



Mahiyangnaya Development Plan 2026-2036



**Urban Development Authority
Ministry of Transport, Highways & Urban Development**

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Mahiyanganaya Development Plan 2026-2036 mainly consists of two parts as part I, part II and part III. The part I consists of the background study, preliminary studies, the need of the plan, the planning framework and the SWOT Analysis and the part II consists of Planning and Building guidelines and Zoning guidelines, proposed roads width, Building lines and reservations and the part III consists with the zoning boundaries, coordinates and with all the annexures. Mahiyanganaya Development Plan 2026-2036 has been prepared by the UVA Provincial Office, Urban Development Authority. This has been done with the advice and guidance of various divisions and the resource persons of the Urban Development Authority.

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Acknowledgement

This development plan has been prepared to be implemented within the time period of 2026-2036 for the Mahiyanganaya Pradeshiya Sabha Area under the supervision of the Director Uva Province of the Urban Development Authority. Presently, Mahiyanganaya city is one of the commercial city and agro based city of the Badulla district which is witnessing rapid development within district.

First, our sincere gratitude is extended to the Hon. Minister of Transport, Highways and Urban Development Mr. Bimal Rathnayake who approved the Mahiyanganaya Development Plan 2026-2036 under the provisions of the Urban Development Authority Act No. 41 of 1978 as amended by Act No. 04 of 1982 and secretary and staff of the ministry.

And, our special thanks are extended to Mr. Sudath Balagalla, Member of Parliament, Mrs. Upeksha Wijethunga the chairman of the Mahiyanganaya Pradeshiya Sabha and the council members and Secretary and all staff of the Mahiyanganaya Pradeshiya Sabha, Divisional Secretary of Mahiyanganaya and all the staff of the office, and all other public and private institutions officials.

Special thanks are also extended to Chairman, Director General, Deputy Director General-Zone I of UDA, Director (Strategic planning) and staff of the division, Director (Geographic information System) and staff of the division, Director (environment and landscape) and staff of the division and Lawyer D.M.Kiriwaththuduwa, Director (Legal Service), Director (Information Technology) and staff of the division for their direct guidance and encouragement to complete this plan.

Also, we would like to express our heartfelt thanks to the entire staff, including the former and current Additional Director Generals, Deputy Director Generals, all Directors, Deputy Directors, Assistant Directors and other staff who have worked with dedication since the beginning to prepare this plan.

At last, a sincere thanks are delivered to all the stakeholders who have supported us to the successfully completion of this important task.

Preface

Due to the current development trends in Mahiyanganaya city, the need for a formal development plan has emerged in order to face the challenges successfully. Accordingly, the Mahiyanganaya Development Plan has been prepared with the aim of achieving the goal of creating a sustainable city by analyzing the existing economic, social, physical and environmental conditions of the city. Furthermore, it is expected to provide guidance for the implementation of future development activities in the Mahiyanganaya Urban area through this plan.

The part I consists with the background study, Preliminary studies, the need of the plan, the planning framework, the SWOT analysis and the plan. Part II consists with the Planning and Building Regulations and zoning regulations pertaining to the planning boundary, proposed road width, building lines and reservations for the period of 2026 – 2036. The Part III consist of the zoning boundaries with the coordinates and all the annexures.

Part One - Chapter 1 of the plan detailed out the meaning of the development plan, its legal context, the stakeholders of the plan, its context and the planning process followed. Chapter 2 & Chapter 3 respectively include the planning area, history of the area, boundary delineation of the area and need of the plan in detail. Chapter 4 - Vision, Goals and Objectives while Chapter 5 include the detailed description on the baseline SWOT analysis for each Goal. Further, Chapter 6 of the plan describe the conceptual plan and proposed land use of the development plan. Under that the main strategic plans of the Mahiyanganaya Development Plan such as physical and social infrastructure development strategies, economic development strategies, sustainable environmental development strategies and implementation strategies have been detailed out as sub sections.

Similarly, Part Two - Chapter 7 has been dedicated to describe planning & Building regulations and in chapter 8 described the identified zones and zoning regulations and Chapter 9 included proposed road width, building line and reservations.

Finally, the intention of this Authority and the Government of Sri Lanka is to implement the Mahiyanganaya Development Plan 2026-2036 in near future.

Honorable Minister's Foreward



Towards realization of “Development Mahiyanganaya town”

Urban development is a key priority in realizing the vision of a “**Prosperous Country and A Beautiful Life**”, as outlined in the policies of His Excellency President Anura Kumara Dissanayake. To achieve this goal and steer the nation towards the right direction, it is essential to prepare and implement a comprehensive development plan. This process plays a crucial role in bringing about a new dimension of

development in the country.

The Urban Development Authority (UDA) is entrusted with the responsibility of preparing, implementing and enforcing the Development Plans that are both practical and effective way by addressing the disparities and challenges in the urbanization process across different regions, considering various social, economic, physical, and environmental factors.

As part of this initiative, the UDA has already prepared and published 70 Development Plans based on identified needs, and is currently working on 22 Development Plans for this year. Mahiyanganaya Pradeshiya Sabha area Development plan is also one of these efforts, which is also in progress. By 2026, it is expected that a significant number of Development Plans will be completed to help the country to achieve its sustainable development goals.

The focus of this development plan is to transform the city into a service delivery hub, leveraging its unique potential for providing essential services to its residents. Another key objective is to identify and develop the natural ecosystems and economically valuable areas within the city, ensuring that these resources are utilized in a manner that benefits the urban population. The comments and suggestions of professionals, experts, stakeholders and community were obtained during the preparation of this plan and the planning approach adopted included utilization of modern analysis methods and technical tools.

I would like to express my appreciation to the Chairman, Director General, planning teams, and all officers of the Urban Development Authority who have contributed to complete this task successfully. I also hope that the continued support and collaboration of local government institutions, public and private sector organizations, and the general public will ensure the successful implementation of the Mahiyanganaya Development Plan (2026-2036).

Bimal Niroshan Rathnayake

Honorable Minister of Transport, Highways and Urban Development

Hon. Chairman's Forward – Urban Development Authority



The main function of the Urban Development Authority, established under the powers of Act No. 41 of 1978, is to prepare and implement development plans for areas declared as an urban development areas.

The Authority is empowered to prepare development plans for the urban areas declared by the Minister in charge, in accordance with Section 8(a)(1) of the Urban Development Authority (Amendment) Act No. 4 of 1982 (Part II). Accordingly, development plan for the Mahiyanganaya Pradeshiya Sabha area has been prepared with a special focus on strategically developing specific sectors of the area, by considering the existing socio-economic, physical, and environmental factors.

The Urban Development Authority, has prepared the development plan for the Mahiyanganaya Pradeshiya Sabha area to be effective upto the year 2035 by identifying the current needs, utilizing appropriate planning methodologies. Strategic approaches have been adopted to identify the problems and potentials in the planning area and to optimally utilize the potentials to effectively address these challenges. The development plan introduces development zones and zoning regulations. Therefore, I request all stakeholders and the public to contribute to the realization of the objectives of this development plan, which is being implemented to better and meet the needs of the public.

M.G.Hemachandra
Chairman
Urban Development Authority

Chairman's Forward - Mahiyanganaya Pradeshiya Sabha



Mahiyanganaya is a historically and religiously significant town located in the Uva Province of the Badulla District, Sri Lanka. The town functions as a regional service and administrative center for the surrounding rural and agricultural areas. Agriculture, irrigation-based cultivation, small-scale enterprises, and tourism are the main economic activities of the area.

Mahiyanganaya also serves as a gateway to major tourist attractions such as Sorabora Wewa and Maduru Oya National Park. The urban structure comprises a commercial center, market streets, government institutions, and religious sites. While preserving its cultural and environmental values, the town holds significant potential for well-planned urban development.

Therefore, there is a strong need to promote development activities within the urban limits under proper regulation. This development plan has been prepared based on the necessity of identifying the physical, social, economic, and environmental conditions of the area accurately and guiding development in accordance with planned urban development framework.

Accordingly, with the vision of “**The Prosperous Economic Gateway of the Mahaweli Agricultural Valley**” for the period 2026–2036, I extend my heartfelt appreciation for the Mahiyanganaya Urban Development Plan prepared by the Urban Development Authority – Uva Provincial Office.

With the ongoing urbanization of Mahiyanganaya, the Mahiyanganaya Pradeshiya Sabha bears a significant responsibility to provide necessary facilities to both resident and commuter population within its planning area in a timely and appropriate manner. I expect that this development plan will provide proper guidance in fulfilling that responsibility. As the Mahiyanganaya Pradeshiya Sabha, we are committed to dedicating ourselves to this responsibility and firmly believe that through our collective efforts, this plan can be successfully implemented.

Upeksha Wijethunga
Chairman
Mahiyanganaya Pradeshiya Sabha

Gazette Notification



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The Gazette of the Democratic Socialist Republic of Sri Lanka

EXTRAORDINARY

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(Published by Authority)

PART I : SECTION (I) — GENERAL

Government Notifications

APPROVAL OF THE DEVELOPMENT PLAN FOR THE LIMIT OF PART OF MAHIYANGANAYA PRADESHIYA SABHA

I, Bimal Niroshan Rathnayake, Minister of Transport, Highways and Urban Development do hereby approve the Development Plan for the limit of part of Mahiyanganaya Pradeshiya Sabha, after consideration of recommendation made by the Board of Management of the Urban Development Authority on 11th December 2025 by virtue of the powers vested in me under Section 8 ("F") of the Urban Development Authority (Amendment) Act No. 4 of 1982.

BIMAL NIROSHAN RATHNAYAKE (M.P.),
Minister of Transport, Highways and Urban Development.

Ministry of Transport, Highways and Urban Development,
6th Floor,
"Sethsiripaya" Stage II,
Battaramulla,
09th March, 2026.

EOG 03- 0165/1



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PART I : SEC. (I) - GAZETTE EXTRAORDINARY OF THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA - 19.03.2026

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE LIMIT OF PART OF
MAHIYANGANAYA PRADESHIYA SABHA**

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, Bimal Niroshan Rathnayake, the Minister in charge of the subject of Transport, Highways, and Urban Development 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 the limit of part of Mahiyanganaya Pradeshiya Sabha prepared under Section 8 (A) of the said Act on the day of 09th March 2026.

BIMAL NIROSHAN RATHNAYAKE (M.P),
Minister of Transport, Highways and Urban Development.

Ministry of Transport, Highways and Urban Development,
6th Floor,
"Sethsiripaya" Stage II,
Battaramulla,
16th March, 2026.

EOG 03- 0165/2

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE LIMIT OF PART OF
MAHIYANGANAYA PRADESHIYA SABHA**

PUBLIC are hereby informed that the Development Plan prepared for the Limit of Part of Mahiyanganaya Pradeshiya Sabha 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 09th March 2026, by Hon. Bimal Niroshan Rathnayake, Minister of Transport, Highways, and Urban Development, by virtue of powers vested on him under Section 8 (F) of the said Act.

M. G. HEMACHANDRA
CHAIRMAN
Urban Development Authority

16th March, 2026.

EOG 03- 0165/3

Minister Approval

APPROVAL OF THE DEVELOPMENT PLAN FOR THE LIMIT OF PART OF MAHIYANGANAYA PRADESHIYA SABHA

I, Bimal Niroshan Rathnayake, Minister of Transport, Highways and Urban Development do hereby approve the Development Plan for the limit of part of Mahiyanganaya Pradeshiya Sabha, after consideration of recommendation made by the Board of Management of the Urban Development Authority on 11th December 2025 by virtue of the powers vested in me under Section 8 ("F") of the Urban Development Authority (Amendment) Act No. 4 of 1982.



Bimal Niroshan Rathnayake (M.P)

Minister of Transport, Highways and Urban Development

Ministry of Transport, Highways and Urban Development,
6th Floor,
"Sethsiripaya" Stage II
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Bimal Rathnayake (M.P)

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Date: 09. March 2026

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Chapter One

Background of the Development Plan

1.1 Introduction

Urban development is a process of shaping and transforming urban areas, as evidenced by the constant evolution of human societies. From ancient settlements along the river banks to the modern metropolis that defines the contemporary landscape, the journey of urban development has been marked by the interaction of economic and social forces. Thus, the interrelationship and trends between the social, economic, political and environmental aspects of a city, provide a strong basis for shaping the future development direction of the city. Therefore, it is essential to identify these variables in the process of preparing a development plan. By preparing a systematic development plan with a specific vision, it is expected to improve the social, physical and economic aspect and prosperity of the people and overcome existing problems by enhancing the potential of the region.

The Urban Development Authority was established under Section 2(1) of the Urban Development Authority Act No. (41) of 1978 of the National Assembly, with the main objective of developing, implementing and promoting the economic, social and physical development of areas declared by the Minister as Urban Development Areas.

Under Section 2(a) of the Urban Development Authority (Amendment) Act No. 4 of 1982, the Authority is empowered to prepare plans for the declared areas and to develop those areas physically.

Also, the Authority is empowered under Section 8 (a) (1) of the Urban Development Authority (Amendment) Act, No. 4 of 1982, to prepare a development plan for a development area or part thereof, with a view to promoting and regulating the integrated planning of lands and buildings and the physical development of that area or part thereof, having regard to the facilities and services to be provided to the community.

Accordingly, the Mahiyanganaya town, which has heritage and many historical values in the Uva Province, has been declared as an urban development area by the Urban Development Authority under the Gazette Notification No. 509/12 dated 08.06.1988. The Urban Development Authority has initiated the preparation of a plan for the period 2026-2036 based on the development needs in this urban development area.

1.2 Stakeholders of the Development Plan

Key stakeholders who contributed to the preparation of the Mahiyanganaya Development Plan 2026-2036.

- i. Urban Development Authority - Uva Provincial Office
- ii. Mahiyanganaya Pradeshiya Sabha

Government and semi-government institutions that provided key consultancy

- i. Badulla District Secretariat
- ii. Mahiyanganaya Divisional Secretariat
- iii. Uva Provincial Council, Badulla
- iv. Uva Provincial Ministry of Tourism, Badulla
- v. Uva Provincial Ministry of Education, Badulla
- vi. Local Government Commissioner's Office
- vii. Land Use Policy Planning Department
- viii. Geological Survey and Mines Bureau
- ix. Sri Lanka Police, Mahiyanganaya
- x. National Water Supply and Drainage Board
- xi. National Housing Development Authority
- xii. Department of Archaeology
- xiii. Mahiyanganaya Base Hospital
- xiv. Office of the Medical Officer of Health, Mahiyanganaya
- xv. Central Environmental Authority
- xvi. Road Development Authority
- xvii. Ceylon Electricity Board
- xviii. Provincial Road Development Authority
- xix. Zonal Education Office

- xx. Forest Service Office
- xxi. Wildlife Office
- xxii. Irrigation Department
- xxiii. Agrarian Service Centre
- xxiv. Inter-Provincial Department of Agriculture
- xxv. Paddy Marketing Board
- xxvi. National Physical Planning Department
- xxvii. Sri Lanka Transport Board, Mahiyanganaya Depot
- xxviii. Road Passenger Transport Authority, Uva Provincial Council
- xxix. Inter-Provincial Land Commissionerate, Mahiyanganaya
- xxx. Red Clay Training Centre-Mahiyanganaya
- xxxi. Ceylon Ceramics Corporation, Tile Factory
- xxxii. National Aquaculture Development Authority Mapakada
- xxxiii. Mahaweli Authority-Mahiyanganaya
- xxxiv. Mahiyanganaya Raja Maha Viharaya-Mahiyanganaya
- xxxv. Land Reforms Commission
- xxxvi. Vocational Training Centre- Raja Maha Viharaya-Mahiyanganaya
- xxxvii. Public Works Engineer's Office-Mahiyanganaya
- xxxviii. Sri Lanka Telecom Company, Mahiyanganaya
- xxxix. Assistant Director of Agriculture's Office Mahiyanganaya
- xl. Grama Niladhari Divisions
- xli. Ayurvedic Hospital
- xlii.** Divisional Irrigation Engineer's Office- Mapakada

Other stakeholders

- i. Trade Association
- ii. Three Wheeler Association
- iii. Facebook, YouTube Social Media Network

1.3 Scope of the Development Plan

Mahiyanganaya is a historic town located in the Badulla District. Mahiyanganaya area has inherited historical value due to the location of the Mahiyanganaya Rajamaha Viharaya, a major Buddhist temple in Sri Lanka, which can be described as an important development center since ancient times. Mahiyanganaya can therefore be described as a historic town and a developing tourist hub in the country. The Buddhagaya replica, Miyuguna Memorial, Mahiyanganaya Raja Maha Viharaya, Senasuna, Nagadeepa Viharaya, Keselpotha Raja Maha Viharaya, Rambakan Viharaya, Seetha Kotuwa, Mawaragala Forest Monastery, Dambana Indigenous Village, Sorabora Wewa, and several other locations are significant places in the area.

Considering the emerging urban issues in Mahiyanganaya today, there is a need for planning interventions aimed at achieving physical and social development while minimizing the adverse impacts on the area. As a result, the preparation of a strategic development plan for the urban area of the Mahiyanganaya Pradeshiya Sabha has been initiated.

Although the Urban Development Authority initially gazetted the three Grama Niladhari Divisions of Aluthnuwara, Mahiyanganaya and Wewgamapaha through the Gazette dated 08.06.1988, later these Grama Niladhari Divisions were divided into Wewgampaha, Sorabora, Mahiyanganaya Town, Puja Town, Dambarawa, Alawela, Dehigolla etc.

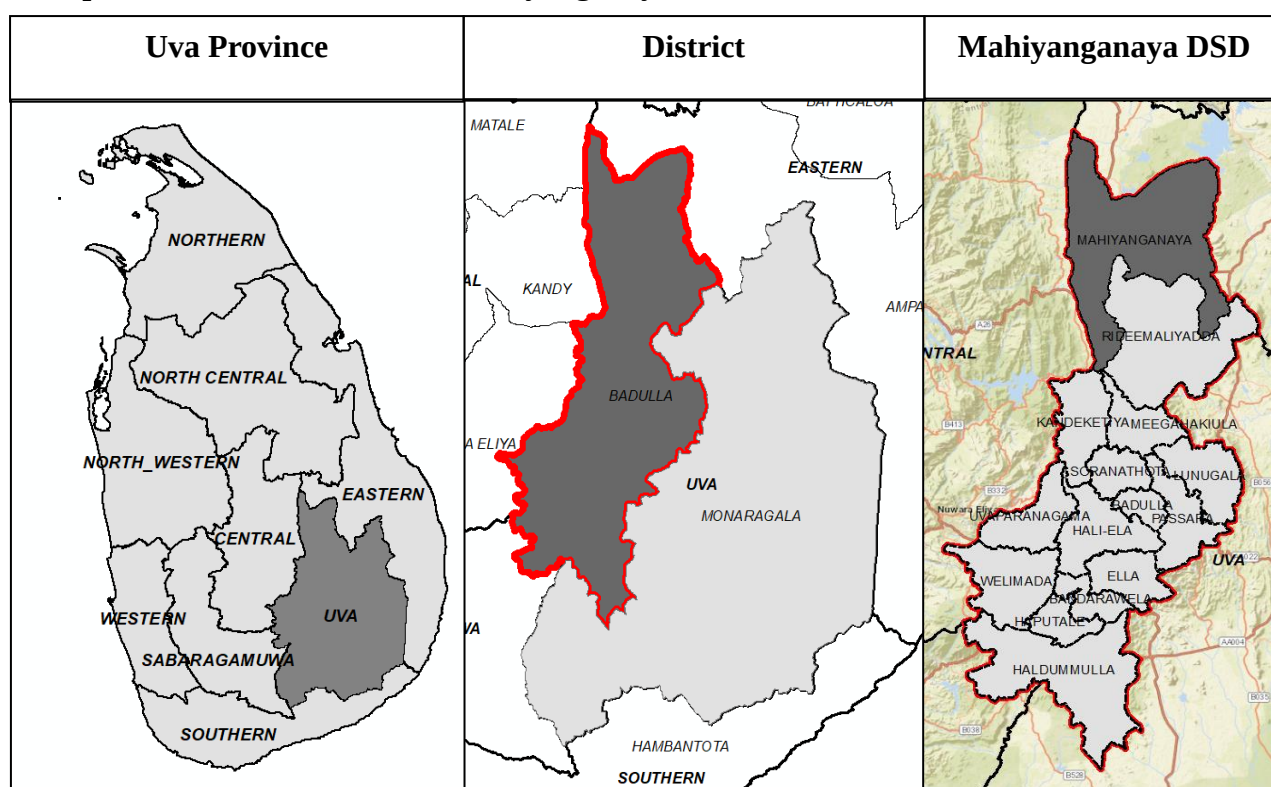
The objective of the Gam Udawa Development of the Mahiyanganaya town in 1989 was to improve the infrastructure facilities and the socio-economic conditions of the entire community. Through the provision of technical methods and resources aimed at promoting agriculture, attention was directed towards advancing the development activities of the Mahiyanganaya town.

Also, in 1994, under the Mahaweli Development Project, the areas of Dehiattakandiya and Girandurukotte in the Mahiyanganaya region were identified as the Mahaweli C Zone, based on the Mahaweli River basin. Through this initiative, steps were taken to expand opportunities for commercial activities in the town, as well as to develop

public facilities, thereby contributing to the socio-economic and political advancement of the area.

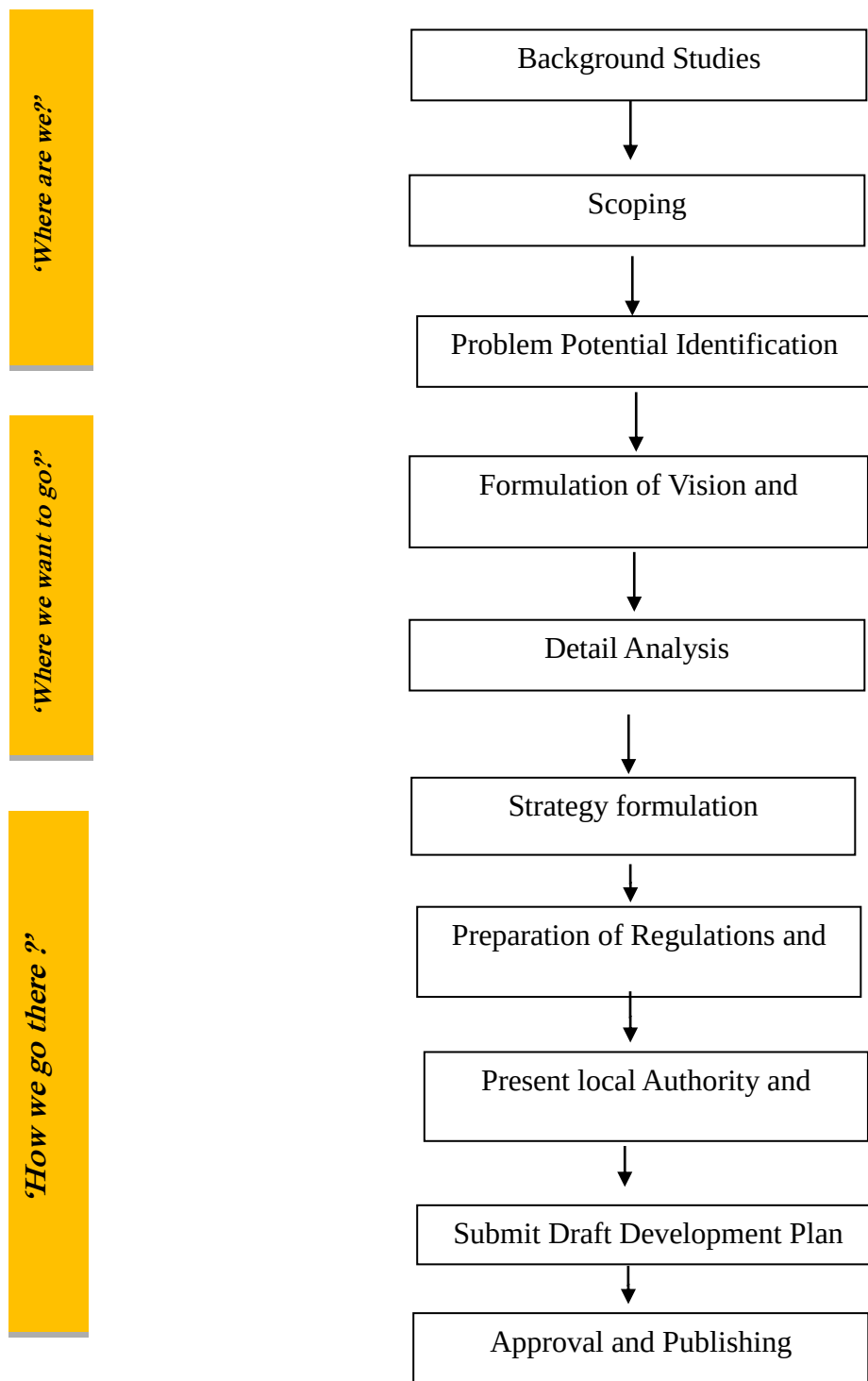
Furthermore, the preparation of the Mahiyanganaya Interim Urban Development Plan by the National Physical Planning Department in 2009 aimed to develop Mahiyanganaya as an agro-industrial town. This interim plan also outlined how the direct and indirect positive impacts associated with the town could be channelled towards its development.

Map No. 1. 1 : Location of the Mahiyanganaya Urban Area



Source: Uva Provincial Office, Urban Development Authority.

1.4 Planning Process



The preparation of the plan for the Mahiyanganaya urban area was carried out through three main stages, as illustrated in above. The first stage, **“Where are we now?”**, involved identifying the existing issues and potentials within the planning boundary. The second stage, **“Where we want to go?”**, focused on defining future development objectives. The third stage, **“How we go there?”**, included the strategic plan outlining the approaches and measures to be followed in order to achieve the identified future tasks.

1. Background study

For the preparation of the Mahiyanganaya Development Plan, both primary and secondary data were analyzed to cover multiple sectors, including physical, economic, social, and environmental aspects. This analysis compiled information on the area’s historical development, population, housing, vehicle circulation, the condition of infrastructure, economic structure, land use, and other relevant data. Data were collected and analyzed getting from various institutions, including the Mahiyanganaya Pradeshiya Sabha, Mahiyanganaya Divisional Secretariat, National Water Supply and Drainage Board, National Housing Development Authority, Department of Archaeology, Mahiyanganaya Primary Hospital, Medical Officer of Health Office, Central Environmental Authority, Road Development Authority, Ceylon Electricity Board, Provincial Road Development Authority, Regional Education Office, Forest Department, Irrigation Department, Agrarian Services Centers, Grama Niladhari office, and the Ceylon Tea Research Institute – Ulugala Estate, etc.. In addition, maps created from field surveys and data obtained were also utilized.

2. Scope

During the process of identifying the scope of the Mahiyanganaya Development Plan, the existing character of Mahiyanganaya town was examined at both national and regional levels. In this stage, the related urban development conditions given to Mahiyanganaya city, which is outside the central environmentally sensitive zone, through the 2030 National Physical Plan and the 2048 Draft National Physical Plan, and the development projects proposed through the Uva Regional Plan were identified. Furthermore, proposed development projects and initiatives for the town, as planned by institutions responsible for infrastructure provision in their respective

sectors, were also identified. Subsequently, the existing situation was analyzed and the development context of Mahiyanganaya city was identified.

3. Identifying problems and potential

In addition to the issues identified through the analysis of primary and secondary data, a stakeholder meeting was held on 6th July 2023, bringing together institutions and various organizations to identify the existing problems and potentials in the area. Furthermore, the issues were categorized according to priority based on analysis using Environmental Sensitivity Analysis, Development Pressure Analysis, and Land Price Analysis, conducted through NVIVO Analysis.

4. Formulation of vision, goals and objectives

By identifying the existing situation through the situational analysis, the uniqueness, context and nature of the existing problems and potentials were analyzed, identified and studied, and then the future vision of the Mahiyanganaya City Development Plan and the goals and objectives consistent with that vision were formulated in order to improve and develop the existing development potentials and to regulate and resolve the problems in a systematic manner.

5. Detailed analysis

Under the detailed analysis, mainly SWOT Analysis was carried out, and the strengths, weaknesses, opportunities and threats for each goals have been analysed and also identified the objectives. In addition, studies were carried out on development pressures, environmental sensitivity, and the analysis of livability.

6. Identifying plans and strategies

Based on the identified vision, goals, and objectives, zoning plans, infrastructure service plans, economic plans, environmental sustainable development plans, heritage and archaeological conservation plans, and infrastructure service plans were prepared to develop strategic plans and projects. Strategic projects were prioritized according to the significance of the identified issues and potentials and their impacts.

7. Formulation of regulations and guidelines

Regulations and guidelines for building construction and land use required for the implementation of the development plan were prepared. Special attention was given to ensuring that development activities in Mahiyanganaya are carried out in an environmentally sustainable manner.

8. Consent

Before implementing the development plan, the draft plan was submitted for public comments. During this process, a stakeholder awareness workshop was conducted by engaging the relevant parties.

9. Submission of the draft plan

The final draft development plan was revised after public comments, and by incorporating the suggestions and comments, submitted to the Main Planning Committee/ Strategic Planning Division.

10. Approval and publish

Obtain the approval of the Main Planning Committee and the approval of the Board Management of the UDA and the Honorable Minister and publish it in the Gazette and make it legal.

Chapter Two

Preliminary Study

2.1 Study Area

The Mahiyanganaya Pradeshiya Sabha area, located in the northern part of the Badulla District in the Uva Province, extends over an area of approximately 602 square kilometers. The Mahiyanganaya town is situated about 190 kilometers from Colombo and 75 kilometers from Kandy. Mahiyanganaya town is located along the Kandy–Padiyatalawa Road (AB44) and the Mahiyanganaya–Dimbulagala Road (B29), along the southern bank of the Mahaweli River, near the Uraniya junction. Historically, Mahiyanganaya has been recognized as a location where commercial and market activities were concentrated.

The area is situated at an elevation of approximately 90 meters above mean sea level, with average temperatures ranging between 28°C and 32°C. Compared to other areas in the Uva Province, relatively higher temperatures can be observed in this region. Furthermore, considering its geographical setting, the town area can be identified as having a predominantly flat terrain. The annual rainfall of the area ranges approximately between 1,500 mm and 2,000 mm.

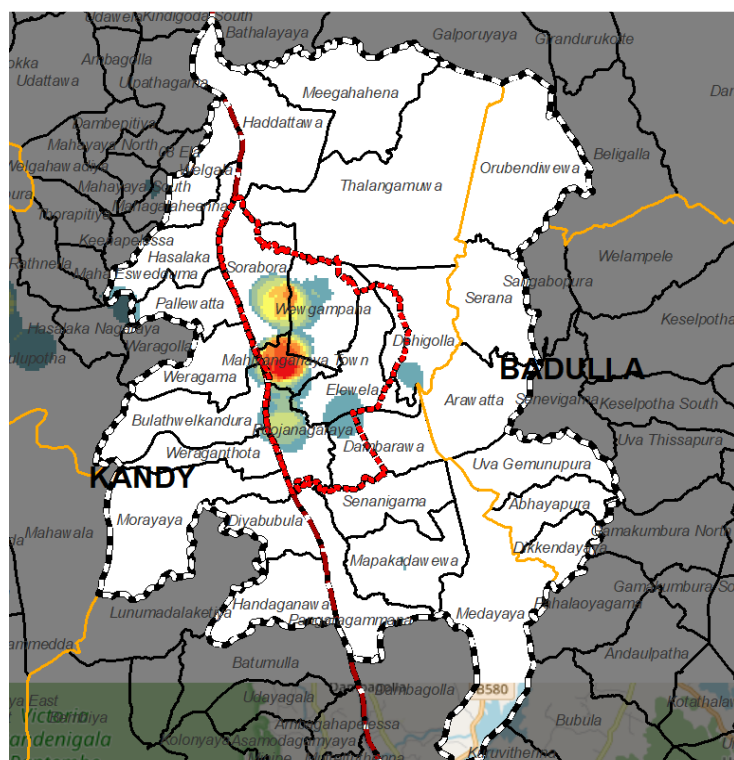
Mahiyanganaya, a town endowed with numerous historical values in the Uva Province, is centered around the Mahiyanganaya Raja Maha Viharaya. Through this development plan, it is intended to implement development activities while ensuring the conservation of archaeologically significant sites within the area. Furthermore, the objective of this development plan is to establish a well-planned town by introducing the necessary laws and regulations to protect environmentally sensitive areas.

Furthermore, through this development plan, by the year 2036, existing potentials will be strategically directed towards achieving a development goals that integrate physical, economic, social and environmental aspects, while fostering an agriculture- and tourism-based economy and providing more resident-friendly facilities for the local community.

Accordingly, in alignment with the National Physical Plan, this urban development plan aims to transform the town into a tourism-oriented city developed through environmentally friendly agro-food-based industries, as well as the commercial and educational sectors.

In preparing the development plan, the study area was primarily identified as a region consisting of 29 Grama Niladhari Divisions within the Mahiyanganaya Pradeshiya Sabha area, which also covers the Minipe Pradeshiya Sabha area.

Map No.2.1 : Study area of the Development Plan



Source: Uva Provincial Office, Urban Development Authority.

2.2. Boundary Delineation

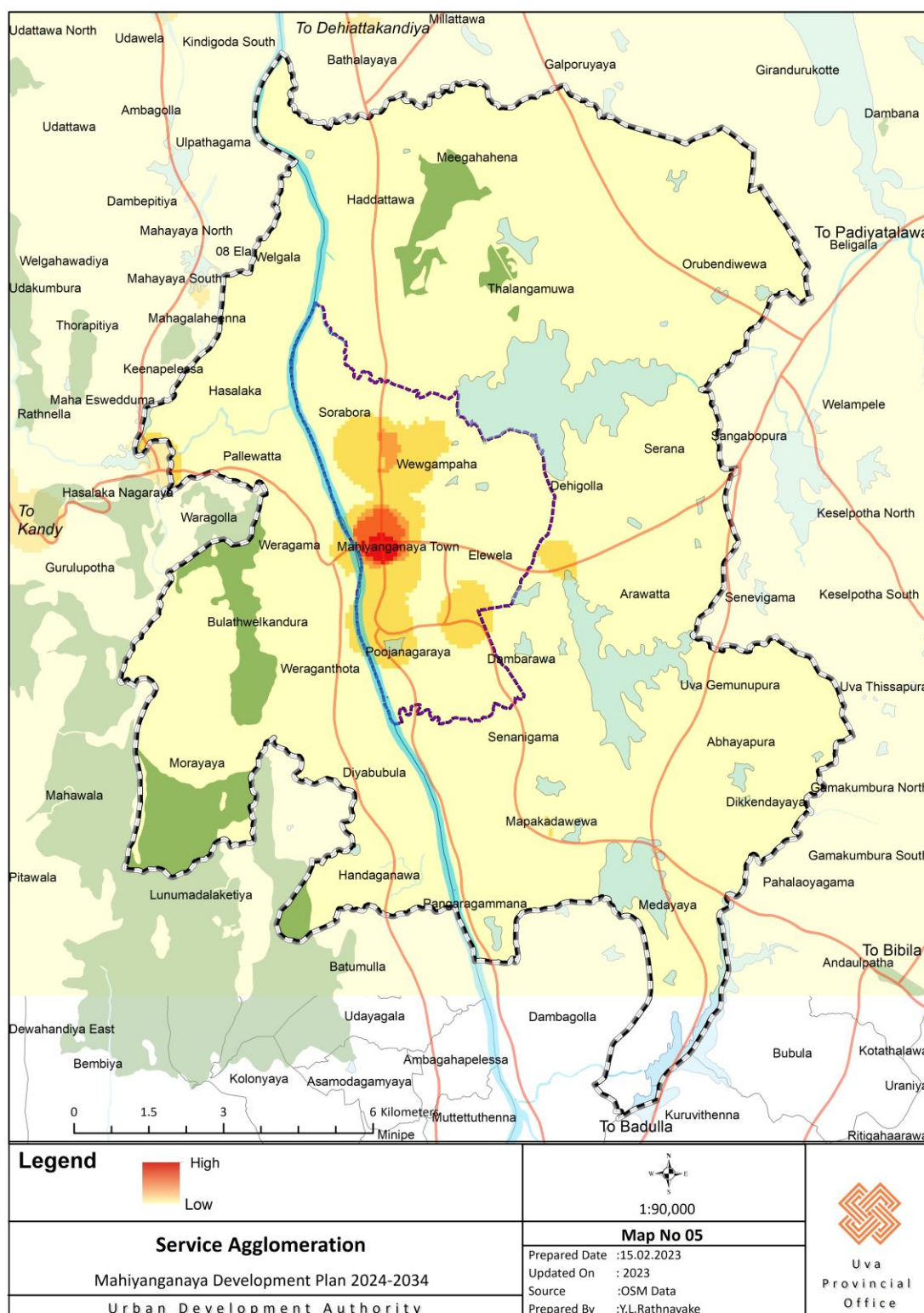
The three main study were examined for the preparation of the Mahiyanganaya Development Plan, in order to define the planning boundary. Accordingly, the functional boundary, the geographical boundary, and the administrative boundary were taken into consideration for this purpose.

2.2.1 Functional Boundary

Considering the national significance of the Mahiyanganaya town and the concentration of commercial activities, it is estimated that between 500,000 and 1,000,000 devotees visit to the town during the Mahiyanganaya Perahera period. Tourist arrivals are primarily centered around the Mahiyanganaya Raja Maha Viharaya and the Dambana indigenous village, located approximately 20 kilometers away from the town.

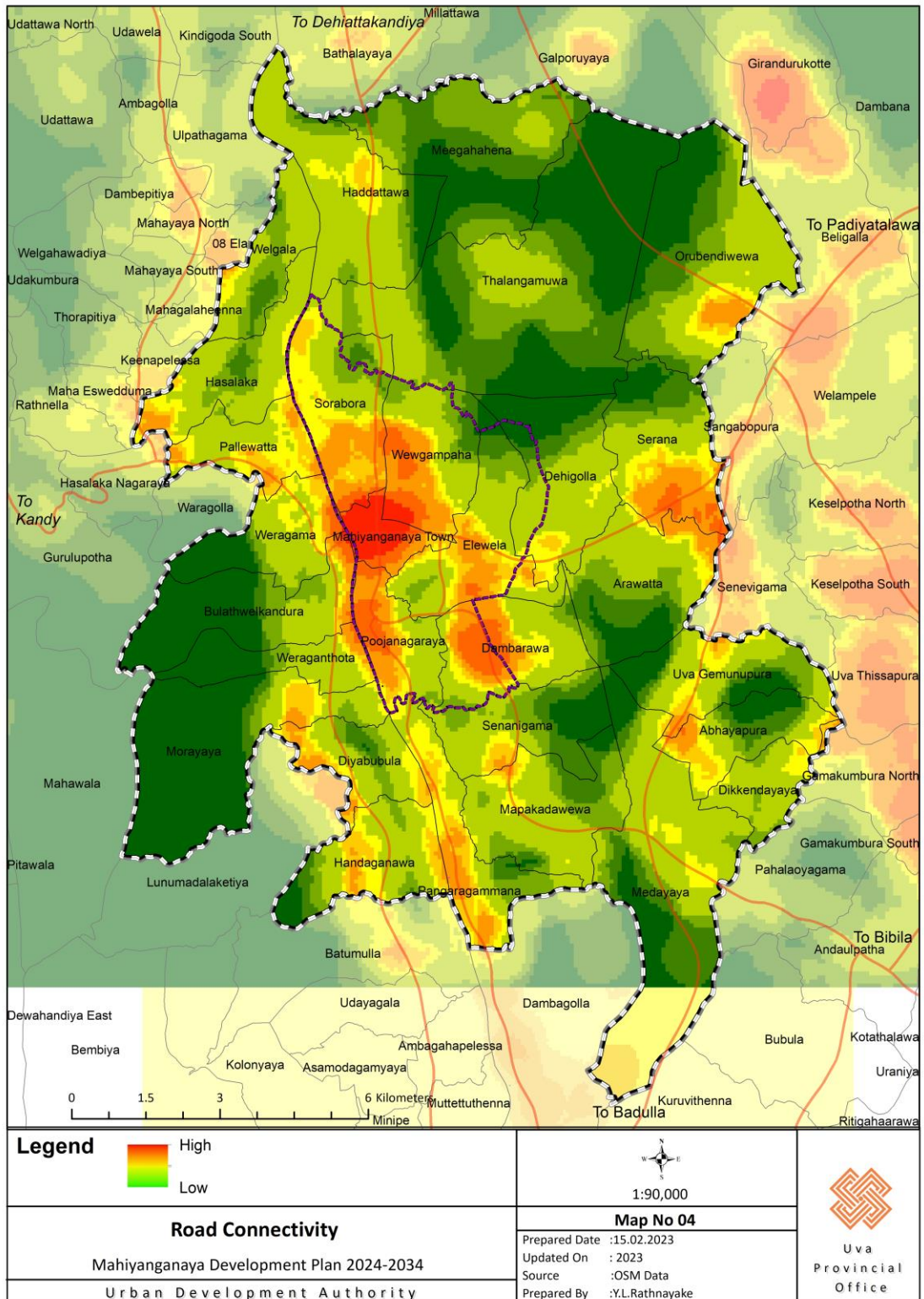
In addition, based on the town's daily functional activities, an estimated population of around 36,000 people is concentrated within the urban area. According to the development pressure analysis, Mahiyanganaya town also attracts migrants from surrounding areas such as Girandurukotte, Hasalaka, Mapakada, Morayaya, Andaulpatha, Dambana, and Padiyatalawa. Accordingly, it was identified that the functional boundary extends beyond the provincial boundary.

Map No. 2.2 : Functional Boundary of the Mahiganyanaya area



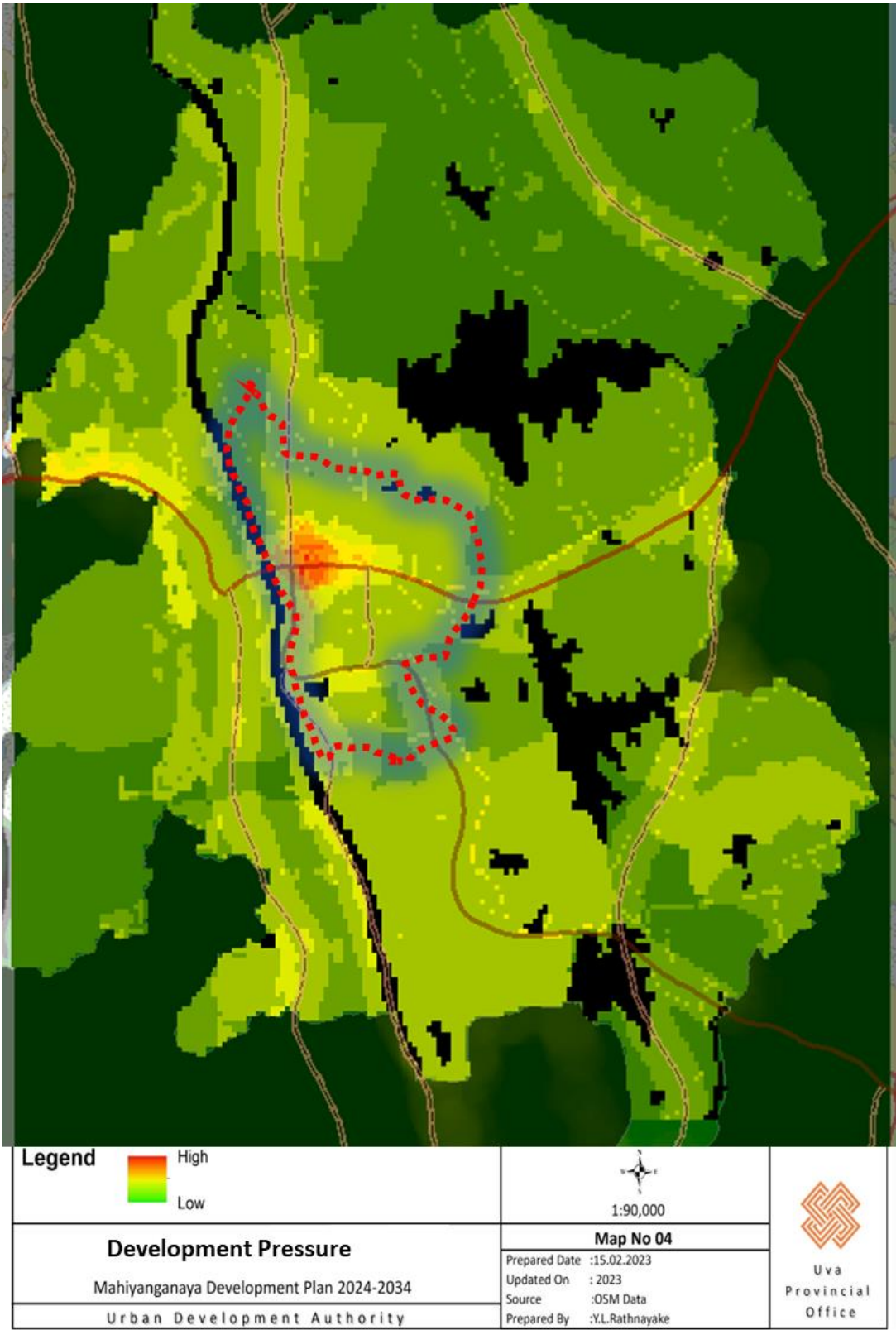
Source : Uva Provincial office, Urban Development Authority

Map No. 2.3: Road Connectivity Analysis



Source : Uva Provincial office, Urban Development Authority

Map No. 2.4: Development Pressure Analysis



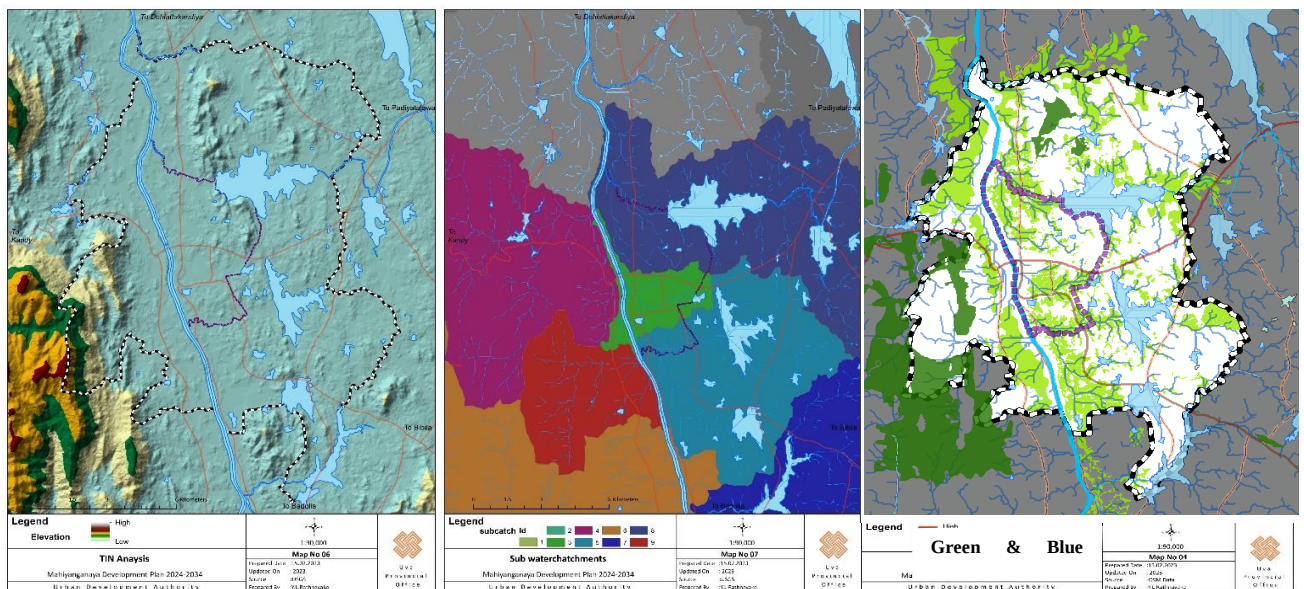
Source : Uva Provincial office, Urban Development Authority

2.2.2 Geographical Boundry

Considering the geographical setting of the Mahiyanganaya area, it consists predominantly of flat terrain. According to TIN (Triangulated Irregular Network) analysis, the topographic study indicates slightly elevated land near the Sorabora Wewa reservoir. Conservation areas and tank reservation of the Dehigolla and Sorabora Wewa can also be observed. The study area is characterized by a large number of water bodies, including reservoirs, tanks, rivers, and streams. Smaller tanks are also present in the northern part of the region. Notable reservoirs include Dambara Wewa, Mapakada Wewa, Sorabora Wewa, and Wilduva Wewa. The western boundary of the area is largely defined by the Mahaweli River.

According to the watershed analysis, the Mahiyanganaya town area is structured into two primary catchment areas based on the Sorabora Wewa and the Dambarawa Mapakada Wewa, with water ultimately draining into the Mahaweli River. According to the green-blue map shows predominantly paddy fields. When considering the geographical boundary, it can be observed that the area is physically confined within the urban declared area as defined by the Urban Development Authority.

Map No. 2.5: TIN, Sub-drainage – Hydrology, Green and blue Analysis



TIN Study

Sub-drainage - Hydrology Analysis

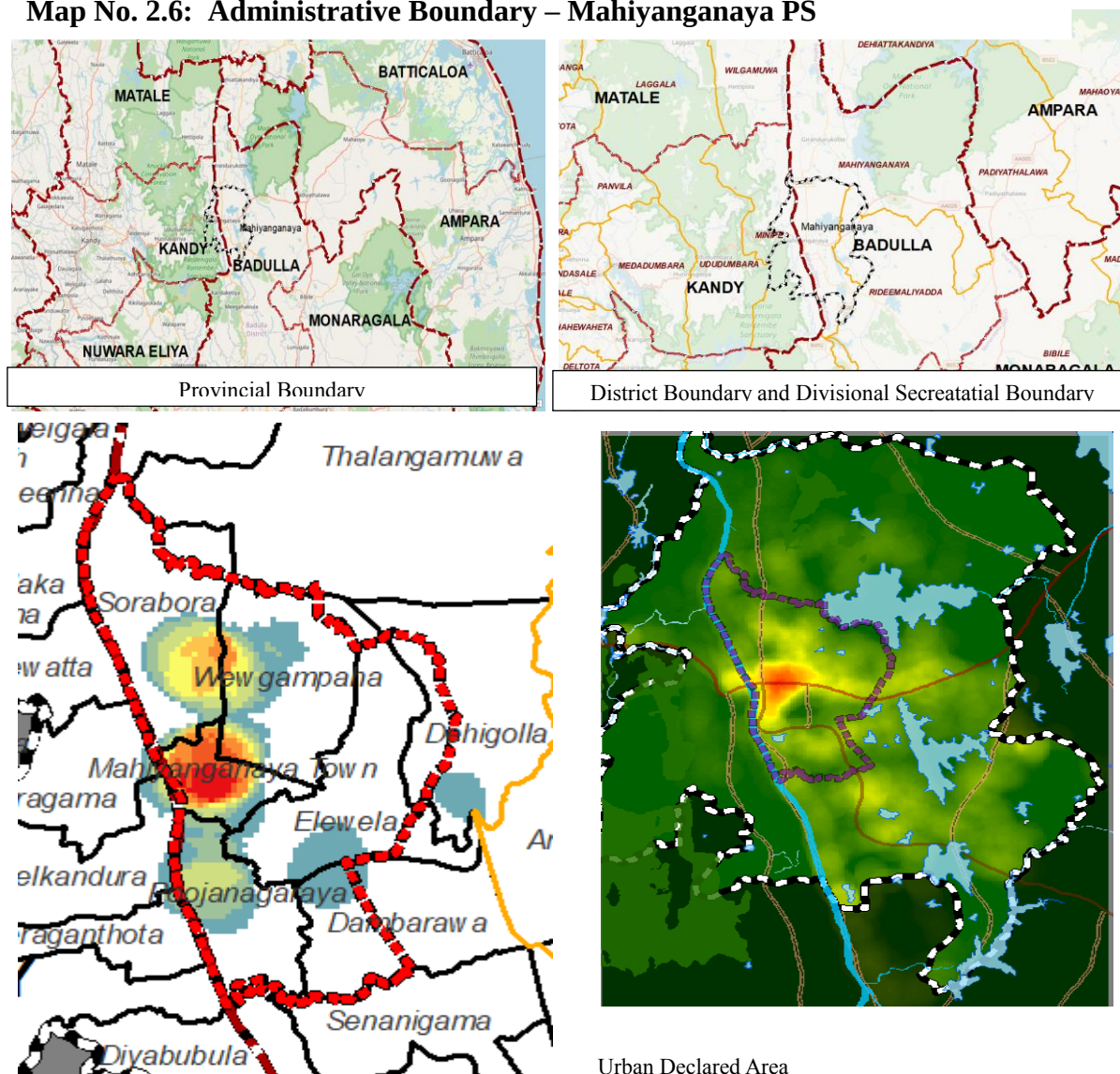
Green and blue map

Source : Uva Provincial office, Urban Development Authority

2.2.3 Administrative Boundary

In studying the administrative boundary, Mahiyanganaya can be identified primarily as a town located within the boundary of the Uva and the Central Province. The Mahiyanganaya Divisional Decretariat Division is situated to the Northern side of the Ampara District, to the east of the Dehiyattakandiya and Padiyatalawa Divisional Decretariat Divisions, and between the Wilgamuwa Divisional Decretariat Division of the Matale District. For the purpose of administrative boundary analysis, 26 Grama Niladhari Divisions were considered and utilized in alignment with the declared area of the Urban Development Authority.

Map No. 2.6: Administrative Boundary – Mahiyanganaya PS



Source : Uva Provincial office, Urban Development Authority

2.2.4 Planning Boundary

Based on all the analysis conducted, including the functional boundary, geographical boundary, and administrative boundary, as well as the development pressure analysis and the livability analysis, a total land area of 23 square kilometers, as defined by the Urban Development Authority, has been identified as the planning boundary. Within this planning boundary, the Grama Niladhari Divisions of Vewagampaha, Mahiyanganaya Town, and Pooja nagaraya are included, along with parts of Sorabora, Elawewa, Dambara, and Dehigolla Grama Niladhari Divisions.

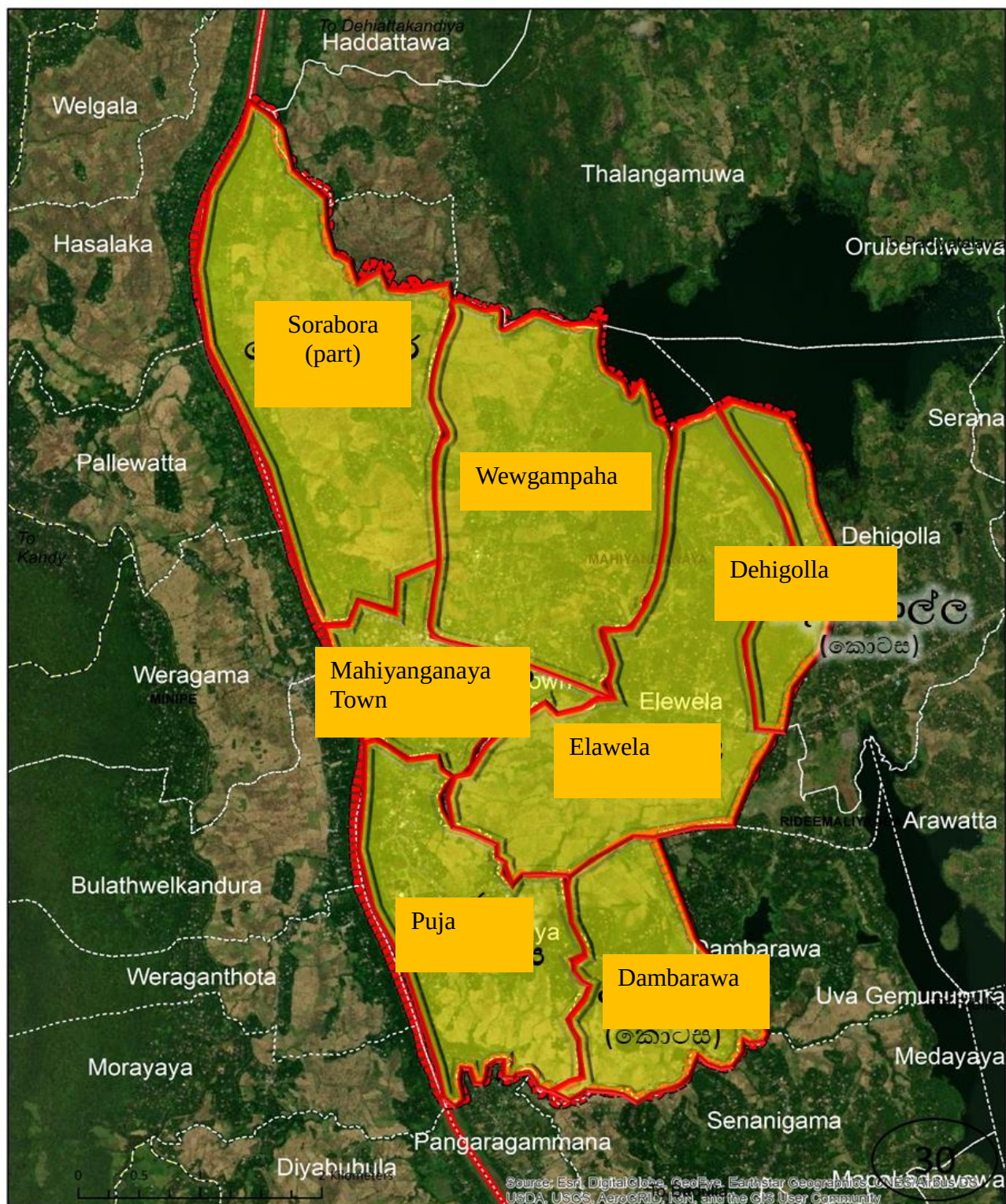
2.3 Planning and Situational Context

In analyzing the planning and present status of the Mahiyanganaya town, the historical context of the town was primarily studied. The present planning area was identified under the social, environmental, economic, and physical sectors.

