

# Dehiwala – Mount Lavinia Municipal Council Area Development Plan 2022–2031

The Planned Nest in West Coast



Urban Development Authority  
Ministry of Urban Development & Housing





# **Dehiwala – Mount Lavinia Municipal Council Area Development Plan 2022–2031**

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***Dehiwala – Mount Lavinia Municipal Council Development Plan 2022–2031***

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*Dehiwala–Mt-lavinia Municipal Council Development Plan 2022–2031* consists of two sections and accordingly the first section presents the context analysis and the need of the plan and the second section presents the Plan including the vision, goals, objectives, strategies, strategic projects and zoning regulations.

*Dehiwala–Mt-lavinia Municipal Council Development Plan 2022–2031* has been prepared by the Colombo Metro Region Division with the consultation and guidance of resource persons and respective divisions of the Urban Development Authority.

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## Acknowledgement

Preparation of *Dehiwala–Mt-lavinia Development Plan (2022–2031)* is a collaborative process undertaken by the Colombo Metro Region Division of Urban Development Authority with the consultation of the relevant stakeholder institutes. There are many who contributed to make this process a success.

Our sincere gratitude is extended to Minister of Urban Development & Housing, Honourable Mahinda Rajapakse and State Minister of Urban Development, Waste Disposal and Community Cleanliness, Honourable Dr. Nalaka Godahewa for the guidance and cooperation given on time. Also, the cooperation extended by the Secretary to the Ministry of Urban Development & Housing, Mr. Sirinimal Perera and the staff of both Cabinet Ministry and State Ministry in preparation of the Development Plan is remembered with gratitude.

Our special thanks is extended to the Honorable Mayor of the Dehiwala – Mt-lavinia Municipal Council, Municipal Commissioner and the staff for their cooperation and contribution.

It is important to note that the cooperation extended by all state and private institutions by providing required data, suggestions and proposals was instrumental in successfully completing the Dehiwala – Mt-lavinia Development Plan and our appreciation is extended to all of them. Our sincere gratitude is extended to the former Chairman of UDA, Senior Lecturer at the University of Moratuwa, Prof. Jagath Munasinghe for establishing the foundation for preparation of this plan through guidance and strengthening of UDA with new methods and tools of planning. Also, our utmost gratitude is extended to the public for providing their ideas, suggestions and observations for the Dehiwala – Mt-lavinia Development Plan and especially for participating in the stakeholder meetings, discussions and forums and also for their extended support through websites and social media.

Also, the supervision and guidance extended by the present Chairman of UDA, Major General (Retd.) Udaya Nanayakkara and the Director General, Plnr. Prasad Ranaweera in preparation of this plan are remembered with utmost gratitude. Also, our appreciation is extended to Deputy Director General (Planning – Zone I) of UDA, Plnr. M.P. Ranatunga, Directors of all divisions of UDA and all Deputy Directors for the continuous encouragement, supervision and consultation given through out the planning process of this Development Plan.

## Hon. Minister's Foreword



The Urban Development Authority was established under the Urban Development Authority Act No. 41 of 1978, for the systematic planned urban development in the declared urban areas and continue to actively contribute towards it.

Steps have been taken to formulate comprehensive development plans for each urban development area, based on the efficient and effective use of physical space so that all areas of Sri Lanka make an equal contribution to the development process of the country.

The Dehiwala Mt.lavinia area provide services to a large population. Accordingly, Dehiwala Mt.lavinia Municipal Council Planning Area has the potential to become a town that continues to provide residential and commercial services. This potential is further enhanced by the natural ecosystem of the surrounding area and the locations of economic of value. These development plans aim to develop the Dehiwala Mt.lavinia area by utilizing the potential of the area.

For the realization of His Excellency the president's vision "Vistas of Prosperity" the new Re-urbanization Programme has been formulated in wide consultation with Professionals, Specialists, Stakeholders & communities with strategies having an excellent technological methodology and innovative approach.

Accordingly, I commend the Chairman of the Urban Development Authority, the Director General, the planning teams and all the officers of the Urban Development Authority who assisted in making this work a success. Further, I also appreciate and believe through the support and contribution of the relevant Local Government Institutions, Public and Private Sector Institutions and the general public, Development plan would be successfully implemented.

***Hon. Mahinda Rajapaksa (M.P.)***

*Minister of Urban Development & Housing*

## Chairman's Foreword - Urban Development Authority



The Urban Development Authority (UDA) is the apex planning and implementation body in Sri Lanka that is responsible for managing the urban areas of the country. The Authority was established in 1978 with the objective of introducing integrated planning and implementation in order to promote and regulate the developments of the aforementioned areas.

Under the Amendment Act No. 4 of 1982; [Part II Section 8A (1)] the UDA has been mandated to prepare Development Plans for the Urban Development Areas declared by the Minister-in-charge. Accordingly, the Development Plan for Dehiwala Mount Lavinia has been prepared considering physical, economic, social and environmental aspects of the area.

The Development Plan for Dehiwala Mount Lavinia has been prepared for the period 2022 – 2031, using modern planning tools and methodologies equipped by UDA. The Dehiwala Mount Lavinia Municipal Council area Development Plan has adopted strategic approach to address prevailing issues and enhance the potentials to ensure a progressive growth of the area. Therefore, all stakeholders and public are requested to follow this plan and contribute for realization of its vision in order to fulfil the public interest.

I take this opportunity to extend my sincere gratitude to the planning team of the UDA who have supported and contributed with various means to successfully complete this plan within the given period. And also, I would like to thank all the stakeholders and citizens for their assistance and cooperation extended for successful completion of this task. I hope all of them will continue to extend their fullest support towards successful implementation of the plan.

***Major General (Retd) Udaya Nanayakkara***  
*Chairman*  
*Urban Development Authority*

## Hon. Mayor's Message



Dehiwala – Mt-lavinia Municipal Development Plan is a result of the limitless effort made by the Urban Development Authority in collaboration with our institute to realize the development agenda involving small family units and extending to the international level and which is part of His Excellency the President's Vision of Visas of Prosperity.

Dehiwala – Mt-lavinia, which is located in close proximity to Colombo Capital City is a congested city having a large population and consisting of many environmental and economic potentials and playing a major role. This area connected island wide by the Sri Lanka's southern coastal railway line, road network including the Colombo – Kataragama, Wellawaya Main Road and the air-transport via Ratmalana Airport.

The main goal of this development plan is to attract the residential population who are providing their services in the Colombo Municipal Council Area for its anticipated future development and to provide essential urban health and residential facilities for these population.

We have collaborated with the Urban Development Authority to enable a huge economic value for the residents of this area as well as for the country in the national level by effectively implementing local and national level development projects that are incorporated in this development plan.

I am very much grateful to Chairman, Director General, Director (Colombo Metro Region) and the planning staff for the invaluable contribution in preparing this development plan. My heartfelt appreciation is extended for the effort made by the Urban Development Authority to realize the objectives of His Excellency the President, Mr. Gotabhaya Rajapakse, the pilot who guides the country's urban development.

***Nawalage Stanley Dias***

*Hon. Mayor*

*Dehiwala Mt-lavinia Municipal Council*

## Preface

As per the provisions granted under the section 3 (1) and (2) of Urban Development Authority Act, No. 41 of 1978, the subject Minister is vested with the powers to declare a particular area as an Urban Development Area if he or she is of opinion that such area is suitable for development. Accordingly, the Dehiwala – Mount Lavinia Municipal Council Area has been declared as an Urban Development Area by the Subject Minister through the Extra Ordinary Gazette Notification No. 41 dated 04th September. This Development Plan has been prepared for the Dehiwala – Mount Lavinia Municipal Council Area as will be in effect the period 2022 – 2031. The key objective of the Development Plan is to facilitate the community of the planning areas to accomplish sustainable development in terms of physical, economic, environmental and social aspects. This plan has been prepared based on contextual information updated as of year 2020.

The first section of this Plan includes introduction to the plan, background studies and the need of the plan whereas the second section presents vision, goals and objectives of the plan, concept plan, development strategies, short briefs of prioritized projects and zoning regulations and guidelines. The third chapter of this report includes a detail elaboration on the need of the plan based on the in-depth analysis of issues identified through primary and secondary data analysis. The second section of the report starts with the fourth chapter and it presents the future vision anticipated for Dehiwala – Mt-lavinia Municipal Council Area and relevant goals and objectives aligned towards the vision. The identified strengths, weaknesses, opportunities and threats that may affect the planning area's path towards the anticipated vision have been analysed in the fifth chapter.

The sixth chapter elaborates how the path will be paved towards the envisioned future development will be through the identified long-term goals. It further discusses the proposed land use plan for the period 2022–2031 and elaborates on the proposed strategic projects identified for executing the social and physical infrastructure development, economic development and related development proposals in order to achieve the anticipated goals. The succeeding chapter elaborates the zones, zoning boundaries and zone-specific regulations identified by the Development Plan. It further introduces regulations that will be enforced for land and building developments in each zone.



## Minister's Approval

### APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL LIMIT OF DEHIWALA- MT.LAVINIA

I, Mahinda Rajapaksa, Minister of Urban Development and Housing do hereby approve the Development Plan for the Municipal Council limit of Dehiwala Mt. Lavinia, after consideration of recommendation made by the Board of Management of the Urban Development Authority on 25<sup>th</sup> March, 2022 by virtue of the powers vested in me under section 8(F) of the Urban Development Authority (Amendment) Act No. 4 of 1982.



**Mahinda Rajapaksa (M.P)**  
**Minister of Urban Development & Housing**

Ministry of Urban Development & Housing,  
17<sup>th</sup> and 18<sup>th</sup> Floors,  
“Suhurupaya”,  
Subhuthipura Road,  
Battaramulla.

27<sup>th</sup> April, 2022

Gazette Notification



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(Published by Authority)

PART I : SECTION (I) — GENERAL  
Government Notifications

APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL LIMIT  
DEHIWALA-MT. LAVINIA

I, Mahinda Rajapaksha, Minister of Urban Development and Housing do hereby approve the Development Plan for the Municipal Council limit of Dehiwala - Mt. Lavinia, after consideration of recommendation made by the Board of Management of the Urban Development Authority on 25th March, 2022 by virute of the powers vested in me under section 8(F) of the Urban Development Authority (Amendment) Act No, 4 of 1982.

MAHINDA RAJAPAKSA (M.P.),  
Minister of Urban Development & Housing.

Ministry of Urban Development & Housing,  
17th and 18th Floors,  
“Suhurupaya”,  
Subhuthipura Road,  
Battaramulla,  
27th April, 2022.



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PART I : SEC. (I) - GAZETTE EXTRAORDINARY OF THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA - 04.05.2022

**NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL  
LIMIT OF DEHIWALA-MOUNT LAVINIA**

NOTICE, is hereby given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8 (G) of the Urban Development Authority Law No. 41 of 1978 as amended by the Act No. 4 of 1982 that I, Mahinda Rajapaksa, the Minister in charge of the subject of Urban Development & Housing, by virtue of the powers vested in me under Section 8 (F) of the said Act No. 4 of 1982 have approved the Development Plan for Municipal Council Limit of Dehiwala - Mt. Lavinia, prepared under Section 8 (A) of the said Act on the day of 27th April 2022.

**MAHINDA RAJAPAKSA (M.P.),**  
Minister of Urban Development & Housing.

Ministry of Urban Development & Housing,  
17th and 18th Floors,  
“Suhurupaya”,  
Subhuthipura Road,  
Battaramulla,  
04th May, 2022.

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL LIMIT OF  
DEHIWALA-MOUNT LAVINIA**

PUBLIC, are hereby informed that the Development Plan prepared for the Municipal Council Limit of Dehiwala - Mount Lavinia under Section 8 (A) of the Urban Development Authority Law No. 41 of 1978 as amended by the Act No. 4 of 1982, has been approved on 27th April 2022, by Hon. Mahinda Rajapaksa, the Minister in Urban Development & Housing, by virtue of powers vested on him under Section 8 (F) of the said Act.

Major General (*Retd.*) **UDAYA NANAYAKKARA,**  
Urban Development Authority.

04th May, 2022.

05 - 0017

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# Part I



COLOMBO AIRPORT



# Chapter 01

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## **Context of the Development Plan**



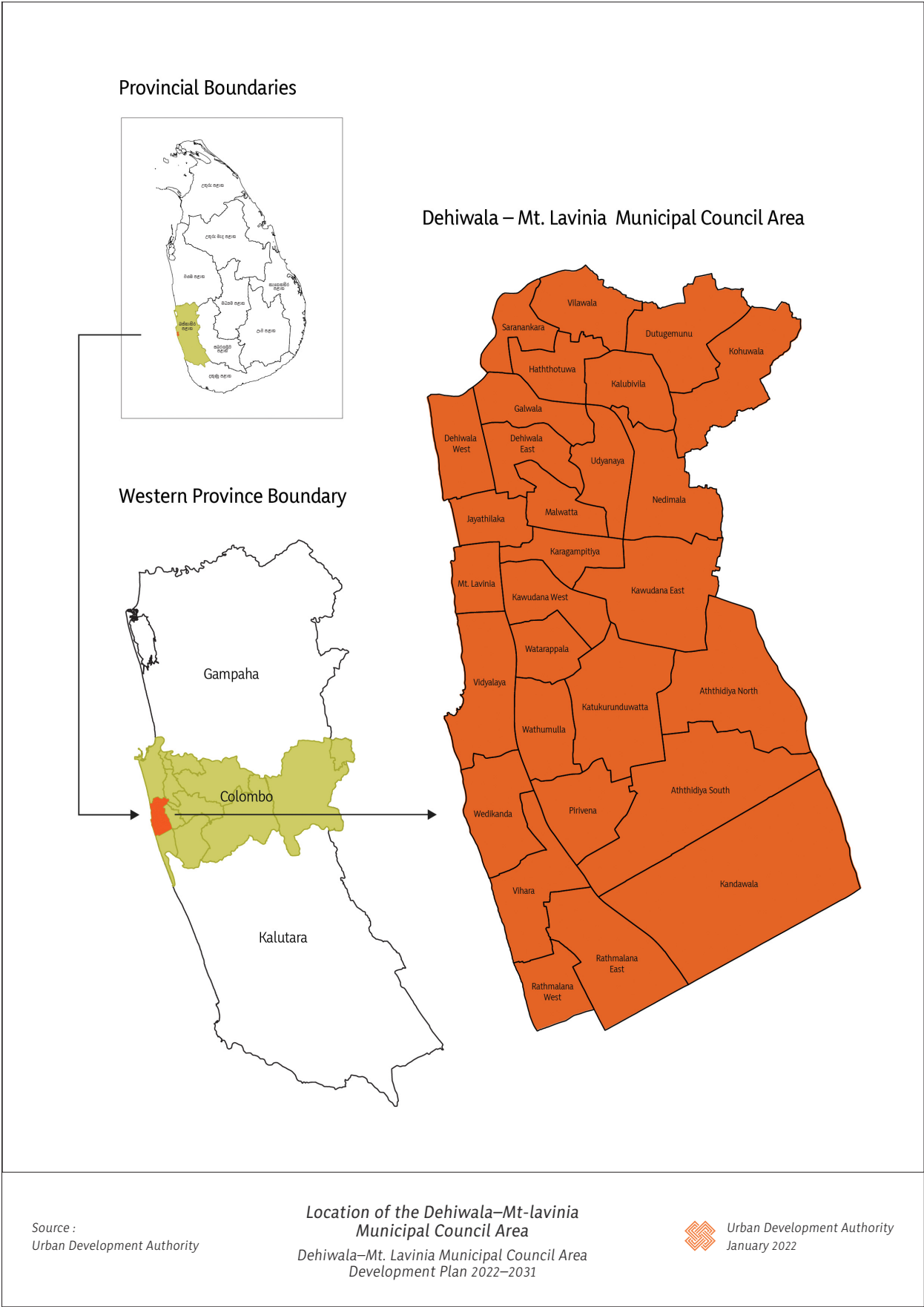
## 1.1. Introduction

An integrated plan prepared for a declared Urban Development Area considering the economic, physical, social and environmental aspects in order to promote and regulate the development of these aspects can be identified as a Development Plan.

As per the provisions under section 3 (1) and (2) of Urban Development Authority Act, No. 41 of 1978, the subject Minister is vested with the powers to declare a particular area as an Urban Development Area if he or she is of opinion that such area is suitable for development. The Urban Development Authority has been granted powers by the section 8 A of Urban Development Authority (Amendment) Act, No. 4 of 1982 to prepare Development Plans for such declared Urban Development Areas.

Mount Lavinia area gained urban status by the year 1929 and in relation to that Dehiwala – Mount Lavinia District Council was established on 08th January 1929. This area became an Urban Council Area on 01st January 1940 and as a result of rapid urbanization and administrative reasons, this area became a Municipal Council Area consisting of 19 Municipal Divisions on 03rd December 1959. Following to that, the area was declared as an Urban Development Area by the Extra Ordinary Gazette Notification No. 41 dated 30th September 1978. Accordingly, the first Development Plan prepared for this declared Urban Development Area by the Urban Development Authority as in effect for the period 2007 – 2020 had been published by the gazette notification no. 1594/32 dated 27th March 2009.

The Urban Development Authority commenced the preparation of a new development plan for the Dehiwala–Mt-lavinia Municipal Council Area as will be in effect the period 2022 – 2031 due to the expiration of the existing development plan and the timey need of strategic intervention for emerging physical, economic, environmental and social contexts of the area.



**Map 1.1 :** Location of the Dehiwala–Mt-lavinia  
Municipal Council Area

**Source :** CMR Division, UDA



## 1.2. Stakeholders of the Development Plan

The planning team took great effort during the planning process to consult the stakeholders engaged in the development activities of the area as many as possible. The ideas and suggestions proposed by the following key institutes representing the industrial, environmental, economic, administrative and infrastructure sectors were intensively incorporated throughout the planning process.

### *Key Stakeholders*

- I. Dehiwala-Mt-lavinia Municipal Council

### *Consulted Institutes*

- I. Dehiwala - Mount Lavinia Divisional Secretariat
- II. Ratmalana Divisional Secretariat
- III. National Physical Planning Department
- IV. Central Environmental Authority
- V. Coast Conservation Department
- VI. Sri Lanka Railways
- VII. Sri Lanka Land Development Corporation
- VIII. Road Development Authority
- IX. Sri Lanka Transport Board
- X. National Water Supply & Drainage Board
- XI. Civil Aviation Authority
- XII. Ceylon Electricity Board

### 1.3. Scope of the Development Plan

Dehiwala Mt-lavinia Municipal Council Area located adjacent to the southern boundary of Colombo Municipal Council Area, the highest urbanized area of Sri Lanka is also one of the most highly urbanized areas of the country. This area is a unique area located within the Highly Urbanized Zone of Western Province. Further, this area falls into the Metro City limit in the National Physical Plan – 2030 prepared by the National Physical Planning Department and also into the Economic Corridor proposed in the Proposed Structure Plan – 2050. Ratmalana City which falls within the Dehiwala–Mt-lavinia Municipal Council limits has been identified as a proposed sub city to be linked via multi-modal transport channels.

Dehiwala–Mt-lavinia Municipal Council being the largest municipal council area located adjacent to the City of Colombo plays a significant role for the economic development of Colombo District. Also, this area consists of invaluable aquatic environmental characteristics as it is bounded by the attractive beach including the famous Mount Lavinia beach in the west direction and by the Bolgoda canal in the east direction.

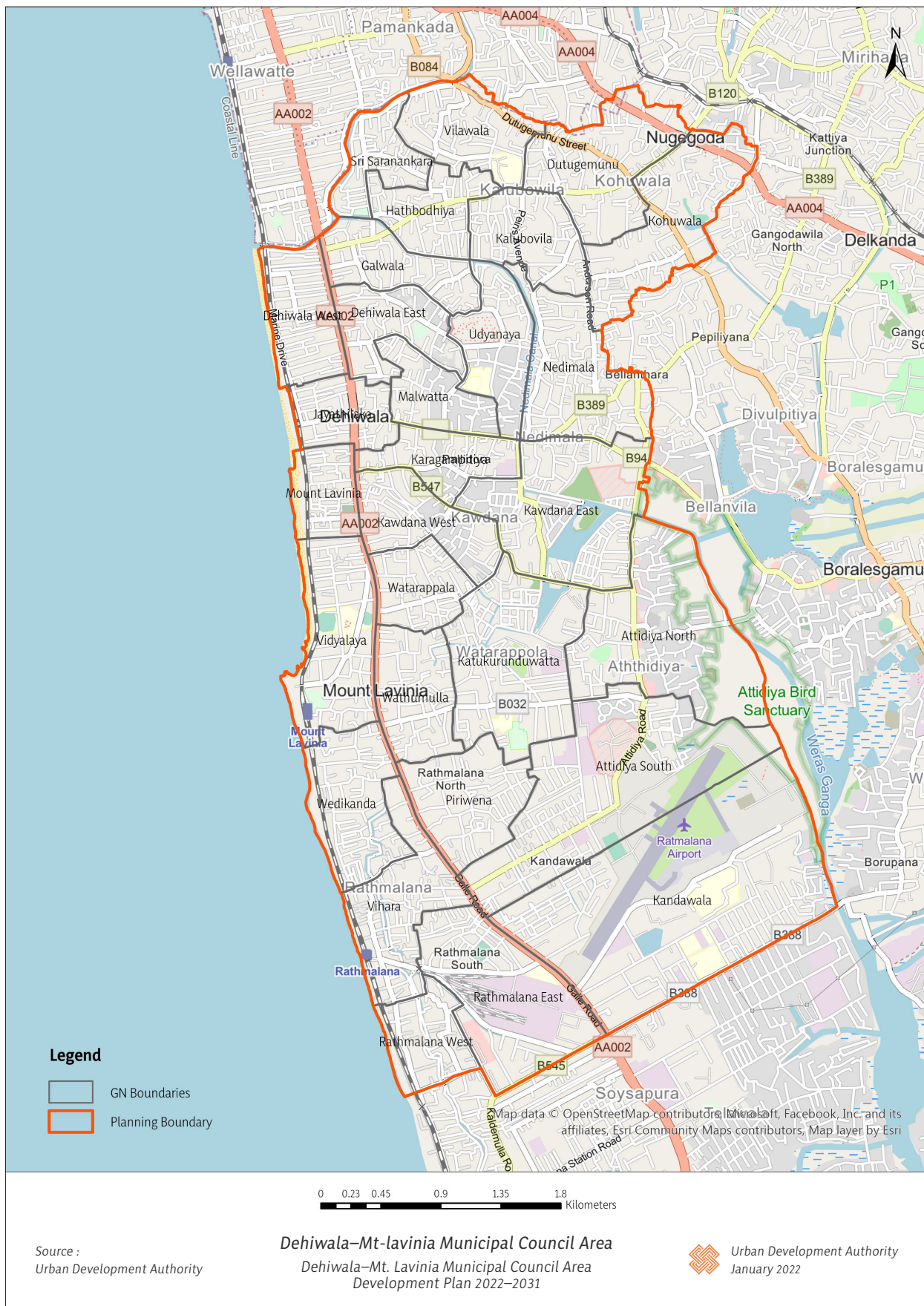
Background analysis of the area revealed that Dehiwala–Mt-lavinia Municipal Council area is having numerous potentials interrelated with various economic sectors and that these potentials can be strategically harnessed to solve many prevailing issues of the area. Further it was identified that the existence of a variety of waterfronts throughout the Dehiwala–Mt-lavinia Municipal Council area as the main potential of the city and that this potential can be strategically utilized to address many prevailing issues of the area and to induce a positive transformation of the city.

Further, this area was identified to be having a higher potential to be developed as a residential area due to being located adjacent to the Colombo Commercial City and the Kotte Administrative City and having a road network well-connected with these cities. Development trends that need to be incorporated when formulating development proposals to be executed in the near future as well as in the long run within the next ten years' of period were identified through the context analysis of Dehiwala–Mt-lavinia Municipal Council area.





# Dehiwala–Mount Lavinia Municipal Council Area Development Plan (2022–2031)



Map 1.2 : Dehiwala–Mt-lavinia Municipal Council Area

Source : CMR Division, UDA



Based on the above reasons, this plan has been prepared within the scope that Dehiwala, Mt-lavinia and Ratmalana Cities will cater to the residential demand that is emerging complementing to the commercial and administrative activities of the neighboring Colombo and Kotte areas.

This planning area consists of two Divisional Secretariat Division (Dehiwala and Ratmalana) and 29 Grama Niladhari Divisions. It is expected that this plan will influence approximately 283,500 residential population and 176,400 commuter population of the area.

This plan has been prepared in accordance with the requirements specified related to the development plan preparation process in the Urban Development Authority Act, No. 41 of 1978 considering various sectors such as environmental management and economic, infrastructure, settlement and social development in order to regulate and manage the entire expected spatial development.

This plan has been prepared based on the vision anticipated for Dehiwala–Mt-lavinia area in the coming ten years. It is anticipated to realize the vision of this plan through planning guidelines, policies, strategic projects, planning and building regulations.

**Chapter 01**  
Context of the  
Development Plan

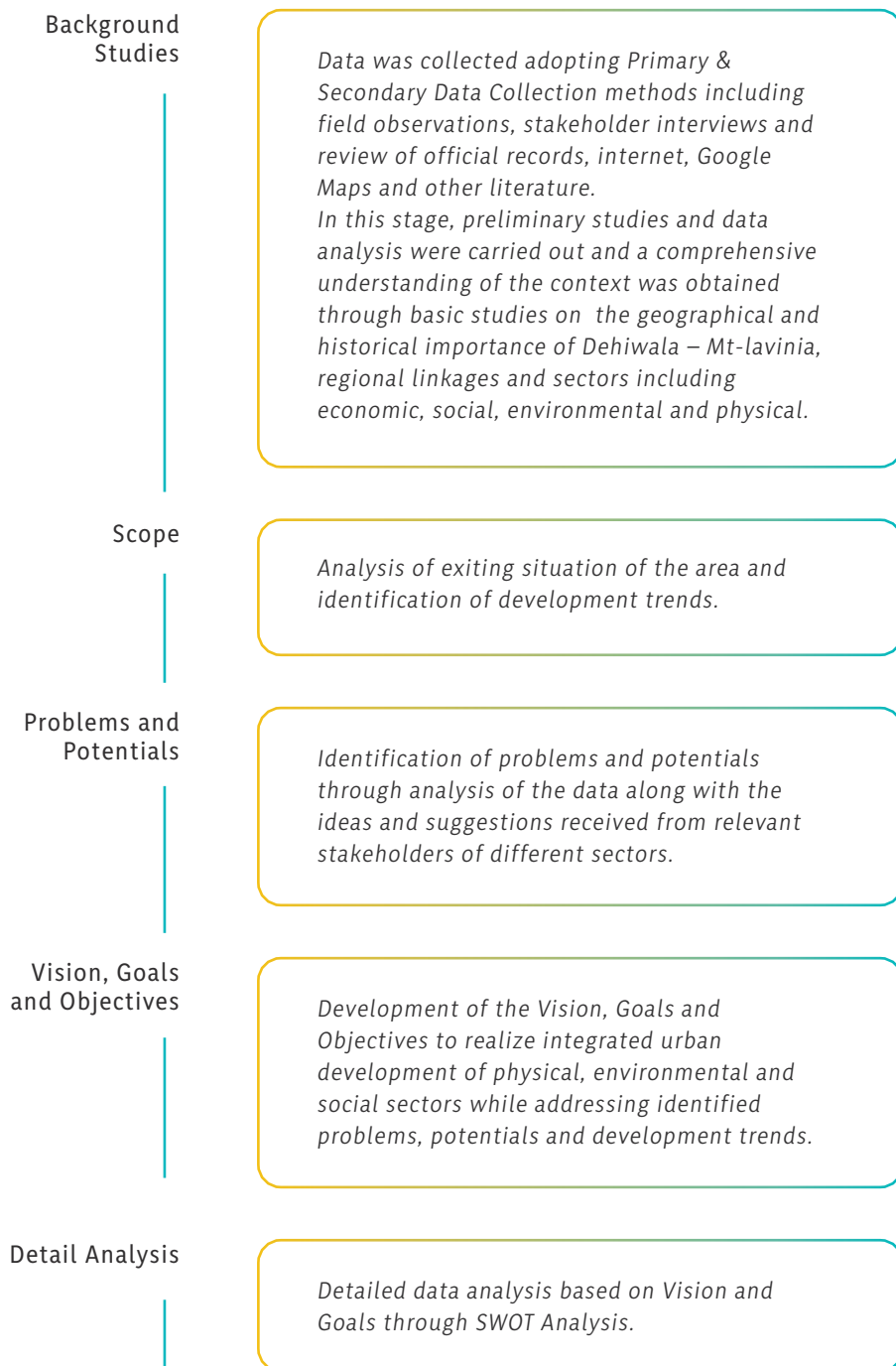
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Scope of the  
Development Plan



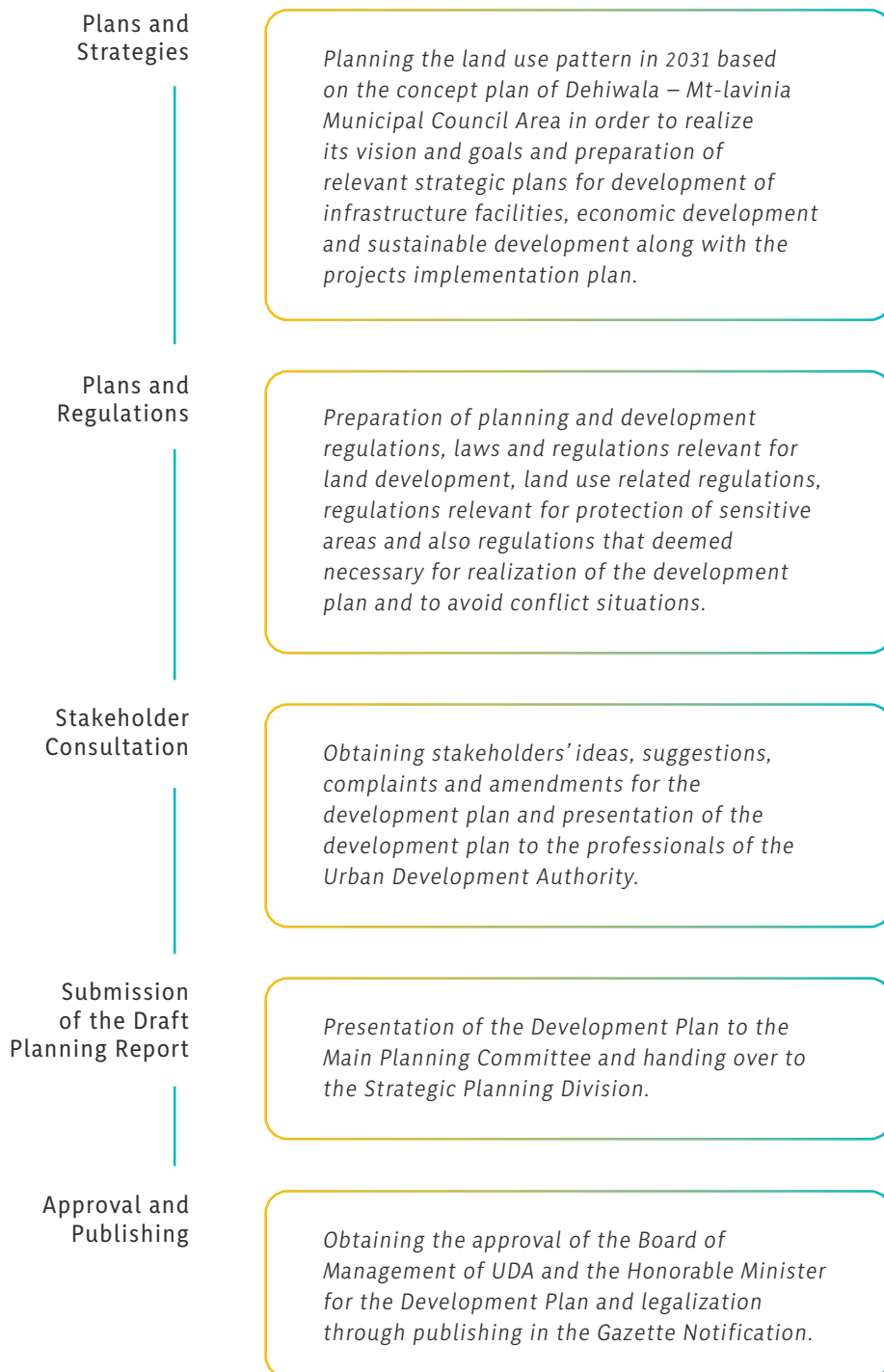
## 1.4. Planning Process

The Development Plan for Dehiwala–Mt-lavinia Municipal Council area has been prepared adopting the following planning process which consists of ten steps. The Figure 1.1 has summarized these planning steps.



**Chapter 01**  
Context of the  
Development Plan

Planning Process



**Figure 1.1 : Planning Process**  
**Source :** CMR Division, UDA



# Chapter 02

---

## Preliminary Study



**Chapter 02**  
Preliminary Study

Introduction

## 2.1. Introduction

Development trends that can be promoted in the immediate future as well as within the next ten-year period were identified through the analysis of the existing context of the planning area. This chapter consists of three main sections including study area, delineation of the planning area and the context analysis.

Locational positioning and physical, economic, social and environmental setting of Dehiwala-Mt-lavinia (DMMC) area and its surrounding areas were identified under the preliminary analysis of the study area whereas the historical background, physical, social economic and environmental characteristics, previous planning attempts and existing land use pattern were comprehensively studied under the analysis of the planning context.

Accordingly, the need of a planning intervention for the entire DMMC area was identified and also considering the legal processes as well as the convenience in comprehension and execution, preparation of the plan subject to administrative boundaries was identified to be more appropriate. As separate development plans are prepared by the Urban Development Authority for Colombo Municipal Council, Sri Jayawardenepura Kotte Municipal Council and Moratuwa Municipal Council areas which are bounded to the Dehiwala-Mt-lavinia Municipal Council area, its planning boundary was decided considering the functional boundary and the administrative boundary.

## 2.2. Study Area

DMMC area has an extent of 21.4 km<sup>2</sup> and is located bounded by the longitudes 77.55°E - 79.55°E and at latitude 6.45°N within the Colombo District of Western Province. DMMC area consists of two electorate divisions namely Dehiwala and Ratmalana and is bounded by Colombo Municipal Council area to the north, by Sri Jayawardenepura Kotte Municipal Council area and Maharagama Urban Council area to the north-east, by Kesbawa Urban Council area to the east, by Moratuwa Municipal Council area to the south and by the ocean to the west. Ground elevation is between 00 – 200 MSL. The annual average rainfall is about 5000mm and annual average temperature varies in between 28°C - 32°C. DMMC area consists of 29 Grama Niladhari Divisions and has a population of about 245,974 as per the 2012 Census Data.

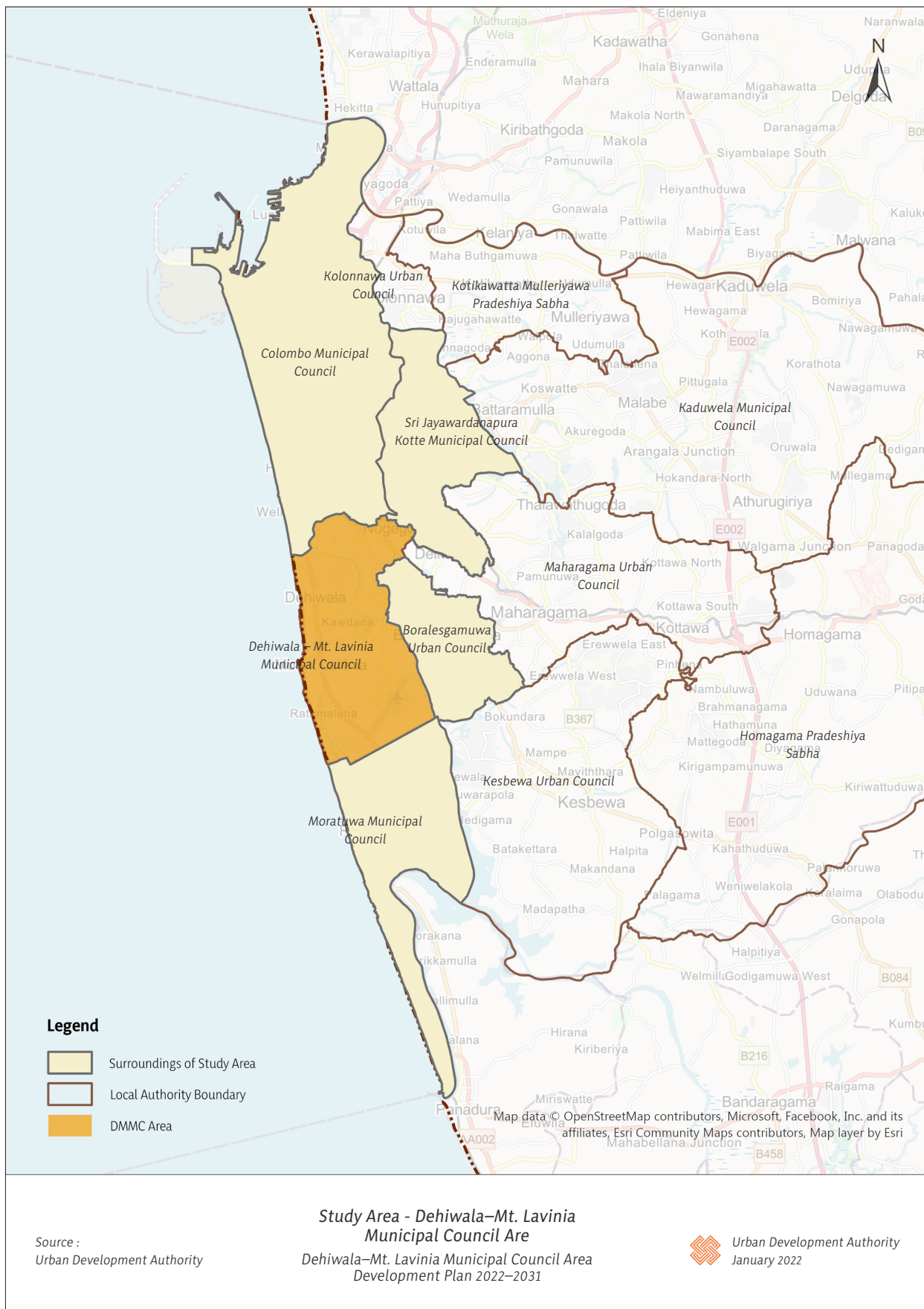
Following local authority areas were considered as the study area for identifying the planning boundary of the Development Plan for the DMMC area.

- I. Dehiwala–Mt-lavinia Municipal Council area
- II. Colombo Municipal Council area
- III. Sri Jayawardenepura Kotte Municipal Council area
- IV. Moratuwa Municipal Council area
- V. Boralesgamuwa Urban Council area
- VI. A part of Maharagama Urban Council area

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Study Area



## Dehiwala–Mount Lavinia Municipal Council Area Development Plan (2022–2031)



Map 2.1 : Study Area - Dehiwala–Mt. Lavinia Municipal Council Area

Source : CMR Division, UDA



### 2.2.1. Historical Background and Evolution

Dehiwala–Mt-lavinia is an area of great historical significance inheriting a long running historical background. It is believed that there have been a large number of ponds thus known to be as ‘Diya-wala’ (an area filled with water) which later on evolved as ‘Dehiwala’.

#### a) Pre-colonial period

As per the folklores, the existing DMMC had been existed with the areas namely Pepiliyana, Nedimala, Attidiya and Kalubowila as a part of Kotte Kingdom prior to acquiring of the Coastal areas of Sri Lanka by the Portuguese. It is believed that Ratmalana and Dehiwala areas existed as a single area. During this period, Kotte area had been established as the Kotte Kingdom as well as a strong residential and commercial area based on the Colombo harbour.

During the Pre-colonial era, for over 2000 years, Colombo has been a point of interest for many traders: Arabs, Indians, Chinese, Persians, Romans and the Greeks; mainly because of its strategic location. DMMC area was also visited by these traders and many trade activities were established due to its strategic location on the western coast and being in close proximity to Colombo Harbour.

#### b) Portuguese Period (1505 – 1656)

A group of Portuguese traders led by Lorenzo De Almeda landed on Sri Lanka in 1505. Their arrival was a coincidence and their main intention was expansion of trade rather than expansion of rule. The Portuguese first built a fortress in Galle and later on arrived at Colombo travelling along the coastal belt. In the meantime, they identified the existence of Kotte Kingdom in close proximity to Colombo and also the strategic significance of the location and the possibility of dominating the trade in the Indian Ocean due to availability of spices and other invaluable trade items. It influenced the Portuguese to expand their dominance over the island. Taking the natural topographical features of Colombo as an advantage they built a well-defended fortress in Colombo. The villages which were there in Dehiwala area during the pre-colonial period had been continued to exist during this period as well. As per the historical evidences, There had been some constructions in Mount Lavinia area in around year 1510.

Study Area

Historical Background  
and Evolution



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#### Study Area

#### Historical Background and Evolution

### c) Dutch Period (1656 – 1796)

With the arrival of Dutch in 17<sup>th</sup> century, a well-organized administrative structure had been implemented and thereby a comprehensive tax and legal system had been evolved. Construction of an extensive network of canals in and around Colombo is one of the major events took place during the Dutch period. The contribution by Dutch to city planning, architecture, and storm water drainage has become a part of the heritage of the city.

### d) British Period (1796 – 1948)

Regional administrative (Kachcheri) system had been established in the British period and Thomas Maitland, the second Governor of Sri Lanka had acquired Mount Lavinia area and established a private centre in 1806 and later this centre has been converted as Mount Lavinia Hotel. Mount Lavinia area earned the Urban status in 1929 and the Dehiwala-Mt-lavinia District Council was established on 08th January 1929. The area was recognized as an Urban Council area on 01st January 1940. One of the key contributions of British were the large scale infrastructure development such as highways and local roads, railway line and water supply, drainage and sewer systems.



*Figure 2.1 : An ancient photograph of Mount Lavinia Hotel*

*Source : Lankapura, (2010)*

## Chapter 02 Preliminary Study

### Study Area

### Historical Background and Evolution



*Figure 2.2 : Ancient photograph of Mount Lavinia Railway Station*  
*Source : Lankapura, (2007)*

### e) Post-independence Period

Considering the rapid urbanization and administrative reasons, Dehiwala–Mt-lavinia area was recognized as a Municipal Council area consisting of 19 municipal wards and later on the extent of DMMC area has been expanded up to 2106.5 hectares and had been divided into 29 GNDs as it exists today.



*Figure 2.3 : Ratmalana Airport 1950*  
*Source : Lankapura, (2007)*

There are a number of Buddhist religious places with historical significance within DMMC area and according to the folklores, the Ratmalana Purana Rajamaha Viharaya is renowned as most ancient temple in the area. In addition, Attidiya, Maligawatta Purana Viharaya, Kalubowila Hathbodhi Rajamaha Viharaya, Pamankada Sri Lanka Viharaya, Karagampitiya Maha Viharaya, Galkissa Sri Sunandaramaya can be identified as the most ancient temples in the area which were built in the immediate post-independence period.



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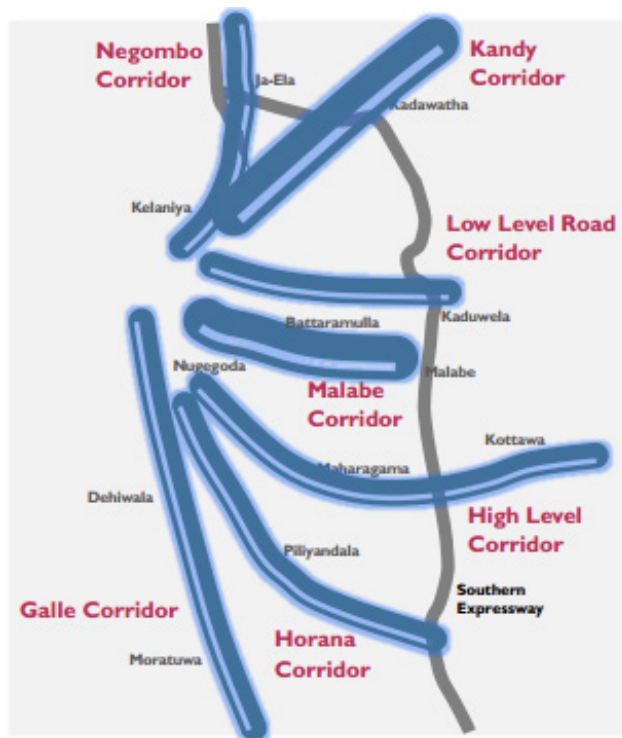
Study Area

National and  
Regional Linkages

## 2.2.2. National and Regional Linkages

DMMC area is located in the Colombo District of Western Province of Sri Lanka, adjacent to Colombo Municipal Council area's south boundary approximately 12km away from Colombo and 8km away from Sri Jayawardanapura. DMMC area belongs to the Colombo Metro Region which is the focal point of Sri Lanka's transport and economic networks and acts as one of the highly urbanized area with high commercial value. The unique location of DMMC area plays a significant role in its regional linkages. In terms of local setting, Dehiwala is the main city in the DMMC area. In addition, Kohuwala, Mount Lavinia, Ratmalana, Karagampitiya, Nedimala, Bellanthara, Bekariya Junction and also a part of Nugegoda city are the key urban centres in DMMC area.

### a) Transport Flows



**Figure 2.4 :** Main corridors connecting to City of Colombo  
**Source :** CoMTrans Urban Master Plan, 2014

Transport network of the country is an important element which facilitates the movement of population and materials throughout the country. Hence, the transport connectivity that Dehiwala-Mt-lavinia area has with other parts of the country or its positioning in the national transport network is an important factor which determines its overall national and regional importance.

Dehiwala-Mt-lavinia can be identified as the main city closest to Colombo in the corridor connecting the Colombo Commercial City with the southern region when considering its connectivity with other regional centers through the road and rail networks.

## *Roads*

The existence of the Galle road and coastal railway line is very important for the DMMC area to link with City of Colombo and cities in the southern region of the country. It provides an efficient transport service to the DMMC area and enables to have direct links with City of Colombo, Moratuwa, Panadura, Kalutara and other main cities.

Also, the High-level road connected to the DMMC area by the east boundary is also significant for an efficient transport service as well as for maintaining regional linkages. This enables connectivity with the City of Colombo and cities in the Sabaragamuwa region as well as Central highlands.

In addition, direct transport links are established with Maharagama and Boralesgamuwa towns and High-level road by the Dehiwala – Maharagama road with Nuegoda town and Sri Kayawadenepura city by the Hospital road.

## *Railway*

DMMC area is connected with the railway network which runs through the country as three main railway stations namely Dehiwala, Mount Lavinia and Ratmalana are located within this area. Therefore, this area can be identified as a significant point in the coastal railway line of Sri Lanka.

## *Domestic Air Transport*

Colombo Airport, Ratmalana plays an important role in domestic air transport and military transport of Sri Lanka. It was the country's first International Airport until the establishment of Bandaranayaka International Airport, Katunanayake. It also facilitates aviation training for several organizations. The Colombo Airport is of strategic significance with related to Colombo Commercial City as it caters the high- end tourism and business travel needs of High Net Worth Individuals.

Study Area

National and  
Regional Linkages





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National and  
Regional Linkages

At present, there are around four passenger flights which fly to regional destinations such as Anuradhapura, Batticaloa, Trincomalee, Hambantota, Jaffna, Koggala and Sigiriya. In addition, the air taxi services operated by Sri Lankan Airlines also act as a prominent transport mode connecting Colombo with other regions. DMMC area being connected to the air transport network is one of the significant factors. Ratmalana Airport is the second largest airport in the country which provides national level service. Further it enhances the DMMC area's significance through the direct regional linkages with the Bandaranaike International Airport at Katunayake and other domestic airports including Weerawila, Anuradhapura and Palali.

*Other Flow Patterns*

Locational positioning of number of nationally and regionally important institutions and locations in and around DMMC area is a significant attribute in developing and maintaining regional linkages. It attracts a large number of population from different areas around the country.

- I. Dehiwala Zoo
- II. Ratmalana Airport
- III. Colombo South Teaching Hospital at Kalubowila
- IV. Ratmalana Airport Camp
- V. Industrial areas including Kandawala
- VI. Sri Lanka Railway Workshop
- VII. Hotel Zone including Mount Lavinia Hotel
- VIII. Attidiya Bird Sanctuary
- IX. Kothalawala Defense University

It is reported that around 1.5 million of population visit Dehiwala zoo annually, about 2500 persons visit Colombo South Teaching Hospital daily, and around 75,000 of population visit DMMC area for various purposes. Hence, the locational existences of these features has been a reason for enhanced national and regional linkages of DMMC area.

### 2.2.3. Previous Planning Attempts

A Development Plan has been prepared for the DMMC area by the Urban Development Authority in the year 2008. This area is also included in the plans made for the entire Colombo area.

#### a) City Plan by Patrick Abercomey (1948)

As 1948 Patrick Abercomey's plan can be introduced as the first initiation of a planning intervention for the Dehiwala Mt.lavinia area. The scheme was designed for the entire Colombo urban area and the planning area for extending to the Ja-Ala in the north and the Moratuwa in the south. This plan introduced the zoning for the first time and development identified that the areas like Ragama, Homagama, Ratmalana need to be extended. These cities are connected by circular roads and this plan included central administrative functions transfer to Ratmalana area.

Accordingly Dehiwala Mt.lavinia area has been recognized as a suitable city for access residential population within the Colombo city.

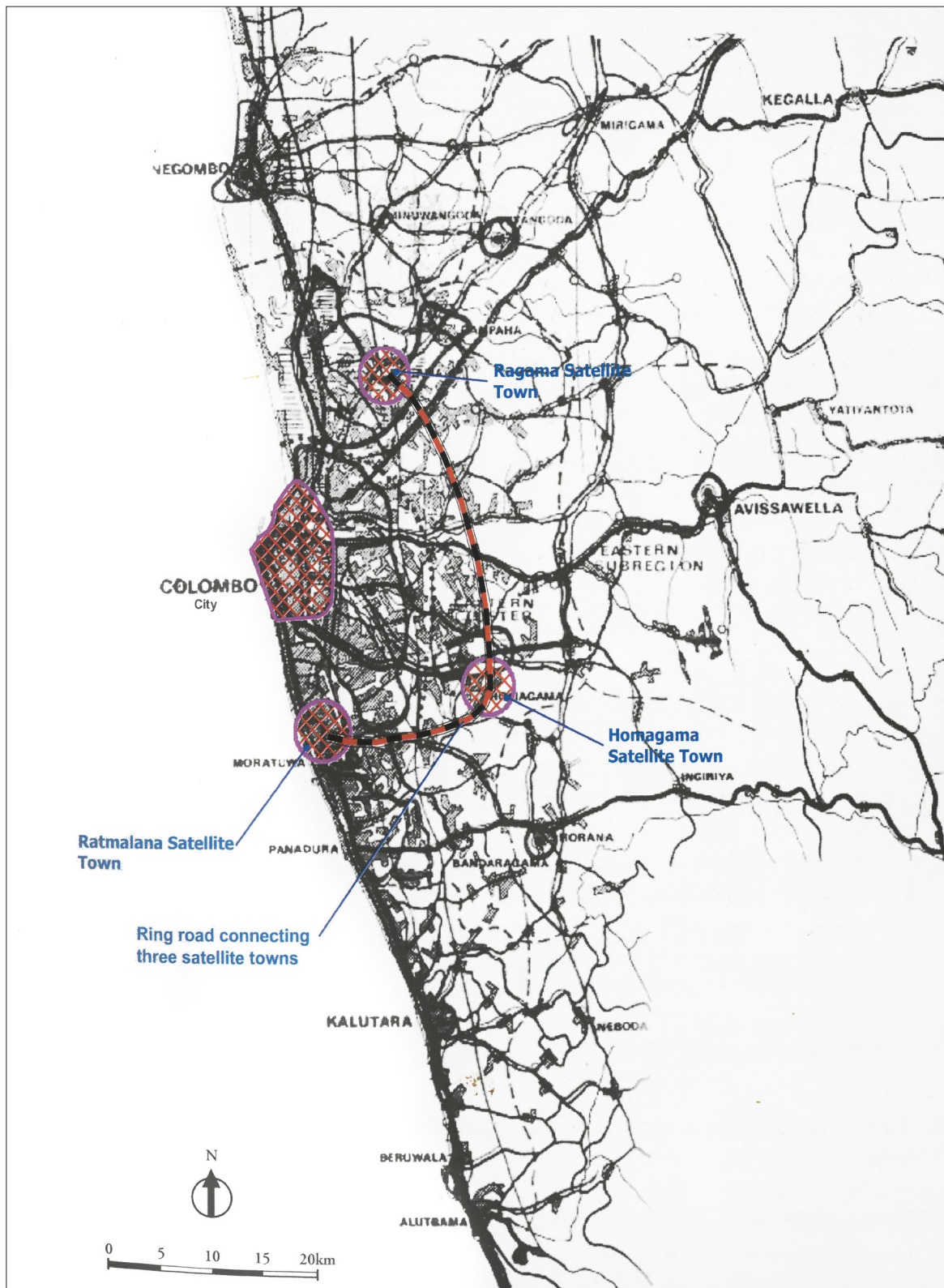


Figure 2.5 : City Plan by Patrick Abercrombey- 1948

Source : Colombo Living High; A City in Transition, N.P Herath & D. Jayasundara, (2007)



b) Colombo Metro Region Structure Plan (CMRSP) – 1998

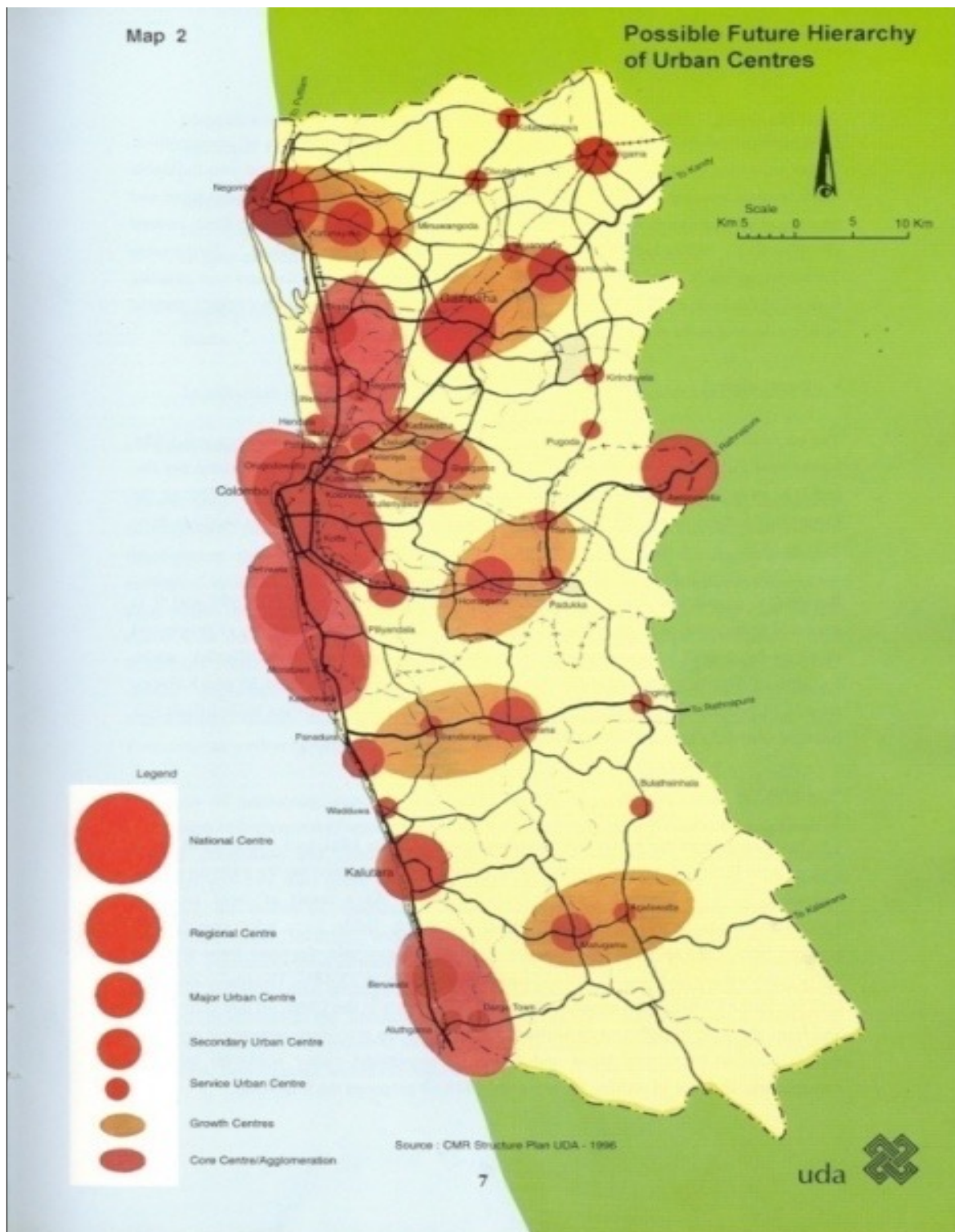


Figure 2.6 : Colombo Metro Region Structure Plan (CMRSP) – 1998

Source : CMR Division, UDA



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#### Study Area

#### Previous Planning Attempts

In 1998, the UDA developed Colombo Regional Structure Plan which is commonly known as the "CMRSP" plan. It was the first time that a plan of such magnitude was prepared entirely by local planners. This plan was influenced by the three pillars of sustainable development concept namely the Society, Economy and the Environment. Further, the 'Growth Centers' and a hierarchy of regional town centers as 1st order to 4th order based on the services provided by each town centers has helped to identify several urban agglomerations in different parts of the region for potential development. This plan has identified Dehiwala-Mt-lavinia area as a part of the Colombo Core Area.

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

The Western Region Megapolis Master Plan is the most recent planning attempt on the Colombo Commercial City Area. Megapolis Master Plan is prepared considering whole Western Province as a single planning entity. The vision of the plan is 'From Island to Continent' and its main focus is on three main national goals such as

- Addressing the prevailing issues due to congestion pressures being exerted on urban infrastructure, services, amenities and environment
- Development and transformation of physical and institutional infrastructure and national economic structure to enable the nation to reach the status of 'high-income developed country'
- Harness the benefits of knowledge-based innovation driven global economic environment

The Western Region Megapolis Master Plan has divided the western region in to seven zones and accordingly, the DMMC area comes under High Density Zone.

In 2004, a foreign consultancy team under the purview of Board of Investment of Sri Lanka, prepared Western Region Megapolis Plan which is commonly known as "CESMA Plan" among Planners. The objective of preparation of this plan was to make Colombo a modern city that would play a key role in the South Asian Region. Accordingly, the vision of the plan was, "An oasis of aspiration, heritage, recreation and glorious living".

The Plan was based on three planning concepts. These were decentralization of direct development to the eastern, southern and northern parts of the region with Colombo as the core development area, devel-

opment of the city based on Garden and Green Finger Concepts and adoption of 'Live, Work, Play' concept to promote a better quality of life by enabling many people to live close to their areas of work. According to the CESMA plan, DMMC area falls under Colombo Core area and the boundary of the this Colombo Core area runs along the Galle Road up to Ratmalana.

## Chapter 02 Preliminary Study

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Previous  
Planning Attempts

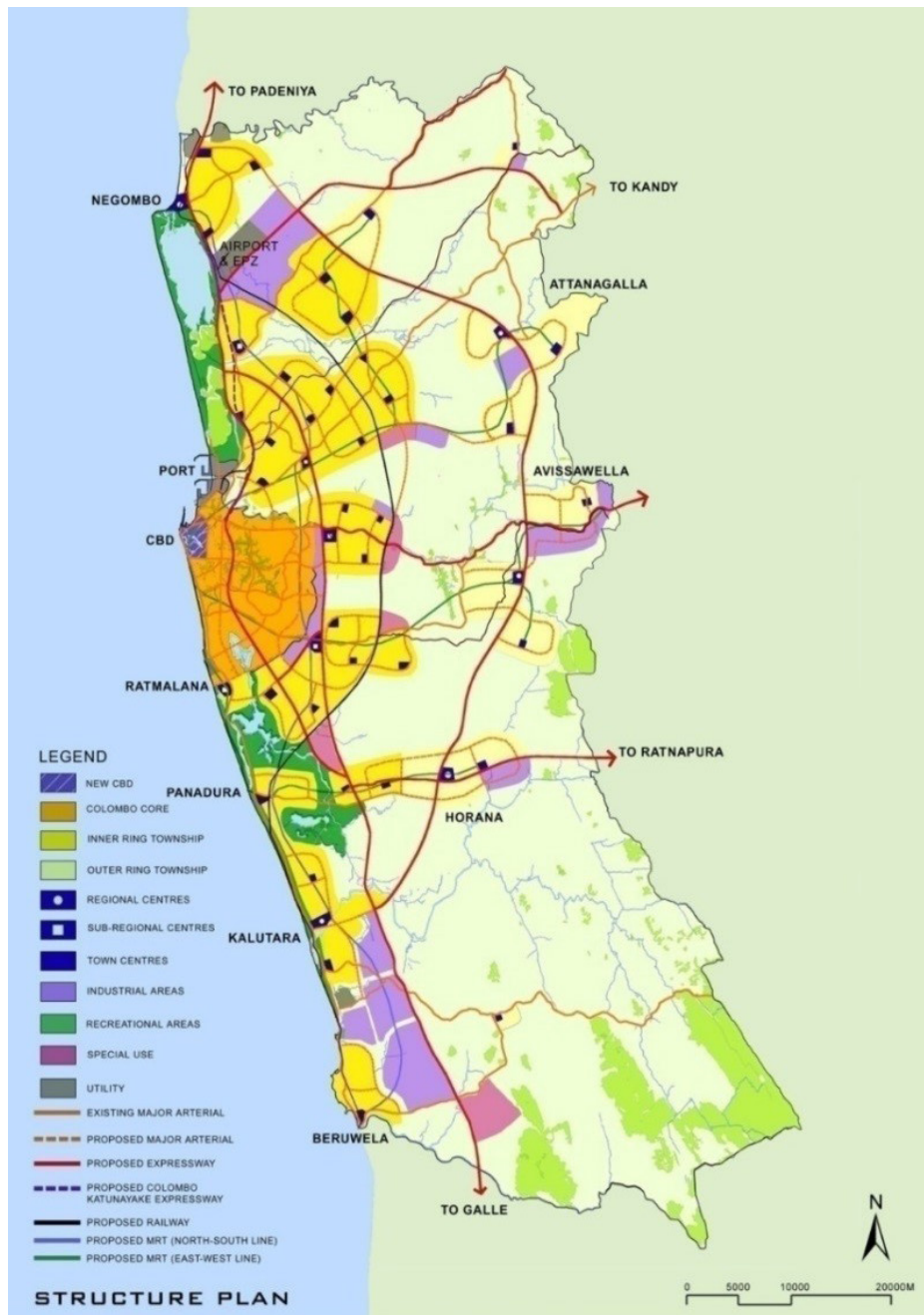


Figure 2.7 : Western Region Megapolis Plan (CESMA) - 2004





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Study Area

Previous  
Planning Attempts

d) National Physical Structure Plan – 2030

According to the National Physical Structure Plan 2030 prepared by the National Physical Planning Department, DMMC area falls in to the Colombo Metro Urban Area whereas as per the National Physical Structure Plan 2050 prepared by the same department, DMMC area falls in to the proposed Economic Corridor.

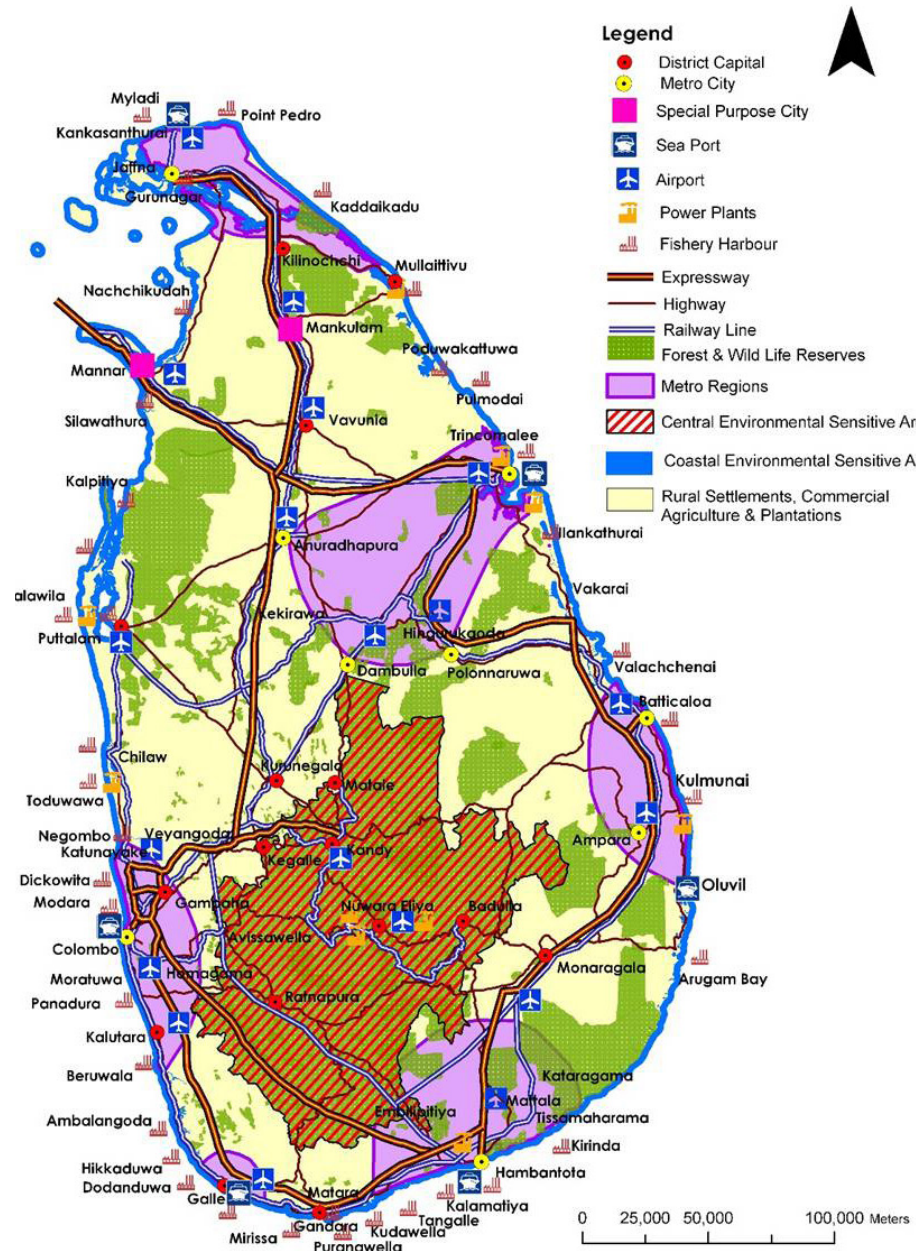
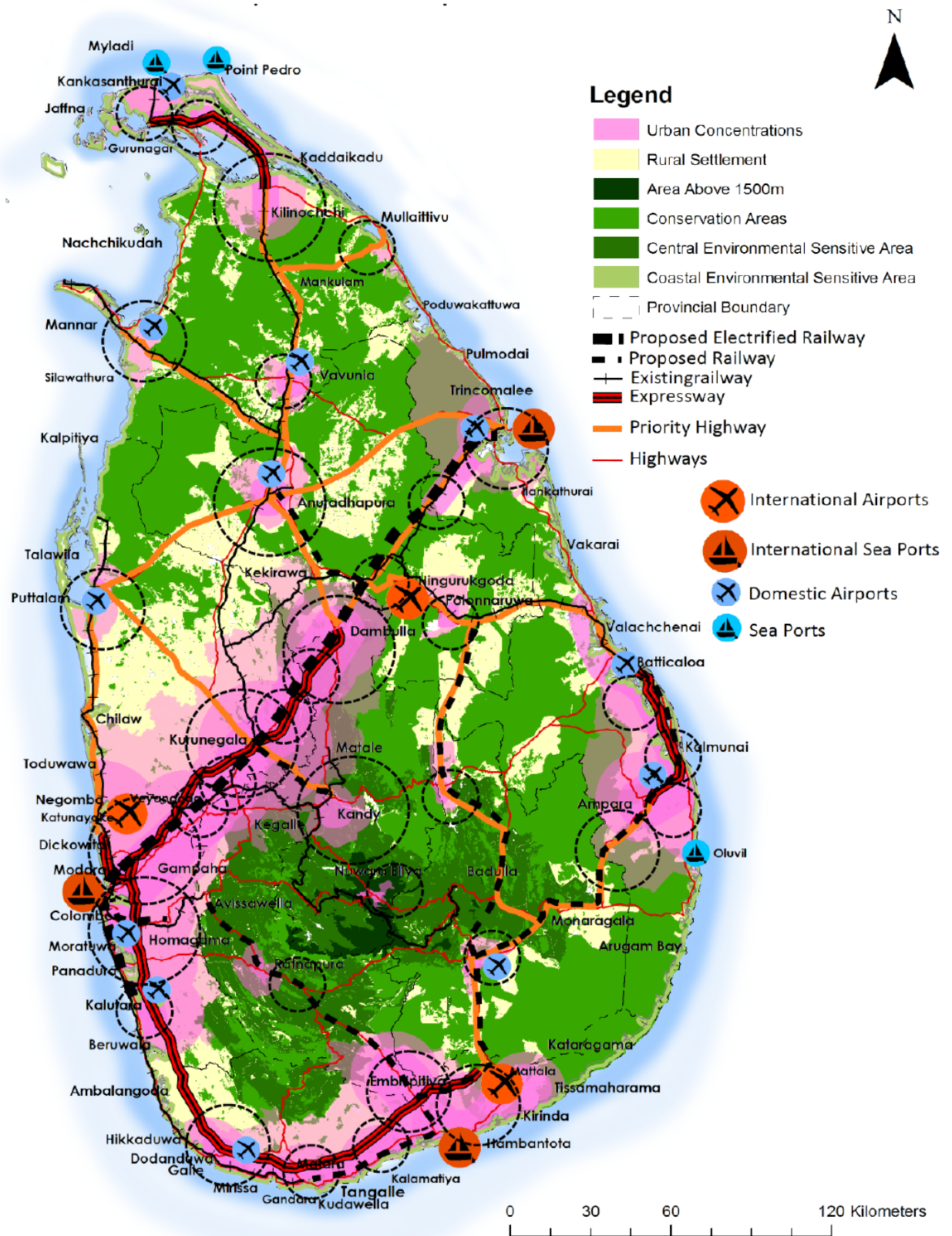


Figure 2.8 : National Physical Structure Plan – 2030  
Source : National Physical Planning Department, 2016



Prepared by: National Physical Planning Department

Figure 2.9 : National Physical Structure Plan – 2050  
Source : National Physical Planning Department, 2016



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Study Area

Previous  
Planning Attempts

## e) Development Plan (2007 – 2020) by Urban Development Authority

The Development Plan which is currently in effect for the DMMC area prepared by the Urban Development Authority has identified the areas where commercial, residential and mixed uses need to be distributed and also it has identified the coastal zone as a special tourism zone and the area in and around the Attidiya Reserve as a conservation zone.

As the effective period of this plan has already lapsed, as well as several changes in urbanization have been observed, it is apparent that this plan needs to be updated.

## f) State Manifesto – ‘Vistas of Prosperity & Splendour’

Among the ten principles presented in the Sri Lanka’s State Manifesto, People Centric Economic Development, Development of Physical Resources and Sustainable Environmental Management are the key principles which have direct impact on the urban development of the country.

***People Centric Economic Development*** : Propose to develop the country’s economy through the key economic sectors including tourism industry, construction industry, garment industry, fisheries industry.

***Development of Physical Resources*** : This principle has recognized DMMC area as a neighbouring urban area of the City of Colombo whereas the state manifesto interprets DMMC area as a part of City of Colombo. Accordingly, the proposals such as strengthening of the transport network in order to enhance the linkage with other cities in the region, upgrading the facilities of the domestic airports, promotion of renewable energy and water supply and waste water management can be identified as relevant to the planning area.

***Sustainable Environmental Management*** : The principle has paid attention to the sectors such as industries, waste management, bio-diversity, settlement and cities and environmental education and also to introduce a sustainable environmental space within City of Colombo.



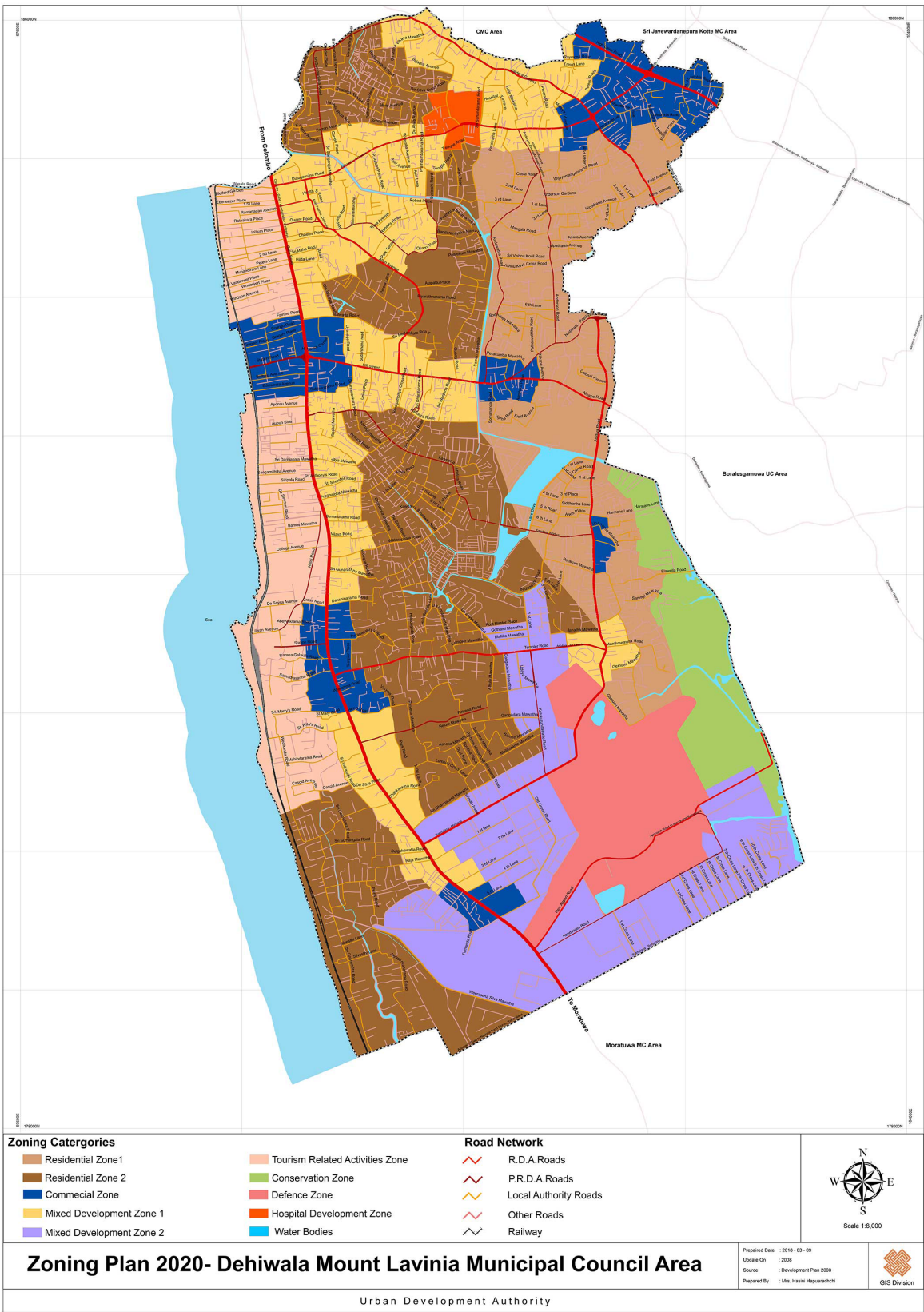


Figure 2.10 : Development Plan (2007 – 2020) by Urban Development Authority  
Source: Urban Development Authority



**Chapter 02**  
Preliminary Study

Delineation of the  
Planning Boundary

Land Use Pattern

## 2.3. Delineation of the Planning Boundary

The planning boundary for this new development plan was delineated considering the historical evolution of the Dehiwala-Mt-lavinia area, existing national and regional linkages and previous planning interventions and their impact elaborated in the section 2.1 above. When considering the historical significance, it is evident that Dehiwala-Mt-lavinia area had functioned as a service city for Colombo and Kotte. Also it is apparent that there are national and regional linkages based on uses unique to the Dehiwala-Mt-lavinia area and that there is a need of introducing a timely updated plan for Dehiwala-Mt-lavinia area with careful consideration on above explained factors.

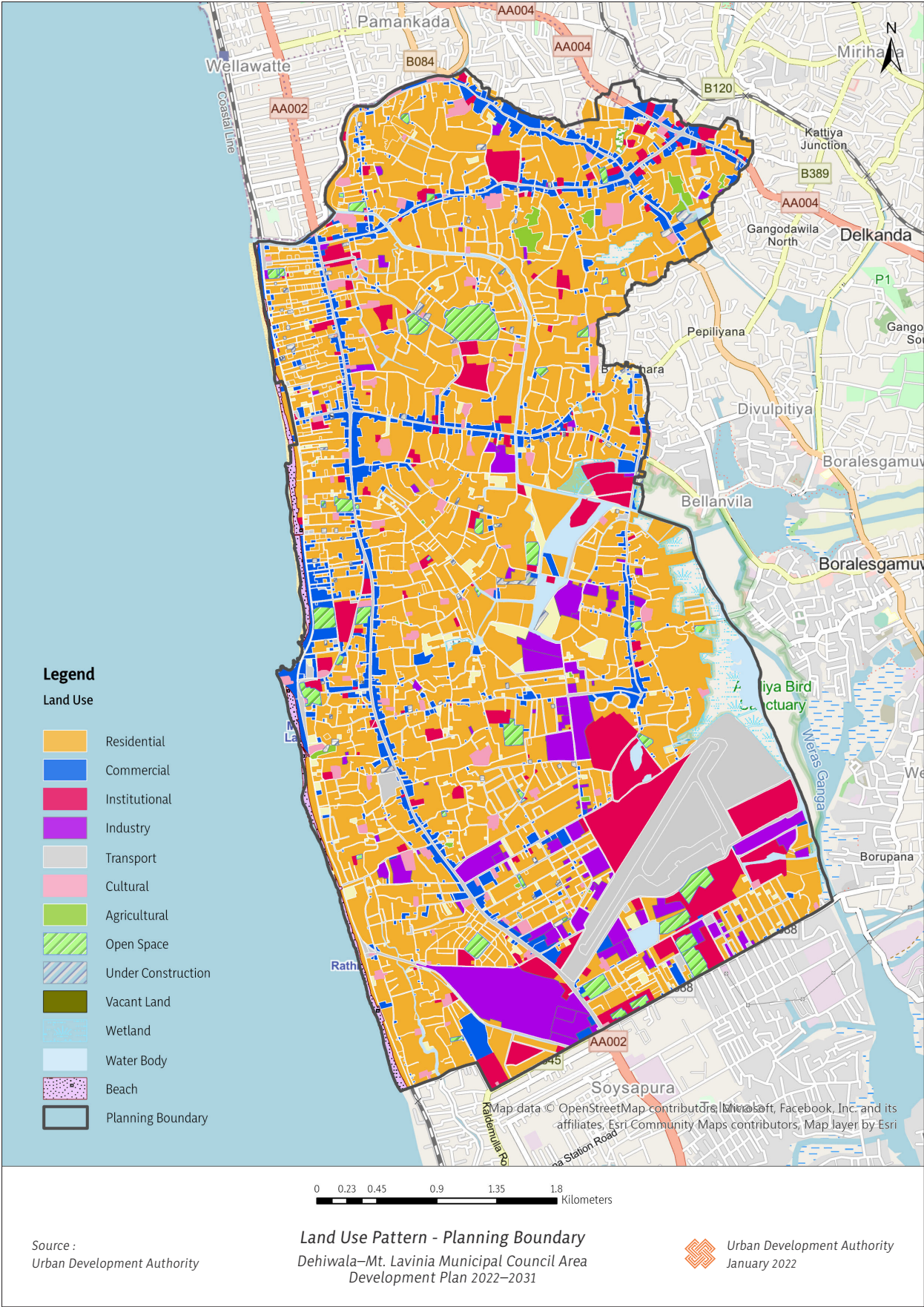
### 2.3.1. Land Use Pattern

When considering the land use pattern of the study area, majority of areas consist of residential uses whereas there is a higher concentration of commercial uses within Colombo Municipal Council area.

There are more industrial uses distributed in Ratmalana area which falls within the limits of DMMC area and the balance area of DMMC is utilized predominantly for residential use.

Attidiya Forest Reserve can be identified as the main environmental asset of the area. Another key observation is that the CMC and DMMC area are separated only by canals and forest reserves which do not have definite physical boundaries.





