

Moratuwa Development Plan

2021–2030



Urban Development Authority
Ministry of Urban Development & Housing

Moratuwa Development Plan 2021–2030

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Moratuwa Development Plan 2021–2030 mainly consists of Three parts as Part I, II and III. Part I consists of the Background of the Development Plan, Preliminary Studies, Need Of The Plan, The Planning Framework, the SWOT Analysis and The Plan.

The Part II consists of the Land and Building Development Strategic Plan pertaining to the planning boundary for the period of 2021–2030.

The Part III consist of the zoning boundaries with the coordinates and all the annextures.

Moratuwa Development Plan 2021–2030 has been prepared by the Western Province Division, Urban Development Authority.

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Supportive divisions of the UDA

Strategic Planning Division – UDA (Supervision, monitoring and gazetting)

Environment and Landscape Division – UDA (Preparation of the PORS, DRR, Conservation, Cultural & Heritage Plans)

GIS Division – UDA (Providing Arc GIS Spatial data layer & technical assistants)

Research and Development Division – UDA (Conduct awareness programs to introduce new techniques)

Acknowledgement

The Western Province division has taken the lead to provide the supervision for the preparation of the Moratuwa Development Plan 2021–2030. The objective of this plan is to bring about sustainable environmental, social, economic and physical development to the people of the area. The vision of the Moratuwa Development Plan 2021–2030 is in line with the 'Vistas of Prosperity and splendour' the government policy direction of the His Excellency the President Gotabaya Rajapaksa.

It is our proud privilege to Honourable Mahinda Rajapaksa subject Minister of Urban Development & Housing for approving the Moratuwa Development Plan 2021–2030 under the provision of Urban Development Authority Act No. 41 of 1978 as amended by the Act No. 04 of 1982. Further, it is our privilege to Dr. Nalaka Godahewa, State Minister of Urban Development, Coast Conservation, Waste Disposal and Community Cleanliness and Mr. Sirinimal Perera, Secretary to Ministry of Urban Development & Housing for their guidance and supports in this process.

Special gratitude offered on behalf of the planning team and the UDA, to the Chairman / Mayor, Moratuwa Municipal Council members of the MC and the staff. Secretary Moratuwa Divisional Secretariat and the staff for their generous support given for the successful completion of this development plan.

Also, special appreciation on behalf of the UDA offered to Mayor, Moratuwa Municipal Council and secretary, Moratuwa Divisional secretary office and who has provided the relevant data and other support for giving data and directives required for the preparation of this plan.

Appreciatively thankful to Chairman of UDA Archt. Harshan De Silva, Director General of UDA Plnr. N.P.K. Ranaweera, Additional Director General of UDA Plnr. H.A. Dayananda, Deputy Director General (Planning) of UDA Plnr. M.P.Ranatunga, Director (Western Province) of UDA Plnr N.A.S.N. Nishshanka, Consultant (Legal) of UDA Attorney at Law C. Jayawardena, Director (Strategic Planning) of UDA Plnr. Priyani Nawarathne on behalf of the planning team for their incomparable courage, guidance and welcoming support.

In the end, Director – Environment & Landscape division L.Arct. C.K.E. Kalupahana and the staff of the division and Director – Geographical Information System & ITS Plnr. J.P.S. Somasekara and the staff of the division, Strategic Planning Division and staff members of all divisions are gratefully appreciating on behalf of the planning team for their support to the successful completion of this task.

Hon. Minister's forward



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

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

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

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

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

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

Hon. State Minister's forward



As a pioneer in Sri Lanka in achieving modern sustainable development goals, the Urban Development Authority has a great responsibility. Accordingly, it is essential to prepare development plans for the Urban Development Areas declared by the Hon. Minister in charge of the subject in terms of the Urban Development Authority Amendment Act No. 04 of 1982 (Part II, Section 8A (1)).

The development plans thus formulated are primarily aimed at building a productive citizen, a happy family, a dignified society and a prosperous nation, which are the core aspirations of the vistas of prosperity. I also believe that these development plans will go a long way in achieving the objectives of urban development and regulation through a formal reurbanization plan that will bring economic stability to the urban population.

Therefore, I would like to express my heartfelt gratitude to the planning team and to all those who have played a very responsible role in preparing this plan and I hope that you will all contribute to the expectations of the vision of prosperity.

Dr. Nalaka Godahewa (M.P)
*State Minister of Urban Development, Coast Conservation,
Waste Disposal and Community Cleanliness*

Hon. Chairman's forward – Urban Development Authority



Throughout the last four decades, Urban Development Authority has been serving as the apex planning authority in Sri Lanka having the statutory powers to prepare and enforce urban development plans.

Urban Development Plans cover a number of fields including optimum, effective and efficient use of land and managing the quality of its environment. These development plans are prepared for the promotion and regulation of public well-being in urban areas and the people.

According to the present government's manifesto, it is compulsory to prepare development plans for areas which have been declared as urban development areas by the subject minister as per section 8 A (1) under part II of Urban Development Authority Act No. 04 of 1982 (Amendment).

The Development Plan for Moratuwa Municipal Council area has been prepared for the period 2021–2030 considering the physical, economic, social and environmental factors, while successfully overcoming the challenges in preparing the development plan through tools and methodologies with which the Urban Development Authority is equipped.

Therefore, I extend my heartfelt gratitude to the planning teams who dedicatedly worked for ensuring successful completion of this plan and to those who contributed in numerous ways. At the same time I also expect that all parties who contributed for the preparation of this plan will also effectively contribute in future as well for successful implementation of the plan.

Archt. Harshan De Silva
Chairman
Urban Development Authority

Honorable Mayor's Forward (Moratuwa MC)



I convey my heartfelt thanks to the Urban Development Authority of the Ministry of Megapolis and Western Development for preparation of this Moratuwa Development Plan (Amendment), and declaring it under the provisions of the relevant enactments in order to make it legally enforceable.

I am also happy to state that preparation of this Development Plan with the main focus on the betterment of the general public following identification of the issues and problems of the people of Moratuwa is a timely step taken by the Urban Development Authority. I also have to appreciate the fact that this plan preparation process involved an extensive public consultation process with the staff of multitude of Governmental and Non-Governmental organizations, residents and investors. The involvement of the stakeholders in the plan preparation process is commendable.

I express my sincere gratitude to the Urban Development Authority, which is the principal stakeholder of the development of the Moratuwa Town, for directing its Development process with a long-term vision through this Development Plan 2021–2030 which has been finalized in keeping with the provisions of the relevant enactments. It is also my sincere hope that the Urban Development Authority may have the strength and the ability to implement this Development Plan successfully.

Samanlal Fernando
The Mayor,
Moratuwa Municipal Council

Preface

The Urban Development Authority Law no 41 of 1978 empowers the Minister in charge of the subject of Urban Development for the time being to declare any area as an urban development area under the Section 3(1) and (2) of the said Law. Accordingly, the Minister in charge of the subject of the urban development declared the Moratuwa Urban Area as an urban development area by a special Government Gazette Notification published bearing number 26/8 dated 7th of March 1979.

This Development Plan of Moratuwa covers the time period from 2021 to 2030 and prepared with the main objective of achieving a sustainable physical, social, economic and environmental development for the benefit of the people. This plan has been prepared by using the information that were available in the year of 2021–2030.

Moratuwa Development Plan 2021–2030 consists of three main parts such as part I, part II, and part III. The part I consists of Background of the development plan, Preliminary studies, Need of the plan, Planning framework, SWOT analysis and The plan. Part II consists of the Land and Building Development Strategic Plan and Zoning guidelines pertaining to the planning boundary for the period of 2021–2030. The Part III consist of the zoning boundaries with the coordinates and all the annexures.

Part One - The first Chapter focuses on explaining the scope of the development plan, the stakeholders who made contributions and provided consultations and the methodology adopted in the plan preparation process. The second Chapter deals with the historical background of the Moratuwa area, physical, social, economic and environmental context including situational analysis. This Chapter has also been devoted to analyze the regional and national linkages and their significance in the process of development. Finally, this Chapter deals with the delimitation of the planning area within which this development plan will be enforceable during the planning period. The Third Chapter focuses on the issues of the planning area identified through analysis of primary and secondary data and this Chapter finally discusses the reasons as to why this development plan is necessary and its significance in the Moratuwa Town development process.


The Fourth Chapter, which discusses in detail the vision, the goals and the objectives that help reaching the expected destination. The Fifth Chapter devoted to identify the strength, weaknesses, development opportunities and threats in the planning area and their details were discussed extensively. The sixth Chapter focuses on how the development forces are directed under this development plan towards reaching the intended development during the planning period. The strategies identified through analysis in the planning process will be discussed in detail in this Chapter and describes the methodology of achieving the objectives of the development plan during the planning period from 2021 to 2030. The social and physical infrastructure development strategy, economic development strategy, sustainable development strategy and the strategic development projects that are being proposed are also discussed in this Chapter in detail.

Similarly, Part Two- Chapter seven has been dedicated to describe planning & Building guidelines and in chapter eight described the identified zones and zoning guidelines and Chapter nine included proposed road width, building line and reservations

Thus, the intention of this Authority and the Government of Sri Lanka is to implement the Moratuwa Development Plan 2021–2030 in near future.

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE MORATUWA MUNICIPAL
COUNCIL AREA**

I, Mahinda Rajapaksa, Minister of Urban Development and Housing do hereby approve the development plan for the Moratuwa Municipal Council Area, having considered the recommendation made by the Board of Management of the Urban Development Authority on 24th September, 2020 by virtue of the powers vested in me under section 8 “F” of the Urban Development Authority (Amendment) Act No.4 of 1982.



Mahinda Rajapaksa (M.P)

Minister of Urban Development and Housing

Ministry of Urban Development and Housing,
17th and 18th Floors,
“Suhurupaya”,
Sri Subhuthipura Road,
Battaramulla.

Date: 15 April, 2021.



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The Gazette of the Democratic Socialist Republic of Sri Lanka

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APPROVAL OF THE DEVELOPMENT PLAN FOR THE MORATUWA MUNICIPAL COUNCIL AREA

I, Mahinda Rajapaksa, Minister of Urban Development and Housing do hereby approve the development plan for the Moratuwa Municipal Council Area, having considered the recommendation made by the Board of Management of the Urban Development Authority on 24th September, 2020 by virtue of the powers vested in me under Section 8 “F” of the Urban Development Authority (Amendment) Act, No. 4 of 1982.

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

Ministry of Urban Development & Housing,
17th and 18th Floors,
“Suhurupaya”,
Subhuthipura Road,
Battaramulla,
15th April, 2021.

07 - 543/1



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**NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL
LIMIT OF MORATUWA**

NOTICE is hereby given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8 (G) of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act No. 4 of 1982 that I, Mahinda Rajapaksa, the Minister in charge of the subject of Urban Development & Housing, by virtue of the powers vested in me under Section 8 (F) of the said Act, have approved the Development Plan for the Municipal Council Limit of Moratuwa, prepared under Section 8 (A) of the said Act on the 15th day of April, 2021.

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

Ministry of Urban Development & Housing,
17th and 18th Floors,
“Suhurupaya”,
Subhuthipura Road,
Battaramulla,
12th July, 2021.

07 - 543/2

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL LIMIT OF
MORATUWA**

PUBLIC are hereby informed that the Development Plan prepared for the Municipal Council Limit of Moratuwa 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 15th April 2021, by Hon. Mahinda Rajapaksa, Minister of Urban Development & Housing, by virtue of powers vested on him under Section 8 (F) of the said Act.

Arch. HARSHAN DE SILVA,
Chairman,
Urban Development Authority.

12th July, 2021.

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Part I

CHAPTER

01



Background of the Development Plan

CHAPTER 01
Background of the
Development Plan

Introduction

Stakeholders of the
Development Plan.

1.1. Introduction

A Development plan is a published document which guide the development of an area in physical, social, economic and environmental aspects in a strategic way to achieve sustainable development with having support from the stakeholders of the area and resident population of the area. This is a legal document which guide the behaviors and patterns of activities in the planning area.

The Minister in charge of the subject of urban development for the time being may declare certain areas as urban development areas under the Section 3 (1) and (2) of the Urban Development Authority Law No 41 of 1978 to prepare development plans for such areas as provided under the provision 8 II (a) of the Urban Development Authority (Amendment) Law No 4 of 1982.

The Moratuwa urban area had been managed by an Urban Council since 1930, and it was subsequently brought under the UDA Law as an urban area by the Government by a Special Gazette Notification, bearing No 26/8 issued by the Minister in charge of the subject of Urban Development on 7th of March 1979, and then in 1998 this urban council was promoted to the status of a Municipal Council. Accordingly, the UDA, in keeping with the provisions of the Law, a first ever development plan for this town with a planning horizon from 2005 to 2020 was prepared and legalized under the Law by publication of this plan in a Gazette Notification bearing No 1396/7 in the year of 07th of June 2005.

Since the first development plan is currently approaching the end of its legally-effective planning period and that the changing physical, social, economic and environmental circumstances inspire a strategic planning intervention to address the issues prompted by such changes, the UDA initiates action to prepare a development plan for this town with a vision to continue the planning intervention in the development process to continue uninterrupted.

1.2. Stakeholders of the Development Plan.

As it was initially decided by the Planning team, to get the participation of the stakeholders, representing the relevant development sectors, such as industry, environment, economic, administration and infrastructure sectors, following stakeholders were engaged in the development planning process.

Prime Partner

1. *Moratuwa Municipal Council*

Consultative Institutions

1. *Divisional Secretariat, Moratuwa*
2. *Department of Census and Statistics*
3. *Department of National Physical Planning*
4. *National Enterprise Development Authority*
5. *Central Environmental Authority*
6. *Department of Coast Conservation*
7. *Department of Sri Lanka Railways*
8. *National Housing Development Authority*
9. *Sri Lanka Land Reclamation and Development Corporation*
10. *Sri Lanka Transport Board*
11. *Road Development Authority*
12. *Sri Lanka Telecom*
13. *Ministry of Megapolis and Western Development*
14. *Police Station, Moratuwa*
15. *De Soyza District Hospital, Lunawa*
16. *National Water Supply and Drainage Board*
17. *Civil Aviation Authority*
18. *Department of Buildings*
19. *National Building Research Organization*
20. *Department of National Land Use Policy*
21. *University of Moratuwa*
22. *Colombo District Secretariat*
23. *Sri Lanka Export Development Board*
24. *Lanka Electric Company Pvt Ltd.*
25. *Ceylon Electricity Board*

Other Institutions represented at the consultations

1. *Carpenters' Association – Moratuwa*
2. *Three-Wheelers' Association – Moratuwa*
3. *Trade Association – Moratuwa*
4. *Fishermen's Association – Moratuwa*

Other Functional Divisions Assisted

1. *Strategic Planning Division*
2. *Research and Development Unit*
3. *Geographical Information Systems Division*
4. *Environmental and Landscape Division*

CHAPTER 01

Background of the Development Plan

Stakeholders of the Development Plan.

CHAPTER 01
Background of the
Development Plan

Stakeholders of the
Development Plan.

Scope

1.3. Scope

The Moratuwa Municipal Council (MMC) is one of the prime Municipal Councils in the Administrative District of Colombo. The Galle road and the railway track that run across this town established a dynamic relationship between the Western Province and the Southern Province of the Country. The National Physical Structure Plan-2030 prepared by the Department of National Physical Planning set out the Moratuwa town within the high-density urban zone while the proposed Spatial Structural Plan-2050 includes it within the economic corridor. The Western Megapolis Structure Plan envisages to develop the Moratuwa town within the urban high-density development zone and to place it in the 2nd order of the urban hierarchy. Taking such effective planning policies in to consideration, the Moratuwa will be developed as a second order town.

The Moratuwa MC, being situated within an urban environment with close proximity to the City of Colombo, it has been endowed with a picturesque environment surrounded with beautiful beach, Bolgoda Lake and the Lunawa lagoon. However, the issues emanating from the disorderly developments in this town relating to the socio-economic and environmental spheres inspire a need for a strategic urban development plan to drive the development process towards an orderly development avoiding such issues.

This development plan was prepared with the aim of establishing a sustainable development for residential green city in the Moratuwa MC area through physical, socio-economic, and environmental development. This development will be based on the strategic plans that had been prepared covering the areas of sustainable environment, infrastructure networks and socio-economic sectors.

The development plan has a long-term vision for an integrated development of the Moratuwa MC area based on the strategic plans included therein, but the stated vision of the plan is confined to a period of 12-years. This can be identified as a limitation in the scope of the plan. The current land use pattern demonstrates that the Moratuwa MC area has been developing with a greater inclination towards a commercial and industrial development, however development of this town based on tourism industry combined with the strategic plan of the city of Colombo development as a water front tourist attraction also can be integrated in to the plan with a view of making use of the potential of the water front though it appears as a limitation.

1.4.The Planning Process

The preparation of the development for the Moratuwa MC area, right from the beginning to the end, has followed a planning process which includes 10 steps. The Figure No 1.1 depicts the 10 steps included in the said Planning process.

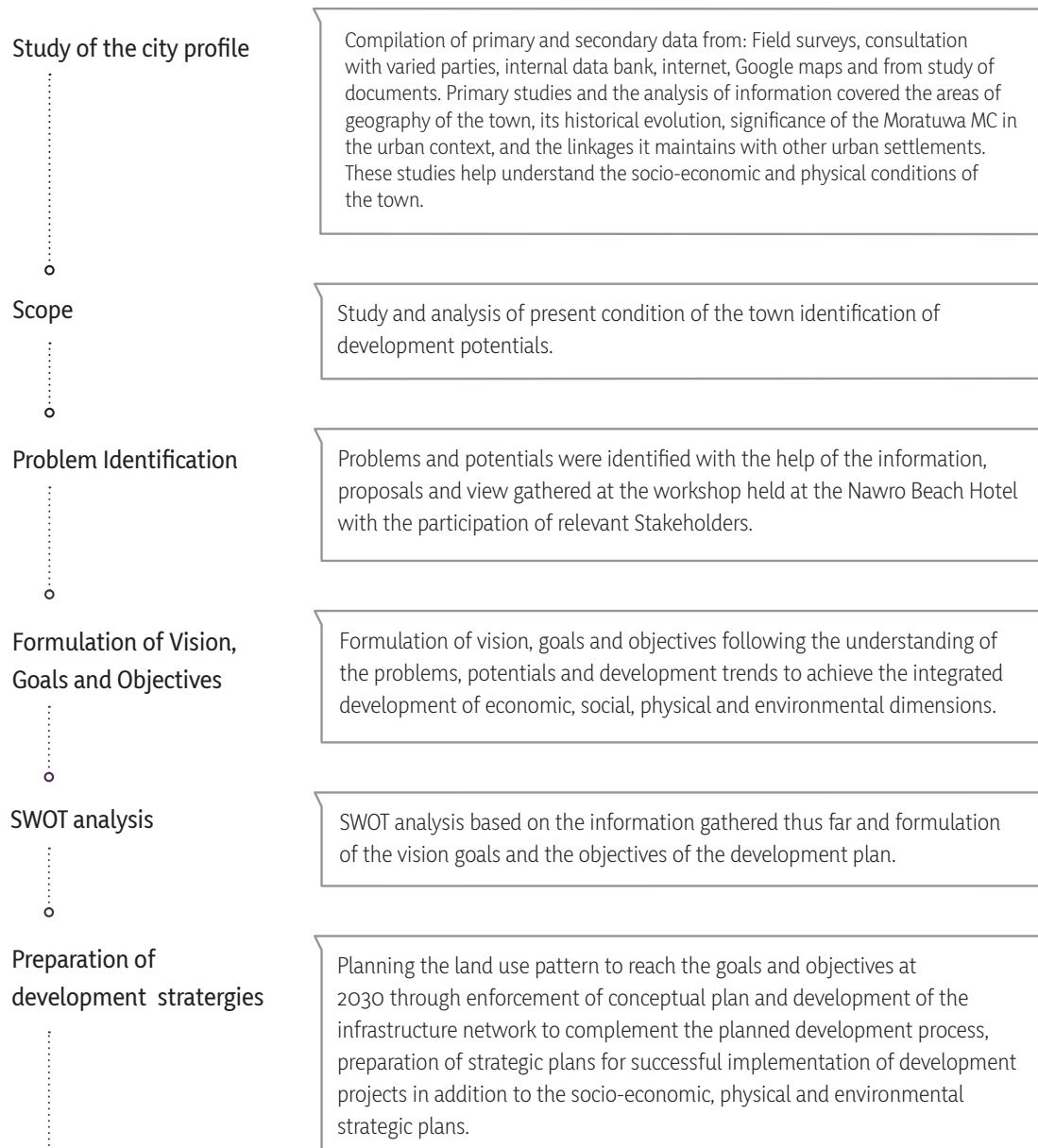




Figure 1.1 : Planning Process

CHAPTER 02



Preliminary Study

CHAPTER 02 Preliminary Study

Study Area

The positive development trends in the present context of development, having potential to drive the development process in the future, particularly during the next 10-years planning period, to reach the Goals and the Objectives set out in the development plan were identified through the studies of the city profile. Accordingly, this chapter has been set out to cover the areas of planning area study, planning and conditional context study and delimitation of the planning area.

Under the planning area study, the location of the Moratuwa town with its influencing areas and its boundaries were identified while the planning and situational context focused on the study of historical evolution of the town and its background, physical, social, economic and environmental characteristics, past planning efforts in the city management and the current land use pattern. In delineation of the planning area, aforesaid areas were studied in depth and depending on the active influencing area and the administratively authoritative boundaries the planning area of the Moratuwa town was determined for the purpose of this development plan.

2.1. Study Area

The Moratuwa MC area situated 19 Km to the South of the City of Colombo occupies a land area of 23.4 sq.km, and surrounded by natural boundaries on three sides. This urban center, bounded on the West by the picturesque beach, on the East and the South by a similar water frontage of Bolgoda Lake, is one of the five Municipal Councils in the Administrative District of Colombo. The authoritative land area of the Moratuwa MC includes 42 Grama Niladari Divisions. The figure no 2.1 depicts the geographical location of the Moratuwa MC area within the administrative organizational set up of the Colombo District. Accordingly, the Moratuwa MC administrative area is bounded on the North by the Rathmalana Divisional Secretariat Division, on the East by the Bolgoda Lake and the Kesbawa Divisional Secretariat Division, on the South once again by the Bolgoda Lake and the Kaluthara Administrative District and on the West by the sea with a 10.5 Km long wonderful beach.



Figure 2.1 : Geographical Location of the Moratuwa Municipal Council
Source : Urban Development Authority, 2021

CHAPTER 02
Preliminary Study

Planning and
Situational Context

Historical Background
and Evolution of the
Moratuwa Town

2.2. Planning and Situational Context

The study of Planning Context and the situational analysis were carried out through the study of historical evolution process of the Moratuwa town. The planning boundaries were defined on the basis of the findings of the studies undertaken covering the physical, economic, social and environmental aspects and Moratuwa town was placed on the appropriate position in the urban hierarchy of the country at the national, provincial and local levels. The chapter is set up accordingly.

2.2.1. Historical Background and Evolution of the Moratuwa Town

2.2.1.1. Evolution of the Name Associated with the Legends

The historical legends reveal that there was a "Mora" tree dominated- forest in the Moratuwa area, so this forest was called "Mora Ata", and over the time it was evolved to be "Mora Atuwa" and then it has been evolved to be "Moratuwa" in the modern history. Further when going down in the history lane it is found that the Sanskrit language uses the word "Morata" to mean the "Moru", accordingly the name Moratuwa was established as the name of this town.



Figure 2.2 : The Moratuwa Town in the History

Source : Lankapura Internet Website

Historical celebrities of "Sandesh Poems" such as "Thisara Sandeshaya", "Gira Sandeshaya" and "Kokila Sandeshaya" made references to the Moratuwa town with poetic description of certain aspects of the urban life. The author of the "Thisara Sandeshaya" poem, believed to be written during the reign of King Parakumba V during the years of 1348 when he was ruling the "Dadigampura" area, advised the swan, which had to carry a letter via Moratuwa, to stay there and enjoy its beauty. The "Gira Sandeshaya" makes

references to some urban leisure activities of "Moratu Eliya". The "Kokila Sandeshaya" describes a village called "Lakshapathiya" where existed a garden full of coconut trees. This village has been existed to date and this name has been existed throughout the history defying the evolution. .

2.2.1.2 Evolution of Administrative Boundaries

a) Era of Pre-Colonial Rule

During the pre-colonial rule of Sri Lanka, the Moratuwa town had been divided into six administrative units; namely Moratueliya, Moratupitiya, Moratumulla, Moratuwella and Moratudikwella.

b) Era During the Colonial Rule

The Moratuwa town was established administratively as an Urban Council in 1930 following through many an evolutionary event being influenced by the foreign invasions in the past. The notable evolutionary events that led up to the current position are encapsulated below.

Period of Dutch Rule: In the year of 1735 during the Dutch rule the Moratuwa town limits existed thus far were expanded to include the Koralawella to be a part of the Moratuwa town administration.

Period of British Rule: The colonial rule of the Country was transferred by the Dutch rulers to the British rulers in the year of 1835. The British rulers further expanded the administrative area of the Moratuwa town over the Villages of Katukurunda and Egoda Uyana. In the year of 1908 the District Development Council was established and followed by the establishment of the Moratuwa Urban Council in the year of 1930.

The Moratuwa Town had been undergoing formidable waves of cultural and social changes, being influenced by the foreign rulers, and as a result the Christian religion was expanded swiftly in this area paving the way for mushrooming the churches and the schools for educations.

c) Post-Colonial Rule

The Moratuwa Urban Council's administrative area was brought under the Authority of the UDA for physical planning and development purposes by the Minister in charge of the subject of urban development by a special gazette notification issued bearing number 26/8 dated 7th March 1979 as per the powers vested with him under the section 3 (1) and (2) of the Urban Development Authority Law no 41 of 1978.

Hence forth the Moratuwa had been continuing as an Urban Council until it was promoted to be a Municipal Council in the year of 1998 in the hierarchy of the Local Authority administration. Presently it is functioning as one of the five Municipal Councils in the Administrative District of Colombo.

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Historical Background and Evolution of the Moratuwa Town

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Moratuwa in Today's Context

2.2.2. Moratuwa in Today's Context

The planning context of the Moratuwa town was identified through analysis of the information associated with the social, economic, physical and environmental sectors. Those sectors are examined in the following sections.

2.2.2.1. Study of Physical Dimension of the Town

This study, that covers the subject areas of land use pattern, national and regional or provincial linkages maintained by the Moratuwa town, transport facility network and the infrastructure facilities and helped understand the physical characteristics of the locality.

a) Land Use Pattern

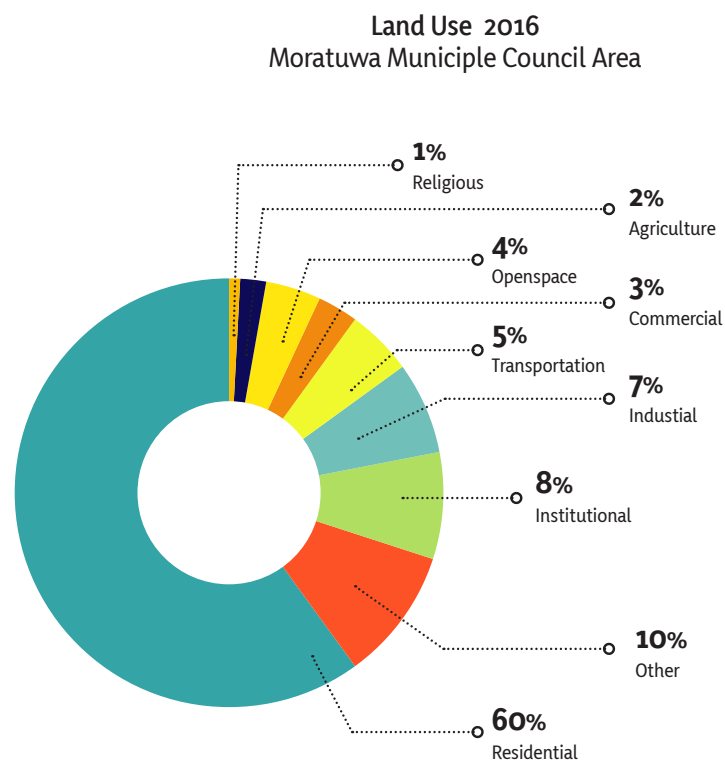
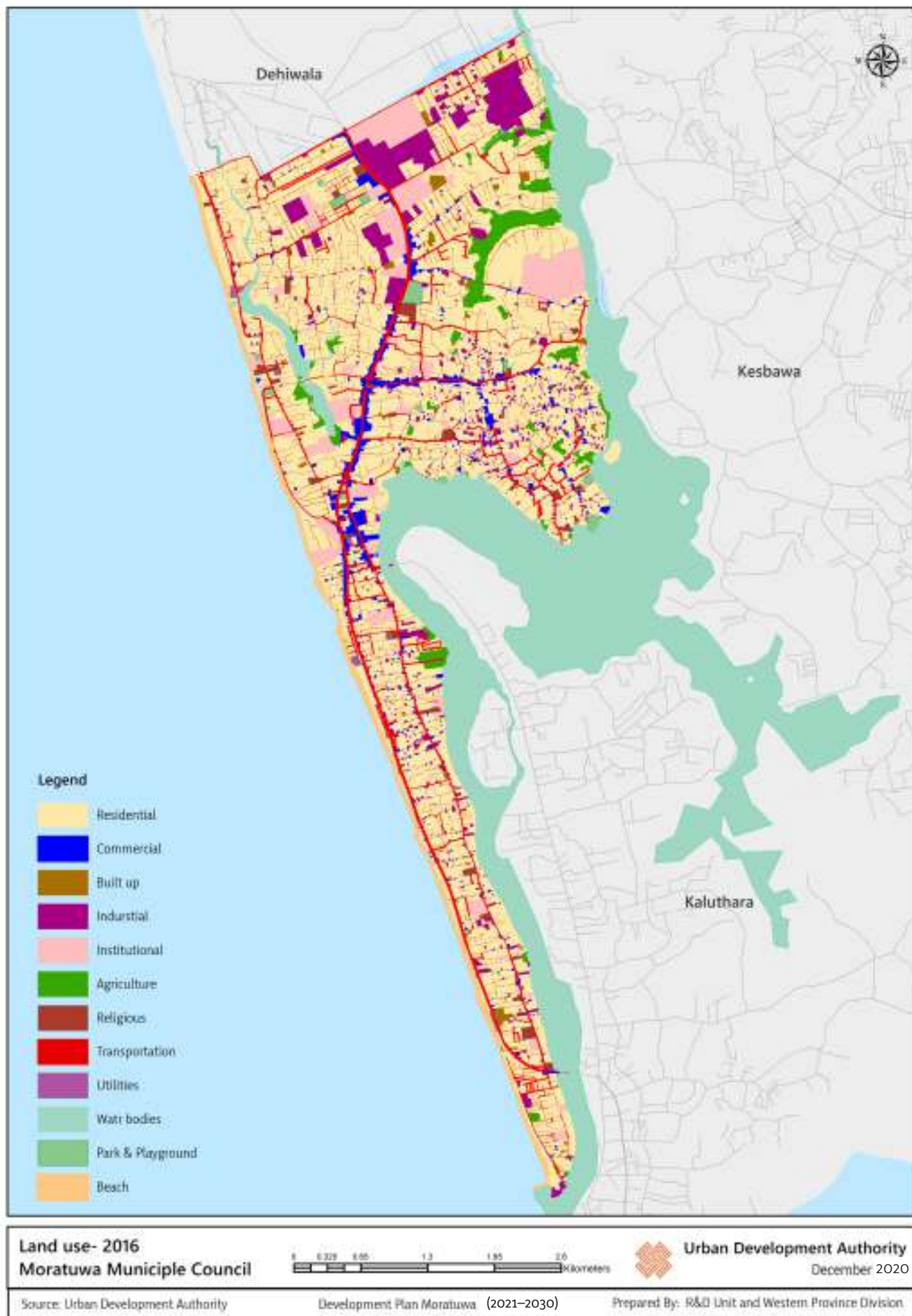


Figure 2.3 : Moratuwa Land Use Profile
Source : Urban Development Authority, 2016

The land use pattern depicted in the map no 2.1 reveals that the 60% of the total land area has been used for residential purposes while approximately 4% is being used for the industrial activities. A detail of the land use pattern in the Moratuwa town is exhibited in the map no 2.1.



Map 2.1 : Land Use Pattern of the Moratuwa Town

Source : Urban Development Authority, 2021

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b) National and Provincial Linkages

Moratuwa town established and maintains a strong network of linkages through a network of nationally and provincially significant institutions functioning within its administrative boundaries. The University of Moratuwa, German Technical Training Institute, Arthur C Clark Center, National Apprentice and Industrial Training Authority (NAITA), International "De Soyza Playground", Lanka Industrial Development Board, Handicraft Advance Training Institute and National Designing Center are the leading institutes located in this town area supporting the Moratuwa MC to maintain such sustainable linkages with the areas outside of the planning area. The Ratmalana Airport that facilitates the internal flights is located closer to the northern boundary of the Moratuwa MC.



Figure 2.4 : Moratuwa Town and its Provincial Linkages
Source : Urban Development Authority, 2021

The figure no 2.4 depicts the network of linkages sustained by the Moratuwa MC with the surrounding areas; it is linked to the most dynamic suburban towns closely located around itself, such as Rathmalana on the northern boundary, Piliyandala on the eastern boundary and Panadura town on the southern boundary. These suburban towns have become more dynamic in terms of socially and economically along with the outward urban sprawl that has been ongoing as a strong phenomenon motivated by the transport network developments being implemented within the western province. New Galle Road, with its trace running outward of the Colombo City up to the southern boundary of the Colombo Administrative District, along the southern coastal area via Kollupitiya, Wellawatta, Bambalapitiya, Dehiwela, Mount Lavinia Rathmalana, and Moratuwa could be a catalytic development that would provide a strong impetus to the future development of these areas.

c) Transport Network

The Moratuwa town has the advantage of an integrated transport center located between Galle Road and the southern railway line. The public passenger bus transport station is located hugging the railway station along Galle Road which is expected to be linked with the south-bound New Galle road that is being implemented from the City of Colombo. This rare arrangement will have catalytic role to play in the future city development effort.

Road Network

The land use plan revealed that the road network of this area occupies a land area of 12% of the total land area, and its total length has been recorded as 160 Km. According to the road classification standards of the Road Development Authority, all the roads in the country have been classified under four categories, as "A" Grade, "B" Grade, "C" Grade and "D" Grade. The road network in the Moratuwa town is made up of the roads belonging to these four categories. The Galle road, which is the main arterial road running south-bound across this town, is falling under the "A" Grade category while the Piliyandala-Katubedda road comes under the "B" Grade and the rest of the roads are classified as "C" and "D" grade roads respectively. However, though the road network appears to be covering the entire developed area of the Moratuwa MC area efficiently, in reality 80% of the roads in the planning area are falling within the range of 10-15 feet in width, quite inadequate to cater sufficiently to the dynamism of the city's development.

The "ComTrans" report recorded a total of 30,000 passengers being transported daily along the Galle Road corridor while the vehicles running Colombo bound accounted for 11,600; the same for Galle bound, has been recorded as 10,900 per day. The Colombo-bound vehicles running along the "Weera Puranappu Mawatha" -New Galle Road- have been counted to be 580 in number while the same of Galle-bound has been recorded as 700.

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Rail Road Network

The South bound railway line runs across the Moratuwa town along the coastal belt. The length of the section of the rail way line that is falling within the Moratuwa MC area is 11 Km. This rail line is facilitated with four stations located at Lunawa, Angulana, Koralawella and Egoda Uyana, all of which are falling within the Moratuwa MC area. The records have revealed that a total number of passengers travel by train from Bambalapitiya to Moratuwa accounted for 79,000 per day, which is a much higher number than the passengers transported by road daily. The popular experience of the passengers is that the travelling by train daily is faster than the travel by road in view of the increasing vehicular traffic in the road network. The average speed of the running trains from Rathmalana to Panadura via Moratuwa has been computed as 18 Km per Hour.

d) Services and Infrastructure Facilities

The settlement pattern of the Moratuwa MC area is characterized by a pattern of clusters each developed organically based on economic activities that provide employment opportunities to the settlers in such clusters. The settlement cluster developed along the coastal zone and the railway reservations is based on the fishing industry. Similarly, the low-income settlements around the river reservation areas based on the timber related industrial activities in areas such as Moratumulla, Indibadda and Willorawatta have been developed. The industrial establishments located in the areas of Borupona, Thelawela, Maligawa (Palace) Road provide employment opportunities for the residence around them.

The settlements around the Katubedda, where the Moratuwa University is located, provides a solid economic base for the settlements developed around it in areas namely Kaldemulla, Soysapura, Luxshapathiya and Thelawela. These areas are providing settlements for the high income and middle-income families.

Year	Housing Units
1981	24,656
1991	32,143
1994	33,541
1999	37,335
2001	40,168
2012	41,633
2019	43,220

Table 2.1 : Number of Housing Units in the MMC – 1981 - 2019

Source : Department of Census and Statistic and Resource Profile (Moratuwa DSD), 2019

The information of the Department of Census and Statistics and Resource Profile of Moratuwa DSD revealed that the Moratuwa MC area has been experiencing a steady growth of housing in number during the last 4 decades. The table no 2.1 depicts the number of housing units enumerated in each census since 1981 up to 2019.

The housing stock in the Moratuwa MC area in the year of 2012 was recorded as 41,633 units, of which 37,033 units were classified as permanent houses while 4,470 units were recorded as semi-permanent houses. The temporary housing units in the Moratuwa MC area, according to the census classifications, 130 housing units were recorded. The housing stock has also been classified by their types; accordingly, 69% of the stock is identified as single housing units, 18% as storied housing, 5% as multi-storied flats, 5% attached housing, 0.7% twin-houses, 1% row houses and 1.3% low income settlement housing units.

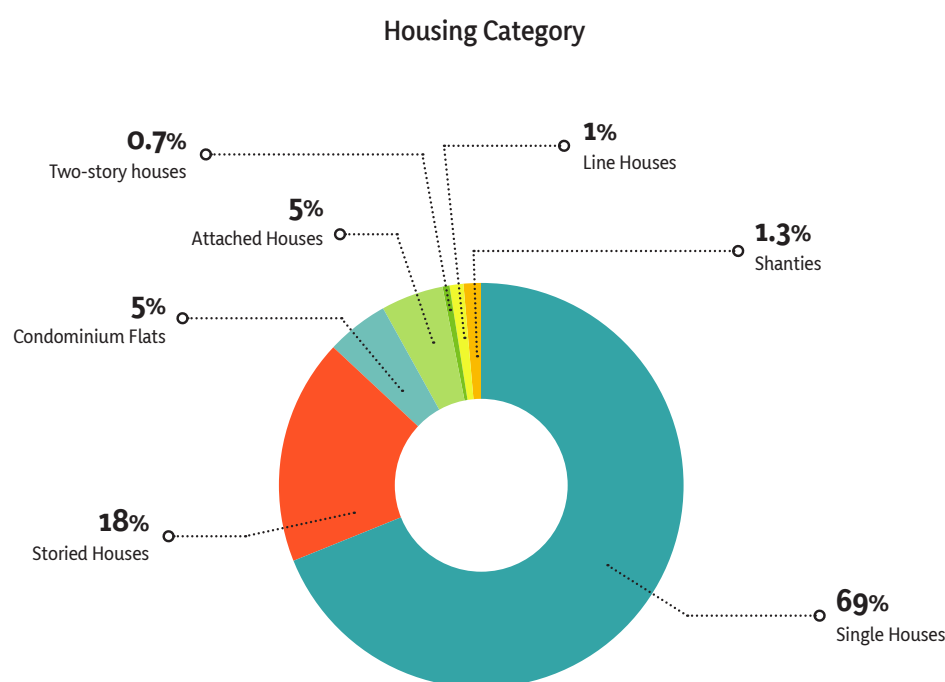


Figure 2.5 : Classification of Housing Units in the Moratuwa MC area by Type
Source : Department of Census and Statistics, 2012

The map no 2.2 was prepared based on the information provided in the records of the Census and Statistics by Grama Nildhari Divisions in the Moratuwa MC area. This record reveals that about 7.27% of the total housing stock of the Colombo Administrative District is recorded in the Moratuwa MC area. When this figure is compared with other areas of the same District, namely Homagama, Maharagama, Kolonnawa, Kesbewa and Kaduwela, the housing density of the Moratuwa MC area appears to be notably high. The average housing density in the year of 2012 enumerated as 1,783 housing units per square Km.

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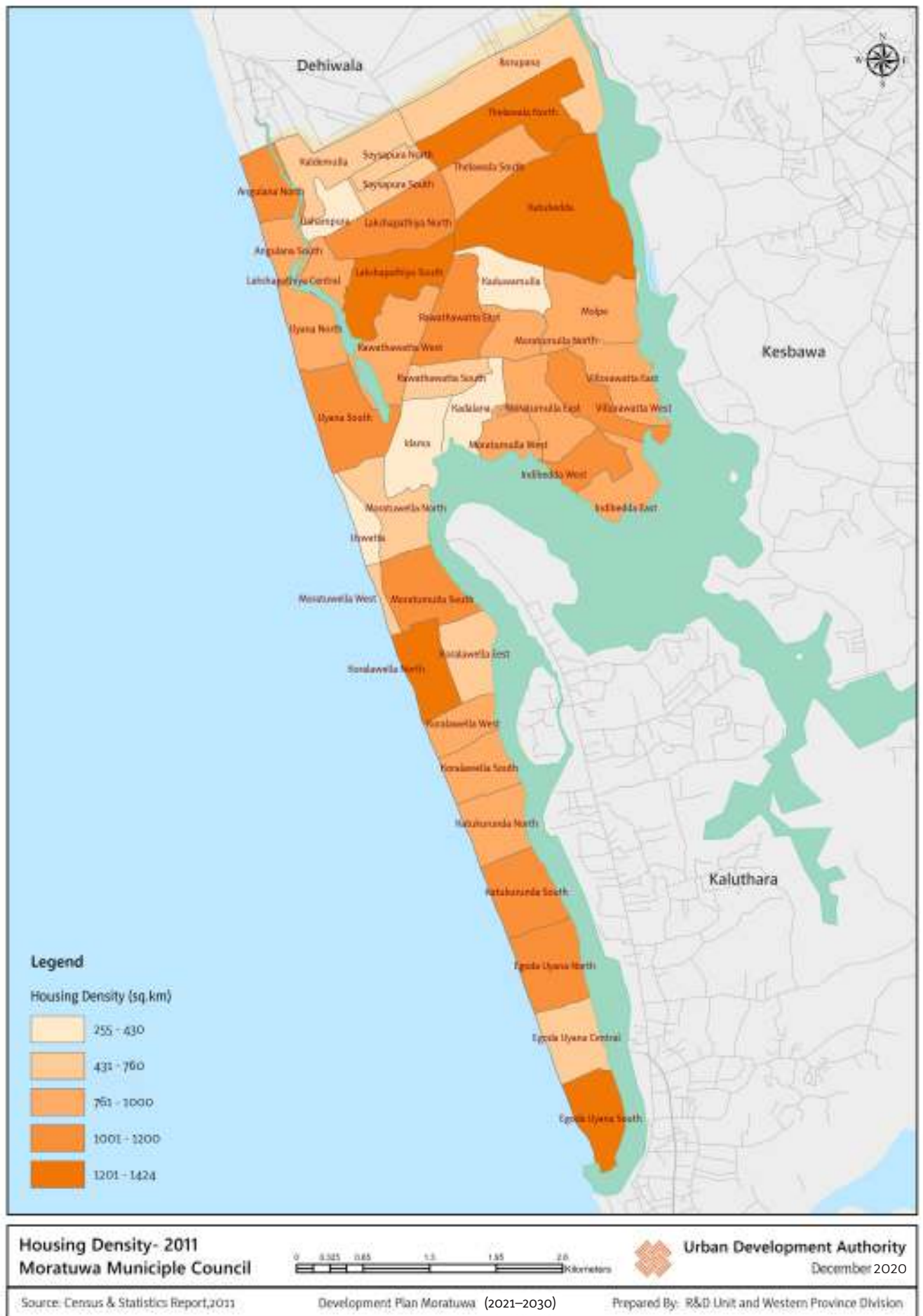
Area	Housing Density (per sqkm)
Colombo District	3893
Homagama	399
Maharagama	1133
Kolonnawa	1445
Kesbawa	839
Kaduwela	608
Thimbirigasyaya	2475
Moratuwa DSD	1783

Table 2.2 : Comparison of Housing Density

Source : Department of Census and Statistics, 2012

There is a tendency that the low-income people living in the planning area are compelled to encroach on to the low-lying lands after reclamation, that has become the main reason that the low-income housing areas are confined to the low-lying land areas. Another characteristic visible in these housing areas is that one low-income housing unit accommodates more than one family, which increases the population density as well. The Government authorities, such as National Housing Development Authority, Urban Development Authority and Urban Settlement Development Authority, Red-Cross Society, non-Governmental Organizations and the City managers being aware of this growing housing issue and that it has the potential of giving birth to too many related issues in the environmental and health sectors. In the circumstances above authorities implemented many housing projects at Soysapura, Sayurapura and Tsunami Housing schemes where many families have been relocated from such low-lying lands. However, this solution does not seem to be effective enough to resolve the real housing issues prevailing in the planning area as still there are 6000 people living in the low-lying areas in the Moratuwa MC area. This fact was transpired at the public consultation meeting held with the participation of the relevant officials of the government authorities during the process of development plan preparation.

The Department of Census & Statistics enumerated 41,633 number of housing units and 42,000 families in the Moratuwa MC area in the year of 2012. This indicates a housing backlog of 367 units. This housing backlog figure becomes more critical in view of the fact that the 2012 Census did not include the low-income housing units—that existed in the low-lying areas— in the housing stock. Consequently, the housing backlog prevailed in the Moratuwa MC area would have been much higher than the estimated backlog when the low-income housing units in the low-lying areas too are included in the said housing backlog. In the effort of assessing the actual housing backlog in this area the planning team surveyed and gathered information from many stakeholders of the Moratuwa MC area and able to settle on the figure that 6,000 people are living in low-lying reservations. These people need approximately 1,500 housing units. Further the low-income families living in areas, namely Dandeniyawatta, Pittaniyawatta, Batariyawatta and Samarkoonwatta need approximately another 1,000 housing units. When all these housing needs are taken in to account the accumulated housing backlog in the planning area reach approximately 3000 housing units.



Map 2.2 : Housing Density in the MMC Area - 2011

Source : Department of Census & Statistics

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Water Supply

The current water supply to the Moratuwa MC area is in the charge of the National Water Supply and Drainage Board. The water to the Moratuwa MC area is purified at both Ambathale and Kalatuwawa purification plants. How much water is supplied from each plant to Moratuwa MC area cannot be estimated as separate data gathering system is not place in the plant management process. However, the Ambathale Plant has a capacity of purifying 500,000 Cubic meters of water and it caters for the Northern areas of the Moratuwa MC area; namely Soysapura, Angulana and Borupana areas. The Kalatuwawa reservoir operating with a capacity of 60,000 Cubic Meters of water, takes the care of Moratuwa MC areas that have been left out by the Ambathale purification plant.

The span of the Bolgoda Lake with large quantity of potable water may compel one to think that the Moratuwa MC area should be rich in ground water and as such water need of the people may be met through the shallow wells. But the ground water has been more likely to be contaminated with the industrial wastes discharged in to the open drains and the lake. In this view the Bolgoda lake cannot be considered as a safe drinking water reservoir to cater for the needs of Moratuwa MC area.

Electricity Supply

The electricity supply to the Moratuwa MC area is in the charge of both the Ceylon Electricity Board (CEB) and the Lanka Electric Company (LECO). Every Ward of the Moratuwa MC area is covered either by the 33KV lines or 11 KV lines of the National Grid. The 33KV supply line network has a total length of 60 km while that of 11Kv line network has a total length of 230 km. The electricity supply network in the Moratuwa MC area is facilitated by three substations, located at Thelawela, Katubedda and Rawathawaththa and 124 depots. As far as electricity consumption in the Moratuwa MC area is concerned, 85% of the supply is utilized for the domestic purposes, 9% for commercial purposes, 4.5% for industrial purposes and 0.55% for the purposes of religious institutions. The map provided to the planning team by the LECO depicting the electricity supply network maintained by the company is attached as Annexure 1.

Sewer and Waste Water Management

The Moratuwa accommodates considerable number of industrial establishments and high-density residential developments. The sewer and the waste water generated daily by the developments are not properly managed by the authorities, as a result most of such liquid wastes find their ways in to the open drain network and into natural water ways. There is a piped-born network of drainage system in operation covering the areas of Thelawela, Borupona and Rawathawaththa in the Moratuwa MC area.

Solid Waste Management

The solid waste management is currently handled by the Moratuwa MC. The sorted solid waste is collected in two types, carbonic and non-carbonic wastes. The total collection of solid wastes per day ranges between 70-120 tons. The general composition of the wastes collected is 78% bio-degradable, 12% paper based and 10% plastic based.

The solid waste collection depot is located behind the public market complex within the same premises where collected solid wastes is sorted out once again, and about one metric ton of bio-degradable wastes so collected and brought in to the depot is utilized for composting and the balance is sent to the Karadiyana solid waste processing center. The Karadiyana solid waste processing center may produce, out of the wastes brought in to the center, either electricity or composts or they may be recycled for reuse.

The records revealed that 30 metric tons of bio-degradable solid wastes are being used for composting after evaporation of humidity equivalent to 60% of the total weight of the wastes used for composting and the carbon left out in the process is ranging from 10% to 20%. The composts so processed at this center are supplied to the market under the trade name of "Mihisaru".

Non-biodegradable materials, such as plastics, polythene, cans, and others, collected by the service amounts to 1 Ton, 1 Ton, 2 Tons and 6 Tons respectively per week. These materials are removed from the wastes processing center by private organizations, 20 in number, for recycling purposes.

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2.2.2.2. The Economy of the Moratuwa Town

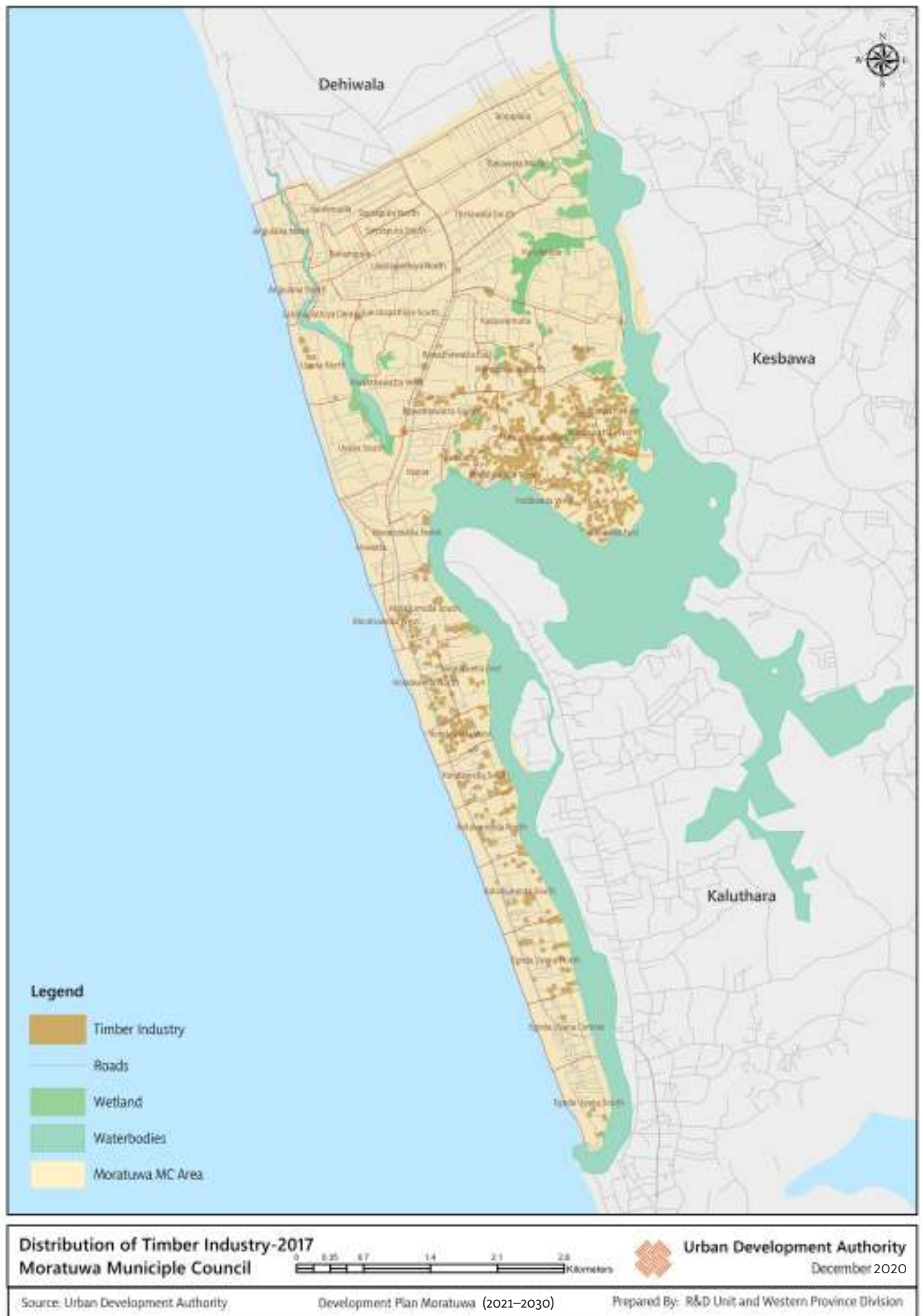
The economy of the Moratuwa town is dominantly led by the timber-based industry, fishing industry and commercial trades and services. The tourism industry is gradually emerging as a new economic sector making use of the environmental features that have the potential of attracting tourism-based activities in this area.

a) Timber-Based Industry

Well establish timber-based industry in Moratuwa has been evolving through the history making use of the advantage of the Bolgoda Lake for transport of timber logs along the river from the source. This industry became a specialized activity in the recent history acquiring significant market share of the furniture industry in the Country. This industry is unique to the Moratuwa town and the people employed in the sector acquired labour specialization, and currently this industry is undergoing a modernization process through application of modern technologies. The industrial establishments, functioning based on handicrafts or mechanized process, spread over the areas surrounding the Wards such as Moratumulla, Indibadda, Molpe and Willorawatta, covering approximately 15 numbers of Gramaseva Divisions has a high degree of potential for further developments and strengthening of the local economy. The map no 2.3 demonstrates the spread of the timber-based industrial establishments in the Moratuwa MC area. This industry in the Moratuwa area has today acquired the status of a national furniture Center in the Country through its specialization and it has established a trade name gradually in the context of national furniture trades.

The areas around the Koralawella and Egodaunya wards accommodate small-scale furniture industrial establishments functioning as handicraft industries with specialization for sawing timber logs and making furniture items required for funerals. The areas surrounding the Moratumulla, Molpe, and Indibadda localities are specialized for timber carving, furniture and other timber-based items making. The figure no 2.5 depicts some of the furniture industrial activities in the Moratuwa area.

The study of records revealed that 83% of the timber-based industries in Moratuwa used hard timber as raw materials while 17% use soft and seasoned timber. In 2003, the Research Unit of the Jayawardhanapura University conducted a research on the furniture industry in the Moratuwa Town and produced a report on "A Study on the Status of Furniture Manufacturing, 2003." (Amarasekara. T.A.D.S. and Jayapala M.S.) According to this report the monthly income generated by this industry was estimated to be Rs 54 Mn and annually this figure became Rs 648 Mn. Based on this information the researchers estimated the contributions made by this industrial sector of the Moratuwa town to the GNP to be 0.007%. The timber-based industrial establishments registered at the Timber Corporation recorded 128 establishments while 65000 people are employed in this sector.



Map 2.3 : Locations of Furniture Industrial Establishments -2017

Source : Urban Development Authority, 2021

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Figure 2.6 : Furniture Industry in Moratuwa

Image Courtesy : Photograph at the top left by : www.exploresrilanka.lk, Photograph at the Bottom left corner by: www.greenwood.lk, and the Photograph at the bottom right corner by :www.globalpressjournal.com

b) Fishing Industry

Fishing industry in the Moratuwa area is of three types; namely sea-water fishing, Lagoon-water fishing and Inland-water fishing. The sea-water fishing is predominantly concentrated along the coastal belt to a length of 10.5 km. This fishing area is facilitated by the location of fisheries harbours at Angulana, Moratuwella, Koralawella, Katukurunda, Egoda Uyana and Modara, and by the fishing boat landing sites located at Angulana, Lunawa, Moratuwella, Koralawella, and Katukurunda. (figure no 2.7 and 2.8)

The inland-water fishing industry is based on the Bolgoda lake and the Bolgoda river estuary area being endowed with a rich habitat of mangroves and marshy lands provides fertile lagoon for lagoon-water fishing. The total fish harvest per month of the total industry has been recorded as 7,600 to 20,000 kg.



Figure 2.7 : Fisheries Harbour at Modara
Source : Urban Development Authority, 2021



Figure 2.8 : Trade Stalls near Modara Fisheries Harbour
Source : Urban Development Authority, 2021

c) Commercial Trade

The land use map demonstrated that the commercial activities including whole sale and retail trades and services of the Moratuwa town occupy 3% of the land area and that use is mainly concentrated along Galle Road starting from the town center area. (figure no 2.9)

d) Tourism Industry

The Moratuwa town is situated between the two resort areas of Dehiwela-Mt. Lavinia and the Panadura-Kaluthara and is being endowed with ample opportunities for tourism development. Though Moratuwa is surrounded by such tourism resort areas, the opportunities available have not been made use of in the tourism sector development as the most tourist attractions such as Bolgoda Lake, the beach area and the lagoon are not properly managed with a vision to support the tourism industry. However, there are tourism-related developments currently in progress, such as hotels and condominium housing developments along the embankment of the Bolgoda Lake and the Lagoon area. The water-sports and tournaments are becoming a common feature in the Bolgoda Lake, mostly organized by the investors and the public that drives the tourism activities to ramp up organically.

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Figure 2.9 : Commercial activities of the Moratuwa town

Image Courtesy : Top left Photograph by <https://www.facebook.com/kzonemoratuwa/>, top Right by : www.travelfootprint.net , and the bottom left and right photographs by the Landscape unit of the Moratuwa University.



Figure 2.10 : Tourism Industry in Moratuwa

Image Courtesy : Top Left: <https://www.facebook.com/kzonemoratuwa/>, Top Right by www.travelfootprint.net, and the Bottom Left and Right: The Landscape Unit of the Moratuwa University

2.2.2.3. Demographic and Social Perspective

This section is devoted to discuss the demographic profile and the social perspective of the Moratuwa MC area with a view to identify its relevance to the future development of the Moratuwa town. This discussion will cover the areas of population, health, education and crimes and the control of narcotics.

a) Population

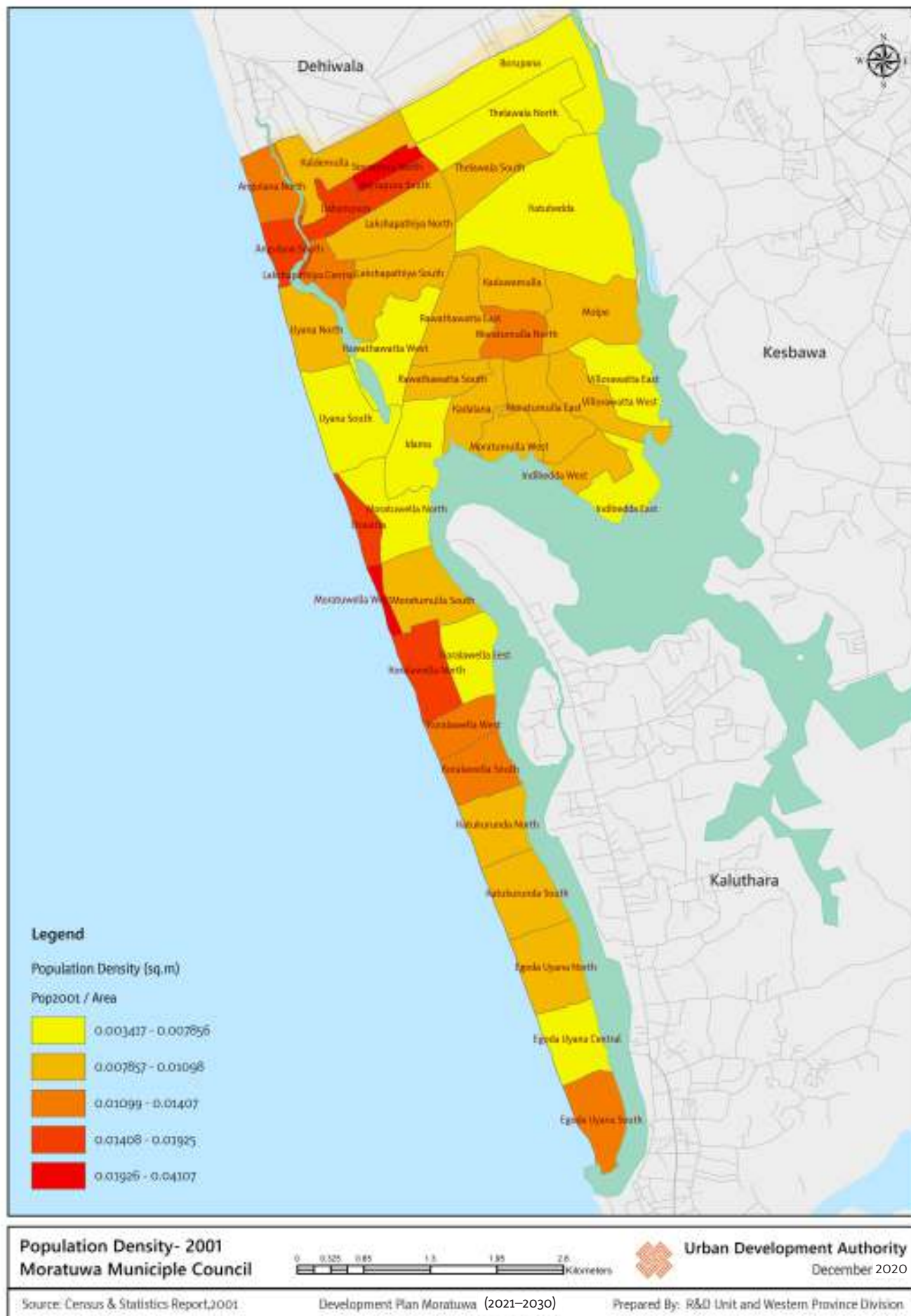
The population of Moratuwa MC area was recorded by the two Censuses enumerated in 2001 and 2012 as 177,563 and 168,280 respectively. The Department of Census and Statistics, based on the census information of 2016, forecast the population of the Moratuwa MC area to be 173,395 people. The information provided by the Census and Statistics Department points the fact that the population in the Moratuwa MC area is gradually declining. This declining trend of the population has been confirmed by the fact that the population growth rate of the Moratuwa MC area was recorded as -0.49%.

The Moratuwa MC area accommodates approximately 7% of the population living in the Colombo Administrative District. The population density ratio of Moratuwa vs Colombo has been computed to be 1:2 based on the population density data, that Moratuwa MC area being 3417 and the same in the Colombo MC area being 7209 per square Kilometer.

The map no 2.4 and 2.5 demonstrate the population density of the Moratuwa MC area in 2001 and 2011 respectively. These two maps imply that the population in 2001 in GS Divisional areas of Egodaunya South, Rawathawaththa East, Moratumulla North, Moratumulla South, Moratumulla East and Laxshapathiya North had been declining towards the year of 2011 while the same had been increasing only in the Angulana North GS Division during the same enumerations.

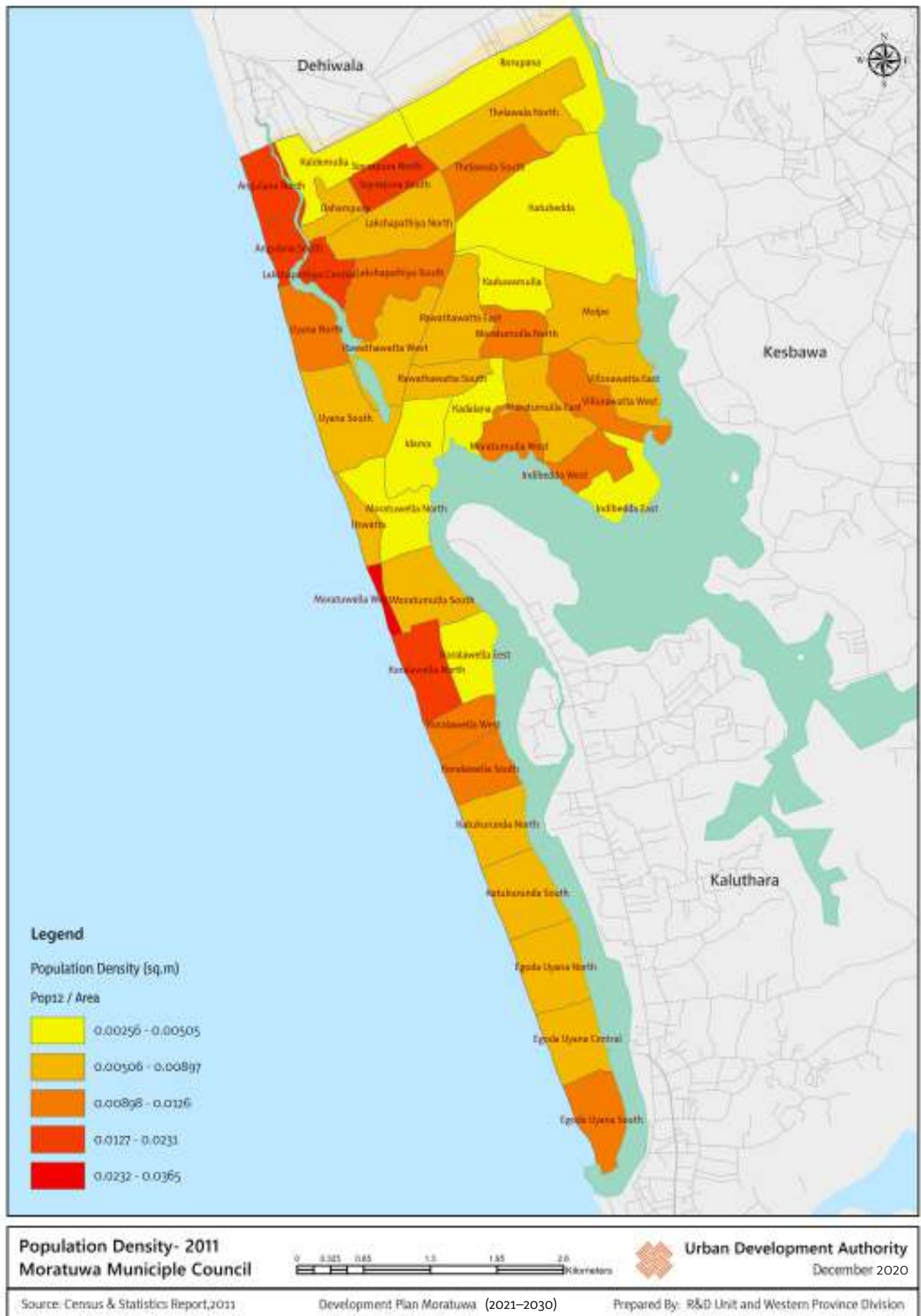
The resource profile of the Moratuwa DSD, according to the information enumerated in the 2019, the gender composition was 49% male and 51% female. The structure of the population revealed that the people under the age below 15 years recorded 21%, population in the cohort of 15-59 years of age recorded 66% and the population above the 60 years of age was recorded as 13%. These details lead to the conclusion that the economically active population falling within the age cohort of 15 to 59 years indicates a higher figure (66%) which is a catalytic factor that can contribute immensely in the future development effort of the Moratuwa MC area.

The population composition, in terms of the nationality, the majority is recorded as Sinhala while Tamils and Muslims recorded a minority community, in terms of the religion the majority is recorded as Buddhists while the Catholic population also takes a higher figure comparatively.



