

## CHAPTER 27

# DEVELOPMENT CONCEPTS, POLICIES & STRATEGIES

### 27.1 SUGGESTED CITY FORM AND DEVELOPMENT DIRECTION

Development concept of an area is derived from the development objectives. The existing problems and potentials of each sector studied are considered for the formulation of development concept. Also, the spatial particulars of the area are considered along with the above parameters. Suggested spatial structure for the area has to be first evolved for the formulation of the Concept Plan.

The analysis of existing land use pattern of Kannur Corporation area shows that the urban activities are mainly concentrated in Caltex and its surroundings. This area is acting as the Central Business District (CBD) of the planning area. Caltex junction has numerous public buildings such as Civil Station, Collectorate, District Treasury, Municipal Corporation Office, Taluk Office, SP Office etc. Plaza, Thana, Mele Chovva, Thazhe Chovva, Old bus stand and New bus stand area are the other major

commercial centres of the planning area.

The presence of famous Arakkal palace, Light house, St. Angelo's fort and long stretch of beach area offer new development from the tourism point of view to the Corporation area. The environmental sensitive areas includes the water body, water logged areas, paddy and mangroves.

Outer portion of CBD area has large concentration of residential and dry agriculture land use. Major development thrust is offered by the existing National Highway passing through the centre of the planning area and railway line passing parallel to the National Highway. The proposed National Highway bypass, proposed inland water route will also boost the future development activities of the City area.

Kannur University campus, Handloom Technology, SN College, Polytechnic, Food Craft Institute, Krishna Menon College etc. are the major institutions within the planning area. All of these factors are