Map 2.2 : Land Use Pattern - Planning Boundary

Source : CMR Division, UDA



### 2.3.2. Identification of the Planning Boundary

The three factors; functional boundary, geographical boundary and administrative boundary were considered for delineation of the planning boundary for Dehiwala-Mt-lavinia area and the planning boundary was delineated considering the overlay of the three boundaries.



#### Legend

##### Land Use

Cultivations
Beach
Built up
Commercial
Industrial
Institutional
Paddy
Park and Playground
Religious
Residential
River Reservation
Scrub Land
Transportation
Utilities
Water
Wetland



#### a) Functional Boundary

Functional boundary refers to the particular area within which the existing city functioning relationships can be observed as well as which is clearly distinct from the other surrounding areas. Following factors were considered for the delineation of the functional boundary of the Dehiwala-Mt-lavinia.

- *Existing land use pattern*

As per the existing land use pattern of the Dehiwala-Mt-lavinia and surrounding area, it can be observed that Colombo Municipal Council area has predominantly commercial uses whereas the rest of the areas have predominantly residential uses.

**Figure 2.11 : Existing Land Use Pattern**  
**Source : Urban Development Authority**

- *Population Density*

Population density of Dehiwala-Mt-lavinia area has a relatively higher population density and it is a character which cannot be observed in the Colombo or Kotte areas. The population density map reflects that DMMC area is an urban area based on residential uses.

However, DMMC area has a low commuter population density compared to Colombo and Kotte areas. According to the population density pattern shown herein, the southern area of City of Colombo and western areas of Kotte and Maharagama cities also indicate a relatively higher population densities as they are located adjacent to DMMC area.

- *Development Pressure*

Development trend can be observed as spreading towards Colombo Municipal Council area along the DMMC boundary. The high development pressure is concentrated within the areas such as Dehiwala junction, William's junction and Kalubowila Hospital surrounding area, Nugegoda, Karagampitiya and Nedimala. There is a requirement of a planning intervention to manage these development trends.

- *Land Value*

Although, the land value in DMMC area is lower than in Colombo Municipal Council area, it has a higher land value than most of the other areas within the study area. Also, it is observable that the land values increase towards the northern boundary of the DMMC area.

- *Betweenness of the road links*

As most of the roads within Dehiwala–Mt-lavinia area are connected to the Galle Road, the betweenness and integration values of these road links have higher values. Other roads can be identified as by-roads connecting to the residential areas.

## b) Geographical Boundary

Geographical boundary is described as the boundary delineated considering the geographical setting of the area's natural features. Dehiwala–Mt-lavinia area has been located separated from the other administrative areas by the Attidiya forest reserve, the ocean and Dehiwala canal.

## Chapter 02 Preliminary Study

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Delineation of the  
Planning Boundary

Identification of the  
Planning Boundary

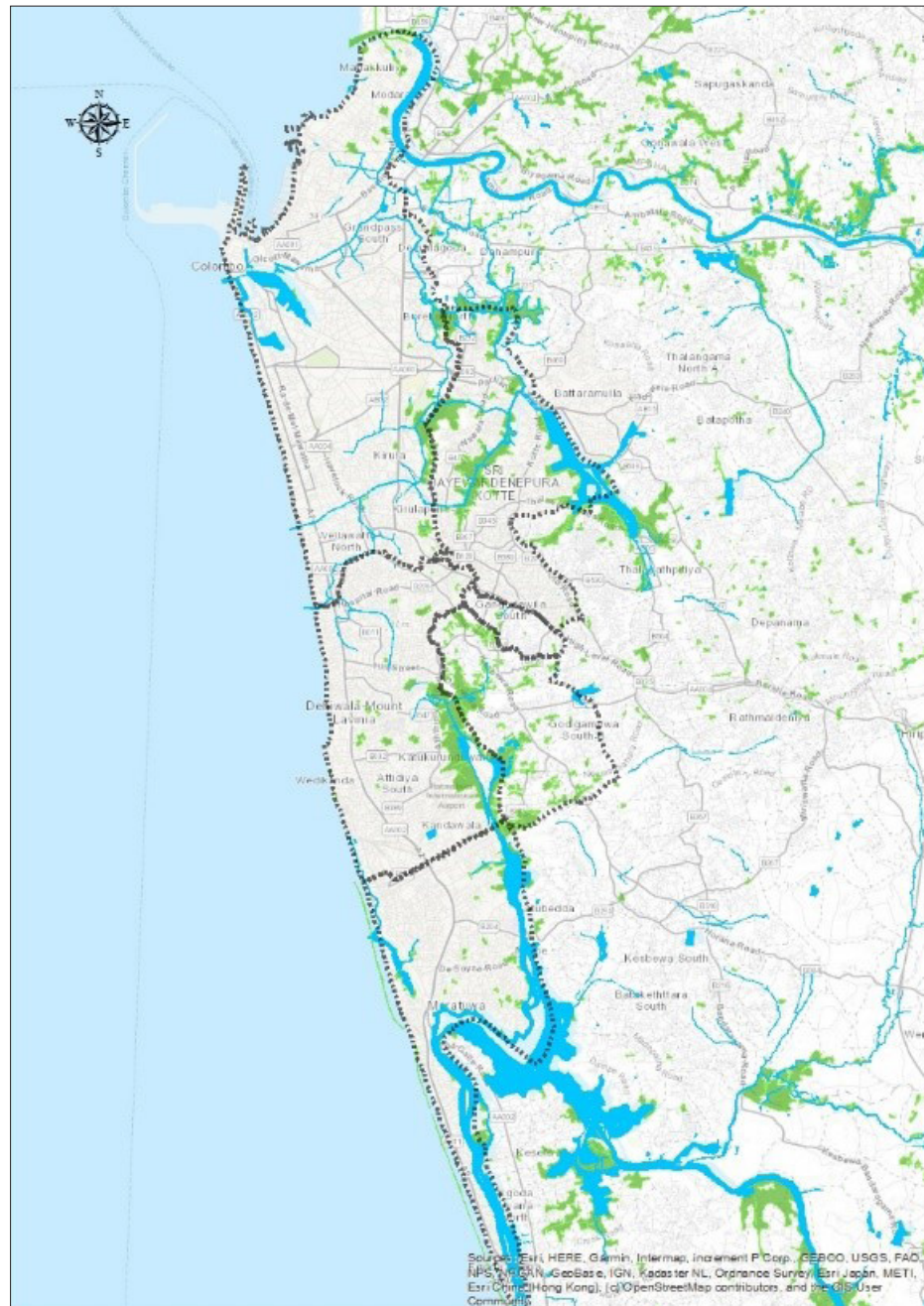




## Chapter 02 Preliminary Study

### Delineation of the Planning Boundary

### Identification of the Planning Boundary



**Figure 2.12 :** Geographical setting of the planning area's natural features  
**Source :** Urban Development Authority

#### • Environmental Sensitivity Analysis

Attidiya forest reserve zone was identified to have a higher environmental sensitivity when analysing the environmental sensitivity of the planning area. This Bellanwila – Attidiya area has been declared as a Sanctuary by the gazette notification no. 620/9 dated 25th July 1990 published by the Department of Wildlife under the Flora Fauna Protection Act.

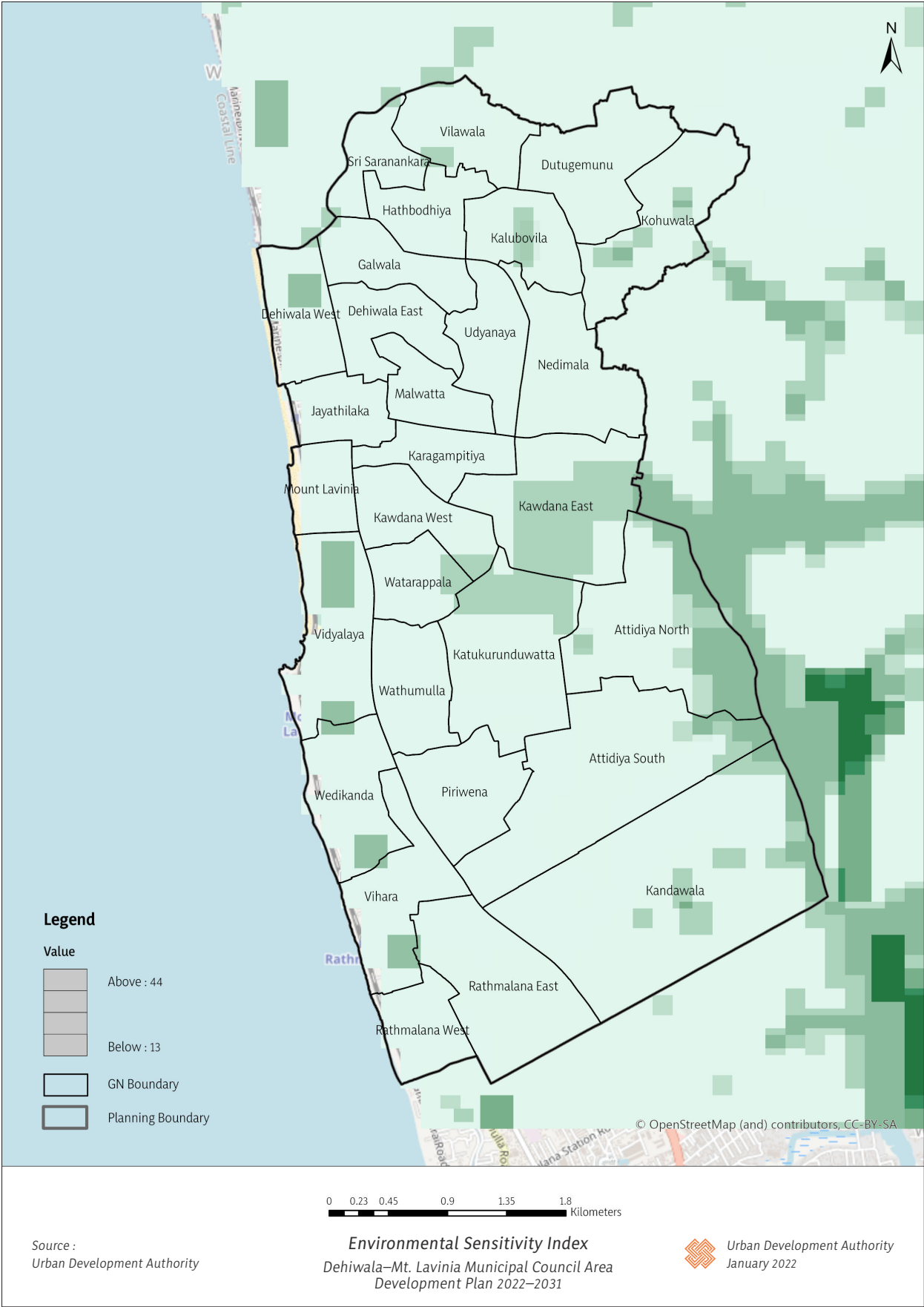


Figure 2.13 : Environmental Sensitivity Index

Source : Urban Development Authority



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### Preliminary Study

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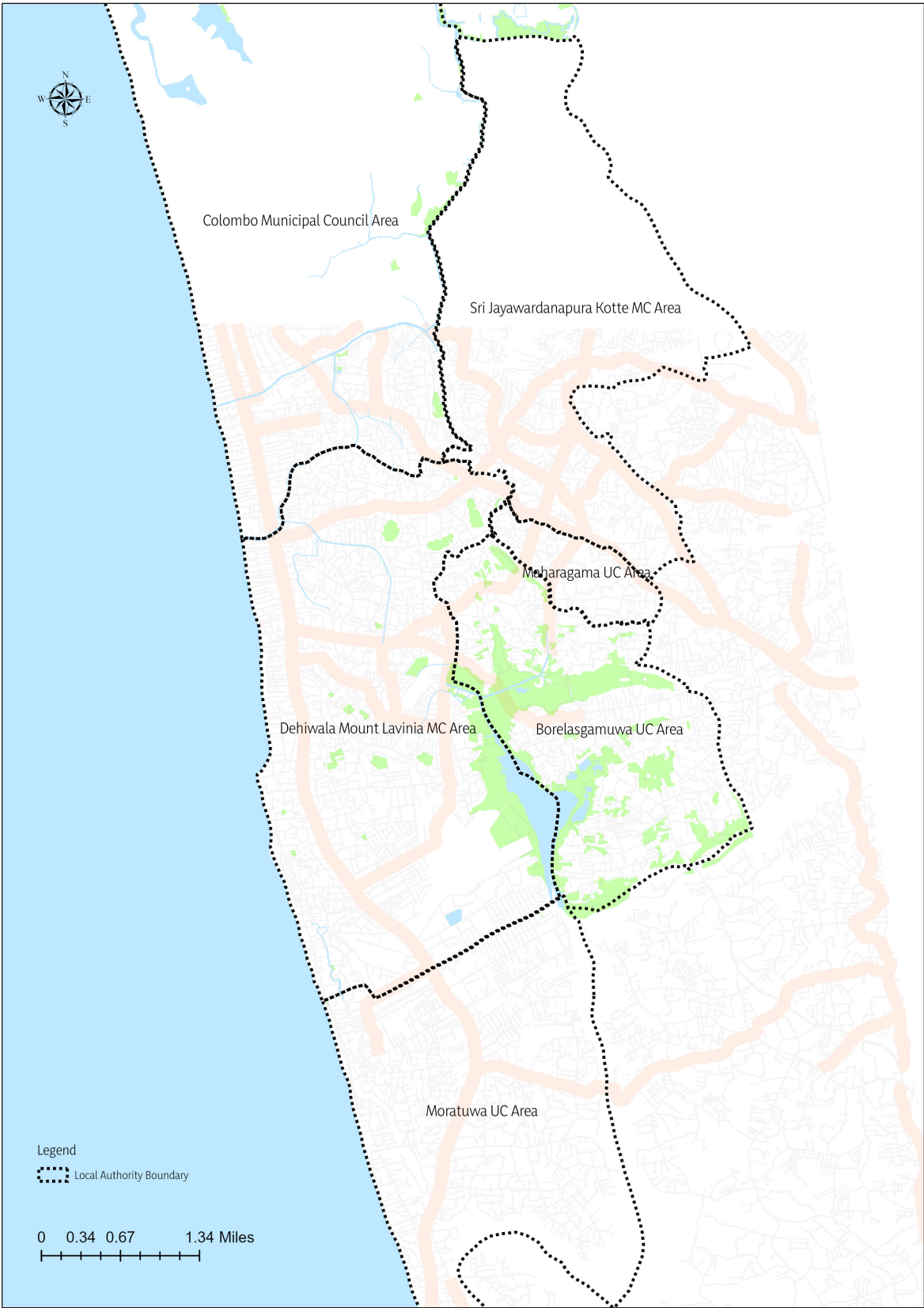
#### Delineation of the Planning Boundary

#### Identification of the Planning Boundary

A major portion of this zone comes within the limits of Dehiwala administrative limits whereas the remaining portion belongs to the Boralesgamuwa Urban council area. An environmental regulation system is required to properly protect this invaluable natural resource. At present, the Urban Development Authority has commenced the preparation of development plans as it covers this entire area in parts and accordingly, separate development plans are being prepared for Colombo Municipal Council area, Kotte Municipal Council area, Boralesgamuwa Urban council area, Maharagama Urban council area, and Moratuwa Urban Council areas.

### c) Administrative Boundary

Administrative boundary refers to the existing different boundary limits defined for convenience of administrative purposes. This area consists of two Divisional Secretariat Divisions (DSDs) namely Ratmalana and Dehiwala-Mt-lavinia and 29 Grama Niladhari Divisions (GNDs). The total extent of the administrative boundary is 2177.

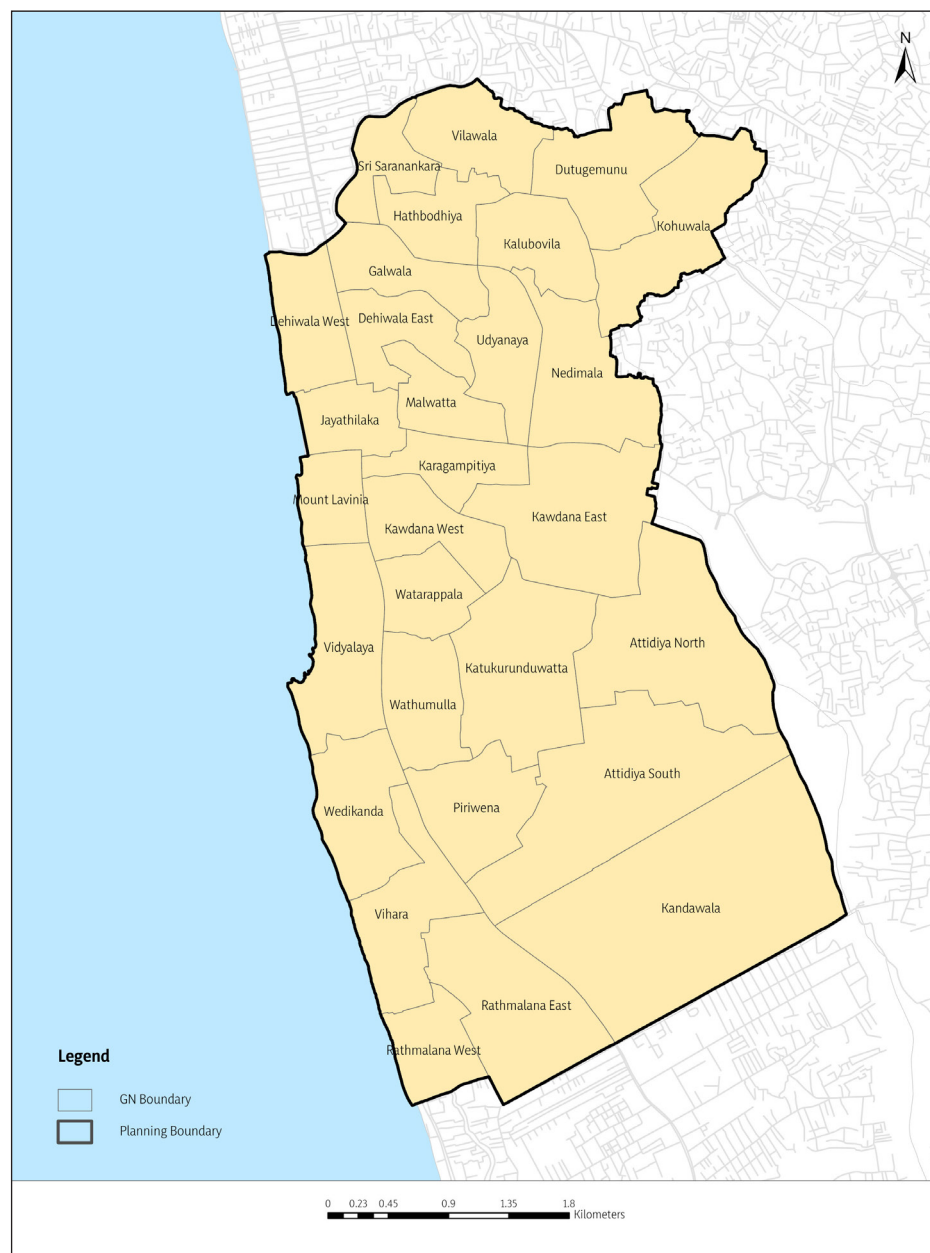


**Map 2.3 : Administrative Boundary**  
**Source : Urban Development Authority**



## 2.4. Planning Boundary

The above studies revealed that there is a requirement to have a planning intervention to the entire study area considered and that both functional boundary and the geographical boundary is almost matching with each other. Therefore, as a result of this study, the Dehiwala–Mt-lavinia Municipal Council boundary was adopted as the planning boundary for the Dehiwala–Mt-lavinia Development Plan 2022-2031.



**Map 2.4 : Planning Boundary**  
**Source : Urban Development Authority**



DMMC area which has an extent of 21.09km<sup>2</sup> consists of two Divisional Secretariat Divisions namely, Dehiwala and Ratmalana whereas the Dehiwala electorate division is same as the physical boundary of the municipal council limits. Therefore, considering the coincide of the functional, administrative and geographical boundaries, the DMMC boundary was adopted as the planning boundary when preparing the Development Plan.

DMMC area is bounded by the Colombo Municipal Council (CMC) area to the north, Sri Jayawardenepura Kotte Municipal Council (MC) and Maharagama Urban Council (UC) to the north-east, Kesbewa UC to the east, Moratuwa MC to the south and the ocean to the west. DMMC area consists of 29 GNDs.

## Chapter 02 Preliminary Study

### Planning Boundary

### Dehiwala–Mt-lavinia Area at Present

### Physical Sector

## 2.5. Dehiwala–Mt-lavinia Area at Present

### 2.5.1. Physical Sector

This sub-section includes the establishment of the physical setting of the planning area in terms of land use pattern, transport system and service and infrastructure facilities.

#### a) Land Use Pattern

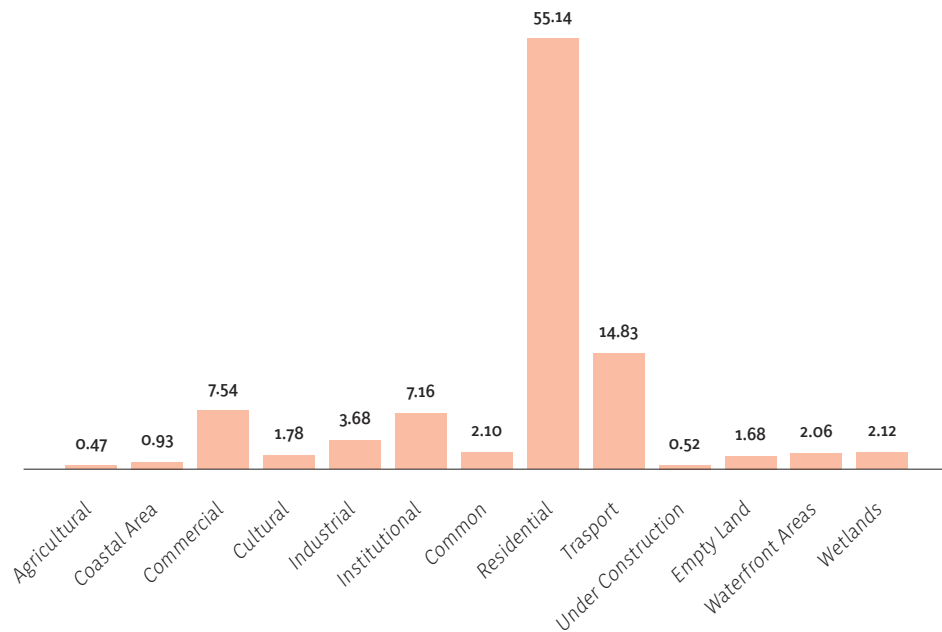
As shown by the Map 7, 92% of total land is built-up land and 8% of land remain as un-built land not utilized for any development as per the land use data of year 2017. 55% of the total land is utilized for residential purposes and 13% of land for road and other transport activities. It reflects that DMMC area has been predominantly utilized for residential purposes whereas the other uses have been distributed in almost equal proportions.



## Chapter 02 Preliminary Study

### Dehiwala–Mt-lavinia Area at Present

#### Physical Sector



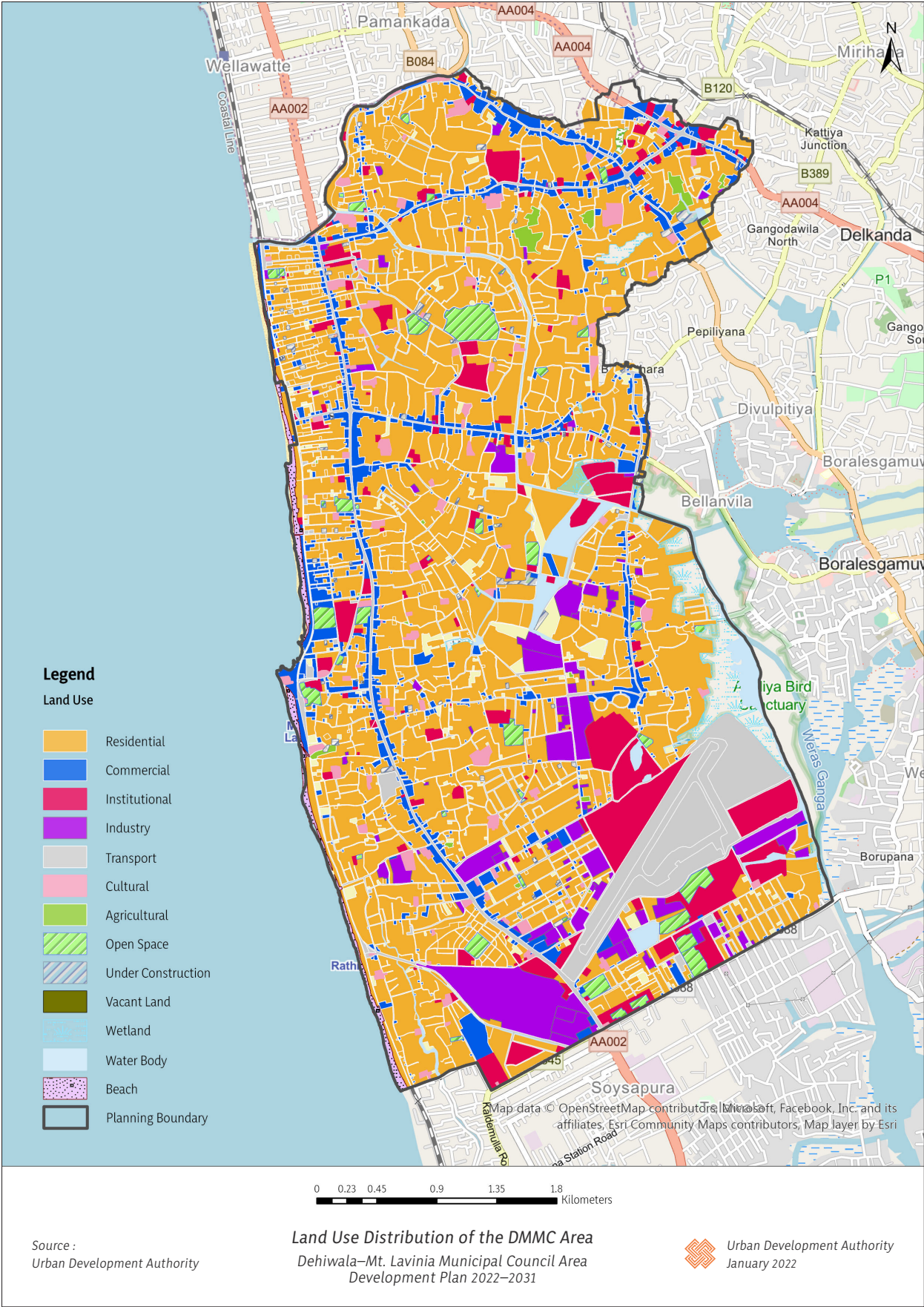
**Graph 2.1 :** Percentage Land Use

**Source :** Urban Development Authority

The main reason for this pattern is the influence of the predominant land uses in the neighbouring urban areas. CMC area is developing as a commercial city and the Sri Jayawardenenpura MC area is developing as an administrative city. In this context, the residential demand induced within the DMMC area which is the immediate neighbouring area of these two cities. As a result, the DMMC area is emerging as a predominant residential area.

As per the 2012 Census data, DMMC area has been ranked fifth in terms of population density. There are a lot of industries distributed in Ratmalana which is located towards the south of the Planning Area. At the same time there are a considerable number of government institutions located based on the Ratmalana Airport. Also, it is important to note that this area's public open spaces are at a minimum level.

Also, the commercial uses can only be observed along the main roads and majority of the areas consist of residential uses. DMMC area has been physically separated by the ocean, Attidiya forest reserve and canals. 77.5% of land has been identified as developable lands where as 5.2% of land has been identified to be conserved.



Map 2.5 : Land use distribution of the DMMC area

Source : Urban Development Authority





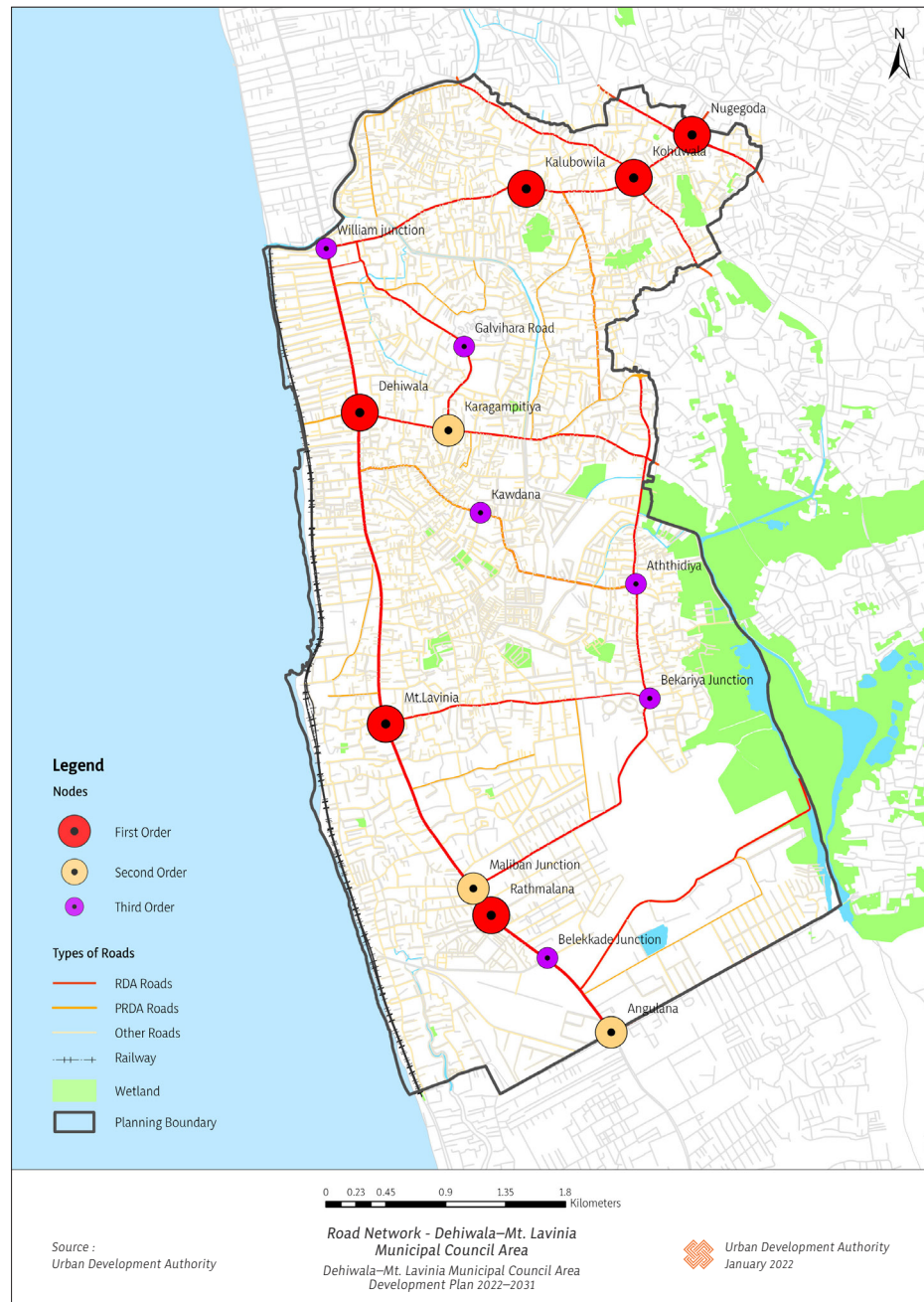
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**b) Transport Facilities**

**Road Network :**

Dehiwala–Mt-lavinia  
Area at Present

Physical Sector



**Map 2.6 : Road Network - Dehiwala–Mt. Lavinia Municipal Council Area**

**Source :** Urban Development Authority

DMMC area is the gateway to Colombo Commercial City from the southern region of the country. The area's transport network consists of three main types of roads. A2 Galle Road running along the coastal belt at the west direction of the DMMC area is the main road. In addition, the A4 highway road and B5 highway road links with Ratnapura area and with Horana area respectively.

14% of the total land has been allocated for the road network and the total length of the road network falling within the planning area is about 11,500km. The Galle Road (A2) has been classified as A grade road, Attidiya – Mirihana road, Ratmalana – Mirihana road, Templer's road, Watarappala road, Kawdana road and Hospital road have been classified as B grade roads and the rest of the roads have been classified as C and D grade roads. The roads are maintained by the Road Development Authority, Provincial Road Development Authority and DMMC.

A widespread public transport system operated both by the private operators as well as the Sri Lanka Transport Board has been well-distributed throughout the planning area. Bus service is operated based on three bus terminals at Dehiwala, Mount-lavinia and Ratmalana.

## Chapter 02 Preliminary Study

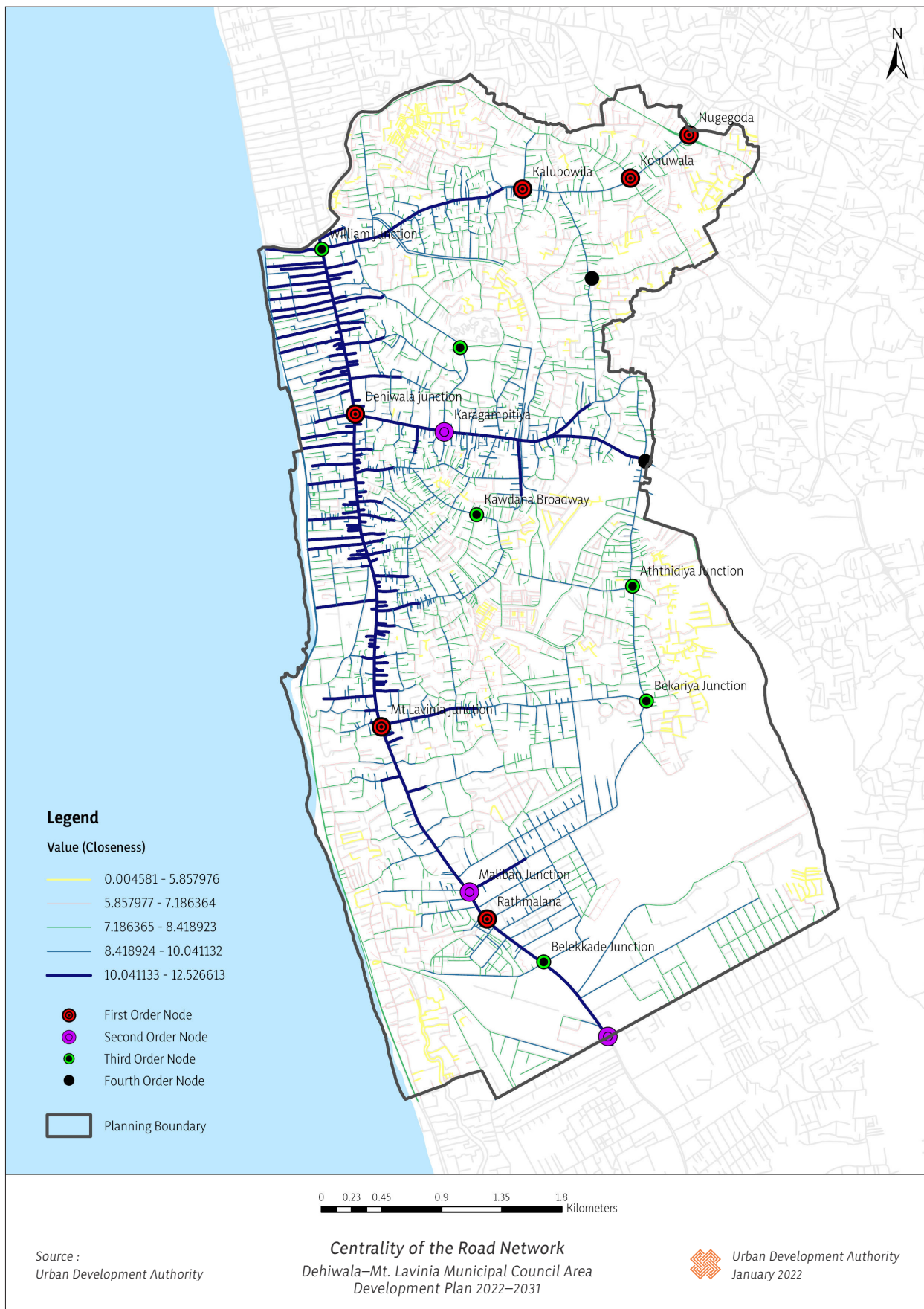
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Dehiwala–Mt-lavinia  
Area at Present

Physical Sector

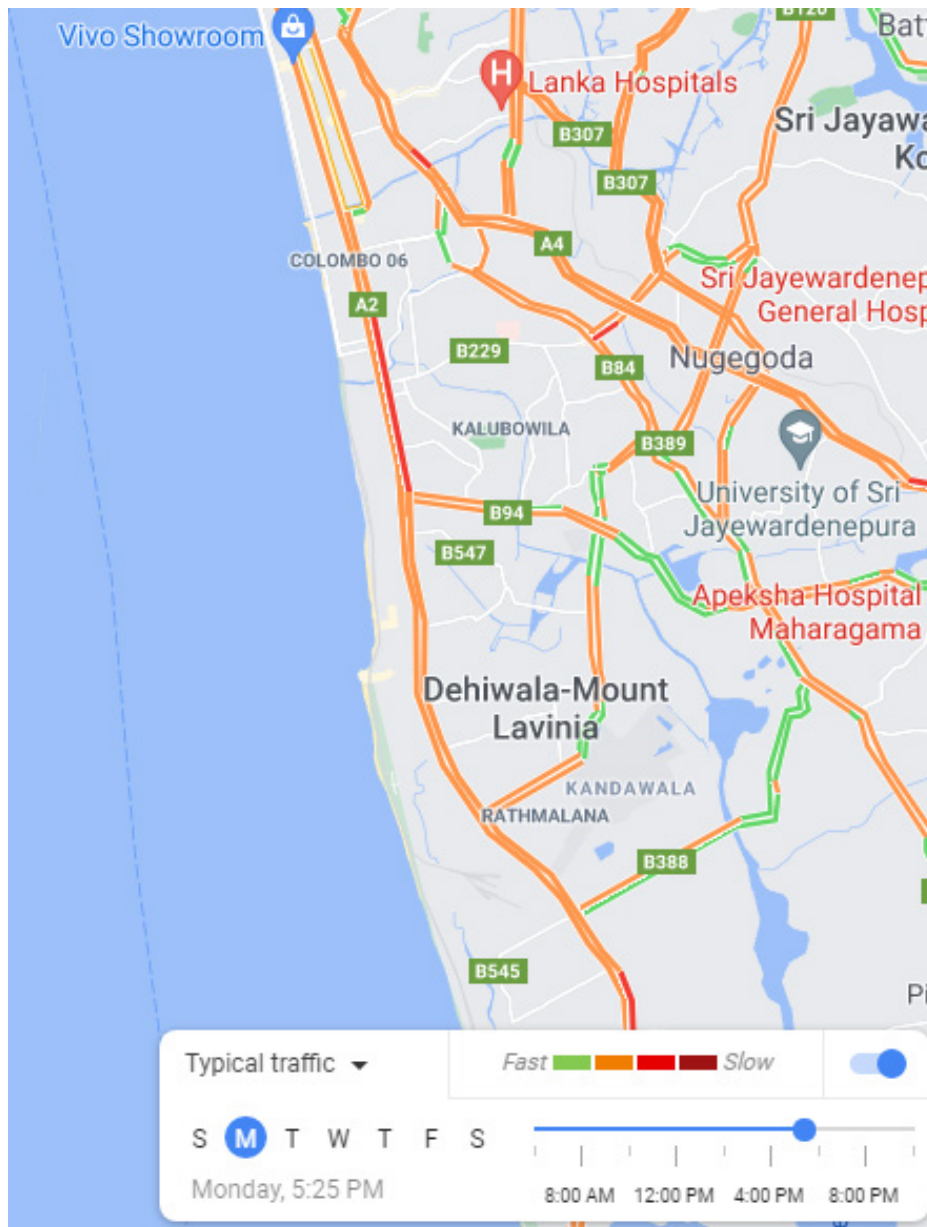


Dehiwala–Mount Lavinia Municipal Council Area  
Development Plan (2022–2031)



Map 2.7 : Centrality of the Road Network

Source : CMR Division, UDA



**Figure 2.14 :** Typical Traffic Congestion  
**Source :** Urban Development Authority

The integration between the A, B and C category roads within the planning area is at a higher level and a considerable number of commuters enter into the city using these roads. Most of the existing roads within the area have a strong inter-linkage with the Galle Road whereas the Hospital road and other B Grade roads indicate the next level of integration.





## Chapter 02 Preliminary Study

### Dehiwala-Mt-lavinia Area at Present

#### Physical Sector

A considerable level of traffic congestion can be observed on Galle road and other main roads within the area during the peak hours on week days. It shows a general traffic circulation on off-peak hours and on week-end days.

#### *Railway Network :*

6.5km length of the coastal railway line which is the main railway line of the Western Province falls within the DMMC boundary limits and there are three railway stations located at Dehiwala, Mount Lavinia and Ratmalana. As per the CoMTrans study data of 2014, there are about 25,000 daily passengers moving in between Dehiwala and Colombo Fort in both directions.

#### *Air Transport :*

Ratmalana Airport is the only airport located within the Colombo District about 15km (9.3 miles) southwards from Colombo City Centre and 5km southwards from Dehiwala junction. Its operations were commenced in 1935 and it functioned as the first international airport of the country until it was replaced by the Katunayake International Airport. Ratmalana airport basically facilitates domestic air transport, international corporate air transport and aviation training.



**Figure 2.15 :** Ratmalana Airport

**Source :** <https://www.themorning.lk/ratmalana-airport-development-to-be-expedited/>



## c) Service and Infrastructure Facilities

### *Housing :*

DMMC area can be identified as a residential sub town when considering its land use pattern. Especially this area can be identified as a provider of temporary and permanent housing facilities to the working population of the City of Colombo. Even the Colombo Zoning Plan prepared by the Sir Patrick Abecrombie has identified DMMC area as suitable to settle the additional population attracted to City of Colombo. Although, the area gradually developed as a residential area since 1960, this situation changed later on with the emergence of large scale development. The area's housing density rapidly increased parallel to the rapid population increased and increase of in-migration experienced during the period 1953-1981. As a result, underserved settlements started emerging along the coastal line and canal and railway reservations.

However, as per the land use data of the year 2017, approximately 1198.37 hectares (55.14%) has been utilized for residential development thus this area can be identified as a predominantly residential area.

Area	Housing density per km <sup>2</sup>
Colombo	2450
Dehiwala– Mt-lavinia	2210
Moratuwa	1783
Kolonnawa	1445
Maharagama	1133
Kesbawa	839
Kaduwela	608
Homagama	399

**Table 2.1 :** Comparison of housing density  
**Source :** Survey Data, 2012

As per the 2012 Census data, there are 44,471 permanent houses, 2103 semi-permanent houses and 209 temporary houses within DMMC area. Also, 53% of these houses are single story houses, 39% are one story houses, 5% are apartment houses, 1.5% are twin houses, 0.9% are line houses and 0.8% are slums and shanties. The GND wise housing density distribution has been identified based on the 2012 Census report.

According to the census data, 8.3% of the total houses in Colombo District are located within DMMC area. Also, there is a relatively high housing density within DMMC area when compared to the other areas in the district.



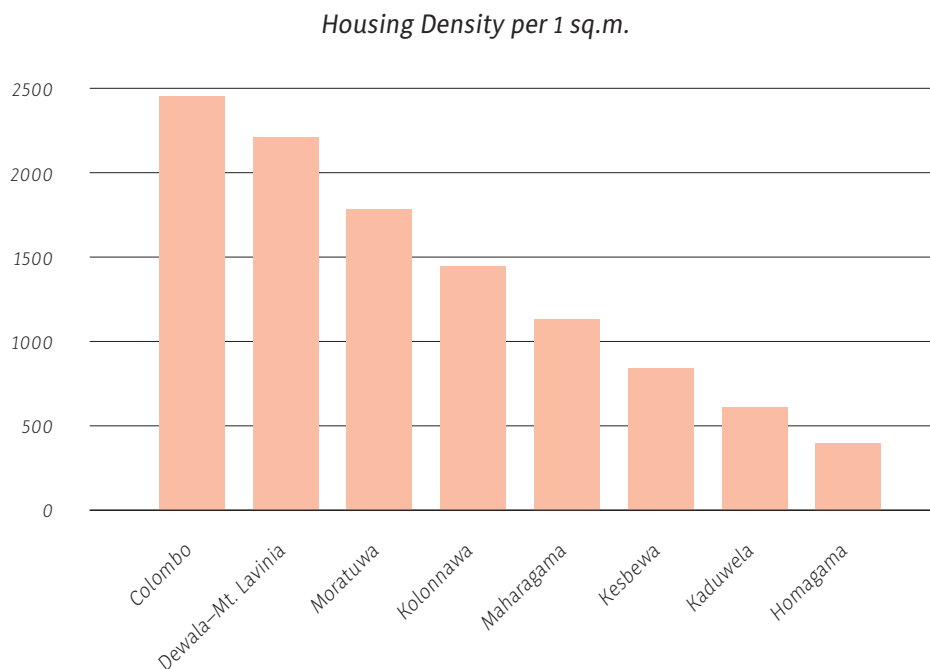
## Chapter 02 Preliminary Study

### Dehiwala-Mt-lavinia Area at Present

#### Physical Sector

The total number of houses in DMMC area is 46,609 and total number of families is 47,264 as per the 2012 census data. Accordingly, there is about shortage of 655 houses and excluding the existing low income underserves houses. Accordingly, there is a shortage of 3000 housing units when considering the above housing shortage and the existing underserved houses located in different locations of the DMMC area based on coastal line and canal and railway reservations.

The highest housing density of the area can be observed in Vilwala, Hath Bodhiya, Dehiwala, Kawdana, Karagampitiya and Ratmalana east areas and these areas have the second highest population density compared to the Colombo key urban areas. It is about 2200 .....per km<sup>2</sup>. Also, a single story housing pattern can be identified in GNDs such as Attidiya and Nedimala.



**Graph 2.2 : Housing Density 2012**

**Source :** Department of Census & Statistics, 2012

Also, when considering the demand for high-rise apartments in Colombo area, there is a high demand for high-rise apartments in the south boundary of the CMC limits and also in the coastal zone in Dehiwala Mt-lavinia area.

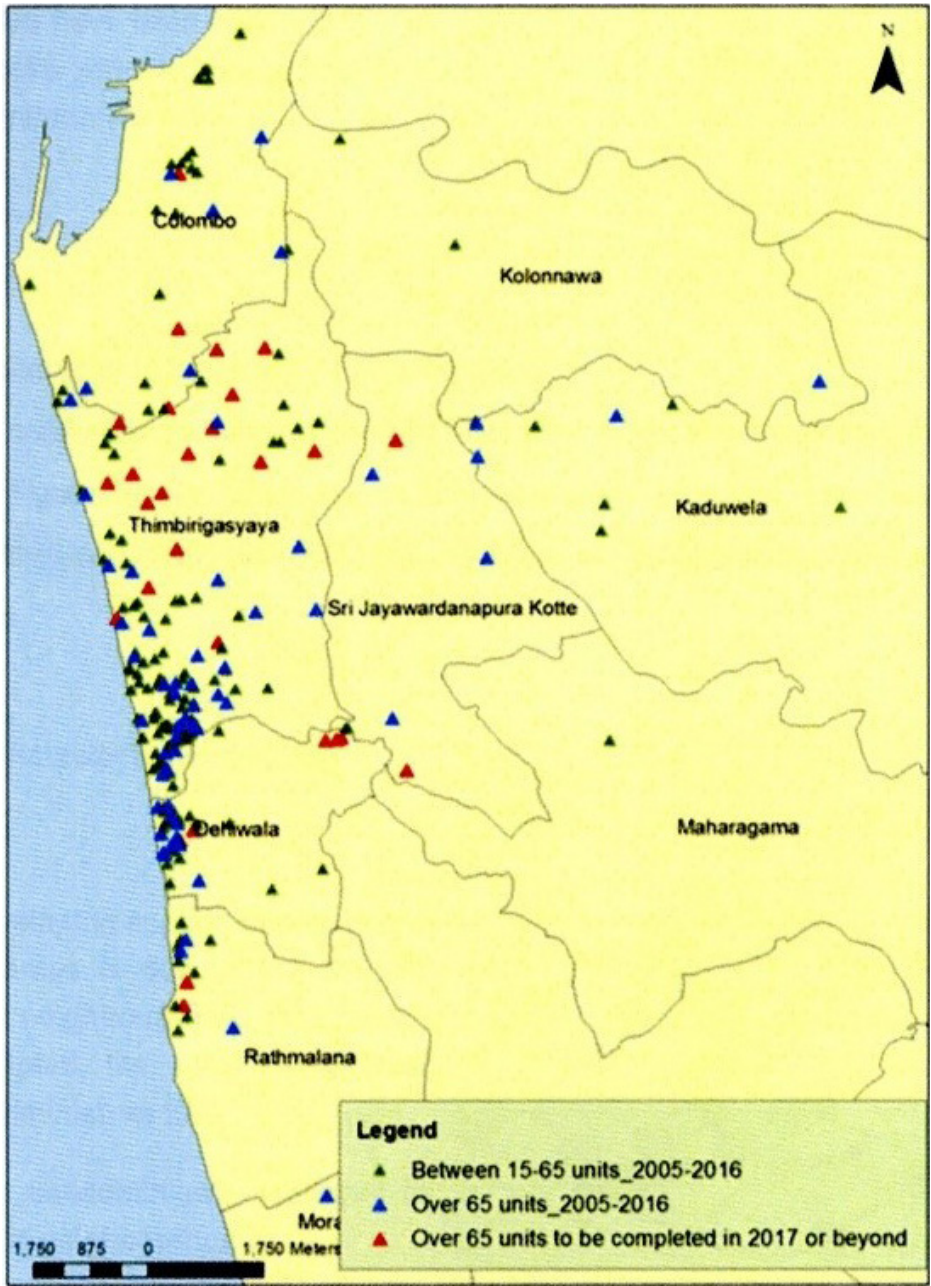


Figure 2.16 : Distribution of high-rise apartments  
Source : Urban Development Authority@ 2016

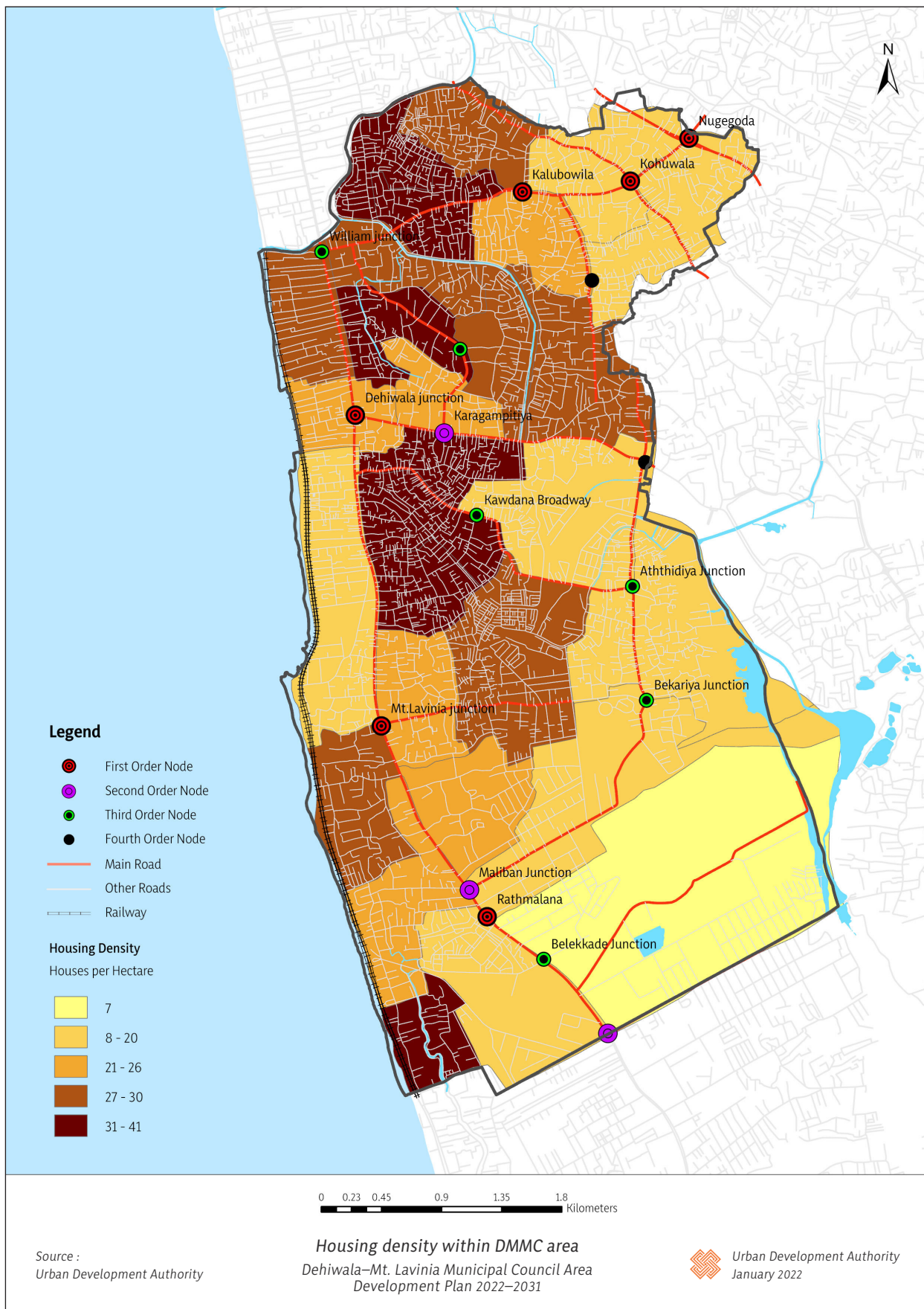


Figure 2.17 : Houses within DMMC area  
Source : Survey Data, 2021





Dehiwala–Mount Lavinia Municipal Council Area  
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Map 2.8 : Housing density within DMMC area

Source : CMR Division, UDA

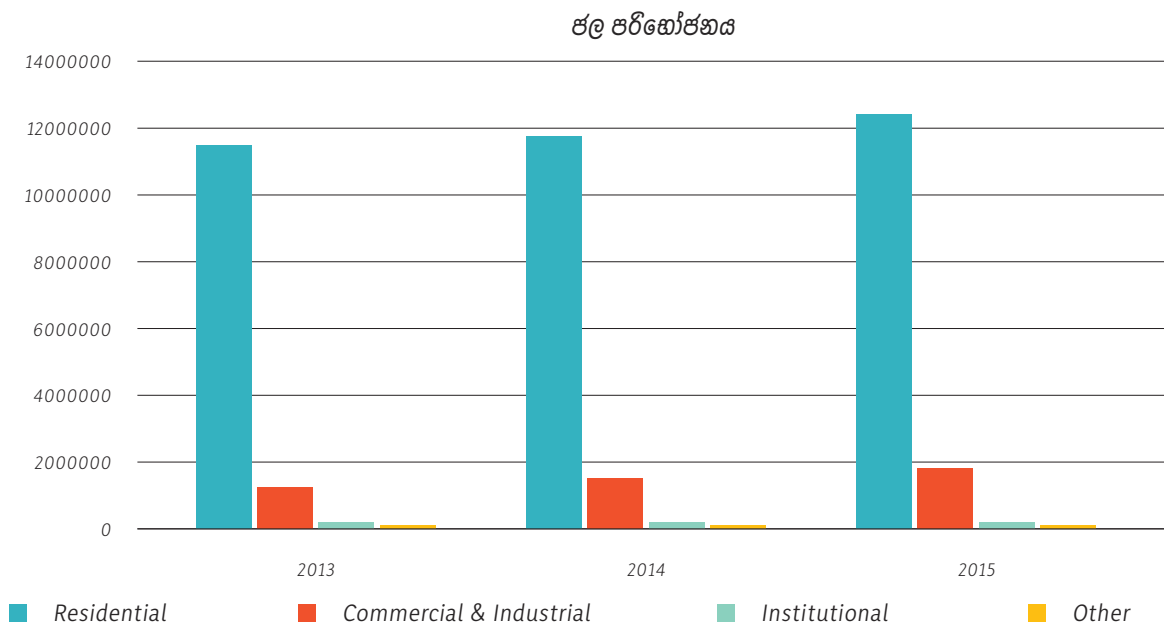
**Drinking water facilities :**

The National Water Supply & Drainage Board (NWSDB) distributes the water purified at the Ambathale, Labugama and Kalatuwawa water purification centres to the DMMC area. A majority of the entire DMMC area use pipe borne water facilities and there is a small portion of them who uses common taps.

The NWSDB continuously upgraded the Dehiwala water supply project which was commenced in 1959 to its present status and continuously provide water supply to the area while maintaining the water supply network. The water consumption within DMMC area rapidly increases and the main source of consumption is the residential uses.

Dehiwala–Mt-lavinia  
Area at Present

Physical Sector



**Graph 2.3 :** Water consumption in DMMC area  
**Source :** National Water Supply & Drainage Board

The city area has recorded the highest water consumption and the main reasons is that it is the commercial centre of the DMMC area. Ratmalana ranks the second in terms of daily water consumption and the main reason is the existence of industries.

As per the water demands calculated by the NWSDB, the daily water demand is estimated to be 85,379m<sup>3</sup> for a population of 226,155 by the year 2030. As per the population estimations in the Colombo Commercial City Development Plan 2019-2030, the estimated population for

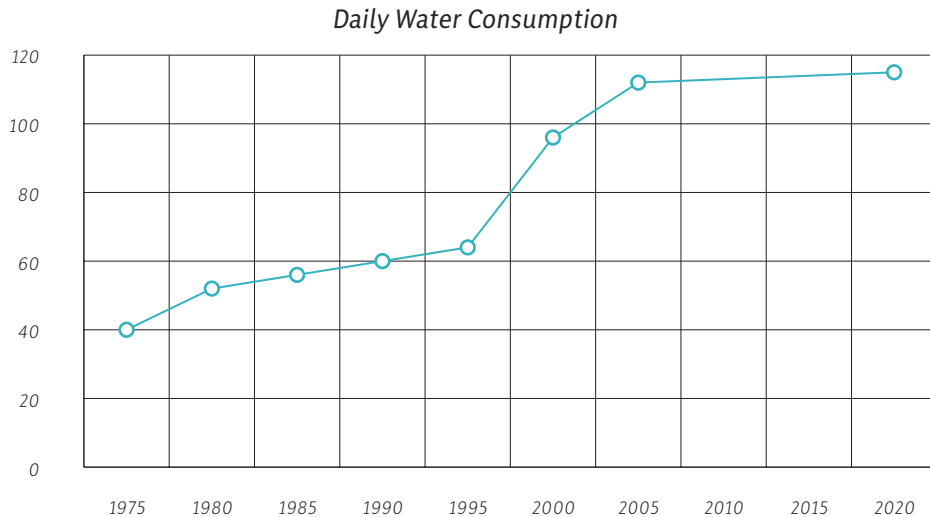


## Chapter 02 Preliminary Study

the DMMC area is 286,424 and the daily water demand will be about 108,814 m<sup>3</sup>.

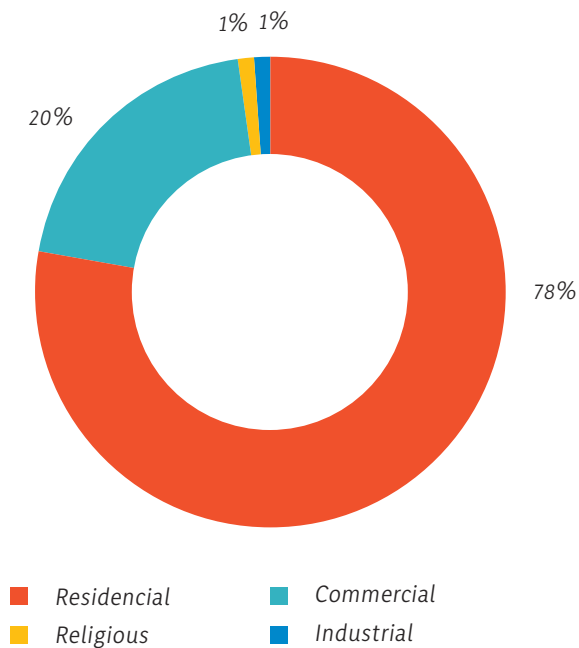
Dehiwala – Mt-lavinia  
Area at Present

Physical Sector



**Graph 2.4 :** Daily water consumption in DMMC area  
**Source :** National Water Supply & Drainage Board

### Electricity Consumption 2017

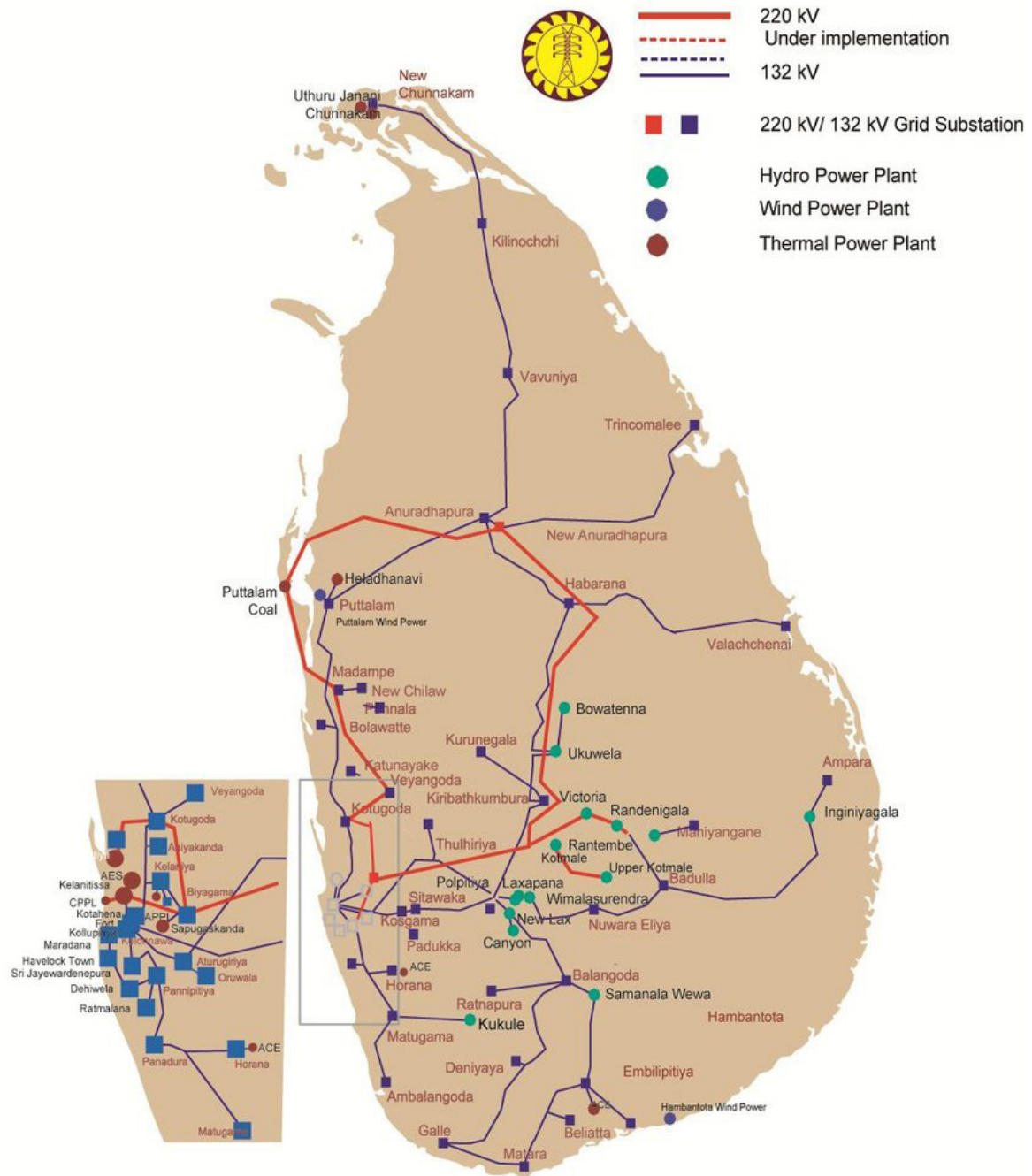


**Graph 2.5 :** Electricity consumption by land use pattern  
**Source :** Ceylon Electricity Board, 2014

### Electricity Facilities :

The electricity is supplied to the DMMC area by the Ceylon Electricity Board (CEB) and the Lanka Electricity Company (LECO). Every municipal division of DMMC area is covered by electricity lines of 33kW and 11kW. As per the opinion of both CEB and LECO, 100% of the population living in DMMC area utilizes electricity and the majority of the utilization is for residential uses.

## Transmission Network 2014



**Figure 2.18 :** Electricity transmission network of Sri Lanka  
**Source :** Ceylon Electricity Board, 2014





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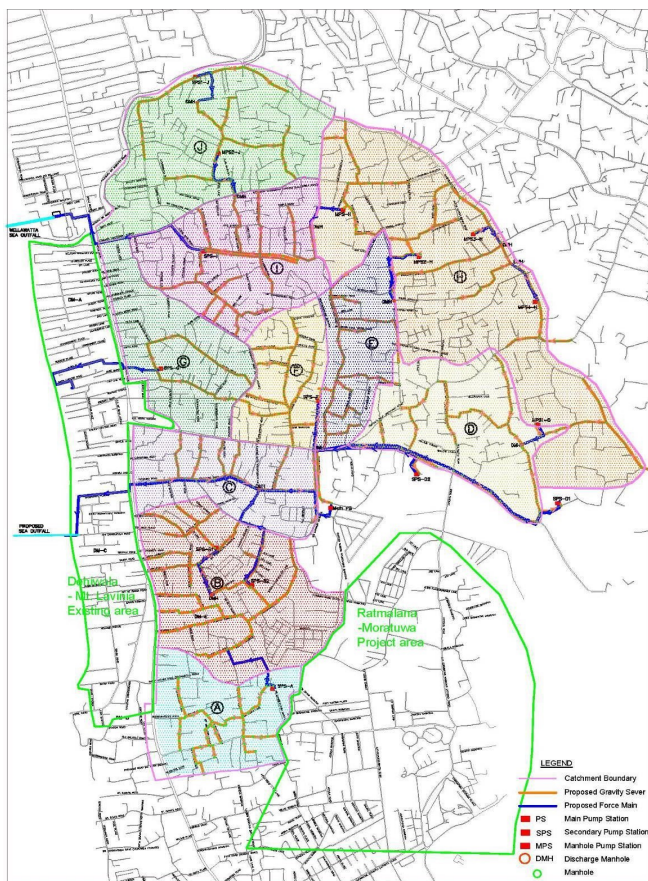
**Sewer and Waste Water Management :**

Dehiwala-Mt-lavinia  
Area at Present

Physical Sector

Existing sewer network of the DMMC area was constructed in 1986. This network along the Galle Road from Colombo to Templer's road. However, one of the weaknesses of the existing system is that most of the tourism hotels and commercial building within Dehiwala-Mt-lavinia area not been connected to this system. 77% of the total housing units in the area use water sealed toilet facilities and the sewer network operate only in the following two areas;

1. Coastal area from Wellawatta to Mount Lavinia
2. From Mont Lavinia junction to Dehiwala Bridge along the Galle Road mainly covering Mount-lavinia GND

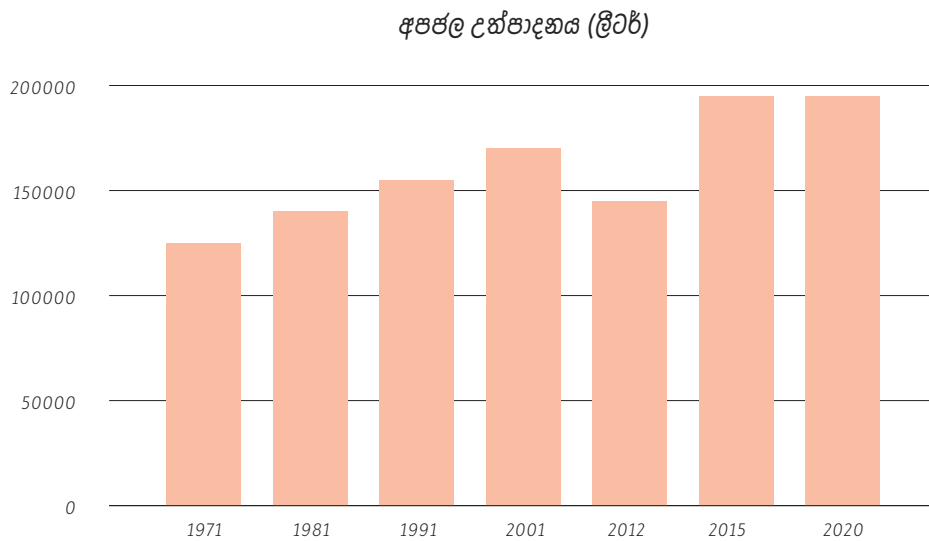


**Figure 2.19 : Sewage network in DMMC area**

Source : Strategic Waste Water Plan - 2017

Therefore, the existing sewer network required to be developed through an identified project, The Ratmalana waste water network operated by the NWSDB is the main waste water network operated within the DMMC area. This waste water network covers a part of the DMMC area, apart of Moratuwa MC, a part of Boalesgamuwa UC (proposed) and a part of Maharagama UC (proposed). Its total capacity is 17,000m<sup>3</sup> and the utilized capacity as at present is about 7000 m<sup>3</sup>.

As per the population estimations in the Colombo Commercial City Development Plan, the estimate waste water generation in the year 2030 is 166,302 m<sup>3</sup>.

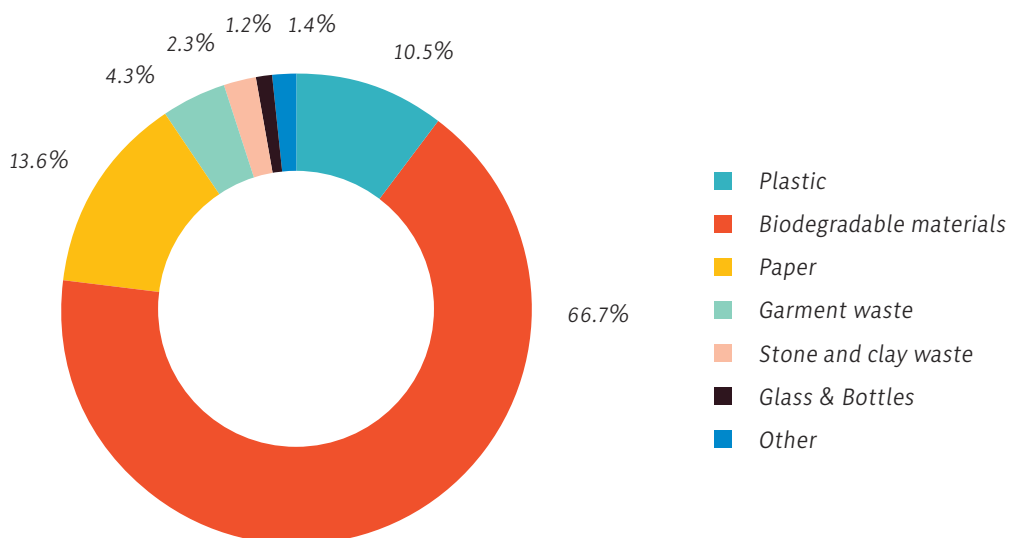
Dehiwala–Mt-lavinia  
Area at Present

Physical Sector

**Graph 2.6 :** Waste water generation in DMMC area**Source :** Strategic Waste Water Plan - 2017

### Solid Waste Management :

Approximately, 175.2 tons of solid waste is daily generated within DMMC area and as per its composition, there are 10.5% of plastic waste, 66.7% of biodegradable waste, 13.6% of paper, 4.3% of textile waste, 2.3% of stone and clay waste and 1.2% of glass and bottles. Residential waste, commercial waste, industrial waste and waste generated by hotels and hospitals can be identified as the sources of solid waste generation within the DMMC area.

**Graph 2.7 :** Composition of the solid waste generated within DMMC area**Source :** S.L.F. Wijayapala (2003)

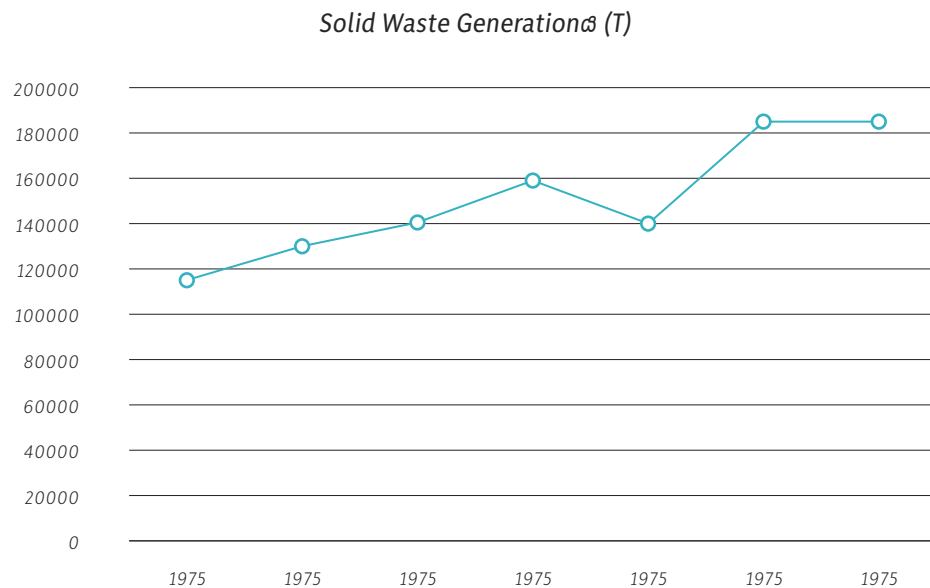


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Dehiwala-Mt-lavinia  
Area at Present

Physical Sector



**Graph 2.8 :** Solid waste generation within DMMC area

**Source :** S.L.F. Wijayapala (2003)

Solid waste is collected by the common collection centres and the collection centres located at the roadsides and the final disposal is made at the Karadiyana dumping yard located within Kesbewa Urban Council area. The solid waste generated by the Colombo South Teaching Hospital is refined through a special treatment process prior to disposing to Karadiyana dumping yard. Further, an increase in the solid waste generation within the area has been observed.

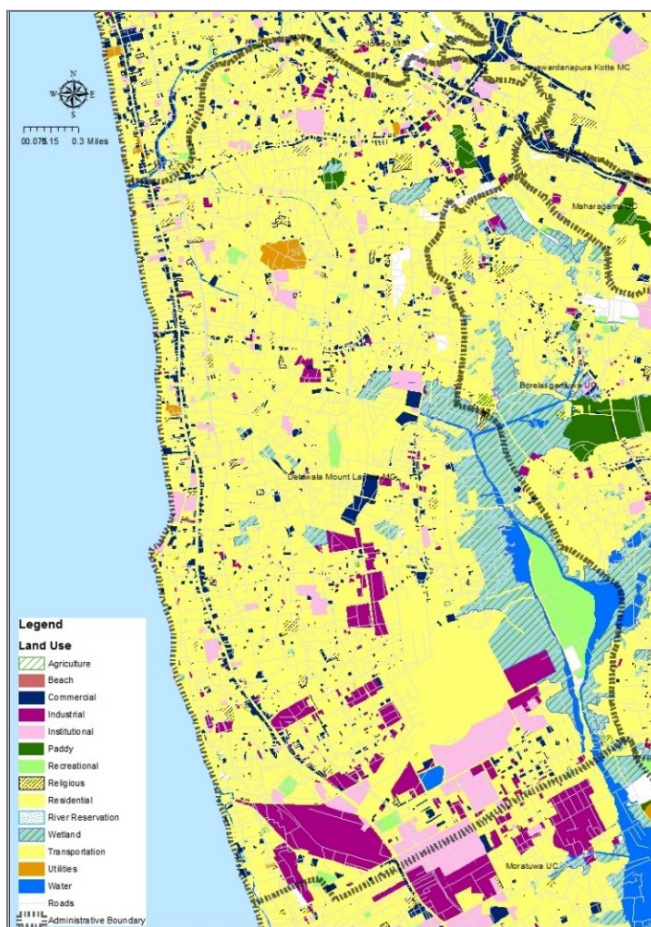
Although, DMMC area is one of the areas which has a higher generation of solid waste when compared to other local authorities except Colombo Municipal Council, yet, there is no any proper solid waste management plan for this area. Hence, there is a requirement to have an appropriate solid waste management plan for DMMC area in future.

## 2.4.2. Economic Sector

Due to being located at the south boundary of the Colombo Municipal Council area which is the Sri Lanka's main commercial city and due to being connected with the Galle Road which is one of the main arterials, Colombo Commercial City's development has extended towards Dehiwala–Mt-lavinia area. As a result, the either side of Galle Road and Kohuwala area are currently undergoing rapid commercialization.

Dehiwala–Mt-lavinia  
Area at Present

### a) Production industry



DMMC area has been given a prominent position in the industrial sector development proposed by the Colombo Regional Plan by Sri Patrick Abercrombie in 1949. Accordingly, Ratmalana has been selected as an area to establish industries based on Sri Lanka Railway's workshop area along with the coastal railway line and the large extent of land owned by the Irrigation Department. According to that plan, the primary attention was paid to two main facts including establishment of industries and establishment of offices.

*Figure 2.20 : Land use pattern of DMMC area*  
*Source : Urban Development Authority*

Accordingly, industries distribution can be observed based on three areas.

### *Katukurunduwatta Area :*

In Katukurunduwatta area, the Asbestos production industry was established prior to 1955 and the Browns and Battery production industry was established prior to 1960. As it was within this area where





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### Dehiwala-Mt-lavinia Area at Present

#### Economic Sector

the industries were first established, five (05) key industries were established within an area of about 27 acres. Due to the location of these industries among the residential areas, which should be located in specialized industrial zones, environmental problems have arisen in the areas around Katukurunda area.



*Figure 2.21 : Industries in DMMC area*  
*Source : Maliban Factory (2020)*

#### *Airport area :*

Industries including the 158 acres of workshop area owned by the Sri Lanka Railways were established in the area based on Galle road, Airport road and Attidiya road area. Different industries including confectionary production industries, machinery based textile industries and machinery parts production industries were established within this area during the period from 1960 to 1965.

#### *Borupana Kandawala area :*

Large scale industries such as textile industries, Bata industrial complex and Lanka Machine Leasing Company were began in this area by the year 1955. As per the present land use pattern in DMMC area, the area occupied by the industries is at a low level and a decline in the industrial distribution can be observed. Although, there was about 172.7 hectare of land reserved for industrial uses in 1981, it has been reduced up to 130 hectare by 2001. Establishment of new industries within DMMC area has been discouraged at present due to reasons such as the inadequacy of required infrastructure and existing high demand for residential use.

## b) Fisheries Industry

Fisheries industry based on Dehiwala Mount Lavinia area as a local industry contributes for the food supply in the area. Fishery industry in the area has been organized based on two cooperative societies in Ratmalana and Dehiwala. Some of the challenges faced by the fishery communities in the area are, lack of equipment, absence of fishery harbour and lack of boat repairing facilities. The main issues faced by this community are, debts and lack of alternative employment opportunities during the periods when fish harvest is limited. The existing slums and shanties along the Ratmalana coastal belt are the settlements where majority of this community reside and several social and health issues have been identified in these settlement areas. The need to upgrade and develop the existing fisheries industry which has been expanded up to some extent within the area can be identified when analysing the present situation.

## Chapter 02 Preliminary Study

Dehiwala–Mt-lavinia  
Area at Present

Economic Sector



**Figure 2.22 :** Fishery industry in DMMC area  
**Source :** S.L.F. Wijayapala (2003)





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Dehiwala-Mt-lavinia  
Area at Present

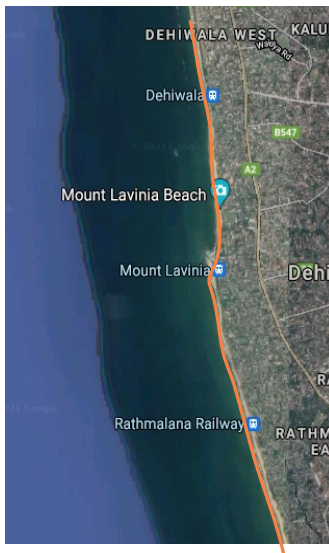
Economic Sector

## c) Tourism Industry

Tourism industry was developed within this area after the declaration of Dehiwala – Mount Lavinia area as a Tourism Promotional Zone under the Tourism Development Act, No. 14 of 1960. This area is a highly sought tourism destination both by local and foreign tourists due to having the closest and largest coastal belt next to Colombo Galle Face, National Zoo and the hotel zone including famous Mount Lavinia Hotel.

