

# DIADEM SOVEREIGN SRI LANKA

Rejuvenation of the Past Glory  
of the Wetland City

## CAPITAL CITY DEVELOPMENT PLAN 2019 - 2030

Volume I



Ministry of Megapolis & Western Development  
Urban Development Authority  
Sri Lanka



# Capital City Development Plan – 2019-2030

## Volume I

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Capital City Development Plan – 2019-2030 is delivered through a series of publications; Volume 01, 02 & 03. *Volume I* contains the situational analysis and the explanations on the need of a plan. *Volume II* contains a detailed elaboration on the plan including vision, goals, objectives, broader strategies, strategic projects and implementation mechanism. *Volume III* is a separate document which contains both special and general Planning & Building Regulations applicable to Capital City within the period of 2019–2030.

Capital City Development Plan – 2019-2030 was prepared by Western Province Division and Research & Development Division of Urban Development Authority with the consultation of relevant stakeholder agencies.

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Our special thanks is extended to the *Mayors, Chairmen, Council Members, Commissioners* and staff of all 04 Local Authorities; *Sri Jayawardenapura Kotte Municipal Council, Kaduwela Municipal Council, Maharagama Urban Council and Kotikawatte - Mulleriyawa Pradeshiya Sabha* for their great cooperation and contribution towards CCDP.

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## Honorable Minister's Forward



Having established under the provisions of the Urban Development Authority Law: Act No. 41 of 1978, the Urban Development Authority by now has completed 40 years of service contributing to the urban development in Sri Lanka. At this moment the UDA marks another milestone by completing a comprehensive Development Plan for another decade for Capital City Region.

The Capital City is the administrative hub of Sri Lanka and it has also gained a considerable position in the international context as a unique wetland city in the world. The role of the Capital City is crucial, not only for the administration of the country, but also in Sri Lanka's journey to become a developed nation. Thus, the Capital City Development Plan 2030 shall be viewed as a scenario that has both national and international significance.

Our effort is to support the Administrative Capital City's role as a unique wetland city by shaping up its physical environment while ensuring city livability standards and efficient functioning of the city with upgraded infrastructure facilities. Also, we aim at addressing prevailing city issues with strategic actions. The specialty of this plan is that it doesn't limit to solve prevailing issues but attempts to envisage a broader vision for the city while harnessing its untapped potentials so far.

My understanding is that the preparation of this Plan involved extensive consultation of professionals, expertise, stakeholders and the communities, while engaging modern methods, sound techniques and innovative approaches. In this regard, I appreciate the extraordinary efforts of the Chairman, Director General, Planning Team and all staff of Urban Development Authority those who contributed in numerous ways to successfully complete this work. I also appreciate the support and contribution of relevant local authorities, state and private sector agencies and general public which worked equally on the same platform to make Capital City Development Plan a success.

**Hon. Patali Champika Ranawaka**

*Minister of Megapolis and Western Development*

## Chairman's Forward



Today, the Urban Development Authority (UDA) is the apex planning and plan implementation body in Sri Lanka that is responsible for managing the state of the urban environments of the nation. The Authority was established in 1978 with the objective of introducing integrated planning and implementation, in order to promote and regulate developments for the common benefit of the urban areas. With the existence of Sri Jayawardenapura Kotte as the capital city of Sri Lanka for over three decades, it is high time that we view in retrospect to observe the achievements and successes as well as the drawbacks and failures it has gained.

We can be happy of the developments which have been commenced up to now, but certainly we need to accept that we could achieve much more on this unique city area. This Capital City Development Plan 2030 is a framework towards such noble objective of making the administrative capital and its surrounding areas a unique wetland city in a highly competitive, livable, sustainable and adorable manner to attract the attention of the rest of the world.

For the implementation of this Plan, we have not forgotten that our path is not as smooth as silk, but as rough as gravel, full of challenges, filled with uncertainties, and fouled by vicious intents. Yet the UDA today is equipped with necessary systems, tools and strategies to face such challenges, withstand those uncertainties, to make the Capital City: the 'Diadem Sovereign of Sri Lanka'.

I take this opportunity to offer my sincere gratitude to the Team of the UDA who had to work hard and committed to deliver this comprehensive work and also to all those who have supported and contributed with various means towards its formulation and hope the equal and continuous support of the all of them will be there towards its successful implementation.

**Dr. Jagath Munasinghe**  
*Chairman, UDA*



## Message from Mayors and Chairmen of Local Authorities



We extend our gratitude towards Urban Development Authority for the initiative taken to prepare a common plan amalgamating our 04 Local Authority Areas into an integrated planning area as Administrative Capital City. It is important to understand that the local authority boundaries drawn in legal documents are no longer reflected in real grounds, as all these areas function as a single entity accommodating the expansion of the capital city. Hence, we believe, by adopting a single plan, we will be able to develop all 04 Local Authority Areas in an equal way following a shared vision.

We appreciate UDA's attempt to make Capital City Development Plan a collaborative and participatory exercise by incorporating the recommendations, suggestions and criticisms given by us; the representatives of general public. Hence, we declare it as our plan and ensure our future collaboration and support in the implementation of Capital City Development Plan within the next eleven years. Also, we request all citizens and stakeholders of Capital City to act at individual and corporate levels to lead the city towards the shared vision as envisaged by the Capital City Development Plan - 2030

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## Acronyms

*UDA – Urban Development Authority*

*CMRSP – Colombo Metropolitan Regional Structure Plan*

*GND – Grama Niladari Division*

*CESMA – Western Region Megapolis Plan*

*SLITT – Sri Lanka Institute of Information Technology*

*CINEC – Colombo International Nautical and Engineering College*

*IT – Information Technology*

*DSD – Divisional Secretariat Division*

*SLLRDC – Sri Lanka Land Reclamation and Development Corporation FAR - Floor Area Ratio*

*JLL – Jones Lang LaSalle*

*LRT – Light Railway Transit*

*JICA – Japan International Corporation Agency*

*LA – Local Authority*



**DIADEM SOVEREIGN SRI LANKA**  
THE CAPITAL CITY DEVELOPMENT PLAN 2019–2030

# 01

## *Introduction*

*The Kotte-Sri Jayawadanepura, Capital City Development Plan sets out the vision, objectives and the strategies for an esteemed, sustainable and inclusive city with its own identity, vibrant spaces, community facilities and efficient urban systems. It provides the detail framework to guide future physical developments undertaken by the development agencies, investors, state and private organizations and the individuals within the respective area identified by this Plan for the 'Capital City Region'.*





Chapter 01  
INTRODUCTION

Background

The Urban Development  
Authority

Statutory Provisions

## 1.1 Background

### The Urban Development Authority

The Urban Development Authority (UDA) was established under the provisions of Urban Development Authority Law Act No. 41 of 1978 to promote integrated planning and implementation of economic, social and physical development in the urban development areas. At present, the Urban Development Authority has committed to achieve 'A Planned, Sustained and Adored Urbanization' and the mission to the economical, socially acceptable and environmentally sustainable urban development in all urban areas in Sri Lanka.

### Statutory Provisions

The Section 8 (A) of the Urban Development Authority Law (Act 41 of 1978), provides the UDA with powers 'to carryout integrated planning and physical development' within the Urban Development Areas, declared by the Minster in-charge of the subject Urban Development under the provisions of Section 3 (I) of the law.

The amendments to the Section 8 of the same Law, as given in Act No.4 of 1982 Section 8 (A) – Section 8 (H) prescribe the process and the procedures for the preparation and the implementation of development plans for the Urban Development Areas.

The spatial entities falling within the area that is earmarked by this Plan for the Capital City Region Development have been declared as Urban Development Areas by the Ministers in-charge of the subject Urban Development in the following manner:

1. *Kotte Sri Jayawardenapura Municipal Council Area – by the Gazette Notification 941/9 in Sepetember, 1996*
2. *Kaduwela Municipal Council Area – by the Gazette Notification 1639/11 in May, 1987*
3. *Kotikawatta – Mulleriyawa Pradeshiya Sabha Area – by the Gazette Notification 453/5 in February, 2010*
4. *Maharagama Urban Council Area – by the Gazette Notification 1218/35 in Janauary, 2002*

The UDA published a Development Plan covering these areas by the Gazette Notification No: 2049/11 in December, 2017 and the same will be superseded by the enactment of this Plan.

## The Planning Approach

For the preparation of this Development Plan the UDA has adopted the ‘Strategic Planning’ approach. In this approach the Plan intends to address on priority basis a few specific aspects that are at the background of a broad range of issues presently experienced by this region, mobilizing the potentials and resources in an effective and sustainable manner.

The Strategic Planning Approach is also distinct from the conventional planning as the Plan takes into account the spatial dynamics of the ongoing processes and thus, the Plan sets out broader development trajectories with adequate flexibility for necessary adaptations, rather than specific details of land uses or developments. The implementation is viewed as an integrated component of the Plan and is proposed through strategic interventions.

## The Capital City

The Western Province is recognized as the most populated, economically active and the fastest developing region in Sri Lanka. The updated National Physical Plan 2050, envisages that the major urban agglomerations of the island to be extending towards the North-East of Colombo capitalizing the ongoing transport-communication infrastructure development projects, and the two ports in Colombo and Trincomalee. The Plan identified a ‘Colombo Metro Region’ that consists of 14 Local authority areas, and projected a population of 3.5 million by 2030.

Complying with the National Physical Plan, the Minister of Megapolis & Western Development, with the powers vested in him with Section 3 (I) of the Law, declared the Colombo Metro Region by the special Gazette Notification No.2049/11 of 2017, and the Urban Development Authority has prepared a Structure Plan for the Region. This plan has also considered the proposals given in the Colombo Megapolis Plan 2015, which proposed a broad spatial structure for the entire Western Province.

Within the said Colombo Metro Region, the Administrative Capital City area has been carved out considering the Sri Jayawardenapura Kotte Sri Lanka’s New Administrative Capital City project that was initiated by the special gazette notification no. 335/5 of 1985, the current trends of concentration of the administrative activities and the potentials in the area to cater to future demand for developable space within a close-proximity to the core area of the City of Colombo.

### Chapter 01 INTRODUCTION

#### Background

#### The Planning Approach

#### The Capital City



Chapter 01  
INTRODUCTION

Stakeholders of the Plan

Scope of the Capital City  
Development Plan

## 1.2 Stakeholders of the Plan

The Capital City Development Plan is a collaborative effort of a team of stakeholders from different disciplines and backgrounds from different levels of the society. The Urban Development Authority consulted these stakeholders through discussion forums, formal meetings, telephone conversations and in field visits. Hence, the final outcome is a unified collection of a number of meaningful thoughts and ideas.

### Major Stakeholders

- *Kotte-Sri Jayawardenapura Municipal Council*
- *Kaduwela Municipal Council*
- *Maharagama Urban Council*
- *Kotikawaththa-Mulleriyawa Pradeshiya Sabha*
- *Sri Lanka Police*
- *Civil Society and Environmental Organizations*

### Main Consultancies

- *Board of Investment (BOI) Sri Lanka*
- *Ceylon Electricity Board*
- *Central Environmental Authority (CEA)*
- *Coast Conservation & Coastal Resource Management Department*
- *Department of Railways*
- *Disaster Management Center (DMC)*
- *Irrigation Department*
- *Ministry of Megapolis & Western Development and the project offices established under the Ministry*
- *National Building & Research Organization (NBRO)*
- *National Housing Development Authority (NHDA)*
- *National Water Supply & Drainage Board (NWS&DB)*
- *Road Development Authority (RDA)*
- *Sri Lanka Land Reclamation & Development Corporation (SLLR&DC)*
- *Sri Lanka Tourism Development Authority*

## 1.3 Scope of the Capital City Development Plan

This Development Plan shall be considered as the overall guiding framework for all physical developments within the area mentioned in Section 01 above. The land extent of the area is approximately 165 square kilometers. The physical boundaries are given in Chapter 01 The Plan provides detail strategic interventions to guide the distribution of populations and the floor

area densities in different locations within the said planning area, optimizing the utility of the available and upcoming physical infrastructure, conserving and protecting the wetlands and other sensitive environmental systems, resurfacing the remnants of the Kotte-Sri Jayawardenapura historic kingdom of the foregone era, and assuring space for the efficient and well placed transportation, economic and social infrastructure.

The Plan shall be viewed as a guide for long term process towards reaching the envisaged state of the physical development, but the major strategies are set forth for a 10-year period. This is the period of foreseeable social, economic and technological advancements in Sri Lanka and the globe. The growth and the status of the national economy and the corresponding changes in the lifestyles of the citizens, the fast improving technologies and the resulting shift in the utility patterns and commuting behaviors of the residents, and the ever changing values and attitudes of the communities will have and inevitable impact on the spatial dynamics of this area.

On these grounds, this Plan is equipped with a greater degree of flexibility for it to be adaptive to the forthcoming changes and to accommodate any unforeseen requirement likely to emerge in future. Therefore, the development trajectories, enforcement mechanisms, development zones, planning and building regulations and the development clearance processes, given herein shall be regarded as a set of directives those may be reviewed from time to time through established institutional processes and amended as and when required following the statutory procedures. The strategic project proposals shall be subject to details and systematic evaluation prior to the implementation for their economic and technical feasibility and for their contribution to achieve the vision and the objectives of the Plan.

However, it must be noted that this Plan relies on the exiting statutory provisions, institutional framework and the administrative arrangement for the implementation. The changing socio-political situations and any impacts they will have on the Plan and its implementation shall be addressed through other means and beyond the scope of work of this Plan.

## 1.4 The Preparation Process

This Plan has been prepared in compliance with the process stipulated in the Urban Development Authority Law (Amended Act No 04 of 1982). As stated in Section 01 above, for the formulation of the Plan, the Strategic Planning Approach has been adopted.

The process included three fundamental stages as given in the forthcoming sections.

### Chapter 01 INTRODUCTION

#### Scope of the Capital City Development Plan

#### The Preperation Process



Chapter 01  
**INTRODUCTION**

**The Preperation Process**

Where are we  
(Sri Jayawadenapura Capital  
City) Now?

## Where are we (Sri Jayawardenapura Capital City) now?

The initial stage of the planning process was dedicated to develop an understanding on the planning area through a preliminary background study. At this stage, both quantitative and qualitative information was collected through reliable sources. The influence of the historical evolution and the current plans and attempts towards the development of the area were considered in the background study. Further, the current issues and development potentials in the area have been identified through the information obtained from the stakeholder consultations and verification. In this manner, the current situation in the area has been pictured relating to the land uses, land values, infrastructure and facilities, demographic conditions, employment patterns, environmental conditions and economic activities.

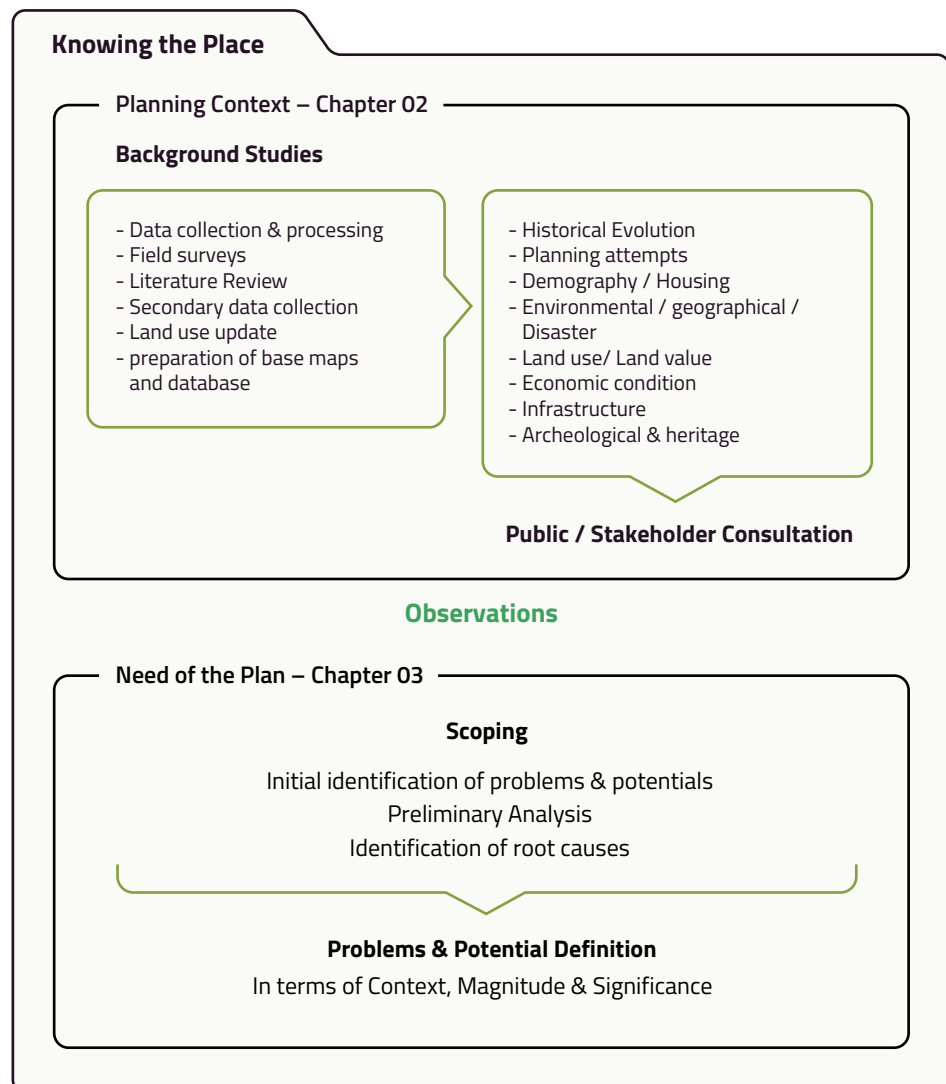


Figure 1.1 : Planning Process – Where we are currently  
Source : UDA Research & Development Division

## Chapter 01 INTRODUCTION

### The Preparation Process

Where are We (Sri Jayewardenepura Capital City) now?

