Settlement Development Strategy**  
**Source:** Western Province Division and Research & Development Division, UDA 2018



### 6.3.1.2.1 Major Strategic Settlement Development Projects:

#### Road Developments:

Even though the existing road network supports conservation of the unique character and peaceful environment, it is clear that the existing roads do not provide a strong networking opportunities with the surrounding areas. Hence, the strategic interventions identified for the improvements are as below;

#### I. *Improvement of the existing Kottawa - Malabe Road*

The objective is to attract developments, and to cater to emerging demands by means of infrastructure improvement. This road will be the main connector of the proposed Knowledge City to the Kottawa Multi-Modal Transport Hub. The total length of the road is 6.7 km. It is proposed to be implemented by the first stage of the Implementation Strategy (2019-2030).

#### II. *Improvement of Hokandara Road up to Koskandawila Junction*

The objective is to attract the residential development towards from Administrative Cluster. This road will be a part of a main corridor from the proposed eight corridors of land use strategy and connector of the Administrative Cluster and Residential Cluster. The total length of the road is 3.9 km and it is proposed to be developed up to 4 lanes. It is proposed to be implemented by the first stage of the Implementation Strategy (2019-2030).

#### III. *Improvement of Kalalgoda Road.*

The objective is to enhance connections between the proposed Administrative Corridor and Residential Cluster. The total length of the road is 2km and it is proposed to be developed up to 2 lanes and to be implemented by the first stage of the Implementation Strategy (2019-2030).

#### Urban Center Development:

#### I. *Improvement of Hokandra Township*

Hokandra Node is identified as the 4th Priority Order Node of Land Use Strategy. The objective of this project is to cater the residents of the cluster while encouraging investors. The township improvement suggests a redevelopment in Hokandara (7.5 acre) with a pocket park, a restaurant and shopping area. This is proposed to implemented by the third stage of the Implementation Strategy (2041-2050). Urban Development Authority and Maharagama Urban Council Area to be the implementation agencies of this project and the proposed funding mode is the Treasury Fund.

## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

#### Strategic intervention 1 -Development of Residential Clusters



## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

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Strategic intervention  
1 -Development of  
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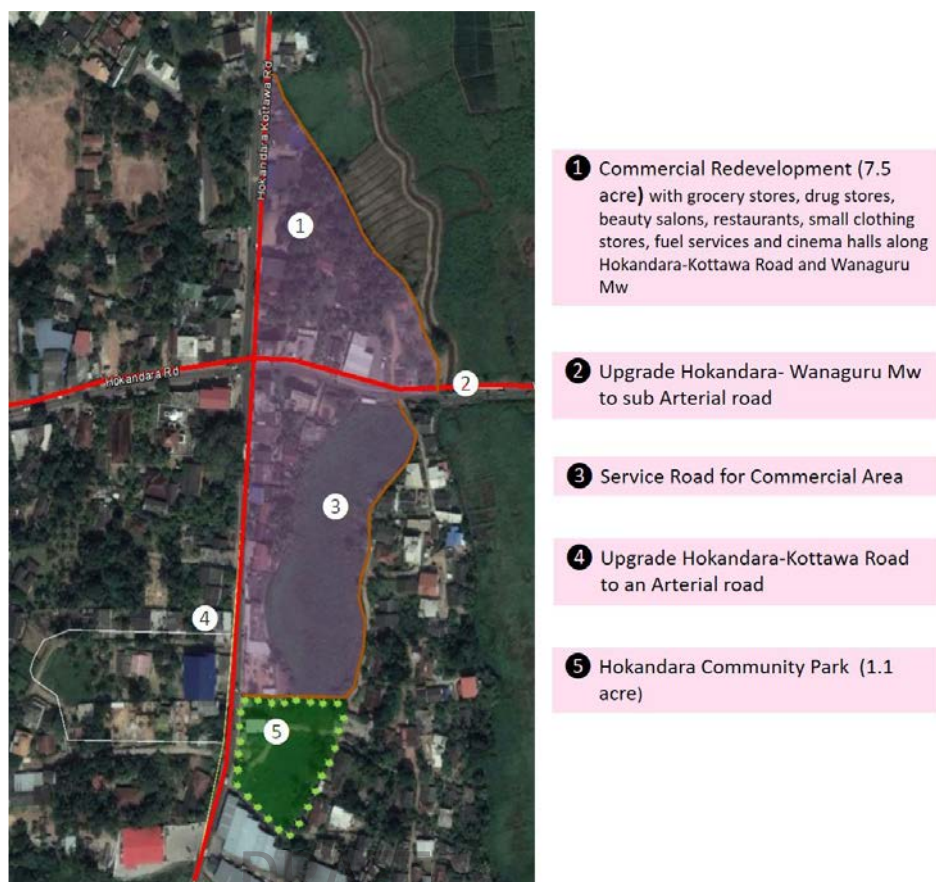