### *Coastal Tourism Zone*

7km length of beach strip falls within DMMC area. This beach strip is a main tourism attraction and there are number of tourism hotels including famous Mount Lavinia Hotel located within this strip. Mount Lavinia beach is popular not only among Sri Lankans but also among foreign tourists. However, currently about 80% of the beach strip has been blocked due to unauthorized constructions. Therefore, there is a need of planning intervention to ensure tourism business development within the area.



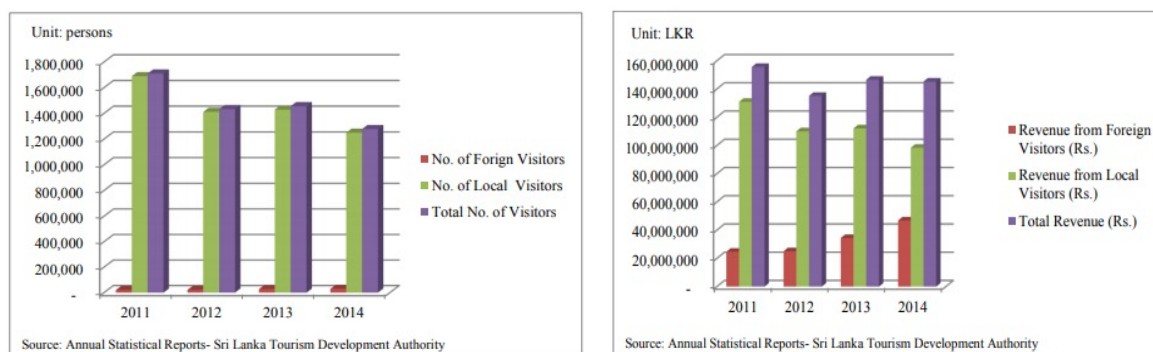
**Figure 2.23 :** A map of the coastal belt and an image of Mount Lavinia Hotel located in DMMC area

**Source :** google earth, tripadvisor.com (2021)

### *National Zoological Garden – Dehiwala*

National Zoological Garden at Dehiwala which was established in 1936 is the main zoological garden in Sri Lanka. The entire zoological garden consists of about 29 hectare of land and there are about 2500

– 3000 animals. As per the visitor records, it is evident that approximately 1.5 million of tourists are attracted to the zoo annually. A large amount of its visitors are locals whereas the foreign tourist attraction is at a very low level. Also, it is regretful to witness the gradual decline in the attraction of the zoological garden with the parallel reduction of about 1.4 billion annual revenues.



**Figure 2.24 :** Annual tourist arrivals and revenue of National Zoological Garden - Dehiwala

**Source :** Annual Report of Sri Lanka Tourism Development Authority, 2014

### 2.4.3. Social Sector

Social sector of the DMMC area was explored in terms of fields such as population, health and education. It can be identified that the social sector facilities have been established within the area as both residential and visitor populations can be served. The distribution of social sector related activities is analyzed in this sub-section.

#### a) Population

Year	Population in Colombo District	Population in DMMC area	Population in DMMC as a percentage of Colombo District population
1971	2,672,620	154,194	5.7%
1981	1,699,241	173,529	10.2%
1991	2,251,274	191,639	8.5%
2001	2,251,274	209,787	9.3%
2012	2,309,809	184,468	8%

**Table 2.2 :** Population growth within the Dehiwala–Mt. Lavinia Municipal Council area as a percentage of the Colombo District population | **Source :** Department of Census and Statistics



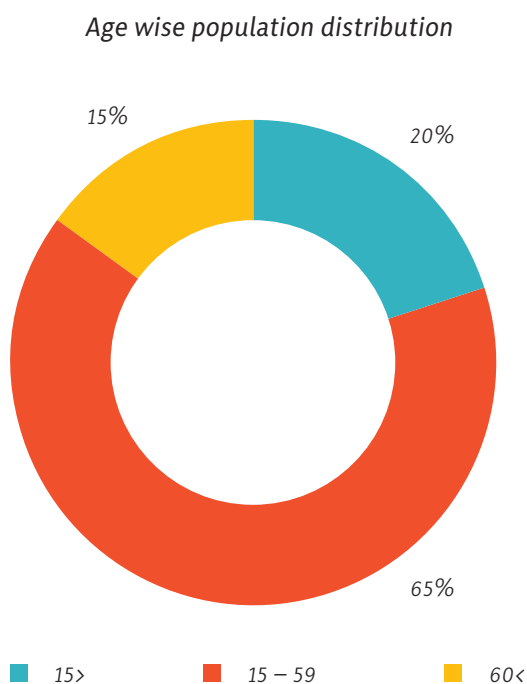
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Dehiwala-Mt-lavinia  
Area at Present

Social Sector

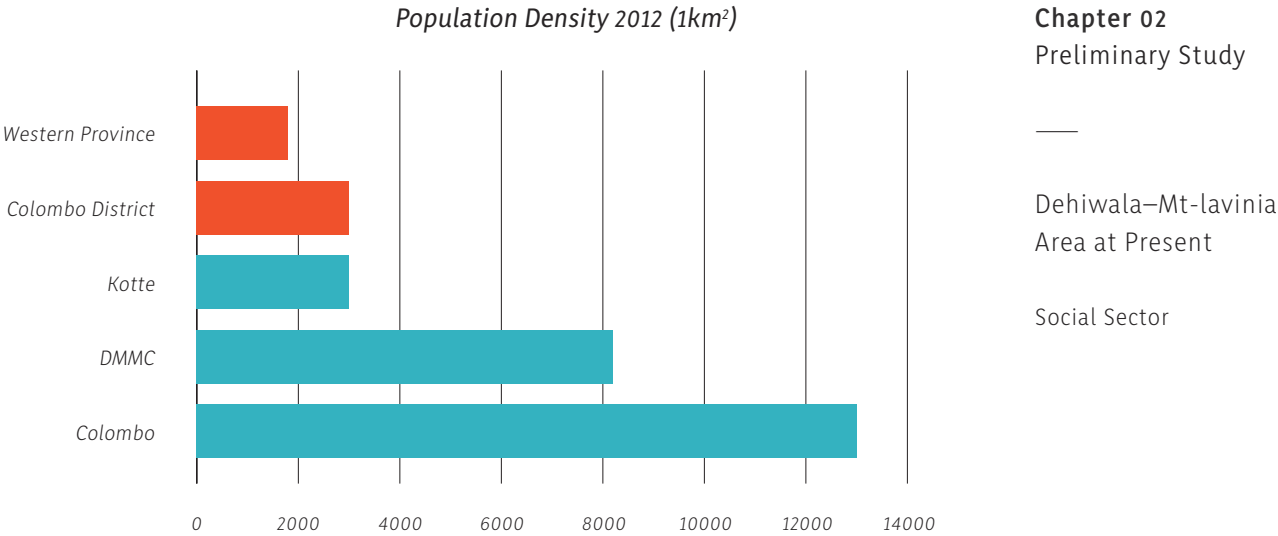
As the Census 2012, the total population of Colombo District is 2,309,809 whereas the population in DMMC area is 184,468. It is about 8% of the total district population.

As per Census 2012, 48.78% of total population are male population whereas 51.22% are female population and the age wise population distribution is given in Graph 9. Accordingly, 65% of population fall within the age category of 15 – 59 and they can be considered as work force in the DMMC area. When considering the population growth rate, a decline of the growth rate can be observed from the year 2015. Although, a further reduction in population growth can be expected in the next five years as per the natural growth rate, and increase in population density can be expected when considering the existing high demand for apartment complexes and the future development projects that are likely to impose an impact to the area.



**Graph 2.9 :** Age wise population distribution of DMMC area - 2012

**Source :** Department of Census and Statistics, 2012



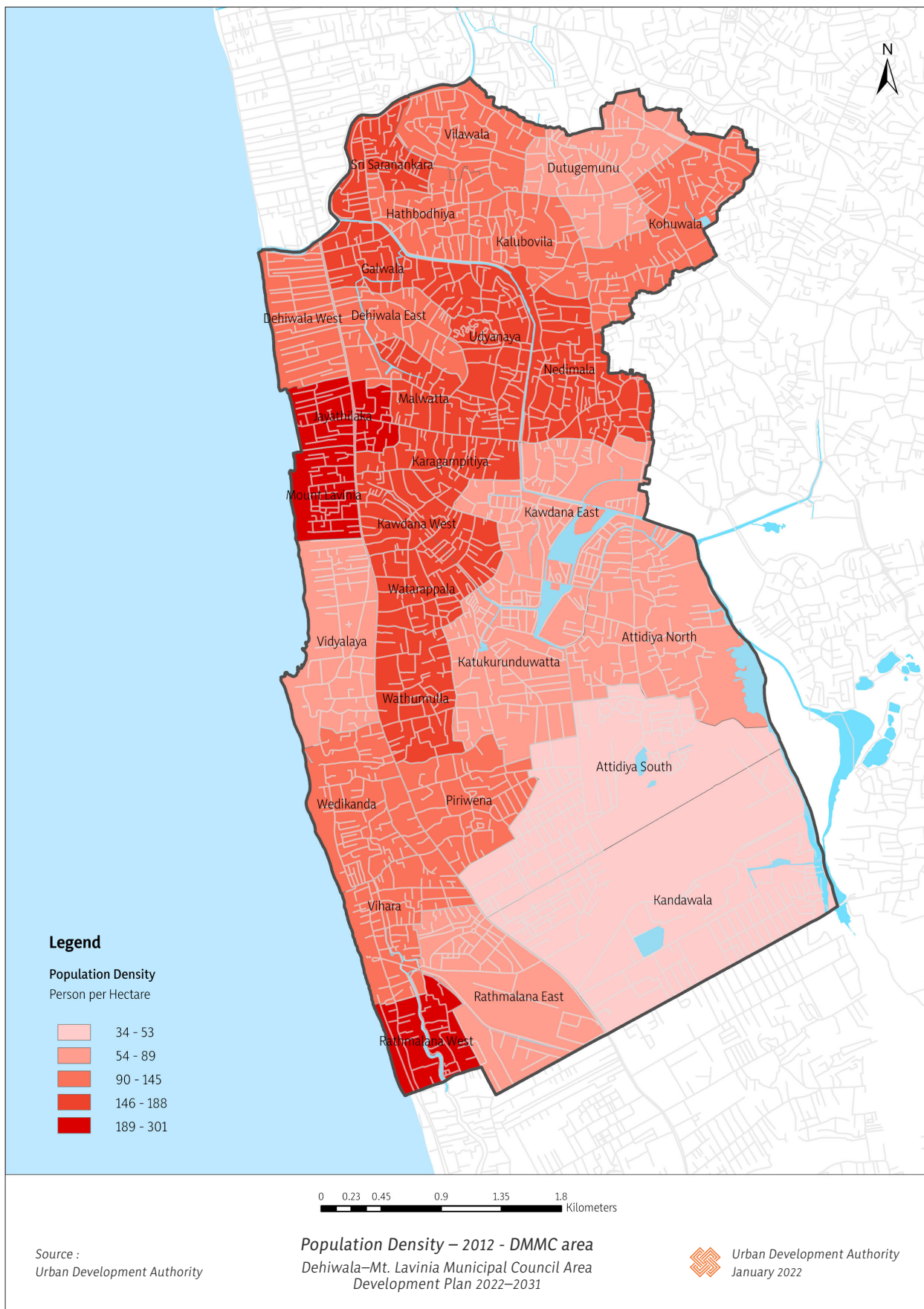
**Graph 2.10 : Population Density – 2012**  
**Source :** Department of Census and Statistics, 2012

When considering the ethnicity profile of the area, 70% of population are Sinhalese, 15.1% are Sri Lanka Moor and 3.7% belong to other ethnic categories including Sri Lanka Tamils. As per the population density pattern, the highest population density is observed in Ratmalana West, Mount Lavinia and Jayathilake areas whereas the lowest density is observed in Attidiya South and Kandawala areas. The locational land uses such as the existence of Ratmalana airport have caused the comparatively lower population density in these areas. Also, the existence of low-income houses based on coastal belt in Ratmalana area is a reason for relatively higher population density in this area.

However, a total of 310,000 residential population is expected within the area by 2030 as per the population estimation data. Also, a high visitor population is attracted to this area due to the existing hospitals, tourist industry related attractions, industries and educational institutions etc. According to the estimations, the daily visitor population of the area is expected to be around 20,000 by 2030.



Dehiwala–Mount Lavinia Municipal Council Area  
Development Plan (2022–2031)



Map 2.9 : Population Density – 2012, DMMC area

Source : CMR Division, UDA



## b) Health Facilities

When considering the existing health facilities in DMMC area, it can be identified as an area which provides health facilities to a large threshold without limiting to its municipal council limits. Especially, the South Colombo Teaching Hospital which is one of the main hospitals in the island is located within DMMC limits and about 2000 patients are daily treated there. Further, there are about 1,100 beds in 35 wards and approximately 150,000 patients are treated annually by this hospital. Existing Siddhalepa Ayurveda Hospital is also another significant fact in the health sector of this area.

## Chapter 02 Preliminary Study

Dehiwala–Mt-lavinia  
Area at Present

Social Sector



**Figure 2.25 :** South Colombo Teaching Hospital

**Source :** Survey data, 2021

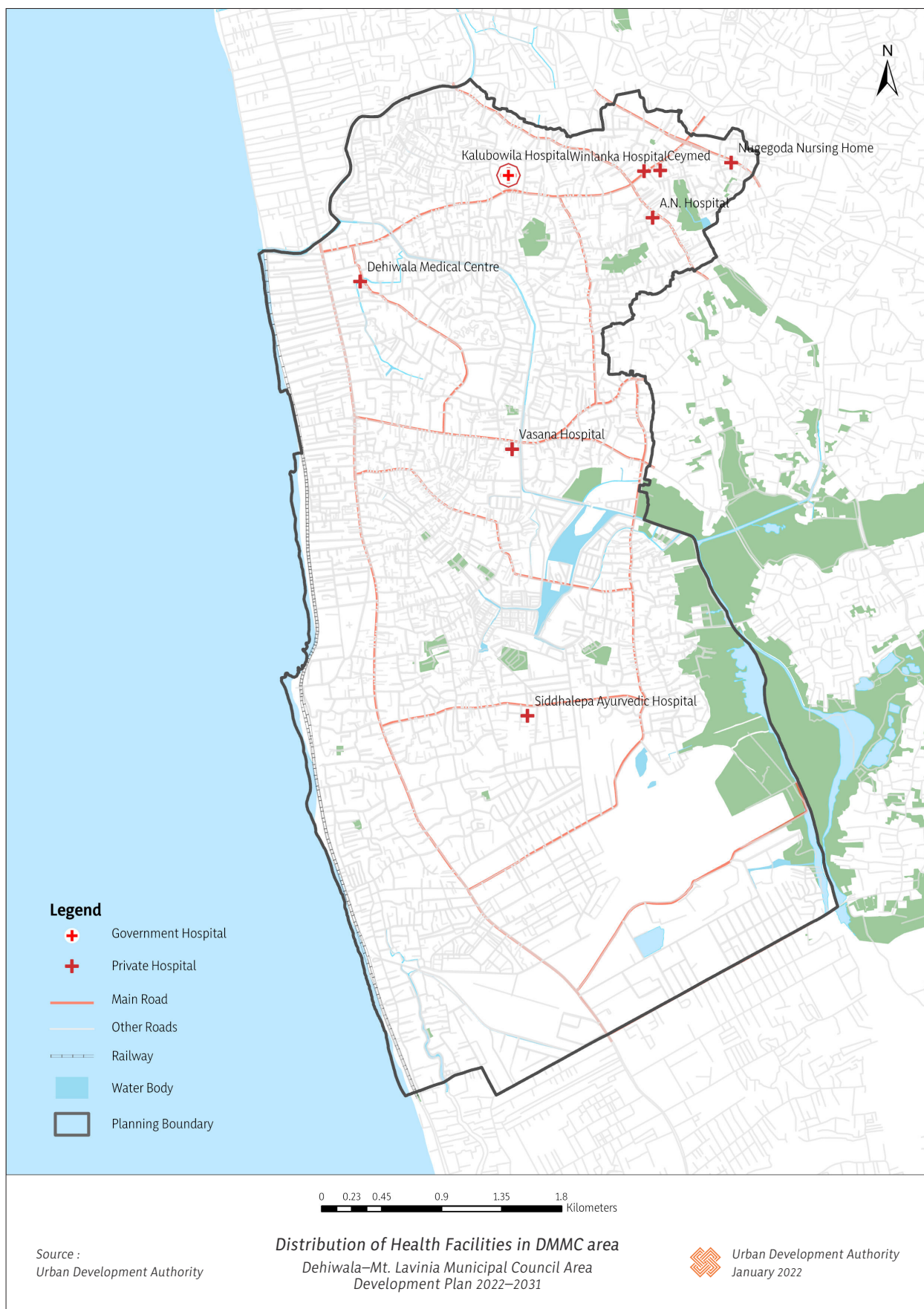
The area has been divided in to 10 zones for efficient and systematic operations of health service in the area and the Municipal Council has established maternity and child Clinics linked with these zones. In addition, the existing private medical centres, private dispensaries, central dispensaries and dental clinics can be identified as a positive characteristic.

One of the main observations is the daily arrival of visitor population to the DMMC area from Colombo District and neighboring areas for the purpose of obtaining services from these health facilities.





Dehiwala–Mount Lavinia Municipal Council Area  
Development Plan (2022–2031)



Map 2.10 : Distribution of Health Facilities in DMMC area

Source : CMR Division, UDA

It has direct and indirect impact on the city's economic, social and physical contexts. Most of these health institutes are located based on Kalubowila and Kohuwala areas and this area is a popular destination for hospitals and health services.

### c) Education Facilities

There different primary, secondary and tertiary education facilities located in DMMC area. The existing national schools, local schools, private schools, international schools, universities, vocational training institutes and other education institutes have resulted a significant high demand for education facilities in this area.

As per the 2012 Census records, 31,863 population in DMMC area fall within the age category of schooling children and as per the official website of Western Province Education Office, there are 25,816 students studying in 37 number of schools. Accordingly, 19% of population in the age category of schooling children seem to be attending schools located outside of DMMC limits. There is only one national school within the area whereas the remaining schools are operated under the provincial council. All these schools are administered by the Piliyandala Zonal Education Office. The composition of the schools in DMMC area is given below.

<i>School classification</i>	<i>No. of schools</i>	<i>Percentage</i>	<i>No. of students</i>	<i>Percentage</i>
1AB	10	27%	19515	76%
1C	06	16%	2829	11%
2	10	27%	1507	5%
2A	1	2%	315	1.5%
3	3	8%	15	0.05%
3D	7	18%	1635	6%

**Table 2.3 :** Composition of schools in DMMC area

**Source :** Zonal Education Office - Piliyandala



## Chapter 02 Preliminary Study

### Dehiwala-Mt-lavinia Area at Present

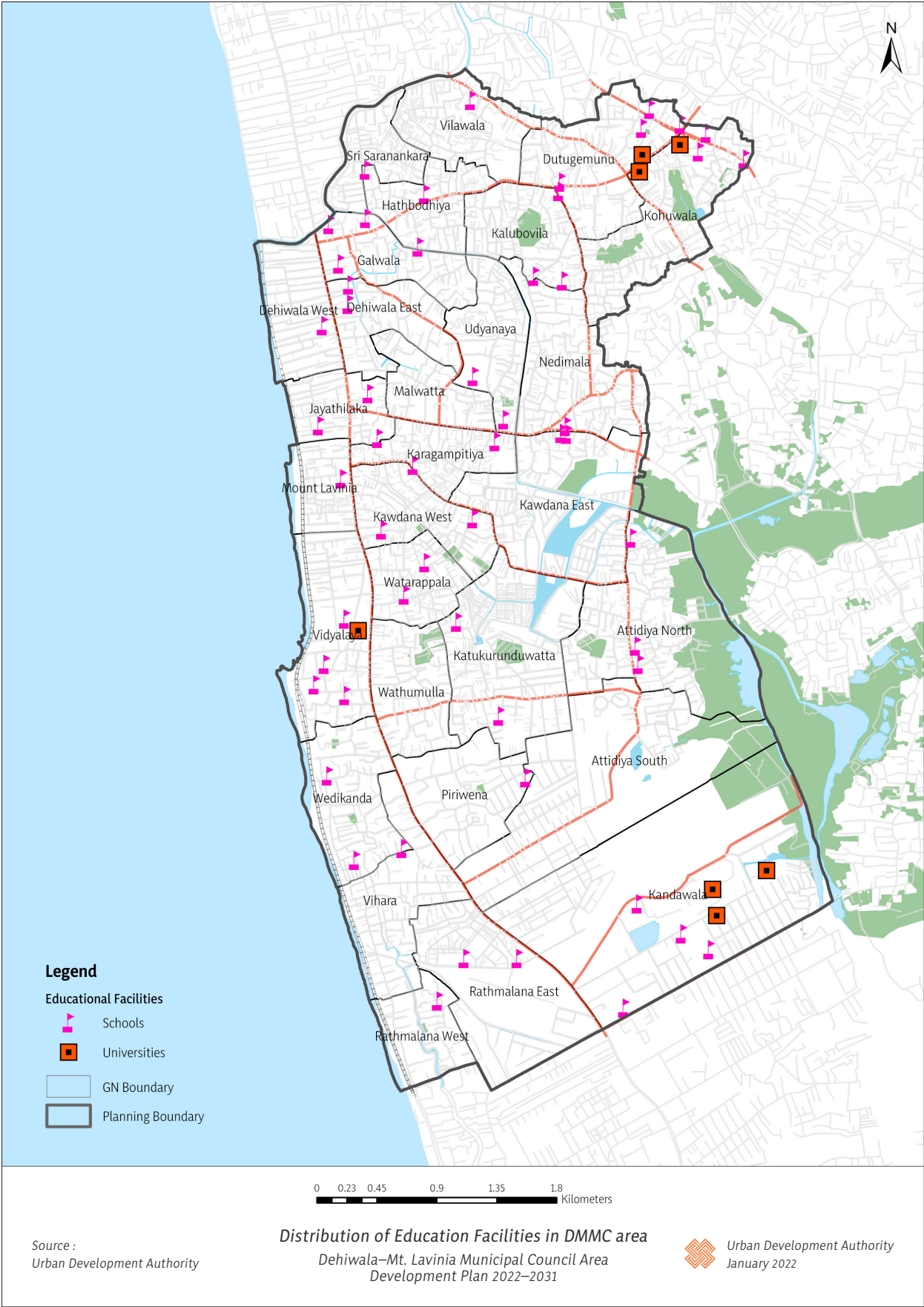
#### Social Sector

An average level of traffic congestion can be observed in morning and afternoon times on roads where such educational institutes are located and it imposes an impact on areas such as Colombo and Moratuwa which are located beyond the limits of DMMC. These existing educational institutes along with the residential density can be identified as a potential for future development of the area.



**Figure 2.26 :** Schools in DMMC area  
**Source :** Planning Unit, (2021)





Map 2.11 : Distribution of Education Facilities in DMMC area

Source : CMR Division, UDA



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Dehiwala–Mt-lavinia  
Area at Present

Environmental Sector

## 2.4.4. Environmental Sector

The environmental context of the DMMC area which is currently undergoing a rapid urbanization, was analysed based on following three factors.

1. Existing environmental sensitive areas
2. Public open recreational activities
3. Cultural, religious and archaeological value

### a) Existing environmental sensitive areas

Marshes, agricultural lands and aquatic areas can be identified as the environmental sensitive area within DMMC area. The total environmental sensitive areas located within DMMC area is about 94.66 hectare and it includes a part of Bellanwila – Attidiya Sanctuary and a part of Veras Ganga environmental sensitive areas. The existence of Bellanwila – Attidiya Sanctuary within this area is a significant character in this area.

Use	Extent (hectare)	Percentage
Aquatic areas	37.021	39.10 %
Shrubs	37.951	40.09 %
Marshes	15.346	16.20 %
Agricultural lands	4.343	4.58 %
<b>Total</b>	<b>94.661</b>	<b>100 %</b>

**Table 2.4 :** Environmental sensitive area within DMMC area

**Source :** Urban Development Authority

### ***Bellanwila – Attidiya Sanctuary :***

Bellanwila – Attidiya Sanctuary which is located in the upper catchment area of the Bolgoda River has been listed as an important bird habitat in the Asian Wetland List by the International Union for Conservation of Nature (IUCN). It has been declared as a sanctuary by the gazette notification no. 620/9 dated 25th July 1990 under the provisions of Flora and Fauna Protection Act considering its bio-diversity and contribution for flood management.

Although, paddy cultivation had been carried out until the year 1978, it has been abandoned due to factors such as water supply issues, construction of houses in water catchments areas and flooding and sedimentation due to land reclamation.

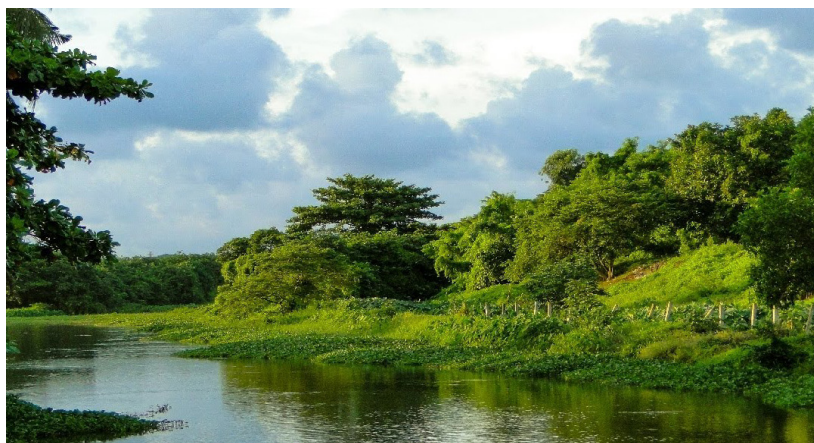
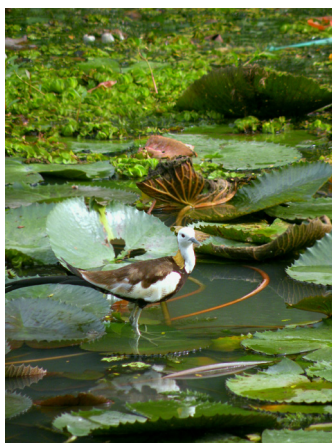
Primarily, this area is a freshwater marshy land and it is surrounded by rapidly developing urban environment. This sanctuary area consists of marshes, paddy lands, shallow fresh water ponds, canals and water retention areas. This wetland which covers more than 930 acres is a paradise of endemic and migrant birds. Around 100 bird species have been recorded and Heron (*Ardea cinerea*) and Egret are significant among them.

Bolgoda river flows through the Bellanwila – Attidiya Sanctuary and a total of 44 fish species including 06 endemic fish species have been identified in the Bolgoda river. Also, it is a habitat for 21 reptile species, 17 mammal species and 10 butterfly species. The records show that the disposal of untreated waste water to the water paths flowing through this wetland by some industries in the area causes issues. The invasive species such as *Salvinia molesta* and *Eichhornia crassipes* as well as ornamental flowery flora species such as *Nymphaea* sp. and *Nelumbo nucifera* are observed on water surfaces.

Other invasive flora species such as *Annona glabra* and *Lantana camara* are there mainly on wetland edges and canal banks. The map shows the distribution of environmental sensitive areas.

Dehiwala–Mt-lavinia  
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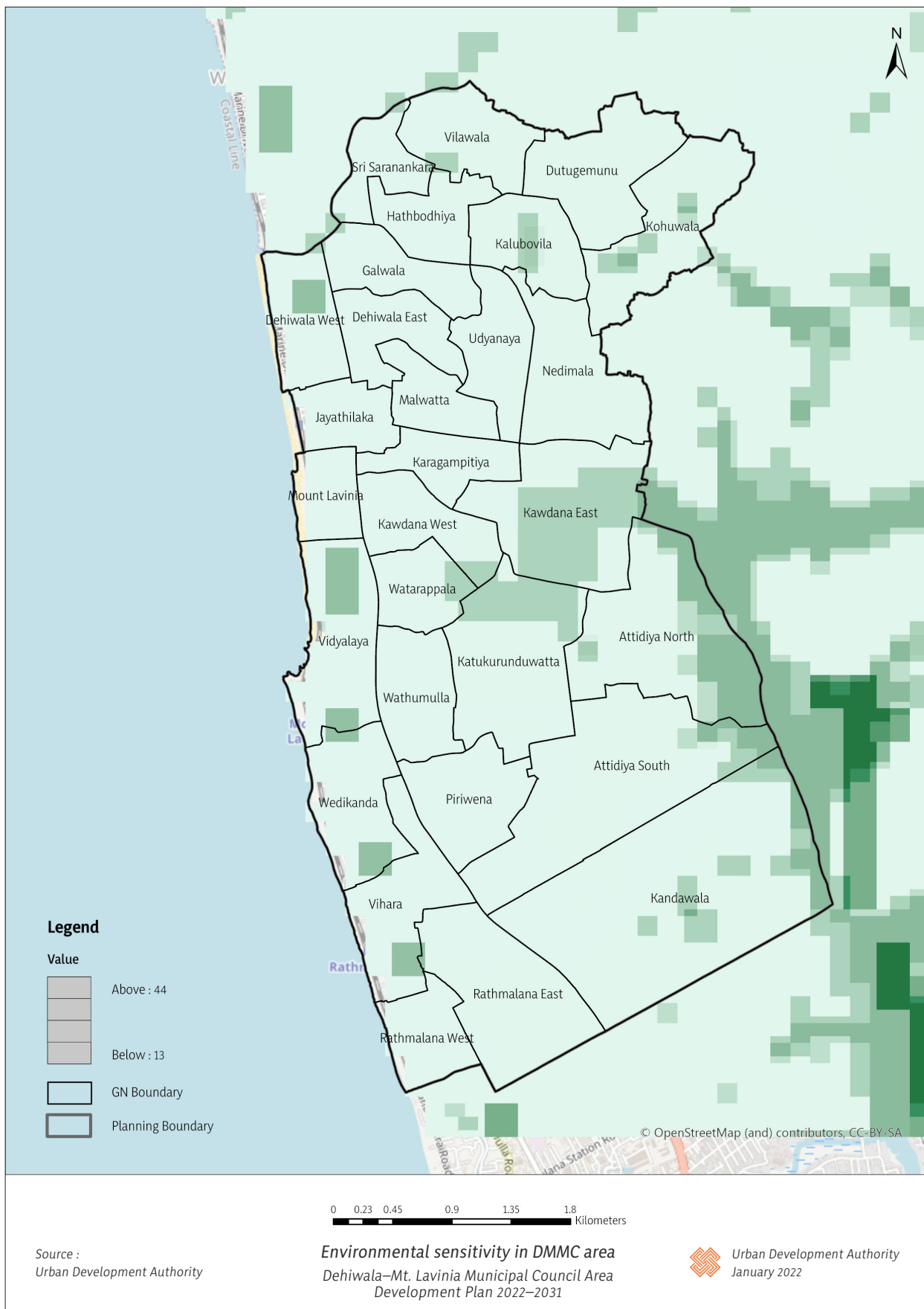


**Figure 2.27 :** Bellanwila – Attidiya Sanctuary  
**Source :** [wikimedia.org](https://www.wikimedia.org/), [exoticsrilanka.com](https://www.exoticsrilanka.com/), (2020)





Dehiwala–Mount Lavinia Municipal Council Area  
Development Plan (2022–2031)



Map 2.12 : Environmental sensitivity in DMMC area

Source : Urban Development Authority

## b) Public Open Recreational Facilities

The open spaces and green areas for relaxation and recreational purposes which can be accessible in walking distance are limited for community in DMMC area. Although 1 hectare of open spaces are required for 1000 population as per the guidelines on open spaces, the existing open space ration in DMMC area is around 1 hectare for 12,385 population. Accordingly, there is a 258 additional open space requirement in DMMC area.

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No.	Park type	Amount	Extent/ (.....)
01	Very small parks	5	0.357
02	Small parks	5	2.48
03	Nearby parks	4	7.8
04	Regional parks	1	9.23
<b>Total</b>		<b>15</b>	<b>19.867</b>

**Table 2.5 :** Existing parks in DMMC area

**Source :** Urban Development Authority, 2021

No.	Existing use	Park type	GND	Extent
01	Children's playground	Epp 1	Karagampitiya	0.025
02		Epp 2	Dehiwala west	0.032
03	Tennis playground	Epp 3	Kandawala	0.065
04	Tennis playground	Epp 4	Dehiwala west	0.108
05	Woodland playground	Epp 5	Kohuwala	0.127
<b>Total</b>				<b>0.357</b>

**Table 2.6 :** Existing playgrounds in DMMC area

**Source :** Urban Development Authority, 2021



No.	Existing use	Park type	GND	Extent
01	Children's playground	EMP 1	Attidiya south	0.210
02	Sirisena Dahanayake playground	EMP 2	Nedimala	0.313
03	Fraser playground	EMP 3	Dehiwala west	0.480
04	Attidiya playground	EMP 4	Attidiya north	0.611
05	Sri Saranankara playground	EMP 5	Sri Saranankara	0.866
<b>Total</b>				<b>2.48</b>

**Table 2.7 :** Existing playgrounds in DMMC area

**Source :** Urban Development Authority, 2021

No.	Existing use	Park type	GND	Extent
01	Ratmalana CGR playground and Railway Department's playground	ELP 01	Ratmalana East	1.874
02	S.D.S. Jayasinghe playground	ELP 02	Dehiwala East	1.937
03	Big Club playground	ELP 03	Mount lavinia	1.958
04	Irrigation playground and Janasathu Service Cricket playground	ELP 04	Kandawala	2.055
<b>Total</b>				<b>7.824</b>

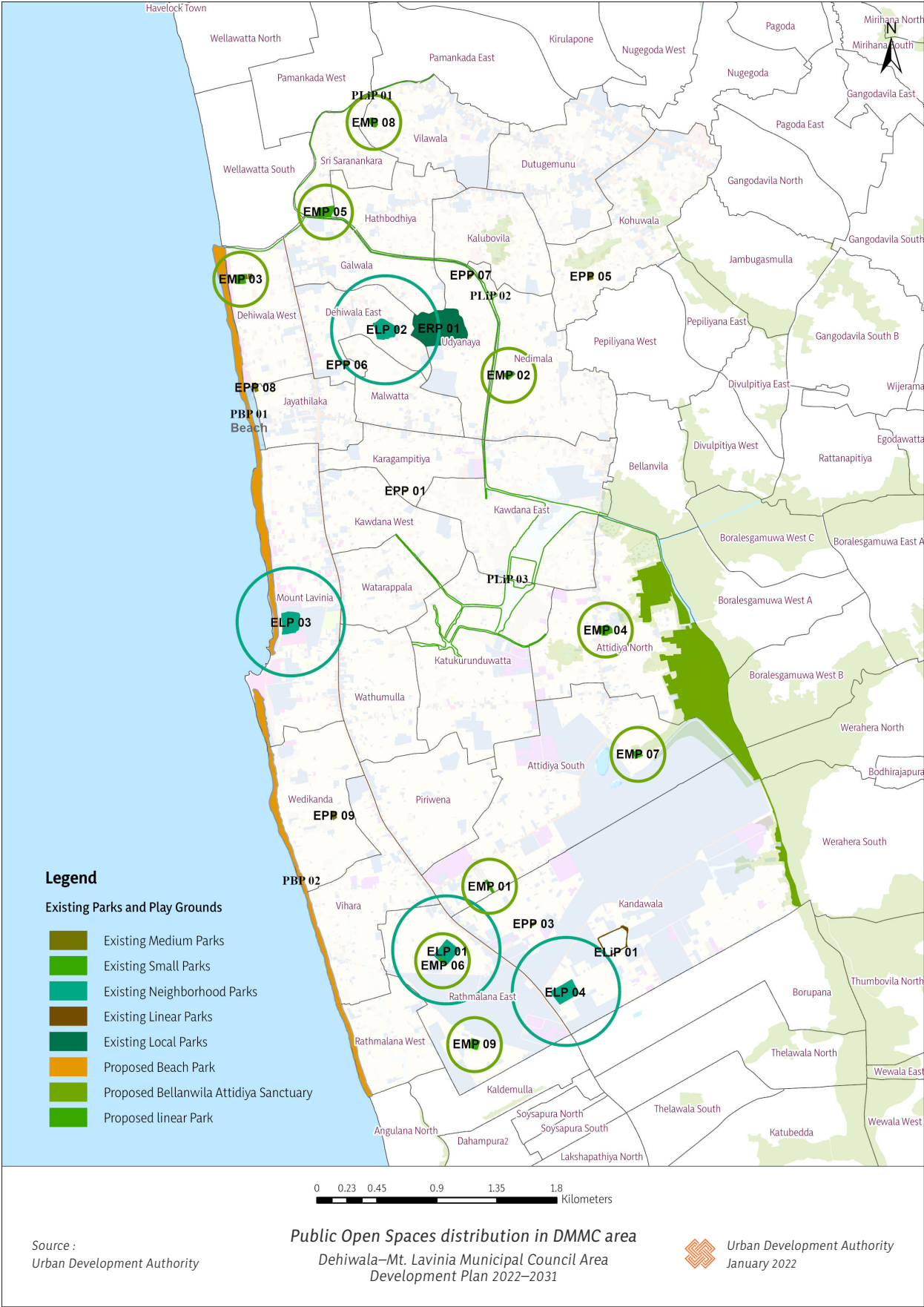
**Table 2.8 :** Existing linear parks in DMMC area

**Source :** Urban Development Authority, 2021

No.	Existing use	Park type	GND	Extent
01	National Zoological Garden - Dehiwala	ERP 01		9.239

**Table 2.9 :** Existing regional parks in DMMC area

**Source :** Urban Development Authority, 2021



Map 2.13 : Public Open Spaces distribution in DMMC area

Source : Urban Development Authority



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### c) Cultural, religious and archaeological places

A summary of cultural, religious and archaeological places located in DMMC area is given below.

No.	Name of the religious place	GND
T 01	Bodhirukkarama Temple	Ratmalana west
T 02	Sri Priyathanaramaya	Udyana
T 03	Upaliwanshikaramaya	Malwatta

**Table 2.10 :** Existing Buddhist religious places in DMMC area

**Source :** Urban Development Authority

No.	Name of the religious place	GND
C 01	S.S. Mary and John Church	Dutugemunu
C 02	Christian Reformed	Jayathilake
C 03	College Chapel	Mount lavinia
C 04	St. Thomas Mary's Church	Wedikanda
C 05	Transfigured Lord Jesus Christ	Wathumulla
C 06	St. Thomas Mary's Church	Dehiwala east

**Table 2.11 :** Existing Christian religious places in DMMC area

**Source :** Urban Development Authority

No.	Name of the religious place	GND
K 01	Dehiwala Vishnu Kovil	Nedimala
K 02	Vishnu Kovil	Nedimala

**Table 2.12 :** Existing Hindu religious places in DMMC area

**Source :** Urban Development Authority



<i>No.</i>	<i>Name of the religious place</i>	<i>GND</i>
<i>M</i>	<i>Jumma Mosque</i>	<i>Attidiya south</i>
<i>M</i>	<i>Masjid – Al Hiba Mosque</i>	<i>Kawdana east</i>
<i>M</i>	<i>Bilal Masjid Mosque</i>	<i>Katukurunduwatta</i>
<i>M</i>	<i>Jumma Mosque</i>	<i>Watarappala</i>
<i>M</i>	<i>Sainab Jumma Pasjid Mosque</i>	<i>Kawdana west</i>
<i>M</i>	<i>Dehiwala Jumma Mosque</i>	<i>Galwala</i>

**Table 2.13 :** Existing Muslim religious places in DMMC area

**Source :** Urban Development Authority

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# Chapter 03

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## Need of the Plan



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### 3.1. Identification of need of the plan

In line with the strategic planning process adopted in this plan, the first strategic question, to answer is the “where are we now?” or in other words, “what is the current situation of the planning area?”. It is essential to identify the real need of a plan or the reasons why a plan should be prepared for the subject area, in order to determine the focus of the plan as well as the direction towards which the Plan should take the city in future.

A need for a plan is usually felt with the existing problems of the planning area as perceived by its inhabitants. At this stage, two types of stakeholders; the service providers and the users (general public including citizens and commuters) were consulted to obtain their views on any major issues of the city. Different stakeholders view the city in different perspectives depending on their attachment with the city in different means, and therefore, what they emphasized cover a wide spectrum of issues. At the next stage, an in-depth analysis of the issues were carried out along with a root-cause analysis to define the existing problems in DMMC area.

Following are the four main issues identified through stakeholder consultation. They are presented in this chapter in terms of the context they emerge, their magnitude and the significance.

1. Lack of right guidance for the development of Dehiwala - Mount Lavinia area by the previous planning attempts.
2. Expiration of the effective period of the Development Plan (2007 – 2020) applicable for DMMC area and the existing planning and building regulations which have been formulated based on environmental zones are being challenged by the existing development trends.
3. Neglect of potentials which can be harnessed for the development of Dehiwala – Mount Lavinia area.
  - I. Being a shareholder of attractive beach strip extending southwards from proposed Port City.
  - II. Being bounded to Colombo Commercial City and Sri Jayawardanepura Kotte Capital City.
  - III. Environmental resources such as Bellanwila – Attidiya sanctuary, Veras Ganga, Dehiwala Canal and Lunawa canal with high environmental value being located within the planning area.
4. Social, environmental and economic issues caused due to the distribution of under-served settlements in coastal belt.

### 3.1.1. Lack of right guidance for the development of Dehiwala - Mount Lavinia area by the previous planning attempts.

Almost all the plans prepared for Dehiwala–Mt-lavinia area has promoted a high density development which deduces the fact that there has been a relatively higher stimulation for infrastructure development in Dehiwala–Mt-lavinia than the other areas with high development density. Stimulation of high-density development, without paying attention to take necessary measures required to manage the city once it is densified, challenges the existing infrastructure as well as future developments.

As per the studies on history of planning interventions, the plan prepared by Patrick Abercrombie in 1948 is the first plan which focused on City of Colombo and approximately 220 square km of its surrounding area. This plan has identified Ratmalana area as a satellite town parallel to Ragama and Homagama town centres. Satellite towns are self-sufficient towns located outside of large cities. In the present situation, Ratmalana area is developing along with mixed developments centering the Galle Road. It leads to a gradual growth of population and a spatial form with high population density.

Colombo Metropolitan Regional Structure Plan (CMRSP) – 1998 is the next subsequent plan which incorporates DMMC area. It has identified DMMC area as a part of the regional centre which caters to the land demand of commercial, industrial, institutional and residential uses. Especially, this plan has focused on promoting a spatially distributed density development in Dehiwala–Mt-lavinia cities.

Not only that, but the Western Regional Megapolis Plan (CESMA) which was prepared in 2004, has also emphasized the core area of the City of Colombo as a high density area. (City of Colombo and urbanized areas such as Dehiwala, Sri Jayawardenepura Kotte, Kolonnawa, Kaduwela, Maharagama, Ratmalana and Kesbewa have been identified as the city's core area.)

According to the population predictions in DMMC area, the water demand is estimated to be increased from 29,516,880 litres in 2020 up to 37,209,720 litres in 2030. Also, the waste water disposal is estimated to be increased from 196,779 litres to 248,065 litres. At the same time, the city would experience a deficiency of recreational and open spaces to meet the demand of predicted population.

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Lack of right guidance  
for the development of  
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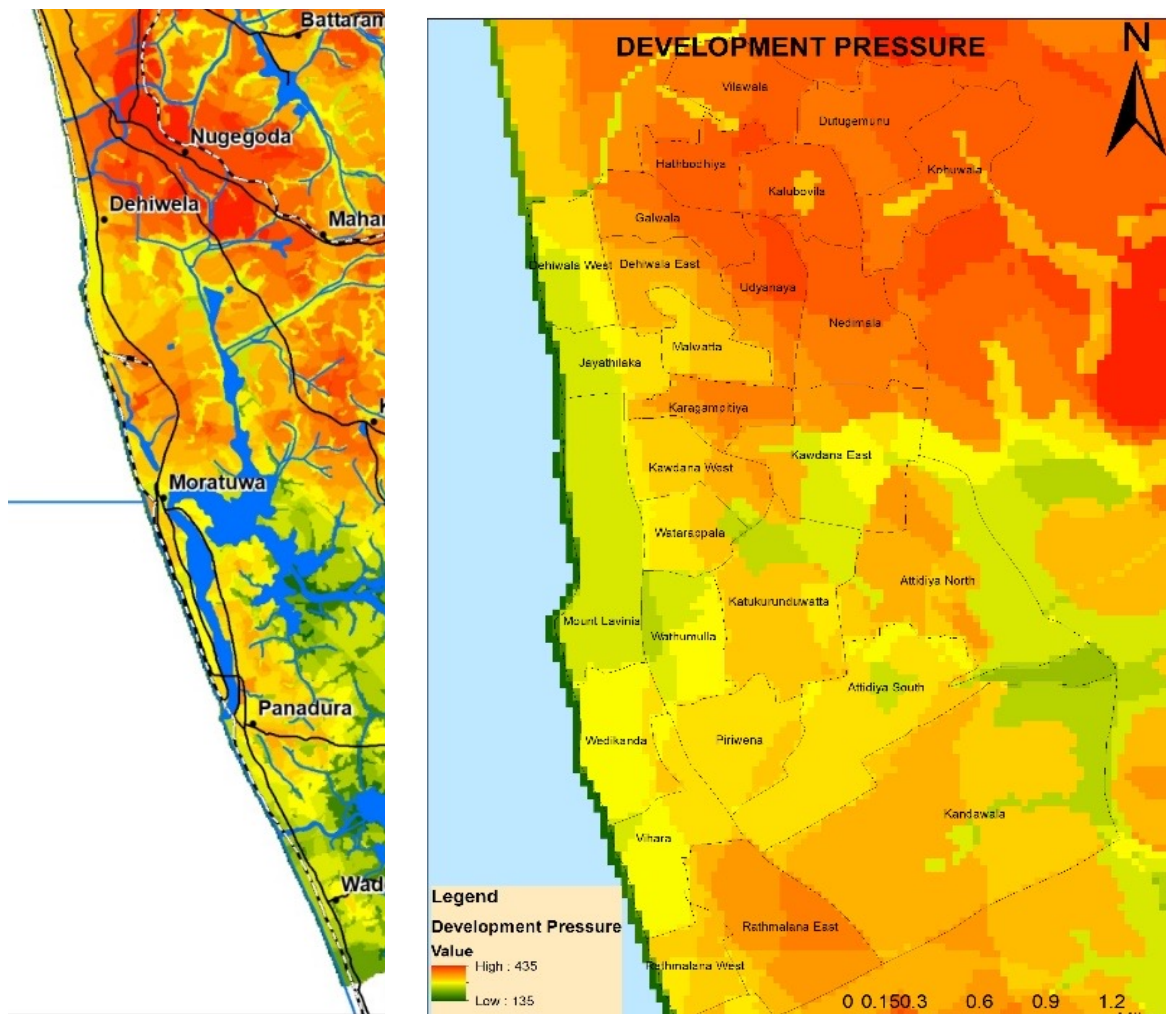
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planning attempts.

As per the predicted population, there is a requirement of 258.25 acres recreational open spaces by year 2030.

There are emerging issues as the population in DMMC area keeps increasing exceeding the existing infrastructure carrying capacities and this is mainly due to the inadequate management strategies in the previous planning attempts and the absence of spatially regulated solutions. Especially, the population in DMMC area is concentrated at few places as clusters. This high development pressure can be observed to be mainly concentrated in areas such as William's Junction, Kalubowila Hospital surrounding area, Nugegoda, Karagampitiya and Nedimala. As a result of all these development plans, development trend is now towards the north direction whereas the second level of development trend can be observed at Ratmalana and Maliban Junction and the third level of development trend at Attidiya Junction and Kawdana areas.



**Figure 3.1 :** Development pressure in DMMC area  
**Source :** Urban Development Authority

3.1.2. Expiration of the effective period of the Development Plan (2007–2020) applicable for DMMC area and the existing planning and building regulations which have been formulated based on environmental zones are being challenged by the existing development trends.

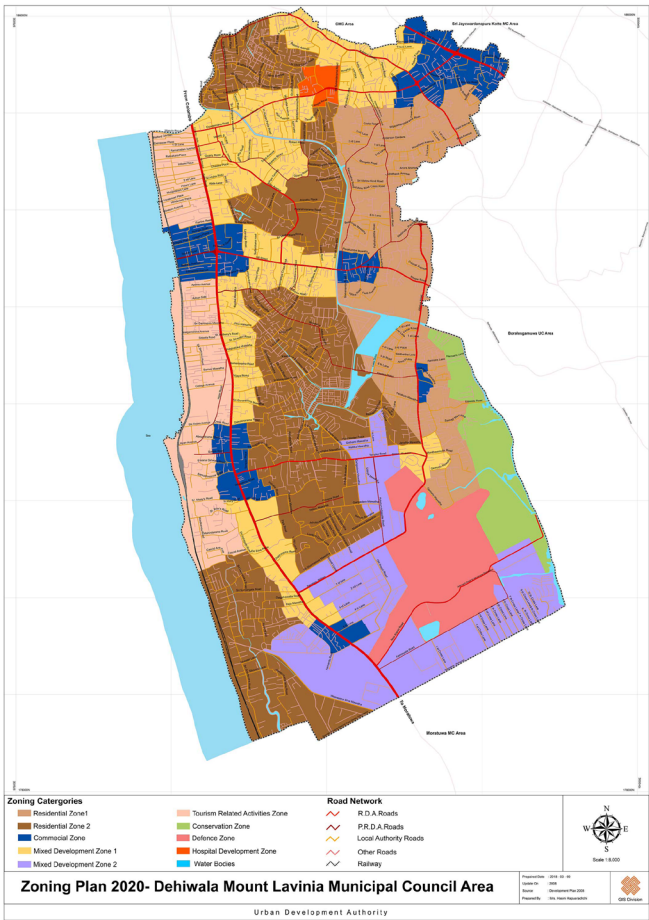
a) Dehiwala–Mt-lavinia Development Plan 2007–2020

The plan which is in effect for the DMMC area introduced by the Urban Development Authority has identified the areas where commercial, residential and mixed uses should be predominantly distributed and also it has identified the coastal zone as a special tourism zone and Attidiya sanctuary area as a conservation zone.

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Also, it has introduced Planning and Building Regulations based on a zoning plan and thereby intended to regulate the development in the area in a planned manner.

As the effective period of this plan has already expired and due to different changes in the urbanization pattern, it is apparent that there a need to update this plan.

Figure 3.2 : Dehiwala - Mt-lavinia Development Plan 2007-2020  
Source : Urban Development Authority



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#### b) The issues raised due to expiration of the Plan

As the legal validity of a plan expires together with its effective period, there is a legal requirement to update the Dehiwala-Mt-lavinia Development Plan.

#### c) The issues in the content of the Dehiwala-Mt-lavinia Development Plan 2007-2020

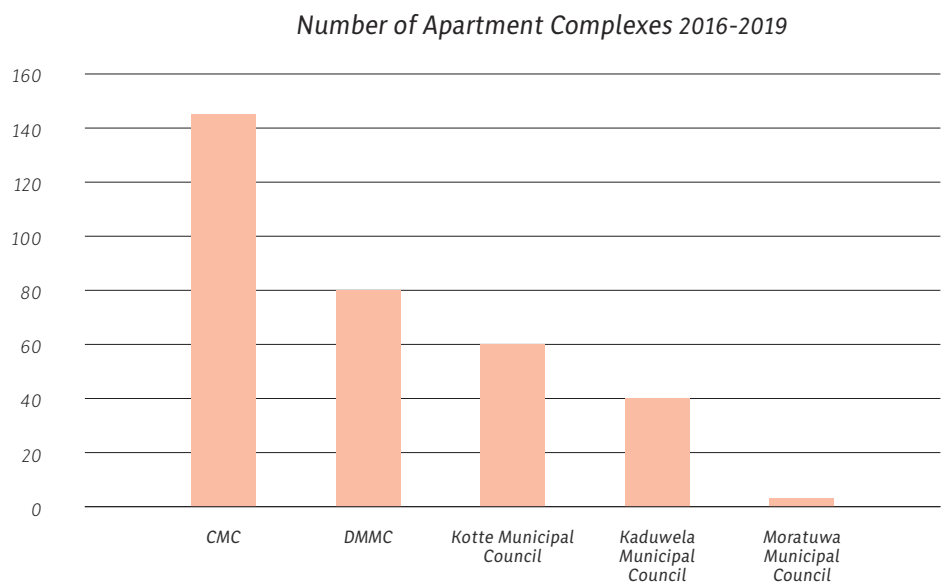
The Development Plan prepared for the period 2007-2020 has expected a relatively higher development when compared to the previous plans and it has influenced the population concentrations in some areas even exceeding their capacities. The Urban Development Authority has received many complaints continuously regarding the constructions on lands unsuitable for development or those which are accessible by very narrow roads. Most complaints include not having adequate water pressure to the upper floors when compared to the developments in CMC area and also traffic congestion etc. Although City of Colombo Development Plan (Amendment) 2008 specifies a minimum of 12m road width (for private roads) or 24m wide Building Line to grant unlimited number of floors for development, the previous Dehiwala-Mt-lavinia Development Plan 2007-2020 has specified that minimum of 9m road width is adequate to grant unlimited number of floors for development. There is a requirement to rectify this condition through the new Development Plan.

Based on the above facts, it is compulsory to have a new Development Plan for DMMC area in order to rectify the emerging issues due the new development trends and to ensure proper utilization of existing resources.

Area	Road width (m)	Permissible development
Colombo Municipal Council	12 (Private road) or 24 (Building line)	Unlimited
Dehiwala-Mt-lavinia Municipal Council	9	Unlimited

**Table 3.1 :** Comparison of the permissible development as per existing regulations

**Source :** Urban Development Authority



**Graph 3.1 :** Number of apartment complexes 2016-2019  
**Source :** Annual Report of the Condominium Management Authority of Sri Lanka

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**Figure 3.3 :** Apartment complexes in DMMC area  
**Source :** Google Map, (2021)





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which can be harnessed  
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### 3.1.3. Neglect of potentials which can be harnessed for the development of Dehiwala – Mount Lavinia area

a) Being a shareholder of the attractive beach strip extending southwards from proposed Port City.

Sri Lanka's west beach is a renowned attractive beach strip due the existing urbanization and tourism attraction. Approximately 7km length of this beach strip is located within the planning boundary. This beach strip can be identified as a prime development potential to be a part of the main beach strip extending southwards from the proposed Colombo Port City, also due to the Maritime City Project which is proposed to be implemented in Colombo Municipal Council area. This beach strip has a higher probability of drawing the attention of the public because of the existing three railway stations located within the planning area in close proximity to the beach and also because of numerous tourism attraction sites including the Mount Lavinia Hotel. These facts have added value to the area's potential to be developed as a tourism attraction area.

Anyhow, approximately 90% of this 7km long beach strip has become inaccessible to public due to the unauthorized constructions.

Therefore, there is a need of high level intervention by this plan to rectify this situation and develop the beach strip of DMMC area.



**Figure 3.4 :** Beach strip of DMMC area

**Source :** Garj, (2020)



b) Being bounded to Colombo Commercial City and Sri Jayawardanepura Kotte Capital City.

Colombo Commercial City is the Sri Lankan city with the highest attraction for commercial activities and it has a high population attraction due to the Colombo Harbour and already well-established infrastructure facilities. Also, Sri Jayawardenepura Kotte Administrative City is located bounded to the DMMC area and the planning area is well-connected to these cities through the transport network.

Having located bounded to the Colombo Commercial City and Administrative City, the DMMC area has gained positive impact of the development in these cities which can be harnessed as potentials for its future development.

c) Environmental resources such as Bellanwila – Attidiya sanctuary, Veras Ganga, Dehiwala Canal and Lunawa canal with high environmental value being located within the planning area.

Another main potential of the area is the Beelanwila – Attidiya conservation Area. Mainly this is a freshwater wetland ecosystem and is surrounded by a rapidly developing urban landscape. This marshy land acts as a water retention area and thereby reduces the flood risk of the surrounding settlement areas. In addition, this marsh is a destination for a number of migrant birds and Herons and Egrets area prominent among them. As a result, this marshy land has been recognized as an Important Bird and Biodiversity Area (IBA) by the BirdLife International. This wetland has been severely filled as a result of harmful human factors and changes in land use can be observed through activities such as fishing and illegal filling of wetland area for housing and urban development.

Many endemic fish species have been threatened due to direct discharge of waste to the Weras River by the industries located in the surrounding area and many different endemic and migrant bird species are threatened due to the high development pressure in the surrounding area. Around 108 bird species types had been identified in this area in the year 1990 and it has reduced up to 88 bird species at present.

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As per the sensitivity analysis, a high sensitivity level is shown at the surroundings of the Protection Area and parallel to that, development pressure is also relatively reduced. Hence, management and regulatory guidelines are essential in order to protect this invaluable natural asset for the future generation.

Also, canals such as Dehiwala canal and Lunawa canal also can be identified as prominent environmental characteristics important for the future development of the area. Existences of these canals in a congested area like Ratmalana and Dehiwala areas is a potential that can be utilized to promote waterfront development as well as for the beautification of the entire city. But, the reservation as well as the lands facing these canals are currently in an underutilized state due to unauthorized and unplanned constructions.



Figure 3.5 : Paper articles on Bellanwila – Attidiya Reserve  
Source : Madhusa, (2008)



Figure 3.6 : Paper articles on Bellanwila – Attidiya Reserve  
Source : PressReader, (2016)

### 3.1.4. Social, environmental and economic issues caused due to the distribution of underserved settlements in coastal belt.

It is an accepted fact that a livable city provides basic services and utilities to all of its inhabitants with no discrimination. When a considerable share of the city's population does not have access to basic services and utilities the conditions become unhealthy and unfavorable to live-in, and it affects the functions of the entire city. In Sri Lanka, the term of "underserved settlement" is used to identify shanties and slums since last few decades. Although there is no universal definition, the term 'underserved settlement' is descriptive of a community living in specific geographical area that lacks one or more of the following conditions.





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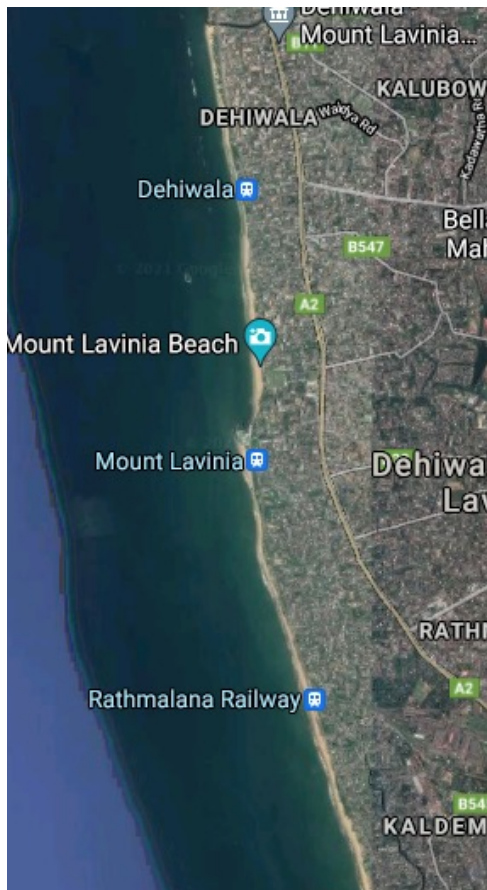
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- Access to basic services such as safe water, sanitation facilities, transport / communication facilities
- Security of tenure
- Structural quality / durability of dwelling
- Sufficient living area in dwellings

As per the survey conducted by Sevanatha Urban Resource Center in year 2012, the underserved settlements in Colombo can be categorized based on settlements size (in terms of number of houses) as follows.

• Below 10 houses	-	22%
• Between 11 – 20 houses	-	32%
• Between 21 – 60 houses	-	30%
• Between 60 – 100 houses	-	11%
• More than 100 houses	-	5%

Majority of the low-income houses in DMMC area are located at the coastal belt. Most of these lands belong to the railway reservation and coastal reservation. It is evident that majority of the underserved settlements in DMMC area have small and medium number of units as per the above categorization.



57% of USS occupants not having freehold rights to the land As most of these settlements were built up as unauthorized constructions mostly within state lands or privately owned estates, they often do not have legal basis and are categorized as illegal housing that do not meet the housing regulations and/or do not have the right to the land they occupied

Most of the settlements considered illegal are those occupying railway, canal, or other reservation land. As per the survey conducted by Sevanatha in 2012, it has been found that 43% of occupants living in underserved settlements own freehold rights of their properties while 57% do not possess security of tenure. However, 23% of the occupants are issued with user permits (enumerator cards) which grant temporary rights to the lands they occupy.

*Figure 3.7 : Coastal belt of DMMC area*  
*Source : Google Maps, (2021)*

## a) Negative environmental and social impact due to existence of underserved settlements

### *Social Impact*

Negative social impacts resulted due to existence of underserved settlements also can be viewed in two aspects such as impacts on dwellers of underserved settlements and overall impacts on society. The main negative impact on underserved settlement community is the problems caused due to poor living conditions.

#### i. *Poor Living Conditions of Underserved Settlement Community*

It has been revealed by Sevanatha Survey in 2012 that 45% of houses in underserved settlements are constructed with temporary materials and 55% are constructed with permanent materials. Even though, a majority of underserved settlement houses are considered to be constructed with permanent materials most of them do not have access to basic facilities such as pipe-borne water, electricity, sanitary facilities, proper wastewater and storm water management systems, proper access roads and other public amenities such as public open spaces and community halls etc. Following inadequacies in basic services have been identified in underserved settlements.

- Lack of Sanitary facilities.
  - Overall 41% of settlements have common toilets.
  - 8% have no toilet facilities.
  - 28% of settlements of underserved settlements have serious problems in respect of safe disposal of sewage; only 50% are connected to the city's wastewater network.
  - Only 50% of these settlements are connected to the city's sewage system.

The dependence on public services is often higher amongst poorer settlements and the acute shortage leads to inappropriate and illegal construction of toilets. This creates problems such as pipe blockages and sewerage overflows, diversion of sewerage systems into canals, which in turn create health related problems especially for children. Drainage issues come to the forefront because many of these settlements are situated on marginal land, such as marshes and canal reservations that are prone to flooding.

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- Deficiencies in Pipe-borne water supply
  - 33% of underserved settlements have no metered water connection
  - 33% either use common facilities or rely on outside sources
  - 5% of communities need safe drinking water and levels of service are rated as a serious problem in 8% of underserved settlements
- Lack of street lighting.
  - Most USS (98%) have electricity connection BUT lack of street lighting is an issue for 34% of underserved settlement communities.
- Improper Solid-waste disposal.
  - 15% of underserved settlements report irregular or no collection.
- Poor conditioned Access roads
  - 40 % have well maintained tarred roads/pavements with good width access.
  - 41% have poorly maintained tarred roads.
  - 19% do not have tarred roads.
  - The condition of main access roads to, as well as by lanes (inner access roads) within the settlements are often poor in condition and this hinders access to and within the settlement.

#### ii. *Inadequate spaces*

Constrained space within the settlements, reflected by the size of housing units and lack of public space, is considered the critical negative feature of the underserved settlements. At the community level, the lack of space inhibits recreational activities and movement and intensifies the spread of disease, while at the household level there is lack of space for social occasions (i.e. funerals, weddings) and undertaking home-based income-generation, as well as limited privacy.



**Figure 3.8 :** Flood situation in the area

**Source :** H.M. Dharmapala, (2019)

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### *iii. Relatively High Probability of Spreading Diseases among Underserved Settlement Communities*

Poor health conditions within the settlements are caused due to the proximity to stagnant canals, breeding grounds for mosquitoes which cause diseases such as filariasis. Furthermore, the congestion, high population density, and the close proximity of the housing structures, facilitate and accelerate the spread of the disease.

### *iv. Relatively high occurrence of illegal activities within underserved settlements associated areas*

A spatial relationship has been identified between the crime incidences and locations of underserved settlements in Colombo. The main reasons for this particular correspondence can be identified as the relatively high poverty and low education levels of underserved settlement communities, marginalization of underserved settlement community as a lower social strata of Colombo society, higher prone for abuse of drugs and alcohol and especially spatial arrangement of underserved settlements having enclosed enclaves, narrow alleys which provide ideal conditions to carry out illegal deals.



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Abuse of drugs and alcohol can be considered as a factor that worsens the conditions of the urban poor. Addiction is often viewed as a main cause of low wellbeing for individuals and house-holds. In addition, they are more prone towards marital instability, crime and domestic violence. However, this higher tendency of occurrences of illegal activities in association with under-served settlements created a huge negative impact on the image of these areas, leading to gradual deterioration of these areas while discouraging future potential investments and developments.



*Figure 3.9 : Flood situation in the area*  
*Source : Rathnasiri, (2020)*

### *Environmental Impact*

There are few negative impacts on environment caused due to existence of underserved settlements. These can be elaborated as follows.

#### *i. Pollution of water bodies linked with underserved settlements*

As majority of the under-served settlements are located in canal, river and coast reservations, they significantly contribute to the pollution of water bodies. The main reasons for pollution of inland water bodies are direct disposal of sewerage and waste water through unauthorized connections and direct disposal of solid waste.

ii. *Flood Occurrences due to Blockage of Natural Drainages by Unauthorized Constructions.*

Underserved settlements are often located in low lying lands and flood plains thus become automatically exposed to floods. Most of the underserved settlements are being located in high flood risk areas thus are prone to be affected especially by flash floods. The reason has been identified as that 83% of internal roads within underserved settlements are not having proper storm water drainage leading to local flash flooding and waterlogging in internal access roads. At the same time, due to blockage of natural drainage paths and high vulnerability to floods, these communities often suffer from even sudden flash floods.

iii. *Negative Economic impacts due to existence of Underserved Settlements.*

Associated with the above discussed environmental and social issues, emerges another issue which is the reluctance of investors to invest in new developments in the areas in vicinity of underserved settlements. Also, as most of these underserved settlements are located in prime locations of the city, these lands are of high value and have the potential to be developed with high economic returns. However, when considering the present land values, it can be observed that there is a large disparity between values of lands located at a same radius from the city center.

It has been found out that the land values of north Colombo, where relatively high concentration of underserved settlements can be observed is around LKR 2,000,000 per perch whereas the land values of areas towards south of Colombo located at a similar radius from CBD are above LKR 5,000,000 per perch. It shows the significant impacts of underserved settlements on city land values.

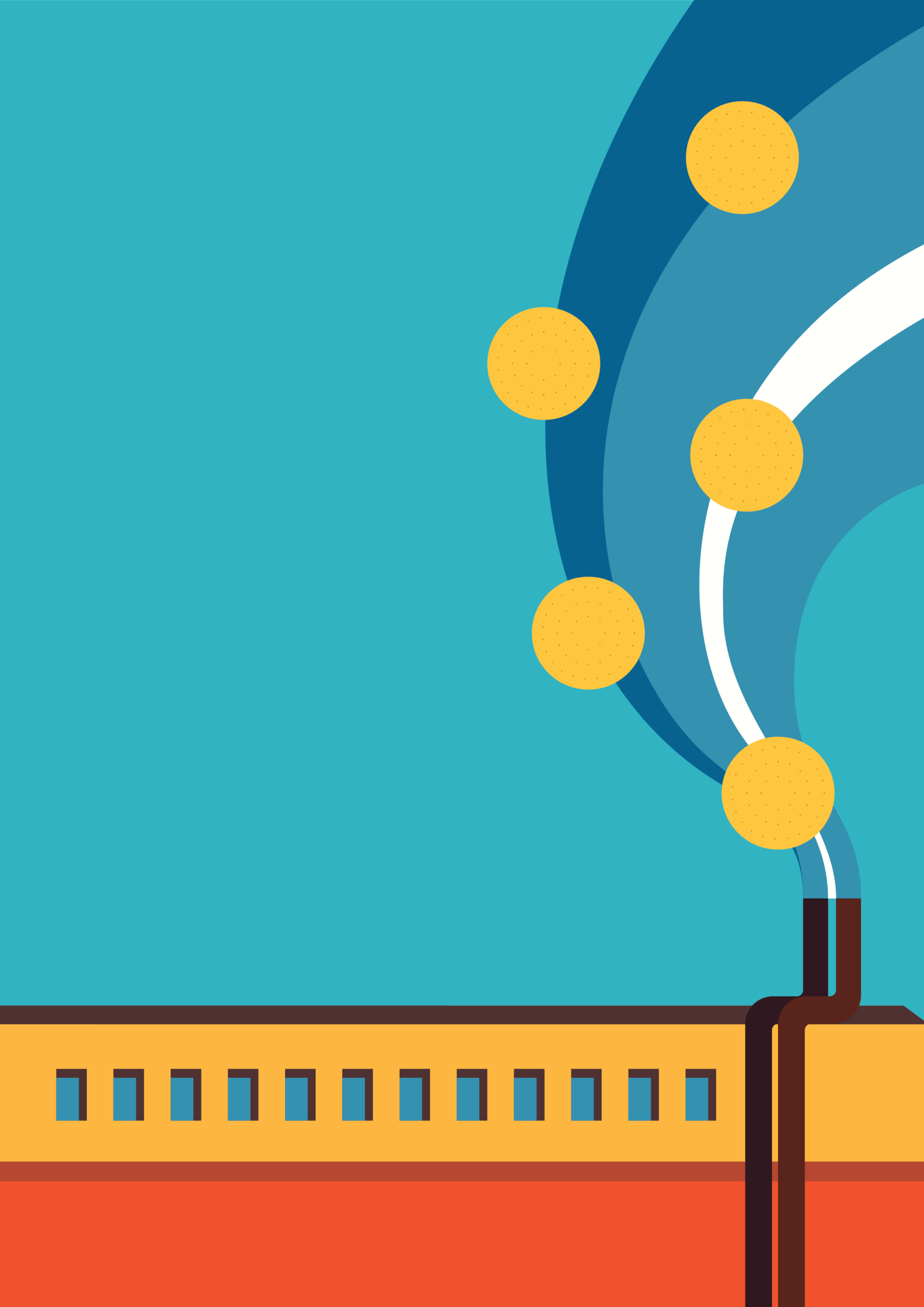
**Chapter 03**  
Need of the Plan

Identification of  
need of the plan

Social, environmental  
and economic issues...



**Figure 3.10 :** Solid waste gathered at the beach  
**Source :** Abdul Halik Aziz, [www.themorning.lk](http://www.themorning.lk), (2020)





# Chapter 04

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## **Development Planning Framework**



## 4.1. Vision of the Development Plan

*“The Planned Nest in West Coast”*

## 4.2. Vision Statement

The factors such as the city’s locational positioning and the current trends for developing the city as a residential city were taken into consideration when formulating the city’s vision to guide City of Dehiwala–Mt-lavinia as a planned city by the year 2030.

**West Coast :** All areas of Sri Lanka which bounds by the Indian Ocean towards west

**Planned Nest :** The comfortable residential destination located within the Colombo Metro Region which is the prime urban area of Sri Lanka

The Dehiwala–Mt-lavinia Development Plan 2022-2031 expects to develop the high densified urban space of Dehiwala–Mt-lavinia area as a comfortable and attractive urban residential area equipped with high standard facilities for all urban population. Even though there are few residential clusters located in the surrounding of the Dehiwala–Mt-lavinia planning area, Dehiwala–Mt-lavinia is expected to be a residential city with comparatively higher residential density distinguished among all the neighboring cities and also it is expected to strengthen the city’s infrastructure facilities network as it is required for a well-facilitated residential city. As the planning area is mainly oriented towards the west boundary, the physical setting of the planning area consists of a large attractive beach strip. At present, Dehiwala beach has lost its significance due to existing underserved settlements and illegal encroachments in the beach. Also, the continuous linkage with the neighboring coastal areas has been broken due to the loss of continuity of the beach strip. Accordingly, in future, there will be more provisions for residential development within DMMC area. Especially, the coastal area is promoted as an area providing residential facilities for local as well as foreign tourists. .

The linkages between the city center and residential zones are expected to be increased. It is the vision of the Dehiwala–Mt-lavinia City Plan 2022-2031 to develop the City of Dehiwala–Mt-lavinia with a well-connected road network having easily accessible open beach and residential areas and especially as the residential centre of the Colombo Commercial City.

### 4.3. Goals of the Development Plan

Two goals have been formulated to reach the vision of the Dehiwala–Mt-lavinia Development Plan.

**First Goal**

*Smart, smooth and sensitive urban space for all urbanites.*

**Second Goal**

*Formalized development protecting the natural environment.*



## 4.4. Objectives of the Development Plan

### First Goal

*Smart, smooth and sensed urban space for all inhabitants.*

**Objective 1 :** *To have optimum utility of the existing and proposed infrastructure facilities within the DMMC area for development by 2025.*

**Objective 2 :** *To assure the physical quality of life of all inhabitants of DMMC area to be higher than the standards by 2030.*

### Second Goal

*Formalized development protecting the natural environment.*

**Objective 1 :** *To protect the existing wetland area which is about 2% of the total land use of the DMMC exactly as it is by 2030.*

**Objective 2 :** *To protect the existing water catchment area which is about 2% of the total land use of the DMMC area exactly as it is by 2030.*

**Objective 3 :** *To mitigate the coastal erosion in the Ratmalana beach strip and have it been open to the public.*

**Objective 4 :** *To enhance the existing public open recreational areas within the DMMC area by 2030.*

**Objective 5 :** *To conserve and protect the existing environment and bio-diversity of the Attidiya Sanctuary by 2030 through appropriate guidelines.*







# Chapter 05

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## SWOT Analysis



Chapter 05  
SWOT Analysis

Summary of the  
SWOT Analysis

## 5.1. Summary of the SWOT Analysis

The SWOT analysis was carried out to identify the strengths, weaknesses, opportunities and threats to reach the vision of making the DMMC area a planned city by the 2030 and thereby it is also expected to achieve the set goals.

### 5.1.1. SWOT analysis for the Goal - Smart, smooth and sensed urban space for all inhabitants.

#### Strengths

- DMMC area which is of 21km<sup>2</sup> extent being located adjacent to the Kotte Capital City and Colombo Commercial City.
- The trend of existing industrial lands distributed in Ratmalana area being converted in to residential uses.

#### Weaknesses

- The existing social, health and environmental issues among the inhabitants of the low-income houses located along the beach strip of the DMMC area.
- DMMC area's existing public open recreational space of around 19.86 hectare not being adequate to meet the standard public open recreational space requirements.
- Existing capacities of the sewer and water supply networks not being adequate to meet the demand of the predicted population of the DMMC area in the year 2030.

#### Opportunities

- DMMC area being recognized as a Tourism Zone under the Tourism Development Act, No. 14 of 1968.

#### Threats

- DMMC area having highest land values compared to the other suburban areas in the Colombo Metro Region.

### 5.1.2. SWOT analysis for the Goal - Formalized development protecting the natural environment.

#### Strengths

- *Existence of the Bolgoda riverine system which is the largest freshwater wetland in the Western Province.*
- *A part of Bellanwila Protection Zone falling within the planning area.*
- *7km length of entire west boundary covering a large part of coastal area.*

#### Weaknesses

- *Natural environment and the bio-diversity being harmed due to the land filling and unauthorized constructions in and around Attidiya Protection Zone.*
- *Increasing trend of emerging underserved settlements along the coastal line.*
- *Reduction of public open spaces as a result of centralized development pressure*

#### Opportunities

- *Recognition of Attidiya Bird Sanctuary as an Important Bird and Biodiversity Area (IBA) by the BirdLife International.*
- *Declaration of the Attidiya Forest Reserve under the Flora Fauna Protection Act.*



## 5.2. Detailed SWOT Analysis

### 5.2.1. Detailed SWOT analysis for the Goal - Smart, smooth and sensed urban space for all inhabitants.

#### Strengths

*a) DMMC area which is of 21km<sup>2</sup> extent being located adjacent to the Kotte Capital City and Colombo Commercial City.*

The locational significance of DMMC area has added many social, economic and environmental values to the area. As DMMC area is bounded by the south boundary of the Colombo Municipal Council area which is the main commercial city and the focal point of the entire island and north boundary of Moratuwa area which is the urbanization gateway for those who are entering from the south direction and having commercial uses along its main roads and other areas consisting of residential uses as well as being bounded by the ocean to the west and by the Attidiya natural reserve and Boralesgamuwa green area to the east have enhanced the areas potential to enhance its development attraction and to create a smooth residential environment.

Further, it has been studied that the DMMC area can be easily accessible from outside urban centers and vice versa due to the high connectivity of the existing road network which links the existing nodes within the DMMC area as well as urban centers located outside.

*b) The trend of existing industrial lands distributed in Ratmalana area being converted in to residential uses.*

Study of land use pattern in the past years has shown that there is a decline in the distribution of industrial uses and also that there is no trend of fresh start of industries even in Ratmalana Kandawala area where there is already a high distribution of existing industries. There have been 172.7 hectares of land allocated for industrial uses in DMMC area in the year 1981 and it has been reduced up to 130 hectares by 2001. It has further reduced up to 79.98 hectares by the year 2017.

Existing high demand for residential uses in the DMMC area and inadequacy of infrastructure required for industries can be identified as the key reasons for decline of the existing industries and hindering the emergence of new industries.



Especially during the last two years, the Urban Development Authority has received application to convert about 12 acres of lands which used to be occupied for industrial uses into residential uses.

## Weaknesses

### *a) The existing social, health and environmental issues among the inhabitants of the low-income houses located along the beach strip of the DMMC area.*

Analysis of the underserved settlement distribution in DMMC area shows that majority of these settlements are located within the railway reservation and coastal line.

#### *(I) Social issues caused due to the existence of underserved settlements*

As elaborated in the 'Need of the Plan' chapter, one of the issues related to the underserved settlements is the absence of land ownership. Especially, as these houses are distributed in the coastal line and the railway reservation, these house owners cannot be granted a safe means of land ownership. Therefore, the inhabitants of these underserved settlements have limited access to public facilities such as education, pipe borne water, electricity, sanitation facilities and proper access roads etc.

#### *(II) Lack of adequate spaces within the houses*

There are uses such as increased spreading of diseases among the community, limited privacy and not having adequate space for home-based revenue generation activities as a result of not having the required minimum space within the housing units.

#### *(III) Social issues*

High tendency of drug and alcohol addiction due to extreme poverty and low level of education and especially these houses being located attached to each other without adequate space for privacy has resulted such activities to have an impact on the overall community in the area.



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SWOT Analysis

(IV) Discourage of new investment and development  
opportunities in the area

Detailed SWOT  
Analysis

Another negative impact of the existence of underserved settlements is the discourage of investment and development opportunities in the area. Especially, the increase of illegal activities in the area has damaged the image of the area and also there are issues in exposing the lands located in the surroundings of underserved settlements for new investment opportunities.

One of the main reasons why the tourism industry which is one of the main revenue generation methods in DMMC area is not well distributed along the coastal line is due to the existence of low-income settlements. 20% - 40% of Sri Lanka's population falls under the low-income category.

Crime Index of Dehiwala Mt.Lavinia

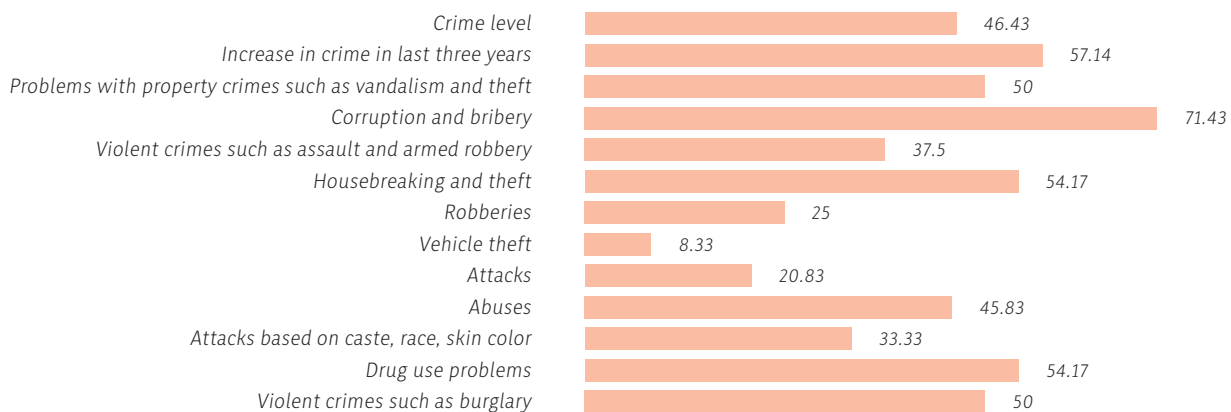


Figure 5.1 : Crime Index of the DMMC area 2021

Source : S.L.F. Wijayapala, (2003)

Majority of them are recorded from Colombo Municipal Council area and the neighboring ocean front urban areas. As per the survey in 2001, there are 14,295 population in 3,042 number of low-income houses.

***b) DMMC area's existing public open recreational space of around 19.86 hectare not being adequate to meet the standard public open recreational space requirements.***

When developing the Dehiwala–Mt-lavinia city as a smart and smooth urban space for all inhabitants, public open spaces contribute to city's economic development, to attract tourists as well as to enhance the quality of life of those inhabit in the city.