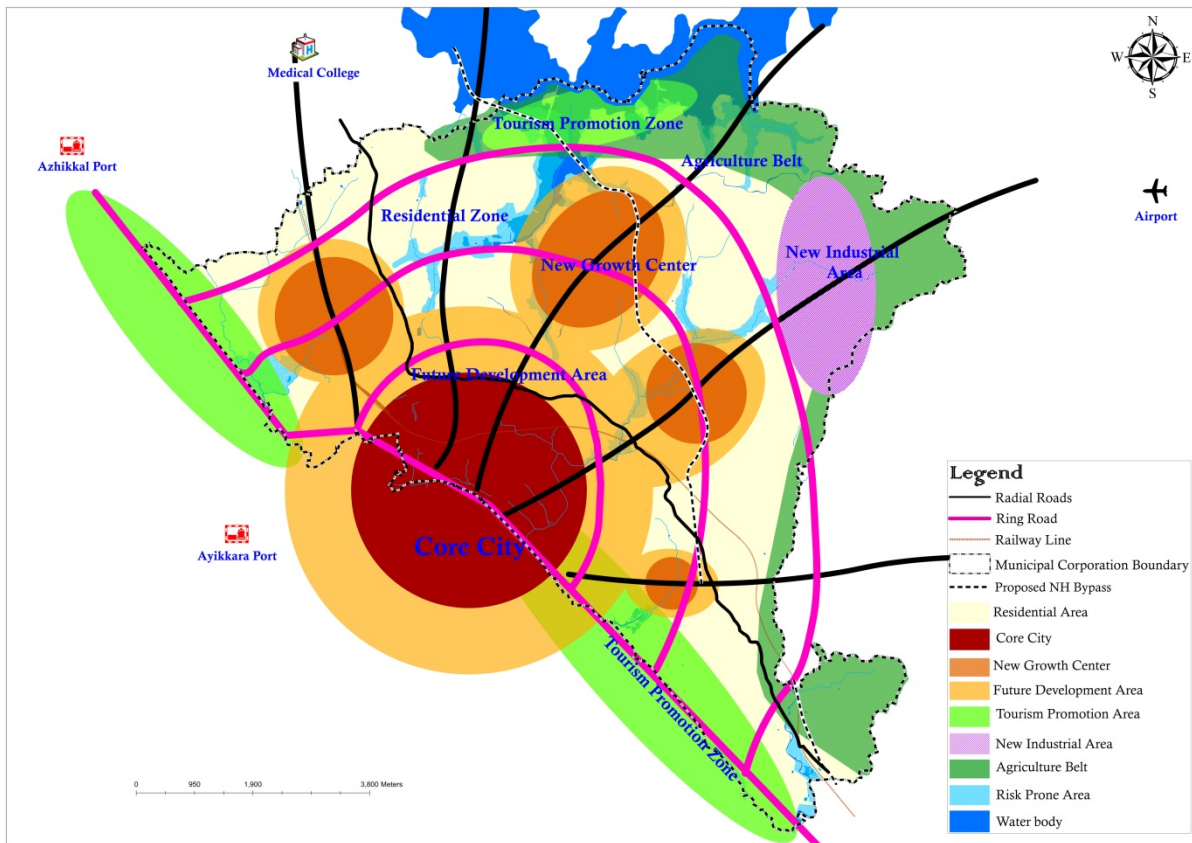


Figure.27.1 Suggested City Form

considered to shape the suggested city form and development direction. The Figure.27.1 represents the suggested city form pattern of the Corporation area.

The existing commercial activities are mainly concentrated at Caltex, Plaza, Thana, Old bus stand and New bus stand area. The city has to function as District Head Quarters in a regional context. There are many public and semi-public buildings within this core area. The city core area has residential units and service industries and these are to be retained to a certain extent. In this context, the

CBD (Central Business District) area or the city core area is suggested as multi function zone which promotes all type of development activities including commercial, industrial, high rise residential activities etc.

Also, Mele Chovva, Thazhe Chovva, Varam, Pallikkunnu, Thottada etc. are now emerging as satellite nodes around the main CBD and are other important commercial centres. These are suggested as new growth centres for serving the interior parts of the Corporation area. These new growth centres can reduce regional imbalance to a certain extend and can provide

pivotal role in reducing the traffic congestion in the CBD area.

When the developments and growth become saturated in the City core area, urban sprawl occurs to the neighbouring area. The surrounding area of CBD and new growth centres are the places where future developments are expected to be flourish. In these fast developing areas, commercial residential mix activities are suggested which is extended along major roads and commercial nodes. The commercial residential mix growth promotes both commercial as well as residential activities.

After these areas of mixed growth, the scope for commercial development declines but there will be a high demand for residential developments. These residential areas suggested are have prime importance for residential activities, but certain commercial and industrial activities are inevitable for sustaining the residential areas.

These residential areas of the Kannur Municipal Corporation are surrounded by dry agriculture areas especially in the eastern side of the city and therefore an agriculture belt is proposed along the eastern periphery of the city in the Suggested City Form. Residential and dry agriculture land uses are essential in the suggested city form, the former for catering to the future housing demand and the latter for creating a green

environment.

The city has large extents of beaches and also vast inland water body areas in Kattampally river banks. For utilizing maximum potentials of tourism, tourism promotion areas are suggested along the entire coastal stretch and also at the inland waterfront areas.