2.3.1 Historical background and evolution

Mahiyanganaya is a city which have lot of historical value. Buddha's first visit to Sri Lanka dates back to the 6th century BC. As mentioned in the Mahavamsa, in the ninth month after his enlightenment, that is, on the day of the Duruthu full moon poya day, the Buddha arrived at the site where the modern Mahiyanganaya Stupa is located and subdued the Yaksha tribes that were hiding there and dispersed them to the Giri Island. There, the Buddha preached the Dhamma to the gods who had gathered there and as a result, some gods are said to have attained the path of enlightenment. On this occasion, Prince Sumana, who heard the Dhamma, asked for something to worship and gave a handful of his hair to the divine son of Sumana. Maha Sumana Kumara enshrined this hair relic at the site where the Buddha had stayed and constructed a stupa approximately seven cubits high. This account is recorded in both the Mahavamsa and local folklore.

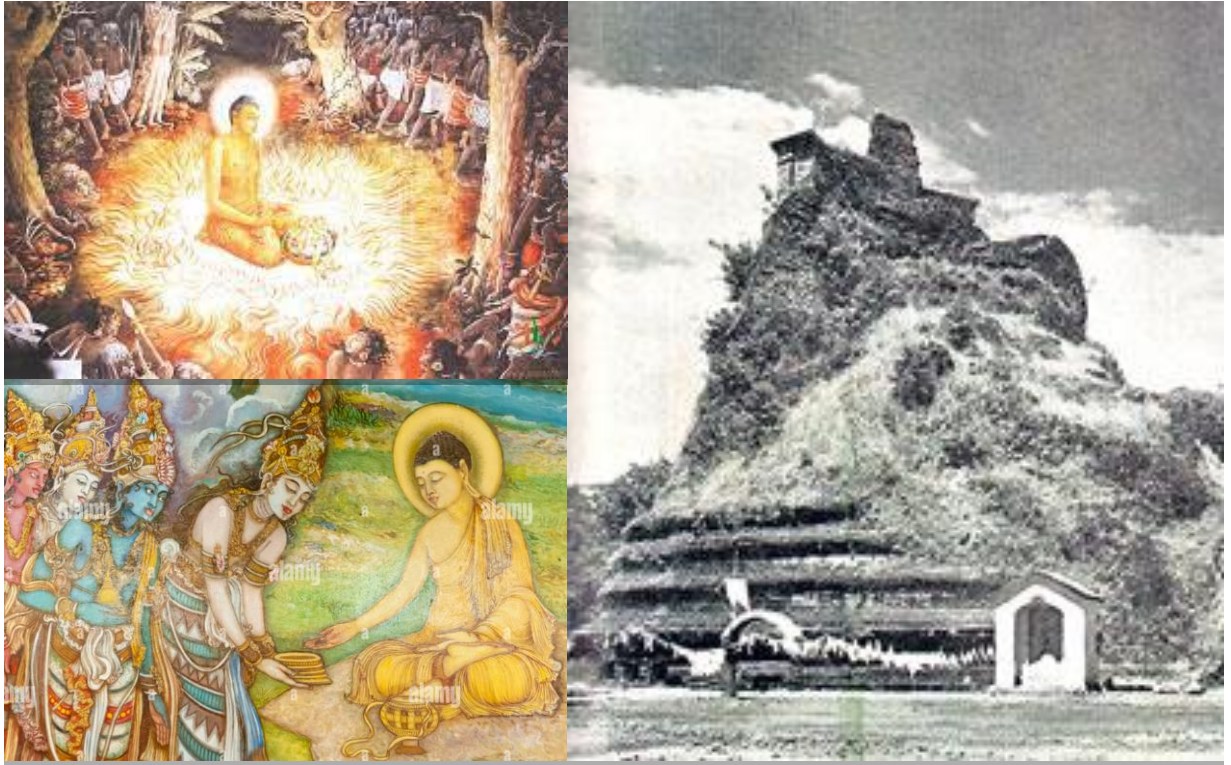
Map No. 2.7: Planning Boundary – Mahiyanganaya PS



Source : Uva Provincial office, Urban Development Authority

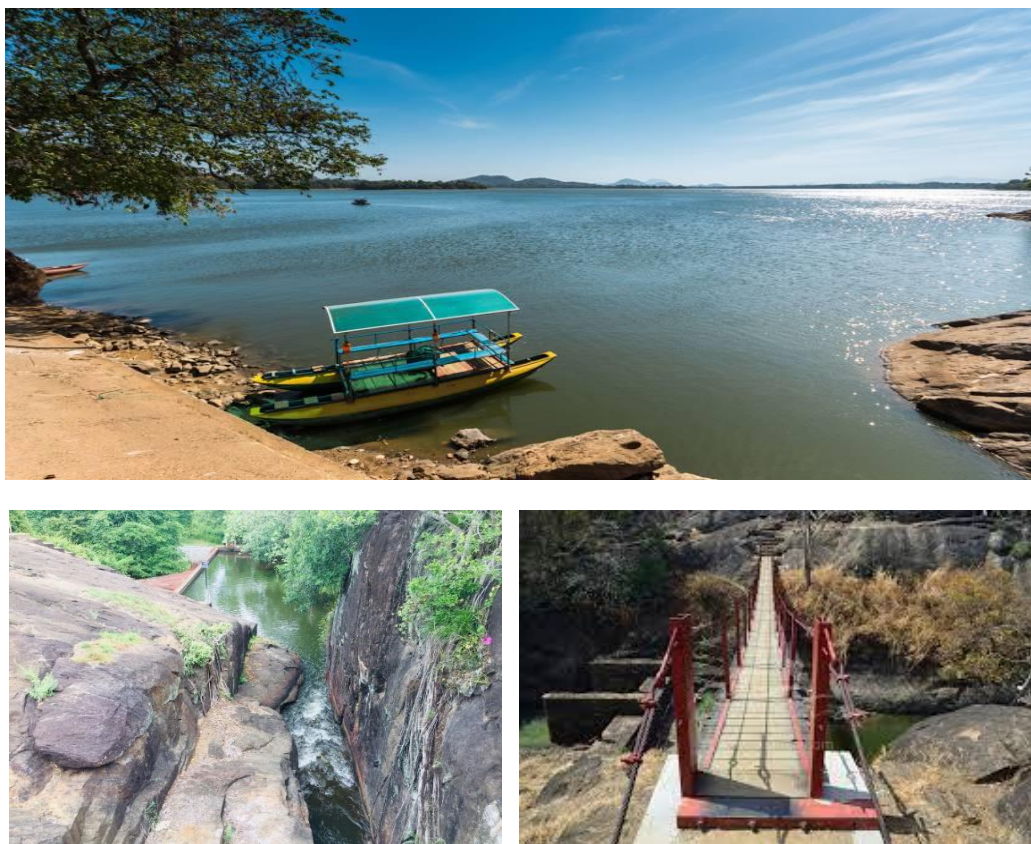
It is also mentioned in the chronicles that the settlement of Mahiyanganaya city began around the Mahiyanganaya Dagaba, which was built with the arrival of Gautama Buddha in Sri Lanka during this historical period as early as 600 BC. Based on such reasons, Mahiyanganaya city has acquired great historical and religious importance.

Figure 2.1 : Historical images of Mahiyanganaya



Source: Internet

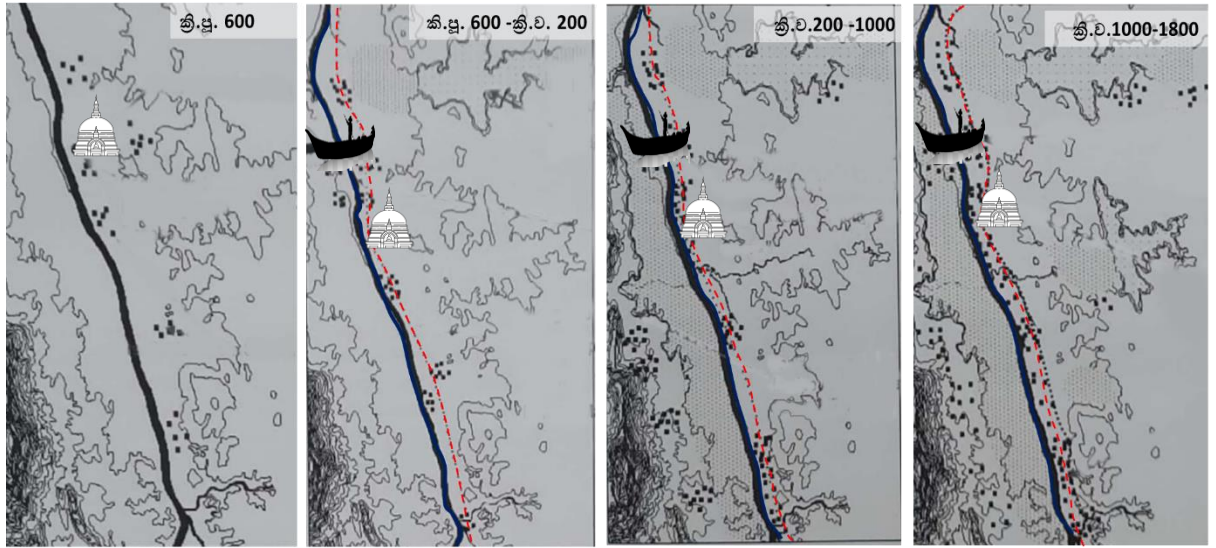
Following Buddha's visit to Sri Lanka, settlements began to emerge around Mahiyanganaya town, marking the start of various developmental transformations in the region. During the reign of King Dutugemunu, in 102 BCE, the construction of Sorabora Wewa can be recognized as one of the earliest hydraulic engineering achievements in Sri Lanka.

Figure 2.2 : Mahiyanganaya Sorabora Lake

Source : Uva Provincial office, Urban Development Authority

During the Anuradhapura period, Mahiyanganaya was known as “Bim Thanna”. The Mahaweli River was used for internal trade and Mahiyanganaya was connected to trade through a ferry port called Weragamthota. It is reported that rice, chillies, etc were supplied to the entire country through the Uva province during the war, and Mahiyanganaya was considered a trading city. Also, there were military camps in the vicinity of the two cities of Mahiyanganaya and Buttala.

Furthermore, during the period between 1800–1000 BCE, specifically during the reign of King Vijayabahu, Mahiyanganaya held strategic importance as a location for securing the kingdom.

Map 2.8: Historical evolution of Mahiyanganaya

Source : Uva Provincial office, Urban Development Authority

Furthermore, the Badulla Tam Lipi reflects the social structure, state organization, and societal customs of the 10th century. Originally, this document was stored at the Badulla Kachcheri; however, for preservation and editing purposes, it was relocated to the current location of the Badulla Public Library.

During this period, under the prevailing “Bim Palu Policy,” all cultivated lands in the Mahiyanganaya region were completely destroyed. As a result, the population of the area declined significantly, and only the Veddass/ Adivasi people remained in the area.

Figure 2.3: Buddagayawa in Mahiyanganaya**Figure 2.4: Badulu Tam Lipiya**

Source : Uva Provincial office, Urban Development Authority

Thus, the Mahiyanganaya Perahera can be introduced as a cultural event that adds many values to the city of Mahiyanganaya, which is endowed with many historical values. The Mahiyanganaya Perahera can be introduced as a colorful and cultural event that is held annually in Mahiyanganaya. This event usually takes place during the Esala Pura Poya or in the months of July or August. The Mahiyanganaya Historical Perahera can be introduced as a special event that has attracted both local and foreign tourists.

Figure 2.5: Mahiyanganaya Perehera

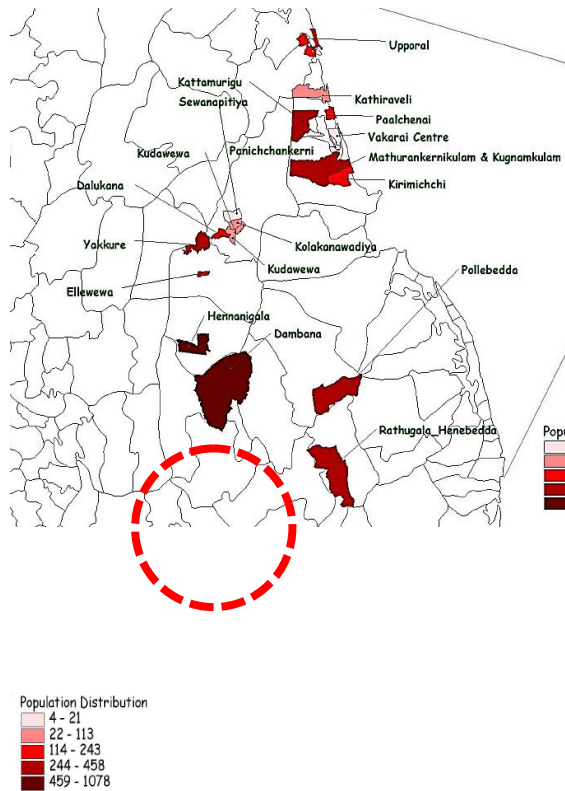


Source : Uva Provincial office, Urban Development Authority

Also, the Mahiyanganaya Rajamaha Vihiraya, Dambana and other ancient villages within the city can be described as places of sacred and cultural interest for local and foreign tourists. All the prominent attractions surrounding the town are recognized as key tourist viewing sites.

The tribes do not see much change in their way of life from the Stone Age to modern times. Anthropologist Verrier Elwin (1902-1964) defines the Vedda community of Sri Lanka as a distinct community of forest dwellers who survive by hunting, gathering, cultivating, and harvesting. He also notes that it is amazing how they struggle to preserve their heritage in an ever-evolving world. However, today the Veddhas have become more modern in terms of clothing and commerce. The tradition of collecting bee honey and exchanging it with the locals for axe blades and clothing still exists today. The government has allowed the natives to legally hunt in certain areas of the Dambana region. Most of the meat eaten by the Veddhas in the forest is deer.

Figure 2.6: Vedda's life style



Source : Uva Provincial office, Urban Development Authority and Internet

2.3.2. Current Status of Mahiyanganaya

A.) Land use pattern

In terms of land use, the majority of the area is occupied by residential, agricultural, and water sources. Residential use accounts for approximately 44% of the total land area, while agricultural land constitutes around 37%. Additionally, water sources cover about 5% of the area, representing an important resource for the region. The urban area includes reservoirs, rivers, and streams.

When it comes to agricultural lands it indicates the majority of the land allocated for paddy cultivation. These lands, which are regulated under the Department of Agrarian Development, receive with water from the Dambarawa Water Scheme established under the Mahaweli Development Project.

Furthermore, land allocated for roads accounts for approximately 2% of the total area, indicating sufficient space for transportation infrastructure in the region. Mahiyanganaya town, developed under the Mahaweli Project, possesses a well-structured road network. This network includes main vehicular roads, pedestrian pathways, service strips, vehicle parking areas, and service roads, forming an integrated and organized transportation system.

Analysis of commercial land use within the town center indicates that approximately 1% of the area is allocated for commercial purposes, primarily located along both sides of the main roads. Similarly, institutional uses also account for about 1% of the total land. Compared to other towns, it is evident that the proportion of land designated for commercial activities in Mahiyanganaya is minimal.

Overall, the analysis highlights the patterns of land use within the area by reflecting the interactions between human activities, natural resources, and environmental systems. Effective planning and management of land use are essential to balance environmental conservation with economic development and to ensure sustainable growth within the region.

B) National and regional connectivity

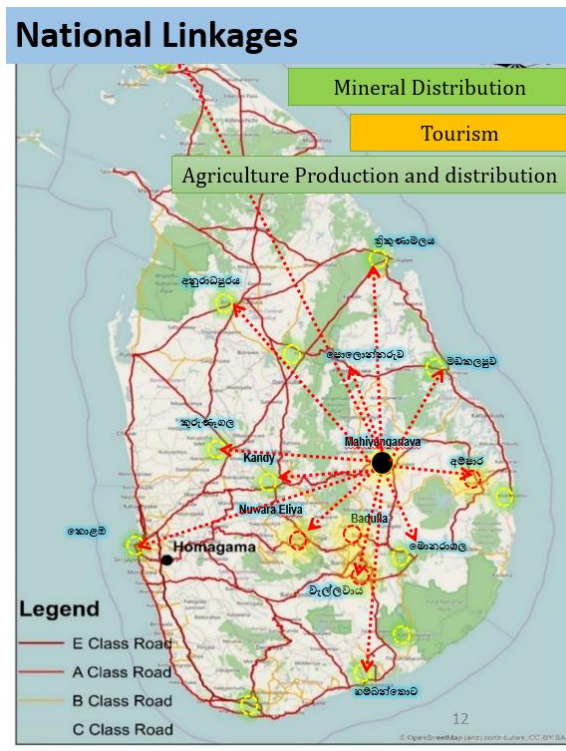
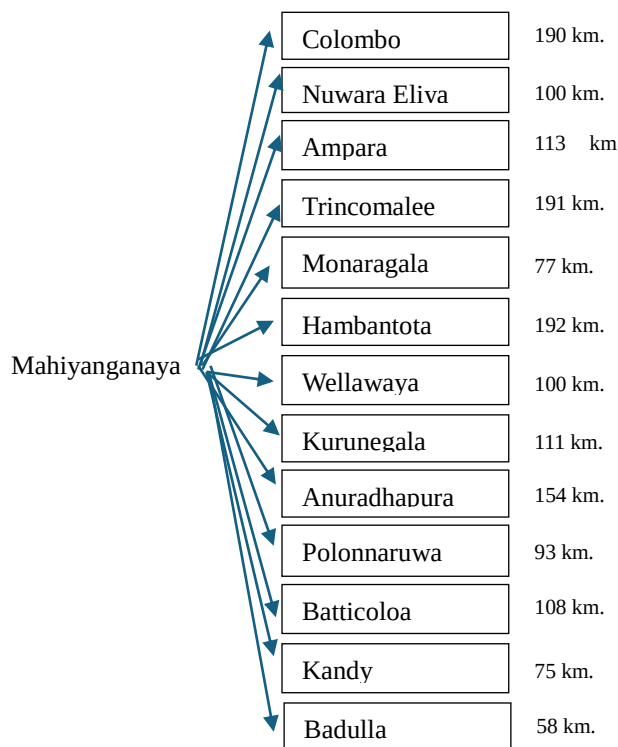
From a regional perspective, Mahiyanganaya, located in the northern part of the Badulla District, is positioned along the boundary of two provinces, bordering the Central Province and the Eastern Province. Considering functional activity, higher interactions are observed with the Central Province. Due to shorter travel time and better road connectivity to Kandy compared to Badulla, a significant number of residents and commercial activities maintain functional linkages with Kandy. It is also evident that there is a high tendency for educational commuting towards Kandy.

However, in terms of administrative functions, the town exhibits activities and connections primarily centered on the Badulla District.

In addition, due to the mineral resources and agricultural crops available in the area, it can be recognized that Mahiyanganaya maintains connections with all the cities of Sri Lanka. Mahiyanganaya is highly recognized for its sand, tiles, and rice under the name 'Mahiyanganaya'.

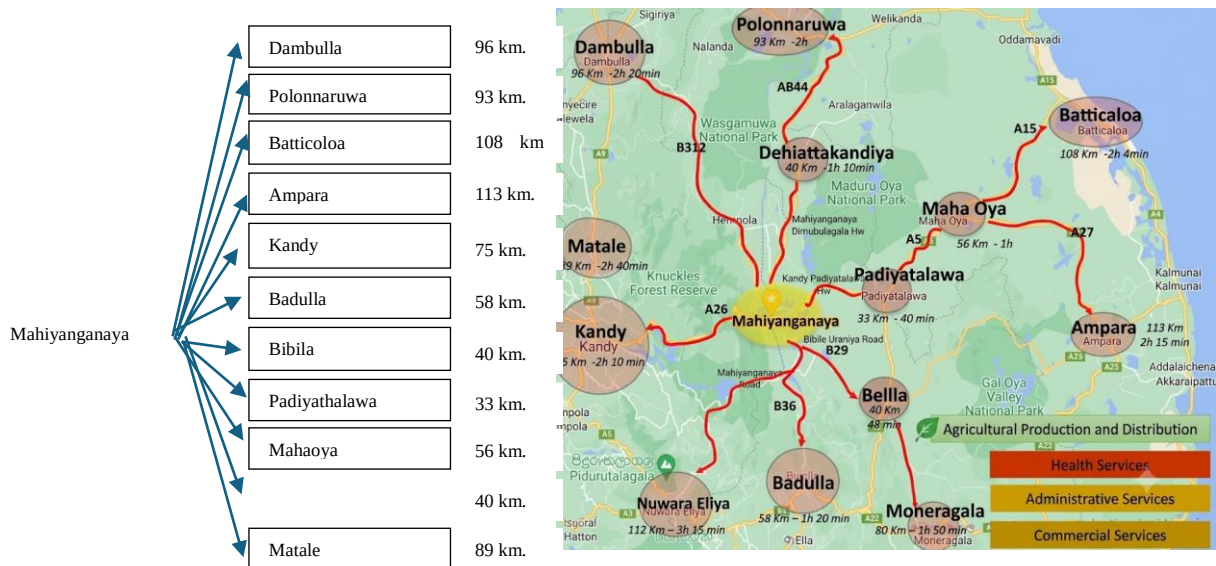
Also, the Mahiyanganaya Raja Maha Viharaya, the ancient villages of Dambana, etc. located within the city can be described as places that have attracted the religious and cultural attention of local and foreign tourists. All the attractive places around the city are known as these tourist attractions.

National Connectivity



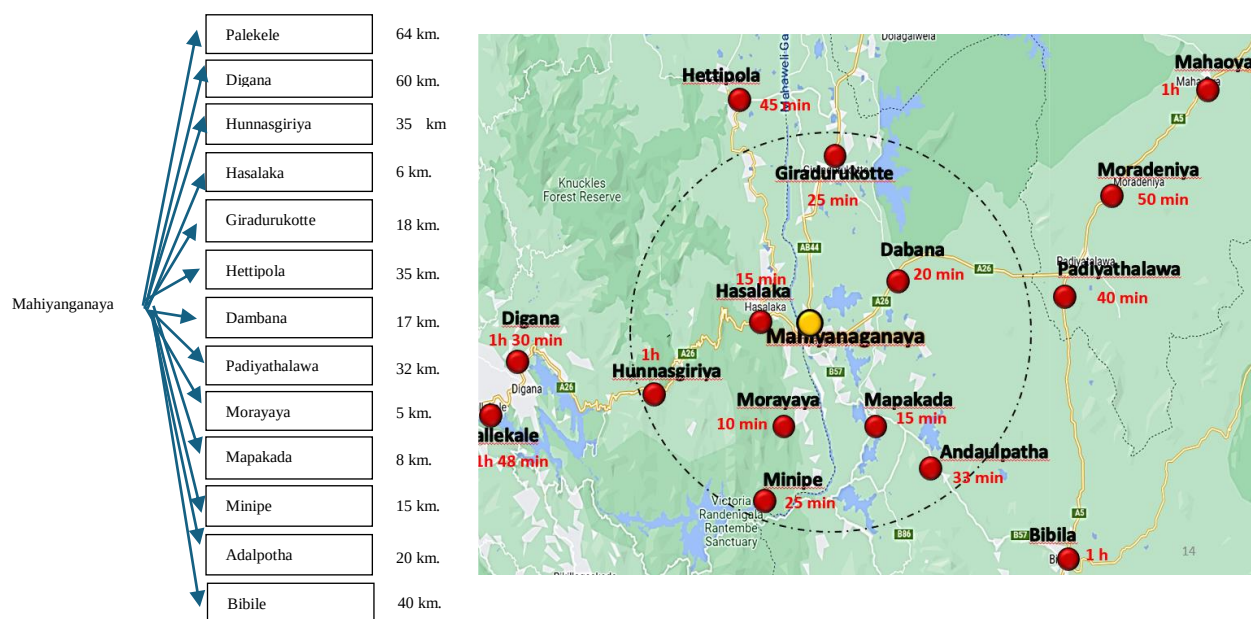
Source : Uva Provincial office, Urban Development Authority

Regional Connectivity



Source : Uva Provincial office, Urban Development Authority

Local Connectivity



Source : Uva Provincial office, Urban Development Authority

C) Social, physical, economic, environmental

Social Sector

Population

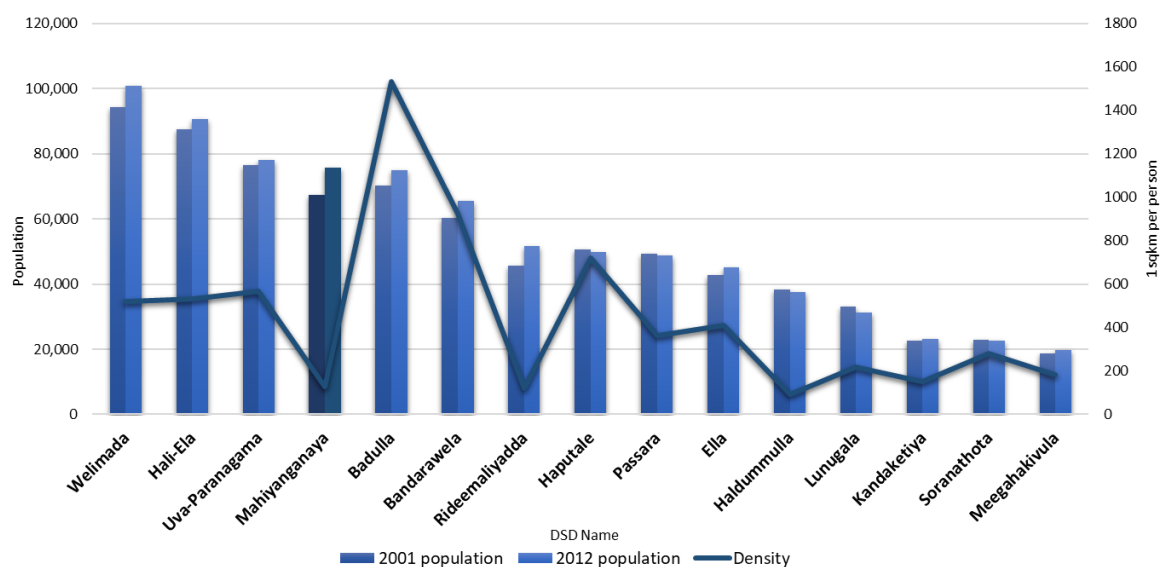
Focusing on Uva Province and the Badulla District, the Mahiyanganaya Divisional Secretariat Division (DSD) recorded a population growth rate of 1.4% between 1981 and 2021. When compared with the national growth rate of 0.98% during the same period, this indicates a relatively stable population increase. Within Uva Province, the Badulla District, which experienced a growth rate of 1.08%, also shows higher-than-average population growth.

Notably, within the Badulla District, Mahiyanganaya DSD ranks as the fourth-largest division in terms of population, yet it exhibits relatively low population density. This is due to the proportionally large land area relative to its population. These observations highlight that Mahiyanganaya DSD has experienced significant population growth while still maintaining relatively open spaces. As a result, there are opportunities and pressures related to urbanization, infrastructure development, and resource management within the division. In other words, sufficient land is available for future development initiatives.

Table No. 2.1: Population Growth

	1981	2001	2012	2021	Growth rate (%)
Sri Lanka	14,846,750	18,797,257	20,359,439	22,156,000	0.98
Uva Province	914,522	1,177,358	1,266,463	1,400,000	1.17
Badulla District	640,952	779,983	815,405	895,000	1.08
Mahiyanganaya Divisional Secretariat	37,237	67,301	75,776	91,264	1.40

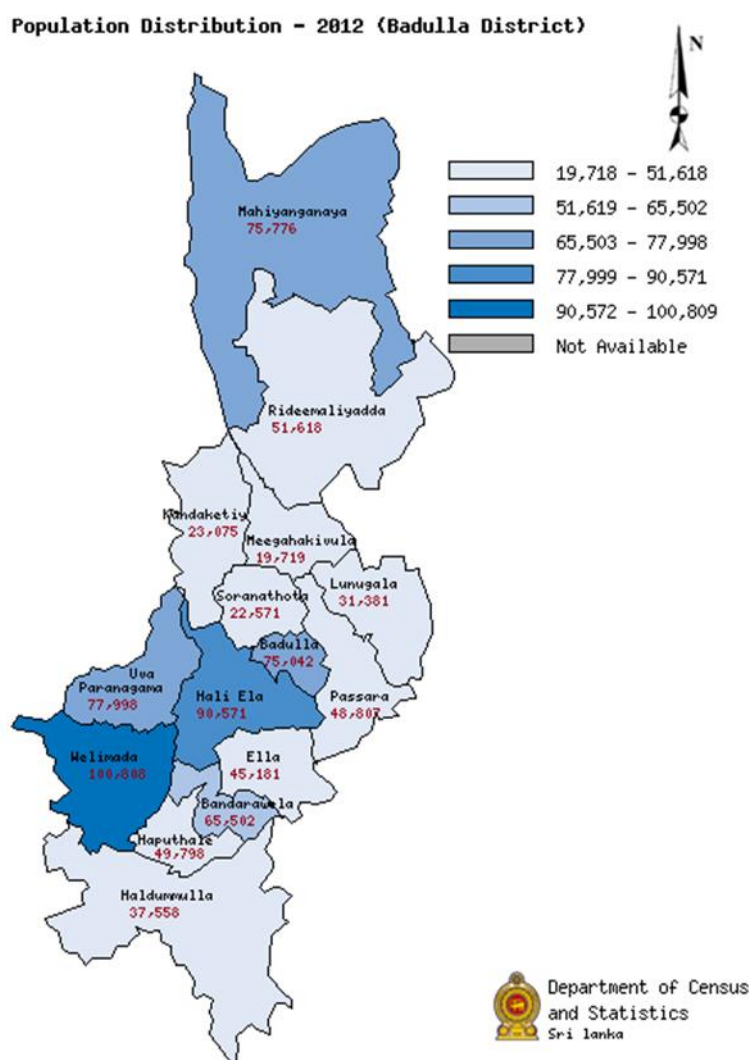
Source : Census data, Census and statistic department

Chart No. 2.1: Population Growth Badulla DSD

Source : District Secretariat office, Badulla

Population and Population Density by Divisional Secretariat Divisions of Badulla District

Map 2.10: Population Distribution 2012- Badulla District



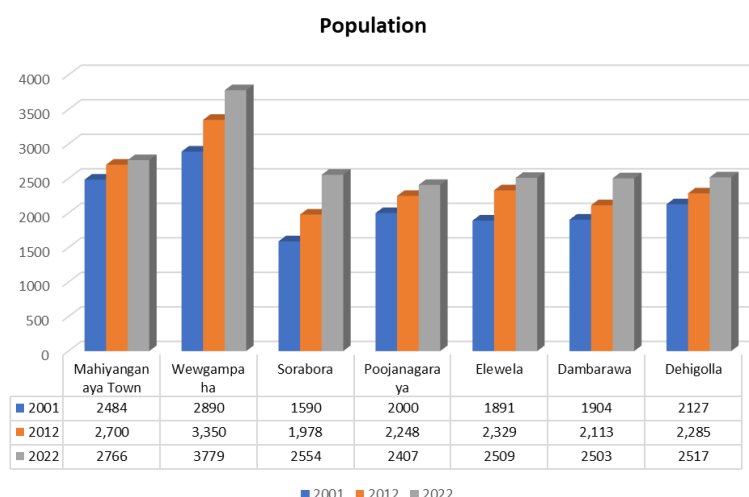
Source : Department of Census and statistics, 2012

In terms of gender distribution, the Mahiyanganaya Divisional Secretariat Division (DSD) has a relatively balanced population, with 50.6% female and 49.3% male. Notably, approximately 65% of the population falls within the economically active age group of 14 to 60 years, representing a positive labor force for various development opportunities.

An analysis of population distribution across the Grama Niladhari Divisions within the Mahiyanganaya Divisional Secretariat Division (DSD) reveals that the highest population concentration, with 3,779 persons, is observed in the Wewgampaha Grama

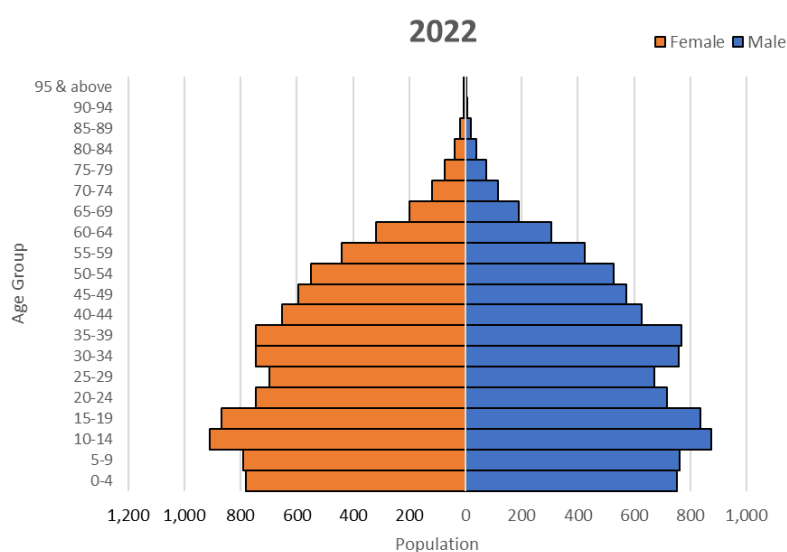
Niladhari Division. The total population of all Grama Niladhari Divisions within Mahiyanganaya DSD is reported as 19,035 persons. These data emphasize the importance of understanding local population dynamics for effective planning and allocation of resources in key sectors such as infrastructure, education, healthcare services, and economic development.

Chart No. 2.2: Population – Mahiyanganaya Planning Area

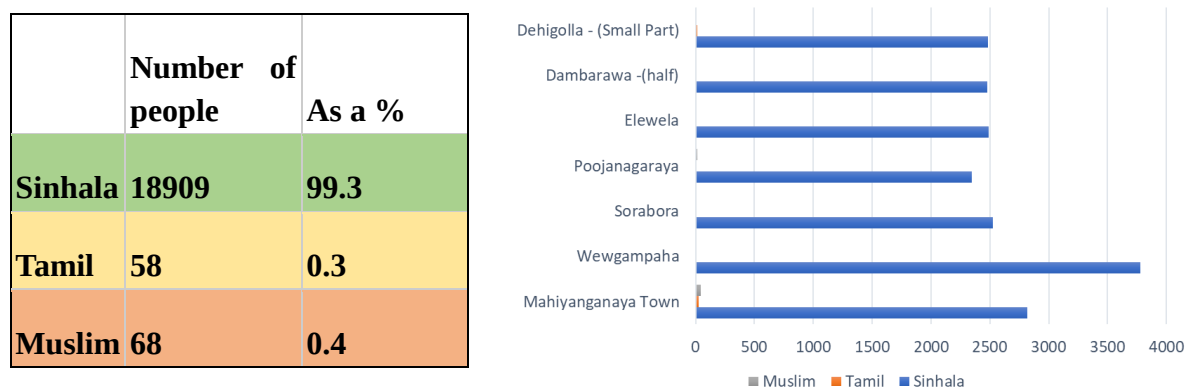


Source : Divisional Secretariat office, Mahiyanganaya

Chart No.2. 3: Age wise Population – Mahiyanganaya Planning Area



Source : Divisional Secretariat office, Mahiyanganaya

Chart No. 2.4: Ethnic wise population – Mahiyanganaya Planning Area

Source : Divisional Secretariat office, Mahiyanganaya

The ethnic composition of the population, primarily focusing on the Sinhalese, Tamil and Muslim communities, is dominated by the Sinhala population in the Mahiyanganaya Divisional Secretariat, which constitutes 99.3% of the total population. The Tamil and Muslim communities represent smaller proportions, with 0.3% and 0.4% of the population, respectively.

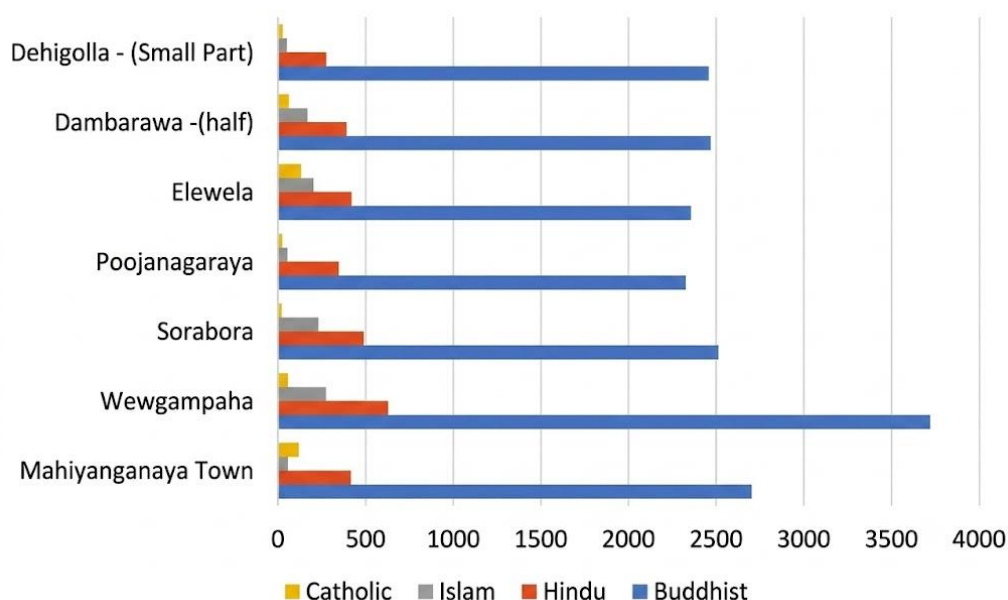
Although small in number, both the Tamil and Muslim communities contribute to the cultural and social fabric of the Mahiyanganaya Divisional Secretariat Division (DSD). Furthermore, the presence of these minority communities highlights the region's cultural diversity and underscores the importance of inclusivity.

It is noteworthy that, compared to other areas, the Tamil and Muslim communities in the Mahiyanganaya Divisional Secretariat Division (DSD) are relatively more significant. This ethnic diversity provides opportunities to foster inter-ethnic coexistence, promote cultural exchange, and enrich the overall social landscape of the region.

Focusing on religious composition within the Mahiyanganaya Divisional Secretariat Division (DSD), Buddhism is the predominant religion, with 97.5% of the population identifying as Buddhist. The presence of Buddhism is deeply rooted in the cultural and spiritual heritage of the region, reflecting its historical significance and influence within Mahiyanganaya area.

In addition, the data shows small proportions of other religious communities, including Hindus, Muslims, and Catholics. Hindus represent 0.3% of the population, while Muslims and Catholics account for 0.4% and 1.8%, respectively.

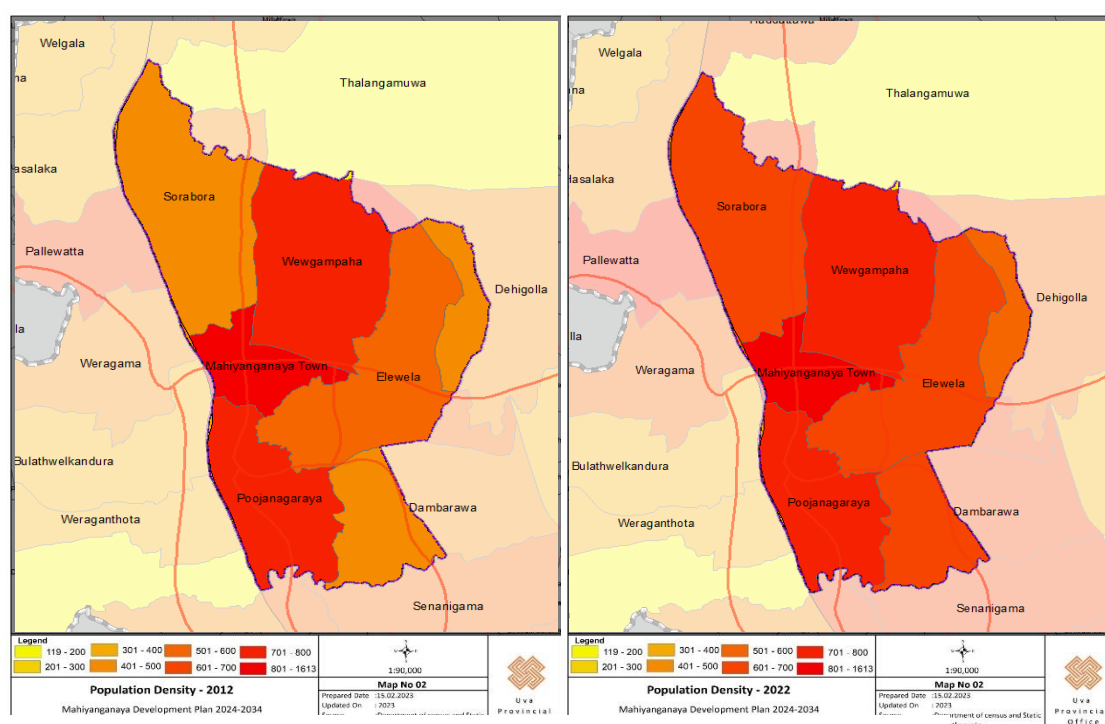
Chart No. 2.5: Religious wise population – Mahiyanganaya Planning Area



Source : Divisional Secretariat office, Mahiyanganaya

Population density

The gross population density in this planning area is 835 persons per square kilometer and the net population density is 1320 persons per square kilometer. The increase in the total population from 17,003 in 2012 to 19,035 in 2022 indicates population growth in the planning area. Despite the population growth, the population density has increased slightly from 740 persons per square kilometer in 2012 to 830 persons per square kilometer in 2022, and the area has been able to accommodate population growth without significant stress on existing resources or infrastructure. 20% of the population lives in the Mahiyanganaya Divisional Secretariat Division, underlining the need for new planning strategies (Strategic Planning actions) to meet the diverse needs and requirements of residents in different sub-areas within the planning area.

Map No 2.11: Population change at the Grama Niladhari Division level (2012 and 2022)

Source: Uva Provincial office, Urban Development Authority

The map depicting the spatial distribution of the net population within the Mahiyanganaya planning boundary provides a comprehensive understanding of the settlement patterns across the region. As expected, areas with easier access to services and transportation exhibit the highest population concentrations, particularly around the town center. However, moving toward the outskirts of the planning boundary, population density gradually decreases. This decline in density is influenced by factors such as limited infrastructure, poor amenities, and reduced access to urban services. Understanding this spatial distribution of population density is essential for effective planning.

Additionally, the extensive land area allocated to paddy cultivation in Mahiyanganaya contributes to the lower population density in certain areas

Expected population projection

With the proposed urban development of Mahiyanganaya, it is anticipated that the town will attract a larger population by providing structured and convenient opportunities, including education, commerce, services, urban infrastructure, and adequate housing. Considering the current growth rate of 1.33% (based on an exponential population growth model), the average population increase has been

estimated. According to this projection, by 2036, the population is expected to grow at a rate of 1.3%, reaching approximately 22,600. At present, the population within the planning area stands at 19,035.

Daily commuter population of the Mahiyanganaya city

The daily commuter population to Mahiyanganaya town is approximately 36,000 individuals. A significant portion of this population travels to essential services such as healthcare, education, and financial institutions. About 24% of commuters are attracted by educational facilities, while over 17% travel for commercial and agricultural activities, including the sale of agricultural products. Administrative functions, healthcare services, and industrial activities collectively account for around 11% of commuter movements. Banking services also play a notable role in attracting people to the town. In terms of origin, the largest number of commuters, approximately 13,000, come from Hasalaka. Around 10,000 commuters travel from the Badulla and Bibile areas, while 7,000 and 6,000 individuals travel daily from Giradurukotte and Padiyathalawa, respectively.

In addition, the Mahiyanganaya Raja Maha Viharaya and the tribal settlements, as a place of pilgrimage, attract both local and foreign tourists. Accordingly, this emphasizes the role of Mahiyanganaya as a multifaceted hub for the tourism industry, both historically and culturally. It offers a wide range of services and experiences that draw people from diverse backgrounds and interests to the city every day.

Chart No. 2.6: Commuter population – Mahiyanganaya Planning Area



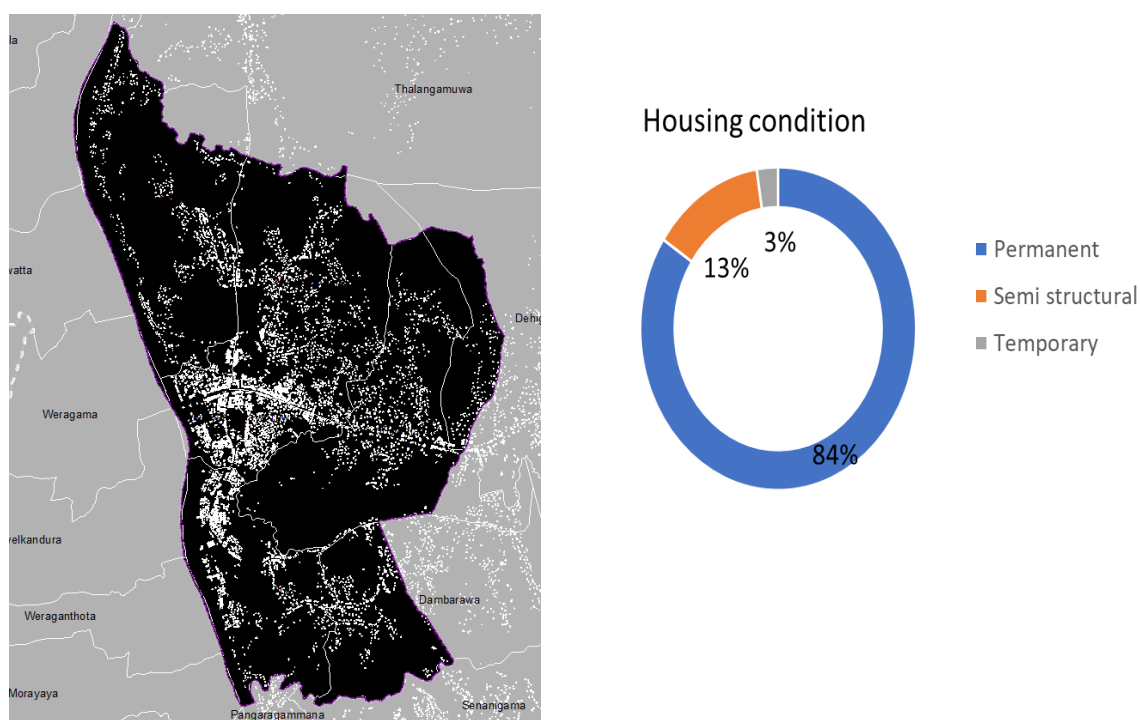
Source: Uva Provincial Office, Urban Development Authority

Housing

When studying the housing conditions within the Mahiyanganaya Divisional Secretariat Division (DSD) indicates that the housing density is approximately 34 housing units per square kilometer, reflecting relatively low density in relation to the extensive land area. In 2012, the DSD contained a total of 20,558 housing units, with an estimated shortage of around 500 units in the area. In terms of housing type, the majority of housings are permanent structures, accounting for 84% of the total, while semi-permanent structures constitute 13%, and temporary structures make up the remaining 3%.

Within the planning boundary, there are 427 housing units, resulting in a housing density of 225 units per square kilometer. The housing pattern in the planning area follows a dispersed layout, with various types of housing units spread across the area. This dispersed distribution is visually represented in the map, illustrating the spatial arrangement of housing units within the planning boundary. Specifically, within the planning area, this data emphasizes the importance of ensuring adequate housing provisions to meet the needs of the population of the Mahiyanganaya Divisional Secretariat Division and addressing existing housing shortages.

Chart No. 2.7: Housing condition – Mahiyanganaya Planning Area



Source: Uva Provincial Office, Urban Development Authority

Current status of housing

Figure 2.7: Current Status of Housing



Source: Uva Provincial Office, Urban Development Authority

Education

The educational landscape of Mahiyanganaya is illustrated through a map showing the distribution of schools, with each school's catchment area spatially delineated. Within the planning boundary, the Mahiyanganaya National School stands out as the only national level educational institution, while other schools range from Type C to Type 3. Including main five schools nine schools are located within the planning boundary. The following table highlights key educational indicators, including the number of teachers, students, and the teacher-student ratio. These visual representations provide valuable insight into the educational infrastructure and resources available within the Mahiyanganaya Divisional Secretariat Division.

Table No. 2.2: Educational facilities – Mahiyanganaya Planning Area

School Name	Number of Teachers	Number of Students	Teacher : Student Ratio
Mahiyanganaya Central College	97	2000	21
Siddhartha Primary School	25	1010	40
Dehigolla Maha Vidyalaya	50	1207	24
Soraborawewa Maha Vidyalaya	24	335	14
Kovilyaya Secondary School	13	78	6

Source: Uva Provincial Office, Urban Development Authority

Vocational training education

In addition to traditional education, the Mahiyanganaya Temple offers various vocational training programs designed to equip students with practical skills for the workforce. These courses include computer graphics, carpentry, electrical technology, plumbing, welding, and other technical skills, providing students with essential practical experience for employment opportunities. Furthermore, vocational training centers such as the Mapakada Vocational Training Center, the Youth Vocational Training Center, and Police Schools further expand the vocational education options available in the region. These initiatives play a crucial role in connecting students with valuable professional competencies, strengthening the workforce for successful economic integration, and contributing to overall socio-economic development.

Health

The healthcare facilities in Mahiyanganaya, particularly the Base Hospital, play a significant role in meeting the health service needs of the region. The hospital is equipped with 518 beds, 8 ambulances, and a team of 77 doctors, supported by an additional staff of over 400 patients, providing comprehensive medical services. In 2022, 50,727 patients have been admitted to this hospital and conducted 9,450 surgeries. An average, 450 to 500 patients visit the hospital daily, highlighting the significant demand for healthcare services in the area. The hospital serves not only the planning area but also surrounding regions, emphasizing its crucial role in delivering accessible and quality healthcare to the broader community.

In addition, 02 medical officers and 33 other staff can also be identified in the Medical Officer of Health office.

Table No 2.3 : Mahiyanganaya Base Hospital Info

No. of Wards	No. of Bed	Ambulances	Other staff	No. of Doctors	No of Other Satff
10	518	8	386	77	33

Source: Base Hospital, mahiyanganaya

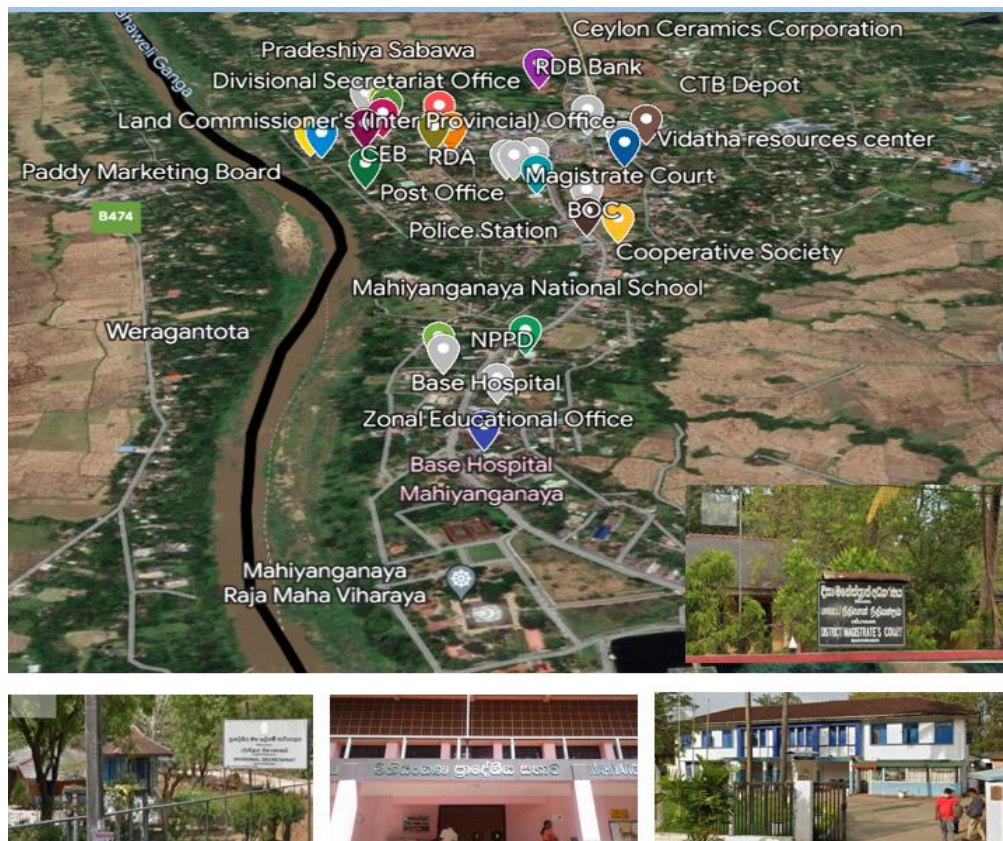
Institutions

The spatial distribution of administrative institutions and banking facilities in the Mahiyanganaya area reflects a strategic positioning throughout the region to ensure accessibility and convenience for residents. Administrative institutions, including government offices and local government agencies, are generally concentrated around the city center, providing easy access to administrative functions and services. This centralized location streamlines bureaucratic processes and increases administrative efficiency.

Similarly, banking facilities are strategically distributed throughout Mahiyanganaya to meet the financial needs of the population. Branches of the major banks may have in the city center, while ATMs are also found in major commercial zones, ensuring wide coverage and accessibility for residents throughout the region.

Spatial distribution of administrative institutions and banking facilities within Mahiyanganaya city as follows.

Figure 2.8: Existing spatial distribution of Institutions



Source: Uva Provincial Office, Urban Development Authority

Table No. 2.4: Existing institutions – Mahiyanganaya Town

Administrative	Divisional Secretariat Office Pradeshia Sabha	Utilities	Electricity Board Water Supply and Drainage Board Road Development Authority Provincial Road Development Authority
Banks	Bank of Ceylon People's Bank Samurdhi Bank National Savings Bank Regional Development Bank	Transport	Depot
Education	Mahiyanganaya Zonal Education Office NISCO Youth Service Center Science and Technology Center	Agriculture	Inter-Provincial Agriculture Office Agricultural Services Office Paddy Marketing Board
Health	Base Hospital Medical Officer of Health Office	Environment/lands	National Physical Planning Department Land Commissioner's Office Forest Department
Industry	Sewing Center Lanka Tile Corporation Red Clay Training Center	Other	Court/ Police Probation and Children's Office Veterinary Office/ Labor Office Post Office/ Cooperative shop Public Works Engineer's Office

Source: Uva Provincial Office, Urban Development Authority

Physical Sector

Land Use

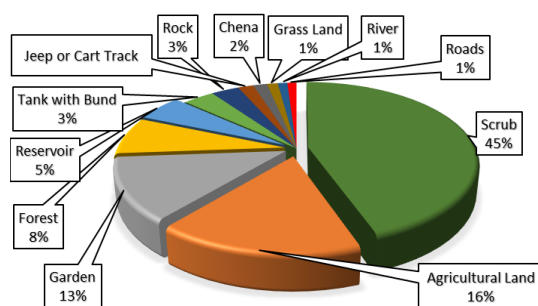
A comparative analysis of land use between the Mahiyanganaya Divisional Secretariat Division and the Mahiyanganaya planning boundary area reveals prominent differences as well as similarities in land use patterns.

In the Mahiyanganaya Divisional Secretariat Division, the predominant land use is scrub and forest, which accounts for 44% of the total land area. This represents a significant portion of uncultivated and natural land. Agricultural lands and home gardens comprise 16% and 13% of the area respectively, highlighting the importance

of farming activities and cultivated plots within the division. Areas designated for environmental conservation, including forest cover, constitute 8% of the total land, while water bodies such as tanks, rivers and ponds collectively occupy 9% of the total land, emphasizing the critical role of water management infrastructure in the region.

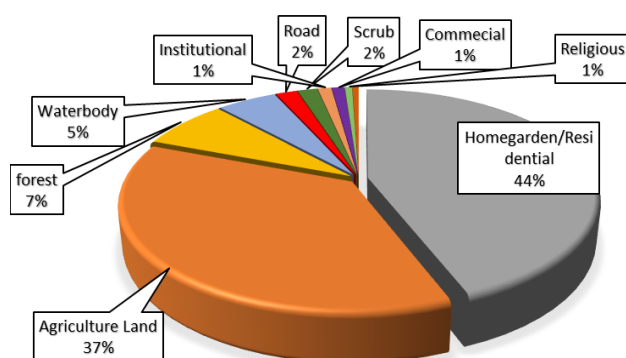
In contrast, land-use patterns within the Mahiyanganaya Planning area show a noticeably different composition. Residential and home-garden uses are predominant, accounting for 44% of total land use, reflecting a higher level of urbanization and residential development within the planning boundary. Agricultural land remains significant, comprising 37% of the total area, underscoring the continued importance of agriculture to the local economy. Forest cover accounts for 7%, indicating conservation efforts and the preservation of green spaces within the urban environment. Water bodies, including rivers and reservoirs, occupy 5% of the land area, highlighting the importance of water resources in urban planning and development. The remaining 7% consists collectively of roads, scrub lands, institutional, commercial, and religious areas, illustrating the diversity of urban infrastructure and institutional presence within the planning area.