Figure 6.4: Expected Development In Hokandara Junction  
Source: Google Map – Developed by Planning Team

Project Type	Project Code	Strategic Project
Road Development	SI-T-5	Improvement of the existing Kottawa - Malabe Road
	SII-T-5	Improvement of Hokandara Road up to Koskandawila Junction
	SII-T-7	Improvement of Kalalgoda Road.
Urban Center Development	SII-T-7	Improvement of Hokandara Township

Table 6.2: Settlement Development Cluster II - Strategic Projects  
Source: Western Province Division and Research & Development Division, UDA 2018



### 6.3.1.3. Cluster 03: Low Density Cluster

#### Cluster 03: Low Density Cluster

##### Expected Character of the Physical Environment

The **Low Density Cluster Plan** is derived from the Capital City Concept of Periphery. The Low Density Cluster Plan is designed in a manner to cater the residential population approximately within 20 minutes of time. In other words, one node of the plan is expected to serve the population within a 5km radius. As a result, two Major Service Nodes and fifteen Convenience Nodes will be introduced.

##### Physical Boundaries

The cluster is bounded by the Kelani River to North  
Outer Circular Highway to West  
High Level Road to South

##### Physical Parameters of the expected Development

**Housing Density** : 13 house units per hectare by the year 2030  
**Population Density** : 50 persons per hectare by the year 2030

##### Specific Development Regulations

**Zone Factor/s** : 0.67, 0.71  
**Plot Coverage** : 60%

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## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

#### Strategic intervention 1 -Development of Residential Clusters



## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

#### Strategic intervention 1 -Development of Residential Clusters

Precinct	Node Type
Athurugiriya	Neighborhood Node
Walgama Junction Oruwala Vidyala Junction Parana Handiya	Convenience Nodes
Rukmalagama New Town Boralugoda Rukmale East B	Convenience Nodes
Waduramulla	Convenience Node
Koratota	Neighborhood Node
Thunadahena Junction	Convenience Nodes
Gnewatta	
Pahala Bomiriya B	
Pahala Bomiriya	
Nawagamuwa	
Dedigamuwa	
Pore	
Ranala	