Where do we (Sri Jayewardenepura Capital City) want to be in the Future?

How do we get there?

The need for a development plan has been assessed through a preliminary analysis of the information and the issues those need to be addressed through such plan have been prioritized in the light of the context within which they emerge, their magnitude and the relative significance of each of them among the others.

## Where do we (Sri Jayawardenapura Capital City) want to be in the future?

The vision was formulated through the overall analysis of the information and with the intension to develop the sense of capital city while addressing the other identified issues and potentials of the area which will be discussed in forthcoming chapters. The concept developed to achieve the vision, was based on six design principles. The vision identified was to be accomplished in three goals. The goals are expected to be implemented on the real ground through smart objectives derived from the detail SWOT analysis.

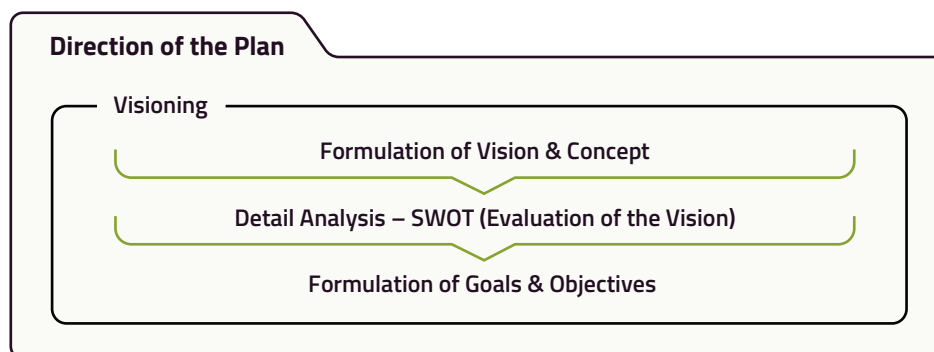


Figure 1.2 : Planning Process – Where do we want to be in the future  
Source : UDA Research & Development Division

## How do we get there?

The plan is expected to be implemented through a series of strategies formulated to realize the objectives. The strategies include the regulatory and promotional guidelines as well as specific development projects.

Since, the identified capital city planning area extends over approximately 16,500 hectares of land, and is already under a myriad of functions which are in operation, the achievement of the entire vision will take 20 – 30 years of ambitious implementation programme. However, as stated previously, this Plan sets out strategies only for the period of next 10 years (2020–2030).



## Chapter 01 INTRODUCTION

### The Preparation Process

How do we get there?

In order to accomplish the vision with the concept and the spatial strategy, eight thematic strategies for specific subject areas namely transportation improvement, wetland management, infrastructure development, economic revival, settlement distribution, administrative functions, urban design and implementation, are proposed along with the initial details of the action projects.

Further, zoning and building regulations are specified in order to guide and regulate the planning area. The eight detailed strategies along with identified strategic interventions and projects were evaluated and tested to verify the foreseeable successes or failures to workout the alternatives. These were presented to different stakeholders for additional clarifications and improvements, and for the consent of the relevant local authorities directly involved in the process of implementation.

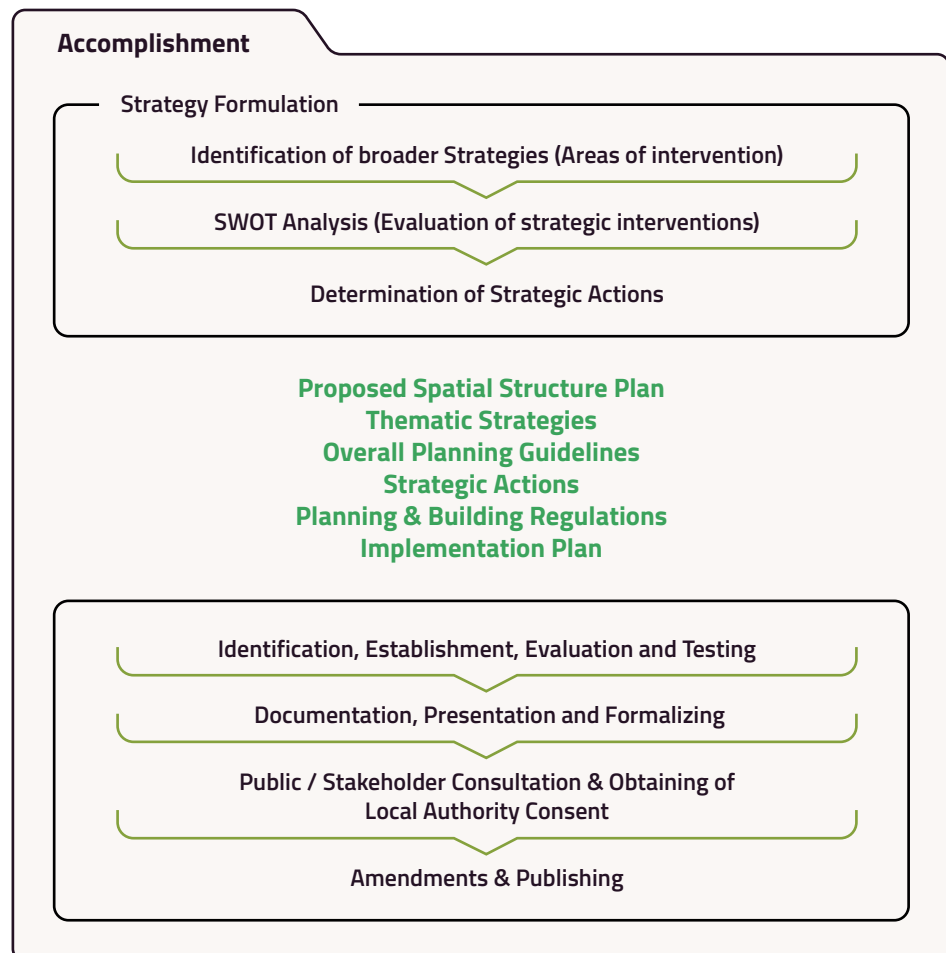


Figure 1.3 : Planning Process – How do we get there  
Source : UDA Research & Development Division

# 02

## *Preliminary Study*

*History records that Sri Jayawardenapura Kotte was inaugurated by a Minister named Alakeshwara in the year 1350 B.C. He constructed a fortress, a magnificent lake and a moat round the fortress for defense purposes. Literary works of the periods indicate that this Kingdom of Sri Jayawardenapura attained its zenith of glory during the reign of King Parakramabahu the VI. The arrival of the Portuguese in 1505 B.C marked the beginning of the fall of Sri Jayawardenapura. The abandoned city of Kotte appears to have been destroyed at a subsequent period by the Dutch. This way from 1565 onwards until the induction of New Administrative Capital, Sri Jayawardenapura Kotte remained in darkness. The formation of the New Parliament enlightened the status of the Administrative Capital City to where it is today (Salalihiniya Plan). But, is questionable as to whether the city has retained its true value and identity.*



Chapter 02  
**PRELIMINARY STUDY**

**The Study Area**

Introduction to the Capital  
City Planning Area

History of the Capital City

## 2.1 Study Area

### Introduction to the Capital City Planning Area

The geographical extent of The Capital City Development Plan Area is 16,514 hectares. It consists of four local authorities namely; Sri Jayawardenapura Kotte MC, Maharagama UC, Kaduwela MC and Kotikawatta-Mulleriyawa PS. It is bounded by the Kelani River in the north, the area under the Colombo Municipal Council in the west, the area under Boralesgamuwa Urban Council in the south and Homagama and Sithawaka Pradeshiya Sabha in the east respectively. According to the Census 2012, the population of the planning area was 688,032 and in 2018 it has increased to 752,000. This area is identified as a part of the Western Region, which has the highest population density in the country and most importantly, it is home to the main administrative activities of the nation. Further, the planning area consists of 138 Grama Niladari Divisions including 57 GNDs in Kaduwela Municipal Council area, 20 GNDs in Sri Jayawardenapura Kotte Municipal Council area, 41 GNDs in Maharagama Urban Council area and 20 GNDs in Kotikawatta-Mulleriyawa Pradeshiya Sabha area.

### History of the Capital City

Sri Lanka, with a recorded history of more than 2500 years was famous around the world as the pearl of the Indian Ocean. The island's strategic location in the path from East to West sea route was the main reason for many traders to land and establish links with the rest of the world. However the charm, the resources and the location led to many foreign invasions of the land and as a result, the kingdoms of past had to shift from one place to another seeking security and defense. The magnificent Kingdom of Kotte is known to have been the last kingdom that unified the whole island into one rule in the past. The Capital City Development Plan ponders the boundaries of Kingdom of Kotte existed back in the history.

#### The Kingdom of Kotte (1400-1593)

Sri Jayawardenapura Kotte, the capital of Sri Lanka in the present-day, was considered an important place even in the history, since, the Kotte kingdom continued as the center of the political power of the island withstanding collusions and breakaway for over a century. According to Mayura Sandesaya, Kotte had been a fort and a wealthy city similar to Kandy & Gampola. Nissanka Alagakkonar alias King Alakeswaran reigned Kotte as the new kingdom of the country in the 14th century considering the highly secured and defensive manner it possessed. Under the unified and successful governing system of King Parakramabahu VI, Kotte developed rapidly and attained its

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pinnacle of glory. The triangular shaped inner-city area of the kingdom was built on an elevated ground surrounded by a rampart, 8 feet in height and 3.5 feet in width built of Kabook or laterite stone. The outer side of the city walls were encircled by a moat.



Figure 2.1 : The Kingdom of Kotte

Source : [roar.media/english/life/reports/what-happened-to-kotte](http://roar.media/english/life/reports/what-happened-to-kotte)



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As per the evidence, the layout of the inner city of Kotte kingdom had considered the positioning of the citadel components, positioning of the sacred elements and the positioning of economic activities and the settlements.

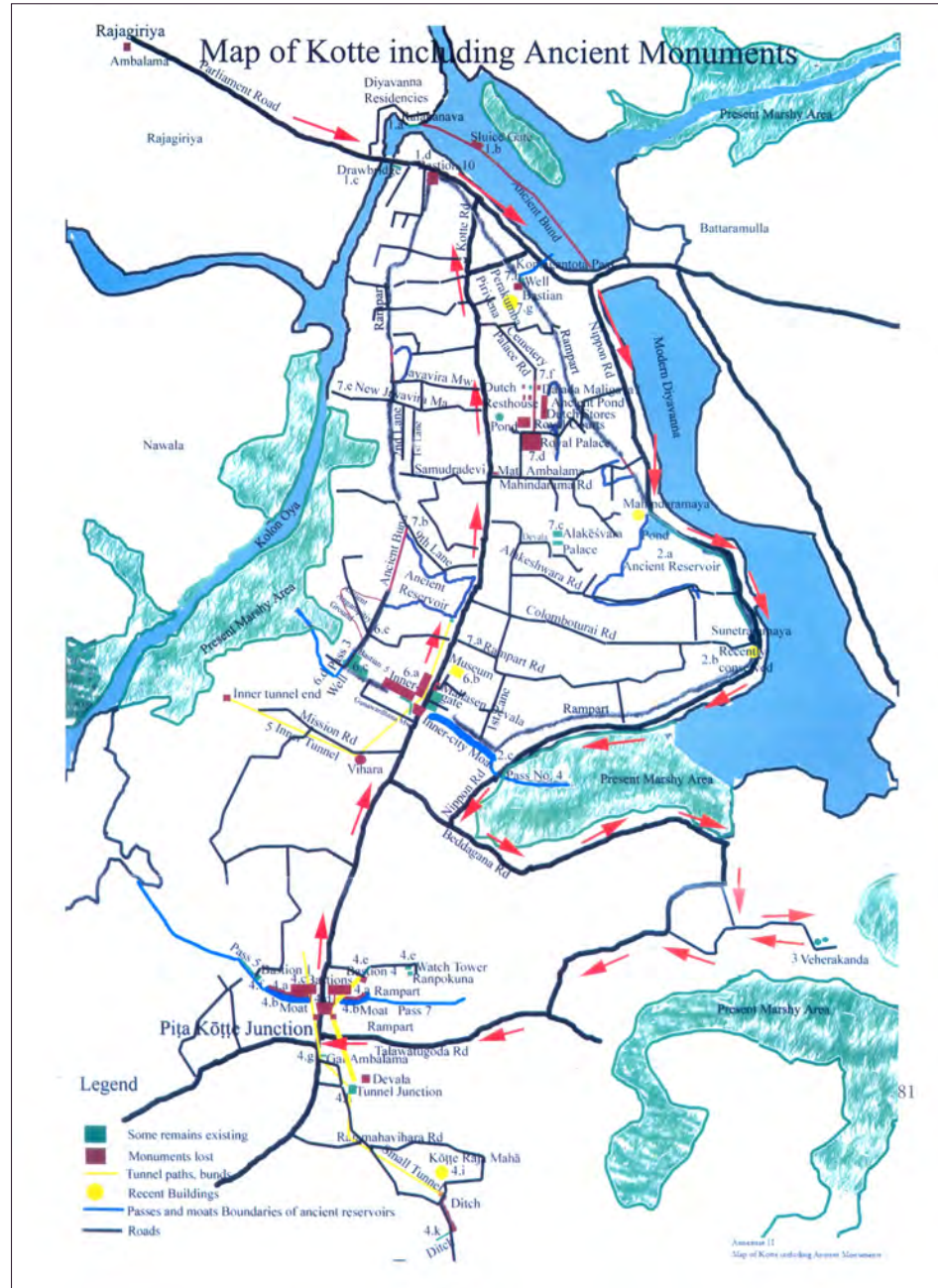


Figure 2.2 : Layout of Kotte Kingdom  
Source : [roar.media/english/life/reports/what-happened-to-kotte](http://roar.media/english/life/reports/what-happened-to-kotte)

### Positioning of Citadel Components

- *The king's five storied royal mansion was positioned towards the East with walls of quartz and a golden spire, with gardens and springs of water*
- *The Chitra Kuta Mandapaya where the Kotte kings had their consecration ceremonies*
- *The Royal cemetery (Veherakanda monument) positioned outside the city in Baddegana area*
- *The Angampitiya, where military parade and skill training happened inside the inner moat.*

(G.P.V.Somarathna, 2016)

### Positioning of Secred Elements

- *The three storied Dalada Maligawa with the enshrined tooth relic of Lord Buddha*
- *Four shrines dedicated to the gods Upulvan, Saman, Vibhishana and Skanda at the center of the four corners on the rampart*
- *Five storied monasteries for Buddhist monks*
- *A stupa named Kota Vehera positioned outside the rampart*

### Positioning of Economic Activities and Settlements (Outer City)

- *The treasury of the king positioned in the North*
- *Trade activities in the South*
- *Agricultural areas*
- *Villages*

(Dr. karunarathne P.V.M, 2018)

Apart from the edifices which embellished the city, it is observed that the kingdom was built with high security in mind. The city wall, the moat and the tunnel paths give evidence of such concerns. For example, the inner-city tunnel had been excavated with the intension of escaping from the inner-city during an attack. Kotte Gal Ambalama too holds exceptional significance, since it is found that there was a secret path leading to the king's mansion through it. Hence, the history testifies the Kotte kingdom was well planned and strategically performed.

## Decline of the Kingdom of Kotte

### Portuguese Ceylon-(1505 – 1658)

The arrival of Portuguese merchants under the leadership of Lorenzo de Almeida happened in 1505 (Galle – Sri Lanka). Even though, the landing happened accidentally and the main intension was to expand trade rather than territory, they were able to establish a fortress in Galle. Later, they moved



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towards the Colombo port along the coastal line and developing it into a well-defended trade and military base. In the meantime, they sensed the Kotte kingdom which was situated close to Colombo and wanted to convince the king to obtain monopoly on valuable spice trade. However, when the first Portuguese representatives were taken from Colombo to Kotte, the Sinhalese intentionally led them on a lengthy trip to hide the capital's location. Hence, "As the Parangi went to Kotte" became a local proverb which still preserves the memory of this trick that denotes, taking an extended route instead of a direct route.

The Portuguese soon understood the strategic advantage of the island because of the geographical positioning and its rich spice and other valuable resources to dominate trade in the Indian Ocean. This made them wanted to extend their dominance over the island. As a result, several battles took place between the native Sinhalese and the Portuguese. However, the Portuguese relocated the base of operations in Colombo and abandoned the city of Kotte for strategic reasons in the later part. What had not been destroyed during the battles were taken over by jungle or transported for construction of buildings in Colombo by the Portuguese.

**Dutch Ceylon-(1658-1796)**

At the beginning of Dutch rule in 1658, Kotte was still a ruined city covered with wilderness as the inhabitants of the city had escaped to neighbouring districts such as Walallawiti, Pasdun and Hewagam Korale fearing their lives amidst the brutal demolition of the great kingdom. When normality was regained, most of the families returned and occupied their previous properties. During the Dutch period, Kotte became simply a village accounted for revenue purposes.

During that era, Dutch rulers decided to charge levies from Etul Kotte and Pita Kotte properties. Hence, details were gathered and included in tax registers called *tombos*. This recording of information was more detailed and comprehensive compared to the previous attempts as it included the information on lands and their owners under two categories - one for the names of the land holders and the other for their gardens and paddy fields called, head and land *tombo* respectively. The lands in Etul Kotte and Pita Kotte were registered under the Palle Pattuwa of Salpiti Korale distinguishing the two divisions, city and their outskirts. Further, in a combined study of the Dutch maps and *tombos*, interesting information about social mobility and demographic pattern can be revealed and extracted about the early days of the Dutch administration. They also reveal significant growth of re-occupation of the village Kotte at the end of the Dutch period. Certain Dutch maps prepared in the early period indicated Kotte as 'Ruins of the Palace of Cota'.