Map 2.4 : Population Density in the Moratuwa MC Area 2001

Source : Urban Development Authority, 2021



Map 2.5 : Population Density in the Moratuwa MC Area-2011

Source : Urban Development Authority, 2021

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b) Health Facilities

The residents of Moratuwa are enjoying easy access to the wide variety of options in securing medical health facilities provided by the medical institutions located in the Moratuwa MC area. The medical institutional network is consisting of Government-Managed hospitals, namely De Soysa District Hospital and the Lunawa Ayurveda Hospital and privately run medical centers and central drug stores. These medical institutions offer sample opportunities to the public to choose the type of treatment they wish from the western medical institutions or Ayurveda medical institutions.

The Government-Managed De Soysa District Hospital, located at Lunawa, has been in existence since 1911 and it is one of the oldest hospitals in this area. Today this hospital is facilitated with three wards together with 83 resident patients' beds. The medical crew of this hospital is consisting of 10 medical officers, 10 nurses and 6 attendants. The medical services provided by this hospital to the general public in the planning area have been reflected in the increased number of patients who admitted to the hospital and received treatments during the year of 2018. The number recorded has been 7800 patients.

The Ayurveda method of medical treatment has been a trusted medical treatment method among most of the local residents. The method of treatment has been deeply rooted in the local traditions and compels the successive Governments to establish such facilities in the country. The Moratuwa MC area is no exception in this regard. The government-run Ayurveda hospital at Lunawa is providing medical services to the local residents as well as those living beyond the Moratuwa MC limits. The records reveal that this hospital received patients from the areas such as Piliyandala, Panadura and Kaluthara areas in addition to the local residents.

The privately run medical institutional network in the Moratuwa MC area is providing a great service to the patients with minor ailments, who otherwise have to visit the government-run hospitals. In that sense, this privately-run medical network complements with the medical services made generally available in the area. The privately-run medical institutions include 25 number of medical centers, 39 numbers of pharmacies, 02 numbers of central drug stores and 16 numbers of Ayurveda medicine centers.

The study of historical medical records, maintained by the MOH Office for the year of 2018 indicates that the Moratuwa Moratuwa MC area has been experiencing high rate of diseases, such as leprosy, dengue and tuberculosis. These diseases seem to be localized, for example the Moratumulla and Lunawa areas have recorded more leprosy-infected patients, the Moratumulla, Rawathawaththa and Katubedda areas recorded high rate of dengue patients and the Rawathawaththa and Egodaunya areas recorded more tuberculosis patients. The table no 2.3 on the spread of patients in the Moratuwa MC area depicts the details recorded during the time period from 2015 to 2017.

Disease	2015	2016	2017	Vulnerable Areas
Dengue	812	1,177	2,597	Moratumulla, Rwathawaththa, Katubedda
Tuberculosis	54	76	61	Rawathawaththa, Egodaunya
Leprosy	78	91	89	Moratumulla, Lunawa

Table 2.3 : Geographical Spread of the Diseases in the MMC area

Source : Moratuwa, MOH Office, 2018

C) Education Facilities

According to Resource Profile of Moratuwa DSD in 2019, 22% of School aging Population are recorded from total Population of Moratuwa MC area. 27,537 of students are distributed in 35 school in this area. The following table depicts the school categorization of Moratuwa Municipal Council.

School Category	No of Schools
National Schools	2
Secondary School	18
Primary School	10
Private School	2
Piriven	3
Total	35

Table 2.4 : School Categorization of Moratuwa Municipal Council

Source : Resource Profile (Moratuwa DSD), 2019

Pre-Kindergarten Development Centers – According to the report on “Resource Profile” there are 124 Pre-Kindergarten Schools functioning in the Moratuwa MC area. There is an emerging trend of establishing more international schools in the Moratuwa MC area providing education facilities for the students of standards from kindergarten and above.

Higher Educational Institutions – The University of Moratuwa, established in 1978, has been evolved to the current status with an organizational structure consisting of 04 faculties with a capacity of handling 8,000 students according to the records of the 2013–2014. This University had a staff of 1,200 members including both academic and non-academic staff. The annual student intake of this university recorded an increase of 75% in the last decade and it is likely to be increasing this trend further in the future.

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Planning and Situational Context

Moratuwa in Today's Context

The Moratuwa MC area accommodates many non-Governmental higher educational institutions providing more job-oriented skill training programs. These institutions are established and run by private institutions; namely Sri Lanka Industrial Board, Arthur C. Clerk Center, Handicraft Higher Education Center, Brandix Apparel Technological Science Education Center, National Design Center, German Technical Training Center and Industrial Engineering Training Center. The Annexure 4 provides more details on the higher education facilities in the Moratuwa MC area.

d) Crimes and Control of Drug Addiction in the MORATUWA MC Area.

Year	No of Crimes	Vulnerable Area	Complains on Drug	Vulnerable Area
2013	552	Koralawella Lunawa Idama Modara Katubedda Laxshapathiya	2,030	Lunawa Rathu Kurusa Watta Katubedda Koralawella
2014	362		1,933	
2015	338		1,241	
2016	333		1,191	
2017 November	232		1,110	

Table 2.5 : *Complains Reported on Crimes and Drugs During the Period from 2013 to 2017*

Source : *Records of the Police Station, Moratuwa, 2018.*

According to the police reports, more crime and drug addiction related complaints were recorded from the areas surrounding the GS Divisions of Lunawa, Koralawella, Modara, Katubedda, Idama, Laxshapathiya and Redcrosswaththa. The Table 2.5 provides more details of the crimes and drug addictions reported in the Moratuwa MC area.

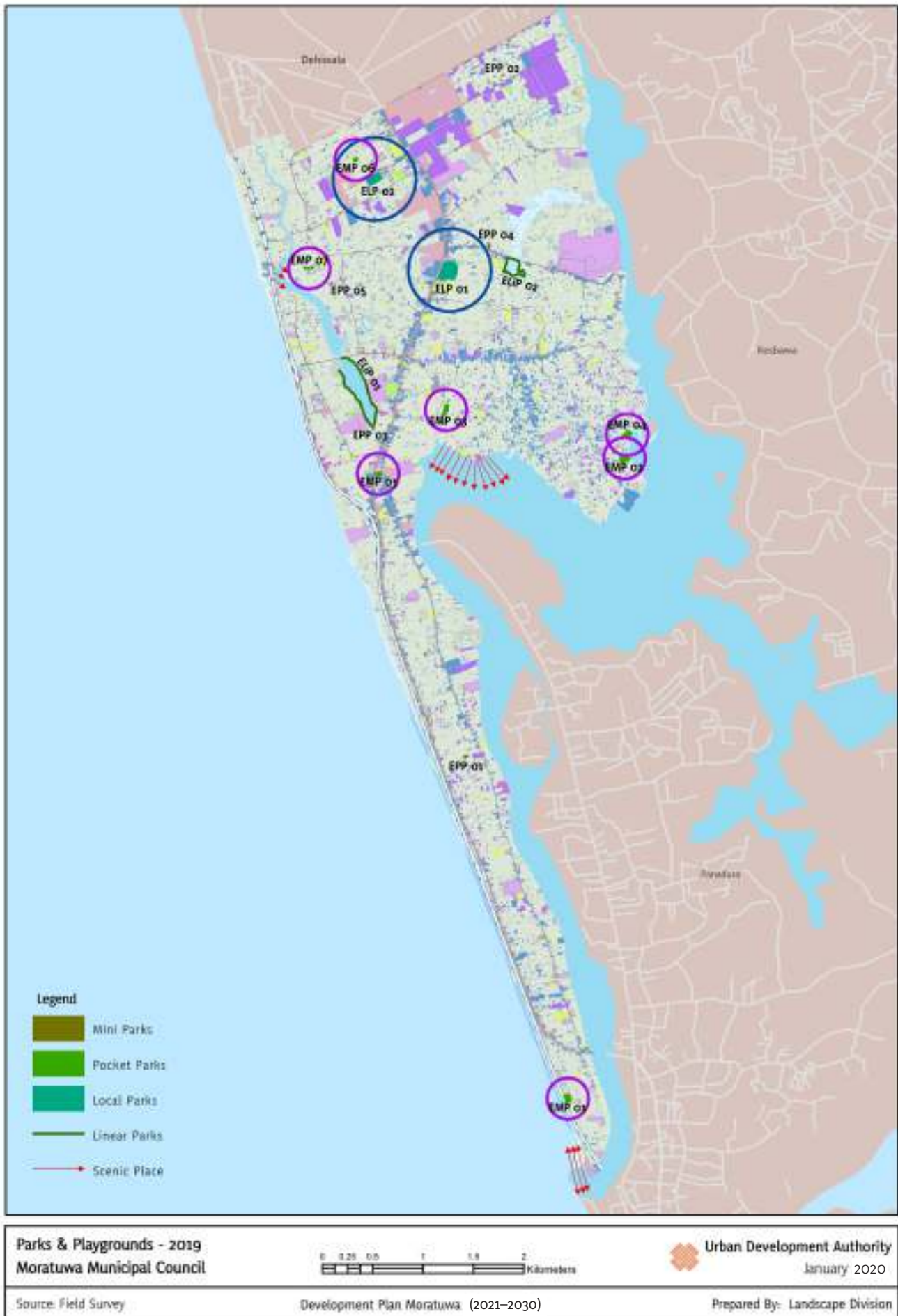
e) Public Outdoor Entertainment Facilities

The entertainment facilities are concerning as direct entertainment facilities and indirect entertainment facilities and the land extents dedicated for the direct entertainment facilities are listed below in table no.2.6 and map no. 2.6.

Type of park	Code of Park	GN Division	Extent (Hectares)
Existing Pocket Parks (EPP)	EPP 01	Koralawella South	0.11
	EPP 02	Borupone	0.06
	EPP 03	Uyana South	0.08
	EPP 04	Katubedda	0.09
	EPP 05	Lakshapathiya central	0.05
Existing pocket parks			0.39
Existing Mini Parks (EMP)	EMP 01	Egoda Uyana South	0.6
	EMP 02	Idibedda East	0.8
	EMP 03	Kadolana	0.6
	EMP 04	Willorawatta West	0.6
	EMP 05	Moratuwatta North	0.3
	EMP 06	Kaldelmulla	0.2
	EMP 07	Lakshapatiya Central	0.3
Existing Mini parks			3.4
Existing Local Parks	ELP 01	Rawathwatta East	1.6
	ELP 02	Soyzapura South	2.4
Existing Local Parks			4.0
Existing Linear Parks	ELiP 01	Walkway around Lunawa Lagoon	0.74
	ELiP 02	Katubedda Walkway	0.35
Existing Linear Parks			1.09
Total			8.88

Table 2.6 : Types of Urban Parks in Moratuwa MC

Source : Urban Development Authority, 2021



Map 2.6 : Distribution of Urban Parks in MMC

Source : Urban Developmen Authority, 2021

2.2.2.4. Environmental Sector

As stated previously, the Moratuwa MC Area is endowed with environmental resources unique to Moratuwa. It is also evident that the Moratuwa MC area has many natural disaster-prone areas that need to be identified for the purposes of the current development plan.

a) Environmental Resources

The Moratuwa Town, being located in the Low-Country Wet Zone, receives an annual rainfall of more than 2,000 mm during both seasons of climate. The figure no 2.10 depicts the wetlands surrounding the Moratuwa area while the figure no 2.11 depicting the locations of water bodies.

The Bolgoda Lake, that runs south-bound along the east boundary demarcating the Eastern Moratuwa MC Boundary, has been a significant geographical feature influencing the environment to sustainably maintain the bio-diversity. The Northern part of the river that forms the Bolgoda Lake is called "Weras Ganga (River), the central part where the lake is located called "Bolgoda Lake" as it assumed the features of a lake while the Southern part that ends up at the estuary is called "Panadura Ganga"

The embankment of the Bolgoda Lake runs via 21 GS Divisions over a total length of approximately 20 km, forming an elongated water front with a capability of sustaining rich bio-diversity along the river environment.

The second significant water body that featured the Moratuwa MC area is the "Lunawa Lagoon" with a total length of 6 Km with a significant water front area and occupying an area of 0.3 SqKm. This lagoon area forms the largest wetland in the Moratuwa MC area.

The second largest wetland that exists in association with the Bolgoda Lake forming a water front is the Katubedda wetland, which has an area of 0.2 sqKm with a length of 4 Km.

The picturesque beach that runs along the Western boundary of the Moratuwa MC has a total length of 10.5 Km

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Planning and Situational Context

Moratuwa in Today's Context



Figure 2.11 : Wetlands in the District of Colombo and Moratuwa MC Area

Source : Urban Development Authority, 2021



Figure 2.12 : Hydrological System in Moratuwa

Source : Urban Development Authority, 2021

b) Natural Disasters

The narrow strip of land extending in between the Bolgoda Lake and the Sea Beach from Korallawella to Egodaunya with an unobstructed exposure to the intermittent cyclonic storms and sea erosion recurring owing to the global warming are causing a danger in reducing the land area. The Tsunami that has experienced in 2004 inflicted a severe damage to approximately 5,050 housing units in the area covered by 15 GS Divisions. These housing units were damaged either partly or completely. The storm water flooding is a more frequent occurrence in this area as the storm water discharge into the water bodies is not efficient enough.

CHAPTER 02
Preliminary Study

Planning and
Situational Context

Previous Planning Attempts

2.2.3. Previous Planning Attempts

The Urban Development Authority produced a Greater Colombo Urban Area Structure Plan in 1998 for Western Province of Sri Lanka (figure no 2.13), where an urban hierarchical order was introduced to guide the future development of urban centers in the Western Province. Accordingly, this structure plan required to develop the City of Colombo as a national center at the top of the hierarchy while developing the Moratuwa, Dehiwela, Kaluthara, Negombo and Gampaha as the provincial centers and Horana, Mathugama, Beruwela, Biyagama and Ja-Ela as Urban Centers.



Figure 2.13 : Greater Colombo Urban Area Structure Plan-1998
Source : Urban Development Authority, 2021

The Greater Colombo Urban Area Development Structure Plan (Figure no 2.14) structured the Colombo Urban Area in to 6 urban zones, in this plan the Moratuwa Town which is situated with close proximity to the core urban area of the City of Colombo in between the tourist resort areas spanning from Negombo to Aluthgama, falls within the high-density zone.

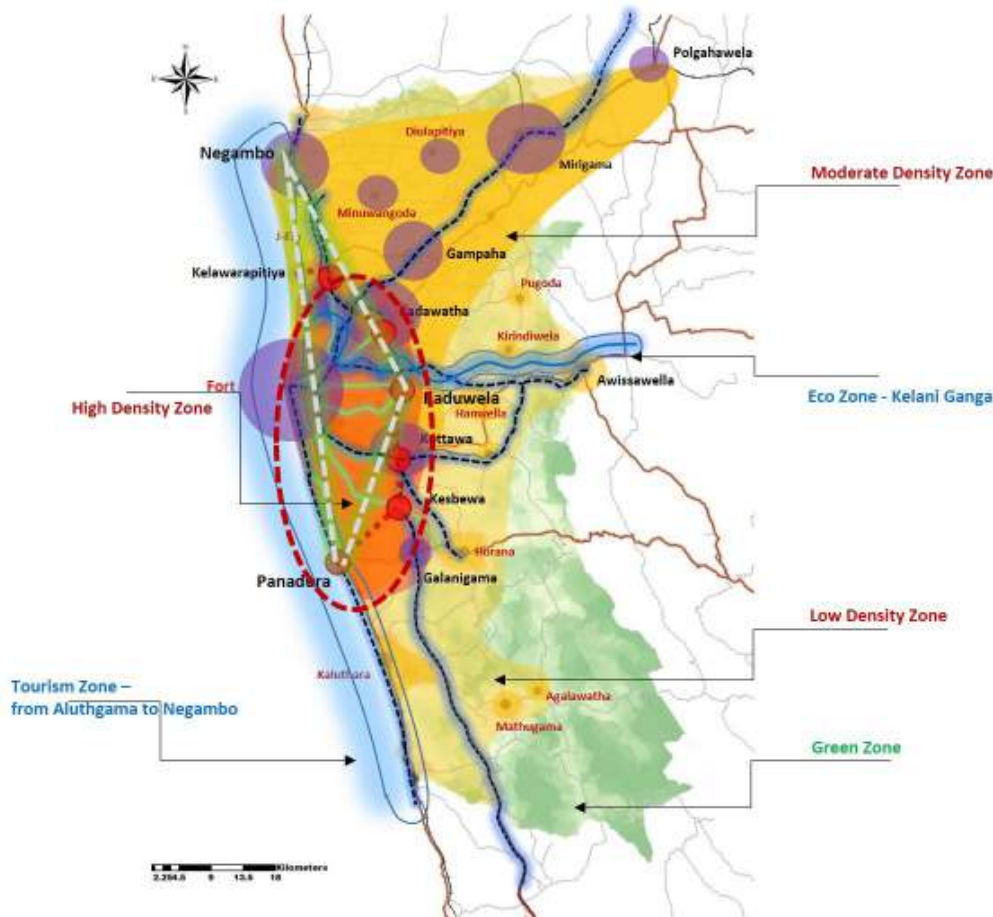


Figure 2.14 : Western Province Megapolis Plan - 2030

Source : Urban Development Authority, 2016

The National Physical Development Structure Plan, prepared by the Department of National Physical Planning with a vision being projected through 2030, (figure no 2.15) identified the Moratuwa town within the high-density urban zone of the Western Province and also within the economic zone of the spatial structure plan-2050 prepared by the same department for future development. (Figure no 2.16). This vision has been formed for Moratuwa town by the National Government Agencies showing the path for the future development in the national context.

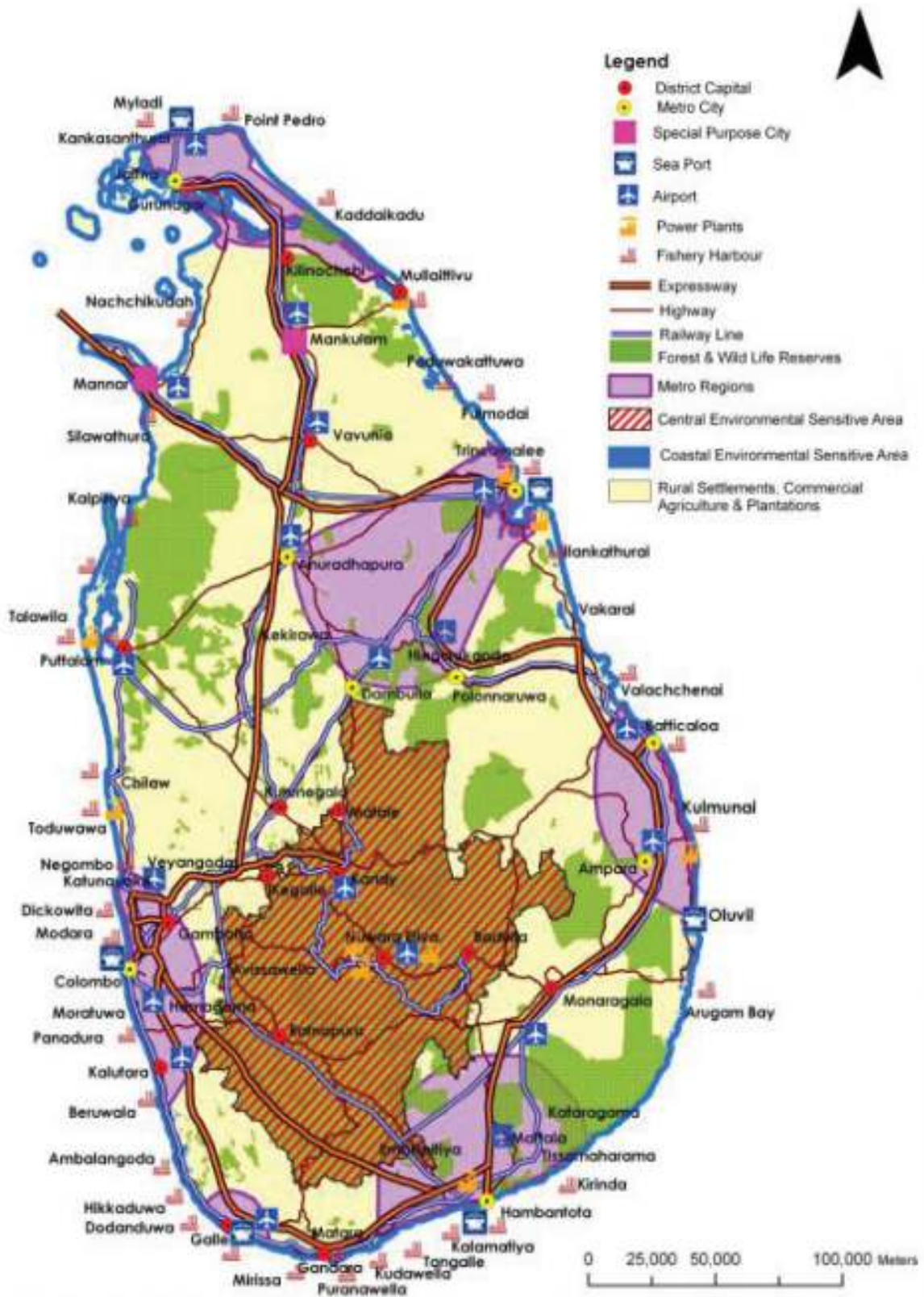


Figure 2.15 : National Physical Structure Plan – 2030
Source : Department of National Physical Planning, 2016

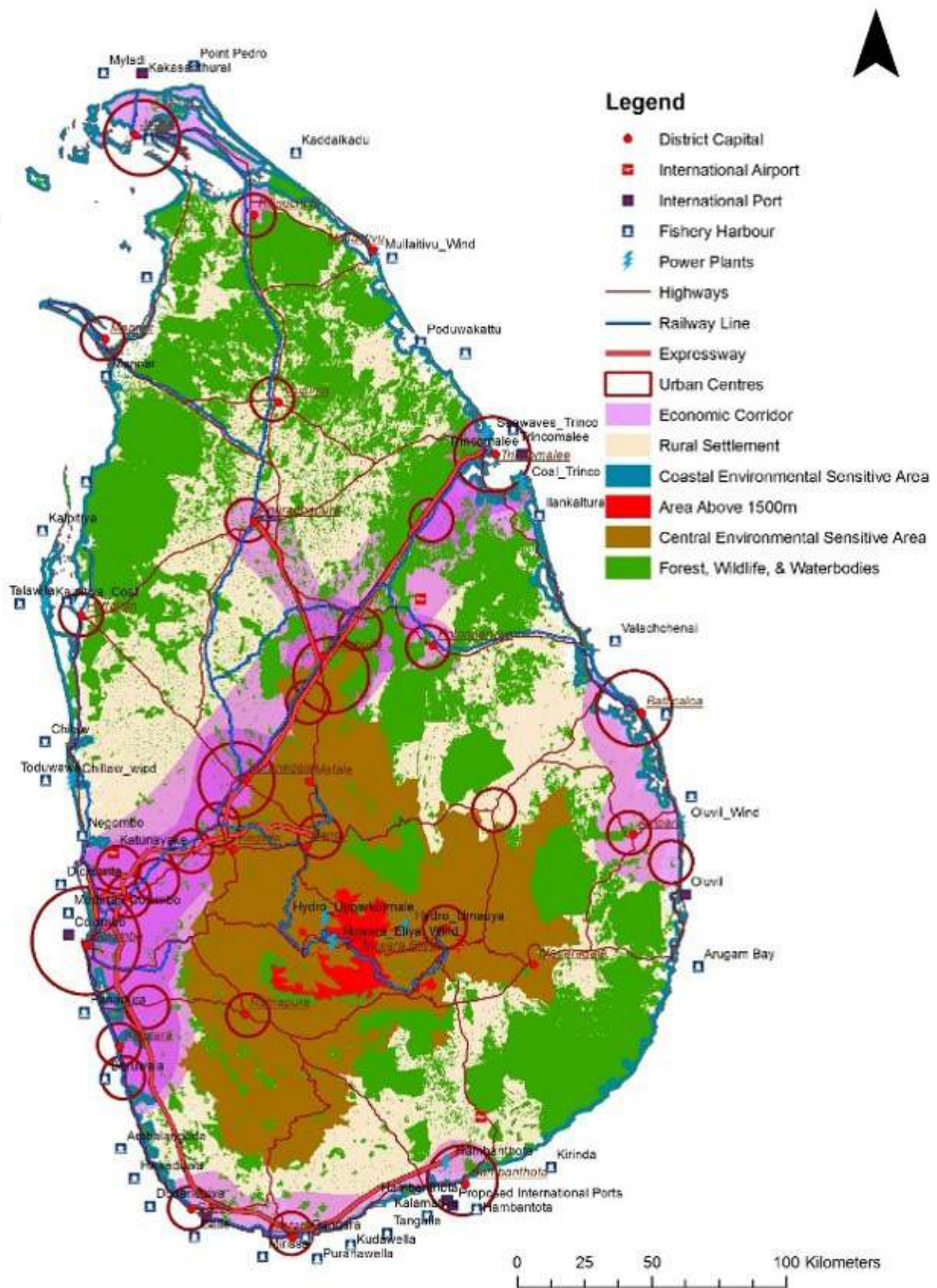


Figure 2.16 : Proposed Spatial Structure Plan – 2050
Source : Department of national Physical Planning, 2016

CHAPTER 02
Preliminary Study

Boundary Delineation of
Planning Area.

Identification of
Planning Area

Planning Boundary

2.3. Boundary Delineation of Planning Area

Delimitation of the Moratuwa planning area was undertaken on the basis of the emerging new development trends, as stated under 2.2.2, encompassing the Moratuwa area and the socio-economic, physical and environmental considerations.

2.3.1. Identification of Planning Area

The Moratuwa Municipal Council area, with a 23.4 Sqkm of land area, Moratuwa Divisional Secretariat Division and the Moratuwa Electorate Commensurate each other in terms of functional and administrative boundaries. On that basis, the area falling within the Moratuwa Municipal Council's boundaries has been defined as the planning active area for the purpose of this development plan preparation.

2.3.2. Planning Boundary

The planning area is bounded on the North by the Rathmalana Divisional Secretariat Division, on the East by the Bolgoda River, on the South by the Panadura area and the Bolgoda river within the Kaluthara Administrative District and on the West by the sea beach covering an area consisting of 42 numbers of GS Divisions. The Planning Area is depicted in the map no 2.7.



Map 2.7: Planning Boundaries of the Moratuwa Municipal Council Area

Source : Urban Development Authority, 2021

CHAPTER 03



Need of the Plan

CHAPTER 03
Need of the Plan

Introduction

Identification of
Problems

3.1. Introduction

The focus of the chapter is to identify the necessity of a development plan for Moratuwa town. The previous development plan 2005–2020, which is currently in force, is approaching the end of its effective planning period, it is one of the reasons that clarify the need of new development plan should be in place to continue the development process undisturbed.

Further, while carrying forward the positive trends created by the previous plan unhindered, the ineffective trends of that plan need to be corrected and the emerging new trends previously not seen also need to be brought under the new strategies in the context of the new development plan.

The necessity of a new development plan has been established with a view of conserving the natural resources of the area while making use of them for the development of the Moratuwa creating a better socio-economic and physical environment for the people.

3.2. Identification of Problems

The problems of the area, as stated under chapter 1.2, were identified through the consultative process that was undertaken during the initial planning stages involving the stakeholders and then analyzing the primary and secondary data gathered by the planning team. The problems so filtered through the said process were arranged in a hierarchical order depending on the severity of each problem. The table no 3.1 appended below encapsulates the problems so identified.

Priority no	Problems	Description
01	Underutilization of Potential in the process of development	i. Picturesque beach, Bolgoda River and Lunawa Lagoon, with no easy access for the public ii. Underutilization of high-value lands in the town Center
02	Encroachment of environmentally sensitive (conservation) areas by the low-income families for unauthorized construction of housing	i. Pollution of sensitive environmental areas surrounding the settlements ii. Creation of social issues iii. Creation of health-related issues

Table 3.1 : Problem Identification

Source : Urban Development Authority, 2021

3.2.1. Underutilization of Potential in the Process of Development

a) Picturesque Beach, Bolgoda River and the Lunawa Lagoon, with no easy Access for the Public.

The Moratuwa MC area, as already observed, has been surrounded by the Bolgoda Lake on the East and the South, by the picturesque beach on the West extending from Korallawella to Egodaunya with a narrow width of ranging between 500-800 Meters, is the only town situated uniquely endowed with such lovely water bodies in the vicinity of the City of Colombo. With all these features characterized by the water bodies the Moratuwa town has a great potential and opportunity to develop as a water-front town.

CHAPTER 03 Need of the Plan

Identification of Problems

Underutilization of
Potential in the Process
of Development



Figure 3.1 : Bolgoda River

Image Courtesy : Top left, www.flickr.com. Photographer Nathali Zoysa-Photograph Top Right; www.flickr.com ; Photographer Saman Perera-Photograph Below; www.flickr.com ; Photographer Channa Senarathna.

The natural water bodies surrounded with a rich habitat is not integrated with the development of the settlement in the Moratuwa planning area as there is no proper accessibility being provided to the public to enjoy the natural beauty of this environmental resource. As a result of this disintegration this habitat is gradually becoming derelict.



Figure 3.2 : Sea Angulana Beach

Image Courtesy : www.flickr.com Photographer Thisal Kaluarachchi



Figure 3.3 : Lunawa Lagoon

Image Courtesy : Top Left, www.flickr.com Photographer Melshiran. Top Right, Urban Development Authority. Left Below, Middle and the Right by www.flickr.com, Photographer Nishan.

b) Under Utilization of High – Value Lands in the Town Center

As already stated, the Moratuwa MC Area spanning over a land area of 23.4 sqkm, has been restricted by conservation areas surrounding it, limiting the lands available for developments. In this context, the particularly, the state-owned lands in the town Center with potential for high-return commercial, or financial developments and for public leisure activity developments are not appropriately managed. This misuse of valuable lands in the town Center has been identified as one of the major issues in the physical development of the Moratuwa town.

Following are some of the glaring examples that prove the state of valuable land misuse.

- The land belonging to the Sri Lanka Railways Department facing the Main Galle Road. (figure no 3.4)
- Archeologically significant historical building-currently being occupied by the Police Station- and its open land area with an extent of 3.5 Acres. (figure no 3.5)
- Lands occupied by the industries, stores and ware houses in areas adjoining Rathmalana, namely Borupona and Maligawa Road (figure no 3.6)



Figure 3.4 : The Land owned by the Department of Railway
Image Courtesy : Urban Development Authority, 2021

CHAPTER 03 Need of the Plan

Identification of Problems

Underutilization of
Potential in the Process
of Development

CHAPTER 03 Need of the Plan

Identification of Problems

Underutilization of
Potential in the Process
of Development

Encroachment of
environmentally sensitive
(conservation) areas by the
low-income families for
unauthorized construction
of housing



Figure 3.5 : Archeologically Significant Building Premises Occupied by the Police Station.
Image Courtesy : Urban Development Authority, 2021



Figure 3.6 : The Industries, Warehouses and Stores in the Northern Boundary Areas.
Image Courtesy : Urban Development Authority, 2021

3.2.2. Encroachment Environmentally Sensitive (Conservation) areas by the Low-income Families for Unauthorized Construction of Housing

The Moratuwa town, being consisted of more environmentally sensitive areas, has very limited developable lands available for the developments to meet the settlements' needs. Due to this limitation of developable lands, the value of the available lands ramped up exorbitantly leaving the low-income families out of the land market as being unable to fetch lands in the open market due to high value. So, under this circumstance the low-income people are compelled to encroach the state-owned lands disregarding their environmental sensitivity and the state ownership status. The encroached lands are mostly situated in high value areas, with commercial potentials.

Such lands are encroached by those who are engaged in carpentry works and fishing activities. Today these areas have become full of unauthorized constructions, especially for housing and small-scale workshops. This situation has created a pressing issue in the context of the physical development of the Moratuwa Town. At the public consultative meeting held it was transpired that there are about 1,500 unauthorized families living in the reservations of Bolgoda River, Railways and along the coastal belt while another approximately 1,000 families encroached and living in state – owned lands at Dandeniyawatta, Samarakoonwatta, Pittaniyawatta and Batarywatta. The figure no 3.7 depicts the coastal reservations and the Railway Reservations encroached and undertaken unauthorized constructions therein by the low-income families.



Figure 3.7 : The Unauthorized Constructions in the Coastal Reservations and the Railway Reservations.
Image Courtesy : Urban Development Authority, 2021

a) Pollution of Sensitive Environment Areas Surrounding Settlements

In areas where low-income settlements are located are constructed with housing units haphazardly and densely with no proper accessibility and drainage facilities. As a result, most of the solid wastes and the liquid wastes generated in these settlements are discharged in to the water bodies, which led to the accumulation of wastes in water bodies causing a threat of large-scale environmental pollution over the time. It has been evidence that the mangroves habitat that forms a rich environment to maintaining a healthy biodiversity in the locality has been severely damaged in the process of clearing areas for house building. The natural water habitat has been affected in the process.

CHAPTER 03 Need of the Plan

Identification of Problems

Encroachment of environmentally sensitive (conservation) areas by the low-income families for unauthorized construction of housing

Further, adding to the issue, the timber dust particles generated by the saw mills are commonly used to reclaim the wetlands and water bodies to gain more buildable lands without any authority and that the fine dusts, which are accumulated in heaps are burnt near the water bodies causing soil erosion and destroying the environment of certain species.

b) Social Issues

As discussed under the 2.2.2.3 (d), high rate of crimes and drug addictions are reported in areas where low-income settlements are located. These settlement areas provide a best suitable physical environment for the crimes and drug addictions to grow as the access to such areas are provided through narrow allies created by haphazard unauthorized constructions and snaking through isolated areas.

c) Health-related Issues

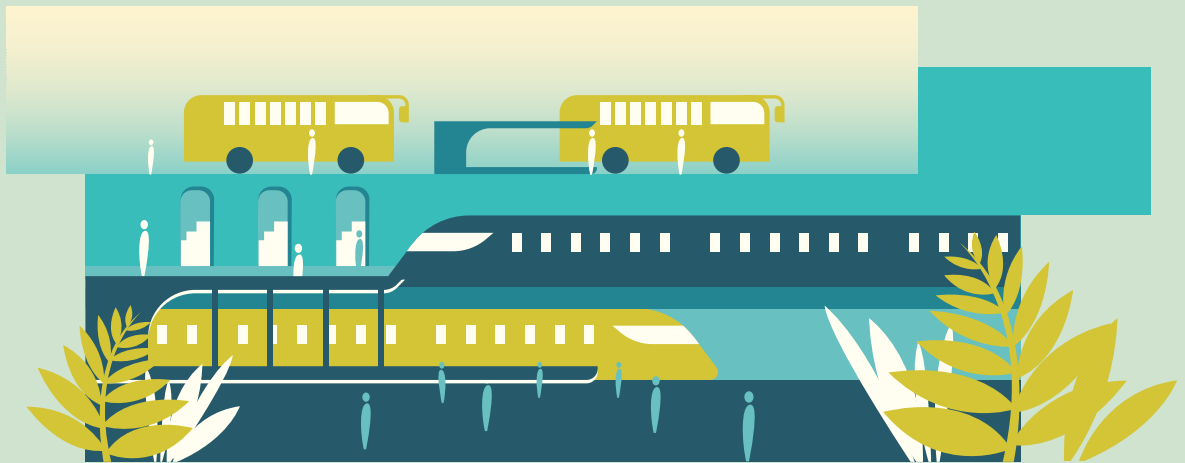
The low-income settlements exist without proper physical and social infrastructure facilities, in the environmentally polluted localities where epidemic diseases are spreading at a pace. This health issues were discussed under the 2.2.2.3 (b) where it was observed that tuberculosis, leprosy, dengue and skin diseases are reported mostly from areas associated with low-income settlement areas. The other social behavioral issues observed has been that the people affected by such diseases are not willing to receive treatments and try to stay hide the settlement area itself avoiding authorities causing spread of the disease at a pace.

Under the section no 3.2.1. it was discussed that the development potentials that exist in the Moratuwa planning area have not been made use of in the development process, and as such it has become a compelling issue to address the problems associated with the low-income settlements encroaching the environmentally sensitive areas under the new development plan.

Under these circumstances the necessities of updating the current development plan to be effective through 2021–2030, which is currently in force, adopting a strategically framed planning process integrating emerging new trends for the improvement of the socio-economic and environmental conditions of the residents.

The development plan 2021–2030 will be prepared with the aim of updating the current development plan with a focus on addressing the issues associated with the encroachment of sensitive environmental areas and opening up water fronts where environmental development potentials lie to be accessible by the public.

Chapter 04



Planning Framework

Chapter 04
Planning Framework

Vision

4.1. Vision



“The Aqua Garden on Western Edge”

4.2. Vision Statement

In forming the vision that guides the development of Moratuwa town as a planned city, strategic location of the city, development trends, available resources and other relevant factors were taken in to consideration. In this process, the methodology followed is depicted in the following diagram. (figure no 4:1)



Figure 4.1 : Potential Sectors to Reach Vision

“Western Edge”

The name “western edge” was accorded to denote the fact that the Moratuwa Municipal Council (Moratuwa MC) is the gateway to Colombo when preceding from the South while it is also forming the Western frontier of the Colombo Administrative District.

“Aqua”

The unique characteristic of the Moratuwa MC is that it is surrounded by water bodies on three sides, Bolgoda Lake on the East and the South and the Sea on the West with an area of 30 Hectares. The character is further enhanced by the Lunawa Lagoon and the widely spread canal network. Moratuwa MC is correspondingly harbours 20 hectares of both wetlands and mash. In total the water areas in the Moratuwa MC constitutes approximately 19% of the total land area. Under these circumstances the Moratuwa MC deserves the “aqua” name, meaning that this town is rich of water resources.

“Garden”

The development plan envisages protecting and conserving the wetlands, where living species find their habitat, in the Moratuwa MC area for the betterment of the residents. With a view of denoting this vision the “Garden” was adopted in the vision statement.

Chapter 04
Planning Framework

Goals

Objectives

4.3. Goals

The following three Goals have been formulated to guide the development process in order to reach the vision of the development plan.

Goal

01

A City Nourishing with Water

Goal

02

A City with Tourism Attraction

Goal

03

Sufficient Infrastructure to Meet the Needs of the City

4.4 Objectives

Goal

01

A City Nourishing with Water

o

Objectives

1. 100% Conservation of water sources – Bolgoda Lake, Lunawa Lagoon, beach and all wetlands in Moratuwa MC by the year 2025
2. Declaration of the Lunawa Lagoon as an “Environmental Protection Area”

Goal

02

A City with Tourism Attraction

Objectives

1. Development of 160 hectares of lands bordering Bolgoda Lake, Lunawa Lagoon and beach for both active and passive open areas for attraction of tourists by the year 2025
2. Development of all lands located as water-fronts by 2030 to promote tourism industry.

Chapter 04 Planning Framework

Objectives of the Development Plan

Goal

03

Sufficient Infrastructure to Meet the Needs of the City

Objectives

1. Establishment of an integrated road network by 2030, 37 km long roads will be developed
2. Development of housing schemes in planning wise- selected sites to provide alternative housing for 2500 families living in state-owned lands by 2030 and release such lands for better utilization.
3. Frame a set of furniture industry friendly-development guidelines and establishment of a use zone dedicated to this industry with a view of promoting it.

Chapter 05



SWOT Analysis

Chapter 05
SWOT Analysis

SWOT analysis

5.1. Summarized SWOT Analysis

The SWOT analysis was adopted in analyzing the physical, economic, social, and environmental sectors to identify in advance the strengths, weaknesses, opportunities and the threats that can emerge in the development process during the plan implementation period, which could help planning the city with provisions to guide the development process unhindered towards achieving the objective of developing the Moratuwa MC as a planned city. Accordingly, the chapter 5.1 and 5.2 have been devoted to focus on the presentation of the summary of the SWOT analysis and its analytical details respectively.

5.1.1. SWOT Analysis Towards Preserving the “A City Nourishing with Water”

S

- 19% of the land area of 23.4 sqkm of the Moratuwa MC is water-based resources.
- Bolgoda lake, being considered as the Largest fresh water lake in the country falls in the Moratuwa MC area.
- Existence of wetlands enriched with a high rate of bio-diversity.
- Existence of right environmental conditions for growth of Mangroves in the environment of Bolgoda Lake, Lagoon and the Beach.

W

- Haphazard land encroachment, filling and unauthorized constructions in environmentally sensitive areas.
- Discharge of industrial effluents in to water bodies and surrounding areas.
- Non declaration of Lunawa Lagoon area as an environment protection zone.
- Depletion of mangrove habitat in Bolgoda Lake, Lunawa Lagoon and in the beach areas.

O

- Declaration of Bolgoda Lake and its surroundings as a Conservation Area under the Act no 47 of 1980.

T

- Rising sea level as a result of global warming .

5.1.2. SWOT Analysis Towards “A City with Tourism Attraction”

S

- *The Moratuwa MC belongs to the Greater Colombo Tourism Resort Zone which is the 4th most tourist attractive zone of the country and in addition Moratuwa is located in between two tourist attraction cities namely; Dehiwala-Mount Lavinia MC on North and the Panadura on South, is an enormous strength for development.*
- *Moratuwa MC being bounded by picturesque water bodies assuming sub-urban characteristics is developing as commercial focal point in the locality.*
- *The traditional Furniture Industry in the Moratuwa Moratuwa MC area. .*

W

- *Harnessing the potential of the picturesque water bodies endowed by the Moratuwa MC area for the advantage of the tourism development is constrained by the inaccessibility owing to the haphazard physical developments that causes pollution to such environments*

O

- *The Magapolis Western Region Master Plan in 2016 recommends to develop the Moratuwa within the tourism resort zone for long-term development as a tourist city*

T

5.1.3. SWOT analysis for the objective of “Sufficient Infrastructure to Meet the Needs of the City”

S

- *The Galle Road is one of the seven corridors that provides main access to the City of Colombo and it radiates an internal road network to provide access to the interior developments.*
- *The Moratuwa railway stations functioning as the Center of four other domestic railway stations.*

W

- *Lack of sufficient open spaces for the residents of the Moratuwa MC.*
- *Lack of public car parking facilities in the city.*
- *Shortage of houses and existence of underserved settlements.*

O

- *Proposed Multimodal Transport Center Project and the extension of the proposed Marine-Drive Road up to Moratuwa town. Proposed Light Rail Transit project by the Megapolis Transport Plan.*
- *Proposed Housing Schemes at Dandeniawatta, Samarakoonwatta, Pittaniyawatta and Batarywatta*

T

- *Height restrictions imposed by the Department of Civil Aviation.*

5.2. Detail SWOT Analysis

5.2.1. Goal 01

Analysis in the Context of the “A City Nourishing with Water”



5.2.1.1. Strengths | Goal 01

- a. *19% of the land area of 23.4 sqkm of the Moratuwa MC is water-based resources*

The Moratuwa MC has 19% of its land area under natural water bodies, the Table no 5.1 depicts the details of extents of such water bodies and the wetlands as % of its total land area.

Category	% of total land area
Lagoon	1.60%
Wetlands and Marshy lands	1.90%
Rivers	15.50%
Total	19%

Table 5.1 : Distribution of Natural Water Bodies and Composition of their Extents as a Percentage of the Total Land Area of the MMC | **Source :** Urban Development Authority, 2021

- b. *Bolgoda Lake, being considered as the largest fresh water lake in the country falls in the Moratuwa MC area.*

The Bolgoda wetland, considered to be the largest inland wetland in the Country, is consisting of Bolgoda Wetland, Weras Ganga (River), Bolgoda Ganga (River), Panadura Ganga (River) and Bolgoda lake. The Bolgoda lake has distinguished characteristics, which led to identify the lake in two parts, namely Northern Bolgoda lake and the Southern Bolgoda Lake. The entire Bolgoda Lake spread over an area of 400sqkm which has a large water detention capacity. The Bolgoda River is not an isolated water body, it forms a part of a river system which includes Diyawanna River and the Thalangama wetlands. These water bodies play a significant role in discharging the storm water from the wetlands during the flood seasons. The Figure 5.1 depicts the water bodies and their integrated water floor system.

The Bolgoda wetland enhances the environmental character and it helps in a significant way by retaining storm water, cooling the temperature of the environment, managing the flood and drought through its water retention ability, sustaining the bio-diversity, creation of a good breeding ground for the inland fish and thereby promoting the inland fisheries industry, filtration of polluted water, maintenance of underground water table to sustain the vegetation, and maintaining a balance in the environment. (Sri Lanka Water Partnership (SLWP), 2016)



Figure 5.1 : Bolgoda Lake's catchment area
Source: : Japan International Cooperation Agency, 2003

The catchment area of the Bolgoda Lake extends over an area of 394 sqkm, of which the Northern part is identified as the Weras ganga (River) catchment area with an area of 55.5 sqkm consisting of seven sub catchment areas, namely Nugegoda-Raththanapitiya, Bolgoda chanel, Boralasgamuwa North, Boralasgamuwa South, Maha Ela, Thambowila and Rathmalana-Moratuwa. Out of these sub catchments, Rathmalana-Moratuwa sub catchment area, with an area of 8.1 sqkm, is falling within the Moratuwa MC area. The Figure No 5.1 depicts the detailed characteristics of the Bolgoda lake's catchment area.

c. Existence of Wetlands Enriched with a High Rate of Bio-diversity.

The Lunawa lagoon is surrounded with an environment which is providing a safe and fertile grounds for diverse living species and vegetation with a higher density, specially around the Lunawa Lagoon which provides a safe and appropriate habitat for the migratory and non-migratory birds. It has been reported that there are 75 bird varieties living around the Lunawa Lagoon (Thushara, 2009). The Table No 5.2 depicts that the wetlands around the Lunawa lagoon nurtures living species with a high density which add to the environmental beauty of the lagoon environment of the Moratuwa MC area.

<i>Living species and vegetation varieties around the Bolgoda lake.</i>	
<i>Vegetation varieties</i>	Lotus, Kekatiya, Water Hyacinth, Lilies, Water berry, Thulhiriya, Aththa, Bokutu, Bimthambaru bamboo, Arica nut, Lunuwila, Mara tree, Saelviniya, Habarala species, mangroves, Kumbuk, Kirala and Other
<i>Bird species</i>	Kingfisher, maina, Hook species, Swan species, Species of hawk, Duck species, crow and bat species <i>Anserini, Tyrannidae, Gruidae, Hirundinidae, Numenius, Phalacrocoracidae, Gallinulachloropus, Lonchuraatricapilla,</i>
<i>Other aquatic living species</i>	Fish varieties <i>Esomusthermoicos, Channaorientalis, Clariasbrachysoma, Aplocheilusdayi</i> Uterine species <i>Otocryptisweigmanni, Cyldrophismaculatus, Lycodonosmanhilli, Oligodonsublineatus, Xenocrophisasperrimus</i> Mammalian species <i>Trachypithecusvetulus</i> Amphibian species <i>Bufoatukoralei, Ranagracilis, Polypedatuscruciger</i> Rare species <i>Loris tardigradus, Pelecanusphilippensis, Prionailurusviverrinus, Lutralutra and Crocodyluspalustris</i>

Table 5.2 : Living Species and Vegetation Varieties in the Area around the Bolgoda Lake Area

Source: : Central Environment Authority, 2020

d. Existence of Right Environmental Conditions for Growth of Mangroves in the Environment of Bolgoda Lake, Lagoon and the Beach.

The name "Mangrove" was borrowed from Spanish and Portuguese by the English, which is in Sinhala, call it "Kadolana" or "Kadolwaguru (marshy)". The Mangroves habitat spreads hugging the water sources and part of its roots stand under the water while the rest stand out of the water. Mangrove habitat adds to beauty of geographical character, creating a most appropriate environment for the fish breeding. Mangrove are growing

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in large numbers forming shrubs; commonly visible in areas closer to sea or river mouths and along the beaches. Mangrove has a wonderful ability to convert itself to the changing temperature, saltiness in the water and the extreme conditions of humidity.

The Mangrove habitat is widely spread along the Western Beach, with large patches at Bolgoda Lake, Lunawa and Negombo lagoons. The table 5.3 depicts 20 special mangroves varieties, the Moratuwa MC offered them with most appropriate environmental conditions around the Bolgoda Lake and the Lunawa Lagoon areas. (Wild Life Conservation Department-2017)

Verity	Scientific name	Singhala names in common
Pteridaceae	<i>Acrostichum speciosum</i>	Weralla
Myrsinaceae Primulaceae	<i>Aegiceras corniculatum</i>	Heen gas
Acanthaceae	<i>Avicennia alba</i>	Madagas
Acanthaceae	<i>Avicennia marina</i>	Mandamadagas
Acanthaceae	<i>Avicennia</i>	Manda
Rhizophoraceae	<i>Bruguiera gymnorhiza</i>	Sirikanda
Rhizophoraceae	<i>Bruguiera sexangula</i>	Malkadol
Malpighiales	<i>Ceriops tagal</i>	Rathugas, Punkada
Euphorbiaceae	<i>Excoecaria agallocha</i>	ThelaKiriya, Thela
Sterculaceae	<i>Heritiera littoralis</i>	Atuna
Combretaceae	<i>Lumnitzera littorea</i>	Beriya
Combretaceae	<i>Lumnitzera racemosa</i>	Beriya
Rubiaceae	<i>Morinda citrifolia</i>	Ahu
Arecaceae	<i>Nypa fruticans</i>	Ginpol
Pandanaceae	<i>Pandanus tectorius</i>	Mudukeyya
Rhizophoraceae	<i>Rhizophora apiculata</i>	Kadol
Rhizophoraceae	<i>Rhizophora mucronat</i>	Maha Kadol
Lythraceae	<i>Sonneratia alba</i>	Kirala
Lythraceae	<i>Sonneratia caseolaris</i>	Kirilla, Honda Kirilla
Meliaceae	<i>Xylocarpus granatum</i>	Mutti Kadol

Table 5.3 : 20 Species of Mangroves that can Grow in Bolgoda Lake and the Lunawa Lagoon Area

Source : Wild Life Conservation Department-2017



5.2.1.2. Weaknesses | Goal 01

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a. *Haphazard Land Encroachment, Filling and Unauthorized Constructions in Environmental Sensitive Areas*

The water bodies' network, vegetation cover and their relationship with the contours were studied in detail and analyze the environmental sensitivity and map no 5.1 demonstrates the environmental sensitivity analysis. It has been established that the most environmentally sensitive areas around the Bolgoda Lake and the Lagoon area which are depicted in green, where most of the unauthorized filling and constructions are rampant.

The CEA carried out a survey together with the Civil Engineering Faculty of the Open University in 2013 on the wetland encroachments- namely" Investigation of Illegal Encroachment and Land Filling in the Bolgoda Environment Protection area, Colombo", according to the findings of above survey 0.0756 sqkm of sensitive wetlands had been reclaimed while 0.0077 sqkm were encroached by the people. The survey also highlighted that comparatively the impact of wetland encroachments in the areas of Moratuwa, Rathmalana, Panadura and Kesbewa are higher than that of the Divisional Secretariat Divisional areas of Bandaragama and Kaluthara. (Kumudinee. N.M.U. Athapaththu B.C.L.-2013)

The figure no 5.2, 5.3 and the 5.4 depict the results of the survey carried out by the Urban Development Authority through the study of Google Maps on the unauthorized filling and construction in the sensitive wetlands in this area over the past 15 years. It indicates that there is a notable increase in the unauthorized filling of wetlands and construction in such filled lands



Figure 5.2 : Unauthorized Reclamation of Lands Surrounding Area of the Maduru Doowa (Island)

Source : Google Earth, 2019



Map 5.1 : Moratuwa Environmental Sensitivity Analysis -2018

Source : Urban Development Authority, 2021



Figure 5.3 : Unauthorized Reclamation of Wetland at Katubedda

Source : Google Earth, 2019



Figure 5.4 : Unauthorized Constructions in Railway Reservations and the Coastal Reservations in the Koralawella Area.

Source : Google Earth, 2019

b. Discharge of Industrial Effluents in to Water Bodies and Surrounding Areas

There are 511 registered industrial establishments in operation in the Moratuwa MC area, of which 122 industrial establishments have been categorized by the Central Environmental Authority as most polluting industries, 70 establishments fall in to the B category of medium polluting industries and 305 industrial establishments categorized as non-polluting industries. The figure no 5.5 depicts the spatial distribution of industries in the Moratuwa MC area.

The industries in operation in the Moratuwa MC area discharge their wastes, mostly in to the wetlands or water bodies. If such land areas are far away from the industries then such wastes are discharged in to the open drains or Canals which finally end up at either in a water body or in a wetland. However the environmental standards enforced by the CEA require-according to the Gazette notification no 2008/01 issued on National Environment (protection and standard) guidelines and the Gazette no 1534/18 dated 2008.02.01 issued on standards on waste water discharged in to the environment- the waste water released in to the environment should comply with the standards specified in the said Gazette notifications. Accordingly, the waste water that is released in to a water source should not exceed the level of the dilution level of 8 times that of the water in the water source.

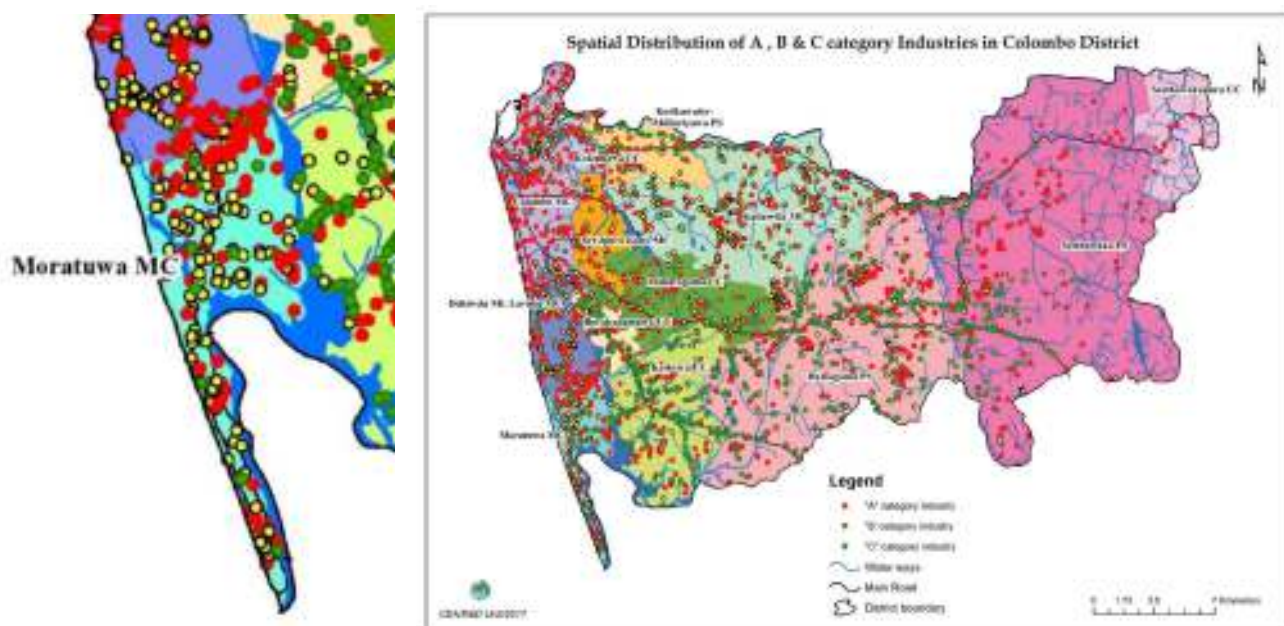


Figure 5.5 : Spatial Distribution of Industrial Establishments Coming Under the Pollution Level Categories of A, B, and C | **Source :** Central Environment Authority-2016

Dr. Sepala Samarasekara studied the water sample of the Bolgoda Lake and the results were published in his paper on “Socio Ecological Review of Bolgoda Lake in Sri Lanka, 2017” His findings are listed in the Table no 5.4 and the conclusion he had drawn are included in the Annexure 02.

	Temperature	pH Value	Chemical Oxygen Demand (COD)	Biological Oxygen Demand (BOD)	Total Suspended Solids	Total Dissolve Solids	Total Dissolve Nitrogen value	Dissolve Oxygen	Conductivity
Unit	Celsius		Mg per liter						Mill volts
Standard Value		6.0-8.5	250	3-5	50	25-250		3	
Kospalya Bank	29.9	7.5	200	7	10	228	N.I.	7.9	20
Koralawella Bank	29.8	8	600	22	555	9028	5.6	5.3	20
Koralawella Center	29.7	8	600	21	553	12484	5.6	6.6	30
Pahala Indibedda bank	31.4	7.9	200	8	47	4404	N.I.	6.7	20
Kadalana Center	29.9	8.3	400	12	217	4848	2.8	9.2	30
Kadalana Bank	31.3	7.8	100	14	310	5024	N.I.	4.3	20
Willorawatta Center	30	8.3	200	4	47	980	N.I.	9.5	10

- The values indicated in yellow represent the observed values deviated from the standard values.
- N.I.: Not Identified.

Table 5.4 : Results of the Bolgoda Lake Water Sample Study.
Source : Dr. Samarasekara S.- 2017

c. *Lunawa Lagoon not have been Declared as an Environment Protection Zone.*

The analysis of bio-diversity of the Lunawa lagoon area presented under the SWOT analysis in chapter 5.2.1.1 it was observed that a high rate of living species and vegetation varieties are presence including environmental character of aquatic significant have been identified. However, the area has not yet been declared as a conservation area, which has been identified as a weakness.

d. *The Mangrove Community in Bolgoda Lake & Surroundings, Lunawa Lagoon and the Beach Areas is under the Threat of Depletion*

As already examined under the chapter 5.2.1.1, the beach area, Bolgoda Lake and the Lagoon area are enriched with the right environmental conditions for the mangroves to grow sustainably, but vegetation cover is undergoing a threat of depletion due to indiscipline activities of the humans and the weaknesses of the Law enforcement authorities.

Causes of mangrove depletion and its impact;

- i. Prawn cultivation in the Bolgoda lake: The residents of the local area around the Bolgodal Lake and the River use water in the Lake to cultivate prawns. This practice released fungal waters, prawns' wastes, the farms' food wastes and the chemical wastes which are spread throughout the lake waters during the rainy period. This process causes the depletion of the Mangroves cover gradually over the time..
- ii. Discharge of industrial wastes, both solid and liquid, and the saw dusts generated from the timber-based industries. The wastes coming from the industries are making their deposition in the Mangroves habitat, which disrupts the oxygen intake of the Mangroves. This process, in the long-run, retards the growth rate of the vegetation of the Mangroves. The industrial liquid wastes in the lake can change the chemical composition of the lake water and make such water unsuitable for the aquatic living species as well as the human beings. This may be the main cause of high incidence of typhoid patients reported in the surrounding areas. Furthermore, the situation can reduce the breeding capability of the living species in the lake and thereby destroying the balance of the bio-diversity.
- iii. Reclamation of the wetland around the lake for commercial purposes and the removal of the Mangroves vegetation: This process removes large patches of Mangroves vegetation within a short period of time and such areas will never be replenished for the Mangroves to grow in order to maintain their sustainability as such land areas are then used for construction purposes. As a result, the regeneration ability of the Mangroves vegetation will be permanently destroyed.

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5.2.1.3. Opportunities | Goal 01

a. *Declaration of Bolgoda Lake and its Surroundings as a Conservation Area under the Act no 47 of 1980*

The declaration of the Bolgoda Lake as an Environment Protection Area under the Section 24 (c) and (d) of the Act No 47 of 1980 offers an opportunity within the legal context supporting the reach of the Goal of creating an “A City Nourishing with Water”. The CEA, accordingly, enforces a 60 Meter wide protected reservation along the embankment of the lake that borders the Southern and Eastern boundaries of the Moratuwa MC.

The Figure No 5.6 depicts the Bolgoda River that runs across 84 Gramasewa Niladharee Divisions, (GS) of which 21 GS Divisions are falling within the Moratuwa MC area and that the 60 Mtr wide protected reservation maintained by the CEA along the embankment of the river.

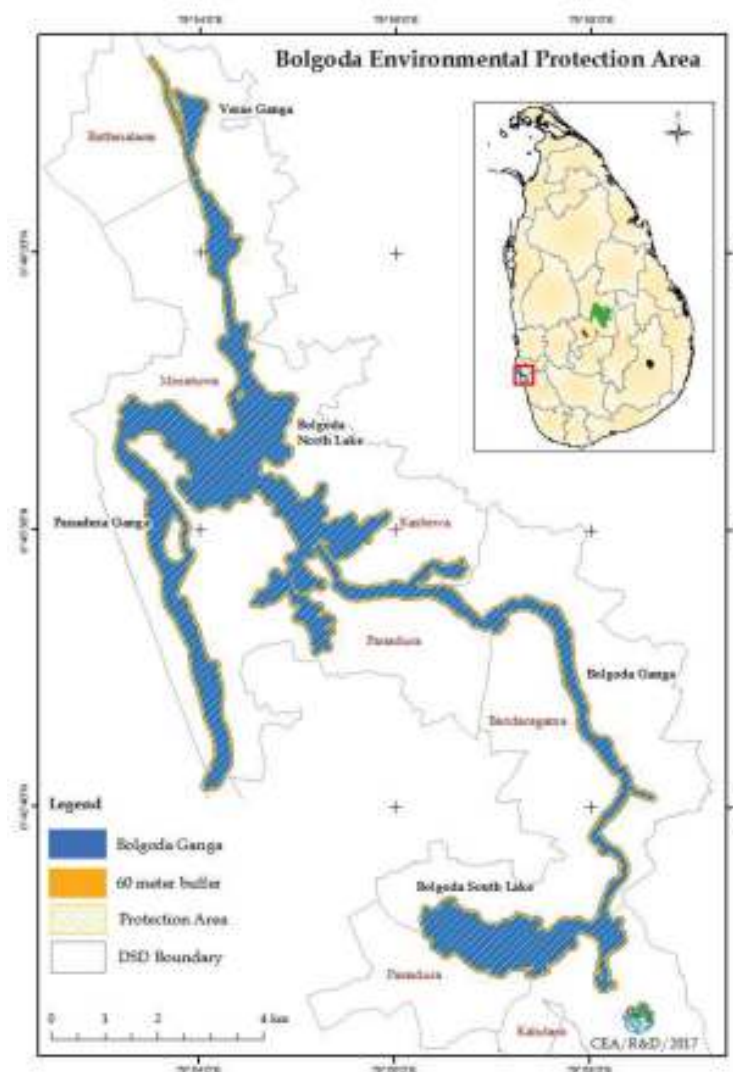


Figure 5.6 :
Bolgoda Environmental
Protected Area | **Source :**
Central Environment
Authority-2017



5.2.1.4. Threats | Goal 01

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a. *Rising Sea Water Level as a Result of Global Warming*

United Nation's Environmental Project published the report on "Inter-Governmental Panel on Climatic Change (IPCC)" prepared by the World Climate Organization and the International Board on Scientific organizations in 2007. The report provides scientific and statistical basis to enable the member countries to compute the impact of the sea water rise as a result of global warming. With the aid of the data contained in the report, the Coast Conservation and Coastal Resource Management Department, under the supervision of the Center for Disaster Management, computed the impact of the sea water rise and the possible areas that may have the threat of going under water over the time line of 25 years, 50 years, 75 years and 100 years. The exercise was undertaken in the year 2012 by the Coast Conservation and Coastal Resource Management Department. Accordingly, the areas which are more likely to affect by the sea level rise are indicated in two maps as Paper 66 and 73 which is attached to the Annexure No 3

The conclusions drawn from the study of these two maps are appended below;

- i. There is a possibility that the Moratuwa coastal protected reservation area can go under water within the next 25 years from now due to the sea water rise.
- ii. During the next 100 year- time period the adjoining wetlands of the Lunawa Lagoon and the Bolgoda River can go under water as identified by the Authorities.
- iii. The narrow strip of land extending from Koralawella to Egod Uyana is under eminent danger of being submerged due to the rising of the sea water level.

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5.2.2. Goal 02

Analysis in the context of the “A City with Tourism Attraction”



5.2.2.1. Strengths | Goal 02

- a. *The Moratuwa MC belongs to the Greater Colombo Tourism Resort Zone which is the 4th most tourist attractive zone of the country and in addition Moratuwa is located in between two tourist attraction cities namely; Dehiwala-Mount Lavinia MC on North and the Panadura on South, is an Enormous Srength for Development.*

The open economic policy has been paving the way for fast development of non-traditional economic sectors in Sri Lanka, such as tourism, apparel industry and agricultural Processed-products. These sectors were developed with an eye on the export market, in order to increase the export earnings. In the light of the economic policy, the economic sectors that can contribute to the national income were analyzed with a view of identifying the most prospective sector that has the strength of supporting this economic policy through increasing the National Income of the Country. Accordingly, the tourism industry has been identified as having the potential of earning much needed foreign resources to the Country.

As already stated, the geographical setting of the Moratuwa MC area provides an enormous strength for development of the tourism industry. The Moratuwa MC area is situated with close proximity to the Colombo, which is the fourth largest tourist resort area in the Country, and in between two most active tourist areas of Panadura and Dehiwala-Mount Lavinia. The Annual Report – 2017 Sri Lanka Tourism Development Authority, identified seven tourist resort zones in the national context, namely, Colombo City (1-14), Greater Colombo Zone, Southern Coastal belt, Eastern Coastal belt, Up-Country area, Historical Cities and the Northern area. The Moratuwa town falls within the Greater Colombo Zone (this zone extends from Moratuwa up to Colombo and From Negombo to Colombo) Figure No 5.7.

As far as the tourist accommodation capacity of the tourism Zones are concerned, the Greater Colombo Zone has 13.74% of the total capacity, which accounts for 22.62% in the Colombo City limits. Accordingly, the total capacity of the Greater Colombo area and the adjoining areas can be estimated to be 36.36% of the total capacity. The proportion of the tourists stay in Colombo out of the total arriving to the country has been recorded as 73.14% while it occupies the 4th place in the hierarchical order of the facilities being provided to the tourists. The table 5.5 confirms that in terms of tourists staying in Colombo and the facilities provided to them, the Colombo assumes the 4th place of the ranking. (Sri Lanka Tourism Development Authority-2017)

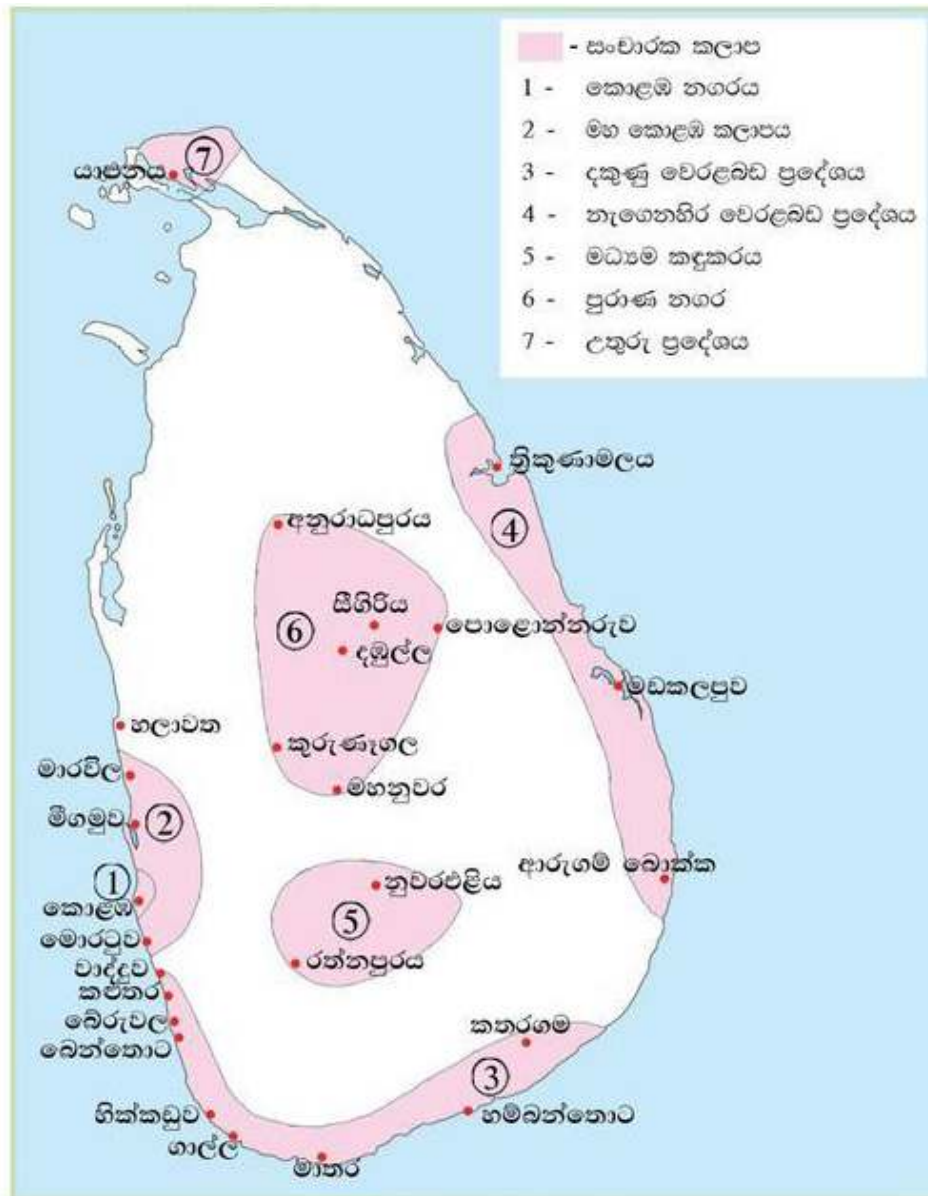


Figure 5.7 : Sri Lanka Tourism Zones

Source : Sri Lanka Tourism Development Authority, 2017

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<i>Tourist resort</i>	<i>Accommodation capacity</i>	<i>Tourists stay as a %</i>
<i>Colombo City (Colombo 1-14)</i>	22.62%	75.31%
<i>Greater Colombo Zone</i>	13.74%	73.14%
<i>Southern Coastal belt</i>	35.23%	72.38%
<i>Eastern Coastal belt</i>	4.82%	72.95%
<i>Central Upcountry</i>	5.78%	73.55%
<i>Historical Cities</i>	17.11%	73.85%
<i>Northern Area</i>	0.70%	70.98%

Table 5.5 : Accommodation Capacity of Tourism Zones and the Number of Tourists Stay

Source : Sri Lanka Tourism Development Authority, 2017

Dehiwala Mount Lavenia and the Panadura Town which border the Moratuwa on the North and the South respectively are emerging as main tourism towns attracting more visitors. These two tourist attractions are emerging due to the fast-developing modern shopping facilities, star grade hotels and condominium residencies that change the sky line of those towns in the recent past. The Zoo at Dehiwala, which attracts approximately 1,400, 000 visitors per annum and the picturesque beach which offers exiting experiences to the tourists are other tourist-attracting establishments that can sustain the growth in the long-run. The collective impact of these characters of the area keeps on attracting the tourists continuously spilling some of the activities in to the Moratuwa area that can boost the tourism development in the Moratuwa as well.