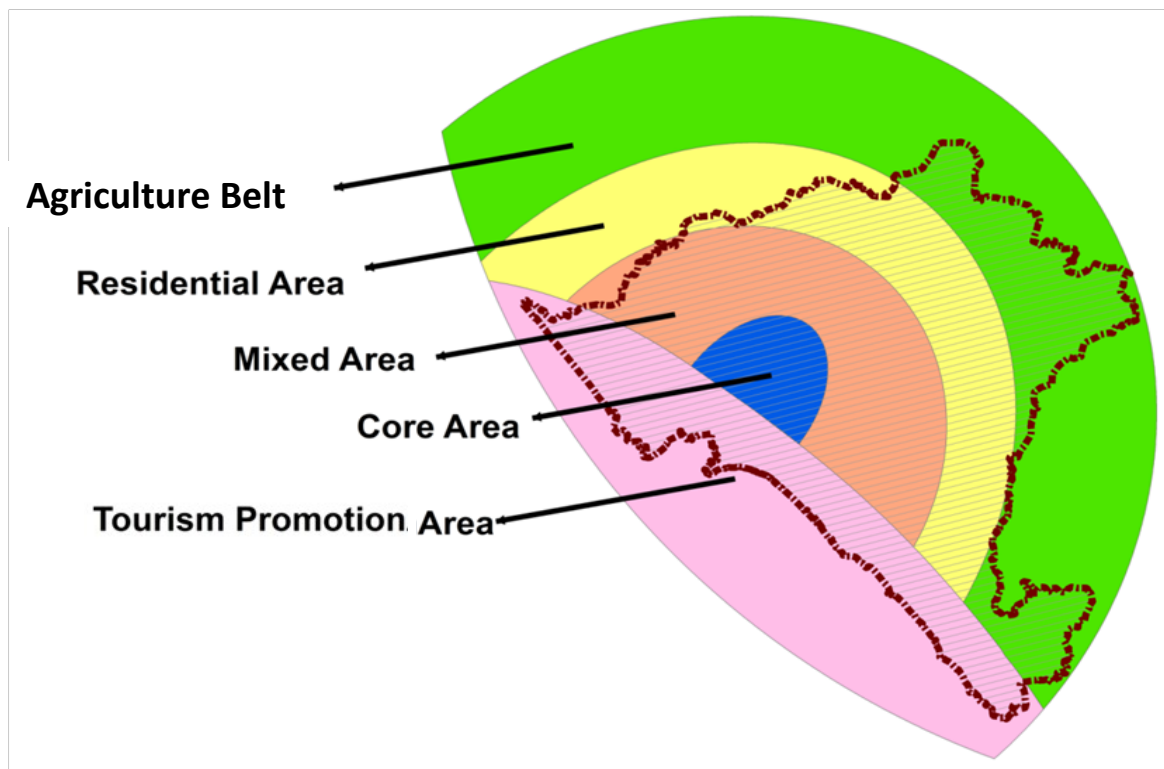
## 27.2 SUGGESTED SETTLEMENT PATTERN

Based on the suggested city form and development direction, the suggested settlement pattern of the planning area is formed and is shown in Figure.27.2.

### Residential Settlement Patterns

The suggested residential settlement pattern of the Corporation area includes residential area, mixed area, multi function zone, green belt area and also tourism promotion zone.

Multi function zone is located within the core area of the planning area and are mainly intended for commercial and public activities. Higher order residential developments like flats and apartments as well as trade and commerce, workshops, auto mobile industry, educational institutions, hospitals etc. are expected to flourish here. Residential mix areas are aimed at the development of both residential as well as commercial activities. Since these mixed areas are



*Figure.27.2 Suggested settlement pattern*

located along major corridors, preference is given for commercial activities without affecting any harm to the existing houses. These residential mix areas are surrounded by residential areas which are for meeting the future housing demand.

The eastern boundary of the planning area is suggested as a green belt area where agriculture activities and low density residential activities are allowed. Even though the predominant intention of tourism development zone, which is mainly distributed along the coastal stretch of the planning area, is the enhancement of tourism activities; Residential

activities along with resorts and homestay are also permitted in these areas.

### **Urban Settlement Patterns**

For a town, urban activity areas are essential to sustain itself as an urban body which attracts people from outside the town. The suggested multi function zone within the core area already exists as the main urban centre of the planning area promotes all type of development activities like commercial, industrial etc. The residential mix area along major corridors which promotes the

commercial activities too can develop as an urban centre. The proposed mobility hub, Cyber Park, Industrial Park, NH bypass, Inland waterway etc. will definitely promote urban activities of the planning area.

### **Green - Blue Area**

'Green' stands for trees, lawns, hedgerows, parks, fields and forests; while 'Blue' infrastructure refers to water bodies like rivers, canals, ponds, wetlands, floodplains and water treatment facilities. The green-blue concept refers to urban planning where water bodies and land are interdependent, and grow with the help of each other while offering environmental and social benefits.

Since the sustainable development of a town can only be achieved by preserving its quality of environment, a blue-green area is suggested for Kannur Corporation area to retain all its existing water bodies, water logged areas, mangroves, paddy fields, dry agriculture areas, parks and open lands etc.

Sponge city concept helps the sustainable development of Kannur City. A sponge city is an urban area which has been designed to cope with excess rainfall using a variety of techniques. Existing urban areas often have to deal with flooding caused by heavy rain, high tides or swollen rivers, and sponge city design can mitigate or prevent such events by

providing the area with the ability to naturally absorb the water.

### **27.3 SUGGESTED HIERARCHY OF NODES**

Analysis of the existing nodes and transport junctions reveals that there exist two first order nodes; Camp Bazar (Market area) and South Bazar (Caltex area). The second order nodes are Thana, Chovva and Thazhe Chovva whereas third order nodes are Manal, Pallikkunnu, Sreepuram, Vaaram etc. while Thilanur, Mundayad, Nadal etc. are fourth order commercial nodes.