Table 6.3 Nodes Development in Settlement Strategy

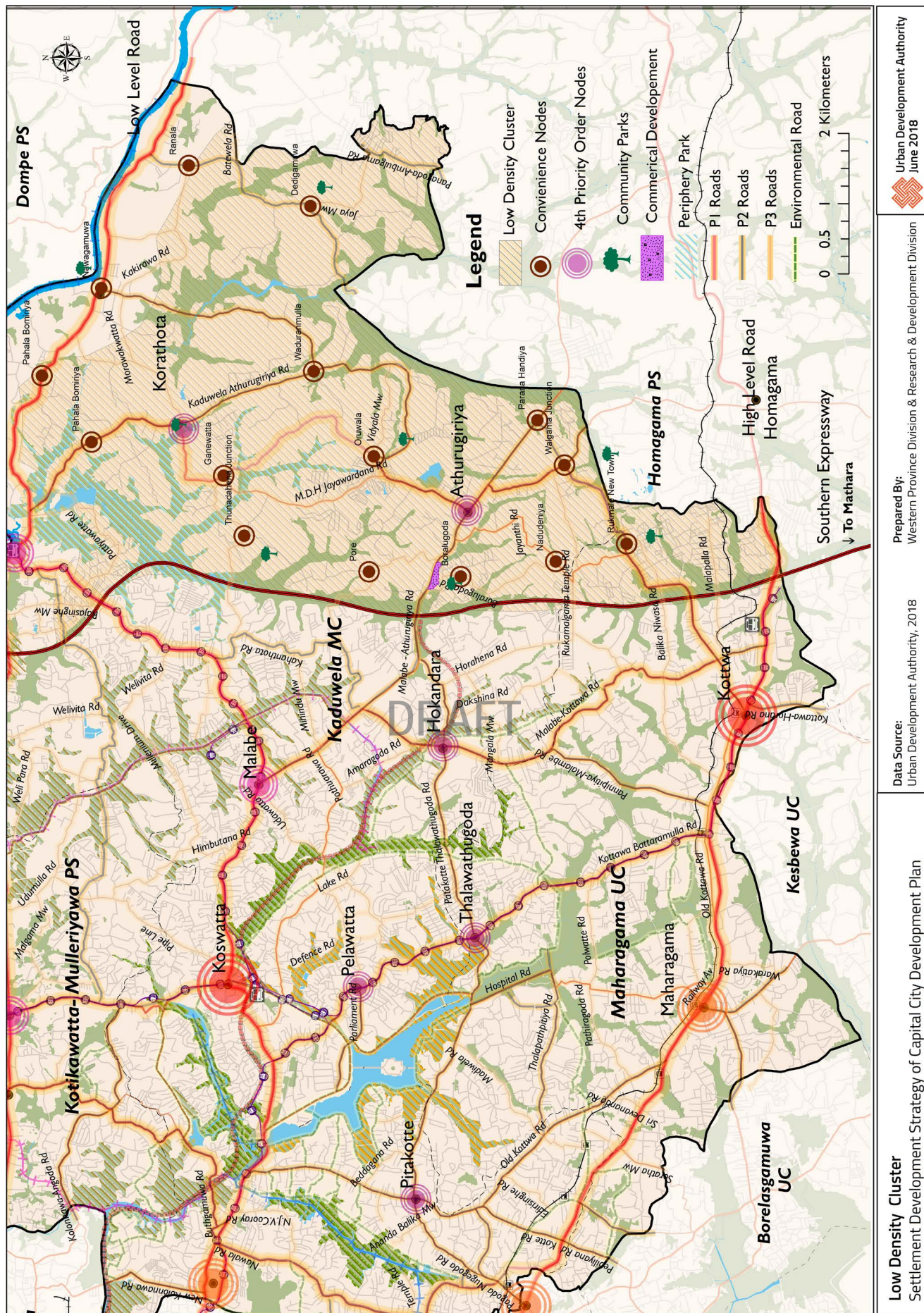
Source: Western Province Division and Research & Development Division, UDA 2018

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All service nodes are designed based on the eight key elements of The Great Urban Neighborhood as follows; (Reference: <http://sf-planning.org/eight-elements-great-neighborhood>)

1. **Walk to Shop** – *A great neighborhood has everyday stores and services within an easy walk from home.*
2. **Safe Street** – *A great neighborhood has safe and friendly streets.*
3. **Get Around Easily** – *A great neighborhood has many ways to get around.*
4. **Housing Choices** – *A great neighborhood has a variety of housing types.*
5. **Gathering Places** – *A great neighborhood has places for people to meet and talk.*
6. **City Services** – *A great neighborhood has a full range of public services for residents.*
7. **Special Character** – *A great neighborhood has its own character.*
8. **Parts of the whole** – *Great neighborhoods make great cities.*





**Low Density Cluster**  
Settlement Development Strategy of Capital City Development Plan

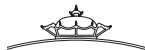
**Data Source:**  
Urban Development Authority, 2018

**Prepared By:**  
Western Province Division & Research & Development Division

**Urban Development Authority**  
June 2018

**Map 6.4: Low Density Cluster - Settlement Development Strategy**  
Source: Western Province Division and Research & Development Division, UDA 2018





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### 6.3.1.3.1. Major Strategic Settlement Development Projects

#### Road Improvement

##### I. *Improving of Kaduwela - Homagama Road from Wellehandiya to Homagama*

Kaduwela- Homagama Road is the most prominent access way which runs through The Low Density Cluster Area. Hence, as the first intervention of the strategy, Kaduwela- Homagama Road from Wellehandiya to Homagama (10 km) is expected to be improved. It is expected to facilitate and attract more residential development towards this area as a result.