Though the tourist attraction of Moratuwa is currently weak, there is an ample possibility of setting up of the right conditions by making use of the influence of two tourism magnets, namely Panadura and Dehiwala Mount Lavenia, situated on the South and the North of the Moratuwa MC area respectively.

b. Moratuwa MC being Bounded by Picturesque Water Bodies Assuming Sub-urban Characteristics is Developing as a Commercial Focal Point in the Locality

Moratuwa town being bordered by water bodies on three sides. The administrative boundaries of the Moratuwa Moratuwa MC area follow the natural boundaries of three water bodies, the sea on the west while the Bolgoda Lake on the east and the south.

As far as the natural setting of the Moratuwa MC area is concerned, its exposure to the water bodies is very extensive and only a limited length of its boundaries is facing the Dehiwala Mount Lavinia MC on the North. The water facing boundaries of the town account for 40 km in total length and water body exposure setting together with the picturesque environment is compelling undertaking the development as a water front city which would be loved by the tourists in the future.

Development as a focal point of the commercial activities with the sub-urban characteristics

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The historical evidences revealed that the emerged of prime cities in the South-Asian Countries have been strongly supported by the road network development, which facilitated the commercial trades since the beginning of the 19th Century. Further, the human activities followed the development and the land use around such prime cities determined accordingly. The first city that has been developed following this organic trend is the City of Colombo. (Rimer, 1998). When the Colombo city was developed to its maximum threshold in terms of population growth, the surrounding land areas were subjected to urban sprawl as a result of population moving out of the Colombo City and settling down in sub-urban areas. Under these circumstances, the sub-urban towns of Colombo, such as Dehiwala Mount, Lavinia, Moratuwa, Panadura, Maharagama and so on merged fast and started playing significant roles in shaping the urban character of the sub-urban areas.

The growth of sub-urban areas offered a better opportunity to the medium-scale businesses that could not survive in the city of Colombo, in the face of appreciating land and built- space values, while there was an emerging demand for the services within the context of newly developing sub-urban town centers. Many businesses, such as trade centers, shops, holiday bungalows, tourism services, Cinema Halls, furniture shops etc. (Kottegoda S.B.B, 2015) started thriving in the newly developing sub-urban centers. As such, the Moratuwa Town is becoming an ideal physical environment to attract the tourism activities in to it.

In consideration of the facts already examined relating to development of Moratuwa, the Moratuwa town is an attractive place in terms of economic, social and environmental factors to develop the tourism industry by also making use of the influence of the two- adjoining resort centers merging on the North and the South.

c. The traditional furniture industry in the Moratuwa MC area.

The uniqueness of the Moratuwa town has been traditionally acquired by it through the development of the furniture industry, which has been a specialized industry with sustainable linkages with most of the urban centers in the Country. Today furniture industry has become the main lively hood of the residents. Moratumulla, Indibedda, Kadalana, Willorawatta and Koralawella are the most specialized areas in the Moratuwa MC area for furniture industry. This furniture industry, started as a traditional industry, and today it has been developed to a stage where most of the furniture industries and the furniture designing profession in the area are modernized with high-tech technologies and machineries. (Moratuwa Municipal Council, 2017)

The industry is now capable of turning out 64,000 furniture items per month by using hard timber and soft timber. The usage of hard timber has been recorded as 83% of the total timber used and the balance 17% of the timber are soft timber. (Amarasekara T.A.D.S. and Jayapala M.S.) In this backdrop the furniture industry could be made use of as a tool in developing the tourism industry in the Moratuwa MC area.

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5.2.2.2. Weaknesses | Goal 02

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Goal 02

- a. *Harnessing the potential of the picturesque water bodies endowed by the Moratuwa MC area for the advantage of the tourism development is constrained by the inaccessibility owing to the haphazard physical developments that causes pollution to such environments*

Moratuwa is almost surrounded with water bodies, which have a high degree of biodiversity but facing a severe threat of destroying it due to the increasing pollution level in the water unhindered. The environmental beauty is also threatened by this process and the beauty is gradually faded away accordingly weakening the tourism development effort. The furniture industries and the unauthorized housing developments right up the Bolgoda Lake embankment deny the access to the lake preventing the tourists enjoying the environmental beauty. The best examples in this regard are Moratumulla and Indibadda, where the furniture industries being expanded up to the embankment of the Bolgoda Lake. Lack of wide roads to provide access to the embankments is another constrain that prevent public having access to the embankments.

The railway track that runs parallel to the beach, demarcates the beach on the land side, and the land area that lies between the rail track and the beach is an official reservation of the Railway Authorities, which cannot be used for any other purposes other than those of the Railway's. However, the reservation land strip has been encroached by the low-income families and denies the access to the beach. Although a nice beach is endowed by the Moratuwa Town it cannot be enjoyed by the public due to the constrain.

The Lunawa Lagoon has become the waste water pit in the locality for some times. The UDA initiated a development program to arrest the ongoing pollution process and then surrounding lands of the lagoon were converted to a public leisure park with facilities for the public to do jogging and walking for physical fitnesses. However, the flow of waste water in to the Lagoon water could not be permanently arrested by the development program initiated and as a result the waste water continues to flow in to the Lagoon increasing the pollution level gradually to a level where it was. The water ways connected with the lagoon still continue to carry waste water from the locality to the lagoon and cause the pollution to the lake water.



5.2.2.3. Opportunities. | Goal 02

- a. *The Western Region Megapolis Plan in 2016 recommends to develop the Moratuwa within the tourism resort zone for long-term development as a tourist city.*

The Western Province Megapolis Development Plan-2016 divided the Western Province into seven development zones (Figure no 2.14). The Moratuwa town has been identified in the plan as a town coming within the high-density development zone which extends from Negombo to Aluthgama, where the town to be developed as a sub-Center within the Colombo suburban area.

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5.2.3. Goal 03

Analysis in the context of the 'Sufficient Infrastructure to Meet the Needs of the City'



5.2.3.1. Strengths | Goal 03

- a. *The Galle road is one of the seven corridors that provides main access to the city of Colombo and it radiates an internal road network to provide access to the interior developments.*

The 9 km long Galle Corridor runs through the city of Moratuwa and according to the ComTrans study of 2014 the Fig. 5.8, it is the third Corridor Out of Colombo's seven major Corridors to Colombo. It is expected that in 2013, 298,000 passengers will be traveling through the Galle Corridor and expected to increase to 447,500 from 2035 daily.

The spatial integrated development analysis of the Moratuwa town (map no 5.2) indicated that most of the areas of the Moratuwa MC assume high and medium values, implying that the physical development on the land space is integrated better due to the better spread of internal road network. The road network has the ability to spread the multiple development activities faster throughout the Moratuwa MC area.

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Source: CoMTrans Study Team

Figure 5.8 : Main Access Corridors to the City of Colombo
Source : ComTrans Study Report-2014



Map 5.2 : Spatial Integration Analysis-2018

Source: : Urban Development Authority, 2021

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b. *The Moratuwa railway stations functioning as the center of four other domestic railway stations.*

The railway station at the Moratuwa town functions as the Center of four other stations located in Angulana, Koralawella, Lunawa and Egodaunya. The figure no 5.9 depicts the details of the railway facilities and their spatial distribution.

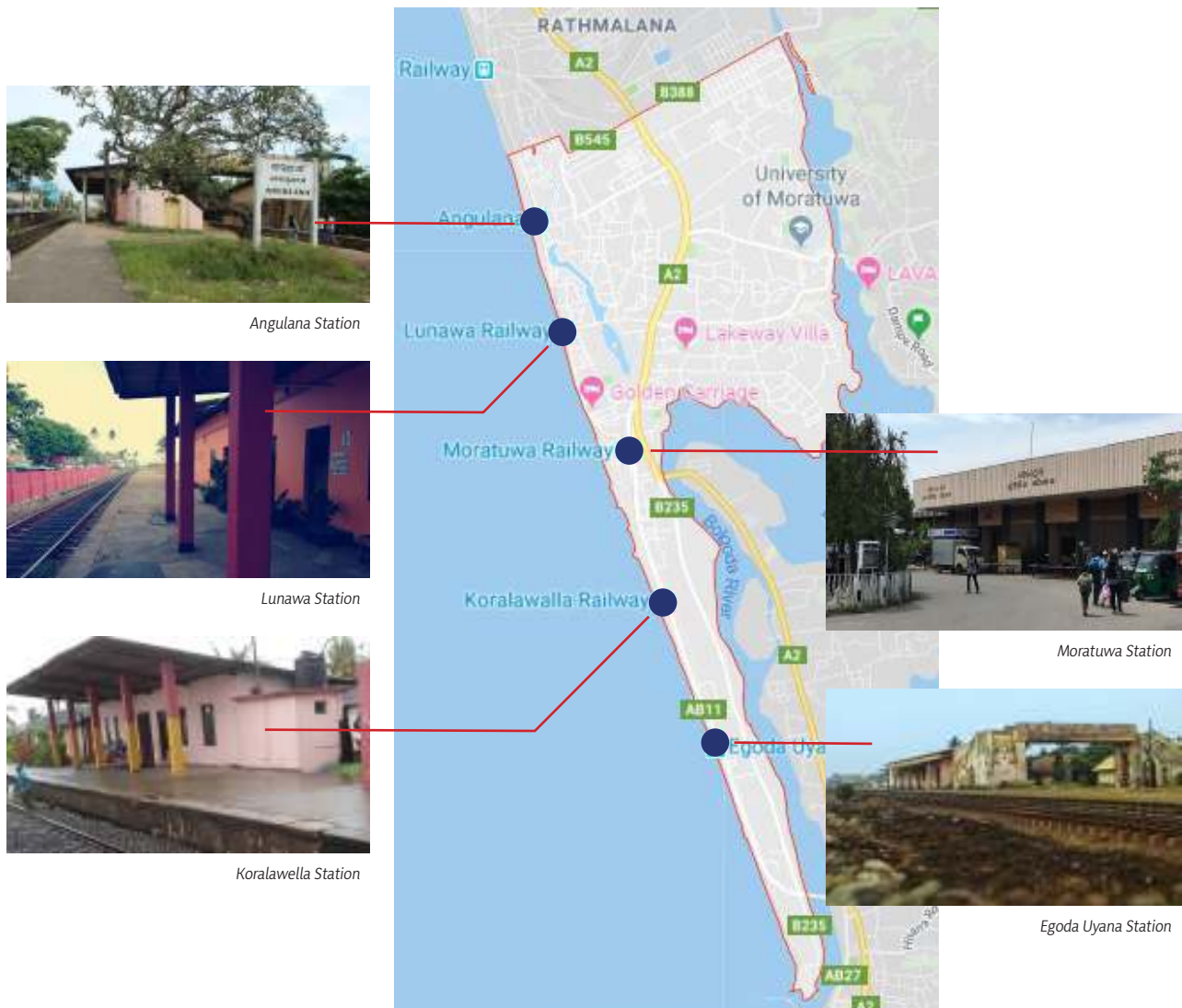


Figure 5.9 : Moratuwa Railway Stations

Source: : Google Maps and the Urban Development Authority -2020

The train service as a mode of transport is fast becoming popular as it is faster than bus service in reaching the destination. The stations located at Koralawella, Lunawa, Egodaunya and Moratuwa, are being used for short distance travelling and goods transport. Goods transport by train is emerging as a new trend in the Moratuwa area.



5.2.3.2. Weaknesses | Goal 03

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a. *Lack of Sufficient Open Spaces for the Residents of the Moratuwa MC*

The Moratuwa MC area has a population of 167,000 according to the census enumerated in 2012. The population growth is taking place exerting a pressure on the available infrastructure networks. The open spaces are a vital component as far as the social infrastructure is concerned. The accepted standard of open spaces in the context of Sri Lanka is 1.4 hectares per 1000 people, which is a minimum requirement, but currently available is only 6 hectares in total to the entire Moratuwa MC population, which is an extremely low figure and cannot be accepted by any standard.

b. *Lack of Public Parking Facilities in the Town*

Parking multiple vehicles along the main roads within the town Center area is a common sight during the day time. The visitor summing to the town for various services are compelled to park their vehicles along the roads. Though the development guidelines require provision of car parks within the new developments according to the regulatory requirements, it is not sufficient to meet the total need of the town. As such the need for sufficient car parking areas within the town's central area has been felt for a long time. This lack of carparking facilities has become one of the main issues in the town Center.

c. *Shortage of Houses and Existence of Underserved Settlements*

According to the estimates based on the data, there is a housing backlog of 375 housing units. The low-income houses, approximately 2,500 in number, are mostly concentrated in Dandaniyawatta, Batarywatta, Pittaniyawatta, and Samarakoonwatta. These housing units mostly constructed in the lands owned by the government, the lands are falling within the reservations to be maintained for the railways, beach and water bodies. These housing units do not have the basic infrastructure facilities needed for human habitation.

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5.2.3.3. Opportunities | Goal 03

a. Proposed Multi-Modal Transport Center Project and the Extension of the Proposed Marine Drive up to the Moratuwa

Proposed Multi-Modal Transport Center

The Moratuwa being located on one of the main access roads to the city of Colombo maintains strong linkages with the towns of Maharagama, Panadura and Piliyandala in additions to the strong integration with the city of Colombo. The floating population is currently increasing due to the nationally significant educational institutions, that are functioning in the area and many other such establishments including industries are located attracting people in to the area during the day time. This influx of floating population in the Moratuwa MC area gives rise to the need of an efficient transport system.

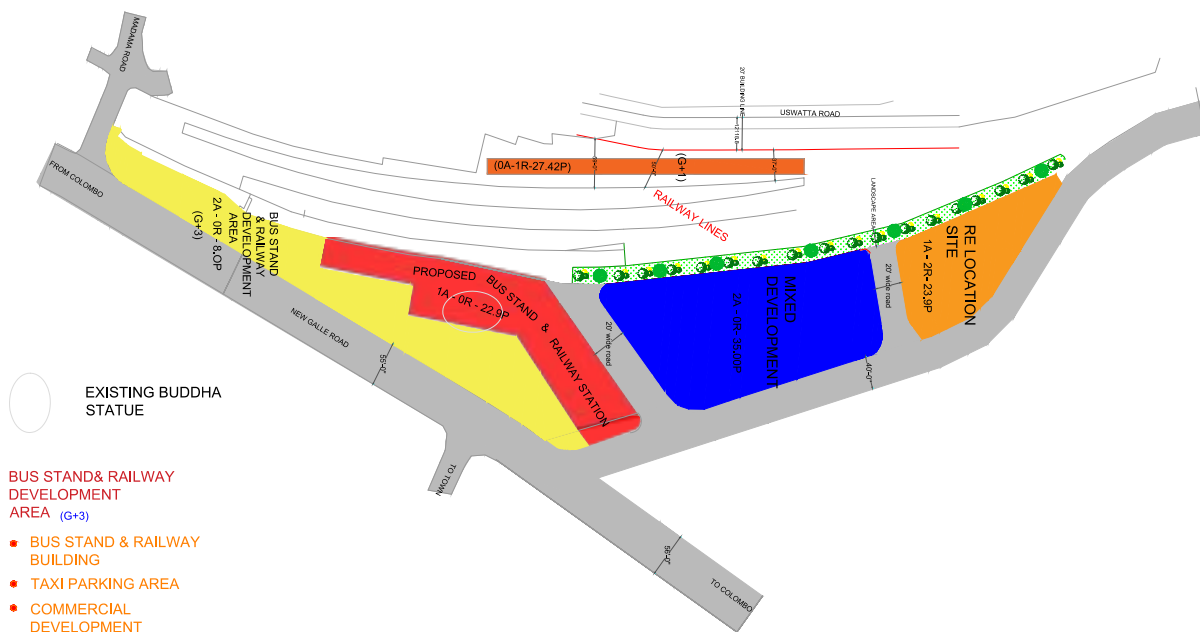


Figure 5.10 : Proposed Multi-Modal Center Plan
Source : Urban Development Authority, 2020

The proposed Metro System has been planned to run via Moratuwa town where current Public Bus Stand and the Railway Station are functioning side by side in an integration fashion. As already discussed, railway is becoming very popular among the general public and trend could be accelerated along with the implementation of the proposed Metro system. Therefore, a proposal has been made to establish a multi-modal transport Center at the Moratuwa town within an 8acre land of the CGR adjoining the current railway station premises. (Figure no 5.10)

Extension of Proposed Marine Drive up to the Moratuwa Town

The Road Development Authority planned to develop the Marine Drive running from Colombo to be extended up to the Moratuwa MC and connect with the Purranappu Mawatha. This road will facilitate the through traffic from and to Colombo traffic to use this road faster saving time and easing the current traffic conjection along the Galle road.

b. Proposed Light Rail Transport System Project (LRT)

The proposed LRT system has been planned to include three packages under three colours, namely 'Red Line','Green Line' and 'Blue Line'. The 'Green Line' will start from Kelaniya and runs via Dematagoda, Boralla, Narahenpita, Nugegoda Piliyandala, and will terminate at Moratuwa at the Multimodal Transport Center. This LRT will have stops on the way at the Moratuwa University, Katubedda and Rawathawatta before meeting the Moratuwa Multimodal Transport Center.

c. Proposed housing schemes at Dandeniawatta, Samarakoonwatta, Pittaniyawatta and Batarywatta

The multi-storied housing schemes at these areas have been proposed by the UDA in view of providing better housing with infrastructure facilities for the low income families living in the low income settlements, currently occupying the state owned lands. These housing projects will be implemented as urban regenerative projects where the balance land after the housing schemes are developed will be released for mixed developments projects.

Chapter 05
SWOT Analysis



5.3.3.4. Threats | Goal 03

Detail SWOT Analysis

Goal 03

a. Height Restrictions Imposed by the Department of Civil Aviation

The Rathmalana Airport is located with close proximity to the Moratuwa MC area near the Northern boundary of the Moratuwa MC. The height of buildings that are falling within the flying path of the run way are restricted and contralled according to the standards enforced by the Civil Aviation Authority. This height restrictions cannot be vialated under any circumstances and all the new buildings proposed within the area under flying routes of the air port should coply with the standard heights enforced by Authority.

Chapter 06



The Plan

6.1. Concept Plan

The Concept plan explains the expected development of the Moratuwa MC by the year 2030 under the vision of the development plan that can be reached through the goals and the objectives set out in the said plan following the indepth analysis of making use of the advantageous of emerging development trends, natural resources, tourism attractions and geographical location of the Moratuwa MC in the region.

In the study of the impact of the emrging development trend of the Moratuwa MC area, special attention was focused on the future state of the development, that is multi modal transport plan, which includes the Moratuwa town Center to be developed as the first order junction node while the Katubedda, Boruponeand Rawathawatta as the second order junctions identified for development. Further, Angulana, and Moratuwa New Bridge Junctions were identified as the third order junctions for planned development. Examination of the cerrent development trend also led to identify a few number of residential centers for development in the plan.

As seen elsewhere in the plan, the Concept plan considers that the Moratuwa MC area is surrounded by unique environmental features of three water bodies, namely Bolgoda Lake on the East and the South and the Sea on the West while Lunawa Lagoon, which characterizes the internal environment with an extent of 30 hectares, is supported and enriched by 20 hectares of wetlands and astuaries covering most part of the planning area. Having taken the natural charecter of the Moratuwa MC area in to consideration, the development plan envisged developing the Moratuwa MC area as a water enriched garden city, facilitating the tourism development in the area with a view of providing better environment for the people to experience.

Opening the water bodiesfor the public, hither to enclosed by the haphazard developments, to enjoy and experience the natural beauty, development of accesses, walking tracks, beach garden developments and beautification and proper management of wetlands and water bodies are expected to facil:itate succeeding the objectives of the development plan and would lay the basis for a long term sustainable development. Further, the Galle Road, that runs through the Moratuwa MC area provides a reliable and stable basis to develop a by road network that can provide access to almost all the parts of the Moratuwa MC area.

The Concept Plan appended below as figure no 6.1 was formed with a view of utilizing the maximum potetials offered by the environmental resources under a strict conservation policies supporting the development of the tourism industry. The tourism sector is expected to act as a catalyst of the local economic development making the Moratuwa MC area as a self-sufficient city.



Figure 6.1 : Moratuwa Concept Plan
Source : Urban Development Authority, 2021

Chapter 06
The Plan

Proposed Land Use Plan

Planned Urban Form

6.2. Proposed Land Use Plan

Development Plan envisages making the Moratuwa MC area a vibrant economic Center making use of the water and wetland rich environmental resources as a tool to create a healthy urban environment in the Moratuwa MC. With the above aim in mind the Development Plan 2021–2030 is presented.

A hierarchy of economically active junctions within the Moratuwa MC area were formed through identification of development trends that are emerging with a view of making use of them for sustainable development of the Moratuwa town. The Moratuwa town was selected as the first order junction and the Borupona, Katubedda and Rawathawatta Junctions were selected as the second order junctions in the hierarchy for long term development. The third order junctions in the hierarchical order are the junctions known as Moratuwa New Bridge, and Angulana Junctions. Further a few number of residential clusters located at junctions were also identified for development under the plan.

6.2.1. Planned Urban Form

The Development Plan 2021–2030 envisages formulating a urban form based on water bodies and lands having water fronts. The water fronts will be developed with varying densities combined with greeneries preserving the natural habitat prevailing in such areas. The building densities in lands, with water fronts, situated along the beach and extending towards the land side, will be implemented with varying densities as depicted in the figure no 6.2. Incremental skyline, starting from the beach towards the land side, was decided taking in to consideration the fact that the western beach is exposed to the blowing of the Sea breeze, which should not be disturbed by the buildings at the entrance and be allowed it travel in to the town area and farther to cool down the environment. Under the above mentioned natural environmental behavior the building density will be low at the beach area and increases towards the land area while vegetation cover in the beach area will be increased at a higher degree of density.

The Lunawa Lagoon area towards the East is free of potential natural disasters and more suitable for residential developments. The area has infrastructure facilities with a pleasing environment, as such the area can be developed with a high density residential buildings. Proposed high density development will be spreading towards the town Center with higher concentration of commercial and financial uses focusing the Galle Road. The Town Center will be the most densely developing Center where transport facilities will be congregated and other infrastructure facilities will also be provided. The lands fronting the Katubedda wetlands will be developed with a medium density standard as a mix land use area in consideration of the fact that the area is more frequently subjected to natural disasters originating from Bolgoda Lake.

The building constructions in the water front will be permitted subject to height limits and will be directed to undertake such constructions facing the water fronts. The water frontage will also be landscaped with a vision of facilitating the tourism industry and facilities will be provided to support the water based entertainment and recreational facilities including tourist hotels.

Chapter 06 The Plan

Proposed Land Use Plan

Planned Urban Form

The Development Plan 2021–2030 has identified 6 land use zones, with a view of facilitating reaching the goals and objectives of the plan. These 6 land use zones are depicted in the map no 6.1 appended below.

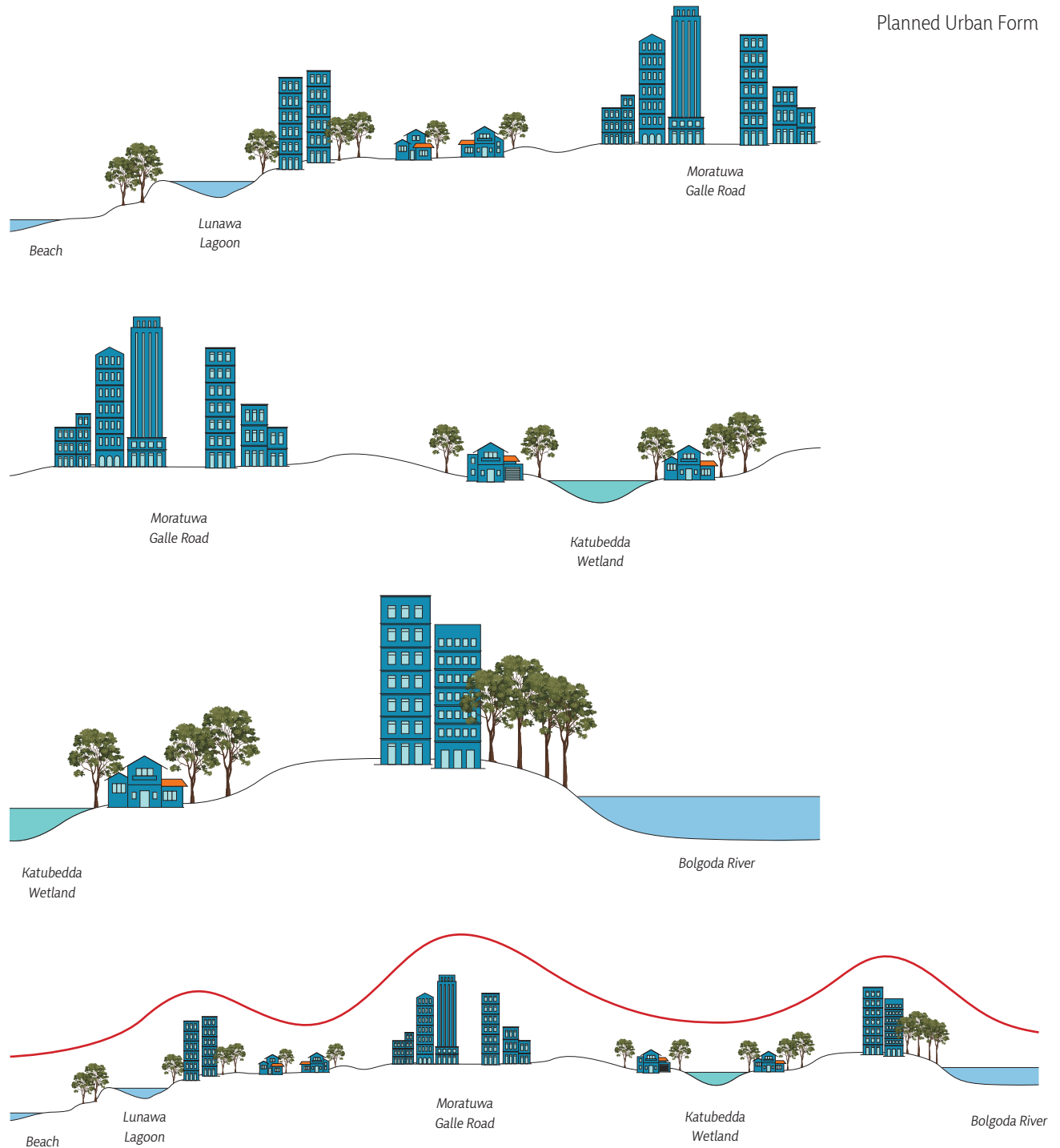
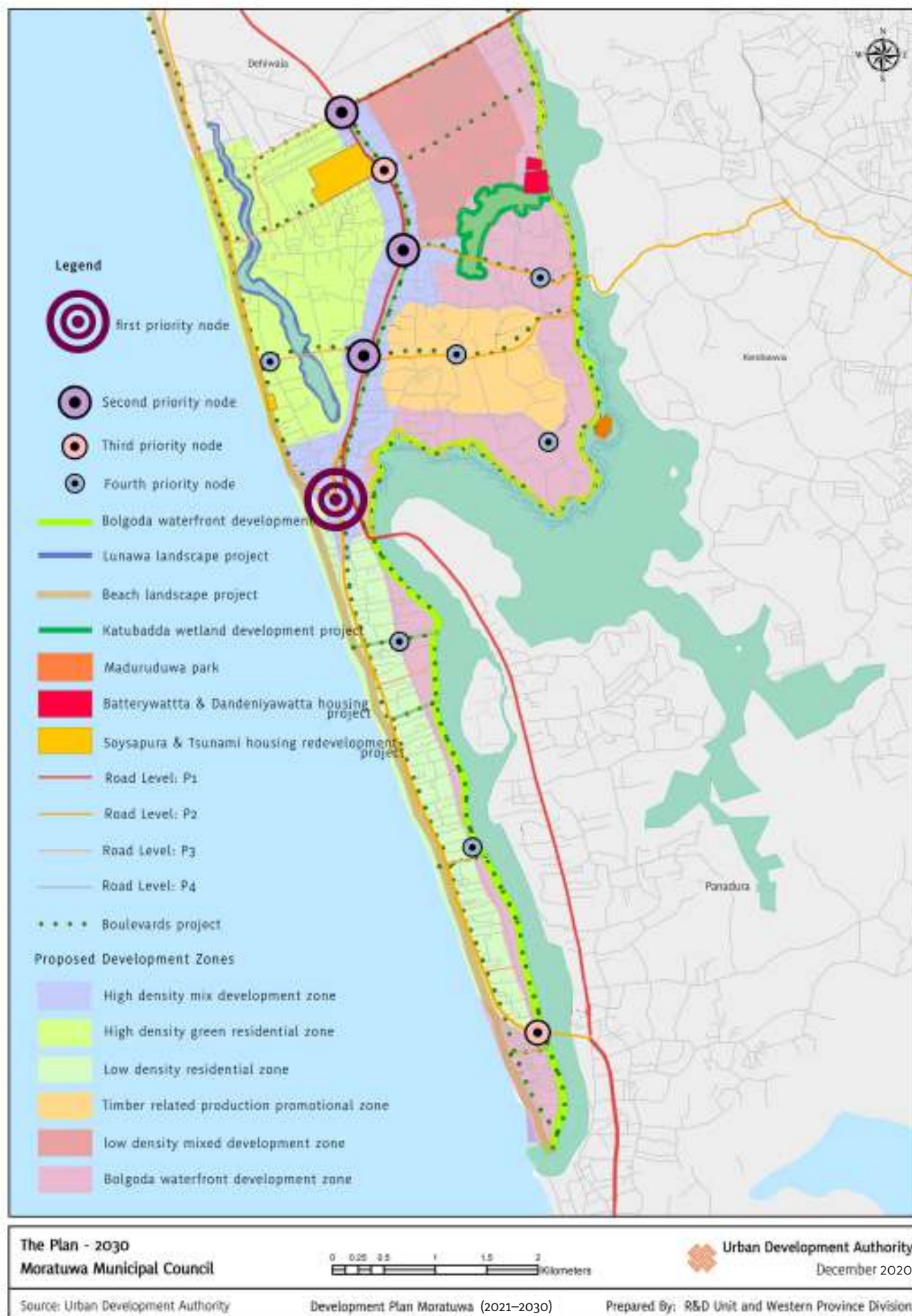


Figure 6.2 : Cross Section of the Proposed Urban Framework

Source : Urban Development Authority, 2021



Map 6.1 : Proposed Land Use Plan - 2030

Source : Urban Development Authority, 2021

6.3. Infrastructure Facilities Development Strategic Plan

6.3.1. Service Management Plan

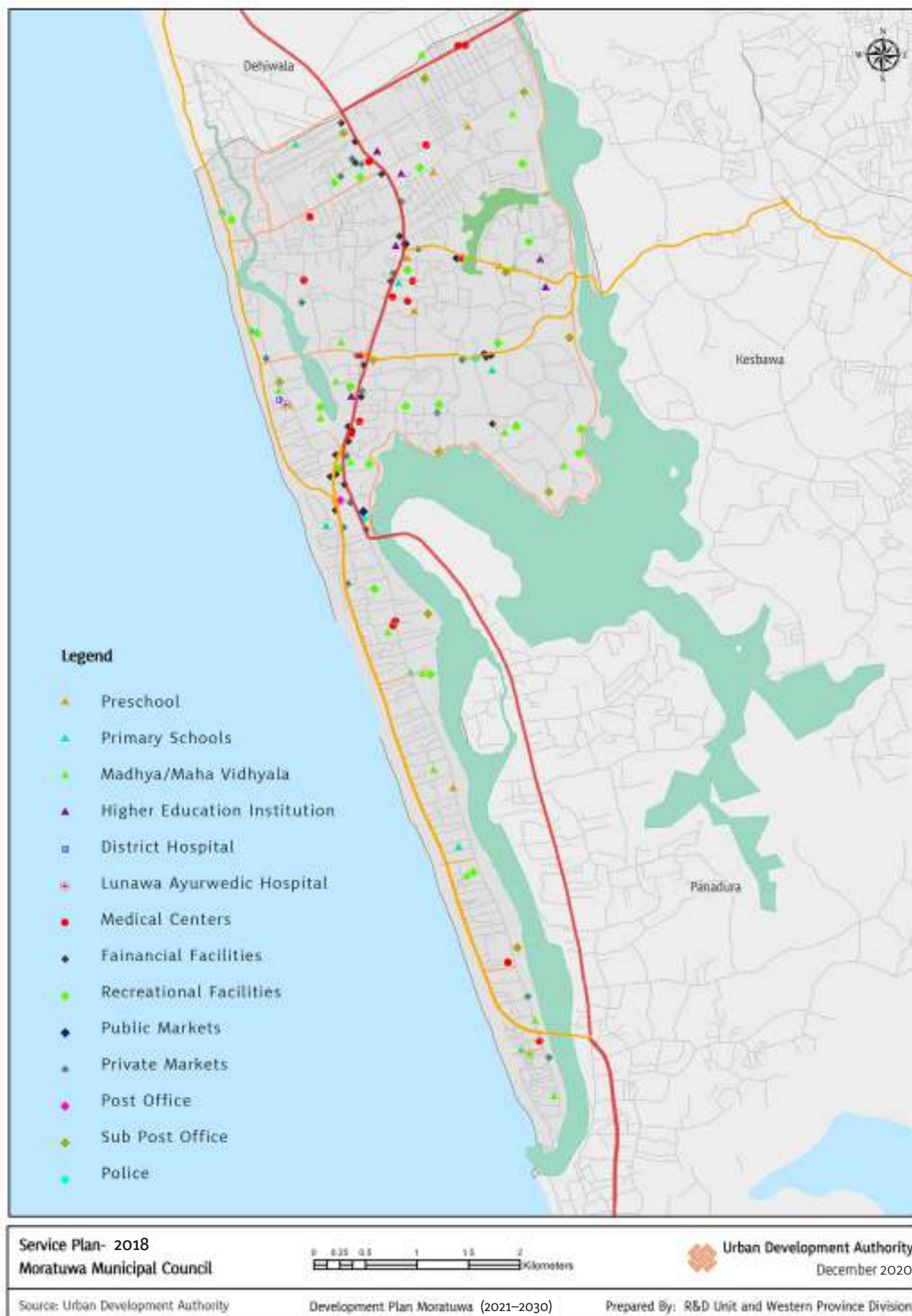
The main purpose of service management plan is to provide necessary infrastructure services to the population that would be predicted to be served in the year of 2030 in the Moratuwa MC area. The infrastructure facilities required for the future population were assessed quantitatively following the examination of the current level of services available for the current population and determination of the backlog prevails currently. Under the examination of currently available services, health facilities, education and other social infrastructure services such as recreation, commercial, banks, postal services were considered. The map no 6.2 depicts the details of the service management plan of the Moratuwa MC.

6.3.1.1. Health Facilities

De Soysa Hospital located in the Moratuwa MC area is a District Hospital according to the Health Ministry's classification of Hospitals in the Country. Therefore, it was assumed that the service area of the Hospital covers an area of 5 Km radius from the location of the Hospital. According to the service area, entire Moratuwa MC area is covered except for the areas of Katukurunda South, which is situated at the Southern boundary of the Moratuwa MC area, Egodaunya North, Egodaunya South, and Egodaunya Middle. The areas which are not covered by the hospital will be covered under the Panadura Government Hospital. (Map No 6.3)

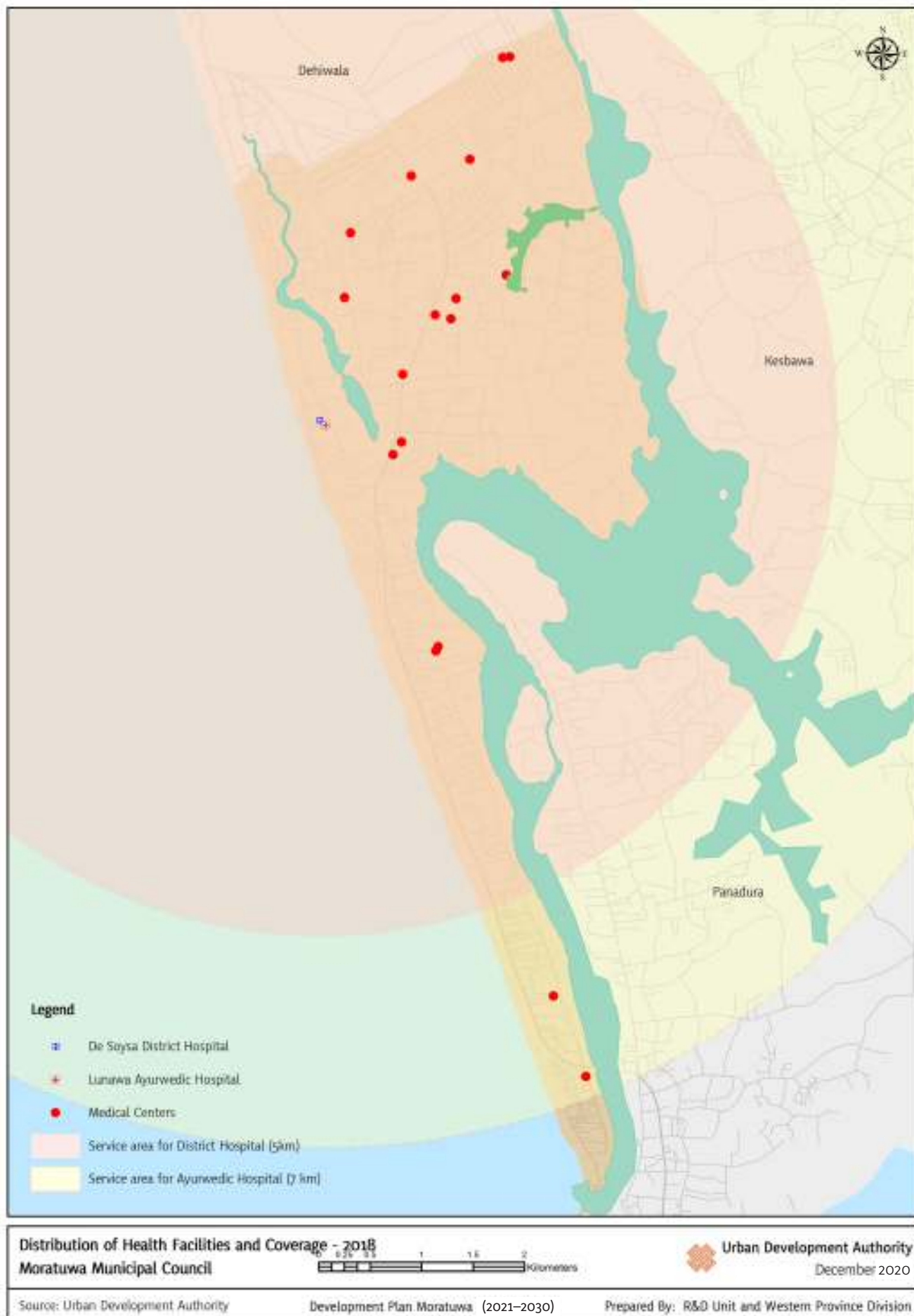
As discussed under the Paragraph 2.2.2.3, (e), the Lunawa Ayurveda Hospital has the capacity to serve the population living in the area of 7 km radius from the location of this hospital. As such it is reasonable to assume that the Ayurveda hospital has the capacity to service the entire Moratuwa MC area in terms of health facilities.

In the light of the needs of the future population in the Moratuwa MC area, it has been proposed under the Development Plan to upgrade the De Soysa Hospital from the current level of "B" grade to the "A" Grade Hospital improving its capacity to 200 beds hospital together with other modern facilities, equipment and necessary staff.



Map 6.2 : Distribution of Infrastructure Services - 2018

Source : Urban Development Authority, 2021



Map 6.3 : Areas Served by the Health Facilities - 2018

Source : Urban Development Authority, 2021

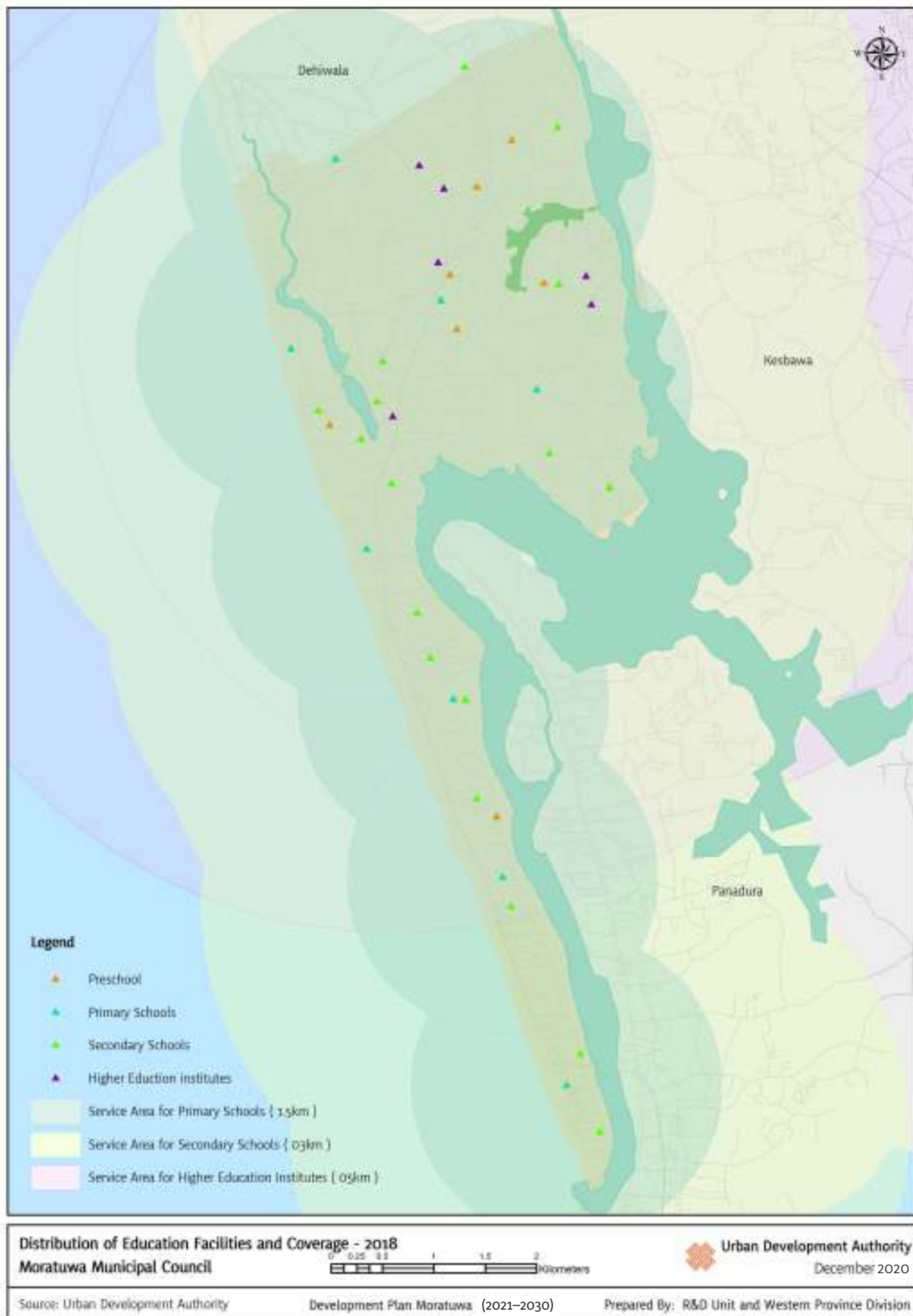
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6.3.1.2. Education Facilities

According to the classification of schools in the Island, the Moratuwa MC area has primary schools and secondary schools with the capacity to provide their services to the people living over an area falling within the service area of each school. Further there are many higher education institutions which are located in the planning area with a capacity to provide their services over a wider area than the schools. Depending on the standards applied by the education authorities, the schools, namely primary schools and secondary schools were assumed to cover an area falling within a radius of 1.5 km, 3km, and 3 km respectively. the higher education institutions were assumed to have the service area of 5 km radius from the current location of each institute. The map no 6.4 was prepared on the basis of the analytical information which depicts the areas covered by each education institute. The map guided the planning team to assume that the increased population by 2030 will have sufficient educational institutions located in the Moratuwa MC area to meet the needs arising from such increased population.



Map 6.4 : Distribution of Educational Institutes - 2018

Source : Urban Development Authority, 2021

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6.3.1.3. Urban Settlement Development Plan

Objectives of the Plan

The aim of urban settlement development plan is to develop and provide adequate infrastructure facilities, and spacious housing units in a better physical environment for the population forecast to be in the Moratuwa MC area by 2030..

Scope of the Plan

The Development Plan 2021–2030 has a legally effective planning period of 12 years, but the benefits of the plan will be realized over a longer period than the planning period, according to the estimates it could be extended until 2040.

Development Plan 2021–2030 will provide guidelines to manage the housing densities within the Planning Area with specific provisions for controlling the building densities strictly in wetlands surrounding the water retention areas, sensitive environment areas and in protected areas.

Under the plan 2500 under-serviced housing units have been identified for replacement with serviced housing schemes. For this purpose, new housing projects have been proposed under the plan, the details of this proposal are depicted in the map no 6.5.

(The “SP” stand for Moratuwa Urban Settlement Development Plan)

Planning Strategies

- a. *Enforcement of land use zoning and guidelines, drafted based on the planned building densities, in order to achieve the planned physical settlement framework in the Moratuwa Development Plan 2021–2030*

Moratuwa Development Plan identified 6 land use zones, of which 4 use zones have been planned for development of housing. The prominent residential zone in the Moratuwa area has been the area around the Lunawa Lagoon, where high density residential development will be promoted along with the planned development of greeneries. The areas in the vicinity of the Bolgoda Lake will be planned for condominium housing development while discouraging development or expansion of polluting industries in the areas namely Borupona, Thelawela, and Maligawa Road where lands that will be released from the polluting industries will be planned for residential development. Low-density housing developments in the areas from the Koralawella to Egodaayan will be encouraged to continue with low densities.

The residential development will not be encouraged within the Galle Road centered area of the Moratuwa town, but such areas will be more encouraged for commercial developments as a commercial zone. Currently there are areas where timber saw mills and timber based industries are functioning side by side of residential buildings which are subjected to the pollution caused by the saw dust, noise, vibration and heat emanated from the saw mills and workshops. As a result, people living in such areas are suffering from many health issues. Taking the fact in to consideration the residential development in such areas will not be encouraged under the Development Plan.

b. Utilization of State-Owned Lands for Housing Development

SP01- Housing Development Schemes in Tekkawatta, Molawatta and Mahawatta. (Map no 6.5)

The State-Owned lands known as Tekkawatta, Molawatta and Mahawatta, which are currently under the charge of the Moratuwa Divisional Secretariat Division, have been proposed for development of housing schemes for relocation of the families living along the beach.

c. Relocation of Low-Income Families without Disturbing their Currently Engaged Economic and Social Activities

SP02- Batarywatta and Dandeniyawatta housing development schemes. (map no 6.5)

It has been proposed to undertake construction of 900 housing units in the lands of Dandeniyawatta and 700 housing units in the Batarywatta. After development of multi-storied housing schemes in these two lands the housing units will be used for relocation of the families living in the same lands. The lands that will be saved after planned development of the housing schemes will be utilized for mixed development purposes.

d. The Existing Under-utilized Housing Schemes will be Utilized for Redevelopment

SP03- Soysapura Housing Scheme and the Tsunami Housing Scheme (Map No 6.5)

There are many low-income families provided with housing units in housing schemes implemented by many Governmental and Non-Governmental Organizations in the past, which have become underutilized by current standards and the services available having the capacity to serve more housing units and people than currently exists therein. Such housing properties have been identified for redevelopment increasing the number of housing units in each project to the maximum possible according to the services available. Accordingly, the Soysapura and the Tsunami housing schemes have been proposed under the redevelopment program.



Map 6.5 : Urban Settlement Development Plan - 2030

Source : Urban Development Authority, 2021

6.3.1.4. Common Amenities

Assumptions were made as follows to decide the area of service of public and private commercial establishments, financial institutions, post offices and other facilities located in the Moratuwa MC. Financial Institutions distance of 1.5 km, public markets distance of 3 km, private markets distance of 1 km, sub main post office distance of 5 km, sub post office distance of 1 km.

The map no 6.6 depicts the service areas of each service establishment and that also leads to the conclusion that the Moratuwa has sufficient service establishments distributed over the planning area to serve the people of the Moratuwa MC area.

6.3.2. Road and Transport Plan

The increase of demand for transport services during the past decade has been witnessed. The trend seems to be motivated by the migration of more people and them settling down in sub-urban centers, increasing the circulation of people in such centers. There is also a trend being developed in the process that the public transport services could not meet the increasing demand for the services and as a result private transport services gradually came in to service. The combined impact of these services has grown in volume exceeding the road capacities that exist hitherto in the sub-urban centers creating ever increasing vehicular traffic congestions.

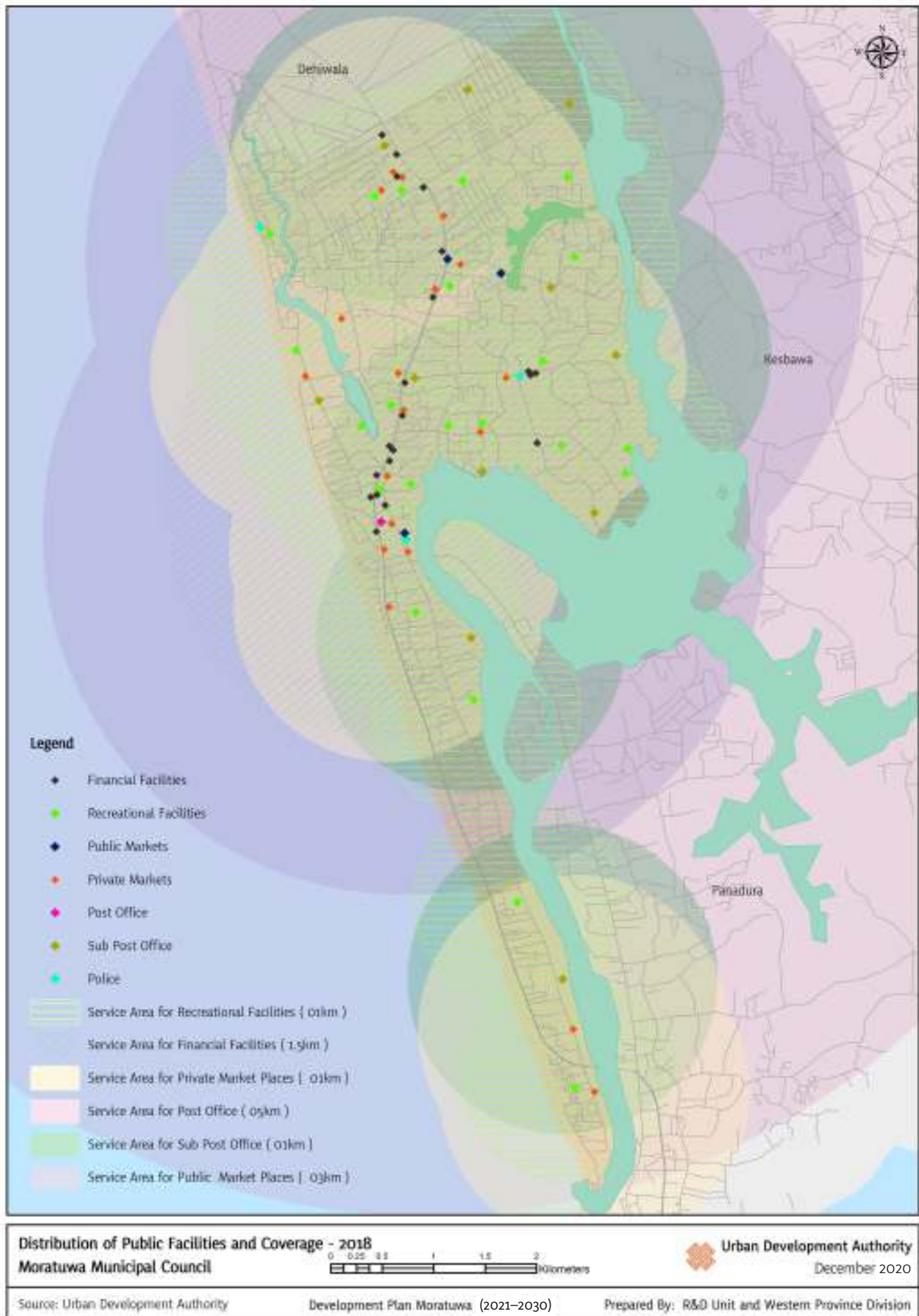
Objectives of the Plan

The goal of the plan is to streamline the transport service in the Moratuwa MC area with a focus on minimizing the traffic congestion while providing efficient transport services to enable the development of water front areas identified in the Development Plan .

Scope of the Plan

The transport planning in the Moratuwa MC area was undertaken based on the selection of the mode of transport by the population that has been forecast under the plan and their number of trips that could be made during the planning period of 2021–2030 in order to meeting the needs of the future population. Under the planning process, depending on the current network of the roads and their service abilities, roads have been identified on priority based on their capacity network connections and abilities to provide services to the trip destinations, such as provincial, local etc and their widths.

The studies have been undertaken on encouraging the trips that are being made between towns and on promotion of alternative public transport modes to facilitate it and concluded that town short distance travelling within towns could be made on foot or foot bicycles provided the necessary facilities are developed to make water front areas more accessible where new developments will be planned and strategies will be adopted to encourage such developments.



Map 6.6 : Distribution of Public Service Establishments - 2018

Source : Urban Development Authority, 2021

The paragraph 2.2.2.3. provides the details of the roads and the Railway networks and their functions in the Moratuwa MC area. The population that could be in the 2030 as forecast under the Development Plan 2021–2030 was forecast under this section and considered as the basis to predict the number of trips that could be generated by the future population in the year of 2030 as forecast

The population forecast undertaken under the Development Plan was based on the demographic information provided by two Population Censuses enumerated in 2001 and 2012. According to the forecast of population for the year 2030 the resident population in the Moratuwa MC area will be 150,000 and the day population will be approximately 87,000. This will work out to a proportion of resident population to day population of 2:1 ratio. The population annual growth rate has been -0.49% in the Moratuwa MC area, which needs to be increased to 1% with a net effect of 0.5% annual growth rate in target

Forecast of Trip volume. A trip under the study was considered a movement undertaken by a person from a point of space (origin) to another point (destination) by a mode of transport, and the total number of trips that person made so will be considered as the trip volume for analysis of the information relating to the transport. The trip volume so estimated could be used to work out a ratio between the trip volume and the land area and the outcome was considered as the trip density for analytical purposes. The Comtrans study team reported in its study report on "Urban Transport Systems Development Project for Colombo Metropolitan Region and Suburbs" the details of the study undertaken in the Moratuwa MC area. According to the data and the conclusions reached under that study the purpose of trips and the trips density by the mode of the transport and its distribution in Moratuwa MC area were studied.

The trips undertaken by the people could be prioritized as for returning to home going for employment, private trips and for educational purposes. These details are depicted in the figure No 6.3

The number of trips originated and made by different transport modes by the people in 2030 based on the forecast population were studied and the details of the results are depicted in the map No 6.7

The study reveals that there is a tendency that the people in the area closer to the rail stations at Moratuwa, Angulana and Lunawa used the train services to make long distance trips while the people in the area closer to the rail stations of Korallawella and Egoda Uyana use the trains to make short distance trips from Korallawella to Egoda Uyana. (The details of the study are provided in the Annexure No 04) The study on people who make trips by busses revealed that they take more than a minimum value of 20 trips per hectare

The areas where people show a tendency towards using more private vehicles in making their trips were revealed as Angulana North, Borupone, Moratuwa town area and Egoda Uyana. (Annexure 06)

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Classification of trips by purpose

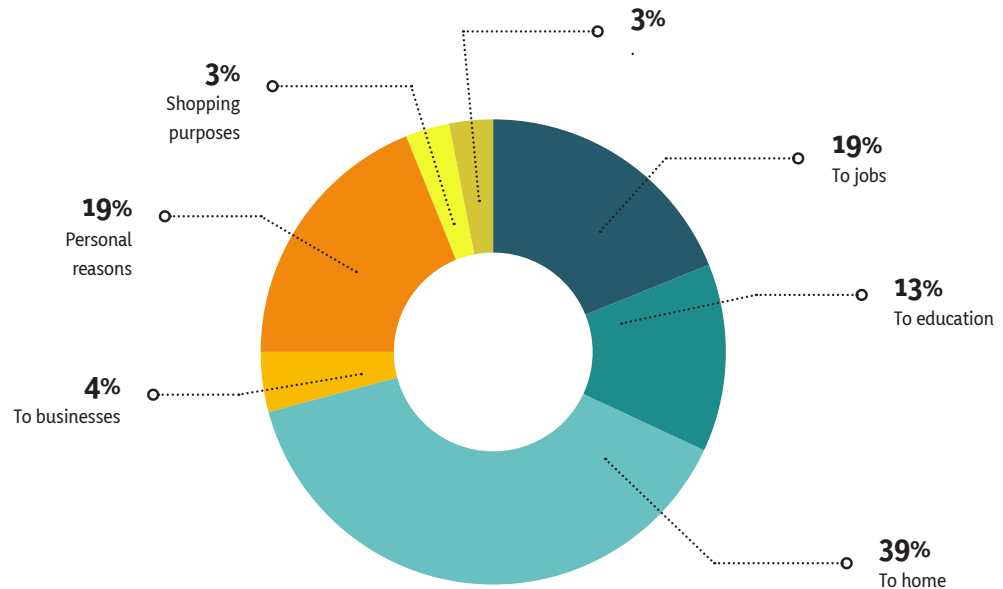


Figure 6.3 : Classification of Trips by Purpose

Source : Urban Transport Systems Development Project for Colombo Metropolitan Region and Suburbs-Report 2017

Strategies for Roads and Transport Sector Development

Three strategies have been adopted for implementation of the Road and Transport Plan prepared for the Moratuwa MC area. The details of the planned strategies are provided in the map no 6.8.

- Development of roads and the transport network connecting the Moratuwa MC area with the other Urban Centers to strengthen the linkages
- Establishment of a high-density urban framework through integrated transport network.
- Opening the water fronts for the public encouraging them to develop it.



Map 6.7: Volume of Trips Originated within the MMC Area

Source : Urban Development Authority, 2021



Map 6.8 : Transport Plan of Moratuwa - 2030

Source : Urban Development Authority, 2021

a) Redevelopment of Local Road and the Public Transport Networks to Strengthen the linkages between the Moratuwa town and the Local Urban Centers

The increasing rate and the intensity of urbanization in the Colombo City spills the activities in to the adjoining suburban areas, forming a series of suburban centers along the Galle Road with high intensity land uses have creating surban centers such as Kollupitiya, Wellawatta, Dehiwela, Rathmalana and Moratuwa.

The independent urban centers of Dehiwela situated on the North, Maharagama and Piliyandala on the East and panadura on the South are sustaining linkages with the Moratuwa MC area. The Boralasgamuwa, Rathmalana, Kesbewa, and Kahathuduwa have been identified as potential suburban centers that could develop significant linkages with Moratuwa MC area in the future. (figure no 6.4)

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Figure 6.4 : Linkages between Moratuwa MC area and the Urban Centers in the Region
Source : Urban Development Authority, 2021

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The alternative transport modes that will be introduced in the future and through the road network development, the linkages between the Moratuwa MC area and the Urban Centers in the region will be strengthened.

(TP stand for the Moratuwa Transport Plan)

i. Light Rail Transport System (LRT)

According to the Western Province Megapolis Plan, the proposed LRT tracks have been planned covering most parts of the suburban areas of Colombo. One of the proposed tracks will be running from Kelaniya via Dematagoda, Boralla, Narahenpita, Nugegoda and reaches Moratuwa terminating the line at the proposed Moratuwa Multi-Model Transport Terminal. This new system will be an elevated LRT system which includes number of stations at important locations and will be able to provide an efficient transport service for the public.

TP01- LRT service

LRT service will run trains from Piliyandala via Katubedda to the Moratuwa Terminal, on the way it will have stops within the Moratuwa MC area at Moratuwa University, Katubedda, Rawathawatta, and Moratuwa Terminal. The total length of the LRT line that serves the Moratuwa area is 5 km, the details of the LRT track is provided in the figure no 6.5.

ii. Railway Development

TP02- Coastal Railway Line Modernization.

Modernization of the railway by electrification and introducing an efficient signaling system with redevelopment of the stations at Angulana, Lunawa, Koralawella and Egodaunya.

iii. Road Development

TP03- Galle Road Development Project.

Development of 01km road length with six traffic lanes up to the proposed Multi Modal Center from the junction where New Galle Road joins with Old Galle road. (Cross Section of the of the road proposal is depicted in the figure no 6.5)

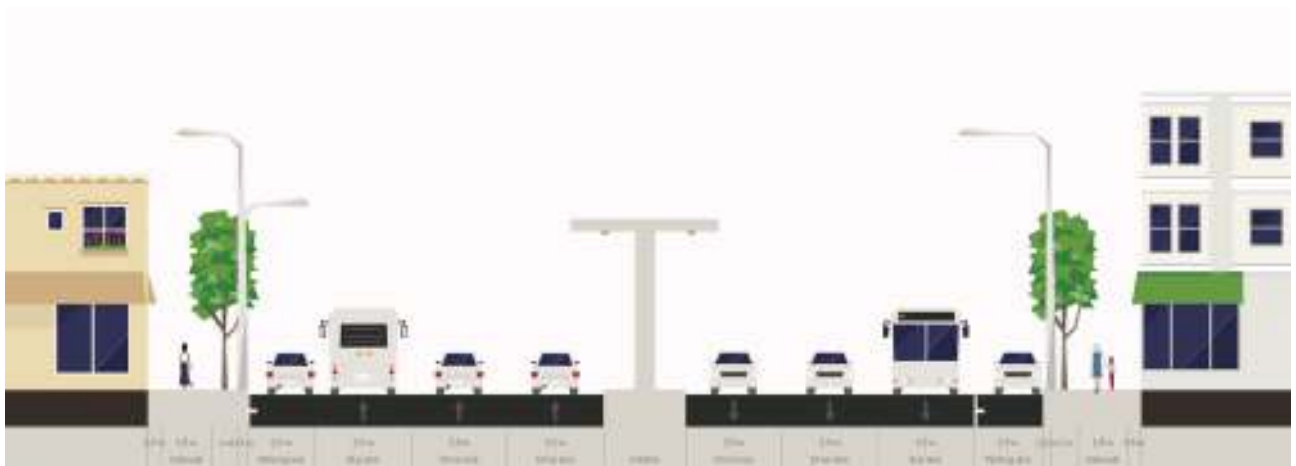


Figure 6.5 : P1 - Galle Road Cross Section
Source : Urban Development Authority, 2021

TP04- Borupona Rad Development Project.

The Comtrans Report proposes to develop a circular road linking the urban centers of Maharagama, Battaramulla, Kelaniya, Wattala, and Moratuwa. In order to enable implementation of this important road proposal a section of it can be implemented by developing the 200 m long section of the Borupone road starting from the Borupone Junction up to the Gangarama Road with provisions for accommodating 6 traffic lanes. (A cross section of the proposal is depicted in the Figure no 6.6)

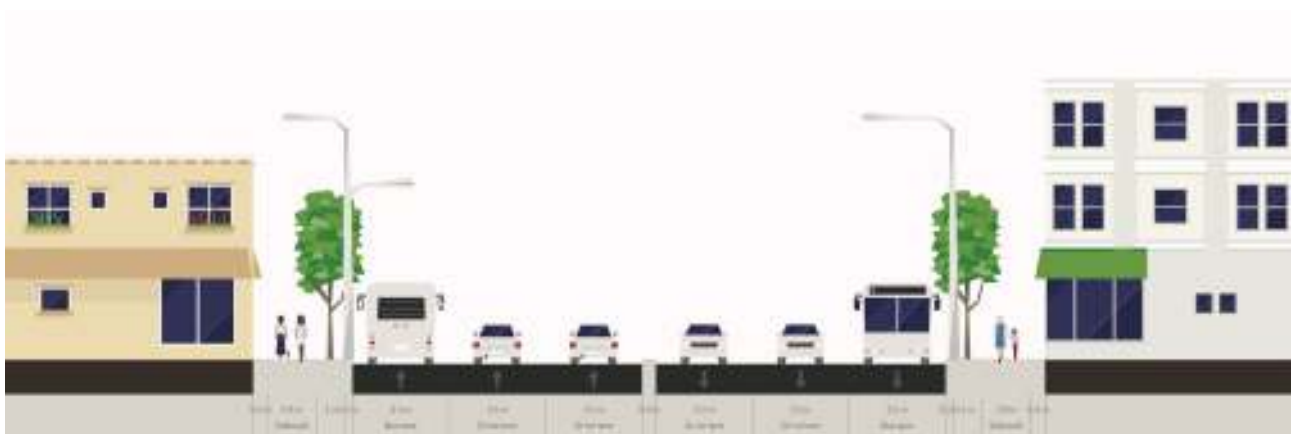


Figure 6.6 : P1 - Borupone Road Cross Section
Source : Urban Development Authority, 2021

TP05- Development and Extension of “Colombo Kramaya” Road or Marine Drive.

The Western Province Megapolis Plan proposed to extend the Kolombo Kramaya road from Dehiwela up to the Moratuwa Multi Modal Transport Terminal along the Weera Puranappu Mawatha. (A cross section of the proposal is depicted in the figure no 6.7)



Figure 6.7 : P2- Cross Section of the Marine Drive
Source : Urban Development Authority, 2021

TP06– Bandaranayaka Road Development Project.