Since Kunjippally junction is the major junction from which the roads to Puthiyatheru and Pulloopi kadavu diverge it is the major serving area for Kakkad, Kottali, Pallipram, and so can be suggested as a second order node. Kakkad, Thayyil and Vaaram junctions are suggested as third order nodes. All the fourth order nodes like Thilanur, Nadal, Mundayad etc. are suggested as third order commercial nodes. Kadalayi, Vattakkulam, Madhukoth, Nadal etc. are suggested as fourth order nodes.

### **27.4 SUGGESTED ROAD NETWORK**

The suggested road network diagram for Kannur Corporation area is shown in Figure.27.3. The suggested urban form recommends higher order

developments as multi function zone within the core area, and mixed zone along major corridors. For sustaining these activities, a higher level of connectivity is necessary. As a result, the access routes are reinforced with new connection roads and link roads in these areas.

The suggested road net work system has radial-ring road pattern. Major radial roads like NH (Kannur-Thalassery Road and Kannur-Thalipparamba Road), Kannur-Mattannur Road, Kannur-Anjarakandy Road, Kannur-Pulloppikadavu Road, Kannur Azheekode Road, Kannur-Kuruva-Kizhunna Road etc. originate from the city and radiates toward outside in all

directions. For connecting these radial roads for an efficient mobility, ring roads are constructed using existing link roads. One ring road is proposed along the city core, second one at an intermediate distance and the third one along outskirts of the city as far as possible. The proposed mobility hub near the proposed NH bypass and proposed inland waterway corridor will serve the intercity bus terminals to connect with the existing public transport terminals in the city. Also, for the development of hinterlands and underdeveloped areas, connectivity is to be improved and road widening proposals are suggested for all important roads.