#### Improvement of Neighborhood Nodes

##### II. *Developing Athurugiriya Neighborhood Node*

In accordance with the Capital City Development Plan, Athurugiriya is to be developed as a Fourth Priority Order Main Service Center to The Low Density Peripheral Cluster. Hence, it is assumed to attract more residential population in and surrounding area. Moreover, as for the current situation, most of the commercial activities are been developed in linear way along the main road. This trend has created congestion in the Athurugiriya Town Center during peak hours on the existing road network. Even though the public and private sectors provide better transport services for the commuters, road side parking, narrow road network, lack of safety access for human beings, have created high congestion in the town center.

Therefore, a land of 7 acres in extent located near the Athurugiriya Interchange is identified for the Athurugiriya Township Development Project. The project is comprised with following components to provide a pleasant and convenient environment for the general public.

- *Mixed Development (1A 1R 9P)*
- *Bus Terminal (1A 2R 20P)*
- *Mini Urban Park (10 P)*
- *Pola Development(1A)*
- *Public Car Parking Area (90 P)*
- *Water Retention Area (90 P).*

This Township Improvement Project incorporates the Settlement Plan for the development of Athurugiriya as a Neighbourhood Node.



### III. *Developing Koratota Neighborhood Node*

Koratota is the second Neighborhood Node which has been identified by The Low Density Cluster. Koratota is also identified as a Forth Priority Order City according to the Capital City Development Plan. In the existing situation, Koratota Area is famous for religious and industrial activities. Hence, this area is assumed to be planned as an Industrial Based Neighborhood Node by facilitating the existing trend without promoting an artificial trend.

#### Improvement of Convenience Nodes

##### I. *Developing Thunadahena Convenience Node*

Proposed Thunadahena Convenience Node is located in Thunadahena Koratota Road. Even it is not situated facing the main artery, it indicates a development trend compared to other junctions. The basic components such as, a community center, ayurvedic dispensary, pre school and few boutiques are available. It lacks shopping centres, gathering places and safe streets to cater the population.



Figure 6.5: Existing Situation Of Thunadahena

Source: Google street view, 2018

Hence, Thunadahena Node is designed as a location for relaxation. Accordingly, a land with an extent of twenty-acres adjacent to the Outer Circular Highway is identified for the Thunadahena Wetland Park as the first intervention. Accessibility Improvement is the second intervention of the project. The below roads are planned to be improved by considering the third element of the Great Urban Neighbourhood.

#### Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

##### Strategic Intervention for Settlement Development

Strategic intervention  
1 -Development of  
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## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

#### Strategic intervention 1 -Development of Residential Clusters

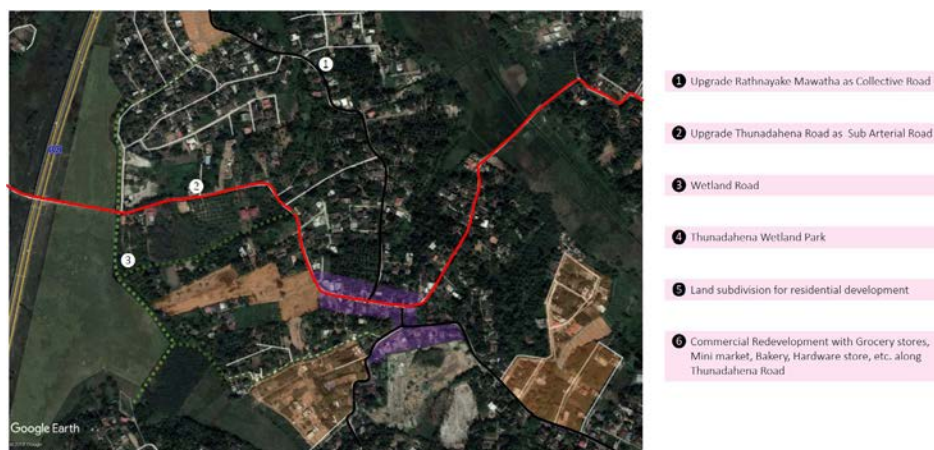


Figure 6.6: Proposed Layout Of Thunadahena Convenience Node  
Source: Google Map – Developed by Planning Team