The Comtrans Report proposes to develop East Circular Road through the Moratuwa Bandaranayaka Road via Piliyandala, Pannipitiya, Malambe, Bollegala, Hapugaskanda, Hunupitiya and handala. In order to facilitate the road development proposal it is proposed to widen and develop 2 km road section of the Bandaranayaka Mawatha from Katubedda Junction up to Kospalana Bridge with provision for 4 traffic lanes. (A cross section of the proposal is depicted in the figure no 6.8)

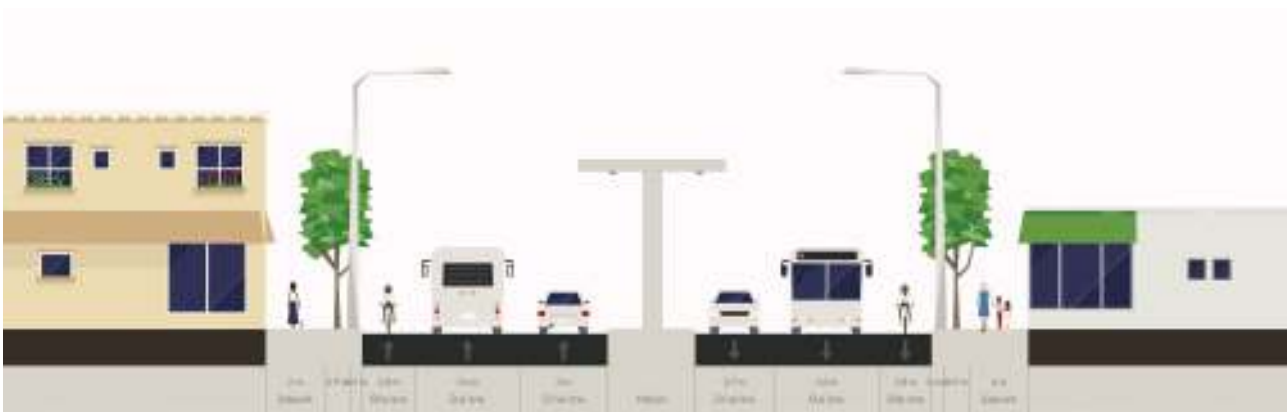


Figure 6.8 : P2- Cross Section of the Bandaranayaka Road
Source : Urban Development Authority, 2021

TP07– De Soysa Road Development Project.

The De Soysa Mawatha is proposed for development from the Rawathawatta Junction up to the Kospalana bridge a 3 Km length as a 4-traffic lane road as it can facilitate the implementation of the proposal contained in the Comtrans Report to connect Rawathawatta junction with East Circular road through the Soysa Mawatha. (Cross Section of the proposal is depicted in the Figure No 6.9)



Figure 6.9 : P2 - Cross Section of the De Soysa Road

Source : Urban Development Authority, 2021

b) Establishment of a high-density urban framework through implementation of an integrated transport network.

The concept of compact city or short distance city is considered to be efficient and supported by integrated transport network. Accordingly, a compact city will be aimed for development of the Moratuwa town. Keeping this in mind following proposals are made to make the Moratuwa town a compact town in the future supported by the integrated transport system.

TP08- Proposed Multi Modal Transport Center

The Railway Station at the Moratuwa town Center has a 10 Acre Land under the possession of the Railway Department. Part of the land is currently used as a public bus terminal where both private and CTB busses are parked. Center is already functioning as an integrated Center with the railway and the bus stand. The LRT system too has been planned to come and terminates its line at this Center in the future adding an efficient facility to the Center. The terminal will also provide facilities to park cars according to the proposal.

TP09- Pavement and Bicycle Track Network

The compact cities are thought to be very efficient in their functions and place a very minimal impact on the environment and use of vehicles within the city will be minimal as the travelling long distances are required as the city is compact. This functional efficiency needs to be supported by the properly planned pavement and cycle track network for the convenience of the pedestrian. Use of power or fossil fuel should be minimized to curtail the environmental pollution. Therefore a network of pavements and cycle tracks covering the town Center area will be designed. The above proposal is depicted in the figure no 6.10



Map 6.9 : Pavement and Bicycle Track Network Proposed for the Moratuwa Town- 2030

Source : Urban Development Authority, 2021



Figure 6.10 : Cross Section of P2 Roads
Source : Urban Development Authority, 2021

TP10- Development of Access Roads to the Railway Stations.

The access roads to the railway stations in the Moratuwa MC area are branching off from the main Galle Road as depicted in the map no 6.8. The roads providing access to the Railway Stations are appended below. According to the proposal conceptualized these access roads need to be provided with two lane facility and bicycle tracks in the design helping the town to function efficiently.

- | | | |
|-------------------------------|---|-------|
| • Koralawella Railway Station | - | 400 m |
| • Egoda Uyana Railway Station | - | 2 km |
| • Angulana Railway Station | - | 2 km |
| • Lunawa Railway Station | - | 2 km |
| • Moratuwa Railway Station | - | 200 m |

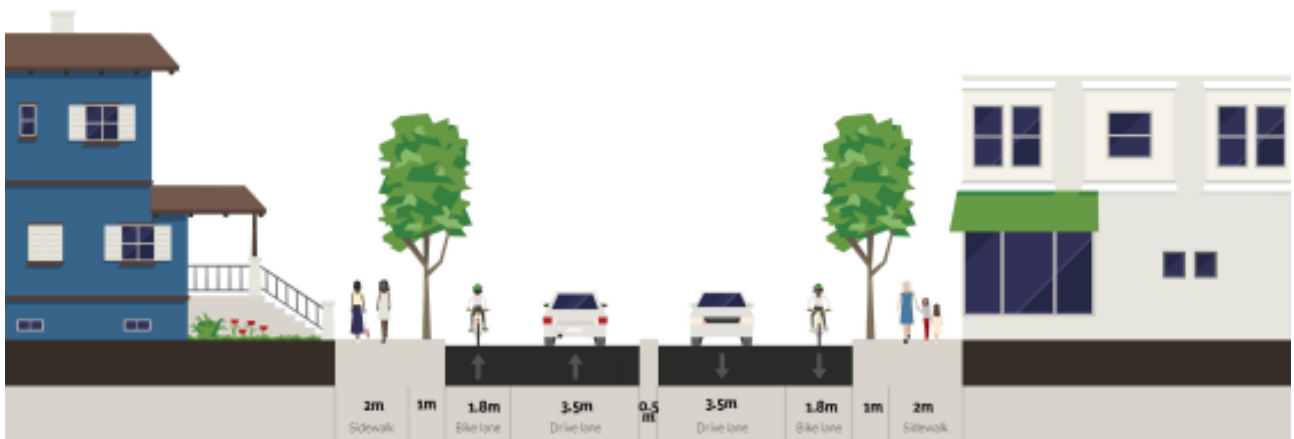


Figure 6.11 : Cross Section of P3 Roads.
Source : Urban Development Authority, 2021

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c) Open-up water fronts for the public use in order to encourage real estate developments

The main purpose of the proposal is to motivate planned development to avoid unauthorized haphazard reclamation of wetlands and to protect the water resources through conservation of wetlands and the waters in the Bolgoda lake.

TP11 Proposed Bolgoda Siri Road

Development of a 20 feet wide road from the location of the Digoralla Bridge up to the Borupona Road along the embankment of the Bolgoda Lake. (Map no 6.8.)

TP12- Visual Access Corridor

The roads located between the Koralwella and Egoda Uyana roads , namely Gunowardhanaramaya Road, Samajawadeeniwahan Place, T.L.C.Peiris Mawatha, and Mahawatta roads are proposed to develop with two traffic lanes so that the Bolgoda River and the Sea Beach to be visualized. (Map no 6.8), (Cross section of the proposed project is depicted in the Figure no 6.12)



Figure 6.12 : Cross Section of Visual Access Corridors
Source : Urban Development Authority, 2021

Categorization of the Roads and Cross Sections

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a) Categorization of the Roads

The roads proposed for development under the Moratuwa Development Plan 2021–2030 have been grouped under the priority status of each road. The priority order is P1, P2 and P3.

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Proposed Roads for development under the Moratuwa Development Plan 2021–2030					
Priority	Road characteristics	Identified Roads	no. of lanes	service lanes	proposed widths (m)
P1 roads	Roads that link with outer towns and width is 20 Ft or more	TP3 Road from the junction where New Galle road meets the old Galle road up to the Multi Modal Transport Center.	6	Relevant	36.6
		TP4 Borupone Road from Borupone junction to Gangarama Road.	6	Relevant	31.7
P2Roads	Roads that link with outer towns and width is 20 Ft or more.	TP6 Bandaranayaka MW from Katubedda Junction to Kospalana Road	4	Relevant	27.2
		TP5 Proposed marine drive from Dehiwela to proposed Multi Modal Transport Center through Weera Puranappu Mawatha	4	Relevant	24.7
		TP7 De Soysa Road from Rawathawatta Junction to Katubedda Kospalana Bridge	4	Relevant	24.7
P3Roadfs	Roads with widths more than 20 feet	TP11 proposed Bolgudasiri road from the Dlgorella new bridge to Borupone road along the enbankment of the Bolgoda lake.	2	Relevant	17.1
	Roads with widths less than 20 feet	TP10 Moratuwa railway station access road, from Galle road to the Moratuwa Station	2	Relevant	17.1
		TP10 KOralawella Railway Station Access Road, from Galle Road to the Korlawella Railway	2	Relevant	17.1
		TP10 Egodayana Railway Station Access Road, from the Galle Road to the Egodayana Railway Station.	2	Relevant	17.1
		TP10 Angulana Railway Station Access Road, from the Galle Road to the Anguylana Railway Station	2	Relevant	17.1
		TP10 Lunawa Railway Station Access Road, from the Galle Road to the Angulana Railway Station	2	Relevant	17.1
		TP12 Gunowardhanarama Road, from the new Galle Road up to the proposed Bolgoda walking track and the bicycle track.	2	Relevant	12.2
		TP12 Samajawadee Niwahan Place, from the New Galle Road to the proposed Bolgoda walking track and the bicycle track.	2	Relevant	12.2
		TP12 T.L.C.Peiris Road, from the New Galle Road to the proposed Bolgoda walking track and the bicycle track.	2	Relevant	12.2
		TP12Mahawatta Mawatha, from the New Galle Road to the proposed Bolgoda walking track and the bicycle track.	2	Relevant	12.2

Table 6.1 : Road Development Priority List under the Moratuwa Development Plan 2021–2030.

Source : Urban Developmen Authority, 2021

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Development Strategic Plan

Road and Transport Plan

Water Supply Plan

6.3.3. Water Supply Plan

A reliable water supply to the residents of Moratuwa MC is essential in approaching the Goals of the Development Plan Prepared for the planning period of 2021–2030. the plan envisages providing sufficient water for the population that has been forecast for the years 2030, on the basis of which the demand for water could be assessed and find out whether the existing water supply system can meet the need or whether it is necessary to augment the current scheme to meet the future needs. This section will focus on the methods of meeting the future water needs of the Moratuwa MC area.

a. Demand for water in 2030

The resident population of the Moratuwa MC are in the year of 2030 has been forecast to be 151,000 and the people daily come to the Moratuwa MC area for multitude purposes have been estimated to be 87,000 people. Taking this vital information in to consideration the Map No 6.1 prepared to depict the estimation of the water need of the people who would be living in the Moratuwa MC in the year of 2030. The per capita water need of the residents has been accepted as 130 liters per person per day, and the same for the people who daily come to the Moratuwa MC area has been determined as 50 liters per person per day.

Accordingly the water need of Moratuwa MC per day by the year 2030 would be 25,500 Cubic Meters (cbm), of which the domestic need will be 19,600 cbm and the non-domestic need will be 5,900 cbm. The details of the water need assessment are presented in the Table No 6.2



Map 6.10 : Total Water Demand of MMC area- 2030

Source : Urban Development Authority, 2021

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Development Strategic Plan

Water Supply Plan

<i>Development Zone</i>	<i>Domestic water demand (cbm/day)</i>	<i>Non-Domestic water demand (cbm/day)</i>	<i>Total water demand (cbm/day)</i>
<i>High-density mix development zone</i>	2833	1695	4528
<i>High-density greenery residential zone</i>	5296	1017	6313
<i>Medium density residential zone</i>	1089	396	1485
<i>Low density residential zone</i>	4749	283	5031
<i>Timber based industry promotion zone</i>	2535	1130	3665
<i>Bolgod water from residential development zone</i>	3071	1130	4201
<i>Total water demand (cbm/day)</i>	19573	5650	25223

Table 6.2 : *Estimated Water Demand -2030*

Source : *Urban Development Authority, 2021*

The Ambathale and Kalatuwawa water purification plants with capacities of 500,000 and 60,000 cbm respectively supply water to Moratuwa MC area daily. These two plants have to supply water to the other areas as well. As such the National Water Supply and Drainage Board (NWS&DB), considering the additional water supply need arising from the increased population in the year 2030, made the following proposals for consideration.

- i. Increase capacity of the Kalatuwawa water purification plant from current capacity of 60,000 cbm to 140,000 cbm.
- ii. Increase the water retention capacity of the underground water tanks of the Kalatuwawa plant from current capacity of 4600 cbm to 20,000 cbm.
- iii. Construction of New 3 Km long water distribution lines up to Keselwatta

6.3.4. Electricity Supply Plan

One of the objectives of the Development Plan has been to provide necessary infrastructure facilities to the Moratuwa MC area. Accordingly the electricity supply plan was prepared to facilitate the coordination of the electricity supply to meet the future needs. In order to understand the characteristics of the power demand, current power consumption has been studied, The details of the study are presented in the figure no 6.13 and 6.14.

Energy Consumption Percentage

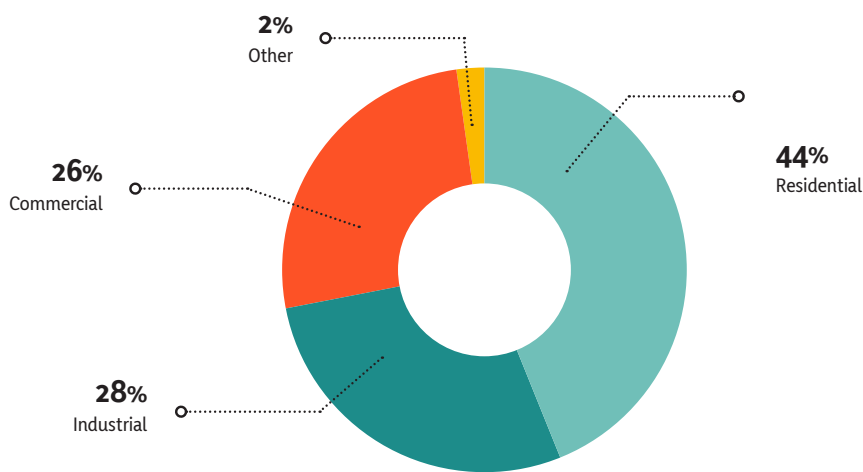


Figure 6.13 : Power Consumption-2017
Source : Urban Development Authority, 2021

Power Connection Units Percentage

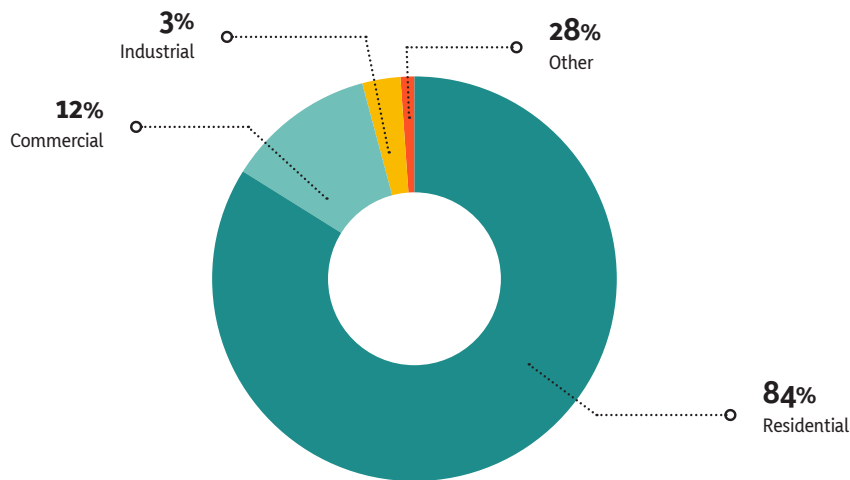


Figure 6.14 : Power Connection Units-2017
Source : Urban Development Authority, 2021

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Infrastructure Facilities Development Strategic Plan

Electricity Supply Plan

The above details reveal that the domestic power consumption constitutes 44% which is the highest among the total consumers, while other consumers' consumptions are in the descending order, industry, commerce and others. The number of power connections established by the CEB during the year 2017 was, in the descending order, domestic, commerce, industry and others. Though the number of connections established for industrial establishments were lesser than the commerce, in terms of power consumption, the industrial sector consumes much more power comparatively.

The power distribution in the Moratuwa MC is currently implemented by the Celon Electricity Board (CEB) and the Lanka Electric Company (LECO). According to the informations available, entire Moratuwa MC is covered by the power distribution grid network and both institutes have capacity to meet the power need of the Moratuwa MC area in the year of 2030.

The Development Plan of Moratuwa MC 2021–2030 recommends measures to curtail the establishment of polluting industries within Moratuwa MC area, in effect the power consumption of the industrial sector of the Moratuwa MC area may diminish in the long run and the reduction in the power consumption can result in saving some amount of power which can be diverted to other consumers. As such the trend would further confirm that the power supplying capacity of the CEB and the LECO will be sufficient to meet the needs of Moratuwa MC area during the plan implementation period.

In the light of the above information it can be concluded that there will not be power shortage in the Moratuwa MC area by the year 2030.

6.3.5. Waste and Sewer Management Plan

The industrial establishments have been spread throughout the Moratuwa MC area at a higher density comparatively, generating more waste waters and discharging them into the open channels and drains due to lack of a proper drainage system. The fact has been identified as a drawback in the plan preparation process.

a. *Estimated Waste Water Generation by 2030*

The per capita waste water generation per day domestic ally on the basis of the forecast population has been assumed as 130 cbm by the year 2030 in the Moratuwa MC area. Accordingly, as the Table No 6.3 reveals, the total domestic waste water generation has been estimated to be 30,112 cbm by the year 2030 and other sectors- non-domestic sectors- generate 8,879 cbm. An increased volume of waste water generation could be expected from the High-Density mix development zone and the High-Density Green Residential Zone according to the information presented in the map no 6.11.

<i>Development Zone</i>	<i>Domestic Waste Water generation (cbm/day)</i>	<i>Non-Domestic Waste Water generation (cbm/day)</i>	<i>Total Waste Water generation (cbm/day)</i>
<i>High-density mix development zone</i>	4,358	2,664	7,022
<i>High-Density Green Residential Zone</i>	8,148	1,598	9,747
<i>Low-Density Mix Development Zone</i>	1,676	622	2,297
<i>Low-Density Residential Zone</i>	7,306	444	7,750
<i>Time-Based Industrial Development Zone</i>	3,899	1,776	5,675
<i>Bolgoda Water Front Area Development Zone</i>	4,724	1,776	6,500
<i>Total Waste Water Generation (cbm/day)</i>	30,112	8,879	38,990

Table 6.3 : Estimated Waste Water Generation - 2030

Source : Urban Development Authority, 2021

b. Current Waste Water Treatment Plants

The NWS & DB proposed a waste water treatment system covering the areas of Rathmalana and Moratuwa with the capacity to treat waste water and to discharge them with help of 5 pumping stations that will be established under the project. The project has the capacity to serve 23 Grama Sewa Niladhaaree Divisions as listed below. Moratumulla North, Rawathawatta West, Rawathawatta South, Rawathawatta East, Uyana South, Uyana North, Molpe, Kaduwamulla, Lakshapathiya Central, Lakshapathiya South, Lakshapathiya North, Angulana North, Angulana South, Moratuwella North, Idama, Soysapura South, Soysapura North, Dahampura, Thelawela South, Thelawela North, Kaldemulla, Borupona, Katubadda.

Project has been planned to implement in two stages. The Stage one has already been implemented with a capacity to treat 7000 cbm of waste water generated in the areas of Moratuwa and Rathmalana. However the planned capacity of the Stage one of this scheme is 17,000 cbm of waste water, which implies that further capacity increase to treat 10,000 cbm of waste water is in the pipe line under the stage one of the scheme.

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Development Strategic Plan

Waste and Sewer
Management Plan

c. *Recommendations for waste water management*

The estimates reveals that Moratuwa MC generates 39000 cbm of waste water daily but the waste water treatment project, which is currently under way, can cater only for the areas as mentioned above. The Southern part of the Moratuwa MC area, which includes 19 GS Divisions is not covered under the scheme and therefore a waste water treatment plant has become necessary in the area too as the building density, particularly, in the area from the Koralawella to Egodaayan, is comparatively high. In consideration of the fact following recommendations are made.

- i. Collection of waste water generated within the Moratuwa MC in to a treatment plant through an under ground collection network and discharge them in to the water bodies after treatment.
- ii. Increase the capacity of the on going waste water treatment plant to cover the area which is not covered under it currently.
- iii. Establishment of a pipe-born waste water collection network to collect the waste water in the areas which are not covered under the present scheme.
- iv. Establishment of pumping stations technically selected locations.



Map 6.11 : Estimated Waste water and Sewer Generation in the MMC Area-2030.

Source : Urban Development Authority, 2021

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Infrastructure Facilities
Development Strategic Plan

Solid Waste Management Plan

6.3.6. Solid Waste Management Plan

The increased rate of development in the urban areas tends to generate solid wastes at a higher rate that surpasses the rate at which the bio degradable wastes are degraded. Therefore the solid waste management has to be undertaken systematically with the full knowledge of this process. This process will require sorting of the solid wastes at the source and collection, transport, processing wastes so collected and discharge or recycle them without impacting the environment. Failure to manage the solid wastes so explained could lead to accumulation of heaps of wastes in the open places elsewhere as seen in most of the fastlly urbanizing towns or for convenience authorities tend to discharge them in to wetlands or low lying areas polluting the ground waters threatening the health conditions of the people. The irreglular discharge of solid wastes causes ground water pollution, soil pullution, air pollution through methane gas, etc.

a. Solid Waste Generation by 2030

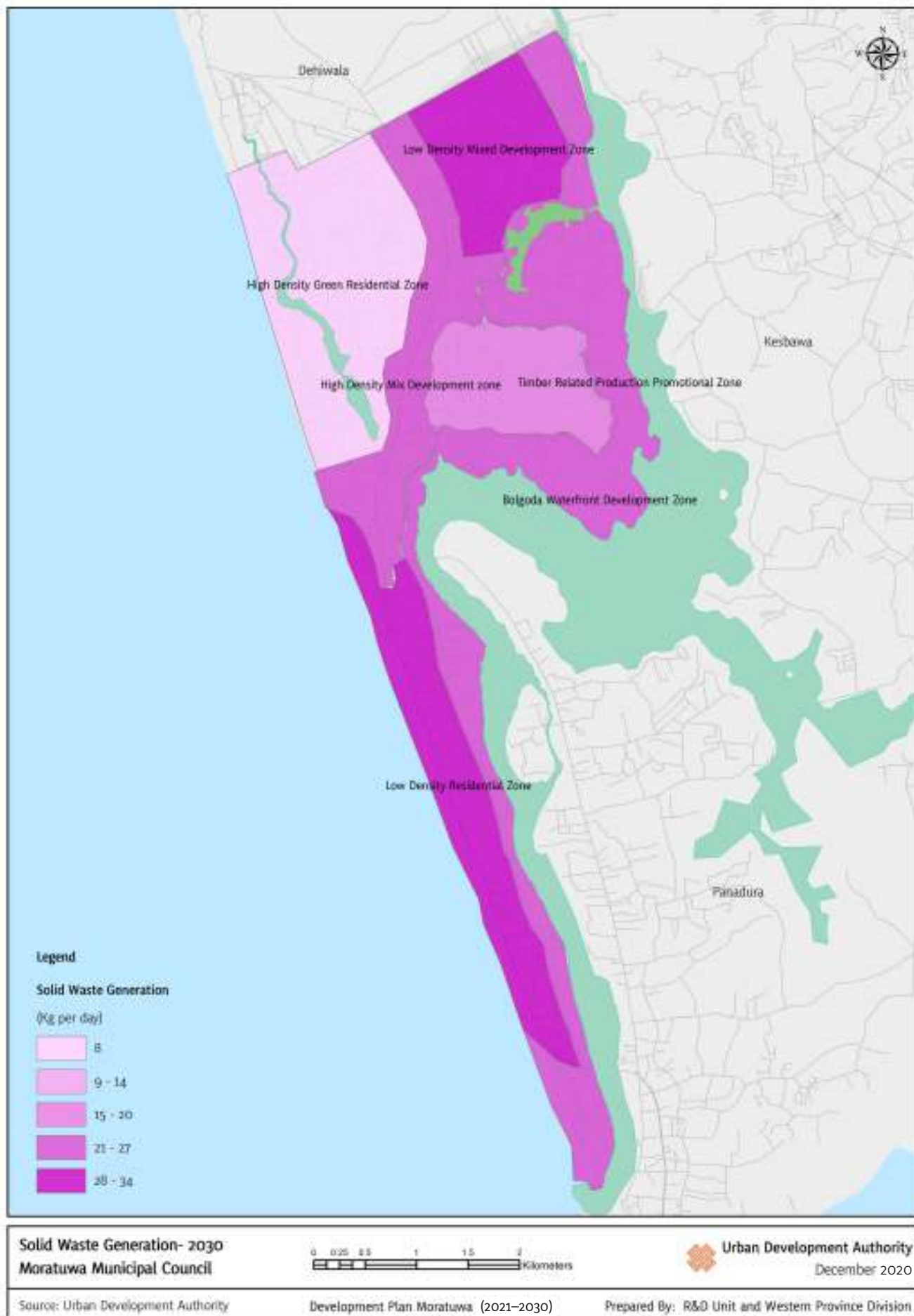
Considering that the Moratuwa is a MC area, the consumption pattern of its residents and the current rate of waste generation, it has been assumed that the per capita solid waste generation daily would be 0.75 Kg and the same of the people visiting Moratuwa MC during day time would be 0.25 Kg per day. Accordingly the details of the generation of solid wastes in Moratuwa MC area is provided in the Table no 6.4 and in the Map no 6.12.

<i>Development Zone</i>	<i>Domestic Solid Waste Generation (Metric Tons/day)</i>	<i>Non-Domestic Solid Waste Generation (Metric Tons/day)</i>	<i>Total Solid Waste generation (Metric Tons/day)</i>
<i>High-Density Mix Development Zone</i>	16	6	22
<i>High-Density Green Residential Zone</i>	6	1	8
<i>Low-Density Mix Development Zone</i>	31	4	34
<i>Low Density Residential Zone</i>	27	1	28
<i>Timber Based Industrial Promotion Zone</i>	15	4	19
<i>Bolgoda Water Front Development Zone</i>	18	4	22
<i>Total Solid Waste generation</i>	113	20	133

Table 6.4 : Estimated Solid Waste Generation- 2030

Source : Urban Development Authority, 2021

The table no 6.4 reveals that the Moratuwa MC area generates 135 Metric Tons of solid wastes but the current collection in the area is ranging from 70–120 MTper day.



Map 6.12 : Solid Waste Generation in the MMC area, 2030

Source : Urban Development Authority, 2021

Chapter 06
The Plan

Infrastructure Facilities
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Economic Development
Strategic Plan

Objectives of the Plan

Scope

b) Recommendations for Management of Solid Wastes

A solid waste processing project is currently under implementation and it will be completed by the end of 2019 at Karadiyana. Project will have a capacity of processing 500 Mt of solid wastes and generation of electricity and producing fertilizer. Once the project starts operations the Moratuwa MC area would be able to overcome the issues of solid waste management. New project will also facilitate producing bio gas in the future.

6.4. Economic Development Strategic Plan

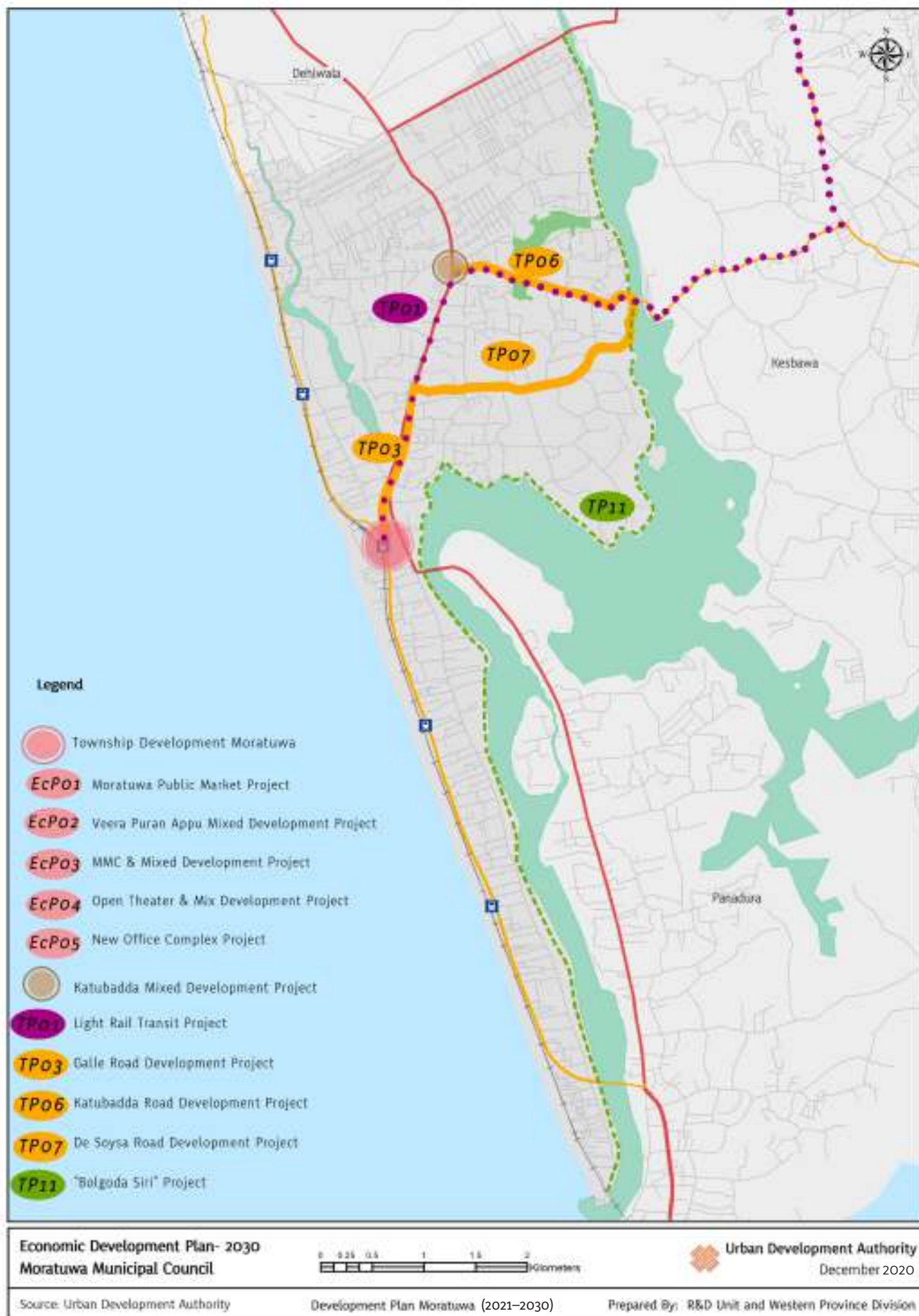
Objectives of the Plan

The aim of the plan is to achieve the development through utilizing the resources of the area sustainably, developing the infrastructure facilities, supporting the integration of commercial, financial, tourism and timber base industrial sectors for development.

Scope of the Plan

The planning period of the development plan will be confined to 2030. This economic development plan will focus on integrated development of commercial, financial, timber based industrial and tourism sectors. The fisheries industry, including sea water fishing, lagoon fishing and the inland fishing, has not been considered as a prime economic sector as its production will be sufficient only to meet the domestic consumption needs of the area. The economic development strategic plan of the MMC area is indicated in the Map No 6.13.

(Moratuwa Economic Development Strategic Plan ECP)



Map 6.13 : Economic Development Strategic Plan - 2030

Source : Urban Development Authority, 2021

Chapter 06 The Plan

Economic Development Strategic Plan

Economic Development Strategies and Development Projects

Economic Development Strategies and Development Projects

a. The contributions made by multiple agencies to the economy of the Moratuwa MC and identification of development zones based on the land use pattern.

The areas where timber based industries are dominant have been identified as Timber Based Industrial Zone, the area along the Galle Road and the town Center where commercial and financial institutions are dominant have been identified as high-density mix development zone and the water front areas were identified for tourism development purposes. The accessibility to such zones have been planned out under the paragraph no 6.3.2. where transport plan was discussed and recommended the roads for development under the development strategies. The transport plan was set out with the purpose of providing better accessibility facilities to the zones identified for enforcement under the development plan.

1. Provision of access to the timber based industrial development zone
2. Widening of main access roads providing access to the timber based industrial development zone
 - i. TP03 Galle road development project
 - ii. TP06 Katubadda Road development project
 - iii. Road TP07 that runs accross the timber based industrial zone.

Provision of Access to the High-Density Mix Development Zone

The concentration of commercial and financial activities linearly along the Galle Road would be accelerated by the establishment of the LRT system (TPO1) which is expected to provide an alternative mode of transport with its terminal being integrated with the TP08- Multi Modal Transport Center complex that will be constructed at the town Center.

Provision of access to the Bolgoda Water Front Development Zone for development of Hotels and Condominium buildings.

The water front area of the Bolgoda Lake is expected to accommodate Hotels and Condominium residential buildings. In order to make the area more attractive for the developers and the investors, development of Bolgodasiri Road has been proposed-TP11- to provide better access to the area.

b. Development of Moratuwa town Center as 1st order Junction town Center

It is expected to advance the urban economy of the Moratuwa with the help of the accelerated development of the commercial sector. In order to accelerate the development of the commercial sector it will be provided with necessary services. The Moratuwa Development Plan 2021–2030 forecast the population of the Moratuwa MC to be 150,000 and the day population would be 87,000. In order to facilitate such a population a developed commercial Center will be required, for the purpose a number of catalytic projects have been identified as appended below and depicted in the Figure no 6.12.

- i. EcP01- Public Market Complex Development
- ii. EcP02- Weera Puranapp Mix Park Development Project
- iii. EcP03- Mix Development integrated with the Multi Modal Transport Center Complex
- iv. EcP04- Mix Development project
- v. EcP05- New Office Complex Development Project

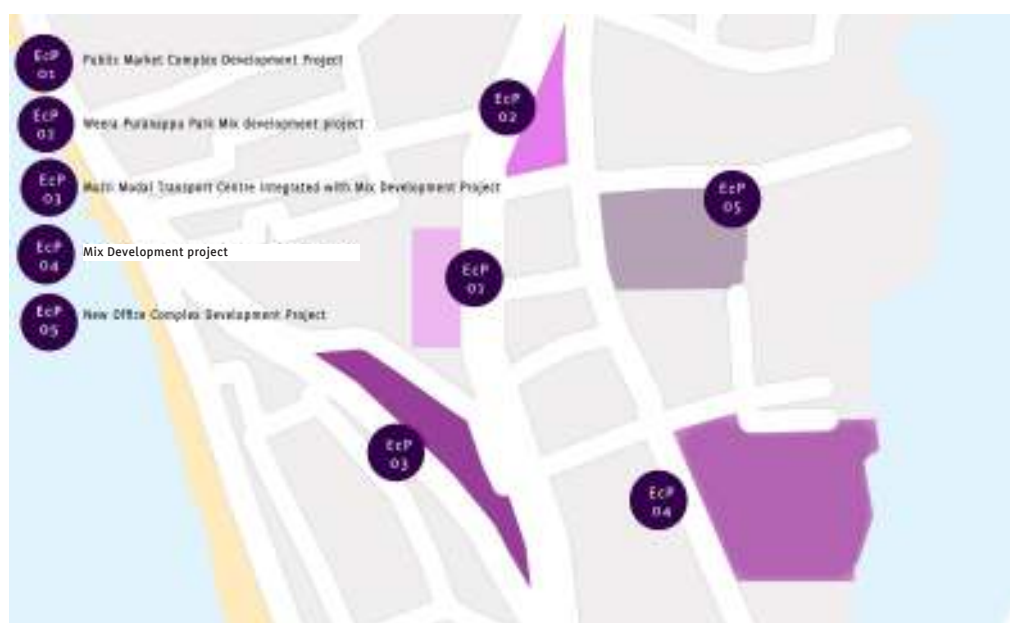


Figure 6.15 : Moratuwa Town Center Development as the First Priority Node

Source : Urban Development Authority, 2021

- i. EcP01- Public Market Complex Development Project.

The Moratuwa and Katubedda public markets are owned by the Moratuwa MC which are currently dilapidated physically and the potentials of the properties are underutilized. It appears that the maintenance of the building is not regularly attended to which led to the fast dilapidation of the structure of the buildings. Therefore, they are proposed for redevelopment for new commercial complexes with sustainable maintenance set up.

Katubedda Public Market Building.

The land of this market building has an extent of approximately 32 perches facing the Galle road with a prime location. The market building is consisting of two floors with 42 numbers of shops, but only 25 shops are operational currently. The toilet facilities constructed for the use of the complex has become unserviceable as the system is not functional. The services such as power and the water provided to the complex too are currently not available as the network is broken down. There is no car park for the complex either. In the context it has been proposed to replace the dilapidated public market building by a modern commercial complex with necessary facilities and additional number of shops more than what is provided by the current building.

Chapter 06 The Plan

Economic Development Strategic Plan

Economic Development Strategies and Development Projects

Moratuwa Public Market Development project

The Moratuwa Public Market building is located to the left along the Galle Road from the direction of Kaluthara towards Colombo. It is a landmark building at the entrance to the Moratuwa town. This building is standing on a land of 72 perches in extent accommodating 37 number of shops in three floors. Currently this building too is physically deteriorated. Therefore this premises has been proposed for redevelopment in integration with the future development of the town for mixed development purposes together with a super market.

ii. EcPO2 - Weera Puranappu Park Mix development project.

This public open area is situated opposite the Moratuwa Public Market building, which has been proposed for redevelopment. The extent of this open area is approximately 115 perches and fronting the new Galle road. This open area is currently being used for public gatherings, meetings and ceremonies, other than that it is not being used for any other useful purpose as far as its locational advantages are concerned. It has been examined under this Development Plan that lack of car parking facilities in the Moratuwa town is a major issue that also constrains the attractiveness of the town center in terms of demand for commercial activities. Considering this issue and the park not being used for a useful purpose, it has been proposed to provide an underground carpark beneath the Weera Puranappu Park and to link it with the proposed shopping complex at the Public Market premises which is located opposite of the site through a sub way.

iii. EcPO3- Multi Modal Transport Center integrated with Mix Development Project

As has been seen previously the land where the railway station and the Bus Stand located is of 8 Acres in extent, which has been proposed for Multi Modal Transport Center Development as the LRT track is expected to be terminated at this location. This land is currently accommodates a low-rise haphazard development. The CGR quarters buildings standing there in are spread chaotically with a low density in such a valuable prime land. As such it is proposed to undertake a full redevelopment project with the facilities necessary for the Multi Modal Transport Center and other developments that will be housed in the complex. The other development in this complex will include car parks, commercial shops and CGR employees' quarters.

iv. EcPO4- Mix Development project

Police station of the Moratuwa is located in a land owned by the Sri Lanka Police Dept., situated within Moratuwa MC with a picturesque water front. This premises includes a building with a historical value, which is the only historical building Moratuwa MC has within its area of authority with an architectural character. The land extent is 3 Acres, which accommodates police offices and officers' quarters. The current use cannot be considered as the highest and the best use of the site as far as the location and the environment are concerned. Therefore it has been proposed to reorganize the current arrangement of the premises by providing more facilities to the police station while saving lands for mixed development.

v. EcPO5- New Office Complex

It has been evident that the offices of Government and non-Government are scattered elsewhere in the town of Moratuwa. Most of these institutions are providing vital services to the public and as they being scattered at many places the public is compelled to walk between offices to get public services. The idea of concentrating these vital public and non-public offices in to one cluster was mooted after consideration of the plight of the public who has to walk to many places to get services. The land adjoining the Moratuwa MC. This premises is closer to the Police Station premises, where there is a proposal for mixed development project. This land sharing between developments will enable relocation of the police station also within the proposed office complex land with required facilities for a modern Police Station.

Chapter 06 The Plan

Economic Development Strategic Plan

Economic Development Strategies and Development Projects

Sustainable Environmental Strategic Plan

6.5. Sustainable Environmental Strategic Plan

The vision of the Moratuwa Development Plan envisaged development of Moratuwa Urban Area (planning area) through accomplishing a sustainable environmental development by guiding the development process under the light of “the City enriched by aquatic resources” concept. In order to reach this vision the invaluable water sources (Bolgoda River, Lunawa Lagoon, and the ocean including the beach) need to be protected and conserved 100% together with the wetlands spreading covering a considerable land extend of the planning area, and declaration of the Lunawa Lagoon and its surrounding as an environmental conservation area by the year 2025. Accordingly the sustainable environmental development plan includes four major sectors as appended bellow.

- Environmental Conservation Plan
- Landscape Plan
- Public Open Area and Entertainment Spatial Plan
- Disaster Management Plan

The Catalytic project proposals included in the Sustainable Environmental Development Plan is represented by the Map bearing No 6.14.

(the abbreviation stand for the sustainable environmental Plan is EN.)



Map 6.14 : Sustainable Environmental Development Plan 2021–2030

Source : Urban Development Authority, 2021

6.5.1. Environmental Conservation Plan

Objectives of the Plan

The goal of the environmental conservation plan is to conserve the environmentally sensitive areas as identified through the comparative analysis of sensitivity and to manage them with the aid of the land use plan that will be implemented along with the Development Plan.

Scope of the Plan

The water sources deserving conservation, which are in existence in the Planning area, as identified, including the water ways connected there together with the wetlands having water fronts will be conserved. This environmental plan will be implemented in the short-run and its relevance will prevail over a long period of time enabling the Authorities to manage the environment effectively.

Planning Strategies

a) Identification of areas deserving conservation and declaration of such areas as conservation areas under the relevant Laws.

i. Recommended Lunawa Lagoon Environment Protection Zone.

Paragraph 5.2.1.1; under the strength, Lunawa Lagoon and its environs were identified as an area with highest order of bio diversity and high density of aquatic species and flora diversities. Under the Provisions of 24 (c) and 24 (D) of the Law No 47 of 1980 as amended subsequently such areas can be declared by a Gazette Notification issued by the Minister in charge of the subject of environment. Accordingly, the CEA Lunawa Lagoon area has been identified as a suitable area for declaration as a conservation area under the provisions referred to above. Following factors have been considered by the CEA in identifying the Lagoon area for conservation purposes.

- The areas/places suitable for conservation purposes.
- Environmental networks enriched with unique characteristics
Ex. Areas full of flora and fauna diversity being endangered.
- Aquatically significant areas.
Ex. Wetlands, important water ways and Lakes.
- Areas identified for conservation under different plans of varied Agencies, for example areas suitable for scientific research or areas recommended for conservation under any other plan.
- Areas/ lands of scientific importance.
- Areas recommended through scientific research or under any other plans for conservation.
- Zones declared under any other Laws for conservation

Chapter 06
The Plan

Sustainable Environmental
Strategic Plan

Environmental
Conservation Plan

b) Identification of reservation areas for conservation purposes

i. Bolgoda River Reservation

40 feet wide reservation from the embankment of the river. This reservation area is subject to the management of the Sri Lanka land Reclamation and Development Corporation (SLLR&DC) and the Department of Irrigation.

ii. Lunawa Lagoon Reservation

The Lunawa lagoon reservation shall be 8 meters from the lagoon embankment and it will be subjected to the management of the (SLLR&DC). The width of the reservation that should be maintained along the water ways connected to the said lagoon should be half the width of the water way.

iii. Coastal Reservation

The coastal reservation shall be 45 meters landwards from the high tide line of the sea..

iv. Canal Reservations.

<i>Name of the Canal</i>	<i>Width of the reservation from the embankment of the Canal in meters</i>
<i>Lunawa Canal</i>	6
<i>Elu Canal</i>	6
<i>Hemingiya Canal</i>	6
<i>Obatuwa Canal</i>	6

Table 6.5 : Reservations of Canals

Source : Urban Development Authority, 2021

6.5.2. Landscape Management Plan (LMP)

Chapter 06 The Plan

Goal of the Plan

The plan envisages sustainable development of conserved areas that are currently inaccessible but high in environmental beauty to be accessible open space to the public for entertainment and to enjoy them while regularizing the increase the green density within the planning area ensuring pleasant atmospheric conditions.

Sustainable Environmental Strategic Plan

Landscape Management Plan (LMP)

Scope of the Plan

The Landscape Plan shall be implemented during the period from 2021 to 2030. The plan identified the landscaping projects for all the water frontage areas, open space, green space pavements, watersheds, and wetland and conservation areas.

Plan Strategies

a) To reduce urban temperature and carbon footprint and increase biodiversity for growing green Density in the Planning area

b) Setting up wind movement corridors through integrating the water bodies and green areas aiming at regularizing the wind circulation within the planning area.

En1- Green Corridors along the roads.

As depicted in the Annex No 7, the roads that can help establishing a wind movement system were identified through wind movement analysis. These roads have the ability to connect the water bodies and either side of them will be landscaped with trees being planted in a planned manner facilitating cooling down the wind moving through them. The Map no 6.15 depicts the landscape of the roads and how the roads will be laid down within the environmental plan area.

Landscaping projects will be identified for along the beach strip, open spaces and lagoons in Moratuwa area. There will also be plans for the sustainable use of coastal wetlands by introducing recreational activities.



Map 6.15 : Proposed Boulevard Roads.

Source : Urban Development Authority, 2021

c) *Introducing Methodologies for Landscaping Water frontage Areas*

Chapter 06 The Plan

En2 - Bolgoda Water Front Area Landscaping Project

Sustainable Environmental Strategic Plan

The Bolgoda Lake water front landscaping plan includes three major zones, namely *Water Front Landscape Area*, *Closest Water Front Landscape Zone* and the *Active Landscape Zone* where human activities could take place without harming other two zones.

Landscape Management Plan (LMP)

Water Front Landscape Area : Rehabilitation of the Mangroves habitat creating a conducive environmental network for the sustainable existence of flora and fauna.

Closest Water Front Landscape Zone : The main strategy of the Bolgoda Lake landscape development is to manage the floods while creating a picturesque environment in the surrounding of the lake for the public to access and enjoy it. Therefore, the lake surroundings will be landscaped staggering down towards the water front from the raised levels of the distant surrounding areas of the lake. The elevated bicycle tracks, walkways and viewing decks that are proposed to be developed will enable the public to view the improved conserving environment without any obstruction.

Active Landscape Zone : This zone will be planned for development with entertainment facilities, such as children's parks, shops, resting rooms, cultural centers and facility centers for educational activities. The Moratumulla area, the northern part of the Bolgoda Lake, has been identified as an area having a better topography with a potential for development of water-based sports.

En3 - Beach Landscaping Project

- i. *Establishment of protective barriers on either side of the Marine Railway Track and implementation of coastal revetments to defy the sea erosion.*
- ii. *Develop the beach with planting appropriate tree varieties that can withstand and control the sea winds and the cyclones creating a green environment for the public to walk around enjoying the beauty.*
- iii. *Construction of an over-passes above the rail track to facilitate the public to reach the beach crossing the rail track safely.*
- iv. *Promoting beach recreation activities and providing seats and planting trees with shades*

En4 - Lunawa Landscaping Project

- i. *Rehabilitation of Mangrove Plantation with a view of promoting the bio-diversity of the habitat and the natural water purification process.*
- ii. *Planting trees along the walk ways and bicycle tracks providing a shady environment to the public.*

Chapter 06
The Plan

Sustainable Environmental
Strategic Plan

Public Outdoor
Recreational Space
Management Plan (PORS)

6.5.3. Public Outdoor Recreational Space Management Plan (PORS)

Objectives of the Plan

The goal of the plan is to provide sufficient open area and recreational facilities for the population of Moratuwa as predicted to be 151,000 people by the year 2030.

Scope of the Plan

The question of how much lands should be reserved for the open areas in a town is generally related to the accepted standards applied in the practice of town planning by the professionals. The Urban development Authority sponsored a workshop on “Spatial and Design Standards for Urban Development” in 1983, where this subject was discussed in detail and concluded that appropriate minimum standard for maintaining open and recreational areas in a Sri Lankan town could be 1.4 Hectares per 1000 population. However, in application of this standard, a relaxation has been recommended to the said standard to change this accepted standard depending on the local conditions and the potential developments that could take place in the future. The application of the accepted standard in the Moratuwa Planning area encountered with difficulties arising from the limited land extent of the Moratuwa MC. The total land extent of the Moratuwa MC. area is only 23.4 sqkm, if the said standard is applied the total open area that needs to be reserved in Moratuwa MC comes to 9 Hectares, which is an exorbitant extent which is practically impossible. Therefore, the Planning Team made a decision to amend the said standard to be 1 Hectare per 1000 people. According to this amended standard the total land extent that needs to be reserved for this purpose will be 150 Hectares by the year 2030. This extent has been reserved in the environmental plan.

Planning Strategies

- a. *Establishment of linear parks in areas where no sufficient land extents available.*

En5 - Visual Access Corridors

The land of approximately 500–800 Meters in width and stretching from Koralawella to Egoda Uyana, being bordered on the east by the Bolgoda River and on the West by the sea, may be the only place in Sri Lanka that can offer the opportunity to see the sea and the inland lake at the same time. The roads that area aligned with this stretch of land were identified following the visibility analysis of the potential geographical areas which has been presented in the Annex No 08, and such identified roads have been planned out to be the visual corridors. These visual corridors can take the form of roads which provide unobstructed linear visual contacts with the sea, Bolgoda Lake and the sceneries of the beach. (Map no 6.16). The visual corridors so identified will be developed maintaining a width of 40 feet and either side of each road will be landscaped as linear parks with necessary infrastructure facilities for the public to rest and enjoy the environment.



Map 6.16 : Proposed Visual Access Corridors

Source : Urban Development Authority, 2021

Chapter 06 The Plan

Sustainable Environmental Strategic Plan

Public Outdoor Recreational Space Management Plan (PORS)

Visual access corridor	Length of corridor
Gunawardhanaroama Road	770m
Samajawadee Niwahan Place	520m
T.L.C. Peiris Mawatha	450m
Mahawatta Road	400m

Table 6.6 : Proposed Visual Access Corridors
Source : Urban Development Authority, 2021

b. Development of Underutilized Parks for Public Parks.

En6 Katubadda Wetland Park

Abandoned paddy lands in Katubedda 0.19 sqKm in extent is proposed to develop as a wetland park with facilities for Walking Tracks, Bicycle Tracks, Viewing Decks, Resting Places, and small research labs and so on. The suitable trees Habitat in the locality will be rehabilitated under the proposal. (Figure no 6.16)



Figure 6.16 : Wetland parks
Image Courtesy : Urban Development Authority, 2021

En7 Maduruduwa (Island) Open Park

The Maduruduwa (Island) is situated with close proximity to the Bolgoda Embankment and wetland in the Moratumulla area with an extent of 3 Hectares. This island is proposed for development as a public park taking in to consideration its development potential for such a purpose for the use of the residents of the locality. This proposed project will also promote the En2 Bolgoda Water Front Landscape project. There are also design proposals being made for construction of pedestrian bridges linking wetlands with the Island facilitating the public to view the environment.

6.5.4. Disaster Management Plan

Chapter 06
The Plan

Sustainable Environmental
Strategic Plan

Disaster Management Plan

a. *Flood Prevention Measures.*

- The proposed Staggered Public Parks under En2 can help preventing floods after completion of its development.
- The Katubedda wetland is the largest inland wetland situated in the Moratuwa MC. This wetland has the largest extent compared with other wetlands available in the Moratuwa MC area; accordingly it also has the largest detention capacity to retain the flood waters during the floods. But due to the unauthorized filling and development of wetland, its detention capacity got reduced drastically and results in floods during heavy rains. The En6 project proposal will be able to overcome the issue following its complete implementation.

b. *Cyclone*

The narrow area bordered by the sea and the land stretching from Koralawella to Egodaunya is more frequently subjected to disasters due its geographical location and its topography. This issue was taken in to consideration in the planning process and incorporated the En3 proposal to plant suitable trees along the beach with a view of controlling the wind velocity.

c. *Impact of Tsunami*

Prevention Measures

The beach area that borders Moratuwa MC on the West is 10.5 Km long and is directly exposed to the impact of the sea. The settlements that have been gradually developed in the area are directly linked with the sea in terms of the economic activities. The relocation of such settlements could be impracticable as their lives could be directly affected through their economic activities. In this backdrop the prior evacuation of people will be the most practical solution under these circumstances. Therefore, it is proposed to install an alarm system to warn the public before any possible disaster that could occur so that the people could rush to safe places in time.

Chapter 06
The Plan

Strategic Plan of Project
Implementation



Introduction

6.6. Strategic Plan of Project Implementation

6.6.1 Introduction

The Moratuwa Development Plan is prepared to guide the development up to 2030; the project implementation plan has to play a significant role in the development effort. In the plan, the current issues as well as the issues that may crop up in the future have been taken in to consideration and lined them up after evaluation of their priorities for implementation. Such projects will be implemented in stages; the projects that have been planned for immediate current issues will be implemented in the early stages while other projects will be implemented in the later stages. The funds for these projects will be sourced from the Treasury, UDA and the private sector. The development plan identified 22 projects for implementation. The methods of their implementation are appended below.

Table 6.7 : Proposed Light Rail Project
Source : Urban Development Authority, 2021

Project Identification					
Project Title	TPO1- Light Rail project				
Project	Light Rail System Development				
Project Proposal	The Western Province Megapolis Plan proposed to develop an elevated light rail system starting from Kelaniya running via Dematagoda, Borella, Narahenpita, Nugegoda, up to Moratuwa where the terminal will be. The important stops within the Moratuwa MC area along this proposed line will be at Katubedda University, Karubedda Junction, Rawathawatta and Moratuwa where the Multi Modal Transport Center will be located.				
Location	Province	Western Province	Boundaries	North	From Katubedda bridge along the 255 Kottawa-Mt. Lavinea bus route via Katubedda Junction to the Moratuwa Multi Modal Transport Center.
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access	Bus Route No 255 Main Road to the Moratuwa town				
					
Location Map			Land Use Plan		

Project Justification					
Project Type	Conservation		Project's Nature	New	√
	Landscape			Expansion	
	Heritage			Land Development only	
	Relocation		Project's Target	Economic	
	Housing			Social	√
	Road Development	√		Environmental	
	Other			Physical	√



Project Justification	
Project's Target	i. Strengthening the linkages with major towns and reduction of travelling time. ii. Shifting travelling mode to new alternative mode iii. Reduction in traffic congestions along the main roads iv. Improvement of quality and efficiency of public transport modes.
Basis of the Project	The Increasing demand for transport facilities resulted in unmanageable traffic congestion in the main roads. This situation compels the Authorities to encourage the public to shift from the road transport mode towards the public transport modes in a bid to reduce the traffic congestion in the main roads. In the scenario the Light Rail system will provide a better solution to encourage the public to shift their transport modes from road to rail.

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone	High Density Mixed Development Zone, Low Density Mixed Development Zone and Bolgoda Riverfront Development Zone	
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	<ul style="list-style-type: none"> UDA MMC 	

Table 6.8 : Modernization of Coastal Rail Track
Source : Urban Development Authority, 2021

02

Project Identification					
Project Title	TPO2- Modernization of Marine Rail Track				
Project	Modernization of Marine Rail Track				
Project Proposal	Electrification of the rail system and modernization of the Angulana, Lunawa, Korawella and Egodaunya rail stations in order to increase the efficiency of the system.				
Location	Province	Western Province	Boundaries	North	Dehiwela MC Area
	District	Colombo		East	—
	Bounds of Locality	MMC		South	Moratuwa MC Area
	Administrative Unit	Municipal Council		West	—
Access	Rail Track running from Fort Rail Station to Moratuwa almost parallel to the beach.				
					
Location Map			Land Use Plan		

Project Justification					
Project Type	Conservation		Project's Nature	New	
	Landscape			Expansion	√
	Heritage			Land Development only	
	Relocation		Project's Target	Economic	√
	Housing			Social	√
	Road Development	√		Environmental	
	Other			Physical	√



Project Justification	
Project's Target	<ul style="list-style-type: none"> i. Promotion of relationships with other rail services. ii. Reduction of traffic congestion along the main roads. iii. Expansion of capacity of rails system for an increased transport of goods and passengers by rails. iv. Minimize time rail transport.
Basis of the Project	Rising demand for the transport facilities exceeded the capacity of the services creating an unmanageable traffic congestion on the road system. The demand pressure exerted on road transport can be reduced only through modernization of the existing rail system to make it more efficient, which can provide a better transport mode for the people to shift the transport mode from road to rail. Increasing the efficiency of the rail system through modernization could help reducing the traffic congestion on roads.

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone	High Density Mixed Development Zone and High Density Green Residential Zone	
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	

Table 6.9 : Galle Road Development Project
Source : Urban Development Authority, 2021

03

Project Identification					
Project Title	TPO3 - Galle Road Development Project.				
Project	Road Development				
Project Proposal	Developing the 1 km road section as 6 lane road starting from the junction where the New Galle road and the Old Galle road connects to Moratuwa Multi-modal Transport Center.				
Location	Province	Western Province	Boundaries	North	The junction where the New Galle road and the Old Galle road connects to Moratuwa Multi-modal Transport Center.
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access	Galle Road				
					
Location Map			Land Use Plan		



Project Justification					
Project Type	Conservation		Project's Nature	New	√
	Landscape			Expansion	
	Heritage			Land Development only	
	Relocation		Project's Target	Economic	
	Housing			Social	√
	Road Development	√		Environmental	
	Other			Physical	√

Project Justification	
Project's Target	i. Promotion of the accessibility and the mobility of the road ii. Increase the road capacity iii. Maintain and average vehicle speed of 60km per hour along the road
Basis of the Project	–

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone	High Density Mixed Development Zone	
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury fund	Approving Agencies	<ul style="list-style-type: none"> UDA MMC 	

Table 6.10 : Borupana Road Development Project
Source : Urban Development Authority, 2021

Project Identification					
Project Title	TPO4- Borupona Road development Project				
Project	Widening of the Borupona Road				
Project Proposal	Widening of the Borupona Road with provisions for 6 lanes to a length of 200 Meters up to the Gangarama Road.				
Location	Province	Western Province	Boundaries	North	From the Borupona Junction up to the Gangaramaya Road.
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access	Galle Road and Gangarama Road				
					
Location Map			Land Use Plan		

Project Justification					
Project Type	Conservation		Project's Nature	New	
	Landscape			Expansion	√
	Heritage			Land Development only	
	Relocation		Project's Target	Economic	
	Housing			Social	
	Road Development	√		Environmental	
	Other			Physical	√



Project Justification	
Project's Target	i. Promotion of the accessibility and the mobility of the road. ii. Increase the road capacity iii. Maintain an average vehicle speed of 60 Km per Hour along the road.
Basis of the Project	As per the recommendation of the COMTRANS report, the Outer Circular Road development linking Maharagama, Battaramulla, Kelaniya, Wattala and Moratuwa will be facilitated by widening of the Borupona Road with provisions for 6 lanes

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone		
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	<ul style="list-style-type: none"> UDA MMC 	

Table 6.11 : Katubedda Road Development Project
Source : Urban Development Authority, 2021

05

Project Identification					
Project Title	TPO6 Road Development project				
Project	Katubedda Road Widening				
Project Proposal	Widening and Development of road from Katubedda Junction to Kospalana Bridge to a length of 2 Km with provisions for 4 lanes.				
Location	Province	Western Province	Boundaries	North	From the Katubedda Junction to the Kospalana Bridge
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access	Galle road and Kospalana Bridge				
					
Location Map			Land Use Plan		

Project Justification					
Project Type	Conservation		Project's Nature	New	
	Landscape			Expansion	√
	Heritage			Land Development only	
	Relocation		Project's Target	Economic	
	Housing			Social	
	Road Development	√		Environmental	
	Other			Physical	√


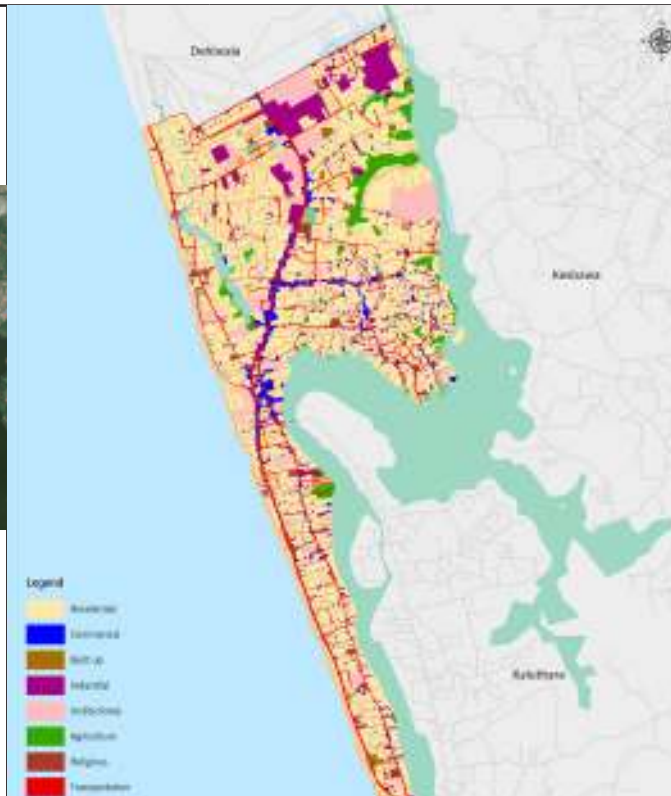
Project Justification	
Project's Target	i. Promotion of the accessibility and the mobility of the road. ii. Increase the carrying road capacity iii. iMaintain an average vehicle speed of 60 Km per Hour along the road
Basis of the Project	As per the recommendation of the COMTRANS report, the Outer Circular Road development linking Moratuwa, Piliyandala, Pannipitiya, Malambe, Bollegala, Sapugaskanda, Hunupitiya and Handala will be facilitated by widening of the Katubedda Road with provisions for 4 lanes.

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone		
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	<ul style="list-style-type: none"> UDA MMC 	

Table 6.12 : De Soysa Road Development Project
Source : Urban Development Authority, 2021

06

Project Identification					
Project Title		TPO7 De Soysa Road Development project			
Project		Widening of the De Soysa Road			
Project Proposal		Widening of three Km long Road section, with 4 traffic lanes from Rawathawatta Junction to the Katubedda Kospalana Bridge			
Location	Province	Western Province	Boundaries	North	From Rawathawatta Junction to the Katubedda Kospalana Bridge
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access		Galle Raod- Kospalana Bridge			
					
Location Map			Land Use Plan		



Project Justification					
Project Type	Conservation		Project's Nature	New	
	Landscape			Expansion	√
	Heritage			Land Development only	
	Relocation		Project's Target	Economic	
	Housing			Social	
	Road Development	√		Environmental	
	Other			Physical	√

Project Justification	
Project's Target	i. Provide Parking spaces for Vehicles. ii. Increase the carrying road capacity iii. Maintain an average vehicle speed of 60 Km per Hour along the road
Basis of the Project	De Soysa Road runs through an area specialized for furniture industry and showrooms: Vehicles moving along the road need to park along the road sides for longer period of time for business activities. Currently, the road is narrow and the traffic congestion along the road is persistent and create constrains. Therefore this road widening has become necessary to enable the Outer Circular Road to be linked with the Rawathawatta Junction. Accordingly this road needs to develop to meet all such needs.

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone	Timber Related Production Zone	
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	• UDA • MMC	

Table 6.13 : Proposed Multi Modal Transport Center Project
Source : Urban Development Authority, 2021

Project Identification					
Project Title	TPO8- Proposed Multi Modal Transport Center				
Project	Proposed Multi Modal Transport Center				
Project Proposal	A State Owned prime land situated at Moratuwa town Center with an extent of 10 Acres has been selected for development of the Multi Modal Transport Center, which will be the common terminal for the Light Rail, Train Services, Public and Private Bus Services and passenger vehicle parks. .				
Location	Province	Western Province	Boundaries	North	-
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access					
					
Location Map			Land Use Plan		



Project Justification					
Project Type	Conservation		Project's Nature	New	
	Landscape			Expansion	√
	Heritage			Land Development only	
	Relocation		Project's Target	Economic	√
	Housing			Social	
	Road Development	√		Environmental	
	Other			Physical	√

Project Justification	
Project's Target	i. Integration of Multimodal transport services ii. Improve the quality of transport services facilitate easy change of transport modes in travelling. iii. Create more business opportunities in the town and promote tourism industry.
Basis of the Project	–

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone	Low Density Mixed Development Zone	
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	• UDA • MMC	

Table 6.14 : Bolgoda-Siri Road Development Project
Source : Urban Development Authority, 2021

Project Identification					
Project Title	TP11- Bolgodasiri Road Development project				
Project	Road development along the Bolgoda River Reservation project				
Project Proposal	Development of a new 20 feet wide road including 2 traffic lanes and landscaping either side along the Bolgoda River reservation starting from Digoralla new Bridge up to the Borupona Road.				
Location	Province	Western Province	Boundaries	North	Bolgoda River Reservation
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access	Digoralla Bridge, Borupona Road and the Katubedda Road.				
					
Location Map			Land Use Plan		

Project Justification					
Project Type	Conservation	√	Project's Nature	New	√
	Landscape	√		Expansion	
	Heritage			Land Development only	
	Relocation		Project's Target	Economic	
	Housing			Social	√
	Road Development	√		Environmental	√
	Other			Physical	√


Project Justification	
Project's Target	<ul style="list-style-type: none"> i. Making the Bolgoda Water Front Areas accessible by the Public. ii. Prevention of Bolgoda Lake water from pollution. iii. Arrest of unauthorized filling encroachments and constructions iv. Establishment of a sustainable link between Northern part of the MMC area and the Digoralla New Bridge area.
Basis of the Project	<p>The Bolgoda Lake area has been recognized as an environmental conservation area, which needs to be protected. However currently many unauthorized development activities have endangered the existence of the natural environment. As a result many unauthorized developments have reached right up to the edge of the lake. The wastes, both solid and liquid are discharged in to the lake without any hesitation. Enforcement of legally provided 60 Meter reservation, in the current circumstances, has become impractical. As such the proposed road will help establishing a physical barrier to prevent unauthorized developments from encroaching in to the reservation area in addition to the enforcement of 60 Meter lake reservation.</p>

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–


Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone	Bolgoda water Front Development Zone	
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	<ul style="list-style-type: none"> • UDA • MMC 	

Table 6.15 : Landscaping the Road Reservations
Source : Urban Development Authority, 2021

Project Identification					
Project Title	En1 - Green Corridors Along the Road				
Project	Tree planting project				
Project Proposal	Setting up wind movement corridors through integrating the water bodies in the area aiming at regularizing the urban ventilation within the planning area.				
Location	Province	Western Province	Boundaries	North	-
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council Unit		West	
Access	Identified Roads				



Location Map



Land Use Plan



Project Justification					
Project Type	Conservation		Project's Nature	New	
	Landscape	√		Expansion	√
	Heritage			Land Development only	
	Relocation		Project's Target	Economic	
	Housing			Social	
	Road Development			Environmental	√
	Other			Physical	√

Project Justification	
Project's Target	i. Establish green corridors and prevention of conservation areas ii. Establish a proper wind circulation iii. Integration of water bodies in the locality.
Basis of the Project	Establish a pleasant habitable environment through minimization of temperature in the urban area

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone	<ul style="list-style-type: none"> High-Density Mix Development Zone. Low-Density Mix Development Zone. Timber-Based Industries promotion Zone. Low-Density Residential Zone. High-Density Residential Greenery Zone. Bolgoda Water Front Development Zone. 	
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	<ul style="list-style-type: none"> Urban Development Authority Moratuwa MC Road Development Authority 	

Table 6.16 : Bolgoda Water Font Area Landscaping Project
Source : Urban Development Authority, 2021

Project Identification					
Project Title	En2 Bolgoda Water Font Area Landscaping Project				
Project	Landscaping the Water Front areas of the Bolgoda Lake				
Project Proposal	<p>Water Front area Landscaping: Rehabilitation of the mangrove habitat creating appropriate environment network for the aquatic species</p> <p>Landscaping the river reservation areas: Landscaping for Terrace- Gardens through cutting and filling appropriately raising the level of the walk ways, viewing decks and bicycle tracks above the natural level of the wetlands.</p> <p>Landscaping the Human Activity areas: The permissible uses in this area according to the Zoning Plan, such a entertainment facilities, shops and boutiques, children’s parks small resting rooms, cultural centers and educational centers will be permitted for development in this part of the Lake area. The Moratumulla area closer to the Bolgoda lake has been identified as having the potential for water based sport activities</p>				
Location	Province	Western Province	Boundaries	North	Bolgoda Reservation stretching from the bridge connecting the Borupona road with Gangarama Road up to the Modara Fisheries harbour.
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access					
					
Location Map			Land Use Plan		

Project Justification					
Project Type	Conservation	√	Project's Nature	New	
	Landscape	√		Expansion	√
	Heritage			Land Development only	√
	Relocation	√	Project's Target	Economic	
	Housing			Social	
	Road Development			Environmental	
	Other			Physical	√


Project Justification	
Project's Target	i. Landscaping the Water Front Areas. ii. Prevention of the locality from floods iii. Visibility of the River area without any obstruction. iv. Promotion of entertainment activities.
Basis of the Project	Increase public accessibility to the Bolgoda River area while prevention of the water body from pollution.