However, resting and recreational spaces and green spaces which can be accessed in walking distance are at a very minimum level for the community in the DMMC area. Currently, there is only 1.4 hectare of open space for 13,385 population in the DMMC area, though the public open space requirement is 1.4 hectare of open space for 1000 population. Accordingly, there is a deficiency of 258 hectare of open spaces within DMMC area.

***c) Existing capacities of the sewer and water supply networks not being adequate to meet the demand of the predicted population of the DMMC area in the year 2030.***

The existing sewer system in DMMC area had been built in 1986. It is extended from Colombo to Templer's Place along the Galle Road and one of its weaknesses is that the numerous tourists hotels and commercial developments haven't been connected with this sewer system.

Sewer and waste water management system is an essential element in a city with a high building density. The current practice for the condominium or high-rise buildings in the DMMC area is to have sewage and waste water tanks at each development premises and discharge them to the existing sewer system by laying new pipes if such premise is located close to the existing sewer or else to dispose with the help of the Municipal Council's sewer disposal service. Not been served by the existing sewer system hinders the potential of areas such as Mt-lavinia and Ratmalana to achieve the development anticipated by the Dehiwala–Mt-lavinia Development Plan 2022-2031.

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SWOT Analysis

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Detailed SWOT  
Analysis



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## Opportunities

### *a) DMMC area being recognized as a Tourism Zone under the Tourism Development Act, No. 14 of 1968.*

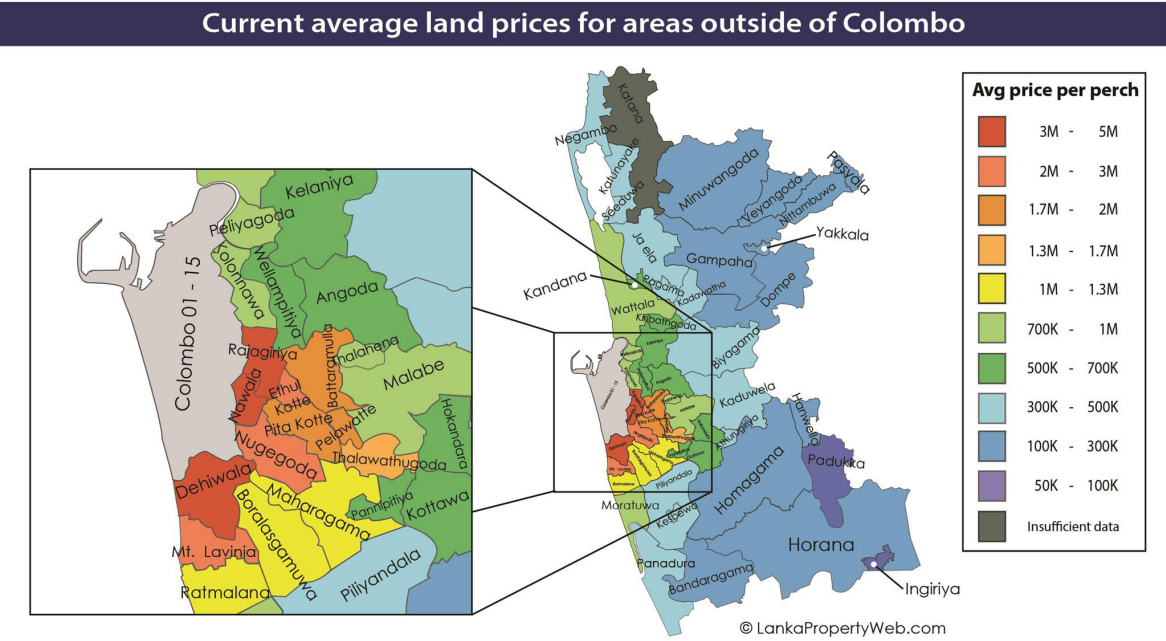
The national level tourism attraction that is there for city of Dehiwala-Mt-lavinia can be identified as one of the opportunities to develop the city as a smart and smooth urban space. Employment generation based on tourism industry for the community, contribution to increase the tax revenue of the DMMC, emerging of entrepreneurs based on the tourism industry, upgrading of infrastructure facilities can be identified as the main benefits of Dehiwala-Mt-lavinia area being developed as a tourism zone. Tourism industry continued to develop in Dehiwala-Mt-lavinia area following to the declaration of the area as a tourism promotional area under the provisions of Tourism Development Act, No. 14 of 1968 having identified its potential to promote tourism. A more development of the tourism industry in the Dehiwala-Mt-lavinia city can be observed mainly through promotion and development of the tourism industry, upgrading the quality of infrastructure facilities as to enhance the integration between the tourism industry and other related sectors and regulation of tourist hotels.

## Threats

### *a) DMMC area having highest land values compared to the other suburban areas in the Colombo Metro Region.*

As a city consisting of all urban facilities, being free of natural disasters and having located in close proximity to CMC area, DMMC area has a high residential demand. However, discourage of investments for residential use due to rapid increase of land values was identified as a threat to the goal of directing DMMC area to have a smart smooth urban space for all.

As per the above analysis by the Lanka Property Web, Dehiwala division of DMMC area can be identified as one of the areas having the highest land values outside of CMC area. CMC area is the commercial focal point of the entire country and there is a relatively higher land demand for service and commercial uses. Accordingly, the residential demand derived in the CMC area is diverted to neighbouring urban areas such as Dehiwala, Mt-lavinia, Kotte, Maharagama and there is



**Figure 5.2 :** Average land value index for areas outside of Colombo  
**Source :** LankaProperty, (2018)

a high residential demand in these areas. As Dehiwala–Mt-lavinia is recorded to have the highest land value among these areas as per the analysis of Lanka Property Web, it was identified as a threat to the existing residential demand in the planning area as well as to achieve the expected goals of the Dehiwala–Mt-lavinia Development Plan.





## 5.2.2. Detailed SWOT analysis for the Goal - Formalized development protecting the natural environment.

### Strengths

a) *Existence of the Bolgoda riverine system which is the largest freshwater wetland in the Western Province.*

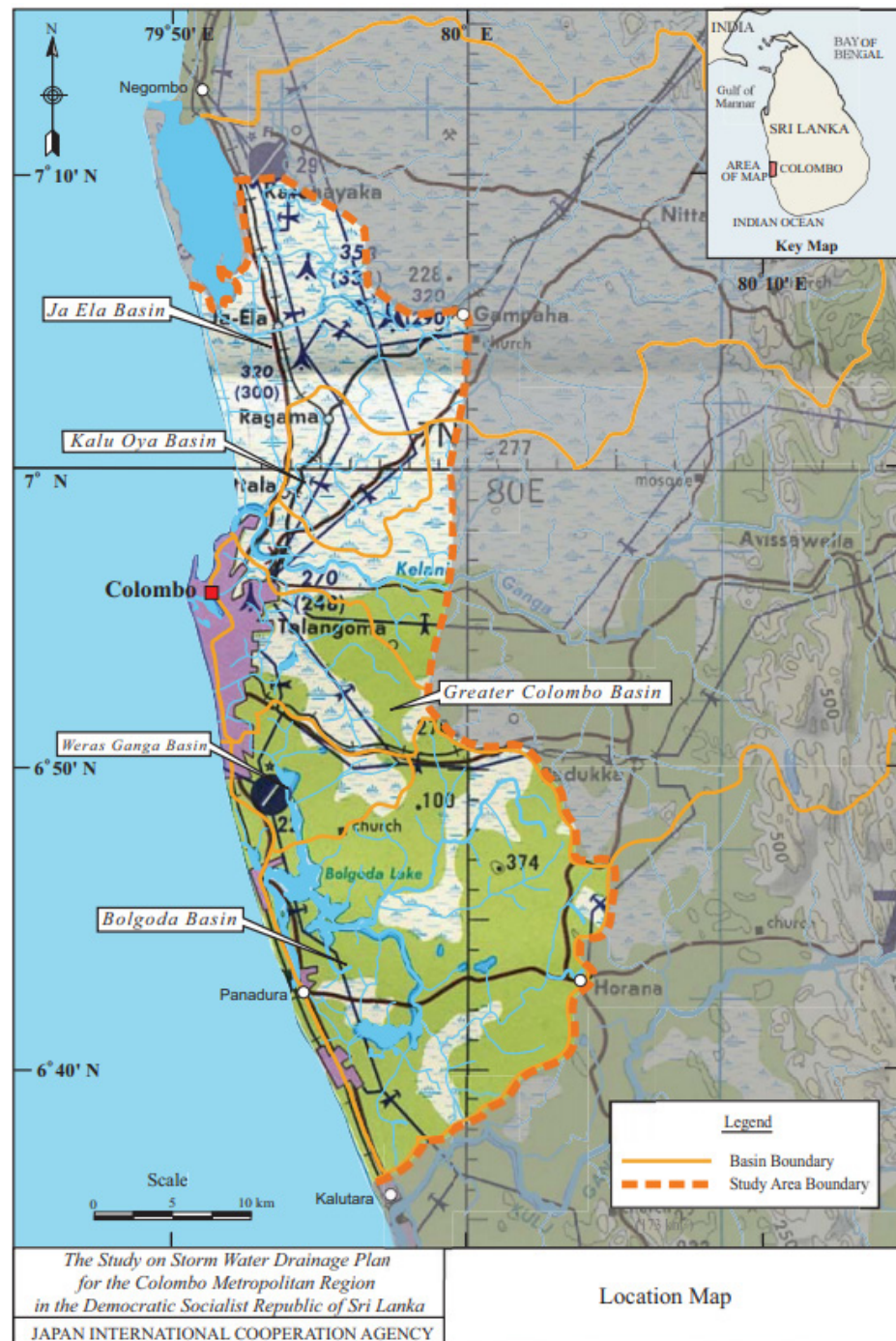


Figure 5.3 : Bolgoda catchment area

Source : Suido, (2017)

Sri Lanka's largest inland freshwater wetland consists of two large water retention areas with the extent of 400 km<sup>2</sup> including Bolgoda wetland, Veras river, Bolgoda river, Panadura river and Bolgoda lake, Bolgoda lake (north) and Bolgoda lake (south). Further, the Bolgoda riverine system connects with the Diyawanna and Thalangama urban wetlands and Bolgoda catchment area is shown in the Figure 53.

Fulfilling the water demand, cooling of the environment, controlling of floods and draught, bio-diversity protection, promotion of inland freshwater fishing industry, acting as a pollutant and sediment filter, increasing of ground water capacity and natural water purification are significant among the biological services of the Bolgoda natural wetland system which contribute to the environmental equilibrium. As shown in the Figure 53, the Bolgoda catchment area which consists of about 394km<sup>2</sup> extent is known as north catchment area and Veras river catchment area whereas this Veras river catchment area consists of 55.5 km<sup>2</sup> and seven sub catchment areas namely Nugegoda, Raththanapitiya, Bolgoda canal, Boralesgamuwa North, Boralesgamuwa South, Dehiwala, Kalubowila and Ratmalana- Moratuwa.

*b) A part of Bellanwila Protection Zone falling within the planning area.*

Bellanwila Attidiya Sanctuary which is located in the upper catchment area of Bolgoda river has been named as an important bird area in the Asian Wetland list prepared by the International Union for Conservation of Nature (IUCN). It has also been declared as a Sanctuary by the gazette notification no. 620/9 dated 25th July 1990 under the provisions of Fauna & Flora Act, considering its contribution for the bio-diversity and the flood control in the area. Although, this land had been cultivated with paddy until the year 1978, it has been abandoned due to reasons such as irrigation issues, flood related issues due to the construction of settlements and land reclamation in the water catchment area and sedimentation in the water ways.

Primarily, this zone is a freshwater marshy ecosystem and is surrounded by a rapidly developing urban environment. This sanctuary consists of marshes, paddylands, shallow freshwater ponds, canals, and grasslands which are inundated by floods during some seasons (water retention area). This wetland which extends across an area of 930 acres is a paradise of endemic and migrant birds. This is especially a destination for migrant birds where about 100 bird species have been reported and Heron (*Ardea Cinerea*) and Egrette (*Egretta garzetta*) are significant among them.



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Bolgoda lake flows across this Bellanwila Attidiya sanctuary and 44 fish species including 6 endemic fish species have been identified in this lake. Also, 21 reptile species, 17 mammal species and 10 butterfly species inhabit in this area. The researches have found that there are issues due to the discharge of waste water without treatment to the waterways flowing across this wetland by some of the neighbouring industries. The water surfaces consist of invasive flora species such as *Salvinia Molesta* and *Eichhornia crassipes* and also ornamental flower species such as *Nymphaea sp.* and *Nelumbo nucifera*.

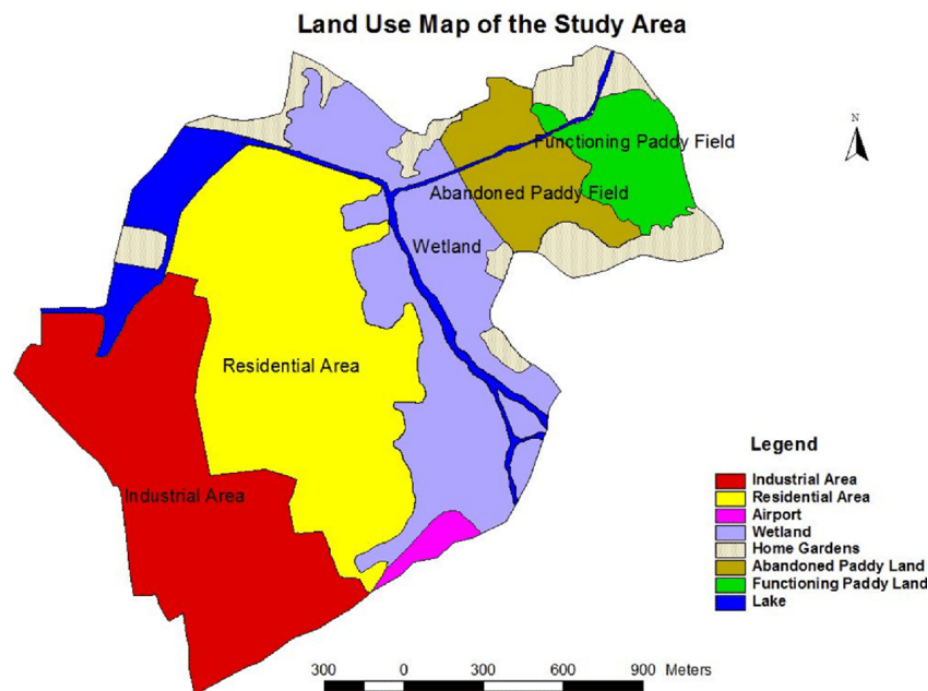
*c) 7km length of entire west boundary covering a large part of coastal area.*

7km length of beach strip of west coastal line stretching from proposed Port City to southwards belongs to the DMMC area. There are number of hotels including the famous Mt-lavinia Hotel located within this beach strip and it is one of the main factors behind the tourism attraction in the area. Also, Mt-lavinia beach strip is famous among both Sri Lankan and foreign tourists.

Weaknesses

*a) Natural environment and the bio-diversity harmed due to the land filling and unauthorized constructions in and around Attidiya Protection Zone.*

Although, Bellanwila – Attidiya sanctuary has been declared under the provisions of the Fauna and Flora Act, by the gazette notification no. 620/9 dated 23rd July 1990, current environmental degradation in and around the Attidiya forest conservation zone consisting of extremely valued high bio-diversity as a result of flooding issues due to the construction and land reclamation in water catchment areas, sedimentation in water paths and especially due to the development in high-sensitive areas is an existing weakness to achieve the goals of the Dehiwala-Mt-lavinia development Plan.



**Figure 5.4 :** Landuse map of Attidiya wild conservation zone  
**Source :** Department of Wildlife Conservation

***b) Increasing trend of emerging underserved settlements along the coastal line.***

This has been explained in the sub-section 3.1.4 which is the identification of problems and potentials.

***c) Reduction of public open spaces as a result of centralized development pressure.***

The city is facing a deficiency of recreational and open spaces to meet the demand of the predicted population. As per the predicted population, there is a requirement of 258.25 hectares of recreational and open spaces by the year 2030.



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Analysis

There is a problematic state emerging related to the increase of population exceeding the capacities of the existing infrastructure facilities within the existing Municipal Council area due to the wrong management approaches in the previous planning attempts and absence of spatially regulated solutions. Especially, the population has been concentrated at few places as clusters. This high development pressure is concentrated in areas such as William's Junction, Kalubowila Hospital and surrounding area, Nugegoda, Karagampitiya and Nedimala. As a result of all these development plans, the development trend is extending towards the north direction where as second level development trend is towards Ratmalana and Maliban Junction and third level development trend can be observed from Attidiya Junction and Kawdana areas.

### Opportunities

***a) Recognition of Attidiya Bird Sanctuary as an Important Bird and Biodiversity Area (IBA) by the BirdLife International.***

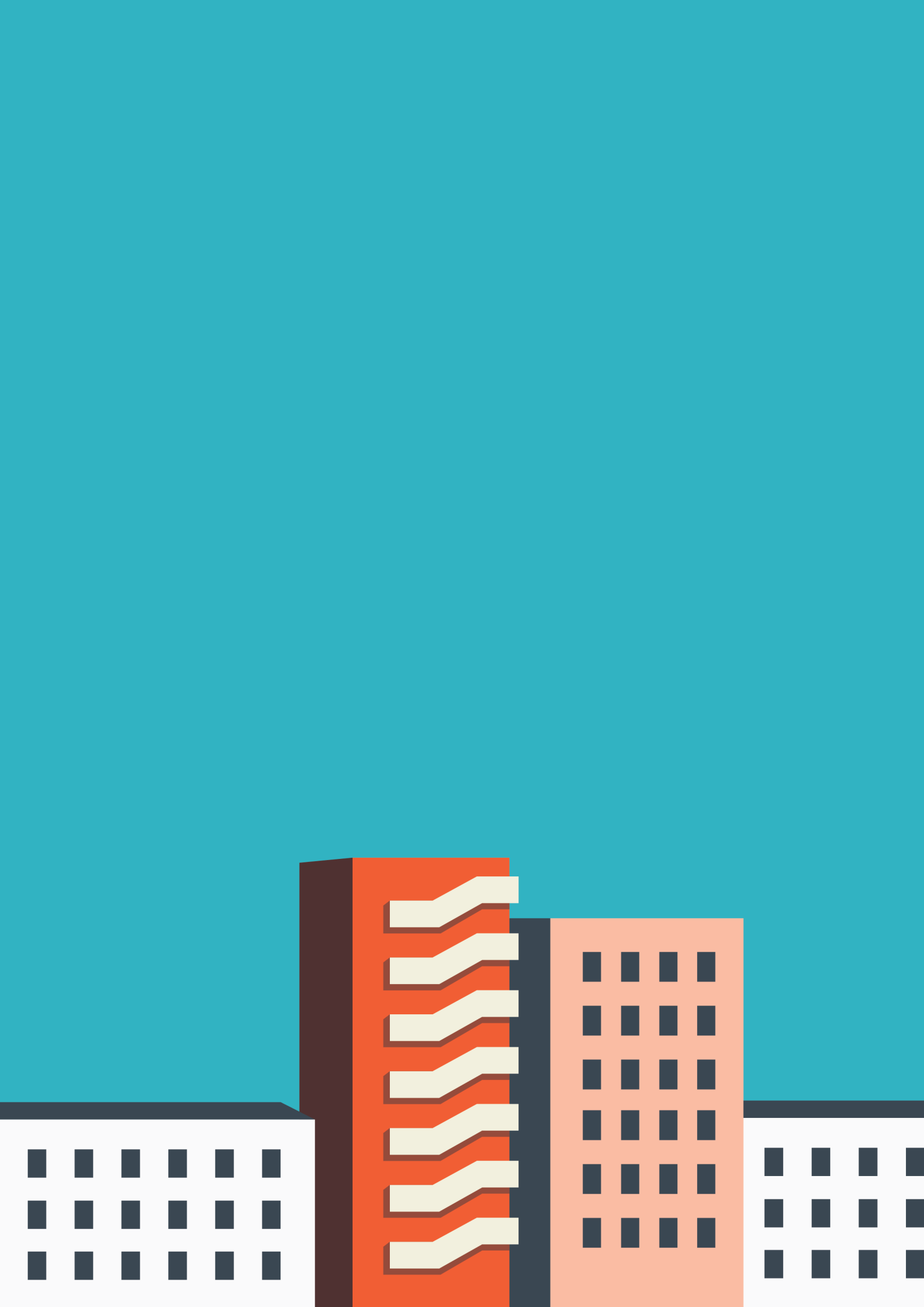
This has been explained in the sub-section 3.1.3 which is the identification of problems and potentials.

***b) Declaration of the Attidiya Forest Reserve under the Flora Fauna Protection Act.***

The protection measures are provided for the declared sanctuaries under the Fauna and Flora Protection Act with the provisions of this Act. As it is clearly explained therein, construction of houses, illegal encroachment and land reclamation are prohibited within the protection area. Accordingly, the protection granted for the Attidiya forest reserve through the Fauna and Flora Protection Act is significant for realizing the goals of Dehiwala-Mt-lavinia Development Plan 2022- 2031.







# Chapter 06

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## Development Plan



## 6.1. The Composition of the Dehiwala – Mt-lavinia City Development Plan

The Dehiwala–Mt-lavinia City Development Plan is composed of the six strategies elaborated in the following sections. These strategies are based on fundamental principles such as sustainable development and smart city concept. All these strategies collectively contribute to achieve the eleventh sustainable development goal; “*Sustainable Cities and Communities*”.

### I. *Spatial Development Strategy*

The Dehiwala–Mt-lavinia City Development Plan comprises of six main zones as high density and low density also differentiated as residential, commercial and mixed use, high density seafront zone, conservation zone and Security Zone based on Ratmalana Airport. There will be nodes emerging within these zones according to a hierarchy derived based on the connectivity of different transport modes. In addition, the building heights will be regulated as applicable to identified special areas such as Attidiya Reserve.

### II. *Transport Development Strategy*

The road development in future Dehiwala–Mt-lavinia city will materialize according to a road hierarchy consisting of three levels and every road will have defined characteristics such as transit oriented, functional and general roads with waterfront experience etc. Rail transportation within the city will be upgraded by introducing light rail transit (LRT) routes and by electrifying identified railway lines. The transport system of the city will be developed based on inter and intra transport systems and as to facilitate easy transfer between different transport modes.

### III. *City Economic Development Strategy*

Different real estate development projects will be implemented under the city development plan in order to ensure adequate supply of real estate space required to cater to the demand for commercial, residential, office and tourism activities in Dehiwala–Mt-lavinia city. The tourism development will take place incorporating the relevant on-going and proposed tourism attraction projects well aligned with the development of seafront zone and Attidiya Reserve based area.

#### IV. *Settlement Development Strategy*

There will be two residential promotion zones in the City of Dehiwala–Mt-lavinia which consist of two levels of densities as high and low. In these zones, there will be condominium projects done for low-income communities. Also, the existing low-income houses located within Dehiwala–Mt-lavinia area will be managed adopting different approaches such as resettlement or on-site rehabilitation with design solutions.

#### V. *Utilities Management Strategy*

Electricity and pipe borne water supply, storm water and waste water management and supply of social infrastructure and other common facilities will be fulfilled in order to meet the service demand that may be increased due to the future development in Dehiwala–Mt-lavinia area.

#### VI. *Public Open Recreational Space Management Strategy*

Waterfront and wetland based attraction parks will be designed while protecting the natural spaces within the city. In addition, it is expected to fully protect all green and blue spaces within the city. Also, expected to create new public open spaces within the city.

### Chapter 06 Development Plan

—  
The Composition  
of the Dehiwala–  
Mt-lavinia City  
Development Plan





## 6.2. Concept Plan

The concept plan simply elaborates how the DMMC area should realize its anticipated development in 2031 in order to reach the development vision through successful fulfillment of identified goals and objectives. It has given special consideration on to the existing development trends, natural assets and locational positioning of the area.

When studying the development impact, a special attention was given to future developments and accordingly, the plan proposes to create the planning context required to facilitate Dehiwala, Mt-lavinia, Ratmalana and Kohuwala nodes as 1st order nodes and also to open up the beach strip with the intention of enhancing the tourism attraction to the city based on the Indian Ocean to which the city bounds at the west direction and to provide residential facilities to be the most convenient urban nest in Colombo Metro Region.

It is expected to implement transport-oriented development especially based on Ratmalana area in order to enhance the accessibility to and from the city to other destinations and to further enhance the efficiency of the existing road network based on Galle Road.

Further, development of Attidiya Natural Reserve based area as a low-density residential area and development of its adjacent area towards the west as a high-density residential area are some other factors identified in the concept plan.

Also, considering the critical positionings of transport sector elements such as Ratmalana Airport and High-level road, a progressive development of interrelationships in the transport system as well as its associated physical development is also anticipated within the concept plan. Accordingly, either side of Galle Road and Kohuwala area have been identified to be developed as priority areas for commercial development.

Considering all these aspects, it is expected to upgrade the quality of living standards by enhancing the quality of life of people inhabited in the city through tourism industry while conserving the existing natural resources at the best level and by establishing an efficient transport network.

Following factors were considered when identifying high density zones and boundaries of areas designated for special uses.

- Existing land uses patterns of each area
- Existing road network
- Locations of natural resources
- On-going and proposed development projects within the area

## Chapter 06 Development Plan

### Concept Plan

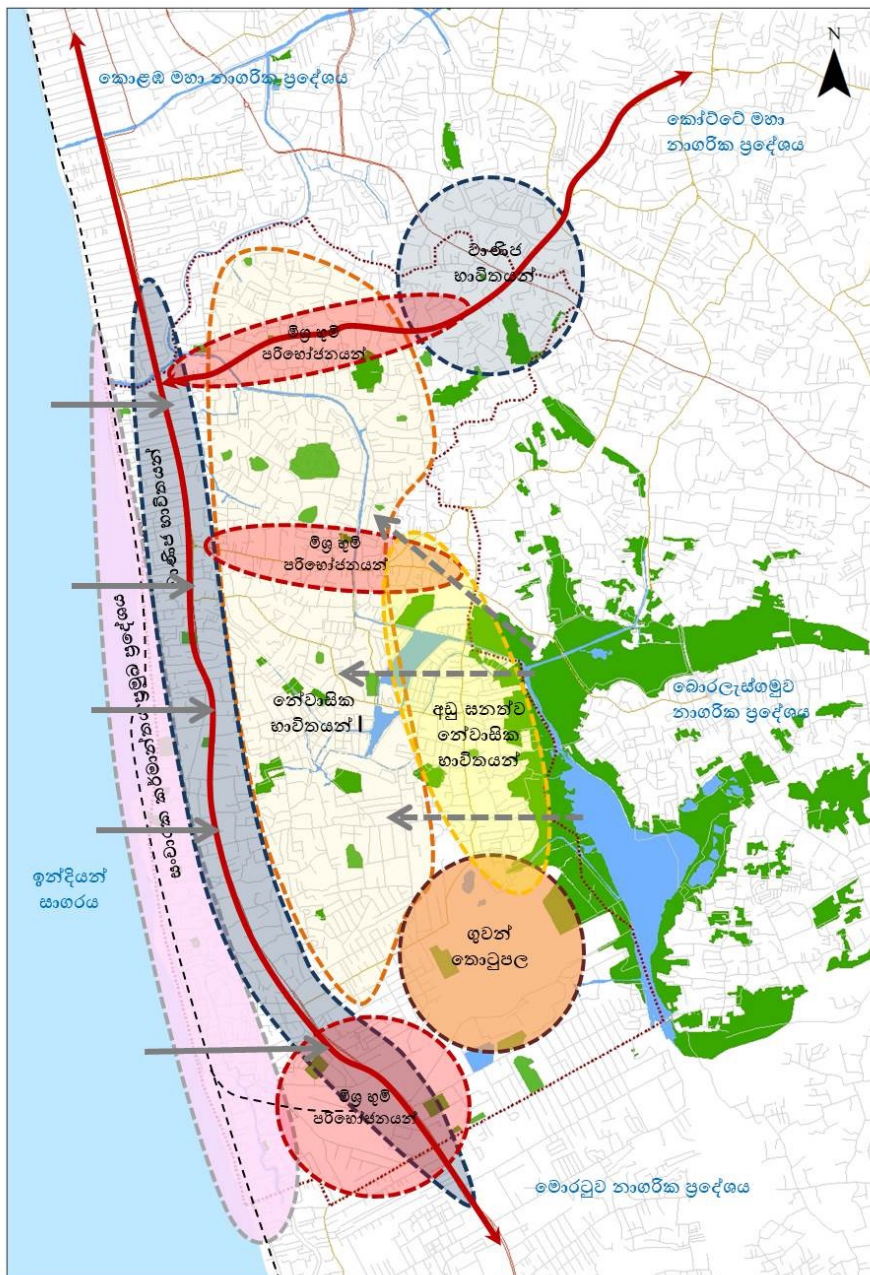


Figure 6.1 : Concept Plan 2030

Source : Urban Development Authority



## 6.3. Development Strategies

### 6.3.1. Spatial Development Strategy

#### 6.3.1.1. Introduction

The spatial development strategy is a key component of any city development plan as it lays the foundation for the form of the city. Determination of the most appropriate spatial structure and providing a guide towards the necessary strategic actions are the key functions of a Spatial Development Strategy.

#### *Objective*

The main objective of the Spatial Development Strategy of Dehiwala–Mt-lavinia Development Plan – 2022-2031 is to determine the most appropriate spatial structure for Dehiwala–Mt-lavinia in terms of densities, prominent uses and other characteristics characteristics and to make it int a residential city while minimizing unfavorable environmental and social impacts. Also, maintenance of a good city form and a unique city image are other main objectives of this Spatial Development Strategy.

#### *Approach*

The most appropriate city spatial structure for City of Dehiwala–Mt-lavinia is defined based on a scientific analysis of densities, appropriate prominent uses and sub characteristics. Further, the existing development trends, market forces, significance and impacts of prevailing issues and the development potential were also analysed. Accordingly, a set of regulations is introduced to implement the proposed spatial development plan. The spatial development strategy of the City of Dehiwala–Mt-lavinia is the basic factor of the proposed zoning regulations for the city in the period 2022-2031.

#### *Scope*

The planning framework of the spatial development strategy consists of proposed density patterns and characteristics of the City of Dehiwala–Mt-lavinia and also their exact definitions.

### 6.3.1.2. Population Projection and Developable Space

The population growth rate which was calculated based on the population data of the years 2012 and 2017 is 0.025. However, when predicting the population for the year 2030, the population growth rate was assumed as 0.22 upon brainstorming discussions, considering the possible increase in population attraction due to proposed projects. Accordingly, the projected population for the year 2030 is around 200,000.

The expected developable space in accordance with the increasing population within DMMC area is about 31,044,621 m<sup>2</sup>.

### 6.3.1.3. Proposed density zones for the City of Dehiwala–Mt-lavinia

DMMC area has been divided into nine (09) zones based on density and prominent uses. The factors taken into consideration for zoning are as follows.

#### I. *Carrying Capacity (Supply capacity of the Urban Infrastructure, bearing capacity of the environmental systems, Space capacities)*

The reason for inclusion of above criteria is due to the importance and mandatory requirement of having higher infrastructure carrying capacities and environmental carrying capacities in order to determine high density development zones. Also, one of the main issues identified in the analysis of planning context is the spread of high-density development into the environmental sensitive areas and areas lacking adequate infrastructure. Accordingly, this aims at promoting high density development only within the areas which have required capacities.

#### II. *Population and Urbanization Patterns*

The existing population growth and urbanization patterns are important factors in identifying existing development trends. These trends are resultants of market forces, state interventions and other economic, social and environmental factors. Also, one of the main objectives of considering this criteria is to guide the future high density development in an economically viable and an environmentally sustainable manner.

Development  
StrategiesSpatial Development  
Strategy



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### III. *Land use and existing Floor Area Ratio (FAR)*

Existing land use pattern and permissible Floor Area Ratio are two main factors considered when delineating the density zones. Through this, it has been attempted to prioritize promotion and distribution of high density development in those areas which already have achieved high density development and relevant uses and where the required regulations and guidelines are already available. Also, more provisions are made under this strategy to promote high density development in those areas where higher FARs have been granted, yet have failed to attract investments due to lack of infrastructure and other weaknesses.

### IV. *Ongoing and Proposed Projects*

Another factor which was based for determining the high density zones is the proposed and ongoing projects. Also, priority was given to those areas which are covered by ongoing and proposed projects such as water and electricity supply and waste management, in promoting high density development. By inclusion of these criteria, it is expected to identify the areas where the existing infrastructure and other facilities are underutilized and thereby promote high development density in those area.

The composite maps derived by integrating all above factors has been utilized for delineating density zone boundaries.

### V. *Analysis of spatial activities based on market analysis (Changes in retail market, office and residential uses)*

Existing market trends is one of the key indicators of the emerging spatial characteristics

of Dehiwala-Mt-lavinia area and the most appropriate uses for the areas can be identified based on that. Accordingly, the studies conducted by different institutes were used to analyse the changes of different factors related to retails trade, institutional and office space and tourism and residential characteristics. Accordingly, the most appropriate prominent uses for each zones were determined based on these market regulations and associated activities.

## VI. *Suitability Analysis*

As the prominent use is the main factor which determines the characteristics of a zone, it is important to determine the most suitable use through scientific analysis. Accordingly, the most appropriate uses for different areas of Dehiwala–Mt-lavinia were analysed based on different factors.

## VII. *The Characteristics identified by the existing Zoning Classification*

The characteristics of most of the areas can be identified based on the existing zoning classification. These existing zoning classification is the basic foundation for creating the characteristics of proposed zones. Accordingly, this factor can be elaborated by drawing the example of Primary Residential Zone where there is low density garden characteristics based development while preserving its special residential and garden character.

## VIII. *Concept Plan – Future Development Direction*

The other important factor considered is the proposed vision of the development plan and the concept plan which has been prepared to achieve the vision. Accordingly, the concept plan was considered when determining zone characteristics.

The main reason for delineating zones composing of different characteristics is to develop the city in a manner that it offers a variety of experiences and creating diversified zones. These characteristics have been determined for each zone based on the exiting prominent uses of the zone and factors such as sensitivity, uniqueness, complexity and environmental compatibility.

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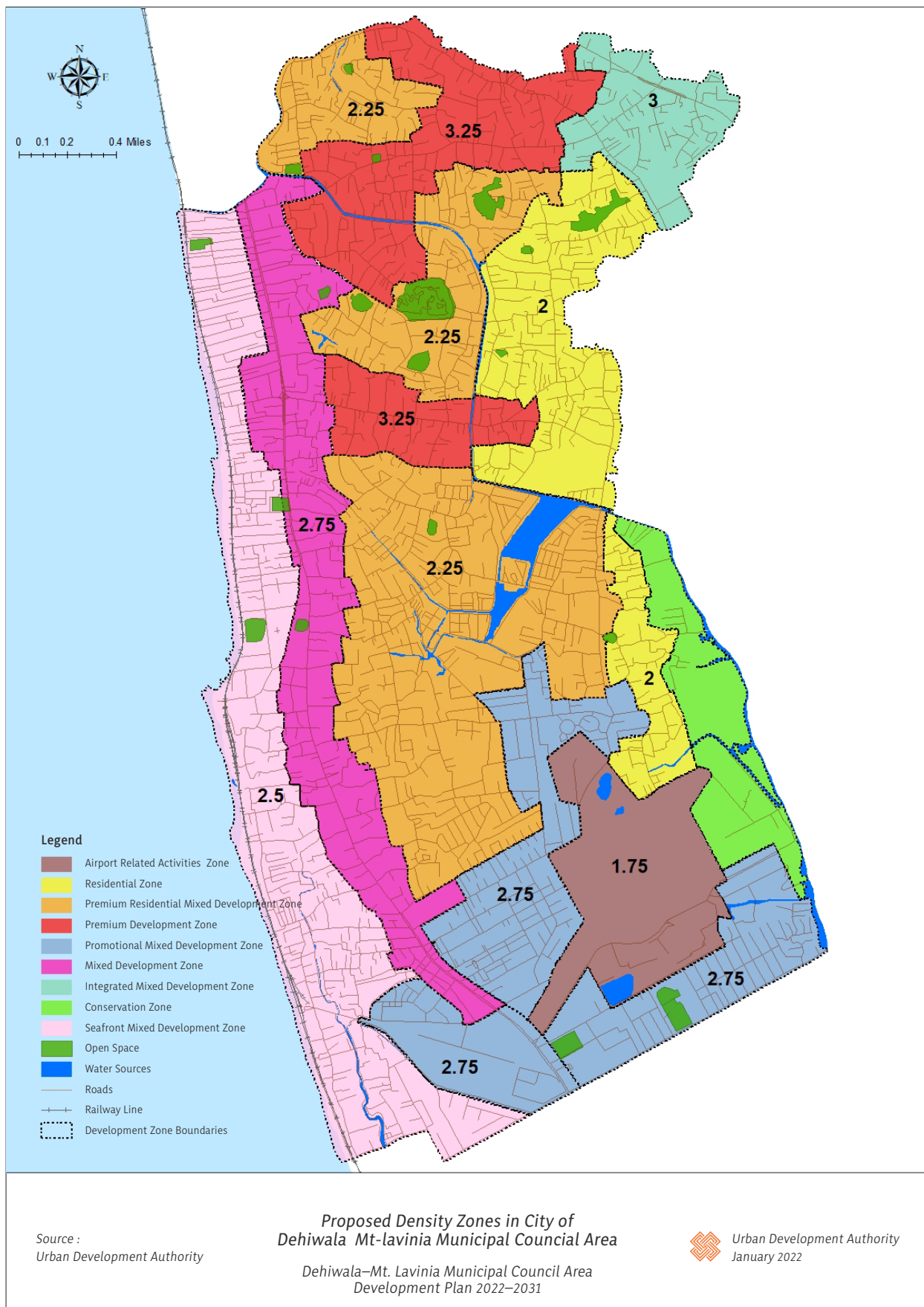
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# Dehiwala–Mount Lavinia Municipal Council Area Development Plan (2022–2031)



**Map 6.1 : Proposed Density Zones in City of Dehiwala–Mt-lavinia Municipal Council Area**

**Source : CMR Division, UDA**

### *The expected characteristics of proposed density zones in City of Dehiwala–Mt-lavinia*

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<i>Zone</i>	<i>Expected Characteristics</i>	<i>Areas falling under each zone</i>
<i>Premium Development Zone</i>	<i>Landmarks, busy streets and well-maintained facades. Special activities and land use patterns. Attractive high end investment area including international chained star hotels, multi-national companies, super luxury condominiums, head-offices of financial institutions, IT related organizations etc.</i>	<i>Kalubowila, Karagampitiya, East Dehiwala</i>
<i>Mixed Development Zone</i>	<i>Well-maintained facades High end investment attraction areas including luxury apartments, start class hotels, shopping complexes with green and soft landscapes</i>	<i>Either side of Galle Road</i>
<i>Seafront Mixed Development Zone</i>	<i>Common and general land use coverage. Well-maintained facades Boulevards High-end investment attraction areas including luxury apartments, start class hotels Tourism attraction projects</i>	<i>Seafront zone</i>
<i>Promotional Mixed Development Zone</i>	<i>Shopping, office, small scale industries Promotion of mixed development</i>	<i>East Ratmalana, Kandawala</i>
<i>Integrated Mixed Development Zone</i>	<i>Integrated retail and public markets, private offices and shopping complexes</i>	<i>Kohuwala, Nugegoda</i>
<i>Premium Residential Mixed Development Zone</i>	<i>Residential area consisting of high density residential buildings</i>	<i>Saranankara, Galwala, Kurunduwatta, Kawdana</i>
<i>Residential Zone</i>	<i>Tourism and recreational activities based on Attidiya Reserve Public Open areas linked with Green and waterfront areas Residential as prominent use (Garden houses and low-rise houses)</i>	<i>Nedimala, Attidiya North</i>

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<i>Zone</i>	<i>Expected Characteristics</i>	<i>Areas falling under each zone</i>
<i>Airport Related Activities Zone</i>	<i>Security zone based on Ratmalana Airport Residential and mixed low-rise zone</i>	<i>Kandawala, Attidiya South</i>
<i>Conservation Zone</i>	<i>Conservation zone based on Attidiya Reserve Open areas for recreational activities</i>	<i>Attidiya Reserve</i>

**Table 6.1 :** Expected characteristics of proposed density zones in the City of Dehiwala – Mt-lavinia / **Source :** Urban Development Authority

#### 6.3.1.4. Proposed Nodal Hierarchy in DMMC Area

The Dehiwala Mt-lavinia Development Plan 2022-2031 has been prepared in order to develop DMMC area as a suburban center in relation to City of Colombo and to create a more comfortable residential neighborhood by instrumentalizing the existing natural environmental systems.

Accordingly, Dehiwala node based area, Mt-lavinia based area, Ratmalana node based area and Nugegoda node based area have been identified as first (1st) order nodes and Kalubowila, Kohuwala and Bellan-tara have been identified as second (2nd) order nodes. Attidiya and Karagampitiya nodes have been identified as third (3rd) order nodes and also there a few residential nodes spread across DMMC area. The nodal hierarchy has been organized in a way that it is instrumental in enabling standardized and sustainable development of the city's economic regulations and development potentials.

15 nodes belonging into three priority levels have been identified within the DMMC area. Accordingly, these nodes emerge within the identified character zones and will be developed as high development attraction areas with proper facilitation of infrastructure and other urban facilities.

**Proposed Hierarchy of Nodes**

<b>Level of Hierarchy</b>	<b>Nodes</b>	<b>Proposed development and sub characteristics</b>
1st Order	Dehiwala	<ul style="list-style-type: none"> <li>Large scale commercial developments will be accommodated.</li> </ul>
	Nugegoda	<ul style="list-style-type: none"> <li>Large scale commercial developments will be accommodated.</li> <li>Park &amp; Ride facilities will be provided along with public transport.</li> </ul>
	Kohuwala	<ul style="list-style-type: none"> <li>Large scale commercial developments will be accommodated.</li> <li>Park &amp; Ride facilities will be provided along with public transport.</li> </ul>
2nd Order	Mt-lavinia	<ul style="list-style-type: none"> <li>Area in vicinity of the node will be promoted for commercial development</li> <li>Park &amp; Ride facilities will be provided along with public transport.</li> </ul>
	Kalubowila	<ul style="list-style-type: none"> <li>Nodal development will be based on infrastructure facilities including Kalubowila Teaching Hospital.</li> </ul>
	Ratmalana	<ul style="list-style-type: none"> <li>Based on transit Oriented Development Center</li> <li>Acting as the main hub to collect and redistribute south traffic to Colombo</li> <li>Catering mixed-developments in the immediate surroundings and residential developments in the neighboring area.</li> <li>Hosting Park and Ride Facilities</li> </ul>
3rd Order	Angulana Maliban Junction Karagampitiya	<ul style="list-style-type: none"> <li>Commercial සහ මිශ්‍ර සංවර්ධනයන් සඳහා ඉඩ සලසනු ලැබේ.</li> <li>අගුලාන හා මැලිබන් හන්දිය Galle Road ට්‍රඩාන මංසන්ධි ලෙස සංවර්ධනය කෙරේ.</li> <li>ප්‍රවාහනය මූලික කොටගත් සහ වැඩි වාණිජකරණයක් පවතින මංසන්ධි අනුරිත් වන ප්‍රධාන මංසන්ධියකි.</li> </ul>
Neighbourhood Nodes	William's Junction Galvihara Road Kawdana Attidiya Bakery Junction Bellekkade Junction	<ul style="list-style-type: none"> <li>Local scale node catering neighboring residential developments and also mixed developments in the immediate surroundings.</li> </ul>

**Table 6.2 : Proposed Nodal Hierarchy**  
**Source :** Urban Development Authority

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### *Determination of the hierarchical order of nodes –Justification*

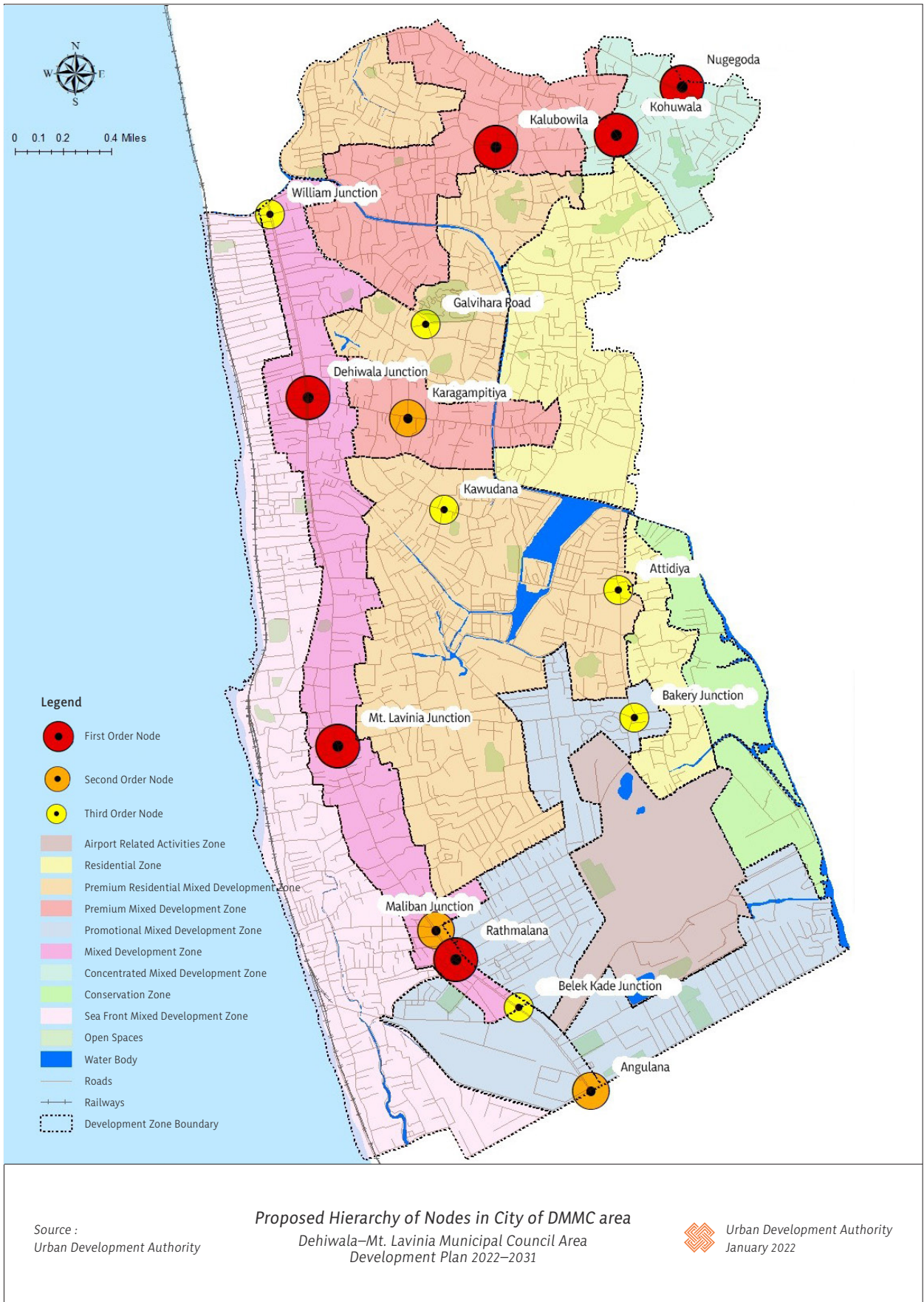
The proposed nodal hierarchy was determined considering the relative importance of nodes in terms of the transport connectivity and their potential contribution to achieve the envisaged densities and characters of the respective nodes. The relative importance of nodes in terms of connectivity was identified based on the connectivity analysis which was conducted including the following criteria.

1. Road connectivity
2. Railway connectivity
3. Future possible connections due to proposed electrified rail services

In addition to the above mentioned criteria on connectivity, the following two factors were also considered when determining the hierarchical order of nodes and assigning the priority levels.

- Ongoing and proposed development projects implemented within the City by both government and private parties
- The significance of each node in achieving the future city vision; 'The Planned Nest in West Coast'





Map 6.2 : Proposed Hierarchy of Nodes in City of Dehiwala-Mt-lavinia

Source : CMR Division, UDA





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### 6.3.1.5. Expected Urban Form

The expectation of the Development Plan 2022 – 2031 prepared for Dehiwala-Mt-lavinia Municipal Council Area is to develop an urban form which is based on and well-integrated with the natural environmental setting of the area. It is expected to maintain the planned building densities in the waterfront areas and to encourage developments in a manner that it ensures high green density.

As the west boundary of the Dehiwala-Mt-lavinia Municipal Council area remains completely bounded by the sea, the allowable building density and the plot coverage within the area in between the coastal belt and the Galle Road were decided considering the wind flow from the west boundary as well as the objective of promoting tourism industry within this area and also.

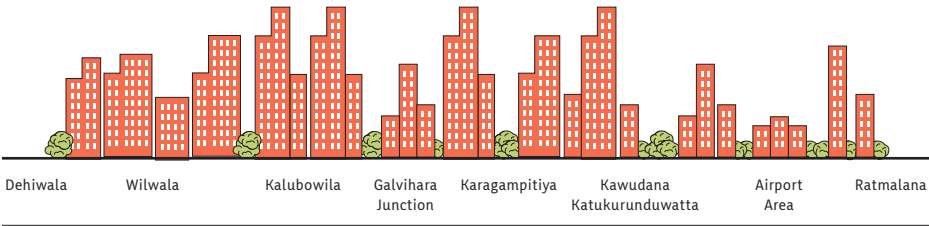
It is expected to maintain a low building density and high green density in the forest reserve at the east boundary of the city and the eastern area bounded by the Veras River with the objective of maintaining the particular area as an environmental sensitive zone.

As the northern and north eastern areas of the city consist of adequate infrastructure facilities, it is expected to develop these areas as residential, mixed and commercial development areas consisting of high development density. Ratmalana Airport surrounding area which is at south and south-west, is expected to be developed as a mixed development area consisting of high density.

The area centering the Galle Road is expected to develop as a prime commercial zone consisting of high density while also considering the distribution of infrastructure facilities. The Zoning and Zoning Regulations proposed to achieve the expected urban form are elaborated in the Part II of the Development Plan.



**Figure 6.2 :** The cross section from Sea-front zone to Attidiya Reserve  
**Source :** Urban Development Authority



**Figure 6.3 :** The cross section from Dehiwala t Ratmalana  
**Source :** Urban Development Authority

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**Figure 6.4 :** Spatial cross-section  
**Source :** Urban Development Authority



## 6.3.2. Proposed Transport Development Strategy

### 6.3.2.1. Introduction

A city's life is enabled with the functional systems infused into its spatial structure. A key component of the functionality of a built environment is the transportation system that serves the enables the land uses contained within the fabric.

#### *Objective*

The objective of the Transportation Development Strategy is to create a functionally effective transportation system that facilitates efficient mobility within the city. The effectiveness of any transportation network is attributed to its spatial configuration which is a function of several criteria such as spatial distribution of the networks of different modes of transportation and their points of coincidence resulting in transport hubs.

Hence, determination of the appropriate network arrangements and strategic locations for transport hubs in accordance with the proposed spatial structure, as to match with the proposed densities, characters and proposed development activities is the main objective of the Transport Development Strategy of Dehiwala–Mt-lavinia Development Plan.

#### *Approach*

Following the planning norm 'higher the accessibility, greater the potential for development, the road network of Dehiwala–Mt-lavinia City is proposed as to induce the anticipated developments in the identified density zones. The routes of other transport modes such as bus, railway, proposed light rail transit and water transport are determined as to facilitate each zone as per the proposed densities and to connect hierarchical nodes as per their priority levels. Transport Development Strategy is implemented in real grounds through two main approaches;

- Regulatory approach (rules, and guidelines)
- Projects implemented by the of state agencies

## *Contribution to achieve the vision and goals of Dehiwala–Mt-lavinia Development Plan 2022-2031*

The proposed transport development strategy directly contributes to achieve the first goal of the Dehiwala–Mt-lavinia Development Plan 2022-2031 which is ‘Smart, smooth and sensed urban space for all inhabitants’ and also it makes a positive impact on the second goal of the Development Plan.

### *Scope*

The scope of the Transport Development Strategy includes proposed development strategies for the transport system of Dehiwala, Mt-lavinia and Ratmalana towns.

#### 6.3.2.2. Proposed Road Hierarchy for Dehiwala–Mt-lavinia City

Hierarchically arranged road network is one of the key components in the Transport Development Strategy of the city. A hierarchically arranged road network can be used as a tool in planning to maintain appropriate links between different land uses and the road system as well as to maintain appropriate linkage of roadways in the road system. Also, it plays a major role in achieving the anticipated development of a city.

The key objective of a development of road hierarchy is to ensure the orderly grouping of roadways in a framework around which state and local governments can plan and implement various construction, maintenance, and management schemes and projects. It also assists local and state agencies with the adoption of appropriate standards for roadway construction.

Accordingly, a road hierarchy consisting of three major levels has been proposed for Dehiwala–Mt-lavinia City. The road hierarchy was determined based on the following criteria.

- Existing capacities of roads (Level of Service)
- The overall concept plan and the vision
- Expected Densities and characters of each broader Density zones and character zones

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## Road Hierarchy

The road network consists of two types of roads as per the proposed road hierarchy. These two types or road categories have been named as 1st Priority Roads (P1) and 2nd Priority Roads (P2). The roads which have been identified to be widened by the Development Plan fall under the category of 1st Priority Roads (P1) and the roads to be developed as new roads fall under the category of 2nd Priority Roads (P2).

The proposed road network for Dehiwala–Mt-lavinia city are given in the Table No. 6.3.

Road Priority	Identified Roads	Existing Road Width (m)	Proposed No. of Lanes	Proposed Road Width (m)
1st Priority Roads (P1)	Srimath D.B. Jayathilake Mawatha (From Galle Road to High-level Road via Nikape Road)	6-15	02	15
	Pepiliyana – Dehiwala Road (From Pepiliyana to High-level Road)		02	15
	Anderson Road (From Kotagama Sri Vajira Road to Dehiwala – Pepiliyana Road)	6	02	15
	Sri Sumangala Road (From Maliban Junction to Proposed Marine Drive Extension)	6	02	15
	Station Road – Ratmalana (From Kaldemulla Road to Ratmalana Railway Station)	6	02	15
	Dharmadhara Mawatha (From Galle Road to Katukurunduwatta Road)	6		15
	Pirivena Mawatha (From Galle Road to Katukurunduwatta Road)	6-9	02	15
	Hena Mawatha (From Galle Road to Templer's Road)	6	02	15
	St. Mary's Road – Mt-lavinia (From Galle Road to Proposed Marine Drive Extension)	6	02	15
	D. Alwis Place	4.5-6	02	15
	Muhandiram Lane (From Galle Road to Proposed Marine Drive Extension)	6	02	15

<i>Road Priority</i>	<i>Identified Roads</i>	<i>Existing Road Width (m)</i>	<i>Proposed No. of Lanes</i>	<i>Proposed Road Width (m)</i>
<i>1st Priority Roads (P1)</i>	<i>Alberd Place (From Galle Road to Proposed Marine Drive Extension)</i>	<i>6</i>	<i>02</i>	<i>15</i>
	<i>Dehiwala Station Road (From Galle Road to Railway Station)</i>	<i>12</i>	<i>02</i>	<i>15</i>
	<i>Prathibimbarama Road (From Kotagama Sri Wachissarama Mawatha to Galvihara Road)</i>	<i>7</i>	<i>02</i>	<i>15</i>
	<i>Auburn Side (From Galle Road to Proposed Marine Drive Extension)</i>	<i>6</i>	<i>02</i>	<i>15</i>
	<i>Pieris Mawatha (From Galle Road to Kawdana Road via Panyaloka Mawatha)</i>	<i>6</i>	<i>02</i>	<i>15</i>
	<i>Pallidora Mawatha (From Kawdana Road to Captain Sumudu Rajapaksa Mawatha)</i>	<i>6</i>	<i>02</i>	<i>15</i>
	<i>Bhathiya Mawatha (From Sri Saranankara Road to Dutugemunu Mawatha via Sri Maha Vihara Road)</i>	<i>9</i>	<i>02</i>	<i>15</i>
<i>2nd Priority Roads (P2)</i>	<i>Proposed Baseline Road (Sri Sudharmarama Road, Pieris Mawatha, Kadawatha Road, Captain Sumudu Rajapaksa Mawatha, Attidiya 1st Cross Street, Kurunduwatta Road, Via Attidiya Road to Maliban Junction)</i>		<i>04</i>	<i>25</i>
	<i>Marine Drive Extension (Extension of the Marine Drive from Dehiwala to Ratmalana)</i>		<i>04</i>	<i>25</i>

**Table 6.3 :** Proposed Road Hierarchy  
**Source :** Urban Development Authority





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Cross sections of the Proposed Roads

a) 1st Priority Roads (P1)

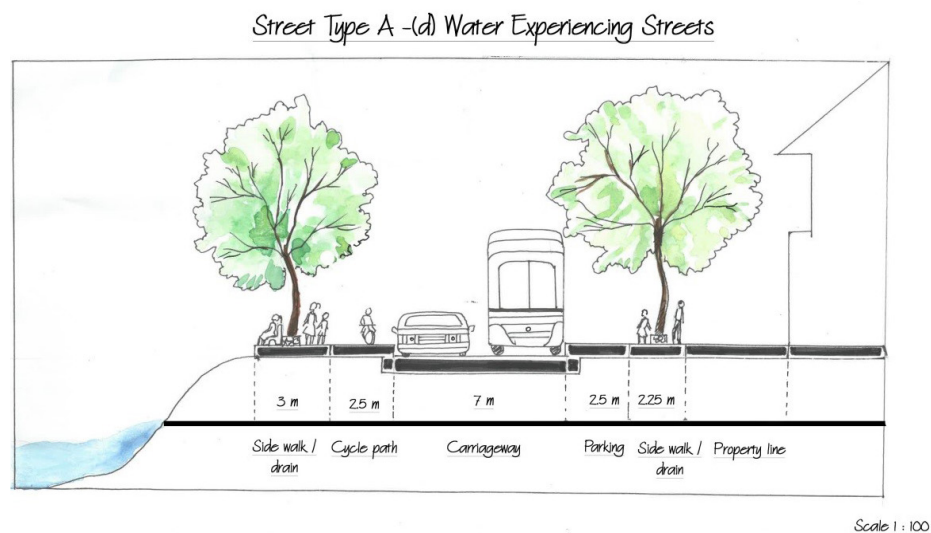


Figure 6.5 : Cross-section of 1st Priority Road

Source : Urban Development Authority

b) 2nd Priority Road (P2)

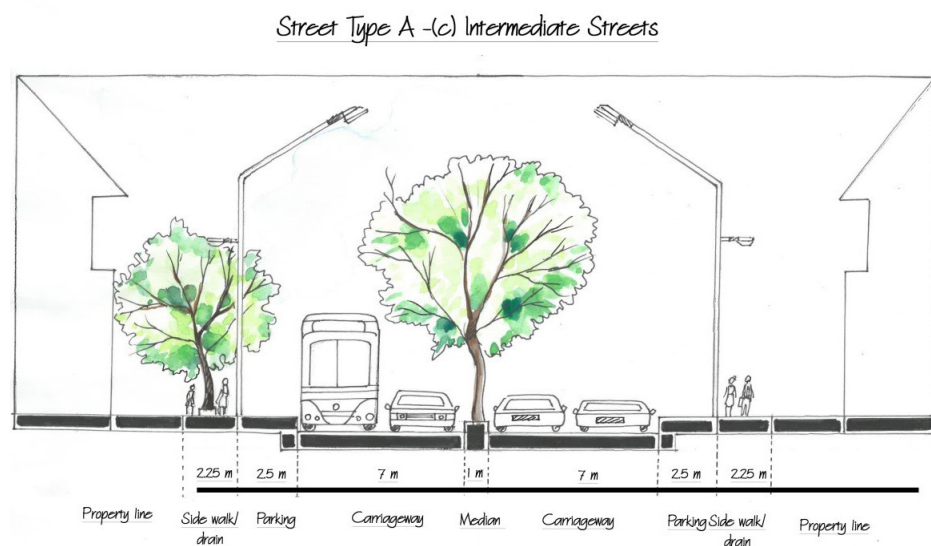
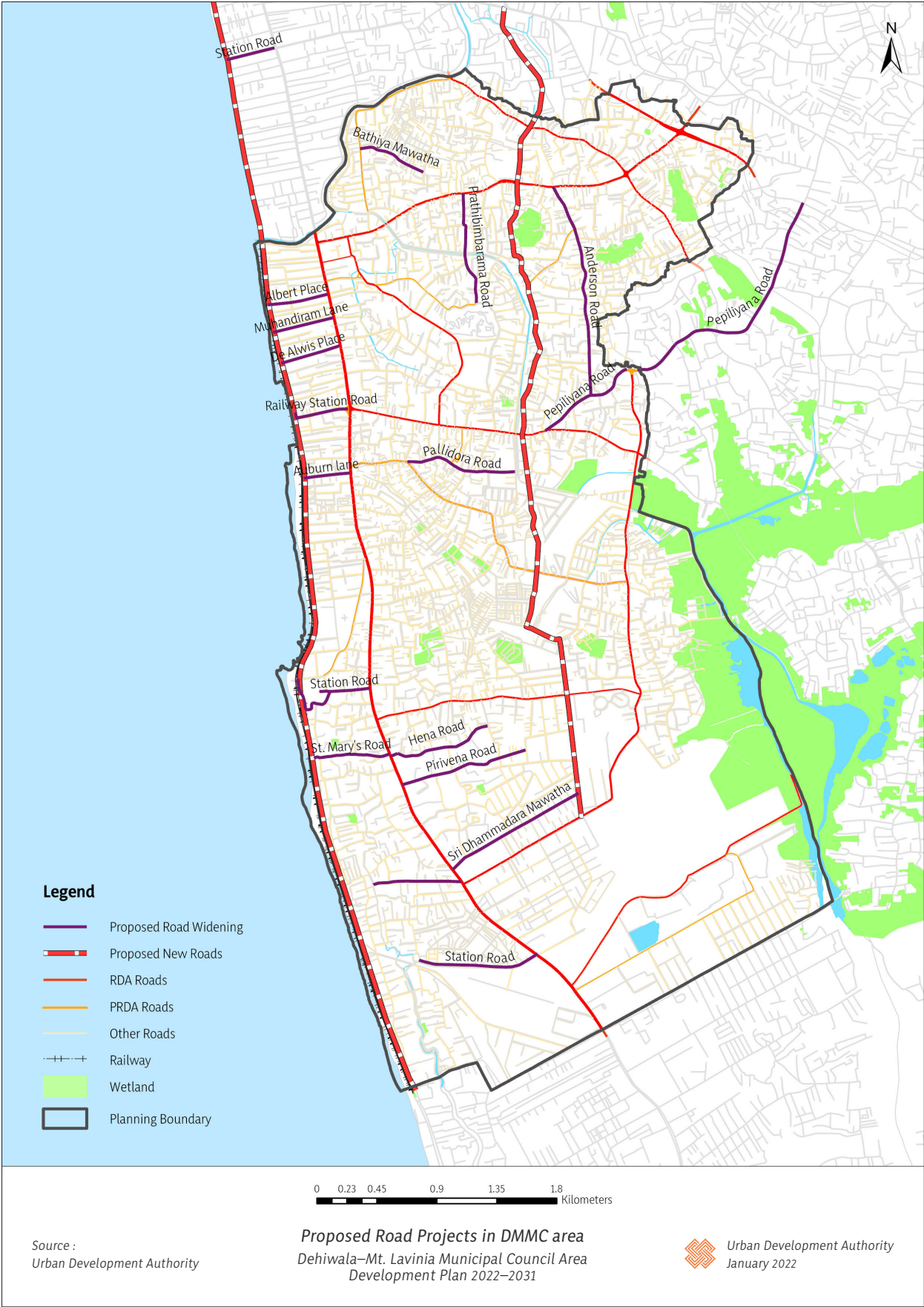


Figure 6.6 : Cross-section of 2nd Priority Road

Source : Urban Development Authority



Map 6.3 : Proposed Road Projects in Dehiwala-Mt-lavinia

Source : CMR Division, UDA



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### 6.3.2.3. Proposed Developments for Rail Transport System in Dehiwala-Mt-lavinia Area

Railway transportation is one of the main transport modes in Sri Lanka. Parallel to the increasing population and urbanization, the travel demand in this area has increased during past years and will continue to upsurge in the future years to come.

Population growth, formalized housing, high density housing along the major roads and employment creation will generate more trips and have a potential to create congestion in the horizons. However, in response to the rapidly increasing passenger demand, the state has taken further steps to improve the mass (rail) transportation system with new technological advancements. Many of the rail improvement projects, which are in line with the future vision and anticipated developments of Dehiwala-Mt-lavinia City Development Plan 2022-2031 are incorporated into the Development Plan as elaborated below.

#### *Upgrading the Dehiwala, Mt-lavinia and Ratmalana Railway Stations and Surrounding Areas.*

Three railways stations of the southern railway line are located within this planning area and accordingly, following projects aim at upgrading these existing railway stations with enhanced passenger attraction and developing infrastructure facilities and other relevant facilities in conformity with the functions of the railway stations.

## Dehiwala Railway Station

- I. Main Access Road: Dehiwala Station Road
- II. Width & length of Main Railway Line: 12m/ 450m
- III. Proposed Development: Mixed Project
- IV. Expected characters:
  - Should be a landmark building.
  - Should not disturb the wind flow along the railway line.
  - Gregory Place to be developed as a pedestrian path for railway passengers.

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**Figure 6.7 :** Conceptual plan for the surroundings of Dehiwala Railway Station

Source : Google Maps, 2021

## Mt-Lavinia Railway Station

- I. Main Access Road – Mt-lavinia Station Road
- II. Width & length of Main Railway Line: 6m/ 450m
- III. Proposed Development: Mixed Project
- IV. Expected characters:
  - A development sensitive to the area's historical characteristics.
  - A mixed development facilitating the tourists of the Mt-lavinia beach strip.
  - Station road to be developed as a pedestrian friendly.

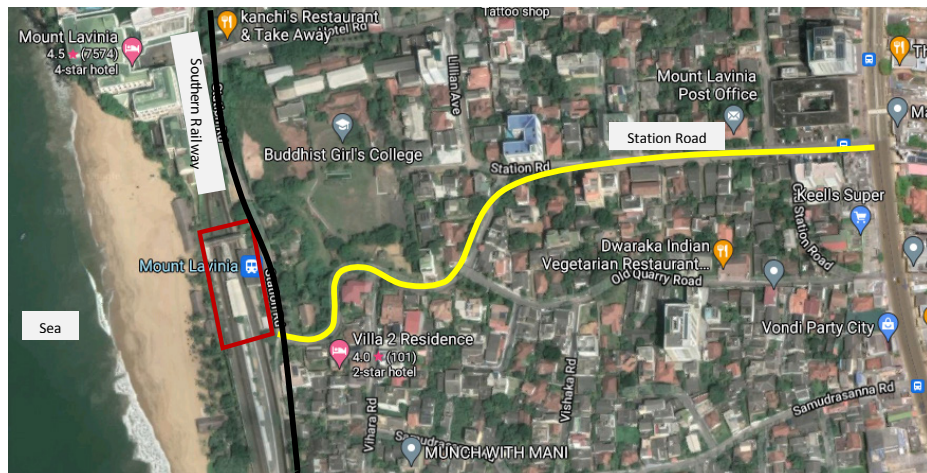




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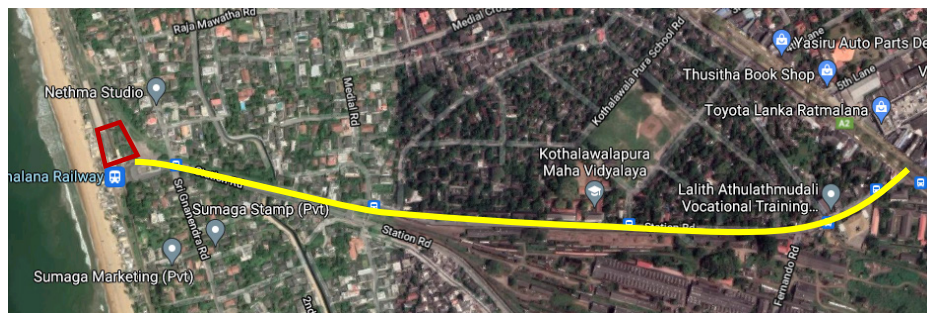


**Figure 6.8 :** Conceptual plan for the surroundings of Mt-lavinia Railway Station

Source : Google Maps, 2021

### Ratmalana Railway Station

- I. Main Access Road – Ratmalana Station Road
- II. Width & length of Main Railway Line: 6m/ 450m
- III. Proposed Development: Mixed Project
- IV. Expected characters:
  - Removal of illegal constructions along the coastal belt.
  - Station road to be developed as a pedestrian friendly.



**Figure 6.9 :** Conceptual plan for the surroundings of Ratmalana Railway Station

Source : Google Maps, 2021

*Flyover Project at Kohuwala Junction*

- I. Main Access Road: Horana - Colombo Main Road
- II. Proposed Development: Flyover Project
- III. Expected Characters:
  - To reduce the traffic congestion on Horana - Colombo Main Road
  - To enhance the effective functionality of the city by increasing the efficiency of motor transportation.

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The Railway Electrification and Modernization Project proposed by the Western Region Megapolis Development Project has been incorporated into the Dehiwala–Mt-lavinia Development Project. Accordingly, the coastal railway line running across Dehiwala–Mt-lavinia area is proposed to be electrified. As per this development proposal, Panadura – Colombo – Veyangoda railway line is proposed to be developed and modernized in order to run electric trains. The aims of this project are to save time of people, money and fuel while avoiding the financial loss to individual and an economic loss to country by saving each minute wasted on the road or rail. Furthermore, with modern, fast suburban rail services, passengers carried and the service frequency can be increased and more fuel and man-hours can be saved.

**6.3.2.4. Proposed Nodal Developments**

A selected set of priority nodes identified under the proposed hierarchy of nodes as a part of the Spatial Development Strategy of Dehiwala–Mt-lavinia Development Plan 2019-2030 are proposed to be developed with strategic interventions especially in the scope of transport development.

*Proposed Ratmalana Nodal Development Area*

Even though, the railway station of Ratmalana acts as a main transit point, there is no any convenient physical link in between the railway station and bus transportation system. Hence, it is proposed to develop Ratmalana Railway Station and the city limit as a Transit Oriented Development area.





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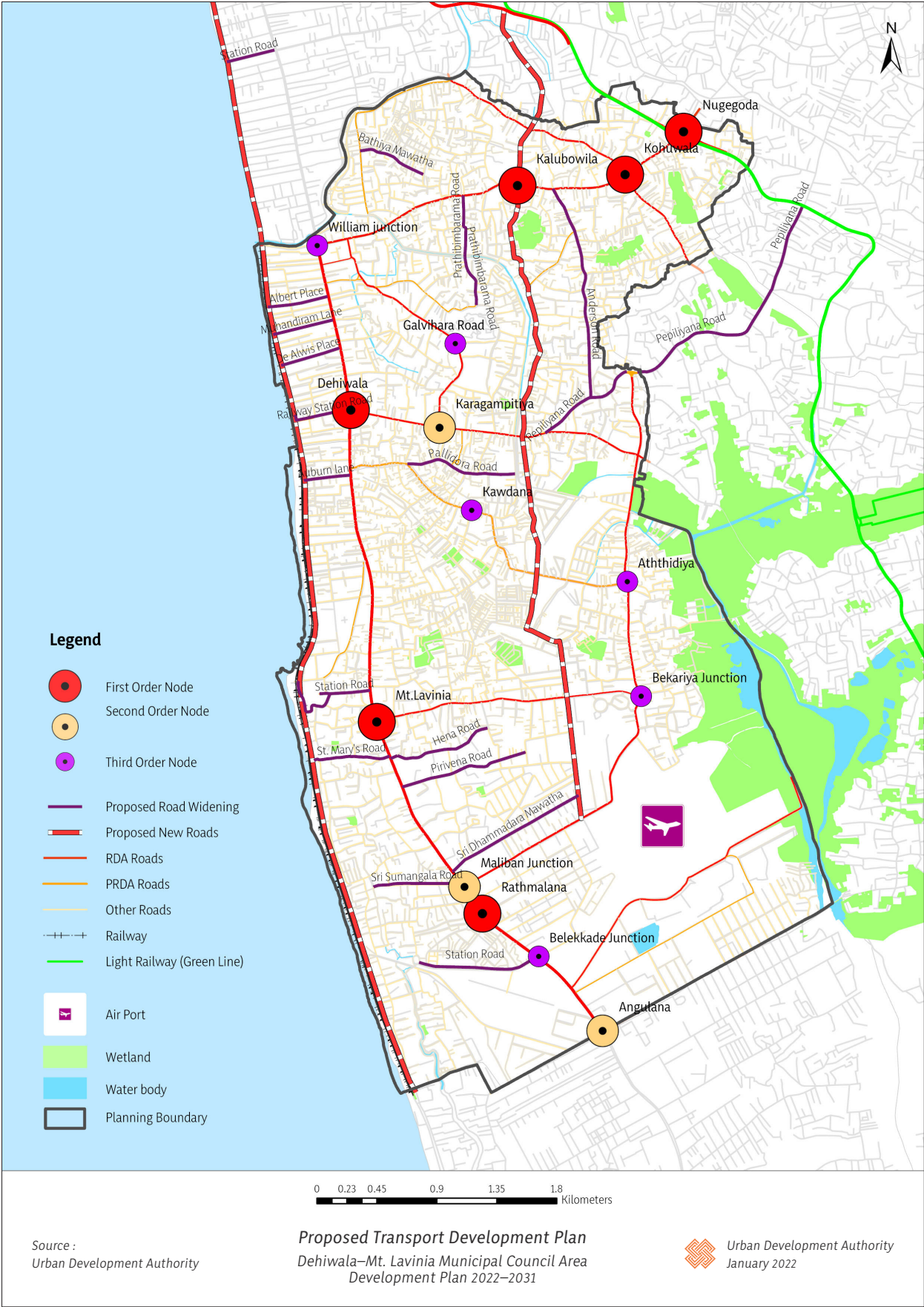
The development is proposed to enable easy transfer between modes by interlinking different modes of transport. It is anticipated that with the proposed interventions, Ratmalana will act as the South Gate of Colombo Commercial City providing an option of mode and route transfer for south traffic of the city.

#### *Proposed Dehiwala Nodal Development Area*

Dehiwala node which is the most prominent node in the Dehiwala-Mt-lavinia area was identified to develop as to better facilitate the pedestrians and the city activities. The identified projects are given under each Strategic Plans.

Following impacts on city are expected as a result of the indirect impact of the proposed transport and related developments in the Dehiwala – M-lavinia Development Plan 2022-2031.

1. Reduction of traffic congestion and attraction of physical development due to changes in the spatial integration pattern.
2. Reduction of traffic congestion due to proposed hierarchical network of roads.
3. Enhanced capacities of public transport services.
4. Increase in property values and development demand.



Map 6.4 : Proposed Transport Development Plan 2030

Source : CMR Division, UDA



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### 6.3.3. Proposed City Economic Development Strategy

#### 6.3.3.1. Introduction

City Economic Development Strategy is a mandatory component of any City Development Plan as it provides a guide how the city economic activities should be aligned with its overall spatial development contributing to achieve the anticipated city vision. The envisaged physical development of the city cannot be achieved without public and private sector investments.

#### *Objective*

The objective of City Economic Development Strategy of Dehiwala-Mt-lavinia Development Plan 2022-2031 is to ensure that city would have the right market exposures and would attract required investments to drive the city towards its planned transformations and achieve anticipated spatial form and city vision. The overall intention of all interventions that will be made under the City Economic Development Strategy is to supply realty space of high quality to the market in order to cater the increasing real estate demand created by various growing economic sectors of the city.

Exposing the city property market to cater booming economic sectors of Colombo Commercial City such as retail, private office in the fields of IT, Financial and Services fields, real estate, high-rise condominiums, logistics related industries and tourism etc. while enhancing its role as an international business hub is one of the specific objectives of the City Economic Development Strategy.

#### *Approach*

City Economic Development Strategy is proposed in a manner that the expected development in the identified density zones would be induced through the proposed economic development projects. Accordingly, it is expected to ensure appropriate provision of economic services for the expected density in the proposed zoning plan.

## *Contribution for the Vision and Goals of Dehiwala–Mt-lavinia Development Plan 2022-2031*

The proposed Economic Development Strategy directly contributes to achieve the first goal of the Dehiwala–Mt-lavinia Development Plan 2022-2031, which is “Smart, smooth and sensed urban space for all urbanites”.

### *Scope*

The effective period of the Economic Development Plan which is prepared with the objective of developing the economic sector of the Dehiwala–Mt-lavinia area is from 2022 – 2031. The Economic Development Strategy is elaborated with reference to development of commercial and financial sector, tourism sector and non-polluting industries. In accordance with the sensitivity analysis, it was decided not to further promote polluting industries within the Dehiwala–Mt-lavinia Municipal Council limits. The scope of the City Economic Development Strategy includes proposed development strategies for economic sector of the Dehiwala, Mt-lavibia and Ratmalana cities.

### 6.3.3.2. Economic Development Strategies and Projects

#### *a) Identification of Development Zones based on the existing land use pattern and contribution made to the economy of the Dehiwala–Mt-lavinia Municipal Council Area by different sectors*

Zoning was carried identifying Galle Road and city center area as Mixed Development Zone in order to develop for commercial and financial activities, seafront area as seafront zone in order to promote tourism industry and Ratmalana, Belekade Junction, Angulana areas as Promotional Mixed Development Zone with the objective of establishing non-polluting industries. The road development strategy explained in the section 6.3.2 was proposed in order to improve access facilities of these development zones. Further, it has been identified to develop Kalubowila, Dehiwala, Karagampitiya, Kohuwala and Nugegoda areas as commercial and mixed use based areas. Also, Mt-lavinia area has been identified to be developed by a Guide Plan which aims at further development of tourism industry which is established based on Mt-lavinia area.

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***b) Implementation of Mixed Development Projects based on Dehiwala, Mt-lavinia and Ratmalana Nodal Developments***

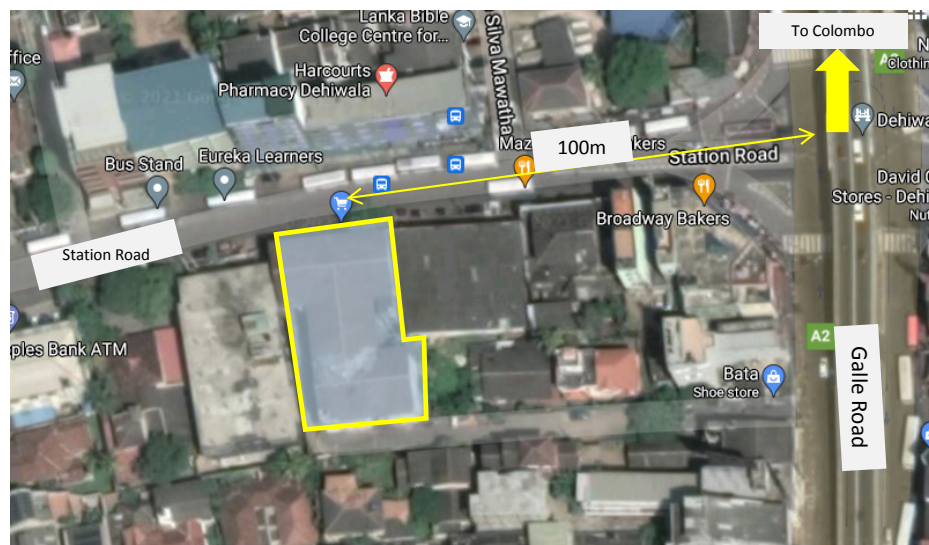
The economic level of the area is expected to be upgraded with the contribution of commercial sector for adequate facilitation for economic development of the Dehiwala-Mt-lavinia Municipal Council Area. A few catalyst projects are proposed to be implemented as to facilitate approximately 254,900 residential population and 200,000 commuter population that have been estimated within the municipal council limit by the Dehiwala-Mt-lavinia Development Plan 2022-2031.