## Evolution of Colombo as the Capital City

### British Ceylon- (1815- 1948)

The British conquered and ruled the country for a very long time. During that era, the main intention of the British was not different from others as exploitation of resources took place in colonies during that era. Therefore, during this era, major changes were introduced in many aspects to the country as a whole. Tea, coffee and rubber became the main crops which led to be produced at large scale and exported to the west. Among the major changes, road infrastructure was a turning point in the **country**. Consequently, Colombo port performed a key role in the export market of the British empire and the road network was improved to transport goods. Eventually, Colombo was chosen as the main administrative center by the British rulers. With all those interventions, Colombo was exposed to high developments together with major economic activities and administrative institutions and emerged as the Capital City of Sri Lanka. Even today, many people sense Colombo as the capital city as a result of the strong impression given by the establishments during the period of British rule.

### Evolution of Sri Jayawadenapura as the Capital City Post-Independence (After 1948)

Sri Lanka gained independence from British ruling in the year 1948 and continued to hold Colombo as the commercial and administrative capital. The city expanded progressively attracting economic and administrative activities. Former President J.R. Jayawardhana proclaimed Sri Jayawardenapura as the Capital City of Sri Lanka in 1985 by the Gazette No.335/5, 1985.02.06. A new development plan was introduced along with the shifting of the parliament to convey the recognition of capital city to Sri Jayawardenapura Kotte.

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### Sri Jayawardenapura Kotte Capital City Project (Salalihiniya Development Plan)

The Development Plan commonly known as *Salalihiniya Plan* for the reason of a picture of a bird was the first and the only planning attempt which tried to emphasise the capital city character in Sri Jayawardenapura Kotte. The development of Colombo city as the island's main seaport which enhanced the potential of the city, commercial, industrial and other supporting services developed haphazardly, as the growth lacked a plan. It led to many issues such as pollution of water bodies crowding in central areas, congestion due to lack

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of land availability for development etc. Meanwhile, it was identified that, the previous parliament complex located in Colombo city was not spacious enough for the requirement and was not expansible as for the placement of Galle Face Green. Sri Jayawardenapura Kotte, the immediate neighbourhood of Colombo with lands available for development and low population density was viewed as ideal for the expected re-establishment.

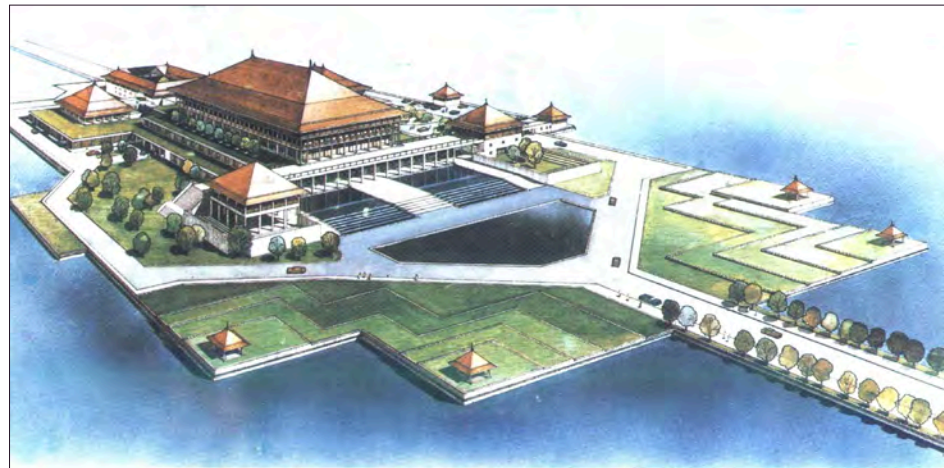


Figure 2.3 : Exterior Perspective of the Current Parliament  
Source : Sri Jayawardenapura Kotte Capital City Project

The purpose of the Salalihiniya Plan was, to establish the capital city within the administrative boundaries of Kotte U.C, Kolonnawa U.C, Kottikawatta T.C, Mulleriyawa T.C, Kaduwela V.C, Athurugiriya V.C, Maharagama T.C., Kotte-Mount Lavinia V.C with a total area of 4374 ha. The Proposed Capital City Development Plan excluded Kolonnawa UC area as the current trend and development pressure of Colombo, the financial city has merged with Kolonnawa area. However, an additional land area of 12,140 ha is added to the planning area of the Proposed Capital City Development Plan as the status of the considered local authorities in Salalihiniya plan has been upgraded over the last three decades.

Sri Jayawardenapura Capital City Development Plan consisted of a detailed design, landscape, infrastructure provisions, administrative and economic aspects for a better administrative city development. The detailed landscape proposed in the plan indicates the special reference given to the establishment of water ways and green belts through indigenous parks, lake promotions and landscape designs for ceremonial paths. The design component of the plan indicates that, the city was to develop as the administrative capital encircled with an outer green belt including waterways with a well-connected transportation system and an inner city under a special reference guide plan. Further, special attention had been shown on storm water and drainage network, township development and city sector development. Unfortunately, it is noticeable that many of the latter initiatives were not implemented. For example, the authorities have failed to create a proper drainage system

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and retain the storm water in the area. However, the establishment of The Parliament and administrative complexes such as Sethsiripaya and Isurupaya amidst of considerable objections are to be momentarily appreciated. The exceptionality of the Sri Jayawardenapura Capital City Development Plan is the usability of it as a guide plan in developing admin capital city even today.



Figure 2.4 : Commuter Trip Attraction Map  
Source : Sri Jayawardenapura Kotte Capital City Project

## Colombo Metropolitan Regional Structure Plan (CMRSP) - 1996

The Colombo Metropolitan Regional Structure Plan was significantly prepared beyond the scope of a standard 'Structure Plan' with the presence of a detailed plan for Colombo-Greater Kotte (Core Area). It specifically focused on zoning & building regulations, including minimum and maximum densities, and a series of action projects to provide a basis for sustained development in relation to the City of Colombo. Further, it provided 'Development Guide Plans' for selected planning units within the City of Colombo which was ahead of a general Structure Plan.

The Capital City Development Plan is influenced by the CMRS Plan. The areas such as, Sri Jayawardenapura Kotte, Battaramulla and three GNDs' of Maharagama Urban Council are taken in to consideration in both plans. The CMRS plan proposed the extension of the administrative



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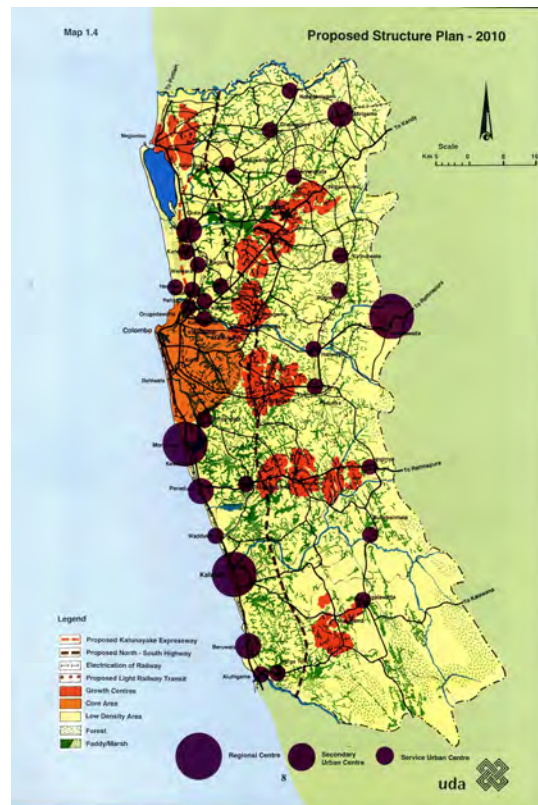


Figure 2.5 : CMRSP 1996  
Source : Colombo Metropolitan Regional Structure Plan (1996)

institutes, establishment of better transport and communication links, provision of security nodes in strategic points to ensure adequate security and manage capital territory in terms of environmental, social and physical perspectives. The CMRS Plan projected eighty institutes to be relocated in the current capital city area. On present day, eighty-four institutes are located within the given area. This indicates that the CMRS Plan has influenced the development of the capital city area as the administrative base than the Salalihiniya Plan.

### City of Colombo Development Plan - 1999

The previous development plans were mainly focused on the physical development of the city of Colombo. Consequently, the city of Colombo had to experience many complications. Some of them related to inadequate infrastructure facilities, pollution, traffic congestion, urban environment, urban sprawl and inappropriate distribution of land in the city. The complexity of these planning issues led to the need of a comprehensive planning approach incorporating all urban issues that were seen during that era as well as those that were likely to emerge in the future. Mainly, such an approach was needed to prepare the city of Colombo to face the challenges in the next century.

The 1999 Development Plan was developed to gratify those given needs with exceptional attention to economic, environmental or other issues and to ensure a viable economy, supported by a favorable and aesthetically friendly environment with much-improved quality of life in the 21st century.

Further, the plan aimed to develop the city as the financial and commercial hub of the South Asian Region. Under this goal, the administrative and other related institutions which functioned in Colombo and adjacent cities were planned to relocate in Maharagama, Battaramulla, Pelawatte and Mulleriyawa

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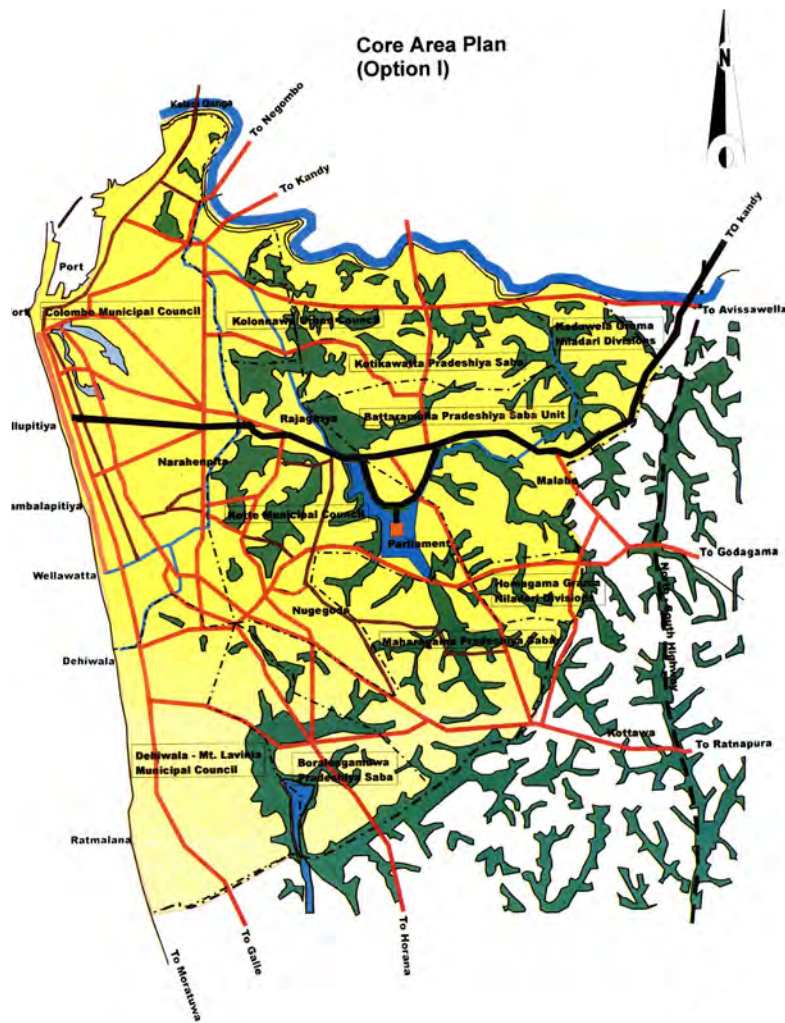


Figure 2.6 : City of Colombo Development Plan  
Source : Core Area Plan (UDA) 1999

while the city was to function as the “Core Area”. This plan was mainly proposed, since, it was felt that the prevailing area of the Colombo City alone was inadequate to cope up with the functional and spatial requirements of the 21st century.

### Western Region Megapolis Plan – 2004 - (CESMA)

CESMA is a comprehensive development plan, not just for the city, but for the entire region. The plan proposed to transform the Western Region and the Colombo City into a globally recognized, world-class attractive city and the regional financial and business hub, complete with high-rise developments, recreational areas and shopping districts.

While, the core area of Colombo, including Kaduwela and Battaramulla Area was proposed to be divided into 12 zones according to the Western Region Megapolis Plan, it also identified areas for the establishment of new towns, eco-zones and sites for the construction of homes.



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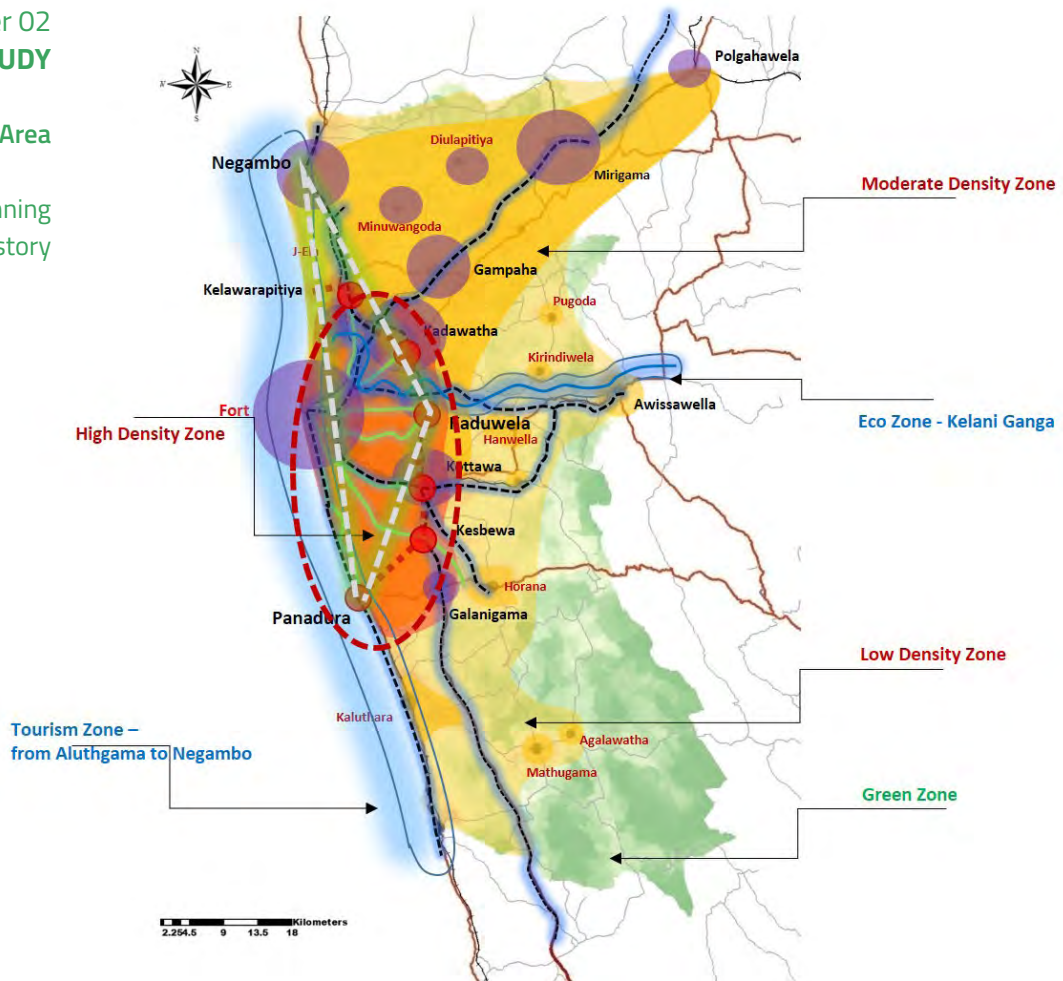


Figure 2.7 : Western Region Megapolis Structure Plan  
Source : Urban Development Authority

The plan consisted of a decentralized concept, which projected direct development to the Eastern, Southern and Northern parts of the region with Colombo as the core. Secondly, development of a garden city and create a green network to separate the different zones under the City in the Garden and Green Finger Concepts. Further, 'A Live-Work-Plan Concept' which proposed to promote a better quality of life by enabling many people to live close to their areas of work.

### Western Region Megapolis Plan 2016

The Western Region Megapolis plan is presented with the intention of implementing a grand strategy with two significant interdependent transformations required to achieve the status of 'A High Income Developed Country'. The first is the much-needed structural transformation of the economy where the manufacturing sector as well as the high-tech tradable services, should comprise the major component of the economy, with exports accounting for at least one third of the GDP. The other transformation that

needs to be effected in parallel (and indeed, what would drive the above structural transformation) is the spatial transformation of the Western Region.

The spatial transformation of urban agglomerations in the Western Region is to be achieved through structural transformation of the National Economy as a whole, while comprehensively addressing the burning issues brought about by past trends of adhoc urbanization.