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–


Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone	• Bolgoda Water Front Development Zone.	
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	• Urban Development Authority • Moratuwa MC • Central Environment Authority	

Table 6.17 : Beach Landscaping Project
Source : Urban Development Authority, 2021

Project Identification					
Project Title	En3 Beach Landscaping Project				
Project	Landscaping project				
Project Proposal	<div><div>i.</div><div>Establishment of Protective barriers on either side of the marine rail track and adoption of sea erosion prevention methods.</div><div>ii.</div><div>Planting marine-friendly trees and landscaping as a beach park</div><div>iii.</div><div>Construction of over-passes to facilitate public to cross the rail track safely from the main access road.</div><div>iv.</div><div>Promotion of entertainment activities along the beach</div></div>				
Location	Province	Western Province	Boundaries	North	Angulana North and Modara South
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access	Identified Roads				



Location Map



Land Use Plan



Project Justification					
Project Type	Conservation	√	Project's Nature	New	
	Landscape	√		Expansion	√
	Heritage			Land Development only	√
	Relocation		Project's Target	Economic	
	Housing			Social	
	Road Development	√		Environmental	√
	Other			Physical	√

Project Justification	
Project's Target	i. Prevention of Sea Erosion ii. Controlling Wind Velocity iii. Facilitate public for safe access to the beach iv. Promotion of entertainment activities.
Basis of the Project	While preventing environment pollution increase the safe accessibility to the beach

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA MMC CEA	Land Use Zone	<ul style="list-style-type: none"> High-density Mix Development Zone Low-Density Residential Zone High-Density environmental Zone Bolgoda Lake Water Front Development Zone 	
			Zoning Compatibility	Yes	√
				No	
	Funding Method	Treasury Funds	Approving Agencies	<ul style="list-style-type: none"> UDA MMC CEA Dpt. of Railway 	

Table 6.18 : Lunawa Landscaping Project
Source : Urban Development Authority, 2021

Project Identification					
Project Title	En4 Lunawa Landscaping Project				
Project	Landscaping				
Project Proposal	i. Rehabilitation of Mangroves plantation in the surroundings of the Lunawa Lagoon. ii. Tree planting on either side of the cycle and walking tracks				
Location	Province	Western Province	Boundaries	North	
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access					
					
Location Map			Land Use Plan		

Project Justification					
Project Type	Conservation	√	Project's Nature	New	
	Landscape	√		Expansion	√
	Heritage			Land Development only	√
	Relocation	√	Project's Target	Economic	
	Housing			Social	
	Road Development			Environmental	√
	Other			Physical	√


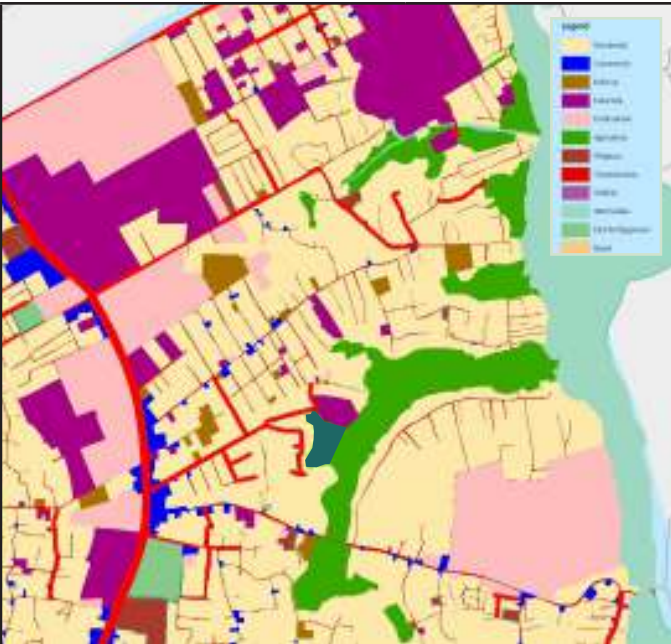
Project Justification	
Project's Target	i. Promotion of bio-diversity around the Lunawa Lagoon area ii. Creation of natural environmental system to purify the waters in the Lagoon. iii. Creation of pleasing environment around the Lagoon while enhancing the esthetic beauty.
Basis of the Project	While preventing environmental pollution in the locality increase the accessibility to the Lagoon Surrounding.

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone		
		MMC	Zoning Compatibility	Yes	√
		CEA		No	
	Funding Method	Treasury Funds	Approving Agencies	• UDA • MMC • CEA	

Table 6.19 : Katubedda Wetland Park Project
Source : Urban Development Authority, 2021

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Project Identification					
Project Title		En6 Katubedda Wetland Park Project			
Project		Wetland Park & Middle Income Housing Project			
Project Proposal		Abandon Paddy land with an area of 0.19 sqkm has been proposed to develop as a wetland park including facilities of walk ways, cycle tracks, viewing decks and rehabilitation of Mangroves habitat. And also, 5 acres of land was released from the total land for the Middle Income Housing development project			
Location	Province	Western Province	Boundaries	North	
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access		Bandaranayaka Road			
					
Location Map			Land Use Plan		





Project Justification					
Project Type	Conservation	√	Project's Nature	New	√
	Landscape	√		Expansion	
	Heritage			Land Development only	
	Relocation	√	Project's Target	Economic	√
	Housing	√		Social	√
	Road Development			Environmental	√
	Other	√		Physical	√

Project Justification	
Project's Target	i. Conservation of remaining Wetlands. ii. Promotion of entertainment activities iii. Enhance environment quality through rehabilitation of mangroves habitat iv. Middle Income Housing Development Project
Basis of the Project	The open area-9 Hectares- currently available in the MMC area is inadequate vis a vis the population of the MMC. Further expansion of the open area is also impracticable as the land areas available for the purpose is limited. As such the remaining wetland in the Katubedda area could be developed for a wetland park while conserving it as a wetland enabling the public to enjoy the esthetic beauty of the area. This project will be able to address at least half of the 3,000 housing needs in the area.

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other	√		Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone		
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	<ul style="list-style-type: none"> • UDA • MMC • Central Environment Authority (CEA) 	

Table 6.20 : Public Market Development project
Source : Urban Development Authority, 2021

Project Identification					
Project Title	EcPo1- Public Market Development project				
Project	Katubedda Public Market Complex Project Moratuwa Public market Complex project				
Project Proposal	<p>Katubedda Public Market Complex Project</p> <p>The public market building, which is owned by the MMC, is situated at a prime site of 32 perches in extent at the Kautbedda Junction. This market building is now in a state of physical dilapidation and beyond repairs. This building is economically derelict. Though this complex has 42 commercial stalls only 25 stalls are functional, the sanitary facilities are unserviceable. It has no car parks. Under these circumstances it is proposed to redevelop the site for a two storied mix development complex with car parking facilities.</p> <p>Moratuwa Public Market Complex Project</p> <p>This complex is a land mark building along the Galle road situated on the sea side facing the new Galle road at the Moratuwa town . This property too is owned by the MMC, it has an extent of 72 perches with a prime location. The existing building is three storied, consisting of 37 shops. This complex too is dilapidated physically needs redevelopment. It has been proposed to redevelop this property for an appropriate development in conformity with the future development of the area.</p>				
Location	Province	Western Province	Boundaries	North	
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access	Galle Road				
					
					
Location Map			Land Use Plan		



Project Justification					
Project Type	Conservation		Project's Nature	New	
	Landscape			Expansion	√
	Heritage			Land Development only	√
	Relocation		Project's Target	Economic	√
	Housing			Social	
	Road Development			Environmental	
	Other	√		Physical	√

Project Justification	
Project's Target	i. Provision of services to the public ii. Make use of the potential of the land to the maximum possible. iii. Elevation of living conditions of the trade community iv. Provide facilities for the migration population of the Town
Basis of the Project	<p>Moratuwa is located closer to Colombo, which is the main commercial Capitol of the Country; however it has a limited extent, only 24 sqkm and recorded a high density of population compared to other towns in the region. The day population in the town is ranging from 100,000 to 150,000, but the commercial facilities available to them are inadequate. Therefore the commercial properties located at the entrance to the town have a potential for development. In this scenario the two commercial properties referred here have been proposed for redevelopment for mix developments.</p>

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone		
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	<ul style="list-style-type: none"> UDA MMC 	

Table 6.21 : Weerapuranappu Park Mix Development Project
Source : Urban Development Authority, 2021

Project Identification					
Project Title	EcPo2 – Weera Puranappu Park Mix Development Project				
Project	Park and Mix Development				
Project Proposal	Park is located at a prime site of 115 peches in extent facing the New Galle road. It is currently used for public events but its full potential has not been made use of. Considering the lack of parking facilities in the Moratuwa town it has been proposed to develop the site for a mix development purpose with an underground car park which can be connected with the public market complex which is located opposite of the site via a sub way.				
Location	Province	Western Province	Boundaries	North	
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access					
					
Location Map			Land Use Plan		



Project Justification					
Project Type	Conservation		Project's Nature	New	
	Landscape			Expansion	√
	Heritage			Land Development only	√
	Relocation		Project's Target	Economic	√
	Housing			Social	
	Road Development			Environmental	
	Other	√		Physical	√

Project Justification	
Project's Target	i. Provision of public facilities ii. Making use of the full potential of the site appropriately iii. Provide facilities for the migrating population iv. Provide mor entertainment facilities to the public.
Basis of the Project	This has been proposed on the basis of providing more infrastructure facilities for the residents as well as the migrating population of the Moratuwa Toan

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone		
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	• UDA • MMC	

Table 6.22 : Multi Modal Transport Terminal Complex Project
Source : Urban Development Authority, 2021

Project Identification					
Project Title	EcPo3- Multi Modal Transport Terminal Complex Project				
Project	Multi Modal Transport Center and Surrounding Mix Development				
Project Proposal	The site is the place where public bus stand and the Railway Station are located. It also accommodates the Official Residential Quarters of the Railway employees. The site, which is 8 Acres in extent has been proposed for development of a Multi Modal Transport terminal combined with a mix development of the surrounding with provisions for residential quarters for the Railway employees, car parks and commercial shops in addition to the terminal facilities for the multi modal transport services will be provided.				
Location	Province	Western Province	Boundaries	North	
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access					
					
Location Map			Land Use Plan		



Project Justification					
Project Type	Conservation		Project's Nature	New	√
	Landscape			Expansion	
	Heritage			Land Development only	√
	Relocation		Project's Target	Economic	√
	Housing			Social	
	Road Development			Environmental	
	Other	√		Physical	√

Project Justification	
Project's Target	i. Provide efficient public transport service. ii. Minimize vehicular traffic congestion iii. Commercial development with mix developments. iv. Making use of the prime lands in the town to their maximum potential
Basis of the Project	The proposed site falls within the town Center high-density mix development zone, therefore the site needs to be developed in order to achieve a higher density of development making use of the full potential of the site. Development will provide a fully facilitated transport terminal integrated with all the modes of transport services enhancing the convenience of the public. Proposed high-density development of the site will also provide a better example for the other developments that will take place in the future to follow.

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	√		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone		
		MMC	Zoning Compatibility	Yes	√
		Road Development Authority Sri Lank Railway Dpt.		No	
	Funding Method	Treasury Funds	Approving Agencies	<ul style="list-style-type: none"> • UDA • MMC • RDA • Dpt. of Railway 	

Table 6.23 : Mix Development Project
Source : Urban Development Authority, 2021

Project Identification					
Project Title		EcPO4- Mix Development Project			
Project		Mix Development			
Project Proposal		The proposed site has a historically significant building, possessing an archeological value. Currently it is being occupied by the Police Station of Moratuwa for its office and the official quarters. Taking in to consideration the location of the property in an environmentally picturesque position, it has been proposed for Mixed development preserving the historical value of the buildings.			
Location	Province	Western Province	Boundaries	North	
	District	Colombo		East	
	Bounds of Locality	MMC		South	
	Administrative Unit	Municipal Council		West	
Access		Old Galle Road			
					
Location Map			Land Use Plan		

Project Justification					
Project Type	Conservation		Project's Nature	New	✓
	Landscape			Expansion	
	Heritage			Land Development only	✓
	Relocation		Project's Target	Economic	✓
	Housing			Social	
	Road Development			Environmental	
	Other	✓		Physical	

Project Justification	
Project's Target	i. Provide facilities for the migrating population of the town ii. Provide sufficient spaces for the public entertainment
Basis of the Project	This is a property of an archeological value facing the Bolgoda River possessing a picturesque sight which should be opened up for the public for entertainment facilities.

Details of Project Site					
Current Land Title	UDA		Survey Plan	No	–
	State Owned	✓		Date	–
	Other			Land extent	–

Project Implementation					
Method of Project Implementation	Implementing Agency	UDA	Land Use Zone		
		MMC	Zoning Compatibility	Yes	✓
		Road Development Authority		No	
	Funding Method	Treasury Funds	Approving Agencies	<ul style="list-style-type: none"> UDA MMC 	

6.6.2. Institutional Framework

Plan	Sector Plan and Implementation Plans	Sector Plan and Implementation Plans	Responsibilities of Coordinating Agencies
Transport Plan	TP01- LRT service line via Piliyandala, Katubedda to Moratuwa	RDA	Project Implementation
	TP02- Modernization of Marine rail service	Dpt. of Railway	Project Implementation
	TP03- Galle Road Development Project.	RDA	Project Implementation
	TP04- Borupona Road Development project	RDA	Project Implementation
	TP05 Extension of Marine Drive	RDA	Project Implementation
	TP06 Bandaranayaka Road Development Project	RDA	Project Implementation
	TP07 De Soysa Road Development project	RDA	Project Implementation
	TP08- Proposed Multi Modal Transport Center Development Project	UDA Dpt. of Railway	Project Implementation
	TP09- Pavement and Walkway network	RDA	Land acquisition/Project Implementation
	TP10- Railway Station Access Road Development	UDA	Project Implementation
	TP11 Proposed Bolgoda Siri Road Development project	UDA	Project Implementation
	TP12- Visual Access Corridor	UDA	Project Implementation

Table 6.24 : Institutional Framework of the Transport Plan

Source : Urban Development Authority, 2021

Plan	Sector Plan and Implementation Plans	Sector Plan and Implementation Plans	Responsibilities of Coordinating Agencies
Urban Settlement Development Plan	SP01- Mahawatta ,alavi watta,usavi watta and Samarakoon watta housing development projects	UDA	Project Implementation
	SP02- Batterywatta and Dandenyawatta Hosing Development Projects	UDA	Project Implementation
	SP03- Soysapura and Tsunamapura Housing Projects	UDA	Project Implementation

Table 6.25 : Institutional Framework of the Urban Settlement Development Plan

Source : Urban Development Authority, 2021

<i>Plan</i>	<i>Sector Plan and Implementation Plans</i>	<i>Sector Plan and Implementation Plans</i>	<i>Responsibilities of Coordinating Agencies</i>
Sustainable Environment Strategic Plan	<i>En1- Green corridors along the roads</i>	<i>UDA</i>	<i>Project Implementation</i>
	<i>En2 Bolgoda water fronts landscaping project</i>	<i>UDA</i>	<i>Project Implementation</i>
	<i>En3 Beach landscaping project</i>	<i>UDA</i>	<i>Project Implementation</i>
	<i>En4 Lunawa landscaping project</i>	<i>UDA</i>	<i>Project Implementation</i>
	<i>En5 Visual access corridors</i>	<i>UDA</i>	<i>Project Implementation</i>
	<i>En6 Katubedda Wetland Park</i>	<i>UDA</i>	<i>Project Implementation</i>
	<i>En7 Madurudoowa Open Park</i>	<i>UDA</i>	<i>Project Implementation</i>

Table 6.26 : Institutional Framework of the Sustainable Environment Strategic Plan

Source : Urban Development Authority, 2021

<i>Plan</i>	<i>Sector Plan and Implementation Plans</i>	<i>Sector Plan and Implementation Plans</i>	<i>Responsibilities of Coordinating Agencies</i>
Economic Development Plan	<i>Ec1- Public markets Development Projects</i>	<i>UDA</i>	<i>Project Implementation</i>
	<i>Ec2- Weerapuranappu Park Mix Development Project</i>	<i>UDA</i>	<i>Project Implementation</i>
	<i>Ec3- Multi Modal Transport Center cum Mix Development Project</i>	<i>UDA</i>	<i>Project Implementation</i>
	<i>Ec4- Mix Development Project</i>	<i>UDA</i>	<i>Project Implementation</i>
	<i>Ec5- New Office Complex Development Project</i>	<i>UDA</i>	<i>Project Implementation</i>

Table 6.27 : Institutional Framework

Source : Urban Development Authority, 2021



Part II

Chapter 07



Development Zones & Zoning Guidelines

Chapter 07
Development Zones &
Zoning Guidelines

Introduction

Development Zones and
Zoning Guidelines

Development Zones

The Zoning Plan

7.1. Introduction

The Moratuwa Development Plan prepared for implementation over the time period from 2021–2030 envisages accomplishing the vision, objectives of the plan and the development zones by following the strategy adopted to implement the proposed development zones within the planning area and by enforcement of development guidelines, which have been set out uniquely for each such development zone.

In this chapter, development zones and zoning guidelines have been described in detail. In here, development zones, zoning factor, permissible uses for development zones and common guidelines affecting those development zones have been described.

The proposed zoning plan incorporated in this development plan envisages implementing the Moratuwa Development Plan effectively and successfully. The set of Development Guidelines included in this Development Plan has been developed covering the entire area which has been declared as an Urban Development Area under the virtue of provision provided under the section 3(1) of the Urban Development Authority Act no 41 of 1978.

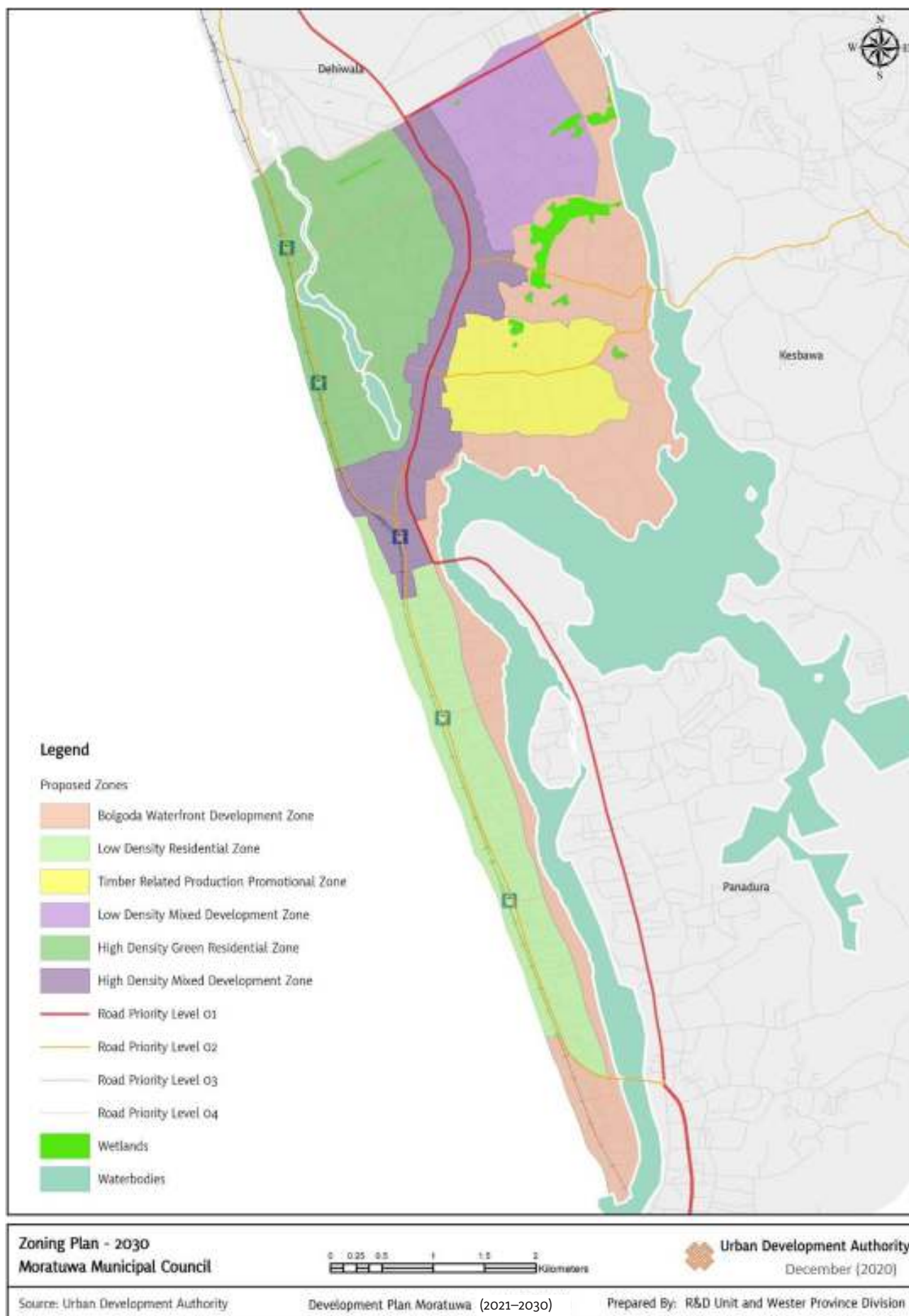
7.2. Development Zones and Zoning Guidelines

7.2.1. Development Zones

The Moratuwa Development Plan identified 6 development zones within the planning area and set of Guidelines for each development zone has been developed uniquely for enforcement. The Development Zones so identified are listed as follows. (Map No 02)

1. *High-Density Mixed Development Zone.*
2. *Low-Density Mixed Development Zone.*
3. *High-Density Green Residential Zone.*
4. *Low-Density Residential Zone*
5. *Timber Related Production Promotion Zone*
6. *Bolgoda Water-Front Development Zone*

7.2.2. The Zoning Plan



Map 7.1 : The Zoning Plan

Source: : Urban Development Authority, 2021

Chapter 07
Development Zones &
Zoning Guidelines

Zoning Factor

Introduction

7.3. Zoning Factor

The Zone factor is introduced to enhancing and preserving the unique characteristics in the zones and proposed densities for 6 zones which are mentioned in Chapter 7.

7.3.1. Introduction

The zoning factor coming in to effect via development plans of the UDA can be introduced as a new concept, which is applied in the planning process as a tool to monitor and decide the development density depending on the available developable vacant spaces and the infrastructure facilities available in each development zone. In this process, the zoning factor for each development zone has been determined taking in to account the infrastructure networks available in the respective zone and their capacity and the developable vacant land areas available. Further this zone factor represents the future development capacity that can be absorbed within the respective zone during the planning period of this Development Plan. The zone factor for each Development Zone has been determined based on the following factors.

1. *Environmental and cultural sensitivity of the locality*
2. *Availability of sufficient infrastructure networks capacity to reach the expected development destination (roads, networks capacity, surface storm water drainage and waste and sewer drainage)*
3. *Topography of the locality and its bearing capacity vis-a-vis the expected population density.*

Determination of Permissible Floor area of Development Areas applicable to Moratuwa Development Plan in schedule number 1,2 and 3 are accorded with Forms "A" "B" "E" in Schedule 6 of Part IV of the Extraordinary Gazette Notification No. 2235/54 dated Thursday 08th July 2021.

Schedule 01

Form A - Permissible Floor Area Ratio																																				
Land extent (Sq.M)	Zone factor = 0.50 - 0.74				Zone factor = 0.75-0.99				Zone factor = 1.00-1.24				Zone factor = 1.25-1.49				Zone factor = 1.50-1.74				Zone factor = 1.75-1.99				Zone factor = 2.00-2.24				Zone factor = 2.25-2.49				Zone factor = 2.50-2.74			
	Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width			
	**6m	9m	12m	15m or above	**6m	9m	12m	15m or above	**6m	9m	12m	15m or above	**6m	9m	12m	15m or above	**6m	9m	12m	15m or above	**6m	9m	12m	15m or above	**6m	9m	12m	15m or above	**6m	9m	12m	15m or above	**6m	9m	12m	15m or 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	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	3.0	3.4	3.6	4.0
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	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	3.5	4.0	5.0	5.5
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	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	3.6	4.6	5.2	6.0
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	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	3.7	5.1	5.5	6.5
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	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	3.8	5.2	6.5	7.0
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	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	3.9	5.4	7.0	9.0
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	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	4.0	5.5	7.5	*10.5
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	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	4.0	5.6	7.5	*11
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	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	4.0	5.7	8.0	*11.5
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	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	4.0	5.8	8.0	*12
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	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	4.0	5.9	8.0	*12
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	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	4.0	6.0	8.0	*UL
UL - Unlimited Floor area allocated for parking facilities are not calculated for FAR Above Floor Area Ratio shall not be applicable for the zones where number of floors or FAR indicated under the zoning regulations Above Permissible FAR may be restricted under the development plan based on the slope of the land Clearance shall be taken from National Building Reserach Organization for the lands having slope morethan 110																																				
* FAR more than or equal to 10.0 shall be permitted only for the roads having minimum of 12m (from road center) Building Line, if not maximum FAR shall be limited to 9.0**Minimum road width of 7m shall be considered for the roads identified as 7m wide road in the particular development Plan																																				

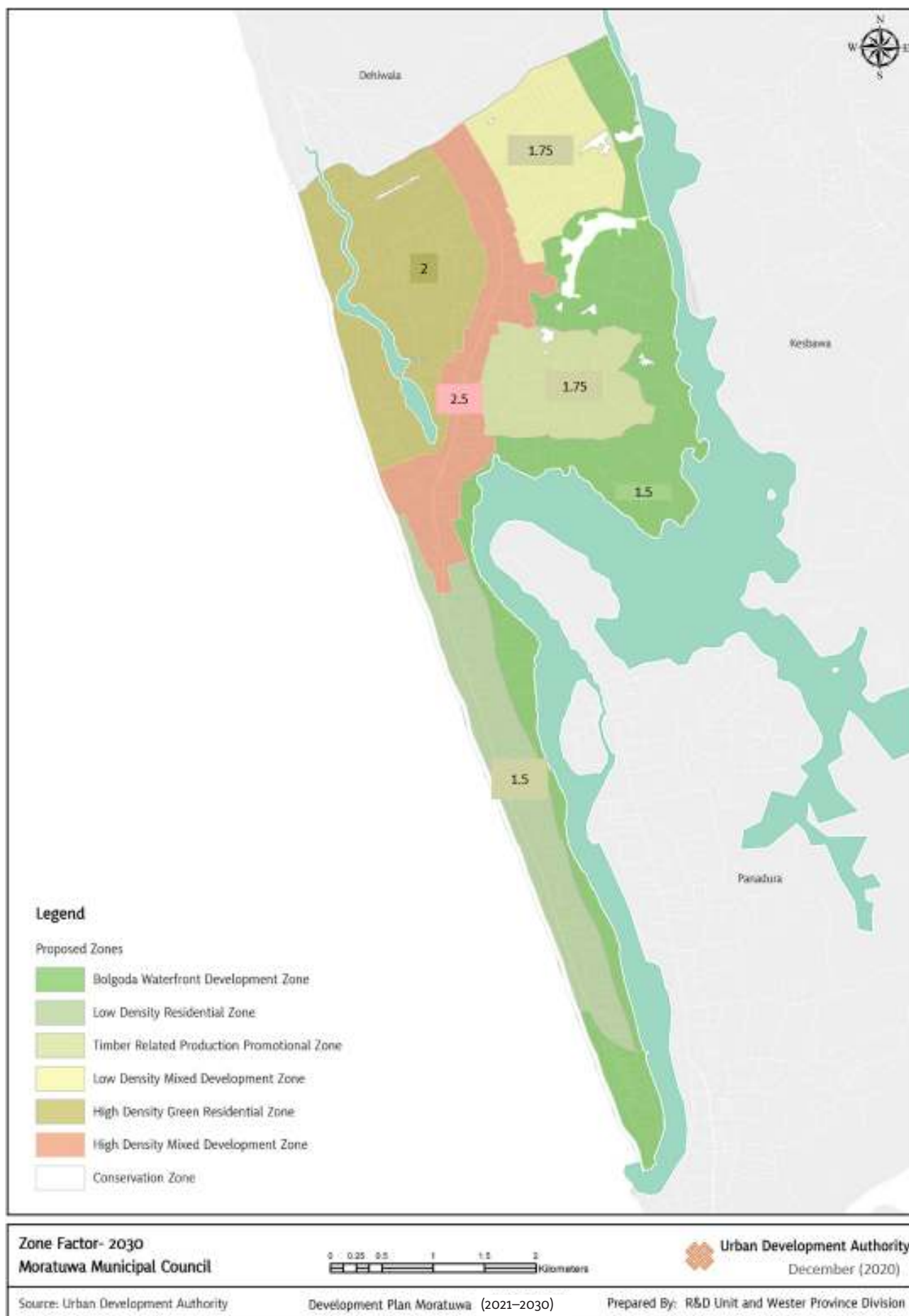
Schedule 02

Form B - Number of Floors for 3.0m & 4.5m wide Roads						
Minimum Road Width	Minimum Site Frontage	Plot Coverage*	Maximum Number of Floors			
			Zone Factor 0.5 - 0.74	Zone Factor 0.75 - 1.24	Zone Factor 1.25 - 3.49	Zone Factor 3.50 - 4.00
3.0m	6m	65%	1 (G)	2 (G+1)	3 (G+2)	3 (G+2)
4.5m	6m	65%	1 (G)	2 (G+1)	3 (G+2)	4 (G+3)
Number of floors are indicated including parking areas Number of units allowed for each road shall not be changed * Where no plot coverage specified under the zoning regulations						

Schedule 03

Form E - Setbacks & Open Spaces										
Building Category	Building Height (m)	Minimum Site Frontage (m)	Plot Coverage*		Rear Space (m)		Side Space (m)		Light Well for NLV	
			Non Residential	Residential	When no NLV is taking this end	When NLV is taking this end	When no NLV is taking this end	When NLV is taking this end	Minimum width	Minimum Area
Low Rise	less than 7	6	80%**	65%	2.3m	2.3m	-	2.3m	2.3m	5 Sq.m
	7 less than 15	6	65%	65%	3.0m	3.0m	-	3.0m	3.0m	9 Sq.m
Inter Mediate Rise	15 less than 30	12	65%	65%	4.0m	4.0m	1.0m and 3.0m	4.0m	4.0m	16 Sq.m
Middle Rise	30 less than 50	20	65%	65%	4.0m	5.0m	3.0m both side	5.0m	5.0m	25 Sq.m
High Rise	50 less than 75	30	50%***	50%***	5.0m	6.0m	4.0m both side	6.0m	6.0m	36 Sq.m
	75 and above	Above 40m	50%***	50%***	5.0m	6.0m	5.0m both side	6.0m	6.0m	****
NLV - Natural Light & Ventilation Building Height - Height between access road level to roof top or roof level (Including parking floors) * Where no Plot Coverage specified under the zoning regulations ** The entire development is for non-residential activities *** 65% plot coverage can be allowed only for the podium level not exceeding 20% of the tower height or 12 floors which ever is less **** Minimum area shall be increased by 1 Sq.m for every additional 3m height										

7.3.2. Zone Factor



Map 7.2 : Zoning Factor

Source: : Urban Developmen Authority, 2021

Chapter 07
Development Zones &
Zoning Guidelines

Common Guidelines
for Planning Area

7.4. Common Guidelines for Planning Area

This chapter describes the general guidelines for the planning area, in addition to that, the permissible uses and zoning guidelines that have been introduced in each zone of the proposed zoning plan as outlined in Chapter 8.

- I. *These guidelines apply to the entire area within the administrative limits of the Moratuwa Municipal Council area which has been declared as an Urban Development Area in the Extraordinary Gazette Notification No. 26/8 and 07.03.1979 under Section 3 of the Urban Development Authority Act No. 41 of 1978.*
- II. *In addition to the provisions of this zoning plan, the Planning and Development Guidelines applicable to any development work is regulated by the Gazette Notification No 2236/16 dated 13th July 2021. The said legalized Planning and Development Guidelines also apply to the Moratuwa Municipal Council planning area.*
- III. *The minimum land area of to any development activity in a land – lot be 150 square meters, if there is no specification mentioned on the minimum land extent in the zoning guidelines. If the area does not have pipe-born water supply there should be a minimum of 250 square meters for a land lot.*
- IV. *Other than the lands identified for special projects by the UDA, all low-lying lands, paddy lands and water retention areas which belong to the Wetland Nature Conservation Zone and Paddy Cultivation and Wetland Agricultural Zone of Moratuwa Development Plan shall be in accordance with the respective zoning plan.*
- V. *A proper wastewater management mechanism shall be implemented in accordance with the recommendations of the CEA for non-residential developments exceeding 4,000 square feet facing a waterbody. The UDA can request for a landscape plan along with the building plan where necessary.*
- VI. *Any development carried out surrounding any water resource, the buildings shall be designed in an environment-friendly manner.*
- VII. *Any person shall not use any lot or building for any other purpose except the activities permitted in the development permit.*
- VIII. *If any land lot is locates in the boundary of two zones, the landlord is given the opportunity to apply for the use and the zone factor of any desired zone from the said two zones. It should be up to 50% of the total land area when the depth of the first plot exceeds 50m or 50 m. If any further land remaining on the lot, it shall be followed the given zoning guidelines for respective zone. This is not mandated for the development-controlled areas.*

- IX. *A only 50% of the processing fee will be levied for approving the plans submitted with a transparent net or some other method (with a maximum wall height of 2 feet) in lieu of constructing boundary walls within the building line of the A,B & C types roads mentioned as in chapter 9*
- X. *The installation of permanent signboards or advertisements should not be perpendicular to the street or should not obstruct to the appearance of the building. Permissions will not granted for installation of advertisements or signboards in existing boundary walls and/or slopy areas which enhance traffic congestion, vehicle accidents or block the natural scenic beauty.*
- XI. *The decision on the people to be represented when construction of a new religious building shall be made upon the decision of the Divisional Secretary. The UDA will decide on the approval in accordance with the development plan and the relevant Ministry of Religious Affairs. No permission granted for the constructions of various religious landmarks within the junctions, building lines, road widening limits and the reservations on both sides of the roads in Municipal council limit.*
- XII. *Approval is considered to continue existing uses in the proposed zoning plan. If such use is to be modified or expanded, prior preliminary planning clearance shall be obtained from the UDA. In this case, a maximum floor area of up to 10% will be considered for infrastructure and staff development.*
- XIII. *When considered as "appropriate" by the UDA, any area in the Moratuwa Mc area may be declared as a special project area, a redevelopment area, a special housing project area, a central business district, a scenic area, a conservation area, a cultural site etc.. The special guidelines and guidelines which is introduced to such areas will be applicable.*
- XIV. *The UDA shall permit, restrict or prohibit the construction of any special building in the area mentioned in clause XII above. Easing the prohibitions imposed or imposing any new guidelines for the use of the lands shall be done by the UDA.*
- XV. *For public buildings such as government offices and government hospitals at least 50% of the allotted parking facilities should be reserved for public parking before obtaining the Certificate of Conformity.*
- XVI. *If the boundary change occurs between physical boundaries, and (Google Earth) geographical coordinates shown in the zoning plan, the physical boundary should be taken as the boundary of the region.*
- XVII. *Where a land lot is located in between two zones, the designated zone for the lot is determined as the zone which provides the main access to the respective lot.*

Chapter 07 Development Zones & Zoning Guidelines

Common Guidelines for Planning Area

- XXVIII. *If a Plot of land fall between two Local Authority Areas, the UDA will decide on the use of that plot of land (with the consent of the relevant Local Authorities) by considering the zone to which the main access belongs.*
- XIX. *Bars and guest houses shall be situated a minimum of 100 meters away from any religious place and schools.*
- XX. *The UDA will consider such development with a road width less than 9m, if the proposed development fulfill the following:*
- A. *The road width shall not be less than 6 m*
 - B. *The developer should be gift land for road widening up to 9m from his/her land free of charge.*
 - C. *The developer should physically open up the road before commencing the development.*
- XXI. *A preliminary planning clearance shall be obtained from the UDA for the developments in the low-lying lands, marshy lands, paddy fields, owita or any such areas except identified development controlled areas and the Public Recreation and Open Space Plan (PROS) of the Moratuwa Development Plan 2021–2030.*
- XXII. *Lands identified for public open spaces, sports, and recreational activities by the PORS plan shall be used only for the permitted uses.*
- XXIII. *Fuel Stations and related other uses are not permitted within the 500m from the town center.*
- XXIV. *If permission is granted for filling stations and related uses, minimum site frontage of the land should be 100 feet.*
- XXV. *Permissible Maximum plot coverage should be 50% for the Schools, Education Institutions and Hospitals.*
- XXVI. *Guidelines, gazette notifications and circulars issued by other Government agencies in these Planning Zones will be apply further.*
- XXVII. *Where a particular plot of land and/or property which recognized under the Moratuwa Development Plan are allocated for any designated use it shall be used only for such purpose.*
- XXVIII. *If the Authority is satisfied with other uses in addition to uses which are indicated separately in the relevant zones, it will consider granting permission subject to conditions.*
- XXIX. *The approval for any use not mentioned in permissible use category, the UDA is the final decision making authority on this regard as per the zoning plan.*

- XXX. The Urban Development Authority has the full power to increase or decrease the zone factor due to developments that may occur at a specific time or in the future.
- XXXI. The developments prohibited by the Urban Development Authority in keeping with the circular bearing number 1533/16 dated 25/1/2008 issued by the CEA shall be the developments not permitted in this zone
- XXXII. Incidents and relevant institution for obtaining Environmental Recommendation before the commencement of any development activity;
- A. The projects and industries are described under Section IV part A and Part C of the National Environmental Act.
 - B. The recommendation should be obtained from the CEA for construction of commercial buildings in environmentally sensitive areas.
 - C. A prior recommendation from the Environment Consultation Committee of the UDA shall be obtained for commercial developments exceeding 10,000 square meters.
 - D. A prior recommendation by the CEA shall be obtained When proposing a public wastewater treatment system for the wastewater management of buildings of less than 10,000 square meters.
 - E. Prior recommendation shall be obtained from the CEA for activities Environmental Protection Zones.
- XXXIII. Incidents of getting preliminary planning clearance by the UDA
The incidents where a preliminary planning clearance should be obtained from the UDA (in addition to the occasions mentioned especially in the Zoning Plan of the Moratuwa Development Plan) prior to obtaining a Development Permit
- A. For the development activities classified as type "A", "B" and "C" gazette by the CEA under the special provision of the Extra Ordinary Gazette No. 1533/16 of National Environmental Act published on 25.01.2008.
 - B. For condominium developments
 - C. Construction of telecommunication towers
 - D. When approval is request for the development of low-lying lands located within the zones declared for development activities by the UDA
 - E. Construction of Commercial buildings exceeding 10,000 square meters.
 - F. Construction of private schools, private hospitals and private tuition classes. PPC will consider depending on the location irrespective of the zoning guidelines in the development plan. The decision-making authority will be held by the UDA.
 - G. Installation of notice boards by the side of A-class and B-class roads.
 - H. Construction of plaque in Town Centers and Access Roads
 - I. Development activities which are coming under Special Project category
 - J. The instances except for the above circumstances which the UDA requests for a Preliminary Planning Clearance.

Chapter 07
Development Zones &
Zoning Guidelines

Common Guidelines
for Water Shed Area

7.5. Common Guidelines for Water Shed Area

- *In construction of buildings in the waterfront area a setback of $\frac{1}{4}$ of the width of the site or 4 Meters whichever is less should be maintained from the embankment of the water front so as to ensure unobstructed view of the water body from the road. Construction of buildings in more than one lot the developments in such lots should comply with the conditions stipulated by the Planning Committee. If none of the above guidelines are deemed to be impractical in undertaking developments in sites with a minimum width of the site frontage is 6 Meters the development seeking approval may be designed to maintain an open view of the water body through a 3 Meter wide viewing canal at the ground floor.*
- *The land sub-division plans seeking approvals for sub-division of lands with water frontages will be granted with additional 10% increase over the permissible floor area ratio provided the proposed sub-division plan includes public access to the water front through the land to be sub-divided enabling the public to enjoy the water body and its environment.*
- *Building constructions in lands with a side facing a water body, such side elevation should be landscaped as the front elevation of the site seeking approval and the land between the water body and the building should also be landscaped suitably.*
- *The developments in lands with water frontages should be provided with waste water management plan approved by the CEA and should be implemented under its monitoring.*
- *Development Plans seeking approval in respect of lands with water frontages should accompany with comprehensive landscape plans compatible with the water front environment.*
- *The construction of buildings within lands having water frontages should be planned to be compatible with the natural environment of the water body and should be with nonreflective materials together with environmentally compatible texture.*
- *Management of all the wetlands, paddy fields and water retention areas, except for the areas falling within the purview of the Development Plan, should comply with the provisions of the Western Province Wetland Management Plan.*
- *The front elevation of commercial buildings sitting along a built-up street should comply with the requirements of a common arcade designed and submitted according to the guidelines provided by the UDA subject to the maximum height of 4 floors.*
- *The texture of all the buildings standing along the water frontages and their access roads should be of non-reflective and light coloured*

- *The guidelines contained in the special projects shall be enforced within the areas of such special projects. (Ex: Bolgoda River Guidelines and Lunawa Lagoon Guidelines)*
- *The provisions of other relevant enactments, Gazette Notifications and Circulars too are in force in the Development Zones.*
- *The buildings and places of historical significance shall be conserved and refurbished by the UDA in consultation with other relevant Institutions when necessity arises.*
- *Construction of boundary walls or any other constructions along the boundaries of lands facing access roads to the water bodies and the water frontages, which may cause obstructions to the view of such water fronts shall not be permitted.*
- *Authority of enforcement of guidelines within low-income areas with necessary flexible guidelines shall be reserved with the UDA.*

Chapter 07 Development Zones & Zoning Guidelines

Common Guidelines for Water Shed Area

Chapter 08



Zoning Guidelines

Chapter 08
Zoning Guidelines

High Density Mixed
Development Zone

Zoning Guidelines

The guidelines enforceable within the 6 development zones as identified under the Moratuwa Development Plan are appended below.

8.1. High Density Mixed Development Zone

(a)	Zoning Definition	<p>The area covered under this development zone has been dedicated primarily for commercial and institutional uses with the aim of encouraging high density urban environment within the zone by enforcing the highest plot coverage out of other development zones of the planning area.</p> <p>The zone factor enforceable within this zone will be the highest compared with the other development zones in the planning area, as it is expected to advance the lands' physical development to a higher level by the year 2030 in order to continue the highest developed floor area.</p>
(b)	Zoning Boundaries (Coordinates)	Noted in Annexure 14
(c)	Zoning Factor	2.5
(d)	Approved height limit	According to the A, B and C form
(e)	Approved plots Coverage's	Residential 65% Non-Residential 80% Education/ Hospitals 50%
(f)	General Terms Related to the Zone	<ul style="list-style-type: none"> The developments within this zone shall be obtained the clearance certificate issued by the Ministry of Civil Aviation. The Non-Residential developments exceeding 3000 square meters of floor area and the residential developments exceeding 1000 square meters of floor area shall be subject to the approval of the CEA.

Chapter 08 Zoning Guidelines

High Density Mixed Development Zone

Uses	Permissible uses	Minimum Land Extent (Sq.m)
Commercial	Super Market	500
	Shopping complexes	500
	Multi Story Vehicle parking complexes	1000
	Retail Shops	150
	Restaurant	150
	Pharmacies	150
	Reception hall	1000
	Customer Service Centers	150
	Funeral Halls	300
	Funeral Parlor with event Halls	1000
	Hardware	500
	Filling Stations (500m from the town Center are not permitted)	1000
	Filling Stations with Vehicle Service centers (500m from the town Center are not permitted)	1500
	Filling Stations with shopping complexes (500m from the town Center are not permitted)	1500
	Gas filling stations and electric charging stations	750
	Open vehicle park	250
	Open market	500
	Showrooms	300
	Wholesale	500
	warehouses	1000
	Furniture /household item Shops	350
Residential	Residential	150
	Quarters / Workers Houses	150
	Elders / disable homes	1000
	Children home	500
	Daycare centers	500
	Hostels	150

Chapter 08 Zoning Guidelines

High Density Mixed Development Zone

<i>Uses</i>	<i>Permissible uses</i>	<i>Minimum Land Extent (Sq.m)</i>
Health	Hospitals	1000
	Dispensaries	250
	Medical Consulting Centers	500
	Child and maternity clinical centers	500
	Veterinary Clinics and Treatment Centers	250
	Veterinary Hospitals	500
	Medical Laboratories	150
	Ayurvedic medical centers	250
Education	Early Childhood Development Centers	500
	Private tuition classes (If having 20 ft wide access Road)	500
	Vocational Training Centers	1000
	Cultural centers/ theatre companies	1000
	Higher Education institutions	4000
Institutions	Bank/Insurance and financial institutions	300
	offices	150
	Office Complex	500
	Professional Offices	150
Social services and public affairs	Community Development Centers	150
	Social and cultural centers	1000
	Auditoriums and conference halls	1000
	Libraries	150
	Rehabilitation centers	500
Tourism	Holiday Resorts	300
	Guest Houses	150
	Lodgings	150
	Tourist Hotels	500
	City Hotels	500
	Tourist information Centers	150
	cabana Hotels	500
	Ayurvedic Panchakarma Center (SPA)	250

<i>Uses</i>	<i>Permissible uses</i>	<i>Minimum Land Extent (Sq.m)</i>
<i>Production Industries</i>	<i>Food and Beverages (Non Alcoholic)</i>	500
	<i>Paper production and Printing related Industries</i>	500
	<i>Apparel industries</i>	500
	<i>Recycling Industries</i>	1000
	<i>Domestic Industries</i>	150
	<i>Timber related Industries</i>	500
	<i>Environmental friendly small & medium scale industries</i>	500
<i>Service Industries</i>	<i>Vehicle service centers</i>	1000
	<i>Vehicle Repair Centers / Spray Painting Centers</i>	500
	<i>Laundry/clothes cleaning places</i>	150
	<i>Grinding mill</i>	250
	<i>Electronics equipment repair centers</i>	150
	<i>Taxi Service Centers</i>	250
<i>Leisure and recreation</i>	<i>Indoor Stadiums</i>	500
	<i>Theaters</i>	500
	<i>Night clubs</i>	500
	<i>Art Gallery / Museums</i>	500
	<i>Open Theaters</i>	2000
	<i>Out door fitness Centers/ GYM</i>	500
	<i>Cinemas</i>	500
	<i>Parks</i>	

Chapter 08 Zoning Guidelines

High Density Mixed Development Zone

Chapter 08
Zoning Guidelines

Low-Density Mixed
Development Zone

8.2. Low-Density Mixed Development Zone

(a)	Zoning Definition	Current land use of the zone is considerably dominated by the industrial activities, which are discharging directly and indirectly untreated wastes in to the environmentally sensitive Bolgoda Lake and wetland network causing hither to an uninterrupted pollution. As such the objective of enforcing these guidelines is to minimize the ongoing environmental pollution while encouraging residential uses as the predominant land use within this zone.
(b)	Zoning Boundaries (Coordinates)	Noted in Annexure 15
(c)	Zoning Factor	1.75
(d)	Approved height limit	According to the A, B and C form
(e)	Approved plots Coverage's	Residential Uses 60% Non-Residential Uses 60%
(f)	General Terms Related to the Zone	The development activities carried out within this zone are subject to the following. <ul style="list-style-type: none"> • Clearance issued by the Ministry of Civil Aviation • Approval of the CEA for non-residential buildings exceeding 300 square Meters of floor area and for residential buildings exceeding 1000 square meters of floor area.

Chapter 08 Zoning Guidelines

Low-Density Mixed Development Zone

Uses	Permissible uses	Minimum Land Extent (Sq.m)
Commercial	Super Market	500
	Shopping complexes	500
	Multi Story Vehicle parking complexes	1000
	Retail Shops	150
	Restaurant	150
	Pharmacies	150
	Reception hall	1000
	Customer Service Centers	150
	Funeral Halls	300
	Funeral Parlor with event Halls	1000
	Hardwares	500
	Filling Stations (500m from the town Center are not permitted)	1000
	Filling Stations with Vehicle Service centers (500m from the town Center are not permitted)	1500
	Filling Stations with shopping complexes (500m from the town Center are not permitted)	1500
	Gas filling stations and electric charging stations	750
	Open vehicle park	250
	Open market	500
	Showrooms	300
	Wholesale	500
	warehouses	1000
	Furniture /household item Shops	350
Residential	Residential	150
	Quarters / Workers Houses	150
	Elders / disable homes	1000
	Children home	500
	Daycare centers	500
	Hostels	150

Chapter 08 Zoning Guidelines

Low-Density Mixed Development Zone

<i>Uses</i>	<i>Permissible uses</i>	<i>Minimum Land Extent (Sq.m)</i>
Health	Hospitals	1000
	Dispensaries	250
	Medical Consulting Centers	500
	Child and maternity clinical centers	500
	Veterinary Clinics and Treatment Centers	250
	Veterinary Hospitals	500
	Medical Laboratories	150
	Ayurvedic medical centers	250
Education	Early Childhood Development Centers	500
	Primary School	2000
	Secondary School	8000
	Tertiary School	8000
	Private tuition classes (If having 20 ft wide access Road)	500
	Vocational Training Centers	1000
	Cultural centers/ theatre companies	1000
	Higher Education institutions	4000
Institutions	Bank/Insurance and financial institutions	300
	offices	150
	Office Complex	500
	Professional Offices	150
Social services and public affairs	Community Development Centers	150
	Social and cultural centers	1000
	Auditoriums and conference halls	1000
	Libraries	150
	Rehabilitation centers	500

<i>Uses</i>	<i>Permissible uses</i>	<i>Minimum Land Extent (Sq.m)</i>
Tourism	Holiday Resorts	300
	Guest Houses	150
	Lodgings	150
	Tourist Hotels	500
	City Hotels	500
	Tourist information Centers	150
	cabana Hotels	500
	Ayurvedic Panchakarma Center (SPA)	250
Production Industries	Food and Beverages (Non Alcoholic)	500
	Paper production and Printing related Industries	500
	Apparel industries	500
	Recycling Industries	1000
	Domestic Industries	150
	timber related Industries	500
	Environmental friendly small & medium scale industries	500
Service Industries	Vehicle service centers	1000
	Vehicle Repair Centers / Spray Painting Centers	500
	Laundry/clothes cleaning places	150
	Grinding mill	250
	Electronics equipment repair centers	150
	Taxi Service Centers	250
Leisure and Recreation	Indoor Stadiums	500
	Theaters	500
	Night clubs	500
	Art Gallery / Museums	500
	Open Theaters	2000
	Outdoor fitness Centers/ GYM	500
	Cinemas	500
	Parks	

Chapter 08 Zoning Guidelines

Low-Density Mixed Development Zone

Chapter 08
Zoning Guidelines

High-Density Green
Residential Zone

8.3. High-Density Green Residential Zone

(a)	Zoning Definition	<p>The primary aim of this development zone is to develop a higher-density residential zone surrounding the Lunawa Lagoon protecting the lagoon's natural environment. The residential development in this zone is envisaged to achieve a higher physical density while maintaining a higher-density of green environment at the same time. In view of this objective fragmentation of lands which are counterproductive for vertical developments shall not be encouraged in this development zone. The predominant activity of this development zone will be residential use.</p> <p>Further, in view of monitoring the progress on achieving a higher density of green environment an 8-Meter-Wide reservation shall be maintained right around the Lagoon and then another 30-Meter-Wide reservation will be maintained from the outer boundary of the 8 Meter Wide reservation for development of higher-density greenery.</p>
(b)	Zoning Boundaries (Coordinates)	Noted in Annexure 16
(c)	Zoning Factor	<p>Zone Factor shall be 0 for the range of 0-8 Meters No Zone Factor will be applicable for the range of 8-30 Meters. The zone Factor for greater than 30 Meters will be 2.0 The applicable Zoning Factor for the wetlands, water bodies, lagoons, canals and marshy lands as identified in the Zoning Factor shall be 0.</p>
(d)	Approved height limit	<p>No development shall be permitted within the Lagoon reservation (from 0- 8m)</p> <p>The developments within the 8m- 30m zone shall not exceed 9 Meter or permitted only for ground floor and another one floor (G+1) building.</p>
(e)	Approved plots Coverage's	<p>The plot coverage within the Lunawa Lagoon Reservation Promotion Zone shall be 50%.(The zone between 8m to 30m)</p> <p>The Development from 30m to Boundary limit, the applicable plot coverage shall be 65% for the residential developments and 65% for the non-residential developments</p>
(f)	General Terms Related to the Zone	<ul style="list-style-type: none"> The development activities carried out within this zone are permitted subject to the clearance from CEA , Coast Conservation Department and Railway Department. The area which are not covered by the Building, shall maintained with greenery.

Chapter 08 Zoning Guidelines

High-Density Green Residential Zone

Uses	Permissible uses	Minimum Land Extent (Sq.m)
Commercial	Super Market	500
	Shopping complexes	500
	Multi Story Vehicle parking complexes	1000
	Retail Shops	150
	Restaurant	150
	Pharmacies	150
	Reception hall	1000
	Customer Service Centers	150
	Funeral Halls	300
	Funeral Parlor with event Halls	1000
	Hardwares	500
	Filling Stations (500m from the town Center are not permitted)	1000
	Filling Stations with Vehicle Service centers (500m from the town Center are not permitted)	1500
	Filling Stations with shopping complexes (500m from the town Center are not permitted)	1500
	Gas filling stations and electric charging stations	750
	Open vehicle park	250
	Open market	500
	Showrooms	300
	Wholesale	500
	warehouses	1000
	Furniture/ household items Shops	350
Residential	Residential	150
	Quarters / Workers Houses	150
	Elders / disable homes	1000
	Children home	500
	Daycare centers	500
	Hostels	150

Chapter 08 Zoning Guidelines

High-Density Green Residential Zone

<i>Uses</i>	<i>Permissible uses</i>	<i>Minimum Land Extent (Sq.m)</i>
<i>Health</i>	<i>Hospitals</i>	<i>1000</i>
	<i>Dispensaries</i>	<i>250</i>
	<i>Medical Consulting Centers</i>	<i>500</i>
	<i>Child and maternity clinical centers</i>	<i>500</i>
	<i>Veterinary Clinics and Treatment Centers</i>	<i>250</i>
	<i>Veterinary Hospitals</i>	<i>500</i>
	<i>Medical Laboratories</i>	<i>150</i>
	<i>Ayurvedic medical centers</i>	<i>250</i>
<i>Education</i>	<i>Early Childhood Development Centers</i>	<i>500</i>
	<i>Primary School</i>	<i>2000</i>
	<i>Secondary School</i>	<i>8000</i>
	<i>Tertiary School</i>	<i>8000</i>
	<i>Private tuition classes (If having 20 ft wide access Road)</i>	<i>500</i>
	<i>Vocational Training Centers</i>	<i>1000</i>
	<i>Cultural centers/ theatre companies</i>	<i>1000</i>
<i>Institutions</i>	<i>Bank/Insurance and financial institutions</i>	<i>300</i>
	<i>offices</i>	<i>150</i>
	<i>Office Complex</i>	<i>500</i>
	<i>Professional Offices</i>	<i>150</i>
<i>Social services and public affairs</i>	<i>Community Development Centers</i>	<i>150</i>
	<i>Social and cultural centers</i>	<i>1000</i>
	<i>Auditoriums and conference halls</i>	<i>1000</i>
	<i>Libraries</i>	<i>150</i>
	<i>Rehabilitation centers</i>	<i>500</i>
<i>Tourism</i>	<i>Holiday Resorts</i>	<i>300</i>
	<i>Guest Houses</i>	<i>150</i>
	<i>Lodgings</i>	<i>150</i>
	<i>Tourist Hotels</i>	<i>500</i>
	<i>City Hotels</i>	<i>500</i>
	<i>Tourist information Centers</i>	<i>150</i>
	<i>cabana Hotels</i>	<i>500</i>
	<i>Ayurvedic Panchakarma Center (SPA)</i>	<i>250</i>

<i>Uses</i>	<i>Permissible uses</i>	<i>Minimum Land Extent (Sq.m)</i>
<i>Production Industries</i>	<i>Environmental friendly small & medium scale industries</i>	<i>500</i>
<i>Service Industries</i>	<i>Vehicle service centers</i>	<i>1000</i>
	<i>Vehicle Repair Centers / Spray Painting Centers</i>	<i>500</i>
	<i>Laundry/clothes cleaning places</i>	<i>150</i>
	<i>Grinding mill</i>	<i>250</i>
	<i>Electronics equipment repair centers</i>	<i>150</i>
	<i>Taxi Service Centers</i>	<i>250</i>
<i>Leisure and recreation</i>	<i>Indoor Stadiums</i>	<i>500</i>
	<i>Theaters</i>	<i>500</i>
	<i>Night clubs</i>	<i>500</i>
	<i>Art Gallery / Museums</i>	<i>500</i>
	<i>Open Theaters</i>	<i>2000</i>
	<i>Out door fitness Centers/ GYM</i>	<i>500</i>
	<i>Cinemas</i>	<i>500</i>
	<i>Parks</i>	

Chapter 08 Zoning Guidelines

High-Density Green Residential Zone

Chapter 08
Zoning Guidelines

Low Density
Residential Zone

8.4. Low Density Residential Zone

(a)	Zoning Definition	<p><i>This zone is prone to cyclonic wind influence, requiring the prospective developments to be of low-density. The zone's natural settings is characterized by the beach bordering the zone on the western boundary and by the Bolgoda River bordering on the Eastern boundary, which offer the opportunity to open 4 visual contact corridors (Gunawardhanarama Road, Smaajawadi Niwahana Place, T.L.C. Peiris Mawatha, Mahawatta Road) enabling the view of both beach and the Bolgoda River simultaneously. This natural setting makes the zone more attractive for tourism development, so the developments envisaged along the water frontages of Western and the Eastern Boundaries shall be subjected to the following special Guidelines.</i></p> <ol style="list-style-type: none"> I. <i>Development of Visual Corridors and the roads run through them with trees being planted along either side of four corridors and the roads.</i> II. <i>No developments shall be permitted within the land reservation falling within the building lines which are set back by 9 Meters from the Center-line of the roads.</i> III. <i>A building line reservation of 9 Meters from the Center of the road shall be maintained, along which no masonry walls will be permitted, instead an iron mesh or wrought iron fence may be considered as a fence to protect the property boundaries.</i>
(b)	Zoning Boundaries (Coordinates)	Noted in Annexure 17
(c)	Zoning Factor	1.5
(d)	Approved height limit	According to the A, B and C form
(e)	Approved plots Coverage's	60% for all uses
(f)	General Terms Related to the Zone	<ul style="list-style-type: none"> • <i>The developments within this zone shall be subjected to the approval of the CEA, Coast Conservation Department, Railway Department and the Civil Security Department.</i> • <i>The developments seeking approval should be certified by a qualified Chartered Structural Engineer to the effect that the proposed building seeking approval has been designed to withstand the cyclonic winds effective in the locality</i>

Chapter 08 Zoning Guidelines

Low Density Residential Zone

Uses	Permissible uses	Minimum Land Extent (Sq.m)
Commercial	Super Market	500
	Shopping complexes	500
	Multi Story Vehicle parking complexes	1000
	Retail Shops	150
	Restaurant	150
	Pharmacies	150
	Reception hall	1000
	Customer Service Centers	150
	Filling Stations (500m from the town Center are not permitted)	1000
	Filling Stations with shopping complexes (500m from the town Center are not permitted)	1500
	Gas filling stations and electric charging stations	750
	Open vehicle park	250
	Showrooms	300
	Furniture/ household items Shop	350
Residential	Residential	150
	Quarters / Workers Houses	150
	Elders / disable homes	1000
	Children home	500
	Daycare centers	500
	Hostels	150
Health	Dispensaries	250
	Medical Consulting Centers	500
	Medical Laboratories	150
	Ayurvedic medical centers	250
Education	Early Childhood Development Centers	500
	Cultural centers/ theatre companies	1000
	Higher Education institutions	4000
Institutions	Bank/Insurance and financial institutions	300
	offices	150
	Professional Offices	150

Chapter 08 Zoning Guidelines

Low Density Residential Zone

<i>Uses</i>	<i>Permissible uses</i>	<i>Minimum Land Extent (Sq.m)</i>
<i>Social services and Public affairs</i>	<i>Community Development Centers</i>	<i>150</i>
	<i>Social and cultural centers</i>	<i>1000</i>
	<i>Auditoriums and conference halls</i>	<i>1000</i>
	<i>Libraries</i>	<i>150</i>
<i>Tourism</i>	<i>Holiday Resorts</i>	<i>300</i>
	<i>Guest Houses</i>	<i>150</i>
	<i>Lodgings</i>	<i>150</i>
	<i>Tourist Hotels</i>	<i>500</i>
	<i>City Hotels</i>	<i>500</i>
	<i>Tourist information Centers</i>	<i>150</i>
	<i>cabana Hotels</i>	<i>500</i>
	<i>Ayurvedic Panchakarma Center (SPA)</i>	<i>250</i>
<i>Production Industries</i>	<i>Timber related Industries</i>	<i>500</i>
	<i>Environmental friendly small & medium scale industries</i>	<i>500</i>
<i>Service Industries</i>	<i>Laundry/clothes cleaning places</i>	<i>150</i>
	<i>Grinding mill</i>	<i>150</i>
	<i>Taxi Service Centers</i>	<i>250</i>
<i>Leisure and recreation</i>	<i>Indoor Stadiums</i>	<i>500</i>
	<i>Theaters</i>	<i>500</i>
	<i>Night clubs</i>	<i>500</i>
	<i>Art Gallery / Museums</i>	<i>500</i>
	<i>Open Theaters</i>	<i>2000</i>
	<i>Out door fitness Centers/ GYM</i>	<i>500</i>
	<i>Cinemas</i>	<i>500</i>
	<i>Parks</i>	

8.5. Timber Related Production Promotion Zone

Chapter 08 Zoning Guidelines

Timber Related Production Promotion Zone

(a)	Zoning Definition	<i>The guidelines that will be enforced within this zone have been drafted with special attention being focused towards promoting timber-based manufacturing industrial developments. In view of this objective, the minimum lot size required for such industrial development has been brought down to 20 Perches while plot coverage applicable within this zone has been increased up to 80% whereas the same for other developments will be limited to 50%.</i>
(b)	Zoning Boundaries (Coordinates)	<i>Noted in Annexure 18</i>
(c)	Zoning Factor	<i>1.75</i>
(d)	Approved height limit	<i>According to the A, B and C form</i>
(e)	Approved plots Coverage's	<i>Timber industry related activities- 80% Other- 50%</i>
(f)	General Terms Related to the Zone	<ul style="list-style-type: none"> <i>The non-residential developments within this zone shall be considered subject to the approval of the CEA</i>

Chapter 08 Zoning Guidelines

Timber Related Production Promotion Zone

<i>Uses</i>	<i>Permissible uses</i>	<i>Minimum Land Extent (Sq.m)</i>
Commercial	Retail Shops	150
	Pharmacies	150
	Customer Service Centers	150
	Gas filling stations and electric charging stations	750
	Showrooms	300
	Furniture/ household items Shops	350
Residential	Residential	150
	Elders / disable homes	1000
Institutions	Bank/Insurance and financial institutions	300
	offices	150
	Professional Offices	150
Production Industries	Domestic Industries	150
	Furniture warehouse	500
	Furniture production Factories	500
	Furniture sales Shops	500
	Timber Sawing Center	500
	Timber related industries	375
	Environmental friendly small & medium scale industries	500
Service Industries	Laundry/clothes cleaning places	150
	Grinding mill	250

8.6. Bolgoda Water-Front Development Zone

Chapter 08 Zoning Guidelines

Bolgoda Water-Front Development Zone

(a)	Zoning Definition	<p>Considering the environment and the topography of the zone, a lower- density development will be envisaged compared to the other development zones in the planning area. With the main objectives of controlling pollution of water at a minimum level and avoiding frequent floods in the locality while increasing the density of greeneries the prospective developments will be managed.</p> <p>Accordingly a 12 Meter- wide reservation shall be maintained from the embankment of the Bolgoda River and then from the 12 Meter-wide outer boundary up to a distance of 36 Meters shall be managed with the developments which shall be compatible with the developments shedule 02</p>
(b)	Zoning Boundaries (Coordinates)	Noted in Annexure 19
(c)	Zoning Factor	<p>The zone factor shall be 0 for area from 12m from river bank. The Zone Factor shall not be enforced for the land area from 12m to 36m.</p> <p>The Zone Factor shall be 1.5 from 36m up to Zone Boundary.</p>
(d)	Approved height limit	<p>No development shall be permitted within the 12 Meter Wide reservation.</p> <p>The developments within the land area from 12m to 36m shall be subject to the heights specified in the shedule No 02.</p> <p>All the construction within the area from 36m to Zone Boundary will be determined on the basis of the A & B Form.</p>
(e)	Approved plots Coverage's	<p>From 12 m to 36m- 65%</p> <p>The plot coverage for the residential developments shall be 65% and the same for the non-residential developments shall be 70% within the land area extending from the outer boundary of the 36 Meter up to the Zone Boundary.</p>
(f)	General Terms Related to the Zone	<ul style="list-style-type: none"> The Zone between 12m to 36m from the Bolgoda River bank and residential development floor area exceeding 3000 square feet and other permissible uses are required to obtain clearance from CEA. The prospective developments within this zone change of topography by filling or cutting earth shall not be permitted. All the developments should be undertaken following the natural topographical characters. The buildings taller than ground floor and three upper floors shall be subject to the approval of the Civil Aviation Department. Discharge of solid or liquid wastes in to the river or its reservation is prohibited, as such all the developments seeking approval shall accompany with the plan of solid waste disposal accepted by the Moratuwa Municipal Council.