Overall, both areas prioritize agricultural activities and the conservation of natural resources. However, the Mahiyanganaya Divisional Secretariat (DSD) area demonstrates a more rural land-use pattern, with a focus on agriculture and natural environmental systems. In contrast, the Mahiyanganaya Planning area reflects its role as an urban center, exhibiting higher concentrations of residential, commercial, and institutional land uses, thereby illustrating clear trends of urbanization within the region.

Chart No. 2.8: Land Use Pattern – Mahiyanganaya DSD

Main Landuse	Precentage%
Scrub	44
Agiricultural Land	16
Home Garden	13
Forest	8
Reservoir	5
Tank with Bund	4
Rock	3
Jeep or Cart Track	2
Chena	2
Grass Land	1
River	1
Roads	1

Source: Uva Provincial Office, Urban Development Authority

Chart No. 2.9: Land use pattern of Mahiyanganaya Planning Area

Main Landuse	Percentage %
Home garden/Residential	44
Agriculture Land	37
forest	7
Waterbody	5
Road	2
Scrub	2
Institutional	1
Commecial	1
Religious	1

Source: Uva Provincial Office, Urban Development Authority

Physical form

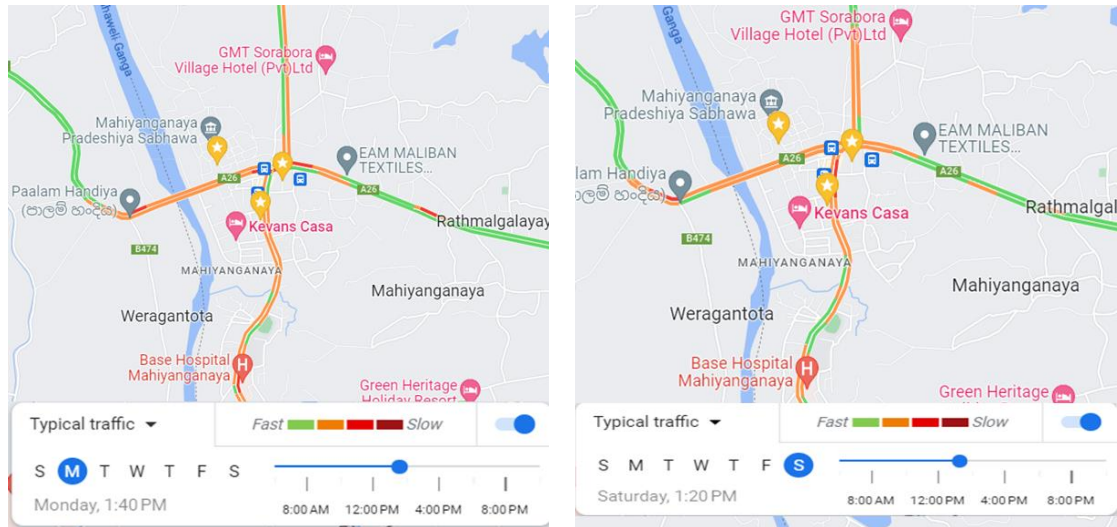
The urban form of Mahiyanganaya is primarily oriented along major highways, particularly the Kandy-Mahiyanganaya-Padiyathalawa road, the Bibila-Uraniya-Mahiyanganaya road and the Sorabora Wewa road. Development is limited by the presence of paddy fields, limiting expansion beyond the city centre. As a result, development pressure is concentrated in the city centre areas. Approximately 3-4 kilometres from the city centre, the landscape transitions to rural, with sparse development and a focus on agricultural activities. The street layout and building rights along these major roads are shown in the street views below, highlighting the urban development pattern of Mahiyanganaya.

Roads

Road connectivity and traffic flow in the Mahiyanganaya area play a key role in facilitating transportation and influencing urban dynamics. The city's connectivity is mainly centered around major roads such as the Kandy-Mahiyanganaya-Padiyathalawa Road, Bibila-Uraniya-Mahiyanganaya Road and Sorabora Wewa Road, which serve as lifelines for transportation within and beyond the region. These roads not only connect Mahiyanganaya to neighboring towns and cities but also provide access to essential services, markets and recreational areas. The maps below show the roads in the Mahiyanganaya area.

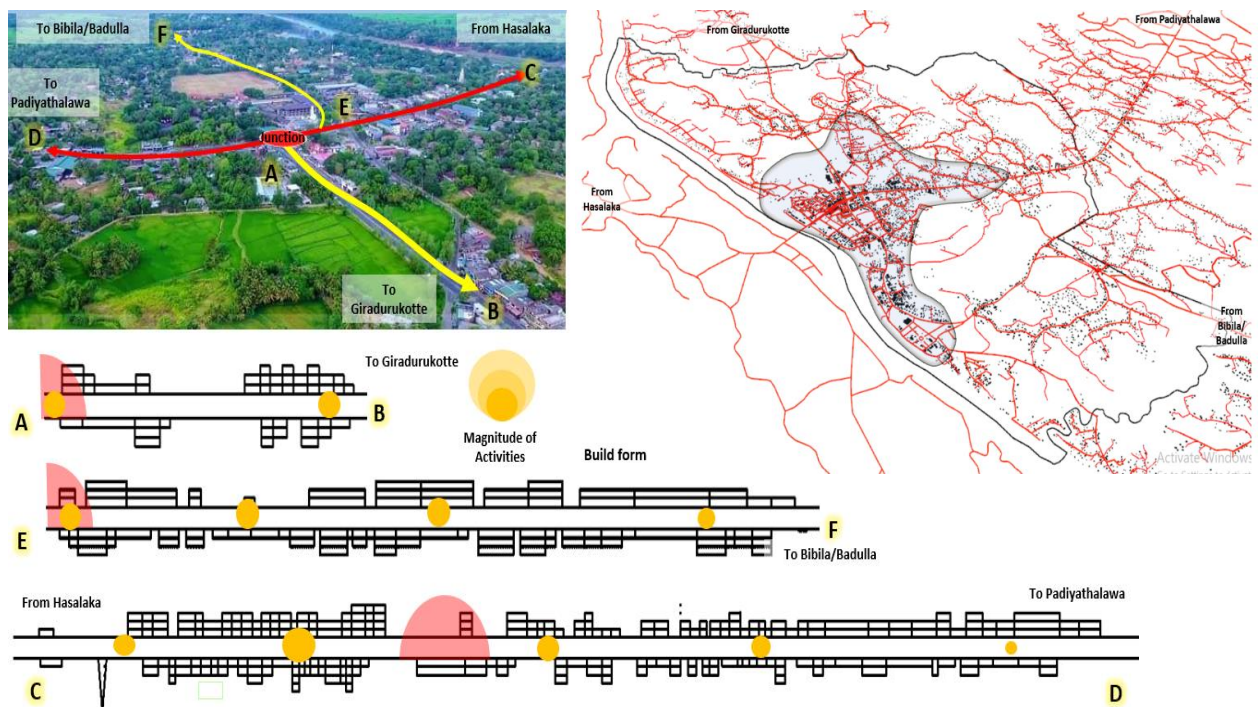
However, the efficiency of the road network, especially during peak hours or periods of increased activity, may face challenges due to increased traffic congestion. As development is concentrated around city centers, traffic flow is more prominent in these areas, which can lead to congestion and delays. Reducing traffic congestion and improving road connectivity may include implementing traffic management measures, improving road infrastructure, and considering alternative transportation options such as public transportation systems or non-motorized modes of transportation.

Figure 2.9 : Town Center Traffic Flow

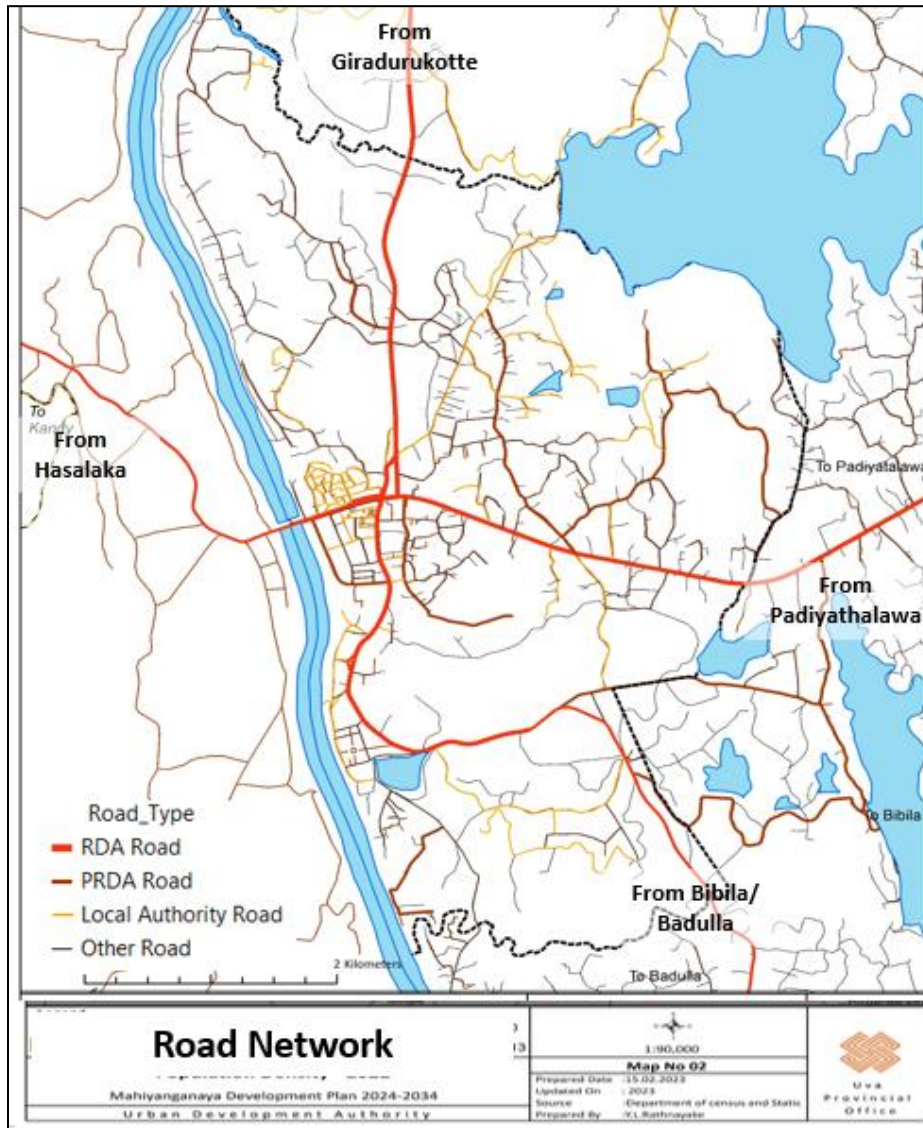


Source: Google Street map

Figure 2.10 : Existing building pattern along Main Roads

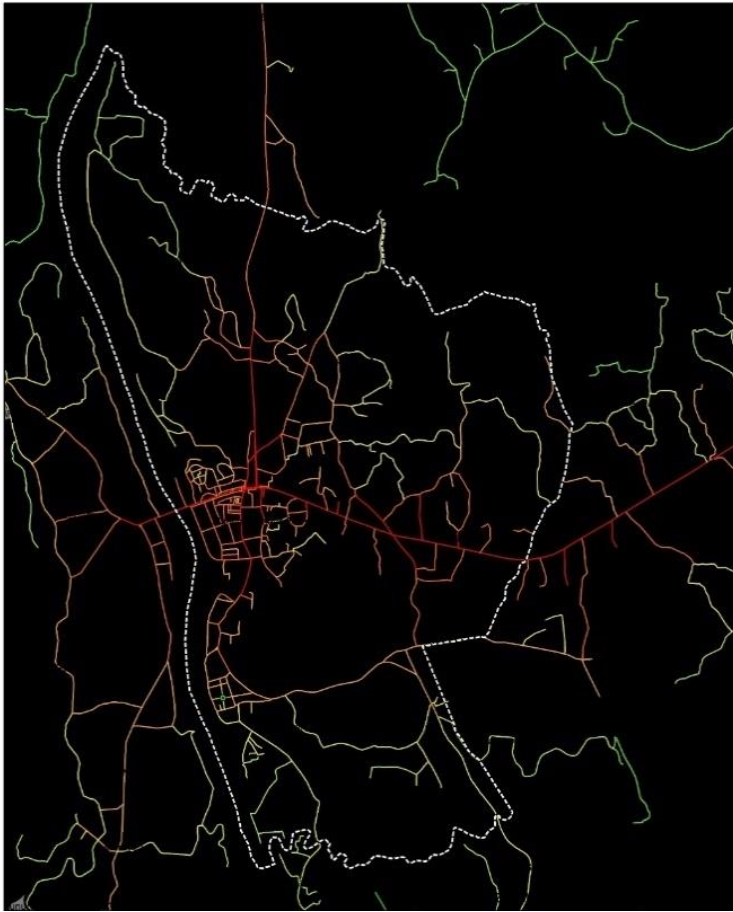


Source: Uva Provincial Office, Urban Development Authority

Map No. 2.13: Road Network – Mahiyanganaya Planning Area

Source: Uva Provincial Office, Urban Development Authority

The Closeness Centrality analysis allows transportation planners and engineers to prioritize infrastructure investments and improvements to increase the efficiency and connectivity of critical routes while considering the role of low-central routes in the overall transportation network. This approach helps ensure that resources are allocated effectively to address congestion, improve access to key destinations, and improve overall mobility within the Mahiyanganaya area.

Map No 2.14: Connectivity Analysis- Mahiyanganaya Planning Area

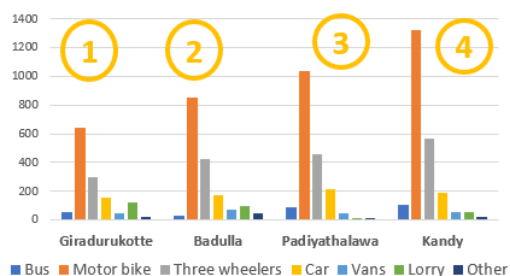
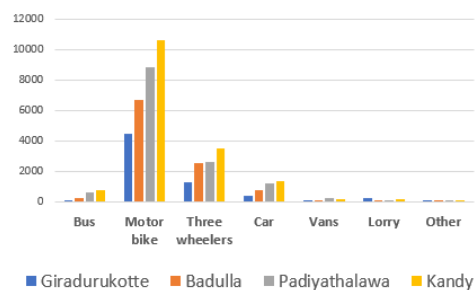
Source: Uva Provincial Office, Urban Development Authority

Closeness centrality helps identify key roads in the Mahiyanganaya transportation network by assessing how closely each road segment is connected to other parts of the network. In a closeness centrality analysis, roads with high centrality (shown in red) are those that are located close to many other roads in terms of travel time or distance and are essential for efficient movement throughout the area. These high-centrality roads generally serve as primary connectors, facilitating smooth movement between different parts of the network.

Conversely, roads with low centrality (shown in green to yellow) are more isolated or less connected to other roads in the network. While these roads may still perform important local or regional functions, they do not play a significant role in supporting overall transportation connectivity within Mahiyanganaya area.

Map No. 2.15: Vehicular Movement – Mahiyanganaya Planning Area


Source: Uva Provincial Office, Urban Development Authority

Chart No. 2.10: Vehicle movement – Mahiyanganaya Planning Area
Type of Vehicles by Main Routes

Type of Vehicles


Source: Uva Provincial Office, Urban Development Authority

Notes: The total number of vehicles is about 8000 vehicles on an average day.

The condition of the existing roads

Road conditions in the Mahiyanganaya area vary across different areas, with the main city roads generally exhibiting better quality, often with paved surfaces and street lighting. These roads, especially those that are paved, generally offer a smooth and safe driving experience. However, the condition of internal roads, which are primarily unpaved or consist with soil and mud of dirt surfaces, is comparatively poor. As a result, connectivity in these areas is weaker, presenting challenges for residents and commuters.

In terms of road infrastructure managed by the Road Development Authority (RDA), Mahiyanganaya benefits from approximately 12.5 kilometers of roads, including sections such as AB 44 (Mahiyanganaya-Dimbulagala-Dalukkane), A 26 (Kandy-Mahiyanganaya-Padiyathalawana), and A 57 (Bibila-Uraniya-Mahiyanganaya). In addition, the Provincial Road Development Authority (PRDA) maintain approximately 13 kilometers of roads, contributing to the transport network in the region.

Local authority roads play a significant role in providing connectivity within Mahiyanganaya area, comprising approximately 134 kilometers of road managed by them. These roads serve as vital arteries for transportation, connecting residential areas, commercial centers, and other major destinations.

Efforts are focused on maintaining and improving the conditions of the main roads passing through Mahiyanganaya, while addressing challenges faced by the internal roads, such as upgrading unpaved surfaces and enhancing connectivity. This is prioritized to strengthen the overall transportation infrastructure and improve mobility within the region.

Figure 2.11: Existing Road crossection

Source: Uva Provincial Office, Urban Development Authority

It illustrates the intersections on the main street in the city center, along with areas designated for vehicle parking, tree cover, and service zones on both sides of the road.

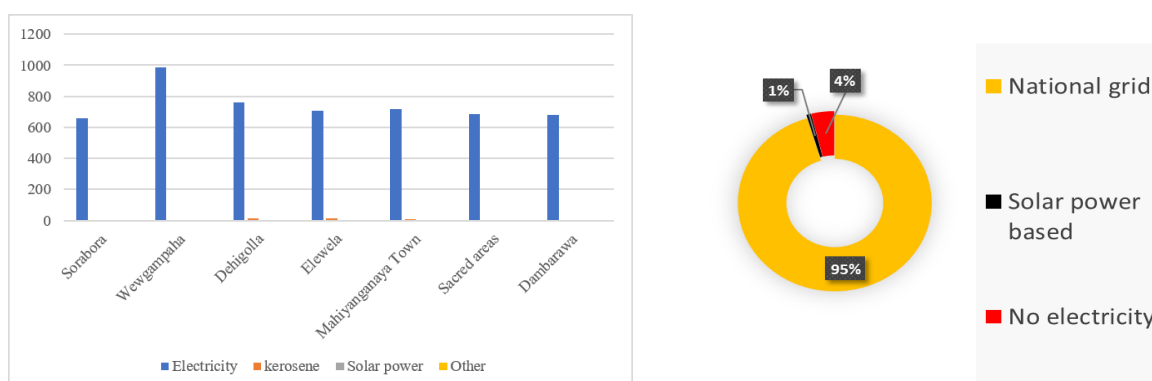
Electricity Supply

The majority of the electricity supply in the Mahiyanganaya area, approximately 95%, is sourced from the national grid, ensuring reliable access to electricity for residents and businesses. In addition, about 1% of the electricity supply comes from solar power systems, which contribute to renewable energy efforts and diversify the energy mix. However, approximately 4% of the population still does not have access to electricity due to infrastructure limitations or poor connectivity.

To facilitate distribution and effectively manage electricity supply, Mahiyanganaya relies on a 132 kilowatt (kW) substation, which serves as a critical hub for the transmission and distribution of electricity throughout the region. This substation operates at a voltage of 33 kilovolts (kV), ensuring efficient power distribution to various areas within Mahiyanganaya.

Efforts to improve, expand, and enhance the reliability of electricity infrastructure are essential to meet the needs of under-served populations in the Mahiyanganaya area and to support economic development. These efforts may include upgrading existing infrastructure, investing in renewable energy sources, and expanding access to communities that currently lack of electricity connections.

Chart No. 2.11: Electricity supply – Mahiyanganaya Planning Area



Source: Lanka electricity board, 2022

Water Supply

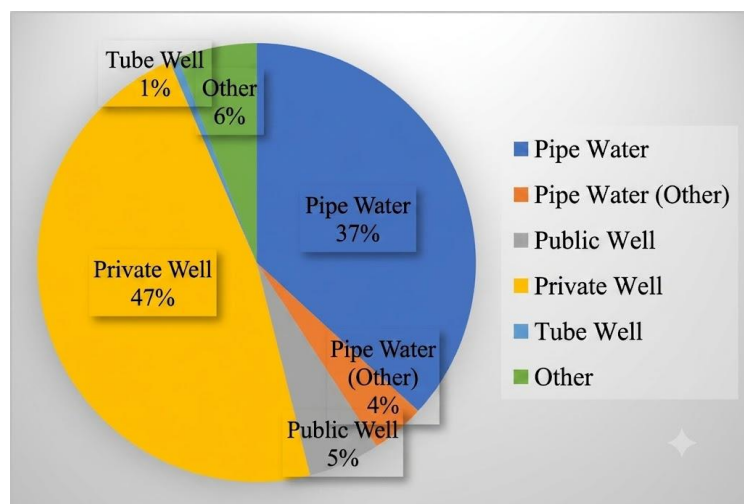
The water supply infrastructure in the Mahiyanganaya area plays a crucial role in meeting the daily needs of its residents and supporting various activities. The water consumption capacity is 7,260 cubic meters per day and the water treatment plant has a capacity of 6,500 cubic meters per day, ensuring adequate clean water for consumption.

More than 80% of the urban area depends on pipe born water supply managed by the Water Supply and Drainage Board. This includes the Mahiyanganaya town and the Pooja nanagara Grama Niladhari Divisions. In contrast, the remaining Grama Niladhari Divisions rely mainly on well water sources, with more than 75% meeting their drinking water needs through private wells.

Overall, in the planning area, approximately 37% of the population has access to pipe born water, while 47% rely on private well water sources. A smaller percentage, about 4%, use borehole water, and 5% rely on public wells for their water needs.

Efforts to maintain and improve water supply infrastructure, ensure water quality, and expand access to under-served areas are crucial for meeting the growing demand of the population of the Mahiyanganaya area and sustaining long-term development in the region.

Chart No. 2.12: Water supply – Mahiyanganaya Planning Area



Source: National Water Supply and Drainage Board

Solid waste management

In the Mahiyanganaya area, solid waste management is done by the Mahiyanganaya Pradeshiya Sabha (PS), which is responsible for collecting approximately 3 metric tons (MT) of waste daily, amounting to about 15 MT per week. This critical task is carried out by a dedicated team of 20 workers assigned to waste collection and disposal. The collected waste is categorized into various types, including biodegradable waste, paper and cardboard, glass, metals such as iron and aluminum, unusable polythene/plastics, electronic waste, wood, and hospital waste, with specific daily collection ratios established for each category.

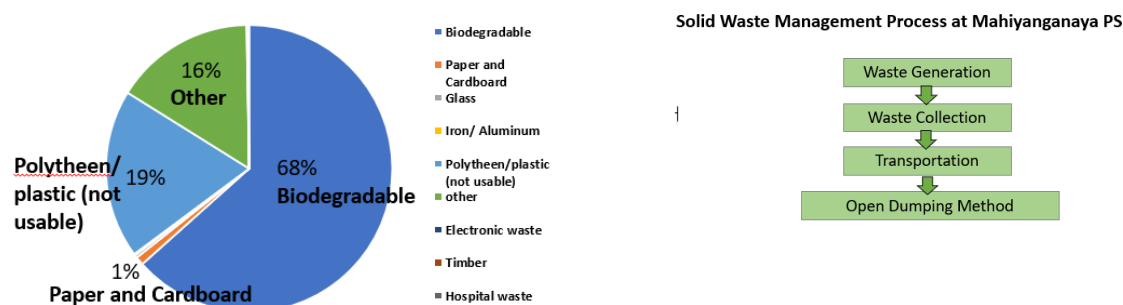
The collected waste disposal site is managed by the Mahiyanganaya Pradeshiya Sabha and covers an area of 3.5 acres. It is located on Mahaweli River bank, approximately 1.5 km from the central city centre, using an open dumping method. While waste management is essential to maintain cleanliness and environmental sustainability, the open dumping method raises concerns about its long-term environmental and health impacts. To address these challenges, sustainable waste management strategies such as waste segregation, recycling and proper disposal methods should be implemented.

This approach will help to promote a clean and healthy community in the Mahiyanganaya area while minimizing adverse impacts on the local environment and public health.

In addition, open dumping poses a significant risk as wild animals are attracted to the waste, which poses potential safety hazards and environmental degradation. Uncontrolled dumping of waste in open areas not only disrupts natural habitats but also increases the risk of wildlife-human conflicts. Even wild elephants come to feed on the garbage. In addition, the decomposition of organic waste in open dumps can release harmful gases and pollute soil and water sources, further exacerbating environmental problems. It is essential to address open dumping to minimize these risks and protect both wildlife and the local ecosystem in the Mahiyanganaya area.

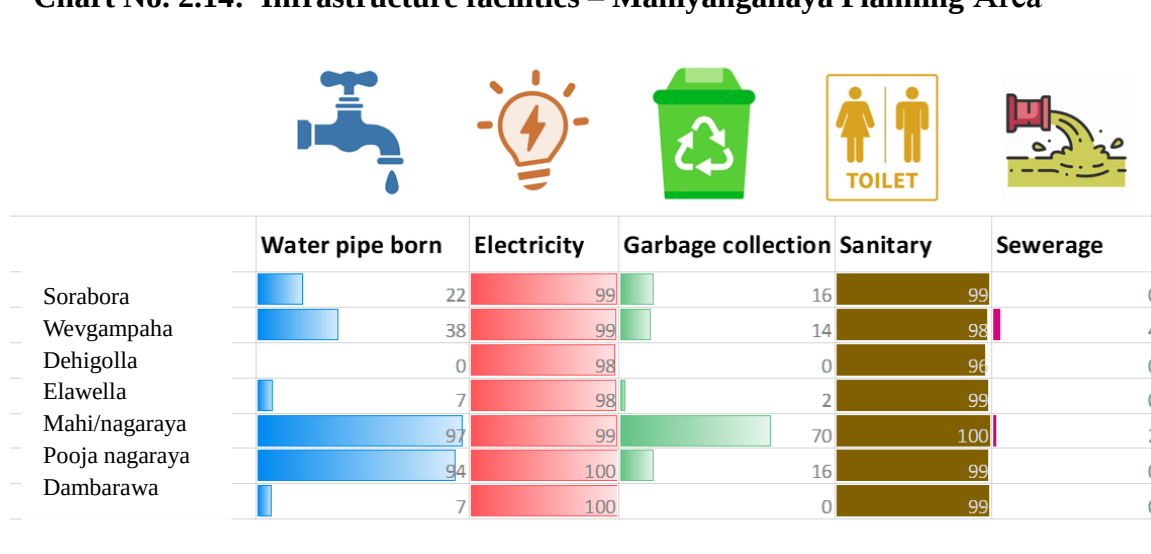
Solid waste generation in 2035 is estimated as 4.5Ton per day.

Chart No. 2.13: Waste generation – Mahiyanganaya Planning Area



Source: Mahiyanganaya Pradeshiya Sabha and Urban Development

This table provides a comparative overview of the availability of water, electricity, waste collection services, sanitation facilities and sewerage systems across the seven Grama Niladhari divisions in the planning area. The availability level in each sector is categorized as high, moderate or poor for each infrastructure, providing a clear comparison of the infrastructure landscape of the region.

Chart No. 2.14: Infrastructure facilities – Mahiyanganaya Planning Area

Source: Uva Provincial Office, Urban Development Authority

Economic Profile

Uva Province plays a very important role in contributing to the overall Gross Domestic Product (GDP) of Sri Lanka. With the economic output distributed across various sectors, the province contributes 5.2% to the country's overall GDP. This contribution is distributed among various sectors, with agriculture accounting for 9.3%, industry 4.7% and services 4.9% of the province's GDP. This indicates that a significant portion of its GDP is attributed to agriculture, followed by contributions from the industrial and service sectors, indicating a diverse economic landscape within the province. This balanced distribution reflects the province's reliance on multiple economic activities for its overall economic growth and development.

Agriculture serves as the foundation of the local economy, encompassing paddy cultivation, other crops, vegetables, fruits, livestock production, and inland fishing activities. In addition to agriculture, the services sector plays a significant role in supporting economic growth. This includes administrative services, hospitals, educational institutions, transport services, as well as commercial and retail activities that provide essential health and other community services.

Industries in the area are diverse and include tile, garment, brick manufacturing, and the production of building materials such as sand, rock, and concrete. These industries contribute to job creation and value addition in the local economy.

Furthermore, tourism serves as another important economic activity, attracting visitors to explore the region's natural beauty and cultural heritage to seek services. Overall, the economic landscape of Uva Province reflects a balanced mix of agricultural, industrial, service-oriented, and tourism-related activities, contributing to the overall development and prosperity of the province.

Agriculture

Agriculture occupies a central position in the economy of Mahiyanganaya and serves as the primary livelihood for a large proportion of the population. The region's fertile lands support a wide range of agricultural activities, including paddy cultivation, field crops, vegetables, fruits, and livestock farming. Paddy cultivation is particularly prominent due to the availability of water resources such as the Mahaweli River and the surrounding irrigation systems. In addition, farmers engage in cultivating a broad variety of crops that are well suited to local climatic and soil conditions. Livestock farming, including cattle rearing and poultry farming, also makes a significant contribution to the agricultural landscape of Mahiyanganaya. Overall, agriculture plays a critical role in sustaining livelihoods, ensuring food security, and supporting economic growth in the region.

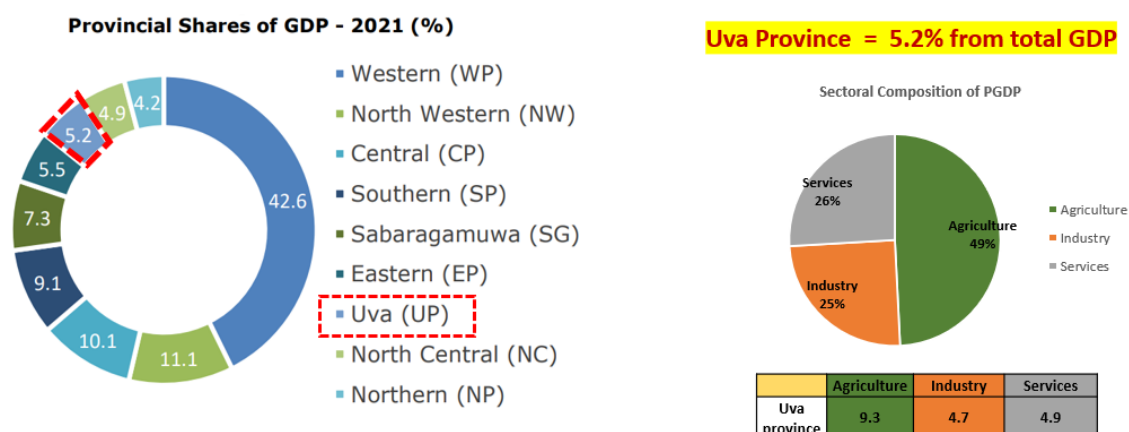
During the 2019/2020 Maha season, paddy production in the Mahiyanganaya DSD within the planning area amounted to 22,110 metric tons. This contributed approximately 2% to the total paddy production of Badulla District and 0.16% to Sri Lanka's overall production. While paddy remains a dominant crop, several other crops also contribute to the agricultural landscape. Major crops include maize, banana, chilli, coconut, orange, mango, coffee, cashew, papaya, and a variety of spices.

However, the agricultural sector continues to face numerous challenges. The lack of adequate physical infrastructure and insufficient marketing facilities hinder the growth of the sector. In addition, the region struggles to attract an adequate labor force. Pest infestations and human–elephant conflicts also pose significant threats to crop yields.

Despite these challenges, Mahiyanganaya possesses considerable agricultural potential. The region benefits from favorable climatic conditions and abundant water

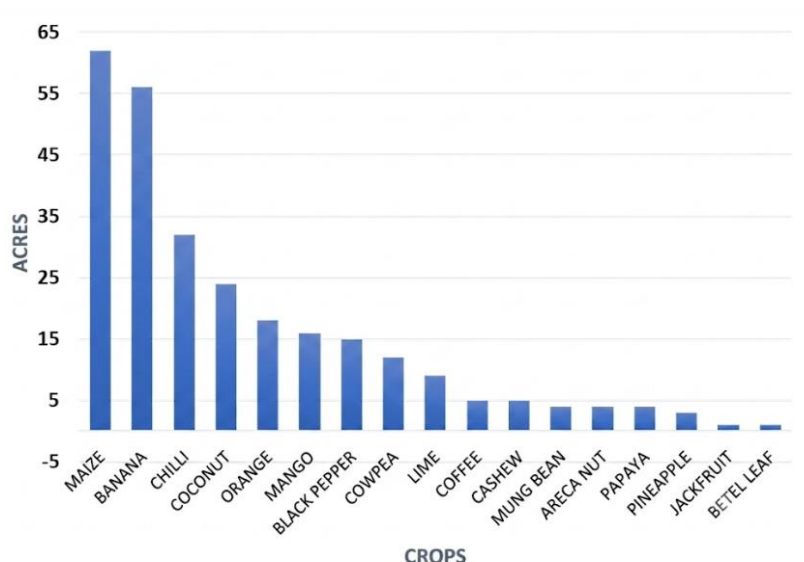
resources. In addition, the presence of agro-based institutions supports the development of the sector. Addressing infrastructure deficiencies, improving market access, and implementing measures to reduce pest damage and human–elephant conflicts would enable the region to fully harness its agricultural potential and promote sustainability within the sector.

Chart No.2.15: Share of Gross Domestic Product- Uva Province



Source: District Secretariat office, Badulla, Central Bank Report

Chart No.2.16: Agricultural activities – Mahiyanganaya Planning Area



Source: District Secretariat office, badulla, Central Bank Reports

Small and Medium Enterprises (SMEs)

Small and Medium Enterprises (SMEs) play an important role in the economy of Mahiyanganaya, contributing significantly to job creation, income generation and overall economic development. In Mahiyanganaya, SMEs cover various sectors including manufacturing, agriculture, retail, hospitality and services.

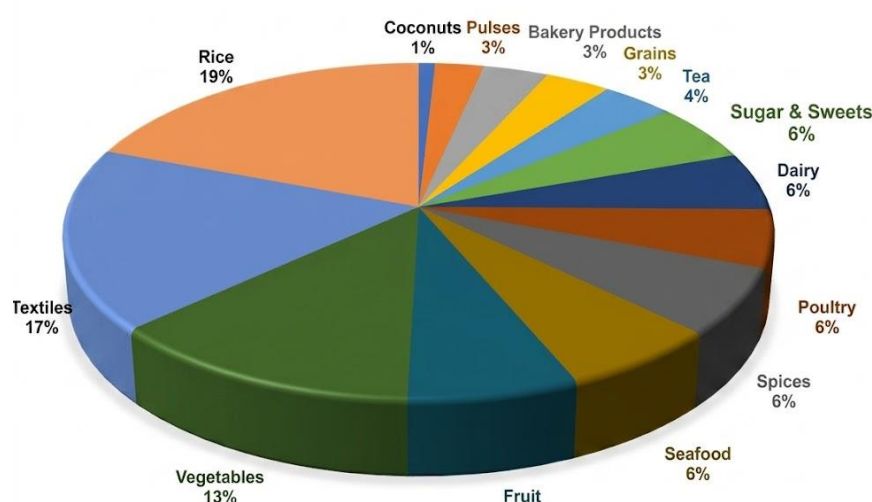
Mahiyanganaya hosts a diverse range of small and medium-scale enterprises (SMEs), including businesses engaged in wood products, pottery and ceramics, handicrafts, cosmetic products, and related sectors. These enterprises serve as vital pillars of local economic activity, utilizing traditional craftsmanship and locally available resources to produce a wide range of high-quality products. From intricately crafted wooden furniture to handmade ceramic ware and natural cosmetic products, SMEs in Mahiyanganaya not only contribute to economic growth but also help preserve cultural heritage and promote sustainable practices. By nurturing the SME sector, the region can foster entrepreneurship, generate employment opportunities, and enhance overall socio-economic development while celebrating its rich cultural identity and artistic traditions.

The Mahiyanganaya region faces several underlying challenges that hinder the realization of its full economic development potential. Limited access to markets restricts growth opportunities for local producers and businesses. In addition, there is a noticeable shortage of labor, particularly among younger age groups, which affects workforce dynamics and productivity. The region also faces a lack of entrepreneurs willing to initiate new business ventures. Furthermore, a heavy reliance on traditional methods constrains innovation, highlighting the urgent need to introduce modern technologies across various industries.

However, Mahiyanganaya acquires considerable potential, particularly in sectors such as clay, tile, and garment industries, which serve as leading industries within the planning area. The availability of land and adequate space, along with the abundance of raw materials, presents favorable conditions for industrial expansion. Furthermore, Mahiyanganaya's strong connectivity with surrounding towns enhances its prospects for economic growth and regional collaboration, providing a solid foundation for sustainable development in the years ahead.

Addressing these challenges requires targeted support from both government institutions and non-governmental organizations. Initiatives such as providing financial assistance, offering training and capacity-building programs, improving access to markets, and upgrading infrastructure will significantly contribute to the growth of small and medium-sized enterprises and promote sustainable development in the Mahiyanganaya region.

Chart No. 2.17: Industries – Mahiyanganaya Planning Area



Source: Divisional Secretariat Office, Mahiyanganaya and Urban Development Authority

Industry

In Mahiyanganaya, the textile industry stands as a beacon of both tradition and innovation. The EAM Maliban Textiles Mahiyanganaya (Pvt) Ltd factory, which employs approximately 1,000 individuals, manufactures a wide range of products including women's blouses, men's shirts, and various types of footwear for both men and women located about 450 meters from the town center. The factory produces high-quality garments that meet both local and international market standards, blending traditional craftsmanship with modern production techniques. By providing employment opportunities and contributing to the local economy, the textile industry plays a vital role in sustaining livelihoods and promoting economic growth in the Mahiyanganaya region.

On the other hand, Mahiyanganaya is home to the Lanka Ceramics Corporation, a tile manufacturing facility that adds an artistic dimension to the region's industrial landscape. Specializing in the production of tiles, heritage tiles, and terracotta products, the factory showcases the rich legacy of ceramic craftsmanship. By preserving the cultural significance of traditional pottery while embracing innovative designs and high-quality workmanship, the Lanka Ceramics Corporation contributes to enhancing both residential and public spaces. With its strong commitment to excellence and innovation, the tile factory plays a key role in shaping Mahiyanganaya's industrial identity and promoting the region's economic prosperity.

Figure 2.12: Mahiyanganaya Tile Factory location and existing situation



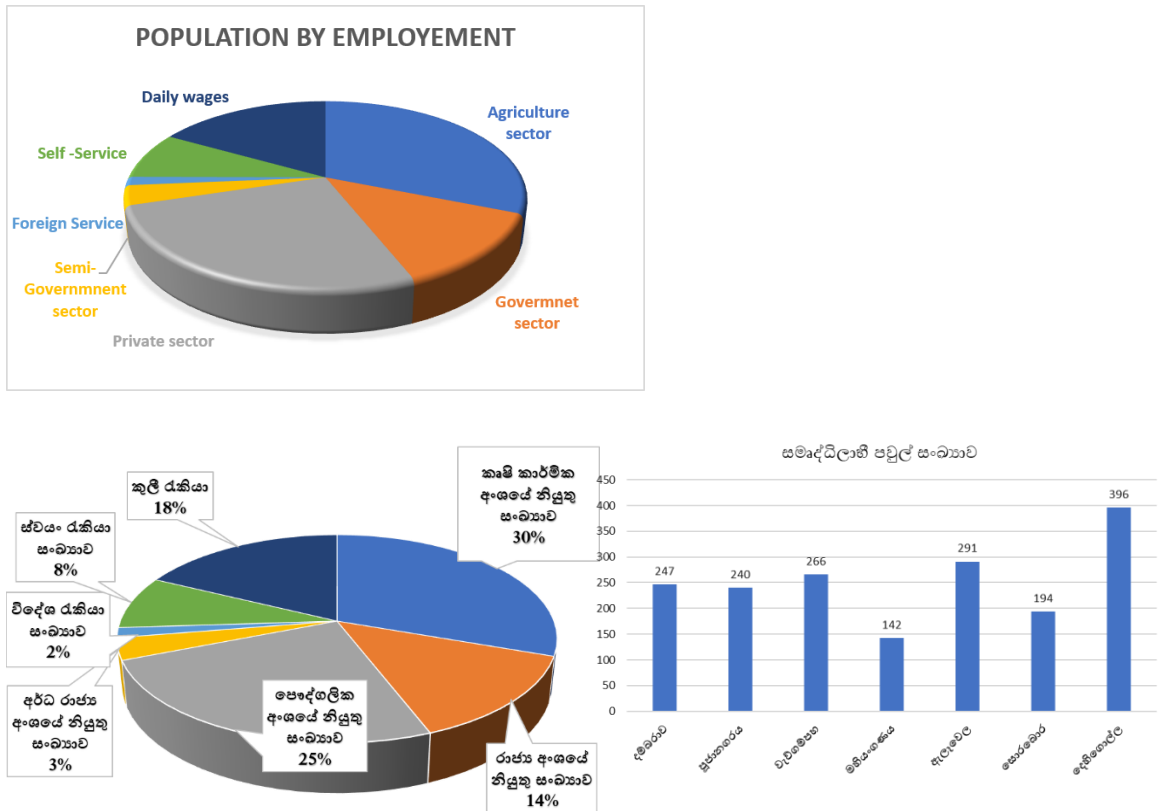
Source: Uva Provincial Office, Urban Development Authority

Employment

Employment is distributed across a variety of sectors in Mahiyanganaya area reflecting the agricultural and farming activities. The primary sector agriculture employs approximately 30% of the total population. Government employment accounts for 14%, highlighting the significant role of the public sector in providing stable jobs. The private sector absorbing 25% of the labor force through local commercial enterprises and industries. Additionally, 18% of the workforce is engaged in wage-based employment, while 8% are involved in entrepreneurship and self-employment, running their own businesses and demonstrating individual initiative while 2% are engaged in overseas employment, reflecting global labor mobility trends.

Moreover, the Samurdhi Beneficiary Program plays a crucial role in providing social welfare assistance to vulnerable communities in the Mahiyanganaya area. The Samurdhi benefit in the Mahiyanganaya area is reaching 1776 families, underscoring the significant impact of the program on social welfare and poverty alleviation in the community. Through targeted assistance, these families receive essential assistance aimed at improving their socio-economic well-being. As a poverty alleviation program, Samurdhi beneficiaries receive various forms of assistance, including financial assistance, skills training, and access to social services. Targeting poverty-stricken households, the program aims to improve living standards, promote socio-economic empowerment, and reduce inequality in the community. Through a holistic approach to addressing poverty, the Samurdhi Beneficiary Program contributes to enhancing the well-being and livelihoods of disadvantaged individuals and families in the Mahiyanganaya area.

Chart No. 2.18: Employment – Mahiyanganaya Planning Area



Employment – Sector wise

The number of Samurdhi - Grama Niladhari wise

Source: Divisional Secretariat Office, Mahiyanganaya

Commercial

Commercial activities in the Mahiyanganaya area are diverse and vibrant, making a significant contribution to the local economy. The town hosts approximately 800 retail outlets, including shops, restaurants, clothing stores, stationery shops, household goods and home appliance stores, pharmacies, construction material stores, hotels, mobile phone and electronics shops, banks and financial institutions, and electrical goods outlets, among others. In addition, there are shoe stores, jewelry shops, agriculture-related stores, general retail shops, liquor stores, and supermarkets. This wide range of commercial establishments provides services to both residents and visitors, reflecting Mahiyanganaya's dynamic nature as a bustling economic hub within the region.

In the urban areas, commercial establishments are generally large and well-constructed, built using permanent materials to ensure durability and stability. In contrast, shops in the peripheral areas are often constructed using temporary or locally available materials, such as asbestos or clay, resulting in weaker structures that are more vulnerable to environmental factors. People in these peripheral areas frequently face economic challenges due to these conditions. Additionally, a considerable number of small-scale, kiosk-type shops can be observed in the outskirts.

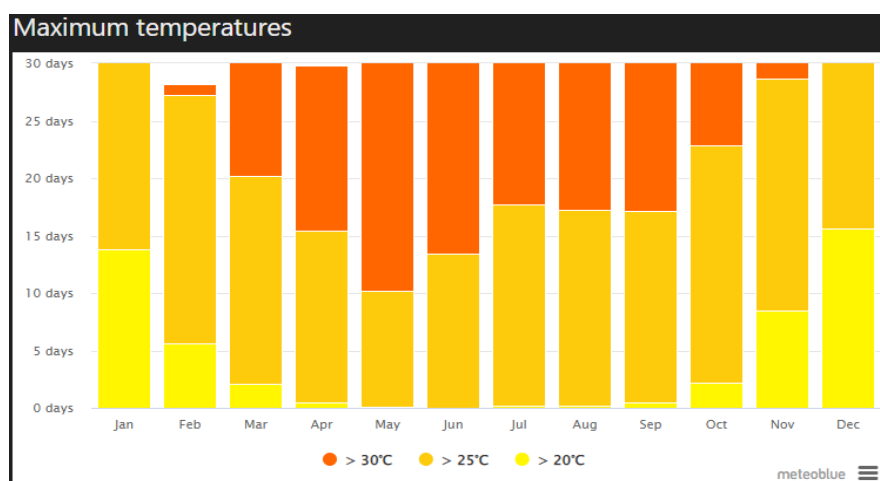


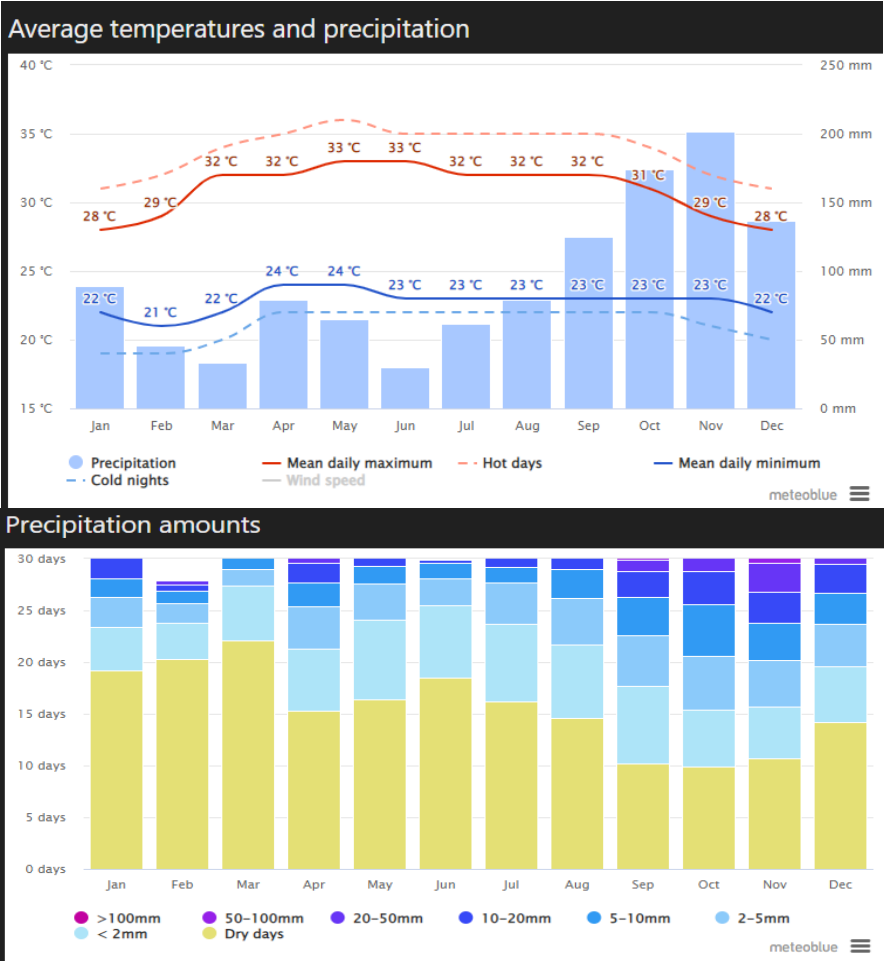
Source: Uva Provincial Office, Urban Development Authority

Environmental profile

Mahiyanganaya, situated within a semi-tropical climatic zone, experiences a warm climate throughout the year, with temperatures ranging from 28°C to 32°C. The area receives significant rainfall, averaging 1,500 to 2,000 millimeters annually, which supports active greenery and enhances agricultural productivity. The terrain of Mahiyanganaya is predominantly flat, with an average elevation of approximately 90 meters above sea level. The soil composition mainly consists of red-brown clay with low humic gleys, providing fertile land suitable for cultivation. Various mineral resources such as sand, clay, and stones are distributed throughout the area, supporting local construction and industrial activities. The climate exhibits distinct wet and dry periods, with the dry season extending from March to August and the rainy season from September to January. This environmental profile underscores the region's suitability for agriculture and highlights the importance of water management strategies in sustaining livelihoods and promoting sustainable development.

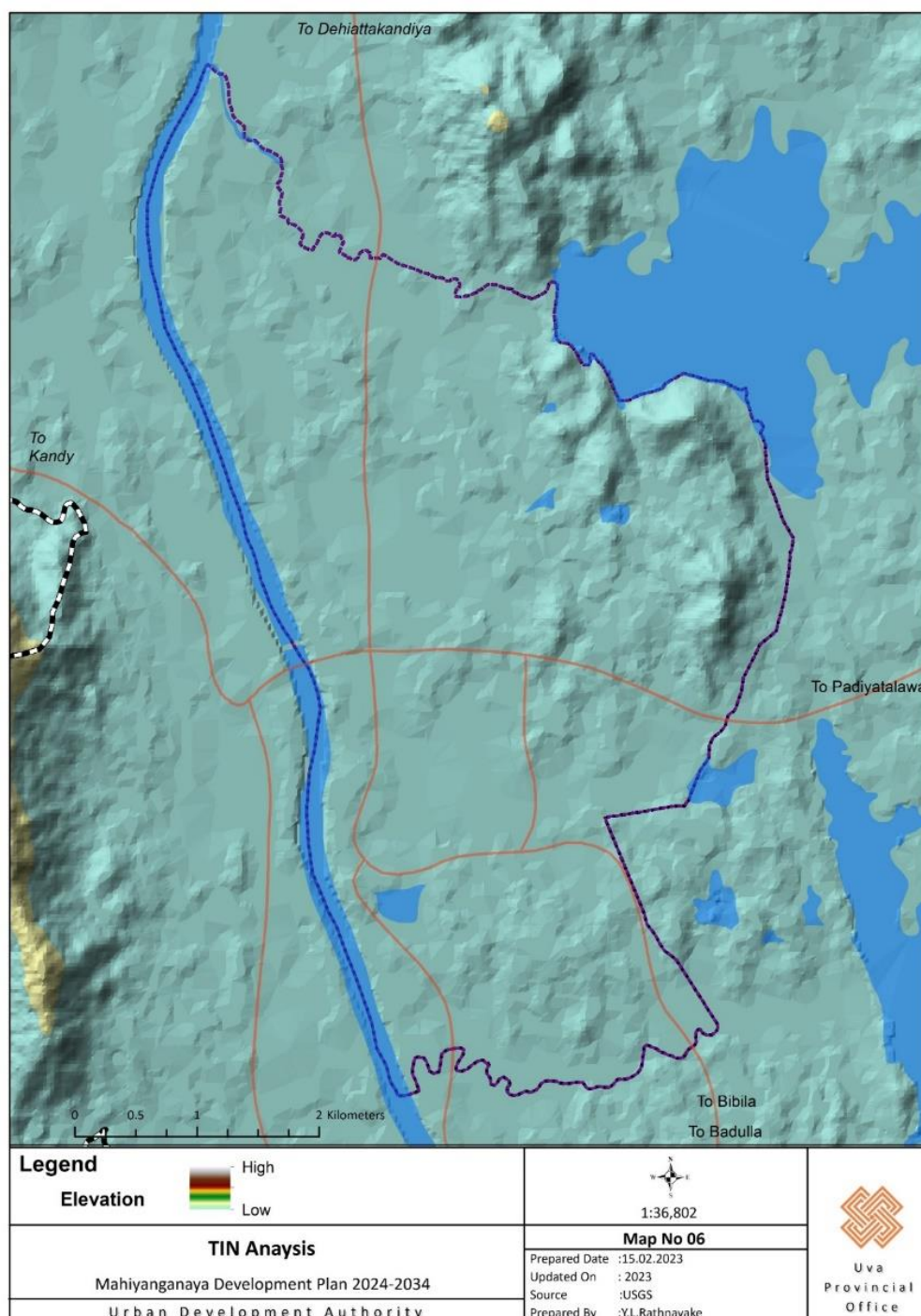
Chart No. 2.19: Temperature analysis – Mahiyanganaya Planning Area





Source: Google Weather reports

Map No. 2.16: TIN Analysis – Mahiyanganaya Planning

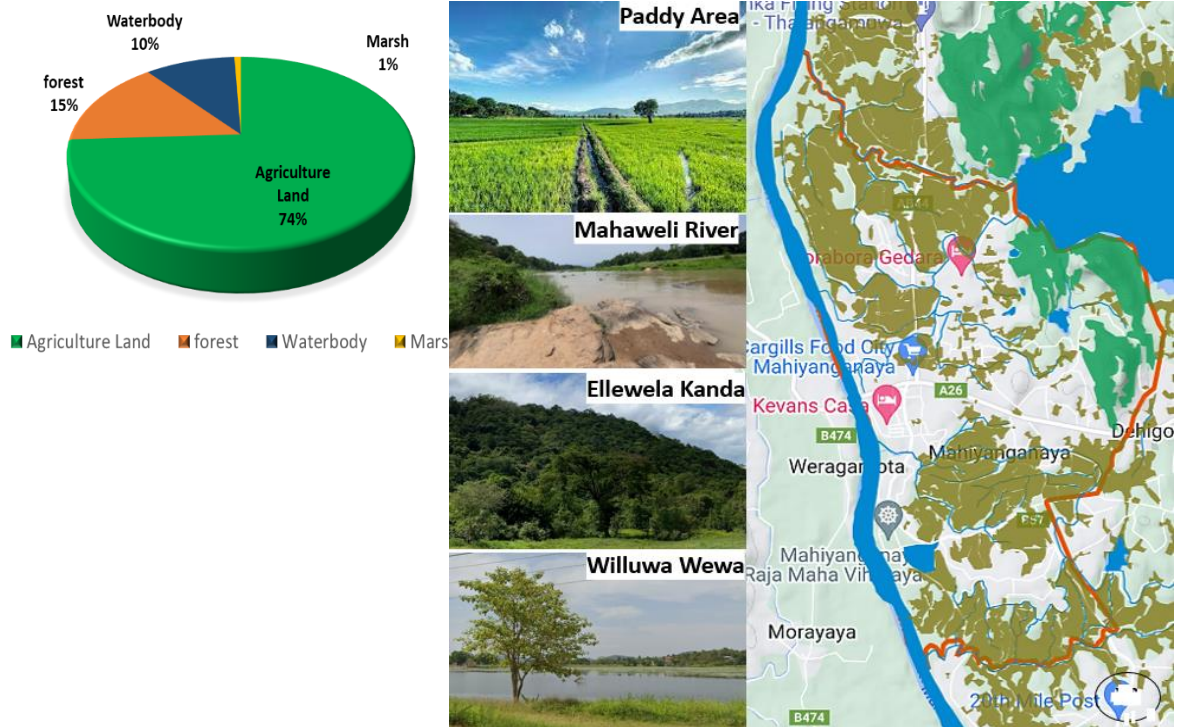


Source: Uva Provincial Office, Urban Development Authority

Forest cover

Mahiyanganaya is comprised of various environmentally sensitive areas covering approximately 12.2 square kilometers. These areas include agricultural lands, forests, water bodies and wetlands, each of which contributes to the ecological significance of the region. The forest areas, which cover an area of 1.8 square kilometers, serve as essential habitats for wildlife and play a critical role in maintaining biodiversity. In addition, water bodies such as rivers and reservoirs, which cover an area of 1.2 square kilometers, are essential for sustaining local ecosystems and providing water resources for human and animal populations. Although the wetlands occupy a small area of 0.1 square kilometers, they are critical wetland habitats that support unique flora and fauna.

Mahiyanganaya getting more benefits, situated near the Mahaweli River bund, and its proximity to the important waterways. The river facilitates activities such as fishing and transportation, contributing to the socio-economic development of Mahiyanganaya and surrounding areas. Moreover, the scenic beauty and recreational potential of the Mahaweli River attract tourists and visitors, further enhancing the region's attractiveness. Notable features such as Sorabora Wewa, Ellewela Kanda, and Villuwa Wewa showcase Mahiyanganaya's rich environmental heritage, highlighting the need for their protection and conservation. Preserving these sensitive areas is essential to maintain ecological balance and sustainability in Mahiyanganaya's natural environment for future generations.

Chart No. 2.20: Forest cover – Mahiyanganaya Planning Area

Source: Uva Provincial Office, Urban Development Authority

Recreational facilities

Mahiyanganaya area provides the community with various open spaces for leisure and recreational activities, supporting the enjoyment, leisure and relaxation. These include Sorabora Wewa, the Children's Park, the Buddha Gaya Anuruwa, the public playground, and the Villuwa Wewa area. Each of these spaces offers unique opportunities for relaxation, sports, and cultural experiences, contributing to the overall quality of life in the region. Sorabora Wewa, with its tranquil surroundings and scenic views, serves as a popular spot for leisure walks and nature outings. The Children's Park provides a safe and enjoyable environment for families, featuring play equipment and open areas where children can engage to play freely. The Buddha Gaya Anuruwa allows visitors to experience the serenity of Buddhist sites, providing opportunities for spiritual reflection and meditation.