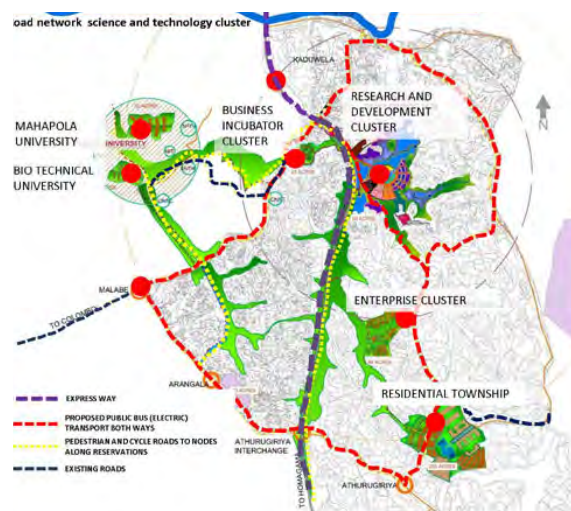
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**Figure 2.8 : Small & Medium Enterprise Hub**  
Source : The Megapolis, Western Region Master Plan, 2030, Ministry of Megapolis



**Figure 2.9 : Layout of IT Park**  
Source : The Megapolis, Western Region Master Plan, 2030, Ministry of Megapolis

### Western Megapolis has three broad national goals:

- *To address the issues resulting from the congestion pressures being exerted on the urban physical infrastructure, urban services amenities, and the environment.*
- *To create the enabling environment for propelling the nation to the status of a high income developed country tunneling through the middle-income trap, by way of leveraging the economies of agglomeration, through development and transformation of the physical and institutional infrastructure and the national economic structure.*
- *To optimally harness the benefits of knowledge-based innovation-driven global economic environment characterized by such developments as the new industrial revolution and emergence of smart cities.*

The planning philosophy that guides the formulation of objectives and strategies for realization of those national goals is based on the four fundamental pillars namely 'Economic Growth and Prosperity', 'Social Equity, Safety and Security', 'Environmental Sustainability' and 'Individual Happiness'.



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Figure 2.10 : Malabe Sub Planning area  
Source : The Megapolis, Western Region Master Plan, 2030  
– From Island to Continent, Ministry of Megapolis

The plan is expected to achieve the given goals based on 10 special projects, namely, Maritime city, Port City, Aero City, Logistic City, Mirigama Industrial City, Horana Industrial City, Tourist City, Eco Habitats Plantation City, Smart Industrial City and Science & Technology City. However, the Proposed Admin City Plan is affected only by the Science City Project and no special consideration is given to enhance the character of the Capital City.

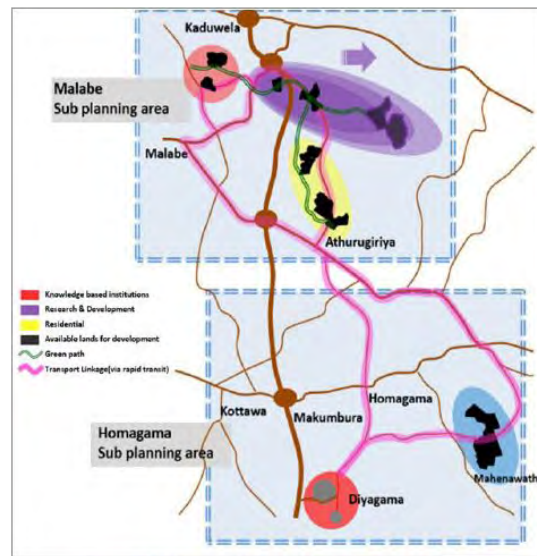


Figure 2.11 : Science and Technology city concept Plan  
Source : The Megapolis, Western Region Master Plan, 2030  
– Western Region Megapolis Planning Team ,Ministry of Megapolis

Despite the fact that plans prepared for Colombo Core Area have combined the financial capital and administrative capital, special attention has been given on the enhancement of the finance city economic development. It is also identified that relocation of the administrative activities in the capital city area has taken place to release land for finance city activities rather than embedding the unique administrative feature to enhance the image of the capital city.

# The Gradual Expansion of the City Boundary and Administration Status of Sri Jayawardenapura Kotte

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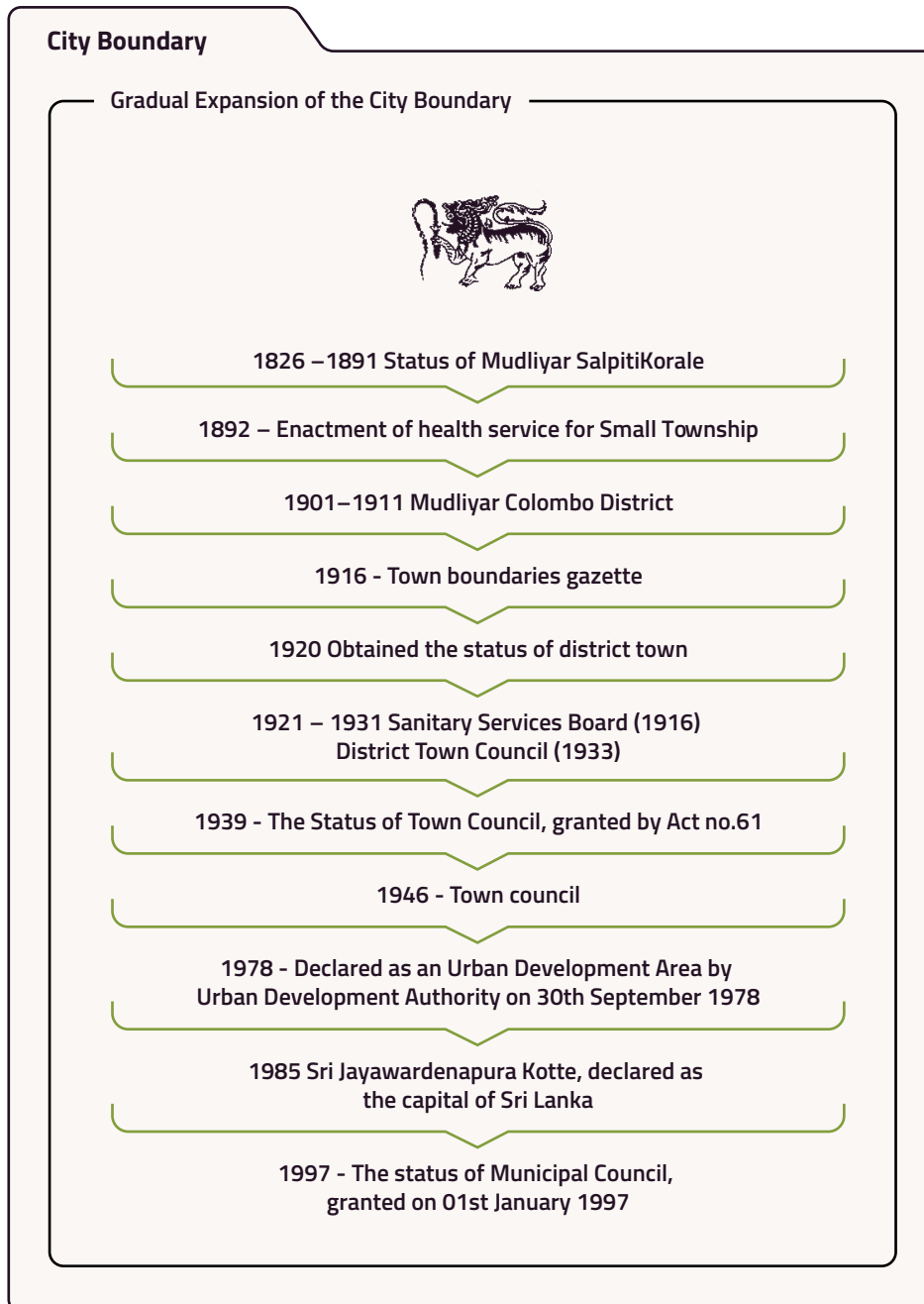


Figure 2.12 : Gradual Expansion of the City Boundary  
Source : UDA Research & Development Division



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The Key Town Centers

## The Key Town Centers

Apart from the emerged towns located within Sri Jayawardenapura Kotte, the towns located adjacently, such as, Maharagama (Maharagama Local Authority), Kaduwela, Malabe (Kaduwela Local Authority) and Kottikawatta (Kottikawatta Local Authority) too emerged as a result of historical events and interventions of previous planning attempts.

### Maharagama

The nearby commercial centers around the administrative capital facilitate regional linkages and serve as main transit points for commuters outside Colombo. Positioning of some areas of Maharagama urban council within the administrative capital of Sri Lanka has led the city to significantly contribute in many national level activities. Mainly, the existence of national level health and educational establishments in and around Maharagama, with the establishment of Dental Nurses Training School in 1951, Cancer Hospital in 1956, Ayurvedha Research Institute in 1967, National Youth Center in 1968, Pamunuwa Market in 1968, Sri Jayawardenapura Hospital in 1984, National Institute of Education in 1985 and the conversion of Vidyodaya Piriwena to University of Sri Jayawardenapura in 1978 along with Pamunuwa market expansion as a result of emerging garment factories in the vicinity in 1980 supports to perform a significant role on regional context. On the other hand, the centralized road network in the city supports to facilitate divisional and regional coordination. Further, the High-Level Road located through Maharagama Urban Area links Colombo District, Sabaragamuwa province, Uva Province and other main cities. The Kelani Valley Railway line from Colombo to Avissawella passes through Maharagama and other main urban areas such as Kottawa and Nugegoda positioned around Kotte, the administrative capital. This railway line serves a progressively urbanizing community.

### Kaduwela

Kaduwela originally known as ‘Kadudevola’, considered as a place of the goddess Pattini. The history reveals that, during the revolution in 1797 against the Dutch, the Sinhalese threw up earthworks and established a fort here. Later, the area was occupied by the British rulers. During that era, Kaduwela Township was able to achieve an important position in terms of regional and national functions.

Development of the city of Colombo as the commercial capital and Sri Jayawadenapura Kotte as the administrative capital of the country have led Kaduwela to perform dynamically as main road networks, such as Avissawella Low Level road and New Kandy Road runs along the area. Most prominently, it should be noted that most of the significant government institutions such as, The Ministry of Land, Sethsiripaya, Sampathpaya, Isurupaya,

Department of Education, Department of Examinations, National Water Management Institution, the Central Environmental Authority, Centre for Housing Planning and Building, The Western Province Provincial Council, Independent Television Network which perform regional and national level functions are located in the area. Hence, it is considered a prominent city of the country.

## Kottikawatta

Kottikawatta – Mulleriyawa is connected to Colombo- Kandy Road and Baseline Road through roads laid along the area. Even the Colombo- Ampara (A Grade) road runs through this area. Due to this reason, the Kottikawatta – Mulleriyawa area has converted in to a busy area. The existence of National Institute of Mental Health, National Institute of Infectious Diseases and most importantly the Kelaniya Raja Maha Vihara with a great history has elevated the importance this area.

## Malabe

Malabe area is an example to prove that great developments can be done through planning intervention. The involvement of National Physical Planning Department and Urban Development Authority in order to create an artificial demand on Information Technology and higher education has impressively succeeded through provision of infrastructure, freeze of lands, regulating of land use toward these activities. Further, it can be recognized that universities such as, SLITT, Horizon, CINEC and other IT related firms are firmly established in the area. On the other hand, New Kandy Road, Rajagiriya–Bope Road, Kaduwela Road, Colpetty–Kaduwela Road and Maharagama–Malabe Road which link the city in local and regional context highly inspire the development of the area.

## 2.2 Planning and Situational Context

It is essential to study the present situation of the Capital City planning area with respect to the aspects of environmental, social, economic and physical development in order to figure out the current trend and future direction in local, national and international context.

### Environmental Context

The local authorities considered as the capital city planning area belongs to the Kelani River Basin. Currently, the rapid development and urbanization pressure of Colombo have highly threatened the eco system of the river basin. However, the planning area consists of a naturally developed unique

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Social Context

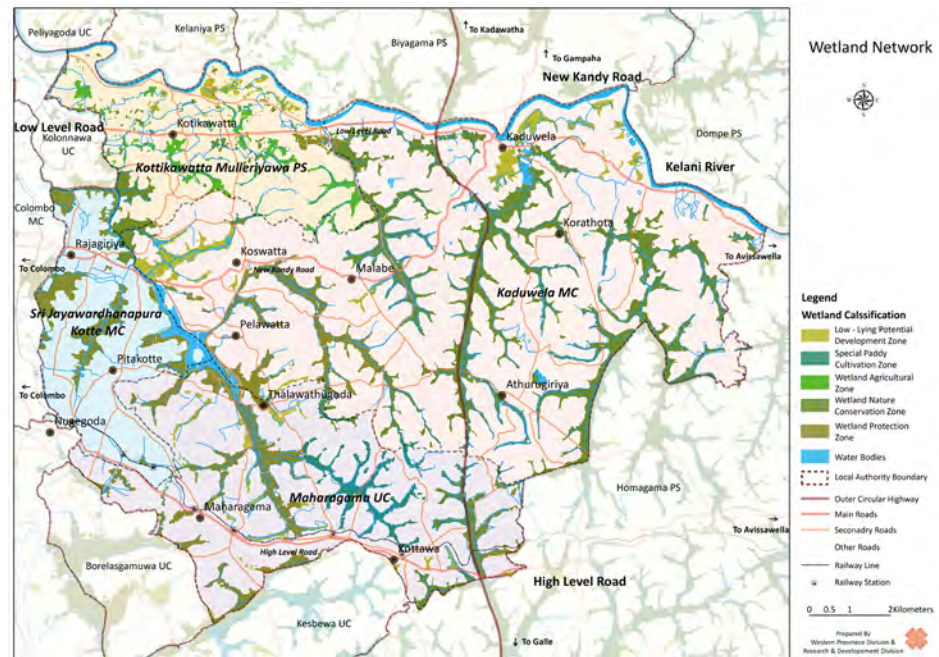


Figure 2.13 : Wetland Network of the Planning area  
Source : Western Province Division and Research & Development Division, UDA. 2018

wetland ecosystem to resist flood risk. At present, 20.48% of the total planning area is covered with a wetland ecosystem and 17% of it is legally protected. On the other hand, 14.61% of planning area consists of water bodies. Hence, this area is enriched with unique beauty and natural creations. However, the area is being disturbed by the improvements done on social, economic and physical aspects.

## Social Context

As per the Census and Statistic data of 2012, population of the total planning area was recorded as 688,032 and it has increased up to 752,597 by the year 2017 with a natural growth rate of 0.008. It is noted that, 29.78% of total population of Colombo District resides in the planning area. On local authority wise, population of Maharagama is 196,423, Kaduwela 252,041, Sri Jayawadenapura 107,925 and Kottikawatta 131,643. Most significantly, Kaduwela records the second highest population while, Sri Jayawardenapura Kotte records the lowest among the DSDs of Colombo District. Nevertheless, according to the 'Com Trans data', Sri Jayawardhanapura Kotte MC records the highest population during the day time and the third highest population among the DSDs of Colombo District which manifestly verify that it attracts more commuter population. The reason for this attraction could be that, an identical portion of land use consists of institutes while, other local authorities consist of residences. Alternatively, it can be identified that, the majority of the Capital City population consists of Sinhala Buddhists while, Colombo, the financial capital performs as a multi-religious, multi-ethnic, multi-cultural city with a mix of numerous ethnic groups.

## Physical Context

The introduction of administrative function to the area created a trend of fascinating complementary functions. Accordingly the land use of the area spread as below,

- The current administrative space of the area is 1,660,000 sqm. It is 1% of total proposed Capital City Planning Area and 3.7% from current capital city area.
- The space of service sector of the area is 1,744,103 sqm with a density of 0.0074 per sqm.
- The space of agriculture sector is 8,793 sqm with a density of 0.00136 per sqm.
- The residential space is 20,095,356 sqm with a density of 0.0069 per sqm.
- The total built up space is 29.99 sqm with a density of 18.29 per sqm.

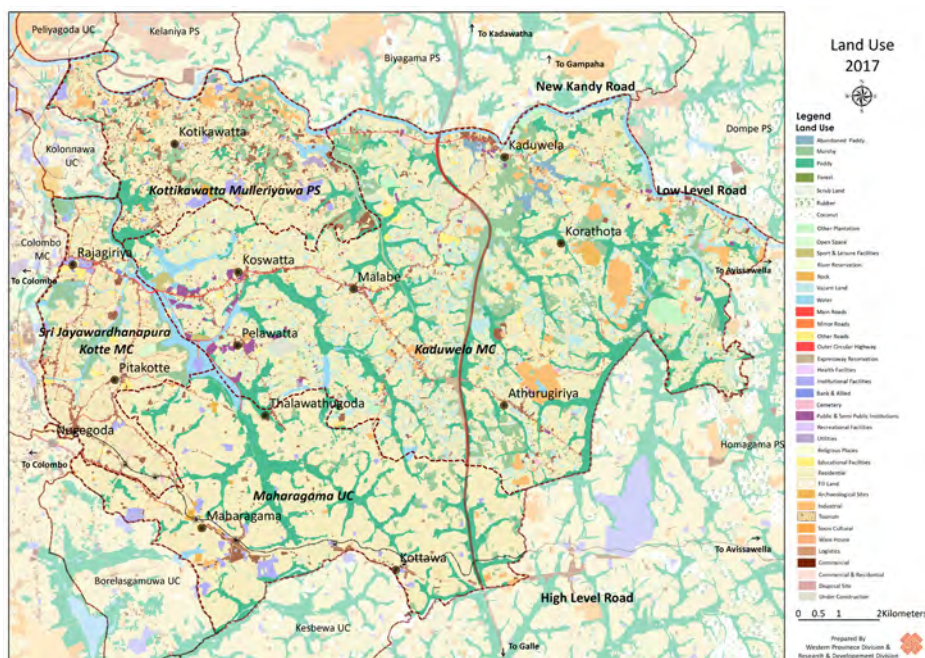


Figure 2.14 : Land use of the Planning Area

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

Apart from the details on build-up components, it is important to consider details of infrastructure in the area to understand the current situation and development of the area. Accordingly, 'Integration' is a measurement which can be used to identify the performance of current transport network. Three main corridors are located within the Capital City. However, the integration of them is seemed to be lower than main corridors in Colombo. This has discouraged the development of node corridors within the area. Further, sewer system is an important factor which supports the massive development. Unavailability of proper sewer system has so far discouraged the locality development compared to the financial capital. However, the other facilities available are preferred as adequate for the ongoing development of the area.



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Planning and Situational  
Context

Economic Context

## Economic Context

It is analyzed that 79% of the total population is economically active while 47% is economically inactive. The employment sectors category table reveals the information on the economic status of population living within the area. According to the Census and Statistics data, the population employed in the government sector is 40202, semi government sector 11421, private sector employee 146259, employer 10910, own account worker 57167 and unpaid family workers 7432 respectively.