1. *Extension of Rathnayaka Mawatha up to Thunadahena Junction (1.3km)*
2. *Improvement of Thunadahena Koratota Road (2.8 km)*
3. *Development of Wetland Roads*

The land with an extent of 3.5-acres in Thunadahena Junction is proposed to be redesigned with Grocery stores, Mini Market, Bakery, Dispensary, Community Hall, Hardware stores etc. as the third intervention of the project.

## II. *Developing Rukmalgama New Town*

The Proposed Rukmalgama New Town is a Convenient Node which is located in the Athurugiriya-Kottawa Road. It is approximately 3.4 km away from the Kottawa Town Center. Currently, this location consists of a place for relaxation, a small scale bus terminal, a mini super market and a few boutiques. However, Rukmalgama lacks a place for city services to cater daily needs of the population.

According to the above images, it is clear that the available commercial and public services are not adequate for the threshold population. But, dwellers in the Rukmalgama new town are capable to reach the Kottawa town center within time duration of 20 minutes approximately for daily needs. As a result, the node will be designed to improve Mahabo Wewa as a public open space with city services. Accordingly the first strategic intervention is to improve the accessibility to Mahabo Wewa as a public park. Along with it, two greenways are proposed from the Athurugiriya Kottawa Road to Mahabo Wewa Public Park with city services. The land with an extent of one acre adjacent to the Rukmalagama Temple and Mahabo Wewa is identified for city services. While the Community Hall and the Children's Play Area are designed to cater the daily needs of the residents.



The second strategic intervention includes, the development of Rukmalagama Bus Station (0.10 acre) as a mini bus station.



Figure 6.7: Existing Situation Of Rukmalagama Town  
Source: Google Street View 2018

## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

Strategic intervention  
1 -Development of  
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- ① Green Access Road to Mahabowewa Park
- ② Community Hall with Children Play Area

Figure 6.8: Proposed Layout Of Rukmalagama Node Development  
Source: Google Street View



## Strategic Intervention for Settlement Development

Strategic intervention  
1 -Development of  
Residential Clusters

Nawagamuwa is a Convenience Node which is situated by the side of the Main Artery of Low Level Corridor. When the growing trend of Nawagamuwa is compared with other Convenience Nodes, it is recognized that the area has grown with a religious aspect from the past. Hence, the development functions beyond the junction level. It currently, has basic components such as, a hospital, a police station, a sub post office, a primary school and commercial facilities. However, the area lacks a place to relax for the threshold population.



**Figure 6.9: Exiting Situation Of Nawagamuwa**  
Source: Google earth

According to the existing situation, it is clear that Nawagamuwa Node has capability to act as a Convenience Node. Hence, through this intervention, it is expected to upgrade the quality of life of the dwellers by proposing a place to relax. For this purpose, a land with an extent of 3.94 acres is proposed as a Meditation Park. The proposed land is situated in the bank of Kelani River in close proximity to Nawgamuwa Temple and Nawagamuwa Pahala Mapitigama Road is to be improved as a green road from Low Level Road to Hanwella-Malwana Road in order to offer better access to the proposed Meditation Park



**Figure 6.10: Proposed Layout Of Nawagamuwa**  
Source: Google Map – Developed by Planning Team



#### IV. *Developing Dedigamuwa Convenience Node*

The proposed Dedigamuwa Convenience Node is located in Habarakada-Homagama Road. It is approximately 9.35 km away from the Kaduwela City Center and 2.75 km away from the Low Level Corridor. This Convenience Node is designed to facilitate a threshold population of 5820 persons. Currently, this node consists of a school (Dedigamuwa Vidyalaya) and a few small scale boutiques. (Figure: 17) On the other hand, a few number of small and medium scale industries are located in the surrounding area. Most importantly, the Dedigamuwa Forest Reserve stands as the most important natural element of this node. However, a quarry is located adjacent to the forest reserve.