- Dehiwala Mixed Development Project
- Dehiwala Super Market Project
- Mt-lavinia Super Market Project
- Ratmalana Mixed Development Project

***Dehiwala Mixed Development Project***

- I. Main Access Road: Dehiwala Station Road
- II. Width & Length of Main Access Road: 12 m
- III. Land Extent: 59 Perches
- IV. Proposed Development: Mixed Project
- V. Expected Characteristics:

- Should be a landmark building
- Space should be provided on-site for existing shops



**Figure 6.10 : Sketch Plan of Dehiwala Mixed Development Project**  
**Source : Google Map, 2021**



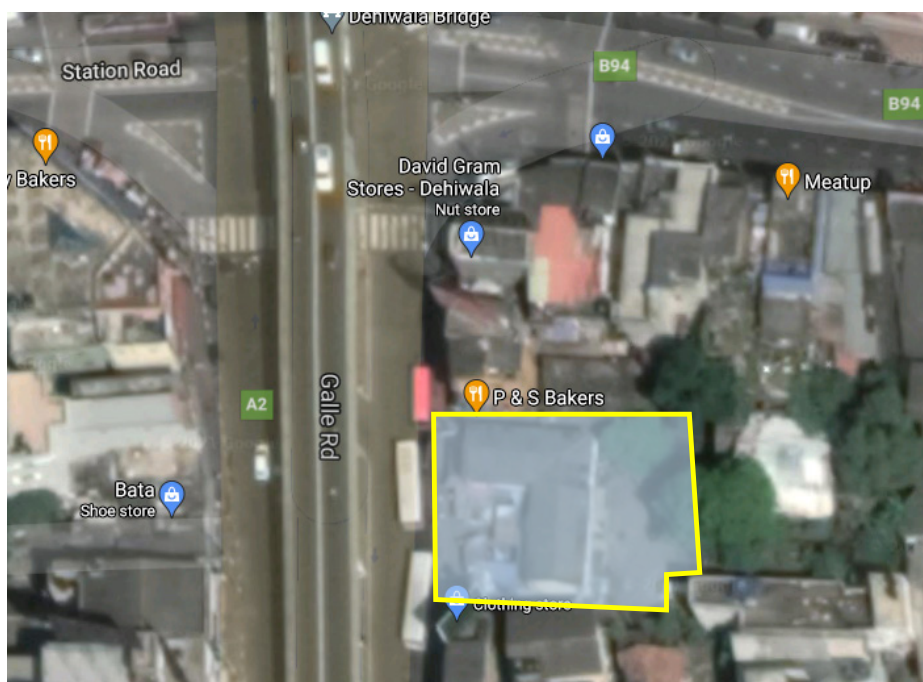
### *Dehiwala Super Market Project*

- I. Main Access Road: Galle Road
- II. Width & Length of Main Access Road: 24 m
- III. Land Extent: 1 R 3.77 P
- IV. Proposed Development: Mixed Project
- V. Expected Characteristics:
  - Should be a landmark building
  - Space should be provided on-site for existing shops

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**Figure 6.11 :** Sketch Plan of Dehiwala Super Market Project

**Source :** Google Map, 2021





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### *Mt-lavinia Super Market Project*

- I. Main Access Road: Galle Road
- II. Width & Length of Main Access Road: 24 m
- III. Land Extent: 1 Acre
- IV. Proposed Development: Mixed Project
- V. Expected Characteristics:
  - Should be a landmark building
  - Space should be provided on-site for existing shops



**Figure 6.12 :** Sketch Plan of Mt-lavinia Super Market Project  
**Source :** Google Map, 2021

### *Ratmalana Mixed Development Project*

- I. Main Access Road: Galle Road
- II. Land Extent: 6 Acres
- III. Proposed Development: Mixed Project
- IV. Expected Characteristics:
  - Should be a landmark building.



**Figure 6.13 :** Sketch Plan of Ratmalana Mixed Development Project

Source : Google Map, 2021

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### c) Introducing Tourism Promotion Zones

Two Tourism Promotion Zones have been introduced by the Development Plan in order to develop the tourism industry of the Dehiwala–Mt-lavinia area.

#### *Seafront Mixed Development Zone*

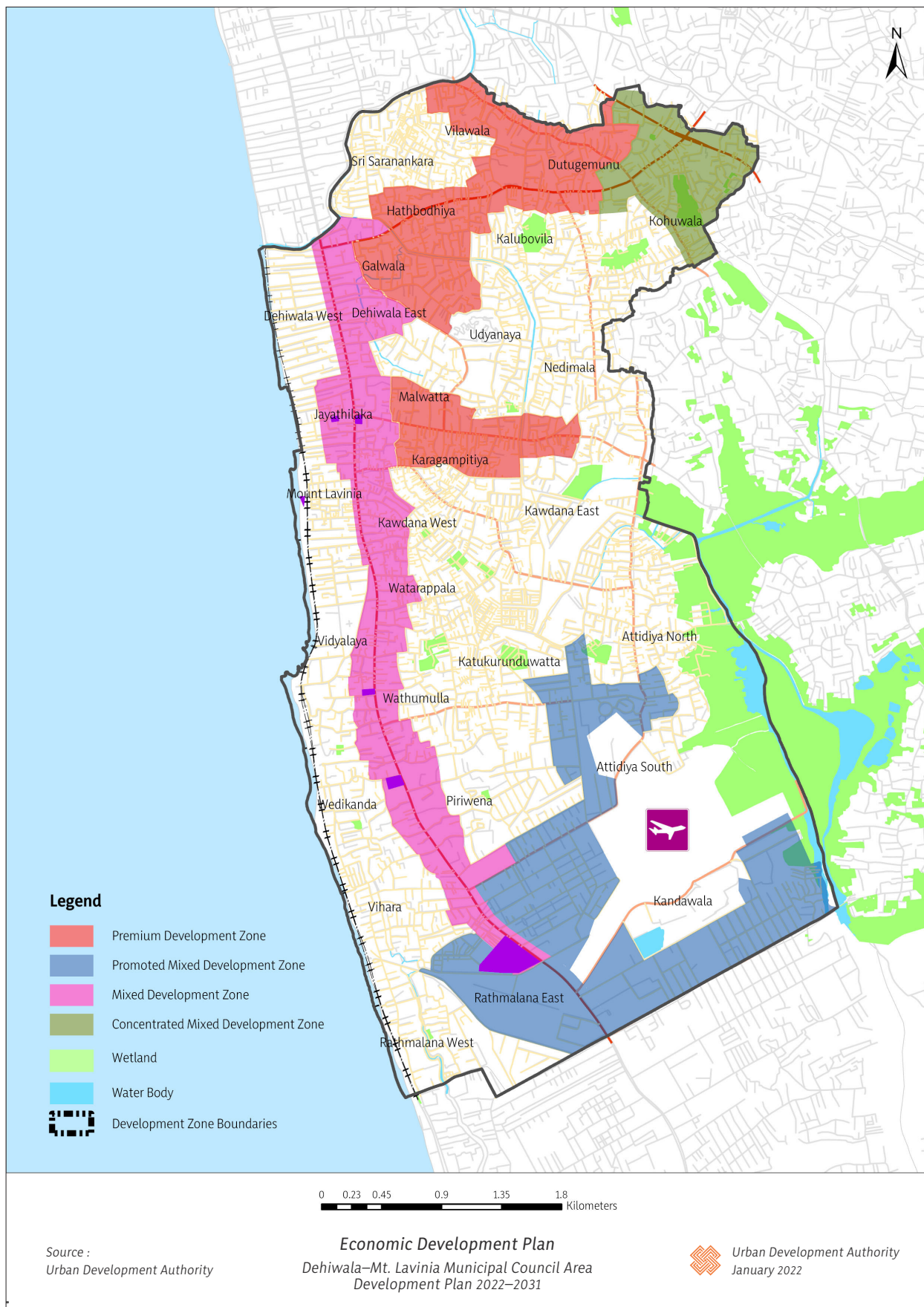
Starting from Dehiwala Canal and extending till the end of planning area at Ratmalana approximately 7 km along the coastal belt and covering up to Galle Road is the area falling under the Seafront Mixed Development Zone. This zone has been introduced to develop tourism industry based on coastal railway stations, beach strip, Mt-lavinia Hotel and other hotels on the coastal belt.

#### *Attidiya Conservation Zone*

Attidiya Forest Reserve area falling within the limits of Dehiwala–Mt-lavinia Municipal limits is fallen within this zone. Tourism industry is expected to be developed in this area as it does not impose any harm on the environmental sensitivity of the zone.



Dehiwala–Mount Lavinia Municipal Council Area  
Development Plan (2022–2031)



Map 6.5 : Economic Development Plan 2031

Source : CMR Division, UDA



### 6.3.4. Proposed Settlement Development Strategy

#### 6.3.4.1. Introduction

Settlements and housing have been principal components of cities of all time and provisioning of adequate and affordable housing is a mandatory duty of any city development plan. Present Cities attract population creating a high demand for quality housing and settlement facilities. The 11th Sustainable Development Goal; Sustainable Cities and Communities, carries a special focus on the provision of quality housing and making cities and human settlements inclusive, safe, resilient and sustainable.

#### *Objective*

One of the main objectives of the Settlements Development Strategy is to ensure affordable housing of high quality for all communities in City of Dehiwala–Mt-lavinia. The other major objective is to provide a range of housing choices in appropriate locations to address the housing requirements of various communities of Colombo Commercial City and to ensure overall facilitation of all types of settlements.

The analysis of underserved settlement distribution of within Dehiwala–Mt-lavinia Municipal Council area indicates that majority of underserved settlements are located within the coastal belt and railways reservation.

#### *Approach*

The Settlements Development Strategy of Dehiwala–Mt-lavinia Development Plan 2022-2031 is composed of three broader interventions including overall area settlement facilitation, provision of middle-income and low-income housing in settlement promotion areas and management of underserved settlements. The Settlement Development Strategy of the City Development Plan 2022-2031 is based on the following approaches.

- Regulatory approach (including policies and regulations imposed by relevant state agencies)
- Direct interventions of state agencies
- Collaborative approach (including direct private investment & public-private partnerships)



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***Contribution to the Vision and Goals of Dehiwala–Mt-lavinia City  
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The proposed Settlement Development Strategy contributes to achieve the first goal “Smart, smooth and sensed urban space for all urbanites”.

***Scope***

The following items are covered within the planning framework of the Settlement Development Strategy.

- Identification of settlement promotion areas based on residential suitability.
- Utilization of state-owned lands to implement housing development projects.
- Resettlement of underserved settlement communities as it does not effect their livelihoods.
- Development of residential areas in underutilized state as residential rehabilitation projects.

**6.3.4.2. Identification of Settlement Promotion Areas based on Residential Suitability.**

***Justification of Settlement Promotion Zones***

Two zones have been identified for promotion of residential use among the development zones included in the zoning plan proposed for Dehiwala–Mt-lavinia area. It expects to promote Dehiwala North, Kalubowila and Mt-lavinia areas as High Density Residential Zones while developments within this zone are encouraged for condominium residential buildings among its permissible uses. Also, Nedimala area is promoted as Moderate Density Residential Zone. Attidiya and Veras River based environmental sensitive zone located within DMMC area is promoted for Low Density Residential development as it conserves the high green density.

In addition, the proposed Seafront Mixed Development Zone encourages development for different residential tourists attracted to the Colombo Commercial City. Density zones and their respective characteristics were considered when identifying residential priority areas/settlement promotion areas. Market trends for residential development and residential suitability based on availability of infrastructure facilities were considered as the main two criteria for identifying residential promotion zones.

<i>Zone</i>	<i>Areas falling within the respective zones</i>	<i>Expected Residential Character</i>
<i>Premium Residential Mixed Development Zone – Part I</i>	<i>Sri Saranankara, Vilawala, Hathbodhiya, Malwatta, Dehiwala East</i>	<i>Residential apartments focusing on middle-income population</i>
<i>Premium Residential Mixed Development Zone – Part II</i>	<i>Kalubowila Park, Malwatta</i>	<i>A range of middle- and high-income choices from garden houses to luxury high-/middle-rise residential apartments</i>
<i>Premium Residential Mixed Development Zone – Part III</i>	<i>Karagampitiya, Kawdana East, Kawdana West, Watarappala, Katukurunduwatta, Pirivena, Wathumulla, Attidiya North, Attidiya South</i>	<i>A range of middle- and high-income choices from garden houses to luxury houses and apartments</i>
<i>Residential Zone</i>	<i>Kohuwala, Nedimala, Kawdana East, Attidiya North</i>	<i>Garden houses and low-rise luxury houses</i>

**Table 6.4 :** Expected Characters of Residential Zones**Source :** Urban Development Authority**Chapter 06**  
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Development Strategy**6.3.4.3. Utilization of State Owned Lands for Implementation of Housing Development Projects.*****Ratmalana Kandawala Middle Income Housing Project which belonged to the Irrigation Department***

A housing complex consisting of 400 units is proposed to be constructed for middle-income population in the land which is of 29 acres and 4.56 perches of extent located at Kandawala, Ratmalana and previously owned by the Irrigation Department.

<i>Location</i>	<i>Kandawala, Ratmalana</i>
<i>Land Extent</i>	<i>29 Acres 4.56 Perches</i>
<i>Access Road</i>	<i>Galle Road</i>
<i>Existing Use</i>	<i>Irrigation Department related uses</i>
<i>Land ownership</i>	<i>Irrigation Department</i>
<i>Proposed Development</i>	<i>High-rise Mixed Development Project</i>





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**Figure 6.14 :** Middle-income Housing Project at Kandawala, Ratmalana

Source : Google Map, 2021

*Resettlement of underserved settlement communities as it does not effect their livelihoods.*

#### *Fisheries Industry Based Housing Project*

Low-income settlements distributed over approximately 10 acres of land along the beach strip starting from Dehiwala Railway Station to Sri Dharmapala Mawatha which are currently inhabited by the fisheries community are proposed to be redeveloped on site in an organized manner.

This project will enable to open up for tourists approximately 46 acres of beach strip in Dehiwala, Ratmalana area which is currently underutilized due to unauthorized constructions, through a coastal development project and also to upgrade the living conditions of those communities currently living in substandard conditions.



Figure 6.15 : Fishery industry based housing project  
Source : Google Map, 2021

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*Development of residential areas in underutilized state as  
residential rehabilitation projects.*

*Low-income Housing Project*

*Low-income Housing Project – Yasorapura*

Approximately 10 acres of land and the residential area which is currently in an underutilized state located within the Attidiya South Grama Niladhari Division is proposed to be developed with public park spaces.



**Figure 616 :** Low-income Housing Project – Yasorapura

**Source :** Google Map, 2021

### Low-income Housing Project



**Figure 6.17 :** Low-income housing project – Mt-lavinia

Source : Google Map, 2021

A low-income housing project is proposed to be developed in approximately 10 acres of underutilized area located in the surroundings of Mt-lavinia railway station. The expectation is to enhance the opportunity of owning a house at an affordable price in an area where the respective work places accessible from.

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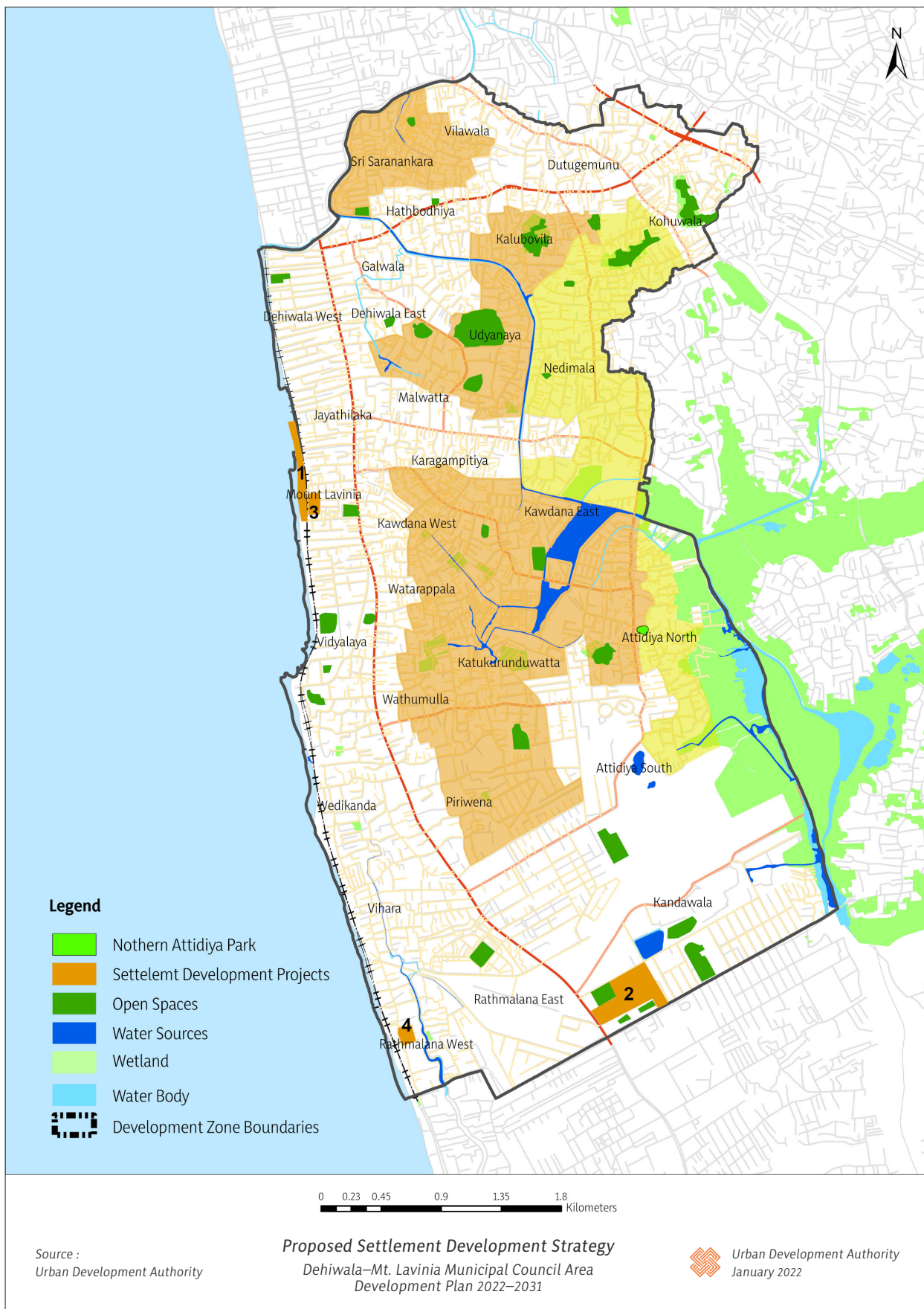
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Dehiwala–Mount Lavinia Municipal Council Area  
Development Plan (2022–2031)



Map 6.6 : Proposed Settlement Development Strategy 2030

Source : CMR Division, UDA



### 6.3.5. Proposed Utilities Management Strategy

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#### 6.3.5.1. Introduction

Well managed effective utilities network is a key component of a city that enables its efficiency functioning. It is important to have holistic and integrated solutions for city utilities management to ensure wise-resource management, energy conservation and equal access to infrastructure. Identification of demand and ensuring the adequate supply to match with the demand are basic functions of effective utilities management. The reason why a Utilities Management Plan should be combined with the City Development Plan is because it is necessary to ensure that all types of utilities and infrastructure are adequately supplied to meet the future demand that would be created consequent the anticipated developments which are being induced and facilitated through the Plan.

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#### *Objective*

The objective of Utilities Management Strategy of Dehiwala–Mt-lavinia Development Plan – 2022-2031 is to provide Dehiwala–Mt-lavinia City with efficient utilities networks and adequate social infrastructure to facilitate all residents and commuters of Colombo Commercial City and to ensure smooth functioning of socio-economic and socio-political functions of the city.

#### *Approach*

Utilities Management Strategy of Dehiwala–Mt-lavinia Development Plan 2022-2031 is proposed to be implemented adopting a regulatory approach. Recommendations and guidelines to provide and improve utilities are based on future forecasting of demand to match with the future predicted population.

#### *Contribution towards the Vision and Goals of Dehiwala–Mt-lavinia Development Plan (2022-2031)*

In the path of developing City of Dehiwala–Mt-lavinia as a Smart Home for residential community of Colombo and suburbs, the city should be provided with modern and adequate utilities and infrastructure facilities to cater all its owners; inhabitants, commuters and tourists.



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When achieving the second goal of the Plan, “Smart, smooth and sensed urban space for all urbanites”, Utilities Management Strategy contributes to achieve its first objective, “Smart, smooth and sensed urban space”.

### **Scope**

In order to fulfill the above-mentioned objectives related to utilities management of City of Dehiwala-Mt-lavinia, three types of broader interventions are made.

- Ensuring efficient supply of utilities such as pipe-borne water and electricity
- Effective management of waste water, solid-waste and storm water
- Provision of adequate social infrastructure and smart public facilities to create convenient nodes, streets and public places.

The Utilities Management Strategy is delivered in the form of recommendations in order to guide the relevant stakeholder agencies to conduct detailed level planning on each above infrastructure facilities as to match with the anticipated future developments of the city.

#### **6.3.5.2. Efficient Supply of Utility Services**

Supply of Pipe-borne water and electricity and management of waste-water & sewerage, solid waste and storm water are the key focus areas considered under the broader intervention of efficient supply of utilities. All projects falling within the above focus areas are aligned under the Utilities Management Strategy.

##### **a) *Pipe Borne Water Supply***

The pipe-borne water supply is owned and managed by National Water Supply and Drainage Board of Sri Lanka under the Western Province Metropolitan Area Water Supply Master Plan – 2013 which covers Colombo District and parts of Gampaha and Kalutara Districts. The mainly used surface water sources of the existing system are:

- Labugama and Kalatuwawa impounding reservoirs
- Kelani River and its tributary Seethawaka
- Kalu River and tributary Kuda River

The expected residential population of Dehiwala–Mt-lavinia Municipal Council area in year 2030 is about 283,500 and expected per day commuter population is about 176,400. According to the Western Province Metropolitan Area Water Supply Master Plan (2013), projected water demand of Colombo and suburbs in 2030 is 614,173 m<sup>3</sup>/d and the pipe-borne water demand as per the estimated population of that area is 564,022 m<sup>3</sup>/d.

*Incorporating Water Supply Improvement Projects proposed by relevant stakeholders*

Western Province Metropolitan Area Water Supply Master Plan Update (MPU/2013) serves as the 'blue print' to guide future developments of water supply system of Western Province. It proposes water supply improvement projects which would improve availability and quality of water resources, increase treatment plant capacities, reduce energy consumption in the Western Province Metropolitan Area Transmission Systems reduce water loss in the distribution networks and increase their service levels in order to meet the water demand of western region up to 2040. The Master Plan proposes the implementation of its projects over three main phases such as immediate (2013–2031) intermediate (2020–2030) and ultimate (2030–2040).

As per the demand calculations, it can be identified that the projected water demand by Water Supply Master Plan is higher than the water demand projected by CCCDP. As per the recommendations of NWSDB, it is a mandatory requirement to implement the identified water supply projects of Water Supply Master Plan in order to meet the water supply demand forecasted for 2040. However, since the water supply demand projected by CCCDP is comparatively lower than the demand projected by Water Supply Master Plan, it can be assumed that the water demand which will be created due to the induced developments by Dehiwala–Mt-lavinia Development Plan will be met without major issues if the identified water supply projects are implemented without any disturbances.

Hence, Dehiwala–Mt-lavinia Development Plan incorporates the recommended Water Supply Projects of Western Province Metropolitan Area Water Supply Master Plan Update (MPU/2013) which directly or indirectly contribute to the water supply of city as high priority projects.

Water supply projects proposed by National Water Supply & Drainage Board which contribute to the water supply system of Colombo area as are indicated in the Table 6.5.

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No.	Water supply project
1	Development of reservoir in Kelani River
2	Weliwita Water Supply Project
3	Kalu Ganga Water Supply Project – Phase II
4	Kandana Phase II WTP Improvement
5	Kethhena WTP Improvement

**Table 6.5 :** Few of the Water Supply Projects related to the Water Supply System of Colombo Commercial City as proposed by of MPU/2013 | **Source :** Western Province Metropolitan Area Water Supply Master Plan, NWSDB - 2013

**b) Electricity Supply**

Dehiwala–Mt-lavinia City has 100% coverage of electricity throughout the city. There are few power plants located within the Western Region, that are mainly concentrated in Colombo Metropolitan Region, namely Kelanitissa, Sapugaskanda and Kerawalapitiya. As per the recommendations of Ceylon Electricity Board, the supply of electricity to cater the future demand that will be resulted due to increased population and future developments induced by the interventions of Dehiwala–Mt-lavinia Development Plan - 2022–2031 is possible given the condition that necessary local area network capacity improvements are conducted in appropriate timeframes. Hence, Dehiwala–Mt-lavinia Development Plan recommends immediate attention of necessary stakeholders including Ceylon Electricity Board to identify necessary electricity supply improvement projects in order to ensure adequate supply to meet the electricity demand that will be resulted due to increased population and future developments induced by the interventions of the Development Plan. Any such electricity supply improvement project that would directly or indirectly contribute to the electricity supply of Dehiwala–Mt-lavinia City are incorporated into Dehiwala–Mt-lavinia Development Plan.

In addition, it is proposed to install underground electricity network throughout Dehiwala–Mt-lavinia City to facilitate future convenient operational management. Having on ground electricity poles and lines disturbs the continuity of tree lines and also acts as a visual barrier to the anticipated city aesthetics and architecture.

Therefore, it is recommended to install underground electricity network in highly densified areas.

### c) *Waste water, sewage and storm water management*

Wastewater systems of Dehiwala–Mt-lavinia area are owned and managed by the National Water Supply and Drainage Board (NWSDB) and relevant local authorities. Currently, Ratmalana Wastewater Management System is the main wastewater systems in this area. Ratmalana Wastewater System which is owned and managed by the NWSDB covers a part of DMMC, part of Moratuwa MC, Boralesgamuwa UC (Proposed), a part of Maharagama UC (Proposed). The plant capacity is 17000 (m<sup>3</sup> per day) and its existing usage is 7000 (m<sup>3</sup> per day).

An efficient waste water management system is essential to manage the waste water generated as a result of increasing population in Dehiwala–Mt-lavinia area. The existing waste water management system does not cover the entire city and its capacity is not adequate to cater to the existing demand. According to wastewater generation statistics of 2017, wastewater management capacity of both existing and proposed wastewater treatment plants is 17,000 m<sup>3</sup>/d whereas the projected wastewater generation of 2030 is 132,700 m<sup>3</sup>/d. It emphasizes that there is a high deiciency in existing wastewater management capacities and future demands. Compared to the projected wastewater generation, the missing wastewater management capacity is about 115,600 m<sup>3</sup>/d.

#### *Incorporating Wastewater Management Projects proposed by relevant stakeholders.*

Even though approximately 14% of Dehiwala–Mt-lavinia City will be served by the proposed wastewater management systems, it is not adequate to manage the waste water generation induced by the proposed projects in this development plan. Hence, the Development Plan recommends the relevant stakeholder agencies to identify wastewater management projects to handle the expected waste water generation in the area. Any such wastewater management project that would contribute to wastewater management of the area are incorporated into the Development Plan.

The current stormwater management practices in Dehiwala–Mt-lavinia area include on-site management of stormwater or discharging into the municipal stormwater drainage system. These management practices are further incorporated into the Development Plan. Accordingly, as a solution to the identified flood issues in Dehiwala–Mt-lavinia area, it is proposed to upgrade the existing stormwater drainage capacities and identify new stormwater drainage systems.

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**d) Solid Waste Management**

Disposal of solid waste has become a national concern in Sri Lanka. Rapid urbanization has led to the generation of large quantities of solid waste without proper management or sustainable waste disposal measures. Households, markets and commercial places, industries, institutions and hospitals, and hotels are the main sources of solid waste generation. Due to plurality of solid waste generation sources, western region and most of the adjacent local authorities face the problem of waste collection and management. Serious issues has arisen especially in finding the locations and establishing the solid waste plants. Against this backdrop, presently Central Environment Authority, National Solid Waste Management Support Center, Waste Management Authority of Western Province and relevant other institutions are taking several actions to minimize these issues.

Due to high solid waste generation, existing capacities of sites are becoming inadequate. Existing capacities of Karadiyana and Kerawalapitiya dumping sites are 500 MT per day. The projected solid waste generation calculated based on the population predictions of the Development Plan is 814 MT per day.

*Incorporating Solid Waste Management Projects proposed by relevant stakeholders*

Waste to Energy projects proposed at Kerawalapitiya and Karadiyana are two main projects commenced as solutions for solid waste management related issues. Accordingly, waste collected from Dehiwala, Mt-lavinia, Moratuwa, Maharagama, Boralessgamuwa, Kesbewa, Piliyandala and Homagama areas will be used for this project.

**6.3.5.3. Introducing Underground Utility Ducts.**

This Development Plan has identified the importance of introducing Underground Utility Ducts in order to carry utility lines such as electricity cables, water supply and wastewater pipelines and communication utilities such as fiber optics and telephone cables. There are many advantages of underground utility ducts as they cut down unnecessary costs on digging and reconstruction of roads and pathways for the repairs and management of individually buried different utility lines, avoid unnecessary visual and physical disturbances on road which downgrade the city image, enable easy and efficient management of utility networks and more importantly ensure public safety.

#### 6.3.5.4. Provision of Adequate Social Infrastructure

Provision of social infrastructure is essential in ensuring social development of a community in a city. It ensures the inclusiveness of diverse communities uplifting their quality of life. Therefore, provision of adequate social infrastructure to cater the demand is vital in a development plan.

Although, Colombo has relatively higher demand for education, health, sports & recreation facilities and social infrastructure facilities compared to other areas in the country, it is the intention of this section to analyse whether there is adequate social infrastructure facilities to cater to the demand created by the existing and future population attractions.

In the path of accommodating Dehiwala–Mt-lavinia area to be a home for the residential population attracted to the City of Colombo, modern and adequate social infrastructure facilities should be provided for all its owners; inhabitants, commuters and tourists.

This Development Plan ensures provision of adequate social infrastructure facilities such as education, health, public markets, sports and recreation facilities, public burial spaces, public sanitary facilities, information centers and public seating areas to ensure more inclusive, comfortable, user-friendly city.

#### *Educational Institutions*

Education being a fundamental right of every child in Sri Lanka, the State should take responsibility of making education available for all, ensuring equity and giving leadership to all providers of school education and State should ensure free education from kindergarten to university and compulsory education to all children aged 5-16 years making it available, accessible, acceptable and adaptable for them (New Education Act for General Education in Sri Lanka, Ministry of Education).

Dehiwala–Mt-lavinia is a city having a higher demand for education as it provides various education facilities in primary, secondary and tertiary education sectors. National schools, Provincial schools, Private schools, International schools, Universities, Vocational Training Institutes and other educational institutes have created enormous demand for education within the city.

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Literacy rate of Colombo District is 98% which is the highest literacy rate in the country whereas the country's literacy rate is 95.7 (Census and Statistics Department, 2012) and world literacy rate is 86.0 (ourworldindata.org, 2015). Educated people are a great asset for a country to move forward with the fast developing countries in the world. Thus provision of quality education ensuring the equity is considered a fundamental value in the plan. The school composition in Dehiwala–Mt-lavinia Municipal Council Area is given below.

<i>School Category</i>	<i>No. of Schools</i>	<i>Percentage</i>	<i>No. of Students</i>	<i>Percentage</i>
1AB	10	27%	19515	76%
1C	06	16%	2829	11%
2	10	27%	1507	5%
2A	1	2%	315	1.5%
3	3	8%	15	0.05%
3D	7	18%	1635	6%

**Table 6.6 :** Schools Composition in Dehiwala–Mt-lavinia Municipal Council Area

**Source :** Planning Unit, (2021)

The above schools have ensured adequate primary and secondary schools to cater the children within the city. These education institutes attract not only the residential population but also people from all over the country.

When evaluating the future school demand to match with the future forecasted student population, it was identified that the existing number of schools is adequate to meet the demand. However, it is recommended to undertake necessary existing school / education centre upgrading projects to increase their capacities and quality of services.

### *Hospitals*

Sri Lanka is providing free health services to its citizens as a national priority since the adoption of Free Health Policy in 1951. Government has ensured the health facilities of the country by locating National and Base hospitals around the country. There are national hospitals, and many state and private hospitals within Dehiwala–Mt-lavinia

Municipal limits and it acts as a main health service centre. Most of these hospitals are equipped with modern health facilities to ensure effective health service provision to its citizens.

However, it is recommended to carry out necessary capacity improvements of existing government hospitals and introduce few more government hospitals with considerable capacities to serve southern parts of the city in order to meet the demand for health services created by increasing population. It is also recommended that the private sector has more potential to invest for Private Hospitals within the city in order to serve for the increasing demand.

### *Public Markets*

Citizens must be provided with essential every day shopping needs within the city and these services should be accessible and affordable for everyone. It has been identified that with the increasing urbanization, the demand for public markets is being replaced by the demand for upcoming modern super markets and department stores. However, this Development Plan considers provision and maintaining of public markets with good quality as a mandatory requirement thus incorporates any public market construction or improvement project falling within the city limits and being proposed by either UDA or any relevant Local Authority.

### *Sports and Recreational Facilities*

Provision of sports and recreation facilities improves personality and mental health of citizens which ultimately contributes positively for the growth of the city. City of Dehiwala–Mt-lavinia is provided with many sports facilities which are accessible for public such as swimming pools, tennis courts, stadiums, etc. For the recreation purposes, city is comprised with cinemas, art galleries, parks, playgrounds, theaters, theme parks, etc. which are currently highly and effectively consumed by the public. It is important to note that existing sports and recreational facilities within Dehiwala, Mt-lavinia and Ratmalana areas are not adequate when compared with other local authority areas in the region. Any project proposed by UDA or any other relevant local authority related to provision of Sports & Recreation will be incorporated into this Development Plan.

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### *Public Burial Places*

There are 02 cemeteries located within Dehiwala–Mt-lavinia area and although burial space is essential for a city, with the growing demand for land in the main commercial city and as these cemeteries are located in prime locations, it has become more difficult to allocate space for public burial places. Therefore, the existing burial spaces will be used in the future without allocating additional spaces. Cremation is encouraged within the city to ease the issue on burial space.

### *Making Convenient Nodes by providing Open Public Facilities*

Dehiwala is one of the cities with high population attraction in the country and it is expected with nearly total of 600,000 population including both inhabitants and commuters in 2030. Therefore, the city should be more user friendly and comfortable for everyone.

### *Public Sanitary Facilities*

Provision of public sanitary facilities is essential for a city with a frequent population flow throughout the day. Public sanitary facilities are important especially for older people, disabled people, families (especially those with babies and very young children), women, tourists and visitors. Thus, this City Development Plan ensures public sanitary facilities are to be provided in following places.

- Proposed nodes within the city
- All main public transport terminals and stations and major car parks
- Gathering places of a wide range of businesses community, including pubs, restaurants, cafes, community centers, retail stores, shopping centers and supermarkets
- All parks and leisure areas

Following facilities are recommended to be provided within the public sanitary facilities;

- Facilities for disabled people
- Baby-change facilities
- Availability through 24 hours (public transport terminals, stations, car parks, and public leisure areas)



Further, it is recommended to display direction maps within the city for the easy identification accessibility of public sanitary facilities. In addition, it is recommended to have sound maintenance plans for each sanitary facility directly monitored by the relevant local authority to ensure cleanliness within the facilities. Any of the Sanitary Facility Improvement project undertaken by the UDA or the relevant Local Authorities are incorporated into this Development Plan.

### *Direction Maps*

Currently only a few Direction Maps are displayed within the city. This area being one of the busiest and complex cities, more direction maps are proposed to be displayed at following locations for the public convenience.

- All Nodes
- All main public transport terminals, bus stops, stations and major car parks
- All parks and leisure areas

### *Seating Areas*

Dehiwala–Mt-lavinia area caters to many population categories including older people, disabled people, families and tourists, etc. These people should be provided with seating areas where they can relax and have a pause between their journeys. Although there are some seating areas provided in the city, those are not sufficient to cater the large population flow. Thus, public seating areas are proposed to be provided at all main public transport terminals and stations and all parks and leisure areas.

## **Chapter 06** Development Plan

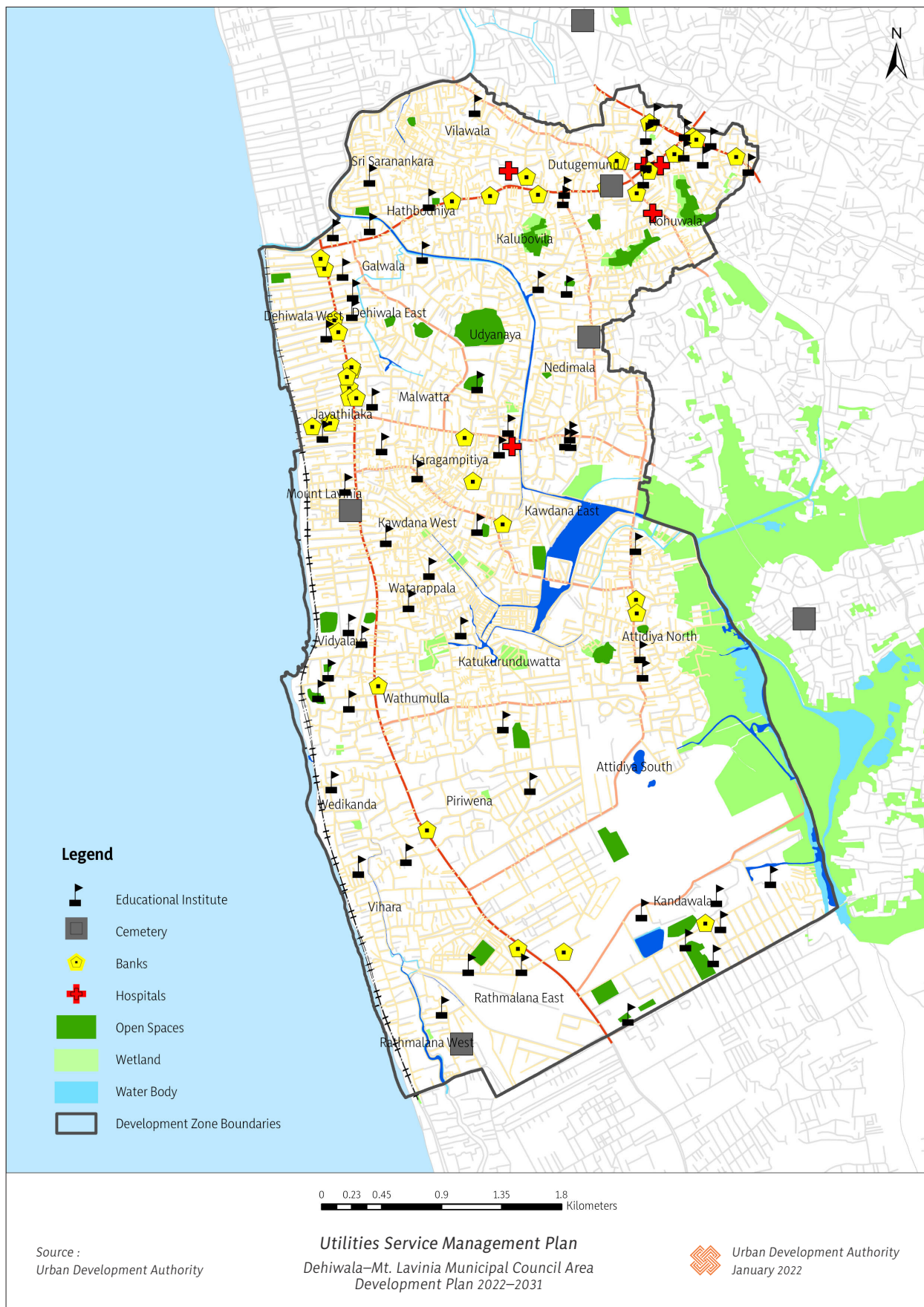
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Development  
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Management Strategy



Dehiwala–Mount Lavinia Municipal Council Area  
Development Plan (2022–2031)



Map 6.7 : Utilities Service Management Plan

Source : CMR Division, UDA

### 6.3.6. Proposed Public Open Recreational Space Management Strategy

#### Chapter 06 Development Plan

#### 6.3.6.1. Introduction

Public Outdoor Recreational Spaces are a key component of a convenient and attractive city. The historical evolution of open spaces started in ancient times. The significance of open spaces, as well as their importance in the settlements' evolution has been changing continually during the development of civilization. Open space in urban environments provides many advantages: formal and informal sport and recreation, preservation of natural environments, provision of green space and even urban storm water management. There are numerous health benefits associated with access to public open space and parks. Access to vegetated areas such as parks, open spaces, and playgrounds has been associated with better perceived general health, reduced stress levels, reduced depression and more. Accordingly, public open spaces contribute for city beautification as well as upgrade of citizens' health conditions.

#### Development Strategies

#### Proposed Public Open Recreational Space Management Strategy

#### *Objectives*

The main objective of Public Open Recreational Space (PORS) Management Strategy is to contribute to city beautification by converting the green areas and waterfront areas into parks. The scenic beach strip and Attidiya Forest Conservation Zone which are considered as the prime environmental potential of City Dehiwala–Mt-lavinia have been identified as green lands. The key expectation of this PORS Management Strategy is to create a green environment for city dwellers while protecting the natural environment.

#### *Approach*

PORS Management Strategy proposed following approaches to establish open spaces within the city.

1. Regulatory approach (including policies and regulations imposed by relevant state agencies)
2. Direct interventions of state agencies
3. Collaborative approach (including direct private investment & publicprivate partnerships)
4. Private Investments



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Recreational Space  
Management Strategy

### *Scope*

The main strategic interventions proposed by PORS Management Strategy is to promote parks and green spaces and to provide good quality parks and green spaces that are well managed, having a range of attractive facilities and also accessible for everyone. The Plan has been described under 03 Sub sections as follows.

1. Environmental Conservation.
2. Green Space Networking (Landscape Management).
3. Provisioning of Public Open Spaces.

#### 6.3.6.2. Conservation of Environmental Assets within City of Dehiwala-Mt-lavinia.

There is very limited number of natural resources currently remaining within City of Dehiwala-Mt-lavinia area. Especially, Attidiya Forest Conservation Zone, Beach Strip and Nedimala Canal can be identified as key natural assets of the city. Conservation of these natural assets is considered as a high priority strategic intervention of Dehiwala-Mt-lavinia Development Plan – 2022-2031.

#### *Conservation of Wetlands*

Colombo was accredited a RAMSAR Wetland Site during the 13th Conference of the Parties to the Ramsar Conservation on Wetlands (COP13) in Dubai on 25th October 2018. At the same conference, 18 cities were declared as wetland cities across the globe where Colombo emerged the only South Asian city amongst them. Rebranding cities as wetland cities under the Ramsar Wetland Accreditation scheme is an initiative that began in 2012. The objective is the protection of existing wetlands in the urban and per-urban areas.

Wetlands are a natural resource which mitigate climate change impacts by sequestering Carbon Dioxide, purify water by absorbing contaminants and pollutants and also act as natural cooling agents without which cities will continue to become warmer.



## Conservation of Bellanwila – Attidiya Sanctuary

Bellanwila - Attidiya Wetland was gazetted as a Sanctuary under the legal provisions of Fauna & Flora Protection Ordinance in 1990. Central Environment Authority has produced a wetland site report and management plan including detailed conservation measures for Bellanwila – Attidiya Marsh in 1993.

Bellanwila–Attidiya Wetland is interconnected to the flood plains of the Bolgoda system through the Bolgoda Canal. Several other man-made canals connect Attidiya marsh with the Colombo wetland network. A small man-made lake is also located within the wetland system. Bellanwila–Attidiya Marsh is primarily a freshwater marsh ecosystem, surrounded by a rapidly developing urban landscape. Additionally, the wetland is an important stopover for a number of migratory birds and an important roosting site for herons and egrets. As a result, it has been identified as an Important Bird Area (IBA) by Bird Life International. There is significant biodiversity including 77 species of butterflies and 37 species of dragonflies. Among these species, 5 species of butterflies are considered nationally threatened.

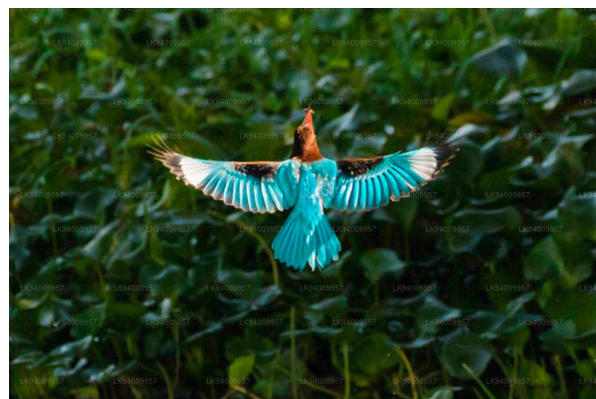
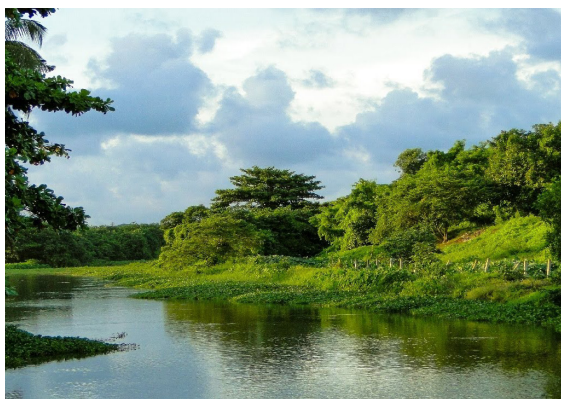
Additionally, 15 species of nationally threatened and endemic vertebrates have been recorded from the wetland. Bird life is profuse, and to date, over 168 species have been recorded. More than 30 species of freshwater fish have been recorded, including several exotic species. (National Wetland Directory of Sri Lanka, 2006)

Considering the above facts, Dehiwala–Mt-lavinia Development Plan 2022–2031 proposed Bellanwila – Attidiya Bird Sanctuary as a conservation zone.

## Chapter 06 Development Plan

### Development Strategies

### Proposed Public Open Recreational Space Management Strategy



**Figure 6.18 :** Bellanwila – Attidiya Sanctuary  
**Source :** Lakpura L.L.C. (2021)





## Chapter 06 Development Plan

### Development Strategies

#### Proposed Public Open Recreational Space Management Strategy

One of the objectives of Dehiwala-Mt-lavinia Development Plan 2022-2031 is to create approximately 68 hectares of open spaces. It is proposed to contribute to the achievement of the anticipated vision of City of Dehiwala-Mt-lavinia through strategic interventions such as introducing boulevard roads, linear parks and water transport links.

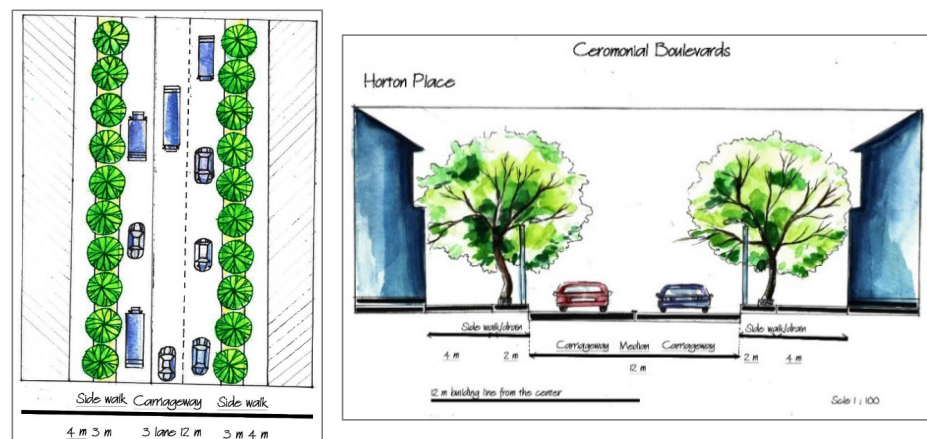
### Promoting Boulevards

The roads which lead to attractive destinations are promoted as boulevard roads in a manner it enables the experience of a well-designed road. In addition, it enables many benefits from natural environment and also help avoid the pollution caused due to traffic congestion. Therefore, it is proposed to plant special plant species which have higher Carbon Dioxide absorption capacities. It is proposed to maintain bushes at the median or two tree lines at the either side of the road as to suit with the road type, function and physical characters of the road.

No.	Name of the Boulevard Road	Length
1	Hotel Road	1.5 km
2	Dehiwala Station Road	0.5 km
3	Mt-lavinia Station Road	0.6 km
4	Ediriweera Mawatha	0.5 km
5	Access road of the zoological garden	0.3 km

**Table 6.7 :** Proposed Boulevard Roads

**Source :** Urban Development Authority



**Figure 6.19 :** Typical Cross-section of Boulevard Roads

**Source :** Urban Development Authority

Promoting Linear Parks

Promoting Linear Parks is another strategic intervention proposed under the PORS Strategy of Dehiwala–Mt-lavinia Development Plan – 2022-2031. Linear parks are proposed parallel to rivers, canals and along the perimeter of lakes. The purpose of linear parks is to provide more public access to waterfronts, avoid possible encroachments of river and canal reservations and to transform the waterfronts into front-yards of the city. On the other hand, linear parks contribute to increase the total public open recreational spaces and also act as the links connecting green and blue spaces within the city.

No.	Name of the Linear Park	Length of the Linear Park (km)	Width of the Linear Park (m)	
1	Dehiwala canal right bank linear park	2.5	6	Proposed to be extended up to Wellawatta canal
2	Linear park at the west boundary of Attidiya reservation	5	10	It is expected to avoid unauthorized constructions in the Attidiya reserve
3	Linear park along the Nedimala canal right bank reservation	4	6	It is expected to link Attidiya reserve and Zoological Garden via this linear park

Table 6.8 : Proposed Linear Parks  
Source : Urban Development Authority

Introducing Water transportation Links

Introducing water transportation linkages is one of the strategic interventions of PORS Plan of the Dehiwala–Mt-lavinia Development Plan - 2022–2031. The key objectives of promoting water transportation are enhanced access to water areas and development of waterfront areas.



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No.	Proposed water transport link	Water source	Length
1	Nedimala water transport link	Nedimala canal	3.6 km

**Table 6.9 :** Proposed water transportation Links

**Source :** Urban Development Authority

### *Provision of Public Open Spaces*

As agreed at the Workshop on Spatial and Design Standards for Urban Development organized by the Urban Development Authority in April, 1983, the standard public open recreational space requirement is 1.4 hectares (3.5 acres) for 1000 persons given that this standard can be revised based on the natural, social and locational changes that may occur due to future city developments. As per the current land use pattern, 45.64 hectares of existing spaces reserved for recreational activities within the Dehiwala–Mt-lavinia Municipal limits is not adequate to cater to the population in the area. Since Dehiwala–Mt-lavinia Municipal Council area has limited land area of approximately 21 km<sup>2</sup>, the Development Plan proposes to provide space for recreational activities adopting the standard of 1.4 hectares of PORS for 1000 persons while considering the demand for other land uses as well as land shortage in existing PORS owned by state and DMMC.

Accordingly, minimum of 368.98 hectares of land is required to be reserved for public open recreational spaces by 2030. In here, 210.8 hectares of land should be reserved for centralized facilities whereas 147.5 hectares of land should be reserved as local facilities.

Considering the demand for other land uses as well as land shortage in existing PORS owned by state and DMMC, the Plan proposes to provide spaces for recreational activities adopting the standard of 0.3 hectares of PORS for 1000 persons.

Upon categorizing the existing parks and playgrounds, this plan was prepared examining the suitable lands to be developed as open spaces.

*Centralised facilities*

Public spaces which provide direct or indirect means of recreational and leisure facilities of wide range are quite rare in this area, yet it has 17.8- hectare of beach area. The beach strip which is located at the west boundary of the city can be identified as a place of scenic beauty and can be developed as a beach park. This beach strip is about 6 km in length and is able to provide leisure and recreational facilities for a larger community of the area through removal of informal, unauthorized construction.

Approximately 42.06 hectares of area can be reserved from Bellanwila – Attidiya Sanctuary for environment-friendly tourism activities.

Although, Dehiwala Zoological Garden cannot be directly designated as a public open space, it provides a huge service for all Sri Lankans as a centralized facility.

*Local Facilities*

Parks and play grounds of different extents are planned as it covers the entire area. The area's population density, walkable distance and time required are considered when developing this plan.

*Introducing a Beach Park*

Approximately, 7 km length of beach strip fallen within the limits of Dehiwala–Mt-lavinia Municipal Council limits is proposed to be developed as a beach park consisting of following facilities. In this regard, it is a pre-condition to resettle the existing low-income families settled in the beach strip.

- Sports areas
- Restaurants
- Fishery boat yards
- Fish markets
- Connections to railway stations

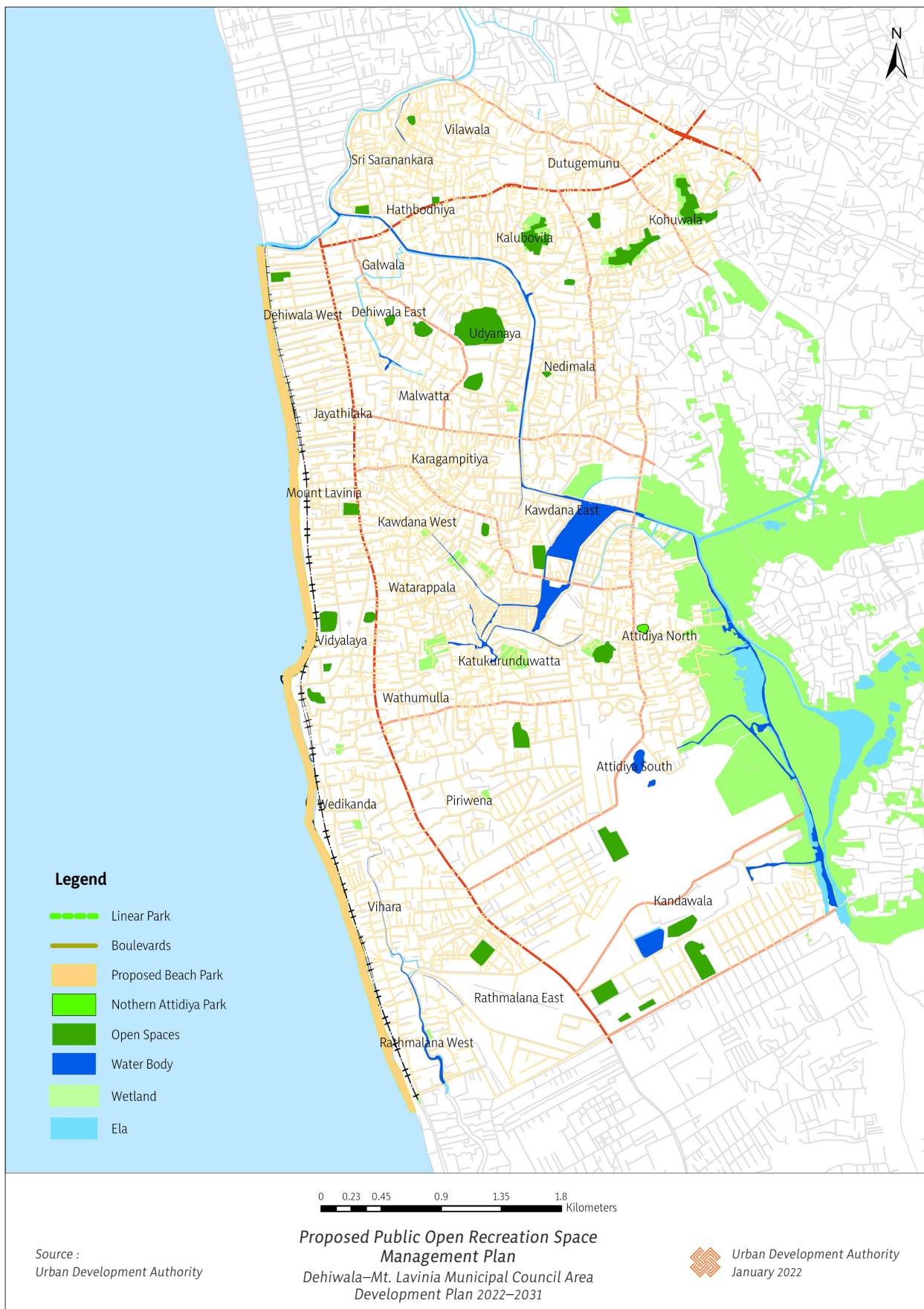
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Development  
Strategies

Proposed Public Open  
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Management Strategy



Dehiwala–Mount Lavinia Municipal Council Area  
Development Plan (2022–2031)



Map 6.8 : Proposed Public Open Recreation Space Management Plan

Source : CMR Division, UDA



## 6.4. Projects Implementation Strategy

### 6.4.1. Introduction

The implementation strategy of the Dehiwala – Mt-lavinia Development Plan 2022-2031 consists of two parts namely; identified projects and proposed zoning plan. The Dehiwala – Mt-lavinia Development Plan is a combination of six strategies which were elaborated in the preceding sections and proposed zoning plan. These are aligned towards achieving the goals and objectives of Dehiwala – Mt-lavinia Development Plan 2022-2031.

The Projects Implementation Strategy can be identified as an important section of the Development Plan prepared for Dehiwala – Mt-lavinia area for the year 2031. It is expected to first identify the critical projects which can provide solutions for existing and expected issues that may arise in the area. These projects are expected to be implemented in stage wise while giving priority for projects which are essential to provide solutions for prevailing issues. The identified projects are proposed to be implemented utilizing treasury funds, UDA funds or private sector investments. The implementation mechanisms proposed for projects identified by the Dehiwala – Mt-lavinia Development Plan are elaborated in the below sections.



**Project ID 1**

Project Title	Multi story mixed development project by UDA at Dehiwala Junction				
Project Proposal	To implement a mixed development consisting of commercial, office spaces and public car parking facilities in the currently underutilized land of 47 perches of UDA owned land located at the Dehiwala City Centre.				
Location	Province	Western	Boundaries	North	Private developed land
	District	Colombo		East	Private developed land
	Local Authority	DMMC		South	Private developed land
	Administration Unit	Municipal Council		West	Galle Road
Access	Galle Road				

Location Map



**Justification of the Project**

Project Category	Conservation		Nature of the Project	New			
	Landscaping			Proposed extension			
	Heritage			Land Development Only			
	Relocation	√	Goals of the Project	Economic	√		
	Housing			Social			
	Road Development			Environmental			
	Other			Physical			
Goals of the Project	Enabling underutilized land for optimum uses. Provision of vehicle parking facilities for the area.						
Base of the Project	Development of the underutilized lands of Dehiwala City which have potential development capacities. Prevailing issues due to absence of adequate vehicle parking spaces and city traffic congestion.						
Property details related to the Project							
Existing land ownership	UDA	√	Land Extent	1 R 3.77 P	Survey Plan	No.	-
	State					Date	-
	Other	√					-
Implementation of the Project							
Implementation Mechanism of the Project	Implementation Agency	UDA	Zone	High Density Commercial Zone			
			Conformity with the Zone	Yes	√		
				No			
	Funding Mechanism	Request for Proposals	Approving Agencies				



**Project ID 2**

Project Title	Low-income houses resettlement project – Dudley Sirisena Mawatha at Mt-lavinia				
Project Proposal	To upgrade the safety and social living conditions of low-income settlement communities through systematic development of underutilized lands in the surrounding of Mt-lavinia Railway Station along with required recreational and open space developments.				
Location	Province	Western	Boundaries	North	Beach strip
	District	Colombo		East	Sri Dharmapala Road
	Local Authority	DMMC		South	Station Road
	Administra- tion Unit	Municipal Council		West	
Access	Dudley Sirisena Mawatha				

Location Map



*Justification of the Project*

Project Category	Conservation		Nature of the Project	New	
	Landscaping			Proposed extension	√
	Heritage			Land Development Only	
	Relocation	√	Goals of the Project	Economic	√
	Housing	√		Social	√
	Road Development			Environmental	√
	Other			Physical	√
Goals of the Project	Enhance housing affordability for low-income communities in the areas with convenient access to their livelihoods. Removal of the existing informal settlements within a land of approximately 10 acres and provide them with new houses through a low-income housing project.				
Base of the Project	Accommodating the low-income housing demand. Provision of comfortable and safe houses. Provision of outdoor facilities and public parks.				

*Property details related to the Project*

<i>Existing land ownership</i>	<i>UDA</i>		<i>Land Extent</i>	<i>3.12 acres</i>	<i>Survey Plan</i>	<i>No.</i>	
	<i>State</i>					<i>Date</i>	
	<i>Other</i>	√				<i>Land Extent</i>	

*Implementation of the Project*

<i>Implementation Mechanism of the Project</i>	<i>Implementation Agency</i>	<i>UDA</i>	<i>Zone</i>	<i>Seafront Zone</i>	
			<i>Conformity with the Zone</i>	<i>Yes</i>	√
				<i>No</i>	
	<i>Funding Mechanism</i>	<i>Treasury Funds</i>	<i>Approving Agencies</i>		

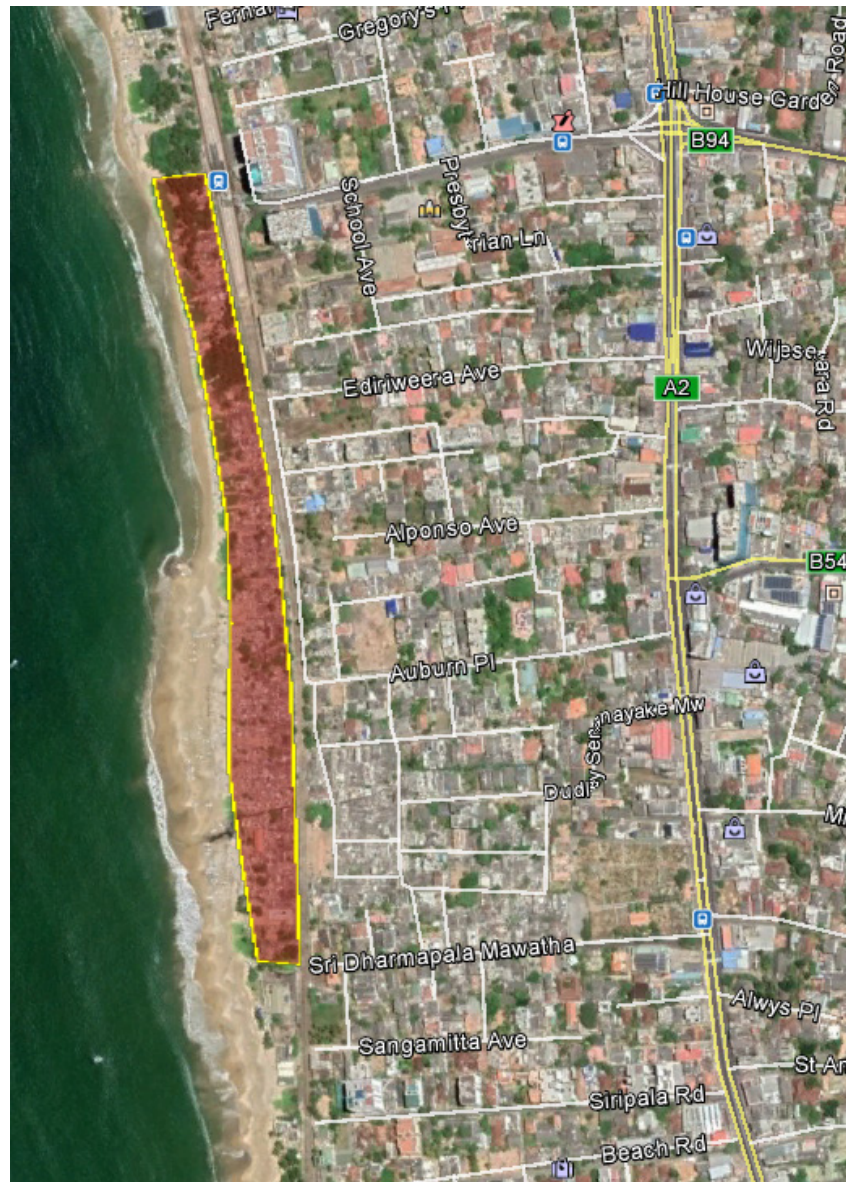




**Project ID 3**

Project Title	Upgrading Project of Dehiwala Fisheries Community Based Settlements				
Project Proposal	Redevelopment of lands currently occupied by informal settlements at either sides of railway line from Dehiwala Railway Station to Sri Dharmarama Mawatha and implementation of development projects including low-income housing project along with recreational and open spaces.				
Location	Province	Western	Boundaries	North	Beach strip
	District	Colombo		East	Railway Line
	Local Authority	DMMC		South	Beach strip
	Administra- tion Unit	Municipal Council		West	Beach strip
Access	Dehiwala Station Road				

Location Map



Justification of the Project							
Project Category	Conservation		Nature of the Project	New	√		
	Landscaping			Proposed extension			
	Heritage			Land Development Only			
	Relocation	√	Goals of the Project	Economic			
	Housing	√		Social	√		
	Road Development			Environmental	√		
	Other			Physical	√		
Goals of the Project	Enhance housing affordability for fisheries communities in the area with convenient access to their livelihoods. Removal of the existing informal fisheries settlements located in approximately 10 acres of land and provide them with new houses through a low-income housing project.						
Base of the Project	Accommodating the housing demand of fisheries settlements. Provision of comfortable and safe houses. Provision of outdoor facilities and public parks.						
Property details related to the Project							
Existing land ownership	UDA		Land Extent	10 acres	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implementation Mechanism of the Project	Implementation Agency	UDA	Zone	Seafront Zone			
			Conformity with the Zone	Yes	√		
		No					
		Funding Mechanism	Treasury Funds	Approving Agencies			



Location Map

<i>Justification of the Project</i>							
<i>Project Category</i>	<i>Conservation</i>		<i>Nature of the Project</i>	<i>New</i>			
	<i>Landscaping</i>			<i>Proposed extension</i>	√		
	<i>Heritage</i>			<i>Land Development Only</i>			
	<i>Relocation</i>		<i>Goals of the Project</i>	<i>Economic</i>	√		
	<i>Housing</i>			<i>Social</i>	√		
	<i>Road Development</i>	√		<i>Environmental</i>	√		
	<i>Other</i>			<i>Physical</i>			
<i>Goals of the Project</i>							
<i>Base of the Project</i>							
<i>Property details related to the Project</i>							
<i>Existing land ownership</i>	<i>UDA</i>		<i>Land Extent</i>	-	<i>Survey Plan</i>	<i>No.</i>	-
	<i>State</i>					<i>Date</i>	-
	<i>Other</i>	√				<i>Land Extent</i>	-
<i>Implementation of the Project</i>							
<i>Implementation Mechanism of the Project</i>	<i>Implementation Agency</i>	<i>Road Development Authority</i>	<i>Zone</i>	<i>Seafront Zone</i>			
			<i>Conformity with the Zone</i>	<i>Yes</i>	√		
				<i>No</i>			
	<i>Funding Mechanism</i>	-	<i>Approving Agencies</i>				



**Project ID 5**

Project Title	Mt-lavinia City Center Development (Including Super Market land)				
Project Proposal	Relocation of exiting shops through a city center based mixed development and implementation of multi-purpose projects required for Mt-lavinia city including multi-storied building linked with vehicle parking facilities, linear parks and beach parks.				
Location	Province	Western	Boundaries	North	
	District	Colombo		East	
	Local Authority	DMMC		South	
	Administra- tion Unit	Municipal Council		West	Galle Road
Access	Galle Road				

Location Map



**Justification of the Project**

Project Category	Conservation		Nature of the Project	New	✓
	Landscaping			Proposed extension	
	Heritage			Land Development Only	
	Relocation	✓	Goals of the Project	Economic	✓
	Housing			Social	✓
	Road Development	✓		Environmental	✓
	Other	✓		Physical	✓



<i>Goals of the Project</i>	<i>Creating a vibrant, livable environment through an integrated mixed development which enhances the locational character and identity</i>
<i>Base of the Project</i>	<i>Avoiding the informal vehicle parking arrangements, limiting the informal and irregular means of market constructions, enhancing the area's imageability through standardized city developments and occupying underutilized lands for optimum uses.</i>

*Property details related to the Project*

<i>Existing land ownership</i>	<i>UDA</i>		<i>Land Extent</i>		<i>Survey Plan</i>	<i>No.</i>	-
	<i>State</i>					<i>Date</i>	-
	<i>Other</i>	√				<i>Land Extent</i>	-
		<i>DMMC</i>					

*Implementation of the Project*

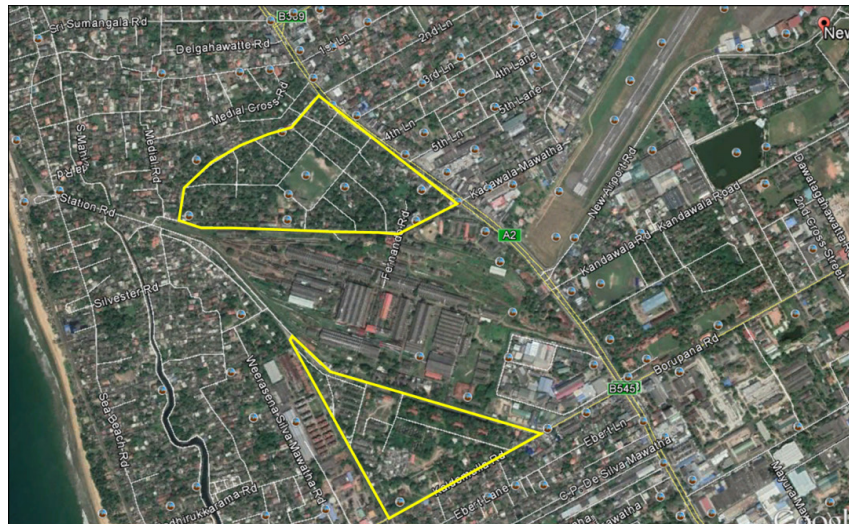
Implement- ation Mechanism of the Project	Implemen- tation Agency	DMMC & UDA	Zone	High Density Commercial Zone & Seafront Zone	
			Conformity with the Zone	Yes	√
				No	
	Funding Mechanism	Treasury Funds	Approving Agencies	UDA	



**Project ID 6**

Project Title	Proposed Mixed development and Urban Square Development Project at the Ratmalana Railway land				
Project Proposal	Development of the Sri Lanka Railway Department’s land located in a highly densified area in Ratmalana with mixed development and resettlements				
Location	Province	Western	Boundaries	North	Private developed land
	District	Colombo		East	Private developed land
	Local Authority	DMMC		South	Private developed land
	Administration Unit	Municipal Council		West	Galle Road
Access	Galle Road				

Location Map



**Justification of the Project**

Project Category	Conservation		Nature of the Project	New	√
	Landscaping			Proposed extension	
	Heritage			Land Development Only	
	Relocation		Goals of the Project	Economic	√
	Housing	√		Social	√
	Road Development	√		Environmental	√
	Other	√		Physical	√

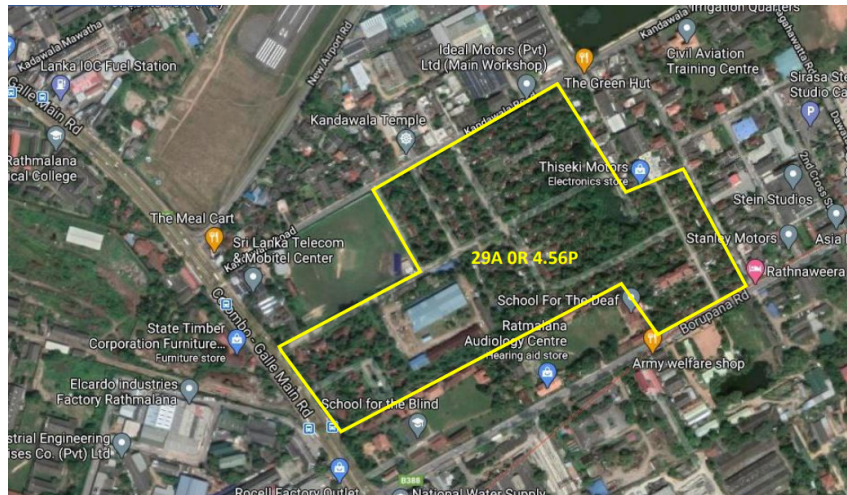
Goals of the Project	Identification of underutilized land and utilizing them for optimum uses. Provision of vehicle parking facilities and other infrastructure facilities.						
Base of the Project	Sri Lanka Railway's land occupied by 547 SLR quarters, 158 unauthorized houses and 45 commercial units is not currently optimally utilized. This land is proposed for a mixed development including resettlement of SLR employees and unauthorized settlers.						
Property details related to the Project							
Existing land ownership	UDA		Land Extent		Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implementation Mechanism of the Project	Implementation Agency	UDA	Zone	High Density Commercial Zone			
			Conformity with the Zone	Yes	√		
	Funding Mechanism	Treasury Funds		Approving Agencies			
			No				



**Project ID 7**

Project Title	Middle-income Housing Project at Kandawala, Ratmalana (Kandawala Irrigation Department owned land)				
Project Proposal	Land Development and Implementation of a low-income housing project in 29 acres of UDA owned land located in Ratmalana, Kandawala area.				
Location	Province	Western	Boundaries	North	Kandawala Road
	District	Colombo		East	Private developed lands
	Local Authority	DMMC		South	Borupona Road
	Administration Unit	Municipal Council		West	Galle Road
Access	Galle Road				

Location Map



**Justification of the Project**

Project Category	Conservation		Nature of the Project	New	
	Landscaping			Proposed extension	
	Heritage			Land Development Only	
	Relocation		Goals of the Project	Economic	√
	Housing	√		Social	√
	Road Development			Environmental	√
	Other	√		Physical	√

Goals of the Project	Ensuring the availability of high quality houses at an affordable price for people living in Dehiwala – Mt-lavinia MC area and its surroundings.						
Base of the Project	Catering to the housing demand of middle-income communities.						
Property details related to the Project							
Existing land ownership	UDA		Land Extent	29 Acres	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implementation Mechanism of the Project	Implementation Agency	UDA	Zone	High Density Commercial Zone			
			Conformity with the Zone	Yes	√		
				No			
		Funding Mechanism	UDA	Approving Agencies			





**Project ID 8**

Project Title	Mixed Development & Urban Square Development Project at Ratmalana				
Project Proposal	Development of the Sri Lanka Transport Board owned land located at a highly urbanized location in Ratmalana for a mixed development with resettlement.				
Location	Province	Western	Boundaries	North	St. Rita’s Avenue
	District	Colombo		East	Galle Road
	Local Authority	DMMC		South	Private deve- loped lands
	Administra- tion Unit	Municipal Council		West	Private deve- loped lands
Access	Galle Road				

Location Map



**Justification of the Project**

Project Category	Conservation		Nature of the Project	New	
	Landscaping			Proposed extension	
	Heritage			Land Development Only	
	Relocation		Goals of the Project	Economic	√
	Housing			Social	√
	Road Development			Environmental	√
	Other	√		Physical	√

<i>Goals of the Project</i>	<i>Utilization of underutilized lands for optimum uses. Provisioning of vehicle parking facilities</i>
<i>Base of the Project</i>	<i>Mixed development along with a resettlement project has been proposed for optimum utilization of Sri Lanka Transport Board owned land in Ratmalana. The proposed mixed development consists of commercial and administrative uses, residential units, office space and common vehicle parking facilities.</i>

*Property details related to the Project*

<i>Existing land ownership</i>	<i>UDA</i>		<i>Land Extent</i>	<i>6 Acres</i>	<i>Survey Plan</i>	<i>No.</i>	-
	<i>State</i>					<i>Date</i>	-
	<i>Other</i>	√				<i>Land Extent</i>	-

*Implementation of the Project*

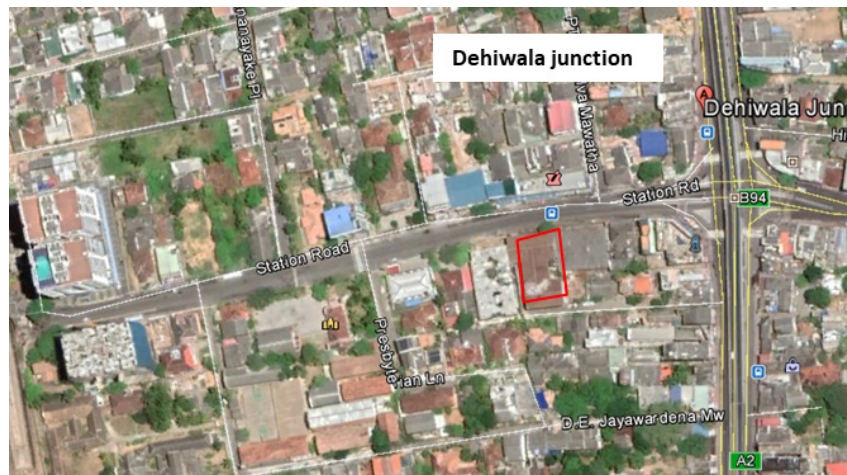
Implementation Mechanism of the Project	Implementation Agency	UDA	Zone	High Density Mixed Development Zone	
			Conformity with the Zone	Yes	
				No	
	Funding Mechanism	Request for Proposals	Approving Agencies		



### Project ID 9

Project Title	Mixed Development Project at Dehiwala Station Road				
Project Proposal	Mixed Development Project including Common Vehicle Parking Facilities in 59 Acres of UDA owned underutilized land at Dehiwala Station Road.				
Location	Province	Western	Boundaries	North	Station Road
	District	Colombo		East	Private lands with commercial development
	Local Authority	DMMC		South	Private lands with residential development
	Administra- tion Unit	Municipal Council		West	Private lands with commercial development
Access	Dehiwala Station Road				

Location Map



### Justification of the Project

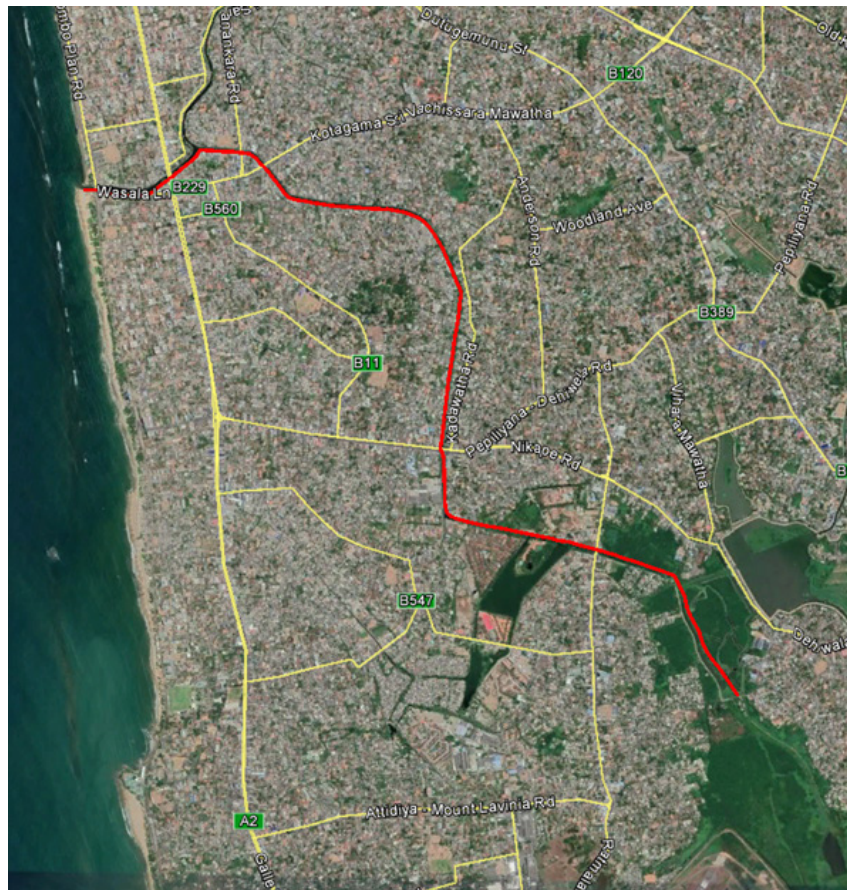
Project Category	Conservation		Nature of the Project	New	
	Landscaping			Proposed extension	✓
	Heritage			Land Development Only	
	Relocation		Goals of the Project	Economic	✓
	Housing	✓		Social	✓
	Road Development			Environmental	✓
	Other			Physical	✓

Goals of the Project	Utilization of underutilized lands for optimum uses. Provisioning of vehicle parking facilities						
Base of the Project	Developing of currently underutilized lands with potential development capacities. Existing parking issues and traffic cingestion in the city.						
Property details related to the Project							
Existing land ownership	UDA		Land Extent	1 R 19 P	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implemen- tation Mechanism of the Project	Implemen- tation Agency	UDA	Zone	High Density Commercial Zone			
			Conformity with the Zone	Yes			
				No			
	Funding Mechanism	Request for Proposals	Approving Agencies				



Project ID 10					
Project Title	Constructing a cycling path along the Dehiwala Canal up to Weras River				
Project Proposal	Constructing a cycling path along the Dehiwala Canal up to Weras River				
Location	Province	Western	Boundaries	North	Private developed land
	District	Colombo		East	Private developed land
	Local Authority	DMMC		South	Private developed land
	Administration Unit	Municipal Council		West	Galle Road
Access	Galle Road				