District, DS Division and GN Division	GN Number	Economic Activity			
		Total	Employed	Unemployed	Economically Not Active
Kaduwela		198846	101044	4820	92982
Maharagama		158959	81641	3573	73745
Sri Jayawardenapura Kotte		88124	45778	2191	40155
Kottikawatta		96869	46592	2586	47691
Total Planning Area		542,798	275,055	13,170	254,573

Table 2.1 : Population Based on Economic Activities

Source : Resource Profiles – Kotikawaththa, Maharagama, Kaduwela, Kotte Local Authorities - 2012

District, DS and GN Division	Total Employed	Status and Sector of Employment					
		Government Employee	Semi Government Employee	Private Sector Employee	Employer	Self Employed	Unpaid Family Worker
Kaduwela	101044	15223	4003	54127	3925	21086	2680
Maharagama	81641	12514	4020	42690	3019	17174	2224
Sri Jayawadenapura Kotte	45778	6342	1875	26296	2347	7906	1012
Kottikawatta	44928	6123	1523	23146	1619	11001	1516
Total Planning Area	273391	40202	11421	146259	10910	57167	7432

Table 2.2 : Status and Sector of Employment

Source : Resource Profiles – Kotikawaththa, Maharagama, Kaduwela, Kotte Local Authorities - 2012

## Administrative Capital of the Country

Especially the opening of the new parliament together with the relocation of state sector administrative functions in Sri Jayawardenapura Kotte encouraged development within and around the area. However, the proposed capital city area is larger in extent when compared to the current Capital City Area which was gazetted in 1985 (Extent of 4374ha).

This means, the gazetted Capital City Area would be merely 26.5% of the proposed Capital City Area. Hence, the rest of the proposed area with

a proportion of 73.5% should be distinctly recognized in national and international context through appropriate projects and proposals. However, the urban form, the built-up composition and the economic prosperity of Colombo as the financial capital of the country is a great challenge in promoting the proposed Capital City Area.

Chapter 02  
PRELIMINARY STUDY

Planning and Situational  
Context

Economic Context

Delineation of the Planning  
Boundary

## 2.3 Delineation of the Planning Boundary

As per the proposed National physical plan of Sri Lanka, it can be identified that the main focus of development is from Western Region towards the Eastern Region of the country. By considering this concept, Urban Development Authority has prepared the Western Region Structure Plan including three main zones, namely, Colombo Hub Zone, Colombo Suburban Zone I and Colombo Sub-urban Zone II. In such, the Colombo Hub Zone has been reflected as the Financial City of the country. Four local authorities including Sri Jayawardenapura Kotte, Maharagama, Kaduwela and Kotikawatta-Mulleriyawa have been recognized as the Capital City of the country based on following criteria;

- Land value*
- Integration*
- Existing significant components*
- Unique environmental features*
- Population densities*

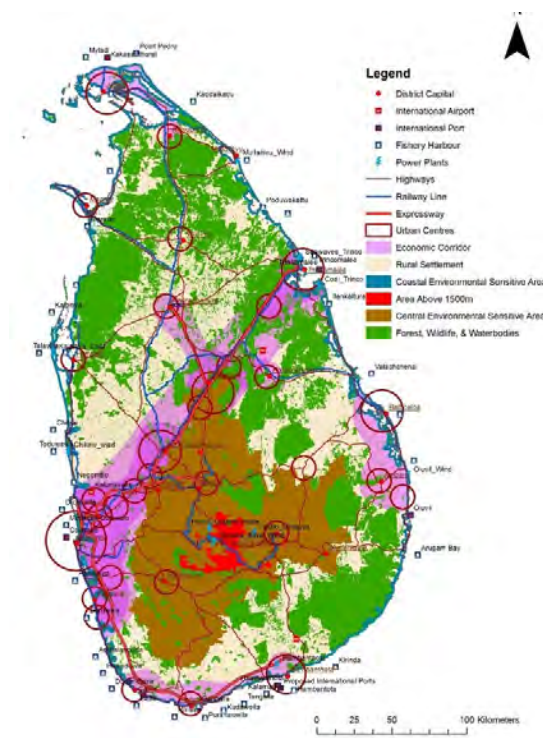


Figure 2.15 : National Physical Plan 2050  
Source : National Physical Plan ,2050, NPPD



Figure 2.16 : Western Region Structure Plan  
Source : Western Province Division, UDA



Chapter 02  
PRELIMINARY STUDY

Delineation of the Planning  
Boundary



Figure 2.17 : Local Authorities in Planning Area

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



# 03

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## *Need of the Development Plan*

*The rapid development in the previous years has headed the country towards prosperity. Nevertheless, urban and environmental issues have also emerged due to the lack of planning and enforcement in development procedures. Hence, a suitable framework is necessary to recognize the potentials along with the complications in order to achieve development sustainability. The Capital City Plan is designed to ultimately succeed as a globally recognized, unique city while addressing the above concerns with a better perception.*



Chapter 03  
NEED OF THE  
DEVELOPMENT PLAN

Inadequate Sense of a  
Capital City

### 3.1 Inadequate Sense of a Capital City

Capital City of a country can be generally defined as ‘the seat of power and a place of decision-making processes that affect the lives and the future of the nation, and that may influence trends and events beyond its borders’. Experts hold different views on defining a capital city depending on their areas of expertise. For instance, the political scientists define a capital as, ‘the seat of power and administration’, as per the economists, it is the location of a disproportionate share of public sector employment, and as per the architects it is the lucrative site of representative buildings, monuments and parks. Accordingly, a range of capital city types are recognised based on the views of respective groups, namely, Classic Cities, Heterogeneous Capital Cities, Modest Administrative Oriented Capital Cities and Hybrid Capital Cities. (Heike Mayor, Fritz sager , David Kaufman , and Martin Warland , 2016-2017)

Theoretically common characters recognized in capital cities include, a distinctive labour market, a municipal structure, special land use pattern, a local economic base, a specific architectural design, tourism, a local culture and political identity. These characters distinguishes a capital city among the others.

Planned capital cities around the world have been structured in a manner to offer different levels of city image to its citizens and sightseers. For instance, the design of the city Canberra, the capital of Australia (Figure 3.1) is influenced by the garden city movement and incorporates significant areas of natural vegetation. On the other hand, Rome city of Italy (Figure 3.2) seems to have focused on the forum with a large open plaza, surrounded by important buildings which were the civic, religious and economic heart of the city. Hence, it can be identified that, most of the capital cities in the world have followed design principles and above mentioned criteria to develop as unique landscape with recognition.



Figure 3.1 : Canberra – The Capital City of Australia  
Image Courtesy : [www.robbreport.com.sg](http://www.robbreport.com.sg)



Figure 3.2 : Rome – The Capital City of Italy  
Image Courtesy : [www.pinterest.com](http://www.pinterest.com)

## Chapter 03 NEED OF THE DEVELOPMENT PLAN

### Inadequate Sense of a Capital City

Sri Jayawadenapura Kotte attained the status of administrative capital of Sri Lanka in 1985 as a result of political decisions made during that period. Consequently, the administrative complexes were moved to the administrative capital area and the parliament and the administrative complexes were re-established to the administrative capital area.

The Sri Jayawardenapura Kotte plan (The Salalihiniya Plan) states that, *'A beautiful city would induce beautiful behavioral patterns in the people too. Where a city structure has meaningfully evolved through the behavioral patterns, activities and life styles of people it would also show identity. It further explains that, while a beautiful composition will stimulate one's mind, a definite identity will instill a sense of pride and a healthy image of the city in the user and the result will be a pleasing experience of a noble city that will ennoble human nature.'* Nevertheless, up to this day, Sri Jayawardenapura Kotte does not significantly instill such impression as Sri Lanka's administrative capital city.

The Perception survey carried out by the Urban Development Authority of Sri Lanka to understand how people sense the area as the Capital City based on following design concepts.

- *Imageability of the Place*
- *Sense of the Place*
- *Concept of Genius Loci*

Imageability is the capacity of the place to evoke a strong memory of **the place** attached with the features and the elements of a city. The sense of place is the feeling attached with the image of the city. Genius Loci is the combination of the imageability and the sense of the place that provides it with uniqueness along with the living experience in a particular place.

During the survey, the participants were asked, which city gives them the feeling of a capital city between Sri Jayawardenapura Kotte and Colombo. 83% of them prioritized the city of Colombo. On the other hand, they were asked which landmark or building gives them the feeling of the capital city. 97% of the participants mentioned the parliament as the answer. The main reason behind this could be the absence of essential physical characteristics in the city structure. Hence, it can be concluded that the parliament complex is the only significant component which displays the magnificent architectural beauty of the proud Sri Lankan history and upholds the noble status of the capital city. Therefore, the physical features need to be enriched in the capital city as it is believed that, it offers a nobler status to the dwellers of the country while upgrading the economy and infrastructure to show prosperity and standards of living quality.



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NEED OF THE  
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Incompatibility of the  
Existing Development with  
the Environmental System

### 3.2 Incompatibility of the Existing Development with the Environmental System

The area of the Capital City Development Plan is unique as at of the total area 20.48% is wetland ecosystem and 14.61% of water bodies. 78% is the Greater Colombo flood retention area is located within the planning boundary. Further, an area of 54.89% has capacity to retain flood.

However, according to the recorded data (from 1995 to 2014) of Disaster Management Centre, it is noticed that more than 1000 properties are affected even by a very low average annual rainfall (Figure 4.2) (Annual precipitation 150mm). The figures below indicate the flood affected areas and depth of flood.

Annual maximum daily rainfall – Colombo, 1869 – 2010

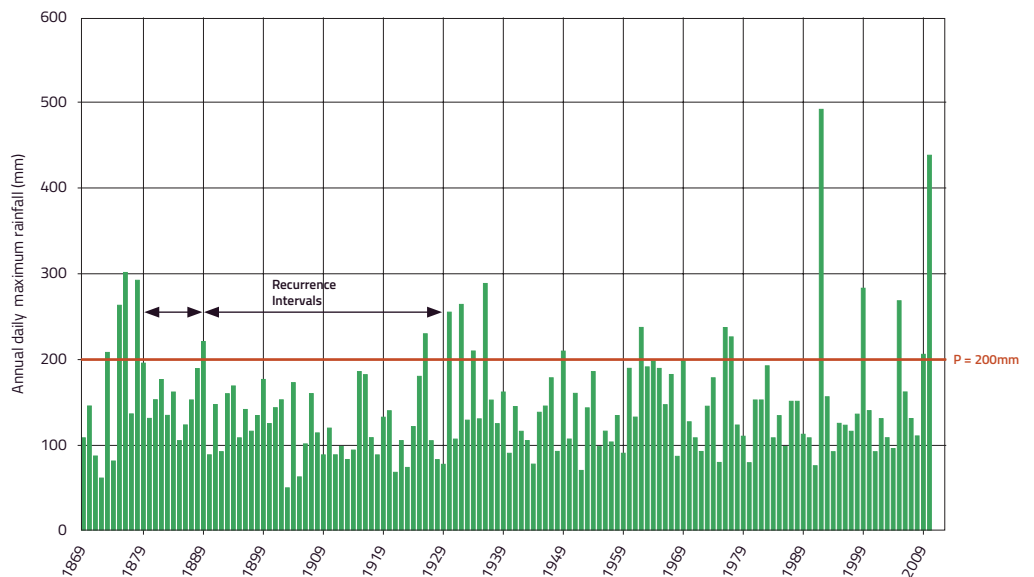


Figure 3.3 : Rainfall Trends in Colombo (1995 to 2014)

Source : Disaster Management Center

Families Affected in Kaduwela MC

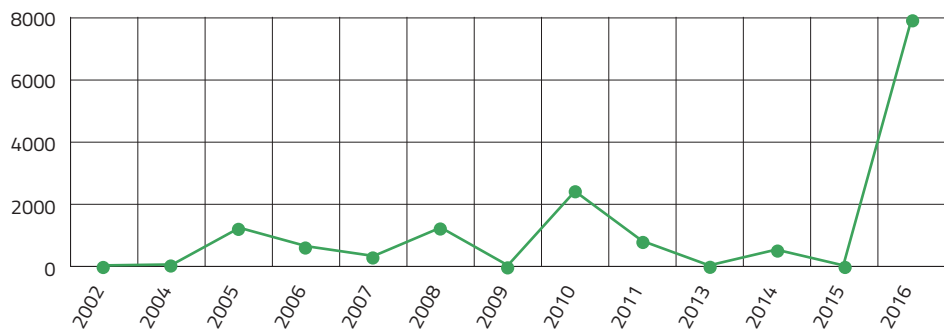


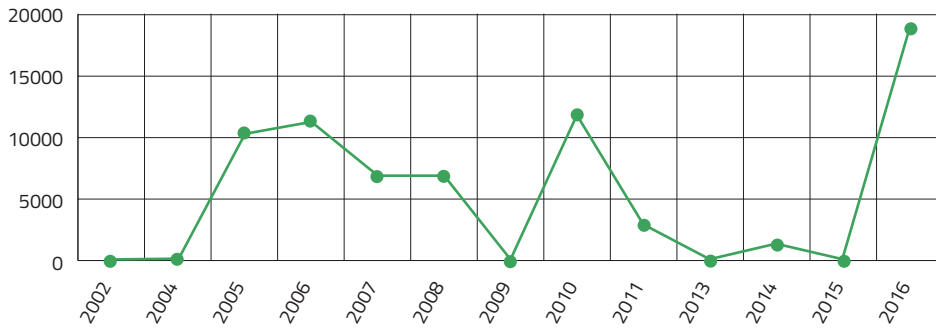
Figure 3.4 : Families Affected in Kaduwela LA due to flood

Source : Disaster Management Center

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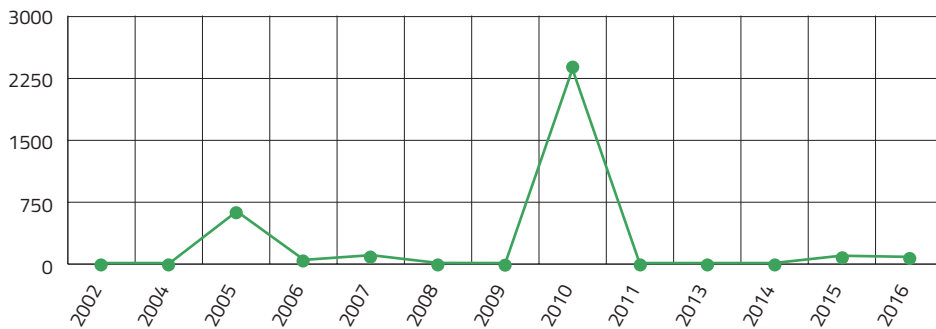
Incompatibility of the  
Existing Development with  
the Environmental System

**Families Affected in Kotikawaththan PS**



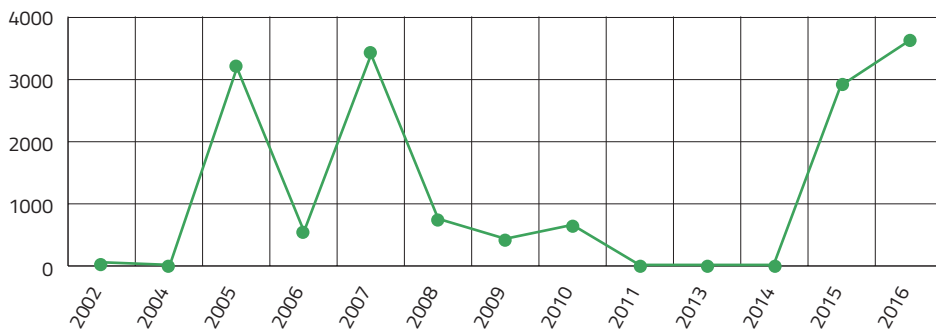
**Figure 3.5 : Families Affected in Kolonnawa LA due to flood**  
Source : Disaster Management Center

**Families Affected in Maharagama UC**



**Figure 3.6 : Families Affected in Maharagama LA due to flood**  
Source : Disaster Management Center

**Families Affected in Kotte MC**



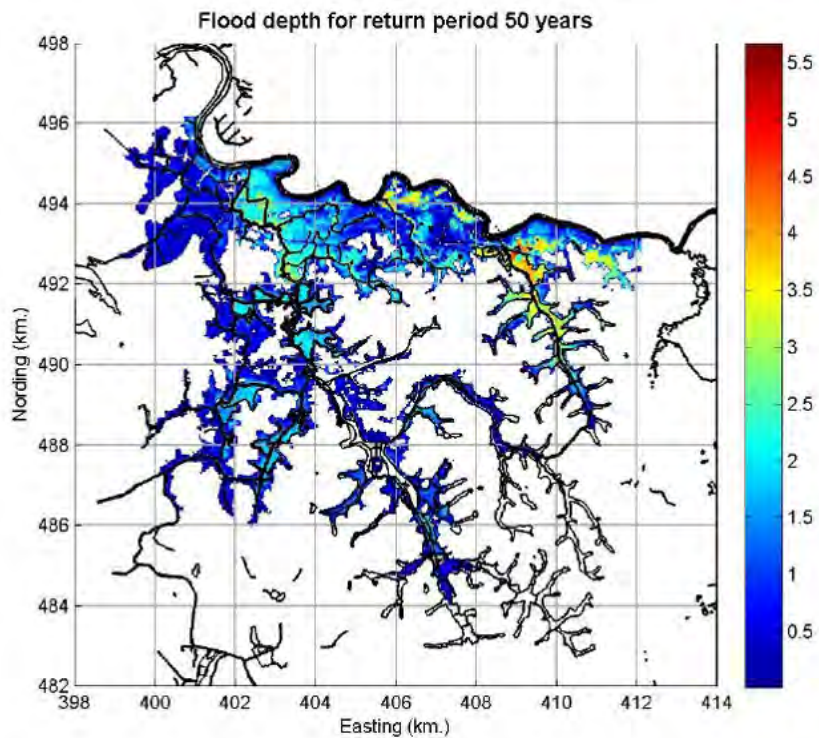
**Figure 3.7 : Families Affected in Kotte LA due to flood**  
Source : Disaster Management Center





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**Incompatibility of the  
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**Figure 3.8 : Flood Depth Map**  
Source : Sri Lanka Land Reclamation and Development Cooperation

The natural setting of the capital city in the Kelani River Basin could be identified as one of the prominent reasons behind flood inundation. On the other hand, the unplanned and uncontrolled industrial and residential developments across the city areas aggregate the risk of flood. The reason could be the high demand for land in the area as for the low land value and close proximity to the commercial capital, Colombo. However, the low land availability in the area has encouraged the interested parties to encroach the network of wetland system. As a result, the natural drainage system has been disturbed and the flood risk has risen. On the other hand due to the wetland fragmentation caused by encroachments, density of flora, fauna has reduced. Further the biological cycles, food webs, habitat niches and reproduction niches of the wetland ecosystem have been severely disturbed and ultimately the productivity of the wetland ecosystem has considerably reduced.