Despite the presence of these recreational facilities, Mahiyanganaya faces a significant shortfall in meeting the community's recreational needs. Based on the standard requirement of 1.4 hectares per 1,000 people, approximately 26.64 hectares

of parks and playgrounds are needed for the town. However, the existing facilities cover only about 8.44 hectares, indicating a substantial deficit. To address this effectively, there is a pressing need to develop a comprehensive plan for Public Outdoor Recreational Spaces (PORS). Such a plan should prioritize the establishment of new parks and playgrounds while also improving the existing facilities to adequately meet the recreational needs of the community.

To bridge the gap between the demand for and supply of recreational spaces, the PORS plan should consider various factors such as population density, geographical distribution, and community preferences. Suitable locations for new parks should be identified based on accessibility, environmental suitability, and alignment with future development plans. Additionally, the plan should incorporate input from regional stakeholders, including residents, community groups, and municipal authorities, to ensure that the proposed recreational spaces align with the aspirations and needs of the community. Furthermore, innovative approaches should be explored to maximize the use of existing spaces, such as revitalizing underutilized areas or implementing multi-functional facilities that accommodate diverse recreational activities.

By prioritizing the development of recreational infrastructure through a comprehensive PORS plan, Mahiyanganaya can enhance the well-being of its residents, promote social cohesion, and contribute to the overall livability and attractiveness of the town. With adequate and accessible recreational spaces, residents can maintain a healthy lifestyle, foster community interactions, and enjoy a higher quality of life within Mahiyanganaya.

Disaster risk

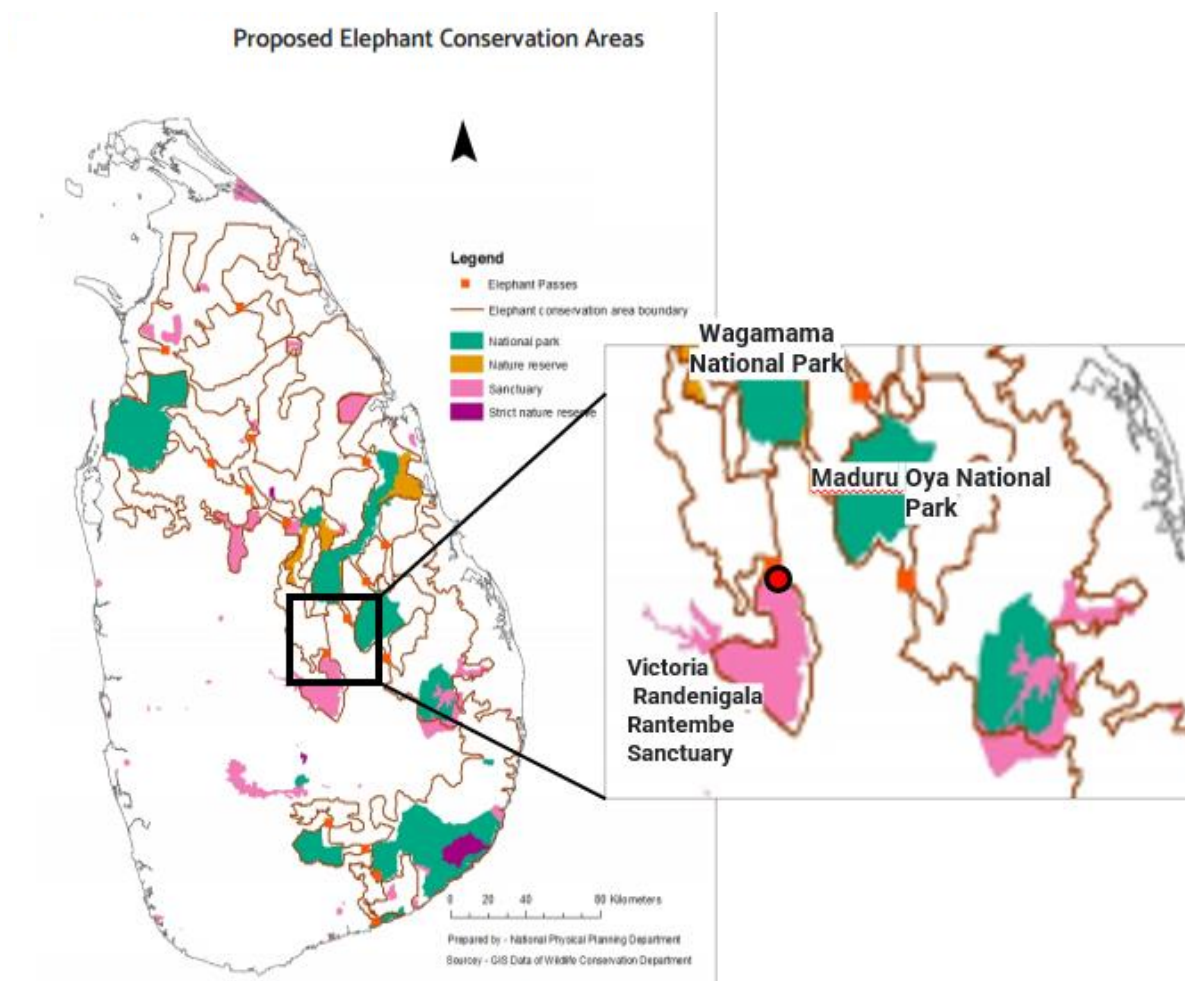
Human-elephant conflict is a significant challenge for Mahiyanganaya area, with frequent encounters between local communities and wild elephants leading to property damage, crop destruction and occasional loss of life on both sides. This conflict primarily arises due to human encroachment into elephant habitats and agricultural activities that intrude into these areas, creating competition for resources such as food and water. Additionally, infrastructure development fragments elephant habitats, intensifying the problem, while traditional elephant migration routes are disrupted and restricted to smaller areas.

Specifically, due to location of Mahiyanganaya between the Victoria-Randenigala-Rantambe sanctuary and the adjoining Wasgamuwa and Maduru Oya National Parks results in frequent elephant movements through the intervening forest corridors. Houses situated along these elephant migration routes are regularly subjected to elephant incursions.

Efforts to mitigate human-elephant conflict include community-based initiatives aimed at providing safe passageways for elephants between fragmented habitats through elephant corridors, installing electric fences to protect agricultural lands, and promoting coexistence between humans and elephants. However, these measures face challenges such as limited funding, insufficient infrastructure, and the complex social dynamics of human-elephant interactions.

Effectively addressing human-elephant conflict requires comprehensive approaches involving active participation from local communities, government institutions, conservation organizations, and other stakeholders. This may include developing land-use plans that consider both human and elephant needs, as well as promoting alternative livelihoods that reduce dependency on conflict-prone areas. By adopting a collaborative and inclusive approach, it is possible to minimize human-elephant conflicts and promote peaceful coexistence between people and wildlife in the Mahiyanganaya region.

Map No. 2.17: Elephant conservation area



Source: Uva Provincial Office, Urban Development Authority



Source: Uva Provincial Office, Urban Development Authority

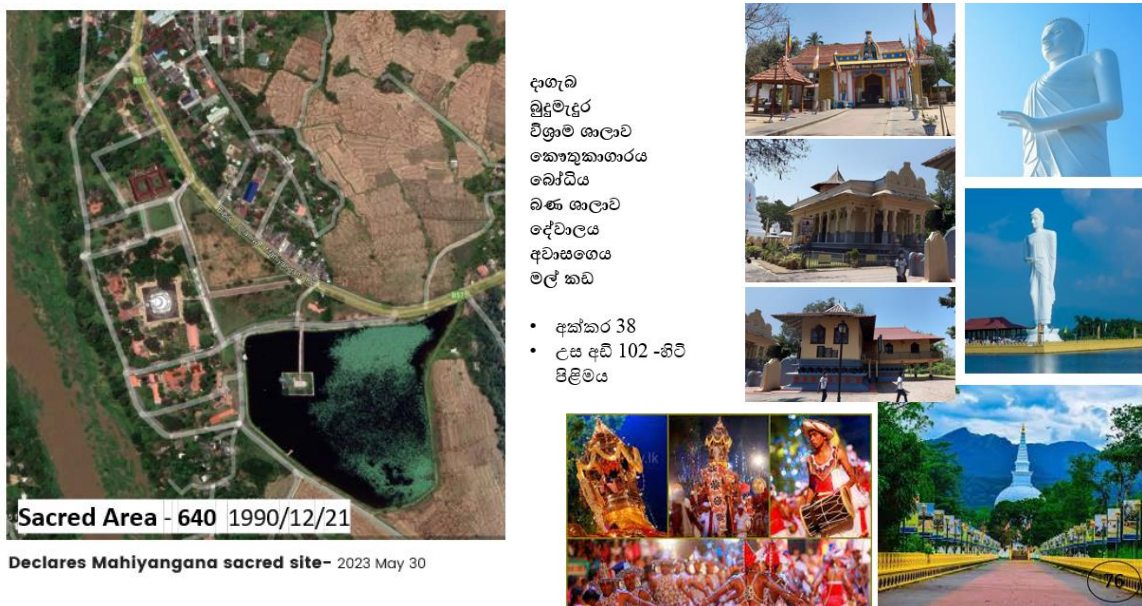
Cultural and heritage sites

Cultural and heritage sites play a key role in urban planning, shaping the identity and character of a city while preserving its rich history and traditions. Urban planning efforts are intricately intertwined with the conservation and promotion of its cultural and heritage sites, which have significant religious, historical and architectural value In Mahiyanganaya area.

The Mahiyanganaya Sacred Stupa, declared as sacred area in 1990 and reconfirmed in 2023, is one of the most revered cultural landmarks in Mahiyanganaya. This ancient stupa holds profound religious significance, as it is believed to enshrine the relics of Lord Buddha. Pilgrims and visitors come to this site to worship, seek blessings, and contribute to the spiritual enrichment of the city. The Mahiyanganaya Sacred Stupa stands as a testament to Sri Lanka's rich cultural and religious heritage, carrying deep significance for both locals and foreigners. One of its most prominent features is the serene setting of the Villuwa Tank, at the center of which rises the majestic Buddha statue, 102 feet in height.

In addition to the Mahiyanganaya Stupa, several other cultural and heritage sites that showcase its rich cultural fabric in the area. These include chaithya, places of worship, and museums, each offering insight into Mahiyanganaya cultural heritage and traditions. The presence of these sites not only enhances the city's aesthetic appeal but also serves as a hub for community gatherings and religious festivals, fostering a sense of cohesion and ownership among residents.

Figure 2.13: Heritage sites Mahiyanganaya



Source: Uva Provincial Office, Urban Development Authority

Mahaweli Development Project

The Mahaweli Development Project is one of Sri Lanka's largest multi-purpose national development initiatives. The project launched in 1970, was designed with several core objectives, including hydroelectric power generation, flood control, water supply for agriculture in dry-zone, provision of agricultural lands for landless and unemployed populations, and the development of associated infrastructure. Between 1970 and 2022, a total investment of LKR 130 billion was made for this project. Under this program, 13 development zones were created. The Mahiyanganaya town has been developed in 1994 under the Mahaweli C Zone. The project primarily focused on developing three towns as Mahiyanganaya, Dehiattakandiya, and Giradurukotte. Currently, under the C Zone, a total of 22,406 hectares of agricultural land are cultivated, of which 1,042 hectares fall within the Mahiyanganaya urban area.

Chapter Three

Need of the Development Plan

3.1 Introduction

The purpose of preparing the development plan for the Mahiyanganaya Planning Area is to study the problems and potentials that have emerged at present in depth, provide strategic and practical solutions to the problems and achieve sustainable development in the future. In this regard, projects have been prepared and regulations have been formulated in a way that ensures sustainability by obtaining opinions from stakeholders in the economic, social, environmental and cultural sectors.

To identify the current issues and potentials, stakeholder opinions were gathered and considered alongside background studies, newspapers, social media networks, small meetings, and other sources. Through this process, the challenges and potentials were identified, and the most prominent among them were prioritized. The stakeholder consultation meeting was held on 6th July 2023 at Lanka Rest House Ltd – Mahiyanganaya. During this meeting, the issues and potentials were categorized under economic and agricultural, environmental and cultural, and administrative and infrastructure sectors. Following issues, opportunities and proposals identified during the stakeholder meeting

Economic	Agriculture and Animal Husbandry	Tourism	Mineral Resources	Administration
Potentials	• Suitable soil and land • Suitable environment • Human resources (government officials, employees) • Having a good irrigation system • Having agricultural research institutions and	• Location of tourist attractions Example - Mahiyanganaya Poojanagara, Sorabora Lake	• Mineral resources e.g. sand, clay, granite	• All government institutions are located • Human resources

	officers who provide technical advice • Having a good transportation system			
Problems	• Water needs issues • Damage caused by wild animals • Market issues • Land ownership issues for farmers • Younger generation leaving agriculture	• Artificial ecosystem • Lack of tourism infrastructure • Lack of tourist information center • Lack of recreational park facilities for tourists to stay	• Environmental damage • Damage to the transportation network • Depletion of human resources	• Lack of officers in the area • Scattered government institutions • Lack of knowledge among officers
Proposals	• Promoting water management knowledge • Increasing groundwater • Unblocking elephant crossings • Conserving reserves • Implementing an economic center • Providing land ownership to farmers • Encouraging young entrepreneurs in the agricultural industry • Promoting agriculture-related value-added products (enterprises)	• Promoting the natural environment in urban beautification • Establishing a parking lot in the city center • Establishing a place to sell local goods and creations • Construct an urban park • Improving public sanitation facilities • Developing methods to accommodate tourists • Promoting telephone signal facilities	• Developing a methodology for environmental conservation • Creating alternative routes • Promoting tiles and tiles (mats)	• Construct an office complex and integrate institutions • Provide opportunities for officials to develop the necessary knowledge and skills • Establish an official medical complex for government officials

NVIVO -Computer-based analysis

Group 01



The ideas presented by the Economic and Agricultural Group focused primarily on tourism, agriculture, mineral resources and industrial development.

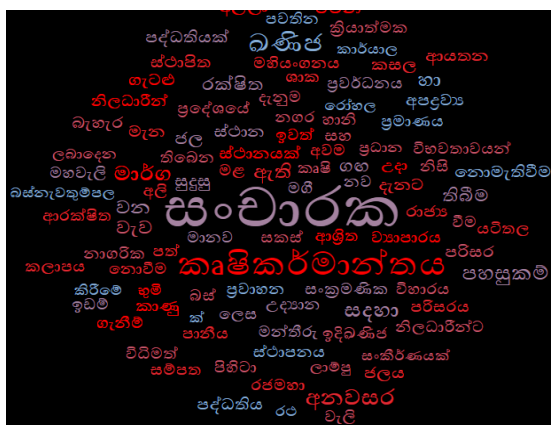


The infrastructure group mainly discussed issues related to roads, issues related to solid waste, problems arising during rainwater drainage, etc.



The environmental group primarily presented issues regarding the Mahaweli River Reserve, the tank, wastewater discharges, and unauthorized encroachment on reserves.

Group 03



The analysis of the issues discussed in the three groups, based on ideas and suggestions, revealed that the stakeholders have focused their attention on various sectors, including tourism, agriculture, mineral-based economy, industry, and solid waste management.

Primarily, the absence of a comprehensive development plan and the inadequate recognition of sensitive areas that need to be preserved in the city can lead to issues such as unplanned land filling and unauthorized occupation of government lands. Furthermore, to maximize the benefits from the existing potentials, provide solutions to current challenges, and guide development in a structured direction, the necessity of a development plan becomes evident. Proper management, identification, and disclosure of these diverse potentials in Mahiyanganaya city can significantly reduce many of the current issues.

3.2 Problems in the planning area

- **The gradual demise of clay-based industries and the illegal mining of minerals.**

The decline of clay-based industries can have adverse effects on the local economy, as these industries provide employment and income opportunities for many residents. The closure or reduction of clay-related businesses may result in job losses and economic setbacks, affecting livelihoods and community well-being. Creating alternative employment opportunities in emerging sectors such as tourism, agriculture, or small-scale manufacturing can help mitigate these impacts and contribute to overall economic growth.

Illegal quarrying can lead to environmental degradation, including soil erosion, habitat destruction, and water pollution. Unregulated excavations may damage ecosystems and pose a threat to biodiversity, affecting both terrestrial and aquatic species. Addressing these environmental challenges requires the implementation of sustainable land management practices and strict enforcement of regulations.

Effective resource management and regulation are essential to address the challenges arising from illegal mineral extraction. This includes enforcing laws and regulations that govern quarrying activities, promoting responsible quarrying practices, and establishing mechanisms for monitoring and supervision. Collaborative efforts involving government institutions, local communities, and industry stakeholders are crucial to ensure sustainable resource management and environmental protection.

By utilizing local resources and promoting innovation, Mahiyanganaya can move towards inclusive and sustainable development for the future.



- **Irregular solid waste management and improper stormwater drainage system**

Due to ineffective solid waste management, the collection and disposal of solid waste generated by households, businesses, and industries are not carried out in a proper and systematic manner. Improper disposal of solid waste such as dumping, open-air disposal, or burning can lead to environmental pollution, soil contamination, and various health hazards. The lack of proper facilities for waste segregation and recycling further exacerbates the problem, resulting in inefficient resource use and the uncontrolled spread of waste in the environment.

To address ineffective solid waste management, comprehensive waste management systems need to be implemented, including collection, segregation, recycling, composting, and proper disposal facilities. Public education and awareness programs can also help promote systematic waste disposal practices.

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මහියංගණ නගරයේ පිහිටි ප්‍රධාන ලොවේ රසායනාගාරයක යැයි සැක කරන සායනික අපද්‍රව්‍ය වැට්ටි සොයාගත් රටුම්බාගලදී සේරුවා යන 8 කිමිමීටරකින් ආසන්නව පිහිටි පලු ලොවේ රසායනාගාරයකට වසරකට වරක් පිහිටි අද (30) දහවල් සොයාගත් මීටර 100 ක් පමණ පරිමාණයෙන් පරිසරයට හානි සිදු කළ බවට තීරණය විය.



සේරුවා යන 8 කිමිටරකින් පිහිටි ප්‍රධාන ලොවේ රසායනාගාරයක යැයි සැක කරන සායනික අපද්‍රව්‍ය වැට්ටි සොයාගත් රටුම්බාගලදී සේරුවා යන 8 කිමිමීටරකින් ආසන්නව පිහිටි පලු ලොවේ රසායනාගාරයකට වසරකට වරක් පිහිටි අද (30) දහවල් සොයාගත් මීටර 100 ක් පමණ පරිමාණයෙන් පරිසරයට හානි සිදු කළ බවට තීරණය විය.



- **Lack of formal places for wholesale and retail markets to sell agricultural products**

Due to the absence of the wholesale and retail markets, farmers face various challenges in systematically marketing their agricultural products. This can prevent consumers from receiving quality service and hinder farmers' ability to obtain fair prices for their products.

In the absence of organized markets, farmers may be forced to sell their products informally through intermediaries. This can lead to inefficiencies in the supply chain, price manipulation, and exploitation of farmers through unfair trading practices. Informal markets often lack price transparency, making it difficult for farmers to assess fair market values for their products. This can result in income uncertainty and financial instability for agricultural producers, impacting their livelihoods and long-term sustainability.

Without proper market infrastructure, monitoring and regulation of product quality and hygiene standards may be limited. This can compromise food safety, pose health risks, and undermine consumer confidence in the market.

Investment in market infrastructure including facilities for wholesale and retail markets, storage, and transportation networks is essential. The absence of such infrastructure can impede the development of a robust and efficient agricultural marketing system in Mahiyanganaya.

Economic Development: Formal markets play a crucial role in promoting economic development by facilitating trade, fostering competition, and generating employment opportunities. The absence of a formal market in the Mahiyanganaya area can hinder the overall economic growth and prosperity of the region.

To promote agricultural development, ensure fair market access, and enhance food security and consumer welfare, it is essential to address the absence of designated and organized locations for wholesale and retail markets in Mahiyanganaya. This requires coordinated efforts among all stakeholders, including government authorities, private sector participants, and community organizations, to invest in market infrastructure and establish appropriate regulatory frameworks.

- **Lack of exposure of tourist spots and lack of necessary infrastructure facilities for the local and international tourists**

The lack of proper identification and promotion of tourist attractions indicates that the full tourism potential of the area is not being effectively utilized. In the absence of adequate promotional and marketing efforts, many tourists both local and foreign tourists remain unaware of the attractions and experiences available in Mahiyanganaya, resulting in the loss of potential income and economic benefits.

Furthermore, the lack of essential infrastructure such as accommodation facilities, transportation networks, visitor centers, and recreational amenities hinders the overall tourism experience in Mahiyanganaya. Inadequate infrastructure can create accessibility challenges for tourists visiting attractions, which can have a negative impact on the tourism industry.

Tourism represents a significant source of income and employment for local communities. However, due to the insufficient exposure of tourist destinations and the lack of supporting infrastructure, ability to capitalize on tourism-related economic opportunities remains limited.

This results in a lack of revenue streams, job creation and economic growth for the region. The lack of tourism exposure and supporting infrastructure affects not only tourism-related businesses such as hotels, restaurants, and tour operators, but also other local enterprises that could potentially benefit from tourism-generated income.

Well-managed tourism can contribute significantly to the conservation of cultural heritage sites and natural environments. However, the lack of visibility and neglect of tourist attractions may lead to their gradual deterioration. At the same time, tourism has strong potential to empower local communities by creating livelihoods and fostering community participation in development.

Addressing the lack of exposure of tourist attractions and the absence of essential infrastructure for both domestic and international tourists is critical to unlocking the full tourism potential of Mahiyanganaya. Achieving this requires coordinated efforts among government institutions, private sector stakeholders, and local communities to invest in tourism promotion, infrastructure development, and sustainable tourism practices. By enhancing the overall tourism experience and creating an enabling environment for tourism, Mahiyanganaya can open up new economic opportunities, preserve its cultural and natural heritage, and improve the overall quality of life of its residents.

- **Damage caused by wild elephants**

Wild elephants frequently raid agricultural lands in search of food, causing significant damage to crops such as paddy, fruits, vegetables, and other cultivated products. This results in substantial economic losses for farmers, threatens food security, and disrupts the livelihoods of rural communities that are heavily dependent on agriculture.

Conflicts between humans and wild elephants often escalate into dangerous encounters with severe consequences for both parties. Human actions such as the killing of elephants, destruction of property, and encroachment into elephant habitats can further intensify conflict situations, increasing tensions between elephants and local communities.

Habitat loss and fragmentation pose a serious threat to the long-term survival of already vulnerable elephant populations, thereby undermining conservation objectives.

Efforts to mitigate human–elephant conflict in the Mahiyanganaya area include the establishment of elephant corridors, construction of barriers such as electric fences and ditches, deployment of early warning systems, and implementation of crop protection measures. Community-based approaches involving local communities, government institutions, and conservation organizations are essential for developing and implementing effective mitigation strategies.



Chapter Four

Planing Framework

4.1 Vision



“The prosperous economic city gate of the Mahaweli Agricultural Valley”



4.2 Vision Statement

“Towards a vibrant urban gateway in the Mahaweli Agricultural Valley of Uva Province, built upon dynamic economic activities (including commerce, agriculture, tourism, industry, entrepreneurship, health, and services) while harmoniously integrating natural ecosystems and irrigation networks, and safeguarding cultural heritage to achieve an empowered and prosperous economy.”

- **Empowering the economy using dynamic economic activities**

This emphasizes the importance of creating a self-sustaining economy in the Mahiyanganaya area. This includes promoting various economic sectors such as commerce, agriculture, tourism, industry, entrepreneurship, healthcare and services. The aim is to create employment opportunities, generate income and achieve sustainable economic development by encouraging a range of economic activities.

- **Conservation of unique environmental, cultural, and heritage assets**

This emphasizes the importance of conserving the natural beauty, cultural heritage and historical landmarks of Mahiyanganaya area. This includes implementing strategies to protect the environment, preserve cultural traditions and promote heritage tourism. By conserving these unique attributes, Mahiyanganaya can maintain its distinct identity, attract visitors, and contribute to sustainable development.

- **Promoting concentrated urban development**

This highlights the importance of planned and compact urban growth. Rather than dispersed development, compact urban development focuses on efficient land use, integrated infrastructure, and accessible services. This approach minimizes environmental impacts, improves transportation efficiency, and enhances ease of access to services for the local community.

- **Mahaweli River Basin - South Bank, Irrigation and Harmony with Nature**

This highlights specific geographical location of Mahiyanganaya and its relationship with the Mahaweli River Basin in the Uva Province. It emphasizes the need to guide development in harmony with the natural landscape, including the river and surrounding ecosystems. This includes integrating water management practices, conserving green spaces, and protecting ecological corridors.

- **Towards the strong urban gate**

This statement emphasizes the aspiration to transform Mahiyanganaya into a strong and dynamic urban center. It conveys the intention to attract investments, develop the city's infrastructure, economy, and services, and position the area as a regional urban gateway.

In summary, the expanded statement underscores the development of Mahiyanganaya as an advanced urban hub by harnessing its economic potential while conserving its environmental and cultural heritage. It emphasizes sustainable development practices, harmonious integration with nature, and ensuring the city's prosperity and well-being for future generations.

4.3. Goals of the Development Plan

The two key goals have been formulated to achieve the vision of the Mahiyanganaya Development Plan.

- 1. To make Mahiyanganaya a diversified economic service provider by 2036.**
- 2. To make Mahiyanganaya a balanced city with a rich ecological and cultural heritage unique to the region by 2036.**

Goal 01

To make Mahiyanganaya a diversified economic service provider by 2035.

Objectives

1. Provide cultivation services using modern technology across 900 hectares of cultivated land by the year 2035.
2. Reduce the current unemployment rate of 7% by creating new job opportunities by the year 2035.
3. Increase the number of visitors to the tourism sector by 2% by encouraging the tourism project inherent to the area by the year 2035.
4. Improve the existing facilities and services for the pilgrims, tourists and local people of the city by the year 2035.
5. Provide services for all facilities within the urban limits (water, electricity, telecommunications, waste management, road facilities, health) by the year 2035.

Goal 02

To make Mahiyanganaya a balanced city with a rich ecological and cultural heritage unique to the region by 2035.

Objectives

1. Establish an ecological and cultural multi-conceptual tourism sector by the year 2035.
2. Minimize all forms of formal and informal human-elephant conflict and conserve natural forests by the year 2035.

Chapter Five

Detail SWOT Analysis

1. To make Mahiyanganaya a diversified economic service provider by 2035.

Strengths	Weaknesses
• Mahiyangana is known for its cultural and religious significance, which can be a strong attraction for tourists and pilgrims. • Availability of Mineral resources (sand, clay, stone, etc.). • Agricultural potential - The surrounding area may have fertile land suitable for agriculture that contributes to local food production. • DSD Production (MT)-V-49588, Fruits-1025, Vegetables-5367, • Other crops-146994, Export agricultural crops - 230. • Local workforce: A local workforce with knowledge of the traditions and resources of the area can support economic development.- (65% economically active -30% involved in the agricultural sector) • Agricultural products such as vegetables are transported to Dambulla through Mahiyanganaya town. • Agricultural land use in the area around the city (250) • Mahiyanganaya Esala Perahera. • Industries are located - tiles, garments etc.	• Illegal mining • Problematic nature of land tenure • Informal waste management and environmental degradation • Land fragmentation • Underutilization of resources in the area e.g. clay • Lack of a vegetable collection center and proper public market • Lack of exposure to tourist attractions • Unemployment rate of 7% (2136)
Opportunities	Threats
• 2017 - 2050 NPPD Plan. • Manufacturing Industry Concentration and Main Industrial Location Area. • Service-Based Industry Concentration and Service-Based Industry Area. • Mineral and Mining Related Industry Concentration and Industrial Area. • 2017 - 2020 Tourism Strategic Plan. • Mahiyanganaya Town is located on the main Kandy-Madhakalapoo tourist route. • Agricultural Extension Services: To promote the dissemination of knowledge and best practices from these institutions to local farmers. • Various agricultural institutions are located	• Human-elephant conflict and crop damage caused by animals.

2. To make Mahiyanganaya a balanced city with a rich ecological and cultural heritage unique to the region by 2035.

Strengths	Weaknesses
• Mahaweli River flowing on one side of the city. • About 46% of the total land use is green area (forests, paddy fields, water bodies, scrub forests). • Mahiyanganaya has been declared a sacred area (2023.05.23). • Dambana World Heritage Site is located near the city. • Land is divided for residential purposes. • Cultural significance: Mahiyangana is known for its cultural and religious significance, which can be a strong attraction for tourists and pilgrims. • Existing vegetation cover. • About 25000-30000 commuters visit the city daily.	• Lack of a proper solid waste management system. • Environmental degradation: Environmental degradation due to factors such as deforestation or pollution. • Lack of public outdoor recreational areas and lack of maintenance of existing areas. • Flooding incidents. • Illegal mineral mining.
Opportunities	Threats
• Presence of well-connected green lands and water sources etc. • Attractive scenic views and places in the area. • Covered with protected forests- (Mahaweli River Reserve, Sorabora Tank Reserve, Dehigolla Forest etc.).	• Dry weather conditions • Human-elephant conflict

Chapter Six

The Plan

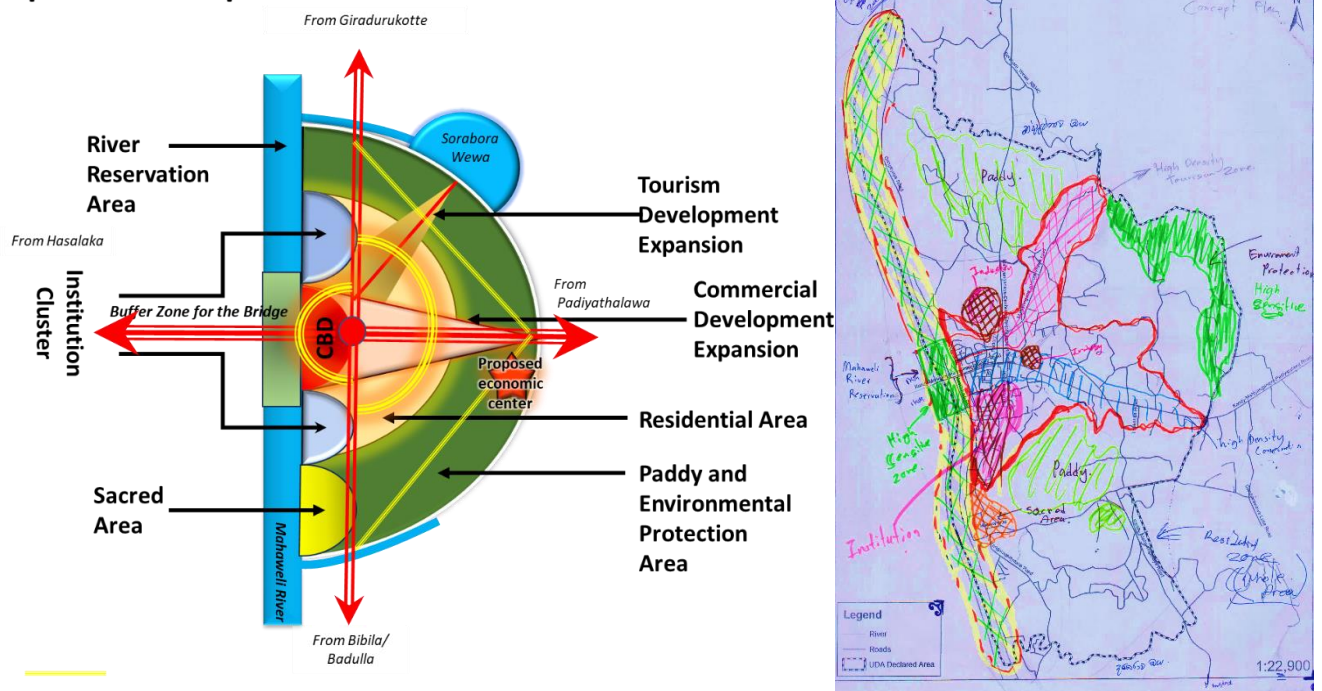
6.1 Concept Plan

Mahiyanganaya, a city that provides services in the form of tourism services, agricultural services, health services, as well as commercial services and industries, has identified two main goals to transform it into a “sustainable hub of the Mahaweli Agricultural Region” by the year 2036. Separate objectives have been identified to achieve the identified goals. A conceptual plan for the development of the city has been developed by analyzing the strengths, weaknesses, opportunities, and threats to achieve those goals and objectives.

A proposed land-use plan has been prepared based on the conceptual development plan for the growth of Mahiyanganaya city. The proposed land-use plan illustrates the anticipated physical development of the city by 2036. Key strategies have been identified to achieve the expected physical, economic, and environmental development, and under the implementation strategies, six strategic projects are included within this section.

The conceptual plan included in the Mahiyanganaya Development Plan illustrates how the city’s future development will take place. It establishes the relationship between the main development zones, identified as commercial, agricultural, industrial and mixed-use, tourism, residential, and institutional and various-scale development projects. By integrating these zones, the plan aims to develop Mahiyanganaya as a commercial, agricultural, institutional, healthcare, and industrial service center with a prosperous economy, while simultaneously preserving the natural environment and resources of the area.

In developing the conceptual plan, the identified characteristics and urban development trends within the urban influence area, as well as future opportunities, were carefully considered. To realize the vision of a “**The prosperous economic city gate of the Mahaweli Agricultural Valley,**” specific projects and zone-based development activities have been designed for each function, with a focus on organizing development in a systematic and efficient manner.

Figure 6.1 Concept Plan

Source: Uva Provincial Office, Urban Development Authority

6.2 Proposed Land Use Plan

The proposed land-use plan aims to implement the conceptual vision of Mahiyanganaya, addressing the city's existing critical issues while transforming it into a “**The prosperous economic city gate of the Mahaweli Agricultural Valley**” by 2036.

Specifically, the plan proposes sustainable, physical-environment-based solutions to the human-elephant conflict currently affecting the city. This issue is long-standing and recognized across several regions of Sri Lanka, and while urban planning methods have previously been applied to seek solutions. The Mahiyanganaya Development Plan is formulated based on strategic approaches informed by findings from research studies on human-elephant conflicts.

Accordingly, the spatial layout of Mahiyanganaya city is organized into two main zones: **coexistence areas** and **segregated areas**, reflecting different approaches to managing human-elephant interactions.

There, the spatial distribution of coexistence is divided into 3 zones: residential, agricultural, and conservation.

Within the segregated spatial zone, the plan aims to establish areas highly suitable for human habitation while minimizing human-elephant conflicts. For this purpose, **mixed-use development zone** is designated within the city center, with a proposal for high-density building distribution. By providing taller buildings and maximizing floor area ratios, this density is expected to be concentrated in the urban core. This approach is designed to reduce elephant access to the city center. The strategy is based on the principle that the distribution of taller buildings will act as a barrier, minimizing the potential for elephants to enter areas with high human activity.

Beyond the existing formal and informal measures such as digging ditches, sand bunds, electric fencing, and elephant culling the plan proposes to prevent elephants from entering human settlements focusing on managing elephant behavior in a way that reduces human-elephant conflict while allowing elephants to maintain their natural activities.

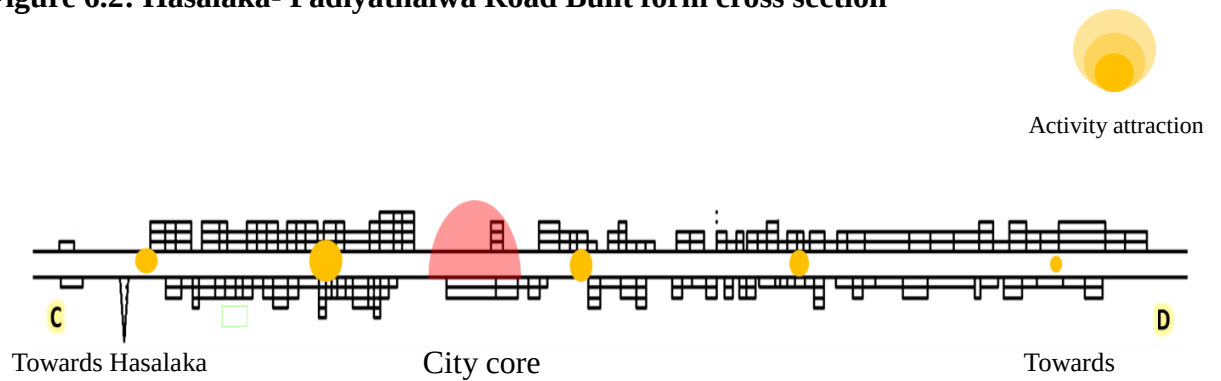
Next, the spatial expansion of coexistence promotes the establishment of residential communities without forcing existing habitats into the allocated area, and this region can be identified as the transitional zone of human-elephant coexistence.

Accordingly, in the forest areas designated as **protected zones**, it is proposed to increase food availability for all wildlife, including elephants, to discourage them come from outside the forests. Additionally, enhancing food sources within these forests is identified as a key strategy to mitigate wildlife-related damage to agricultural lands.

In addition, to discourage wildlife from entering residential areas, both formal and informal elephant diversion measures are proposed. These measures are intended to provide economic benefits to local communities. Specifically, tourism activities based on residential areas and agricultural lands will be promoted, positioning Mahiyanganaya as a destination for tourists both local and international interested in observing elephants in their natural habitat.

Upon entering the city from the western gateway, visitors will be able to view the Mahiyanganaya Bridge and the Mahaweli River. Following landmarks such as the Buddhagaya Anuruwa and memorials, one will arrive at the city's commercial buildings. Along the route, commercial activities with three to four-story buildings and associated functions will be visible on both sides of the road. As one progresses toward the city center, a diverse range of urban activities can be observed, while the gradually expanding commercial and industrial development toward the river bank is showcased along this corridor.

Figure 6.2: Hasalaka- Padiyathalwa Road Built form cross section



Source: Uva Provincial Office, 2025

Heading from the city center toward Badulla, development along the road is predominantly **institutional** in nature. Education, healthcare, and infrastructure-related institutions are prominent along this corridor. While large-scale buildings are visible, their heights are generally limited to a **maximum of three floors**. Beyond these buildings, land is primarily used for **agricultural purposes**, which can be observed through a cross-sectional analysis of spatial layout of the Mahiyanganaya city.

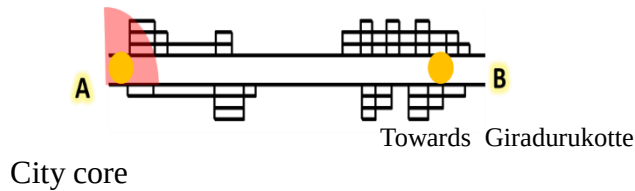
Figure 6.3: Badulla-Mahiyanganaya Road Built form cross section



Source: Uva Provincial Office, 2025

Traveling from the city center toward Giradurukotte, one can observe extensive commercial development along the route. Beyond this commercial zone, land use is predominantly agricultural uses.

Figure 6.4: Hasalaka- Padiyathalwa Road Built form cross section



Source: Uva Provincial Office, 2025

Accordingly, from all the descriptions made above, it can be mentioned that the proposed land use plan will enable the development of Mahiyanganaya City to achieve the urban vision and urban form that envisions the "Prosperous Economic City Gateway of the Mahaweli Agricultural Valley" by the year 2035.

Figure 6.5: Mahiyanganaya Roads



Source: Google Maps, 2025

6.3 Physical and social infrastructure development strategies

6.3.1 Service plan

6.3.1.1 Settlement Plan

1. Introduce a middle-class housing scheme.

Facilitating the construction of middle-income housing projects could be a successful solution to address the problem of government and other officials being reluctant to stay in the Mahiyanganaya area due to lack of accommodation facilities.

The primary objective of the middle-income housing project is to provide affordable and quality housing options for government officials and other professionals working in the Mahiyanganaya area, thereby attracting and retaining talent in the area. The target population of this project is government officials, private sector employees, educators, healthcare professionals and other professionals who need suitable housing options in the Mahiyanganaya area. Suitable locations within Mahiyanganaya will be identified for the development of middle-income housing projects, considering factors such as proximity to work places, accessibility to amenities and availability of land.

The project envisions designing housing units for middle-income residents at an affordable and sustainable cost while ensuring high-quality construction, modern amenities, and sustainable features. Necessary infrastructure and services such as roads, water supply, sanitation, electricity, and telecommunications networks will be developed to support the housing project. To enhance residents' quality of life, the plan includes parks, playgrounds, community centers, and recreational facilities. To make the housing units more accessible and affordable for future buyers, financial mechanisms such as public-private partnerships, housing loans, subsidies, and incentives will be explored and implemented, providing practical solutions for effective project delivery.

The construction of middle-income housing projects in the Mahiyanganaya area will not only meet the accommodation needs of government officials and professionals but also contribute to the overall development and growth of the region.

By providing affordable and quality housing options, the project will enhance the attractiveness and livability of the Mahiyanganaya area by creating a suitable environment for both current and future residents.

Land	Land Extent
1.Land in the Gam Udawa area	1 Acres
2.Land near the depot	2.93 Acres

Figure 6.6: Proposed middle income housing land plots



Source: Uva Provincial Office, Urban Development Authority

2. Introduce residential zones through zoning plan.

Introducing residential areas through zoning for the Mahiyanganaya area, planning and designating specific zones for residential development within the city, and preparing a comprehensive zoning plan designating specific areas within Mahiyanganaya for residential purposes in compliance with relevant laws, building codes and environmental standards to protect the interests of residents and the wider community.

This will include a thorough analysis of the existing land use patterns, population growth projections, infrastructure availability and environmental factors in the Mahiyanganaya area, identifying and promoting suitable areas for residential development based on criteria such as work places, transportation networks, schools and amenities by incorporating environmental considerations into zoning decisions to minimize the impact on natural resources, ecological habitats and sensitive areas, and promoting sustainable land use practices to protect green spaces, preserve natural landscapes and enhance the quality of life of residents.

By introducing residential areas through the Mahiyanganaya Residential Zoning, the city will be able to promote orderly and sustainable urban growth, provide adequate housing and options for its residents, and create an integrated plan that will enhance the overall quality of life of the community.

6.3.1.2 Health service plan

To realize the envisioned urban development of Mahiyanganaya (2026–2036), there is a critical need to enhance existing healthcare facilities within the city. With the anticipated population growth by 2035, the following strategies are proposed to establish a fully equipped and efficient healthcare system

1. Upgrade the existing base hospital to a district hospital.

The following steps can be taken to upgrade the existing base hospital in Mahiyanganaya to a district hospital. To upgrade the hospital to a district level facility, a strategic plan should be prepared that outlines goals, objectives and timelines for hospital improvement, including identifying gaps in health services, population health needs and infrastructure needs, expanding medical services, facilities and staff. Currently, approximately 11% of visitors to the city access healthcare services, highlighting the importance of strengthening hospital capacity to meet growing demand.

Renovation and expansion of hospital infrastructure to provide additional services, special clinics, outpatient departments and inpatient facilities required for a district hospital. The Ministry of Health has focused its attention on taking over the Mahiyanganaya Base Hospital, which is currently under the control of the Provincial Council, to the line ministry. Accordingly, attention has been focused on taking over the Mahiyanganaya Base Hospital to the central government and developing it within this year.

Improving medical equipment, diagnostic facilities, and technological infrastructure to improve diagnostic capabilities, treatment options, and patient care standards.

Recruit and train additional medical and support staff, including doctors, specialists, nurses, technicians, and administrative personnel, to meet the increasing demand for healthcare services at the district hospital.

Provide ongoing professional development opportunities, continuing education programs, and skills enhancement training to ensure the competence and proficiency of healthcare providers.

Expanding the range of medical services and specialized care offered at the hospital to meet the healthcare needs of the local population and surrounding communities, introducing new departments and specialty clinics such as obstetrics and gynecology, pediatrics, orthopedics, surgery, internal medicine, and emergency care to provide comprehensive healthcare services.

Implement quality improvement initiatives and patient safety measures to enhance the quality of care, clinical outcomes, and patient satisfaction at the district hospital. Obtain accreditation from national and international healthcare accreditation bodies to ensure compliance with quality standards, best practices, and regulatory requirements.

Engage with local communities, civil society organizations, and government agencies to raise awareness about improved hospital services, health care programs, and preventive health initiatives. Establish community outreach programs, health education campaigns, and mobile clinics to reach underserved populations, promote health literacy, and encourage preventive care practices.

Establish partnerships and collaborations with other healthcare institutions, academic medical centers, research organizations, and non-profits to provide resources, expertise, and healthcare services and improve patient outcomes.

Utilizing opportunities for public-private partnerships, sponsors, and donor funding to provide financial support to improve the hospital and sustain its operations in the long term.

The existing base hospital of the Mahiyanganaya can be successfully upgraded into a district hospital, thereby improving access to quality healthcare services, enhancing medical infrastructure and capabilities, and promoting better health outcomes for the local community and surrounding areas.

Table 6.1: Mahiyanganaya Base Hospital services

Facilities	Service area
1. Children's Ward	1. Outpatient care
2. Maternity Unit	2. Patient care
3. General (Male/Female) Ward	3. Antenatal care

(Separate Male and Female Medical and Surgical Wards)	4. Obstetric care
4. Female + Children's Ward	5 Postnatal care
5. Laboratory	6. Child care
6. Long-Term Care Clinic	7. Family planning
7. Specialist Clinic	8. Immunization
	9. Control of communicable diseases
	10. Screening and management of non-communicable diseases
	11. School health
	12. Oral health
	13. Prevention of blindness and visual impairment
	14. Health education
	15. Screening for tuberculosis
	16. Screening for malaria
	17. Provision of laboratory services
	18. Radiological examination
	19. Maintenance of medical records
	20. Provision of surgical facilities for minor operations and LRT (tubal ligation and separation)
	21. Legal care
	22. Provision of food

Source: Mahiyanganaya Base Hospital, 2024

2. Upgrade the hospital premises with officials quarters, a vehicle parking, and a hospital waste management unit.

The following strategies can be implemented to improve the Mahiyanganaya Hospital premises, including the establishment of official quarters, a car park and a hospital waste management unit.

The housing needs of hospital staff, including doctors, nurses and supportive staff, and suitable locations for the construction of staff quarters have been identified within the hospital premises. The plan involves designing and building residential buildings

with appropriate facilities for the staff and their families, including living units, common areas, kitchens, and recreational amenities, to ensure comfortable and convenient housing.

Allocate space within the hospital premises for a designated parking area to meet the parking needs of the hospital staff, patients, visitors and ambulances. Develop parking facilities including designated parking spaces, lighting, signage and security measures to ensure safe and efficient traffic flow within the hospital premises.

Implement parking management strategies such as designated parking zones, allocated parking spaces for staff, disabled patients and emergency vehicles to optimize parking utilization.

Establish a dedicated hospital waste management unit with facilities for segregation, collection, storage, treatment and disposal of biomedical waste generated within the hospital premises. Designate specific areas for different types of waste such as infectious waste, sharps, pharmaceutical waste and non-hazardous waste and install appropriate waste containers, bins and storage facilities. Implement waste management standard operating procedures to ensure compliance with regulatory requirements, environmental standards and occupational health and safety guidelines. Incorporating environmentally sustainable principles into the design and construction of hospital facilities and infrastructure, including energy-efficient lighting, water conservation measures, and green building materials, educate hospital staff on proper waste segregation, handling, and disposal practices to minimize health risks, prevent environmental pollution, and promote sustainable waste management practices..

Implement landscaping and green space initiatives within the hospital premises to enhance the aesthetic appearance, biodiversity and ecological balance of the surrounding environment. Integrate sustainable practices such as rainwater harvesting, wastewater recycling and composting into hospital operations to minimize environmental impact and promote resource conservation.

Develop collaboration and partnerships with government agencies, non-profit organizations, and private sector entities to obtain resources, expertise, and support for hospital infrastructure development and improvement projects by engaging with

hospital staff, administrators, local governments, community leaders, and stakeholders to solicit ideas, gather feedback, and focus on hospital facility improvements.

By implementing these measures, Mahiyanganaya Hospital can improve its premises to meet the needs of patients, staff and visitors, while promoting safe, sustainable and environmentally responsible healthcare facilities.

Figure 6.7: Mahiyanganaya Base Hospital



Source: Uva Provincial Office, Urban Development Authority

6.3.1.3 Education facilities

Mahiyanganaya is a major city located in the northern part of Badulla District, making it a major educational service center for all the rural areas in the vicinity. It is noteworthy that 24% of the city's population comes to receive educational services. In addition, there is a strong need to expand educational services to integrate the economic situation with technology as expected. Accordingly, the following strategies are proposed to create efficient and effective educational services through the Mahiyanganaya City Development Plan 2026-2036.

1. Establish a vocational training center based on artificial intelligence and drone technology to produce skilled workers for the agro-economic development fields specific to the area.

The establishment of a training center for Artificial Intelligence (AI) and a training center for technology-based professions that correspond to agro-economic development areas is a very important aspect for the Mahiyanganaya area.

Considering emerging trends and technological advancements, the demand for skilled workers in AI, technology and related fields in the local agricultural sector can be addressed by developing a comprehensive curriculum that combines theoretical knowledge with practical training in AI, technology applications, data analysis and agricultural sciences.

The training center should be equipped with appropriate facilities and infrastructure, including classrooms, computer labs, simulation rooms and practical training areas, to address the unique challenges and opportunities of agro-economic development in the Mahiyanganaya region, including topics such as precision agriculture, drone technology and sustainable farming practices.

Provide training and professional development opportunities to qualified instructors, trainers, and subject matter experts with expertise in AI, technology, agriculture, and related subjects, and faculty members to enhance their teaching skills, stay abreast of technological advancements, and adapt curriculum content as needed.

Develop marketing and outreach strategies to attract future students from the local community and surrounding areas. Collaborate with educational institutions, vocational training centers, and industry partners to recruit students and provide pathways for career advancement in technology-based careers for agri-economic development.

By establishing a training center for AI and technology-based careers specific to agri-economic development sectors, Mahiyanganaya area can produce a skilled workforce equipped with the knowledge, skills and abilities needed to drive innovation, increase productivity and sustainably transform the agricultural sector.

2. Adding vocational education access to secondary education.

Integrating vocational education into secondary education, particularly at Mahiyanganaya National School, could significantly improve the educational opportunities available to students in the region.

Develop a vocational education curriculum tailored to meet identified needs, incorporating practical training, hands-on experience and industry-relevant skills in areas such as agriculture, technology, hospitality and trades. Improve existing

facilities and infrastructure at the National School to support vocational education programs, including workshops, laboratories and specialized training rooms.

Provide the necessary equipment, tools and materials for practical training and hands-on learning experiences in various vocational fields. Providing training and professional development opportunities for teachers to equip them with the knowledge, skills and instructional strategies needed to effectively deliver vocational education programs. Collaborate with vocational training institutions, industry partners and education experts to provide specialized training for vocational educators. Integrating vocational education courses into the secondary school curriculum of Mahiyanganaya National School, providing students with the opportunity to study vocational subjects alongside traditional academic subjects. This can be done by developing pathways that allow students to take vocational certificates, credentials or apprenticeships while completing their secondary education, preparing them for further education or entry into the workforce.

This enables the design of vocational education programs in collaboration with industry partners to ensure alignment with current industry standards, practices and workforce needs, by partnering with local businesses, industries and vocational training providers to offer work-based learning opportunities, internships and apprenticeships for students.

Providing career counseling, guidance, and support services to help students explore career paths, set educational and professional goals, and make correct decisions about their future.

It is important to offer resources, information sessions, and mentoring programs to help students to identify their interests, strengths, and career aspirations in career fields.

By incorporating a vocational education approach into secondary education at Mahiyanganaya National School, the school is able to empower students with diverse skills, knowledge, and pathways for future success in higher education and the workforce, contributing to the overall development and prosperity of the community.

3. Development of physical facilities in existing secondary educational institutions.

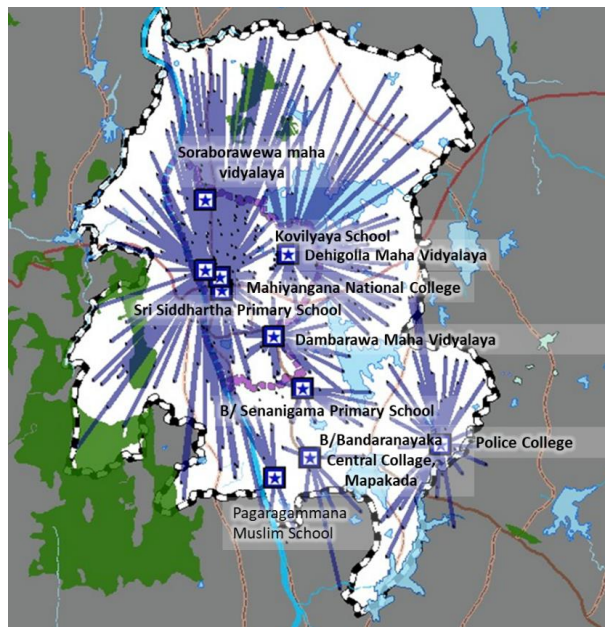
Developing the physical facilities of existing secondary educational institutions in the Mahiyanganaya area is essential to improve the learning environment and provide students with access to modern educational resources. The strategy should be implemented with specific consideration of the comprehensive needs of secondary educational institutions in Mahiyanganaya to identify infrastructure gaps, facility needs and priorities for development.

Infrastructure improvement and expansion projects should be prioritized based on needs assessment findings, focusing on areas such as classrooms, laboratories, libraries, auditoriums, sports facilities, and administrative buildings. This will enable the integration of technology infrastructure into school facilities, including computer labs, internet connectivity, smart boards and multimedia devices, to support digital learning initiatives and enhance teaching and learning experiences. Provide training and support for teachers and staff to effectively use technology in the classroom and facilitate technology-based instruction.

Partnerships and collaborations can be developed with businesses, non-profit organizations, and educational institutions to provide expertise, volunteerism, and donations for infrastructure improvements and expansion of the secondary education centers.

By implementing this plan for the development of physical facilities at existing secondary educational institutions in the Mahiyanganaya area, educational infrastructure can be strengthened and students

Figure 6.8 : Existing Education facilities & Catchment Area



Source: Uva Provincial Office, Urban Development

Authority

can be provided with a conducive and enriching learning environment that will aid in their academic success and holistic development.

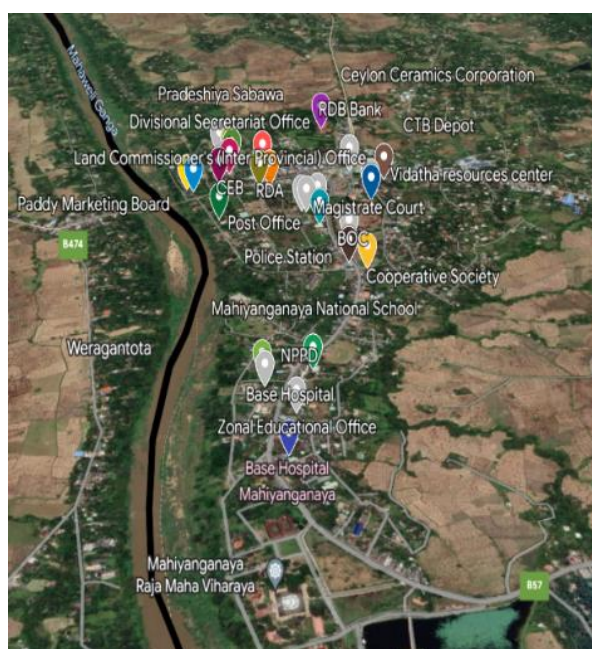
6.3.1.4 Proposed Administrative Service Plan

The proposed Administrative Services Plan aims to enhance administrative efficiency and effectiveness by introducing two distinct administrative zones within the city of Mahiyanganaya. Mahiyanganaya is experiencing rapid urbanization and population growth, which is leading to an increase in the demand for administrative services. The establishment of administrative zones will enable the decentralization of government and private services and functions, improve service delivery and decision-making, and provide a more friendly and efficient service to the people. This can be seen as the main objective to reduce traffic congestion in the city.

Key government offices such as the District Secretariat, Pradeshiya Sabha and other departments will be concentrated in these two zones. Infrastructure and facilities including office buildings, meeting facilities and common services will be developed to support administrative functions. Decentralisation of government services in the two zones strategically designated outside the central business district will enable the public to be provided with a more efficient service.

Selected government offices and service centers will be established within this zone to provide localized administrative support to surrounding communities. The administrative zone will improve accessibility to government services for residents of surrounding areas and promote equitable distribution of administrative resources. Development of modern office complexes and administrative buildings equipped with state-of-the-art facilities and technological infrastructure to support administrative functions. Provision of essential facilities such as parking facilities, public transport access and recreational spaces within the administrative zones is done through these zones. Implementation of digital government policies and e-governance solutions to enhance the efficiency and accessibility of administrative services for citizens.

The proposed Administrative Services Plan will enable the city to improve public service delivery, increase administrative efficiency, and meet the evolving needs of its residents and stakeholders by introducing two administrative zones to Mahiyanganaya.

Figure 6.9: Existing Spatial Locations Administrative services

Source: Uva Provincial Office, Urban Development Authority

6.3.2 Road and Transportation Service Plan

The preparation of the Roads and Transport Services Strategy is essential for the Mahiyanganaya Comprehensive Development Plan. The Roads and Transport Service Strategy includes road widening, realignment and construction of new roads to improve accessibility and connectivity based on traffic congestion, road conditions and connectivity to major destinations in Mahiyanganaya and surrounding areas, with a full understanding of the existing road infrastructure in the Mahiyanganaya area to identify areas that require infrastructure improvement, expansion or maintenance.