Location Map





Justification of the Project							
Project Category	Conservation		Nature of the Project	New	√		
	Landscaping	√		Proposed extension			
	Heritage			Land Development Only			
	Relocation		Goals of the Project	Economic	√		
	Housing			Social	√		
	Road Development	√		Environmental	√		
	Other			Physical	√		
Goals of the Project	Stopping unauthorized construction and reclamation along Dehiwala and Nadimala canals, Managing water runoff in the city						
Base of the Project	Enhancement of public spaces within the municipal area, Management of drainage in the city						
Property details related to the Project							
Existing land ownership	UDA		Land Extent	Apprx. 09 km	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implementation Mechanism of the Project	Implementation Agency	UDA	Zone	Seafront Zone, High Density Commercial Zone, High Density Residential Zone			
			Conformity with the Zone	Yes			
				No			
	Funding Mechanism	Treasury Funds	Approving Agencies				



**Project ID 11**

Project Title	Low-income Housing Project at Yasorapura				
Project Proposal	Low-income Housing Project at Yasorapura				
Location	Province	Western	Boundaries	North	Private residential lands
	District	Colombo		East	Land with open spaces
	Local Authority	DMMC		South	Private residential lands
	Administra- tion Unit	Municipal Council		West	Yasorapura Mawatha
Access	Yasorapura Mawatha				

Location Map



**Justification of the Project**

Project Category	Conservation		Nature of the Project	New	
	Landscaping			Proposed extension	
	Heritage			Land Development Only	
	Relocation		Goals of the Project	Economic	√
	Housing	√		Social	√
	Road Development			Environmental	√
	Other			Physical	√

Goals of the Project	Provision of houses for low-income communities through Yasorapura Housing Project						
Base of the Project	Catering to the residential demand of low-income communities						
Property details related to the Project							
Existing land ownership	UDA		Land Extent	7.7 Acres	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implementation Mechanism of the Project	Implementation Agency	UDA	Zone	Low Density Mixed Development Zone			
			Conformity with the Zone	Yes	√		
		No					
		Funding Mechanism	Treasury Funds	Approving Agencies			



**Project ID 12**

Project Title	Proposed walking path development at Attidiya				
Project Proposal	Proposed walking path development at Attidiya				
Location	Province	Western	Boundaries	North	Bolgoda Lake
	District	Colombo		East	Indibedda Road
	Local Authority	DMMC		South	Attidiya Lake
	Administra- tion Unit	Municipal Council		West	Attidiya Lake
Access	Ratmalana – Mirihana Road				

Location Map



**Justification of the Project**

Project Category	Conservation		Nature of the Project	New	√
	Landscaping			Proposed extension	
	Heritage			Land Development Only	
	Relocation		Goals of the Project	Economic	√
	Housing	√		Social	√
	Road Development			Environmental	√
	Other			Physical	√

Goals of the Project	Promotion of Public Recreational Open Spaces						
Base of the Project	Protection and conservation of canal reservations, designing of a leisure path and inter-connection of destinations						
Property details related to the Project							
Existing land ownership	UDA		Land Extent	02 km	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implementation Mechanism of the Project	Implementation Agency	UDA	Zone	High Density Residential Zone, Low Density Residential Zone			
			Conformity with the Zone	Yes	√		
				No			
	Funding Mechanism	Treasury Funds	Approving Agencies	Sri Lanka Land Development Corporation			

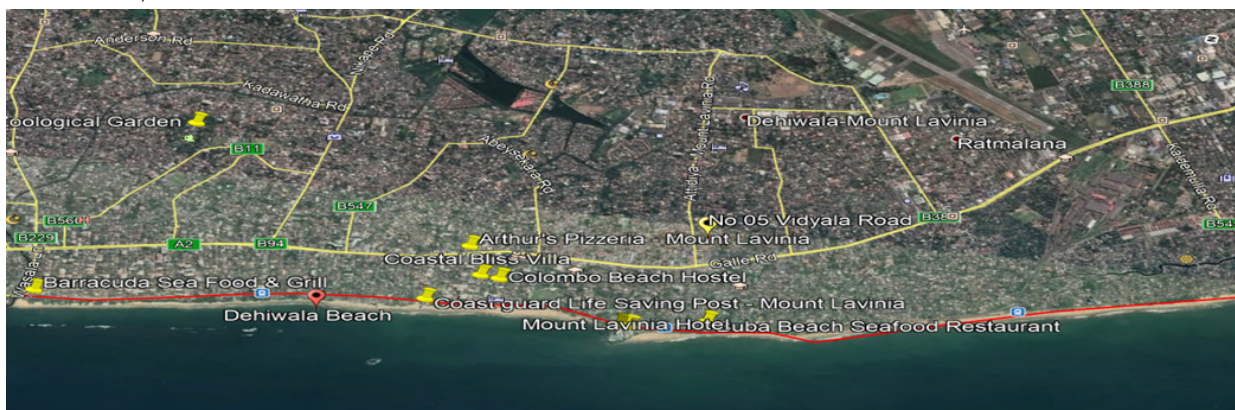




**Project ID 13**

Project Title	Regeneration of Coastal Area - Ratmalana				
Project Proposal	Regeneration of Ratmalana Coastal Area				
Location	Province	Western	Boundaries	North	Dehiwala Canal/ Wasala Road
	District	Colombo		East	Beach strip
	Local Authority	DMMC		South	Angulana North Boundary
	Administra- tion Unit	Municipal Council		West	Bolgoda Lake
Access	Marine Drive				

**Location Map**



**Justification of the Project**

Project Category	Conservation		Nature of the Project	New	
	Landscaping			Proposed extension	
	Heritage			Land Development Only	
	Relocation		Goals of the Project	Economic	
	Housing	√		Social	
	Road Development			Environmental	
	Other			Physical	

Goals of the Project	Promotion of Public Recreational Open Spaces						
Base of the Project	Conservation of the existing beach strip currently affected by coastal ero-sion through beach nourishment and enhance access to the beach strip.						
Property details related to the Project							
Existing land ownership	UDA		Land Extent	Apprx. 03 km beach strip	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implemen- tation Mechanism of the Project	Implemen- tation Agency	UDA	Zone	Seafront Zone			
			Conformity with the Zone	Yes			
				No			
	Funding Mechanism	Treasury Funds	Approving Agencies				



Project ID 14					
Project Title	Proposed Wetland Park				
Project Proposal	Conservation of an identified area within Attidiya Conservation Zone as a Wetland Park				
Location	Province	Western	Boundaries	North	Private developed land
	District	Colombo		East	Private developed land
	Local Authority	DMMC		South	Private developed land
	Administration Unit	Municipal Council		West	Nedimala Canal
Access	Ratmalana – Mirihana Road				

Location Map



Justification of the Project							
Project Category	Conservation	√	Nature of the Project	New			
	Landscaping	√		Proposed extension			
	Heritage	√		Land Development Only			
	Relocation		Goals of the Project	Economic	√		
	Housing			Social	√		
	Road Development			Environmental	√		
	Other			Physical			
Goals of the Project	Promotion of Public Outdoor Recreational Spaces, Eradication of unauthorized fillings and constructions in Conservation Zone, Maintenance and enhancement of quality of the existing wetlands and rehabilitation of wetlands.						
Base of the Project	Maintenance and enhancement of quality of the existing wetlands and rehabilitation of wetlands.						
Property details related to the Project							
Existing land ownership	UDA		Land Extent	20 Acres	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implementation Mechanism of the Project	Implementation Agency	UDA	Zone	Low Density Residential Zone			
			Conformity with the Zone	Yes	√		
				No			
	Funding Mechanism		Approving Agencies	Sri Lanka Land Development Corporation			



Project ID 15					
Project Title	Attidiya Linear Park				
Project Proposal	Constructing a Linear Park along the edge of the Attidiya Conservation Zone				
Location	Province	Western	Boundaries	North	Kahawita Road
	District	Colombo		East	Private developed lands
	Local Authority	DMMC		South	Borupona Road
	Administration Unit	Municipal Council		West	Private Developed Lands and the south boundary of the Ratmalana Airport
Access	Kahawita Mawatha				

Location Map





Justification of the Project							
Project Category	Conservation		Nature of the Project	New	√		
	Landscaping	√		Proposed extension			
	Heritage			Land Development Only			
	Relocation		Goals of the Project	Economic	√		
	Housing			Social	√		
	Road Development	√		Environmental	√		
	Other			Physical	√		
Goals of the Project	Promotion of Public Outdoor Recreational Space						
Base of the Project	Protection and conservation of canal reservation, construction of a leisure path and interconnection of destinations.						
Property details related to the Project							
Existing land ownership	UDA		Land Extent	Apprx. 2 km	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implementation Mechanism of the Project	Implementation Agency	UDA	Zone	Low Density Residential Zone			
			Conformity with the Zone	Yes			
		No					
	Funding Mechanism	Treasury Funds	Approving Agencies				



**Project ID 16**

Project Title	Dehiwala Station Road				
Project Proposal	Widening and development of Dehiwala Station Road				
Location	Province	Western	Boundaries	North	Galle Road
	District	Colombo		East	Private Lands and other lands
	Local Authority	DMMC		South	Private Lands and other lands
	Administra- tion Unit	Municipal Council		West	Dehiwala Railway Station
Access	Galle Road				

**Location Map**



Justification of the Project - Galle Roadෙන් ආරම්භ වී Dehiwala Railway Station කරා දිවෙන මීටර 500 පමණ දිග  
Dehiwala Station Road සංවර්ධනය කිරීම

Project Category	Conservation		Nature of the Project	New	√		
	Landscaping	√		Proposed extension			
	Heritage			Land Development Only			
	Relocation		Goals of the Project	Economic	√		
	Housing			Social	√		
	Road Development	√		Environmental	√		
	Other			Physical	√		
Goals of the Project							
Base of the Project							
Property details related to the Project							
Existing land ownership	UDA		Land Extent		Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implementation Mechanism of the Project	Implementation Agency	UDA & Road Development Authority	Zone	High Density Commercial Zone, Seafront Zone			
			Conformity with the Zone	Yes			
				No			
	Funding Mechanism	Treasury Funds	Approving Agencies	Road Development Authority			

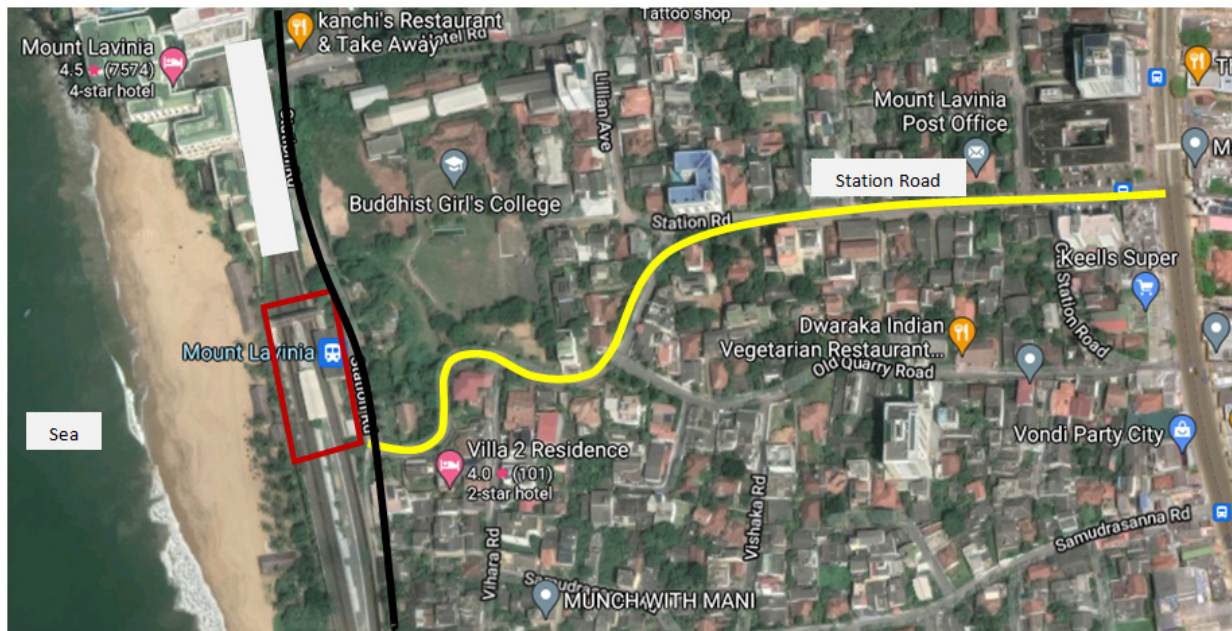


# Dehiwala-Mount Lavinia Municipal Council Area Development Plan (2022-2031)

## Project ID 17

Project Title	Dehiwala Station Road				
Project Proposal	Widening and development of Dehiwala Station Road				
Location	Province	Western	Boundaries	North	
	District	Colombo		East	
	Local Authority	DMMC		South	
	Administra- tion Unit	Municipal Council		West	
Access	Galle Road				

## Location Map



## Justification of the Project

Project Category	Conservation		Nature of the Project	New	√
	Landscaping	√		Proposed extension	
	Heritage			Land Development Only	
	Relocation		Goals of the Project	Economic	√
	Housing			Social	√
	Road Development	√		Environmental	√
	Other			Physical	√

Goals of the Project							
Base of the Project							
<i>Property details related to the Project</i>							
Existing land ownership	UDA		Lenght of Road	Apprx. 600 m	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
<i>Implementation of the Project</i>							
Implemen- tation Mechanism of the Project	Implemen- tation Agency	UDA & Road Develop- ment Authority	Zone	Low Density Residential Zone			
			Conformity with the Zone	Yes	√		
				No			
	Funding Mechanism	Treasury Funds	Approving Agencies	Road Development Authority			

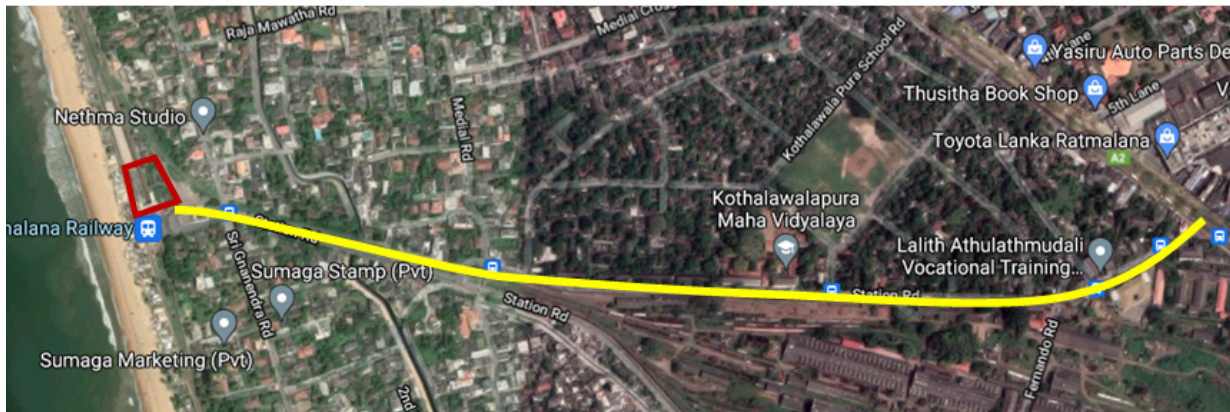




**Project ID 18**

Project Title	Attidiya Linear Park				
Project Proposal	Constructing a Linear Park along the edge of the Attidiya Conservation Zone				
Location	Province	Western	Boundaries	North	
	District	Colombo		East	
	Local Authority	DMMC		South	
	Administra- tion Unit	Municipal Council		West	
Access	Galle Road				

**Location Map**



**Justification of the Project**

Project Category	Conservation		Nature of the Project	New	✓
	Landscaping	✓		Proposed extension	
	Heritage			Land Development Only	
	Relocation		Goals of the Project	Economic	✓
	Housing			Social	✓
	Road Development	✓		Environmental	✓
	Other			Physical	✓

Goals of the Project							
Base of the Project							
Property details related to the Project							
Existing land ownership	UDA		Lenght of Road	Apprx. 2 km	Survey Plan	No.	-
	State					Date	-
	Other	√				Land Extent	-
Implementation of the Project							
Implemen- tation Mechanism of the Project	Implemen- tation Agency	UDA & Road Develop- ment Authority	Zone	High Density Mixed Development Zone, Seafront Zone			
			Conformity with the Zone	Yes			
				No			
	Funding Mechanism	Treasury Funds	Approving Agencies	Road Development Authority			



# Part II





# Chapter 07

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## **Development Zones, Develop- ment Regulations & Guidelines**



Chapter 07
Development
Zones, Development
Regulations &
Guidelines
—
Introduction
Development Zones

## 7.1. Introduction

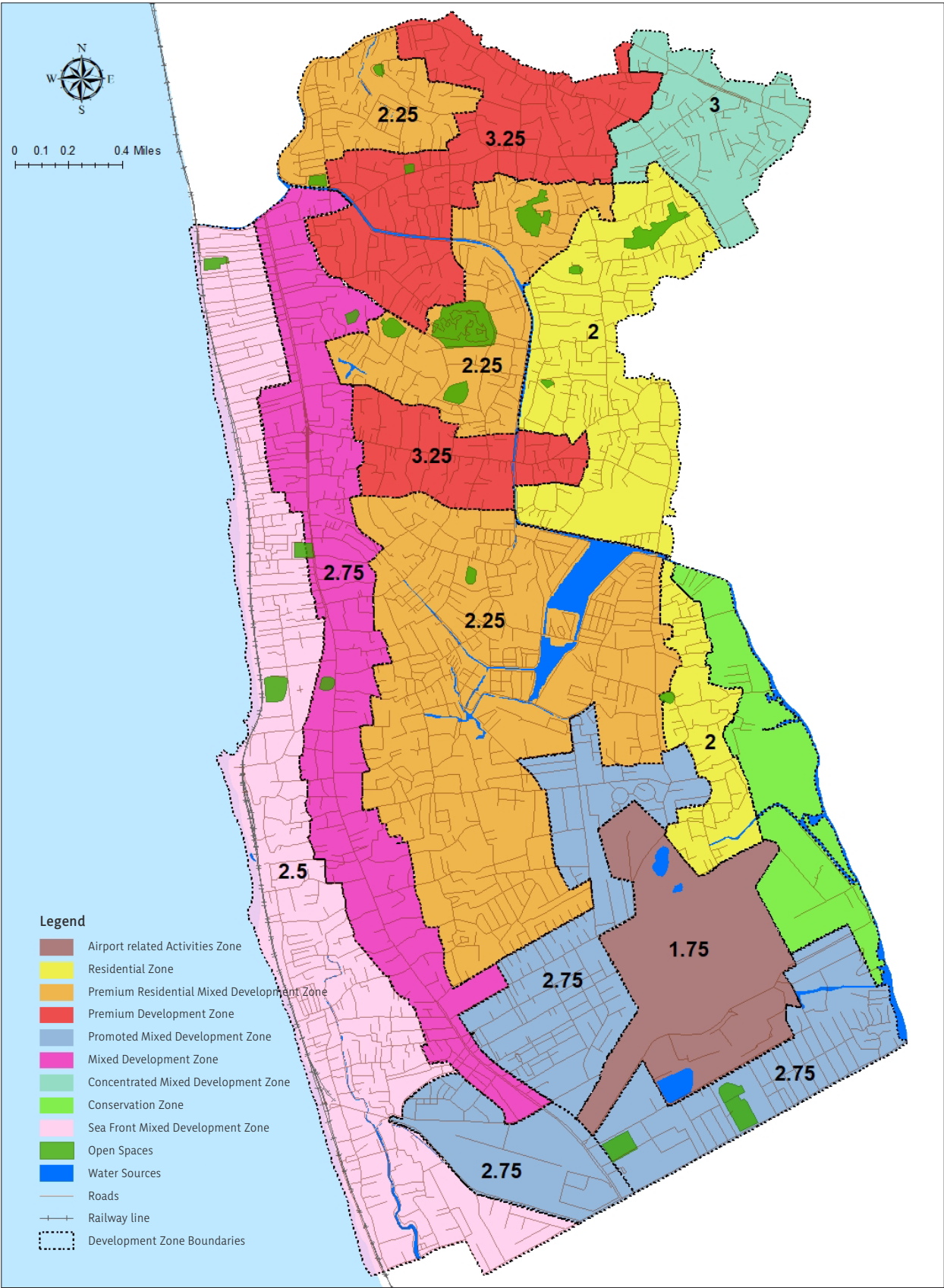
Planning and Development Regulations, Development Zones and Zoning Regulations are introduced as a strategic mechanism to achieve the proposed vision and objectives of the Dehiwala - Mount-Lavinia City Development Plan 2022-2031 while realizing its proposed land use development. Regulations which will be in effect for the Dehiwala – Mount-Lavinia Municipal Council Area declared as an Urban Development Area as per the provisions of section 03 (1) of the Urban Development Authority Act No. 41 of 1978 are stated hereunder.

### 7.1.1. Development Zones

The Dehiwala–Mount-Lavinia Municipal Council Area has been divided into nine (09) zones for the purpose of enforcing the regulations introduced by the Dehiwala - Mount-Lavinia City Development Plan. These zones are mentioned below.

1. Mixed Development Zone
2. Concentrated Mixed Development Zone
3. Premium Residential Mixed Development Zone
4. Residential Zone
5. Premium Development Zone
6. Promoted Mixed Development Zone
7. Sea Front Mixed Development Zone
8. Airport related Activities Zone
9. Conservation Zone

7.2. Zoning Plan (2022 – 2031)





## Chapter 07

### Development

### Zones, Development

### Regulations &

### Guidelines



### Zoning Factor

### Process of computing the

### Zoning Factor

## 7.3. Zoning Factor

Zoning Factors are introduced for proposed nine (09) development zones in order to achieve the expected density and to protect and enhance the unique characteristics of each development zone. It can be identified as a tool used in urban planning to regulate and guide the anticipated development in terms of spatial density and floor area in each development zone. Zoning factor is computed separately for each development zone proposed in the development plan considering the existing infrastructure facilities and developable land area of each zone. Further, the zoning factor can be identified as an indicator of the anticipated development scale of the planning area in respect to its maximum carrying capacity during the period for which the plan is in effect. The following factors are considered when determining the zoning factor for a particular development zone.

- I. Environmental and cultural sensitivity of the area
- II. Carrying capacity of the existing infrastructure to reach the anticipated development (access roads, water supply, storm water management and wastewater disposal etc.)
- III. Geographical status of the area and the spatial carrying capacity in respect to population density.

### 7.3.1. Process of computing the Zoning Factor

- Identification of the proposed development approach (Consistent with the vision and goals of the development plan)
- Identification of the development constraints (Based on the analysis of sensitivity, development potential and carrying capacity etc. of the planning area)
- Population projection (Determination of the residential and commuter population of the planning area)
- Identification of the future space demand (Computation of the future space demand to accommodate the projected population)

### 7.3.2. Identification of the developable land area

The formula used to compute the Zoning Factor is as follows.

Zone Factor

=

Total expected floor area (sq.m.)

Total developable land extent (sq.m.)

### 7.3.3. Zone Factors

No.	Development Zone	Zoning Factor
1	Mixed Development Zone	2.75
2	Concentrated Mixed Development Zone	3
3	Premium Residential Mixed Development Zone	2.25
4	Residential Zone	2
5	Premium Development Zone	3.25
6	Promoted Mixed Development Zone	2.75
7	Sea Front Mixed Development Zone	2.5
8	Airport related Activities Zone	1.75
9	Conservation Zone	0





## 7.4. Common Zoning Regulations Applicable for Planning Area

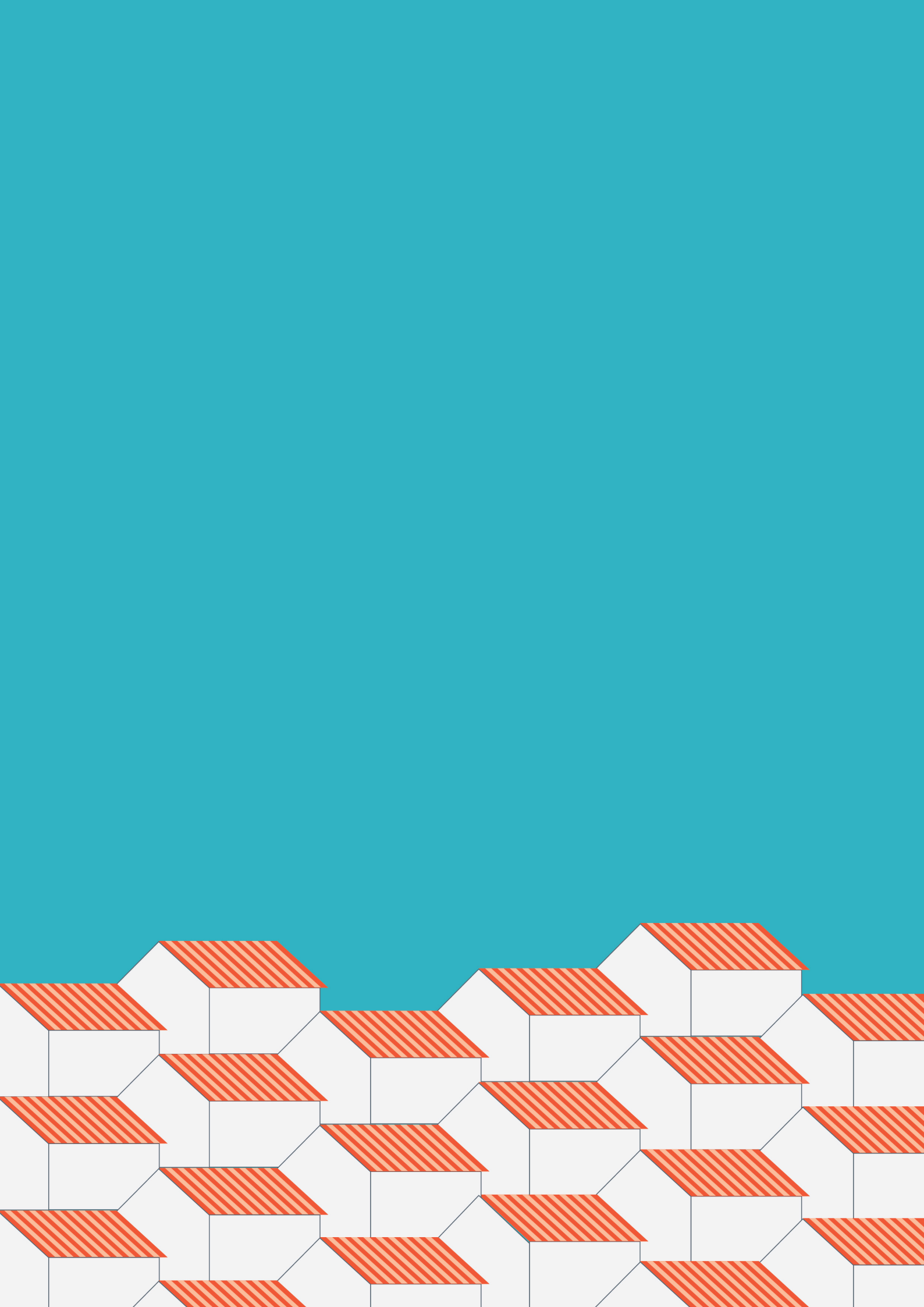
- I. These regulations and guidelines shall apply to all areas within the administrative limits of the Dehiwala - Mount Lavinia Municipal Council area which have been declared as Urban Development Areas by the Extraordinary Gazette Notification No. 4/1 of 30th September 1978 under the provisions of Section 3 of the Urban Development Authority Act No. 41 of 1978.
- II. In addition to the zoning regulation of this development plan, the Planning and Development Regulations published in the Gazette Notification No. 2235/54 dated 08th July 2021 by the Urban Development Authority is applicable for the any development activity within Dehiwala - Mount Lavinia Municipal Council area.
- III. The land lots less than 150sq.m. which have been subdivided before 10.03.1986 are considered as existing lands and the maximum permissible number of floors including the ground floor for such lands is two (G + 1).
- IV. Authority shall have powers to take decision considering the recommendations & development proposals made by the relevant institutions under leadership of the Urban Development Authority with the representation of relevant institutions, when there is requirement to conserve or modify the building or places having archeological value.
- V. The reservations imposed for all water sources within the area by the relevant institutions are in effect as specified by the relevant acts, gazette notifications and circulars.
- VI. If the tower cranes are being used for any development, an approval with the recommendation of qualified person and insurance cover shall be obtained from the institution where the relevant development approval was granted.
- VII. The minimum width of the access road for non-residential developments shall be 9m.

- VIII. In cases where the development premises face more than one road having right of way with a minimum width of 6 m or more that and connected to the main roads independently, the calculation of the permissible development may be considered while taking into account the total width of the access roads on a case-by-case basis
- IX. If the land within the street line is gifted for road without compensation, the total area of the land shall be counted for the permissible floor area ratio of the proposed development. But plot coverage shall be calculated according to the remaining land area except excluding the part within the street line.
- X. The Urban Development Authority shall have powers to make made final decision where there is an issue regarding legalized plans, development or building regulations or its interpretation or practical application.
- XI. The recommendation of the Civil Aviation Authority shall be obtained for constructions within 1 km buffer from the Airport Runway.
- XII. The recommendations shall be obtained for all high-rise buildings from the Civil Aviation Authority, Ministry of Defense and Airport Camp.

**Chapter 07**  
Development  
Zones, Development  
Regulations &  
Guidelines

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Common Zoning  
Regulations  
Applicable for  
Planning Area



# Chapter 08

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## Zoning Regulations



## Chapter 08 Zoning Regulations

### Mixed Develop- ment Zone

The Dehiwala – Mount-Lavinia Municipal Council Area has been divided into nine (09) zones by the proposed city development plan and the development regulations proposed to be implemented for each such zone is specified hereunder.

## 8.1. Mixed Development Zone

I. <i>Boundaries of the Zone</i>	<i>Given in the Section “A” of Annexure VI</i>	
II. <i>Zoning Factor</i>	2.75	
III. <i>Permissible Maximum Floor Area Ratio / No. of Floors</i>	<i>According to Form “A” and “B” of Annexure I and II</i>	
IV. <i>Permissible Maximum Plot Coverage</i>	<i>According to Form “E” of Annexure III</i>	
V. <i>Open Spaces</i>	<i>According to Form “E” of Annexure III</i>	
VI. <i>Minimum Plot Size allowed in subdivision</i>	150 m <sup>2</sup>	
VII. <i>Permissible Uses</i>	<i>Predominant Use</i>	<i>Permissible Uses – (According to Form “F” of Annexure IV)</i>
	<i>Residential</i>	1,2,3,4,5,8,9,11,12,13,14,15,16,17,
	<i>Health</i>	1,2,3,4,5,6,7,8,9,10
	<i>Office and Institutional</i>	1,2,3,4,5,6,7,8
	<i>Commercial</i>	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19
	<i>Educational</i>	1,2,3,4,5,6,7,8,9,10,11
	<i>Consumer Service Centers</i>	1,2,3,4,5
	<i>Tourism</i>	1,2,3,4,5,6,7,8
	<i>Social Service and Religious</i>	1,2,3,4,5,6
	<i>Industrial</i>	1,2,3,4,5,8,
	<i>Recreational</i>	1,2,3,4,5,6,7,8,9,10
	<i>Other</i>	1,2,3,4,7,8,9
VIII. <i>Common Regulations applicable for the zone</i>	<ul style="list-style-type: none"> <li>Developments in the lands zoned as public / public open areas should be in accordance with the regulations mentioned under Development Zones.</li> </ul>	



## 8.2. Concentrated Mixed Development Zone

### Chapter 08 Zoning Regulations

#### Concentrated Mixed Development Zone

I. <i>Boundaries of the Zone</i>	<i>Given in the Section "B" of Annexure VI</i>	
II. <i>Zoning Factor</i>	3	
III. <i>Permissible Maximum Floor Area Ratio / No. of Floors</i>	<i>According to Form "A" and "B" of Annexure I and II</i>	
IV. <i>Permissible Maximum Plot Coverage</i>	<i>According to Form "E" of Annexure III</i>	
V. <i>Open Spaces</i>	<i>According to Form "E" of Annexure III</i>	
VI. <i>Minimum Plot Size allowed in subdivision</i>	150 m <sup>2</sup>	
VII. <i>Permissible Uses</i>	<i>Predominant Use</i>	<i>Permissible Uses – (According to Form "F" of Annexure IV)</i>
	<i>Residential</i>	1,2,3,4,5,8,9,11,12,13,14,15,16,17,
	<i>Health</i>	1,2,3,4,5,6,7,8,9,10
	<i>Office and Institutional</i>	1,2,3,4,5,6,7,8
	<i>Commercial</i>	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21
	<i>Educational</i>	1,2,3,4,5,6,7,8,9,10
	<i>Consumer Service Centers</i>	1,2,3,4,5
	<i>Tourism</i>	1,2,3,4,5,6,7,8
	<i>Social Service and Religious</i>	1,2,3,4,5
	<i>Industrial</i>	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18
	<i>Recreational</i>	1,2,3,4,5,6,7,8,9,10
	<i>Other</i>	1,2,3,4,8,9
VIII. <i>Common Regulations applicable for the zone</i>	<ul style="list-style-type: none"> <li>Developments in the lands zoned as public / public open areas should be in accordance with the regulations mentioned under Development Zones.</li> </ul>	



**Chapter 08**  
**Zoning Regulations**

Premium  
Residential Mixed  
Development Zone

## 8.3. Premium Residential Mixed Development Zone

I. <i>Boundaries of the Zone</i>	<i>Given in the Section "C" of Annexure VI</i>	
II. <i>Zoning Factor</i>	2.25	
III. <i>Permissible Maximum Floor Area Ratio / No. of Floors</i>	<i>According to Form "A" and "B" of Annexure I and II</i>	
IV. <i>Permissible Maximum Plot Coverage</i>	<i>According to Form "E" of Annexure III</i>	
V. <i>Open Spaces</i>	<i>According to Form "E" of Annexure III</i>	
VI. <i>Minimum Plot Size allowed in subdivision</i>	150 m <sup>2</sup>	
VII. <i>Permissible Uses</i>	<i>Predominant Use</i>	<i>Permissible Uses – (According to Form "F" of Annexure IV)</i>
	<i>Residential</i>	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17
	<i>Health</i>	1,2,3,4,5,6,7,8,9,10
	<i>Office and Institutional</i>	1,2,3,4,5,6,7,8
	<i>Commercial</i>	1,2,3,4,5,6,7,8,9,10,11,12,14,15,16,17,18,19,
	<i>Educational</i>	1,2,3,4,5,7,8,9,10,11
	<i>Consumer Service Centres</i>	1,2,3,4,5
	<i>Tourism</i>	1,2,3,4,5,6,7,8
	<i>Social Service and Religious</i>	1,2,3,4,5
	<i>Industrial</i>	1,2,3,4,6,7,8,12,13,14,15,16,17,18
	<i>Recreational</i>	1,2,3,4,5,6,7,8,9,10
	<i>Other</i>	1,2,3,4,8,9
VIII. <i>Common Regulations applicable for the zone</i>	<ul style="list-style-type: none"> <li>Developments in the lands zoned as public / public open areas should be in accordance with the regulations mentioned under Development Zones.</li> </ul>	

## 8.4. Residential Zone

### Chapter 08 Zoning Regulations

#### Residential Zone

I. <i>Boundaries of the Zone</i>	<i>Given in the Section "D" of Annexure VI</i>	
II. <i>Zoning Factor</i>	2	
III. <i>Permissible Maximum Floor Area Ratio / No. of Floors</i>	<i>According to Form "A" and "B" of Annexure I and II</i>	
IV. <i>Permissible Maximum Plot Coverage</i>	<i>According to Form "E" of Annexure III</i>	
V. <i>Open Spaces</i>	<i>According to Form "E" of Annexure III</i>	
VI. <i>Minimum Plot Size allowed in subdivision</i>	150 m <sup>2</sup>	
VII. <i>Permissible Uses</i>	<i>Predominant Use</i>	<i>Permissible Uses – (According to Form "F" of Annexure IV)</i>
	<i>Residential</i>	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17
	<i>Health</i>	1,2,3,4,5,6,7,8,9,10
	<i>Office and Institutional</i>	2,3,4,6,7,8
	<i>Commercial</i>	2,4,5,7,8,9,10,11,12,14,15,16,17,18,19,20
	<i>Educational</i>	1,2,3,4,5,7,8,9,10
	<i>Consumer Service Centres</i>	1,2,3,4,5
	<i>Tourism</i>	1,2,3,4,5
	<i>Social Service and Religious</i>	1,2,3,4,5
	<i>Industrial</i>	3,8,12,17,18
	<i>Recreational</i>	1,2,3,4,5,6,8,9,10
	<i>Other</i>	1,2,3,4,8,9
VIII. <i>Common Regulations applicable for the zone</i>	<ul style="list-style-type: none"> <li>Developments in the lands zoned as public / public open areas should be in accordance with the regulations mentioned under Development Zones.</li> </ul>	



Chapter 08  
Zoning Regulations

Premium  
Development Zone

## 8.5. Premium Development Zone

I. <i>Boundaries of the Zone</i>	<i>Given in the Section "E" of Annexure VI</i>	
II. <i>Zoning Factor</i>	3.25	
III. <i>Permissible Maximum Floor Area Ratio / No. of Floors</i>	<i>According to Form "A" and "B" of Annexure I and II</i>	
IV. <i>Permissible Maximum Plot Coverage</i>	<i>According to Form "E" of Annexure III</i>	
V. <i>Open Spaces</i>	<i>According to Form "E" of Annexure III</i>	
VI. <i>Minimum Plot Size allowed in subdivision</i>	150 m <sup>2</sup>	
VII. <i>Permissible Uses</i>	<i>Predominant Use</i>	<i>Permissible Uses – (According to Form "F" of Annexure IV)</i>
	<i>Residential</i>	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17
	<i>Health</i>	1,2,3,4,5,6,7,8,9,10
	<i>Office and Institutional</i>	1,2,3,4,5,6,7,8
	<i>Commercial</i>	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19
	<i>Educational</i>	1,2,3,4,5,6,7,8,9,10,11
	<i>Consumer Service Centres</i>	1,2,3,4,5
	<i>Tourism</i>	1,2,3,4,5,6,7,8
	<i>Social Service and Religious</i>	1,2,3,4,5,
	<i>Industrial</i>	1,2,3,4,5,8,12
	<i>Recreational</i>	1,2,3,4,5,6,7,8,9,10
	<i>Other</i>	1,2,3,4,8,9
VIII. <i>Common Regulations applicable for the zone</i>	<ul style="list-style-type: none"> <li>Developments in the lands zoned as public / public open areas should be in accordance with the regulations mentioned under Development Zones.</li> </ul>	

## 8.6. Promoted Mixed Development Zone

### Chapter 08 Zoning Regulations

#### Promoted Mixed Development Zone

I. <i>Boundaries of the Zone</i>	<i>Given in the Section "F" of Annexure VI</i>	
II. <i>Zoning Factor</i>	2.75	
III. <i>Permissible Maximum Floor Area Ratio / No. of Floors</i>	<i>According to Form "A" and "B" of Annexure I and II</i>	
IV. <i>Permissible Maximum Plot Coverage</i>	<i>According to Form "E" of Annexure III</i>	
V. <i>Open Spaces</i>	<i>According to Form "E" of Annexure III</i>	
VI. <i>Minimum Plot Size allowed in subdivision</i>	150 m <sup>2</sup>	
VII. <i>Permissible Uses</i>	<i>Predominant Use</i>	<i>Permissible Uses – (According to Form "F" of Annexure IV)</i>
	<i>Residential</i>	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17
	<i>Health</i>	1,2,3,4,5,6,7,8,9,10
	<i>Office and Institutional</i>	1,2,3,4,5,6,7,8
	<i>Commercial</i>	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19
	<i>Educational</i>	1,2,3,4,5,6,7,8,9,10
	<i>Consumer Service Centres</i>	1,2,3,4,5
	<i>Tourism</i>	1,2,3,4,5,6,7,8
	<i>Social Service and Religious</i>	1,2,3,4,5
	<i>Industrial</i>	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18
	<i>Recreational</i>	1,2,3,4,5,6,7,8,9,10
	<i>Other</i>	1,2,3,7
VIII. <i>Common Regulations applicable for the zone</i>	<ul style="list-style-type: none"> <li>Developments in the lands zoned as public / public open areas should be in accordance with the regulations mentioned under Development Zones.</li> </ul>	



Chapter 08  
Zoning Regulations

Sea Front Mixed  
Development Zone

## 8.7. Sea Front Mixed Development Zone

I. <i>Boundaries of the Zone</i>	<i>Given in the Section "G" of Annexure VI</i>	
II. <i>Zoning Factor</i>	2.5	
III. <i>Permissible Maximum Floor Area Ratio / No. of Floors</i>	<i>According to Form "A" and "B" of Annexure I and II</i>	
IV. <i>Permissible Maximum Plot Coverage</i>	<i>According to Form "E" of Annexure III</i>	
V. <i>Open Spaces</i>	<i>According to Form "E" of Annexure III</i>	
VI. <i>Minimum Plot Size allowed in subdivision</i>	150 m <sup>2</sup>	
VII. <i>Permissible Uses</i>	<i>Predominant Use</i>	<i>Permissible Uses – (According to Form "F" of Annexure IV)</i>
	<i>Residential</i>	1,2,3,4,10,11,12,13,14,15,16,17
	<i>Health</i>	2
	<i>Office and Institutional</i>	1,2,3,4,5,6,7,8
	<i>Commercial</i>	1,2,3,4,5,6,7,8,9,10,11,12,14,15,16,17,18,19
	<i>Educational</i>	1,2,3,4,5,6,7,8,9,10,11
	<i>Consumer Service Centres</i>	1,2,3,4,5
	<i>Tourism</i>	1,2,3,4,5,6,7,8
	<i>Social Service and Religious</i>	3,4,5
	<i>Industrial</i>	3
	<i>Recreational</i>	1,2,3,4,5,6,7,8,9,10
	<i>Other</i>	1,2,3,4,8,9
VIII. <i>Common Regulations applicable for the zone</i>	<ul style="list-style-type: none"> <li>Developments in the lands zoned as public / public open areas should be in accordance with the regulations mentioned under Development Zones.</li> </ul>	



## 8.8. Airport Related Activities Zone

### Chapter 08 Zoning Regulations

#### Airport Related Activities Zone

I. <i>Boundaries of the Zone</i>	<i>Given in the Section "H" of Annexure VI</i>	
II. <i>Zoning Factor</i>	1.75	
III. <i>Permissible Maximum Floor Area Ratio / No. of Floors</i>	<i>According to Form "A" and "B" of Annexure I and II</i>	
IV. <i>Permissible Maximum Plot Coverage</i>	<i>According to Form "E" of Annexure III</i>	
V. <i>Open Spaces</i>	<i>According to Form "E" of Annexure III</i>	
VI. <i>Minimum Plot Size allowed in subdivision</i>	150 m <sup>2</sup>	
VII. <i>Permissible Uses</i>	<i>Predominant Use</i>	<i>Permissible Uses – (According to Form "F" of Annexure IV)</i>
	<i>Residential</i>	1,2,3,4,5,6,7,8,9,10,11,12,13, 14,15,16,17
	<i>Health</i>	1,2,3,4,5,6,7,8,9,10
	<i>Office and Institutional</i>	1,2,3,4,5,6,7,8
	<i>Commercial</i>	1,2,3,4,5,6,7,8,9,10,11,12,13, 14,15,16,17,18,19
	<i>Educational</i>	1,2,3,4,5,6,7,8,9,10,11
	<i>Consumer Service Centres</i>	1,2,3,4,5
	<i>Tourism</i>	1,2,3,4,5,6,7,8
	<i>Social Service and Religious</i>	1,2,3,4,5
	<i>Industrial</i>	1,2,3,4,5,6,7,8,9,10,11,12,13, 14,15,16,17,18
	<i>Recreational</i>	1,2,3,4,5,6,7,8,9,10
	<i>Other</i>	1,2,3,4,8,9
VIII. <i>Common Regulations applicable for the zone</i>	<ul style="list-style-type: none"> <li>All developments shall be carried out the approval from the Civil Aviation Authority and the Ministry of Defense</li> <li>Developments in the lands zoned as public / public open areas should be in accordance with the regulations mentioned under Development Zones.</li> </ul>	



**Chapter 08**  
**Zoning Regulations**

Conservation Zone

## 8.9. Conservation Zone

I. <i>Boundaries of the Zone</i>	<i>Given in the Section "I" of Annexure VI</i>
II. <i>Zoning Factor</i>	0
III. <i>Permissible Maximum Floor Area Ratio / No. of Floors</i>	G+1
IV. <i>Permissible Maximum Plot Coverage</i>	50%
V. <i>Open Spaces</i>	<i>According to Form "E" of Annexure III</i>
VI. <i>Minimum Plot Size allowed in subdivision</i>	250 m <sup>2</sup>
VII. <i>Permissible Uses</i>	<ol style="list-style-type: none"> <li>1. <i>Bio diversity parks</i></li> <li>2. <i>Natural parks conserving natural ecosystems</i></li> <li>3. <i>Bird sanctuaries</i></li> <li>4. <i>Field laboratories for environmental studies of schools</i></li> <li>5. <i>Information centres – 50 m<sup>2</sup> Maximum Floor Area</i></li> <li>6. <i>Natural environmental based tourism activities</i></li> <li>7. <i>Recreational camps and bird watching towers</i></li> <li>8. <i>Recreational activities based on nature</i></li> <li>9. <i>Wetland parks which do not cause any impact on valuable flora and fauna species</i></li> <li>10. <i>Environmentally friendly restaurants</i></li> <li>11. <i>Open turfs</i></li> <li>12. <i>Water based environmental tourism activities</i></li> <li>13. <i>Security posts and ticket counters</i></li> <li>14. <i>Field offices</i></li> <li>15. <i>Traditional fish breeding</i></li> <li>16. <i>Wetland museums</i></li> <li>17. <i>Parks with plantings</i></li> <li>18. <i>Physical fitness centres</i></li> <li>19. <i>Tourism activities which do not impose any impact on environment</i></li> <li>20. <i>Essentially important common infrastructure facilities projects</i></li> <li>21. <i>The private lands in high lands for which the ownership can be proved may be considered for approving for residential use based on the recommendations of the other relevant institutions and following guidelines.</i></li> </ol>
VIII. <i>Common Regulations applicable for the zone</i>	

## 8.10. Common / Public Open Area Zone

### Chapter 08 Zoning Regulations

I. Permissible Maximum No. of Floors	Four (04) stories (G+3) as not to exceed 12m in height
II. Permissible Maximum Plot Coverage	10% (Excluding sports complexes and swimming pools)
III. Open Spaces	According to Form "E" of Annexure III
IV. Minimum Plot Size allowed in subdivision	Subdivisions are not allowed
V. Permissible Uses	<ul style="list-style-type: none"> <li>• Sports complexes / pavilions</li> <li>• Swimming pools</li> <li>• Commercial activities associated with sport activities</li> <li>• Carnival and exhibition stalls</li> <li>• Recreational clubs</li> <li>• Gymnasiums</li> </ul>
VI. Common Regulations applicable for the zone	<ul style="list-style-type: none"> <li>• Sports complexes, pavilions, swimming pools are not counted for permissible maximum plot coverage.</li> <li>• The maximum height allowed for boundary walls (excluding the gate) facing the access road is 1m.</li> <li>• The Preliminary Planning Clearance shall be obtained from the Urban Development Authority</li> </ul>

Common / Public  
Open Area Zone



## 8.11. Common Regulations for Development Zones

The chapter specifies the common regulations applicable for all zones in addition to the regulations applicable for each zone as per the proposed zoning plan.

1. In case where the minimum plot size is not specified in zoning regulations, the minimum plot size should not be less than 150 sq.m in order to grant approval for a particular development.
2. The Authority holds the power to make the final decision in accordance with the zoning plan in approving any use which is not specified in the group of permissible uses.
3. In case of any issue regarding a wetland, the Planning Committee of the Urban Development Authority shall have power to take a decision subject to the recommendations of Department of Agrarian Services, Central Environmental Authority, Sri Lanka Land Development Corporation and Environment and Landscape Division of the Urban Development Authority.
4. In case where any land belongs to two or more zones, the zone of the land shall determine by the zone that belongs to the main access road of the land. If both roads are in same width, the zone which the access road faces the greater land area shall be applied.
5. When a zone is demarcated as the first block facing an access road as the zone boundary, the entire plot shall include in that zone. When the plots in the back is somehow merged with the first plot and approved as a single plot of land, the last boundary of that total land shall be considered as the zonal boundary.
6. The granting approval only to continue existing uses that are not permitted within zoning plan shall be considered. Approval for any extension of those existing uses shall not be considered.
7. The boundaries shown in the zoning plan are defined by both the physical boundaries and the geographical coordinates and in case of a boundary difference the physical boundary should be considered as the boundary of the zone.

8. If a piece of land seems to fall between two Local Authority areas, the Authority shall determine the use of that land on the agreement of the relevant Local Authorities for the use of the zone which gets the main access.
9. All proposed developments to be carried out within the Dehiwala – Mount-lavinia Municipal Council limits shall be provided with the parking spaces within the relevant land itself as per the regulatory requirement and payment of a service charge in lieu of providing the parking spaces will not be considered.
10. Granting or denying of an approval for a construction of a new religious building will be decided by the Authority subject to the recommendations of the Divisional Secretariat Division and the ministry of relevant religious affairs.
11. No permission allowed for construction of newly proposed cemeteries / crematoriums and only upgrading of existing cemetery facilities shall be permitted.
12. Construction of various religious statues, symbols and other religious towers are not permitted within the building lines, road widening boundaries and reservations.
13. A Preliminary Planning Clearance shall be obtained from the Urban Development Authority for the following situations
  - I. The all developments activities in public open space zone
  - II. The buildings exceeding over 30m in height
  - III. The Ayurvedha or western medical centers and all private hospitals & medical centers
  - IV. The industry, stores & warehouse and related development activity
  - V. The condominium developments having five or more units
  - VI. The telecommunication towers
  - VII. The Advertisement boards (A & B class roads)
  - VIII. The development activities falling under special projects category
  - IX. Any other activity other than above for which a preliminary planning clearance is deemed necessary by the Urban Development Authority

**Chapter 01**  
Development  
Zones, Development  
Regulations &  
Guidelines

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Common  
Regulations for  
Development Zones





# Chapter 09

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## **Proposed Road Widths, Building Lines and Reservations**



## 9.1. Proposed Road Widths, Building Lines and Reservations

No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
1	Gowder Place		15'		
2	Bandaranaike Mawatha		20'		
3	Saranankara Place - (Main Road Only)		20'		
4	Saranankara Road - (At Tax No. 49)	30'		5'	
5	Saranankara Road		40'		
6	Sri Maha Vihara Road and Bodhiya-watta Road (connection road)	20'		5'	
7	Bodhiyawatta Road - Part	20'		10'	
8	Bodhiyawatta Road - Part		20'		
9	Sri Maha Vihara Road	30' from the center of the road		5'	
10	Sujatha Avenue	30'		5'	
11	Sri Saranankara Road		40'		
12	Dutugemunu Street		50'		
13	Sri Pangananda Mawatha	20'		5'	
14	Suranimala Lane		20'		
15	Balapokuna Road		20'		
16	De Silva Road	30' from the center of the road		5'	
17	Dutugemunu Street (At Tax No. 89, 93/1)		15'		
18	Balapokuna Vihara Mawatha	30'		5'	
19	Raymend Road		20'		
20	Arther Place		20'		
21	Raymend Road		20'		
22	Gaton School		20'		
23	High-level Road		50'		
24	Wickramasinghe Lane		20'		
25	Ekanayake Road (High-level Road - Wickramasinghe Lane)		20'		
26	St. Joseph Road - Jambugasmulla Road	20'		5'	
27	St. Joseph Road		20'		

No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
28	Melder Place (Main Road)		20'		
29	Jambugasmulla Road (Left side only)		20'		
30	S.D.S. Jayasinghe Mawatha		50'		
31	Nalandarama Road (Up to the temple)	20'		10'	
32	Nalandarama Road (Part)		20'		
33	Nalandarama Road (Part)	20'		10'	
34	A part of Malwatta Avenue (Kohuwala)		20'		
36	Malwatta Avenue & S.D.S. Jayasinghe Mawatha	20'		10'	
37	S.D.S. Jayasinghe Mawatha & High-level Road	20'		5'	
38	Ananda Road (Main road only)		20'		
39	Peter's Place (Main road only)		20'		
40	Stanley Thilakarathne Mawatha		50'		
41	Perera Avenue	20'		10'	
42	M'dlier Avenue		20'		
43	M'dlier Cross Road		20'		
44	Weerasinghe Avenue (Up to the canal)	30'		5'	
45	Sri Sunandarama Road		20'		
46	Sunandarama Cross Road		20'		
47	Indra Mawatha		20'		
48	Samudradevi Mawatha		20'		
49	Silva Road and Sri Sunandarama Road (Connection Road & Street Line)	30'		5'	
50	De Silva Road	30' from the center of the road		5'	
51	De Silva Cross Road	20'		10'	
52	Jayasamagi Mawatha	30'		5'	
53	De Silva Road and Jayasamagi Mawatha (Connection Road & Street Line)	20'	10'		
54	Medhananda Road (Silva Cross Road and Sujatha Mawatha Connection Road)	20'	10'		
55	Medhananda Road and Sujatha Avenue (Connection Road)	20'		5'	
56	De Alwis Lane		20'		
57	De Alwis Lane and canal boundary only (Connected to Old Hospital Road)		20'		



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
58	Old Hospital Lane (De Alwis Lane & Hospital Lane)		20'		
59	Bhathiya Lane	30'		5'	
60	Bhathiya Lane & Canal Reservation Road (Connection Road)	30'	5'		
61	Canal separation road	30'		5'	
62	School Avenue (From Alwis Lane to Hospital Road)		20'		
63	Hathbodhiya Road	20'		10'	
64	Fernando Gardens (To Saranankara Road)		10'		
65	Wimalasara Road and Sri Saranankara Road (Connection Road)	30'	5'		
66	Wimalasara Road		20'		
67	Bodhirukkarama Road (Main road on-ly)		20'		
68	Gunalankara Road		20'		
69	Wasala Road		20'		
70	Palliya Road	30'		5'	
71	Yashodhara Mawatha		15'		
72	Sri Rahula Mawatha		15'		
73	Krida Mawatha		15'		
74	Nelum Mawatha		15'		
75	Keram Place (A part)	30'		5'	
76	Keram Place (A part)	20'		10'	
77	Kalubowila Road (Wimalasiri Mawatha)		20'		
78	Nandimithra Avenue		20'		
79	Pinwatta Road	30'		5'	
80	Sabha Avenue		50'		
81	Wimalasara Mawatha and Hathbodhiya Rajamaha Vihara Road (Connection Road & Street Line)	30'		5'	
82	Jayanthi Road (Main Road Only)		20'		
83		20'		10'	
84	Moor Road	30'		5'	
85	Old Hospital Road (P. Ruburn Pieris Mawatha & Hospital Road)		20'		
86	P. Ruburn Pieris Mawatha		20'		

No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
87	Jayasiri Mawatha		20'		
88	Jayasewana Mawatha (Bolagoda Canal Reservation Road)		20'		
89	Hospital Road (Ven. Kotagama Wachissara Mawatha)		50'		
90	Asiri Mawatha	30'		5'	
91	Wijayaba Mawatha	30'		5'	
92	Asiri Mawatha and Wijayaba Mawatha (Connection Road)	20'		10'	
93	Asiri Mawatha (The middle road in between tax no. 48 and 46)	30'		5'	
94	Asiri Lane		15'		
95	Prathibimbarama Road	30'		5'	
96	Sumanarathna Road	20'		10'	
97	Temple Road	30'		5'	
98	Jaya Mawatha	30'		5'	
99	Ambagahawatta Road	20'		5'	
100	Pieris Road and Jaya Mawatha (Connection Road)	20'		5'	
101	Prathibimbarama Road and Sumanarathna Road (Connection Road)	30'		5'	
102					
103	Sudarshi Mawatha		20'		
104	Canal Reservation (Temple Lane)	30'		5'	
105	Pieris Road and Canal (Connection Road and Street Line)	20'		5'	
106	Pieris Road	30'		5'	
107	Parakrama Road		20'		
108	Rathnaweli Road	20'		5'	
109	Kostha Mawatha (Anderson Road and Rathnaweli Road Connection Point)	20'		10'	
110	Anderson Road		30'		
111	Kadawatha Road		30'		
112	Kassapa Road and Sirigal Mawatha Connection Point	20'		10'	
113	Sirigal Avenue		20'		
114	Wijayamangalarama Road		20'		
115	Green Path		20'		



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
116	The middle road in between Property Tax No. 31 and 29	20'		5'	
117	Sunethradevi Road		50'		
118	Old Sirigal Mawatha		20'		
119	3 <sup>rd</sup> lane (Kadawatha Road – Pieris Road)	20'		10'	
120	2 <sup>nd</sup> Lane (Kadawatha Riad)		20'		
121	Field Avenue (Kohuwala)	30'		5'	
122	Thissa Road (Nugegoda)		20'		
123	Priya Avenue		20'		
124	Woodland Avenue		20'		
125	Sumanarama Road (Kohuwala)		20'		
126	3 <sup>rd</sup> Lane (Up to Woodland Avenue)		20'		
127	4th Lane (Up to Woodland Avenue)	20'		10'	
128	Anura Mawatha		20'		
129	Anura Cross Lane	20'		10'	
130	Anderson Road and Kadawatha Road (Connection Road with Property Tax No. 82 and 76)		10'		
131	Mangala Road	30'		5'	
132	Isipathana Mawatha		20'		
133	Wickramarathne Road		20'		
134	Housing Scheme (Woodland Avenue)		15'		
135	Bolgoda Canal Reservation Road		20'		
136	Wijesekara Bakery Road – A part	30'		5'	
137	Pieris Terrace				
138	Prathibimbarama Place	20'		5'	
139	Wanarathana Road		20'		
140	Wanarathana Place	30'		5'	
141	Galwala Road		40'		
142	Bandaranaike Mawatha		20'		
143	C.V. Gunarathne Mawatha		15'		
144	Road in between Property Tax No. 30 and 34	20'		5'	
145	Thissa Place (Galwala Road)	20'		10'	
146	Robert Road		20'		
147	Robert Place	30'		5'	



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
148	Rubble Place (Galwala Road and Robert Road Connection Point)	20'		5'	
149	Park Terrace (A part)	20'		10'	
150	Atapattu Road	30'		5'	
151	Pieris Place	30'		5'	
152	Sirimal Avenue		20'		
153	De Sampayo Road		20'		
154	Alan Avenue		50'		
155	Arther's Place	30'		5'	
156	Sabha Lane (Dharmadasa Mawatha)		15'		
157	Atapattu Terrace		20'		
158	Health Square	30'		5'	
159	Jayawardene Avenue (Main Road)		20'		
160	Charles Place	30'		5'	
161	Sri Maha Bodhi Road		20'		
162	Melford Crescent		20'		
163	Ebenezer Place	30'		5'	
164	1 <sup>st</sup> Lane	30'			Coincide
165	Fraser Avenue		20'		
166	Initium Road		20'		
167	Ramanadan Avenue		20'		
168	Albert Place		20'		
169	Campbell Place		20'		
170	Rathnakara Place		20'		
171	Peter's Place	20'		10'	
172	2 <sup>nd</sup> Lane		20'		
173	Muhandiram Lane		20'		
174	Inside Vandervert Place		20'		
175	Vandervert Place		20'		
176	Winson Avenue		20'		
177	De Alwis Place		20'		
178	Anee Avenue		20'		
179	Inside Fairline Road		20'		
180	Hilda Lane	20'		5'	
181	Waidya Road	40'			Coincide



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
182	Waidya Road and Malwatta Road (Ra-najayagama Main Road)		20'		
183	Deepananda Mawatha	20'		10'	
184	Park Road		20'		
185	Park Road and Waidya Road (Connection Road)		20'		
186	Old Waidya Road (Main Road Only)		20'		
187	Waidya Lane	20'		10'	
188	Park Terrace		20'		
189	Kusalagana Mawatha		20'		
190	Perera Lane and 1 <sup>st</sup> Lane	30'		5'	
191	Liyanage Road		20'		
192	Dharmaraja Mawatha		20'		
193	Malwatta Road		20'		
194	1 <sup>st</sup> Lane and Alan Avenue (Connection Road)	30'		5'	
195	1 <sup>st</sup> lane, Alan Avanne and Waidya Road	10'	10'		
196	Atapattu Place (Gal Vihara Place)		20'		
197	Priyathnarama Road)		20'		
198	Gal Vihara Place		20'		
199	Priyathnarama Place		20'		
200	Perakum Road	30'		5'	
201	Galwala Road (Road in between Property Tax No. 193 and 197)	20'		10'	
202	Vishnu Kovila Road	30'		5'	
203	Vishnu Kovila Cross Road		20'		
204	Parakrama Road		20'		
205	Greenland Avenue		20'		
206	Wijesekara Bakery Road and Vishnu Kovil Road connection road and street line	30'		5'	
207	Jensonwatta Road		20'		
208	Pepiliyana Road		40'		
209	Bellantara Road		50'		
210	Pepiliyana Cross Road	30'		5'	
211	Salmal Mawatha		20'		
212	Mayura Mawatha		20'		

No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
213	Bellantara Road (Road in between Property tax no. 20 and 20/5)		20'		
214	Pahalawatta Road	30'			Coincide
215	Nikape Road		20'		
216	Arunaloka Mawatha		20'		
217	Rubberwatta Road	30'		5'	
218	Rupasinghe Avenue		20'		
219	Perakumba Road	20'		10'	
220	Bodhiraja Mawatha	30'			Coincide
221	Bodhiraja Mawatha and Rupasingha Avenue (connection road)	30'		5'	
222	Ekamuthu Mawatha	30'		5'	
223	Ekamuthu Mawatha and Kadawatha Road (Connection Road)	20'		5'	
224	Bolgoda Canal Reservation 1 <sup>st</sup> Lnae		20'		
225	Priyadarshanarama Road		20'		
226	Medhankara Road (Alan Avenue & Hill Street)	30'		5'	
227	Saman Mawatha (To Galwala Road)	20'		10'	
228	Medhankara Road and Priyadar-shanarama Road (connection road and street line)	30'		5'	
229	Medhankara Road and (Medhankara Road and Priyadarshanarama Road connection road)		20'		
230	Jayawardene Road (Hill Street)		20'		
231	Malwatta Cross Road		20'		
232	Sudarshana Road	20'		10'	
233	Hill Street and Subodharama Road	30'		5'	
234	Dhammalankara Mawatha		20'		
235	Union Place	30'		5'	
236	Hill House Garden		15'		
237	Gregory Place		20'		
238	P.T. Silva Avenue		20'		
239	Rodrigo Lane	30'		5'	
240	Fairline Road		20'		
241	Fernando Park		15'		
242	Senanayake Road	30'		5'	



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
243	Station Road and fairline Road (Connection road and street line)	30'		5'	
244	School Avenue		20'		
245	Boteju Avenue	30'		5'	
246	Ediriweera Avenue	30'		5'	
247	Gunalankara Road	20'		5'	
248	Aponsu Avenue		20'		
249	Auburn Place		20'		
250	Aponsu Avenue and Auburn Place (connection road)	20'		10'	
251	Dudley Senananayake Road		20'		
252	Subodharama Road and Hill Street Connection Road (Wijesekara Road)	20'			Coincide
253	Wijesekara Road		10'		
254	Subodharama Road		20'		
255	Kawdana Road		50'		
256	Union Place and Dhammalankara Mawatha (Connection Road)	20'			Coincide
257	Pokuna Road	20'		10'	
258	Rasika Mawatha	20'		10'	
259	Sangamitta Road (rasika Mawatha)	20'		10'	
260	Samagi Mawatha	30'		5'	
261	Pallidora Road		20'		
262	Fernando Road	30'		5'	
263	Fernando Lane (Near Dehiwala Police Station)	20'		2.5'	
264	Station Road (Dehiwala)		50'		
265	Hill Street/ Sir. D.B. Jayathilaka Mawatha)		50'		
266	Karagampitiya Cross Road – A part	30'	20'	5'	
267	Sri Dharmarama Road (Dehiwala)	30'		5'	
268	Sudharmarama Road		20'		
269	Sri Shantharama Road (Kawdana)		20'		
270	Pallidora Road and Sri Shantharama Road (Kawdana) connection road	20'			Coincide
271	Hill Street – Shantharama Road	30'		5'	
272	Siriwardana Road		20'		

No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
273	Siriwardane Road and Captain Sumudu Rajapaksha Mawatha connection road and street line	20'		5'	
274	Hill Street and Pallidora Road	20'			Coincide
275	Captain Sumudu Rajapaksha Mawatha		20'		
276	Rohini Place	30'		5'	
277	Sri Somananda Road	30'		5'	
278	Vijitha Road	30'		5'	
279	Rohini Place and Sri Somananda Road (connection road and street line)	30'		5'	
282	Field Avenue and Vijitha Road (connection road and street line)	30'		5'	
283	Field Avenue	30'		5'	
284	Ebrahim Place	20'		5'	
285	Wijayaraja Mawatha		5'		
286	Field Avenue and Wijayaraja Mawatha (connection road)		20'		
287	Nikape Road		50'		
288	Dissanayaka Avenue	30'		5'	
289	Colonel Avenue – A part		20'		
290		30'		5'	
291	Attidiya Road		50'		
292	Dehiwala – maharagama Road		50'		
293	Bogahawatta Road (Main Road)		20'		
294	Sri Sangabo Road (main Road)		20'		
295	Kawdana – Attidiya Road		50'		
296	Sri Sangabo Road and Captain Sumudu Rajapaksha Mawatha connection road	30'	5'		
297	Kawdana Broad Road		20'		
298	5th lane		20'		
299	Sudharma Aveneue, Pallidora Road and Sri Shantharama Road connection road		20'		
300	Prangaloka Mawatha		20'		
301	Pieris Road Main Road/ Housing Scheme Main Road		20'		
302	7th lane	30'		5'	
303	Bodhiraja Mawatha		20'		



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
304	Thisarana Mawatha		20'		
305	Gamini Mawatha		20'		
306	Pieri Road and 7th lane connection road		20'		
307	2 <sup>nd</sup> lane		20'		
308	Mihindu Mawatha	20'		10'	
309	Terrace Avenue	20'		10'	
310		30'		5'	
311	Shantha Silvester Road	20'		10'	
312	Perera Place		20'		
313	Jaya Mawatha (Pieris Road)		20'		
314	Sri Dharmapala Road		20'		
315	Housing Scheme Road (To Dharmapala Road)		15'		
316	Siripala Road		20'		
317	Beach Road		20'		
318	St. Anthony's Road	20'		10'	
319	Sangamitta Avenue (To Sri Dhar-mapala Road)		20'		
320	Sumudu Mawatha – To De Seram Road		20'		
321	Beach Road/ De Seram Road		20'		
322	De Alwis Avenue – to De Seram Road		20'		
323	Outer De Seram Road	30'		5'	
324	Berns Mawatha		20'		
325	College Avenue	30'		5'	
326					
327	Hotel Road		20'		
328	Pieris Road and Sumanarama Road Connection Road – Fonseka Road	20'		10'	
329	Wanarathana Road	30'		5'	
330	Fonseka Road and Wanarathana Road Connection Road	30'		5'	
331	Fonseka Road and Gunathilaka Road connection road	30'		5'	
332	Sumanarama Road		20'		
333	Vijaya Road		20'		
334	Seevali Road	20'		10'	



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
335	Sumanarama Road and Vijaya Road connection street line	20'		10'	
336	Vijaya Road and Watarappala Road connection street line	20'		10'	
337	Palliya Lane	20'		10'	
338	Gunewardene Avenue – A part	30'		5'	
339		20'		10'	
340	Gunewardane Aveneu and Watarap-pala Road Connection road and street line	30'		5'	
341	Watarappala Road		30'		
342	Abeysekara Road	30'		10'	
343	Abeysekara Place	30'		5'	
344	Watarappala Road and Janatha Mawatha connection road and street line	30'		5'	
345	Canal reservation 20' wide road		20'		
346	Badowita Road	30'		5'	
347	Janatha Mawatha and canal reservation 30' wide road connection road and street line	30'		5'	
348	Dhammananda Road	30'			Coincide
349	Huludagoda Road	30'		5'	
350	Canal reservation 30' wide street line and road	30'		5'	
351	Janatha Mawatha	20'		5'	
352	Huludagoda Road		20'		
353	Sri Gunarathne Mawatha	30'		5'	
354		20'		10'	
355	Sri Gunarathne Mawatha and Huludagoda road connection road	20'		5'	
356	Dakshinarama Road		20'		
357	Menerigama Road		20'		
358	Dakshinarama Road and De Alwis Road connection street line	30'		5'	
359	Pinthaliya Lane	30'		5'	
360	Seram Road		20'		
361	De Soysa Avenue		20'		
362					
363	Abewikrama Road		20'		



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
364	Cross Road		20'		
365	Circular Road		20'		
366	Kanda Avenue		20'		
367	Liliyan Avenue		20'		
368	Station Road		40'		
369	Parana Galwala Road		20'		
370	Vihara Road		20'		
371	Samudrasanna Road		20'		
372	Old Station Road		20'		
373	Galle Road and circular road connection road	10' from the center of the road			
374	Wijesiriwardane Road	30'		5'	
375	De Alwis Road and street line	30'		5'	
376	De Alwis Road		20'		
377	Templer's Place – Main Road		20'		
378	Templer's place – to home		20'		
379	Wijesiriwardane Road and Thapo-dhanarama connection road	20'		10'	
380	Awasa Road		10'		
381	Wimalasiri Road – to Alwis Road	30'			Coincide
382	Vidyala Road	30'		5'	
383	Hena Road and Vidyala Road connection road	10'	15'		
384	Huludagoda Road and Templer's Road connection road and street line	20'		5'	
385	Huludagoda Lane and Huludagoda Road and Templer's Road connection road and street line	30'		5'	
386	1 <sup>st</sup> Lane	30'		5'	
387	Templer's Road and Vidyala Road connection street line	30'		5'	
388	Kurundu Mawatha		15'		
389	Dhammananda Road and Huludagoda connection road		10'		
390	Templer's Mawatha		20'		
391	Sri Saththissara Mawatha		20'		

No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
392	Soysa Mawatha		20'		
393	Post Master's Place		20'		
394	Gothami Mawatha		20'		
395	Mallika Mawatha		20'		
396	Athula Mawatha		20'		
397	Gangedara Mawatha		20'		
398	Udaya Mawatha		20'		
399	Templer's Avenue		20'		
400	Templer's Terrace (Pirivena Road)		20'		
401	Asoka Mawatha		20'		
402	Araliya Mawatha		20'		
403	Sooriyamal Mawatha		20'		
404	Bowotoya Place		20'		
405	Kekatiya Road		20'		
406	Iddamal Mawatha		20'		
407	Saman Mawatha		20'		
408	Katukurundu Watta 1 <sup>st</sup> Lane		20'		
409	Nelum Mawatha		20'		
410	Sapumal Mawatha		20'		
411	Manel Mawatha		20'		
412	Rathmal Mawatha		20'		
413	Asoka Mawatha		20'		
414	Pirivena Road )To Property tax No. 64)	30'		5'	
415	Vipulasara Mawatha	30'		5'	
416	Pirivena Mawatha		20'		
417	Piriven Road (A Part)	20'		15'	
418		30'		10'	
419	Hena Road		20'		
420	Hena Road and Piriven Road (Property Tax No. 55) connection road and street line	30'		5'	
421	Ratmalana Galwala Road		20'		
422	Wijayarathne Avenue		20'		
423	Fernando Road	20'			Coincide



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
424	Fernando Road and Samudrasanna Road (connection road and street line)	30'		5'	
425					
426	Samudrasanna Place	30'		5'	
427	St. Mary's Road (A part)	20'		10'	
428	St. Mary's Road (A part)		20'		
429	St. Rita's Road		20'		
430	St. Rita's Road (To Paul's Place)	30'			Coincide
431	St. Rita's Road (To Mahindarama Road)	20'		10'	
432	Vihara Road and Samudrasanna Road connection street line	30'		5'	
433	St. Mary's Road and St. Rita's Road (connection street line)	30'		5'	
434	Wedikanda Road	30'		5'	
435	Paul's Place and (St. Rita's Road connection road and street line)	20'		10'	
436	Mahindarama Road		20'		
437	Kasika Avenue		20'		
438	Gamini Lane	30'		5'	
439	Gamini Lane Main Road		20'		
440	Kasika Avenue and Gamini Lane connection road and street line	10'		5'	
441	Mahinadarama Road and Indrajothi Road (connection road and street line)	10'		2-6"	
442	William's Place	20'		10'	
443	Bandaranaike Mawatha		10'		
444	Bandaranaike Mawatha and Galwala Road connection road and street line	10'		5'	
445	Silva Place		20'		
446	Galwala Road		20'		
447	Lumbini Mawatha		20'		
448	2 <sup>nd</sup> Lane	15'		5'	
449	Park Road (Galwala Road – Lumbini Mawatha)	30'		5'	
450	Park Road (Galle Road – Galwala Road)	20'		10'	
451	Lumbini Mawatha and Rukmal Place connection road and street line	30'		5'	

No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
452	Chakindarama Road		20'		
453	Rukmal Place		20'		
454	Namal Place		20'		
455	Upul Place		20'		
456	Bovitoya Place		20'		
457	Sepalika Place		20'		
458	Araliya Mawatha		20'		
459	Chakindarama Road and Dhammadhara Road (connection road and street line)	20'		10'	
460	Dhamadhara Road		25'		
461	Sapumal Mawatha		20'		
462	Sirimal Uyana Road		20'		
463	Mallikarama Mawatha		20'		
464	Attidiya Road		50'		
465	Jaya Mawatha		20'		
466	Kandawala Mawatha (Walliammachchi Road)		30'		
467	Kandawala Mawatha 1 <sup>st</sup> Lane		20'		
468	1 <sup>st</sup> lane		20'		
469	3 <sup>rd</sup> Cross Street		20'		
470	Sethsiri Mawatha		20'		
471	3 <sup>rd</sup> Cross Street, Kandawala Mawatha and Sethsiri Mawatha (All connected road)		20'		
472	Sirimal Uyana (Sri Gnanarathana Mawatha)		20'		
473	Sri Sumngala Mawatha		20'		
474	Delgahawatta Road		20'		
475	Sri Sumangala Road and can connected street line	20'		10'	
476	Sri Dharmarama Road and canal connected street line	30'		5'	
477					
478	Sri Dharmarama Road and Sri Sumangala Road (connection street line)	30'		5'	
479	Sri Sumangala Mawatha	20'		10'	
480	Lunawa Canal Reservation	Boundaries		5'	
481	Canal Bank Road	30'		5'	
482	Sri Dharmarama Road		20'		



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
483	Sri Dharmarama Road	20'		10'	
484	Gamini Lane	30'		5'	
485					
486	Ratmalana Station Circular Road		20'		
487	Wedikanda Road and Sri Dharmarama Road connected street line	30'		5'	
488	Center Road		20'		
489	Center Cross Road	30'		5'	
490	Center Road and Main Canal connected street line and toad	20'		10'	
491	Suramya Place				
492	Raja Mawatha Property Tax No. 19 (Near Road)		15'		
493	Pieris Road		20'		
494	Asiri Mawatha		20'		
495	S. Mahinda Mawatha		20'		
496	Raja Mawatha	30'		10'	
497	2 <sup>nd</sup> lane		20'		
498	3 <sup>rd</sup> lane		20'		
499	2 <sup>nd</sup> Cross Lane		20'		
500	4 <sup>th</sup> Lane		20'		
501	5 <sup>th</sup> Lane		20'		
502	Old Airport Road		30'		
503	Wallimarachchi Mawatha (Up to Kan-dawala Mawatha)		20'		
504	New Airport Road		50'		
505	New Airport Boundary Road (Up to Kandawala Mawatha)		20'		
506	Workshop Road				
507	(New Airport Road, kandawala Road)		20'		
508	All connection road				
509	New Airport Road and Kandawala Road Connection Road		20'		
510	New Airport Road, kandawala Road		50'		
511	Irrigation Land connection road				
512	Borupana Road		50'		
513	Station Road		40'		



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
514	Jayasumanarama Road		20'		
515	Kovil Road		20'		
516	Kanaththa Road (Weerasena Silva Mawatha)		20'		
517	Sri Gnanendra Road		20'		
518	Alwis Park		10'		
519	Silvester Lane		20'		
520	Dewata Road (Bodhirukkarama Road)		20'		
521	Jayasumanarama Road (Near property Tax No. 110)		10'		
522	C.G.R.				
523	Kaldemulla Road		40'		
524	Attidiya Road		50'		
525	Sidhdhartha Road		15'		
526	Alwis Place		15'		
527	Haramanis Place		20'		
528	Upananda Mawatha		20'		
529	Pokuna Road		20'		
530	Louis Senarathne Mawatha		20'		
531	Emina Mawatha		10'		
532	Perakum Mawatha		20'		
533	Templer's Road – 1 <sup>st</sup> Cross Lane		20'		
534	Kawdana Aitodiya Road and Perakum Mawatha connection road		15'		
535	3 <sup>rd</sup> Lane (up to Perakum Mawatha)		10'		
536	Rukkaththana Mawatha)		20'		
537	Maligawatta Vihara Road (Temple's Raod)		20'		
538	Ela Wella Road (Kahavita Mawatha)		20'		
539	Samagi Mawatha		20'		
540	Mantrimulla Road		20'		
541	Pokuna Road		20'		
542	Gemunu Mawatha		20'		
543	Janatah Mawatha		20'		
544	Templer's Road 1 <sup>st</sup> lane (up to 1 <sup>st</sup> Cross Lane)		20'		



No.	Name of the Road	Street Line Boundary	Building Line From the center of the road	Street Line from the edge	Other
545	Templer's Road		50'		
546	Katukurundu Watta Road		30'		
547	Salmal Road		20'		
548	Govikam Place Road (Main Road)		20'		
549	Somaveera Chandrasekara Mawatha)		20'		
550	Sir John Kothalawala Mawatha		20'		
551	Sri Jinarathana Mawatha		20'		
552	Kandawala Road		50'		
553	1 <sup>st</sup> Cross Lane		20'		
554	2 <sup>nd</sup> Cross Lane		20'		
555	3 <sup>rd</sup> Cross Lane		20'		
556	4 <sup>th</sup> Cross Lane		20'		
557	5 <sup>th</sup> Cross Lane		20'		
558	6 <sup>th</sup> Cross Lane		20'		
559	7 <sup>th</sup> Cross Lane		20'		
560	8 <sup>th</sup> Cross Lane		20'		
561	9 <sup>th</sup> Cross Lane		20'		
562	10 <sup>th</sup> Cross Lane		20'		
563	New Samagi Mawatha		20'		
564	Centri Road		20'		
565	1 <sup>st</sup> Lane, 2 <sup>nd</sup> Lane, 3 <sup>rd</sup> Lane and Centri Road connection Borupana Road		20'		

Existing building lines and street lines imposed by the DMMC are applicable to existing roads which are not mentioned above but fall within the limits of DMMC.