Chapter 08 Zoning Guidelines

Bolgoda Water-Front Development Zone

<i>Uses</i>	<i>Permissible uses</i>	<i>Minimum Land Extent (Sq.m)</i>
Commercial	Super Market	500
	Shopping complexes	500
	Multi Story Vehicle parking complexes	1000
	Retail Shops	150
	Restaurant	150
	Pharmacies	150
	Reception hall	1000
	Customer Service Centers	150
	Filling Stations (500m from the town Center are not permitted)	1000
	Filling Stations with Vehicle Service centers (500m from the town Center are not permitted)	1500
	Filling Stations with shopping complexes (500m from the town Center are not permitted)	1500
	Gas filling stations and electric charging stations	750
	Open vehicle park	250
	Open market	500
	Showrooms	300
	Wholesale	500
	warehouses	1000
	Furniture/household items Shops	350
Residential	Residential	150
	Elders / disable homes	1000
	Children home	500
	Daycare centers	500
	Hostels	150
Health	Ayurvedic medical centers	250
Education	Early Childhood Development Centers	500
	Higher Education institutions	4000

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Bolgoda Water-Front Development Zone

Uses	Permissible uses	Minimum Land Extent (Sq.m)
<i>Institutions</i>	<i>Bank/Insurance and financial institutions</i>	300
	<i>offices</i>	150
	<i>Professional Offices</i>	150
<i>Social services and public affairs</i>	<i>Community Development Centers</i>	150
	<i>Social and cultural centers</i>	1000
	<i>Auditoriums and conference halls</i>	1000
	<i>Libraries</i>	150
	<i>Rehabilitation centers</i>	500
<i>Tourism</i>	<i>Holiday Resorts</i>	300
	<i>Guest Houses</i>	150
	<i>Lodgings</i>	150
	<i>Tourist Hotels</i>	500
	<i>City Hotels</i>	500
	<i>Tourist information Centers</i>	150
	<i>cabana Hotels</i>	500
	<i>Ayurvedic Panchakarma Center (SPA)</i>	250
<i>Leisure and recreation</i>	<i>Indoor Stadiums</i>	500
	<i>Theaters</i>	500
	<i>Night clubs</i>	500
	<i>Art Gallery / Museums</i>	500
	<i>Open Theaters</i>	2000
	<i>Out door fitness Centers/ GYM</i>	500
	<i>Cinemas</i>	500
	<i>Parks</i>	

Chapter 09



Proposed Road Width, Building Line and Reservations

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Proposed Road Width

9.1. Proposed Road Width

Roads proposed for development during the plan implementation period the roads grouped under P1, P2 and P3 are depicted in the Table no 9.1 with the details of road widths

Proposed Roads for Development under the Moratuwa Development Plan 2021–2030					
Priority	Road characteristics	Identified Roads	no. of lanes	service tracks	proposed widths Mtrs
P1 roads	Roads that link with outer towns and width is 20 Ft or more	TP3Road from the junction where New Galle road meets the old Galle road up to the Multi Modal Transport Center.	6	Relevant	36.6
		TP4Borupone Road from Borupone junction to Gangarama Road.	6	Relevant	31.7
P2Roads	Roads that link with outer towns and width is 20 Ft or more.	TP6Bandaranayaka MW from Katubedda Junction to Kospalana Road	4	Relevant	27.2
		TP5Proposed marine drive from Dehiwela to proposed Multi Modal Transport Center through Weera Puranappu Mawatha	4	Relevant	24.7
		TP7De Soysa Road from Rawathawatta Junction to Katubedda Kospalana Bridge	4	Relevant	24.7
P3Roads	Roads with widths more than 20 feet	TP11proposed Bolgodasiri road from the Dlgorella new bridge to Borupone road along the enbankment of the Bolgoda lake.	2	Relevant	17.1
	Roads with widths less than 20 feet	TP10Moratuwa railway station access road, from Galle road to the Moratuwa Station	2	Relevant	17.1
		TP10KOralawella Railway Station Access Road, from Galle Road to the Korlawella Railway	2	Relevant	17.1
		TP10Egodauyana Railway Station Access Road, from the Galle Road to the Egodauyana Railway Station.	2	Relevant	17.1
		TP10Angulana Railway Station Access Road, from the Galle Road to the Anguylana Railway Station	2	Relevant	17.1

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Proposed Road Width

Proposed Roads for Development under the Moratuwa Development Plan 2021–2030					
Priority	Road characteristics	Identified Roads	no. of lanes	service tracks	proposed widths Mtrs
P3Roads	Roads with widths less than 20 feet	TP10Lunawa Railway Station Access Road, from the Galle Road to the Angulana Railway Station	2	Relevant	17.1
		TP12Gunowardhanarama Road, from the new Galle Road up to the proposed Bolgoda walking track and the bicycle track.	2	Relevant	12.2
		TP12Samajawadee Niwahan Place, from the New Galle Road to the proposed Bolgoda walking track and the bicycle track.	2	Relevant	12.2
		TP12T.L.C.Peiris Road, from the New Galle Road to the proposed Bolgoda walking track and the bicycle track.	2	Relevant	12.2
		TP12Mahawatta Mawatha, from the New Galle Road to the proposed Bolgoda walking track and the bicycle track.	2	Relevant	12.2

Table 9.1 : Road Development Priority List under the Moratuwa Development Plan 2021–2030

Source : Urban Development Authority, 2021

9.2. Building Line

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
<i>Roads, which have maintained a building line of 100'-0" from the center of the road</i>				
1.	Beach Road	-	-	30.5
2.	Lady De Soysa Road	-	-	30.5
<i>Roads, which have maintained a building line of 55'-0" from the center of the road</i>				
1.	Old Gall Road	12	-	16.76
2.	New Gall Road	30	-	16.76
3.	Borupona Road	12	-	16.76
4.	Piliyndala Road	12	-	16.76
5.	Kaldemulla Road	06	-	16.76
6.	Katubadda – Kospalana Road	20	-	16.76
7.	Koralawella – Egoda Uyana Road	12	-	16.76
<i>Roads, which have maintained a building line of 7.6'-0" from the center of the road</i>				
1.	John Rodrigo Road	06	-	7.6
2.	Egoda Uyana Ferry Road	10	-	7.6
3.	De Mel Road	6	-	7.6
4.	Willorawatta Road	6	-	7.6
5.	Thelawelahena Road	10	-	7.6
6.	St. Anthony's Road	10	-	7.6
7.	Rawathawattae Road	10	-	7.6
8.	Ratmalana – Angulana Beach Road	05	-	7.6
9.	Premaratne Mawatha	06	-	7.6
10.	Pahala & Ihala Indibedda Road	06	-	7.6
11.	Angulana – Thelawala Road	10	-	7.6
12.	Moratuwa Railway Station Road	10	-	7.6
13.	Lunawa Railway Station Road	10	-	7.6
14.	Koralawella Railway Station Road	15	-	7.6
15.	Egoda Uyana Railway Station Road	15	-	7.6

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
16.	Angulana Railway Station Road	-	-	7.6
Roads, which have maintained a building line of 20'-0" from the center of the road				
Katubedda				
1.	Dewala Road	3.68	0.89	6.0
2.	Dandeniya Watta Road	5.52	0.41	6.0
3.	Ranawiru Vajira Fernando Road	3.35	0.89	6.0
4.	University Road (Start at D.S. Wijesinghe Mawatha)	3.16	0.28	6.0
5.	Rolley Fernando Mawatha (Road connecting Kuduwamulla Road)	6.5	0.74	6.0
6.	Kuduwamulla 2nd Lane	3.3	0.08	6.0
7.	Road connecting Gomus Place and Chulanansda Temple Road	3.5	0.09	6.0
8.	Samarakoon Wela Road	3.5	0.19	6.0
9.	Rolley Fernando Mawatha (The road connecting Kuduwamulla Road and Rawathawatta 9th Lane)	5.3	0.07	6.0
10.	D.S. Wijesinghe Mawatha 3rd Lane	5.6	0.8	6.0
11.	Rolley Fernando Mawatha 2nd Lane	-	-	6.0
12.	Road near Asst. No. 60	6.2	0.09	6.0
13.	P.B. Alwis Perera Mawatha	6.13	0.74	6.0
14.	Asiri Place	-	-	6.0
15.	Suramya Place	6.13	0.34	6.0
16.	D.S. Wijesinghe Mawatha (Mola Road)	5.5	0.96	6.0
17.	Kuduwamulla Road	5.3	0.59	6.0
18.	Rolley Fernando Mawatha (Road connecting Galle Road)	6.5	0.74	6.0
19.	Gomus Place	4.3	0.31	6.0
20.	Rolley Fernando Mawatha 1st Lane	-	-	6.0
21.	Molpe Road	8.5	0.30	6.0
22.	Sobhitha Vidyala Road	3.3	0.22	6.0
23.	Anandarama Road	8.8	0.7	6.0
Egoda Uyana				
24	Fishery Harbour Road (Start at Modara Road and at Fishery Harbour)	5.8	0.34	6.0
25	Dheewara Jaya Mawatha	3.3	0.13	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
26	Isurusiri Mawatha	3.4	0.15	6.0
27	Beach Road	-	-	6.0
28	Hijra Mawatha	3.6	0.16	6.0
29	Road near Asst. No. 214 & 282/1	-	-	6.0
30	Jayagathpra Road (Don Willium Mawatha)	3.5	0.16	6.0
31	Jayagathpura Main Road (Don Willium Road)	3.7	0.19	6.0
32	Mahawatta Road	3.5	0.18	6.0
33	Sama Place (Road near Asst. No. 182 & 184)	3.6	0.19	6.0
34	Sendiris Place	3.3	0.32	6.0
35	Joseph Place	3.3	0.34	6.0
36	Janapriya Mawatha	3.3	0.32	6.0
37	Saranapala Mawatha	3.5	-	6.0
38	Moses Place	3.7	0.38	6.0
39	Saddarmodaya Mawatha	3.5	0.24	6.0
40	Housing Scheme Road	3.5	0.24	6.0
41	Maha Nuga Sewana Road	3.5	-	6.0
42	Housing Project Road	3.6	0.09	6.0
43	Cemetery Road	3.6	0.34	6.0
44	Sunanda Niwasa Road	4.2	0.24	6.0
45	Ranjith Peiris Mawatha	3.7	0.12	6.0
46	Lucky Sevenpura Road	3.6	0.23	6.0
47	Road near Welfare Office	3.3	-	6.0
48	Jayanthi Mawatha	3.6	0.21	6.0
49	Sri Deepamiththa Road	3.7	0.06	6.0
50	Samagi Daham Mawatha	3.3	0.09	6.0
51	Ranweli Mawatha	3.7	0.24	6.0
52	Road connecting Dinasiri Road and Jayawardena Road	3.6	0.35	6.0
53	Sobadam Mawatha	3.3	0.16	6.0
54	Church Road	4.2	0.21	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
55	Jinasiri Mawatha	4.2	0.21	6.0
56	Sama Place by pass Road (From Mahawatta Road up to Gnanoloka Mawatha)	5.9	0.08	6.0
Indibedda				
57	Mendis Lane	3.3	0.45	6.0
58	Blasius lane	2.0	-	6.0
59	Methodist Collage Road	3.6	-	6.0
60	St. Blasius Lane	4.6	0.42	6.0
61	Road in front of Temple Road	3.3	0.05	6.0
62	Road near Asst. No. 30	3.3	0.06	6.0
63	S.S. Watta Road	3.6	0.05	6.0
64	Road near Hirana Hardware	3.3	0.06	6.0
65	Road near Dinasiri Saw Mill	3.0	0.10	6.0
66	UC Watta Road	4.5	0.06	6.0
67	Backwatta Road	3.3	0.90	6.0
68	6th Lane Indibedda	3.7	-	6.0
69	Raskin Fernando Road	4.0	0.22	6.0
70	Rahula Vidyala Road	3.6	0.22	6.0
71	Bethany Terrace Road	6.1	0.18	6.0
72	Kadupitiya Road	3.4	0.13	6.0
73	Cooray Lane	3.3	0.16	6.0
74	Major Weerasooriy Mawatha	-	0.08	6.0
75	Boraluwa Road	3.3	0.11	6.0
76	Bilmoria Road	5.1	0.12	6.0
77	John Samuel Road	4.0	0.17	6.0
78	Daham Pasal Mawatha	3.5	0.38	6.0
79	Road in front of the House of Mr. Jagath Mendis at John Samuel Road at Ihala Indibedda	4.0	-	6.0
80	Sudharmaratnarama Lane	5.6	0.29	6.0
81	By pass road of service Lane	3.6	-	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
Rawathawatta				
82	Rawathawatta 10th Lane – Jeramias Fernando Mawatha	3.8	0.3	6.0
83	9th Lane (from Rawathawatta Road) Janatha Mawatha	4.5	-	6.0
84	Sri Sasanawansa Road	-	-	6.0
85	Polkotuwa Road	5.8	0.49	6.0
86	Polkotuwa Place	4.2	0.09	6.0
87	Andiris de Silva Road	5.7	0.38	6.0
88	Rawathawatta 1st Lane	4.7	0.36	6.0
89	Road near Asst. No. 49 & 67	-	-	6.0
90	Road near Asst. No. 44 & 42	-	-	6.0
91	St. Emmanuel Church Road	7.3	0.44	6.0
92	Saddarmarama Road	-	-	6.0
93	Janathajaya Mawatha	3.3	-	6.0
94	Road near Asst. No. 28/B	-	-	6.0
95	Rawathawatta 6th Lane	6.2	0.42	6.0
96	Susew de Soyza Road (from Mendis Road)	4.5	-	6.0
97	Canon Jacob Mawatha	5.3	-	6.0
98	Bodhi Mawatha	3.7	-	6.0
99	Dharmaratne Avenue	5.21	0.61	6.0
100	Dharmaratne Avenue 1st Lane (Lieutenant Colonel Sanjeewa Fernando Mawatha	4.6	0.14	6.0
101	Dharmaratne Avenue 2nd Lane (Lieutenant Colonel Sanjeewa Mawatha	4.6	0.14	6.0
102	Dharmaratne Avenue 3rd Lane (Start at 5th Lane)	4.6	0.08	6.0
103	Dharmaratne Avenue 4th Lane	3.7	0.07	6.0
104	Dharmaratne Avenue 5th Lane	3.8	0.17	6.0
105	Sellapperumage Fernando Mawatha	5.5	0.28	6.0
106	Road in front of Randina Hardware Stores	4.6	0.07	6.0
107	Ayurveda Nivasa Road	3.3	0.09	6.0
108	Road in front of Ayurveda Nivasa	3.3	0.19	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
109	5th lane / Rawathawatta	3.3	0.90	6.0
110	Dharmaratne Avenue 6th Lane	4.5 – 6.0	0.01	6.0
111	Road near Methodist Collage	4.5	0.17	6.0
112	Chamendra Prasad Mawatha	3.5	0.68	6.0
Moratumulla				
113	Water Tank Road	4.0	0.17	6.0
114	Matikanda Road	5.6	0.25	6.0
115	Kadalana Road	4.4	0.19	6.0
116	3rd Lane (Road Start at de Soyza Road near Asst. No. 385)	4.5	-	6.0
117	Hamuda Mawatha	3.6	0.21	6.0
118	Devala Watta Road	3.3	0.80	6.0
119	Mendis Road	3.7	0.65	6.0
120	Puwakgaha Thotupola Road	3.7	-	6.0
121	Peduru Mawatha	3.6	0.15	6.0
122	Salgahawatta Road	4.0	0.31	6.0
123	Alokapitiya Road	3.6	0.18	6.0
124	Henawatte Road	4.6	1.7	6.0
125	Road near Asst. No. 560	4.6	0.07	6.0
126	John De Silva Mawatha	6.2	0.17	6.0
127	De Mel Mawatha	4.6	0.14	6.0
128	Road connecting Thapasarama Road and Mendis road	3.3	0.09	6.0
129	St. Michael Jubilee Road	3.3	0.45	6.0
130	Mahajana Road	3.7	0.08	6.0
131	Galpote Road	5.3	0.18	6.0
Willorawatta				
132	Seewali Mawatha	3.7	0.66	6.0
133	Bambatuwa Road (Across Bambatuwa Canal)	5.52	0.45	6.0
134	Devananda Road	4.6	0.32	6.0
135	Kithalandaluwa Road	4.2	0.32	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
136	Thotupola Road	4.5	-	6.0
137	Sri Guaneswara Mawatha 2nd Lane	3.0	-	6.0
138	Road near the house of Mr. Dhammika Fernando at Deepananda Road	3.0	-	6.0
139	Road start at Mendis Lane up to the house of Mr. Lional	3.0	-	6.0
140	Road runs parallel to the boundary of Mr. Priyalal premises at Deepananda Road	3.0	-	6.0
Korelawella				
141	Playground Mawatha	4.2	0.21	6.0
142	De Mel Mawatha (New Gall Road – Old Gall Road)	3.54	0.22	6.0
143	Constantine Road	4.6	0.37	6.0
144	Major Janjith Guneratne Mawatha	-	-	6.0
145	Shramadana Mawatha	4.2	0.37	6.0
146	Samajawadi Niwahana Pedesa	3.7	0.53	6.0
147	Samajawadi 1st Lane	-	-	6.0
148	Samajawadi 2nd Lane	-	-	6.0
149	Methayas Place	3.3	0.24	6.0
150	Methayas Place 1st Lane	-	-	6.0
151	Dhammatilaka Mawatha	-	-	6.0
152	M.E. Perera Mawatha (Stationed)	-	-	6.0
153	Chandra Mawatha	3.6	0.23	6.0
154	Koralawella 3rd Lane	3.7	0.32	6.0
155	Dheewara Niwahana Place	5.9	0.37	6.0
156	Dheewara Niwahana Place 1st Lane	-	-	6.0
157	St. Michael Jubilee Road	3.8	0.35	6.0
158	Independence Beach Road	-	-	6.0
159	Gunewardanarama Road	5.5	0.33	6.0
160	Gunewardanarama Lane	-	-	6.0
161	Bathing Well Road	3.3	0.27	6.0
162	Gunewardanarama Meda Road	3.7	0.18	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
163	Susantha Siriratne Mawatha	3.7	0.21	6.0
164	Mahavidhanan Road	3.7	0.46	6.0
165	Hubert de Mel Mawatha	3.5	0.22	6.0
166	Mahavidhana Cross Road	-	-	6.0
167	St. Peter's Road	4.3	0.40	6.0
168	St. Peter's 1st Lane	-	-	6.0
169	St. Peter's 2nd Lane	4.3	0.09	6.0
170	Koralawella 2nd Lane	3.0	0.21	6.0
171	Riverside Garden Road	4.5	-	6.0
172	Shelton Peiris Mawatha	-	-	6.0
173	Shriya Place	6.0	-	6.0
174	Koralawella 1st Lane	3.8	-	6.0
175	Road start at 1st Lane near Asst. No. 34	-	-	6.0
176	Road start at 1st Lane near Asst. No. 21/A	-	-	6.0
177	Road near Asst. No. 21/1 A	-	-	6.0
178	Duwa watta Road	3.7	-	6.0
179	Krishantha de Mel Mawatha	6.0	-	6.0
180	Janatha Mawatha	3.3	-	6.0
181	Road near Asst. No. 38 and 32	-	-	6.0
182	Bodhi Mawatha	3.6	-	6.0
183	Korelawella 5th Lane	4.0	-	6.0
184	125th Jayanthi Mawatha	3.7	-	6.0
185	Asiri Mawatha	3.7	-	6.0
186	Koranelis Mawatha	4.6	-	6.0
187	Mayfair Garden Road	4.6	-	6.0
188	Road near Asst. No. 93 and Community Hall	-	-	6.0
189	Niwahal Place	3.7	-	6.0
190	Milton de Mel Mawatha	3.6	-	6.0
191	Road near Chandra Mawatha	3.5	-	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
192	Vidyala Mawatha	3.6	-	6.0
193	Road near Lions Club	3.6	-	6.0
194	Ranawiru Riwan Fernando Mawatha	6.0	-	6.0
195	Circular Road	3.3	-	6.0
196	Lekamge Thomas Perera Mawatha	3.6	-	6.0
197	Ransara de Silva Mawatha	3.6	-	6.0
198	Road start at Road near the Railway Station	-	-	6.0
199	Nadee Mawatha by pass road	-	-	6.0
200	Road on right side at Constantine Lane Old Road	-	-	6.0
Borupana				
201	Anura Mawatha	6.11	-	6.0
202	Samagi Mawatha	6.11	-	6.0
203	Wijaya Mawatha	6.11	-	6.0
204	Tissa Mawatha	6.11	-	6.0
205	Dharmashrama Mawatha	6.11	-	6.0
206	Abhaya Mawatha	6.11	-	6.0
207	Gumunu Mawatha	6.11	-	6.0
208	Parakum Mawatha	6.11	-	6.0
209	Rajasinghe Mawatha 2nd Lane	4.6	-	6.0
210	Manel Mawatha	6.11	-	6.0
211	Rukmal Mawatha	3.6	-	6.0
212	Sanan Mawatha	3.06	-	6.0
213	Saman Vihara Mawatha	4.6	-	6.0
214	Walagamba Mawatha	6.11	-	6.0
215	Sangabo Mawatha	6.11	-	6.0
216	Rajasinghe Mawatha	6.11	0.35	6.0
217	Rajasinghe Mawatha 1st Lane	4.6	0.08	6.0
218	Sethsiri Mawatha	3.06	0.39	6.0
219	Meda Road (Road in between Wijaya Mawatha and Sethsiri Mawatha)	4.6	0.81	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
220	Vajiragnana Mawatha (Samagipura Road)	3.6	0.34	6.0
221	Laksiripura Road	4.6	0.35	6.0
222	Bai Watte Road	4.6	0.10	6.0
223	Road start at Laksiripura Road near Asst. No. 154/92 and 154/112	4.5	0.10	6.0
224	Janapriya Mawatha	3.3	0.33	6.0
225	Janajaya Mawatha	6.2	0.15	6.0
226	Araliya Mawatha	3.6	0.17	6.0
227	Road near Glass Factory	5.3	0.32	6.0
228	Maligawa 5th Lane	5.8	0.10	6.0
229	Wimalasiri de Mel Road	4.25	0.27	6.0
230	Maligawa 4th Lane	5.6	0.15	6.0
231	Maligawa 3rd Lane	4.5	0.15	6.0
232	Maligawa 2nd Lane	5.7	0.14	6.0
233	Maligawa 1st Lane	5.9	0.18	6.0
Uyana				
234	Uyana 8th Lane	6.13	0.87	6.0
235	Uyana Road	6.2	1.25	6.0
236	Holycross Avenue	5.8	0.34	6.0
237	Road near Asst. No. 27	3.8	0.05	6.0
238	Dheewara Watta Road (1st Lane)	3.0	0.19	6.0
239	Dheewara Watta Road (2nd Lane)	3.0	0.09	6.0
240	Dheewara Watta Road (3rd Lane)	3.0	0.05	6.0
241	Uyana Road (from Rest House up to Bodhi Mawatha)	6.1	0.53	6.0
242	Bodhirajarama Road (Start at Uyana Road)	3.7	0.22	6.0
243	Road near Asst. No. 168 (Start at Bodhirajarama Road)	3.7	0.05	6.0
244	Road near Asst. No. 168 and 8/256 (Start at Uyana Road)	3.6	0.14	6.0
245	Alwis Watta Road (Start at 3rd Lane)	5.2	0.29	6.0
246	Bodhi Mawatha	3.8	0.51	6.0
247	Uyana 11th Lane	3.7	0.15	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
248	Uyana 12th Lane	4.6	0.19	6.0
249	Road connected to Uyana 8th Lane (near Boutique)	-	-	6.0
250	Road connected to Uyana 8th Lane	-	-	6.0
251	Lunawa Charles Place	-	-	6.0
252	Road near the house of Mr. Sunney Fernando at Lunawa	-	-	6.0
Idama				
253	Mount Road	3.7	0.21	6.0
254	Peiris Lane	7.6	0.21	6.0
255	Road connecting Old Galle Road and New Galle Road (in front of Municipal Council)	3.9	0.96	6.0
256	Road near Sindu Motors	-	-	
257	Peiris Mawatha 1st Lane	3.7	0.09	6.0
258	Peiris Mawatha 2nd Lane	3.7	0.08	6.0
259	M.J.C. Fernando Mawatha	4.9	0.82	6.0
260	M.J.C. Fernando by pass Road	4.9	-	6.0
261	Bolgodasiri Mawatha	-	-	6.0
262	Charles De Soya Road	4.9	0.07	6.0
263	Charles De Soya 1st Lane	-	-	6.0
264	Lady Eulin de Soya 1st Lane	3.3	-	6.0
265	Peiris Mawatha 1st Lane	3.7	-	6.0
266	Peiris Mawatha 2nd Lane	3.7	-	6.0
267	Road near Dilshan Restaurant – Dislin	3.5	0.01	6.0
268	Usavi Watta Road	3.7	0.08	6.0
269	Road near Auto Radiator Stores	3.3	0.04	6.0
Thelawala				
270	Road from Thelawala up to river	-	-	6.0
271	7th Lane	3.06	0.47	6.0
272	Ben Road at 7th Lane	-	-	6.0
273	Ben Road 1, Yogashrama Mawatha (Road near Asst No. 33, 17)	-	-	6.0
274	Ben Road 2, Yogashrama Mawatha (Road near Asst No. 17, 18 & 73)	-	-	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
275	Road near Asst. No. 15 & 17	-	-	6.0
276	Yogashrama Mawatha 1st Lane	-	-	6.0
277	Cross Road from Shasana Jothi Mawatha up to 6th Lane (Road near Asst. No. 16 & 185)	-	-	6.0
278	Road near Asst. No. 165 & 195	-	-	6.0
279	Dewata Road	3.06	0.02	6.0
280	6th Lane (near Community Hall)	3.3	-	6.0
281	Road near Asst. No. 37 start at Yogashrama Mawatha	-	-	6.0
282	Road near Asst. No. 185 & 195 start at Shasana Jothi Mawatha	-	-	6.0
283	Road near Asst. No. 325 & 57 start at Shasana Jothi Mawatha	-	-	6.0
284	Nelumpura Main Road	6.13	0.75	6.0
285	Road near Asst. No. 29 (From Sri Shasana Jothi Mawatha up to the Factory)	-	-	6.0
286	Road near Asst. No. 75 & 77	-	-	6.0
287	Road near Asst. No. 2 & 28	-	-	6.0
288	Road near Asst. No. 118 & 209	-	-	6.0
289	D.G. Kulawardena Mawatha	3.7	0.19	6.0
290	Road near Asst. No. 63 start at Kulawardena Mawatha	-	-	6.0
291	Road near Asst. No. 60 & 54 (near Nelumpura 8th Lane)	-	-	6.0
292	Model Town Road	5.52	0.53	6.0
293	Model Town Road 1st Lane	4.4	0.09	6.0
294	Model Town Road 2nd Lane	4.4	0.90	6.0
295	Model Town Road 3rd Lane	-	-	6.0
296	Model Town Road 4th Lane	-	-	6.0
297	Model Town Road 5th Lane	-	-	6.0
298	Road near Asst. No. 108 & 119	-	-	6.0
299	Soorya Place	3.68	0.28	6.0
300	Isuru Place	3.06	0.22	6.0
301	Sumudu Place	3.68	0.45	6.0
302	Road connecting Isuru Place and Sumudu Place	7.67	0.11	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
303	Shantha Place	5.52	0.22	6.0
304	Sobana Place	5.52	0.22	6.0
305	Mihiri Place	4.06	0.22	6.0
306	Ramya Place	6.30	0.17	6.0
307	Sunil Gallage Mawatha	3.5	0.28	6.0
308	Somananda Mawatha	3.7	0.12	6.0
309	Road near CIC Factory	3.4	0.09	6.0
310	Road near Limara Saw Mill	6.4	0.09	6.0
311	Mayura Mawatha	11	0.33	6.0
312	By-pass Road at Wimalasiri de Mel Mawatha	3.4	0.14	6.0
313	Egodahena Road	5.5	0.35	6.0
314	Road near Sidhalepa Factory	6.0	0.11	6.0
315	Visuddharama Mawatha	4.8	0.12	6.0
316	Road near Benaragama Housing Scheme	5.7	-	6.0
317	Center Road	3.9	0.22	6.0
318	Road near community Center	3.7	-	6.0
319	Sadaham Mawatha	3.3	0.08	6.0
320	Model Town Avenue	11.7	0.2	6.0
321	Susiri Place	5.5	0.23	6.0
Lakshapathiya				
322	Tourist Deport 1st Lane	5.3	0.14	6.0
323	Tourist Deport 2nd Lane	4.7	0.15	6.0
324	Cross Road connecting 1st Lane & 2nd Lane	3.4	0.27	6.0
325	Weera Puran Appu Mawatha	4.0	0.6	6.0
326	Road near Asst. No. 39 and 41	3.3	0.12	6.0
327	Road near Asst. No. 41 and 55 start at Weera Puran Appu Mawatha	3.3	0.09	6.0
328	Aponso Mawatha	4.9	0.49	6.0
329	Aponso Mawatha 1st Lane	3.8	0.11	6.0
330	Angulana Station Road 1st Lane	5.9	0.28	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
331	Angulana Station Road 2nd Lane	5.9	0.27	6.0
332	Road connecting to Angulana 1st Lane and 2nd Lane	3.7	0.05	6.0
333	Road near 1st Lane and 2nd Lane	3.8	0.06	6.0
334	Angulana Station Road 3rd lane	4.6	0.31	6.0
335	Road connecting Angulana 2nd Lane and 3rd Lane	3.6	0.11	6.0
336	Road near Asst. No. 15/1 and 17/1 start at 3rd Lane	3.7	0.1	6.0
337	Road near Asst. No. 22 and 24 start at 3rd Lane	3.7	0.05	6.0
338	Road near Asst. No. 15/5A and 15/15	3.7	0.08	6.0
339	Fonseka Road	4.3	0.3	6.0
340	Basil Housing Scheme Road	3.3	0.1	6.0
341	Fonseka Road 2nd Lane	3.3	0.8	6.0
342	Bo Sevana Road	3.7	0.11	6.0
343	Sama Pura Road	4.0	0.13	6.0
344	Navoda Park Road (start at Angulana Railway Station Road)	3.7	0.20	6.0
345	Navoda Park 1st Lane	3.9	0.08	6.0
346	Tourist House Road	-	-	6.0
347	Lakshapathiya Road / Ernest Place	5.52	0.99	6.0
348	Kanagaratne Place	3.3	0.04	6.0
349	Kanagaratne 1st Lane	3.6	0.2	6.0
350	Road near Asst. No.13/8 & 9/13	3.73	0.15	6.0
351	Road near Asst. No.85 & 87/4	3.3	0.15	6.0
352	Road near Asst. No.13 & 3 (from Kannangara Place up to Earnest Place across Elu Ela)	3.0	0.16	6.0
353	Medhananda Mawatha	3.7	0.16	6.0
354	Medhananda Mawatha 1st	5.2	0.09	6.0
355	Road near Asst. No. 124 & 120 start at Ernest Place	4.3	0.14	6.0
356		3.9	0.11	6.0
357	Veluvanarama Road (across Elu Ela)	4.9	0.81	6.0
358	Ernest Place 2nd Lane	3.7	0.16	6.0
359	Road near Asst. No. 54	2.8	0.15	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
360	Road near Asst. No. 15 & 191	3.3	0.06	6.0
361	Ernest Place 1st Lane	4.1	0.19	6.0
362	Lake View Hotel Road	3.8	0.19	6.0
363	Fernando Mawatha	3.8	0.19	6.0
364	Subhasiri Mawatha	3.7	0.25	6.0
365	Garden City Road	6.13	0.34	6.0
366	Garden City 1st Lane	3.4	0.09	6.0
367	Garden City 2nd Lane	3.8	0.08	6.0
368	Garden City 3rd Lane	7.0	0.16	6.0
369	Road near Asst. No. 280/81 start at Garden City 3rd Lane	3.8	0.13	6.0
370	Bishop Terrace (Road connecting Veluwanarama Road and de Mel Road)	6.13	0.53	6.0
371	Bishop Terrace 1st Lane	3.3	0.21	6.0
372	Bishop Terrace 2nd Lane	4.9	0.81	6.0
373	Road near Asst. No. 16/19 start at 2nd Lane	-	-	6.0
374	Jubilee Road 1st Lane	3.9	0.31	6.0
375	Jubilee Road	5.5	0.36	6.0
376	Road near Asst. No. 68 & 56	3.0	0.07	6.0
377	Road near Asst. No. 07	3.3	0.11	6.0
378	Malwatte Road (across Elu Ela)	3.3	0.17	6.0
379	Lakshapathiya 1st Lane	-	-	6.0
380	Road connecting Lakshapathiya Road	-	-	6.0
381	Lakshapathiya Road 2nd Lane	-	-	6.0
382	Road near Asst. No. 93	-	-	6.0
383	Medhananda Mawatha 2nd Lane	6.2	0.07	6.0
384	Medhananda Mawatha 3rd Lane	6.2	0.09	6.0
385	Road connecting Bishop Terrace	4.7	0.04	6.0
386	Bishop Terrace 5th Lane	6.2	0.08	6.0
387	Jubilee Road 2nd Lane	4.2	0.08	6.0
388	Jubilee Road 3rd Lane	4.6	0.07	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
389	Jubilee Road 4th Lane	4.6	0.08	6.0
390	4th Lane	3.5	0.15	6.0
391	Road near Asst. No. 64 & 62 (across Elu Ela)	3.7	0.11	6.0
392	Road No. 79/2 at Maha Vihara Road	-	-	6.0
393	Anjelo Place, in between Fonseka Road and de Mel Road	-	-	6.0
Angulana				
394	Samudrasanna Road	5.3	1.18	6.0
395	Road near Asst. No. 111 (start at Samudrasanna Road)	3.3	0.08	6.0
396	Road near Asst. No. 187	3.3	0.06	6.0
397	Road near Asst. No. 227	3.3	0.20	6.0
Moratuwella				
398	P.M. Fernando Mawatha	-	-	6.0
399	Janajaya Mawatha	-	-	6.0
400	Fransisco Place	-	-	6.0
401	Fraser Avenue 1st Lane	-	-	6.0
402	Road near Asst. No. 3 & 21/4A	-	-	6.0
403	Road near Asst. No. 21/5 A & 10	-	-	6.0
404	Fraser Avenue	-	-	6.0
405	Clovis Avenue	6.7	0.21	6.0
406	Clovis Avenue 1st Lane (Road near Asst. No. 16 & 48)	3.5	0.17	6.0
407	Road near Asst. No.1 (from Clovis Avenue up to Murawatte)	4.3	0.15	6.0
408	Madangahawatte Road	3.7	0.11	6.0
409	Murawatte Road	3.3	0.14	6.0
410	Uswatte Road	3.7	0.20	6.0
411	Uswatte Road 1st Lane	3.0	0.07	6.0
412	Alan Mudalali watta Road	2.7	0.24	6.0
413	Alan Mudalali watta Road 1st Lane	3.3	0.03	6.0
414	Alan Mudalali watta Road 2nd Lane	4.3	0.03	6.0
415	Uswatte 2nd Lane (Jeevani School Road)	6.7	0.26	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
416	Uswatte Circular Road	6.2	0.91	6.0
417	Fernando Place (Dharma Nikethana Road)	3.3	0.16	6.0
418	Moratuwella 1st Lane	3.7	0.12	6.0
419	Dr. K.J.De Silva Mawatha	3.5	0.14	6.0
420	Road near Asst. No. 58/6	-	-	6.0
421	Road connecting Mount Road and Dr. K.J. De Silva Road	3.8	0.11	6.0
422	Nagara Udawa Road	-	-	6.0
423	Domingo Road	-	-	6.0
424	Road near ASP's Office	-	-	6.0
425	Hubert De Mel Road	-	-	6.0
426	Fraser Avenue 2nd Lane	-	-	6.0
427	Watson Peiris Mawatha	-	-	6.0
428	Alex Ranasinghe Mawatha	5.8	0.13	6.0
429	St. Peter's Road	4.3	0.40	6.0
430	Road near Uswatte Mari Kade	-	-	6.0
431	Uswatte Mari Violet Elder's Home Road	-	-	6.0
432	Clovius Mawatha	6.7	-	6.0
Kaldemulla				
433	Dewata Road	4.3	0.65	6.0
434	Sudharmarama Road	3.9	0.35	6.0
435	Kaldemulla 2nd Lane	5.3	0.13	6.0
436	Sudharmarama Cross Road	4.3	0.16	6.0
437	Road connecting Sudharmarama Road and 3rd Lane	4.6	0.15	6.0
438	3rd Lane (Road near Asst. No. 385 start at de Soyza Road)	3.7	0.2	6.0
439	Road near Asst. No. 86 & 84	3.7	0.15	6.0
440	Road near Asst. No. 110 & 106	4.7	0.12	6.0
441	4th Lane	6.1	0.46	6.0
442	Road near 4th Lane and Asst. 124 & 26	3.7	0.25	6.0
443	Road near 4th Lane and Asst. 22 & 18	5.2	0.10	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
444	Road near 4th Lane and Asst. 142, 142 A,146	3.7	0.25	6.0
445	Road near Asst. No. 70 & 60A	3.3	0.18	6.0
446	Road near Asst. No. 82 & 24 A	5.5	0.25	6.0
447	Road near Asst. No. 26 & 78	3.7	0.15	6.0
448	Road near Asst. No. 146 & 142	3.7	0.25	6.0
449	Ebert Lane	4.6	1.1	6.0
450	Rex Mawatha	5.52	0.84	6.0
451	Deva Prasad De Silva Mawatha	5.52	0.08	6.0
452	C.P. De Silva Mawatha	4.6	1.0	6.0
453	Moratupitiya Road	4.5	0.9	6.0
454	Demahal Niwasa Road	4.6	0.16	6.0
455	Road towards North from Soyza Pura Main Road	-	-	6.0
456	Road near Asst. No. 37/G & 38/ G 4	-	-	6.0
457	Road near Asst. No. B/3 & G/12	-	-	6.0
458	Road near Library and Municipal Council Clinic	-	-	6.0
459	Soysapura 1st Lane	-	-	6.0
460	Soysapura 2nd Lane	-	-	6.0
461	Soysapura 3rd Lane	-	-	6.0
462	Soysapura 4th Lane	-	-	6.0
463	Soysapura 5th Lane	-	-	6.0
464	Soysapura 6th Lane	-	-	6.0
465	Soysapura 7th Lane	-	-	6.0
466	Soysapura 8th Lane	-	-	6.0
467	Soysapura 9th Lane	-	-	6.0
468	Soysapura 10th Lane	-	-	6.0
469	Soysapura 11th Lane	-	-	6.0
470	Soysapura 12th Lane	-	-	6.0
471	Soysapura 13th Lane	-	-	6.0
472	Soysapura 14th Lane	-	-	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
473	Soysapura 15th Lane	-	-	6.0
474	Soysapura 16th Lane	-	-	6.0
475	Soysapura 17th Lane	-	-	6.0
476	Soysapura 18th Lane	-	-	6.0
477	Soysapura 19th Lane	-	-	6.0
478	Kaldemulla Road (from Angulana Railway Station Road)	-	-	6.0
479	Arthpr Place	4.0	0.28	6.0
480	Road near Asst. No. 27 (from Arthur Place)	-	-	6.0
481	Road near Asst. No. 25/20 & 25/1	-	-	6.0
482	Road near Asst. No. 19	-	-	6.0
483	Road up to Arthur Place	-	-	6.0
484	Road in front of Rodrogo and Sons Shop	3.7	0.15	6.0
485	K.M.V. Temple Road	4.7	0.09	6.0
486	K.M.V. Road	6.21	0.31	6.0
487	Daham Mawatha	6.2	0.94	6.0
488	Road near Asst. No. 37 & 39	-	0.09	6.0
489	Miraj Niwasa 1st Lane	4.6	0.07	6.0
490	Miraj Niwasa 2nd Lane	4.6	0.07	6.0
Katukurunda				
491	Gnanaloka Mawatha	3.7	0.17	6.0
492	Peiris Mawatha	7.6	0.21	6.0
493	By Pass Road start at Peiris Mawatha	3.7	-	6.0
494	Sanasa Road	3.5	0.16	6.0
495	Dinasiri Road	3.4	0.19	6.0
496	Road connecting Dinasiri Road and Jayawardena Road	-	-	6.0
497	Road near Asst. No. 10/4 and 10A start at Dinasiri Mawatha	-	-	6.0
498	Road near Asst. No. 6 and 10 A start at Dinasiri Mawatha	-	-	6.0
499	Justin Dias Road	3.5	-	6.0
500	Ranweli Road	3.7	-	6.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
501	Jayawardena Road	3.5	-	6.0
502	Jana Asiri Mawatha	3.0	-	6.0
503	Isurudisi Mawatha	3.3	-	6.0
504	St. Anthony's Road	3.8	-	6.0
505	St. Maria Mawatha	3.8	-	6.0
506	Sunanda Eliya Road	3.9	-	6.0
507	Upananda Mawatha	3.7	-	6.0
508	Dharmabandu Mawatha	4.2	-	6.0
509	Sagara Lane	3.7	-	6.0
510	Upansada Circular Road	3.7	-	6.0
511	H.I. Peiris Mawatha	3.3	-	6.0
512	Road connecting St. Ann's Road	3.3	-	6.0
513	Road connecting St. Mary's Road and St. Ann's Road	3.3	-	6.0
514	Sunandopananda Road	4.2	-	6.0
515	Janasiri Mawatha	3.4	-	6.0
Roads, which have maintained a building line of 15'-0" from the center of the road				
Katubedda				
1	Road near Asst. No. 139/9 and 132/2 start at Devala Road	-	-	4.5
2	Devala Road 1st Lane	3.06	0.14	4.5
3	Dandeniya Watte 1st Lane	3.36	0.13	4.5
4	Dandeniya Watte 2nd Lane	3.36	0.13	4.5
5	Dandeniya Watte 3rd Lane	3.36	0.13	4.5
6	Dandeniya Watte 4th Lane	3.37	0.13	4.5
7	Lane starts at P.B. Alwis Perera Mawatha	-	-	4.5
8	P.B. Alwis Perera Mawatha 1st Lane	-	-	4.5
9	Road near Asst. No.20 start at Saman Place	-	-	4.5
10	Road near Asst. No. 115/1B start at Bandaranayake Mawatha	-	-	4.5
11	210 Watte Road	3.06	0.15	4.5
12	Pasan Place	3.06	0.11	4.5

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
13	Road start near Asst. No. 1 and 371	3.68	-	4.5
14	Road start near Asst. No. 137 and 142	-	-	4.5
15	Sooriya Place	3.68	0.28	4.5
16	Road start near Asst. No. 60/1 and 48	-	-	4.5
17	Road near Asst. No. 60/1	3.0	-	4.5
18	Kuduwamulla Cross Road	-	-	4.5
19	Ranaviru Chathura Fernando Mawatha	-	-	4.5
20	Asoka Place (start at P.B. Alwis Perera Mawatha)	3.6	0.31	4.5
21	Asoka Place 1st Lane	4.6	0.23	4.5
22	Asoka Place 2nd Lane	-	-	4.5
23	Ambagahawatte Road	3.68	0.33	4.5
24	Ambagahawatte Road 1st Lane	-	-	4.5
25	D.G. Hattotuwa Road	4.3	0.31	4.5
26	Buddhi Place (start at John Rodrigo Mawatha)	3.0	0.07	4.5
27	Weera Puranappugama Housing Scheme Road	-	-	4.5
28	Weera Puranappugama 1st Lane	-	-	4.5
29	Siribara Manikepura Road	-	-	4.5
30	Road start near Asst. No. 44 (Road start at Siribara Menikepura Road)	-	-	4.5
31	Road start near Asst. No. 35 (start at Siribara Menikepura Road)	-	-	4.5
32	Katubedda 1st Lane	-	-	4.5
33	Kaldera Mawatha (Road connecting 1st Lane and 2nd Lane)	-	-	4.5
34	Road near Asst. No. 20/14 and 19/18	-	-	4.5
35	Road connecting 1st Lane and Anandarama Road	-	-	4.5
36	Road near Asst. No. 187/14 A and Asst. No. 187/3	-	-	4.5
37	H.P.T. Watte Road	-	-	4.5
38	Daniel Road	-	-	4.5
39	Don Fredrick Wijesinghe Mawatha	-	-	4.5
40	Road to the left side at the end of John Rodrigo Mawatha at Katubedda	-	-	4.5
41	Bandaranayake Mawatha Muthukudaarachchi Road	-	-	4.5

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
42	Gamunu Place	-	-	4.5
43	Tissa Place	-	-	4.5
44	Araliya Place	-	-	4.5
45	Saman Place	-	-	4.5
46	Road start near Asst. No. 29	-	-	4.5
47	Katubedda 2nd Lane	-	-	
Egoda Uyana				
48	Dheewara Jaya Place	-	-	4.5
49	Al Laksha Mawatha	-	-	4.5
50	Jayagath Place	-	-	4.5
51	Jayagathpura Place	-	-	4.5
52	Janasavi Mawatha (up to Railway Line)	-	-	4.5
53	Gnanaloka Mawatha	-	-	4.5
54	Gnanaloka Mawatha by-pass Road (Road near Asst. No. 22A)	-	-	4.5
55	Center Road (Road connecting Sendric Place and Joseph Place)	-	-	4.5
56	Daham Sevana Mawatha	-	-	4.5
57	Peiris Place	-	-	4.5
58	Center Road (Road connecting Moses Lane and New Galle Road)	-	-	4.5
59	Walukarama Mawatha (Road connecting Moses Lane and Saddharmodaya Mawatha)	-	-	4.5
60	Mosque Lane	-	-	4.5
Indibedda				
61	Sasanadhaja Mawatha	-	-	4.5
62	Yenuwan Samaja Road	-	-	4.5
63	St. Blasius Road 1st Lane	3.3	-	4.5
64	St. Blasius Road 2nd Lane	3.4	-	4.5
65	St. Blasius Road 3rd Lane	3.4	-	4.5
66	St. Blasius Road 4th Lane	3.6	-	4.5
67	St. Blasius Road 5th Lane	3.6	-	4.5
68	Mendis Lane	-	-	4.5

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
69	Edward Lane	-	-	4.5
70	Bandaranayake Mawatha (from Edward Lane up to Pahala Indibedda Road)	3.6	-	4.5
71	Service Road (from Ihala Indibedda Road to Pahala Indibedda Road)	-	-	4.5
72	Methodist Collage Road 1st Lane	-	-	4.5
73	Methodist Collage Road 2nd Lane	-	-	4.5
74	Methodist Collage Road 3rd Lane	-	-	4.5
75	Janapriya Mawatha	-	-	4.5
76	Janapriya Mawatha 1st Lane	-	-	4.5
77	Maithree Pathum Pura Road	-	-	4.5
Rawathawatte				
78	Palliagodalle Vihara Mawatha (Rawathawatte 7th Lane)	3.8	-	4.5
79	Sri Ariyawansa Road	-	-	4.5
80	Bodhirukkarama Road	8.0	-	4.5
81	Janadhara Mawatha (Rawathawatte 8th Lane)	-	-	4.5
82	Road connecting Rawattawatte 1st Lane and St. Emmanuel Church Road	-	-	4.5
83	Rawathawatte 2nd Lane	5.8	-	4.5
84	Rawathawatte 3rd Lane	4.0	-	4.5
Moratumulla				
85	Daiwala Watte Road (start at 3rd Lane)	-	-	4.5
86	Road near Asst. No. 37/20 and 3	-	-	4.5
87	Minindoruwatte Road (start at Bodhi Rukkarama Road)	-	-	4.5
88	Fernando Mawatha	-	-	4.5
89	Jana Asiri Mawatha	-	-	4.5
90	Thapasarama Road (start at Premaratne Mawatha)	-	-	4.5
91	Galapitahabada Road	-	-	4.5
92	Morarumulla 2nd Lane	-	-	4.5
93	Ferry Lane	-	-	4.5
94	Road near Asst. No. 21	-	-	4.5

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
95	Moratumulla 3rd Lane	-	-	4.5
96	Road near Asst. No. 13 A	-	-	4.5
97	Wednesday Pola Watte Road	-	-	4.5
98	Road near Asst. No. 53/8 and 49/15	-	-	4.5
99	Road near Asst. No. 161 (Road connecting St. Anthony's Road and Kadalana Road)	-	-	4.5
100	Shramadana Mawatha	-	-	4.5
101	Samagi Mawatha	-	-	4.5
102	Jubili Mawatha	-	-	4.5
103	Isuru Place	-	-	4.5
104	Dinasaw Mawatha	-	-	4.5
105	Rosamal Mawatha	-	-	4.5
106	5th Lane (start at Premaratne Mawatha)	-	-	4.5
107	Jana Asiri Mawatha	-	-	4.5
108	Mal Dewata Road	-	-	4.5
109	Thapasarama Road	-	-	4.5
110	4th Lane	-	-	4.5
111	Kovila Road	-	-	4.5
Willorawatte				
112	Janatajaya Mawatha	-	-	4.5
113	Major General Susantha Mendis Mawatha	-	-	4.5
114	Deepananda Road	-	-	4.5
115	Road connecting Deepananda and Willorawatte Road (Road near Asst. No. 2 and 88)	-	-	4.5
116	Samagi Mawatha	-	-	4.5
117	Deepananda Road (start at Mendis Road near Asst. No. 29)	-	-	4.5
118	Charles Lane	-	-	4.5
119	Kithalandaluwa 2nd Lane	3.7	-	4.5
120	Playground Road	-	-	4.5
121	Kithalandaluwa Cross Road (start at Devananda Road near Ast. No. 193)	-	-	4.5

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
122	Duwa Road	-	-	4.5
123	Road connecting Deepananda Road and Bambatuwa Road (near Lady Doctor's House)	-	-	4.5
124	Newton De Silva Road	-	-	4.5
Uyana				
125	Uyana 7th Lane	5.8	-	4.5
126	Uyana 6th Lane	3.6	-	4.5
127	Luwan J.D. Silva Mawatha	5.8	-	4.5
128	Luvie Kumari Mawatha	3.9	-	4.5
129	Sagara 5th Lane	4.9	-	4.5
130	Sagara 4th Lane	4.7	-	4.5
131	Sagara 3rd Lane	4.6	-	4.5
132	Sagara 2nd Lane	4.3	-	4.5
133	Sagara 11th Lane	3.7	-	4.5
134	Sagara 12th Lane	4.6	-	4.5
135	Uyana 5th Lane	4.6	-	4.5
136	Uyana de Mel Mawatha	4.5	-	4.5
137	Road near St. Sebastian Collage	3.3	-	4.5
138	C.S.A. Perera Mawatha	4.0	-	4.5
139	Peris Watte Road	3.37	-	4.5
140	W.A. Peiris Mawatha	4.3	-	4.5
141	Uyana 3rd Lane	5.2	-	4.5
142	Uyana 4th Lane	3.7	-	4.5
Thelawala				
143	Yogashrama Road	-	-	4.5
144	Nelumpura 1st Lane	4.06	-	4.5
145	Nelumpura 2nd Lane	4.06	-	4.5
146	Nelumpura 3rd Lane	4.0	-	4.5
147	Nelumpura 4th Lane	4.0	-	4.5
148	Nelumpura 5th Lane	4.0	-	4.5

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
149	Nelumpura 6th Lane	4.06	-	4.5
150	Nelumpura 7th Lane	4.06	-	4.5
151	Road connecting Nelumpura 6th Lane and Nelumpura 8th Lane	-	-	4.5
152	Nelumpura 8th Lane	-	-	4.5
Lakshapathiya				
153	Fonseka Lane (Road near Asst. No. 7 and 2)	-	-	4.5
154	Himingiya Ela Road	-	-	4.5
155	Kanagaratne 2nd Lane	-	-	4.5
Angulana				
156	Podu Jaya Mawatha	-	-	4.5
157	Pokuna Road	-	-	4.5
158	Jayawardena Mawatha	-	-	4.5
159	1st Lane (Road near Cemetery)	-	-	4.5
160	2nd Lane (start at 1st lane)	-	-	4.5
161	Church Road	-	-	4.5
162	Samagi Mawatha	-	-	4.5
163	Mahajana Mawatha	-	-	4.5
164	Ananda Bodhi Vihara Mawatha	-	-	4.5
165	Janashakthi Mawatha	-	-	4.5
Moratuwella				
166	G.M. Fernando Mawatha 1st Lane	3.4	-	4.5
167	G.M. Fernando Mawatha 2nd Lane	3.4	-	4.5
168	G.M. Fernando Mawatha 3rd Lane	3.3	-	4.5
169	G.M. Fernando Mawatha 4th Lane	3.7	-	4.5
170	G.M. Fernando Mawatha 5th Lane	4.3	-	4.5
171	G.M. Fernando Mawatha 6th Lane	4.2	-	4.5
172	St. Sebastian Road	-	-	4.5
Katukurunda				
173	Jaya Mawatha	4.7	-	4.5

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
Roads, which have maintained a building line of 3.0-0" from the center of the road				
1.	Vajira Niwasa 1st Lane	-	-	3.0
2.	Vajira Niwasa 2nd Lane	-	-	3.0
Katubedda				
3.	Road start near Asst. No. 02, 4 and 6 (Road connecting 2nd Lane and Siribara Menikepura Road	-	-	3.0
Egoda Uyana				
4.	Road start near Asst. No. 99 and Church (from Mahawatte Road up to Jayagath pura Road)	-	-	3.0
Indibedda				
5.	Sudarnarathanarama 1st Lane	-	-	3.0
6.	Sudarnarathanarama 2nd Lane	-	-	3.0
7.	Sudarnarathanarama 3rd Lane	-	-	3.0
8.	Sugunadhaja Mawatha	-	-	3.0
9.	Jubilee Road	-	-	3.0
Rawathawatte				
10.	Road near Asst. No.366A and Courts Car Park	-	-	3.0
11.	Polkotuwa Lane	-	-	3.0
12.	Road near Asst. No. 7 and 7A	-	-	3.0
Moratumulla				
13.	Road connecting Rawathawatte Road and Bodhirukkarama Road (Road start at Bodhirukkarama Road near Asst. No. 25 and 13)	-	-	3.0
14.	Road near Asst. No. 25/3	-	-	3.0
15.	Road near Asst. No. 74C and 48	-	-	3.0
16.	Road near Asst. No.18 and 4	-	-	3.0
17.	Shramadana Mawatha 1st Lane (Road start at Shramadana Mawatha)	-	-	3.0
18.	H.P.T. Housing Complex Road	-	-	3.0
Willorawatte				
19.	Bodhi Raja Mawatha	-	-	3.0
20.	Udyana Mawatha (start at Mendis Road)	-	-	3.0
21.	Bodhiraja Mawatha 1st Lane	-	-	3.0

No	Road Name	Existing Road width (m)	Length of Road (Km)	Building line (from the center line of the road (m)
22.	Road near Asst. No.13 and 15/1	-	-	3.0
23.	Shri Gnaneshwara Mawatha 1st Lane	-	-	3.0
24.	Seevalee Mawatha 1st Lane	-	-	3.0
25.	Seevalee Mawatha 2nd Lane	-	-	3.0
26.	Seevalee Mawatha 3rd Lane	-	-	3.0
27.	Seevalee Mawatha 4th Lane	-	-	3.0
28.	Seevalee Mawatha 5th Lane	-	-	3.0
29.	Mihindu Mawatha	-	-	3.0
30.	Jubilee Road	-	-	3.0
31.	Suhada Mawatha	-	-	3.0
32.	Arthur Peiris Mawatha	-	-	3.0
33.	Road start at Bambatuwa Road (near house of Lady Doctor)	-	-	3.0
Angulana				
34.	Road near Asst. No. 170 and 274	-	-	3.0
Kaldemulla				
35.	Vajira Niwasa Road	-	-	3.0
Moratuwella				
36.	Thotupola watta Road	-	-	3.0

Table 9.2 : Building Lines of the existing roads within the Moratuwa MC area

Source : Urban Development Authority, 2021

In addition, the starting and ending points of the existing roads within the limits of the Moratuwa MC are given in Annexure No.10

9.3. Reservations to be Maintained along the Canals

<i>Name of the Canals</i>	<i>Reservation along the Canal Embankment (Meters)</i>
<i>Lunawa Canal</i>	6
<i>Elu Canal</i>	6
<i>Hemingiya Ela (Canal)</i>	6
<i>Babatuwa Canal</i>	6
<i>Drains</i>	<i>½ the width of the drain along either side of the drain.</i>

9.4. The Canal Reservations Declared and Enforced by the Sri Lanka Land Reclamation and Development Corporation

<i>Name of the Canals</i>	<i>Reservation along the Canal Embankment (Meters)</i>
<i>Lunawa Canal</i>	6
<i>Elu Canal</i>	6
<i>Hemingiya Ela (Canal)</i>	6
<i>Babatuwa Canal</i>	6
<i>Drains</i>	<i>½ the width of the drain along either side of the drain.</i>

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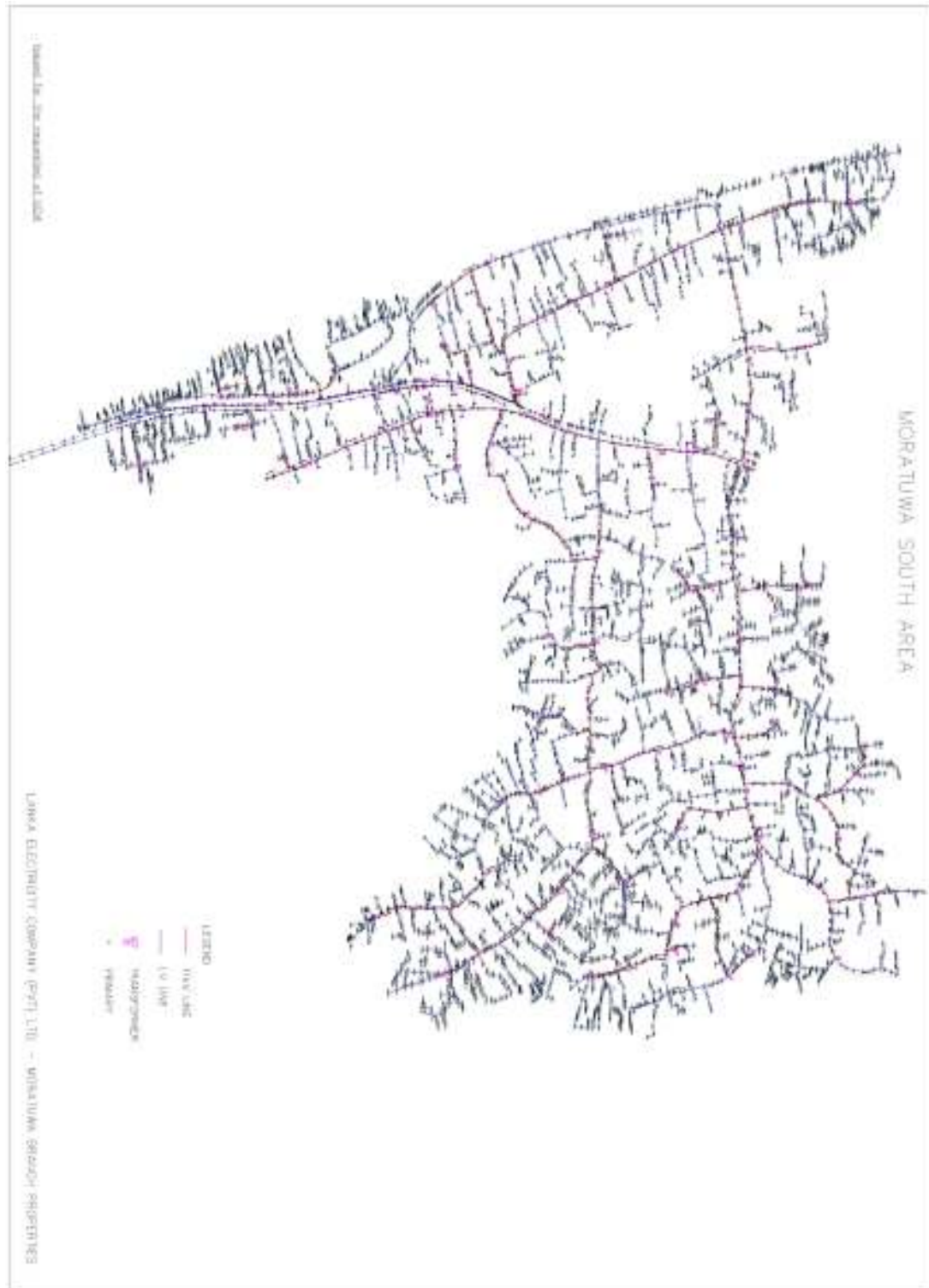
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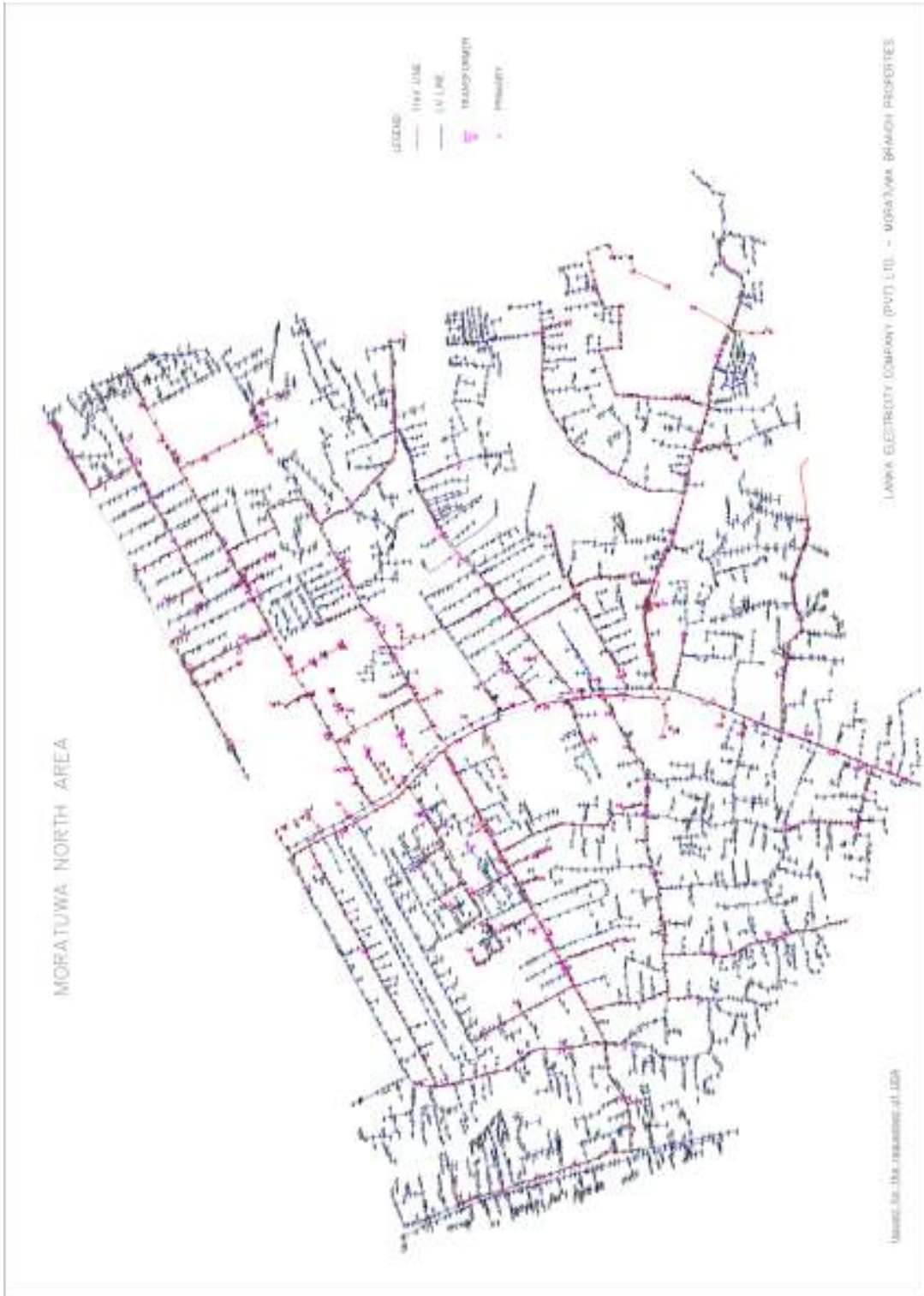


Part III

Annexure 01 : The Electricity Supply Connections Provided in the Moratuwa Municipal Council Area



Moratuwa South Electricity Supply- 2017

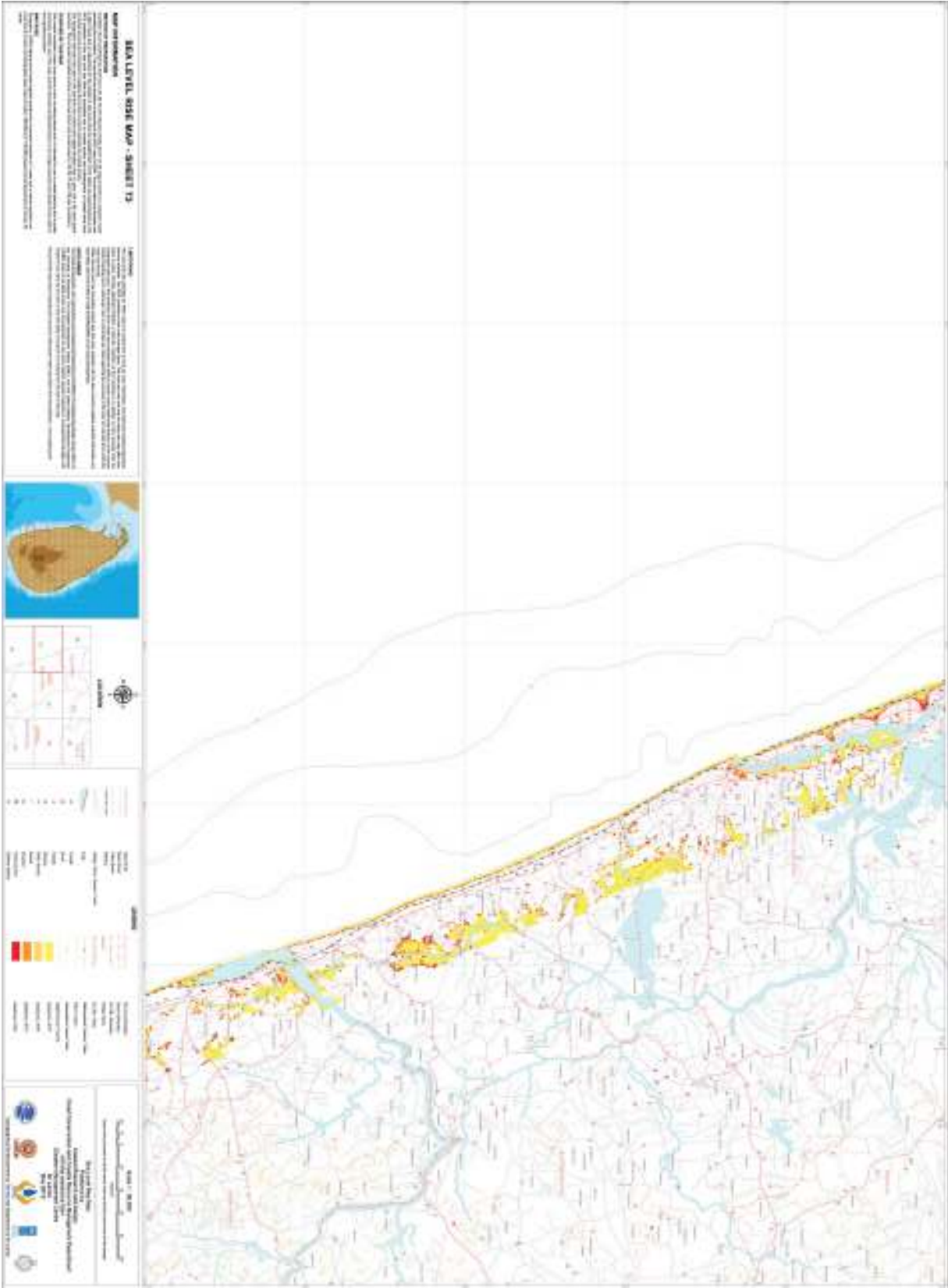


Moratuwa North Electricity Supply- 2017

Annexure 02 : Conclusions of the Bolgoda Lake water test report

- I. The index that represents the demand for oxygen, can be explained as the demand made by the microbe for the oxygen to decompose the carbon waste in the water. Accordingly, in the light of this explanation high demand for oxygen, as depicted in the Table above implies that the carbon concentration in the waters is considerably high.
- II. Oxidize non-carbonic materials such as ammonia and nitrate in the water and to decompose the carbonic materials in the water need oxygen. It is represented in the oxygen demand index. The water samples fetched from the Bolgoda Lake indicates that the oxygen demand value per litre ranges from 100 mg to 600 mg, when it is compared with the acceptable standard for drinking water of 10 mg per litre, it is deviated at a high value which implies that the Bolgoda Lake's water is not suitable for drinking purposes at all. Further it implies that the quality of the Bolgoda waters' impact the vegetation surrounding it and the living species in it adversely.
- III. When the oxygen produced by the water based vegetation diminishes the living species in the vegetation habitats shift to take the oxygen from the water. In the Bolgoda Lake, liquid oxygen presence is higher than the minimum acceptable amount of 3 mg per Liter can be considered as adequate amount.
- IV. The non-carbonic particles, which are not dissolved in the water are considered as peat and mud and the matters such as algae, bacteria, sewer and waste water are considered as the carbonic. The salt, non-carbonic and the toxic matters are considered as liquidized dense carbonic matters. Accordingly, if the total amount of dense matters in the water is higher higher is the ability to cause the eutrophication of the water. The water sample of the Bolgoda Lake indicates that the solid waste content in the lake is higher than the acceptable value range of 25mg to 250 mg per liter. This is one of the reasons to consider the eutrophication of waters in the Bolgoda Lake is high.