Improve public transport services to provide efficient and affordable options for residents and the public who come to get services. Increase the frequency and coverage of bus routes, especially in areas with high population density or which have the tourism potential. Implement traffic management measures to reduce congestion and improve road safety. It is important to install traffic signs, traffic signals and speed enforcement mechanisms to regulate traffic and ensure compliance with traffic laws.

Improve pedestrian safety by constructing sidewalks, cross lines, and pedestrian bridges at major intersections and high-traffic areas, and address the shortage of

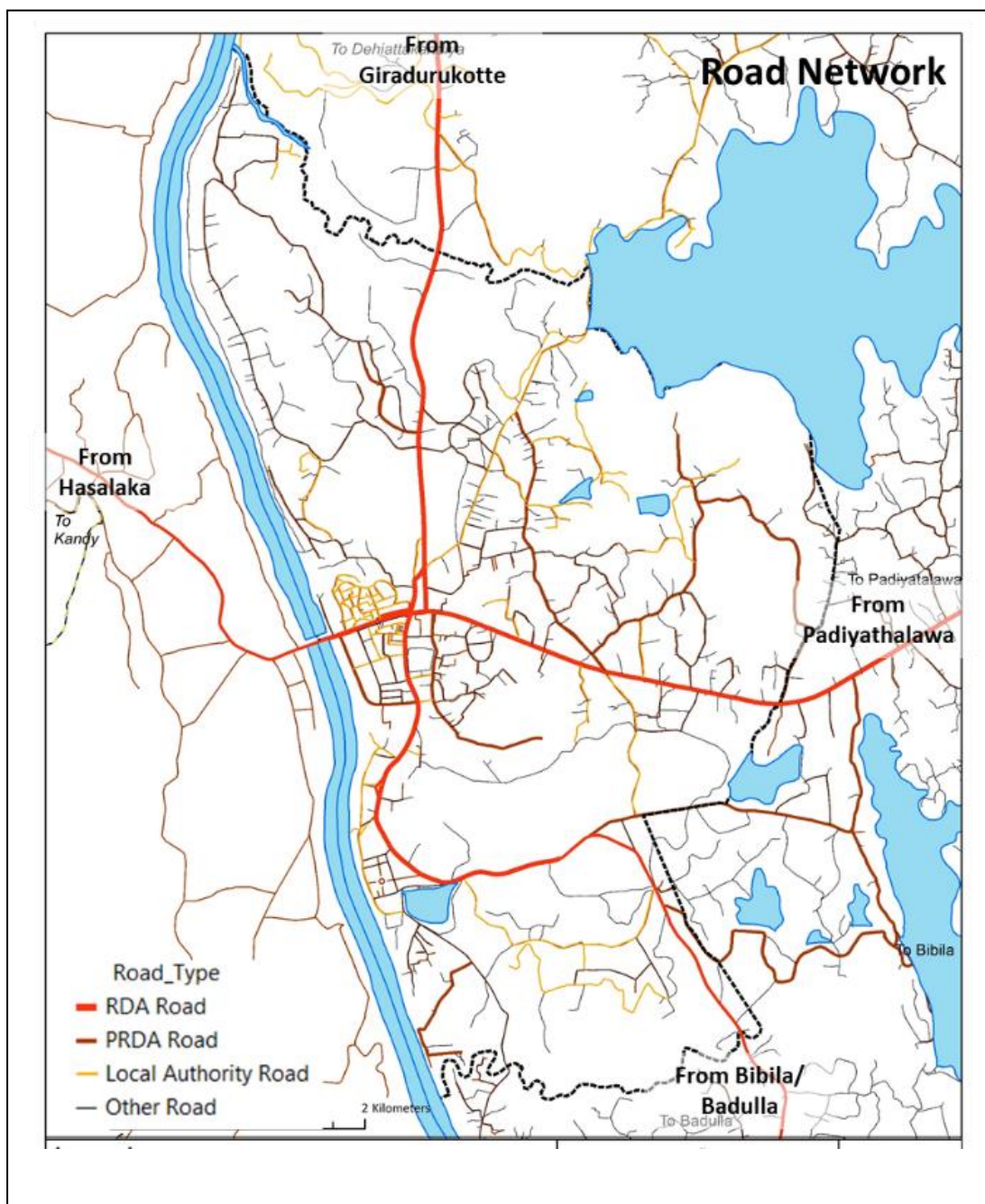
parking spaces by developing designated parking areas for cars, buses, and other vehicles. Provide parking facilities near major attractions, commercial centers, and public transportation hubs to encourage use and reduce on-street parking congestion. Ensure that road infrastructure and transportation services are accessible to people with disabilities and special needs. It is proposed to implement the Transport and Road Development Strategy by rearrange existing infrastructure with features such as ramps, tactile sidewalks, and wheelchair accessible facilities to improve accessibility.

To minimize these problematic conditions and to transform Mahiyanganaya into an urban area capable of accommodating both the resident and commuter population by 2035, it is essential to enhance the efficiency of the road network. Accordingly, a Network Centrality Assessment was conducted to calculate the existing traffic congestion and to identify the capacity of the existing road network.

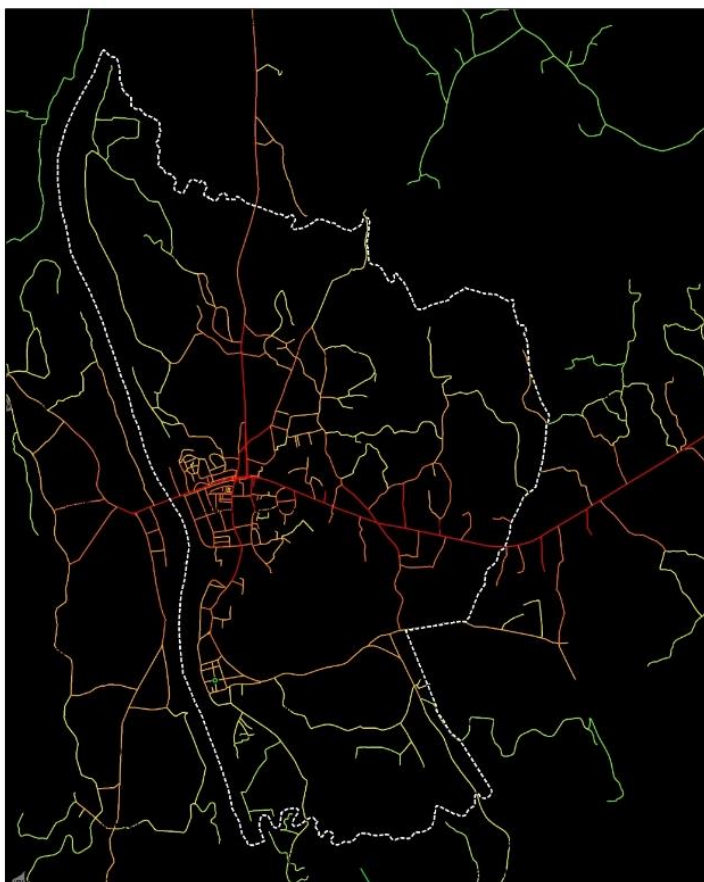
Through the Network Centrality Assessment, road intersections with high traffic attraction and high traffic frequency roads were identified. Accordingly, it was identified that, in order to reduce the existing traffic congestion within the city, it is appropriate to divert vehicular movements from highly attractive intersections to alternative routes with lower traffic volumes. To mitigate the above issues, the following strategies have been proposed .

By developing and implementing a road and transport service strategy tailored to the specific needs and priorities of Mahiyanganaya, the city can enhance its transport infrastructure, improve mobility options, and create a more sustainable and inclusive environment for both residents and the commuter population.

Map 6.1: Road Network of the Mahiyanganaya Planning area



Source: Uva Provincial Office, Urban Development Authority

Figure 6.10: Space Syntax analysis

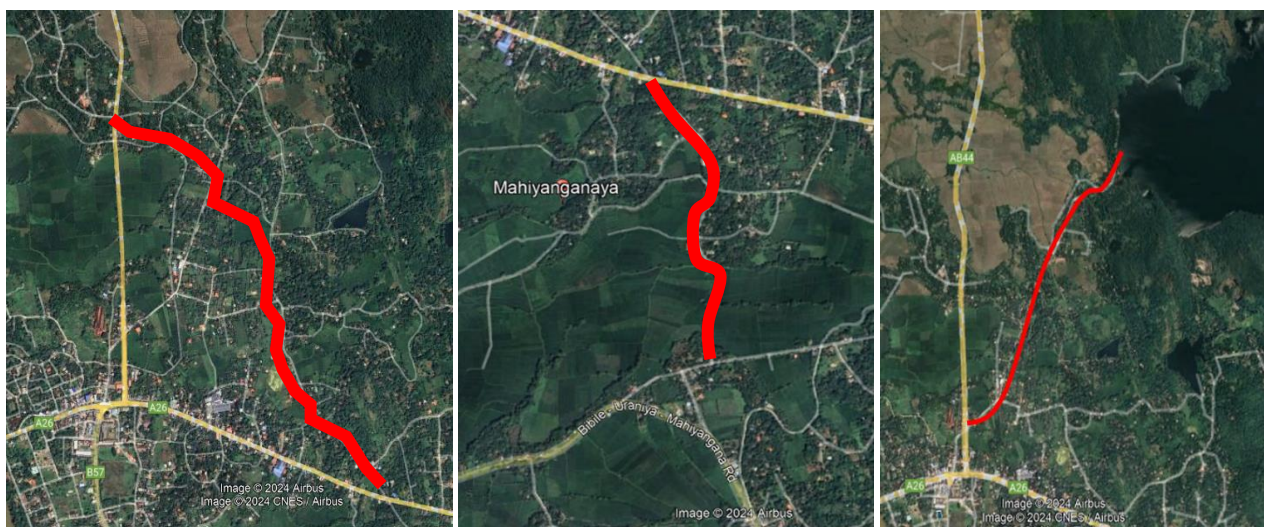
Source: Uva Provincial Office, Urban Development Authority

Strategy 1 - Improve connectivity

1. Redevelopment Roads.
2. Development of new alternative roads.
3. Introduction of a traffic management plan.
4. Development of pedestrian overpasses/ establishment of new access.
5. Introduction of bus stops and parking facilities (Park and ride).
6. Increasing the number of long distance bus services.

1. Redevelopment Roads

The redevelopment of roads in the Mahiyanganaya area is a crucial of improving transport infrastructure and connectivity within the region. This involves improving the condition of existing roads.

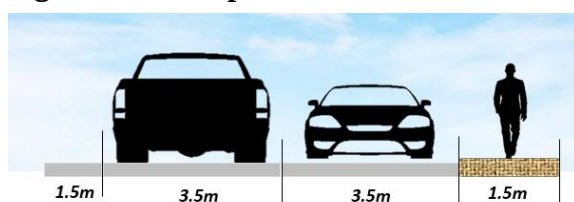
Figure 6.11: Redeveloping Roads

Source: Uva Provincial Office, Urban Development Authority

Table 6.2: Redeveloping Roads

Road	Distance
Kovilyayaa Junction to Girandurukotte Road	2.8 Kilometres
Kovilyaya Junction to Bibila Uraniya Road	1.5 Kilometres
Sorabora Wewa Road	2.67 Kilometres

Source: Uva Provincial Office, Urban Development Authority

Figure 6.12: Proposed cross section- Road development up to 10 meters

Source: Uva Provincial Office, Urban Development Authority

2. Development of alternative roads

Developing alternative roads by utilizing the existing road network in the Mahiyanganaya area is crucial to improve transport efficiency, reduce congestion, and enhance connectivity. The proposed approach for developing alternative roads in Mahiyanganaya focuses to improve the city's transport network by creating additional links through the effective use of existing roads. By providing alternative roads, it will

help to reduce traffic congestion, improve accessibility, and promote efficient transportation within and through the city.

In order to identify potential routes that can be utilized for alternative transportation, suitable options have been selected considering factors such as road capacity, connectivity, terrain, land use patterns and proximity to major destinations while selecting routes for development of the existing road network in the Mahiyanganaya area.

To create efficient and accessible alternative roads across the city, potential road sections that can be upgraded, widened, or rehabilitated were identified and selected to enhance their suitability as alternative routes. Infrastructure improvements are to be implemented along these selected road sections to improve their functionality. These include upgrading road surfaces, signage, markings, and safety features in order to enhance traffic flow, visibility, and safety for motorists, pedestrians, and cyclists.

To facilitate smooth traffic movement and mobility across the city, it is essential to seamlessly integrate alternative roads with the existing road network. By strategically connecting alternative roads to major destinations, activity centers, residential areas, industrial zones, and transport hubs, accessibility and overall connectivity can be significantly enhanced.

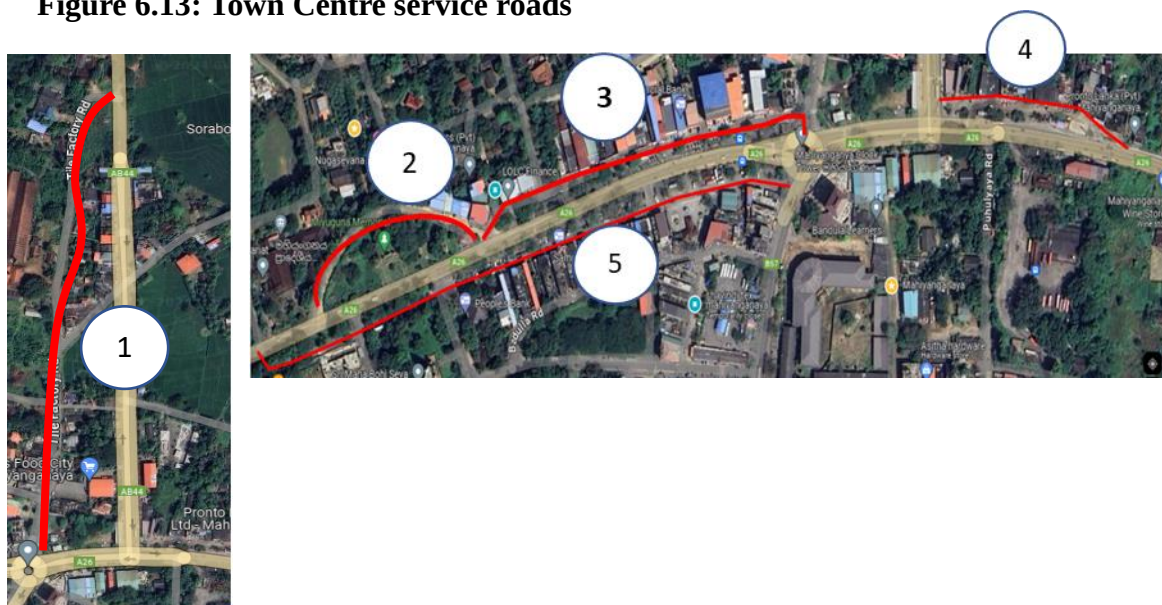
By developing alternative routes through the effective use of the existing road network in the Mahiyanganaya area, the city can enhance its transport infrastructure, optimize traffic management, and create a more resilient and sustainable urban mobility system that benefits residents, businesses, and the commuter population.

Table 6.3: Development of service roads in Mahiyanganaya town centre

Road	Distance
1. Tile Factory Road	618 meters
2. Semi-circular section behind Miyuguna Memorial statue	200 meters
3. Section from Miyuguna Memorial statue to Tile Factory Road	350 meters
4. Section from Girandurukotte - Padiyathalawa	180 meters
5. Section from Buddha Gaya Anuruwa to I.O.C Fuel Filling Station	450 meters

Source: Uva Provincial Office, Urban Development Authority

Figure 6.13: Town Centre service roads



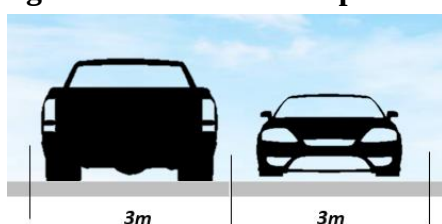
Source: Uva Provincial Office, Urban Development Authority

Table 6.4: Development of alternative roads in Mahiyanganaya city

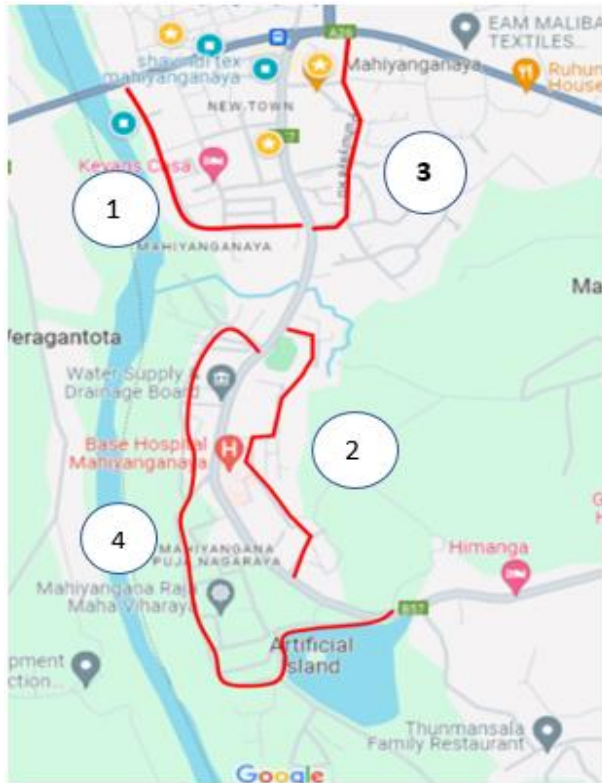
Road	Distance
1. Rest House Road	950 meters
2. Uyan watta Road	1.1 kilometers
3. Puhul Yaya Road	790 meters
4. Road around the sacred area	2.2 kilometers

Source: Uva Provincial Office, Urban Development Authority

Figure 6.14: Road development up to 6 meters



Source: Uva Provincial Office, Urban Development Authority

Figure 6.15: Town Center Alternative roads

Source: Uva Provincial Office, Urban Development Authority

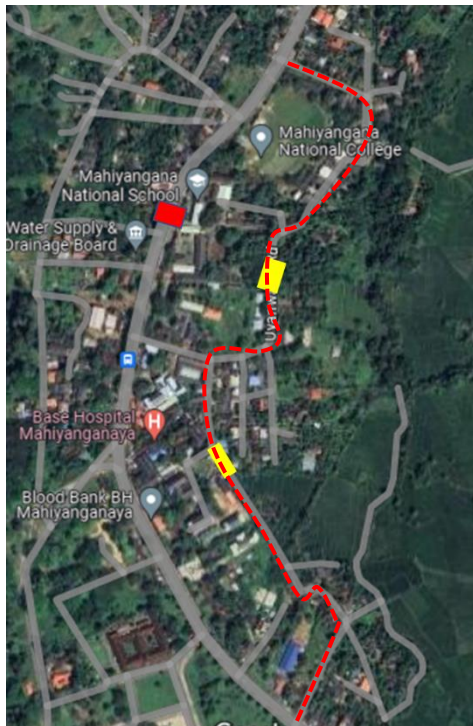
3. Introduce the Traffic Management Plan.

Introduce the vehicular circulation guidelines is essential to manage traffic movement in Mahiyanganaya town, to ensure road safety, and optimize transport efficiency. The proposed vehicular circulation guideline plan aims to establish a framework for traffic management and the enhancement of road safety within the Mahiyanganaya area. Through the implementation of clear guidelines and regulations, the plan seeks to improve traffic flow, reduce congestion, and promote safe and efficient vehicle movement within the city. A key objective of this plan is to minimize disruptions caused during the entry and operation of buses at the bus stand.

4. Development of pedestrian overpasses/establishment of new access

The development of pedestrian flyovers and the establishment of new entrances to the Base Hospital and National School using alternative routes in the Mahiyanganaya area will improve pedestrian safety, accessibility and connectivity. By identifying key pedestrian crossings and high-congestion areas that require improved safety and connectivity, and by designing pedestrian flyovers spanning major roads, intersections, and busy corridors, pedestrians will be able to move safely without disrupting vehicular traffic.

Figure 6.16: Development of pedestrian overpasses



Source: Uva Provincial Office, Urban Development Authority

It is proposed to establish new access roads to the Base Hospital and the National School, increase accessibility and introduce suitable locations along alternative roads to reduce congestion at the existing access points. Considering safety, convenience and efficient traffic movement, new access points to the Base Hospital and the National School can be developed along the existing alternative roads. It is proposed to construct new entrances to facilitate easy entry and exit for patients and students. By developing pedestrian flyovers and establishing new entrances to the Base Hospital and the National School using alternative roads at

Mahiyanganaya, the city can create a more efficient and integrated transport network that meets the needs of residents and students who

come to these places on a need basis.

5. Introducing bus stops and parking facilities and introducing the park and ride concept.

The proposal includes the necessary locations for park buses upon arrival at their destinations. By introducing safe vehicle parking facilities in Mahiyanganaya, the plan aims to enhance transport accessibility, reduce traffic congestion, and promote sustainable travel alternatives. For these park and ride facilities, a strategic location has been identified within Mahiyanganaya that can be easily accessed from main roads and public transport routes. This focuses on the convenience of people who use their own transport.

It is planned to provide a park-and-ride facility to accommodate a significant number of vehicles with designated parking spaces for passengers. The facility is expected to be well-lit, securely fenced, and manned with surveillance cameras and security guards to provide a safe environment for parked vehicles and passengers.

By introducing secure parking facilities and promoting the concept of park-and-ride within the Mahiyanganaya, this can provide opportunities for commuters to safely park their vehicles and use public transport services, providing an efficient, convenient and sustainable alternative, thereby reducing traffic congestion, improving air quality and improving the overall quality of life within the city.

Figure 6.17: Development of pedestrian overpasses



Source: Uva Provincial Office, Urban Development Authority

6. Increasing the number of long-distance bus services

The following strategies can be implemented to increase the number of long-distance bus services from Mahiyanganaya, to enhance service quality, and improve accessibility for residents.

It is proposed to provide facilities for long-distance travel to and from Mahiyanganaya based on a comprehensive study of the existing bus routes and passenger demand. Priority for service expansion will be given to routes with limited facilities, areas with high demand, and locations with restricted transport options. Private bus operators, transport companies, and government institutions are expected to be prioritized to expand long-distance routes and increase the number of bus services. Additionally, it is proposed to allocate extra buses and resources to meet the growing demand for both intercity and long-distance travel.

To ensure efficient and reliable service for passengers traveling from Mahiyanganaya to popular destinations outside the town, bus routes and schedules should be clearly displayed and publicized. Enhancements along long-distance routes including bus terminals, stops, and supporting infrastructure will accommodate growing passenger volumes and improve comfort. Increasing the number of long-distance bus services from Mahiyanganaya will contribute to the region's economic development while improving transport accessibility, connectivity, and mobility options for residents, tourists, and passengers.

6.3.3 Water supply plan

1. Establish new water supply system within the identified urban areas and update the pipeline system.

The daily water consumption is 7260 cubic meters and the daily release is 6500 cubic meters. The following strategy can be implemented to provide new connections covering the urban area through the Mahiyanganaya Water Supply Plan by maintaining daily water supply at 10,000 cubic meters.

Under the proposed strategy for water supply expansion, areas requiring new water connections are identified by assessing urban water demand, population growth projections, and existing infrastructure. Priority will be given to the Grama Niladhari

divisions of Mahiyanganaya town, Pooja town, and Wewgampaha and Sorabora to implement the expansion effectively.

Priority has been given to areas within the urban area that are currently underserved or experiencing rapid development for the provision of new water connections. It is important to expand water supply infrastructure to identified priority areas, including pipeline networks, distribution networks and service connections. It is important to educate residents about the importance of access to clean water and to prioritize and implement projects promptly.

This water supply plan has been developed by giving attention to water quality, pressure, blockages, and overall system performance. As part of the plan, the existing pipeline network supplying water in the Mahiyanganaya area will be upgraded to enhance the efficiency of water distribution.

Promote the water stewardship practices, by public awareness campaigns, and community engagement initiatives to foster a culture of responsible water use and management among urban residents..

By implementing this strategy to provide new water connections covering the Mahiyanganaya urban area, the city can improve access to safe and reliable water supply services, improve public health and hygiene, and support sustainable urban development and growth.

2. Ensure the water quality in residential areas

With regard to the minimum plot size of 10 perches, the formulation of regulations to ensure water quality in residential areas requires a multidisciplinary approach in order to safeguard water resources and protect public health.

Within the designated area, a minimum plot size of 10 perches is required for residential development. Establishing a minimum plot size helps prevent overcrowding, allows adequate space for housing and associated facilities, and reduces pressure on water supply and sanitation infrastructure.

It is possible to maintain parameters for key indicators such as microbial contamination, chemical contaminants, turbidity, pH level and residual chlorine to assess water quality compliance and ensure that water supplied to residential areas meets regulatory requirements for purity, safety and potability.

It is important to install on-site wastewater treatment systems, such as septic tanks or sewage treatment plants, to manage household waste and prevent groundwater contamination.

Implementing effective stormwater management measures to prevent drainage pollution and protect water quality in residential areas. This will enable monitoring and enforcement of water quality regulations, minimum lot size requirements, and infrastructure standards.

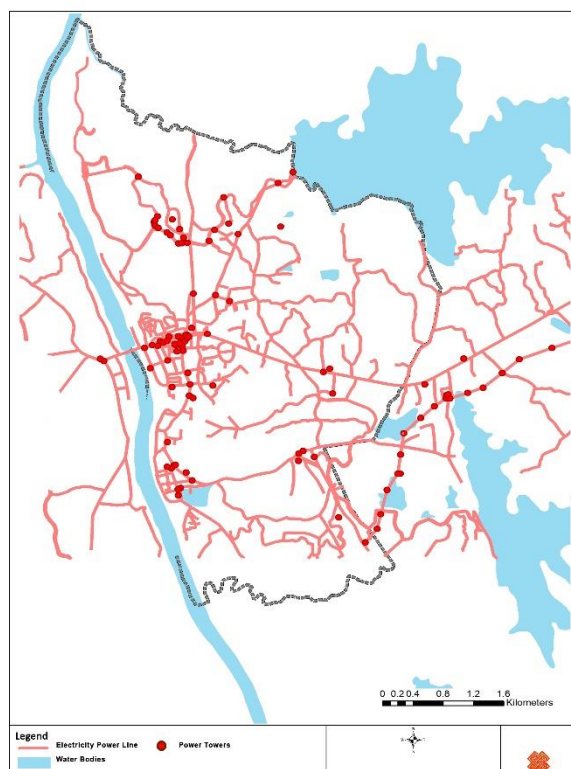
By formulating regulations to ensure water quality in residential areas particularly through the enforcement of a minimum plot size of 10 perches local authorities can effectively manage growth while safeguarding public health and environmental integrity, protecting water resources, and promoting sustainable development.

6.3.4 Electricity supply and data cable plan

In order to meet future electricity demand, it is necessary to implement proposed power supply plans at the regional level. In particular, the following measures can be adopted to address the power supply planning requirements of the Mahiyanganaya area, ensuring coverage of the urban area supplied through a 132/33 kV substation. The planning process has focused on the existing electricity supply of the Mahiyanganaya urban area, including the 132/33 kV substation, distribution network, transformers, and transmission lines. An analysis of current and projected electricity demand trends within the urban area has been undertaken to identify different zones and determine capacity and distribution requirements, with the objective of providing a reliable and uninterrupted power supply to residents and businesses.

The location and capacity requirements for additional substations, transformers, and distribution lines have been identified to prepare a plan to expand the electricity distribution network covering the urban area in order to meet the increasing electricity demand in the urban urban area.

**Map 6.2 : Electricity supply
Mahiyanganaya**



Source: Uva Provincial Office, Urban Development Authority

Design the distribution network layout to ensure efficient and reliable electricity distribution within the urban area. Distribution lines, feeder circuits and substations should be optimally maintained and upgraded to minimize voltage drops, reduce losses and improve power quality for consumers.

By effectively covering the urban area through the Mahiyanganaya electricity supply plan, a reliable, safe, and uninterrupted power supply can be ensured to support residents and businesses in their daily activities, economic development, and the improvement of overall quality of life.

It is planned to generate electricity through the installation of solar panel systems on the rooftops of selected residential, commercial, and institutional buildings. The utilization of solar energy for electricity generation in the Mahiyanganaya area will reduce dependence on fossil fuels, minimize greenhouse gas emissions, and enhance energy security, while promoting economic development, environmental sustainability, and resilience to climate change.

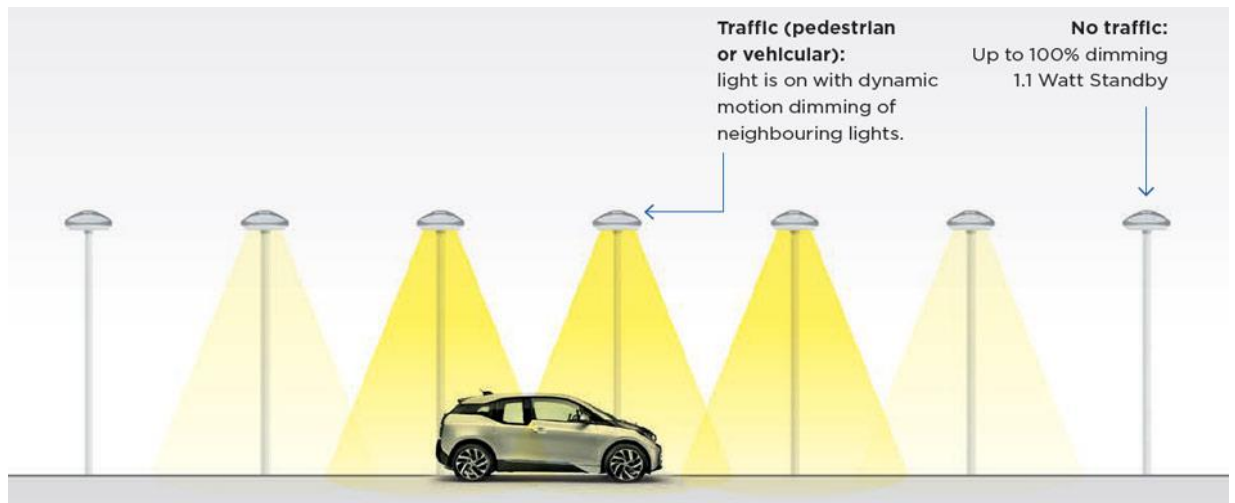
1. Street lighting

The concept of Smart Intelligent Street Lighting is proposed for road illumination. The proposed main roads and linear commercial areas should be equipped with street lighting designed in accordance with this advanced technology.

This includes the promotion of solar-powered street lamps, enabling sustainable utilization of energy within the urban area.

2. Smart Motion-Sensor Street Lighting Control Systems

Figure 6.18: Smart Motion-Sensor Street Lighting



Source : From the internet, 2024

3. Construction of floating solar power plants on the surface of the water

The establishment of floating solar power plants in the Mahiyanganaya area, by utilizing reservoirs such as Soraborawewa, Ulhitiya, Lokgal Oya and Dambarawa, will enable the utilization of renewable energy resources and promote sustainable development.

A comprehensive feasibility study will be conducted to assess the technical, environmental and economic feasibility of installing floating solar power plants in the Soraborawewa, Ulhitiya, Lokgal Oya and Dambarawa reservoirs to select the most suitable option. Suitable locations within the reservoirs can be suggested based on factors such as water depth, surface area, solar exposure, proximity to existing infrastructure and environmental considerations.

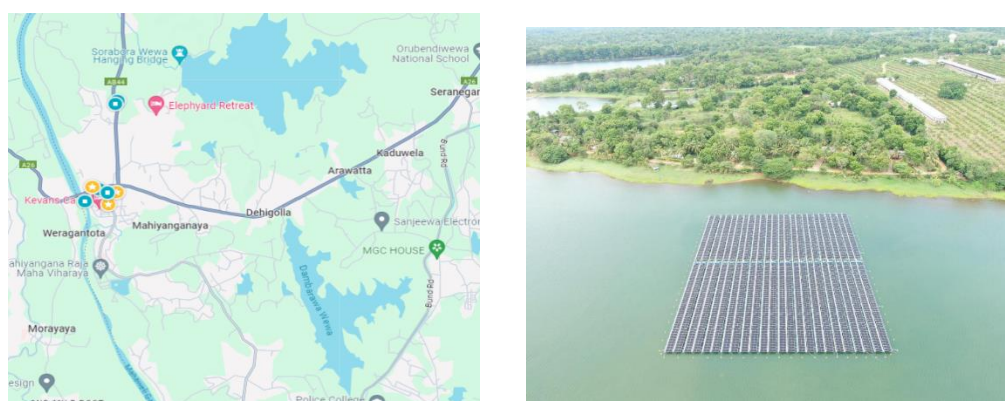
Obtain the necessary licenses, approvals and environmental permits from relevant regulatory authorities including the Department of Irrigation, Central Environmental Authority and other government agencies ensuring compliance with local regulations, environmental standards and safety requirements throughout the design, construction and operational phases of floating solar projects..

Select the most suitable floating solar photovoltaic (PV) technology and equipment based on the specific characteristics and conditions of each reservoir, taking into account factors such as water depth, wave activity, and wind exposure.

It is essential to coordinate construction activities with regional stakeholders, authorities, and local communities to minimize disruptions, resolve issues, and ensure compliance with safety and construction standards. Additionally, establishing a comprehensive operations and maintenance system is crucial to guarantee reliable and efficient performance throughout the operational lifespan of floating solar power plants.

The implementation of this plan to establish floating solar power plants in the Soraborawewa, Ulhitiya, Lokgal Oya and Dambarawa reservoirs will enable Mahiyanganaya to tap into its renewable energy potential, reduce its dependence on fossil fuels, mitigate the impacts of climate change and contribute to the Sustainable Development Goals. This will enhance the energy security and resilience of the region.

Figure 6.19: Solar systems



Land extent Acres - Dambarawa Wewa- 550 , Sorabora Wewa- 1000

Source: Uva Provincial Office, Urban Development Authority

4. Establish the internet facilities covering the entire Mahiyanganaya urban area

Focusing on the existing internet infrastructure, fiber optic cables, wireless networks and telecommunications infrastructure in the Mahiyanganaya urban area, it will be possible to identify gaps and areas where current internet coverage and connectivity

levels are limited or inaccessible. Options such as fiber optics, fixed wireless broadband, satellite internet and mobile broadband can be used to provide high-speed internet services to residents and businesses. Establish public-private partnerships (PPPs) to leverage the expertise, resources and investments of the private sector to expand internet access and improve connectivity in the urban area.

By establishing internet infrastructure in the Mahiyanganaya area and ensuring full coverage of the Mahiyanganaya urban area, the city can open up opportunities for economic development, education, healthcare, and social inclusion while empowering residents and businesses to thrive in the digital age.

6.3.5. Solid Waste Management Plan

1. Effective planning and management of solid waste collection in the identified urban area of Mahiyanganaya

Segregation of solid waste generated in the Mahiyanganaya urban area into organic, recyclable, and non-recyclable materials. Recycling programs and collection points should be established for recyclable materials such as paper, plastics, glass, and metals. Collection should be limited to the immediate vicinity of designated pilot areas.

2. Streamline the management of the current solid waste disposal site

The proposed strategy is to properly manage the existing open garbage dump in the Mahiyanganaya area and introduce new methods to minimize waste.

The existing open dumpsite, including its location, size, environmental impact and operational practices, can be managed well by focusing on understanding it. Improvements such as waste segregation, odor control, leakage management and site rehabilitation can be applied for this. It is proposed to remediate the existing open dumpsite to minimize environmental pollution and public health risks.

A new engineered facility equipped with liners, leachate collection systems, and gas recovery systems is proposed to restore environmental balance and prevent groundwater and air pollution. The project envisions a short-term transition from open

dumping to a sanitary landfill system to ensure proper waste disposal and containment.

By introducing waste minimization strategies to reduce the amount of waste sent to landfills and promote sustainable waste management practices, it is possible to quickly start composting and recycling organic waste on this site.

By implementing this comprehensive strategy to properly manage the existing open dumpsite and introducing new methods to reduce waste in the Mahiyanganaya area, the Pradeshiya Sabha can minimize environmental pollution, reduce the amount of waste, and promote sustainable development and community well-being.

Figure 6.20: Existing Dumping Yard



Source: Uva Provincial Office, Urban Development Authority

3. Conducting public awareness workshops

Conducting public awareness workshops on waste segregation and reduction by applying concepts such as the 3R principle (Reduce, Reuse, Recycle), and fostering a circular economy in the Mahiyanganaya area, can be identified as an effective approach to engaging the community in sustainable waste management practices.

Obtaining support from representatives of local authorities, environmental organizations, community groups, and educational institutions to organize workshops, and providing information on waste segregation and reduction by incorporating key concepts such as the 3R principle, economic principles, and sustainable consumption practices.

This includes organizing interactive workshop sessions such as presentations, discussions, group activities, and practical demonstrations to raise participants' awareness of waste segregation methods, recycling techniques, and sustainable lifestyle choices.

By organizing public awareness workshops on waste segregation and reduction in the Mahiyanganaya area using concepts such as the 3R principle and circular economy principles the Local Authority can empower residents, business owners, and community stakeholders to adopt sustainable waste management practices, minimize environmental impacts, and actively contribute to environmental protection.

4. Use GPS systems for garbage collection

The use of Geographic Positioning Systems (GPS) for waste collection in the Mahiyanganaya area can significantly increase the efficiency and effectiveness of waste management operations.

By installing GPS devices in waste collection vehicles, vehicle movement monitoring can be used to track real-time location, speed, and route information, ensure adherence to designated collection routes, and optimize routing efficiency. GPS data and route optimization software can be utilized to generate optimal collection routes based on factors such as collection points, traffic conditions, and service priorities. This enables dynamic route planning to respond to changing conditions such as traffic

congestion, road closures, or new waste collection requests thereby minimizing travel time and fuel consumption. In addition, providing training and capacity-building programs for waste collection staff, supervisors, and administrative personnel on the use of GPS technology for waste collection and route optimization, as well as fostering collaboration and knowledge-sharing among stakeholders including government institutions, technology providers, and community organizations can be identified as a means of strengthening institutional capacity for GPS-enabled waste management solutions.

By utilizing Global Positioning System (GPS) technology for waste collection in the Mahiyanganaya area, the Local Authority can streamline waste management processes, optimize resource utilization, and enhance service delivery to residents, while promoting environmental sustainability and community well-being.

5. Take actions to minimize the use of polythene in the city (National Environment Act No. 47 of 1980)

Various communication channels including posters, advertisements, social media and community events can be used to educate the public, residents, businesses and service providers about the environmental impact of polythene use, and to minimize its use.

Encourage the use of eco-friendly alternatives to polythene such as reusable bags, paper packaging, cloth wrappers and biodegradable materials. Collaborate with local businesses, retailers and vendors to promote the availability and affordability of alternative packaging options and encourage consumers to make sustainable choices. Enforce existing regulations to restrict the production, sale, distribution and use of single-use polythene bags and packaging materials. Implement penalties, fines or taxes for non-compliance with polythene reduction measures to discourage indiscriminate use and disposal of polythene products. Engage with stakeholders including government agencies, community leaders, business associations and environmental organizations to garner support for polythene reduction initiatives. Incorporate environmental education and awareness programs into school curricula and community service activities to instill values of conservation and sustainability from an early age. Organizing workshops, seminars and interactive sessions on the

importance of waste reduction, recycling and responsible consumption practices in schools, colleges and vocational training centers.

The establishment of polythene-free zones or environmentally friendly markets in the Mahiyanganaya urban area where businesses are committed to use only sustainable packaging materials can be highlighted as an effective initiative. By implementing these measures to reduce the use of polythene in the Mahiyanganaya urban area, this strategy can contribute to reduce environmental pollution, protect natural resources, and promote a culture of sustainable and responsible consumption among residents and businesses.

6. Promote compost production using biodegradable waste within individual households

Promoting compost production and encouraging residents to use compost can significantly contribute to minimize organic waste generation in the Mahiyanganaya area, improve the soil condition, and support sustainable farming practices.

Organize the educational workshops and training sessions to aware residents about the benefits of composting including reducing organic waste sent to landfills, producing nutrient-rich soil, and promoting healthy plant growth. Provide practical demonstrations and guidance on different composting methods such as aerated composting, vermicomposting, and Bokashi composting suitable for various household sizes and garden types. Starter compost kits or compost bins can be distributed to interested residents at subsidized rates or as part of community outreach programs to encourage adoption.

To facilitate the composting process and encourage participation, provide essential materials and resources such as compost bins, aeration tools, instructional guides, and compostable waste like kitchen scraps. Promote compost production as a simple and effective way to reduce household waste and support sustainable gardening practices by guiding individuals on promotional and awareness activities.

To promote compost production and engage community members in composting activities, collaboration can be established with local environmental organizations, gardening societies, schools, and youth groups. Implementing these approaches to

encourage residents to produce and use compost in their own households can help minimize organic waste generation in the Mahiyanganaya area, enhance soil fertility, and foster a culture of environmental awareness and sustainable living among its residents.

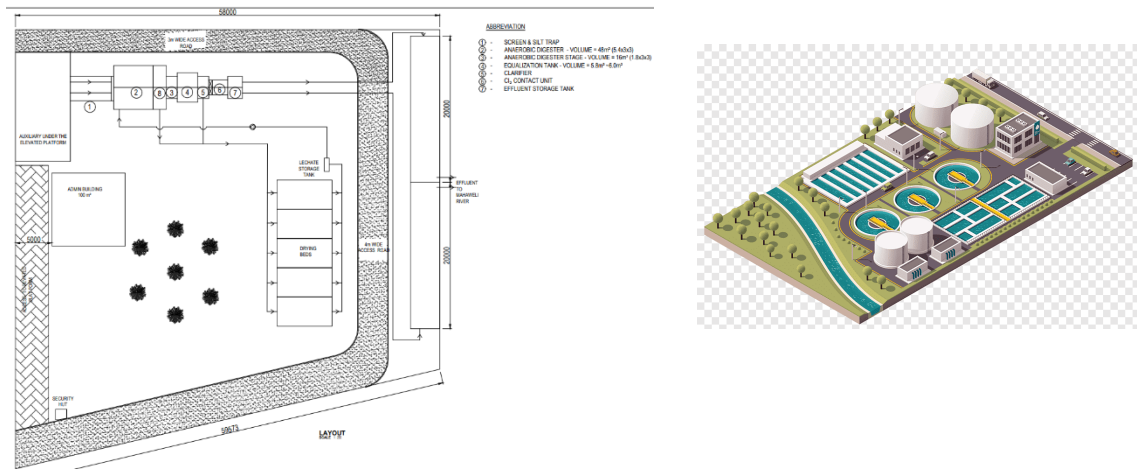
6.3.6. Sewerage Management plan

According to the Mahiyanganaya sewage management plan, a sewage treatment plant is proposed to be established. A suitable site for the plant has been identified by utilizing a portion of the currently proposed solid waste management site. Factors such as land availability and environmental considerations were considered to determine an appropriate location. Feasibility studies, evaluations, and environmental impact assessments have been done by the National Water Supply and Drainage Board to ensure compliance with assessment and regulatory requirements.

To treat wastewater efficiently and minimize environmental pollution, the plant will incorporate appropriate treatment technologies, including anaerobic digestion, aerobic treatment, water removal, and the use of biocides, applying physical, chemical, and biological treatment processes such as screening, sedimentation, activated sludge, and biocidal treatment to meet the expected effluent quality standards.

Odor and gas emissions generated during the treatment process will be controlled through biofilters, chemical scrubbers, and ventilation systems, while parameters such as hydrogen sulfide (H₂S) levels and volatile organic compounds (VOCs) will be monitored to ensure compliance with air quality standards and to safeguard the health and safety of workers and nearby residents. Discharge into the Mahaweli River is carried out in accordance with regulatory requirements, waste disposal standards and environmental permits.

By implementing the proposed sewage treatment plan in the Mahiyanganaya area, it is possible to improve sanitation, protect water resources, and promote public health and environmental sustainability in the region.

Figure 6.21: Proposed Sewage Treatment Plant Layout Plan Mahiyanganaya

Source : National Water supply & Drainage Board, 2024

6.3.7 Stormwater Management Plan

1. Prepare a proper drainage system for the city center

A systematic canal network has been developed by identifying the existing drainage conditions in the Mahiyanganaya town center and areas at risk of flooding. In designing the canal system, factors such as topographic data, soil characteristics, land use patterns, and hydrological conditions are taken into consideration. Proper planning should be done to optimize the performance and efficiency of the drainage system under different rainfall intensities and flow conditions. To prevent blockages, obstructions, and system failures, regular cleaning, sediment removal, and proper maintenance of the drainage network are essential.

By implementing a stormwater management plan in the Mahiyanganaya town center, it is possible to minimize flood risks, protect infrastructure and property, and enhance the overall resilience and livability of the urban environment.

2. Promotion of rainwater management in development activities within residential areas

As part of Mahiyanganaya's development initiatives, promoting rainwater harvesting systems in residential areas can help mitigate water scarcity, reduce dependence on piped water supply systems, and enhance resilience to rainfall variability and climate change. To raise public awareness about the benefits of rainwater harvesting including water conservation, cost savings, and environmental sustainability—workshops, seminars, and community meetings can be conducted to educate residence on the principles, technical methods, and advantages of such systems. Additionally, providing technical support and assistance enables residence to design, install, and maintain rainwater harvesting systems tailored to their specific needs and conditions.

Provide design guidelines, manuals and advisory programs to assist residents in selecting appropriate rainwater harvesting technologies such as rooftop water catchment systems, storage tanks and filtration units..

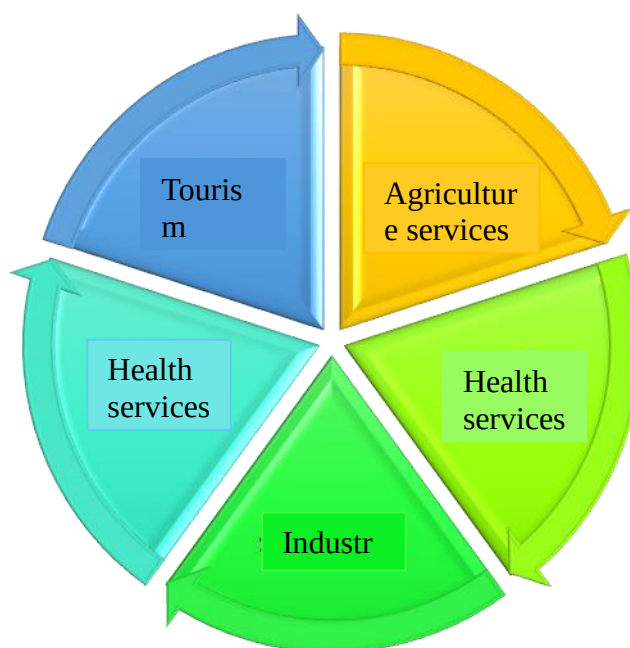
This approach can be implemented by collaborating with government agencies, non-governmental organizations, and financial institutions to establish funding programs or microfinance schemes, facilitating access to financial support for rainwater harvesting projects. Demonstration projects and model houses equipped with rainwater harvesting systems can showcase proper designs and effective practices, providing the community with a clear understanding of the potential and benefits of rainwater harvesting.

Promoting rainwater harvesting and fostering community participation can be achieved through partnerships with local authorities, community organizations, schools, and religious institutions. Implementing this approach to advance rainwater harvesting systems in residential areas of the Mahiyanganaya region will enable the local authority to utilize rainwater as a valuable resource, enhance water security, and build community resilience against water scarcity and climate variability.

6.4 Economic Development Strategy

The Mahiyanganaya City Development Plan 2035 aims to make Mahiyanganaya a strong economic center in the region. The city's economy is mainly divided into five sectors: tourism, agriculture, health services, commercial services and industry. The city's functioning can be observed to rely heavily on these sectors.

Figure 6.22: Key economic sectors



The plan aims to promote the diversification of economic activities by supporting the growth of commercial services, industry, tourism, agricultural services, and healthcare services.

The plan emphasizes to promote to establish the new businesses and industries in emerging sectors while maintaining traditional economic activities. Investments are encouraged in tourism promotion initiatives and infrastructure development projects to attract more visitors to Mahiyanganaya. To enhance the overall visitor experience, tourism-related facilities such as accommodation, restaurants, recreational attractions, and cultural heritage sites will be developed. Support will be provided to improve the efficiency and effectiveness of agricultural innovations and modernization initiatives, promote sustainable farming practices, and strengthen value chains. Farmers will be given access to technology, training, financial assistance, and market linkages to

increase crop yields, diversify production, and enhance income levels. To meet the growing population's needs, healthcare services and facilities will be expanded, improving access to quality healthcare. Hospitals, clinics, diagnostic centers, and medical infrastructure will be developed and upgraded to provide comprehensive health services for both residents and visiting populations.

The plan focuses on enhancing infrastructure and connectivity within Mahiyanganaya and its surrounding areas to support commercial, trade, and economic activities. Roads, transportation networks, utilities, and digital infrastructure will be improved to increase accessibility, efficiency, and competitiveness. Targeted marketing initiatives, investment forums, and trade exhibitions will actively promote Mahiyanganaya investment opportunities to both domestic and international investors. Develop partnerships between the public and private sectors to jointly finance and implement economic development projects, infrastructure initiatives and business ventures. Strengthen the skills development programmes and vocational training programmes to equip the local workforce with the skills needed to succeed in emerging sectors and industries. Integrate environmental sustainability principles with economic development strategies and practices to reduce environmental impacts and improve resilience to climate change.

By implementing these strategies and initiatives, Mahiyanganaya will be able to strengthen its position as a vibrant economic hub, create opportunities for sustainable growth and prosperity, and improve the quality of life of its residents.

6.4.1 Agricultural Development Plan

1. Conserve the paddy lands through zoning plan

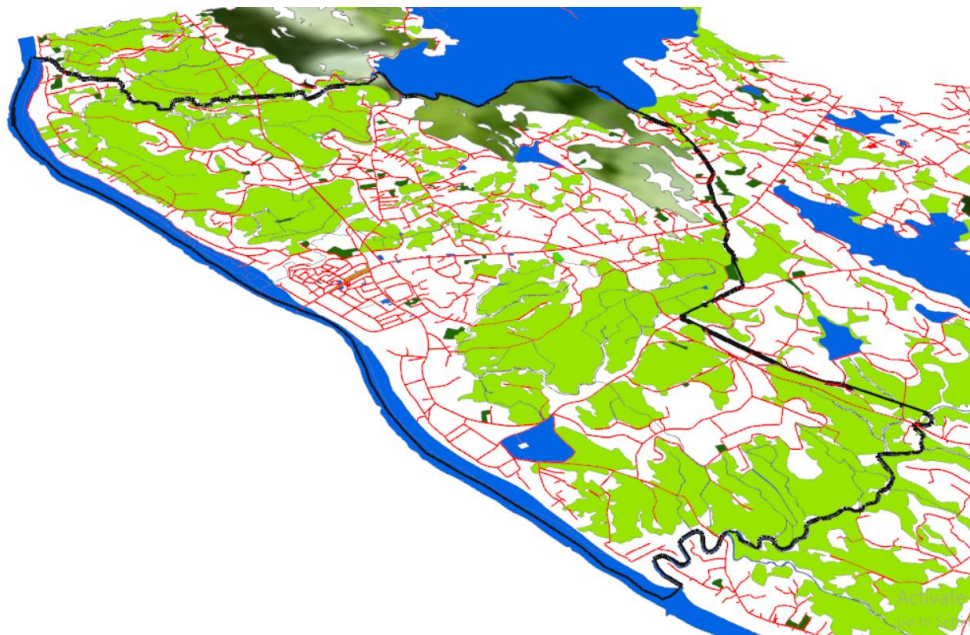
Considering the dependence of Mahiyanganaya on agriculture and the significant contribution of paddy production to Uva Province, it is essential to implement a paddy conservation through the zoning plan to protect agricultural livelihoods and ensure food security. (250 ha)

The specific areas for paddy conservation have been identified and mapped within the Mahiyanganaya area based on factors such as soil quality, water availability and historical land use.

Zoning regulations are established to protect paddy fields, ensuring their long-term viability for agricultural purposes. These paddy conservation zones can be regulated by enforcing strict land use policies to prevent conversion of agricultural lands to non-agricultural uses such as special paddy fields, urbanization or industrialization. The use of paddy lands for other uses is minimized by maintaining and improving irrigation infrastructure to ensure efficient water management and sustainable paddy cultivation. Changes in land use patterns and compliance with zoning regulations are monitored through the proposed development plan.

Implementing extensive paddy land conservation through the Mahiyanganaya zoning plan will help preserve the region's agricultural heritage, promote sustainable land-use practices, contribute to regional food security and economic development, and ensure the continued prosperity of local farming communities.

Figure 6.23: Existing agricultural lands



Source: Uva Provincial Office, Urban Development Authority

2. Introduce the agricultural production management methodology

Introducing an agricultural production management system in the Mahiyanganaya area, focusing on increasing crop yields and optimizing cultivation practices, could greatly enhance agricultural productivity in the region.

By considering existing agricultural practices, soil conditions, water availability, and crop selection, the plans can be developed for each agricultural land parcel, enabling the implementation of targeted strategies to maximize productivity and optimize resource utilization.

Provide guidance on selecting appropriate crop varieties based on soil type, climatic conditions and market demand. Promote crop rotation practices to prevent soil erosion, reduce pest and disease pressure and improve overall soil health. Provide soil testing services to farmers to assess nutrient levels, pH balance and soil condition. Recommendations can be made for soil amendments such as organic matter or mineral fertilizers to overcome nutrient deficiencies and increase soil fertility. Implement efficient irrigation systems such as drip irrigation or sprinkler systems to optimize water use and reduce water wastage. Provide training to farmers on proper irrigation scheduling, moisture monitoring and water conservation techniques.

Conduct pest and disease monitoring programs to identify potential threats to crops. Encouraging farmers to adopt Integrated Pest Management (IPM) strategies including biological control methods, cultural practices, and the judicious use of pesticides to minimize crop damage.

Provide training programme on best practices for crop management, including proper planting techniques, weed management, and crop nutrition, along with recommendations for the timely application of fertilizers, pesticides, and other inputs to optimize crop growth and development. Develop strategies to minimize the impacts of climate variability and extreme weather events on agricultural production.

Promote climatic agricultural practices such as agroforestry, cover cropping and mulching to improve resilience to climate change. Adopting technology and innovation can be seen as a very important strategic component. Introducing modern agricultural technologies and digital tools such as remote sensing, precision

agriculture and mobile applications to improve farm management practices. Drone technology is one example for this.

Facilitate access to agricultural machinery, equipment and tools to streamline farm operations and increase efficiency. Provide support in accessing markets, negotiating fair prices and establishing market linkages for agricultural products. Establish monitoring and evaluation mechanisms to track progress, measure performance and identify areas for improvement, in order to increase the market value of agricultural products and increase farmer income. Also, the freshwater fishing industry is present in the area and between 70 and 75 families are engaged in the freshwater fishing industry.

By implementing an agricultural production management system in the Mahiyanganaya area that focuses on increasing crop yields and optimizing farming practices, farmers can be empowered with the necessary knowledge, tools, and resources to enhance agricultural productivity, strengthen food security, and promote sustainable rural development.

Figure 6.24: Existing agricultural methods mahiyanganya



Source: Uva Provincial Office, Urban Development Authority

3. Private sector product outlets (agricultural equipment and sales centers (fertilizers/agrochemicals))

Mahiyanganaya and its surrounding areas possess a significant surplus of agricultural production and function as an important transportation hub. The area is well connected through an extensive road network that enables easy access to the Central, Uva, Eastern, and North Central Provinces. In addition, the availability of extensive flat land with adequate space further strengthens its development potential.

At present, with the improvement of the road network and the rapid growth of the tourism sector, there is a high demand for agricultural products produced in this region. For example, the construction of a large number of tourist hotels has led to an increase in tourist arrivals, thereby generating a growing demand for food supplies. The Uva Province has the capacity to make a substantial contribution toward meeting this demand. Furthermore, there is strong demand in international markets for various agricultural products such as spices, vegetables, and fruits. By producing agricultural commodities that are currently imported within this province, it is possible to save foreign exchange while simultaneously increasing the income levels of the local population. Examples include big onions and dried chilies. A large extent of land currently remains uncultivated or underutilized, and by developing these lands, there is significant potential to increase agricultural production.

4. Establish value-added industries for agricultural crops.

The establishment of value-added industries for agriculture in the Mahiyanganaya area will significantly boost the local economy, increase farmer income, and enhance the competitiveness of agricultural products. The establishment of value-added industries for agriculture is scheduled to be carried out on the site of the proposed economic center.

Identify high-demand agricultural products with value-adding potential such as fruits, vegetables, spices and specialty crops. Establish the processing and packaging facilities equipped with modern machinery and equipment for cleaning, sorting, grading and packaging of agricultural products..

It is important to ensure compliance with food safety standards, quality control measures, and hygiene practices to maintain product integrity and safety.

Opportunities for product diversification and innovation can be enhanced by introducing new food products, beverages, spices, or functional ingredients derived from locally cultivated crops. This can be done through training and capacity building for farmers, processors and entrepreneurs on post-harvest handling, food processing techniques and value addition strategies.