# Part III



## Annexures

### Annex I – Permissible floor ratio published in the gazette notification No. 54/2235 dated 08.07.2021 by the Urban Development Authority

Form A – Permissible Floor Area Ratio												
Land Extent (Sq.m.)	Zone Factor = 1.50-1.74				Zone Factor = 1.75-1.99				Zone Factor = 2.00-2.24			
	Minimum Road Width				Minimum Road Width				Minimum Road Width			
	6m	9m	12m	15m and above	6m	9m	12m	15m and above	6m	9m	12m	15m and above
150 - Less than 250	2.4	2.6	2.7	2.8	2.8	3.0	3.2	3.3	3.0	3.4	3.6	3.8
250 - Less than 375	2.6	3.2	3.6	4.0	3.0	3.4	4.3	4.7	3.2	3.6	4.5	4.5
375 - Less than 500	2.7	3.3	3.8	4.2	3.2	3.5	4.5	5.0	3.4	3.7	4.8	5.2
500 - Less than 750	2.8	3.4	4.0	4.5	3.4	3.6	4.7	5.5	3.5	4.0	5.0	6.0
750 - Less than 1000	3.1	3.6	4.3	5.0	3.5	3.8	5.1	6.0	3.6	4.5	5.7	6.5
1000 - Less than 1500	3.2	3.8	4.6	5.5	3.6	4.0	5.4	6.5	3.7	5.0	6.1	8.0
1500 - Less than 2000	3.4	4.0	5.0	6.0	3.7	4.2	5.8	7.0	3.8	5.1	6.7	9.0
2000 - Less than 2500	3.5	4.2	5.2	6.5	3.8	4.4	6.2	7.5	3.9	5.2	7.1	*10
2500 - Less than 3000	3.6	4.4	5.5	7.0	3.9	4.6	6.5	8.0	4.0	5.3	7.4	*10.5
3000 - Less than 3500	3.7	4.6	6.0	7.5	4.0	4.8	6.9	8.5	4.0	5.4	7.6	*11
3500 - Less than 4000	3.8	4.8	6.3	7.7	4.0	5.0	7.3	9.0	4.0	5.5	7.8	*11.5
More than 4000	4.0	5.0	6.5	8.0	4.0	5.2	7.5	9.5	4.0	5.6	8.0	*12
												*UL

Form A – Permissible Floor Area Ratio																
Land Extent (Sq.m.)	Zone Factor = 2.75-2.99			Zone Factor = 3.00-3.24				Zone Factor = 3.25-3.49				Zone Factor = 3.50-3.74				Zone Factor = 3.75-4.00
	Minimum Road Width			Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width
	6m	9m	12m and above	6m	9m	12m and above	6m	9m	12m and above	6m	9m	12m and above	6m	9m	12m and above	
150 - Less than 250	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0
250 - Less than 375	3.5	4.2	5.0	5.5	3.5	4.4	5.0	5.5	3.5	4.6	5.0	5.5	3.5	5.0	5.0	5.5
375 - Less than 500	3.6	4.7	5.2	6.0	3.6	4.8	5.2	6.0	3.6	4.9	5.2	6.0	3.6	5.4	5.2	6.0
500 - Less than 750	3.7	5.2	5.5	6.5	3.7	5.3	5.5	6.5	3.8	5.4	5.5	6.5	4.0	5.7	5.5	6.5
750 - Less than 1000	3.8	5.3	7.0	7.5	3.8	5.4	7.0	7.5	4.0	5.5	7.5	8.0	4.0	5.6	7.5	8.0
1000 - Less than 1500	3.9	5.5	7.5	9.0	3.9	5.6	7.5	9.0	4.0	5.7	8.0	9.0	4.2	5.8	8.0	9.0
1500 - Less than 2000	4.0	5.6	7.5	*10.5	4.0	5.7	8.0	*10.5	4.0	5.8	8.0	*11	4.2	6.0	8.0	*11
2000 - Less than 2500	4.0	5.7	8.0	*11	4.0	5.8	8.0	*11	4.0	5.9	8.0	*11.5	4.2	6.2	8.0	*12
2500 - Less than 3000	4.0	5.8	8.0	*11.5	4.0	5.9	8.0	*11.5	4.0	6.0	8.0	*12	4.2	6.4	8.0	*12
3000 - Less than 3500	4.0	5.9	8.0	*12	4.0	6.0	8.0	*12	4.0	6.0	8.0	*12	4.2	6.5	8.0	*12
3500 - Less than 4000	4.0	6.0	8.0	*12	4.0	6.0	8.0	*12	4.0	6.0	8.0	*12	4.2	6.5	8.0	*12
More than 4000	4.0	6.0	8.0	*UL	4.0	6.0	8.0	*UL	4.0	6.0	8.0	*UL	4.2	6.5	8.0	*UL
UL - Unlimited Floor area allocated for parking facilities are not calculated for FAR Above Floor Area Ratio shall not be applicable for the zones where number of floors or FAR indicated under the zoning regulations.  Above Permissible FAR may be restricted under the development plan based on the slope of the land Clearance shall be taken from National Building Research Organization for the lands having slope more than 11° *FAR more than or equal to 10.0 shall be permitted only for the roads having minimum of 12m (from road center) Building Line, if not maximum FAR shall be limited to 9.0																



**Annex II – Permissible number of floors published in the gazette notification  
No. 54/2235 dated 08.07.2021 by the Urban Development Authority**

*Form B - Number of Floors for 3.0m & 4.5m wide Roads*

Minimum Road Width	Minimum Site Frontage	Plot Coverage*	Maximum Number of Floors			
			Zone Factor 0.5 - 0.74	Zone Factor 0.75 - 1.24	Zone Factor 1.25 - 3.49	Zone Factor 3.50 - 4.00
3m	6m	65%	1 (G)	2 (G+1)	3 (G+2)	3 (G+2)
4.5m	6m	65%	1 (G)	2 (G+1)	3 (G+2)	4 (G+3)

*Number of floors are indicated including parking areas*

*Number of units allowed for each road shall not be changed*

*\* Where no plot coverage specified under the zoning regulations*



**Annex III – Open spaces published in the gazette notification No. 54/2235 dated 08.07.2021 by the Urban Development Authority**

Form E - Setbacks & Open Spaces									
Building Height (m)	Minimum Site Frontage (m)	Plot Coverage *		Rear Space (m)		Side Space (m)		Light Well for NLV	
		Non Residential	Residential	When no NLV is taking this end	When NLV is taking this end	When no NLV is taking this end	When NLV is taking this end	Minimum width	Minimum Area
Less than 7	6	80%**	65%	2.3m	2.3m	-	2.3m	2.3m	5Sq.m
7 - Less than 15	6	65%	65%	3.0m	3.0m	-	3.0m	3.0m	9Sq.m
15 - Less than 30	12	65%	65%	4.0m	4.0m	1.0m and 3.0m	4.0m	4.0m	16Sq.m
30 - Less than 50	20	65%	65%	4.0m	5.0m	3.0m both side	5.0m	5.0m	25Sq.m
50 - Less than 75	30	50%***	50%***	5.0m	6.0m	4.0m both side	6.0m	6.0m	36Sq.m
75 and above	Above 40	50%***	50%***	5.0m	6.0m	5.0m both side	6.0m	6.0m	****

NLV - Natural Light & Ventilation  
 Building Height - Height between access road level to roof top or roof level (Including parking floors)  
 \*Where no Plot Coverage specified under the zoning regulations  
 \*\*The entire development is for non-residential activities  
 \*\*\*65% plot coverage can be allowed only for the podium level not exceeding 20% of the tower height or 12 floors whichever is less  
 \*\*\*\*Minimum area shall be increased by 1Sq.m for every additional 3m height



## Annex IV – The Minimum Plot Sizes applicable to proposed permissible uses for each zone in proposed zoning plan

<i>Form “F” – Minimum Plot Sizes applicable for Permissible Uses</i>			
<i>Main Use</i>	<i>Sub No.</i>	<i>Sub Use</i>	<i>Minimum Plot Size (m<sup>2</sup>)</i>
<i>1. Residential</i>	1	<i>Single storied houses</i>	<i>150</i>
	2	<i>Multi storied houses/ Housing complexes</i>	<i>150</i>
	3	<i>Hostels</i>	<i>150</i>
	4	<i>Day Care Centres</i>	<i>250</i>
	5	<i>Patient Care Centers/ Nursing Homes</i>	<i>500</i>
	6	<i>Elders’ Homes</i>	<i>500</i>
	7	<i>Children’s Homes</i>	<i>500</i>
	8	<i>Disabled People’s Rehabilitation Homes</i>	<i>500</i>
	9	<i>Rehabilitation Centers</i>	<i>1000</i>
	10	<i>Community Halls</i>	<i>500</i>
	11	<i>Holiday Resorts (Tourist Bungalows)</i>	<i>250</i>
	12	<i>Retirement Homes/ Rest Houses</i>	<i>150</i>
	13	<i>Quarters</i>	<i>150</i>
	14	<i>Staff Residence</i>	<i>150</i>
	15	<i>Embassies</i>	<i>150</i>
	16	<i>Service apartments</i>	<i>150</i>
	17	<i>Studio apartments</i>	<i>150</i>
<i>2. Health</i>	1	<i>Hospitals</i>	<i>1000</i>
	2	<i>Medical Centres (Having only one Doctor)</i>	<i>150</i>
	3	<i>Medical Centres (Having two or more Doctors)</i>	<i>250</i>
	4	<i>Sample Collection Centres</i>	<i>150</i>
	5	<i>Laboratories</i>	<i>150</i>
	6	<i>Pharmacies</i>	<i>150</i>
	7	<i>Veterinary Clinics</i>	<i>150</i>
	8	<i>Quarantine Centres</i>	<i>500</i>
	9	<i>Child and Mother/ Family Clinics</i>	<i>250</i>
	10	<i>Veterinary Hospitals</i>	<i>500</i>

<i>Form “F” – Minimum Plot Sizes applicable for Permissible Uses</i>			
<i>Main Use</i>	<i>Sub No.</i>	<i>Sub Use</i>	<i>Minimum Plot Size (m<sup>2</sup>)</i>
<i>3. Office &amp; Institutional</i>	1	Office	250
	2	Professional Office	150
	3	Banks/ Insurance & Financial Institutes	250
	4	A.T.M. Centres	අදාළ නොවේ
	5	Office Complexes (More than 10,000 m <sup>2</sup> )	1000
	6	Other institutes	250
	7	Embassies	1000
	8	Service Office	250
<i>4. Commercial</i>	1	Shopping complexes	500
	2	Retail shops	150
	3	Wholesale shops	250
	4	Sectoral Markets/ Branded Shops	500
	5	Hardware/ Building Material shops	250
	6	Liquor Shops	150
	8	Vehicle showrooms	500
	9	Showrooms (other than vehicles)	500
	10	Auditoriums	500
	12	Gas filling stations/ Electric Charging Centres	1000
	13	Vehicle spare parts shops	500
	14	Furniture shops	250
	15	Restaurants/ Take Away	150
	16	Restaurants	250
	17	Studios (Broadcasting Centres)	150
	18	Reception Halls	1000
	19	Broadcasting Centres	500
	20	Super Markets	500
	21	Public Markets	150
<i>5. Educational</i>	1	Pre schools/ Early Childhood Development Cen-tres	500
	2	Primary Schools	2500
	3	Secondary Schools	2500
	4	Tertiary Schools	2500
	5	Private Schools/ International Schools	2500



**Form “F” – Minimum Plot Sizes applicable for Permissible Uses**

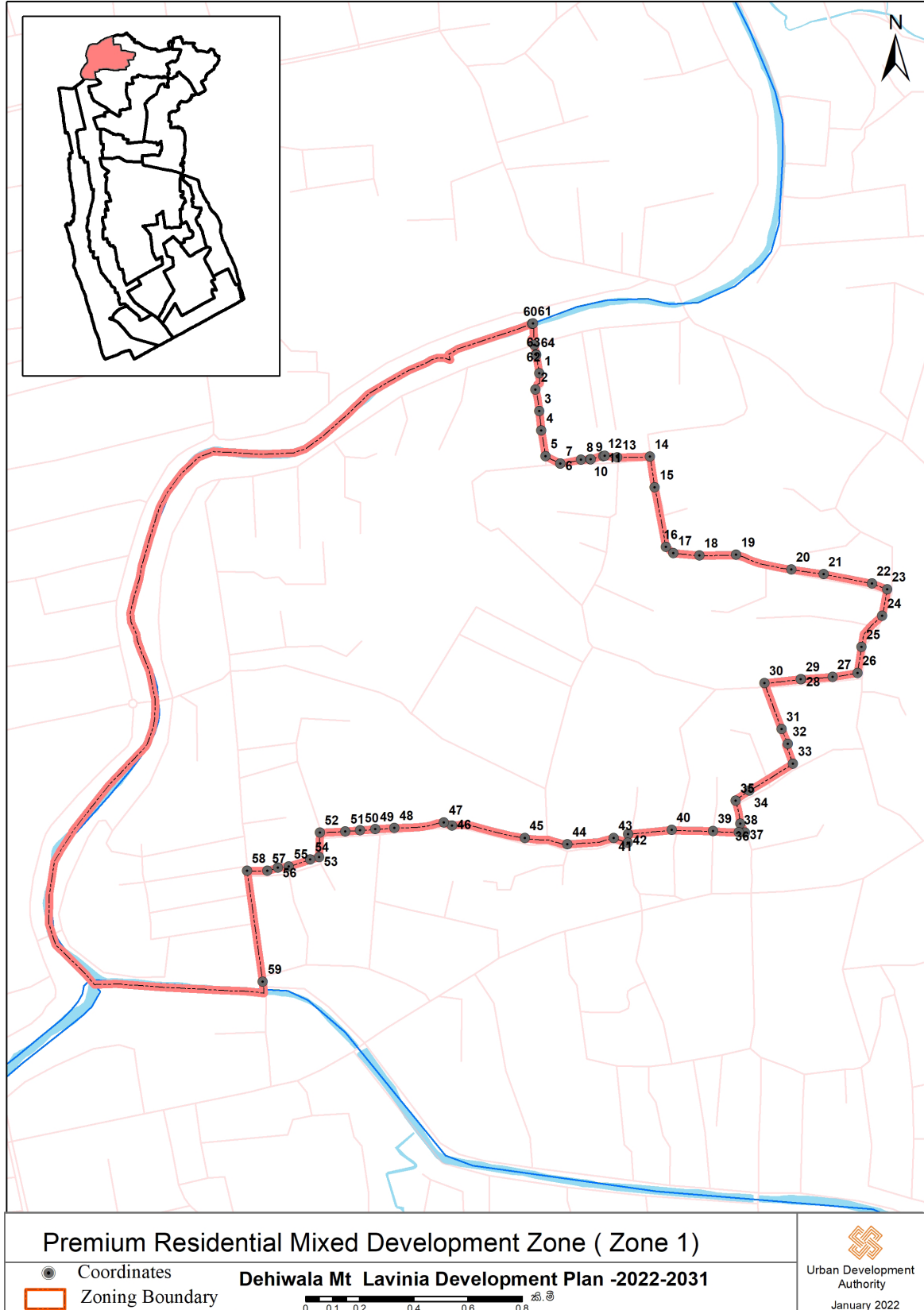
<b>Main Use</b>	<b>Sub No.</b>	<b>Sub Use</b>	<b>Minimum Plot Size (m<sup>2</sup>)</b>
<b>5. Educational</b>	6	Higher Education Institutes (Campus)	3000
	7	State/ Private Universities	4000
	8	Industrial Colleges/ Vocational Training Insti-tutes/ Training Institutes	1000
	9	Tuition Centres	500
	10	Art Centres/ Theater Institutes	1000
<b>6. Utility Services</b>	1	Beauty Parlours	150
	3	Customer Service Centres	150
	4	Spas	150
	5	Tailor Shops	150
<b>7. Tourism</b>	1	Star Class Hotels	2000
	2	Tourist Hotels/ Commercial Hotels	500
	3	Guest Houses	250
	4	Lodges	250
	5	City Hotels	250
	6	Inns	250
	7	Motels	250
	8	Clubs	500
<b>8. Social &amp; Religious</b>	1	Religious Centres	1000
	2	Religious Edicational centres	500
	3	Museums	500
	4	Social and Cultural Centres	500
	5	Conference Halls	3000
	6	Cemeteries/ Crematoriums (Only new buildings in existing cemeteries are permitted)	
<b>9. Industrial</b>	1	Vehicle Assembly Centres	500
	2	Vehicle Service Centres	1000
	3	Vehicle Fuel Filling Stations	1000
	4	Emission Testing Centres	500
	5	Warehouses for distribution purposes	500
	6	Warehouses	1000
	7	Service Industries	1000
	8	Bakeries	500

<i>Form "F" – Minimum Plot Sizes applicable for Permissible Uses</i>			
<i>Main Use</i>	<i>Sub No.</i>	<i>Sub Use</i>	<i>Minimum Plot Size (m<sup>2</sup>)</i>
<i>9. Industrial</i>	9	<i>Concrete Precast Industries</i>	<i>1000</i>
	10	<i>Machinery Based Cement Blocks Manufacturing Industries</i>	<i>500</i>
	11	<i>Tiles &amp; Bricks Industries</i>	<i>500</i>
	12	<i>Home Based Industries</i>	<i>250</i>
	13	<i>Packaging Industries</i>	<i>500</i>
	14	<i>Value Added Industries</i>	<i>1000</i>
	15	<i>Scrap Collection Centres</i>	<i>1000</i>
	16	<i>Recycling Centres</i>	<i>1000</i>
	17	<i>Furniture Manufacturing Related Industries</i>	<i>500</i>
	18	<i>Other Non-polluting Industries</i>	<i>1000</i>
<i>10. Leisure</i>	1	<i>Indoor Sport Complexes</i>	<i>1000</i>
	2	<i>Open Theatres</i>	<i>1000</i>
	3	<i>Libraries</i>	<i>250</i>
	4	<i>Gymnasiums</i>	<i>150</i>
	5	<i>Children's Parks</i>	<i>500</i>
	6	<i>Public Grounds</i>	<i>1000</i>
	7	<i>Cinema Halls/ Public Cinema Theatres</i>	<i>500</i>
	8	<i>Swimming Pools</i>	<i>250</i>
	9	<i>Parks</i>	
	10	<i>Recreational Parks</i>	
<i>11. Other</i>	1	<i>Roof Antenna</i>	
	2	<i>Vehicle Parks</i>	<i>250</i>
	3	<i>Electrical Sub Stations</i>	
	4	<i>Sand Mining/ Cleaning</i>	
	5	<i>Quarry Sites</i>	
	6	<i>Soil Cutting/ Clay Cutting</i>	
	7	<i>Communication Towers</i>	
	8	<i>Conference Halls</i>	
	9	<i>Sanitary Facilities</i>	



## Annex V – Zoning Boundaries

### Part A : Premium Residential Mixed Development Zone (Zone I)





**Part A : Premium Residential Mixed Development Zone (Zone I)**

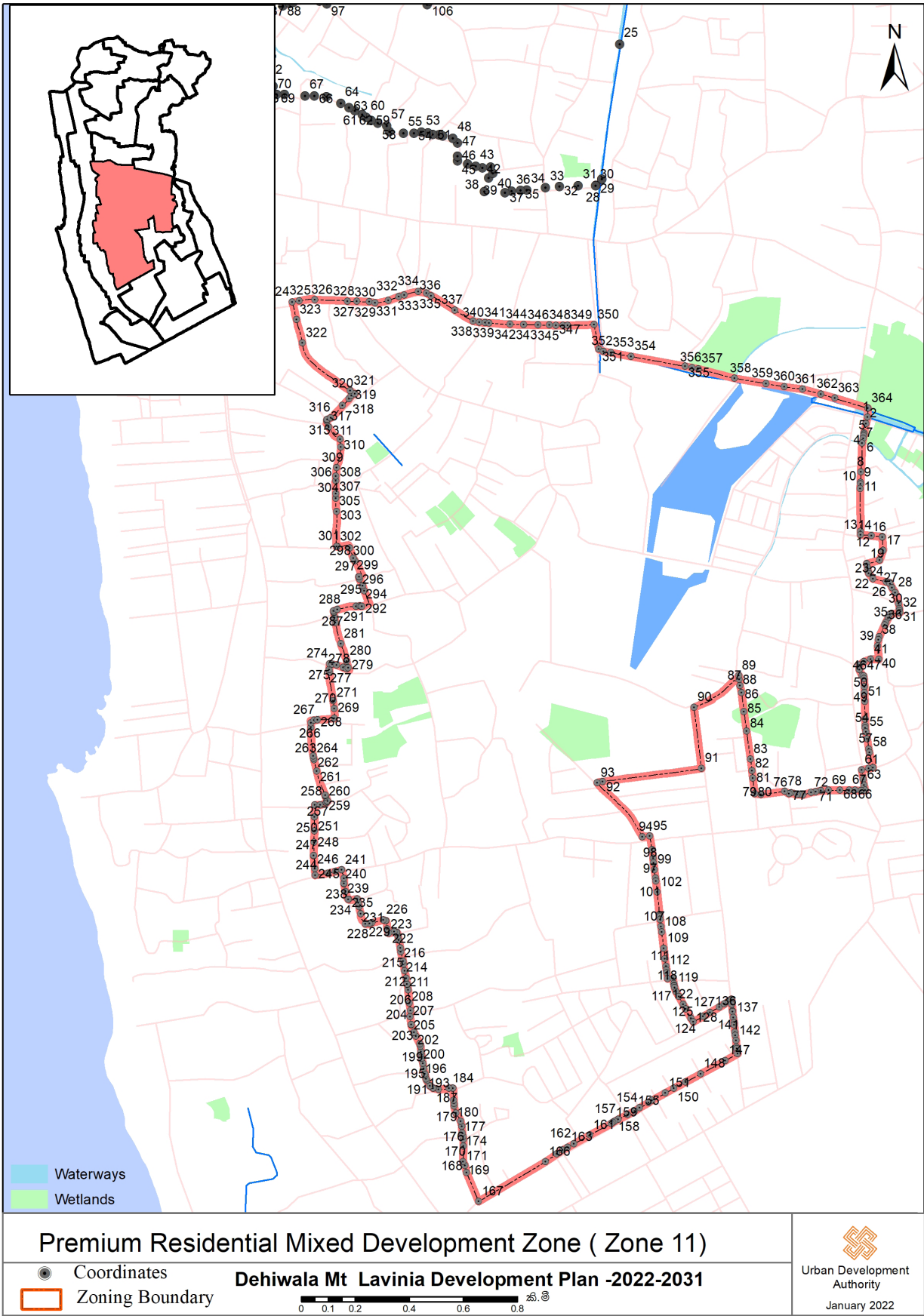
<b>Name of the Main Zone</b>	<i>Premium Residential Mixed Development Zone (Zone Factor 2.25)</i>	
<b>Zoning Boundaries</b>	<i>The entire area covered by the line drawn; To North – Bounded by Dehiwala Canal Road and Sri Saranankara Mawatha and thereby connected to Bodhiya Mawatha and Sri Vihara Mawatha and thereby southwards up to Sujatha Mawatha</i>	
	<i>To East – From the end point of the above north boundary to De Silva Mawatha and from there to Jayasamagi Mawatha southwards and thereby connected to Alwis Mawatha along De Silva Cross Mawatha and westwards to School Lane.</i>	
	<i>To South – From the end point of the above east boundary to southwards till Keran Place via Hath Bodhiya Mawatha and thereby to Dehiwala Canal Road via Sri Vimalasara Mawatha</i>	
	<i>To West – From the end point of the above south boundary connected to Bandaranaike Mawatha and from there connected to Sri Saranankara Mawatha up to Dehiwala Canal Road.</i>	
<i>Id</i>	<i>POINT_X</i>	<i>POINT_Y</i>
1	8891177.882680000000	766908.412905000000
2	8891172.525080000000	766884.049517000000
3	8891178.144280000000	766851.534959000000
4	8891181.042500000000	766822.907913000000
5	8891187.654960000000	766784.073964000000
6	8891209.476370000000	766773.540096000000
7	8891209.822040000000	766773.438228000000
8	8891240.433120000000	766779.175031000000
9	8891254.257020000000	766779.657565000000
10	8891254.659410000000	766779.765434000000
11	8891273.212310000000	766784.738907000000
12	8891275.337820000000	766785.308693000000
13	8891294.109220000000	766782.772400000000
14	8891342.331390000000	766784.024923000000
15	8891349.778710000000	766738.324736000000
16	8891366.545380000000	766649.199078000000
17	8891377.366710000000	766639.840879000000
18	8891416.190290000000	766636.211562000000
19	8891470.846020000000	766637.462175000000
20	8891552.680290000000	766615.689463000000
21	8891600.545440000000	766609.136924000000
22	8891672.427180000000	766595.170600000000
23	8891694.871090000000	766586.756910000000



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24	8891687.729020000000	766546.899458000000
25	8891656.913870000000	766500.121990000000
26	8891651.144790000000	766460.964586000000
27	8891614.218750000000	766455.230794000000
28	8891567.803170000000	766451.638577000000
29	8891566.988190000000	766451.547967000000
30	8891513.125790000000	766445.559517000000
31	8891538.583840000000	766377.094839000000
32	8891548.087900000000	766355.264666000000
33	8891555.740630000000	766325.377067000000
34	8891490.931020000000	766285.011548000000
35	8891470.754750000000	766269.969313000000
36	8891478.020720000000	766235.326259000000
37	8891484.822320000000	766222.208682000000
38	8891475.602000000000	766222.590638000000
39	8891437.258980000000	766224.179356000000
40	8891375.918480000000	766225.930289000000
41	8891311.220330000000	766219.532253000000
42	8891311.074250000000	766206.670274000000
43	8891289.826480000000	766213.579523000000
44	8891221.493540000000	766204.147145000000
45	8891158.220200000000	766213.184074000000
46	8891050.328820000000	766231.797231000000
47	8891038.045300000000	766236.371814000000
48	8890964.689750000000	766228.231117000000
49	8890936.205410000000	766225.927360000000
50	8890913.622710000000	766224.254284000000
51	8890891.952100000000	766222.766298000000
52	8890854.108370000000	766220.638048000000
53	8890852.894990000000	766184.040877000000
54	8890839.628110000000	766180.598455000000
55	8890808.233610000000	766170.047847000000
56	8890791.574950000000	766168.209552000000
57	8890776.017750000000	766163.578314000000
58	8890746.063110000000	766163.424380000000
59	8890769.720800000000	765997.769667000000
60	8891167.070000000000	766982.052700000000
61	8891168.516000000000	766982.577880000000
62	8891170.522190000000	766950.846044000000
63	8891173.100320000000	766936.130502000000
64	8891173.164490000000	766935.613201000000
66	8891173.164490000000	766935.613201000000

Part B : Premium Residential Mixed Development Zone (Zone II)





## Part B : Premium Residential Mixed Development Zone (Zone II)

<b>Name of the Main Zone</b>	Premium Residential Mixed Development Zone (Zone Factor 2.25)
<b>Zoning Boundaries</b>	<p>The entire area covered by the line drawn;</p> <p>To North – Starting from the Templer’s Road and thereby connect-ing to Rathnawalee Mawatha via Pieris Mawatha and thereby up to Anderson Road and from Kassapa Mawatha to Sirigal Mawatha</p> <p>To East – From the end point of the above north boundary to eastwards up to Vijayamangalarama Mawatha and thereby to Kostha Mawatha along Anderson Road and from 3rd Lane, Pieris Mawatha to Bandaranaike Mawatha</p> <p>To South – From the end point of the above east boundary to Sanasa Mawatha and from there to Medhankara Mawatha and then connected to Dharmaraja Mawatha up to Liyanage Mawatha</p> <p>To West – From the end point of the above south boundary to westwards up to Ranajaya Village and thereby connected to Waidya Road and up to Anagarika Dharmapala Mawatha via Park road and thereby up to Gal Vihara Mawatha and via Temple Road to Prathibimbarama Road.</p>

Id	POINT_X	POINT_Y
1	8892781.519990000000	763741.833970000000
2	8892777.304780000000	763720.014534000000
3	8892771.298550000000	763688.924130000000
4	8892770.667360000000	763685.656874000000
5	8892769.588090000000	763680.070178000000
6	8892767.929620000000	763671.485321000000
7	8892764.868160000000	763655.638142000000
8	8892760.911360000000	763559.936596000000
9	8892759.460920000000	763524.855590000000
10	8892759.272230000000	763520.291835000000
11	8892758.608460000000	763504.237524000000
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13	8892759.532610000000	763351.464521000000
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15	8892831.810440000000	763345.930329000000
16	8892831.964920000000	763343.607474000000
17	8892834.878860000000	763299.789943000000
18	8892823.214000000000	763267.481603000000
19	8892781.092790000000	763255.797625000000

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Dehiwala-Mount Lavinia Municipal Council Area  
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67	8892724.254190000000	762505.630466000000
68	8892694.092070000000	762505.305161000000
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70	8892631.223350000000	762503.588642000000
71	8892614.461320000000	762499.945216000000
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73	8892572.298610000000	762489.906427000000
74	8892561.168680000000	762490.603025000000
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138	8892347.329180000000	761734.517205000000
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220	8891237.316440000000	762030.167482000000
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222	8891211.698990000000	762028.164832000000
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268	8890975.237240000000	762734.467290000000
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270	8891029.934860000000	762771.938778000000
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284	8891031.449910000000	763073.013170000000
285	8891028.748060000000	763089.835198000000
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287	8891026.982170000000	763095.763681000000
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290	8891114.393780000000	763111.474165000000
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294	8891122.529060000000	763178.610518000000
295	8891113.300770000000	763201.549290000000
296	8891110.505210000000	763208.498196000000
297	8891110.770340000000	763208.658074000000
298	8891097.253400000000	763261.606788000000
299	8891092.406010000000	763270.673616000000



Dehiwala-Mount Lavinia Municipal Council Area  
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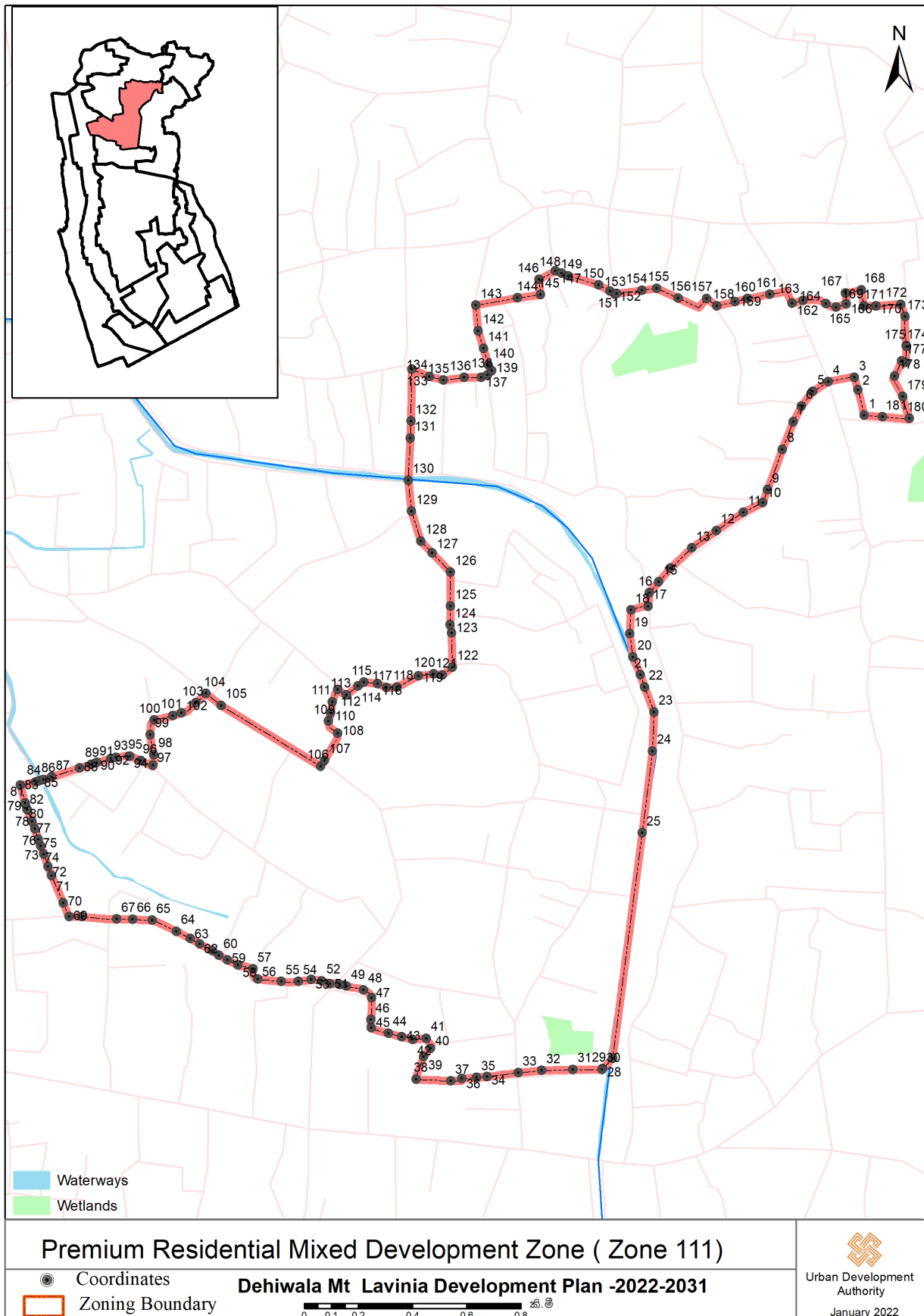
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315	8891005.398330000000	763729.591917000000
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322	8890922.799250000000	763983.118223000000
323	8890902.983790000000	764060.505597000000
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328	8891101.031470000000	764121.198487000000
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330	8891161.538170000000	764116.946136000000
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333	8891257.028300000000	764142.681449000000
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336	8891345.573380000000	764140.638135000000
337	8891423.730570000000	764093.058298000000
338	8891483.733220000000	764057.292618000000
339	8891504.183980000000	764052.881870000000



340	8891524.500380000000	764051.517988000000
341	8891537.316610000000	764050.657669000000
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343	8891651.166210000000	764046.077457000000
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347	8891756.327190000000	764043.653972000000
348	8891780.021360000000	764043.516152000000
349	8891794.476450000000	764043.432070000000
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351	8891898.023030000000	763965.088667000000
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353	8891937.714960000000	763953.185168000000
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356	8892205.401780000000	763904.094620000000
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360	8892507.632020000000	763841.698178000000
361	8892568.460410000000	763833.793002000000
362	8892628.151520000000	763818.047394000000
363	8892673.996950000000	763804.131400000000
364	8892783.737740000000	763770.820330000000
365	8892783.737740000000	763770.820330000000



Part C : Premium Residential Mixed Development Zone (Zone III)



**Part C : Premium Residential Mixed Development Zone (Zone III)**

<b>Name of the Main Zone</b>	Premium Residential Mixed Development Zone (Zone Factor 2.25)
<b>Zoning Boundaries</b>	<p>The entire area covered by the line drawn;</p> <p>To North – Starting from Kawdana Road and connected to Pallidora Road and thereby eastwards up to Nedimala Canal Road and from there to Nedimala Canal at Rohini Place</p> <p>To East – From the end point of the above north boundary to north-eastwards up to Lake Road and thereby from 2nd Lane connected to 3rd lane up to Attidiya Road and thereby up to Ratmalana – Mirihana Road and up to Janatha Mawatha via Rukkaththanarama Mawatha.</p> <p>To South – From the end point of the above east boundary up to Rukkaththanarama Mawatha and from there to Temple Mawatha and thereby up to Post Master's Street along 1st Cross Street and thereby southwards connected to De Soysa Mwatha, Gangadhara Mawatha up to Kekatiya Place and from there to Sri Dhammadhara Mawatha connected to Katukurunda Watta Road via Saman Place.</p> <p>To West – From the end point of the above south boundary connected to Gabriel Perera Mawatha and thereby up to 1st lane, Park Road and thereby connected to Hena Road along 1st lane, Pirivena Road and there by via Charles Colonne Mwatha up to Vidyala Mawatha and thereby connected to Temple's Place along Temple Mawatha up to Dakshinarama Road via Meneriya Place and thereby to Seevali Road connected to Watarappala Road via Palliya Road and thereby connected to Jaya Mawatha via Wanarathana Road and thereby up to Pokuna Road connected to Perera Place via Silvester Road and thereby to Kawdana Road.</p>

Id	POINT_X	POINT_Y
1	8892398.907970000000	765802.397635000000
2	8892386.519310000000	765853.079512000000
3	8892379.339250000000	765877.322337000000
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6	8892275.288980000000	765820.184939000000
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16	8891976.676890000000	765449.886847000000
17	8891974.749220000000	765423.166791000000



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18	8891940.78476000000	765415.86711100000
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23	8891986.85051000000	765213.88661600000
24	8891984.18375000000	765136.58639100000
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26	8891906.57223000000	764528.26752900000
27	8891906.57570000000	764527.71835400000
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Dehiwala-Mount Lavinia Municipal Council Area  
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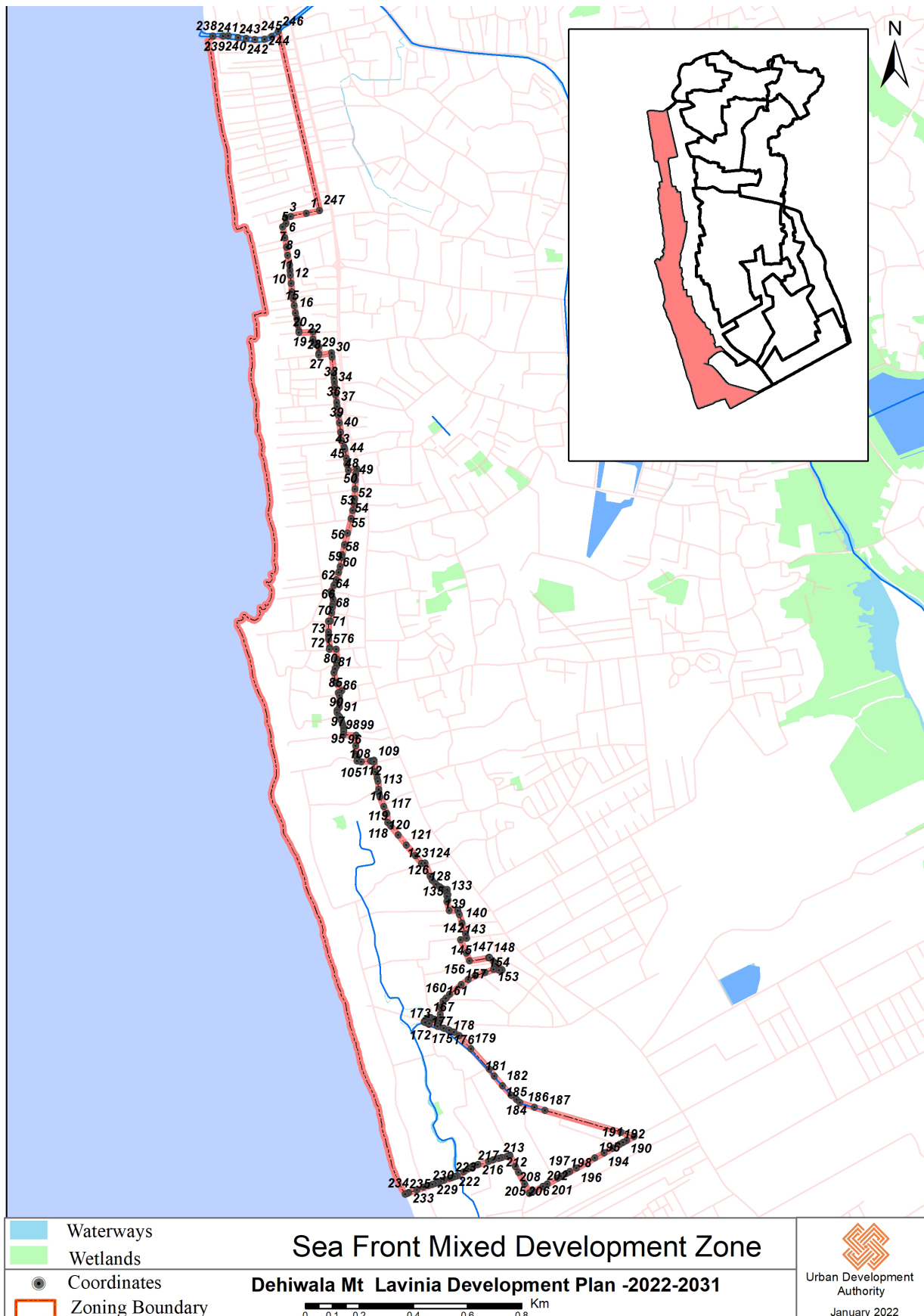
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Part D : Seafront Mixed Development Zone



**Part D : Seafront Mixed Development Zone**

Name of the Main Zone	Seafront Mixed Development Zone (Zone Factor 2.5)	
<b>Zoning Boundaries</b>	The entire area covered by the line drawn;	
	To North – Starting from Marine Drive and eastwards connected to Wasala Road and geographically up to Dehiwala Canal	
	To East – From the end point of the above north boundary to Ebenezer Place via Melferd Place and thereby from Rathnakara Place to Albert place and there by up to Campbell Place, Peter's Lane, Vendervert Place and Perera Lane and thereby southwards connected to Fairline Road and thereby connected to Station Road along Senanayake Mawatha and thereby up to School Lane and there by bounded to Ediriweera Mawatha via Auburn Lane, Dudley Senanayake Mawatha up to Sri Dharmapala Mawatha, Siripala Mawatha and thereby bounded to beach Road, Hotel Road, Off De Seram Road, Burnes Mawatha to Station Road and connected to St. Mary's Road via Old Quarry Road, Samudrasanna Place, Indrajothi Mawatha and thereby connected to Koranelis Lane via Sumangala Road and thereby up to Dehigahawatta Road, Raja Mawatha Road , Medial Cross Road, Boralu Road, and Gothama Temple and thereby to Kaldemulla Road via Station Road	
	To South – From the end point of the above east boundary con-nected to Weerasena Silva Mawatha and up to Samudrasanna Road and Station Road via Beach Road	
	To West – From the end point of the above south boundary, geographically bounded to beach strip and southwards to Station Road bounded by Marine Drive.	
Id	POINT_X	POINT_Y
3	8890351.641330000000	764774.521986000000
4	8890354.352780000000	764742.112599000000
5	8890333.922920000000	764722.055106000000
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13	8890387.209940000000	764364.488357000000
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21	8890502.147360000000	764145.229953000000
22	8890503.502550000000	764105.265372000000
23	8890508.812990000000	764083.956472000000
24	8890515.948080000000	764077.107963000000
25	8890526.645450000000	764074.357660000000
26	8890534.634800000000	764064.408235000000
27	8890535.234620000000	764026.523516000000
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29	8890605.548000000000	764030.779849000000
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41	8890659.99724000000	763547.34217600000
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44	8890686.69589000000	763449.07306700000
45	8890690.09741000000	763417.39087200000
46	8890697.50343000000	763382.88174700000
47	8890745.22899000000	763390.33880200000
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52	8890730.57052000000	763199.73943700000
58	8890662.65775000000	762904.27502000000
63	8890603.62127000000	762713.46733400000
65	8890616.16158000000	762672.10690100000
69	8890602.75064000000	762550.89920200000
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79	8890635.68027000000	762304.20159600000
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84	8890663.99482000000	762167.48880100000
85	8890644.95646000000	762155.72280700000
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89	8890639.18459000000	762060.35346200000
90	8890640.48932000000	762046.95653500000
93	8890668.54890000000	761984.95293400000
98	8890673.94143000000	761924.09814800000
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143	8891318.55350000000	760797.48746700000
145	8891368.23790000000	760681.54157900000
147	8891477.10145000000	760700.92076600000
148	8891478.77296000000	760698.22524600000
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152	8891528.90828000000	760629.65303400000
153	8891500.64953000000	760633.34261000000
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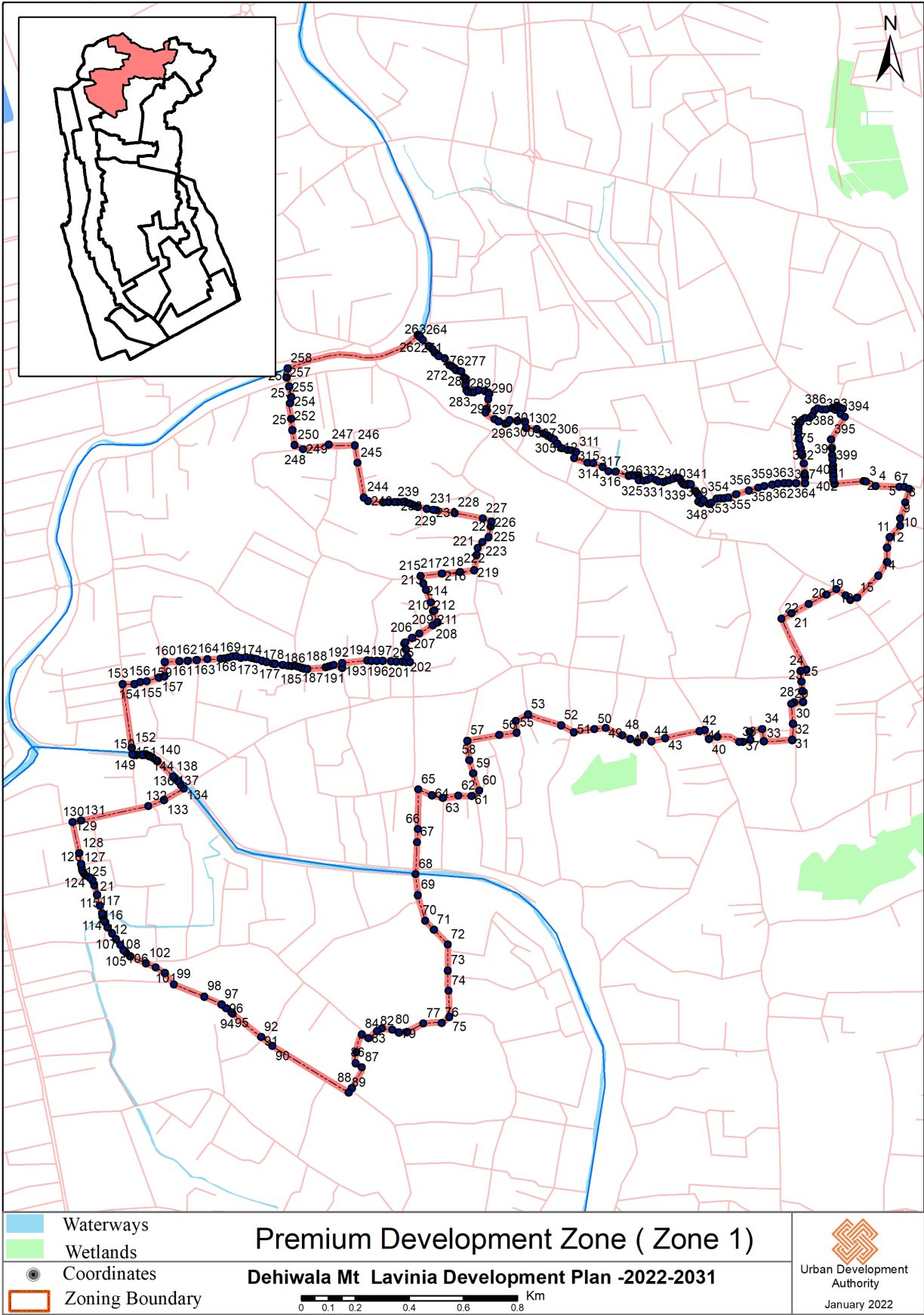


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243	8890180.946800000000	765755.004700000000
244	8890233.334500000000	765756.368200000000
245	8890271.932000000000	765772.412700000000
246	8890309.421320000000	765799.802274000000
247	8890537.998630000000	764813.739070000000



Part E : Premium Development Zone (Zone 1)





## Part E : Premium Development Zone (Zone 1)

Name of the Main Zone	Premium Development Zone (Zone Factor 3.25)	
Zoning Boundaries	The entire area covered by the line drawn;	
	To North – Starting from Sri Saranankara Mawatha, geographically bounded to a part of Dehiwala Canal and connected to Balapokuna Road via Suranimala Road and thereby up to Balapokuna Purana Vihara Mawatha and thereby to Colombo- Horana Road via Raymend Mawatha	
	To East – From the end point of the above north boundary to Pe-ter De Perera Mawatha via Peter's Place and thereby via Mudali Mawatha, Sirigal Mawatha up to Kassapa Road	
	To South – From the end point of the above east boundary up to Rathnavalee Road via Anderson Road and there by up to Parakrama Lane, Pieris Mawatha, Temple Road, Sumanarathna Mawatha, Prathibimbha Mawatha and the end of Galvihara Mawatha	
	To West – From the end point of the above south boundary to Alan Mawatha, thereby up to Anagarika Dharmapala Mawatha, Hos-pital Road, Canal Bank Road, Jayasevana Mawatha, Sri Saranankara Mawatha, Keran Place, School Avenue and thereby via Jayasamagi Mawatha, De Silva Cross Lane, Sujatha Road, Bodhiyawatta up to Sri Saranankara Road.	
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1	8892578.060890000000	766687.275159000000
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3	8892659.609280000000	766693.101075000000
4	8892684.425510000000	766681.085205000000
5	8892745.202380000000	766678.812887000000
6	8892757.996330000000	766678.842875000000
7	8892770.745860000000	766673.743816000000
8	8892760.651950000000	766638.925057000000
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10	8892747.921580000000	766578.738675000000
11	8892720.270910000000	766548.622895000000
12	8892713.460790000000	766521.403665000000
13	8892714.022910000000	766484.213374000000
14	8892691.715520000000	766448.743934000000
15	8892636.406950000000	766391.732217000000
16	8892619.360860000000	766386.326012000000
17	8892607.997210000000	766397.496001000000
18	8892583.715430000000	766413.700480000000
19	8892558.065250000000	766399.935674000000
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26	8892496.24670000000	766149.14133300000
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30	8892472.26936000000	766064.53239500000
31	8892470.51965000000	766022.34442000000
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40	8892256.46811000000	766024.31411000000
41	8892245.15082000000	766047.60834800000
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43	8892144.28059000000	766026.80566500000
44	8892108.26547000000	766018.29356400000
45	8892088.24637000000	766033.09651200000
46	8892072.95433000000	766014.69186900000
47	8892053.47796000000	766023.78303600000
48	8892032.51556000000	766033.56784200000
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50	8891961.14012000000	766049.00254300000
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71	8891549.23865000000	765527.79494100000
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86	8891347.97987000000	765182.02320600000
87	8891364.24776000000	765170.24020300000
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89	8891330.56917000000	765104.71043300000
90	8891134.38605000000	765224.98273500000
91	8891104.95972000000	765248.54403900000
92	8891104.55189000000	765248.15994800000
93	8891032.04192000000	765308.74205100000
94	8891031.75987000000	765308.94925900000
95	8891028.34208000000	765311.62684000000
96	8891014.43387000000	765323.04419800000
97	8891002.93537000000	765333.06053000000
98	8890958.17322000000	765353.35098500000
99	8890879.73904000000	765384.55641300000
100	8890856.07457000000	765414.27429200000
101	8890833.26043000000	765427.91140100000
102	8890807.64684000000	765439.11934400000

103	8890766.94721000000	765457.32722500000
104	8890757.17048000000	765466.48742800000
105	8890753.32166000000	765470.71201600000
106	8890750.13721000000	765473.91942700000
107	8890741.74184000000	765486.74907400000
108	8890730.45152000000	765502.20297000000
109	8890720.89817000000	765516.78212100000
110	8890709.02886000000	765531.94444300000
111	8890702.08097000000	765544.77410300000
112	8890699.76501000000	765548.85626800000
113	8890695.71207000000	765559.93643300000
114	8890695.06275000000	765563.88751100000
115	8890694.40166000000	765567.91024300000
116	8890688.12290000000	765588.46337100000
117	8890681.45173000000	765616.13105500000
118	8890674.38813000000	765641.42723700000
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121	8890663.00789000000	765660.39938100000
122	8890652.02007000000	765665.93292400000
123	8890648.48827000000	765670.67596200000
124	8890646.52616000000	765675.02374600000
125	8890643.38678000000	765679.76678500000
126	8890641.74509000000	765687.24613700000
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129	8890618.05630000000	765804.80945500000
130	8890618.01369000000	765805.03481400000
131	8890640.01711000000	765808.62505800000
132	8890812.64347000000	765846.59880500000
133	8890853.11902000000	765862.79347200000
134	8890903.69148000000	765892.42748200000
135	8890895.94953000000	765903.36666700000
136	8890888.91072000000	765911.20256600000
137	8890879.82695000000	765920.65688800000
138	8890876.61070000000	765923.24990200000
139	8890835.35004000000	765963.51013300000
140	8890832.97916000000	765965.69466200000
141	8890824.26125000000	765972.11143900000
142	8890817.23812000000	765975.64835800000
143	8890815.97180000000	765976.49701900000



Dehiwala-Mount Lavinia Municipal Council Area  
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144	8890815.19681000000	765976.67638100000
145	8890808.83725000000	765979.87911800000
146	8890801.35842000000	765979.87911800000
147	8890798.87362000000	765980.45419600000
148	8890796.42605000000	765979.93078400000
149	8890782.06226000000	765980.13172200000
150	8890775.97743000000	765980.21684300000
151	8890771.67146000000	765980.81121000000
152	8890769.72080000000	765997.76966700000
153	8890746.06311000000	766163.42438000000
154	8890776.01775000000	766163.57831400000
155	8890791.57495000000	766168.20955200000
156	8890808.23361000000	766170.04784700000
157	8890839.62811000000	766180.59845500000
158	8890852.89499000000	766184.04087700000
159	8890854.10837000000	766220.63804800000
160	8890891.95210000000	766222.76629800000
161	8890913.62271000000	766224.25428400000
162	8890936.20541000000	766225.92736000000
163	8890964.68975000000	766228.23111700000
164	8890997.93373000000	766229.19989500000
165	8891009.34457000000	766230.65333500000
166	8891018.93752000000	766232.28158700000
167	8891027.37257000000	766235.29641200000
168	8891038.04530000000	766236.37181400000
169	8891050.32882000000	766231.79723100000
170	8891063.44467000000	766233.36409300000
171	8891077.03816000000	766232.08549700000
172	8891085.85076000000	766229.89111100000
173	8891091.76667000000	766228.41406900000
174	8891104.55953000000	766224.95986700000
175	8891116.24804000000	766221.80385400000
176	8891132.99353000000	766217.98445500000
177	8891138.69841000000	766216.89887400000
178	8891158.22020000000	766213.18407400000
179	8891171.50191000000	766211.87261900000
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181	8891188.99101000000	766211.26703700000
182	8891193.23453000000	766210.93243500000
183	8891200.03251000000	766208.88029500000
184	8891206.65505000000	766206.88116000000



185	8891214.046040000000	766204.649959000000
186	8891221.493540000000	766204.147145000000
187	8891269.363470000000	766207.912007000000
188	8891275.853390000000	766209.874172000000
189	8891282.721800000000	766212.116646000000
190	8891289.826480000000	766213.579523000000
191	8891311.074250000000	766206.670274000000
192	8891311.220330000000	766219.532253000000
193	8891375.918480000000	766225.930289000000
194	8891385.676350000000	766225.596839000000
195	8891400.078270000000	766225.104688000000
196	8891415.227340000000	766224.935731000000
197	8891437.258980000000	766224.179356000000
198	8891451.623560000000	766223.584170000000
199	8891466.678320000000	766222.960387000000
200	8891475.602000000000	766222.590638000000
201	8891484.822320000000	766222.208682000000
202	8891478.020720000000	766235.326259000000
203	8891474.828740000000	766254.391819000000
204	8891470.754750000000	766269.969313000000
205	8891473.387550000000	766273.346325000000
206	8891490.931020000000	766285.011548000000
207	8891510.149050000000	766296.645565000000
208	8891543.770170000000	766317.886628000000
209	8891555.740630000000	766325.377067000000
210	8891545.271570000000	766354.160935000000
211	8891548.087900000000	766355.264666000000
212	8891538.583840000000	766377.094839000000
213	8891526.677330000000	766409.115173000000
214	8891520.207300000000	766426.515121000000
215	8891513.125790000000	766445.559517000000
216	8891566.988190000000	766451.547967000000
217	8891567.803170000000	766451.638577000000
218	8891614.218750000000	766455.230794000000
219	8891651.144790000000	766460.964586000000
220	8891656.913870000000	766500.121990000000
221	8891659.960360000000	766518.621225000000
222	8891660.112310000000	766518.806646000000
223	8891671.756190000000	766533.015776000000
224	8891687.729020000000	766546.899458000000
225	8891692.625700000000	766574.226169000000



Dehiwala-Mount Lavinia Municipal Council Area  
Development Plan (2022-2031)

226	8891694.871090000000	766586.756910000000
227	8891672.427180000000	766595.170600000000
228	8891600.545440000000	766609.136924000000
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231	8891528.807180000000	766619.822741000000
232	8891505.177120000000	766624.815981000000
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234	8891489.021600000000	766630.874794000000
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237	8891465.462820000000	766637.338326000000
238	8891453.536410000000	766637.016027000000
239	8891445.011160000000	766636.867681000000
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242	8891416.190290000000	766636.211562000000
243	8891377.366710000000	766639.840879000000
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245	8891349.778710000000	766738.324736000000
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252	8891178.144280000000	766851.534959000000
253	8891175.147860000000	766892.119054000000
254	8891177.882680000000	766908.412905000000
255	8891173.164490000000	766935.613201000000
256	8891173.100320000000	766936.130502000000
257	8891166.125770000000	766959.796414000000
258	8891168.516000000000	766982.577880000000
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262	8891509.974300000000	767065.260700000000
263	8891517.210400000000	767057.923600000000
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266	8891541.891900000000	767032.927400000000

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268	8891553.323700000000	767020.006900000000
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270	8891557.647200000000	767015.252800000000
271	8891573.846700000000	767010.062000000000
272	8891585.623200000000	766992.256600000000
273	8891592.271500000000	766988.804800000000
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275	8891602.521900000000	766979.381800000000
276	8891611.267200000000	766976.823200000000
277	8891616.172800000000	766975.544900000000
278	8891623.875800000000	766960.323100000000
279	8891628.145900000000	766956.897500000000
280	8891627.733600000000	766949.385700000000
281	8891626.765500000000	766939.740300000000
282	8891629.604700000000	766927.657000000000
283	8891632.881300000000	766923.745400000000
284	8891641.651800000000	766923.102200000000
285	8891649.208700000000	766922.547900000000
286	8891660.924700000000	766927.398600000000
287	8891676.917300000000	766925.283000000000
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292	8891679.580500000000	766870.696500000000
293	8891702.003300000000	766852.138200000000
294	8891712.220200000000	766846.828700000000
295	8891730.507800000000	766841.073700000000
296	8891735.775200000000	766842.998000000000
297	8891741.143300000000	766849.830000000000
298	8891761.508800000000	766847.982000000000
299	8891780.045200000000	766846.208600000000
300	8891780.567300000000	766846.158700000000
301	8891782.877700000000	766830.283600000000
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306	8891855.179400000000	766799.733700000000
307	8891863.702700000000	766789.001000000000



Dehiwala-Mount Lavinia Municipal Council Area  
Development Plan (2022-2031)

308	8891875.850300000000	766777.073100000000
309	8891890.937300000000	766772.976500000000
310	8891900.799400000000	766771.653900000000
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312	8891907.764500000000	766752.225200000000
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314	8891955.810700000000	766738.540300000000
315	8891980.531700000000	766730.116600000000
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318	8892047.754900000000	766706.318000000000
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320	8892062.462500000000	766707.418800000000
321	8892073.130700000000	766707.606600000000
322	8892073.677100000000	766707.648400000000
323	8892073.760600000000	766707.654700000000
324	8892073.962300000000	766698.743100000000
325	8892073.876300000000	766694.820600000000
326	8892085.914600000000	766693.916400000000
327	8892096.143700000000	766695.867100000000
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333	8892152.053500000000	766695.103100000000
334	8892162.358300000000	766698.567100000000
335	8892172.584600000000	766702.019900000000
336	8892178.556900000000	766700.314400000000
337	8892184.116500000000	766691.311800000000
338	8892188.816800000000	766685.741000000000
339	8892194.363500000000	766683.605600000000
340	8892202.673200000000	766685.981800000000
341	8892208.218300000000	766684.704700000000
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343	8892225.530700000000	766660.702300000000
344	8892229.805900000000	766654.486900000000
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346	8892234.557400000000	766635.745400000000
347	8892240.938600000000	766643.402500000000
348	8892254.147400000000	766633.636400000000

349	8892260.403100000000	766637.135400000000
350	8892274.407600000000	766647.596600000000
351	8892274.814000000000	766647.618300000000
352	8892284.920000000000	766648.415800000000
353	8892293.242300000000	766649.072400000000
354	8892304.477900000000	766651.415300000000
355	8892324.959100000000	766659.169200000000
356	8892358.015200000000	766669.390200000000
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361	8892448.604200000000	766688.195100000000
362	8892460.599700000000	766688.217600000000
363	8892479.362700000000	766688.252900000000
364	8892502.262900000000	766689.126800000000
365	8892502.023100000000	766703.504400000000
366	8892500.725700000000	766713.373400000000
367	8892498.332900000000	766739.120800000000
368	8892494.526500000000	766760.519400000000
369	8892494.263300000000	766761.128900000000
370	8892490.902100000000	766769.339200000000
371	8892490.217500000000	766779.263100000000
372	8892488.069200000000	766788.111200000000
373	8892485.908600000000	766803.665600000000
374	8892484.948500000000	766818.417400000000
375	8892484.923200000000	766832.098100000000
376	8892484.775200000000	766840.011100000000
377	8892488.900300000000	766846.465500000000
378	8892488.867900000000	766846.979900000000
379	8892489.054300000000	766847.059100000000
380	8892501.097500000000	766857.035400000000
381	8892514.951500000000	766858.563600000000
382	8892521.333900000000	766865.657400000000
383	8892526.429900000000	766876.611500000000
384	8892534.306200000000	766882.849600000000
385	8892545.611200000000	766879.437300000000
386	8892555.844300000000	766879.241900000000
387	8892571.317500000000	766883.046800000000
388	8892580.018700000000	766878.194300000000
389	8892583.316000000000	766886.950000000000

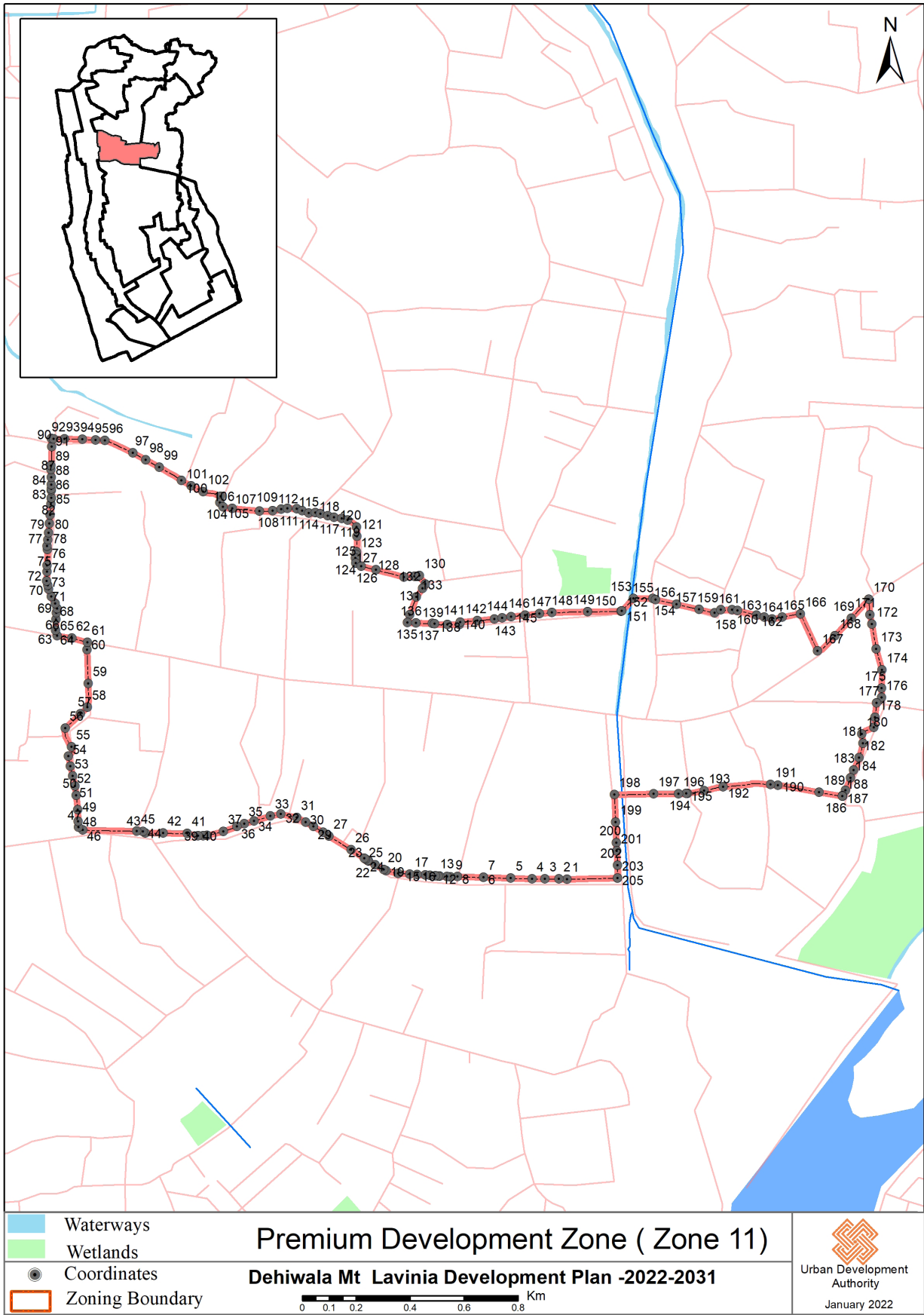


Dehiwala-Mount Lavinia Municipal Council Area  
Development Plan (2022-2031)

390	8892584.18225000000	766889.63187900000
391	8892592.62748000000	766885.07043900000
392	8892599.92513000000	766881.12882600000
393	8892593.55986000000	766868.46089100000
394	8892604.40235000000	766860.66728500000
395	8892568.98176000000	766801.72396600000
396	8892571.19800000000	766779.85863300000
397	8892572.13419000000	766760.80200500000
398	8892572.77844000000	766749.96227600000
399	8892573.53435000000	766734.36472800000
400	8892574.06650000000	766723.38358000000
401	8892574.43378000000	766715.80450500000
402	8892574.83416000000	766707.54235400000
403	8892575.35821000000	766696.72800500000
405	8892575.35821000000	766696.72800500000



Part F : Premium Development Zone (Zone II)





## Part F : Premium Development Zone (Zone II)

Name of the Main Zone	Premium Development Zone (Zone Factor 3.25)
Zoning Boundaries	The entire area covered by the line drawn;
	To North – Starting from Liyanage Mawatha up to Dharmapala Mawatha and thereby up to Sri Medhankara Road , Sanasa Place and there by up to Pepiliyana – Dehiwala Road via Parakrama Mawatha
	To East – From the end point of the above north boundary to southwards up to Nikape Mawatha and thereby to Field Mawatha
	To South – From the end point of the above east boundary to Sa-manananda Mawatha via Vijitha Road and thereby up to Captain Sumudu Rajapaksha Mawatha and westwards via Pallidora Mawatha up to Damayankara Mawatha
	To West – From the end point of the above south boundary to southwards up to Malwatta Road.

Id	POINT_X	POINT_Y
1	8891794.476450000000	764043.432070000000
2	8891780.021360000000	764043.516152000000
3	8891756.327190000000	764043.653972000000
4	8891734.433660000000	764043.970736000000
5	8891697.987000000000	764044.668383000000
6	8891651.169080000000	764046.077368000000
7	8891651.166210000000	764046.077457000000
8	8891606.140650000000	764047.170983000000
9	8891594.629760000000	764046.923353000000
10	8891588.171960000000	764047.338162000000
11	8891575.864000000000	764048.128748000000
12	8891573.003680000000	764048.372098000000
13	8891568.650690000000	764048.742440000000
14	8891559.018810000000	764049.561896000000
15	8891551.041200000000	764050.240610000000
16	8891537.316610000000	764050.657669000000
17	8891524.500380000000	764051.517988000000
18	8891504.183980000000	764052.881870000000
19	8891483.733220000000	764057.292618000000
20	8891479.806060000000	764059.049495000000
21	8891464.899040000000	764066.933158000000
22	8891453.791100000000	764073.872986000000
23	8891452.337510000000	764074.641716000000
24	8891448.640500000000	764077.043008000000

25	8891446.706910000000	764078.298918000000
26	8891423.730570000000	764093.058298000000
27	8891385.950230000000	764116.796638000000
28	8891375.705390000000	764123.233718000000
29	8891359.066880000000	764133.688116000000
30	8891345.573380000000	764140.638135000000
31	8891330.155370000000	764148.579390000000
32	8891303.283010000000	764154.531970000000
33	8891285.278810000000	764151.305464000000
34	8891257.028300000000	764142.681449000000
35	8891240.205450000000	764137.545944000000
36	8891227.729520000000	764133.048518000000
37	8891204.863700000000	764124.440301000000
38	8891176.734300000000	764117.587846000000
39	8891170.103150000000	764116.752029000000
40	8891161.538170000000	764116.946136000000
41	8891142.863090000000	764120.468094000000
42	8891101.031470000000	764121.198487000000
43	8891070.547700000000	764121.328312000000
44	8891066.673980000000	764123.641761000000
45	8891055.931900000000	764124.698098000000
46	8890963.310250000000	764126.229913000000
47	8890955.999530000000	764130.757842000000
48	8890955.700520000000	764140.997229000000
49	8890954.694600000000	764160.922332000000
50	8890952.012170000000	764185.913149000000
51	8890949.665040000000	764202.461130000000
52	8890945.641390000000	764219.346829000000
53	8890941.617740000000	764236.232534000000
54	8890938.264700000000	764253.455958000000
55	8890943.964870000000	764269.666245000000
56	8890932.761100000000	764301.955981000000
57	8890959.055850000000	764326.881882000000
58	8890971.043160000000	764338.565902000000
59	8890972.203220000000	764379.070524000000
60	8890969.883100000000	764437.490706000000
61	8890970.541690000000	764450.389112000000
62	8890943.741650000000	764457.294240000000
63	8890918.811370000000	764461.688413000000
64	8890916.006720000000	764470.790629000000
65	8890916.318340000000	764489.622806000000



Dehiwala-Mount Lavinia Municipal Council Area  
Development Plan (2022-2031)

66	8890917.56486000000	764500.92211500000
67	8890918.49974000000	764508.76885800000
68	8890915.38346000000	764517.24334300000
69	8890908.83926000000	764529.48426800000
70	8890903.54158000000	764542.03906500000
71	8890902.29506000000	764548.94420500000
72	8890900.81066000000	764555.83797500000
73	8890901.06909000000	764572.23582700000
74	8890901.32751000000	764582.64716400000
75	8890901.84436000000	764610.23721600000
76	8890901.06909000000	764616.22373900000
77	8890902.10278000000	764627.41593600000
78	8890903.39491000000	764639.38898600000
79	8890905.20388000000	764655.00601100000
80	8890906.40916000000	764670.03829500000
81	8890907.70638000000	764688.91078000000
82	8890908.41249000000	764699.18360200000
83	8890908.40884000000	764699.40088600000
84	8890908.18990000000	764712.41109300000
85	8890908.18990000000	764714.87723600000
86	8890907.96731000000	764722.49985900000
87	8890907.96731000000	764734.83057600000
88	8890907.56353000000	764748.67054300000
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90	8890908.52417000000	764787.94530900000
91	8890907.77807000000	764801.84766500000
92	8890912.10643000000	764801.49165200000
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94	8890961.13929000000	764801.12334500000
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96	8890999.77235000000	764799.11393000000
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100	8891131.26203000000	764730.16224300000
101	8891147.95077000000	764720.93533700000
102	8891168.88094000000	764710.95745200000
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110	8891313.214240000000	764682.407194000000
111	8891328.927020000000	764681.558224000000
112	8891338.389850000000	764678.516028000000
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119	8891416.406010000000	764662.278223000000
120	8891432.016320000000	764650.372253000000
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122	8891431.953370000000	764607.538878000000
123	8891431.221420000000	764603.249251000000
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128	8891513.304840000000	764564.371220000000
129	8891531.544820000000	764565.737505000000
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132	8891545.622660000000	764544.863523000000
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135	8891519.142310000000	764485.609811000000
136	8891533.879290000000	764485.069100000000
137	8891561.844560000000	764484.245577000000
138	8891566.363930000000	764484.111070000000
139	8891588.231420000000	764482.344711000000
140	8891608.488120000000	764482.420215000000
141	8891610.012070000000	764486.851386000000
142	8891639.472140000000	764489.558081000000
143	8891668.671070000000	764492.240771000000
144	8891682.137910000000	764494.071687000000
145	8891697.591850000000	764496.172762000000
146	8891721.152520000000	764498.711854000000
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Dehiwala-Mount Lavinia Municipal Council Area  
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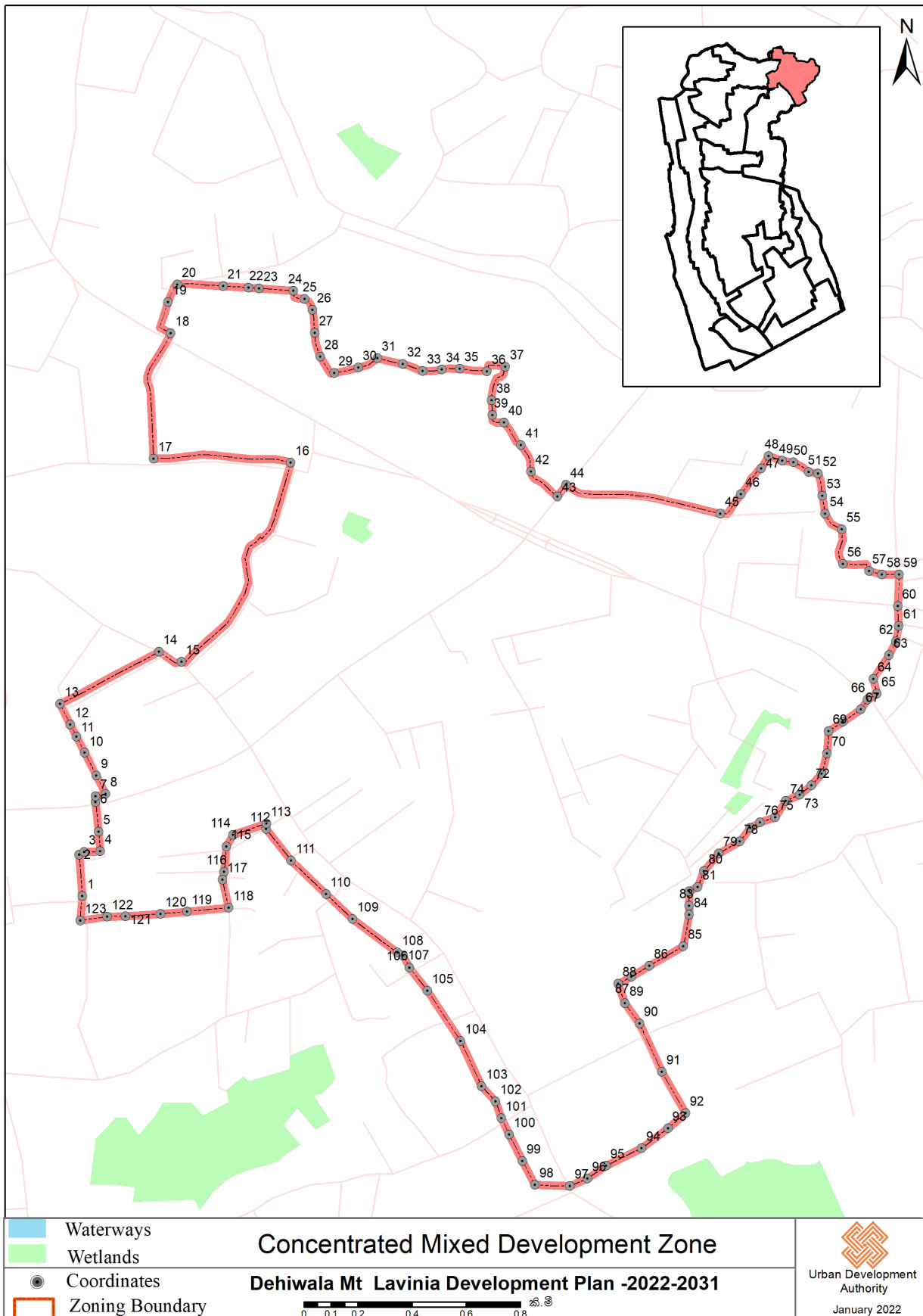
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151	8891887.101240000000	764507.041447000000
152	8891887.259440000000	764507.045503000000
153	8891907.086330000000	764528.264852000000
154	8891940.203250000000	764528.092387000000
155	8891945.000730000000	764526.497398000000
156	8891980.777000000000	764518.595895000000
157	8892019.892500000000	764509.616855000000
158	8892046.217100000000	764503.804431000000
159	8892056.766900000000	764508.959205000000
160	8892076.368380000000	764508.894450000000
161	8892085.557290000000	764508.177805000000
162	8892118.146170000000	764499.931544000000
163	8892131.689650000000	764496.665388000000
164	8892145.053990000000	764493.442431000000
165	8892162.572430000000	764496.962855000000
166	8892193.603770000000	764502.025243000000
167	8892222.937360000000	764438.819942000000
168	8892252.783670000000	764464.708553000000
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170	8892310.933330000000	764528.177534000000
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178	8892322.083590000000	764324.324363000000
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182	8892294.666670000000	764254.369129000000
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184	8892280.076500000000	764219.315544000000
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186	8892267.169220000000	764188.087143000000
187	8892266.218230000000	764188.247066000000
188	8892265.977250000000	764187.686966000000



189	8892226.25344000000	764194.35517800000
190	8892155.55986000000	764206.40372500000
191	8892143.00132000000	764207.72272600000
192	8892061.64414000000	764203.31418600000
193	8892029.17620000000	764196.70848800000
194	8892000.17054000000	764191.68058600000
195	8891998.56865000000	764191.66148100000
196	8891984.95921000000	764191.49916500000
197	8891942.51653000000	764190.99295000000
198	8891875.36113000000	764189.30635900000
199	8891877.45464000000	764141.72011000000
200	8891878.99489000000	764106.70950100000
201	8891879.14929000000	764092.55760600000
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204	8891880.98639000000	764045.73428900000



Part G : Concentrated Mixed Development Zone



**Part G : Concentrated Mixed Development Zone**

<b>Name of the Main Zone</b>	<b>Concentrated Mixed Development Zone (Zone Factor 3)</b>
<b>Zoning Boundaries</b>	<i>The entire area covered by the line drawn;</i>
	<i>To North – Bounded by the Station Road via Elvin Place to Gurton School Avenue and thereby up to Samudradevi Mawatha, Jambu-gasmulla Road</i>
	<i>To East – From the end point of the above north boundary to Thissa Mawatha via 2nd Lane and thereby up to Sunethradevi Mawatha</i>
	<i>To South – From the end point of the above east boundary to Co-lombo – Horana Road via Woodland Avenue and thereby to Sirigal Mawatha via Green Path</i>
	<i>To West – From the end point of the above east boundary to Peter De Perera Mawatha via Mudali Mawatha and thereby to Peter's Place, Raymend, Arther's Place and there by up to Station Road.</i>

<b>Id</b>	<b>POINT_X</b>	<b>POINT_Y</b>
1	376522.087073000000	758980.528869000000
2	376517.295479000000	759040.298400000000
3	376524.634786000000	759044.348194000000
4	376547.720171000000	759045.283520000000
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6	376540.862962000000	759116.209780000000
7	376540.911404000000	759125.095652000000
8	376555.847793000000	759128.267270000000
9	376542.268670000000	759154.475634000000
10	376525.450070000000	759188.166301000000
11	376513.560171000000	759211.280216000000
12	376504.544469000000	759228.806710000000
13	376489.802855000000	759258.325699000000
14	376632.765033000000	759333.982232000000
15	376665.437282000000	759319.447632000000
16	376823.780882000000	759607.626051000000
17	376625.119841000000	759613.096425000000
18	376649.930248000000	759794.877341000000
19	376646.162153000000	759839.454283000000
20	376659.670180000000	759865.117108000000
21	376725.856766000000	759862.850744000000
22	376762.734214000000	759860.315365000000
23	376778.098080000000	759859.259084000000



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24	376827.41111500000	759855.86879500000
25	376843.68255600000	759844.24427100000
26	376855.19147400000	759828.22159000000
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28	376866.27438200000	759761.02414600000
29	376886.62882800000	759737.38732400000
30	376921.56764900000	759745.02824400000
31	376949.05500600000	759758.30803900000
32	376985.67460900000	759750.06233000000
33	377014.43393700000	759740.22298800000
34	377042.16026700000	759742.09377100000
35	377068.20311200000	759743.06540900000
36	377107.69745500000	759739.09975500000
37	377134.24981900000	759746.38820000000
38	377114.56674800000	759697.72404100000
39	377115.33365800000	759676.44643000000
40	377132.26359400000	759665.68395700000
41	377156.84874300000	759632.87180500000
42	377171.24715400000	759594.54945100000
43	377209.72737600000	759558.55782500000
44	377221.89000800000	759575.46403700000
45	377445.58697400000	759533.64978900000
46	377475.29744300000	759561.74291700000
47	377504.84201300000	759598.89245100000
48	377515.17326800000	759617.26481000000
49	377534.74304200000	759610.36471600000
50	377551.47428900000	759608.07548200000
51	377573.15876300000	759594.20454000000
52	377586.86764400000	759591.71895000000
53	377592.80975300000	759559.41720800000
54	377597.25474700000	759533.88278300000
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61	377703.70734200000	759371.31384800000
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63	377689.65268500000	759329.11492200000
64	377666.67215100000	759294.47746100000

65	377672.23369000000	759273.12066600000
66	377658.73447700000	759264.44849700000
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68	377622.83218500000	759232.73474600000
69	377602.01572100000	759219.12777500000
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72	377577.05588200000	759140.41498700000
73	377560.62094000000	759126.85155200000
74	377540.18895900000	759118.33532300000
75	377524.74286900000	759094.60373600000
76	377502.66564300000	759087.36439100000
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78	377473.31785300000	759059.58900100000
79	377443.30366200000	759041.89453700000
80	377421.86576800000	759016.77502700000
81	377412.66522800000	758993.56597100000
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83	377400.15151200000	758966.26186100000
84	377400.41023700000	758953.30029400000
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86	377342.77176600000	758879.64332900000
87	377316.66913400000	758863.97716000000
88	377297.55566300000	758853.89703500000
89	377307.38250400000	758825.64175700000
90	377328.42320500000	758795.95423800000
91	377360.81066100000	758726.00705200000
92	377395.11059300000	758666.35931900000
93	377369.70921100000	758644.34936800000
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97	377227.74045300000	758561.10033700000
98	377177.13030900000	758562.85913700000
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101	377128.26869700000	758659.26675100000
102	377120.19981800000	758683.24602500000
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105	377021.53400600000	758843.30793100000

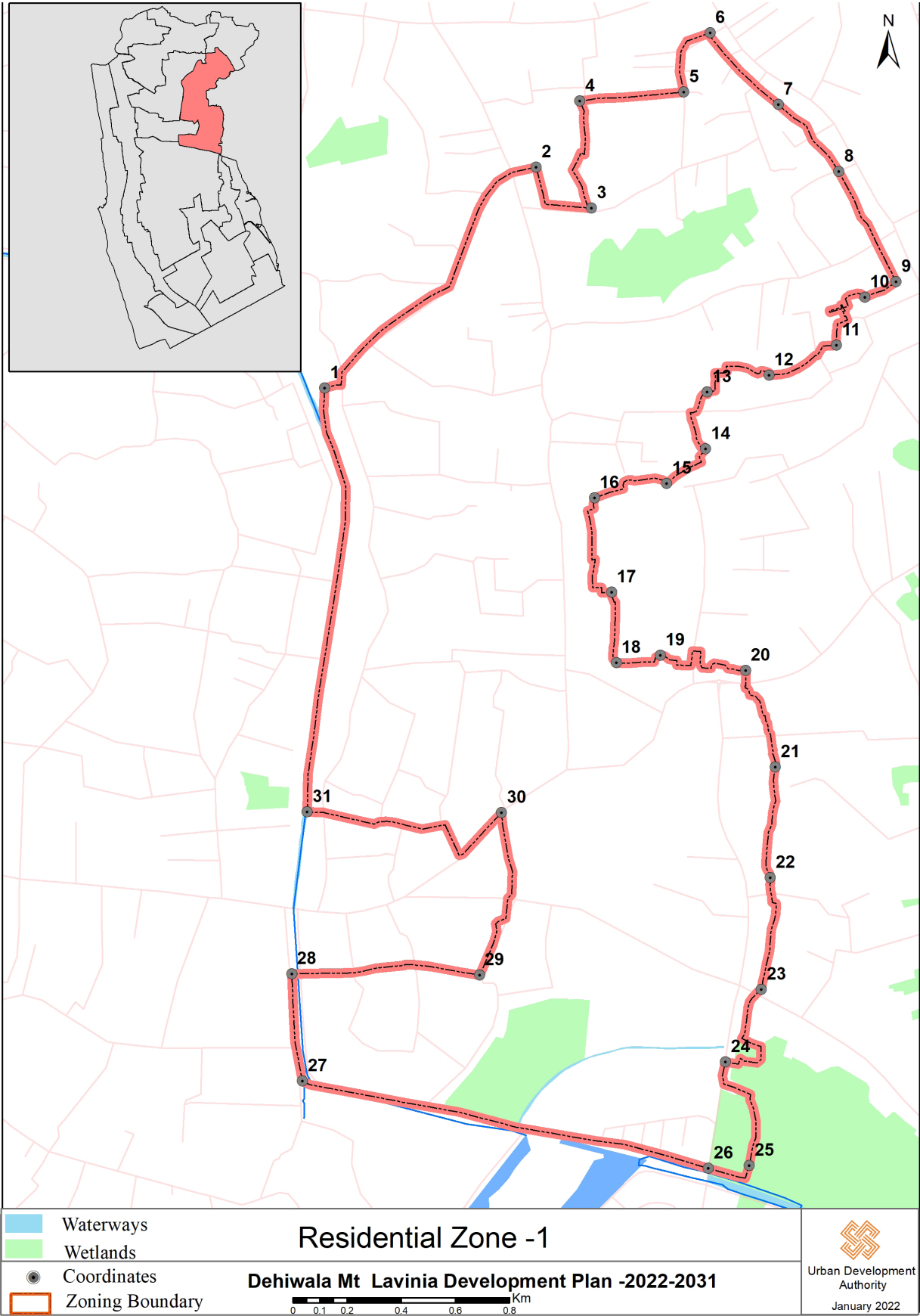


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106	376995.35785500000	758876.76133500000
107	376986.68480000000	758894.01175100000
108	376978.12912000000	758898.77987700000
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111	376824.27236300000	759032.06735000000
112	376788.27884600000	759077.72561400000
113	376788.29633900000	759085.24245000000
114	376740.17779900000	759068.81731500000
115	376730.68391500000	759052.02443000000
116	376727.11957100000	759015.55424200000
117	376725.00227900000	759004.20748800000
118	376733.92281500000	758963.59557900000
119	376673.80860900000	758957.72203900000
120	376635.32800500000	758954.38989700000
121	376584.56016900000	758951.24043500000
122	376558.09815500000	758950.47475400000
123	376519.21932100000	758944.82690800000



Part H : Residential Zone





## Part H : Residential Zone

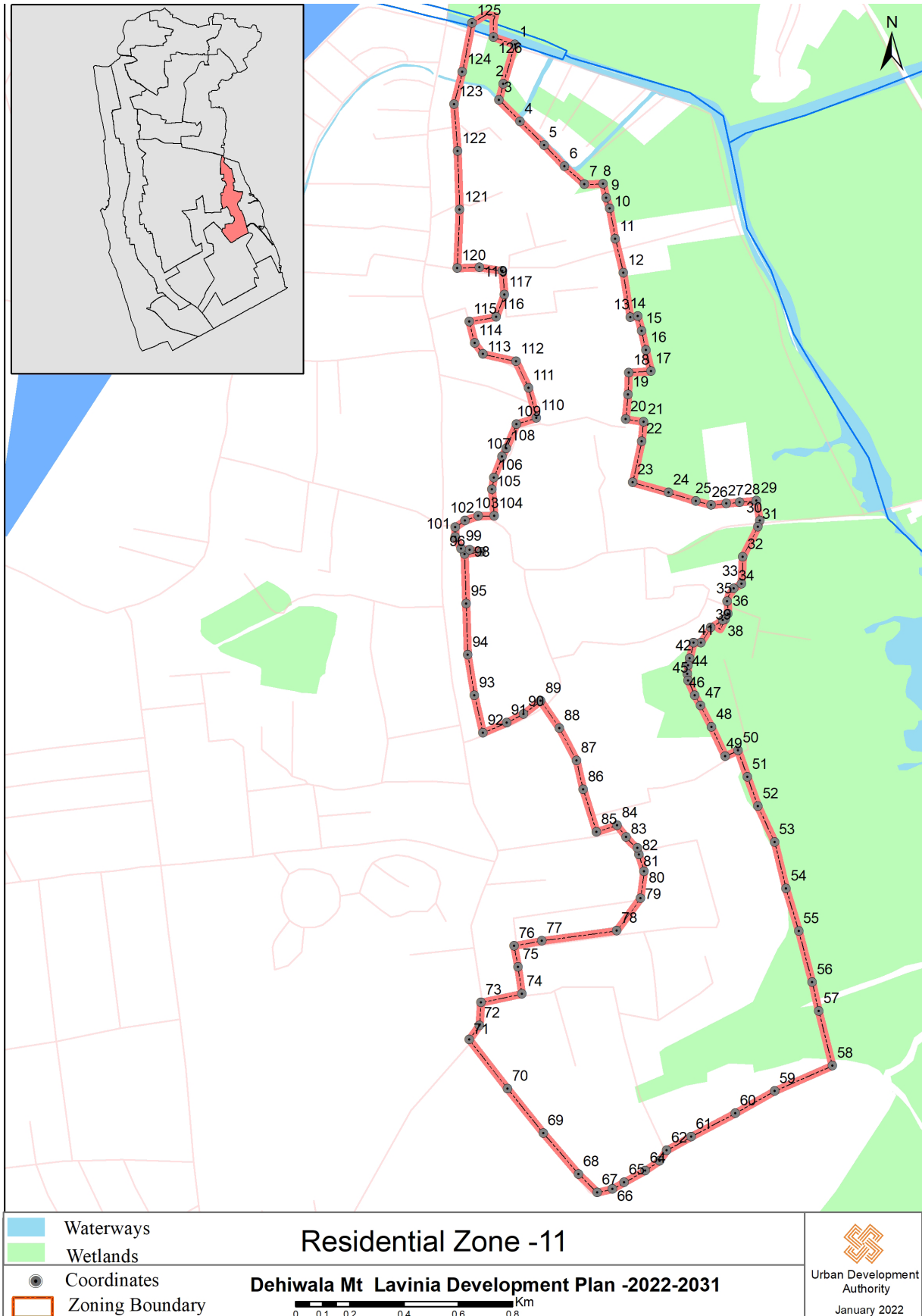
Name of the Main Zone	Residential Zone (Zone Factor 2)
Zoning Boundaries	The entire area covered by the line drawn;
	To North – Starting from Sirigal Mawatha and thereby up to Green Path, Sunethradevi Mawatha and Woodland Avenue
	To East – From the end point of the above north boundary to Sri Sumanarama Mawatha, Anura Mawatha and thereby up to Alubo-gahawatta Road, Salmal Mawatha, Mayura Mawatha and thereby via Dehiwala – Maharagama Road to southwards up to Ratmalana – Mirihana Road
	To South – From the end point of the above east boundary to westwards via 3rd Lane and 4th Lane up to Edge Residential Road and thereby up to the end point of Rohini Road
	To West – From the end point of the above south boundary via Sanananda Mawatha up to Vijitha Mawatha and thereby up to Field Mawatha, Dehiwala Road, Rupasinghe Road, Perakumba Mawatha and thereby geographically bounded to Nedimala Canal and via Kadawatha Road to Sirigal Mawatha.