Further, the Normalized Difference Vegetation Index (NDVI) analysis done by the planning team using satellite images from the past to present (in the years of 1975, 1995, 2001 and 2016), the green coverage has reduced and the built-up area has gradually increased in the capital city due to the urban sprawl (Figure 3.9). Until 1985 a considerable land area in Kotte was covered by wetlands and marshes. After this Capital City and Administrative District Invention by the Salalihiniya Plan, the wetlands and marshes were rapidly reclaimed and a loss in vegetation and a large spread in buildup density as shown below.

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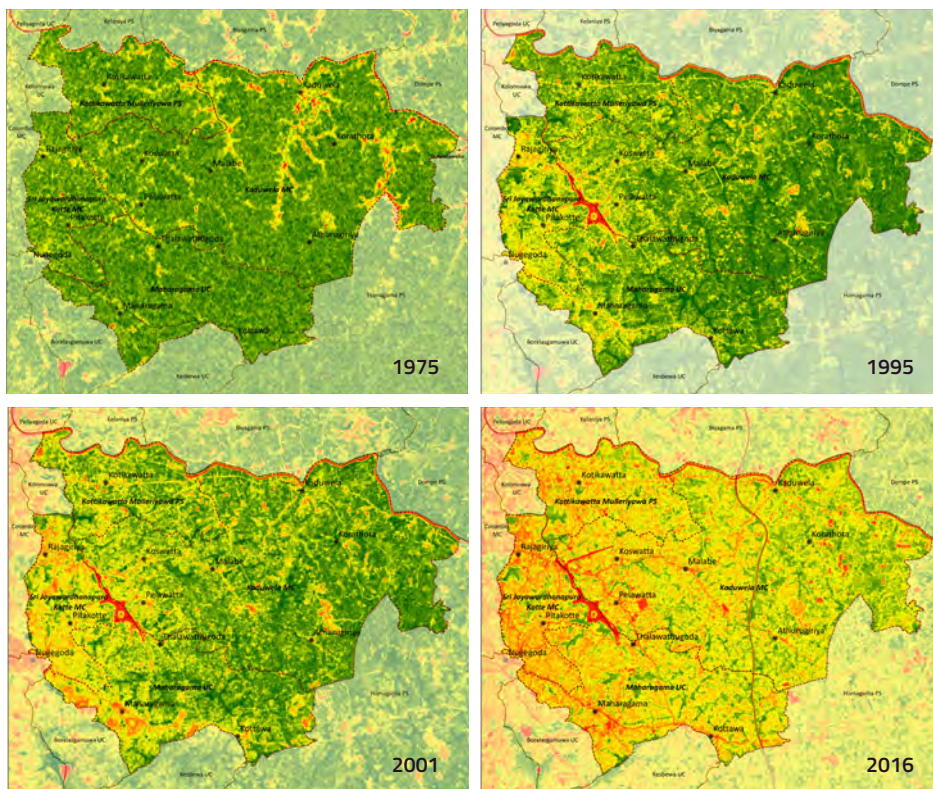


Figure 3.9 : NDVI Analysis Results  
 Source : Landsat Satellite Images

DSD	Green Space in 2008 (Km2)	Green Space in 2015 (Km2)	Change (Km2)	Percentage Change
Kaduwela	81.955	76.111	-5.844	7.13
Kotte	13.981	11.122	-2.859	20.45
Maharagama	35.649	31.802	-3.847	10.79
Kotikawatta	24.268	20.726	-3.542	14.60
<b>Total Planning Area</b>	<b>155.853</b>	<b>139.761</b>	<b>-16.092</b>	<b>10.33</b>

Table 3.1 : Green Space Reduction  
 Source : Sri Lanka Land Reclamation and Development Cooperation

The rapid urbanization has caused the increase of impermeable surface ratio which has led to increase the storm water runoff. To give a solution to the runoff, the main body of the wetland was converted to water body to capture the runoff water. According to the research, ‘Urbanization and Wetland Ecosystems – A Case Study at Sri Jayawardenapura Kotte and Suburbs’ by G.M.W.L Gunawardena, wetland feature of Kotte has transformed in to water bodies by 47% during the time period of 1956- 2016 (Figure 3.10). Even though the runoff has been captured and retained by this method, the risk of flood still remains. It is proved by the flood inundation that took place in the parliament area in 2016. Further, SLLRDC has predicted the threat of flood in the Parliament area with the water level changes of Parliament Lake as a



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result of decline in wetlands. This has been recognized as a severe issue since; it will negatively impact on the reputation and recognition of the capital city.

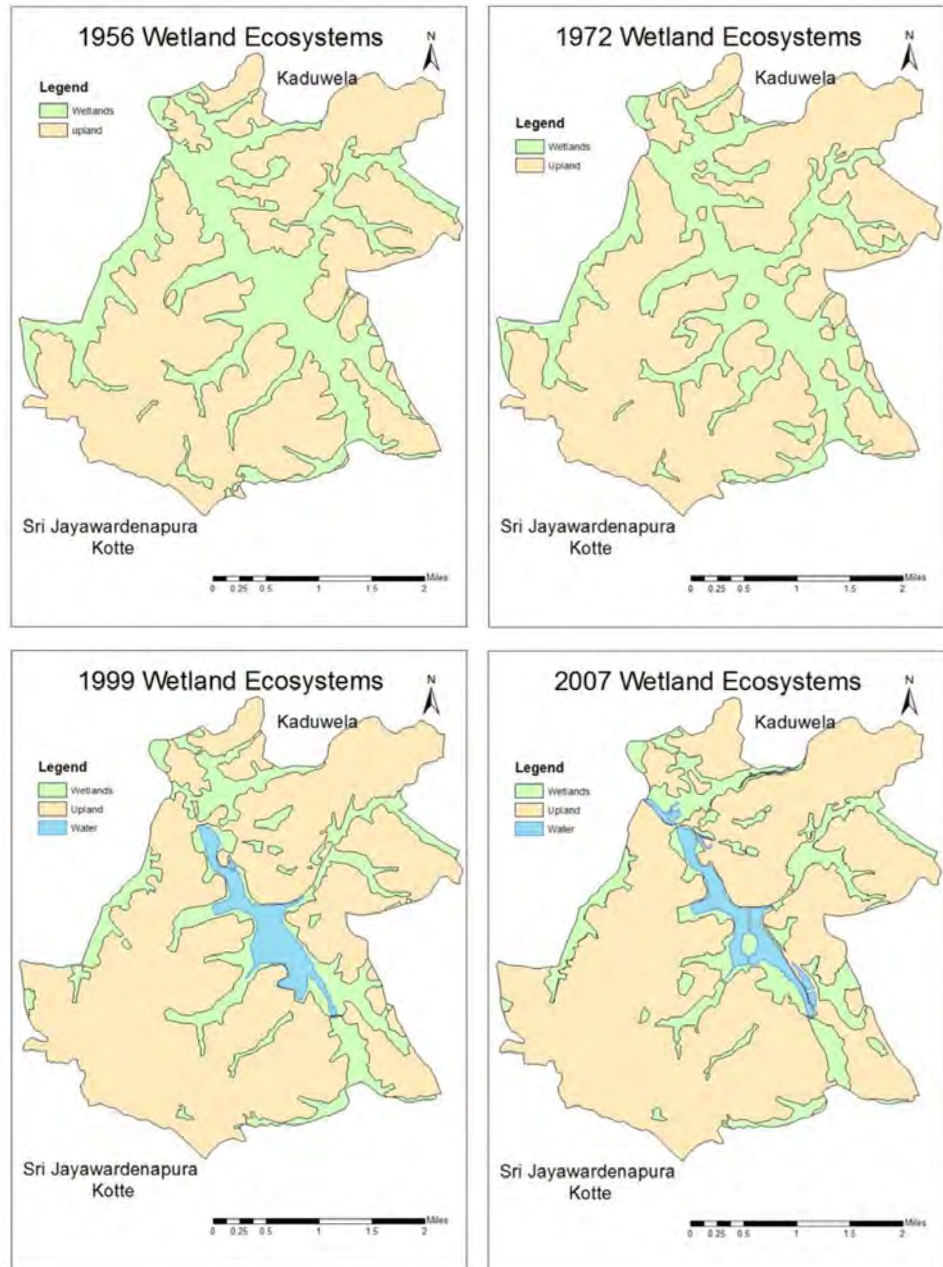


Figure 3.10 : Transformation of wetland feature to Water feature  
Source : Sri Lanka Land Reclamation and Development Cooperation

According to the SLLRDC report, the GDP will approximately be affected by 1.3% (figure 3.11) if all wetlands disappear due to the trend of current development.

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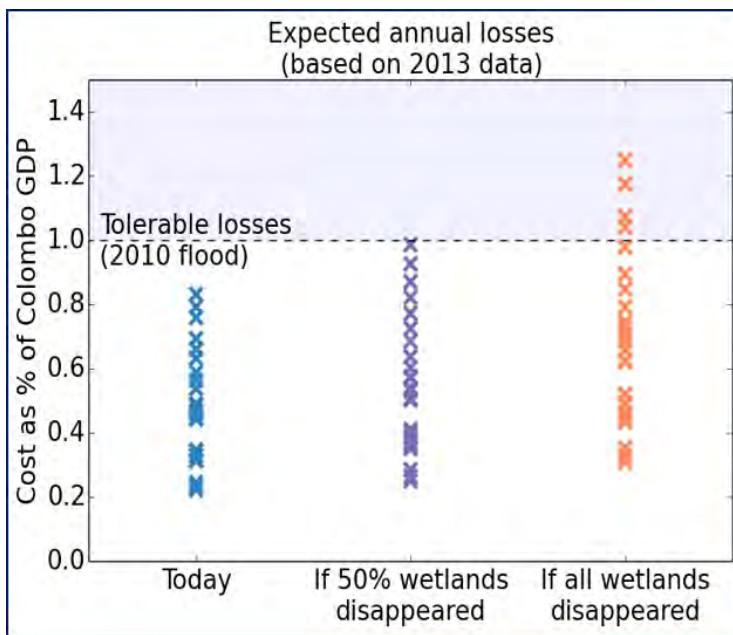


Figure 3.11 : Estimated loss of GDP due to Wetland Loss  
 Source : Sri Lanka Land Reclamation and Development Cooperation

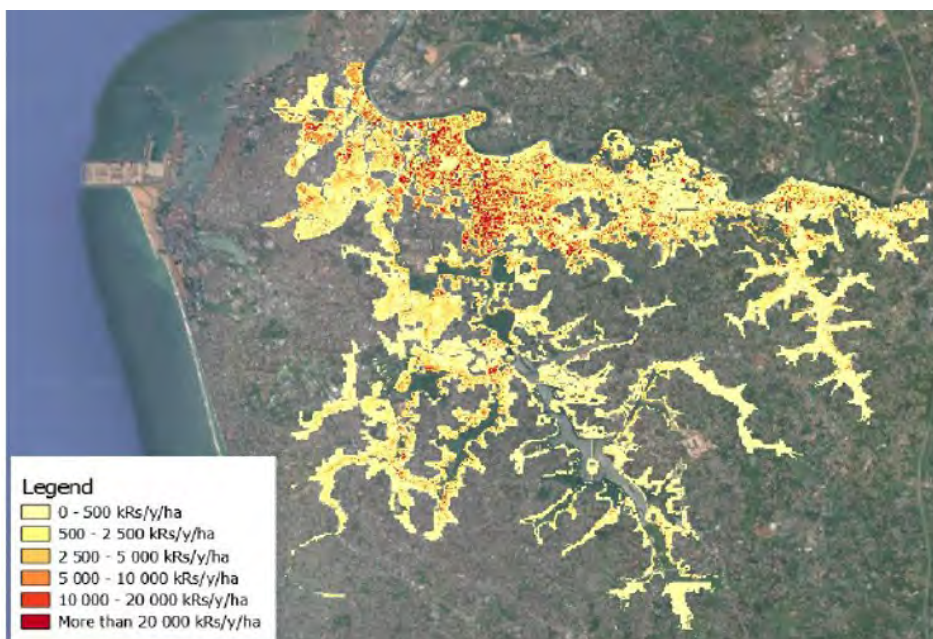


Figure 3.12 : Economic Loss of Flood Inundation  
 Source : Sri Lanka Land Reclamation and Development Cooperation

Consolidation of development and perseverance of wetlands is a vital matter as wetlands are an important asset base to balance the natural disaster risk. Up to now, the development plans used by different local authorities have only addressed the conservation of wetlands in particular local areas separately. This could aggregate the fragmentation of wetlands. Hence, it is essential to conserve the wetland ecosystem as a network by following an environmental sensitive planning approach and prepare a comprehensive plan for the wetland ecosystem area as a whole, in order to mitigate such issues in the future.



Chapter 03  
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Excessive Growth in Traffic  
Congestion

### 3.3 Excessive Growth in Traffic Congestion

Colombo Core Area is served by seven main corridors including Galle Road, High-level Road, New Kandy Road, Low Level Road, Negombo Road, Kandy Road and Horana Road. Three main roads of the above, namely, New Kandy Road, High level and Low level, run along the proposed Capital City Plan area. Therefore, the transport demand in the planning area is remarkably high compared to other urban areas.

According to the Space Syntax Analysis, the above three corridors stand within the value range of 1.8 - 2.8 which is a moderate value range compared to Colombo (Figure 3.13). Hence, it is noticed that all three corridors maintain the same integration level. When the three corridors are compared, High-level Corridor holds the highest integration (Figure 3.13) while maintaining the highest commuter attraction density along the corridor (Figure 3:14). It indicates that the high integration influences the high commuter attraction. Hence, the High Level Corridor has become a magnet which attracts diverse commercial activities and gains the fullest benefit of it. The New Kandy Corridor has a moderate integration (Figure 3.13) compared to the other two corridors. When the commuter attraction density is considered (Figure 3.14), the average value of New Kandy Corridor is lesser compared to High Level Corridor. However, commuter attraction density map illustrates that commuter attraction takes place focusing Kaduwela, Malabe and Battaramulla nodes. Hence, it is identifiable that commercial activities are also concentrated on above nodes. However, as a corridor, the New Kandy Corridor is unable to achieve the benefits of integration.



Figure 3.13 : Existing Integration of Planning Area  
Source : Western Province Division and Research & Development Division, UDA. 2018

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Excessive Growth in Traffic  
Congestion

Hence, when High Level Corridor and New Kandy Corridor are considered it is doubtful if the density of commuter attraction is generated as a result of the integration or the influence of planning interventions (relocation of administrative complexes in Battaramulla, Tech City Project to Malabe and Expressway Interchange in Kaduwela)

Even though the Low Level Corridor upholds a high integration (Figure 3.13) and high commuter attraction density, the commercial activities are limited due to the flood vulnerability.