By implementing a comprehensive strategy to establish value-addition industries for agriculture in the Mahiyanganaya area, it is possible to harness the full potential of agricultural resources, promote rural entrepreneurship, and stimulate economic growth and development within the region.

5. Strengthening the transport network to integrate inter agro-economic centers

Strengthening the transport network to connect the inter-agricultural economic centers of Mahiyangana is crucial to facilitate the efficient transport of agricultural products, inputs and resources.

It is important to identify gaps, bottlenecks and areas for improvement in roads, bridges, and existing transport infrastructure and implement those projects. In order to prioritize infrastructure investments, it is necessary to identify suitable projects by considering travel patterns between agro-economic centers, goods transportation flows, and transport demand. Improving the road network that connects interlinked

agro-economic centers is a key strategic approach to enhancing accessibility, connectivity, and mobility for farmers, traders, and transport operators. Furthermore, the construction of new roads, alternative routes, bridges, and culverts can be undertaken to streamline mobility, reduce congestion, minimize travel time, and improve safety for both freight transport and passenger movement.

Rural road infrastructure and feeder roads should be prioritized to connect agricultural production areas to major transportation and markets. It is also important to improve access roads to farms, storage facilities and agro-processing units to reduce transportation costs and post-harvest losses. Implementing a comprehensive plan to strengthen the transport network connecting the inter-agricultural economic centers of the Mahiyanganaya can open the full potential of the agricultural sector, improve market access for farmers and stimulate economic growth and development in the region.

6.4.2 Trade and Commercial Development Plan

1. Introduce the commercial and mixed development zones through the zoning plan

It is expected that by introducing commercial and mixed development zones through a zoning plan along the Mahiyanganaya-Padiyathalawa road, commercial activities in the area will be significantly increased and economic growth will be achieved.

The availability of suitable sites for mixed development zones on the Padiyathalawa road, obtaining main access from the Hasalaka-Padiyathalawa road, acting as a corridor between the city center and the proposed economic center. Based on factors such as market demand and land availability, the development zone has been proposed through the development plan.

Although the area may be utilized for mixed-use development that allows a combination of commercial, residential, institutional, and recreational activities, priority is primarily given to commercial use. Land-use regulations and planning guidelines for mixed-use development zones have been incorporated into the new development plan.

In order to accommodate increasing commercial activities and population density, it is proposed to upgrade and expand infrastructure along the Padiyathalawa road, including roads, sidewalks, street lighting, and utility services. Priority will be given to commercial and retail establishments such as shops, restaurants, cafés, supermarkets, and convenience stores to meet the needs of residents and service users.

Furthermore, it is proposed to develop the Padiyathalawa road as a corridor by improving transport infrastructure and connectivity, including public transport services, pedestrian walkways, and bicycle lanes, to facilitate easy movement within the mixed-use development zones.

By introducing mixed-use development zones through a zonal plan implemented along the Mahiyanganaya–Padiyathalawa road, it is possible to create vibrant urban centers, stimulate economic activities, and enhance overall livelihoods and sustainability in the region.

2. Utilization of underutilized lands for commercial use

Utilizing underutilized lands in and around the Mahiyanganaya town center for commercial activities can contribute to economic revitalization and urban development. A significant portion of underutilized land parcels exists within the town center and its surrounding areas.

The potential for commercial development is identified here based on factors such as location, size, accessibility, and zoning regulations. Existing zoning regulations and land-use plans have been reviewed, and underutilized lands are planned to be utilized for commercial purposes. Priority should be given to using underutilized lands for mixed-use or commercial development.

To utilize the potential of underutilized lands for commercial projects, enabling partnerships between local authority and private developers can be highlighted as a primary approach. The primary focus is on promoting walkable and integrated development that maximizes land efficiency while minimizing environmental impacts.

Identify opportunities to reuse and redevelop underutilized lands for commercial purposes, of vacant or abandoned buildings. Emphasis should be placed on improving infrastructure, such as road upgrades and public amenities, to support commercial development on underutilized lands. Attention should also be given to ensuring adequate transport connectivity, parking facilities, and pedestrian access to accommodate increased commercial activities and the movement of people looking services.

To minimize investment risks and maximize benefits, commercial projects on underutilized lands should be initiated only after assessing their economic and financial viability. By utilizing the potential of underutilized lands in and around the Mahiyanganaya town center for commercial purposes, it is possible to stimulate economic growth, create employment opportunities, and improve the overall living standards of residents.

3. Construction of the Sathipola

The strategy also envisages the systematic construction of a public market on the same land where the public market is currently being operated, through a tripartite agreement between the Pradeshiya Sabha (Local Government Institution), the Urban Development Authority (UDA) and the Chief Incumbent of the Raja Maha Viharaya.

It is proposed to use this existing location within Mahiyanganaya, considering factors such as accessibility, visibility, space availability and proximity to existing infrastructure. Initiate discussions between the Pradeshiya Sabha, the Urban Development Authority and the Raja Maha Viharaya Chief Incumbent to draft a tripartite agreement to include the roles, responsibilities and liabilities of each party. It is important to communicate to the parties in a formal and systematic manner the land tax arrangements, construction responsibilities, funding sources, revenue sharing mechanisms and operational management arrangements.

This includes a covered permanent building, a proper drainage system, and parking facilities. This strategy will be implemented through a project management team comprising the Pradeshiya Sabha, Urban Development Authority, Raja Maha Viharaya and other relevant stakeholders to oversee the implementation of the project. Responsibilities for maintenance, security, sanitation, waste management, and revenue collection will be delegated to the Pradeshiya Sabha.

The implementation of the construction of a public market in the Mahiyanganaya area through a tripartite agreement will stimulate economic activities, boost the economy of farmers and traders, and design a permanent market for the Mahiyanganaya area with appropriate economic value for the people of the area.

6.4.3 Mineral Resources Management Plan

1. Establishment of mineral resource-related value-added industries

Developing value-added industries related to mineral resources, especially using clay as a raw material for tile production, can significantly uplift the Mahiyanganaya Tile Factory and enhance economic growth in the area.

Currently, the demand for clay products is minimal. This strategy focuses on alternative products that can be derived from the clay deposits and mineral resources available in the Mahiyanganaya area.

Through feasibility studies assessing the technical, economic, and environmental viability of establishing value-added industries for clay utilization, alternative products can be identified.

Through industry identification and market analysis, it is possible to make a major contribution to the economy by identifying and implementing value-added industries that can be associated with the use of clay, such as terracotta production, sustainable brick making, pottery, ceramics, sanitary ware, and reflective products, which are currently in demand.

Studying trends of the demand, competition, pricing, and market opportunities for clay-based products in domestic and international markets makes it timely to focus on alternative products. Considering factors such as raw material availability, transport networks, and labor accessibility, value-added products can be developed and produced through this industrial facility.

Promote investment opportunities in value-added clay-based industries through targeted marketing initiatives, investor engagement programs, and industrial development, while enhancing productivity, quality, and competitiveness by adopting advanced technologies and innovative production processes in clay-related industries.

To enhance skills and capabilities in clay processing and product development, technical exchange partnerships, research collaborations, and training programs can be utilized. The factory can be utilized to establish training centers, workshops and apprenticeship programs in collaboration with professional institutions and

government agencies to provide technical training, vocational education and skills development programs to local artisans, workers and entrepreneurs in pottery processing techniques, product design, quality control and marketing.

Implement environmentally sustainable practices and resource management strategies in clay-based industries to minimize environmental impacts, conserve natural resources, and comply with regulatory requirements.

Promoting clay-based products through targeted marketing campaigns, trade fairs, exhibitions, and export promotion initiatives can significantly drive economic growth by expanding market access and diversifying the consumer base. By exploring export opportunities for clay-based products in regional and international markets and aligning production accordingly, foreign exchange earnings can be generated.

Collaboration between clay-related industries, suppliers, research institutions, and government agencies to create partnerships, share practices, and find solutions to challenges can improve the competitiveness, innovation, and collective marketing efforts of clay-related product sectors.

The contribution of these industries to local economic development can lead to improvements in key performance indicators such as production volumes, sales revenue, job creation and export earnings.

By establishing mineral resource–based value-added industries and promoting the use of clay for tile production and other products, Mahiyanganaya can harness its natural resources, generate employment opportunities, increase income, and achieve sustainable development within the region.

2. Sustainable development of existing and proposed mineral resource extraction sites

This strategy aims to plan, manage and mitigate environmental and social impacts for the sustainable development of existing and proposed mineral resource mining sites in the Mahiyanganaya area, with a particular focus on sand mining and clay extraction on the banks of the Mahaweli River.

Environmental impact assessment (EIA) and regulatory compliance are critical factors in this context. To minimize potential harms such as loss of habitats, water pollution, soil erosion, and biodiversity impacts, EIAs should be conducted for both existing and proposed extraction sites to evaluate and manage environmental risks.

Compliance with relevant environmental regulations, mining laws and other requirements is a very important factor in minimizing adverse impacts and protecting natural resources. Focusing on resource management and conservation, sustainable mining practices and resource management techniques are adopted to minimize the depletion of sand and clay resources and prevent excessive erosion of the Mahaweli Riverbank. Implement measures for resource conservation such as reclamation of mined areas, restoration of damaged sites and restoration of natural habitats to minimize environmental degradation. Designate specific areas for sand mining and clay extraction activities, considering environmental sensitivity, cultural heritage and community needs, and take measures to prevent unauthorized sand mining and clay extraction.

Establish buffer zones and land use restrictions to protect important habitats, water sources, agricultural lands, and residential areas from the adverse impacts of mining activities.

Conduct socio-economic impact assessments (SIAs) for sand and clay mining activities on local communities, including livelihoods, health, education, and cultural heritage, can help minimize adverse impacts..

It is essential to implement livelihood improvement programs, income generation activities, and community development initiatives to minimize adverse socio-economic impacts and improve the well-being of the affected population. Implement

the measures to minimize water pollution and sedimentation associated with sand mining and clay extraction activities, including erosion control measures.

To ensure compliance with environmental, health, and safety standards during sand mining, regulatory enforcement mechanisms and compliance monitoring systems should be strengthened. By designating specific zones and implementing corresponding laws and regulations, sustainable development in these areas can be promoted. Implementing a comprehensive plan for the sustainable development of sand mining and clay extraction sites associated with the Mahiyanganaya Mahaweli River bank can help to achieve sustainability while balancing resource conservation, economic benefits, environmental integrity, social well-being, and long-term security.

Figure 6.25: Existing mineral resource sites



Source: Uva Provincial Office, Urban Development Authority

3. Establish a supervision and monitoring system for mineral mining sites

Establishing a robust monitoring system in the Mahiyanganaya area, especially around sand and clay extraction sites along the Mahaweli River and its banks, is crucial to ensure compliance with regulations, monitor environmental impacts, and promote sustainable resource management.

The post-mining supervision and monitoring system can be strengthened by reviewing and updating the existing regulatory framework governing sand and clay extraction activities. In this process, significant responsibilities are assigned to the relevant

institutions, including the Divisional Secretariat, Pradeshiya Sabha, Police, and Geological Survey and Mine Bureau.

During extraction operations, strictly adherence to relevant laws, regulations, and permit requirements is essential. A clear procedure for obtaining licenses and permits for sand and clay extraction, and ensuring compliance with environmental standards and regulatory requirements, is a critical factor.

In the monitoring and enforcement mechanism, a robust system should be implemented by the Divisional Secretariat, Pradeshiya Sabha, Police, and Geological Survey and Mine Bureau by conducting regular inspections, site visits, and compliance verification of sand and clay extraction sites. This approach helps establish an effective post-mining management system.

Strengthening enforcement mechanism, such as penalties and fines for violations of regulations, environmental laws, and permit conditions, can help minimize unauthorized activities.

The post-mining process can be conducted in an organized manner by engaging local communities, various environmental organizations and groups, and stakeholders. To improve decision-making and accountability, a formal mechanism should be implemented to facilitate data exchange among government institutions, research organizations, civil society organizations, and industry stakeholders.

During this process, it is possible to provide training, capacity building, and technical support to government officials, regulatory agencies, quarry operators, and community members involved in monitoring and post-mining activities, and to enable them to effectively utilize these resources.

By establishing a comprehensive post-mining management system for sand and clay extraction sites in the Mahiyanganaya area, it is possible to ensure responsible resource management for the benefit of present and future generations, protect environmental integrity, and safeguard the needs of the local community.

6.4.4 Tourism Development Plan

1. Promotion of Tourism industry linkage with the Agriculture and Religious and Cultural activities

Promoting tourism sector by integrating the agricultural sector in the Mahiyanganaya area, while utilizing its agricultural heritage and farmland, will contribute to the sustainable economic development and enhance the experiences of visitors.

As per the Lonely Planet's Dream Tours 2016, Sri Lanka has been included in the list of the world's top 10 destinations to visit in 2016. The Mahiyanganaya area can be used for various tourism activities such as cultural tourism and agro tourism. The Mahiyanganaya area can be developed as a tourism hub with a wealth of rural tourism resources rich in traditional heritage, customer satisfaction, safety and entertainment.

Agrotourism is a recently introduced sub-sector of the tourism industry. It is a popular alternative in the tourism industry that connects the agricultural sector with the tourism sector, providing opportunities for rural communities to improve their farming activities. For this reason, both developed and developing countries have now started agrotourism as a strategy for agricultural development and the Mahiyanganaya region can be particularly applied. Since Mahiyanganaya is an agricultural region, there is a high potential to develop the agritourism sector to obtain a number of economic benefits.

Agritourism can be defined as any business or activity that attracts tourists to agricultural areas for educational and recreational purposes, and invites tourists to farming and enjoy agricultural experiences. It combines agriculture and tourism, allowing farmers to diversify their farmland and other resources to generate new sources of income. Since it is a farm-based business, it can also be considered a marketing strategy that can be used to facilitate direct marketing rather than bringing the product to the consumer and to attract tourists to the farm. This promotes farm products and increases the cash flow to farm operations and the communities surrounding the farm. Agritourism is a unique type of tourism industry that is more than just mainstream tourism and operates mainly in rural and semi-urban areas..

- Opportunity to earn additional income for a farming family.
- Providing tourism services (accommodation, food and beverage)

- Direct marketing of farm products.
- Providing opportunities to visit tourist sites and purchase related products.
- Diversification of agricultural operations.
- Providing opportunities for tourists to participate in entertainment and household activities.
- Developing and promoting rural communication infrastructure.
- Contributing to economic development and job creation in rural areas.
- Promoting cottage industries.
- Ability to easily integrate agrotourism with other activities and programs.

Such characteristics can be seen mainly in agritourism. By promoting tourism integrated with agriculture in the Mahiyanganaya area, it is possible to diversify its economy, support rural livelihoods, preserve cultural heritage and promote environmental potential, and ultimately create unforgettable and rewarding experiences for tourists.

Figure 6.26: Existing tourism activities Mahiyanganaya



Source: Uva Provincial Office, Urban Development Authority

2. Design the plans to promote the agricultural sector and the existing resources and potentials of the area when constructing tourist hotels within the tourism development zone.

The nature of the development of a tourist destination is deeply designated in the demand for tourism in that country. Since the demand for tourism opportunities is based on various attractions and experiences, they also determine the demand for the agritourism industry. Here, it is proposed to use the existing tourist hotels in the Mahiyanganaya area in a way that promotes agriculture and the potential of the area. That is, for a destination to develop, tourists need to be provided with quality agricultural products and experiences. Therefore, when choosing a place for an agritourism business, a place with an agricultural base that can attract more tourists should be selected. For this, a farm where production activities are ongoing can be selected or agricultural parks created for agricultural extension or educational purposes can be used to attract tourists.

Accommodation facilities and food services provided by hotels for visitors, where they can also participate in agricultural activities and gain hands-on experiences to the guest, allowing them to experience the simplicity and beauty of the rural environment than the hotel rooms that tourists often see. Various accommodation experiences can be brought closer to tourists, such as cabins or cabanas or farmhouses, so that guests have more privacy, security and comfort. Generally, tourists who come to receive all services expect the highest level of hospitality, so the host should spend time with them in a friendly manner.

When providing meals, specially prepared traditional dishes can be offered to visitors. In addition, self-catering opportunities such as, “Pick & Cook” experiences can be organized, where tourists harvest crops from the farm themselves and prepare their own meals. Depending on visitor preferences, breakfast, lunch, dinner, or tea can be served either on-site at the farm or within the accommodation, or even outdoors in settings such as under trees or by a pond, creating an engaging and memorable experience that attracts tourists.

Participatory tourism creates a sense of community among rural farmers and non-farmers, and tourists have a good opportunity to learn about and enjoy rural life in addition to farming. Accordingly, activities such as traditional village dances,

indigenous dances, cultural and religious events, visits to rural heritage sites connected to farm markets, boat tours along local waterways, bullock cart rides, fishing experiences, traditional medical treatments, and local festivals can be organized for tourists.

Tourists are highly motivated to purchase farm products because they can closely observe the production process and are given the opportunity to handpick fresh fruits and vegetables themselves. Often, visitors can also buy processed food items such as fresh vegetables, fruits, milk, cheese, yogurt, honey, jams, as well as handicraft products like mats, batik, and handwoven textiles.

By using direct marketing concepts such as Things to buy / Pick you own / U-Pick, farmers can also reduce labor costs, intermediate costs, and transportation costs by allowing tourists to harvest their own crops and milk animals on a farm.

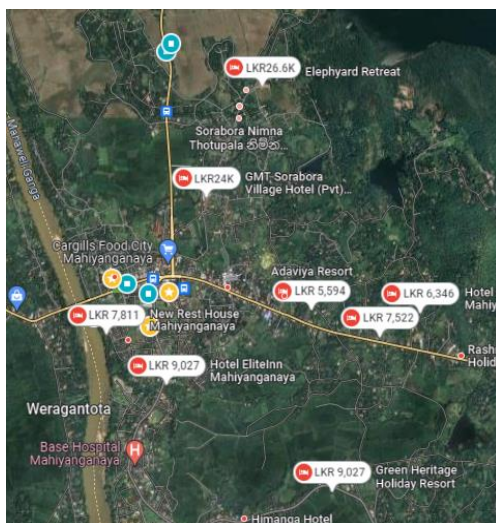
Agro-tourism can be directly linked to health services and related products. Activities can be designed around high-nutrient, medicinal-value foods prepared from fresh raw crops, including food preparation using natural containers such as clay pots or banana leaves instead of aluminum or plastic, enhancing both authenticity and health benefits. Specifically, fish therapy (using species like *Garra rufa*, or “Doctor Fish”) can be offered in fish farms to stimulate blood circulation, remove dead and dry skin, and reduce mental stress, providing unique health benefits to visitors. Additionally, activities such as foot therapy, herbal treatments, massages, and interactive botanical or therapeutic garden experiences can be incorporated. Participation in farm activities like tending medicinal plants further supports physical and mental wellness, giving tourists a holistic health-oriented agro-tourism experience.

Agro-tourism is a new business activity that creates additional income and employment opportunities for farmers and local residents, as well as hotel owners, and thus leads to rural development. Agro-tourism can combine the characteristics of agriculture and tourism and provide tourists with an understanding of agricultural and natural heritage resources. This stimulates economic activity and has an impact on the farm and the local community. It can be carried forward as a subsidiary business that adds new meaning to agriculture and enables farmers and the rural community to benefit from the agricultural and natural resources of rural areas. Agro-tourism can

generate additional income not only for the farm owner but also for the surrounding residents. Under agro-tourism, farms can offer tourists a new experience by combining rural life and the rural environment..

There is a definite interest and demand for agro-tourism because it allows both local and foreign tourists to experience the authentic connection between rural life and the agricultural village, to taste local food, and to experience various farming activities during their trip. Also, as urban life becomes more busy and complex, the level of individual stress and complexity has increased compared to rural life in a setting where many job opportunities are provided in the corporate world. Agro-tourism experiences can help people develop a broader mind. In a setting where many children and some adults have no understanding of rural life and agriculture due to urbanization, agro-tourism provides them with the opportunity to experience rural life and gain an understanding of agricultural activities.

Figure 6.27: Existing hotels



G.M.T. Sorabora Village Hotel (Pvt) Ltd.

Elephyard Retreat



Sorabora Gedara



3. Introduce new attractions places by integrating tourist attractions and archaeological sites

By focusing on key locations in the Mahiyanganaya area such as the Raja Maha Viharaya, Sorabora, Dambana, and Besama, tourism routes can be developed by integrating tourist attractions and archaeological sites. Accessibility and infrastructure at tourist and archaeological sites will be improved by providing facilities such as parking areas, informational signage, visitor information centers, rest areas, and food stalls by this strategy.

To enhance the tourist experience, walking trails, viewing platforms and observation points should be improved and facilities for sightseeing and photography should be provided at these locations.

Cultural events such as the Mahiyanganaya tribal heritage and the Perahera can also be used for this purpose. By implementing measures to protect and conserve archaeological sites, monuments and artifacts from natural deterioration, destruction and unauthorized excavations, these can be protected and preserved for future generations. Involving local communities in planning, managing and promoting tourist attractions and archaeological sites, providing information about tribal cultural heritage, and allowing local residents to sell their traditions, handicrafts and products to tourists will contribute to improve the both the regional economy and the livelihoods of local communities.

Promoting sustainable tourism practices that minimize environmental impacts, respect cultural values, and provide benefits to local communities is essential. To ensure the long-term sustainability of tourism development in the area, measures such as protecting sacred sites and minimizing waste generation must be implemented.

Implementing a targeted promotional strategy to attract tourists to the Mahiyanganaya area by using digital platforms, social media channels, and tourism websites to raise awareness among both local and international tourists about its attractions and archaeological sites can be identified as a new strategic initiative.

Tourist attraction can be further enhanced by developing and promoting themed tourism packages that highlight the interconnection between Mahiyanganaya's heritage, natural environment, and culture. By introducing new tourism offerings in

the Mahiyanganaya area and improving integrated tourist attractions and archaeological sites, opportunities are created to open up the region's tourism potential for the benefit of both local communities and visitors, while preserving its cultural heritage and stimulating economic growth and development.

Cultural and Heritage sites

- Hanguma Ancient Raja Maha Viharaya
- Mahiyanganaya Raja Maha Viharaya
- Mawaragala Forest Monastery
- Hobariyawa Ancient Raja Maha Viharaya
- Mapagala Veheragala Archaeological Site
- Saman Devalaya
- Kadadipalagala Archaeological Site
- Aluyatawala Ancient Viharaya
- Giradurukotte School Site Ruins
- Weepannagala Rock
- Niyandagala Rock
- Sorabora Tank Old Spillway
- Willu Tank
- Haddaththawa Ruins
- Laththagala Archaeological Site

6.5 Sustainable Environmental Development Strategies

6.5.1 Conservation Plan

1. Designation of existing forest conservation areas, wildlife zones, paddy fields, tanks, and the Mahaweli River region as conservation zones through the Mahiyanganaya Conservation Plan.

Through the Mahiyanganaya Conservation Plan, the existing forest conservation areas, wildlife zones, paddy lands, tanks/reservoirs, and the Mahaweli River corridor are designated as conservation zones. In accordance with this plan, existing forest reserves, wildlife habitats, wetlands, agricultural lands, water sources, and riverine areas are protected and conserved.

Priority conservation areas have been mapped based on the significance of natural resources, environmental features, biodiversity importance, environmental sensitivity, and cultural heritage values in Mahiyanganaya area. Specific zones within Mahiyanganaya have been designated as conservation zones, where regulations and land-use restrictions are enforced to protect natural ecosystems, wildlife habitats, and the Mahaweli River corridor, ensuring their long-term preservation.

In Mahiyanganaya, Protected areas, reservations, and green spaces have been identified as conservation zones that tree felling, forest destruction, and land conversion are strictly prohibited within Mahiyanganaya area to ensure the protection of biodiversity and the maintenance of ecosystem services.

To conserve native fauna and flora, hunting and habitat destruction are strictly prohibited, and special habitats, wildlife corridors and critical locations, and areas where wild elephants travel are designated as wildlife conservation zones, to minimize human-wildlife conflicts.

By designating agricultural conservation zones that promote sustainable farming practices, soil conservation, and water management can protect traditional paddy fields, agricultural landscapes, and farming communities..

Efforts should be made to encourage agricultural farming methods, organic agriculture and agroforestry systems within agricultural conservation zones to enhance biodiversity, soil fertility and resilience to climate change.

By designating water conservation zones along the Mahaweli River and its tributaries, as well as around tanks, reservoirs and wetlands, will help conserve tanks, riverbanks and streams. There is a need to strictly enforce regulatory frameworks, zoning rules and land use regulations that govern activities within conservation zones, to ensure compliance with environmental laws, protected area management plans and sustainable development goals.

Community participation is a potential tool to prevent illegal activities, enforce conservation measures, and raise awareness about the importance of biodiversity conservation and ecosystem protection. The zoning process involves local communities, indigenous peoples, landowners, and stakeholders, seeking their perspectives and inputs in designating conservation zones and developing management plans.

Partnerships, collaborations and input have been sought from relevant stakeholders including government agencies, NGOs, academics and civil society organizations in mobilizing resources and expertise for effective conservation and sustainable land management in the Mahiyanganaya area. The Mahiyanganaya Zoning Plan can protect natural ecosystems, preserve biodiversity, and promote sustainable land use and development by designating existing forest conservation areas, wildlife zones, paddy fields, tanks, and the Mahaweli River Basin as conservation zones.

Table 6.5: Sensitive areas in Mahiyanganaya

Conservation area	Area (Sqkm)
Agricultural lands	9.0
Forests	1.8
Wetlands	1.2
Marshes	0.1
Total	12.2

Source: Uva Provincial Office, Urban Development

2. Conservation of view corridors

The visual access corridor is being identified and regulated to allow for uninterrupted viewing of the beautiful mountain ranges and natural landscapes of the Mahiyanganaya area. In particular, a part of the Mahiyanganaya-Giradurukotte road and the Bibila-Uraniya road have been identified for this purpose, and scenic mountain ranges can be viewed without any obstruction.

A landscape study of the Mahiyanganaya area has been conducted to identify areas with scenic views and mountain ranges and valleys. Geographical Information Systems (GIS) and satellite imagery have been used to map visual access corridors and prioritize conservation and enhancement based on their scenic value and importance, and delineate these areas accurately.

Specific areas within the Mahiyanganaya, which regulates development and construction activities to protect unobstructed views of the surrounding natural landscapes, have been designated as visual corridors and outlined in the Zoning Plan. Setback requirements, height restrictions and building guidelines have been provided for properties located within visual corridors to ensure that new developments do not block or obscure scenic views and mountain panoramas.

Enforcing land use regulations that protect the visual corridor from inappropriate land uses such as high-rise buildings, industrial facilities, and infrastructure projects that could damage the scenic beauty of the area is a crucial task. Implementing buffer zones and green belts along the visual access corridor to create a buffer between development zones and protected natural landscapes can maintain uninterrupted views of the mountains and surrounding scenery.

Public access to the visual access corridor can be improved through the development of trails, lookouts, and viewing platforms that provide opportunities for outdoor recreation, nature appreciation, and scenic photography. It is important to work with local communities, landowners, government agencies, and conservation organizations to identify shared priorities, goals, and strategies to protect the visual corridor and preserve the scenic landscapes of Mahiyanganaya.

The Mahiyanganaya Development Plan will establish monitoring programs and enforcement mechanisms to ensure compliance with zoning regulations, land use restrictions, and conservation measures within the visual access corridor.

Figure 6.28: View towards the mountains



Source: Uva Provincial Office, Urban Development

Identifying and regulating visual corridors for uninterrupted viewing of the beautiful mountain ranges and natural landscapes of the Mahiyanganaya area will preserve the scenic beauty, ecological integrity, and cultural heritage of the region, while promoting sustainable development and its natural resources

6.5.2 Landscape Plan

It is proposed to implement these strategies to develop a landscape development of the area that promotes the existing city layout in the Mahiyanganaya area and enhances the local landscape, focusing on the development of pedestrian pathways and landscape attractions.

This will identify existing pedestrian and walkway paths in the city centre and improve their condition, connectivity and accessibility. Improving sidewalks, crossings, pedestrian crossings and providing facilities such as seating, lighting and signage can improve pedestrian safety and comfort of the area.

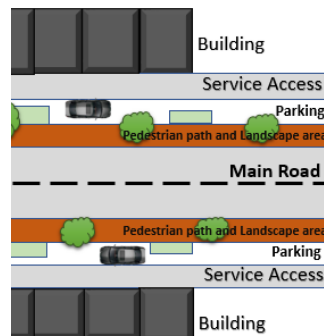
For residents and visitors, new pedestrian-friendly zones, walkable commercial complexes, and streets are prioritized to enhance active mobility and social interaction, giving precedence to walking over vehicular traffic and reducing congestion.

Identifying key attractive locations in the city center and assessing their landscaping needs and improvement opportunities can be used to enhance both the aesthetic appearance and economic vitality of the city. The attractiveness and functionality of these sites can be improved through landscape design interventions, including planting trees, shrubs, and flowers, installing public art and sculptures; and creating water features and recreational facilities. To further promote sustainability, integrated landscaping practices such as rain gardens, green roofs, and native planting can be implemented to enhance biodiversity, reduce urban heat island effects, and improve stormwater management.

Promoting green infrastructure such as urban forests to improve air quality and the overall resilience of the city centre provides opportunities to create a more sustainable environment within the Mahiyanganaya urban area. Establishing green corridors and linear parks along riverbanks, river corridors and natural drainage channels is essential to connect green spaces, provide wildlife habitat and create recreational opportunities for residents and the public who come to get services.

By integrating pedestrian pathways with bicycle lanes, public transport stops, bike-sharing programs, and shared mobility options such as e-scooters, multimodal connectivity and accessibility in the city center can be enhanced. This approach promotes active transportation, reduces reliance on motor vehicles, and encourages a healthy lifestyle. Establishing these connections between the city core, surrounding neighborhoods, green spaces, and recreational areas ensures a seamless network that supports sustainable urban mobility while improving social interaction, accessibility, and environmental benefits.

By implementing a landscape development plan in Mahiyanganaya area that prioritizes pedestrian pathways and enhances scenic attractions, the city center can be transformed into a more diverse, livable, and sustainable urban environment. This approach helps preserve its natural beauty and cultural heritage, while creating spaces that are aesthetically pleasing, accessible, and community-friendly, promoting both environmental sustainability and social well-being.

Figure 6.29: Crossesction of the main road

Source: Uva Provincial Office, Urban Development

6.5.3 Disaster Mitigation Plan

Disaster situations that can be identified within the Mahiyanganaya planning area,

- (a). Wild elephant risk
- (b). High wind flow
- (c). Fires

The following strategies can be implemented to effectively mitigate human-elephant conflict in Mahiyanganaya.

1. Controlling the Wild Elephant Threat

1. Integrated Land-Use Planning and Development Clusters

The proposed strategy introduces an integrated spatial planning approach to reduce human–wild elephant conflict in Mahiyanganaya. Two distinct development clusters are proposed: a high-density urban development cluster and a peripheral residential/coexistence cluster. The urban cluster will accommodate major urban functions, services, and higher-density development, thereby reducing the

uncontrolled outward expansion of settlements towards forest areas. The peripheral cluster will be planned with appropriate development controls to encourage human–elephant coexistence while maintaining adequate separation from high-risk elephant habitats.

2. Establishment of Buffer Zones through Zoning Regulations

New buffer zones will be introduced between urban settlements, agricultural areas, and elephant habitats through the development plan and zoning regulations. Development within high-risk areas will be carefully controlled by regulating land uses, building activities, settlement expansion, and agricultural practices. These buffer areas will function as transitional zones, reducing direct interaction between elephants and human settlements and providing greater flexibility for future elephant movement.

A range of physical and structural measures will be introduced based on local elephant movement patterns and terrain conditions. These include modern electric fencing, community-based village fencing, seasonal fencing, private fencing, bio-fences, trenches, gabions, and stone walls. New technologies for trenching and elephant deterrence will also be explored to prevent elephants from entering villages and cultivated areas. The effectiveness of these measures will depend on appropriate design, regular maintenance, and community involvement.

Figure 6.30: Concept of key development clusters



Source: Uva Provincial Office, Urban Development

01. Urban Area – High-Density Development and Separation from Elephants

The urban area is proposed to accommodate high-density development in order to concentrate population, services, commercial activities, and essential infrastructure within a clearly defined urban zone. This approach will help minimize the outward expansion of settlements into forest and elephant habitats. By maintaining a clear separation between high-density urban areas and elephant movement areas, the risk of wild elephants entering densely populated locations can be significantly reduced. Urban development should therefore be directed towards suitable areas with lower exposure to elephant movement, while development in identified high-risk areas should be strictly controlled.

02. Residential Area – Promoting Human–Elephant Coexistence

The residential areas located within the peripheral development zone will be planned based on the principle of human–elephant coexistence. Rather than completely excluding human activities from these areas, development will be managed to reduce potential conflicts through appropriate zoning, buffer areas, building controls, community awareness, and elephant-mitigation measures. Residential development should maintain adequate distances from important elephant habitats and natural movement paths, while incorporating suitable protective measures such as fencing, trenches, vegetation barriers, and community-based monitoring systems.

03. Forest Areas – Highly Sensitive Zones and Animal Food Forest Areas

The forest areas identified as highly sensitive ecological zones will be given the highest level of protection and should be maintained primarily for wildlife habitat conservation and ecological functions. Development and human encroachment within these areas should be strictly restricted. Selected forest areas can be designated as Animal Food Forest Areas, where suitable natural food species are planted and existing vegetation is conserved to improve the availability of food for elephants within their natural habitat. Strengthening these food sources can reduce the movement of elephants towards agricultural lands and residential areas, while simultaneously supporting forest restoration, biodiversity conservation, and long-term ecosystem resilience.

3. Construction of electric fences and elephant trenches and setting up of early warning systems

Construct strong barriers such as fences, ditches and walls along the borders of human settlements and agricultural fields to prevent elephants from entering populated areas and raiding crops. These barriers should be designed to withstand the strength and intelligence of elephants and minimize damage to humans and wildlife.

Early warning systems are a more effective solution. Install early warning systems such as motion sensors, camera traps, and elephant identification devices to detect the presence of elephants near human settlements. These systems can alert residents and authorities in a timely manner, allowing for timely response and evacuation measures to prevent conflicts and ensure public safety.

It is essential to engage local communities, farmers and stakeholders in collaborative efforts to resolve human-elephant conflict through education, awareness campaigns and participatory decision-making processes. Crop diversification, use of electric fencing, etc. can attract elephants.

4. Introducing elephant corridors along the usual routes used by wild elephants

The protection of safe corridors and habitats can be considered a critically important measure. Establishing protected habitat areas and corridors for elephants ensures connectivity between fragmented habitats and provides safe migration routes. This requires collaboration with wildlife authorities and conservation organizations. Protecting natural habitats and minimizing habitat destruction due to human encroachment. Conserving essential food and migration routes for elephants can reduce human-elephant conflicts.

Figure 6.31: Concept of Elephant corridors

Source: Uva Provincial Office, Urban Development

5. Implementation of compensation schemes for crop damage

Provide alternative livelihood options and economic incentives for communities affected by elephant-human conflict, such as ecotourism ventures, alternative income-generating activities, and compensation schemes for crop damage. Supporting sustainable livelihoods helps relieve economic pressure on communities and reduce dependence on agriculture, thereby reducing the likelihood of conflicts with elephants over scarce resources. Conduct ongoing research and monitoring programs to assess the effectiveness of mitigation measures, monitor elephant movements and behavior patterns, and evaluate the impact of human activities on elephant populations. Scientific data and evidence-based research can be used to inform adaptive management strategies and continuously improve the effectiveness of interventions aimed at reducing human-elephant conflict in the Mahiyanganaya area.

6. Tree pruning and canopy thinning

To develop a disaster mitigation plan for the Mahiyanganaya area, special attention should be paid to minimizing the impact of intermittent strong winds. Implement vegetation management strategies such as tree pruning and canopy thinning to minimize the risk of branch fall and tree damage during high winds, especially in urban areas with dense tree cover.

Promote the use of green infrastructure such as windbreaks, vegetated buffers, and stormwater management systems to mitigate the impact of high winds, reduce soil erosion, and stabilize slopes in vulnerable locations.

Raise awareness among residents, businesses and community organizations about the risks associated with intermittent high winds and the importance of preparedness, evacuation planning and emergency response.

Educate the public about proactive measures the public can take to secure their homes, protect their property, and stay safe during hurricanes. Develop and maintain emergency response plans to respond to wind-related disasters, including evacuation routes, shelter locations, and coordination with local emergency services, first responders, and relief agencies.

7. Establishment of emergency response and rescue teams

It is possible to test the effectiveness of emergency response procedures and identify areas for improvement in communication, coordination and resource allocation. Strengthen critical infrastructure such as power lines, telecommunications networks and transport systems to withstand strong winds and minimize disruption to essential services during storms. Establish monitoring systems and early warning mechanisms to monitor weather patterns, track wind speeds and issue timely warnings and advisories to residents and local authorities before approaching windstorms. Conduct post-event assessments and evaluations to assess the effectiveness of disaster mitigation measures, identify lessons learned and inform future planning and decision-making processes to improve the resilience of the Mahiyanganaya area to the occasional strong winds.

Implementing a comprehensive disaster mitigation plan that addresses the specific challenges of the intermittent strong winds in the Mahiyanganaya area can help reduce risk, protect lives and property, and enhance the overall resilience of the community to wind-related hazards and disasters.

8. Controlling forest fires through community awareness programs

Community awareness is a very important element as a way to reduce the risk of fires. The main objective is to reduce the risk of disasters, protect the natural environment, protect the survival of wild animals, protect watersheds and develop forest populations, and establish a blue-green ecosystem. For this, the following strategies should be identified and implemented.

Controlling forest fires through community awareness programs is seen as a more effective strategy. This is expected to educate the community to minimize the frequent fires that occur in the planning area. Various government and non-government organizations and institutions will be involved in educating the community about the environmental value.

9. Establish buffer zones to prevent forest fires

To prevent forest fires, it is important to create buffer zones and primarily protect the reserves along the Mahaweli River. During the period from May to September, humans set natural forest fires based on the severe drought in this area. Due to this, a large area of forest and reserve forests is destroyed annually. As a solution, it is expected to create buffer zones on the forest edges to prevent the spread of fire, protect wild animals, and prevent fires from entering agricultural lands.

6.5.4 Public Outdoor and Recreational Space Plan (PORS)

1. Enhance active recreational activities and improve existing playgrounds, parks, and new recreational spaces.

Existing recreational facilities can be improved to enhance active recreational activities and optimize recreational spaces within the Mahiyanganaya. Improve the condition of existing playgrounds, parks and recreational areas to identify areas for improvement. This can be done by providing facilities such as play equipment, seating areas, lighting and landscaping to enhance user experience and safety..

Design recreational spaces that suit different age groups and interests. Design and develop community recreational spaces that include features such as walking trails, running tracks, cycle paths, playgrounds and open green spaces for a variety of recreational activities. Engage local residents, community groups and stakeholders. Surveys can be used to gather feedback and ideas to improve existing facilities and identify new recreational opportunities.

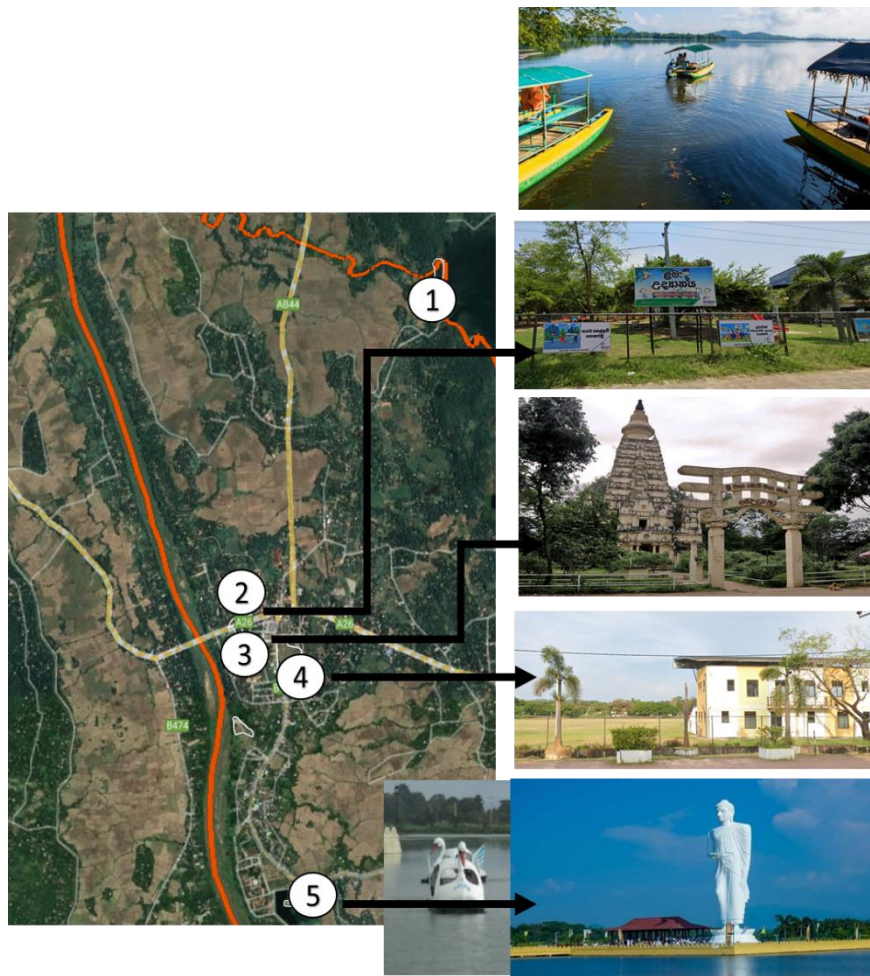
Ensuring that recreational spaces are accessible to individuals of all ages, abilities, and backgrounds has become a timely necessity, including the design of playgrounds and parks that accommodate persons with disabilities and those with special needs. Furthermore, in order to enhance environmental sustainability and biodiversity, green infrastructure elements such as urban forests, community gardens, and biodiversity

zones can be integrated into recreational spaces, thereby promoting nature-based recreation and leisure opportunities.

Implement safety measures such as adequate lighting, surveillance cameras, etc. to ensure safety in recreational spaces, especially in the evenings. Develop a maintenance plan for recreational facilities to ensure regular maintenance, cleanliness and safety standards. Establish partnerships with the local authority, volunteers and businesses to support ongoing maintenance efforts and promote community stewardship of recreational spaces.

It can be created vibrant, sustainable recreational spaces that meet the needs of its residents, enhance quality of life and community well-being, and meet the needs of those who come to seek services based on their diverse needs in Mahiyanganaya area.

- Required for PORS plan (standard) - 1.4 ha per 1000 people
- Total population -19,035
- Parks and playgrounds required - 26.64 hectares
- Existing parks and playgrounds - 8.44 hectares

Figure 6.32: Mahiyanganaya Existing Recreational Spaces

Source: Uva Provincial Office, Urban Development

2. Introduce public outdoor and recreational spaces and promote them as passive recreation spaces.

The following actions can be taken to introduce new public outdoor and recreational spaces and promote them as passive recreational spaces, especially along the Mahaweli River banks and abandoned land areas in the Mahiyanganaya city center.

It is proposed to construct new parks at suitable locations on the banks of the Mahaweli River and in abandoned land areas in the city center to develop new recreational areas. Factors such as accessibility, natural features, environmental conditions and proximity to service areas will be considered for develop these new parks.

Recreational spaces that blend harmoniously with the natural landscape and serve the diverse needs of residents and the public who visit for services are introduced through

the planned designs. This includes essential passive recreational elements such as walking trails, seating areas, picnic spots, and scenic viewpoints.

The implementation of environmental strategies and actions can be undertaken to enhance biodiversity and ecological conditions along riverbanks and in abandoned land areas. This includes implementing management measures to restore native vegetation, create wildlife habitats, and conserve natural ecosystems. Providing facilities such as boating, safe bathing points, and water sports facilities to encourage recreational activities, while making the Mahaweli River accessible to the public, can be considered an important component in this regard.

It is essential to ensure that recreational spaces are accessible to people of all ages, abilities, and backgrounds. Accordingly, up-to-date regulations and guidelines should be applied to provide appropriate facilities for persons with disabilities and those with special needs. Providing facilities such as accessible pathways, seating areas, and rest rooms is a timely need to enhance accessibility and inclusion for all visitors accessing services.

These parks serve as a catalyst to attract tourists to explore and enjoy the natural beauty of Mahiyanganaya by promoting new recreational spaces and raising awareness among residents and service users. This can be achieved through collaborative promotional programs with marketing and tourism institutions, hotels, and tour operators, as well as by incorporating recreational spaces into tourist itineraries and travel routes.

By implementing these strategies, sustainable public open recreational spaces along the Mahaweli River and within the city center in Mahiyanganaya can be developed by providing opportunities for passive recreation, relaxation, and enjoyment of the natural environment to the residents, service users, and tourists.

Figure 6.33: Proposed linear Park development

Source: Uva Provincial Office, Urban Development

6.5.5 Archaeological and Cultural Heritage Management Plan

Within the Mahiyanganaya Urban Planning Area, there are numerous archaeological sites which have historical and cultural significance and, many of these have already been gazetted by the Department of Archaeology. In addition, the close proximity of the Dambana area recognized as a national heritage site to the urban area represents a significant potential for the city. Accordingly, this plan seeks to ensure the protection of the value of these sites and heritage assets while appropriately leveraging them to contribute to the enhancement of the regional economy.

Accordingly, development proposals are formulated under the following strategies to preserve and enhance the archaeological and cultural heritage sites within Mahiyanganaya town.

1. Protection and preservation of form

i. Development of Mahiyanganaya sacred area

- i. Under this strategy, it is expected to regulate physical developments in the areas surrounding the Mahiyanganaya sacred site to protect the dignity and value of the sacred area. Accordingly, development activities within the sacred area will be regulated through special regulations prepared under the zoning plan.

- ii. Permitted uses - Development activities related to sacred sites only.
- iii. Maximum height - **100 feet (30 meters)**

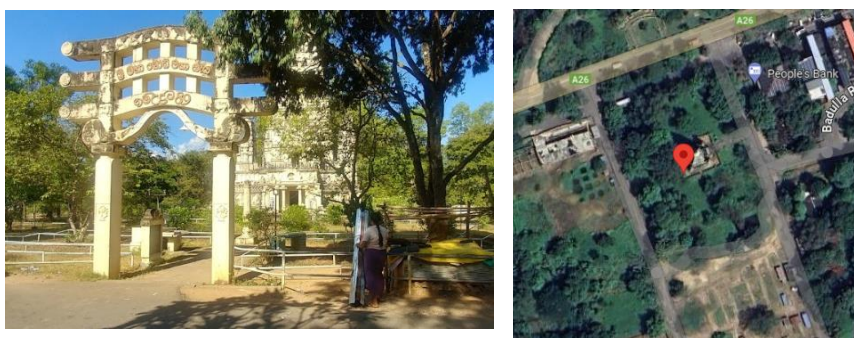
2. Adaptive reuse

Under these strategies, it is proposed to convert archaeological sites that are currently underdeveloped to revitalize.

i. Redevelopment of Bodh Gaya Monument.

It is proposed to redevelop this area as a place where the general public can gather, creating attractive landscapes and developing it as an archaeological information center and a recreational area.

Figure 6.34: Gam udawa Strcture



Source: Uva Provincial Office, Urban Development

ii. Providing facilities for migrant pilgrims during the annual perehera.

Under this plan, arrangements are proposed to provide mobile sanitation facilities and temporary shelters, catering for pilgrims attending the annual Esala Perahera held every September. By providing these facilities to the visiting community, it is also expected to economically strengthen the commercial population of Mahiyanganaya.

6.6. Project Implementation Strategies

Table No 6.6 List of identified projects

No.	Proposed project
01	Mahiyanganaya Proposed Economic Center Construction Project
02	Middle Class Housing Project- (Gam Udawa, Puhul Yaya)
03	Upgrade Mahiyanganaya Base Hospital to a District Hospital
04	Introduce Vocational Education Courses for Vocational Education Institute and Develop Existing Infrastructure Facilities
05	School Infrastructure Development Project
06	Road Redevelopment Project (Kovilaya Junction to Girandurukotte Road)
07	Road Redevelopment Project (Kovilaya Junction to Bibila Uraniya Road)
08	Road Redevelopment Project (Sorabora Wewa Road)
09	Service Road Development Project in Mahiyanganaya City Center
10	Mahiyanganaya City Service Road Development Project
11	Flyover Development Project near National School
12	Introduce new accessibility for National School
13	Identify new accessibility for Mahiyanganaya District Hospital
14	Introduce guidelines for road circulation
15	Introduce Park and Ride area
16	Construction of floating solar power plants on the water surface- (Dambarawa Wewa, Sorabora Wewa)
17	Proposed sewerage management unit project
18	Solid Waste management center development project
19	Development of a formal drainage system in the City Center
20	Construction of a Satipola
21	Proposed Freshwater Fish Breeding Center
22	Utilization of Underutilized Land in the City Center for Commercial Development
23	Development of a Tile factory
24	Development of the Sorabora Lake Area as a Tourist Zone
25	Landscape the Mahiyanganaya City Center
26	Linear Park Construction Project - Both Sides of the Mahaweli River

27	City Center Park development project
28	Development of the Buddha Gaya Replica Land as a Park
29	Construction of a local authority Car Park
30	Management of Wild Elephants project
31	Develop the facilities for pilgrims during the annual Perahera
32	Project to preserve all archaeological and historical sites in the area

01. Proposed economic center construction project in Mahiyanganaya

Project Title	Economic center construction project in Mahiyanganaya			
Project Proposal	Collection and distribution of all agricultural crops including agricultural products			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Provincial Road Development Authority Road (Dambarawa Wewa Road)			
Location Map				
Existing Land Use	Vacant land			
Land Ownership	Government			
Land Extent	10 acres			

Project Justification

The main objective of the construction of this economic center, which is proposed to be developed as a major operational center for the collect and distribution of agricultural products, is to directly contribute to the economy of the city by purchasing the agricultural products of the regional farmers at reasonable prices and distributing them at the regional and national levels. At present, about 250,000 metric tons of agricultural products are produced annually in this area, and since there is no economic center, many traders sell their products on both sides of the main road, to wholesale vegetable and fruit collection centers and to intermediary traders. As a solution, this proposed economic center has been identified to be developed as an agricultural product collecting and marketing center that is open to the public on all days, in the Dambarawa Wewa Road area, near the Mahiyanganaya-Padiyathalawa (A- 26) main road.

It is expected that the Keppetipola Economic Center and the Dambulla Economic Center will be interconnected to collect agricultural products from the Badulla district and adjacent areas, and the proposed Mahiyanganaya Economic Center will be connected to add value to agricultural products and distribute the products to various areas..

It is expected to become a sales outlet for high-quality organic products by providing a primary location for them. Furthermore, this center will be used to market regional products in a systematic manner, making it a main operational center that will work in conjunction with the agricultural harvest collection centers in Mahiyanganaya, Ridimaliyadda, Bibila, Hangurangatha, Walapane, Kandaketiya, Meegahakivula, Minnipe, Ududumbara, Padiyathalawa, Mahaoya, Dehiattakandiya, Wilgamuwa, Dimbulagala.

Accordingly, this project has been identified as an essential project to strengthen the urban economy by giving priority to the agricultural industry and increasing the production of regional quality agro-industrial crops.

Objectives of the Project

- To become the main operation center for agricultural products spread throughout the area.
- To become the main organic agricultural product outlet in the area.
- To strengthen the economy of the area by adding more value to agricultural products.

Benefits of the Project

- Breaking down the trade authority between farmers and intermediaries.
- Strengthening the farmer's economy by providing agricultural products to the economic center without the intervention of middlemen.
- Gain more benefits from the sale of organic products.
- Increase the economic level of the lands in the adjacent area through the establishment of the economic center.
- Ability to buy products indigenous to the area for the surrounding people who come to the city.
- Ease of exchanging information on agricultural products available throughout the area.

Financial Plan

Description	Rs. Mn.
Proposed economic center construction project Mahiyanganaya	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Ministry of Agriculture and the Urban Development Authority.

02. Middle class housing project

Project Title	Middle class housing project			
Project Proposal	Supply housing requirements for government officials			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Provincial Road Development Authority Road (Gam Udawa Road, Puhul Yaya Road)			
Location Map				
Existing Land Use	Vacant land			
Land Ownership	National Housing Development Authority , Government			
Land Extent	1.1 acres, .9 acres			

Project Justification

This project has been identified to properly fulfill the residential needs of government employees by establishing this project near the medium density mixed development zone designated for administrative services in the proposed zoning plan for the year 2035. This project has also been identified to provide the necessary residential facilities for government officials who come for administrative services that will expand with the proposed population concentration.

Objectives of the Project

- Providing residential facilities close to institutions to provide efficient services to public.
- Regularizing existing land uses.

Benefits of the Project

- Ease of service provision from a fully-equipped environment for public servants.
- Ease of access for public servants to a workplace.

Financial Plan

Description	Rs. Mn.
Middle Income Housing Project	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the line ministry and the National Housing Development Authority.

03. Project to upgrade Mahiyanganaya Base Hospital to a District Hospital

Project Title	Project to upgrade Mahiyanganaya Base Hospital to a District Hospital			
Project Proposal	Improve health facilities for the community coming from Mahiyanganaya and surrounding areas, expanding health facilities and making it a leading hospital in the region.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Road Development Authority Road (Mahiyanganaya-Bibila-Uraniya Road)			
Location Map				
Existing Land Use	Existing Base hospital			
Land Ownership	Ministry of Health - Government			
Land Extent	19 acres			

Project Justification

Mahiyanganaya Base Hospital is the main hospital in the area and the health facilities and physical infrastructure available in the hospital are not adequate for the people who come to get services. This hospital, which is the main health service provider in the Mahiyanganaya region, serves a large number of people in the Mahiyanganaya, Rideemaliyadda, Bibila, Dehiattakandiya, Wilgamuwa, Padiyathalawa and Minipe Divisional Secretariat Divisions.

Also, the expectation is to upgrade and develop Mahiyanganaya Base Hospital as a district general hospital and make it the main hospital in the region with all facilities to provide health services.

Objectives of the Project

- To provide adequate health facilities to the resident population and the surrounding population.
- To develop health facilities and physical infrastructure to provide maximum facilities for the proposed population concentration.

Benefits of the Project

- Provide easy access to all health facilities for the people.
- Provide adequate space for inpatient treatment.
- Provide necessary residential facilities for hospital staff.
- Managing the clinical waste within the site.

Financial Plan

Description	Rs. Mn.
Project to upgrade Mahiyanganaya Base Hospital to a District Hospital	To be Decide

Project Implementation and Maintenance

After the project is completed, maintenance and upkeep will be carried out by the Ministry of Health.

04. Introduce vocational education courses for the Vocational Education Institute

Project Title	Project to introduce vocational education courses for the Vocational Education Institute and develop its existing infrastructure facilities			
Project Proposal	Introduce vocational education courses that suit the identity of the area and develop its existing infrastructure facilities			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Provincial Road Development Authority Road (Willuwa wewa road)			
Location Map				
Existing Land Use	Existing Vocational Education Institute			
Land Ownership	Ministry of High Education - Government			
Land Extent	1.5 acres			

Project Justification

The Mahiyanganaya urban area is spread over a large area and approximately 500 students out from school annually. Of these, approximately 2-3% enter university education and another 25-30% enter vocational education and tertiary education. However, although there are educational institutions for students in this area, there are no educational institutions for education beyond that. Therefore, the main expectation here is to introduce diploma level advanced technology courses for students in the area and students in the surrounding areas. It is proposed to establish this institution with more emphasis on the sectors of agriculture, value-added technology, information technology, tourism industry, food technology that suit the identity of the

area. It is also expected to carry out this project in a way that is connected to the proposed industrial zone and suits the proposed population concentration.

Objectives of the Project

- To expand higher education opportunities for students who complete school education.
- To minimize the brain drain.
- To create professionals with higher education and professional skills in the area.

Benefits of the Project

- Increase in the number of students entering higher education and tertiary education in the area.
- Reduction in brain drain.
- Provision of adequate space for educational institutions.
- Access to higher education opportunities not only for students in Badulla district but also for students from surrounding areas.

Financial Plan

Description	Rs. Mn.
Project to introduce vocational education courses for the Vocational Education Institute and develop its existing infrastructure facilities	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Ministry of Higher Education.

05. School Infrastructure Development Project

Project Title	School Infrastructure Development Project			
Project Proposal	Connect vocational education with school educational institutions and developing school infrastructure facilities			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Road Development Authority Road (Mahiyanganaya-Bibila-Uraniya Road)			
Location Map				
Existing Land Use	Existing school			
Land Ownership	Ministry of education - Government			
Land Extent	12 acres			

Project Justification

Within the Mahiyanganaya Urban Authority area, there is a notable shortage of adequate and well-organized infrastructure in the main national schools. This initiative aims to develop the necessary physical infrastructure to enhance the overall quality of education in all these schools. The urban area extends over a large area, and approximately 200 students complete their school education each year and disperse.

Of these, only about 2–3% enter university education, while around 25–30% proceed to vocational and other tertiary education. Accordingly, this plan intends to strengthen vocational pathways within all three national schools to better support students transitioning into vocational education. To achieve this, the development of the required human and physical infrastructure is promoted through this initiative.

Objectives of the Project

- Develop the physical infrastructure in all schools.
- Minimize the imbalance between schools in the area.
- Expand higher education opportunities for students who complete their school education.
- Minimize brain drain.
- Create professionals with higher education and professional skills in the area

Benefits of the Project

- Increase the quality of education in the area.
- Reduce the imbalance between schools.
- Increase the number of students entering higher education and tertiary education in the area.
- Reduce brain drain.
- Provide adequate space for educational institutions.