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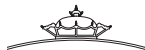
#### Strategic Intervention for Settlement Development

#### Strategic intervention 1 -Development of Residential Clusters



**Figure 6.11:** Existing Situation Of Dedigamuwa  
**Source:** Google street view. 2018

Adhering to the existing situation, a liner path with cycling and walking track (350 m length and 01 acre) is proposed in adjacent to the quarry and forest reserve as the first intervention of the Dedigamuwa Convenience Node. Four roads are identified under the second intervention to improve as park access roads to provide better access to the proposed Liner Park. The third intervention is to upgrade the existing Ranala Road into a sub arterial road.



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Figure 6.12: Proposed Layout Of Dedigamuwa  
Source: Google Map – Developed by Planning Team

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V. *Developing Walgama Junction Convenience Node*

Proposed Walgama Junction Convenience Node is located in Kottawa-Athurugiriya Road and Homagama- Athurugiriya Road. It is approximately 1.7 km away from the Athurugiriya Town Center and 3.2 km away from Homagama. When other Convenience Nodes are compared, Walgama Junction Convenience Node offers basic commercial facilities with informal shops.



Figure 6.13: Existing Situation Of Walgama Town  
Source: Google street view, 2018



## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

#### Strategic intervention 1 -Development of Residential Clusters

According to the above images, it is clear that available commercial and public services are not adequate to cater the threshold population. However, dwellers in Walgama Junction can easily access Athurugiriya Town Center within 20 minutes of time to attain daily needs. Hence, this node is designed to improve public open space to provide a better environment for the dwellers and commuters.



Figure 6.14: Proposed Layout Of Walgama Junction

Source: Google Map – Developed by Planning Team

Walgama Junction Plan is designed to create a place for relaxation. Accordingly, 0.7 acre marshy land which is located in close proximity to Walgama Junction is proposed as a rest park. A 150m road is also projected as a service road towards the proposed rest park.



## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

### Strategic Intervention for Underserved Settlement Management

Project Type	Project Code	Strategic Project
Road Improvement	SII-S4	Improve Kaduwela - Homagama Road from Wellehandiya to Homagama
Neighborhood Nodes Improvement	SI-S1	Develop Athurugiriya Korathota Neighborhood Nodes
	SIII-S8	Urban Service Improvement Project at Hokandara Junction (Redesign 7.5 acre of Hokandara Junction)
	SIII-S9	Open Space project at Koswatta node
	SI-S2	Shopping Mall Project at Pitakotte Junction- KMC
	SIII-S5	High End Residential Phase II- Residential Development Project at Thalapathpitiya
	SIII-S7	Community Park Development Project
	SIII-S6	High End Residential Phase II- Residential Development Project at Pitakotte Junction
Convenience Nodes Development	SII-S3	13 Convenience Nodes Development Walgama, Dadeigamuwa, Nawagamuwa, Rukmalgama Etc:

**Table 6.4:** Settlement Development Cluster III - Strategic Projects

Source: Western Province Division and Research & Development Division, UDA 2018

### 6.3.2. Strategic Intervention for Underserved Settlement Management

The main objective of the Underserved Settlement Management Plan is to maintain the proposed character and enhance the living quality of the Capital City by addressing the underserved settlements.

The Underserved Settlement Management Plan proposes three approaches to address underserved settlement issues within the planning premises. They include,

1. *Redesign Approach*
2. *Relocation Approach*
3. *Special Projects Approach*

#### Redesign Approach

The Redesign Approach is the most flexible and innovative solution to address the underserved settlement issues in identified areas of the plan. 'The land right' is the main mechanism to identify underserved settlements in the Redesign Approach.

#### Relocation Approach

The Relocation Approach is a management solution to maintain the proposed character and enhance the living quality of the Capital City by removing unauthorized settlers from canal reservation and unauthorized lands.



## Special Projects Approach

The Special Project Approach is defined with the national scale infrastructure development projects.