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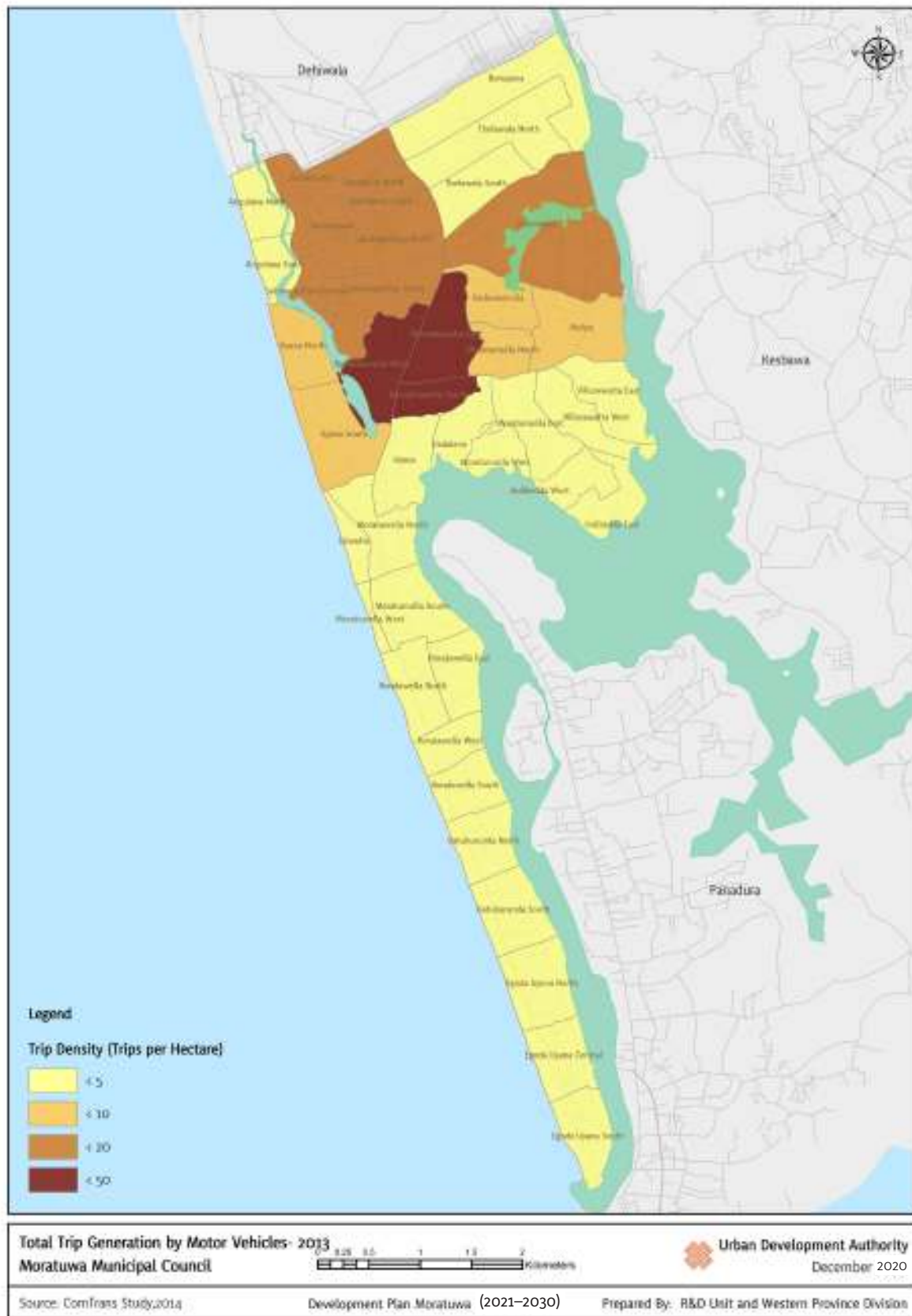
Annexure 04 : Density of Trips Made by Train



Annexure 05 : Density of Trips Made by Buses



Annexure o6 : Density of Trips Made by Private Motor Vehicles



Annexure 07 : Wind Velocity Analysis and Planning of Urban Wind Corridors

The steps followed are appended below.

1. Study of wind pattern of the urban area
2. Identification of natural air ducts that links water bodies with the air channels.
3. Identification and establishment of artificial air ducts through linking themselves with the existing road network of the area.

Following the above mentioned steps, a artificial air duct network has been planned out for the MMC area.

1st Order Air Circulation Corridor : The 1st order air circulation corridors were planned with a view of ensuring the air circulation through the air corridors without any obstruction covering the entire Moratuwa Planning area. These corridors will be laid down parallel to each other and they have been designated as 1st order air circulation corridors.

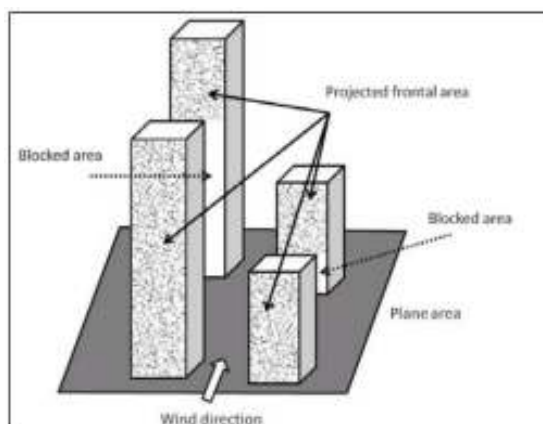
2nd Order Air Circulation Corridor : In order to establish an orderly network of 2nd order air circulation corridor, another network of air circulation corridor, in integrated with the 1st order air circulation corridor was planned out.

3rd Order Air Circulation Corridor : In order to ensure an efficient micro air circulation system in the MMC area a third order air circulation corridor is necessary to function in integration with the other two corridor networks.

The network so planned is required to test its functionality with the help of the Frontal Area Index (FAI) and then testing it through a Urban Ventilation Simulation. The FAI means the ratio of area of the facade of buildings standing on the relevant plain facing the air corridor to the area of the planned spatial plane. It is represented in the following formula.

$$\lambda_f = A_{\text{facets}} / A_{\text{plane}}$$

The planning area under consideration will be represented in a grid map, each grid measuring 100 m X 100 M computation.



FAI > 1.0 means the air circulate in the selected plane is completely obstructed by the buildings standing therein.

FAI > 0.5 means the air circulate in the selected plane is obstructed by 50% by the buildings standing therein.

The parameters used to standardize the air circulation in an urban area is appended below.

1. Land use pattern
2. Normalized Difference Vegetation Index (NDVI) analysis
3. Building Density
4. Height of buildings.

Standardization of urban air circulation has been undertaken based on the functional relationship between the identified parameters and the FAI. The values given for this computation are appended below.

The FAI values computed for each indices mentioned above and with relevance to such indices Friction Values were attached as follows to the FAI values as follows. Having analyzed that, the least cost path was identified

Parameter	Correlation Regional Level	Correlation Pixel Level
NDVI	-0.674	-0.449
BD(Building Density)	0.603	0.522
BH(Building Height)	0.527	0.383
Parameter	Description	Average FAI with 8 directions
Land use type	Residential	0.254
	Commercial, business, institutions & offices	0.305
	Industrial	0.239
	transportation	0.15
	Vacant development land	0.191

Annexure 08 : Visibility Analysis

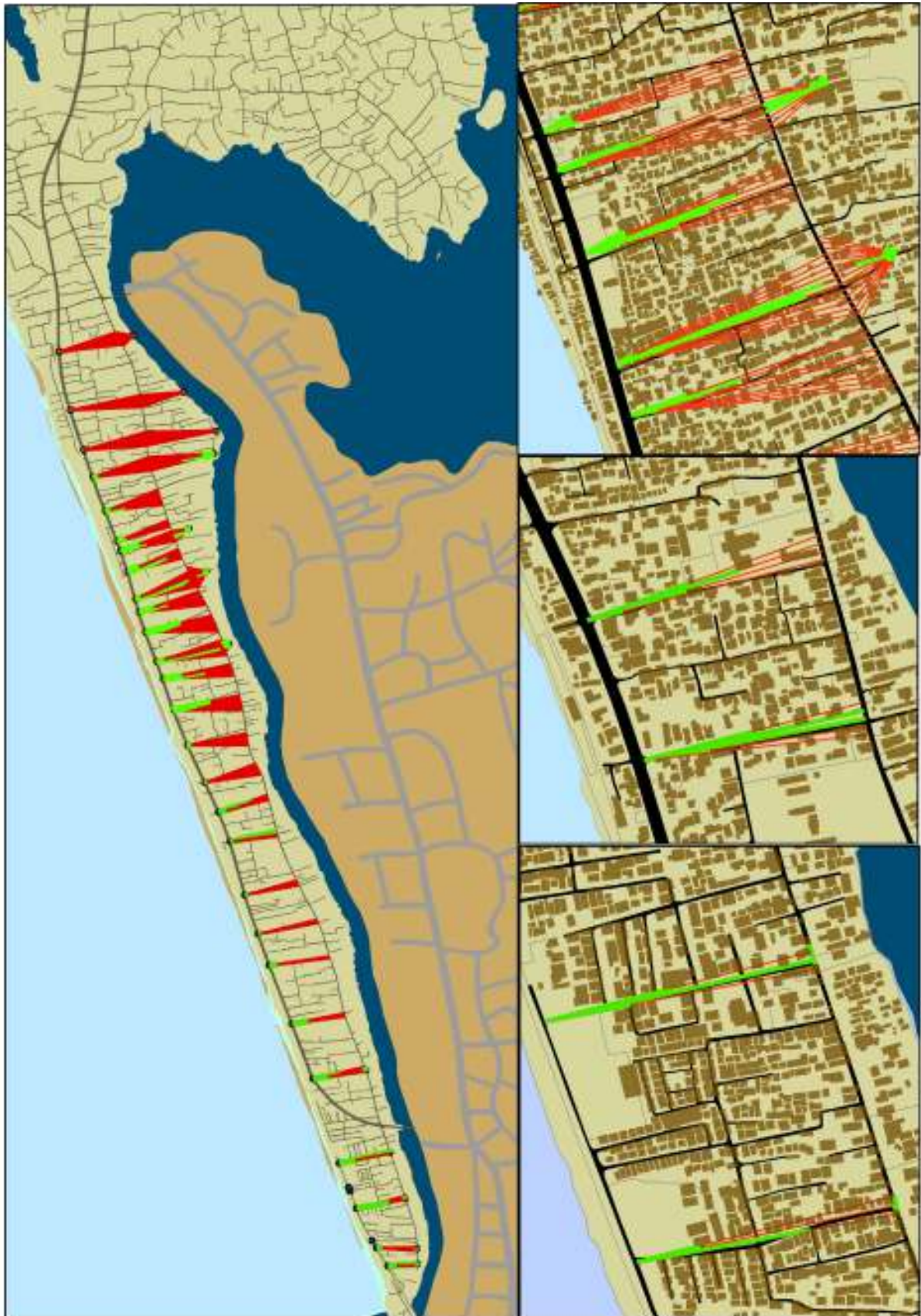
Expected Result

Identification of most appropriate location in the mix residential Zone from Koralawella to Egodaunya, from which establish a visual corridor to view the Bolgoda River and the Beach simultaneously through analysis of potential corridors.

Steps Followed

- Study of current road network and the building distribution.
- Identification of alternative locations along the Galle road from which the visibility corridors could be established to view the Bolgoda River and the Beach simultaneously and then study of their suitability through site inspections.
- The visibility analysis was undertaken considering the locations so identified as visibility locations and the Bolgoda River and the Beach as the target locations. Further elevation and the three dimensional appearance of the buildings were also applied in this study.
- The Map no1 has been prepared following the methodology explained so far.
- The green lines depicted in the said Map are defined as the visual lines while the red lines are identified as the non-visual lines.
- Finally, the most optimal location that does not cause any harmful effect or cause minimum effect to the existing physical fabric of the urban area, was identified after the field inspections.

Visibility Analysis



Visual Accessibility Corridor



Annexure 09 : Calculation of Zoning Factor

Determination of Residential Population

Population growth rates were determined separately for each region, identifying the limits of expected physical development and development. Accordingly, the distribution of residential population is as follows

<i>Determination of residential population</i>	<i>Population of 2012</i>	<i>Natural population growth rate</i>	<i>Selected population growth rate</i>	<i>Projected residential population</i>
Low density Mixed Development Zone.				
Borupana	2913	-0.0524125	0.00878287	968.5562556
Katubedda	5500	-0.0421619	0.00878287	606.7744988
Thelawala North	5385	-0.0039097	0.00878287	4256.421895
Thelawala South	3916	0.00878287	0.00878287	2545.794808
The total population of the region				8377.547457
High Density Green Residential zone.				
Angulana North	4201	0.01479506	0.015	5496.396858
Angulana South	3333	-0.0033115	0.015	3911.823273
Kaldemulla	2299	-0.0486527	0.015	1918.341319
Soysapura North	2898	-0.0317191	0.015	2459.168007
Soysapura South	2711	-0.0156328	0.015	2431.451737
Dahampura	1288	-0.055265	0.015	1106.830868
Lakshapathiya Central	3049	0.0031465	0.015	3719.884121
Lakshapathiya North	4481	-0.0162046	0.015	3674.171978
Lakshapathiya South	5380	-0.0049075	0.015	4941.222486
Uyana North	3783	-0.0009276	0.015	4503.934579
Uyana South	4464	0.00318277	0.015	4147.371325
Rawathawatta West	3375	-0.0092868	0.015	2431.600079
The total population of the region				40742.19663
Timber related Production Promotion zone.				
Rawathawatta East	4033	-0.0087036	0.00845518	2622.658628
Rawathawatta South	2144	-0.0044749	0.00845518	1233.893823
Moratumulla East	3854	-0.0062597	0.00845518	2762.602815
Moratumulla North	3255	-0.0031543	0.00845518	3535.053665
Moratumulla West	3630	0.00326899	0.00845518	507.3026481
Villorawatta West	4689	0.00845518	0.00845518	4721.946295
Molpe	3956	-0.0332473	0.00845518	1381.712647

Determination of residential population	Population of 2012	Natural population growth rate	Selected population growth rate	Projected residential population
Kadalana	1711	-0.0479645	0.00845518	931.7001332
Idama	1277	-0.0555371	0.00845518	50.41097097
Indibedda West	4437	0.00795455	0.00845518	151.6260716
Indibedda East	3592	0.00081716	0.00845518	147.2362907
Villorawatta East	3678	0.00122749	0.00845518	1167.033737
Kaduamulla	1618	-0.0429499	0.00845518	283.2650025
The total population of the region				19496.44273
Bolgoda Water-front Development zone				
Katubedda	5500	-0.0421619	0.00795455	1697.423389
Kaduamulla	1618	-0.0429499	0.00795455	864.8148595
Molpe	3956	-0.0332473	0.00795455	2191.686638
Villorawatta East	3678	0.00122749	0.00795455	2916.291535
Villorawatta West	4689	0.00845518	0.00795455	733.4136711
Indibedda East	3592	0.00081716	0.00795455	3824.838746
Indibedda West	4437	0.00795455	0.00795455	4969.311577
Moratumulla West	3630	0.00326899	0.00795455	3568.415104
Kadalana	1711	-0.0479645	0.00795455	331.7069946
Moratumulla East	3854	-0.0062597	0.00795455	1337.648221
Borupana	2913	-0.0524125	0.00795455	410.0730217
Thelawala North	5385	-0.0039097	0.00795455	775.4386004
The total population of the region				23621.06236
Low Density Residential zone.				
Koralawella East	2192	-0.0003306	-0.00033058	2178.995433
Koralawella North	5696	-0.002196	-0.00033058	5599.185328
Koralawella South	3582	-0.0106833	-0.00033058	3346.297221
Koralawella West	3531	-0.0088748	-0.00033058	3334.641365
Katukurunda North	3551	-0.0108649	-0.00033058	3313.724882
Katukurunda South	4399	-0.0091782	-0.00033058	4146.81656
Egoda Uyana Central	2869	-0.0101104	-0.00033058	2689.443386
Egoda Uyana North	4603	-0.0091477	-0.00033058	4339.915446
Moratumulla south	4524	-0.0044528	-0.00033058	2544.34949
Moratuwella West	2394	-0.0100935	-0.00033058	1185.517272
Egoda Uyana South	5123	-0.0144977	-0.00033058	4677.608484
The total population of the region				37356.49487

<i>Determination of residential population</i>	<i>Population of 2012</i>	<i>Natural population growth rate</i>	<i>Selected population growth rate</i>	<i>Projected residential population</i>
High density Mixed Development Zone.				
<i>Uswatta</i>	1019	-0.0550591	-0.00445277	746.9147232
<i>Moratuwella North</i>	2236	-0.0217687	-0.00445277	1914.715589
<i>Moratuwella West</i>	2394	-0.0100935	-0.00445277	130.2055453
<i>Moratumulla South</i>	4524	-0.0044528	-0.00445277	1764.409406
<i>Idama</i>	1277	-0.0555371	-0.00445277	887.4539221
<i>Katubedda</i>	5500	-0.0421619	0.00878287	2563.915925
<i>Rawathawatta East</i>	4033	-0.0087036	0.00878287	1639.104502
<i>Rawathawatta South</i>	2144	-0.0044749	0.00878287	1086.878757
<i>Rawathawatta West</i>	3375	-0.0092868	0.00878287	1306.109354
<i>Lakshapathiya North</i>	4481	-0.0162046	0.00878287	1131.821922
<i>Lakshapathiya South</i>	5380	-0.0049075	0.00878287	1226.500329
<i>Soysapura North</i>	2898	-0.0317191	0.00878287	396.0284868
<i>Soysapura South</i>	2711	-0.0156328	0.00878287	496.1709531
<i>Kaduwanmulla</i>	1618	-0.0429499	0.00878287	1169.938599
<i>Thelawala South</i>	3916	0.00878287	0.00878287	2017.232026
<i>Thelawala North</i>	5385	-0.0039097	0.00878287	809.3817743
<i>Borupana</i>	2913	-0.0524125	0.00878287	1051.412594
<i>Kaldemulla</i>	2299	-0.0486527	0.00878287	86.49818022
<i>Uyana South</i>	4464	0.00318277	0.00878287	1201.493416
<i>Kadalana</i>	1711	-0.0479645	0.00878287	165.5564305
<i>The total population of the region</i>				21791.74243

Passenger Population Determination

According to the 2011 Comtrans Transport Study, the expected passenger population within the city limits of Moratuwa is around 87,000 people. Accordingly, the distribution of that population between each development zone is shown in the table below

<i>Development zone</i>	<i>Percentage of passenger population distribution</i>	<i>passenger population 2030</i>
<i>High-Density Mixed Development Zone.</i>	52	42294.99292
<i>Low-Density Mixed Development Zone.</i>	4	3627.606554
<i>High-Density Green Residential Zone.</i>	12	9722.390935
<i>Low-Density Residential Zone</i>	8	6739.318672
<i>Timber Related Production Promotion Zone</i>	9	6975.399211
<i>Bolgoda Water-Front Development Zone</i>	14	11706.82768
	100	81066.53597

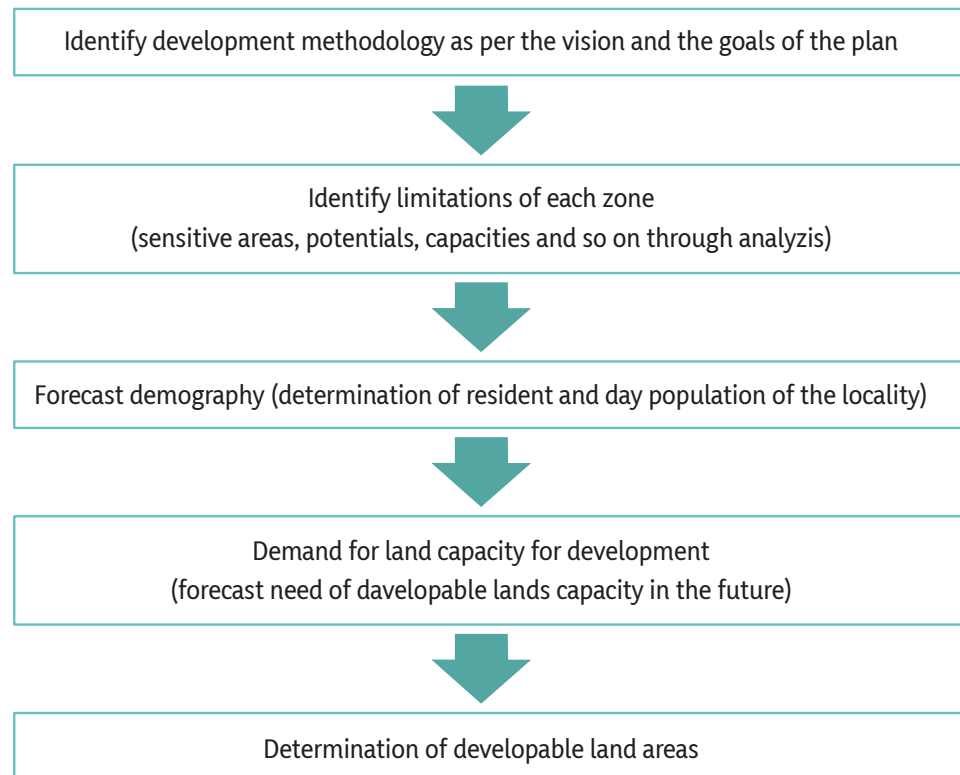
Determining the zone coefficient

The following assumptions were used to determine the expected development space for the regions.

- Per capita living space is 50 square meters
- Size of space for other non-residential uses required by a resident is 45 square meters (20 square meters of commercial space and 25 square meters of other space including corporate)
- Accordingly, the total per capita residential space Size 95 square meters
- The required space for a passenger is 75 square meters (20, 30, 10, 15 square meters for commercial, corporate and office, tourism and industry respectively).

<i>Development zone</i>	<i>Residential population 2030</i>	<i>Expected total residential space area in square meters</i>	<i>Passenger Population 2030</i>	<i>Expected total passenger space area in square meters</i>	<i>Expected total passenger space area in square meters</i>
<i>High-Density Mixed Development Zone.</i>	21791.74243	2004840.304	42294.99292	3172124.469	5176964.773
<i>Low-Density Mixed Development Zone.</i>	8377.547457	770734.3661	3627.606554	272070.4915	1042804.858
<i>High-Density Green Residential Zone.</i>	40742.19663	3748282.09	9722.390935	729179.3201	4477461.41
<i>Low-Density Residential Zone</i>	36529.54842	3360718.454	6739.318672	505448.9004	3866167.355
<i>Timber Related Production Promotion Zone</i>	19496.44273	1793672.731	6975.399211	523154.9408	2316827.672
<i>Bolgoda Water-Front Development Zone</i>	23621.06236	2173137.737	11706.82768	878012.0761	3051149.813
	150558.54	13851385.68	81066.53597	6079990.198	19931375.88

Zone Factor Determination Process



The formula constructed depending on the factors presented in the Zone Factor Determination Process is appended below.

$$\text{Zone Factor} = \frac{\text{land area needed (square Meters)}}{\text{existing available developable land extents (square Meters)}}$$

Determination of Zone Factor for each Development Zone in the Moratuwa Development Plan

Identification of Expected Spatial Set Up

The Moratuwa Development Plan formed a vision of development for reaching the expected development of the Moratuwa Town that has been based on two main goals, that is to “Develop Moratuwa Town as an economically strong urban Center” while the other to be “creating a healthy and comfortable living environment within the Moratuwa Toan by making use of the precious water sources present in the planning area as a development tool.” The Goals and Objectives of the Development Plan have been set out envisaging achievement of the expected development objectives. Accordingly the ongoing development in the planning area will be monitored, promoted and encouraged towards the desired direction while conserving and protecting the water bodies in the planning area. The development in the down town area will be of a higher-density character while the same of the environmentally sensitive areas will be a one that will be managed according to the desired vision.

Development Limitations

The Development Zones of the Planning Area have been defined taking in to consideration the development limitations, trends and the potentials endowed by each such zones. In this process of zone definition, following factors have been considered.

1. *Environmental Sensitivity Analysis*
2. *Concept plan and the development potentials analysis*
3. *Development Pressure analysis*
4. *Compatibility of living styles analysis*
5. *Desired population nad building density*

Following assumptions have been made in determination of the total physical space requirement.

1. *Average floor area of a housing unit required 1000 square feet.*
2. *House Hold size will be 4 persons.*
3. *The commercial space requirement of a person will be 10 square meters.*
4. *The industrial space requirement of a person will be 10 square meters.*

Accordingly the the physical space requirement of a person in each development zone has been determined. The ratio between this average physical space requirement in a zone and the total physical developable land area available in that zone produces the Zone Factor. The results so produced are presented in the following table.

<i>Development Zone</i>	<i>Total Physical Area Available (m²)</i>	<i>Developable Land area (m²)</i>	<i>Zone Factor</i>
<i>High Density Mixed Development Zone.</i>	5021527.30	2096936	2.5
<i>Low Density Mixed Development Zone.</i>	1082228.69	610250	1.75
<i>High Density Green Residential Zone.</i>	4341733.25	2299844	2.0
<i>Low Density Residential Zone</i>	3802900.99	2650504	1.5
<i>Timber Related Production Promotion Zone</i>	2319966.92	1357324	1.75
<i>Bolgoda Water-Front Development Zone</i>	2594399.42	2081342	1.5

Table 7.1 : Zone Factor

Source : Urban Development Authority, 2021

In the process of determining the Zone Factor, the High Density Mixed Development Zone was identified as the zone where the dissired development could be maximized and the Zone Factor within this zone ranges within the value of 2.5. The Zone where the development is expected to contain, was the Bolgoda Water-Front Development Zone with a Zone Factor becoming as low as 1.5. The Low Density Mixed Development Zone assumes a Zone Factor of 1.75, the High Density Green Residential Zone assumes a Zone Factor of 2.0, the Low Density Residential Zone assumes a Zone Factor of 1.5 while the Timber Related Production Promotion Zone assumes a Zone Factor of 1.75

Annexure 10 : Roads List of Moratuwa Municipal Council

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
1	Anura mw	Borupana Road	Maligawa Road
2	Janapriya mw	Borupana Road	Dead End
3	Samagi mw	Borupana Road	Maligawa Road
4	Vijaya mw	Borupana Road	Maligawa Road
5	Dharmasharama mw	Borupana Road	Maligawa Road
6	Abaya mw	Borupana Road	Maligawa Road
7	Tissa mw	Borupana Road	Maligawa Road
8	Gamunu mw	Borupana Road	Maligawa Road
9	Walagamba mw	Borupana Road	Maligawa Road
10	Sagaboo mw	Borupana Road	Maligawa Road
11	Parakum mw	Borupana Road	Maligawa Road
12	Rajasingha mw	Borupana Road	Maligawa Road
13	Rajasingha mw 1st Lane	Rajasingha mw	Dead End
14	Rajasingha mw 2st Lane	Borupana Road	Dead End
15	Sethsiri mw	Borupana Road	Center Road
16	Janajaya mw	Borupana Road	Dead End
17	Manel mw	Sethsiri mw	Dead End
18	Center Road	Vijaya mw	Sethsiri mw
19	Rukmal pedesa	Samavihara mw	60/6
20	Saman mw	Samavihara mw	Dead End
21	Samavihara mw	Center Road	Laksiri pura Road
22	Laksiri pura Road	Samavihara mw	Egodahena Road
23	Vajirachana Road	Samavihara mw	Egodahena Road
24	Baiwatta Road	Maligawa Road	Vajirachana Road
25	Araliya mw	Samavihara mw	Araliya mw
26	Near Glass factory Road	Maligawa Road	Egodahena Road
27	Maligawa Road 5th Lane	Maligawa Road	Rotary pura Road
28	Wimalasiri de mel mw	Maligawa Road	Somananda mv4.25
29	4th Lane	Maligawa Road	36/5 Dead End
30	3rd Lane	Maligawa Road	5 Dead End
31	Maligawa Road 1st Lane	Maligawa Road	Dead End
32	Maligawa Road 2nd Lane	Maligawa Road	20 Dead End

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
33	Nelumpura Main Road	Sasanajothi mw	Maligawa Road
34	Nelumpura 6th Lane	5th Lane	7th Lane
35	Nelumpura 7th Lane	Sasanajothi mw	Nelumpura Main Road
36	Nelumpura 1st Lane	Sasanajothi mw	Nelumpura Main Road
37	Nelumpura 2nd Lane	Sasanajothi mw	Nelumpura Main Road
38	Nelumpura 3rd Lane	Sasanajothi mw	Nelumpura Main Road
39	Nelumpura 4rd Lane	Sasanajothi mw	Nelumpura Main Road
40	Nelumpura 5rd Lane	Sasanajothi mw	Nelumpura Main Road
41	Sunil gallage mw	Sasanajothi mw	Somananda mw
42	Somananda mw	Sasanajothi mw	Egodahena Road
43	Near CIC factory Road	Maligawa Road	Egodahena Road
44	Near Limara sawmill Road	Telawala Road	27/12
45	Mayura mw	Telawala Road	Maligawa Road
46	By Road wimalasiri de mel mw	wimalasiri de mel mw	Somananda mw
47	Egodahena Road	Somananda mw	Laksiri pura Road
48	Siddalepa factory Road	Egodahena Road	Siddalepa factory Road
49	No 54 Near Road	Egodahena Road	Dead End
50	Visuddaramaya mw	Egodahena Road	Temple
51	DP Kulawardana mw	Sasanajothi mw	Dead End
52	Near Dr Benaragama House Road	Sasanajothi mv	Somananda mw
53	Near community center Road	Sasanajothi mv	Dead End
54	Front of Temple Road	Sasanajothi mw	6th Lane
55	Dewata Road	Rahula mw	Sasanajothi mw
56	Yogasharama mw	Rahula mw	River End
57	Rahula Vidiyalaya Road	Sasanajothi mw	River End
58	7th Lane	Rahula Vidiyalaya	River End
59	Dewala Road	Rahula mw	Dandeniya Road
60	Dewala Road 1st Lane	Dewala Road	75.56 Dead End
61	6th Lane	Rahula mw	Sasanajothi mw
62	210 Watha Road	Rahula mw	212/28 Dead End
63	Pasan pedesa	Rahula mw Rahula mw	200/5c
64	Suriya pedesa	Rahula mw	Dead End
65	Isuru pedesa	Rahula mw	Dead End 118/29
66	Sumudu pedesa	Rahula mw	Asst 77 Dead End

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
67	Isuru / Sumudu Road Conecting Road	Sumudu pedesa	Isuru pedesa
68	Shantha pedesa	Rahula mw	23/28 Dead End
69	Sobana pedesa	Rahula mw	37/24 Dead End
70	Mihiri pedesa	Rahula mw	27/24Dead End
71	Ramya pedesa	Rahula mw	38
72	Susiri pedesa	Rahula mw	P.B.Alwis pereremw
73	Center Road	Shantha pedesa	Susiri pedesa
74	5th Lane	Susiri pedesa	Model mw
75	4th Lane	Susiri pedesa	Model mw
76	3rd Lane	Susiri pedesa	Model mw
77	2nd Lane	Susiri pedesa	Model mw
78	1st Lane	Susiri pedesa	Model mw
79	Sadaham mw	Rahula mw	Dead End
80	Model Town Road	Galle Road	5th Lane
81	Model Town Avenve Road	Galle Road	Dead End
82	Model Town Road 2nd Lane	Model Town	Model Town Avenve
83	Model Town Road 1st Lane	Model Town Road	Model Town Avenve
84	Suramya pedesa	Galle Road	530
85	P.B. Alwis perera mw	Galle Road	51/9 P.B. Alwismw
86	Gamunu Mawatha	P.B. Alwis perera mw	24/9
87	Tissa mw	P.B. Alwis perera mw	28/6,20/8 Dead End
88	Araliya mw	P.B. Alwis perera mw	136/7, 136/8
89	Saman mw	P.B. Alwis perera mw	40 Dead End
90	Asoka pedesa	P.B. Alwis perera mw	29,17/9A
91	Prajasala Road	Bandaranayaka mw	P.B. Alwis perera mw
92	Daneal Pedesa	P.B. Alwis perera mw	51/15
93	ranaveru vajira Fernando mw	P.B. Alwis perera mw	Sumudu pedesa
94	Ambagahawatta Road	Bandaranayaka mw	47
95	Mill Road	Bandaranayaka mw	180B
96	Peirik wijesingha mw	Mill Road	DeadEnd
97	Hathtotuwa Road	Mill Road	John rodrego mw
98	3rd Lane (mill Road)	Mill Road	88/5 Dead End
99	Asst No 118/B Road	Mill Road	118/9

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
100	Dandeniya waththa Road	Mill Road	Betery waththa
101	Dandeniya waththa Road 1st Lane	Dandeniya waththa	Dead End
102	Dandeniya waththa Road 2st Lane	Dandeniya waththa	Dead End
103	Dandeniya waththa Road 3st Lane	Dandeniya waththa	Dead End
104	Dandeniya waththa Road 4st Lane	Dandeniya waththa	Dead End
105	Campas Hostal Road	Mill Road	John Rodrigo mw
106	Kuduwammulla Road	Gall Road	Polkutuwa mw
107	Ratanajothi mw	Bandaranayaka mw	Kuduwammulla Road
108	Gomes place	Polkutuwa mw	Ratanajothi mw
109	By Road Gomes place	Gomes place	Temple Road
110	Temple Road	Bodhirukkarama Rd	Asst 159
111	By Road in Temple Road	159	88/5 Dead End
112	Polkotuwa Road	Rawatawata Road	Temple Road
113	Chathura Fernando mw	Polkutuwa Road	Ratanajothi mw
114	Katubedda 1st Lane	Bandaranayaka mw	Anandarama Road
115	Katubedda 2nd Lane	Bandaranayaka mw	45/6
116	Con: 1 st lane and 2nd lane	1st Lane	2nd Lane
117	Werapuran qppu gama Housing Scheme	Campus Lane	Scheme Road
118	Molpe Road	Bandaranayaka mw	Piliyandala Road
119	Jaya mw	Bandaranayaka mw	Sobhita vidyalaya
120	Sobhita vidyalaya Road	Molpe Road	78-9-
121	3rd Lane	Molpe Road	38-9
122	Rolly Fernando mw	Gall Rd	Kuduwammulla Road
123	Chamendra Prasad mw	Polkutuwa Road	Rolly Fernando mw
124	Degasaw Road	Anandarama Road	Piliyandala Road
125	Anandarama Road	Moratumulla Road	Molpe Road
126	Ariyawansa mw	Anandarama Road	Anandarama Road
127	Sudarmarama Road	Anandarama Road	Temple Road
128	Minindoruwatta Road	Bodirukkarama Road	Moratumulla Rd
129	Bodirukkarama Rd	Moratumulla Road	Tempal Rd
130	Polkotuwa Pedesa	Polkotuwa Road	Dead End
131	Polkotuwa Patumaga	Polkotuwa Road	Rawathawaththa Rd
132	3rd Lane Rawathawaththa	Rawathawaththa Rd	Bodirukkarama Rd

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
133	Jeramis Fernando Mv	Gall Rd	Rawathawaththa Rd
134	Andiris De Silva MV	Gall Road	Rawathawaththa Rd
135	Palliyagodella Vihara MV	Gall Road	Zoysa Rd
136	RosamalKotuwaRD	Premarathna Rd	St. Athnoy Rd
137	1 st Lane Rawathawaththa	Gall Road	2 ndLane
138	Holly Emmanuel Church Rd	Gall Rd	2 nd Lane
139	Conecting Road 2 nd Lane And H.E Church RD	1 st Lane	Holly Emmanuel Church RD
140	Canan Jecab MV	Holly Emmanuel Church RD	Mendis Lane
141	2 nd Lane Rawathawaththa	Mendis Rd	Zoyda Rd
142	Shramadana MV	2 nd Lane	Galpoththa Rd
143	Metikanda Rd	2 nd Lane	Galpoththa Rd
144	Galpoththa Rd	Shramadana Rd	Galpoththa Rd
145	ST. Anthony Rd	ZoysaRd	Alokapitiya Rd
146	Tank RD	Metikanda Rd	St. Athnoy Rd
147	Develawaththa Rd	3 rd Lane	Ast 39/16
148	Mendis RD	ZoysaRd	Villorawaththa Rd
149	Hamuda MV	Premarathna Mv	Dead End
150	Peduru MV	Premarathna Mv	Dead End
151	Salgahawaththa Rd	Alokapitiya Rd	Premarathna Rd/ Puwakaramba Rd
152	Alokapitiya Rd	Premarathna Rd	St. Athnoy Rd
153	Kadalana MV	Indibedda Rd	Galpoththa Rd
154	Kovila Rd	Mendis Lane	Dead End
155	Henawatta Watta Rd	Zoysa Rd	DeadEnd
156	Thapasarama Rd	Premarathna MV	Mel Dewata
157	Puwakgaha Thotupola Waththa Rd	Puwakaraba Rd	Raskin Fernando MV
158	6 th Lane Indibedda	Upper Indibedda	puwakgaha Thotupola
159	Galpitahabada Rd	Mendis Lane	2nd Lane
160	Raskin Fernando MV	Upper Indibedda Rd	puwakgaha Thotupola
161	Betane Terace	Upper Indibedda Rd	Rever
162	Katupiteya Road	Upper Indibedda Rd	Rever
163	Kure Patumaga	Upper Indibedda Rd	Rever
164	M. J. C Fernando MV	Gall Rd	Mendis Lane
165	Charls de Zoysa Rd	M. J. C Fernanda MV	Lady Evlin de soyza rd

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
166	John Samuel MV	Upper Indibedda Rd	Rever
167	Lady Evlin De Soysa Place	Gall Rd	M. J. C Fernanda MV
168	Edward Lane	P. Indibedda Rd	U. Indibedda Rd
169	St. Antony Pura	Galapetahabada Rd	2nd Lane
170	Methodistha School Lane	P. Indibedda Rd	U. Indibedda Rd
171	Sewa patumaga	P. Indibedda Rd	U. Indibedda Rd
172	Dicson J. Pieris.	P. Indibedda Rd	U. Indibedda Rd
173	Niutan . I . De Silva MV	Villorawaththa Rd	DeadEnd
174	H.I perera Mw	Galle Rd	Medis rd
175	St-Blasias road	Indibedda Rd	River
176	1St Lane	St-Blasias road	Dead End
177	2ndLane	St-Blasias road	Dead End
178	3rdt Lane	St-Blasias road	Dead End
179	Rev. Mavisara Mawath	Sangamita mawatha	Sadarmarathnarama rd
180	5thLane	St-Blasias road	Dead End
181	Major Weerasuriya MV	St-Blasias road	Dead End
182	Sugunadaja Mv	Sudarmarathna rama Rd	Dead End
183	Boat Club MV	Sudarmarathna rama Rd	River
184	Sudarmarathnarama Road	L . Indibedda Rd	River
185	Seevali MV	Villorawaththa RD	Charls pedesa
186	Sangamitha Mawath	I .Indibedda rd	L.Indibedda Rd
187	Babatuwa Rd	U. Indibedda RD	Devananda Rd
188	Sri Dewananda RD	Villorawaththa RD	Kaputudoowa
189	Jubili RD	Edward Lane	U. Indibedda RD
190	Kithalandaluwa Rd	Villorawaththa RD	Thotupala Rd
191	Rahula Rd	Blasuis mw	3 Rd lane
192	Kithalandaluwa 2 nd Lane	Kithalandaluwa Road	Dead End
193	Backwattha Rd	Lover . Indibedda Rd	Dead End
194	Suneththa Nahimi MV	Deepananda Road	Lover . Indibedda Rd
195	Deepanandarama Rd	Villorawaththa RD	Suneththa Nahimi MV
196	Sri Dewananda RD	Villorawaththa RD	Kridangana MV
197	Suhada Mv	Dewananda RD	Dead End
198	Mihindu MV	Dewananda RD	River
199	Aathar Peiris MV	Mihindu MV	River

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
200	Charls Patumaga	Villorawaththa RD	Seewale Mawatha
201	Kithalandaluwa 1 st Lane	Seewale Mawatha	Kithalandaluwa Rd
202	Kridangana MV	Dewananda RD	Ground
203	Bandaranayaka MV	Edvard Lane	P. Indibedda Rd
204	Daham pasel patumaga	Upper . Indibedda Rd	Lover . Indibedda Rd
205	Bilmoriya mv	Upper . Indibedda Rd	Dead End
206	Boraluwa Road	Deewananda Rd	Babatuwa Rd
207	Near Dinasiri Leemola Road	Lover . Indibedda Rd	Dead End
208	Sudarmarathanarama Road 1st lane	Sudarmarathanarama Rd	Dead End
209	Sudarmarathanarama Road 2nd lane	Sudarmarathanarama Rd	Dead End
210	St Petes Road	NewGall Road	Old Galle oad
211	St Sebesteyan Road	Old Galle Road	Old Galle Road
212	Fernando Place	NewGall Road	Old Galle Road
213	Fesar Avenue	NewGall Road	Old Galle Road
214	1st Lane	Fesar Avenue	Gall Road
215	2nd Lane	Fesar Avenue	Dead end
216	P M Fernando Mv	St petes Road	Pansisku Place
217	1st Lane	Gall Road	P M Fernando Mv
218	2nd Lane	Gall Road	P M Fernando Mv
219	3rdLane	Goall Road	P M Fernando Mv
220	4th Lane	Goll Road	P M Fernando Mv
221	5th Lane	Goll Road	P M Fernando Mv
222	6th Lane	Goll Road	P M Fernando Mv
223	Hubert de mel Mw	Mahavidana rd	Modara rd
224	Mahawedana Road	Old Galle Road	St Petes Road
225	De mel Road	NewGall Road	Modara Road
226	Nanalida Road	NewGall Road	DeadEnd
227	St Mical Jubbly Road	NewGall Road	Modara Road
228	Dewara Newahan Pedesa	Modara Road	St-michel jubille rd
229	Miltan de mel Mv	NewGall Road	St-michel jubilee rd
230	Chandra Mv	NewGall Road	3 rd lane
231	Near Chandra Mv	NewGall Road	Dead end
232	3rd Lane Koralawella	NewGall Road	Modara Road

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
233	1st Lane Korlawella	Old Galle oad	Modara Road
234	5th Lane Korlawella	NewGall Road	Modara Road
235	Asiri Pedesa	NewGall Road	Modara Road
236	Rever Side Garden Road	Modara Road	River end
237	Bodhi Mv	Modara Road	Dead End
238	Koranelis Pedesa	Modara Road	River end
239	125 Jubble Mv	Modara Road	No 115/5
240	Goonawardanarama road	NewGall Road	Modara Road
241	Duwawatta road	Modara Road	Dead End
242	Goonawardanarama Center Road	Goonawardanarama Rd	Mahawedana Rd
243	Susantha sirirathna Mv	Modara Road	River end
244	Mefeyar Garden	Modara Road	No 97/4, 71/11
245	Janata Mv	M.E. Perera Mv	No3/9,8/2
246	Tahadu Dewata	M.E. Perera Mv	Modara Road
247	Samajawade newahan pedesa	NewGall Road	Modara Road
248	Shamadana Mv	NewGall Road	Modara Road
249	Ranjith Fernando Mv	Modara Road	No 142/3 Dead End
250	Konstantine Road	Modara Road	River end
251	De mel Road	NewGall Road	Old Galle Road
252	Kridangana Mv	Modara Road	No30/1
253	Janajaya Mv	Modara Road	Dead End
254	Sri Saddarmodaya Road	NewGall Road	Modara Road
255	Methaliyas Road	Modara Road	River
256	Mosas Lane	NewGall Road	Old Galle Road
257	Daham Sewana Mv	Josep place	Moses
258	Josep Pedesa	NewGall Road	Modara Road
259	Peiris Pedesa	Josep Pedesa	No:20/6,3
260	Sendrik Lane Center Road	Josep Pedesa	SendrikPlace
261	SendrikPlace	NewGall Road	Modara Road
262	Janapriya Mawatha	Modara Road	NewGall Road
263	St Merry Lane	NewGall Road	Modara Road
264	Jaya Mv	Modara Road	NewGall Road
265	St Anne Road	Modara Road	NewGall Road
266	Sunanda newasa Mv	Modara Road	NewGall Road

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
267	Sunanda Eleya Mv	Modara Road	NewGall Road
268	Upananda Mv	Modara Road	NewGall Road
269	Aranold Pedesa	Modara Road	NewGall Road
270	Ranjith peiris Mv	Modara Road	Rever
271	LakeySevenpura Mv	Modara Road	NewGall Road
272	Beligahawatta Road	Modara Road	Rever
273	Near Road Subasadaka Samiteya	Modara Road	NewGall Road
274	Nadee mw	Modara Road	NewGall Road
275	Dharmabandu Mv	Modara Road	NewGall Road
276	Gorakagaha thotupala Road	Modara Road	Rever
277	Vaiddha Road	Modara Road	Rever
278	Center Road Susanabumeya Road	NewGalle Road	Susanabumiya Road
279	Susanabumiya Road	NewGalle Road	Modara Road
280	Sagara Lane	NewGalle Road	Modara Road
281	Samagidham pedesa	Modara Road	RiverEnd
282	Sri Deepamittha mv	Modara Road	RiverEnd
283	Jayanthi Road	NewGall Road	Modara Road
284	Ranvali Mv	NewGall Road	Modara Road
285	Jastin Daias Mv	NewGall Road	Modara Road
286	Jayawardana Mv	NewGall Road	Old Galle Road
287	Denasiri Mv	NewGall Road	Old Galle Road
288	Sanasa Road	NewGall Road	Old Galle Road
289	Ghanaloka mv	NewGall Road	No 166/5
890	Ghanaloka mv Sub Road	NewGall Road	Old Galle Road
291	Vijitha Mawatha	NewGall Road	Old Galle Road
292	Shamadana mawatha	NewGall Road	Old Galle Road
293	Constatine Road	NewGall Road	Old Galle Road
294	Janasavi Mv	Ghanaloka Mv	Railway Road
295	Sama pedesa	Modara Road	Mahawattha Rd
296	Mahawattha Road	Modara Road	Sea Beach Road
297	Newasa Project Road	Modara Road	Sea Beach Road
298	Niwasa karma Road	Newasa Project Rd	Jayagathpura Rd
299	Jayagath Pedesa	Modara Road	Sea Beach Road
300	Don Weleyam Mv	Modara Road	Sea Beach Road

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
301	Hejra Mv	Modara road	Jayagathpura raod
302	Al Aksha Mv	Modara road	Jayagathpura raod
303	Muslim Palliya Road	Modara road	Jayagathpura raod
304	Isuru siri Mv	Modara Road	Sea Beach Road
305	Deewara Jaya Mv	Modara Road	Sea Beach Road
306	Deewara waraya Mv	Modara road	Deewarawaraya
307	Deewara Jaya pedesa	Modara road	Sea Beach Road
308	MahanugaSewana Rd	Modara road	Mahanugasewana rd
309	Clovis Avenue	314/2,316/4N Goll Rd	Clovis Avenew
310	Clovis Avenue 1st Lane	Clovis Avenew	6/34, 6/35 1st Lane
311	Murawattha Clovis Avenue conecting Rd	Clovis Avenew	Murawatta Road
312	Madangaha watta Road	Murawatta Road	Temple
313	Murawatta Road	Temple	No 21, 58
314	Uswatta Road	Clovis Avenew	Uswatta 1st Lane
315	Uswatta Road 1st Lane	Allen Mudalaliwatta	No 43 1st Lane
316	Allen Mudalaliwatta Road	Uswatta Rd 1st Lane	No 212/61
317	Allen Mudalaliwatta Road 1st Lane	Allen Mudalaliwatta	No 12/29, 12/54
318	Allen Mudalaliwatta Road 2nd Lane	Allen Mudalaliwatta	No 14/12, 6/13
319	Uswatta 2nd Lane (Jeewanie School Road)	Uswatta Road	No 21, 14
320	Uswatta Circular Road	Uswatta 2nd Lane	Uswatta 2nd Lane
321	Totupalawatta Road	Old Galle Road	This Rd 56/10,56/13
322	Dr. K. J.De Silva Mv	Old Galle Road	This Rd 64/10,58/6
323	Road Near No 58/6	No 58/6	Saw mill, 44/23
324	Road connecting Mount Rd & Dr. K. J.De Silva Mv	Dr. K. J.De Silva	Mount Rd
325	Nagara udana mv	NewGall Road	Old Galle Road
326	Wotsan Pieries Mv	NewGall Road	Lady soyza drive
327	Allex Ranasingha Mv	Wotsan Pieries Mv	NewGall Road
328	Uyana 8th Lane	149/150	A.Station Rd No 47
329	Uyana 7th Lane	125/193 Uyana Rd	142/9,145/6 Uyana 7th Lane
330	Uyana 6th Lane	131/69 Uyana Rd	133/3,133/4Uyana 6th
331	Lusan J De silva Mv	85, State Uyana Rd	72/73 Lunawa Rd

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
332	Luvi Kumari Mv	49 Lunawa Ayurwedaya	9 Lunawa Hospital
333	Uyana Road	102, Rest House	210/B, 02 Gall Rd
334	Holycross Avenue	6,150 P Rara Mv	Church, 02
335	Sagara Lane 5	3, state P Rara Mv	18/4, 24/38, 17
336	Sagara Lane 4	1,7 state P Rara Mv	22/7,28/5
337	Sagara Lane 3	36,1,7state P Rara Mv	36/8B
338	Sagara Lane 2	38,36 P Rara Mv	23,27 End of house
339	Uyana 11th Lane	Church,14	249,7/7B
340	Uyana 12th Lane	17,21 Uyana Rd	17/6,25/1 End of house
341	Near No 27 Road	27, # Uyana Rd	27/4, 27/5
342	Uyana 5th Lane	123/B primary School	# # Uyana 5th Lane
343	Deewarawatta Road, 1st Lane (No. 254/1,2 Rd)	254/1, 2	158/8,13A
344	Deewarawatta Road 2nd Lane	46, 44/1	13/A, 152/8
345	Deewarawatta Road 3rd Lane	156/6 saw mills	15, 155/B 3rd Lane
346	Uyana Demel Road	Estate transformer	22,24 Uyana Rd
347	Road Near Sebastian College	32, Road sebastian C	32/6 sebastian C
348	C.S.A. Perera Mv	Estate 42	25,32
349	Pirerisgwatta Road	120,74 Uyana Rd	29, #
350	W.A Peiris Mv	Estate, Coop	31/5, 31/1B
351	Uyana Road (from Rest house to bodhi Mv)	#, 96 Timber mill	#, #
352	Bodhirajarama Road (St at Uyana Rd)	#, # Uyana Rd	171/2, 223/12
353	Near No 168 Road (St at B.R.M)	# ,168 (B.R.R.M)	155/7, 159/9
354	Near No 168 Rd & 8/256 (St at Uyana Rd)	168, 256/8 Uyana Rd	# ,256 End L lagoon
355	Bodhi Mv	162, 160 Uyana Rd	# ,206 Uyana Rd
356	Uyana 3rd Lane	#, Church Uyana Rd	27,108/7 End L lagoon
357	Alwiswatta Road (St at 3rd Lane)	Church Rd 17 3rd lane	124/1,122 Uyana Rd
358	Uyana 4th Lane	50/9, # Uyana Rd	36/4,10/4 4th lane
359	Tourist Deport Road, 1st Lane	43, Estate A. Stat, Rd	260/25, 165/31
360	Tourist Deport Road, 2nd Lane	61/50, 55 A. Stat, Rd	37/5, 37/20 1st Lane
361	Cross Road1st Lane&2nd Lane	43/35A, #	61/8, 61/13
362	Weerapuranappu Mv	77, #	46,48
363	Road Near Asst No. 39 & 41	39, 41 Weera Puranappu Mv	39/17, 39/16

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
364	Road Near Asst No. 41 & 55	55, 41 Weera Puranappu Mv	53/23, 53/6
365	Road Near Asst No. 54 & 52	54, 52 Weera Puranappu Mv	#, # This Road
366	Aponsu Mawatha	99D,101A A.Stat, Rd	46/A, 207
367	Aponsu Mawatha, 1st Lane	20, 22 Aponsu Mawatha	20/2, # This Road
368	Angulana Station Rd, 1st Lane	100,119A.Stat, Rd	41, 44 1st Lane
369	Angulana Station Rd, 2nd Lane	127, 137/1 A.Stat, Rd	39, 42 2nd Lane
370	Angulana 1st & 2nd Lane Connecting Road	39, 42 2nd Lane	41,44 1st Lane
371	Road Near 1st & 2nd Lane	29, 33 2nd Lane	29, # 1st Lane
372	Angulana Station Rd, 3rd Lane	33, # A.Stat, Rd	29, 27/31 This Road
373	Angulana 2nd & 3rd Lane Connecting Road	30/A,137/1 2nd Lane	11, 07 3rd Lane
374	Road Near Asst No. 15/1 & 17/1	15/1, 17/1 3rd Lane	#, 15/17 This Road
375	Road Near Asst No. 22 & 24	24A, 22 3rd Lane	#, 31/3A This Road
376	Road Near Asst No. 15/5A & 15/15	15/5A, 15/15	15/11,2 This Road
377	Fonseka Road	207,185 A.Stat, Rd	10, 11, 21 K.V.M Rd
378	Basil Housing Scheme Road	19/3, 21 K.V.M Rd	17/6 B.W.S Road
379	Fonseka Road 1st Lane	20,2Fonseka Rd	32, #
380	Fonseka Road 2nd Lane	88, 2 Fonseka Rd	## Fonseka Rd
381	Bo- sewana Road	152/8, 154 A.Stat, Rd	160/14, 28/5
382	Samanpura Road	144/1, 140/A A.Stat, Rd	144/4, 144/5 Samanpura
383	Nawoda Gardens Road	#, 69 A.Stat, Rd	128, # Rd Soisapura
384	Nawoda Gardens 1st Lane	#, 69 AStat,Rd	DEAD END
385	Tourist Depot Road	Depot ,5 Galle Road	77/35, 77/31
386	Hemingeya - Ela Road	164, 158 Demel Rd	200, # Demel Rd
387	Laxapathiya Road/ Ernest Place	132, 22 Demel Rd	#, 56 Stati RD Lunawa
388	Kanagarathna Place	1, # K.V.M Rd	34D, # Kanagarathna
389	Kanagarathna Place 1st Lane	# , # K.V.M Rd	## Kanag Bridge
390	Road Near Asst No. 13/8 & 9/13	13/8,9/13 1st Lane	87/15, 87/16 This Road
391	Road Near Asst No. 85 & 87/4	85, 87/4	1st Lane
392	Kanagarathna Place 2nd Lane	K.V.M Rd	40, 34/4 This Road
393	Road Near Asst No. 13 & 03	Kanagarathna Place	Ernest Place
394	Medananda Mv	De Mel Rd	Weluwanarama Rd
395	Medananda Mv 1st Lane	Medananda Mv	1 st Lane
396	Road Near Asst No. 124& 120	Ernest place	This road

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
397	Road Near Asst No. 58/1A & 72	Ernest place 58/1A, 72	This road 58/4A
398	Weluwarama Road	82/A, 97	485, 426
399	Ernest Place 2nd Lane	Ernest place #, 73	#, # 2nd Lane
400	Road Near Asst No 54	54, # Ernest place	54/7C, 54/8B This road
401	Road Near Asst No. 15 & 19	15/19 Ernest place	17/9, #
402	Ernest Place 1st Lane	41, 23 Ernest place	24 1st Lane
403	Lakeview Hotel Road	23, 45 Ernest place	43/12, 43/16 This road
404	Road Asst No 15 & 19	15, 19 Ernest place	17/9, This road
405	Fernando mawatha	189, 9 De mel Road	95/26, # Fernando mv
406	Suba Asiri Mawatha	#, 51/B welu	#, 51/B
407	Gardencity Road	282, 380/1 Galle Rd	615/31, 615/33 Gardencity Rd
408	Gardencity Road 1st Lane	150/80, 01 Gardencity Rd	280/160, 1st Lane
409	Gardencity Road 2nd Lane	#, #	280/125, 280/134
410	Gardencity Road 3rd Lane	#, # Gardencity Rd	180/84, 180/72 3rd Lane
411	Road Near Asst No. 280/81	#, 280/81 3rd Lane	88, #, This road
412	Bishop Terrece	#, #	36, 55
413	Bishop Terrece 1st Lane	22, 12 Bishop Terrece	46A, # Bishop Terrece
414	Bishop Terrece 2nd Lane	#, # 1st Lane	16/9A, 12/33 2nd Lane
415	Road Near Asst No. 16/13	#, 162nd Lane	12/9, 16/9A This road
416	Jubilee Road	370, velona Land	Bishop Terrece
417	Jubilee Road 1st Lane	32, 30 Jubilee Road	45/6, 61 De mel Rd
418	Road Near Asst No. 68 & 56	62, 56 Jubilee Road	54/3 This road
419	Road Near Asst No. 64 & 62	64, 65 Bishop Terrece	62/3, 62/6 This road
420	Road Near Asst No 7	7, # Jubile Rd	15/11, #
421	Melwatta (Across Elu-Ela)	50, 62 Jubile Rd	50/18A, 12/32
422	Podujaya Mawatha	8, 51A see Bech Road	182, 214 see Bech Road
423	Pokuna Road	81/1, 30/10 Podujaya mv	42/3, 42/4 Pokuna Rd
424	Jayawardana Mawatha	1, 6 see Bech Road	Jayawardana Mawatha, 20
425	1st Lane Road near the Cemetery	Cemetery, 199/22	150/9, 19/3
426	2nd Lane	192/1, #	192/13, 213
427	Church Road	#, Sunday school, C.B Rd	90, # A. St. Road
428	Samagi Mawatha	275, see Bech Road	268, 22 Samagi Mv
429	Mahajana Mawatha	1, co, operative	137, # see Bech Road
430	Ananda Bodi Vihara Mawatha	29/A, 32 Mahajana Mv	29/19, 29/21A

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
431	Road Near Asst No. 170 & 274	170, 274 C.B Rd	164/9 this Road
432	Jana Shakthi Mawatha	#, M.C. Cemetry	#, # To Laxapathiya
433	Sumuddrasanna Road	#, #	Cemetry, Railway Re
434	Road Near Asst No 111	Grocery, 111 smudasanna Rd	107/6, # this Road
435	Road Near Asst No 187	187, Police Station	#, Ayurvedic Center
436	Road Near Asst No 227	Church, 227	8, 251/1 sm udasanna Rd
437	Dewata Road	#, 45 Road Kaldemulla	#, 3 Sea Beach Road
438	Sudarmarama Road	29, 23 Dewata Rd	38, 32 Road Kaldemulla
439	Kaldemulla 2nd Lane	27, 39 Road sudarmarama	39/4A, 37/7
440	Cross Road Sudarmarama	17, 19 Road sudarmarama	17/9, 17/8 This Road
441	Road Conncting 3rd Lane & Sudarmarama Road	17,13 Road sudarmaram	#, 8
442	3rd Lane	60, 52 Road Kaldemulla	313, 54 3rd Lane
443	Road Near Asst No. 86 & 84	86, 84 Road Kaldemulla	86/5, 86/4A This Road
444	Road Near Asst No. 110 & 106	110, 106 Road Kaldemulla	106/5, 106 This Road
445	4th Lane	126/A, 124/A Kaldemulla Rd	47, 50 This Road
446	Road Near 4th Lane & Asst No 24 & 26	24, 26 Road Kaldemulla	24, 24/12 This Road
447	Road Near 4th Lane & Asst No 22 & 18	20, 118 4th Lane	22/12, 22/13 This Road
448	Road Near 4th Lane & Asst No 142,142A & 146	146, 142/A This Road	142/14D, 142/19C
449	Road Near Asst No. 70 & 64A	70, 64A Kaldemulla Rd	9/1C, 64/8B This Road
450	Road Near Asst No. 82 & 78	82, 78 Kaldemulla Rd	82/4,82/5A This Road
451	Road Near Asst No. 26 & 24	24, 26 4th Lane	24, 24/12 This Road
452	Road Near Asst No. 146 & 142A	146, 142/A 4th Lane	142/190, This Road
453	Ebert Lane	195, 161/1 Kaldemulla Rd	36, 40 Ebert Lane
454	Rex Mawatha	57/A, 59/A Kaldemulla Rd	70,58A
455	Dewa Prasad de Silva Mawatha	Kaldemulla Rd	59B, 87A
456	C.P. de Silva Mawatha	Goll Road	Kaldemulla Road
457	Moratupeteya Road	Goll Road	Ded end 69, 96/53
458	Soysa Flats Road	Goll Road	Demahal Niwasa Road
459	Demahal Niwasa Road	Soysapura Main Road	G1, H10
460	Miraj Niwasa Road	Soysapura Main Road	C/10, 48/26
461	Miraj Niwasa 1st Lane	Miraj Niwasa Road	164/82
462	Miraj Niwasa 2nd Lane	Miraj Niwasa Road	194/96, 46/48

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
463	Kaldemulla Road (St at Angulana St. Road)	Angulana st. Road	Kaldemulla Road
464	Athurs Place	Angulana st. Road	Daham mawatha
465	Road Near Asst No 27 (St at Athurs Place)	Athurs Place	Ded end
466	Road Near Asst No. 25/1 3rd Lane	Athurs Place	Ded end
467	Road Near Asst No 19	Athurs Place	No17/8 Ded end
468	Road Start at Athurs Place	Athurs Place	No5/3, 5/4 Ded end
469	Road Near Asst No 25/20	Athurs Place	25/15,25/18Ded end
470	Dharmarathna Avenue	Galle Road	Chals place
471	Dharmarathna Avenue 1st Lane	Dharmarathna Avenue	40891
472	Dharmarathna Avenue 2ndLane	Dharmarathna Avenue	21/19, 21/14
473	Dharmarathna Avenue 3rd Lane	Dharmarathna Avenue	34/27, 34/29
474	Dharmarathna Avenue 4thLane	Dharmarathna Avenue	44/8
475	Dharmarathna Avenue 5th Lane	Dharmarathna Avenue	34/98
476	Sellaperumage Fernando Mawatha	Dharmarathna Avenue	Weluwanarama Road
477	Sellaperumage Fernando Mawatha 1st Lane	Sellaperumage Mv	17/6, 17/14
478	Road to North Side (St at Soysapura Main Road)		
479	Road Asst No 37/G & 38/G4		
480	Road Near Asst NoB/3&G-12		
481	Road Near .M.C.Clinic & Library	Soysapura Main Road	
482	Soysapura 1st Lane		
483	Soysapura 2nd Lane		
484	Soysapura 3rd Lane		
485	Soysapura 4th Lane		
486	Soysapura 5th Lane		
487	Soysapura 6th Lane		
488	Soysapura 7th Lane		
489	Soysapura 8thLane		
490	Church Road	Jp Dalman Fernando Mv	Mahawaththa Road
491	Con Rd, Dinasiri mawatha & Jayawardana Mv	Jayawardana Mv	Dinasiri Mv
492	Con Rd, Dinasiri mawatha & Jayawardana Mv	New Gool road	Dinasiri Mv

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
493	Ranveli mawatha Cross Rd	Ranveli Mv	Terning cercle
494	Sobadaham Pedesa	Modara Rd	River
495	Idurudisi Mv	Modara Rd	River
496	Upananda Circle Rd	Upananda Rd	Upananda Rd
497	Janasiri Mv	Modara Rd	River
498	Front of Sunanda Upananda College	Modara Rd	Terning cercle
499	Con Rd, St- Anne & st- Merry	St- Anne Rd	st- Merry Rd
500	By Road St- Anne Rd	St- Anne Rd	Ded End
501	H.I. Peries Mv	Modara Rd	River
502	Walukarama Rd	Mosas Lane	Saddarmodaya Mv
503	Vidiyala Mawatha	Modara Rd	Ded End
504	Near Lions Club Rd	Modara Rd	Ded End
505	Ranaviru Ruwan Fernando Rd	Modara Rd	Ded End
506	Circle Road	St Michel Jubble Rd	Milton de mell Mv
507	Lekamge Thomas perera Mv	Galle Rd	Mahawedana Rd
508	Ransara de silva Mv (1st Lane)	Galle Rd	Mahawedana Rd
509	St peters 2nd Lane	Galle Rd	Mahawedana Rd
510	Fencisco Place	Galle Rd	Modara Rd
511	2nd Lane Koralawella	Galle Rd	Modara Rd
512	Sriya Pedesa	Modara Rd	Ded End
513	Krishantha De mel Mv	Modara Rd	River
514	Domingo de Mel Road	Modara Rd	Ded End
515	1st Lane Moratuwella	Old Galle Rd	Ded End
516	Near A.S.P Office Road	Old Galle Rd	Denapola
517	Mount Road	Old Galle Rd	Peiris Mv
518	Peiris Mawatha	Old Galle Rd	River
519	Peiris Mawatha 1st Lane	Peiris Mawatha	Ded End
520	Peiris Mawatha 2nd Lane	Peiris Mawatha	Ded End
521	Near road Dislin resturent	Galle Road	DeadEnd
522	Usavi watta road	Galle Road	DeadEnd
523	Janatha Jaya Mw	Zoyza road	3 rd lane rawatawatta
524	Dewelawatta road	3 rd lane rawatawatta	3 rd lane rawatawatta
525	Fron of Randina Hardware road	Bodhirukkarama rd	DeadEnd

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
526	Henawatta Road	Bodhirukkarama rd	Zoyza rd
527	Naer Aurvedha house road	Bodhirukkarama rd	DeadEnd
528	Front of Aurvedha house road	Bodhirukkarama rd	DeadEnd
529	Asst 50 A Near road	Bodhirukkarama rd	DeadEnd
530	Johm de silva Mw	Zoyza road	DeadEnd
531	De Mel Mw	Zoyza road	Tapasarama / Premarathna Mw
532	Janasiri Mw	Bodhirukkarama rd	Zoyza rd
533	Con; tapasarama and mandis rd	Bodhirukkarama rd	DeadEnd
534	Henawatta Road	Bodhirukkarama rd	DeadEnd
535	Akamuthu mw	Sharamadana mw	DeadEnd
536	Bodhi Mw	Mendis Lane	Zoyza Road
537	Asst: 58 Near Road(Deepanandarama Road)	Deepanandarama Road	Babatuwa Road
538	By RoadDeepananda rama road	Deepanandarama Road	Zoyza Road
539	Near no:40 Road	Puwakaraba road	Dead end
540	Mahajana Mw	Metikanda road	Dead end
541	H.I Fernando Mw	Galle Road	Mendis Lane
542	DahamMawatha	Galle Road	Kaldemulla
543	Near 39,37 Road	Sudarmarathna rd	Dead end
544	Samagi Mawatha	Kaldemulla rd	Dead end
545	K.M.V.Road	De Mel Rd	Tataya palama
546	Front Of Tempale Road	K.M.V.rd	Dead end
547	Front Of Rodrigo and sons company	Ernest place	s.sthomas apponsu mwmw
548	Laxapathiya Road	De Mel Rd	Weluwanarama rd
549	1 St Lane	Laxapathiya Road	Dead end
550	By road Laxapathiya	Laxapathiya R Laxapathiya Road oad	Dead end
551	2 nd lane	Laxapathiya Road	Dead end
552	Basil House Scheme Lane	Laxapathiya Road	Dead end
553	By road laxapathiya rd	Laxapathiya rd	Asst no 93 road
554	Near 93 Road	Ernest Place	Dead end
555	2 nd Lane Medananda Mw	Medananda Mw	Dead end
556	3rd Lane Medananda Mw	Medananda Mw	Dead end
557	By Road Bisop terrace	Bisop Terrace	Dead end