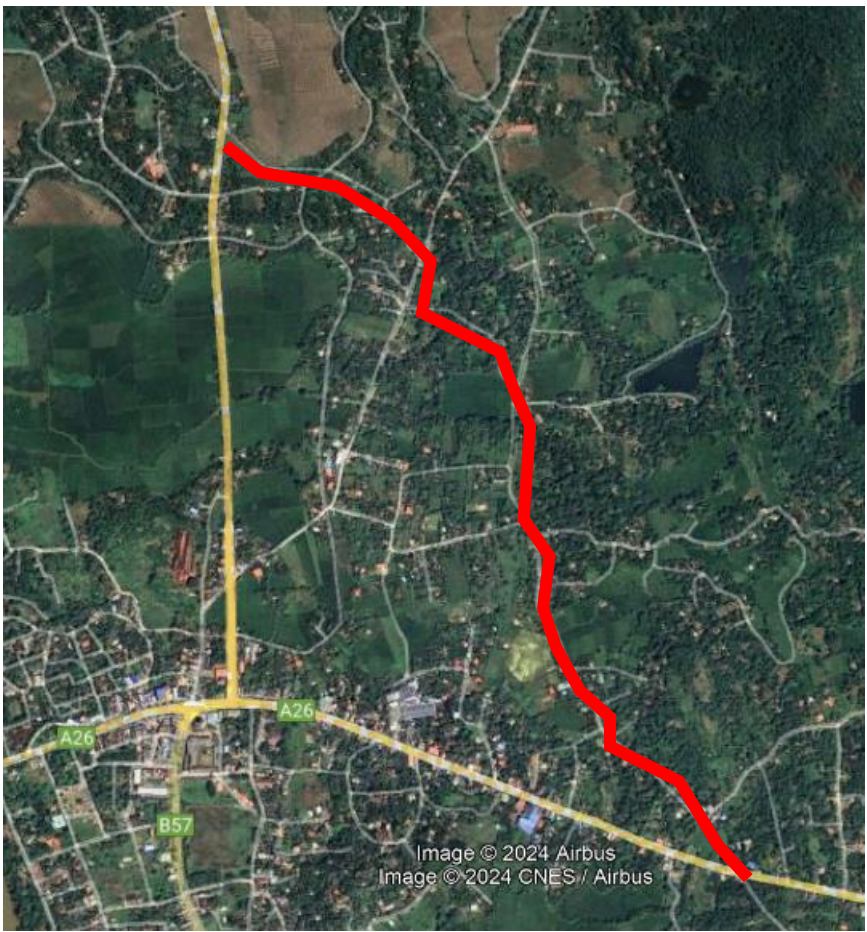
Financial Plan

Description	Rs. Mn.
Connect vocational education with the school educational institutions and developing school infrastructure facilities	To be Decide

Project Implementation and Maintenance

After the project is completed, maintenance and upkeep will be carried out by the Ministry of Education.

06. Road Redevelopment Project

Project Title	Road Redevelopment Project - Kovilyaya Junction to Girandurukotte Road			
Project Proposal	Develop the roads to facilitate activities related to the main service delivery points identified in the city and to minimize traffic congestion.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya Sabha
Access	Road Development Authority / Pradeshiya Sabha / Provincial Road Development Authority Roads			
Location Map				
Existing Land Use	Road Development Authority / Pradeshiya Sabha / Provincial Road Development Authority Roads			
Land Ownership	Road Development Authority / Pradeshiya Sabha / Provincial Road Development Authority			
Road				Distance
From Kovilyaya Junction to Girandurukotte Road				2.8 Kilometers

Project Justification

The road connecting Giradurukotte and Kovilyaya Junction, which is very close to the city center, has been identified. The road starting from Koviliya Junction should be developed as a service road up to the main road in Giradurukotte.

Thus, by reducing the congestion in the city center, it can be used as a shortcut to the proposed developments in the proposed new city zone and to the proposed economic center. The road has been proposed for development to reduce traffic congestion and the objective of this project is to reduce the current heavy traffic congestion and provide services to the urban population.

Objectives of the Project

- To provide smooth mobility of the Girandurukotte and Kovilyaya junctions for vehicles coming to the area, bypassing the city center.
- To develop alternative routes to minimize traffic congestion on the main road and to bypass the main city.
- To improve transport facilities to access the proposed Mahiyanganaya Economic Center and develop it as a main service road.

Benefits of the Project

- Minimization of traffic congestion on the main road.
- streamlining of urban infrastructure and increase the land value of the area.

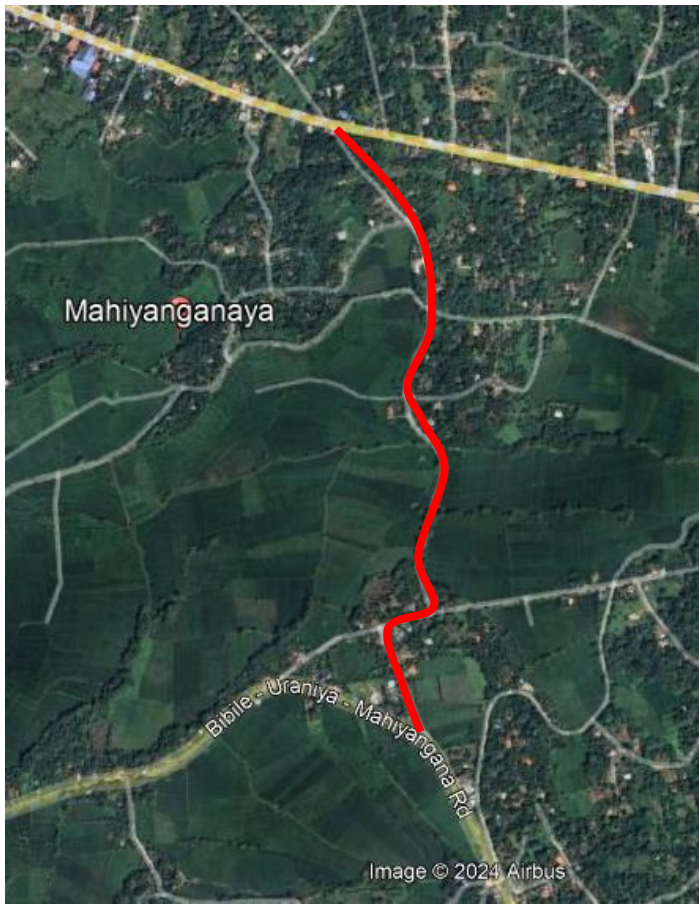
Financial Plan

Description	Rs. Mn.
Road Redevelopment Project - Kovilyaya Junction to Girandurukotte Road	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Road Development Authority/ Provincial Road Development Authority and the Pradeshiya Sabha.

07. Road Redevelopment Project

Project Title	Road Redevelopment Project - Kovilyaya Junction to Bibila Uranaiya Road			
Project Proposal	Developing roads to facilitate activities related to the main service delivery points identified in the city and to minimize traffic congestion.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Road Development Authority Roads / Pradeshiya Sabha Roads / Provincial Road Development Authority Roads			
Location Map				
Existing Land Use	Road Development Authority Roads / Pradeshiya Sabha Roads / Provincial Road Development Authority Roads			
Land Ownership	Road Development Authority Roads / Pradeshiya Sabha Roads / Provincial Road Development Authority			
Road				Distance
From Kovilyaya Junction to Bibila Uraniya Road				1.5 Kilometers

Project Justification

The road connecting Giradurukotte and Kovilyaya Junction, which is very close to the city center, has been identified. The road starting from Koviliya Junction should be developed as a service road up to Bibila Uraniya Road.

Thus, by reducing the congestion in the city center, it can be used as a shortcut to the proposed developments in the proposed new city zone and in the future to the proposed economic center. The road has been proposed for development to reduce traffic congestion and the objective of this project is to reduce the current heavy traffic congestion and provide services to the urban population.

Objectives of the Project

- To provide smooth mobility of the Bibila Uranaya Road and Kovilaya Junction for the vehicles coming to the area, bypassing the city center.
- To develop alternative routes to minimize traffic congestion on the main road and to bypass the main city.
- To improve transport facilities to access the proposed Mahiyanganaya Economic Center and develop it as a main service road.

Benefits of the Project

- Minimize the traffic congestion on the main road.
- Save the time and minimize the traffic.

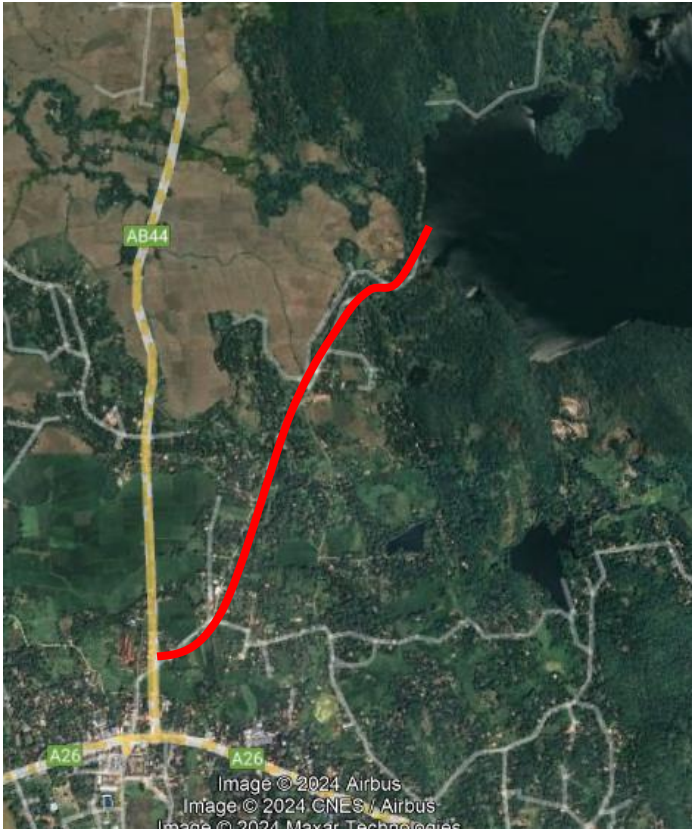
Financial Plan

Description	Rs. Mn.
Road Redevelopment Project - Kovilyaya Junction to Girandurukotte Road	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Road Development Authority/ Provincial Road Development Authority and the Pradeshiya Sabha.

08. Road Redevelopment Project

Project Title	Road Redevelopment Project - Soraborawewa Road			
Project Proposal	This road is used for the Sorabora wewa, a major tourist attraction in the Mahiyanganaya area. There is a need to develop this Soraborawewa road properly.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Pradeshiya Sabha Roads/ Provincial Road Development Authority Roads			
Location Map				
Existing Land Use	Pradeshiya Sabha Roads/ Provincial Road Development Authority Roads			
Land Ownership	Pradeshiya Sabha Roads/ Provincial Road Development Authority			
Road				Distance
Soraborawewa Road				2.67 Kilometers

Project Justification

Mahiyanganaya is looking to improve the existing access road to the Sorabora Reservoir to improve accessibility, boost tourism and support local economic development. The existing road will be improved by widening it for vehicular access and to increase safety. Clear and visible signage including directional signs, distance signs and information signs about the reservoir can be installed along the road to the Sorabora Reservoir. Information boards detailing the attractions, history and natural significance of the Sorabora Reservoir can be used for this purpose. Designated parking areas near the reservoir for visitor vehicles can be developed through this project.

Objectives of the Project

To upgrade the existing access road to the Sorabora Reservoir to improve accessibility, boost tourism and support local economic development.

Benefits of the Project

Implementing this strategy will significantly improve access to the Sorabora Reservoir, enhance the overall visitor experience, boost local tourism, and support the economic development of Mahiyanganaya.

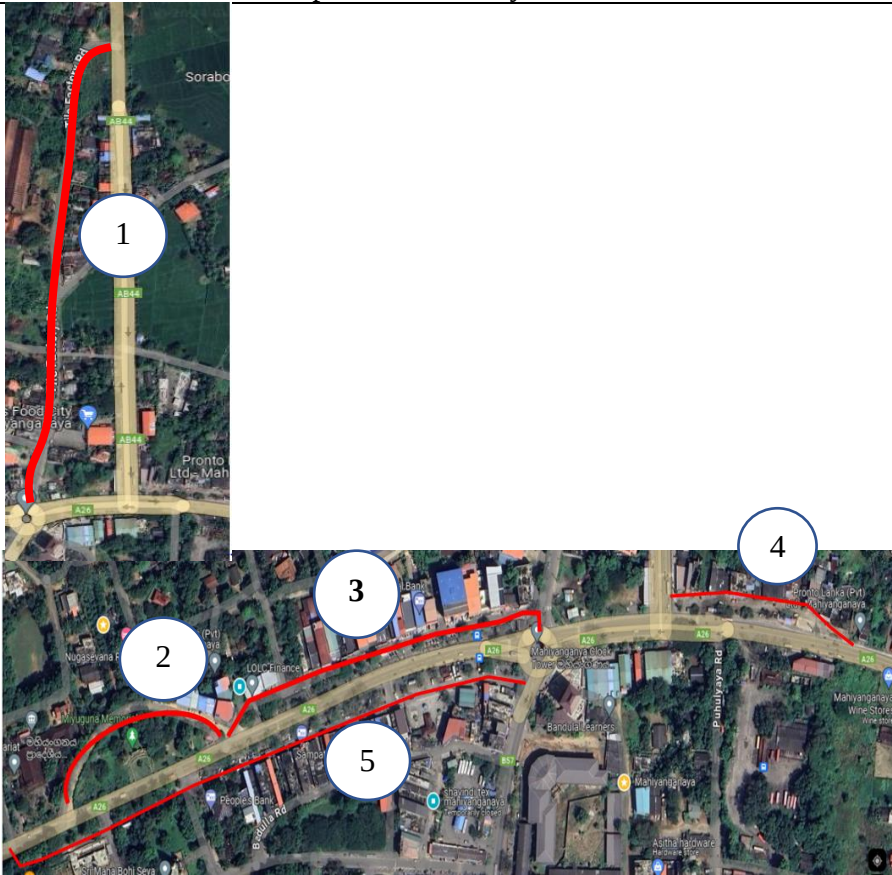
Financial Plan

Description	Rs. Mn.
Road Redevelopment Project - Sorabora wewa Road	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Provincial Road Development Authority and the Pradeshiya Sabha.

09. Mahiyanganaya City Center Service Road Development Project

Project Title	Service Road Development Project Mahiyanganaya town			
Project Proposal	Developing service roads to facilitate activities related to the main service delivery points identified in the city and to minimize traffic congestion.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya Sabha
Access	Road Development Authority Road / Pradeshiya Sabha Road / Provincial Road Development Authority Road			
Location Map				
Existing Land Use	Road Development Authority Road / Pradeshiya Sabha Road / Provincial Road Development Authority Road			
Land Ownership	Road Development Authority / Pradeshiya Sabha / Provincial Road Development Authority			
Road			Distance	
Tile Factory Road			618 meters	
Semi-circular section behind Miyuguna Memorial			200 meters	
Section from Miyuguna Memorial to Tile Factory Road			350 meters	
Section from Giradurukotte - Padiyathalawa			180 meters	

Project Justification

These roads can be seen as service roads that can increase the connectivity for the people who come to get the service needs. These roads provide a great service to those who come to get the services, especially to use to park vehicles. This also helps to minimize the traffic congestion in the city center. This already exist and some of them can be improved to provide more efficient service. This can be seen as service roads for all the main roads. With the implementation of village development projects, it can be seen how this road can be planned in this way. This provides an example of a proper city development plan. The aim of this project is to minimize the current heavy traffic congestion and provide services to the urban population.

Objectives of the Project

- To act as a service roads for the commercial hub in the city center.
- To increase accessibility for people coming to get services.

Benefits of the Project

- Easy access to urban services.
- The city center becomes a more active commercial center.

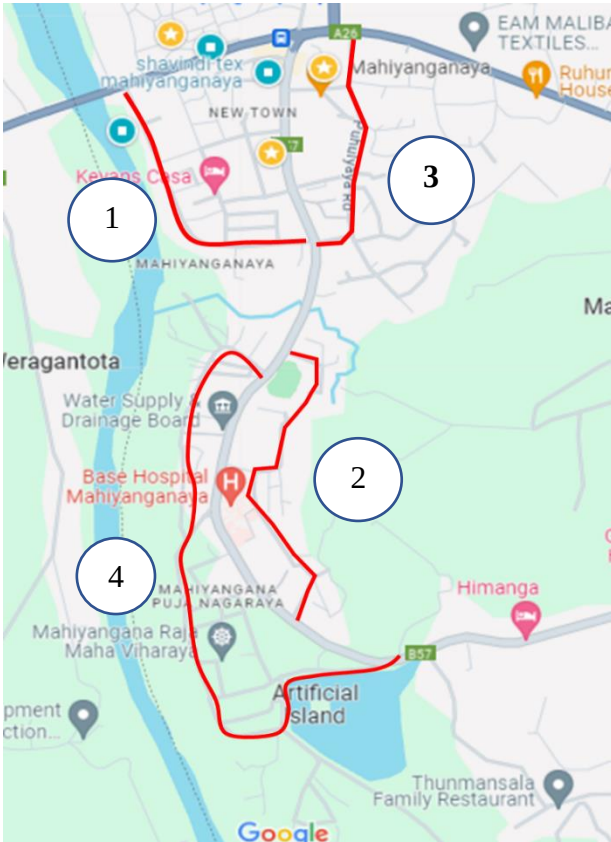
Financial Plan

Description	Rs. Mn.
Tile Factory Road	To be Decide
Semi-circular section behind Miyuguna Memorial	To be Decide
Section from Miyuguna Memorial to Tile Factory Road	To be Decide
Section from Giradurukotte - Padiyathalawa	To be Decide
Section from Buddha Gaya Anuruwa to I.O.C Fuel Filling Station	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Road Development Authority/Provincial Road Development Authority and the Mahiyanganaya Pradeshiya Sabha.

10. Mahiyanganaya City Service Road Development Project

Project Title	Service Road Development Project Mahiyanganaya City			
Project Proposal	Developing service roads to facilitate activities related to the main service delivery points identified in the city and to minimize road congestion.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya Sabha
Access	Road Development Authority roads / Pradeshiya Sabha Roads / Provincial Road Development Authority Roads			
Location Map				
Existing Land Use	Road Development Authority Roads / Pradeshiya Sabha Roads / Provincial Road Development Authority Roads			
Land Ownership	Road Development Authority / Pradeshiya Sabha / Provincial Road Development Authority			
Road				Distance
Rest House road				950 meters
Uyanwatta road				1.1 kilometers
Puhul yaya road				790 meters
The road around the sacred area				2.2 kilometers

Project Justification

These roads can be seen as service roads that can be increase the connectivity for the people who come to get the service needs. These roads provide a great service to those who come to get the services, especially to use to park vehicles. This also helps to minimize the traffic congestion in the city center. This already exist and some of them can be improved to provide more efficient service. This can be seen as service roads for all the main roads. With the implementation of village development projects, it can be seen how this road can be planned in this way. This provides an example of a proper city development plan. The aim of this project is to minimize the current heavy traffic congestion and provide services to the urban population.

Objectives of the Project

- To act as a service roads for the commercial hub in the city center.
- To increase accessibility for people coming to get services.

Benefits of the Project

- Easy access to urban services.
- The city center becomes a more active commercial center.

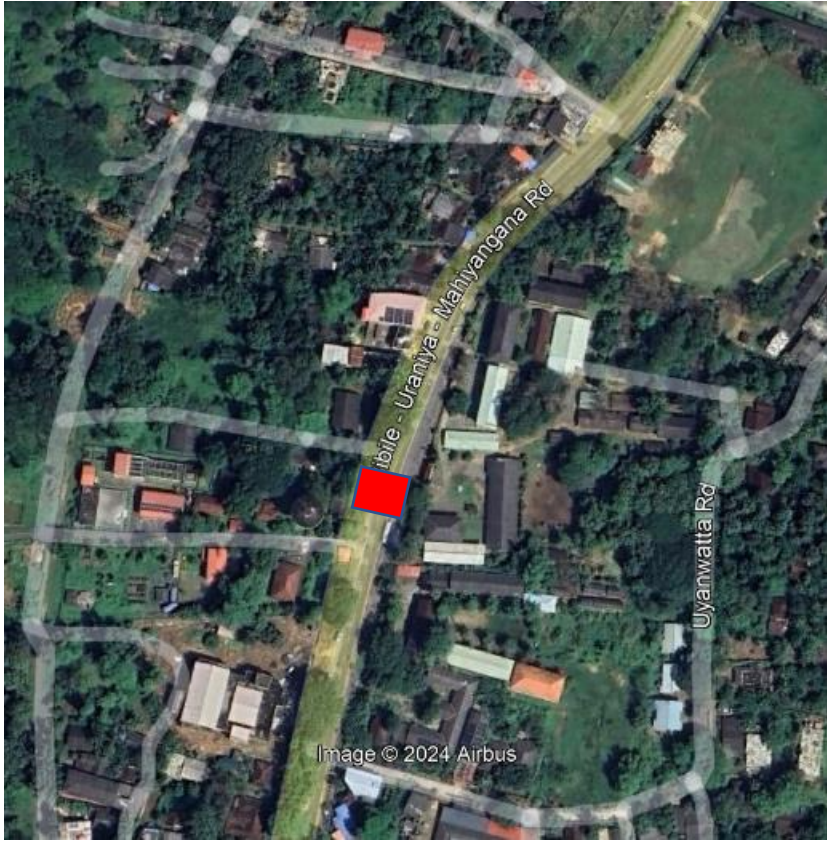
Financial Plan

Description	Rs. Mn.
Rest House road	To be Decide
Uyanwatta road	To be Decide
Puhul yaya road	To be Decide
The road around the sacred area	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Road Development Authority/ Provincial Road Development Authority and the Mahiyanganaya Pradeshiya Sabha.

11. Flyover Development Project near Mahiyanganaya National School

Project Title	Flyover development project near Mahiyanganaya National School			
Project Proposal	Ensure the safety of students and pedestrians accessing the Mahiyanganaya Bibila Uraniya Road in front of the Mahiyanganaya National School.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Road Development Authority Road / Mahiyanganaya Bibila Uraniya Road			
Location Map				
Existing Land Use	Road Development Authority Road			
Land Ownership	Road Development Authority Road			

Project Justification

The school is located in a linear manner along the Mahiyanganaya Bibila Uraniya roads and high traffic flow can be seen along the roads. Since the education sector is a good support for the city's economy, a high number of students come to the city daily. Therefore, it is essential to secure pedestrian circulation in the city. The aim of this project is to minimize the current heavy traffic congestion and provide services to the student and the urban population.

Objectives of the Project

- To ensure the safety of students and pedestrians at the National School, one of the city's main schools.
- To remove the obstacles to vehicular and pedestrian circulation.

Benefits of the Project

- Improve the traffic flow as well as pedestrian circulation.
- Ensure the safety of pedestrians and students.

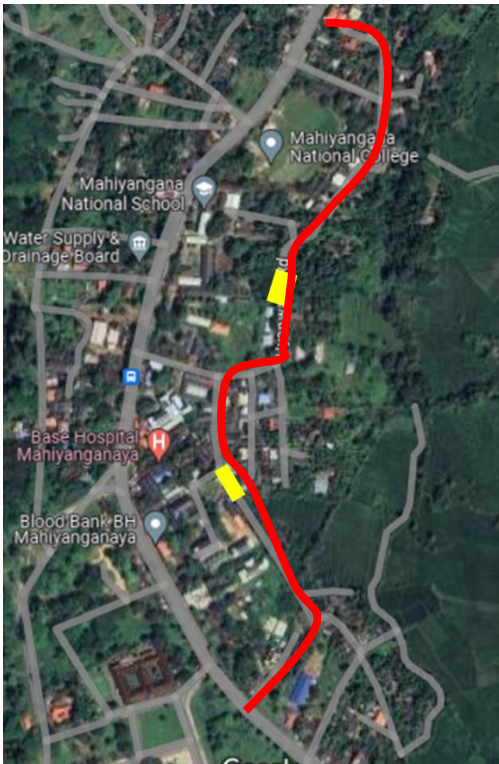
Financial Plan

Description	Rs. Mn.
Flyover Development Project	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Road Development Authority, Mahiyanganaya Pradeshiya Sabha.

12. Introduce new accessibility for the National School and Base Hospital

Project Title	Project to introduce new accessibility for the National School and Base Hospital			
Project Proposal	Ensure the safety of students and pedestrians accessing the Mahiyanganaya Bibila Uraniya Road in front of the Mahiyanganaya National School.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Uyan Watta Road / Provincial Road Development Authority			
Location Map				
Existing Land Use	National School and Base Hospital			
Land Ownership	National School and Base Hospital			

Project Justification

By providing access from Uyanwatte Road behind Mahiyanganaya National School, it will be possible to minimize the traffic congestion on Bibila Uraniya Road. This is a very strategic and cost-effective project. Especially when entering the school, the use of this Uyanwatte Road will avoid the obstruction of the main road to the school and the hospital. Uyanwatte Road can be utilized to improve the accessibility of the hospital and the school.

Objectives of the Project

- To avoid the obstruction in front of the hospital and school.
- To provide a safe entrance for patients and students visiting the hospital.

Benefits of the Project

- Minimize obstructions to the Bibilaya-Uraniya main road.
- Minimize obstructions to the main access road.

Financial Plan

Description	Rs. Mn.
introduction of the new accessibility for the National School and Base Hospital	To be Decide

Project Implementation and Maintenance

After the project is completed, maintenance and upkeep will be carried out by the National School and Base Hospital.

13. Introduce a Park and Ride Area

Project Title	Project to introduce a park and ride area			
Project Proposal	Introduce a park and ride location where can safely park the private vehicle and exchange to a public transportation..			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyangana ya Pradeshiya sabha
Access	Sri Lanka Telecom Road / Provincial Road Development Authority Road			
Location Map				
Existing Land Use	Vacant land			
Land Ownership	Pradeshiya Sabha			
Land Extent	82 perches			

Project Justification

The park and ride concept is a strategy designed to reduce traffic congestion and improve accessibility to urban centers by providing designated parking facilities outside the main city area. Located in suburban areas or on the outskirts, these facilities provide commuters with ample parking space to park their private vehicles and ride. The parking areas are linked to efficient and reliable public transport services, which in turn provide commuters with a means of commuting to and from the city center or other major destinations.

Objectives of the Project

- To help to manage traffic flow and reduce road congestion of the city.
- To provide adequate parking space for private vehicles.

Benefits of the Project

- Such a project would help reduce traffic congestion in urban centers, reduce demand for parking spaces, promote the use of public transportation, and ultimately contribute to a more sustainable and efficient urban transportation system.

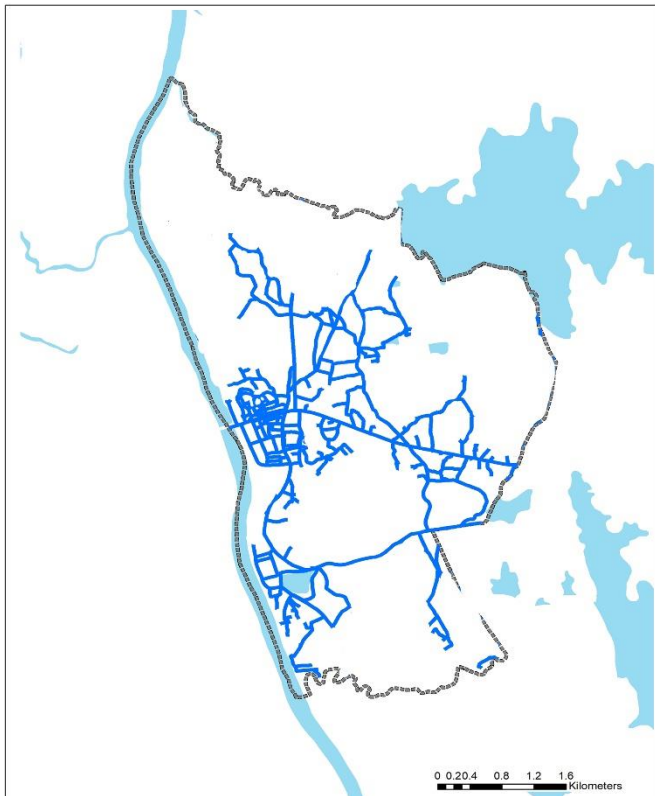
Financial Plan

Description	Rs. Mn.
Park and ride project	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Mahiyangana Pradeshiya Sabha.

14. Proposed Water Pipeline Project at the City Center.

Project Title	Proposed City Center Water Pipeline Project.			
Project Proposal	Meeting the Urban Drinking Water Needs			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya Sabha
Location Map				
Existing Land Use	Old Water Pipe lined Area			
Land Ownership	Road Development Authority / Provincial Road Development Authority / Pradeshiya Sabha			

Project Justification

Piped water is the main medium for providing drinking water to the urban population, and the capacity of the existing pipe system in the city center is a problem to meet that water requirement, and a need has been identified to renovate the pipeline system and install a water pipeline system with a higher capacity to distribute the required water. Also, the existing pipeline system has been extended during the Gam Udawa Development Project and water leaks have been identified. Therefore, the expectation of this project is to optimize the urban water requirement.

Objectives of the Project

- To provide the required drinking water at an optimal level for the year **2035**.
- To increase the capacity of the existing water pipeline system.

Benefits of the Project

- Regularization of drinking water supply.

Financial Plan

Description	Rs. Mn.
City center water pipe system project	To be Decide

Project Implementation and Maintenance

After completion of the project, maintenance and upkeep will be carried out by the Water Supply and Drainage Board.

15. Water Treatment Plant Capacity Increasing Project

Project Title	Water Treatment Plant Capacity Increasing Project.			
Project Proposal	Renovation and capacity increase of the existing water treatment plant to meet the expected water demand in the future.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Road Development Authority Road (Mahiyanganaya Bibila Urani)			
Location Map				
Existing Land Use	Water Treatment Plant			
Land Ownership	Water Supply and Drainage Board			
Land Extent	6.5 Acres			

Project Justification

The main means of providing drinking water to the urban population is through piped water distribution, and the demand for drinking water has been identified as being higher than the expected residential population and the required drinking water demand for the year 2035, and the need to renovate and increase the capacity of the Mahiyanganaya Water Treatment Plant has been identified to obtain the required purified water.

The rapid growth of Mahiyanganaya has identified the problem of inadequate access to drinking water, a basic need of the people of the city. Accordingly, it is expected

that the capacity of the Mahiyanganaya Water Treatment Plant will be increased to 10,000 cubic meters to address the drinking water problem in the area. The main water source is the Mahaweli River.

Objectives of the Project :

- To meet the expected drinking water demand for the urban area in the year 2035.
- To ensure water security by providing the necessary water.

Benefits of the Project

- Regularize the drinking water supply.

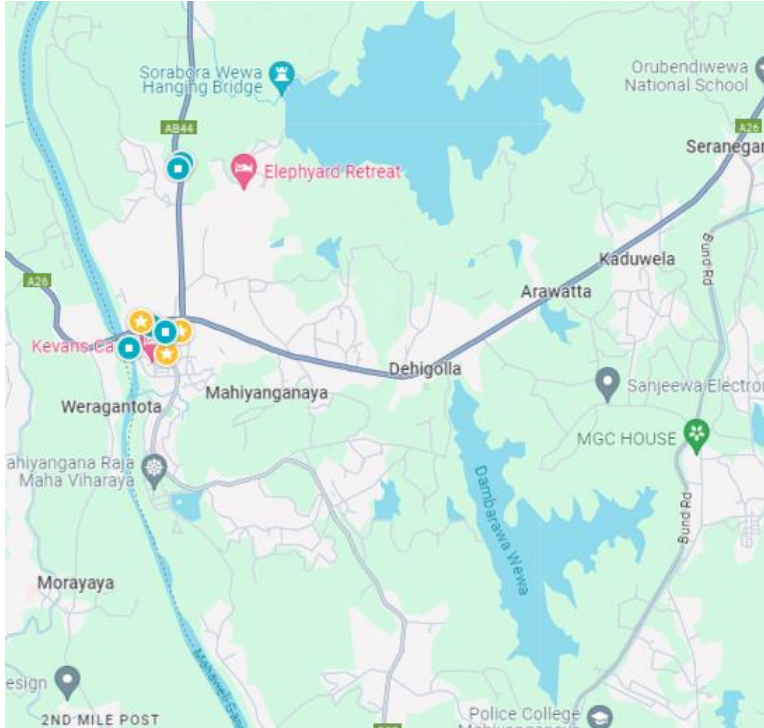
Financial Plan :

Description	Rs. Mn.
Water Treatment Plant Capacity Increasing Project	400

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Water Supply and Drainage Board.

16. Construction of floating solar power plants on the surface of the water- (Dambarawa Lake, Sorabora Lake)

Project Title	Construction of floating solar power plants on the surface of the water-(Dambarawa Lake, Sorabora Lake)			
Project Proposal	This project can be used to meet the existing electricity requirement in a sustainable manner.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya Sabha
Access	Dambarawa Lake, Sorabora Lake Road			
Location Map				
Existing Land Use	Lake			
Land Ownership	Mehaweli Authority			
Land Extent	Dambarawa lake- 550 Acres , Sorabora lake- 1000 Acres			

Project Justification

The construction of floating solar power plants on the Sorabora and Dambarawa lakes will utilize renewable energy, thereby promoting sustainable energy generation, reducing carbon emissions and boosting the local economy of the Mahiyanganaya area. Compliance with the necessary permits and approvals from relevant authorities including the Central Environmental Authority, Ministry of Power and Energy and local governments. After considering the technical feasibility of installing floating solar panels on the Sorabora and Dambarawa lakes, factors such as water surface area, depth, wind speed and solar radiation, the proposed alternatives for this project will be identified and the Sorabora or Dambarawa lakes will be used as the appropriate alternatives.

Objectives of the Project

To utilize renewable energy by constructing floating solar power plants on the Sorabora and Dambarawa lakes, thereby promote the sustainable energy generation, reduce the carbon emissions and boost the local economy in the Mahiyanganaya area.

Benefits of the Project

By constructing floating solar power plants on the Sorabora Lake and Dambarawa Lake, Its natural resources can be utilized to promote sustainable development, minimize environmental impact, and meet its electricity needs.

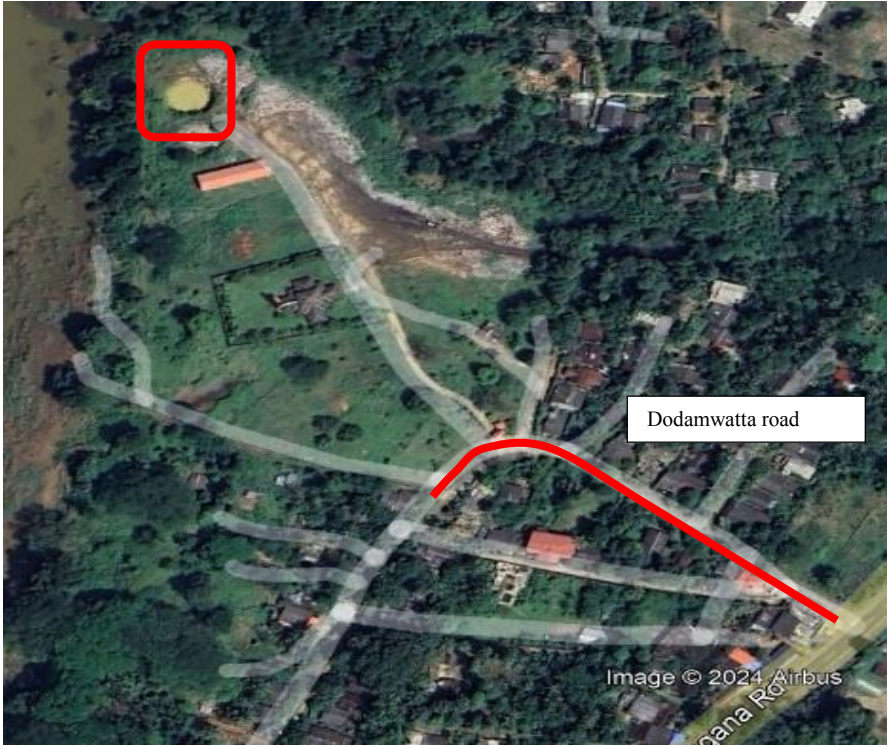
Financial Plan

Description	Rs. Mn.
Construction of floating solar power plants on the surface of the water- (Dambarawa Lake, Sorabora Lake)	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Ministry of Power and Energy and the Sustainable Energy Authority.

17. Establish a solid waste management system

Project Title	Project to establish a sewage management system			
Project Proposal	The collecting sewage in the Mahiyanganaya area will be treated and discharge into the Mahaweli River.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Dodamwatta road			
Location Map				
Existing Land Use	Solid waste disposal			
Land Ownership	Pradeshi Sabha			
Land Extent	3 acres			

Project Justification

To ensure environmental sustainability, public health and a high quality of life for residents and develop a comprehensive solid waste management system in Mahiyanganaya. This will help to stop irregular disposal.

Objectives of the Project

- To protect water security by preventing water along the Mahaweli River.
- To minimise the environmental pollution occurring along the Ridi Kotaleeya River.

Benefits of the Project

Proper management of solid waste management.

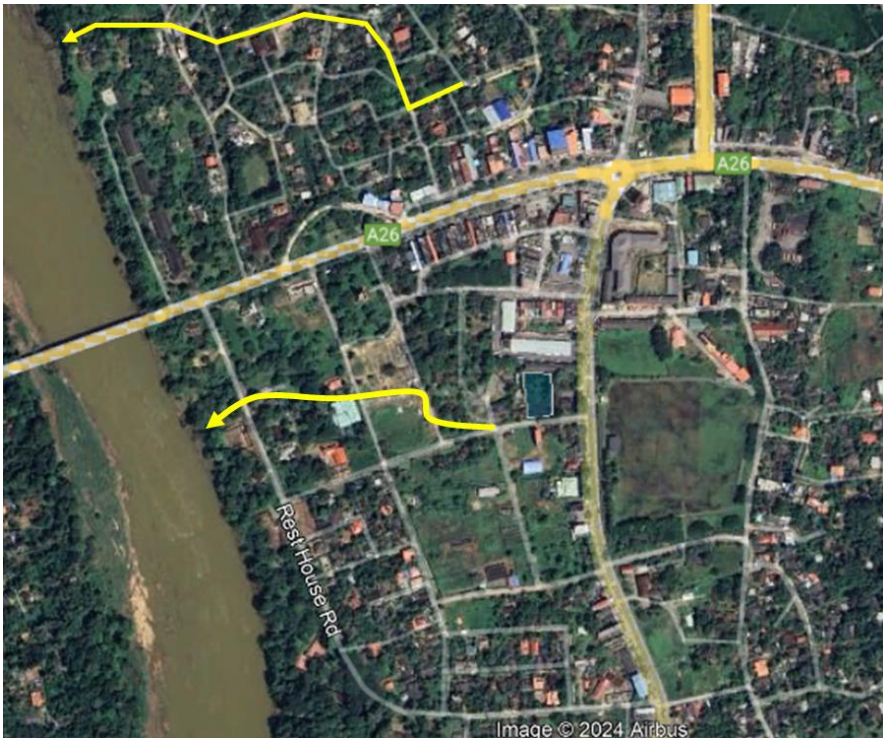
Financial Plan

Description	Rs. Mn.
Project to establish a solid waste management system	To be Decide

Project Implementation and Maintenance

After the project is completed, maintenance and upkeep will be carried out by the Pradeshiya Sabha.

18. Develop a formal drainage system in the city center

Project Title	Development of a formal drainage system in the city center			
Project Proposal	Development of a formal drainage system in the city center			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	-			
Location Map				
Existing Land Use	-			
Land Ownership	-			
Land Extent	-			

Project Justification

The drainage conditions of the identifying areas in the Mahiyanganaya city center are vulnerable to flooding, and prepare a formal drainage system for them are being carried out here. Topographic data, soil characteristics, land use patterns and

hydrology are important in the design of the drainage system. Proper planning should be done to optimize the performance and efficiency of the drainage system under different rainfall intensities and flow conditions. Cleaning, debris removal and sediment management are important to prevent blockages, obstructions and system failure.

Objectives of the Project

- To dispose the rain water in proper manner.

Benefits of the Project

- Properly dispose of rainwater and prevent the breeding of animals such as mosquitos.

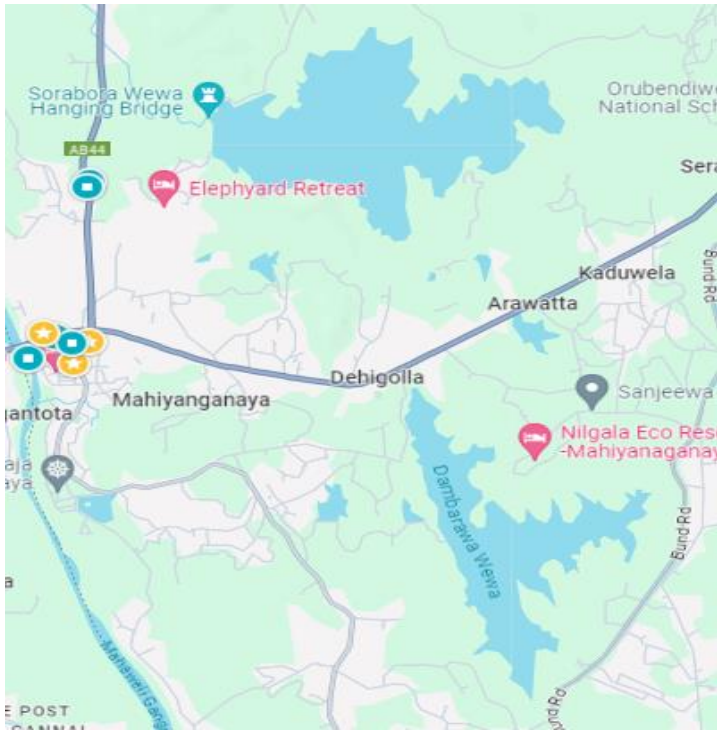
Financial Plan

Description	Rs. Mn.
Project to develop a formal drainage system in the city center	To be Decide

Project Implementation and Maintenance

After the project is completed, maintenance and upkeep will be carried out by the Pradeshiya Sabha.

19. Proposed Freshwater Fish Breeding Center and Fish Harvest Marketing Center Development Project.

Project Title	Proposed Freshwater Fish Breeding Center and Fish Harvest Marketing Center Development Project			
Project Proposal	Establishing a fish breeding center to promote the freshwater fishing industry in the area and increase harvests.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Provincial Road Development Authority Road			
Location Map				
Existing Land Use	Vacant Land			
Land Ownership	Irrigation Department			
Land Extent	01 Acre			

Project Justification

The reservoirs, which are considered to be the main areas for freshwater fish farming, and can achieve very high levels of fish production. These reservoirs already carry out

freshwater fish farming and meet the freshwater fish needs of the region and the area to some extent. This project is expected to establish a center for freshwater fish breeding using modern technology and create a market for it. The project has been identified as an essential project to develop the freshwater fish industry in the area and meet the regional needs.

Objectives of the Project

- To become the main operational center for the freshwater fishery industry.
- To meet the local and regional fish needs.
- To strengthen the local economy.
- To promote the freshwater fishery industry in the area.
- To direct students to research and development activities related to the freshwater fishery industry.
- To integrate the freshwater fishery industry into tourism activities..

Benefits of the Project

- Increase benefits from freshwater fish production.
- Growth of the local economy.
- Ability to purchase Sri Lankan-specific freshwater fish products for both the city's residents and the surrounding population visiting the city.
- Students are encouraged to conduct research and development activities on the freshwater fish industry.

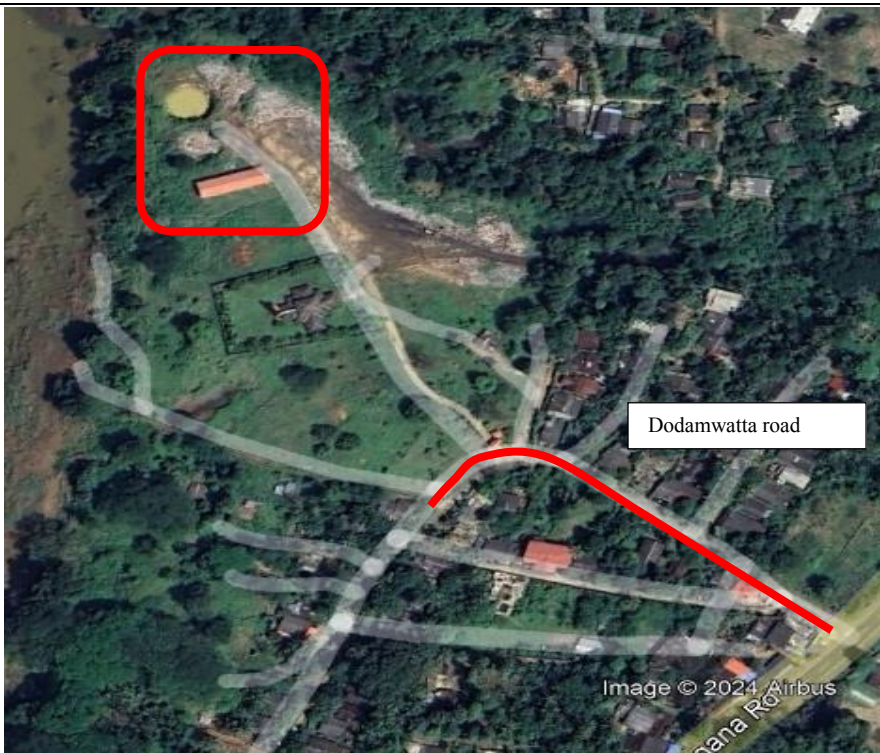
Financial Plan

Description	Rs. Mn.
Freshwater Fish Breeding Center Construction Project	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the relevant ministry.

20. Solid Waste Management Center Development Project

Project Title	Solid Waste Management Center Development Project			
Project Proposal	Establishment of a Solid Waste Management Center based on modern technology.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Dodamwatta road			
Location Map				
Existing Land Use	Solid Waste Management Center			
Land Ownership	Pradeshiya Sabha			
Land Extent	3 acres			

Project Justification

About 4 tons of solid waste is collected daily within the Mahiyanganaya urban area and the Mahiyanganaya Pradeshiya Sabha collects the waste daily. It is expected that by the year 2035, with the proposed projected population and the proposed projects, an amount of 6 tons will be collected daily. It is expected that this collected solid waste will be classified and collected separately and that waste will be transported and managed. It is expected that biodegradable materials will be used to produce compost and non-biodegradable materials will be managed using the 3R concept.

Objectives of the Project

- To create a super clean city through urban waste management.
- To produce organic compost.
- To Stop illegal waste disposal in the area.
- To minimize the environmental pollution.
- To introduce the urban waste collection points.

Benefits of the Project

- Achieve a cleaner city through urban waste management.
- Increase the income of the Pradeshiya Sabha through the production of compost.
- Minimize environmental pollution and protect the natural ecosystem.

Financial Plan

Description	Rs. Mn.
Proposed Solid Waste Management and Compost Fertilizer Production Yard Construction Project	To be Decide

Project Implementation and Maintenance

After the completion of the project, maintenance and upkeep will be carried out by the Mahiyanganaya Pradeshiya Sabha.

21. Utilize the underutilized land in the city center for commercial development

Project Title	Project to utilize underutilized land in the city center for commercial development			
Project Proposal	Utilization of underutilized land in the city center for commercial development.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyangana ya Pradeshiya sabha
Access	Mahiyanganaya- Padiyathalawa road			
Location Map				
Existing Land Use	Vacant Land			
Land Ownership	Pradeshiya Sabha			
Land Extent	1 Acre			

Project Justification

The main purpose is to allow partnerships between local governments and private developers to exploit the potential of underutilized lands for commercial projects and to promote walkable and integrated development that maximizes land efficiency and minimizes environmental impact.

Objectives of the Project

- To stimulate economic growth, create job opportunities.

Benefits of the Project

By harnessing the potential of underutilized lands for commercial use in and around the Mahiyanganaya city center, economic growth can be stimulated, job opportunities created, and the overall quality of life of residents can be improved.

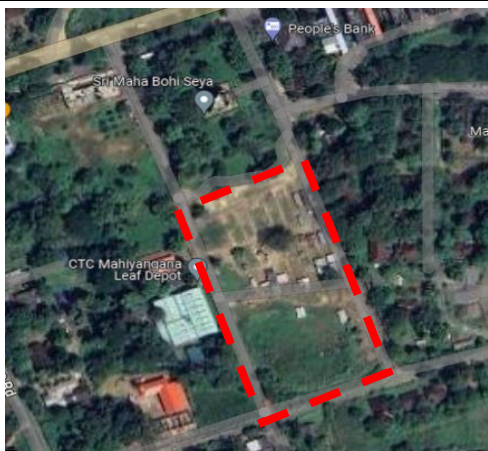
Financial Plan

Description	Rs. Mn.
Project to utilize underutilized land in the city center for commercial development	To be Decide

Project Implementation and Maintenance

After the project is completed, maintenance and upkeep will be done through a partnership between the Pradeshiya Sabha and private developers.

22. Sathipola construction project

Project Title	Construction of Sathipola			
Project Proposal	Construction of Sathipola			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Mahiyanganaya- Padiyathalawa road			
Location Map				
Existing Land Use	Vacant Land			
Land Ownership	Pradeshiya Sabha			
Land Extent	1 Acre			

Project Justification

This includes a covered permanent building, a proper drainage system, and parking facilities. This strategy will be implemented through a project management team comprising the Pradeshiya Sabha, Urban Development Authority, Raja Maha Viharaya and other relevant stakeholders to oversee the implementation of the project. Responsibilities for maintenance, security, sanitation, waste management, and revenue collection will be delegated to the Pradeshiya Sabha.

Objectives of the Project

- To boost the economy of farmers and traders.

Benefits of the Project

Boost the economy of farmers and traders and provide economic value to the people of the area, a permanent market should be planned for the Mahiyanganaya area.

Financial Plan

Description	Rs. Mn.
The Sathipola construction project	To be Decide

Project Implementation and Maintenance

After the project is completed, maintenance and upkeep will be carried out by the Pradeshiya Sabha.

23. Tile Factory Development Project

Project Title	Tile Factory Development Project			
Project Proposal	Development of Tile Factory			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Tile Factory road			
Location Map				
Existing Land Use	Tile Factory			
Land Ownership	Tile Factory			
Land Extent	95 acres			

Project Justification

Through industry identification and market analysis, it is possible to make a major contribution to the economy by identifying and implementing value-added industries that can be associated with the use of clay, such as terracotta production, sustainable brick making, pottery, ceramics, sanitary ware, and reflective products, which are currently in demand.

The study of demand trends, competition, price dynamics and market opportunities for clay-based products in the local and international markets makes it more timely to

focus on alternative production. Considering factors such as raw material availability, transportation networks, and labor availability, value-added products can be produced through this factory.

Objectives of the Project

- To Focus on optimal products using basic raw materials.
- To minimise the unemployment.

Benefits of the Project

- Improve the economic status of the area.
- Promote employment.

Financial Plan

Description	Rs. Mn.
Tile Factory Development Project	To be Decide

Project Implementation and Maintenance

After the project is completed, maintenance and upkeep will be carried out by the tile factory.

24. Develop the Sorabora Lake area as a tourist zone.

Project Title	Project to develop the Sorabora Lake area as a tourist zone.			
Project Proposal	Developing the Sorabora Lake area as a tourist area.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya Sabha
Access	Sorabora Wewa road			
Location Map				
Existing Land Use	Tourism industry.			
Land Ownership	Government			
Land Extent	10 acres			

Project Justification

Among the tourist areas in the Uva Province, the Mahiyanganaya tourist area occupies a prominent position and a large number of local and foreign tourists visit this area. An increase in the number of tourists has been identified during the months of August - September. Nearly 50,000 or slightly more local and foreign tourists visit the area annually to visit the Sorabora Lake and various related activities.

Many hotels have been established along the Sorabora Lake road, and it has been identified that there is no place with the necessary recreational activities and facilities for tourists to enjoy. Therefore, the development of such a tourist service area will provide opportunities for sports and various recreational activities as well as enjoying the natural beauty of the region. It is expected to retain tourists coming to the Uva tourist area via the Mahiyanganaya road and attract local and foreign tourists by providing adventure sports, camping, accommodation facilities, and developing infrastructure facilities.

Objectives of the Project

- To attract tourists to Mahiyanganaya city.
- To provide new entertainment opportunities for tourists visiting the Ellawala tourist zone.
- To develop infrastructure facilities around the Sorabora Lake tourist area.
- To strengthen the urban economy by enhancing the tourism industry by providing essential services to the tourists.

Benefits of the Project

- Provision of water sports facilities.
- Provision of proper infrastructure facilities in the area.
- Availability of recreational activities that can be spent throughout the day.
- Vehicle parking facilities.
- Accommodation facilities linked to environmental attractions.
- Ease of access to food and beverages.
- Development of the urban economy.

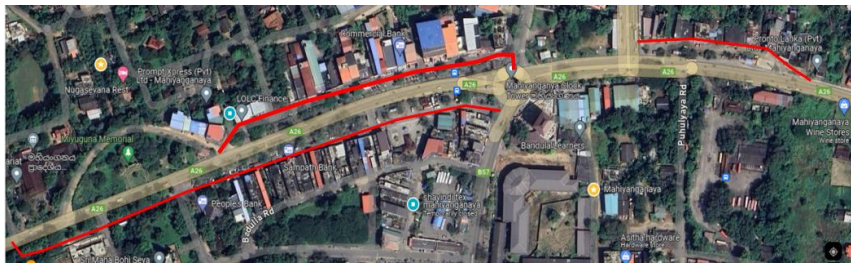
Financial Plan

Description	Rs. Mn.
Project to develop the Sorabora Lake area as a tourist area	To be Decide

Project Implementation and Maintenance

After completion of the project, maintenance will be carried out by the Ministry of Tourism and the Mahiyangana Pradeshiya Sabha .

25. Mahiyanganaya City Center Landscaping Project

Project Title	Mahiyanganaya City Center Landscaping Project			
Project Proposal	To beautify the area surrounding the existing city center and create a pleasant urban environment.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Road Development Authority Road			
Location Map	 			
Existing Land Use	Road Reservation			
Land Ownership	Mahiyanganaya Pradeshiya Sabha / Road Development Authority			
Land Extent	01 Acre			

Project Justification

There are large number of people and vehicles entering and leaving daily in mahiyanganaya town. Mahiyanganaya city operates as a major interchange transportation hub in the area. Accordingly, the area on both sides of the main road has been identified for landscaping in order to achieve the desired development goals by the year 2035. It is proposed to improve the landscaping of the area by utilizing the potential of the existing shaded area. A large number of people who come to get

services use this city, and it is essential to create a pleasant urban area to attract the commuters.

Objectives of the Project

- To create a pleasant urban environment for the people who come to Mahiyanganaya city for the services.
- To create pedestrian lanes and alternative roads.
- To take benefit from the existing open spaces.

Benefits of the Project

- Providing a relax environment for people who visit the Mahiyanganaya.
- Providing a pleasant urban environment.

Financial Plan

Description	Rs. Mn.
Mahiyanganaya City Center Landscaping Project	To be Decide

Project Implementation and Maintenance

After completion of the project, its maintenance and upkeep will be carried out by the Mahiyanganaya Pradeshiya Sabha..

26. Proposed Linear Park Development Project - Both Sides of Mahaweli River

Project Title	Proposed Linear Park Construction Project			
Project Proposal	It is proposed to create a linear park length of 250 meters on both sides from the Weragamthota Bridge. The existing potential along the Mahaweli River will be utilized and those passing through and coming to Mahiyanganaya town will be able to easily reach the park via the Mahiyangana Padiyathalawa road.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Road Development Authority Road			
Location Map				
Existing Land Use	Mahaweli River Reservation			
Land Ownership	Mahaweli Authority			
Length of the Linear Park	250 meters on both sides of the Mahaweli river from Weragamthota Bridge			

Project Justification

The vehicles coming from the the kandy - Mahiyanganaya -Padiyathalawa road which is main entrance to the Mahiyanganaya will meet the Weragantota Bridge. From this bridge, the mountain range surrounding Minipe can be seen gradually. It is proposed

to create a linear park 250 meters in length on both sides of the Mahaweli river from the Weragantota Bridge. The existing potential along the Mahaweli River will be utilized and those passing through and coming to Mahiyanganaya will be able to easily reach the park via the Mahiyanganaya Padiyathalawa road. It has been identified to provide a place of rest for the urban population by planting trees and providing seating facilities. Accordingly, people traveling on the Kandy-Mahiyanganaya -Padiyathalawa road will be provided with the opportunity to stop and rest in these linear parks and enjoy the beauty of the surrounding mountain ranges and the Mahaweli River.

Objectives of the Project

- To improve the leisure and recreational facilities needed by the urban population and the surrounding population.
- To enhance the urban attractiveness by utilizing the Mahaweli River.
- To provide more space for the scenic blue green mountain range to be seen.