### 6.3.2.1. Major Strategic settlement management Projects

The identified underserved settlements in planning area proposes redesign and relocation with the concepts as follows,

	Identified Location	Land Ownership	No. of Houses	Propose Method	Proposed Site
1	Obesekarapura (Arunodhya Mw)	KMC Land & Private	668-700	Special Project (URP) & Redesign Approach	Obesekarapura (Arunodhya Mw) On site Relocation
2	Kinda Ela Reservation	SLLRDC Land	To be Identified	Relocation Approach	Obesekarapura (Arunodhya Mw)
3	Bnadaranayakepura	Private	To be Identified	Redesign Approach & Relocation	Bandaranayakapura (On Site Relocation)
4	Maligawa Road	UDA Land	60	Relocation Approach	Bandaranayakapura
5	Baddagana Road	SLLRDC Land	17	Relocation Approach	Bandaranayakapura
6	Kittampahauwa Canal Reservation (Perera Mw)	SLLRDC Land	7-10	Relocation Approach	Obesekarapura (Arunodhya Mw)
7	Kelaniweli Reservation	CGR Land	144	Special Project (Kelaniweli Railway Project)	Proposed Site by Kelaniweli Railway Project

**Table 6.5:** Ongoing Housing Projects

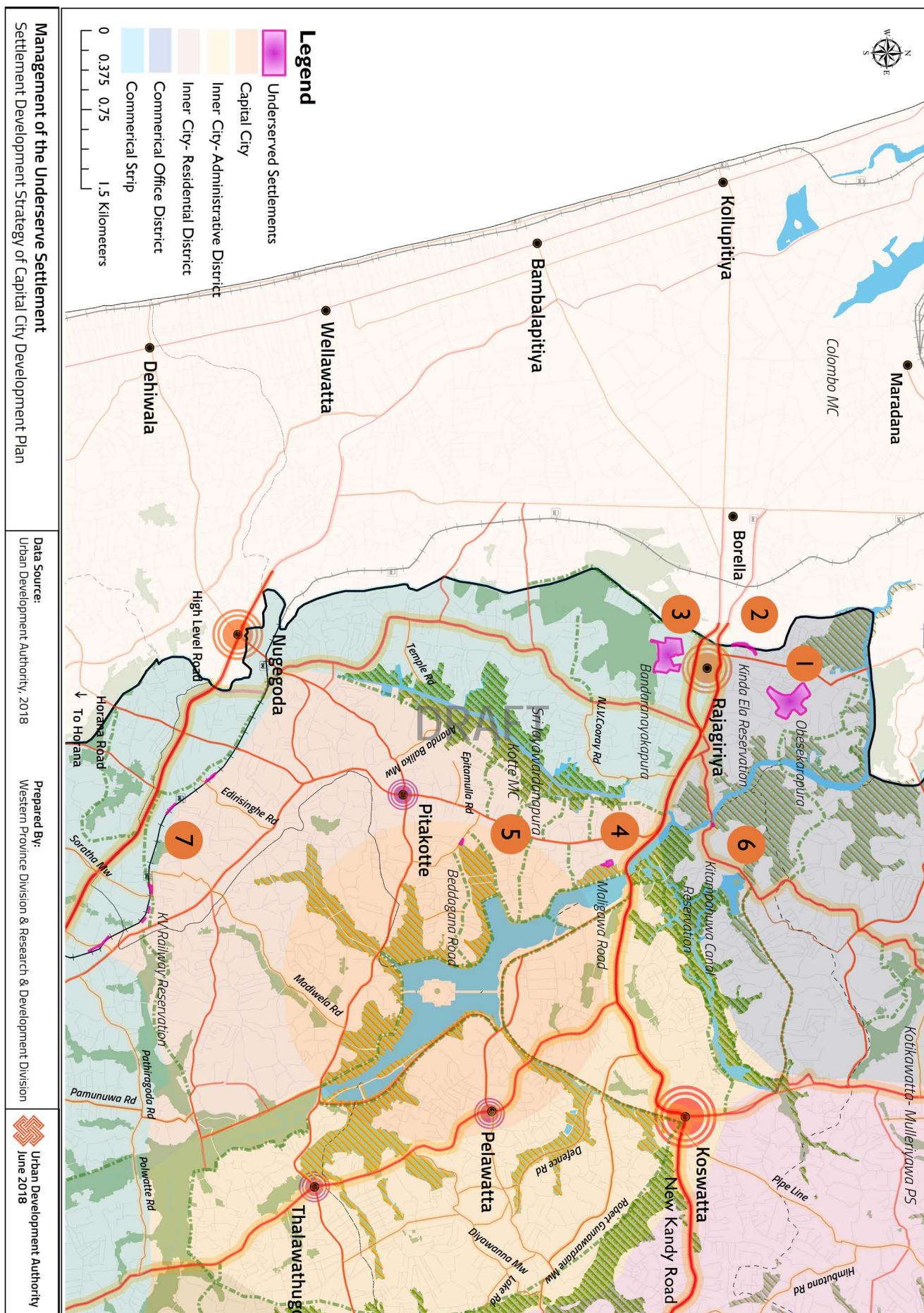
**Source:** GN office data of Sri Jayawardhanapura Kotte MC, Filed Survey and Observation