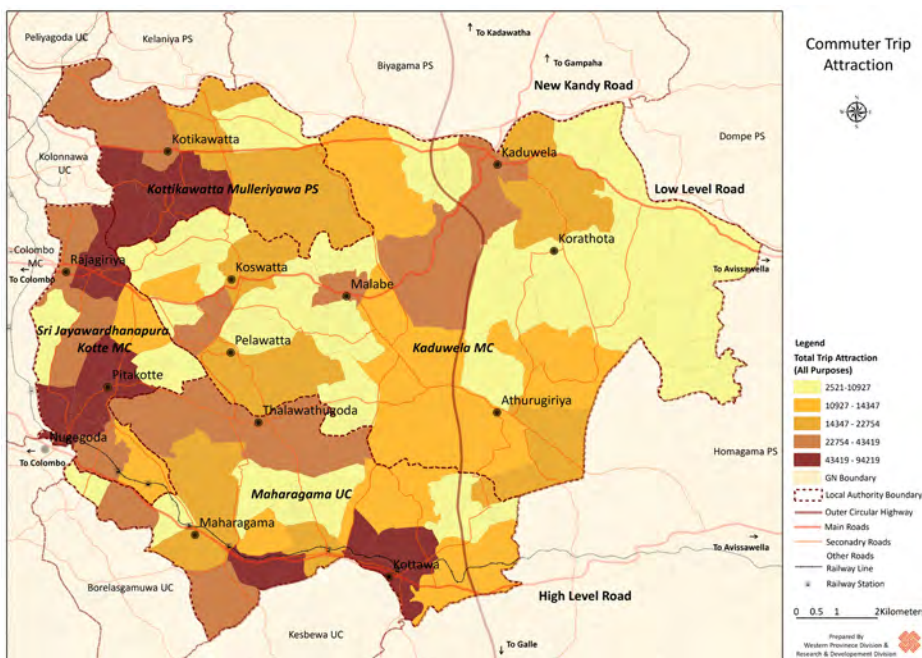


Figure 3.14 : Commuter Attraction in Density of the Planning Area  
Source : Western Province Division and Research & Development Division, UDA. 2018

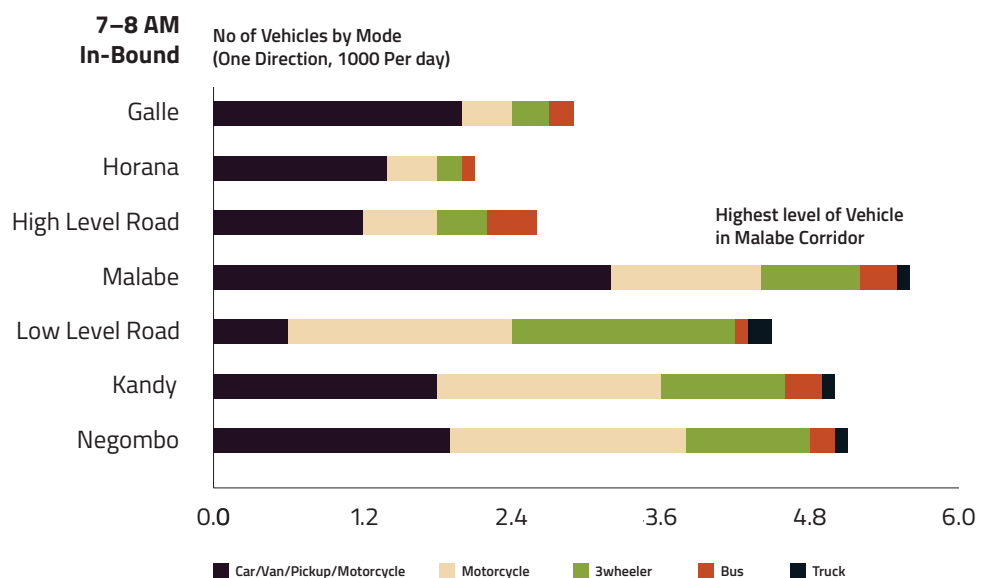
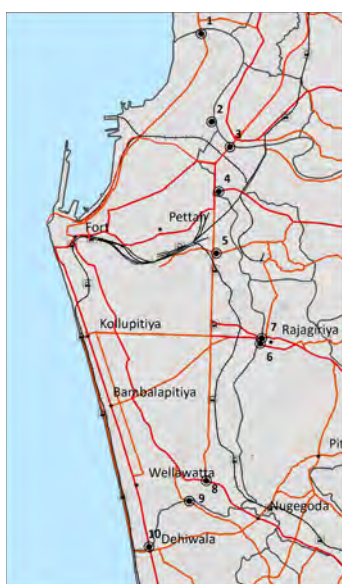


Figure 3.15 : No of Vehicles by Mode  
Source : CoMTrans , Urban Transport Plan. 2012



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Excessive Growth in Traffic  
Congestion

Due to the massive commuter population attraction to the city of Colombo, hourly vehicle capacities of the New Kandy corridor and the Low Level corridor have already exceeded and resulted huge traffic congestion in peak hours. It records an approximate average speed of 10kmph during the peak hours in these corridors. It is expected that the hourly capacity of High Level corridor would exceed in near future (table 4.2). Hence, it is necessary to identify the required capacities of each corridor to facilitate the future commuter population demand.

Corridors	Peak Hour Road Traffic (PCU)	Hourly Capacity (PCU)	Difference
Malabe	5100	4400	-700
Kandy	4400	3300	-1100
Negombo	4000	4400	+400
Galle	2900	2300	-600
Low Level	2900	2200	-700
Horana	2200	2300	+100
High Level	2000	2300	+300

Table 3.2 : Capacities of Seven Corridors  
Source : CoMTrans , Urban Transport Plan. 2012

On the other hand traffic congestion negatively affects the economic development, since a considerable proportion of the country's economic activities are concentrated in this area. It is estimated that, Sri Lanka incurs a massive economic loss of 1.5% of the GDP annually, due to traffic congestion. The situation will worsen if appropriate counter measures are not taken immediately as the transport demand will increase progressively in the future. Therefore, the need of a development plan is critical to address the traffic congestion in the Capital City Area.

## 3.4 Incapability of the Ongoing Development to Tap the Economic Potentials

### Chapter 03 NEED OF THE DEVELOPMENT PLAN

#### Incapability of the Ongoing Development to Tap the Economic Potentials

A background study was carried out to identify the economic potentials of the proposed Capital city area.

#### Kotikawaththa Local Authority

To identify the economy of Kotikawatta, a land use survey was conducted. According to the analysis of land use it was observed, the area consists of multiple economic activities with no prominent activity. The hospitality industry, starting from the affordable family hotels to most luxurious ones, has been growing along the Kelani Riverfront. Due to the close proximity to the Colombo logistic hub, medium scale industries and warehouses are attracted to the Kelani Riverfront. This aggregates to the low land value of the riverfront.

#### Kaduwela Local Authority

Based on secondary data and field observations, Battaramulla, Pelawatta, Malabe and Athurugiriya are identified as prominent nodes of the local authority. Especially majority of the administrative services (Institutions, Public & Semi-Public services) are located in Battaramulla and Pelawatta and it is about 4.6% out of total land area. The Urban Development Authority has promoted Malabe as an IT (Information Technology) based city. Hence the complementary economic activities are agglomerated based on these special uses and enhanced the local economy. Other than that, Malabe and Athurugiriya gradually emerged as main commercial centers which serve for the residential activities \_\_\_ in the area.

#### Sri Jayawardenapura Kotte Local Authority

This area represents a mixed development zone with both residential and commercial uses. The area is identified as a special retail growing micro market for residential and retail purposes within Colombo District. The specialty of the area compared to the other residential and retail areas is that it provides a variety and huge volumes of exclusive merchandise at low margins. The operating cost is comparatively less than other retail formats within the planning area. Future Sri Jayawadenapura Kotte City likely to be developed as an expansion of the same character with the introduction of modern Transport Systems.



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The Potential of Geographic  
Concentration of Economic  
Activities

## Maharagama Local Authority

Commercial activities are spread along 9.6% of the total lands of the local authority area. The area is rapidly converting into a retail and residential destination for high and middle-income earners. Most of the commercial stores located in the High-level Strip represents convenience stores and supermarkets that provide limited amount of merchandise at more than average prices with a speedy checkout. Such store is ideal for emergency and immediate purchase consumables as it often works with extended hours, stocking every day.

When the existing land use formation of the four local authorities in the Capital City Planning Area is observed, it is identified that similar activities are attracted to one destination. The special characteristics recognized in the locations.

According Jones Lang LaSalle (JLL) Real Estate reports, the Capital City Planning Area is classified as “PD Eastern, the region which is growing fast with high and middle-income retail and residential destination”. On the other hand, this area has the most diversified socio-economic mix in the Colombo District. Further, the re- establishment of the administrative capital in Sri Jayawardenapura Kotte has witnessed many transformations including the relocation of major administrative offices and residences which has led to spurt more real estate activities in the planning region.

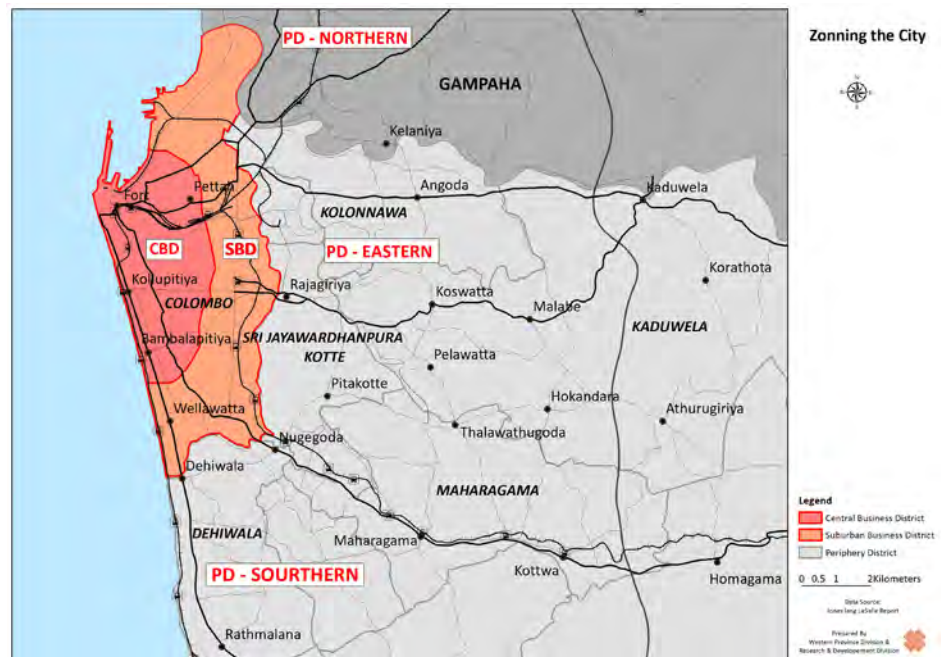


Figure 3.16 : City Economic Area  
Source : Jones Lang LaSalle Report -2012

Accordingly, the capital city plan area is clustered as below,

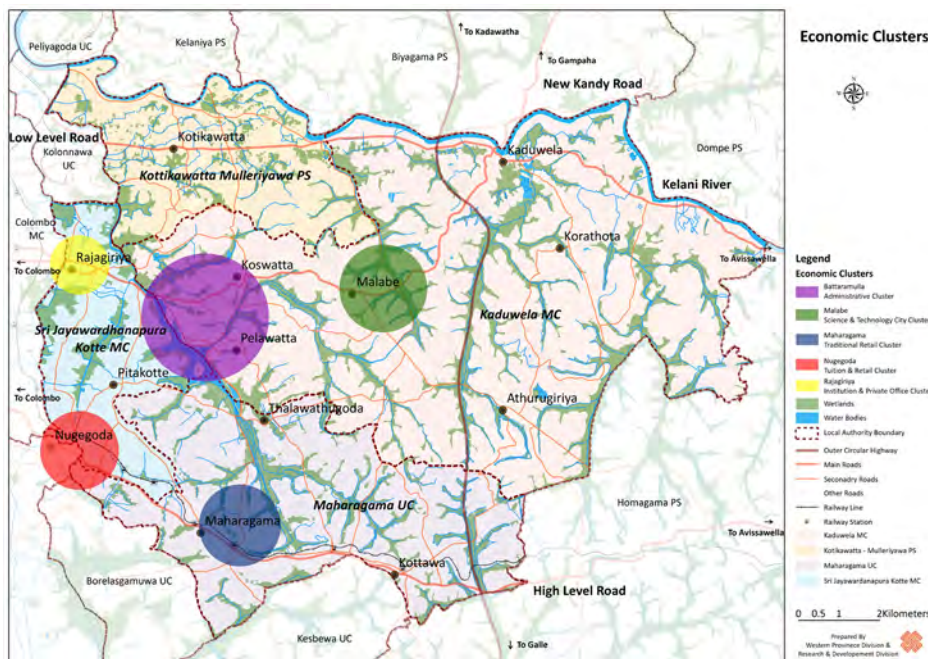


Figure 3.17 : Economic Clusters within Planning Area  
 Source : Western Province Division and Research & Development Division, UDA. 2018

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Incapability of the Ongoing  
 Development to Tap the  
 Economic Potentials

Development Plan for  
 Cluster Development

## Development Plan for Cluster Development

Generally, a capital city consists of a local economy. The present capital city of the country has not fully reflected to have such. Hence, the said issue can be responded by the proposed cluster system in the area. In particular, improvement of Battaramulla cluster based on densification can lead to enhance the image and effectiveness of the administrative capital. The current Floor Area Ratio (FAR) of the area consists of three levels including, High Density zone with a value of 1:2.5, Moderate Density zone with a value of 1:2.5 and the radius area around the Parliament with a value of G+1. The Megapolis Master Plan has increased the High-Density zone FAR value up to 1:4, Moderate zone up to 1:3 while holding the current FAR in the area around the Parliament. This modification indicates that more space is available for the expansion of administrative functions. (Western Region MegaPolis Planning team, 2016)

The city of Colombo is the most prominent office destination of Sri Lanka. However, high land value and land scarcity of Colombo has created a new tendency of shifting office space towards the periphery. Jone Lang LaSalle (JLL) Real Estate reports indicate that, 0.2 Mn.sq.ft of Grade B office stocks are available within Rajagiriya area for a rent price between Rs.150-500, while Colombo or the Central Business District Grade A office stocks maintain a rent price between the range of Rs.250 – Rs.375. Accordingly, Sub Business



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District Grade A office stocks maintain a rent price of Rs.290, Central Business District Grade B office stocks at a rent price of Rs.180–225 and Central Business District Grade B office stocks at a rent price between Rs.165–250. This low land value helps to upgrade the identified office domain around Rajagiriya.

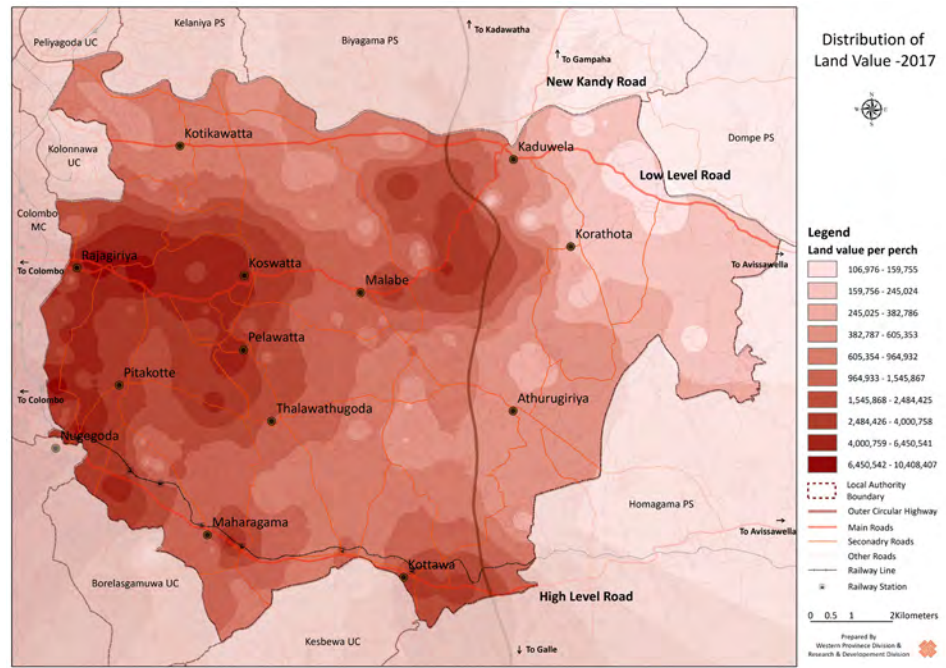


Figure 3.18 : Existing Land Value of the Planning Area  
Source : Field Survey done by Urban Development Authority 2018

Enhancement of the retail market in the planning area is expected to expand the commercial space which would increase the commercial sector contribution to the GDP. Jone Lang LaSalle (JLL) Real Estate reports further reports the available retail sector space demand of Sri Lanka as 1.5 Mn.sq. ft. The upcoming hotel projects in Prime Sub Eastern periphery area are estimated to accommodate 0.3 Mn.sq.ft of the current demand. Hence, it is anticipated that the remaining demand of 1.2 Mn.sq.ft would be attracted towards the proposed capital city planning area. The low land value compared to Colombo area will also encourage the investors to invest in this area. For instance, the land value of the Capital City planning area is reported between the lowest land value of 0.1 million per perch to the highest value of 11 million per perch (Rajagiriya area) while, Colombo reports the lowest land value of 0.7 million per perch and the highest land value of 18 million per perch.

In order to achieve a prosperous city with cluster developments, improving infrastructure, creating a business dynamic environment and Introducing catalyst projects are essential. Hence, small and medium cluster development can offer shared access to common infrastructure, geo spatial proximity for supply chains and networks, and concentration of human resources with branding can be used.

## 3.5 The Need to Attain the Positive Impact of the Upcoming Development Projects

Several projects have been proposed within the Capital City planning area by different responsible authorities. Therefore, it is necessary to accommodate those projects within the plan to gain benefits and to manage the outcomes.

### Relocation of Administrative Offices to Battaramulla Area

The Urban Development Authority has developed a proposal for Sethsiripaya Stage III project with 123,900 sq.m office space. The project targets to facilitate 60,000 additional employees. Further, it is predicted that the number of commuters related to administrative activities of the area would grow approximately up to 100,000 which would create more traffic but increase investment on commercial and residential sectors. It is expected to enhance the image of administrative district by relocating the administrative institutions to Battaramulla area.

In order to identify the willingness to move from current location to the proposed area, the Urban Development Authority carried out a detailed survey among 119 institutes located in Colombo. Accordingly, an additional floor area of 346986 sq.m is required to relocate all of them.

Required space for institutions agreed to relocate (sq.m)	96310
Required space for institutions not agreed to relocate (sq.m)	104625
Required space for institutions not responded (sq.m)	63500
Required space for institutions responded, proposed to allocate lands (sq.m)	162460
Required space for institutions not responded, proposed to allocate lands (sq.m)	44000
<b>Total Space Requirement (Sq. m)</b>	<b>470895</b>

**Table 3.3 :** Administration Relocation Project Data

**Source :** The Megapolis, Western Region Master Plan, 2030 – Western Region Megapolis Planning Team, Ministry of Megapolis

### Light Railway Transit (LRT)

Traffic congestion is a critical issue in Colombo and adjacent areas. Hence, many projects including light railway transit lines, inland water transport, and multi-modal hub development are introduced to address this issue.

The below map (Figure 3.20) indicates the proposed trace of light rail way transit initiated by the Ministry of Megapolis & Japan International Corporation Agency (JICA). The Megapolis Master Plan consists of three packages. The second and third packages take the proposed Capital City boundary into consideration.