Benefits of the Project

- Urban attractiveness
- Achievement of economic benefits

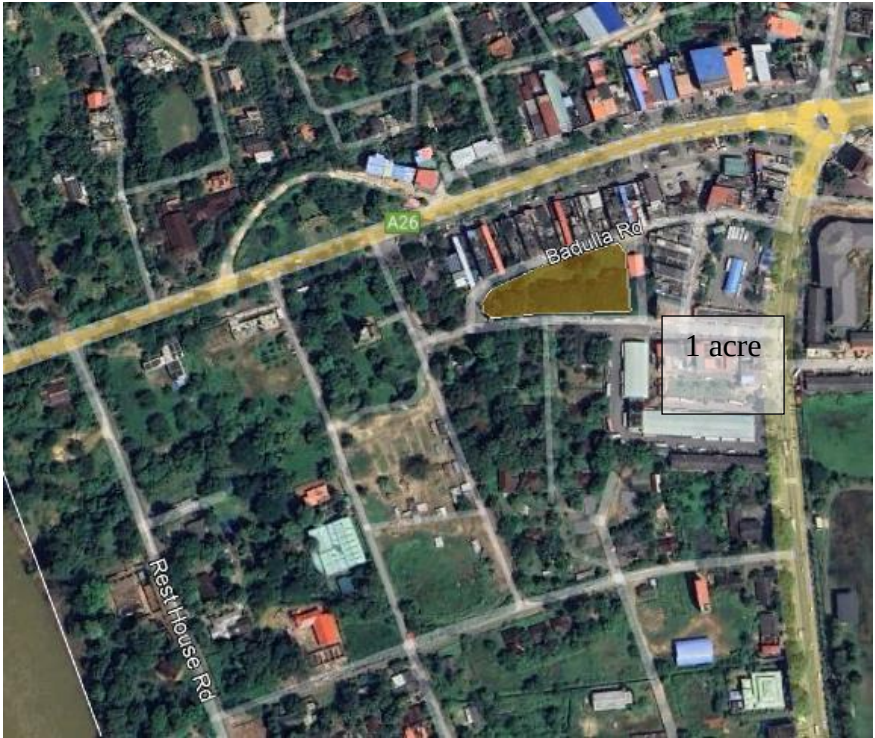
Financial Plan

Description	Rs. Mn.
Proposed linear park construction project	To be Decide

Project Implementation and Maintenance

After completion of the project, its operation and maintenance will be carried out by the Mahiyangana Pradeshiya Sabha.

27. City Center urban Park Development Project and Parking space development Project

Project Title	City Center urban Park Development Project and Parking space development Project			
Project Proposal	Providing opportunities for parking vehicles and spending time relaxing.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Bus satand road			
Location Map				
Existing Land Use	Vacant Land			
Land Ownership	Forest Conservation Department			
Land Extent	1 Acre			

Project Justification

Mahiyanganaya city has a large number of people and vehicles entering and leaving daily. Mahiyanganaya city operates as a major interchange transportation hub in the area. Accordingly, a triangular area near the bus stand has been identified for landscaping to achieve the desired development goals by the year 2035. A large number of people use this city to provide services, and it is essential to create a pleasant urban area.

Objectives of the Project

This project has been identified to provide a rest area for the public who come to Mahiyanganaya by using the public transport services and for the drivers to rest. This can reduce the heavy traffic congestion that occurs on the surrounding roads at various times. Furthermore, people who come to pick up school children and those who come to get their services can relax in this urban park. Therefore, this project has been identified as a timely need.

Benefits of the Project

- Providing adequate space for parking vehicles and allocating places for drivers, service providers and parents to relax.
- Minimizing traffic congestion on surrounding roads.
- Ease of handling school buses and other public transport vehicles.
- Ease of parking public transport vehicles without inconvenience at different times.
- Landscaping the area around the triangular section in the city center and creating a pleasant urban environment.

Financial Plan

Description	Rs. Mn.
City Center urban Park Development Project and vehicle Parking space Construction Project	40

Project Implementation and Maintenance

After completion of the project, its maintenance and upkeep will be carried out by the Mahiyangana Pradeshiya Sabha.

28. Develop the land with the replica of Buddha Gaya as a urban park

Project Title	Project to develop the land with the replica of Buddha Gaya as a urban park			
Project Proposal	Developing the land with the Buddha Gaya replica as a urban park			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Mahiyanganaya Padiyathalawa Road			
Location Map				
Existing Land Use	Vacant land			
Land Ownership	Raja Maha Viharaya			
Land Extent	2 acres			

Project Justification

This monument is located after passing the Weragantota Bridge on the main road entering the Mahiyanganaya city, the Mahiyanganaya-Padiyathalawa road. This monument was created with the Gam Udawa program implemented in 1989. However, it is now gradually disappearing. It is proposed to utilize the potential here and develop it as a place of attraction the people. Those passing through and coming to Mahiyanganaya city can easily reach the park via the Mahiyanganaya Padiyathalawa road. It has been identified to provide a place of rest for the urban people by planting trees and providing seating facilities. Accordingly, people traveling on the Mahiyanganaya-Padiyathalawa road from Nuwara Eliya will be able to stop and rest in this park and see the surrounding mountain ranges and the replica of Buddha Gaya.

Objectives of the Project

- To improve the leisure and recreational facilities needed by the urban population and the surrounding population.
- To enhance the urban attractiveness by utilizing the statue of Buddha Gaya.

Benefits of the Project

- Urban attractiveness
- Achievement of economic benefits

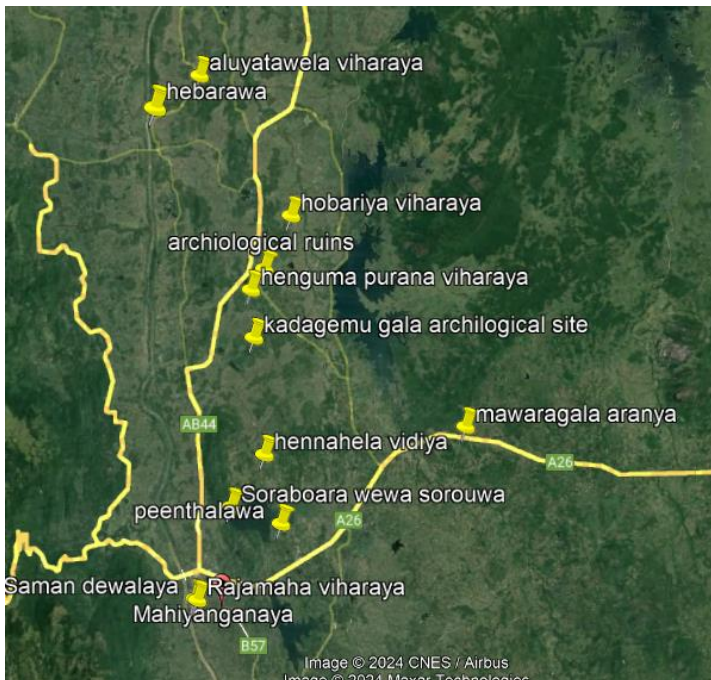
Financial Plan

Description	Rs. Mn.
Developing the land with the Buddha Gaya statue as a park	To be Decide

Project Implementation and Maintenance

After completion of the project, its maintenance and upkeep will be carried out by the Mahiyanganaya Pradeshiya Sabha. .

29. Preserve all archaeological and historical sites in the area

Project Title	Project to develop the land with the Buddha Gaya statue as a park			
Project Proposal	Preservation of all archaeological and historical sites in the area			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	Mahiyanganaya Padiyathalawa Road			
Location Map	 Image © 2024 CNES / Airbus Image © 2024 Maxar Technologies			
Existing Land Use	Archaeological Monuments			
Land Ownership	Department of Archaeology			
Land Extent	-			

Project Justification

A collection of archaeological sites can be seen in the Mahiyanganaya area. But these sites are not exposed to the general public. Therefore, they are being destroyed day by

day. To avoid this situation, it is expected to preserve these sites and expose them to the general public.

- Hanguma Ancient Raja Maha Viharaya
- Mahiyanganaya Raja Maha Viharaya
- Mawaragala Forest
- Hobariyawa Ancient Raja Maha Viharaya
- Mapagala Veheragala Archaeological Site
- Saman Devalaya
- Kadadagala Archaeological Site
- Aluyatawala Ancient Temple
- Giradurukotte School Site Ruins
- Veepannagala Rocks
- Niyandagala Rocks
- Sorabora Wewa Old Sorowwa
- Willu Wewa
- Haddattawa Ruins
- Lattagala Archaeological Site

Objectives of the Project

- To improve the leisure and recreational facilities needed by the urban population and the surrounding population.
- To improve the attractiveness of the city.
- To promote knowledge related to archaeological sites.

Benefits of the Project

- Achieving economic benefits

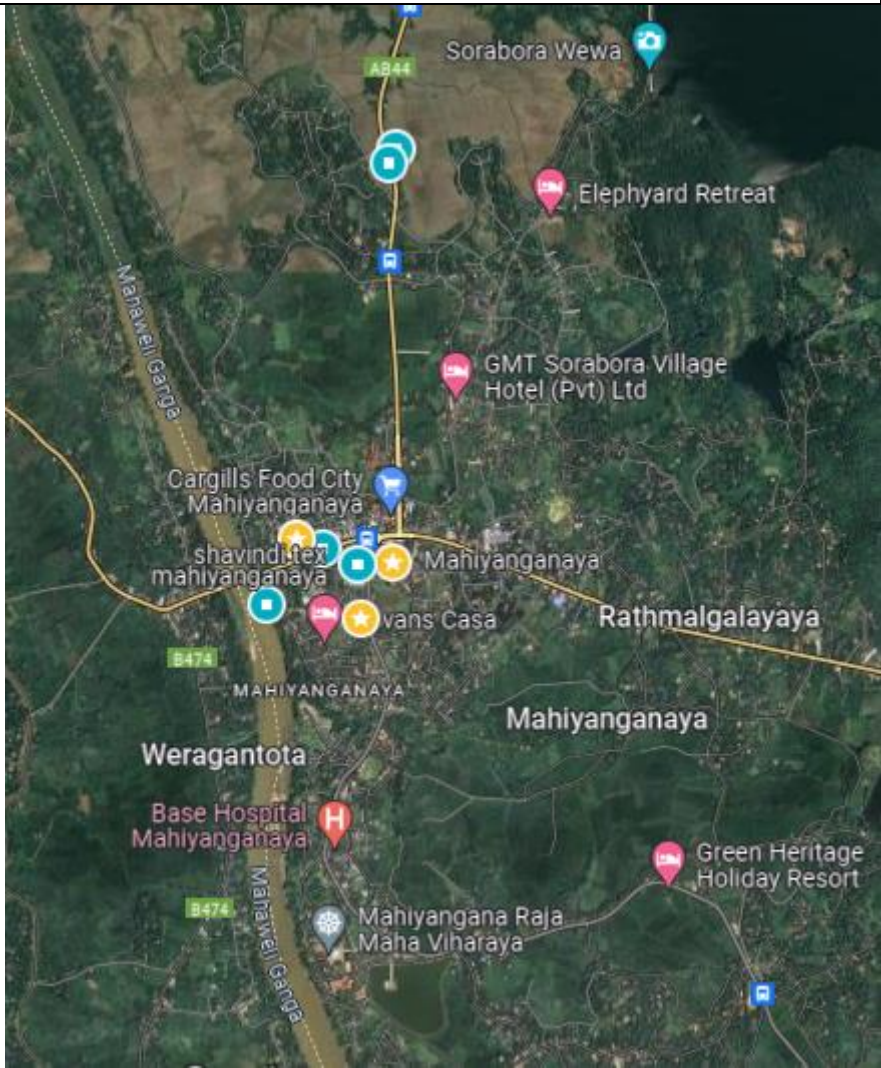
Financial Plan

Description	Rs. Mn.
Project to develop the land with the Buddha Gaya statue as a park	To be Decide

Project Implementation and Maintenance

After the completion of the project, the maintenance and upkeep will be carried out by the Department of Archaeology .

30. Wild Elephant Management Project

Project Title	Wild Elephant Management Project			
Project Proposal	Protecting the habitats of wild elephants to prevent them from entering villages.			
Location	Province	District	Divisional Secretariat Division	Local Authority
	Uva	Badulla	Mahiyanganaya	Mahiyanganaya Pradeshiya sabha
Access	-			
Location Map				
Existing Land Use	Wildlife Sanctuary			
Land Ownership	Department of Wildlife/ Department of Forest Conservation			

Project Justification

Mahiyanganaya and its surrounding areas are a major elephant habitat, with an estimated 100-150 wild elephants living in the area. They migrate in search of food, mainly through Wasgamuwa National Park, Maduru Oya National Park, Victoria Randenigala National Park and the National Park, and they also invade villages. To manage these elephant invasions, elephant passes should be developed, trenches should be cut and buffer zones should be set up in Mahiyanganaya and its surrounding areas.

Objectives of the Project

- To avoid the wild elephants from entering villages.
- To ensure the safety of vehicles using the main road.
- To protect agricultural lands from wild elephants.
- To properly separate the natural paths of the wild elephants within those areas.

Benefits of the Project

- Protection of agricultural lands, property and lives.
- Ensuring the safety of vehicles using the main road.
- Preventing wild elephants from entering villages.

Financial Plan

Description	Rs. Mn.
Wild Elephant Management Project	To be Decide

Project Implementation and Maintenance

After the completion of the project, its operation and maintenance will be carried out by the Department of Wildlife Conservation.

Chapter Seven

Development zones and zoning regulations

7.1 Introduction

The Mahiyanganaya Development Plan has been prepared based on the vision of “Gateway to a Prosperous Economic City of the Mahaweli Agro Valley” by the year 2035. This plan goes beyond conventional land-use-based zoning and creates opportunities for density-based development, with the objective of shaping the proposed urban form.

Areas that should be encouraged and areas that should be discouraged within the Mahiyanganaya Urban Development Area were identified through a population density analysis and the change in the direction of development with the location of the proposed projects was studied and the planning area was divided into 9 development zones. Accordingly, separate zone factors were introduced to each of those zones.

Furthermore, in addition to the general development regulations, it is intended to regulate development by introducing zone-specific regulations for each individual zone.

7.2. Development Zones

Accordingly, the residential population of 22,600 and the commuter population of 35,000 - 40,000 projected for the year 2035 can be identified as follows when forecasting the population in development zones. In order to achieve the vision of the proposed spatial conceptual plan and development plan, nine main development zones have been identified based on the existing spatial characteristics of the Mahiyanganaya area. The reason for identifying these sub-zones with different characteristics within the main zones was to attract the existing spatial characteristics of the area and contribute to economic growth, and to contribute to agriculture and production facilities. Also, it is expected to develop the Mahiyanganaya area in accordance with the needs of the area without creating a balanced development throughout the area. The development zones identified based on density and analysis are shown below.

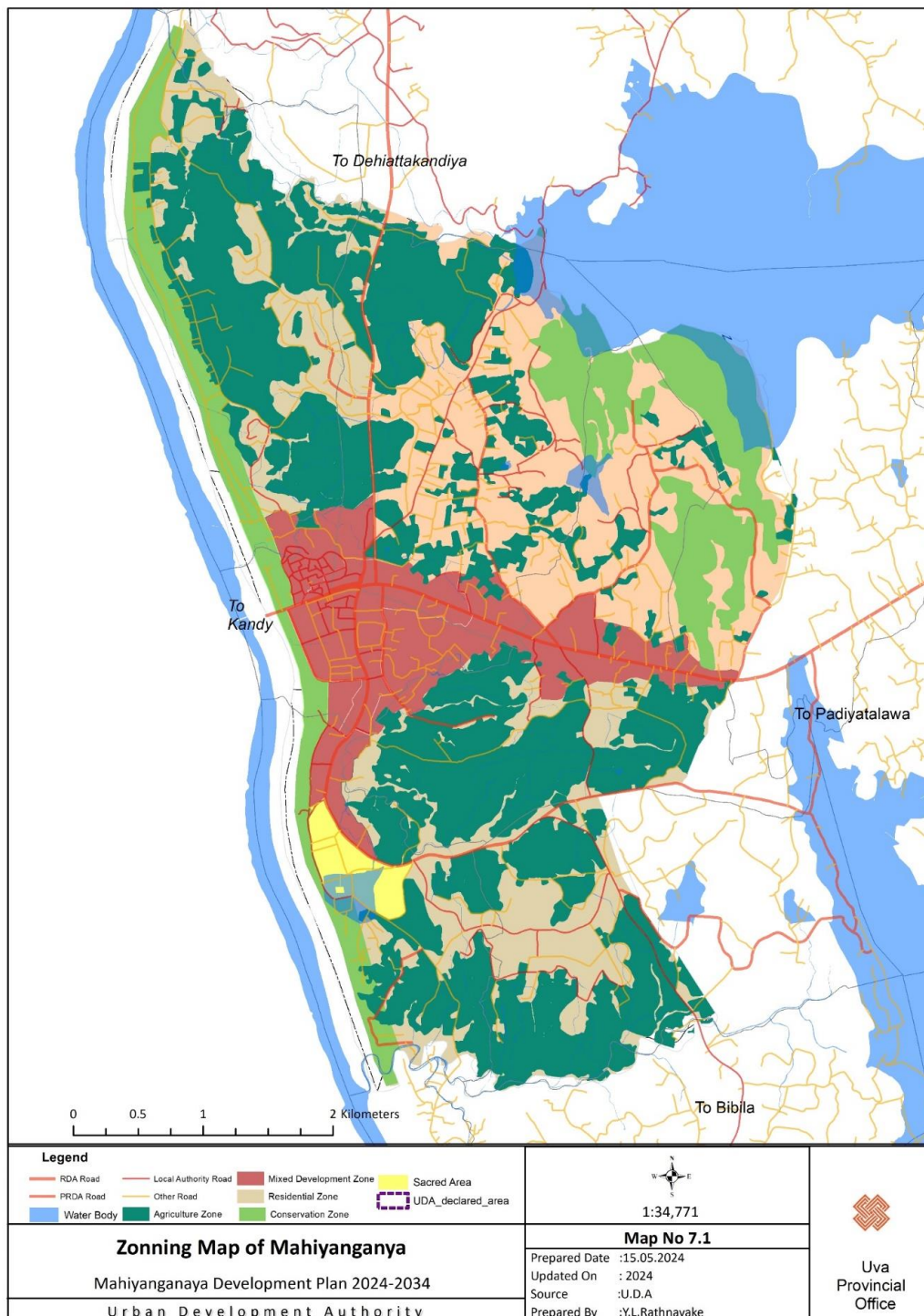
Table No.7.1 Development Zones for the Mahiyanganaya Urban Area 2026-2036

No.	Name of the Zone
1	Medium Density Mixed Development Zone
2	Medium Density Residential Zone
3	Agricultural Zone
4	Special Sacred Area Zone
5	High Sensitivity Conservation Zone

Source : Uva Provincial office, Urban Development Authority,

7.3 Zoning plan (2026 – 2036)

Map No. 7.1: Zoning plan for the Mahiyanganaya Urban Area 2026-2036



Source : Uva Provincial office, Urban Development Authority,

7.4. Zone Factor

Table No.7.2 Development Zones and Zone Factors for the Mahiyanganaya

No.	Zone	Zone Code	Zone Factor
1	Medium Density Mixed Development Zone	MD2	2.3
2	Medium Density Residential Zone	R2	1.5
3	Agricultural Zone	A2	0.75
4	Special Sacred Area Zone	SP	1.25
5	High Sensitive Conservation Zone	CN1	0.5

Source : Uva Provincial office, Urban Development Authority

7.5 Common Zoning Guidelines for the Planning Area

1. These regulations shall apply to all areas within the administrative limits of the Mahiyanganaya area which have been declared as an urban development area under the Urban Development Authority Act No. 41 of 1978 of the National Council of State and in accordance with the Extraordinary Gazette No. 509/12 dated 08.06.1988.
2. In addition to the provisions of this zoning plan, the Planning and Development guide lines applicable to any development work is regulated by the Planning and Building Regulations/Orders (General) published in the Gazette Notification No. 2235/54 dated 08th July 2021 by the Urban Development Authority.
3. The lots sub-divided before the date of gazetting this Development Plan and the minimum plot size is less than 150 Sqm. are considered as existing lots.
4. In the event of any dispute arising regarding land ownership of residents occupying state lands, the final decision shall be based on the decision made by a committee comprising the heads of the relevant institutions listed below:

- Chairman, Pradeshiya Sabha, Mahiyanganaya.
 - Local Government Commissioner (Uva), Department of Local Government, Uva Provincial Council, Badulla.
 - Divisional Secretary, Divisional Secretariat Office, Mahiyanganaya.
 - Deputy Land Commissioner, Land Commissioner's Office (Inter-Provincial), Mahiyanganaya,
 - Director (Uva Province), Urban Development Authority.
5. The regulations introduced by the Development Guide Plan shall apply to the Development Guide Planning Areas. The zoning regulations in this plan shall also apply to above areas until the said regulations are introduced. However, Preliminary Planning Clearance from the Urban Development Authority shall be obtained for the development activities to be carried out in the above Development Guide Plan Areas and the Authority shall have power to decide the developments in accordance with the Draft Development Guide Plan prepared by the Authority.
6. If the owner of a certain land gifts the portion of land, falling within the street line/ proposed road width without compensation for the road, the entire plot will be considered for the allowable Floor Area Ratio for the proposed development. But while calculating the plot coverage percentage, the rest of the plot, excluding the portion belonging to the street line/proposed road width should be considered.
7. In cases where the development premises face more than one road having right of way with a minimum width of 6 m or more than that and connected to main roads independently, the sum of the widths of all those roads may be considered as the access road width to calculate the permissible development on a case-by-case basis.
8. In cases of bank cutting for construction work on a sloped land, the recommendations of the relevant institutions should be obtained and a space of at least 1 meter should be allocated from the upper edge of the cutting plane to the border of the adjacent fence.

9. In cases where any land belongs to two or more zones, the designated zone of the land is determined as the zone which provides the main access to the respective lot. When such plot of land, is accessed by two or more roads of the same width the zone in which higher portion of land is fallen shall be considered as the designated zone. (This regulation is not applicable for conservation zones.)
10. If a land portion falls 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.
11. If the plot is accessed by two or more roads of the same width, the zone of the larger extent of the plot shall be applied.
12. 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.
13. When the plots in the back is somehow amalgamated 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.
14. If a boundary change occurs between the physical boundary and Geographical Coordinates shown in the zoning plan, the final decision in this regard rests with the Planning Committee of the Urban Development Authority.
15. The Authority has the power to decide on granting approval for uses similar to the permitted uses in the zone, although not specified in the category of permitted uses in the zoning plan.
16. Permission will only be granted for the continuation of existing uses that are not approved in the proposed zoning plan. However, permission will not be granted for the further expansion of existing uses and if it is found that the continued use is detrimental, the use may be ordered to cease.
17. Construction of boundary walls along the Street Line may be considered for approval subject to the signing of non-compensation agreement with the agency to which the road belongs.

18. Various religious statues, religious symbols, signs or similar constructions are not allowed in the intersection, both sides of roads, building lines, road widening limits and reservations, and no compensation will be paid for the removal of such constructions.
19. If any land is earmarked for a cemetery/crematorium, recommendations should be obtained from the relevant local authority.
20. A clearance certificate from the Urban Development Authority must be obtained when granting permission for low-lying lands, scrubs, paddy fields, wetlands or other such lands that are not identified in the development plan.
21. 50% of the land should be kept open as open space when constructing buildings for schools and children's homes.
22. If it is not possible to provide parking space within the development site itself, then a site at a maximum distance of 500 meters can be used for the purpose subject to a Preliminary Planning Clearance.
23. Architectural character and planning regulations may be imposed to preserve the identity of areas identified by the Authority.
24. In this planning area, for the lands or reservations belongs to the government institutions, departments or corporations such as Department of Archeology, Department of Forest Conservation, Irrigation Department, Coastal Conservation Department, Agrarian Services Development Department, Land Development Corporation, Geological Survey and Mines Bureau, etc. recommendations and development proposals from the relevant institutions should be obtained approval before carrying out the development work.
25. All excavation work should be done according to the recommendations of the relevant institutions including the Geological Survey and Mines Bureau, and after the completion of the work, the excavated places should be restored or appropriate measures should be taken according to the recommendation of the said institution.
26. A preliminary planning approval should be obtained from the Urban Development Authority prior to any development activity in all sacred sites,

areas belonging to World Heritage Sites, Special Tourism Development Areas, and Archaeological Conservation Areas.

27. A preliminary planning approval should be obtained from the Urban Development Authority prior to undertaking any development activity within the Special Economic Zones, Industrial Zones, Special Project Zones.
28. The preliminary planning clearance should be obtained from the Urban Development Authority before lease/ allocate /assign/ subdivide for any development purpose of the Government land, lands under the Sacred area Ordinance Act.
29. The preliminary planning clearance should be obtained from the Urban Development Authority for any development activity or development project that may have an impact on the land use pattern of the city.
30. The preliminary planning clearance For prior to carrying out all mining activities related to minerals (gems, river sand, gravel soil, quartz, felsfa, black stone, heaps, gravel, thiruvana, graphite, clay work, all things of mineral value) should be obtained from the Urban Development Authority.
31. A minimum distance of 3 meters from the boundary should be maintained for the construction of all pits and septic tanks within the development premises.
32. In case a problem arises in relation to any statutory planning, development or building regulation or its interpretation or practical application, the Main Planning Committee of the Urban Development Authority has the power to take final decision in the matter.
33. If a regulation related to the land is relaxed or removed for any reason during the granting of development approval and the amount of land belonging to that regulation is numerically calculated, the related value is assessed and an amount not exceeding 30% of that value should be charged to the authority.
34. The use of bright colors is not allowed for the buildings, and colors should be used in harmony with the surrounding environment.
35. Priority will be given to conservation of existing paddy lands in all these zones.

36. Every building shall have foundations capable of safely supporting the individual weight of the building and the loads imposed on it in such a way that no settlement or movement occurs so as to damage the stability of the whole building or any part thereof or to damage the whole building or any part thereof or any adjacent building.
37. If the tower cranes are being used for any development, an approval with the recommendation of qualified engineer and insurance cover shall be obtained from institution where relevant development approval was granted.
38. In case of damage to adjoining property during the construction period, reimbursement of such damage is mandatory, even with a written declaration obtained from a qualified person that there is no damage to the subject adjoining property.
39. The ground supporting or helping to support any building or any part thereof shall not be subjected to any pressure (whether caused by any part of the building or otherwise) which is not such as may be accepted by the Authority with a view to securing the safety of the occupants of that building.
40. Buildings in sloping areas should always be designed to conform to the existing natural slope.
41. The Authority may direct the owner of any development to make such changes as the Authority considers necessary in respect of the height, architecture and design of any building to suit the surrounding development.
42. If the land adjacent to any proposed building make pressure on any part of that building or causes an undue load to be applied thereon, the building or part of that building shall be constructed as to be capable of bearing or transmitting the pressure or load without damage or exceeding the rated load.
43. Except in the case of a boundary wall erected by mutual consent of the owners of the lands on which a boundary wall is situated, the foundations of any building shall not extend beyond the boundary lines of the land on which such buildings are erected.

44. Before commencing anything on the work site such as foundation work or related earthworks such as piling, earth compaction and earth excavation which may impose a burden on the subject property or cause movement of the ground or may in any way adversely affect the stability of any part of the adjoining property, the plans and designs prescribed under these orders shall be carefully considered by the qualified person at the time of preparation and it shall always be the responsibility of the qualified person and the owner to prevent possible damage.
45. The entire work site, including foundation and temporary retaining works, shall be separated from an adjoining road or property by a suitable fence or enclosure in such manner as may be prescribed by the Authority.
46. If there is any damage to any building or property on the land or adjacent to it due to ground preparation/construction work done before obtaining a development permit or contrary to the conditions of the development permit, the relevant developer should be responsible for all damages.
47. No blind wall shall be permitted to be constructed on both sides of a premises within the Mahiyanganaya Urban Area and a minimum side space of 1.0 metres shall be maintained on one side from the boundary of the development site. This requirement shall be enforced as a fire safety requirement and the final decision regarding the side space of the premises shall be made by the Authority.

Chapter Eight

Zoning Guidelines

8.1 Zoning Guidelines

Nine development zones have been identified through the Mahiyanganaya Development Plan and this chapter describes the zoning regulations applicable to those zones.

Table No. 8.1: Medium Density Mixed Development Zone

1	Main Zone	Mixed Development Zone
2	Definition of zones	This zone has been set aside to promote development for the next ten years and opportunities have been provided for any development activity suitable for the area..
3	Zoning Boundaries	Annexure
4	Zone Code	MD2
5	Zone Factor	2.3
6	Permissible Maximum Floor Area Rato/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
7	Permissible Maximum Plot Coverage	As per the form “B” in Schedule II and form “E” in Schedule III
8	Setbacks & maximum height	As per the form “E” in Schedule III
9	Minimum land extent for sub division	150 sq m
10	Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V

11	Common zoning regulations	a. The remaining land in addition to the approved plot coverage of the proposed residential uses shall be maintained as green cover. b. The area between the building and the parking area on both sides of the main roads shall be used for landscaping. (For the installation of footpaths, street lamps and landscaping) c. The necessary guidelines and strategic plans shall be prepared to encourage new technological infrastructure facilities, and the planning and building regulations may be relaxed at the discretion of the Authority to encourage these commercial uses.
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Source: Uva Provincial office, Urban Development Authority,

Table No.8.2: Medium Density Residential Zone

1	Main Zone	Residential Zone
2	Definition of zones	Residential development is being promoted in this zone and infrastructure related to residential use is to be promoted.
3	Zoning Boundaries	Annexure
	Zone Code	R2
5	Zone Factor	1.5
6	Permissible Maximum Floor Area Ratio/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
7	Permissible	As per the form “B” in Schedule II and form “E” in

	Maximum Plot Coverage	Schedule III
8	Setbacks & maximum height	As per the form “E” in Schedule III
9	Minimum land extent for sub division	Residential - 500 Sq.m. Commercial - 500 Sq.m
10	Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
11	Common zoning regulations	a. In addition to the approved land area coverage of the proposed residential uses, 35% of the remaining land should be maintained as green cover. b. The area between the building and the parking area on both sides of the main roads should be used for landscaping. (For the installation of footpaths, street lamps and landscaping) c. The necessary guidelines and strategic plans will be prepared to encourage new technological infrastructure facilities, and the planning and building regulations may be changed at the discretion of the Authority to encourage these commercial uses.

Source: Uva Provincial office, Urban Development Authority,

Table No.8.3: Agricultural Zone

1	Main Zone	Conservation Zone
2	Definition of zones	Existing paddy fields and agricultural lands belong to this region.
3	Zoning Boundaries	Annexure
4	Zone Code	A2
5	Zone Factor	0.75
6	Permissible Maximum Floor Area Ratio/ Number of floors	Existing uses are maintained and new construction is not promoted.
7	Permissible Maximum Plot Coverage	Existing uses are maintained and new construction is not promoted.
8	Setbacks & maximum height	Existing uses are maintained and new construction is not promoted.
9	Minimum land extent for sub division	1000 Sq.m.
10	Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
11	Common zoning regulations	a. Preliminary planning clearance should be obtained from the Urban Development Authority for the all development activities. b. New constructions will not be permitted. c. Existing buildings will be permitted to be renovated in the same manner. d. Outdoor recreation and entertainment activities will be permitted. (Walkways/ Linear Parks/ Boat Jetties/ Ferry Shelters/ Safe Bathing Piers/ Mobile Food Stalls). e. Constructions related to water transportation will be permitted.

		a. No boundary walls are allowed to be built and only a fence is allowed to be built compatible with the environment. b. Development of necessary infrastructure facilities is allowed. c. Development of elephant fences, ditches, drains etc. for wild elephant management is allowed. d. Recommendations from relevant institutions should be obtained before development. (Department of Irrigation, Central Environmental Authority, Department of Forest Conservation, Department of Wildlife, Geological Survey and Mines Bureau, Mahaweli Authority, Divisional Secretariat, Department of Agricultural Development)
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Source: Uva Provincial office, Urban Development Authority,

Table No. 8.4: Sacred Area Zone

1	Main Zone	Special Sacred Area Zone
2	Definition of zones	The sacred area and its associated areas declared by the National Physical Planning Department.
3	Zoning Boundaries	Annexure
	Zone Code	SA
5	Zone Factor	0.75
6	Permissible Maximum Floor Area Ratio/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II Maximum height 30
7	Permissible Maximum Plot Coverage	As per the form “B” in Schedule II and form “E” in Schedule III
8	Setbacks & maximum height	As per the form “E” in Schedule III
9	Minimum land extent for sub division	500 Sq.m.
10	Permissible uses	Sacred Area and related uses declared by the National Physical Planning Department/ / As per the form “F” in Schedule IV & “G” in Schedule V

11	Common zoning regulations	a. Existing buildings will be allowed to be renovated in the same manner. b. Outdoor recreation and entertainment activities will be allowed. (Ferry berths, boats, jetties, linear parks, walking paths, mobile food stalls, safe bathing jetties) c. Existing permitted sand jetties and mineral mining sites will be allowed. d. Construction related to water transportation will be allowed. e. No boundary walls will be allowed and only a fence will be allowed to be constructed to suit the environment. f. Development of ancillary infrastructure facilities will be allowed. g. Developments such as elephant fences, ditches, and drains for wild elephant management will be allowed. h. Recommendations from relevant institutions should be obtained prior to development. (Irrigation Department, Central Environmental Authority, Forest Conservation Department, Wildlife Department, Geological Survey and Mines Bureau, Mahaweli Authority, Divisional Secretariat, Department of Agricultural Development.)
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Source: Uva Provincial office, Urban Development Authority,

Table No. 8.5: High Sensitivity Conservation Zone

1	Main Zone	Conservation Zone
2	Definition of zones	This zone covers 1 km on both sides of the Weraganthota Bridge. This zone has been set aside with the aim of protecting the environment in the area near the bridge and for the protection of the Weraganthota Bridge.
3	Zoning Boundaries	Annexure
4	Zone Code	Cn1
5	Zone Factor	0.5)No permission has been granted for any new development activities.(
6	Permissible Maximum Floor Area Rato/ Number of floors	Maintain the existing uses and does not promote new construction.
7	Permissible Maximum Plot Coverage	A 50% land cover percentage should be maintained for existing uses and the remaining area should be landscaped and maintained as an environmentally friendly area.
8	Setbacks & maximum height	As per the form “E” in Schedule III
9	Minimum land extent for sub division	Maintain the existing uses and does not promote new construction
10	Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V

11	Common zoning regulations	a. Preliminary planning approval should be obtained from the Urban Development Authority for the development activities within this zone. b. New constructions will not be permitted. c. Existing buildings will be permitted to be renovated in the same manner. d. Outdoor recreation and entertainment activities will be permitted. (Walkways/ Linear Parks/ Boat Jetties/ Ferry Shelters/ Sheltered Bathing Piers/ Mobile Food Stalls). e. Sand mining and mineral mining will not be permitted.
		f. Constructions related to water transportation will be permitted. g. No boundary walls will be allowed and only a fence will be allowed to be constructed to compatible with the environment h. Development of necessary infrastructure facilities will be permitted. i. Developments such as elephant fences, ditches, and drains for wild elephant management will be permitted. j. Recommendations from relevant institutions should be obtained prior to development. (Department of Irrigation, Mahaweli Authority, Central Environmental Authority, Department of Forest Conservation, Department of Wildlife, Geological Survey and Mines Bureau, Divisional Secretariat)

Source: Uva Provincial office, Urban Development Authority,

8.2 Zoning Boundaries

Zoning boundaries are represented using geographic coordinates generated through Geographic Information System (GIS) software. The zoning boundary booklet is annexed separately for ease of reference and use.

8.3 schedules

Schedules I – Form "A": Permissible Floor Area Ratio published by the Urban Development Authority under the Gazette No. 2235/54 dated 07/08/2021

Form "A"																
Land Extent (Square meters(	Zone Factor = 0.50 - 0.74				Zone Factor = 0.75-0.99				Zone Factor = 1.00-1.24				Zone Factor = 1.25-1.49			
	Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width			
	** 6 m.	9 m.	12 m.	15 m. and above	** 6 m.	9 m.	12 m.	15 m. and above	** 6 m.	9 m.	12 m.	15 m. and above	**6 m.	9 m.	12 m.	15 m. and above
150 less than 250	0.8	0.9	0.9	0.9	1.3	1.3	1.4	1.4	1.6	1.7	1.8	1.9	2.0	2.2	2.3	2.4
250 less than 375	0.9	1.0	1.2	1.3	1.3	1.6	1.8	2.0	1.8	2.2	2.4	2.7	2.2	2.7	3.0	3.3
375 less than 500	0.9	1.0	1.2	1.4	1.3	1.6	1.9	2.1	1.9	2.2	2.5	2.8	2.3	2.8	3.2	3.4
500 less than 750	1.0	1.1	1.3	1.5	1.4	1.7	2.0	2.2	2.0	2.3	2.7	3.0	2.4	3.0	3.4	3.5
750 less than 1000	1.0	1.2	1.4	1.7	1.5	1.8	2.2	2.5	2.1	2.4	2.9	3.3	2.6	3.0	3.6	4.0
1000 less than 1500	1.1	1.3	1.5	1.8	1.6	1.9	2.3	2.7	2.2	2.5	3.0	3.6	2.7	3.1	3.8	4.5
1500 less than 2000	1.1	1.4	1.7	2.0	1.7	2.1	2.5	3.0	2.3	2.7	3.4	4.0	2.9	3.4	4.2	5.0
2000 less than 2500	1.2	1.5	1.8	2.1	1.8	2.3	2.7	3.1	2.4	2.8	3.5	4.2	3.0	3.5	4.4	5.4
2500 less than 3000	1.2	1.6	2.0	2.4	1.9	2.4	3.0	3.6	2.5	3.2	4.0	4.7	3.1	3.8	4.7	5.8

3000 less than 3500	1.3	1.7	2.1	2.5	2.0	2.5	3.1	3.7	2.6	3.4	4.2	5.0	3.2	4.0	5.0	6.2
3500 less than 4000	1.4	1.8	2.2	2.6	2.2	2.6	3.3	3.9	2.8	3.6	4.3	5.3	3.3	4.3	5.5	6.6
More than 4000	1.5	1.9	2.3	2.8	2.5	2.8	3.5	4.0	3.0	3.8	4.5	5.5	3.5	4.5	6.0	7.0
Land Extent (Square meters(	Zone Factor = 1.50 - 1.74				Zone Factor = 1.75-1.99				Zone Factor = 2.00-2.24				Zone Factor = 2.25-2.49			
	Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width			
	** 6 m.	9 m.	12 m.	15 m. and above	**6 m.	9 m.	12 m.	15 m. and above	**6 m.	9 m.	12 m.	15 m. and above	**6 m.	9 m.	12 m.	15 m. 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	3.0	3.4	3.6	4.0
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	3.5	3.8	4.5	5.0
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	3.6	4.5	4.7	5.5
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	3.7	5.0	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	3.8	5.1	6.0	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	3.9	5.3	6.5	8.5
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	4.0	5.4	7.0	*10
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	4.0	5.5	7.5	*10.5

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	4.0	5.6	7.5	*11
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	4.0	5.7	8.0	*11.5
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	4.0	5.8	8.0	*12
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	4.0	5.9	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 the National Building Research Organization for the lands having slope more than 11 degrees * FAR more or equal to 10.0 shall be permitted only for access roads having minimum 12 meters (from the center of the road). Building line, if not maximum FAR shall be limited to 9.0 ** Minimum road width of 7 meters shall be considered for the roads identified as 7 meters wide in the particular Development plans
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Schedule II - Form "B" Permissible Number of Floors for 3.0m. and 4.5m. wide roads published by the Urban Development Authority

under the Gazette No. 2235/54 dated 07/08/2021

Form "B" Number of Floors for 3.0m. and 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
3.0 Meters	6 Meters	65%	1 (G)	2 (G+1)	3 (G+2)	3 (G+2)
4.5 Meters	6 Meters	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 changed. * Where not plot coverage specified under the zoning regulations						

Schedule III – Form "E": . Setbacks and Open Spaces published by the Urban Development Authority under the Gazette No. 2235/54

dated 07/08/2021

Form "E": Setbacks and 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 (m)	When NLV is taking this end (m)	When no NLV is taking this end (m)	When NLV is taking this end (m)	Minimum Width (m)	Minimum Area (Sq.m.)
Less than 7	6	80%**	65%	2.3 meters	2.3 meters	-	2.3 meters	2.3 meters.	5 Sq.m.
7 less than 15	6	65%	65%	3.0 meters	3.0 meters	-	3.0 meters	3.0 meters.	9 Sq.m.
15 less than 30	12	65%	65%	4.0 meters	4.0 meters	1.0 m. & 3.0m.	4.0 meters	4.0 meters.	16 Sq.m.
30 less than 50	20	65%	65%	4.0 meters	5.0 meters	3.0m. both side	5.0 meters	5.0 meters.	25 Sq.m.
50 less than 75	30	50%***	50%***	5.0 meters	6.0 meters	4.0m. both side	6.0 meters	6.0 meters.	36 Sq.m.
75 and more	More than 40	50%***	50%***	5.0 meters	6.0 meters	5.0m. both side	6.0 meters	6.0 meters.	****
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 205 of the tower height or 12 floors whichever is less.

**** minimum area shall be increased by 1 Sq. m. for every additional 3 m. height.

Schedule IV – Form "F ": Permitted uses for Development Zones

Main Activity	No.	Sub Activity	Minimum land extent	Middle density mixed Development Zone (MD2)	Middle density Residential Zone(R2)	Sacred Area Zone (SA)	High sensitivity Conservation Zone (Cn1)	
				MD2	R2	SA	Cn1	
1. Residential	1	Residential	150	✓	✓	✓	x	x
	2	Condominium housing complexes	1000	✓	✓	✓	x	x
	3	Housing complexes	150	✓	✓	✓	x	x
	4	Housing projects	1000	✓	✓	✓	x	x
	5	Quarters/Staff Quarters	150	✓	x	x	x	x
	6	Service housing	150	✓	✓	✓	x	x
	7	Studio housing	150	✓	✓	✓	x	x
	8	Dormitory	500	✓	✓	✓	x	x
	9	Hostels	500	✓	✓	✓	x	x
	10	Day care centers	350	✓	✓	✓	x	x
	11	Ambulance Service Centers	250	✓	✓	✓	x	x
	12	Elderly homes	500	✓	✓	✓	x	x
	13	Children's homes	500	✓	✓	✓	x	x
	14	Disabled Rehabilitation Homes	500	✓	✓	x	x	x
	15	Rehabilitation Homes/ Probation	1000	✓	✓	x	x	x
	16	Community halls	150	✓	✓	✓	x	x
	17	Resorts/Tourist Bungalows/Home stay	250	✓	✓	✓	x	x

	18	Guest houses	250	✓	✓	✓	X	X
	19	Lodges	250	✓	✓	✓	X	X
	20	Rest houses	250	✓	✓	✓	X	X
	21	Vishrama Shala	250	✓	✓	✓	X	X
2. Health	1	Hospitals	1000	✓	✓	X	X	X
	2	Medical centers (with only one doctor)	150	✓	✓	X	X	X
	3	Medical centers (with two or more doctors)	250	✓	✓	X	X	X
	4	Sample collection centers	150	✓	✓	X	X	X
	5	Laboratories	150	✓	✓	X	X	X
	6	Pharmacy	150	✓	✓	✓	X	X
	7	Veterinary clinics	150	✓	✓	✓	X	X
	8	Veterinary Hospitals	500	✓	✓	✓	X	X
	9	Quarantine centers	500	X	X	X	X	X
	10	Pediatric and Maternal/Family Clinics	250	✓	✓	✓	X	X
	11	Other medical institutions not falling under 1 to 10	250	✓	✓	X	X	X
	12	Medical Consultancy Service Centres	250	✓	✓	X	X	X
	13	Animal Care Centre	500	✓	✓	X	X	X
3. Office & Institution	1	Offices	250	✓	✓	X	X	X
	2	Professional offices	150	✓	✓	X	X	X
	3	Office Complex (over 10000 square meters)	1000	✓	X	X	X	X

	4	Banks/Insurance Financial Institutions	150	✓	✓	X	X	X
	5	Other office and institutes not covered 1 to 4	150	✓	✓	X	X	X
	6	Service office	500	✓	✓	X	X	X
	7	Embassies	500	✓	✓	X	X	X
4. Commercial and services	1	Shopping malls	500	✓	✓	X	X	X
	2	Retail shops	150	✓	✓	✓	X	X
	3	Wholesale market	250	✓	✓	X	X	X
	4	Department Stores Supermarkets	500	✓	✓	X	X	X
	5	Open market	150	✓	✓	X	X	X
	6	Showrooms	500	✓	X	X	X	X
	7	Restaurants/ Take Away	150	✓	✓	X	X	X
	8	Restaurants	250	✓	✓	✓	X	X
	9	Reception halls	1000	✓	✓	X	X	X
	10	Star class hotels	2000	✓	✓	X	X	X
	11	Hotels	500	✓	✓	X	X	X
	12	City hotels	250	✓	✓	X	X	X
	13	Clubs	500	✓	✓	X	X	X
	14	Motel	250	✓	✓	X	X	X
	15	Cabana Hotels	500	✓	✓	X	X	X
	16	Broadcasting stations	500	✓	✓	X	X	X
	17	Studios (Non-Broadcasting)	150	✓	✓	X	X	X
	18	Beauty Centers / Barber Shops	150	✓	✓	X	X	X
	19	Customer Service Centers	150	✓	✓	X	X	X

	20	SPA	150	✓	✓	X	X	X
	21	Tailor shops	150	✓	✓	X	X	X
	22	Funeral parlors	500	✓	✓	X	X	X
	23	Flower shops	150	✓	✓	X	X	X
	24	Laundries/Clothes Cleaning Centres	150	✓	✓	X	X	X
	25	Hardware/ Building Material Sales centers	150	✓	✓	X	X	X
	26	Liquor stores	150	✓	✓	X	X	X
	27	Auto parts centers	150	✓	✓	X	X	X
	28	Market	150	✓	✓	X	X	X
	29	Taxi Service Centers	500	✓	✓	X	X	X
	30	Auto Service Centers		✓	✓	X	X	X
		Bicycle / Three wheeler	375	✓	✓	X	X	X
		Light vehicles	500	✓	✓	X	X	X
		heavy vehicles	1000	✓	✓	X	X	X
	31	Garage	500	✓	✓	X	X	X
	32	fuel stations	1000	✓	✓	X	X	X
	33	Smoke testing stations	500	✓	✓	X	X	X
	34	Betting Centers	150	✓	✓	✓	X	X
	35	Bus terminals	1000	✓	✓	X	X	X
	36	Auditorium	500				X	X
	37	Gas filling Station/EV Centers	NA				X	X
5. Educational	1	Preschools / Early Childhood Development Centers /kindergarten	500	✓	✓	X	X	X
	2	Primary schools	2000	✓	✓	X	X	X

	3	Secondary schools	4000	✓	✓	x	x	x
	4	Tertiary schools	4000	✓	✓	x	x	x
	5	Private Schools / International Schools	3000	✓	✓	x	x	x
	6	Higher Education Centers (Campus)	1000	✓	✓	x	x	x
	7	Public / Private Universities	4000	✓	✓	x	x	x
	8	Technical Colleges / Vocational Training Centers / Training Centres	1000	✓	✓	x	x	x
	9	Private tuition classes- less than 50 square meters	150	✓	✓	x	x	x
	10	Private Tuition - Between 50 sq m and 500 sq m	500	✓	✓	x	x	x
	11	More than 500 square meters of private tuition	1000	✓	✓	x	x	x
	12	Art Institutes/ Theater Institutes	1000	✓	✓	x	x	x
	13	Other educational institutions	250	✓	✓	x	x	x
	14	Research and Development Centres	250	✓	✓	x	x	x
6. Social & Religious	1	Religious places	500	✓	✓	x	x	x
	2	Religious Education Centers	500	✓	✓	x	x	x
	3	Museum	250	✓	✓	x	x	x
	4	Social and cultural centers	500	✓	✓	x	x	x
	5	Cemeteries / Crematoria	1000	✓	✓	x	x	x

	6	Community Development Centres	150	✓	✓	X	X	X
	7	Auditorium	500	✓	✓	X	X	X
	8	Conference halls	1000	✓	✓	X	X	X
7. Industrial	1	Vehicle Assembly/Repair Centres	500	✓	✓	X	X	X
	2	Warehouses for distribution purposes	500	✓	✓	X	X	X
	3	Stores/warehouses	1000	✓	✓	X	X	X
	4	Service industries	500	✓	✓	X	X	X
	5	Domestic industries	250	✓	✓	X	X	X
	6	Packaging Industries	250	✓	✓	X	X	X
	7	Recycling industries	1000	✓	✓	X	X	X
	8	Value-Adding Industries	250	✓	✓	X	X	X
	9	Scrap collection centers	250	✓	✓	X	X	X
	10	Bakery products wood fired ovens	500	✓	✓	X	X	X
	11	Bakery Products Electric	250	✓	✓	X	X	X
	12	Concrete related manufacturing industries	500	✓	✓	X	X	X
	13	Tile and brick industries	1000	✓	✓	X	X	X
	14	Industries related to wood products	500	✓	✓	X	X	X
	15	Mills	250	✓	✓	X	X	X
	16	Lathes, welding shops	250	✓	✓	X	X	X

	17	Other non-polluting industries (as defined by Central Environment Authority)	500	✓	✓	X	X	X
	18	Polluting Other Industries (as defined by Central Environment Authority)	1000	✓	✓	X	X	X
8. Leisure	1	Indoor Stadiums	1000	✓	✓	X	X	X
	2	Open theaters	1000	✓	✓	X	X	X
	3	Libraries	250	✓	✓	X	X	X
	4	Gym	250	✓	✓	X	X	X
	5	Children's parks	500	✓	✓	X	X	X
	6	Open ground	1000	✓	✓	X	✓	X
	7	Cinemas	500	✓	✓	X	X	X
	8	Swimming pools	250	✓	✓	X	X	X
	9	parks	150	✓	✓	X	✓	X
	10	Recreational park parks	500	✓	✓	X	✓	X
9. Agriculture and Fishery industry	1	Boat jetty/ ferry accommodation	-	✓	✓	X	X	X
	2	Berths	-	✓	✓	X	X	X
	3	Fishing piers	-	✓	✓	X	X	X
	4	Madel construction with	-	✓	✓	X	X	X
	5	the husk	-	✓	✓	X	X	X
	6	Animal and crop farms	1000	✓	✓	X	X	X
	7	Agricultural products collection centres	250	✓	✓	X	X	X
	8	Animal and Seed Breeding Centres	500	✓	✓	X	X	X

	9	Greenhouse	150	✓	✓	x	x	x
10. Other	1	Roof antenna towers	-	✓	✓	x	x	x
	2	Antenna towers	250	✓	✓	x	x	x
	3	Communication towers		✓	✓	x	x	x
	4	Car parks	-	✓	✓	x	✓	x
	5	Electricity substations	250	✓	✓	x	x	x
			-	✓	✓	x	x	x
	6	Sand Mining/Mineral Mining/Washing	-	✓	✓	x	x	x
	7	quarry	-	✓	✓	x	x	x
	8	Soil cutting / clay cutting	-	✓	✓	x	x	x
	9	Sanitary buildings	-	✓	✓	x	x	x
	10	A.T.M centers	-	✓	✓	x	x	x
	11	Electric charging stations	-	✓	✓	x	x	x
	12	Compost facility/waste recycling centres	1000	✓	✓	x	x	x

x	Not permitted
✓	Permitted

Chapter Nine

Proposed Road Width, Building Lines and Reservations

9.1 Proposed Road Width and Building Lines

In the Mahiyanganaya Planning area, building lines and street lines are maintained for roads under the Road Development Authority, the Provincial Road Development Authority, and the Mahiyanganaya Pradeshiya Sabha.

The proposed road widths and the Building Lines are specified separately as indicated below.

Table No. 9.1: Proposed road width and Building limits for main roads.

No.	Name of the Road	Grade	Existing Road Width	Proposed Road Width	Building Line (Center of the Road)
1	Mahiyanganaya - Dimbulagala - Dalukkane	AB 44-	15 m	15 m	15 m
2	Kandy - Mahiyanganaya - Padiyathalawa	B	15 m	15 m	15 m
3	Bibila - Uraniya - Mahiyanganaya	B	15 m	15 m	15 m
4	Mahiyanganaya - Soraborawewa Road	C	9 m	9 m	15 m
5	Sacred city - Paragammana Lokgaloya Road	C	9 m	9 m	15 m
6	Sacred city - Dambarawa Road	C	9 m	9 m	15 m
7	Mapakada - Paragammana Road	C	9 m	9 m	15 m
8	Hathdattawa - 80 Acre Road	C	9 m	9 m	15 m
9	Mahiyanganaya - Vagawa Road	C	9 m	9 m	15 m
10	Buddha Gaya - Post Office - New Rest House Road	C	9 m	9 m	15 m
11	Bus stand - Buddha Gaya Road	C	9 m	9 m	15 m
12	Bus stand - Samagipura Road	C	9 m	9 m	15 m
13	Bus stand - Agricultural Services Office Road	C	6 m	9 m	1 5m
14	Police station - Samagipura Road	C	6 m	9 m	1 5m
15	People's Bank - Fuel Station Road	C	6 m	9 m	15 m
16	Tile Factory Road	C	6 m	9 m	15 m
17	Puhulyaya Road	C	6 m	9 m	1 5m
18	Salusala Gamudawa Road	C	6 m	9 m	15 m
19	Police station - Buddha Gaya Road	C	6 m	9 m	15 m
20	Uyanwatte Road	C	6 m	9 m	15 m

21	Cemetery Road	C	6 m	9 m	15 m
22	Gamudawa Inner Circular Road	C	6 m	9 m	15 m
23	Rest house Road	C	6 m	9 m	15 m
24	45th Post Alawela Road	C	6 m	9 m	15 m
25	Dehigolla Sorabora Road	C	6 m	9 m	15 m
26	Alawela Dambarawa Dehigolla Road	C	6 m	9 m	15 m
27	Sorabora Meegahapitiya Road	D	6 m	6 m	15 m

9.2 Building limits for other roads

Table No. 9.2: Proposed road widths and building lines for other roads

No.	Name of the Road	Grade	Existing Road Width	Proposed Road Width	Building Line (Center of the Road)
1	Udawewa Road	D	3	6 m.	4.5 m.
2	Dambarawa Wewa Road	D	3	6 m.	4.5 m.
3	Kudagalayaya Road	D	3.0	6 m.	4.5 m.
4	Dehigolla Parakum Pedesa Road	D	2.8	6 m.	4.5 m.
5	Rathugalayaya Road	D	3.0	6 m.	4.5 m.
6	Gadolwadiya Road	D	3.0	6 m.	4.5 m.
7	Dehigolla Parakum Pedesa Soraborawewa Road	D	3.0	6 m.	4.5 m.
8	Lindadugolla Wewa Road	D	3.0	6 m.	4.5 m.
9	Rathmalgalayaya Road	D	3.0	6 m.	4.5 m.
10	Tharunaseva Mawatha	D	3	6 m.	4.5 m.
11	18 Colony Samagipura Road	D	3	6 m.	4.5 m.
12	18 Colony Road	D	3	6 m.	4.5 m.
13	Meegahapitiya Road	D	2.4	6 m.	4.5 m.
14	Tissa Mawatha	D	2.5	6 m.	4.5 m.
15	Meegahapitiya Kokahitiya Wewa Road	D	2.5	6 m.	4.5 m.
16	Kottagaskanatta Road	D	3.2	6 m.	4.5 m.
17	Kokahitiya Wewa	D	3.5	6 m.	4.5 m.
18	Ambagaspattiya Road	D	3.2	6 m.	4.5 m.
19	Sorabora 1st Pillar Road	D	3.0	6 m.	4.5 m.
20	Wagawa Gangeyaya Road	D	3.0	6 m.	4.5 m.
21	Sorabora Gangeyaya Road	D	3.0	6 m.	4.5 m.
22	Kapurugasmulla Road	D	2.5	6 m.	4.5 m.
23	Kotihabakmulla Road	D	3.0	6 m.	4.5 m.
24	Tharunaweya Road	D	3.0	6 m.	4.5 m.
25	Arawatta Watawana Road	D	3.2	6 m.	4.5 m.
26	Delikedaliwewa Road	D	3.5	6 m.	4.5 m.
27	52 Waguruyaya Road	D	3.2	6 m.	4.5 m.
28	Dambarawa janpada Road (Lower)	D	3	6 m.	4.5 m.
29	Dambarawa Temple Road	D	3	6 m.	4.5 m.
30	Old Wewatte Road	D	3	6 m.	4.5 m.
31	Dambarawa Colony Road (Upper)	D	3	6 m.	4.5 m.

- i. The roads maintained by the Mahiyanganaya Pradeshiya Sabha and other public roads not mentioned in Table No. 9.2 the Building limit should be the width of the road from the centre of the road.
- ii. Private roads - 1.5 metres building limit from the road boundary.
- iii. For stairs - 1 metre building limit from the boundary of the stair ways.

9.3 Reservations for the tanks, streams, rivers and reservoirs

Table No. 9.3: Reservation for Canals, Tanks, Streams, Rivers and Reserviors

Serial No.	Tanks, Streams, Rivers and Reservoirs	Reservation fro canal/ tank/ reservior boundary (m)
1	Tanks/ reserviors	Reservation limits imposed by the Irrigation Department
2	For all canal	3.0 from the canal bank
3	For all active canal	3.0 from the Kandura bank
4	For dead canal	2.0 from the Kandura bank

With regard to the above reservations, if the distances specified by the Department of Irrigation, Central Environmental Authority, Mahaweli Authority of Sri Lanka, Department of Agrarian Services, and the relevant local authority exceed the reservation extents stated in this document, the reservation distances declared by the respective institution shall be maintained.

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