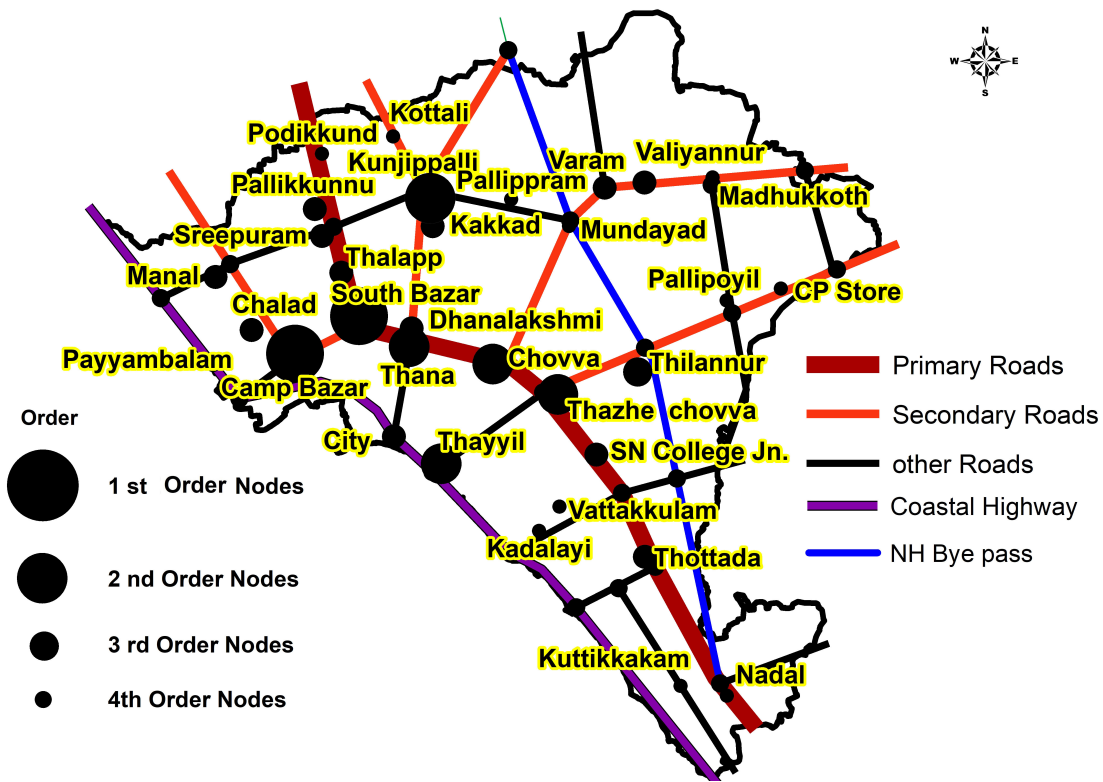


Figure.27.3 Suggested Road Network and Hierarchy of Nodes

The Conceptual Plan of the connectivity diagram for the planning area reveals that NH exists as the central back bone and SH 38, Alavil - Azheekode road, Kakkad - Pullooppi road, Kannur - Mattannur road, Thazhe Chovva - Anjarakandy road are the major arterial roads for the network. All other minor roads function as feeder roads to this network system.

### 27.5 SUGGESTED SPATIAL STRUCTURE

The suggested spatial structure of the Corporation area is developed by overlaying the suggested hierarchy of nodes and suggested connectivity over the activity pattern as shown in Figure 27.4. The activity pattern of the wards of the planning area is obtained by correlating the major land use concentration of the ward with its functional character.