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
558	5Th Lane Bisop Terace	Bisop Terace	Dead end
559	Bisop Garden	Bisop Terace	Dead end
560	3 rd Lane Jubilee Road	Jubilee Road	Dead end
561	2 ndLane Jubilee Road	Jubilee Road	Dead end
562	4th Lane Jubilee Road	Jubilee Road	Dead end
563	4th Lane Galle Road	Galle Road	Dead end
564	Andiris de silva Mw	Galle Road	Rawatawatta Rd
565	5 th lane rawatawatta	Galle Road	Galle Road
566	Con: Tourist depo rd and	Tourist depo rd	Angulana station rd
567	Daham Mawatha	Galle Road	Kaldemulla
568	6 Th Lane Darmarathna	Darmarathna Venue	Dead End
569	Near Methodist School Lane	Station road lunaw	Ela
570	Salanka pura (6th lane)	Galle Road	Station road lunaw
571	Near No 54 Road	Salanka pura	Dead End
572	Front of Tempale road	Salanka pura	Dead End
573	Near Tempale road	Salanka pura	Dead End
574	9 th Lane(Salankapura)	Salanka pura	Dead End
575	8th Lane(Salankapura)	Galle Road	Salankapura road
576	Asst 60 NearRoad	Mill rd	Dead end
577	Asst 310 NeadRoad		
578	By compus road	Hostal road	John Rodrigo mw
579	Chales Patumaga	Station road lunawa	Dead End
580	By road 4 th Lane	8 th Lane Uyana	Dead End
581	8 th Lane Uyana	Uyana	Sea beach road
582	NearButiq road	8 th Lane Uyana	Dead End
583	--Do-	8 th Lane Uyana	Dead End
584	Bodi Pedesa	D.s Wijethunga Mw	Dead End
585	Wijethunga mawatha	Bandaranayake pedesa	Dead End
586	Con: Anandarama rd & 1 st Lane	1 st lane katue Zoyza Rd dda	Anandarama rd
587	Isuru Pedesa	Zoyza Rd	Dead End
588	1st Lane Zoyza Rd	Zoyza Rd	Dead End
589	2 ndLane Zoyza Rd	Zoyza Rd	Dead End
590	Samarakon wela housing scheme Rd	Zoyza Rd	Dead End

ROAD INVENTORY			
Serial number	Name of the Road	Starting point	End point
591	H.P.T .Watta Rd	Zoyza Rd	Dead End
592	Front of Tempale Rd	Upper .Indibedda	Dead End
593	No 30 Near road	Upper .Indibedda	Dead End
594	Telawala Prime Land Road	Rahula vidiyala rd	Dead End
595	Near Auto Radiator road	Galle RD	Dead End
596	By Road 1 st lane	1 st lane	Dead End
597	S-S Watta Rd	Lower .Indibedda	Dead End
598	Near Hiran Hardwar Rd	Lower .Indibedda	Dead End
599	Near Ela Rd	Lower .Indibedda	Dead End
600	U.C Watta Rd	Lower .Indibedda	Dead End
601	5 th Lane .Sivalee Mw	Sivalee Mw	Dead End
602	4 th Lane .Sivalee Mw	Sivalee Mw	Dead End
603	3rd Lane .Sivalee Mw	Sivalee Mw	Dead End
604	2st Lane .Sivalee Mw	1 st lane kitalandaluwa	Dead End
605	1 st Lane .Sivalee Mw	1 st lane kitalandaluwa	Dead End
606	Kuduwamulla 2 nd lane	Kuduwamulla rd	Chathura Fernando mw
607	Con rd ;Kuduwamulla rd and rolly Fernando mw	rolly Fernando mw	Kuduwamulla rd
608	ST-Michel jubille rd	Tank rd	Dead End
609	Mendis rd	Lower Indibedda	Dead End
610	Back watta road	Lower Indibedda	Dead End

Annexure 11 : Summary of Approved Uses in Development Zones

Uses	Permissible uses	Minimum Plot size	High-Density Mixed Development Zone.	Low-Density Mixed Development Zone	High-Density Green Residential Zone	Low-Density Residential Zone	Timber Related Production Promotion Zone	Bolgoda Water-Front Development Zone
		(Sqm)						
Commercial	Super Market	500	√	√	√	√	X	√
	Shopping complexes	500	√	√	√	√	X	√
	Multi Story Vehicle parking complexes	1000	√	√	√	√	X	√
	Retail Shops	150	√	√	√	√	√	√
	Restaurant	150	√	√	√	√	X	√
	Pharmacies	150	√	√	√	√	√	√
	Reception hall	1000	√	√	√	√	X	√
	Customer Service Centers	150	√	√	√	√	√	√
	Funeral Halls	300	√	√	√	X	X	X
	Funeral Parlor with event Halls	1000	√	√	√	X	X	X
	Hardwares	500	√	√	√	X	X	X
	Filling Stations (500m from the town Center are not permitted)	1000	√	√	√	√	X	√
	Filling Stations with Vehicle Service centers (500m from the town Center are not permitted)	1500	√	√	√	X	X	√
	Filling Stations with shopping complexes (500m from the town Center are not permitted)	1500	√	√	√	√	X	√
	Gas filling stations and electric charging stations	750	√	√	√	√	√	√
	Open market	250	√	√	√	√	X	√
	Open market	500	√	√	√	X	X	√
	Showrooms	300	√	√	√	√	√	√
	Wholesale	500	√	√	√	X	X	√
	warehouses	1000	√	√	√	X	X	√
	Furniture Shops	350	√	√	√	√	√	√

Uses	Permissible uses	Minimum Plot size	High-Density Mixed Development Zone.	Low-Density Mixed Development Zone	High-Density Green Residential Zone	Low-Density Residential Zone	Timber Related Production Promotion Zone	Bolgoda Water-Front Development Zone
		(Sqm)						
Residential	Housing Complexes	150	✓	✓	✓	✓	X	✓
	Housing Units	150	✓	✓	✓	✓	✓	✓
	Quarters / Workers Houses	150	✓	✓	✓	✓	X	X
	Elders / disable homes	1000	✓	✓	✓	✓	✓	✓
	Children home	500	✓	✓	✓	✓	X	✓
	Daycare centers	500	✓	✓	✓	✓	X	✓
	Hostels	150	✓	✓	✓	✓	X	✓
Health	Hospitals	1000	✓	✓	✓	X	X	X
	Dispensaries	250	✓	✓	✓	✓	X	X
	Medical Consulting Centers	500	✓	✓	✓	✓	X	X
	Child and maternity clinical centers	500	✓	✓	✓	X	X	X
	Veterinary Clinics and Treatment Centers	250	✓	✓	✓	X	X	X
	Veterinary Hospitals	500	✓	✓	✓	X	X	X
	Medical Laboratories	150	✓	✓	✓	✓	X	X
	Ayurvedic medical centers	250	✓	✓	✓	✓	X	✓
Educational	Early Childhood Development Centers	500	✓	✓	✓	✓	X	✓
	primary school	2000	X	✓	✓	X	X	X
	secondary school	8000	X	✓	✓	X	X	X
	tertiary school	8000	X	✓	✓	X	X	X
	Private tuition classes (If having 20 ft wide access Road)	500	✓	✓	✓	X	X	X
	Vocational Training Centers	1000	✓	✓	✓	X	X	X
	Cultural centers/ theatre companies	1000	✓	✓	✓	✓	X	X
	Higher Education institutions	4000	✓	✓	X	✓	X	✓

Uses	Permissible uses	Minimum Plot size	High-Density Mixed Development Zone.	Low-Density Mixed Development Zone	High-Density Green Residential Zone	Low-Density Residential Zone	Timber Related Production Promotion Zone	Bolgoda Water-Front Development Zone
		(Sqm)						
Institutions	Bank/Insurance and financial institutions	300	√	√	√	√	√	√
	offices	150	√	√	√	√	√	√
	Office Complex	500	√	√	√	X	X	X
	Professional Offices	150	√	√	√	√	√	√
Social services and public affairs	Community Development Centers	150	√	√	√	√	X	√
	Social and cultural centers	1000	√	√	√	√	X	√
	Auditoriums and conference halls	1000	√	√	√	√	X	√
	Libraries	150	√	√	√	√	X	√
	Rehabilitation centers	500	√	√	√	X	X	√
Torisum	Holiday Resorts	300	√	√	√	√	X	√
	Guest Houses	150	√	√	√	√	X	√
	Lodgings	150	√	√	√	√	X	√
	Tourist Hotels	500	√	√	√	√	X	√
	City Hotels	500	√	√	√	√	X	√
	Tourist information Centers	150	√	√	√	√	X	√
	cabana Hotels	500	√	√	√	√	X	√
	Ayurvedic Panchakarma Center (SPA)	250	√	√	√	√	X	√
Production Industry	Food and Beverages (Non Alcoholic)	500	√	√	X	X	X	X
	Paper production and Printing related Industries	500	√	√	X	X	X	
	Apparel industries	500	√	√	X	X	X	
	Recycling Industries	1000	√	√	X	X	X	
	Domestic Industries	150	√	√	X	X	√	
	Timber related Industries	375	√	√	X	√	√	

Uses	Permissible uses	Minimum Plot size	High-Density Mixed Development Zone.	Low-Density Mixed Development Zone	High-Density Green Residential Zone	Low-Density Residential Zone	Timber Related Production Promotion Zone	Bolgoda Water-Front Development Zone
		(Sqm)						
Production Industry	Environmental friendly small & medium scale industries	500	✓	✓	✓	✓	✓	
	Timber ware house	500	X	X	X	X	✓	X
	Furniture manufacturing	500	X	X	X	X	✓	X
	Furniture stores/shops	500	X	X	X	X	✓	X
	Lumbering centers	500	X	X	X	X	✓	X
Service Industries	Vehicle service centers	1000	✓	✓	X	X	X	X
	Vehicle Repair Centers / Spray Painting Centers	500	✓	✓	X	X	X	X
	Laundry/clothes cleaning places	150	✓	✓	✓	✓	✓	X
	Grinding mill	250	✓	✓	✓	✓	✓	X
	Electronics equipment's repair centers	150	✓	✓	X	X	X	X
	Taxi Service Centers	250	✓	✓	✓	X	X	X
Leisure and recreation	Indoor Stadiums	500	✓	✓	✓	X	X	✓
	Theaters	500	✓	✓	✓	X	X	✓
	Night clubs	500	✓	✓	✓	X	X	✓
	Art Gallery / Museums	500	✓	✓	✓	X	X	✓
	Open Theaters	2000	✓	✓	✓	X	X	✓
	Out door fitness Centers/ GYM	500	✓	✓	✓	X	X	✓
	Cinemas	500	✓	✓	✓	X	X	✓
	Parks		✓	✓	✓	X	X	✓

Annexure 12 : Definitions for Approved Uses by Density Zones

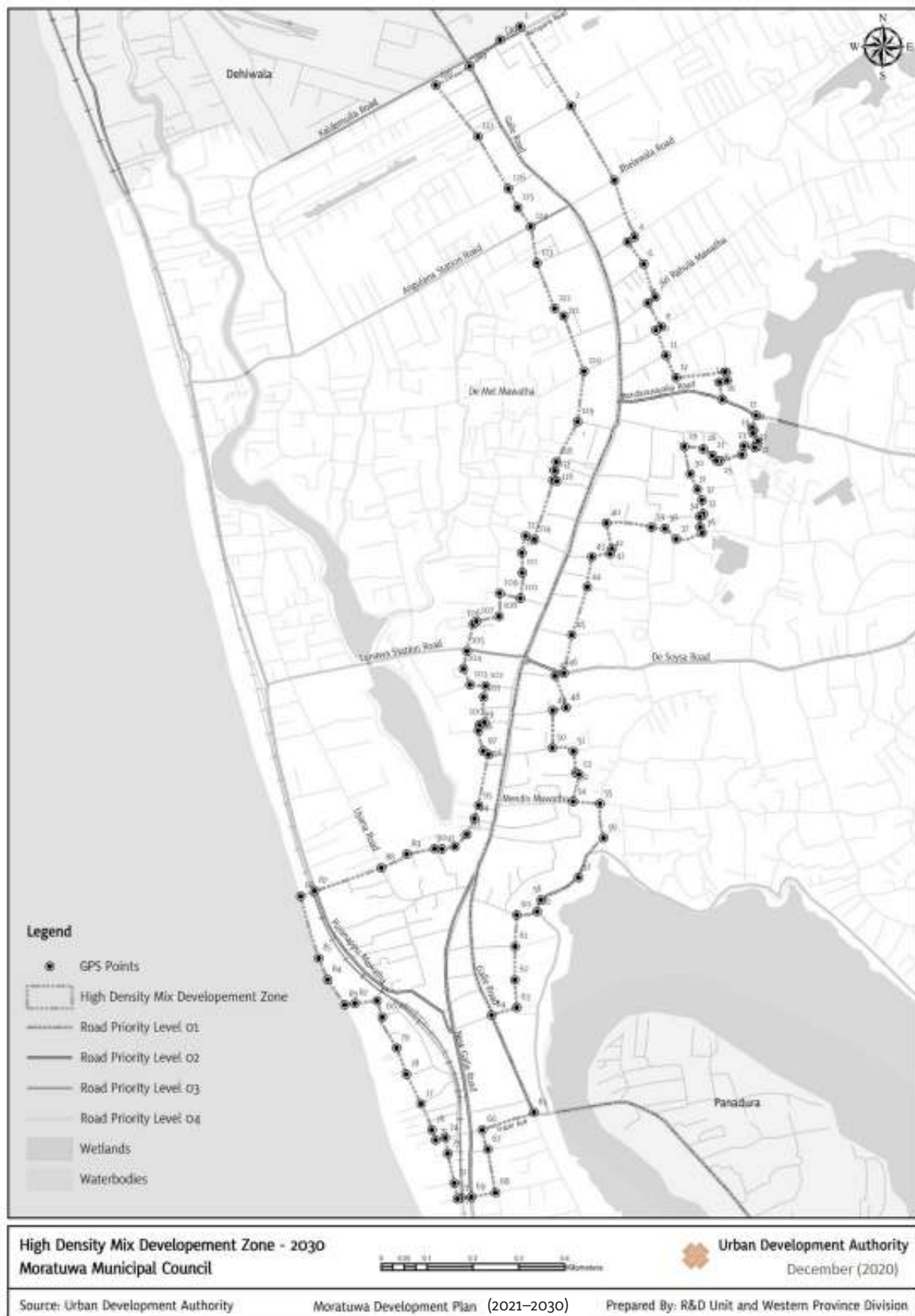
USES		DEFINITION
Residential	Residential	Sleeping, Cooking and Sanitary Complete Unit for Independent Residence, A building or part of a building that contains a room or room cluster
	Hostels	Vertical or horizontal extension buildings that provide residential facilities for a limited time
	Quarters / Workers Houses	Vertical or horizontal extension buildings that provide residential accommodation to a particular workplace
	Elders / Disabled Homes	Horizontal or vertical extension buildings with basic residential facilities for the care of the aged and disabled.
	Children's Homes	Buildings with horizontal or vertical extension with basic residential facilities for children under 18 years
	Day Care Centers	Buildings with temporary residential care for children (less than 24 hours)
Health	Hospitals	Laboratories, pharmacies, nursing care, rehabilitation, surgical services, outpatient and internal patient care, training centers, administrative and staffing facilities, with all or several buildings providing treatment for outpatient and inpatient
	Dispensaries	At least one physician serving a pharmacist and an outpatient center
	Medical Consulting Centers	Centres that Provide basic health care and counselling service
	Child and Maternity Clinics	Centers that provide basic health care and counseling services for children and pregnant mothers
	Veterinary Hospital	Veterinary Service Centers that conduct outpatient and inpatient treatment / clinics
	Veterinary Clinic and treatment Centres	Veterinary Centers for Outdoor Treatment / Clinics
	Ayurvwda medical Center	Centers served by a registered doctor or a few doctors in the Government Ayurvedic Medical Council who treat traditional indigenous medicine.
	Medical Laboratory	Centres that run chemical service facilities affiliated to a Hospital
Educational	Early Childhood Development Centers	Buildings to provide a formal education including early childhood development activities before admitting children to grade one
	Primary Shools	School buildings with facilities to provide a formal education from grade one to grade five
	Secondary Shools	School buildings with facilities to provide formal education from grade one to grade thirteenth and sixth to thirteenth
	Tertiary Schools/ Higher Education Institutions	Higher Education Facilities, Any Universities, Open Universities and Higher Education Centers recognized by Government, Semi-Governmental, Private or International
	Vocational Training Centers	Centers to provide vocational / technical training based on employment
	Private tuition classes	Buildings with teaching facilities for individual or group of children by one teacher or group of teachers
	Cultural centers / Rangayathanaya	Buildings for study purposes with a view to providing aesthetics

USES		DEFINITION
Institutions	Offices	Centers with utilities and administrative services
	Office complex	two buildings with utility and administrative service facilities Or Buildings with allied facilities for more
	Professional Offices	Career Based Service Centers
	Banks, Insurance and Financial Institutions	Insurance and Financial Institutions
Social services and public amenities	Community Development Centers	Centers to facilitate community gatherings, community and development activities in general
	Community Development Centers	Centers to facilitate community gatherings, community and development activities in general
	Social and cultural centers	Centers for public and cultural activities
	Auditoriums and conference rooms	Buildings used for events, seminars or meetings
	Library	Buildings used for reading and related studies
	Rehabilitation centers	Centers for reintegration of persons engaged in anti-social activities
Commercial	Retail Shop	Places where retail goods are sold
	wholesale	Places where wholesale goods are sold
	Supermarkets	A self-contained large-scale building with one roof for selling consumer goods
	Shopping complex	Large Sales Centers with a wide variety of goods and services
	Restaurant	Places to buy and consume food with minimal facilities
	Open Market	Places where consumer goods are generally sold with or without cover
	Pharmacies	Pharmacies registered under State Pharmaceutical Corporation
	Warehouse	It is a building or part of a building that is mainly used for storing raw materials, commodities or merchandise for sale locally or overseas using containers.
	Customer Service Centers	Centers for systematic acquisition of customer service needs by competent persons
	Funeral halls	Centers for funeral arrangements
	Funeral Parlor with event Halls	Centers for funeral arrangements and ceremony hall
	Hardwares	Where sellmaterials required for construction work
	Fuel stations	Buildings with facilities For sale in Petrol, Fuel, Lubricant and Liquid Petroleum Gas Retail
	Filling stations with vehicle service centers	Facilities for retail sale of petrol, fuel, lubricant and liquefied petroleum gas for automobiles, Buildings such as vehicle service garages etc
	Filling stations with Shopping Complex	Buildings with luxury trading facilities for retail sale of petrol, fuel, lubricant and liquefied petroleum gas for automobiles
	Gas stations with electric charging stations	Gas stations for vehicles and electricity charging stations

USES		DEFINITION
Commercial	Multi-story parking	Two floors or buildings to accommodate more parking
	Open car park	Open Area, where People can park their cars
	Showrooms	Buildings for sale in vehicles / goods
Tourism Activities Tourism	Holiday Resorts	Locations, restaurants, sports and recreational activities for tourists to relax or enjoy as a vacation destination.
	Guest houses	A building or part of it that accommodates guests is covered under this.
	Lodgings	Rent amenities
	Tourist hotels	All-inclusive accommodation for travelers
	City hotels	Locations used for business services that facilitate short stay in urban areas
	Travel Information Centers	Information centers for the convenience of tourists
	Ayurvedic Panchakarma Center (SPA)	Ayurvedic Councils Registered Local Ayurvedic Medical Centers
	Cabana hotels	For tourism and leisure activities for tourists temporarily or Small-sized unit with lodging room and sanitary ware using permanent materials
Production Industries	Food and beverage industries (non-alcoholic)	Buildings for Facilities of Food manufacturing, processing and packaging industries, instant tea or coffee processing industries, including bakery and confectionery industries, non-alcoholic beverages,
	Paper Products and Printing Industries	Pulp and Paper Manufacturing Industries, Corrugated Cardboard Manufacturing Industries, Lead Heat Printing or Newspaper Printing or Wastewater Generating Printing Activities or Color Processing Centers, Printing and Fabric Printing Facilities and Facilities for Industries
	Apparel Industries	Apparel industries, textile processing (including bleaching, coloring, printing) or garment washing or sand-based textile processing, handloom textile or weaving or embroidery industries, high power toiletries and call-in processes, Leather Finishing Industries, Leather Industries, Flax Fabrics Building facilities for the industry
	Recycling industries	Solid waste recycling / recycling / recycling industries, toxic and hazardous / hazardous / hazardous waste recycling / recycling / recycling industries, municipal and other solid waste manufacturing centers
	Domestic Industries	Handicrafts and non-traditional industries
	Timber Related industries	Chemical treatment and preservation of wood, carpentry using multi-purpose machinery
	Timber sawing Centres	A Place where Timber sawing is doing by using Machineries
	Environment friendly small and Medium scale industry	small and medium scale industry which area permissible for CEA
	Wood / Wood Products & Furniture Manufacturing Industries	Materials other than wood mills, boron treatment, chemical treatment and protection industries, multifamily carpentry industries

USES		DEFINITION
Service industries	Vehicle Service Centers	Places of service provided for vehicle maintenance
	Vehicle Repair Centers / Spray Painting Centers	Accidental / Impaired vehicles are repaired
	Taxi Service Centers	Places where the Owned or Leased Vehicles are hired for the needs of others
	Laundry / clothes cleaning places	Locations for machine washing, drying and processing
	Grinding mill	Places where machine grinding and grinding is done
Leisure and recreation	Indoor stadium	Places used for cultivating crops or raising animals for human consumption within or outside buildings erected on a particular site
	Cinema	Fisheries Harbor is an area designated by the fishermen within the Sri Lankan territorial waters and is one of the most designated fishing areas within the Sri Lankan waters.
	Clubs	This is often a naturally built place and stops both traditional and small boats for landing and launching into the water.
	Art galleries/ Museums	Lellama is Fish auction, Selling Landing And permanent buildings adjacent to the water screen for collection.
	Open theaters	Seat with open platform
	Parks	A Public garden or area of land used for recreation

Annexure 13 : High-Density Mixed Development Zone



Name of the Zone	High-Density Mixed Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	1	6°48'39.93"N	79°53'5.81"E
	2	6°48'29.51"N	79°53'12.45"E
	3	6°48'19.77"N	79°53'18.15"E
	4	6°48'12.36"N	79°53'20.77"E
	5	6°48'11.73"N	79°53'19.85"E
	6	6°48'8.82"N	79°53'21.96"E
	7	6°48'4.48"N	79°53'23.48"E
	8	6°48'3.73"N	79°53'22.51"E
	9	6°48'0.64"N	79°53'24.26"E
	10	6°48'0.16"N	79°53'23.54"E
	11	6°47'56.88"N	79°53'24.85"E
	12	6°47'53.96"N	79°53'26.18"E
	13	6°47'54.70"N	79°53'32.65"E
	14	6°47'53.57"N	79°53'32.88"E
	15	6°47'53.37"N	79°53'31.91"E
	16	6°47'51.12"N	79°53'32.24"E
	17	6°47'49.04"N	79°53'36.65"E
	18	6°47'47.38"N	79°53'36.14"E
	19	6°47'46.69"N	79°53'36.26"E
	20	6°47'45.63"N	79°53'36.93"E
	21	6°47'44.94"N	79°53'36.78"E
	22	6°47'44.80"N	79°53'36.49"E
	23	6°47'45.02"N	79°53'35.05"E
	24	6°47'43.88"N	79°53'34.80"E
	25	6°47'43.05"N	79°53'31.91"E
	26	6°47'43.09"N	79°53'31.50"E
	27	6°47'43.79"N	79°53'30.95"E
	28	6°47'44.63"N	79°53'29.74"E
	29	6°47'44.95"N	79°53'27.26"E
	30	6°47'41.36"N	79°53'28.05"E
	31	6°47'39.34"N	79°53'28.98"E
	32	6°47'37.93"N	79°53'29.58"E
	33	6°47'36.15"N	79°53'29.74"E
	34	6°47'35.80"N	79°53'29.30"E
	35	6°47'34.41"N	79°53'29.36"E
	36	6°47'33.65"N	79°53'29.61"E
	37	6°47'32.84"N	79°53'26.23"E
	38	6°47'34.22"N	79°53'24.73"E

Name of the Zone	High-Density Mixed Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	39	6°47'34.37"N	79°53'23.00"E
	40	6°47'34.94"N	79°53'17.07"E
	41	6°47'31.58"N	79°53'17.80"E
	42	6°47'30.92"N	79°53'17.57"E
	43	6°47'30.50"N	79°53'15.17"E
	44	6°47'26.56"N	79°53'14.59"E
	45	6°47'20.30"N	79°53'12.57"E
	46	6°47'15.29"N	79°53'11.52"E
	47	6°47'14.96"N	79°53'10.37"E
	48	6°47'10.79"N	79°53'11.81"E
	49	6°47'10.41"N	79°53'10.09"E
	50	6°47'5.51"N	79°53'10.02"E
	51	6°47'5.06"N	79°53'12.77"E
	52	6°47'2.22"N	79°53'13.10"E
	53	6°47'2.05"N	79°53'13.48"E
	54	6°46'58.49"N	79°53'12.73"E
	55	6°46'58.21"N	79°53'16.24"E
	56	6°46'53.73"N	79°53'16.72"E
	57	6°46'48.58"N	79°53'13.44"E
	58	6°46'45.61"N	79°53'8.52"E
	59	6°46'44.10"N	79°53'8.00"E
	60	6°46'43.65"N	79°53'5.34"E
	61	6°46'39.54"N	79°53'5.14"E
	62	6°46'35.17"N	79°53'5.10"E
	63	6°46'31.54"N	79°53'5.36"E
	64	6°46'30.56"N	79°53'2.07"E
	65	6°46'17.81"N	79°53'7.60"E
	66	6°46'15.52"N	79°53'0.87"E
	67	6°46'12.97"N	79°53'1.57"E
	68	6°46'7.34"N	79°53'2.57"E
	69	6°46'6.75"N	79°52'59.42"E
	70	6°46'6.66"N	79°52'58.06"E
	71	6°46'6.53"N	79°52'57.59"E
	72	6°46'8.57"N	79°52'57.19"E
	73	79°52'57.19"E	79°52'56.34"E
	74	6°46'14.50"N	79°52'56.02"E
	75	6°46'14.21"N	79°52'54.75"E
	76	6°46'15.54"N	79°52'54.27"E

Name of the Zone	High-Density Mixed Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	77	6°46'18.95"N	79°52'52.85"E
	78	6°46'22.82"N	79°52'50.92"E
	79	6°46'26.28"N	79°52'49.65"E
	80	6°46'30.29"N	79°52'47.76"E
	81	6°46'32.45"N	79°52'47.09"E
	82	6°46'32.09"N	79°52'44.19"E
	83	6°46'31.91"N	79°52'42.87"E
	84	6°46'35.18"N	79°52'40.64"E
	85	6°46'38.00"N	79°52'39.46"E
	86	6°46'46.09"N	79°52'37.10"E
	87	6°46'46.82"N	79°52'38.90"E
	88	6°46'49.81"N	79°52'47.65"E
	89	6°46'51.61"N	79°52'50.98"E
	90	6°46'52.35"N	79°52'54.61"E
	91	6°46'52.27"N	79°52'55.57"E
	92	6°46'52.63"N	79°52'57.27"E
	93	6°46'54.20"N	79°52'58.84"E
	94	6°46'56.29"N	79°52'59.82"E
	95	6°46'57.97"N	79°53'0.37"E
	96	6°47'4.64"N	79°53'1.67"E
	97	6°47'5.10"N	79°53'0.99"E
	98	6°47'7.78"N	79°53'0.34"E
	99	6°47'8.55"N	79°53'0.47"E
	100	6°47'8.84"N	79°53'1.14"E
	101	6°47'12.15"N	79°53'1.00"E
	102	6°47'13.63"N	79°53'1.27"E
	103	6°47'13.78"N	79°52'59.23"E
	104	6°47'15.87"N	79°52'58.38"E
	105	6°47'18.17"N	79°52'58.83"E
	106	6°47'21.72"N	79°52'59.66"E
	107	6°47'22.11"N	79°53'0.08"E
	108	6°47'22.74"N	79°53'3.02"E
	109	6°47'25.75"N	79°53'3.12"E
	110	6°47'25.10"N	79°53'5.82"E
	111	6°47'28.44"N	79°53'6.07"E
	112	6°47'31.04"N	79°53'6.03"E
	113	6°47'33.27"N	79°53'6.54"E
	114	6°47'32.80"N	79°53'7.66"E

Name of the Zone	High-Density Mixed Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	115	6°47'40.51"N	79°53'10.08"E
	116	6°47'40.44"N	79°53'10.59"E
	117	6°47'41.80"N	79°53'10.34"E
	118	6°47'42.94"N	79°53'10.55"E
	119	6°47'48.22"N	79°53'13.30"E
	120	6°47'54.78"N	79°53'14.15"E
	121	6°48'2.02"N	79°53'11.51"E
	122	6°48'3.01"N	79°53'10.32"E
	123	6°48'8.95"N	79°53'8.01"E
	124	6°48'13.74"N	79°53'7.20"E
	125	6°48'16.23"N	79°53'5.49"E
	126	6°48'18.70"N	79°53'4.28"E
	127	6°48'25.52"N	79°53'0.28"E
	128	6°48'32.22"N	79°52'54.78"E
	129	6°48'34.72"N	79°52'59.20"E
	130	6°48'38.16"N	79°53'3.18"E
	<p>Apart from above mentioned GPS points from 1 to 130, the zone boundaries are defined on North by Dehiwala- Mount Lavinia Municipal Council, East by Low Density Mixed Development Zone, and South by Low Density Residential Zone and West by High-Density Green Residential Zone.</p>		

Annexure 14 : Low-Density Mixed Development Zone



Name of the Zone	Low Density Mixed Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	1	6°48'39.93"N	79°53'5.81"E
	2	6°48'29.51"N	79°53'12.45"E
	3	6°48'19.77"N	79°53'18.15"E
	4	6°48'12.36"N	79°53'20.77"E
	5	6°48'11.73"N	79°53'19.85"E
	6	6°48'8.82"N	79°53'21.96"E
	7	6°48'4.48"N	79°53'23.48"E
	8	6°48'3.73"N	79°53'22.51"E
	9	6°48'0.64"N	79°53'24.26"E
	10	6°48'0.16"N	79°53'23.54"E
	11	6°47'56.88"N	79°53'24.85"E
	12	6°47'53.96"N	79°53'26.18"E
	13	6°47'54.70"N	79°53'32.65"E
	131	6°48'47.90"N	79°53'17.80"E
	132	6°48'50.06"N	79°53'21.93"E
	133	6°48'57.16"N	79°53'28.06"E
	134	6°49'1.68"N	79°53'39.53"E
	135	6°48'48.78"N	79°53'46.42"E
	136	6°48'39.46"N	79°53'52.36"E
	137	6°48'36.42"N	79°53'53.95"E
	138	6°48'31.05"N	79°53'55.56"E
	139	6°48'30.35"N	79°53'56.05"E
	140	6°48'28.72"N	79°53'56.68"E
	141	6°48'27.38"N	79°53'57.59"E
	142	6°48'22.69"N	79°53'58.75"E
	143	6°48'16.46"N	79°53'58.21"E
	144	6°48'11.19"N	79°53'57.53"E
	145	6°48'11.45"N	79°53'54.60"E
	146	6°48'12.23"N	79°53'52.36"E
	147	6°48'12.20"N	79°53'50.85"E
	148	6°48'10.50"N	79°53'42.97"E
	149	6°48'7.47"N	79°53'39.94"E
	150	6°48'4.72"N	79°53'38.25"E
	151	6°48'3.71"N	79°53'38.57"E
	152	6°48'3.23"N	79°53'38.16"E
	153	6°48'2.47"N	79°53'34.68"E
	154	6°48'1.71"N	79°53'32.77"E
	155	6°48'1.29"N	79°53'32.57"E

Name of the Zone	Low Density Mixed Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	156	6°48'0.62"N	79°53'31.39"E
	157	6°47'59.03"N	79°53'32.13"E
	158	6°47'57.18"N	79°53'32.51"E
	<p><i>Apart from above mentioned GPS points from 1 to 13 and from 131 to 158, the zone boundaries are defined on North by Dehiwala- Mount Lavinia Municipal Council, East & South by Bolgoda Riverfront Development Zone and West by High-Density Mixed Development Zone.</i></p>		

Annexure 15 : High-Density Green Residential Zone



Name of the Zone	High-Density Green Residential Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	86	6°46'46.09"N	79°52'37.10"E
	87	6°46'46.82"N	79°52'38.90"E
	88	6°46'49.81"N	79°52'47.65"E
	89	6°46'51.61"N	79°52'50.98"E
	90	6°46'52.35"N	79°52'54.61"E
	91	6°46'52.27"N	79°52'55.57"E
	92	6°46'52.63"N	79°52'57.27"E
	93	6°46'54.20"N	79°52'58.84"E
	94	6°46'56.29"N	79°52'59.82"E
	95	6°46'57.97"N	79°53'0.37"E
	96	6°47'4.64"N	79°53'1.67"E
	97	6°47'5.10"N	79°53'0.99"E
	98	6°47'7.78"N	79°53'0.34"E
	99	6°47'8.55"N	79°53'0.47"E
	100	6°47'8.84"N	79°53'1.14"E
	101	6°47'12.15"N	79°53'1.00"E
	102	6°47'13.63"N	79°53'1.27"E
	103	6°47'13.78"N	79°52'59.23"E
	104	6°47'15.87"N	79°52'58.38"E
	105	6°47'18.17"N	79°52'58.83"E
	106	6°47'21.72"N	79°52'59.66"E
	107	6°47'22.11"N	79°53'0.08"E
	108	6°47'22.74"N	79°53'3.02"E
	109	6°47'25.75"N	79°53'3.12"E
	110	6°47'25.10"N	79°53'5.82"E
	111	6°47'28.44"N	79°53'6.07"E
	112	6°47'31.04"N	79°53'6.03"E
	113	6°47'33.27"N	79°53'6.54"E
	114	6°47'32.80"N	79°53'7.66"E
	115	6°47'40.51"N	79°53'10.08"E
	116	6°47'40.44"N	79°53'10.59"E
	117	6°47'41.80"N	79°53'10.34"E
	118	6°47'42.94"N	79°53'10.55"E
	119	6°47'48.22"N	79°53'13.30"E
	120	6°47'54.78"N	79°53'14.15"E
	121	6°48'2.02"N	79°53'11.51"E
	122	6°48'3.01"N	79°53'10.32"E
	123	6°48'8.95"N	79°53'8.01"E

Name of the Zone	High-Density Green Residential Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	124	6°48'13.74"N	79°53'7.20"E
	125	6°48'16.23"N	79°53'5.49"E
	126	6°48'18.70"N	79°53'4.28"E
	127	6°48'25.52"N	79°53'0.28"E
	128	6°48'32.22"N	79°52'54.78"E
	156	6°48'0.62"N	79°53'31.39"E
	157	6°47'59.03"N	79°53'32.13"E
	158	6°47'57.18"N	79°53'32.51"E
	159	6°46'52.99"N	79°52'34.99"E
	160	6°46'55.60"N	79°52'34.39"E
	161	6°47'3.95"N	79°52'31.33"E
	162	6°47'15.18"N	79°52'27.95"E
	163	6°47'25.85"N	79°52'25.35"E
	164	6°47'30.65"N	79°52'23.72"E
	165	6°47'41.88"N	79°52'22.07"E
	166	6°47'49.94"N	79°52'18.91"E
	167	6°48'4.17"N	79°52'14.89"E
	168	6°48'15.98"N	79°52'11.40"E
	169	6°48'18.28"N	79°52'15.05"E
	170	6°48'23.21"N	79°52'19.80"E
	171	6°48'26.01"N	79°52'24.20"E
	172	6°48'26.61"N	79°52'26.42"E
	173	6°48'26.23"N	79°52'28.57"E
	174	6°48'23.30"N	79°52'31.92"E
	175	6°48'22.29"N	79°52'34.09"E
	176	6°48'22.31"N	79°52'36.54"E
	177	6°48'26.07"N	79°52'42.93"E
	178	6°48'27.95"N	79°52'46.92"E
	179	6°48'30.64"N	79°52'50.94"E
	<p>Apart from above mentioned GPS points from 86 to 128 and from 156 to 179, the zone boundaries are defined on North by Dehiwala- Mount Lavinia Municipal Council, East & South by High-Density Mixed Development Zone and West by sea.</p>		

Annexure 16 : Low-Density Residential Zone



Name of the Zone	Low-Density Residential Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	65	6°46'17.81"N	79°53'7.60"E
	66	6°46'15.52"N	79°53'0.87"E
	67	6°46'12.97"N	79°53'1.57"E
	68	6°46'7.34"N	79°53'2.57"E
	69	6°46'6.75"N	79°52'59.42"E
	70	6°46'6.66"N	79°52'58.06"E
	71	6°46'6.53"N	79°52'57.59"E
	72	6°46'8.57"N	79°52'57.19"E
	73	79°52'57.19"E	79°52'56.34"E
	74	6°46'14.50"N	79°52'56.02"E
	75	6°46'14.21"N	79°52'54.75"E
	76	6°46'15.54"N	79°52'54.27"E
	77	6°46'18.95"N	79°52'52.85"E
	78	6°46'22.82"N	79°52'50.92"E
	79	6°46'26.28"N	79°52'49.65"E
	80	6°46'30.29"N	79°52'47.76"E
	81	6°46'32.45"N	79°52'47.09"E
	82	6°46'32.09"N	79°52'44.19"E
	83	6°46'31.91"N	79°52'42.87"E
	180	6°46'28.64"N	79°52'44.64"E
	181	6°46'23.48"N	79°52'46.11"E
	182	6°46'22.18"N	79°52'46.72"E
	183	6°46'18.04"N	79°52'47.55"E
	184	6°46'13.63"N	79°52'48.89"E
	185	6°46'4.06"N	79°52'53.19"E
	186	6°45'54.19"N	79°52'55.87"E
	187	6°45'44.57"N	79°52'59.44"E
	188	6°45'40.81"N	79°53'0.63"E
	189	6°45'34.58"N	79°53'4.17"E
	190	6°45'21.93"N	79°53'7.63"E
	191	6°45'7.21"N	79°53'13.41"E
	192	6°45'0.02"N	79°53'16.74"E
	193	6°44'47.51"N	79°53'20.48"E
	194	6°44'37.60"N	79°53'25.90"E
	195	6°44'19.39"N	79°53'32.29"E
	196	6°44'10.68"N	79°53'35.80"E
	197	6°43'50.71"N	79°53'42.40"E
	198	6°43'50.89"N	79°53'47.31"E

Name of the Zone	Low-Density Residential Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	199	6°43'38.06"N	79°54'2.31"E
	200	6°46'5.06"N	79°53'13.49"E
	201	6°45'46.72"N	79°53'16.72"E
	202	6°45'20.70"N	79°53'26.80"E
	203	6°45'1.79"N	79°53'34.25"E
	204	6°44'49.77"N	79°53'36.73"E
	205	6°44'34.28"N	79°53'41.90"E
	206	6°44'19.13"N	79°53'49.12"E
	207	6°43'59.31"N	79°53'55.05"E
	208	6°43'47.61"N	79°53'59.52"E
	<p>Apart from above mentioned GPS points from 65 to 83 and from 180 to 208, the zone boundaries are defined on North by High-Density Mixed Development Zone, East & South by Bolgoda Riverfront Development Zone and West by sea.</p>		

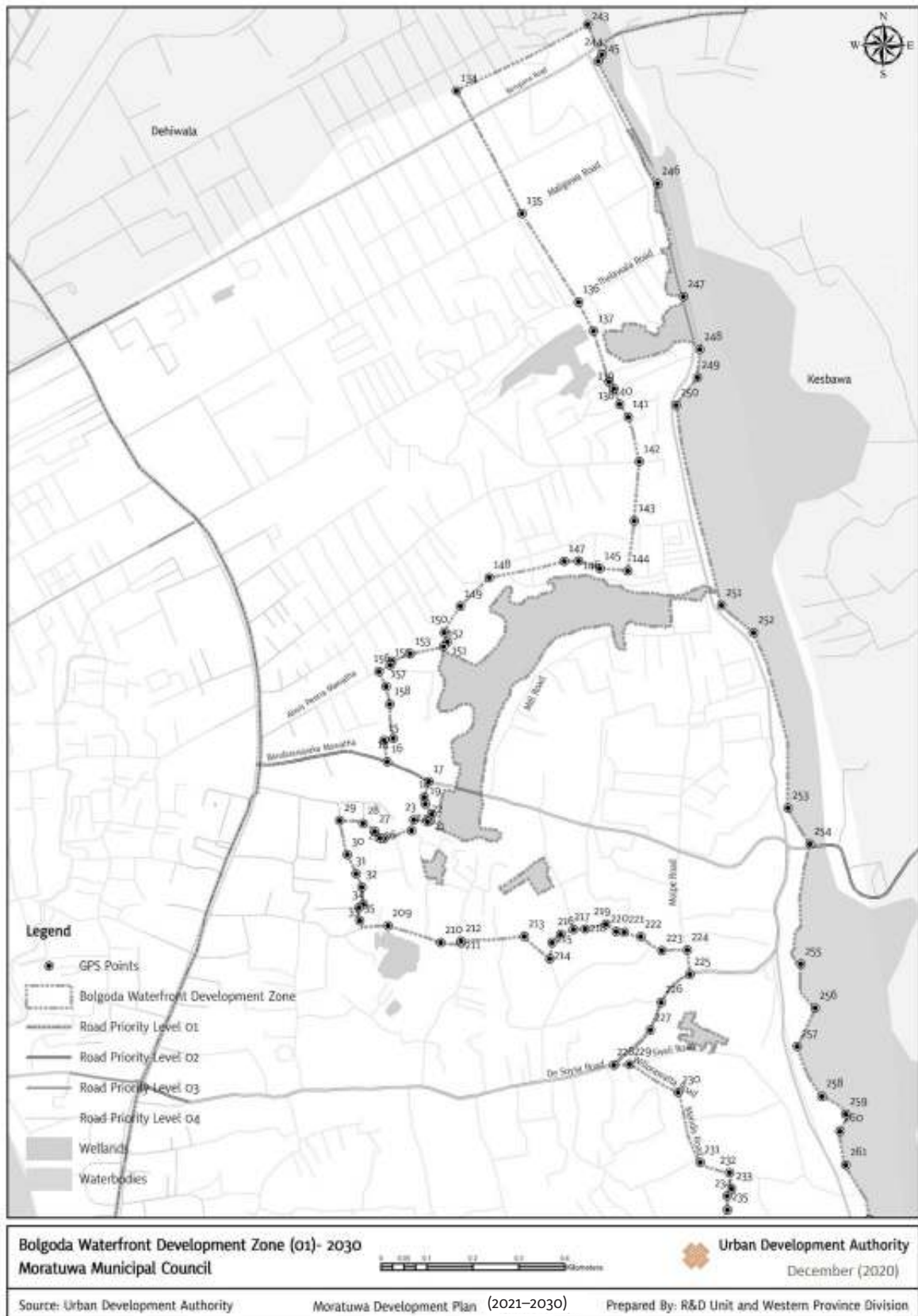
Annexure 17 : Timber Related Production Promotion Zone

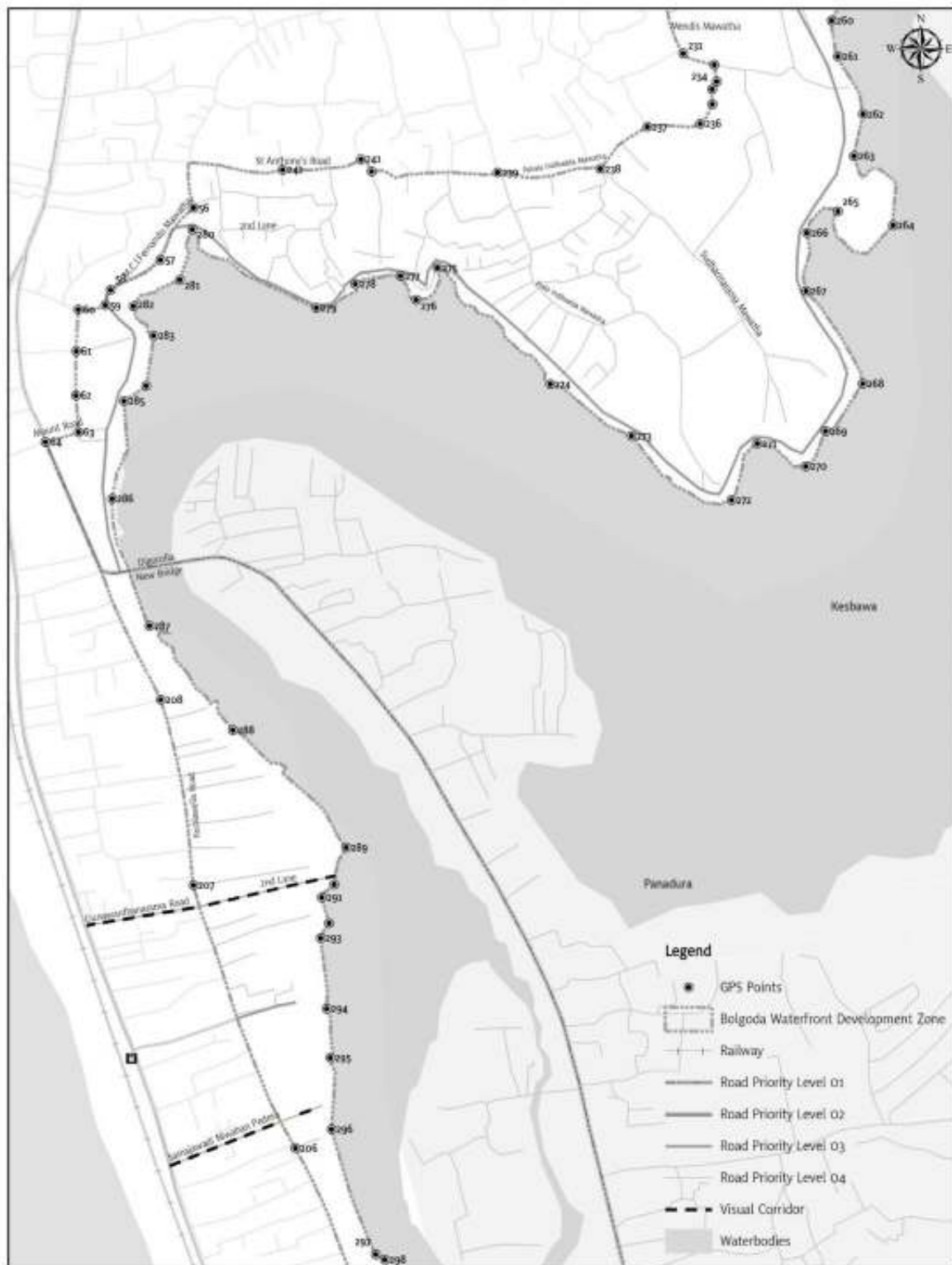


Name of the Zone	Timber Based manufacturing Industrial Development Promotion Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	36	6°47'33.65"N	79°53'29.61"E
	37	6°47'32.84"N	79°53'26.23"E
	38	6°47'34.22"N	79°53'24.73"E
	39	6°47'34.37"N	79°53'23.00"E
	40	6°47'34.94"N	79°53'17.07"E
	41	6°47'31.58"N	79°53'17.80"E
	42	6°47'30.92"N	79°53'17.57"E
	43	6°47'30.50"N	79°53'15.17"E
	44	6°47'26.56"N	79°53'14.59"E
	45	6°47'20.30"N	79°53'12.57"E
	46	6°47'15.29"N	79°53'11.52"E
	47	6°47'14.96"N	79°53'10.37"E
	48	6°47'10.79"N	79°53'11.81"E
	49	6°47'10.41"N	79°53'10.09"E
	50	6°47'5.51"N	79°53'10.02"E
	51	6°47'5.06"N	79°53'12.77"E
	52	6°47'2.22"N	79°53'13.10"E
	53	6°47'2.05"N	79°53'13.48"E
	54	6°46'58.49"N	79°53'12.73"E
	55	6°46'58.21"N	79°53'16.24"E
	209	6°47'33.87"N	79°53'32.35"E
	210	6°47'32.10"N	79°53'37.88"E
	211	6°47'32.07"N	79°53'40.01"E
	212	6°47'32.27"N	79°53'40.02"E
	213	6°47'32.76"N	79°53'46.66"E
	214	6°47'30.42"N	79°53'49.33"E
	215	6°47'32.10"N	79°53'49.57"E
	216	6°47'32.97"N	79°53'50.47"E
	217	6°47'33.48"N	79°53'51.84"E
	218	6°47'33.55"N	79°53'53.07"E
	219	6°47'34.04"N	79°53'55.26"E
	220	6°47'33.27"N	79°53'56.31"E
	221	6°47'33.21"N	79°53'57.16"E
	222	6°47'32.73"N	79°53'58.89"E
	223	6°47'31.25"N	79°54'1.11"E
	224	6°47'31.34"N	79°54'3.78"E
	225	6°47'28.77"N	79°54'4.06"E
	226	6°47'25.83"N	79°54'1.04"E

Name of the Zone	Timber Based manufacturing Industrial Development Promotion Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	227	6°47'22.91"N	79°53'59.90"E
	228	6°47'19.23"N	79°53'56.07"E
	229	6°47'19.30"N	79°53'57.72"E
	230	6°47'16.35"N	79°54'2.82"E
	231	6°47'8.99"N	79°54'5.16"E
	232	6°47'7.89"N	79°54'8.23"E
	233	6°47'6.22"N	79°54'8.46"E
	234	6°47'5.46"N	79°54'8.00"E
	235	6°47'3.99"N	79°54'8.02"E
	236	6°47'2.07"N	79°54'6.85"E
	237	6°47'1.74"N	79°54'1.61"E
	238	6°46'57.58"N	79°53'56.95"E
	239	6°46'57.24"N	79°53'46.79"E
	240	6°46'57.34"N	79°53'34.33"E
	241	6°46'58.52"N	79°53'33.29"E
	242	6°46'57.50"N	79°53'25.54"E
	<p>Apart from above mentioned GPS points from 36 to 55 and from 209 to 242, the zone boundaries are defined on North, East & South by Bolgoda Riverfront Development Zone and West by High Density Mixed Development Zone.</p>		

Annexure 18 : Bolgoda Water-Front Development Zone





Bolgoda Waterfront Development Zone (02)- 2030
Moratuwa Municipal Council

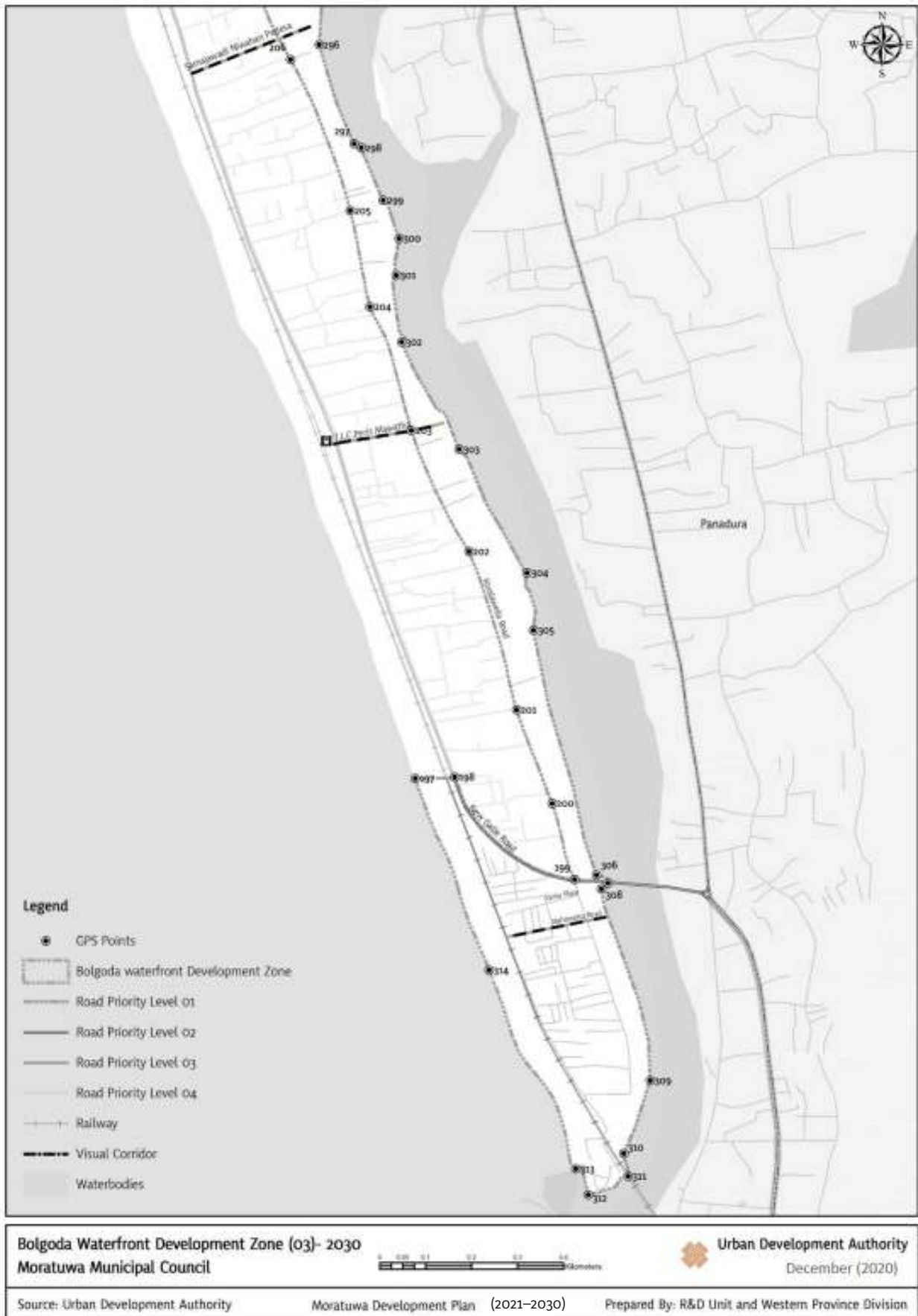
0 0.05 0.1 0.2 0.3 0.4 Kilometers

Urban Development Authority
December (2020)

Source: Urban Development Authority

Moratuwa Development Plan (2021-2030)

Prepared By: R&D Unit and Western Province Division



Name of the Zone	Bolgoda Water-Front Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	14	6°47'53.57"N	79°53'32.88"E
	15	6°47'53.37"N	79°53'31.91"E
	16	6°47'51.12"N	79°53'32.24"E
	17	6°47'49.04"N	79°53'36.65"E
	18	6°47'47.38"N	79°53'36.14"E
	19	6°47'46.69"N	79°53'36.26"E
	20	6°47'45.63"N	79°53'36.93"E
	21	6°47'44.94"N	79°53'36.78"E
	22	6°47'44.80"N	79°53'36.49"E
	23	6°47'45.02"N	79°53'35.05"E
	24	6°47'43.88"N	79°53'34.80"E
	25	6°47'43.05"N	79°53'31.91"E
	26	6°47'43.09"N	79°53'31.50"E
	27	6°47'43.79"N	79°53'30.95"E
	28	6°47'44.63"N	79°53'29.74"E
	29	6°47'44.95"N	79°53'27.26"E
	30	6°47'41.36"N	79°53'28.05"E
	31	6°47'39.34"N	79°53'28.98"E
	32	6°47'37.93"N	79°53'29.58"E
	33	6°47'36.15"N	79°53'29.74"E
	34	6°47'35.80"N	79°53'29.30"E
	35	6°47'34.41"N	79°53'29.36"E
	56	6°46'53.73"N	79°53'16.72"E
	57	6°46'48.58"N	79°53'13.44"E
	58	6°46'45.61"N	79°53'8.52"E
	59	6°46'44.10"N	79°53'8.00"E
	60	6°46'43.65"N	79°53'5.34"E
	61	6°46'39.54"N	79°53'5.14"E
	62	6°46'35.17"N	79°53'5.10"E
	63	6°46'31.54"N	79°53'5.36"E
	64	6°46'30.56"N	79°53'2.07"E
	134	6°49'1.68"N	79°53'39.53"E
	135	6°48'48.78"N	79°53'46.42"E
	136	6°48'39.46"N	79°53'52.36"E
	137	6°48'36.42"N	79°53'53.95"E
	138	6°48'31.05"N	79°53'55.56"E
	139	6°48'30.35"N	79°53'56.05"E
	140	6°48'28.72"N	79°53'56.68"E

Name of the Zone	Bolgoda Water-Front Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	141	6°48'27.38"N	79°53'57.59"E
	142	6°48'22.69"N	79°53'58.75"E
	143	6°48'16.46"N	79°53'58.21"E
	144	6°48'11.19"N	79°53'57.53"E
	145	6°48'11.45"N	79°53'54.60"E
	146	6°48'12.23"N	79°53'52.36"E
	147	6°48'12.20"N	79°53'50.85"E
	148	6°48'10.50"N	79°53'42.97"E
	149	6°48'7.47"N	79°53'39.94"E
	150	6°48'4.72"N	79°53'38.25"E
	151	6°48'3.71"N	79°53'38.57"E
	152	6°48'3.23"N	79°53'38.16"E
	153	6°48'2.47"N	79°53'34.68"E
	154	6°48'1.71"N	79°53'32.77"E
	155	6°48'1.29"N	79°53'32.57"E
	156	6°48'0.62"N	79°53'31.39"E
	157	6°47'59.03"N	79°53'32.13"E
	158	6°47'57.18"N	79°53'32.51"E
	197	6°43'50.71"N	79°53'42.40"E
	198	6°43'50.89"N	79°53'47.31"E
	199	6°43'38.06"N	79°54'2.31"E
	200	6°46'5.06"N	79°53'13.49"E
	201	6°45'46.72"N	79°53'16.72"E
	202	6°45'20.70"N	79°53'26.80"E
	203	6°45'1.79"N	79°53'34.25"E
	204	6°44'49.77"N	79°53'36.73"E
	205	6°44'34.28"N	79°53'41.90"E
	206	6°44'19.13"N	79°53'49.12"E
	207	6°43'59.31"N	79°53'55.05"E
	208	6°43'47.61"N	79°53'59.52"E
	209	6°47'33.87"N	79°53'32.35"E
	210	6°47'32.10"N	79°53'37.88"E
	211	6°47'32.07"N	79°53'40.01"E
	212	6°47'32.27"N	79°53'40.02"E
	213	6°47'32.76"N	79°53'46.66"E
	214	6°47'30.42"N	79°53'49.33"E
	215	6°47'32.10"N	79°53'49.57"E
	216	6°47'32.97"N	79°53'50.47"E

Name of the Zone	Bolgoda Water-Front Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	217	6°47'33.48"N	79°53'51.84"E
	218	6°47'33.55"N	79°53'53.07"E
	219	6°47'34.04"N	79°53'55.26"E
	220	6°47'33.27"N	79°53'56.31"E
	221	6°47'33.21"N	79°53'57.16"E
	222	6°47'32.73"N	79°53'58.89"E
	223	6°47'31.25"N	79°54'1.11"E
	224	6°47'31.34"N	79°54'3.78"E
	225	6°47'28.77"N	79°54'4.06"E
	226	6°47'25.83"N	79°54'1.04"E
	227	6°47'22.91"N	79°53'59.90"E
	228	6°47'19.23"N	79°53'56.07"E
	229	6°47'19.30"N	79°53'57.72"E
	230	6°47'16.35"N	79°54'2.82"E
	231	6°47'8.99"N	79°54'5.16"E
	232	6°47'7.89"N	79°54'8.23"E
	233	6°47'6.22"N	79°54'8.46"E
	234	6°47'5.46"N	79°54'8.00"E
	235	6°47'3.99"N	79°54'8.02"E
	236	6°47'2.07"N	79°54'6.85"E
	237	6°47'1.74"N	79°54'1.61"E
	238	6°46'57.58"N	79°53'56.95"E
	239	6°46'57.24"N	79°53'46.79"E
	240	6°46'57.34"N	79°53'34.33"E
	241	6°46'58.52"N	79°53'33.29"E
	242	6°46'57.50"N	79°53'25.54"E
	243	6°49'8.63"N	79°53'53.30"E
	244	6°49'5.49"N	79°53'54.81"E
	245	6°49'4.80"N	79°53'54.42"E
	246	6°48'51.91"N	79°54'0.67"E
	247	6°48'40.04"N	79°54'3.38"E
	248	6°48'34.48"N	79°54'5.10"E
	249	6°48'31.53"N	79°54'4.85"E
	250	6°48'28.61"N	79°54'2.62"E
	251	6°48'7.57"N	79°54'7.38"E
	252	6°48'4.70"N	79°54'10.75"E
	253	6°47'46.26"N	79°54'14.37"E
	254	6°47'42.47"N	79°54'16.67"E

Name of the Zone	Bolgoda Water-Front Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	255	6°47'29.85"N	79°54'15.73"E
	256	6°47'25.21"N	79°54'17.24"E
	257	6°47'21.18"N	79°54'15.34"E
	258	6°47'15.93"N	79°54'17.94"E
	259	6°47'14.07"N	79°54'20.44"E
	260	6°47'12.27"N	79°54'19.82"E
	261	6°47'8.71"N	79°54'20.43"E
	262	6°47'3.00"N	79°54'22.93"E
	263	6°46'58.85"N	79°54'22.03"E
	264	6°46'52.00"N	79°54'25.90"E
	265	6°46'53.37"N	79°54'20.44"E
	266	6°46'51.26"N	79°54'17.37"E
	267	6°46'45.52"N	79°54'17.29"E
	268	6°46'36.33"N	79°54'22.90"E
	269	6°46'31.62"N	79°54'19.23"E
	270	6°46'28.16"N	79°54'17.28"E
	271	6°46'30.41"N	79°54'12.48"E
	272	6°46'24.82"N	79°54'9.92"E
	273	6°46'31.17"N	79°54'0.05"E
	274	6°46'36.28"N	79°53'52.00"E
	275	6°46'47.79"N	79°53'40.86"E
	276	6°46'44.64"N	79°53'38.75"E
	277	6°46'46.98"N	79°53'37.19"E
	278	6°46'46.20"N	79°53'32.73"E
	279	6°46'43.83"N	79°53'28.88"E
	280	6°46'51.60"N	79°53'16.61"E
	281	6°46'46.61"N	79°53'15.36"E
	282	6°46'43.99"N	79°53'10.77"E
	283	6°46'41.09"N	79°53'12.78"E
	284	6°46'36.13"N	79°53'12.03"E
	285	6°46'34.62"N	79°53'9.85"E
	286	6°46'24.95"N	79°53'8.68"E
	287	6°46'12.36"N	79°53'12.37"E
	288	6°46'2.04"N	79°53'20.63"E
	289	6°45'50.44"N	79°53'31.82"E
	290	6°45'46.78"N	79°53'30.63"E
	291	6°45'45.51"N	79°53'29.43"E
	292	6°45'42.95"N	79°53'30.13"E

Name of the Zone	Bolgoda Water-Front Development Zone		
Zoning Boundaries	Number	North Latitude	Eastern Longitude
	293	6°45'41.49"N	79°53'29.29"E
	294	6°45'34.50"N	79°53'29.89"E
	295	6°45'29.65"N	79°53'30.25"E
	296	6°45'22.57"N	79°53'30.38"E
	297	6°45'10.20"N	79°53'34.74"E
	298	6°45'9.67"N	79°53'35.63"E
	299	6°45'3.09"N	79°53'38.36"E
	300	6°44'58.33"N	79°53'40.36"E
	301	6°44'53.72"N	79°53'39.98"E
	302	6°44'45.36"N	79°53'40.67"E
	303	6°44'31.93"N	79°53'47.88"E
	304	6°44'16.47"N	79°53'56.36"E
	305	6°44'9.29"N	79°53'57.17"E
	306	6°43'38.61"N	79°54'5.06"E
	307	6°43'37.64"N	79°54'6.46"E
	308	6°43'36.88"N	79°54'5.67"E
	309	6°43'12.90"N	79°54'11.79"E
	310	6°43'3.76"N	79°54'8.45"E
	311	6°43'0.93"N	79°54'9.01"E
	312	6°42'58.61"N	79°54'4.02"E
	313	6°43'1.85"N	79°54'2.46"E
	314	6°43'26.71"N	79°53'51.64"E
	<p>Apart from above mentioned GPS points from 14 to 35, from 56 to 64, from 134 to 158 and from 197 to 314 the zone boundaries are defined on North by Dehiwala- Mount Lavinia Municipal Council, East & South by Bolgoda River and West by Low Density Mixed Development Zone, Timber-Related Production Promotion Zone, High Density Mixed Development Zone, Low Density Residential Zone and the sea.</p>		

Annexure 19 : Schedule II

Bolgoda River -Environmental Protection zone

Special guidelines to be followed in approving land subdivisions and building plans along the Bolgoda River

When implementing development projects in this area this environment needs special attention therefore when approving development applications and issuing licenses please follow the following facts.

1. 40 ft stretch of river from the Bolgoda should be maintained as a river reservation without construction. Natural vegetation should be protected. This 40ft. reservation boundary should be marked in the relevant Survey Plan when approving the land.
2. The boundary wall is not permitted to be built facing the river. A wire mesh fence or a fence of such finish is permitted. Its maximum height should not exceed 2 meters.
3. The following development work done within 40–120 ft from the bank of the river, should obtain a preliminary planning clearance from the UDA before approving the land subdivision or building plans.
 - *Applications for land subdivision more than one (1) letter*
 - *Applications for all industries*
 - *Applications for Development of Paddy and Low Lands*
 - *Applications for Tourism Industry*
4. Residential and other building applications exceeding 3000 square feet

The land area and the height of the building shall be permitted within 40–120 feet from the bank of the river as follows

Building height

<i>From the edge of the bank</i>	<i>From the floor at the maximum height of the building</i>
<i>Up to 40 feet</i>	<i>Not allowed</i>
<i>40 to 80 feet</i>	<p><i>There are two height levels that can be maintained within this limit.</i></p> <ol style="list-style-type: none"> <i>Height 17 feet - When the river reserve is allocated from its land, other guidelines and requirements for construction on the outer part of the reserve will not be affected by the minimum restrictions on open space.</i> <i>Height 27 feet - If the building guidelines and other requirements are fulfilled and the land is parallel to the Bolgoda river, 1/3 of the width of the land boundary shall be constructed on the one side of the land so it not to disturb the view of the Bolgoda river</i>
<i>To 80-120 feet</i>	<i>27 ft</i>
<i>More than 120 feet</i>	<i>The UDA's general guidelines are in effect.</i>

In these cases, the planning committee has the ability to control the height, considering the physical condition of the site.

Floor are of the Lots

<i>Area</i>	<i>Minimum Land Area (Perches)</i>
<i>First and second lots facing the river</i>	<i>15</i>
<i>The third block of land facing the river</i>	<i>10</i>
<i>For other Lots</i>	<i>Should practice guidelines of the relevant Local Authority.</i>

In accordance with the recommendations of the relevant Local Authorities for the disposal of garbage and waste, a proper procedure should be followed and should not be dumped into the river or river reserves

- Land filling or excavation should not be made in the ground and the building should be designed in accordance with the existing topography.*
- All development work on site must comply with the UDA's planning guidelines.*
- Except for residential developments of less than 3000 sq. Ft., Done between 40-120 by the river bank*

Abbreviations

km	-	Kilo Meter
UDA	-	Urban Deveopment Authority
C.S.D	-	Commercial Sector Development
SWO T	-	Strength, Weakness, Opprtunity, Treat
TP	-	Transport Plan
LRT	-	Light Rail Transsist
RW	-	Road widning
RI	-	Road Improvement
MMC	-	Multi ModalCenter
NR	-	New Road
P1	-	Priority One
P2	-	Priority Two
P3	-	Priority Three
P4	-	Priority Four
WFD	-	Water Front Development
LMP	-	Landscape Management Plan
PORS	-	Public Open Recreational Space

References

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