The Cluster Development Strategic Intervention of the Settlement Strategy directly links with two major strategies of the Capital City Development Plan. It mainly connects with The Transport Strategy to develop Convenience Nodes by providing proper accessibility to the neighbourhoods. Therefore, most of the proposed roads are the main pillars of the Settlement Strategy. As an example, the development of the Low Density Peripheral Cluster is mainly based on proposed service road from Kottawa to Kaduwela by The Transport Strategy. Further, The Settlement Strategy directly incorporates The Wetland Management Plan of the Capital City Development Plan. The proposed wetland parks of the Wetland Management Plan help to enhance the living quality of the settlement clusters and it will aid to increase the land values of the Residential Clusters.

## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

### Strategic Intervention for Underserved Settlement Management



Map 6.5: Management Of Underserved Settlement  
Source: Western Province Division and Research & Development Division, UDA 2018



## Chapter 06 SETTLEMENT DEVELOPMENT STRATEGY

### Strategic Intervention for Settlement Development

### Strategic Intervention for Underserved Settlement Management

### Impact of the Settlement Development Strategy

The Low Density Cluster has directly incorporated with the Athurugiriya Township Development Project which was planned by the Western Province Division of Urban Development Authority.

The Urban Regeneration Project in Arunodhya Mawatha, Obesekarapura and Bandaranayakapura conducted by the Urban Regeneration Project incorporates. The Settlement Management Strategy to remove identified underserved settlements within the Capital City Planning Area. While The Keleni Valley Railway Electrification Project incorporates to remove the underserved settlements in Keleni railway reservation area by 2030.

## 6.4. Impact of the Settlement Development Strategy

- *Cluster Development Plan and Population Density*

### A. High Density Promotional Cluster —

*In 2018, The Outer City Planning Area possessed a population density of 51 persons per hectare and High Density Promotional Cluster possessed a population density of 46 persons per hectare.*

*The plan assumes a population density of 116 persons per hectare in the Outer City area and 77 persons per hectare in the High Density Promotional Cluster by the year 2030.*

*In 2018, the Inner City area possessed a population density of 58 persons per hectare and Moderate Density Classy Cluster possessed 63 persons per hectare.*

*The plan assumes a population density of 98 persons per hectare in the Inner City area and 70 persons per hectare in the Moderate Density Classy Cluster Area by the year 2030.*

### B. Low Density Peripheral Cluster

*In 2018, The Periphery possessed a population density of 33 persons per hectare. The plan assumes a population density of 49 persons per hectare in the year 2030.*



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**Impact of the Settlement  
Development Strategy**

The implementation of Cluster Development Plan is expected to attract the target residential population towards planning area and develop four Neighbourhood Nodes and fifteen Convenience Nodes to facilitate the residents.

To fulfill the total required commercial space of 24% of the total area (4.98 ha) is to develop with commercial facilities through The Cluster Development Plan.

- *Underserved Settlement Management Plan*

The Underserved Settlement Management Plan intervention is assumed to remove 100% identified underserved settlements within the Capital City Planning Area to maintain the proposed character.

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