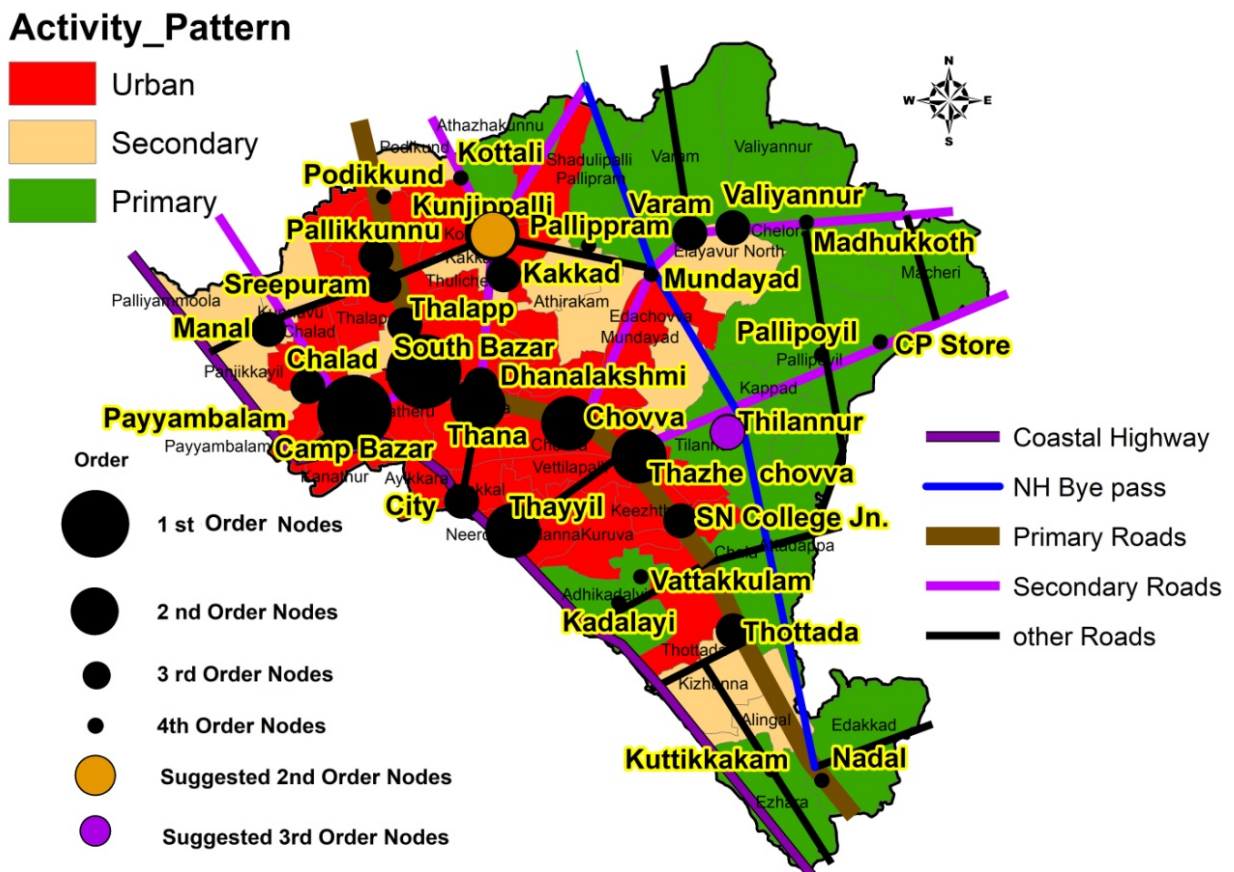


Figure.27.4 Suggested Spatial Structure

The suggested spatial structure reveals that Kakkad junction and Kunjipally junction; the suggested second order nodes are located along Kakkad-Pullooppi road in the northern part of the planning area. Varam and Thayyil are other suggested second order nodes. For enhancing the developments in hinterlands, thirteen third order nodes are suggested; in the south-east parts of the city which are in scattered manner. Moreover, the proposed NH bypass will connect some of these suggested nodes.

The urban activity wards are seen in the core area, located in the northern part of the planning area. The wards with secondary activity are mainly concentrated near urban activity wards. Most of the wards in the southern and eastern periphery are suggested as primary activity in the spatial structure which highlights agriculture as an important sector in the development scenario of the Corporation area. Due consideration is to be given to the environmental conservation for achieving a better qualitative life for the citizens.

## 27.6 ENVISAGED CITY FUNCTIONS

The major envisaged city functions of Kannur Corporation area are detailed below:

- As an administrative service centre of the entire district, supported with integrated

infrastructure facilities.

- As a quality living environment for the resident people of the Corporation area.
- As an economically developing town by supporting trade and commerce, tourism, education and fisheries.
- As an industrially developing town enhancing the traditional industries in the planning area.

## 27.7 DEVELOPMENT CONCEPT

A Development Concept is formulated for Kannur Corporation area with an intention to emerge as a 'Smart City' based on the vision, goals, aim and objectives formed. The major features of development concept are described in short below.

### 1) Land Use Pattern and Zoning

Proposed land use pattern decides the future usage of available land within the planning area for different purposes whereas zoning regulations are the major tools for controlling the development in the desired manner. Keeping in mind a balanced growth, the future land use pattern is designed and is broadly categorized into three types namely Built-up zone, Green-Blue zone and Tourism promotion zone.



## 2) Development of Nodes

- Kakkad, Kunjippally, Thayyil and Varam junctions and their surrounding areas are suggested as second order nodes to enhance the commercial activities.
- CP Store, Kadalayi, Kottali, Madhukoth, Mundyad, Nadal, Pallipoyil, Pallippram, Payyambalam, Podikkund, Thilanur, Vattakkulam, Kuttikkakam; are suggested as the fourth order nodes for the overall development of the surrounding hinterlands.

## 3) Mobility Plan

- A mobility hub near proposed NH bypass.
- Widening of existing roads to accommodate the future traffic.
- Other transportation facilities like bus bays, truck terminal, parking plaza and parking lots, fly over, walk way, pedestrian crossing facilities, junction improvements etc.
- Strengthening of Public Transport System.

## 4) Sectoral proposals and projects to accomplish the aim and objectives

- Focusing on production sectors for a stable economy.

- Augmentation projects for promoting tourism activities.
- Providing maximum facilities and amenities in the service sectors for the well being of the public.
- Due consideration on environment for sustainable development and qualitative life.

## 27.8 POLICIES AND STRATEGIES

Considering the development potential, demand for physical development and the need to conserve certain features, the following policies and strategies are considered.

### 27.8.1 POLICIES

The plan aims at achieving an urban structure in which component development areas form an integrated system and each area is allowed to expand in an orderly manner.

The proposal shall keep in view that the optimum and exact utilization of land, a valuable and limited resource will be implemented

### 27.8.2 STRATEGIES

- Environmental protection and sustainable development for surveillance of natural eco-system, conservation of paddy fields, water bodies and protection of flora and fauna through traditional methods.

- Strategies for exploiting the maximum opportunities offered by the forthcoming NH bypass, inland waterway etc. in all possible sectors like tourism and hospitality, health-care, higher education, trade and commerce, and industry etc.
- Strategies to enhance the economic growth through optimum utilization of resources such as adoption of advanced processing methods for value addition, promotion of commercial and industrial growth centres etc.
- Strategies for the provision of equitable distribution of facilities by developing regional growth centres.