Id	POINT_X	POINT_Y
1	375992.250082000000	758351.491688000000
2	376428.962218000000	758808.180603000000
3	376543.509578000000	758723.400226000000
4	376519.219321000000	758944.826908000000
5	376733.922815000000	758963.595579000000
6	376788.296339000000	759085.242450000000
7	376929.188999000000	758937.584042000000
8	377054.313926000000	758798.810145000000
9	377172.459485000000	758571.617474000000
10	377107.800937000000	758539.185011000000
11	377049.084289000000	758440.632574000000
12	376909.865731000000	758378.759850000000
13	376782.086680000000	758343.814697000000
14	376779.245785000000	758226.024930000000
15	376698.783941000000	758155.201416000000
16	376549.540040000000	758124.674302000000
17	376584.873513000000	757930.560893000000
18	376594.667541000000	757784.400148000000
19	376685.675385000000	757800.402488000000
20	376861.681772000000	757768.519283000000
21	376923.092072000000	757569.245629000000

22	376912.66954400000	757341.11695300000
23	376894.38887300000	757109.83558600000
24	376820.29593500000	756960.10024800000
25	376869.15542300000	756746.54302100000
26	376867.58783500000	756584.36814400000
27	377037.31625200000	756447.70906200000
28	377093.68765500000	756232.32982200000
29	377102.84988500000	756060.25979700000
30	377085.29569500000	755961.53175300000
31	377286.64740500000	755932.01041100000
32	377196.37355800000	755700.60983200000
33	377272.11862800000	755482.39631000000
34	377334.78130900000	755300.44523200000
35	377410.49528600000	755012.36193100000
36	377027.73993000000	754805.85480000000
37	376892.06628200000	755207.34701300000
38	377059.40553400000	755231.99063200000
39	377059.80228700000	755403.72114000000
40	376935.68988400000	755606.20805200000
41	376841.44115200000	755553.79877100000
42	376796.43890100000	755888.82097700000
43	376928.64577100000	756066.28297500000
44	376863.30232700000	756230.83107400000
45	376799.59654600000	756310.39376900000
46	376784.95083200000	756740.76518300000
47	375946.45589700000	756920.91924100000
48	375924.47603800000	757142.08451600000
49	376312.23732700000	757139.58263400000
50	376357.64749400000	757475.25193600000
51	375956.24061800000	757476.27756500000



Part I : Residential Zone (Zone II)



**Part I : Residential Zone (Zone II)**

<b>Name of the Main Zone</b>	<i>Residential Zone (Zone Factor 2)</i>
<b>Zoning Boundaries</b>	<i>The entire area covered by the line drawn;</i>
	<i>To North – Geographically bounded to Nedimala Canal and up to Indigahadeniya Road boundary</i>
	<i>To East – From the end point of the above north boundary to southwards via Vikumpura Road to Kahawita Mawatha and thereby up to Samagi Mwarga Cross Road and thereby up to Gemunu Mawatha, New Airport Roads</i>
	<i>To South – From the end point of the above east boundary up to Airport Road and Yashorapura Road</i>
	<i>To West – From the end point of the above south boundary via Gemunu Mawatha up to Mantrimulla Cross Road and thereby up to Pasa Mawatha, Temple Road, Upananda Mawatha and there by up to Indigahadeniya Road.</i>

<b>Id</b>	<b>POINT_X</b>	<b>POINT_Y</b>
1	376893.31212500000	756674.15289600000
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3	376867.58783500000	756584.36814400000
4	376901.70143100000	756549.38781200000
5	376941.16556000000	756510.73824400000
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7	377006.64756300000	756446.67480900000
8	377037.31625200000	756447.70906200000
9	377042.36490400000	756424.78798000000
10	377048.07765800000	756407.80652100000
11	377057.00034700000	756358.34265600000
12	377069.97812000000	756302.51648200000
13	377081.78358400000	756230.68215400000
14	377093.68765500000	756232.32982200000
15	377099.67306900000	756208.39005400000
16	377106.85940100000	756176.74957800000
17	377114.89871200000	756142.82652700000
18	377079.21485500000	756140.38229900000
19	377077.92536900000	756104.81639900000
20	377073.77066600000	756064.36910700000
21	377102.84988500000	756060.25979700000
22	377099.79212000000	756028.27132300000
23	377085.29569500000	755961.53175300000



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24	377143.88826700000	755945.08572100000
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28	377259.46202800000	755929.43336800000
29	377286.64740500000	755932.01041100000
30	377292.14951500000	755899.38769000000
31	377288.88841200000	755889.27476400000
32	377264.71315700000	755840.50740900000
33	377262.54112200000	755796.89706800000
34	377249.87880700000	755788.72413600000
35	377239.00140600000	755767.94873900000
36	377240.22021800000	755747.50764500000
37	377235.68338500000	755738.59771800000
38	377231.95314300000	755737.84583300000
39	377212.30969700000	755725.30100500000
40	377196.37355800000	755700.60983200000
41	377184.35279600000	755700.63758800000
42	377178.28339800000	755675.09428500000
43	377175.49215500000	755663.61405800000
44	377174.20721200000	755649.98274300000
45	377175.78987300000	755639.35492400000
46	377186.51015500000	755615.16531100000
47	377195.61826600000	755598.40111000000
48	377213.80308100000	755563.63417400000
49	377236.06042700000	755515.70758100000
50	377256.66533500000	755525.47800800000
51	377272.11862800000	755482.39631000000
52	377289.17480200000	755434.84610300000
53	377316.22963000000	755376.14291500000
54	377334.78130900000	755300.44523200000
55	377355.63018500000	755231.30716000000
56	377377.58636500000	755148.16080100000
57	377388.27916800000	755101.07909200000
58	377410.49528600000	755012.36193100000
59	377316.27173800000	754971.03110400000
60	377252.51396400000	754935.16989200000
61	377180.44429000000	754896.55805600000
62	377140.39150800000	754874.34628700000
63	377129.03539400000	754857.37868400000
64	377105.89779900000	754841.79140200000



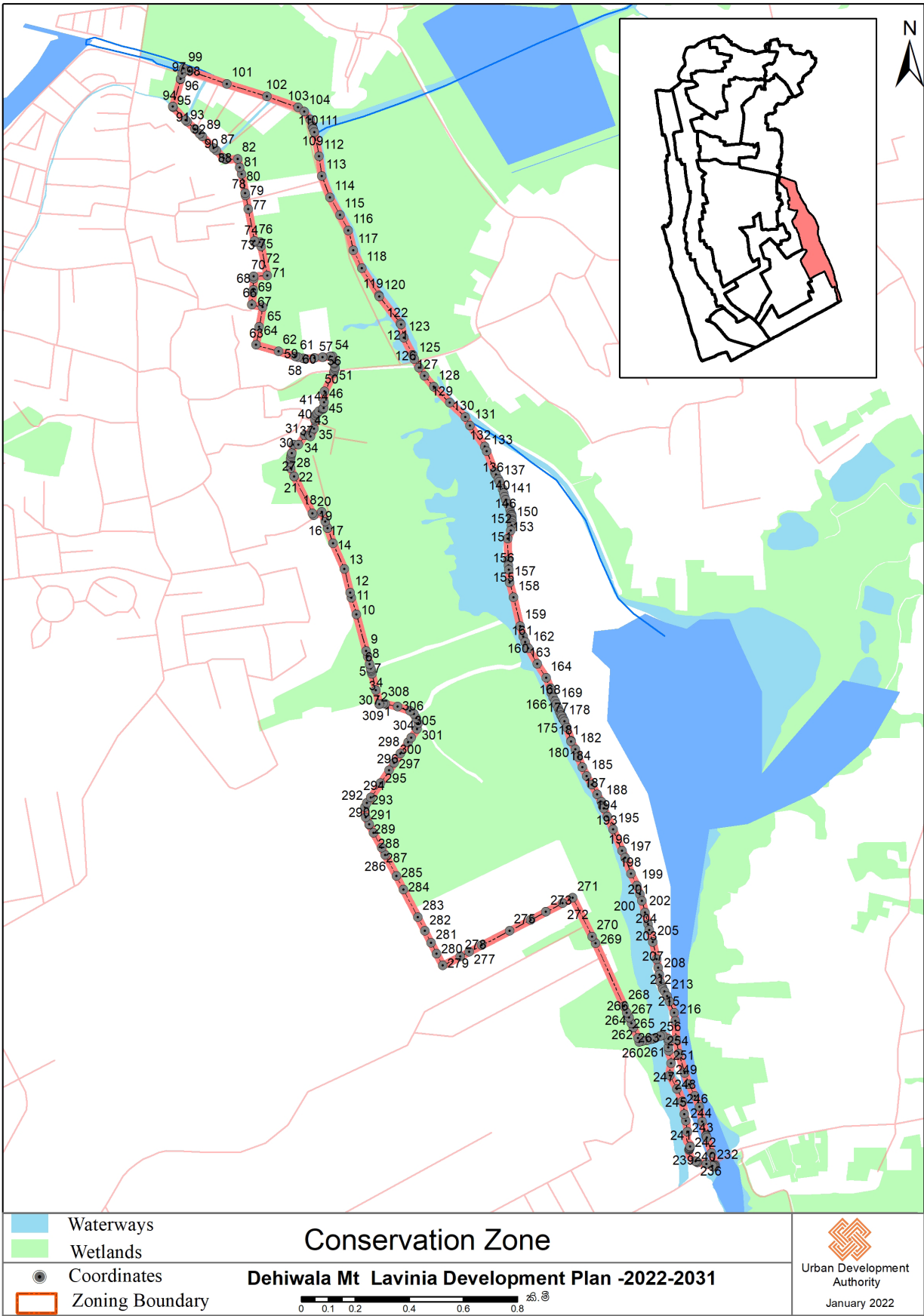
65	377071.52365000000	754822.16532000000
66	377052.46337500000	754811.57693700000
67	377027.73993000000	754805.85480000000
68	376997.30242200000	754835.80941300000
69	376939.59991400000	754902.65389400000
70	376881.62849000000	754974.80434700000
71	376818.99682000000	755054.81225900000
72	376835.82576500000	755077.83755400000
73	376838.51993600000	755115.04810600000
74	376904.79289000000	755129.03629300000
75	376898.66455400000	755173.30736400000
76	376892.06628200000	755207.34701300000
77	376937.55502300000	755215.65307800000
78	377059.40553400000	755231.99063200000
79	377098.28545300000	755284.52819600000
80	377103.92470800000	755328.83295300000
81	377095.21783000000	755356.18850700000
82	377093.10100100000	755366.86759400000
83	377074.49016100000	755384.39467000000
84	377059.80228700000	755403.72114000000
85	377026.55531500000	755392.71852200000
86	377004.56780800000	755462.01590100000
87	376993.60290000000	755509.12891200000
88	376966.04019200000	755561.82004000000
89	376935.68988400000	755606.20805200000
90	376907.69366200000	755584.63722600000
91	376879.91891000000	755570.63072300000
92	376841.44115200000	755553.79877100000
93	376827.74004600000	755614.76750000000
94	376816.82024700000	755681.26952600000
95	376814.24427700000	755764.37141800000
96	376811.66192000000	755844.70346500000
97	376839.09691200000	755848.76654600000
98	376819.55478000000	755851.88231500000
99	376805.82474000000	755854.07141700000
100	376796.40232700000	755873.03569200000
101	376796.43890100000	755888.82097700000
102	376812.24166100000	755899.83412300000
103	376834.03974300000	755907.20265300000
104	376859.78134500000	755907.15484800000
105	376856.15069700000	755950.53885500000



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106	376859.01382400000	755969.23767200000
107	376872.63544900000	756003.94190000000
108	376879.23834200000	756017.07835000000
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110	376928.64577100000	756066.28297500000
111	376915.61510900000	756115.63216900000
112	376895.40994000000	756158.33102700000
113	376841.34479200000	756170.48325800000
114	376827.86334600000	756188.55498100000
115	376818.92798400000	756223.15328200000
116	376863.30232700000	756230.83107400000
117	376876.53093000000	756266.96771900000
118	376873.21249700000	756305.71303800000
119	376835.66194300000	756311.81354600000
120	376799.59654600000	756310.39376900000
121	376803.65241000000	756405.50413400000
122	376799.97802800000	756501.01070600000
123	376794.31058700000	756577.03250700000
124	376808.06792100000	756629.62198000000
125	376823.83640600000	756709.49194900000
126	376858.46354200000	756686.26960900000

Part J : Conservation Zone





## Part J : Conservation Zone

Name of the Main Zone	Conservation Zone (Zone Factor 0)	
	The entire area covered by the line drawn; To North – Bounded to Indigahadeniya Road and geographically to Nedimala Canal and up to Attidiya Wetland	
	To East – From the end point of the above north boundary to Indigahadeniya Road and geographically up to Wetland and Nedimala Canal	
	To South – From the end point of the above east boundary via Sri John Kothalawala Cross Street to New Airport Road	
	To West – From the end point of the above south boundary according to Geographic Positioning System,	
Zoning Boundaries	Latitude: 6°49'29.46"N Longitude: 79°53'28.15"E Latitude: 6°49'37.88"N Longitude: 79°53'26.10"E Latitude: 6°49'45.31"N Longitude: 79°53'25.86"E Latitude: 6°50'2.63"N Longitude: 79°53'19.77"E along Kahawita Mawatha Latitude: 6°50'17.71"N, Longitude: 79°53'15.62"E Latitude: 6°50'24.91"N, Longitude: 79°53'15.20"E Wikumpura Cross Street Latitude: 6°50'36.33"N Longitude: 79°53'8.18"E  And up to the end of Indigahadeniya Road	
Id	POINT_X	POINT_Y
1	8893374.302070000000	762043.631965000000
2	8893365.352360000000	762080.575628000000
3	8893354.663960000000	762123.125790000000
4	8893352.928200000000	762130.738092000000
5	8893351.987860000000	762134.862005000000
6	8893351.373410000000	762137.556752000000
7	8893348.568480000000	762149.857950000000
8	8893343.115730000000	762170.331554000000
9	8893339.271330000000	762184.766216000000
10	8893313.569700000000	762281.269157000000
11	8893300.312040000000	762325.159474000000
12	8893296.858520000000	762339.204588000000
13	8893281.448830000000	762401.874283000000

14	8893250.947950000000	762470.006317000000
15	8893236.797770000000	762509.430764000000
16	8893236.768160000000	762509.513259000000
17	8893230.502960000000	762526.969018000000
18	8893221.101620000000	762553.162525000000
19	8893200.368610000000	762543.206939000000
20	8893197.433440000000	762549.089144000000
21	8893148.713360000000	762646.726276000000
22	8893148.711100000000	762646.730806000000
23	8893139.369300000000	762668.445964000000
24	8893138.108820000000	762683.144355000000
25	8893139.012970000000	762693.044393000000
26	8893140.763690000000	762700.366479000000
27	8893141.797950000000	762704.692054000000
28	8893142.561240000000	762707.959254000000
29	8893147.852380000000	762730.607576000000
30	8893159.961230000000	762730.607576000000
31	8893175.956660000000	762755.682137000000
32	8893195.714800000000	762768.448785000000
33	8893188.801610000000	762754.466545000000
34	8893191.506500000000	762753.111487000000
35	8893200.647700000000	762773.506540000000
36	8893203.989480000000	762795.179951000000
37	8893202.744690000000	762798.990145000000
38	8893205.014450000000	762808.666484000000
39	8893207.879370000000	762812.452233000000
40	8893209.213420000000	762814.215077000000
41	8893213.293240000000	762819.606214000000
42	8893223.599700000000	762824.345244000000
43	8893223.746500000000	762826.673362000000
44	8893226.389530000000	762828.399357000000
45	8893227.114650000000	762843.769035000000
46	8893228.476080000000	762872.626130000000
47	8893252.715090000000	762922.133748000000
48	8893253.848130000000	762925.698909000000
49	8893255.976570000000	762932.396088000000
50	8893255.413230000000	762935.711758000000
51	8893253.803460000000	762945.186323000000
52	8893253.303370000000	762948.129646000000
53	8893249.676700000000	762965.396673000000
54	8893243.430710000000	762964.786005000000



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55	8893223.27982000000	762962.81585200000
56	8893222.97971000000	762962.78651000000
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58	8893176.07638000000	762958.20077600000
59	8893171.94216000000	762959.21945700000
60	8893157.96266000000	762962.66402900000
61	8893151.13561000000	762964.34622700000
62	8893106.52263000000	762978.38764900000
63	8893047.46241000000	762994.92694100000
64	8893055.82489000000	763042.91494500000
65	8893064.91534000000	763095.08045200000
66	8893035.87229000000	763101.77528500000
67	8893039.09536000000	763134.09643200000
68	8893039.70435000000	763140.20342800000
69	8893040.74241000000	763170.99092100000
70	8893040.92044000000	763176.27111200000
71	8893076.86022000000	763178.83328100000
72	8893060.37807000000	763255.88523300000
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75	8893043.29765000000	763267.84342300000
76	8893042.77809000000	763270.50456900000
77	8893026.20118000000	763355.41071200000
78	8893019.26374000000	763390.94387500000
79	8893018.03518000000	763397.23645700000
80	8893008.93175000000	763447.37328400000
81	8893003.13751000000	763464.57957200000
82	8892997.99838000000	763487.81037300000
83	8892967.10709000000	763486.68963200000
84	8892966.35854000000	763487.37988700000
85	8892964.18599000000	763487.35032700000
86	8892961.95051000000	763489.61637300000
87	8892941.98109000000	763509.85885700000
88	8892934.61399000000	763516.65221700000
89	8892905.06763000000	763547.27704300000
90	8892898.12279000000	763554.31683400000
91	8892885.16056000000	763567.03677000000
92	8892865.24946000000	763586.57568500000
93	8892861.15128000000	763590.59726100000
94	8892827.85178000000	763624.81068100000
95	8892826.70567000000	763625.98824500000



96	8892847.150760000000	763698.455200000000
97	8892847.601030000000	763700.051169000000
98	8892851.459650000000	763713.727890000000
99	8892855.917590000000	763727.134385000000
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101	8892969.632600000000	763686.811700000000
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103	8893156.562700000000	763624.794700000000
104	8893173.520200000000	763614.269700000000
105	8893188.351400000000	763593.475000000000
106	8893194.622600000000	763574.572400000000
107	8893194.783700000000	763574.086900000000
108	8893196.662900000000	763568.422500000000
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118	8893325.703800000000	763199.459100000000
119	8893370.727200000000	763127.484400000000
120	8893371.591400000000	763124.304900000000
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122	8893428.751700000000	763050.190300000000
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124	8893460.061600000000	762969.487500000000
125	8893464.478000000000	762958.632300000000
126	8893476.509800000000	762936.123300000000
127	8893491.339500000000	762913.619400000000
128	8893515.372900000000	762885.097400000000
129	8893557.094200000000	762842.656200000000
130	8893598.803500000000	762805.028100000000
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132	8893649.800300000000	762726.828200000000
133	8893654.920400000000	762714.103300000000
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135	8893680.070100000000	762652.579200000000
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145	8893720.508100000000	762546.491600000000
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147	8893721.541600000000	762541.594500000000
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155	8893712.922100000000	762411.768500000000
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162	8893766.205100000000	762192.769500000000
163	8893789.298200000000	762151.114600000000
164	8893812.708300000000	762114.068900000000
165	8893824.082700000000	762086.596700000000
166	8893826.061000000000	762074.494200000000
167	8893831.225900000000	762061.650500000000
168	8893836.785000000000	762052.433800000000
169	8893839.784500000000	762044.070700000000
170	8893845.025600000000	762033.887700000000
171	8893847.811700000000	762025.631500000000
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173	8893852.519100000000	762015.876700000000
174	8893854.818500000000	762012.268300000000
175	8893854.636500000000	762012.229600000000
176	8893857.746200000000	762005.629200000000
177	8893857.908300000000	762005.285200000000

178	8893860.877400000000	761998.983200000000
179	8893867.728300000000	761982.687700000000
180	8893878.516700000000	761947.406600000000
181	8893879.373500000000	761945.106600000000
182	8893889.942000000000	761924.725300000000
183	8893897.172900000000	761904.621700000000
184	8893908.680100000000	761877.283800000000
185	8893919.914000000000	761853.700600000000
186	8893933.011200000000	761831.193900000000
187	8893948.245800000000	761805.472300000000
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192	8893965.099900000000	761769.419000000000
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201	8894066.088000000000	761523.275600000000
202	8894074.030300000000	761492.820000000000
203	8894082.826700000000	761461.507700000000
204	8894085.839000000000	761446.063500000000
205	8894094.849700000000	761414.107800000000
206	8894105.588300000000	761369.709900000000
207	8894109.893800000000	761346.328600000000
208	8894112.698000000000	761328.094600000000
209	8894114.865400000000	761308.357500000000
210	8894121.238000000000	761293.609300000000
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212	8894125.828400000000	761284.256000000000
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214	8894139.429300000000	761256.584900000000
215	8894151.463700000000	761227.018400000000
216	8894154.445100000000	761205.768600000000
217	8894156.914600000000	761156.148600000000
218	8894164.088200000000	761119.564200000000



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219	8894179.384500000000	761067.921400000000
220	8894190.919900000000	761037.665900000000
221	8894206.089400000000	761006.531600000000
222	8894218.873100000000	760977.694700000000
223	8894226.309400000000	760939.413400000000
224	8894236.140700000000	760903.134700000000
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242	8894194.475460000000	760873.287855000000
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245	8894178.550970000000	760958.725948000000
246	8894173.329710000000	760992.144289000000
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248	8894141.194930000000	761061.654261000000
249	8894143.935720000000	761093.040975000000
250	8894137.225510000000	761126.389832000000
251	8894136.265470000000	761135.271729000000
252	8894136.475770000000	761152.607884000000
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254	8894121.326200000000	761167.522228000000
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256	8894101.814110000000	761159.950922000000
257	8894097.095890000000	761158.358115000000
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262	8894056.439570000000	761160.526253000000
263	8894044.208980000000	761188.092168000000
264	8894039.248530000000	761199.272276000000
265	8894032.675900000000	761214.086003000000
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268	8894019.224170000000	761244.404210000000
269	8893944.628760000000	761411.120369000000
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272	8893857.138300000000	761517.056025000000
273	8893813.716290000000	761494.173232000000
274	8893773.186200000000	761472.814414000000
275	8893717.983860000000	761443.723475000000
276	8893644.394220000000	761404.942837000000
277	8893612.075020000000	761387.911069000000
278	8893588.302050000000	761375.383064000000
279	8893542.304170000000	761351.142790000000
280	8893526.620080000000	761382.046254000000
281	8893512.081900000000	761410.691847000000
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283	8893476.723060000000	761479.277184000000
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285	8893419.955390000000	761587.862825000000
286	8893390.632870000000	761643.951135000000
287	8893380.728500000000	761662.896325000000
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289	8893348.719370000000	761724.123801000000
290	8893348.144300000000	761725.223810000000
291	8893338.853280000000	761743.106497000000
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293	8893342.495360000000	761781.183639000000
294	8893352.633960000000	761796.419378000000
295	8893377.565720000000	761833.885474000000
296	8893400.364930000000	761868.146886000000
297	8893413.253400000000	761887.514995000000
298	8893430.022120000000	761912.714142000000
299	8893450.008780000000	761942.645591000000
300	8893458.072260000000	761954.687843000000

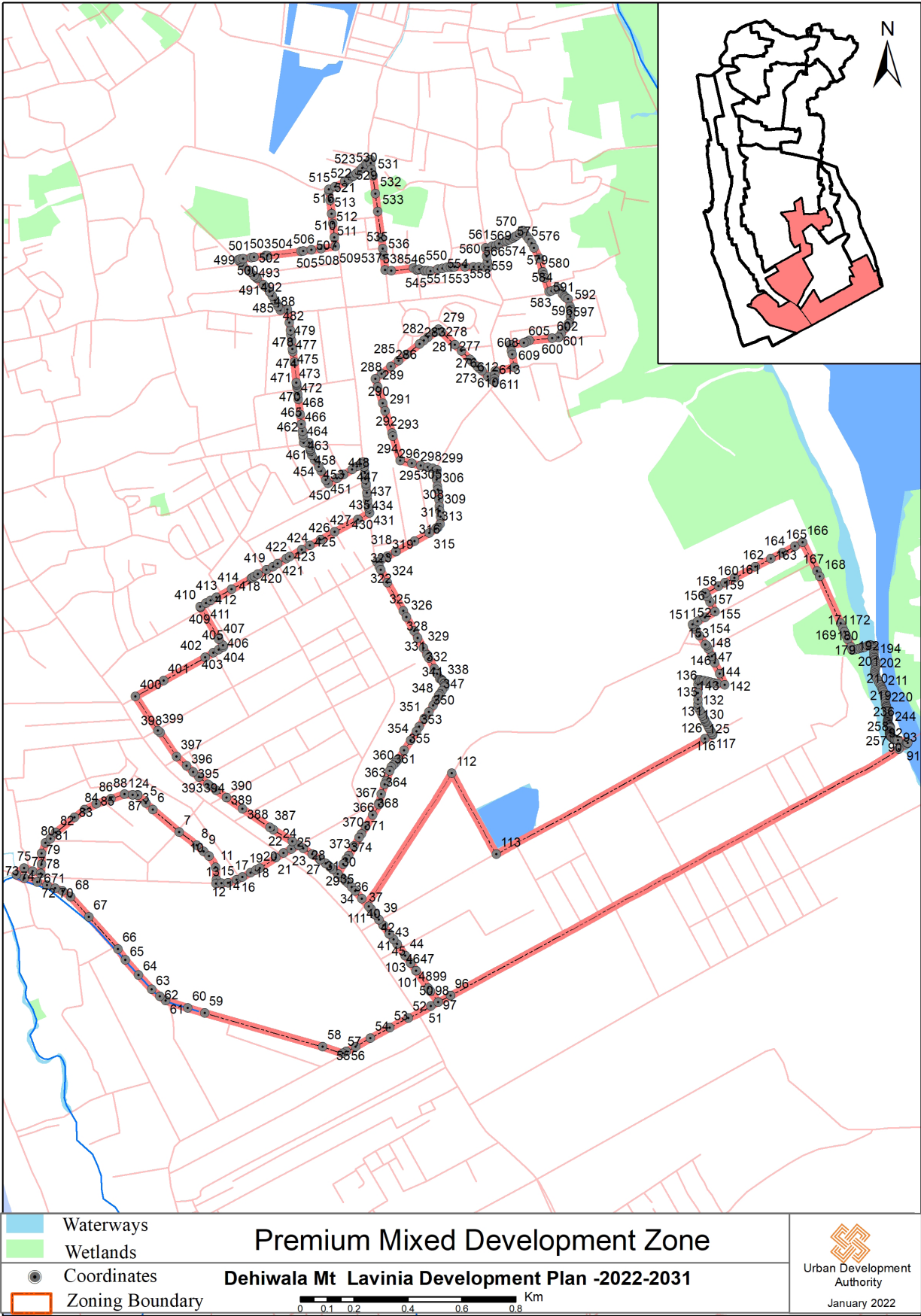


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301	8893473.44270000000	761977.64255800000
302	8893476.17800000000	761993.37104500000
303	8893471.30809000000	762006.57296600000
304	8893464.89192000000	762018.22888300000
305	8893454.77076000000	762026.00270900000
306	8893422.41223000000	762037.19210900000
307	8893389.09968000000	762044.69352700000
308	8893384.48052000000	762045.73368300000
309	8893374.61613000000	762043.69681500000
310	8893374.61613000000	762043.69681500000



Park K : Promoted Mixed Development Zone





## Park K : Promoted Mixed Development Zone

Name of the Main Zone	Promoted Mixed Development Zone (Zone Factor 2.75)
	<p>The entire area covered by the line drawn; To North : Post Master Place Latitude: 6°50'6.61"N, Longitude: 79°52'48.88"E 1<sup>st</sup> Cross Street Latitude: 6°50'8.70"N , Longitude: 79°52'53.66"E 1<sup>st</sup> Temple Mawatha, Janatha Mawatha, School Avenue</p>
Zoning Boundaries	<p>To East: From the end point of the above north boundary, Mantrimulla Cross Road, Mantrimulla Road Latitude: 6°49'48.50"N , Longitude: 79°53'12.23"E Latitude: 6°49'49.80"N , Longitude: 79°53'9.56"E Latitude: 6°49'48.50"N , Longitude: 79°53'7.40"E Latitude: 6°49'47.33"N , Longitude: 79°53'7.31"E Latitude: 6°49'50.59"N , Longitude: 79°52'57.44"E Latitude: 6°49'38.30"N , Longitude: 79°52'56.67"E Ratmalana – Mirihana Road, Sethsiri Mawatha Latitude: 6°49'8.40"N , Longitude: 79°52'58.93"E Latitude: 6°48'51.41"N , Longitude: 79°52'49.61"E New Airport Road, Kandawala Road, 7th Cross Street Latitude: 6°49'23.30"N , Longitude: 79°53'31.37"E Latitude: 6°49'29.15"N , Longitude: 79°53'42.39"E Latitude: 6°49'20.11"N , Longitude: 79°53'46.68"E Latitude: 6°49'17.33"N , Longitude: 79°53'50.36"E Latitude: 6°49'11.43"N , Longitude: 79°53'51.85"E up to the end of Gangarama Road</p> <p>To South: From the end point of the above east boundary , Ratmalana – Borupana Road Latitude: 6°45'30.99"N , Longitude: 79°52'50.39"E</p> <p>To West: From the end point of the above south boundary via Station Road, Gothama Temple Road, Kothalawala Road up to School Avenue Latitude: 6°48'53.36"N , Longitude: 79°52'35.02"E , Railway Line Latitude: 6°48'58.77"N , Longitude: 79°52'38.60"E Latitude: 6°48'8.38"N , Longitude: 79°52'28.52"E and up to Ratmalana Attidiya Mawatha, Sri Gnanarathana Mawatha, Sri Dhammadhara Mawatha, Katukurundu Watta Road, Kekatoya Place, Gangadhara Mawatha, De Soysa Mawatha and the end of Post Master Place</p>

<i>ld</i>	<i>POINT_X</i>	<i>POINT_Y</i>
1	8891546.51501000000	760629.64417100000
2	8891546.79255000000	760629.71572400000
3	8891546.78152000000	760629.64479700000
4	8891546.71983000000	760629.43654500000
5	8891574.88720000000	760601.70689600000
6	8891599.39079000000	760577.97884000000
7	8891692.34589000000	760499.20242200000
8	8891754.21670000000	760452.14393200000
9	8891779.72937000000	760429.94168700000
10	8891798.21290000000	760413.31739000000
11	8891821.31669000000	760373.74834300000
12	8891823.80133000000	760329.54548500000
13	8891823.27807000000	760316.65145200000
14	8891842.71727000000	760317.59979200000
15	8891864.90421000000	760318.68217500000
16	8891895.85196000000	760330.35333000000
17	8891915.30959000000	760339.93302000000
18	8891944.44460000000	760354.59356100000
19	8891963.28431000000	760364.38260700000
20	8891976.89432000000	760372.01591100000
21	8892033.47889000000	760409.10997800000
22	8892060.81634000000	760425.99740300000
23	8892087.46450000000	760439.75829600000
24	8892112.83518000000	760452.64597700000
25	8892161.50732000000	760421.21724100000
26	8892188.92460000000	760402.36001900000
27	8892208.32739000000	760389.01505800000
28	8892224.24721000000	760376.26536200000
29	8892233.52569000000	760367.90450200000
30	8892250.73262000000	760352.39929800000
31	8892265.94580000000	760338.69066800000
32	8892279.36964000000	760326.59442700000
33	8892288.26737000000	760318.57665800000
34	8892300.32213000000	760305.45928400000
35	8892312.87054000000	760291.01622800000
36	8892336.74180000000	760263.54074800000
37	8892369.02556000000	760226.38261100000
38	8892383.13014000000	760208.43383900000
39	8892396.35352000000	760190.51287900000
40	8892412.09342000000	760169.18141200000



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41	8892433.68262000000	760139.92269600000
42	8892448.49601000000	760119.84689300000
43	8892460.22196000000	760103.95533800000
44	8892489.49558000000	760063.02158500000
45	8892508.57460000000	760036.34308900000
46	8892527.67231000000	760008.96371800000
47	8892527.70824000000	760008.91229000000
48	8892570.58672000000	759947.48828900000
49	8892578.24445000000	759936.61530300000
50	8892605.91952000000	759898.36995000000
51	8892580.38899000000	759883.64188000000
52	8892500.68899000000	759841.01418000000
53	8892435.39809000000	759806.59107900000
54	8892367.72379000000	759769.51427900000
55	8892315.19139000000	759739.95687900000
56	8892283.41199000000	759722.32947900000
57	8892271.18070000000	759715.55558700000
58	8892199.76790000000	759738.40999000000
59	8891783.94931000000	759857.97879000000
60	8891724.53063000000	759875.00119100000
61	8891646.19173000000	759900.64115300000
62	8891626.59480000000	759916.79288100000
63	8891596.78137000000	759941.31791100000
64	8891551.04226000000	759992.26115000000
65	8891505.01439000000	760045.75468000000
66	8891478.47838000000	760083.73357700000
67	8891375.94347000000	760196.84086500000
68	8891312.14906000000	760268.12044700000
69	8891282.45259000000	760288.50697200000
70	8891256.77629000000	760299.17778200000
71	8891228.10099000000	760310.17687300000
72	8891193.76472000000	760320.15657300000
73	8891148.42564000000	760334.13454900000
74	8891119.78487000000	760346.36316800000
75	8891147.53137000000	760369.16986500000
76	8891177.19324000000	760358.77588900000
77	8891205.61582000000	760350.10301400000
78	8891208.85715000000	760383.62118800000
79	8891209.13322000000	760422.29999700000
80	8891221.87410000000	760458.69088700000
81	8891240.51020000000	760474.93966300000

82	8891258.443480000000	760495.949521000000
83	8891323.878900000000	760550.296303000000
84	8891360.594920000000	760577.210812000000
85	8891400.521540000000	760598.767227000000
86	8891452.183330000000	760616.595255000000
87	8891500.649530000000	760633.342610000000
88	8891528.908280000000	760629.653034000000
89	8894256.267330000000	760819.942895000000
90	8894253.387300000000	760817.988300000000
91	8894252.237600000000	760817.208000000000
92	8894248.122700000000	760814.416500000000
93	8894224.195100000000	760798.183100000000
94	8892649.546500000000	759921.440600000000
95	8892649.320100000000	759921.896200000000
96	8892649.274300000000	759921.988300000000
97	8892606.186030000000	759898.370570000000
98	8892578.510960000000	759936.615923000000
99	8892570.853230000000	759947.488909000000
100	8892527.974750000000	760008.912850000000
101	8892527.938820000000	760008.964339000000
102	8892508.841110000000	760036.343710000000
103	8892489.762090000000	760063.022206000000
104	8892460.488470000000	760103.955958000000
105	8892448.762520000000	760119.847514000000
106	8892433.949130000000	760139.923317000000
107	8892412.359930000000	760169.182033000000
108	8892396.620030000000	760190.513500000000
109	8892383.396650000000	760208.434460000000
110	8892369.292070000000	760226.383232000000
111	8892360.225650000000	760236.818542000000
112	8892651.996990000000	760709.760071000000
113	8892808.695150000000	760422.624186000000
114	8893542.324850000000	760833.567682000000
115	8893568.944020000000	760847.436994000000
116	8893568.312740000000	760850.532181000000
117	8893564.853650000000	760857.072109000000
118	8893560.209190000000	760865.853136000000
119	8893557.535950000000	760870.907286000000
120	8893554.391920000000	760876.851537000000
121	8893550.075660000000	760885.012079000000
122	8893545.566290000000	760893.537710000000



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123	8893543.54148000000	760897.36590200000
124	8893539.66773000000	760904.68980200000
125	8893538.20052000000	760907.46378800000
126	8893534.38553000000	760914.67659500000
127	8893529.46856000000	760923.97286100000
128	8893523.94226000000	760934.42114900000
129	8893517.91523000000	760945.81614500000
130	8893517.89365000000	760957.66125200000
131	8893517.86653000000	760972.54758200000
132	8893517.82352000000	760996.15661200000
133	8893517.76937000000	761025.87692200000
134	8893517.73732000000	761043.47228700000
135	8893524.26439000000	761042.16990900000
136	8893532.72244000000	761040.48223300000
137	8893537.67665000000	761039.49369400000
138	8893549.84435000000	761037.06581000000
139	8893560.63814000000	761034.91206800000
140	8893572.62931000000	761032.51941000000
141	8893585.26971000000	761029.99720700000
142	8893611.24893000000	761024.87712900000
143	8893593.54091000000	761064.44771900000
144	8893576.27831000000	761103.02307000000
145	8893565.92846000000	761126.15093400000
146	8893553.46498000000	761152.47757600000
147	8893547.81073000000	761163.21432900000
148	8893542.42685000000	761167.73765500000
149	8893522.08551000000	761199.64997100000
150	8893508.42190000000	761221.08598400000
151	8893500.83799000000	761232.98391800000
152	8893497.16931000000	761238.73949500000
153	8893515.64438000000	761250.10679700000
154	8893540.84881000000	761264.52330600000
155	8893576.14302000000	761284.46775700000
156	8893558.84122000000	761318.55865200000
157	8893548.66518000000	761338.60920800000
158	8893542.30416000000	761351.14278700000
159	8893588.30205000000	761375.38306400000
160	8893612.07502000000	761387.91106900000
161	8893644.39422000000	761404.94283700000
162	8893717.98386000000	761443.72347500000
163	8893773.18620000000	761472.81441400000



164	8893813.716290000000	761494.173232000000
165	8893857.138300000000	761517.056025000000
166	8893884.111560000000	761531.270544000000
167	8893935.598060000000	761429.049847000000
168	8893944.628760000000	761411.120369000000
169	8894019.224170000000	761244.404210000000
170	8894027.190690000000	761226.448874000000
171	8894032.648090000000	761214.148696000000
172	8894032.675900000000	761214.086003000000
173	8894039.248530000000	761199.272276000000
174	8894044.208980000000	761188.092168000000
175	8894056.439570000000	761160.526253000000
176	8894059.776450000000	761149.820954000000
177	8894067.997000000000	761151.571853000000
178	8894079.942530000000	761154.116139000000
179	8894090.324500000000	761156.559639000000
180	8894097.095890000000	761158.358115000000
181	8894101.814110000000	761159.950922000000
182	8894114.668810000000	761165.364088000000
183	8894121.326200000000	761167.522228000000
184	8894127.190480000000	761166.191618000000
185	8894131.201900000000	761163.794344000000
186	8894134.136380000000	761162.040663000000
187	8894136.223940000000	761158.204456000000
188	8894136.475770000000	761152.607884000000
189	8894136.480820000000	761143.127238000000
190	8894136.265470000000	761135.271729000000
191	8894137.225510000000	761126.389832000000
192	8894137.888100000000	761121.997685000000
193	8894139.950710000000	761116.320412000000
194	8894141.101690000000	761113.152359000000
195	8894143.513550000000	761105.512542000000
196	8894143.653190000000	761101.387349000000
197	8894143.935720000000	761093.040975000000
198	8894142.748550000000	761086.601536000000
199	8894140.363460000000	761079.355166000000
200	8894139.973340000000	761074.124107000000
201	8894139.985000000000	761067.687056000000
202	8894141.194930000000	761061.654261000000
203	8894142.403410000000	761056.426138000000
204	8894146.961730000000	761049.313349000000



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205	8894152.010290000000	761039.798353000000
206	8894156.037470000000	761031.506551000000
207	8894159.388920000000	761025.747219000000
208	8894164.456850000000	761017.038205000000
209	8894166.797420000000	761011.089096000000
210	8894168.247460000000	761007.403476000000
211	8894170.621630000000	761000.763274000000
212	8894173.329710000000	760992.144289000000
213	8894175.001390000000	760985.450967000000
214	8894176.920340000000	760976.425541000000
215	8894177.597120000000	760969.079519000000
216	8894178.550970000000	760958.725948000000
217	8894180.040460000000	760952.774526000000
218	8894181.021400000000	760948.855022000000
219	8894181.657340000000	760946.314061000000
220	8894182.937130000000	760941.200528000000
221	8894184.186990000000	760935.278796000000
222	8894184.554390000000	760932.963815000000
223	8894184.997390000000	760930.172473000000
224	8894185.576040000000	760925.016004000000
225	8894186.261610000000	760919.789772000000
226	8894187.024140000000	760914.485328000000
227	8894187.029370000000	760911.592183000000
228	8894187.035790000000	760908.047861000000
229	8894186.317190000000	760904.838012000000
230	8894185.591300000000	760901.595573000000
231	8894185.053440000000	760899.193038000000
232	8894185.200330000000	760896.615779000000
233	8894185.326570000000	760894.400604000000
234	8894185.466130000000	760891.952010000000
235	8894186.001670000000	760888.754303000000
236	8894186.011630000000	760888.694868000000
237	8894186.274460000000	760887.125471000000
238	8894188.372010000000	760885.231949000000
239	8894190.277610000000	760883.511701000000
240	8894191.635420000000	760881.761034000000
241	8894193.081940000000	760879.895981000000
242	8894194.276930000000	760876.606413000000
243	8894194.688530000000	760875.473334000000
244	8894194.475460000000	760873.287855000000
245	8894191.560580000000	760863.361075000000

246	8894191.11885000000	760860.36355300000
247	8894191.12355000000	760857.76424800000
248	8894191.50381000000	760856.11916000000
249	8894192.13039000000	760853.40841300000
250	8894192.73850000000	760851.21497000000
251	8894193.24098000000	760849.58180600000
252	8894193.94025000000	760847.30901500000
253	8894194.74983000000	760845.84816000000
254	8894195.94497000000	760843.69158400000
255	8894196.86192000000	760842.77191700000
256	8894198.74790000000	760840.88034700000
257	8894201.44028000000	760838.99057800000
258	8894204.11511000000	760837.13023900000
259	8894206.38663000000	760835.56433100000
260	8894209.15250000000	760833.65764000000
261	8894211.47792000000	760832.58232600000
262	8894214.35258000000	760831.25303800000
263	8894217.42227000000	760830.57228300000
264	8894221.95298000000	760829.58161900000
265	8894251.96896000000	760821.89647900000
266	8894253.41875000000	760821.20182700000
267	8894256.26733000000	760819.94289500000
268	8892798.22535000000	762098.26549900000
269	8892789.26558000000	762105.35496700000
270	8892776.00540000000	762115.84715800000
271	8892754.56688000000	762136.45974200000
272	8892745.39000000000	762145.28308000000
273	8892737.98334000000	762152.40439500000
274	8892719.82012000000	762169.86787300000
275	8892712.23403000000	762177.16171100000
276	8892681.70147000000	762206.51803200000
277	8892658.49409000000	762228.83135300000
278	8892612.04773000000	762273.48844100000
279	8892601.41779000000	762283.70887400000
280	8892587.38801000000	762272.57729200000
281	8892564.14280000000	762254.13396600000
282	8892550.33580000000	762243.17913400000
283	8892534.74637000000	762230.81005500000
284	8892488.55874000000	762194.16349300000
285	8892460.77421000000	762172.11850300000
286	8892433.87151000000	762150.77317100000



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287	8892401.570420000000	762125.144596000000
288	8892379.272110000000	762107.452523000000
289	8892388.296750000000	762078.038205000000
290	8892405.905790000000	762020.644477000000
291	8892414.447680000000	761992.803704000000
292	8892438.379530000000	761914.801974000000
293	8892441.561780000000	761904.429996000000
294	8892468.327800000000	761817.190947000000
295	8892508.182900000000	761807.720437000000
296	8892539.602240000000	761800.254453000000
297	8892564.218010000000	761794.405161000000
298	8892581.968290000000	761790.187273000000
299	8892598.017070000000	761784.713868000000
300	8892595.880100000000	761771.361225000000
301	8892595.374240000000	761765.643436000000
302	8892595.216740000000	761763.863164000000
303	8892595.417390000000	761761.702948000000
304	8892595.533000000000	761751.145240000000
305	8892598.620770000000	761727.215535000000
306	8892600.243970000000	761714.635973000000
307	8892603.857120000000	761679.007525000000
308	8892606.244810000000	761655.463050000000
309	8892607.597440000000	761639.611493000000
310	8892609.380670000000	761618.713709000000
311	8892608.389300000000	761592.923008000000
312	8892600.086040000000	761581.056586000000
313	8892597.114120000000	761578.814817000000
314	8892593.180160000000	761575.847360000000
315	8892570.073490000000	761561.666925000000
316	8892518.239010000000	761531.804207000000
317	8892453.338280000000	761495.081063000000
318	8892453.333420000000	761495.078330000000
319	8892424.026180000000	761478.526210000000
320	8892401.833440000000	761466.191509000000
321	8892386.182140000000	761457.492586000000
322	8892394.238040000000	761441.094554000000
323	8892400.126010000000	761429.859524000000
324	8892423.786110000000	761384.712857000000
325	8892479.393860000000	761284.926732000000
326	8892491.121200000000	761263.215582000000
327	8892518.070760000000	761213.323120000000

328	8892531.038900000000	761189.314819000000
329	8892550.422760000000	761153.429004000000
330	8892563.037640000000	761130.074763000000
331	8892569.906680000000	761117.357940000000
332	8892589.469560000000	761081.140754000000
333	8892599.380640000000	761062.792151000000
334	8892608.822970000000	761045.311343000000
335	8892614.072550000000	761041.567341000000
336	8892616.155510000000	761039.336701000000
337	8892618.318570000000	761037.574219000000
338	8892620.015620000000	761035.202909000000
339	8892625.371220000000	761027.719490000000
340	8892625.449680000000	761027.609859000000
341	8892625.535390000000	761027.125946000000
342	8892626.683070000000	761020.646465000000
343	8892626.562240000000	761019.579546000000
344	8892624.815060000000	761014.886027000000
345	8892616.328350000000	761002.019635000000
346	8892609.326440000000	760990.468190000000
347	8892605.243830000000	760983.732871000000
348	8892596.617340000000	760969.501251000000
349	8892585.074520000000	760950.666031000000
350	8892570.057390000000	760926.896092000000
351	8892554.703960000000	760902.593842000000
352	8892536.986860000000	760874.550171000000
353	8892526.681360000000	760858.237979000000
354	8892506.877720000000	760826.657614000000
355	8892484.148240000000	760790.278233000000
356	8892463.604520000000	760758.510190000000
357	8892460.733890000000	760755.032958000000
358	8892452.830970000000	760745.460064000000
359	8892446.258580000000	760737.514595000000
360	8892438.458200000000	760731.288482000000
361	8892433.432650000000	760717.170657000000
362	8892420.987000000000	760682.208215000000
363	8892416.212740000000	760668.796346000000
364	8892404.041620000000	760634.605140000000
365	8892395.546760000000	760601.843917000000
366	8892396.601060000000	760599.831702000000
367	8892395.268080000000	760597.566361000000
368	8892373.348490000000	760560.316808000000



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369	8892349.19645000000	760519.27348000000
370	8892333.78073000000	760493.07642100000
371	8892326.72247000000	760481.08182100000
372	8892308.65830000000	760450.38412100000
373	8892289.05867000000	760417.07709100000
374	8892281.17815000000	760403.68518100000
375	8892271.01885000000	760386.42078900000
376	8892250.99913000000	760352.39992000000
377	8892233.79220000000	760367.90512400000
378	8892224.51372000000	760376.26598400000
379	8892208.59390000000	760389.01568100000
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382	8892129.85471000000	760441.82879100000
383	8892113.10169000000	760452.64660000000
384	8892112.70087000000	760452.90930000000
385	8892092.03650000000	760466.45311100000
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387	8892011.97082000000	760516.68962900000
388	8891915.55673000000	760582.06413700000
389	8891858.70155000000	760621.86081200000
390	8891858.69042000000	760621.86863800000
391	8891822.33154000000	760647.50104800000
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393	8891793.90449000000	760668.22681800000
394	8891762.59741000000	760694.50182200000
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396	8891718.32611000000	760733.43314300000
397	8891682.26023000000	760766.43136100000
398	8891625.59157000000	760851.97783300000
399	8891616.61133000000	760859.05782600000
400	8891537.49439000000	760979.68555300000
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402	8891782.35832000000	761118.82110900000
403	8891811.30535000000	761135.26918200000
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406	8891845.11900000000	761160.72249500000
407	8891831.23413000000	761183.08626600000
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412	8891801.84229000000	761320.53188200000
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Dehiwala-Mount Lavinia Municipal Council Area  
Development Plan (2022-2031)

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455	8892156.80622000000	761836.23650100000
456	8892152.02275000000	761849.80719100000
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458	8892150.46406000000	761856.86223600000
459	8892149.65776000000	761863.03194900000
460	8892147.36355000000	761880.58681700000
461	8892128.23516000000	761879.66413400000
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463	8892124.75257000000	761907.29247200000
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529	8892361.90703000000	762871.97086000000
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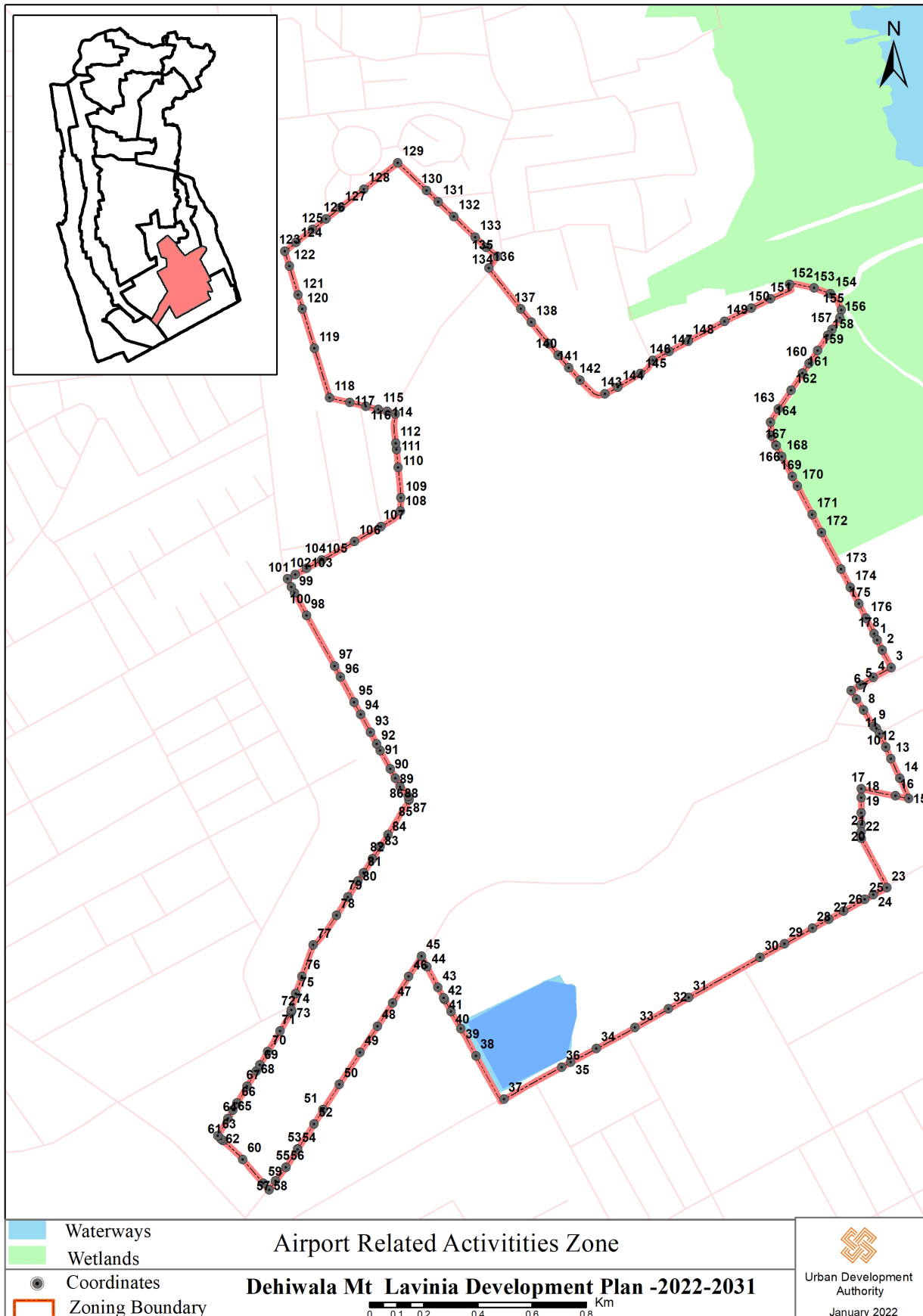
Dehiwala-Mount Lavinia Municipal Council Area  
Development Plan (2022-2031)

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542	8892532.75267000000	762496.23607900000
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556	8892762.52948000000	762504.94651600000
557	8892777.64238000000	762505.00936100000
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564	8892833.96332000000	762594.95458100000
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567	8892862.67163000000	762607.69299500000
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569	8892874.60094000000	762615.87400000000
570	8892887.70469000000	762624.86057800000
571	8892897.58862000000	762634.27184000000
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576	8892936.805340000000	762572.989352000000
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586	8893025.350940000000	762426.246423000000
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589	8893044.513790000000	762401.974817000000
590	8893049.405520000000	762397.405615000000
591	8893056.709110000000	762391.946873000000
592	8893064.002080000000	762366.114129000000
593	8893067.700490000000	762353.404753000000
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608	8892861.301110000000	762195.219685000000
609	8892867.577400000000	762150.342981000000
610	8892800.852490000000	762136.003450000000
611	8892799.967110000000	762123.285179000000
612	8892798.924120000000	762108.303051000000
613	8892798.225350000000	762098.265499000000
614	8891528.908280000000	760629.653034000000



Part L : Airport Related Activities Zone





**Part L : Airport Related Activities Zone**

<b>Name of the Main Zone</b>	<i>Defense Zone (Zone Factor 1.75)</i>
<b>Zoning Boundaries</b>	<p>The entire area covered by the line drawn;          To North : Ratmalana – Mirihana Road          Latitude: 6°49'38.20"N , Longitude: 79°52'56.65"E          Latitude: 6°49'47.57"N , Longitude: 79°52'53.76"E          Latitude: 6°49'53.23"N , Longitude: 79°53'0.93"E          Yashorapura Road          Latitude: 6°49'43.29"N , Longitude: 79°53'22.20"E          Latitude: 6°49'45.13"N , Longitude: 79°53'27.98"E</p>
	<p>To East: From the end point of the above north boundary,          Latitude: 6°49'44.79"N , Longitude: 79°53'28.24"E          Latitude: 6°49'36.36"N , Longitude: 79°53'24.72"E          New Airport Road, 7<sup>th</sup> Cross Street          Latitude: 6°49'13.16"N , Longitude: 79°53'32.03"E up to the end of          Kandawala Road</p>
	<p>To South: From the end point of the above east boundary up to the          boundary of Kandawala Road</p>
	<p>To West: From the end point of the above south boundary          Latitude: 6°48'59.32"N , Longitude: 79°53'4.52"E          New Airport Road          Latitude: 6°48'50.01"N , Longitude: 79°53'50.97"E          Latitude: 6°49'12.65"N , Longitude: 79°53'1.65"E and up to the end of          Sethsiri Mawatha</p>

<i>Id</i>	<i>POINT_X</i>	<i>POINT_Y</i>
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2	8893558.841220000000	761318.558652000000
3	8893576.143020000000	761284.467757000000
4	8893540.848810000000	761264.523306000000
5	8893515.644380000000	761250.106797000000
6	8893497.169310000000	761238.739495000000
7	8893508.421900000000	761221.085984000000
8	8893522.085510000000	761199.649971000000
9	8893542.426850000000	761167.737655000000
10	8893547.810730000000	761163.214329000000
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12	8893565.928460000000	761126.150934000000
13	8893576.278310000000	761103.023070000000
14	8893593.540910000000	761064.447719000000
15	8893611.248930000000	761024.877129000000
16	8893585.269710000000	761029.997207000000
17	8893517.737320000000	761043.472287000000



Dehiwala-Mount Lavinia Municipal Council Area  
Development Plan (2022-2031)

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19	8893517.82352000000	760996.15661200000
20	8893517.86653000000	760972.54758200000
21	8893517.89365000000	760957.66125200000
22	8893517.91523000000	760945.81614500000
23	8893568.94402000000	760847.43699400000
24	8893542.32485000000	760833.56768200000
25	8893525.56497000000	760824.52670800000
26	8893483.89980000000	760801.14526700000
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29	8893367.11613000000	760735.60943000000
30	8893319.22088000000	760708.73186500000
31	8893178.44957000000	760629.12238000000
32	8893139.14461000000	760606.46944300000
33	8893073.31579000000	760568.68971800000
34	8892997.34250000000	760527.34775300000
35	8892946.50810000000	760499.85782200000
36	8892928.64197000000	760490.19628200000
37	8892815.16608000000	760426.32468400000
38	8892759.73382000000	760512.05296900000
39	8892730.03039000000	760566.11002100000
40	8892710.27386000000	760599.94698400000
41	8892697.30723000000	760623.53302700000
42	8892695.74958000000	760626.48779900000
43	8892684.59720000000	760647.64321900000
44	8892662.84480000000	760688.90614400000
45	8892651.99699000000	760709.76007100000
46	8892627.12477000000	760668.99161200000
47	8892595.56429000000	760616.44932700000
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49	8892531.44844000000	760518.50401400000
50	8892490.68281000000	760454.80679900000
51	8892458.82115000000	760404.54144300000
52	8892440.89698000000	760376.26410400000
53	8892408.99336000000	760326.65895000000
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56	8892385.51626000000	760290.33696400000
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66	8892289.05867000000	760417.07709100000
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69	8892333.78073000000	760493.07642100000
70	8892349.19645000000	760519.27348000000
71	8892373.34849000000	760560.31680800000
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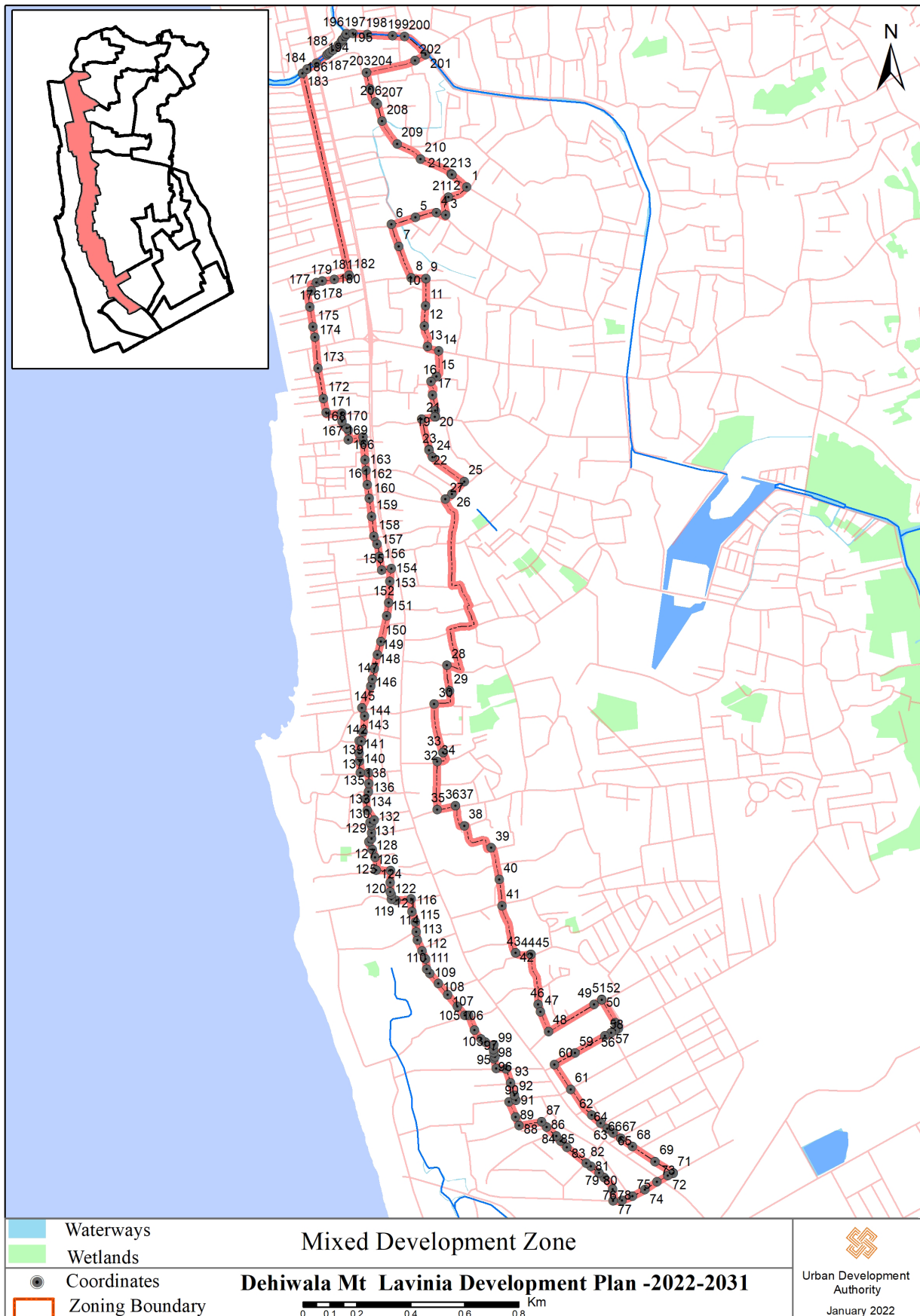
Dehiwala-Mount Lavinia Municipal Council Area  
Development Plan (2022-2031)

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122	8892388.296750000000	762078.038205000000
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125	8892433.871510000000	762150.773171000000
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140	8892918.761180000000	761902.457772000000

141	8892939.455540000000	761878.022111000000
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144	8893036.241020000000	761839.565934000000
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147	8893137.596220000000	761910.658981000000
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159	8893430.022120000000	761912.714142000000
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166	8893348.144300000000	761725.223810000000
167	8893348.719370000000	761724.123801000000
168	8893360.037400000000	761702.474518000000
169	8893380.728500000000	761662.896325000000
170	8893390.632870000000	761643.951135000000
171	8893419.955390000000	761587.862825000000
172	8893438.663630000000	761552.077574000000
173	8893476.723060000000	761479.277184000000
174	8893495.566690000000	761443.232890000000
175	8893512.081900000000	761410.691847000000
176	8893526.620080000000	761382.046254000000
177	8893542.304170000000	761351.142790000000



Part M : Mixed Development Zone





**Part M : Mixed Development Zone**

<b>Name of the Main Zone</b>	<i>Mixed Development Zone (Zone Factor 2.75)</i>
<b>Zoning Boundaries</b>	<p><i>The entire area covered by the line drawn; To North – Geographically bounded to Canal Road and geographically connected to Canal Bank Road</i></p>
	<p><i>To East: From the end point of the above north boundary,</i></p>
	<p><i>Latitude: 6°51'49.37"N , Longitude: 79°52'5.86"E</i></p>
	<p><i>Latitude: 6°51'49.37"N , Longitude: 79°51'56.95"E</i></p>
	<p><i>Latitude: 6°51'43.07"N , Longitude: 79°51'57.44"E</i></p>
	<p><i>Latitude: 6°51'35.09"N , Longitude: 79°52'1.74"E</i></p>
	<p><i>Latitude: 6°51'35.77"N , Longitude: 79°52'1.23"E</i></p>
	<p><i>Latitude: 6°51'32.32"N , Longitude: 79°52'6.84"E</i></p>
	<p><i>Park Road, Waidya Road, Ranajaya Village, Malwatta Road, Dammalankara Mawatha, Pokuna Road, St. Sylvester Road, Jaya Mawatha, Seevali Road</i></p>
	<p><i>Latitude: 6°50'21.50"N , Longitude: 79°52'13.31"E</i></p>
	<p><i>Latitude: 6°50'21.50"N , Longitude: 79°52'13.31"E</i></p>
	<p><i>Watarappala Road, Palliya Road, Sri Gunarathne Mawatha</i></p>
	<p><i>Latitude: 6°50'10.53"N , Longitude: 79°52'10.08"E</i></p>
	<p><i>Latitude: 6°50'7.78"N , Longitude: 79°52'10.38"E</i></p>
	<p><i>Menerigama, Dedunu Minmedura, Temple Place</i></p>
	<p><i>Latitude: 6°49'51.24"N , Longitude: 79°52'9.68"E</i></p>
	<p><i>Latitude: 6°49'48.01"N , Longitude: 79°52'12.90"E</i></p>
	<p><i>Latitude: 6°49'45.86"N , Longitude: 79°52'13.58"E</i></p>
	<p><i>Latitude: 6°49'44.86"N , Longitude: 79°52'16.13"E</i></p>
	<p><i>Sri Vipulasara Mawatha</i></p>
	<p><i>Latitude: 6°49'32.94"N , Longitude: 79°52'19.34"E</i></p>
	<p><i>Park Road, 2nd Lane, Gebriel Perera Mawatha, Sri Dhammadhara Mawatha</i></p>
	<p><i>Latitude: 6°49'19.35"N , Longitude: 79°52'35.21"E</i></p>
	<p><i>Latitude: 6°49'14.88"N , Longitude: 79°52'33.16"E</i></p>
	<p><i>Latitude: 6°49'11.17"N , Longitude: 79°52'26.98"E</i></p>
	<p><i>Latitude: 6°49'8.17"N , Longitude: 79°52'28.66"E</i></p>
	<p><i>Latitude: 6°49'5.55"N , Longitude: 79°52'30.59"E</i></p>
	<p><i>Latitude: 6°49'1.84"N , Longitude: 79°52'34.27"E</i></p>
	<p><i>Latitude: 6°48'59.55"N , Longitude: 79°52'37.35"E</i></p>
	<p><i>Latitude: 6°48'56.75"N , Longitude: 79°52'41.53"E</i></p>
	<p><i>Latitude: 6°48'54.47"N , Longitude: 79°52'45.13"E</i></p>
	<p><i>To South: From the end point of the above east boundary</i></p>
	<p><i>Latitude: 6°48'54.08"N , Longitude: 79°52'44.31"E</i></p>
	<p><i>Latitude: 6°48'52.49"N , Longitude: 79°52'41.72"E</i></p>
	<p><i>Latitude: 6°48'51.15"N , Longitude: 79°52'39.34"E</i></p>
	<p><i>Latitude: 6°48'50.20"N , Longitude: 79°52'37.14"E</i></p>
	<p><i>Latitude: 6°48'50.10"N , Longitude: 79°52'35.83"E</i></p>



### Zoning Boundaries

To West: From the end point of the above south boundary

Latitude: 6°48'50.12"N , Longitude: 79°52'35.76"E  
Latitude: 6°48'57.51"N , Longitude: 79°52'35.829.81"E  
Latitude: 6°49'1.55"N , Longitude: 79°52'25.38"E  
Latitude: 6°49'1.83"N , Longitude: 79°52'21.06"E  
Latitude: 6°49'5.43"N , Longitude: 79°52'19.48"E  
Latitude: 6°49'9.46"N , Longitude: 79°52'19.28"E  
Latitude: 6°49'12.93"N , Longitude: 79°52'18.02"E  
Latitude: 6°49'17.33"N , Longitude: 79°52'13.80"E  
Latitude: 6°49'25.26"N , Longitude: 79°52'7.31"E  
Latitude: 6°49'37.19"N , Longitude: 79°52'4.02"E  
Latitude: 6°49'37.14"N , Longitude: 79°52'1.05"E

St. Mary's Road, Samudrasanna Place,  
Latitude: 6°49'50.08"N , Longitude: 79°51'57.34"E  
Latitude: 6°49'55.02"N , Longitude: 79°51'57.42"E  
Station Road, Semon Abewickrama Place, Hotel Road

Latitude: 6°50'29.94"N , Longitude: 79°51'59.07"E  
Latitude: 6°50'32.60"N , Longitude: 79°51'58.61"E  
Latitude: 6°50'36.00"N , Longitude: 79°51'57.87"E  
Latitude: 6°50'49.37"N , Longitude: 79°51'56.34"E

Auburn Place, Auburn Lane, Aponsu Lane  
Latitude: 6°50'58.35"N , Longitude: 79°51'49.62"E

Senanayake Place, Fairline Road  
Latitude: 6°51'22.07"N , Longitude: 79°51'52.51"E  
Latitude: 6°51'29.54. "N , Longitude: 79°51'50.75 "E  
Latitude: 6°51'35.99 "N , Longitude: 79°51'49.34"E  
Latitude: 6°51'40.64"N , Longitude: 79°51'48.14"E  
Latitude: 6°51'45.97"N , Longitude: 79°51'46.95"E

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3	8891002.263750000000	765111.346166000000
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5	8890856.201240000000	765100.310841000000
6	8890739.717550000000	765066.063849000000
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8	8890836.111760000000	764806.370643000000
9	8890907.761940000000	764802.148170000000
10	8890907.778070000000	764801.847665000000
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12	8890901.069090000000	764572.235827000000
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45	8891423.63201000000	761515.32030200000
46	8891457.75870000000	761270.93621600000
47	8891469.40696000000	761235.48234300000
48	8891509.11895000000	761140.20425800000
49	8891728.44656000000	761271.98851700000
50	8891765.43651000000	761297.89308200000
51	8891766.64516000000	761295.78417300000
52	8891766.38984000000	761295.62488900000
53	8891831.23413000000	761183.08626600000
54	8891845.11900000000	761160.72249500000
55	8891847.06076000000	761155.61879000000



Dehiwala-Mount Lavinia Municipal Council Area  
Development Plan (2022-2031)

56	8891830.668900000000	761146.289628000000
57	8891811.305350000000	761135.269182000000
58	8891782.358320000000	761118.821109000000
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63	8891762.597410000000	760694.501822000000
64	8891793.904490000000	760668.226818000000
65	8891822.331540000000	760647.501048000000
66	8891858.690420000000	760621.868638000000
67	8891858.701550000000	760621.860812000000
68	8891915.556730000000	760582.064137000000
69	8892025.194950000000	760508.392274000000
70	8892112.700870000000	760452.909300000000
71	8892113.101690000000	760452.646600000000
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73	8892033.745400000000	760409.110601000000
74	8891977.160830000000	760372.016535000000
75	8891915.576100000000	760339.933644000000
76	8891865.170720000000	760318.682798000000
77	8891823.544580000000	760316.652076000000
78	8891821.583200000000	760373.748967000000
79	8891779.995880000000	760429.942312000000
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81	8891715.040060000000	760484.367212000000
82	8891692.612400000000	760499.203047000000
83	8891599.657300000000	760577.979465000000
84	8891569.658080000000	760606.454441000000
85	8891547.216420000000	760632.442914000000
86	8891500.942700000000	760674.768844000000
87	8891477.101450000000	760700.920766000000
88	8891368.237900000000	760681.541579000000
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90	8891318.553500000000	760797.487467000000
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95	8891256.337770000000	760958.816561000000
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133	8890631.01298000000	762213.94636900000
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136	8890637.07692000000	762344.01465100000
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Dehiwala-Mount Lavinia Municipal Council Area  
Development Plan (2022-2031)

138	8890596.778740000000	762396.437473000000
139	8890592.316600000000	762453.238700000000
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167	8890534.634800000000	764064.408235000000
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193	8890503.315500000000	765965.081400000000
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201	8890903.691480000000	765892.427482000000
202	8890853.119020000000	765862.793472000000
203	8890618.013690000000	765805.034814000000
204	8890618.056300000000	765804.809455000000
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206	8890663.007890000000	765660.399381000000
207	8890670.630040000000	765652.094620000000
208	8890694.401660000000	765567.910243000000
209	8890766.947210000000	765457.327225000000
210	8890879.739040000000	765384.556413000000
211	8891028.342080000000	765311.626840000000
212	8891031.759870000000	765308.949259000000
213	8891032.041920000000	765308.742051000000
214	8891032.041920000000	765308.742051000000



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