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Figure 3.19 : Light Railway Transit (LRT)  
Source : [lankanewspapers.com/2018/03/30/](http://lankanewspapers.com/2018/03/30/)

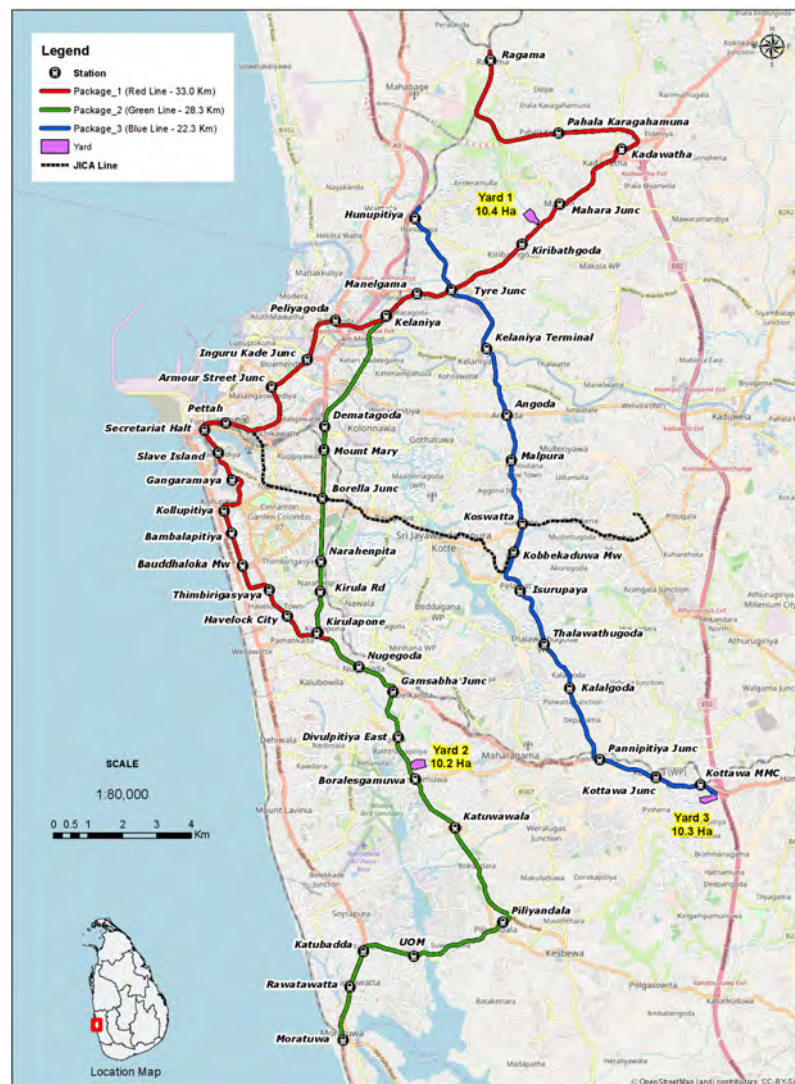


Figure 3.20 : Western Region Light Rail Transit System  
Source : The Megapolis, Western Region Master Plan, 2030 – Western Region Megapolis Planning Team, Ministry of Megapolis

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Accordingly, the second package is proposed to cater Nugegoda with a total capacity of 944,948 passengers per day and the third package to cater the line operating from Hunupitiya towards Kottawa along Angoda, Koswatta, Densil Kobbakaduwa Mawatha, Thalwathugoda, and Pannipitiya Junction with the capacity of 456,262 per day. On the other hand, JICA line is expected to cater Malabe, Koswatta, Densil Kobbakaduwa and Battaramulla with the capacity of 30,000 passengers per hour per direction. Ultimately, it can be concluded that the LRT project will reduce the massive traffic in the area with special attention to the traffic in Malabe Corridor which carries the highest commuter population of Colombo.



Figure 3.21 : Proposed Inland Water Transport System

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

Water transport is another new mode introduced by SLLRDC with the intention of reducing travel time within identified corridors and developing connectivity between East and West direction of Colombo. Accordingly, three routes identified are as follow,

- *Wellawatta- Battaramulla*
- *Fort – Union Place*
- *Mattakuliya- Hanwella*

According to the three proposals, Wellawatta-Battaramulla which is to run through the Capital City Planning Area. It has the greatest potential to provide solutions to urban transport issue. It intersects six main roads including Marine Drive, Galle Road, Highlevel Road, Baseline Road, Nawala Road and Parliament Road out of which three are main corridors. This is one of the interventions identified under the Megapolis Master Plan.



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Figure 3.22 : Route of Colombo's Light Railway Transit (Phase 01)

Source : [sundayobserver.lk/2018/07/01/news-features/colombo-light-rail-transit-project-set-go](http://sundayobserver.lk/2018/07/01/news-features/colombo-light-rail-transit-project-set-go)

It is anticipated that, the plan would put in to action immediately as, a detail feasibility of the project was conducted in 2005. However, this plan needs to be updated in a manner to cater the current traffic conditions. Multi-Model hub initiative is another vast project which is expected to influence the development of the area. However, it is projected that this initiative might cause traffic generation.

Makumbura Interchange Township Development Project

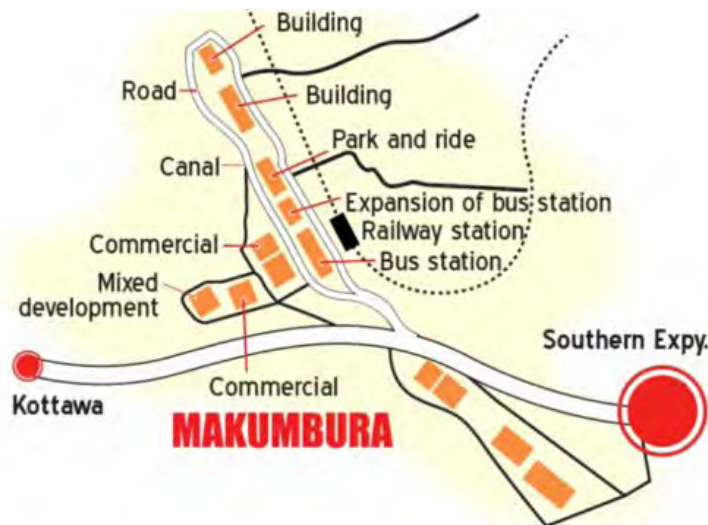


Figure 3.23 : Layout of Makubura Interchange Township Development Project

Source : [pressreader.com/sri-lanka/daily-mirror-sri-lanka](http://pressreader.com/sri-lanka/daily-mirror-sri-lanka)

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The Urban Development Authority has proposed the Makumbura Interchange Township Development Project with the scope to “integrate bus & railway stations with modern facilities while providing lands for sustainable urban development to establish a new Interchange Township”. The proposed Interchange Township will be a centre for shopping, employment opportunities, transit hub activities, entertainment and other amenities. Most importantly, the project will facilitate passengers who use the Southern Expressway to travel to Colombo and reduce the congestion in the city by reducing the number of people entering the city.

Accordingly, the UDA has figured out an area of 21 acres of abandoned paddy lands close to Makurbura interchange for the development. 1.5 hectares of the allocated land area is utilized for The Multi Modal Centre (MMC). It consists of an integrated bus terminal, railway station and taxi park in addition to ‘park and ride’ faculties, restaurants and rest rooms. The remaining land area is projected to be used for a mixed development project involving the construction of hotels, shopping complexes, residential and commercial units, cinemas and other public convenience facilities.

The construction of the MMC is funded by the Japan International Corporation Agency (JICA) through the 3K Township Development Project. The project is expected to lead to a revolutionary development change.



Figure 3.24 : Makumbura Interchange Township Development Project  
Source : [www.skyscrapercity.com](http://www.skyscrapercity.com)



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## Western Region Administrative Cities Development Project (WRACDP)

The project is initiated by the Ministry of Megapolis and Western Development under the Western Region Megapolis Development Plan. The ultimate vision of the project is to ‘Create the Administrative City of Sri Jayawadenapura which facilitate all major government administrative functions with adequate public office spaces and modern infrastructure facilities.’



Figure 3.25 : Western region Administrative Cities Development project  
Source : The Megapolis, Western Region Master Plan, 2030 – Western Region Megapolis Planning Team, Ministry of Megapolis

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It is expected to bring systematic changes and development processes into the administrative city, which will ensure that the inhabitants of the city become a part of socio-economic development of the country while maintaining a high level of quality of life. It is planned to achieve its vision by providing technology solutions to set up an intelligent (smart) and sustainable city. Further, adoption of smart technology to improve the environment and daily living of the growing population and aging population, better environmental quality, development and management of infrastructure and lower energy use climate change issue are addressed.

The recognized projects spread within Battaramulla and Pannipitiya towns, which are located within the Capital City Plan Area. The initiatives include, A building complex For Cabinet Secretariat, Parliament related activities and offices for Constitutional Commissions, High-Rise Mixed Development (Sethsiripaya-Stage IV) in Denzil Kobbekaduwa Mawatha Battaramulla, New Road Development connecting Battaramulla Junction & Polduwa Road, High-Rise Building Complex with Multimodal Transport Center in Battaramulla, Generation of Solar Electricity Power using roof surfaces and premises of Government Buildings in the Administrative City Proposed Housing Project For Veteran Artists in Palanwaththa- Pannipitiya, China – Sri Lanka Museum in Baddagana Rampart and soft and hard landscaping improvements for existing routes and upcoming road networks in administrative city limit.

## Science and Technology City

The vision of Science and Technology City is to become the Innovation Hub of Asia. It is expected to be developed through six clusters including, Tertiary Education cluster, Techno Entrepreneurial Cluster, Scientific Research and Development Cluster, Business Incubator Cluster, Housing and Township Cluster and Nano Tech/Bio Tech and Expo Cluster. Further, the project would cater a projected population of 51,400 in Malabe area and 126,300 in Koratota and Athurugiriya areas as these areas are mainly effected by the Science and Technology City Project. Similarly, Waste Water Treatment Plan, Storm Water Drainage Plan, Power Supply Plan, and Sewage Plan are also proposed in the Science and Technology City Project.



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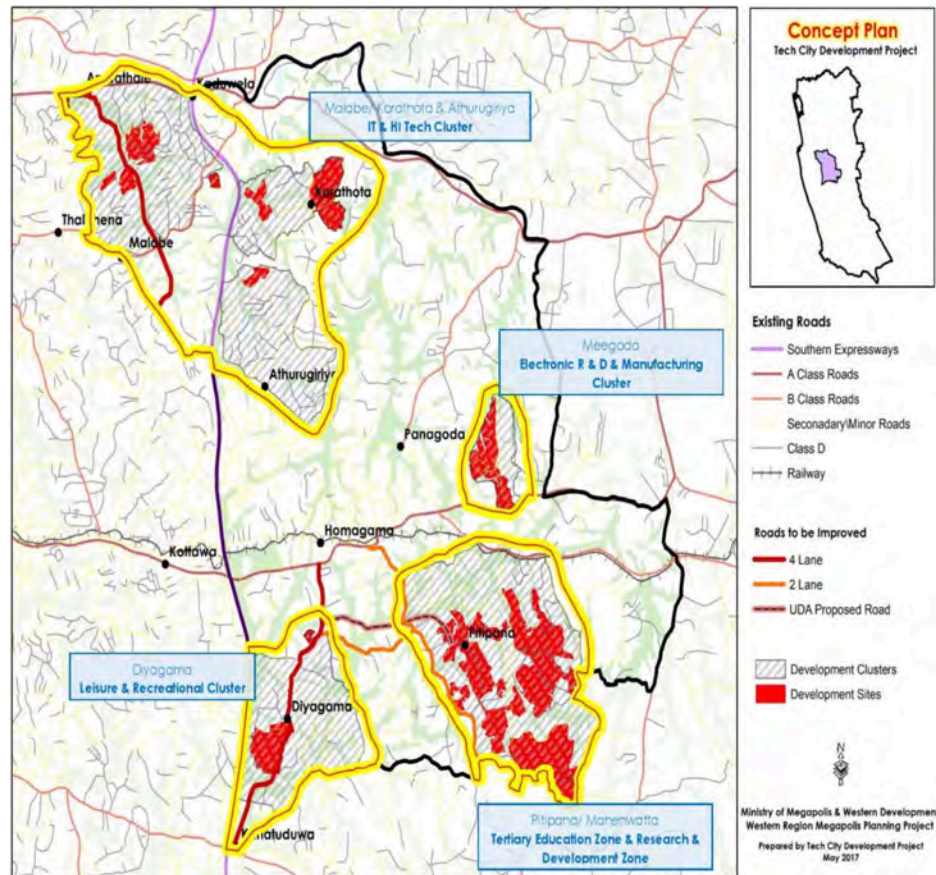


Figure 3.26 : Clusters included in Tech City Area

Source : The Megapolis, Western Region Master Plan, 2030 – Western Region Megapolis Planning Team, Ministry of Megapolis

## Project for Sri Jayawardenapura Kotte Wastewater Collection, Treatment and Disposal System

The Presidential Task Force on Environmental Infrastructure has identified Sri Jayawardenapura Kotte as the most prioritized area out of six selected cities, namely, Sri Jayawardenapura Kotte, Galle, Negombo, Kalutara, Kandy and Nuwaraeliya for the provision of sewerage infrastructure. Accordingly, The National Water Supply & Drainage Board initiated the project in hand with JICA with the intention to provide piped sewerage facilities to serve a total area of 3,400 ha to cover the major Government and Private Institutions and a population of 222,000 in Sri Jayewardhanapura Kotte DSD and adjacent parts of Kaduwela and Maharagama DS Divisions. Further, it encourages safe collection, treatment and disposal of wastewater generated from government and private institutions, commercial establishments and dwellings in the project area.

The capital city should be capable to provide the needs of these projects. Therefore, a development plan is crucial to equip the city in order to address the upcoming development projects.

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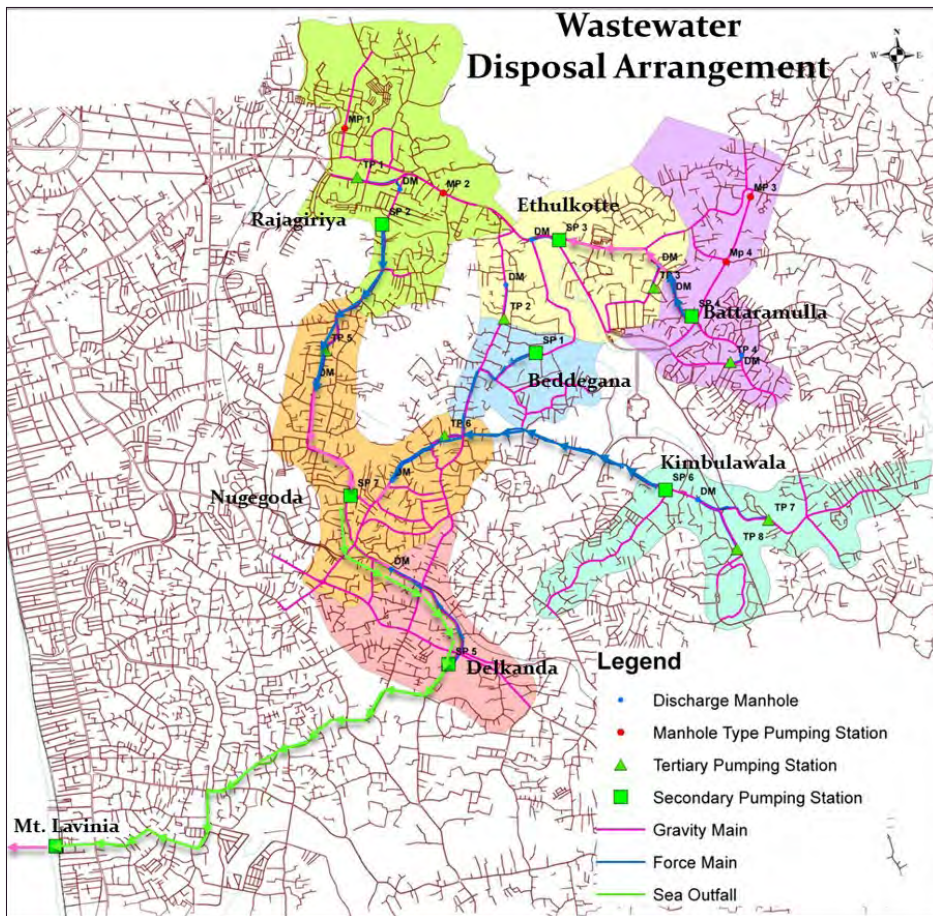


Figure 3.27 : Waste Water Disposal arrangement in Tec City Area

Source : [crdcebsl.lk/index.php/2017/02/09/project-for-sri-jayawardenapura-kotte-wastewater-collection-and-disposal-system-with-sea-outfall/](http://crdcebsl.lk/index.php/2017/02/09/project-for-sri-jayawardenapura-kotte-wastewater-collection-and-disposal-system-with-sea-outfall/)



*The Sri Lankan historical records testify about the recognition gained by great monarchies existed around the country in the past. However, it is questionable whether the recognition still remains with 'Sri Jayawardenapura Kotte- Administrative Capital City' which obtained the status in 1985 as a result of the decision of former president Mr. JR Jayawardana.*

*Sri Jayawardenapura Capital City Plan (Salalihiniya Development Plan) was the first and the only planning attempt which tried to emphasize the capital city character in Sri Jayawardenapura Kotte for the last few decades. Even though the plan initiated many successful projects, it failed to achieve the ultimate vision it had. Hence, even today, Colombo, the financial capital is the most prominent city recognized nationally and internationally. Therefore, the need of embedding the sense of pride and image to the capital city has become a conspicuous requirement.*





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