# Homagama Development Plan

## 2022–2031

Urban Development Authority
Ministry of Urban Development & Housing

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2022–2031

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*Website* – www.uda.gov.lk
*Email* – info@uda.gov.lk
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Homagama Development Plan 2022-2031 mainly consists of three parts as Part I, II and III. The Part I consists of the background study, preliminary studies, the need of the plan, the planning framework, the SWOT analysis and the plan. The Part II consists of the Planning and development guidelines pertaining to the planning boundary for the period of 2022-2031. The part III consist of the zoning boundaries with the coordinates and all the annexures.

Homagama Development Plan 2022-2031 has been prepared by the Western Province Division (Head Office) of Urban Development Authority.

**Supervision**

Major General V. Uday Nanayakkara, Chairman – UDA, Plnr. N.P.K.Ranaweera, Director General – UDA, Plnr. H.A.Dayananda, Additional Director General – UDA, Plnr. M.P.Ranatunga, Deputy Director General (Planning) – UDA, Plnr. N.A.S.N.Nissanka Director (Western Province Division) – UDA, Attorney at Law C. Jayawardena, Consultant (Legal) – UDA, Plnr. Priyani Nawarathne, Director (Strategic Planning) – UDA

**Planning team**

Plnr. Sugath Premasiri, Director- (Uwa Province), Ms. Thushari Dissanayake, Deputy Director (Planning)-(Western Province) D. K. S. P. Sandaruwan, Deputy Director (Acting) – Real Estate Division, K. K. G. P. Mayuri, Town Planner N. L. C. P. Liyanage, Town Planner of the Western Province Division and S.M.G.P. Smarakoon (Environment Planner) – Environment and Landscaping Division – UDA

**Supportive divisions of the UDA**

*Strategic Planning Division – (Supervision, monitoring and gazetting)*
*Environment and Landscape Division - (Preparation of the PORS, DRR, Conservation, Cultural & Heritage Plans)*
*GIS Division – (Providing Arc GIS Spatial data layer)*
*Research and Development Division – (Conduct awareness programs to introduce new techniques)*

# Acknowledgment

The Western Province division has taken the lead to provide the supervision for the preparation of the Homagama Development Plan 2022–2031. The objective of this plan is to Green Expert City –A Global Gateway Emerging within a Country Landscape the vision of the Homagama Development Plan 2022–2031 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 Homagama Development Plan 2022–2031 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, 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 Homagama Pradeshiya Sabha &, members of the PS and the staff. Secretary Homagama Divisional Secretariat and the staff for their generous support given for the successful completion of this development plan.

Appreciatively thankful to Honorary Chairman of UDA Major General V. To Mr. Udaya Nanayakkara, 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 Division) of UDA of Plnr. N.A.S.N.Nissanka 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 and the staff of the division & staff members of all divisions are gratefully appreciate on behalf of the planning team for their support to the successful completion of this task.

Especially to Ms. Chulesha Darshani, Town Planner (Research and Development Division) - UDA Thank you for your support in making this plan a success.

# Hon. Minister's Foreword

Towards the realization of Homagama City Development

As per the President Gotabaya Rajapaksa's manifesto; 'Vistas of Prosperity & Splendor' "The urban and rural divide has to be bridged by providing services and infrastructure facilities equally across the sectors of living. To this end, we must embark on a de-urbanization strategy".

The Urban Development Authority (UDA) implements and enforces the urban development plans, taking into account the disparities between districts in the same province as well as between towns in the same district due to the unequaled development in the urbanization process in the country.

Accordingly, the Urban Development Authority has already published Urban Development Plans for identified 26 towns and is currently in the process of preparing development plans for another 50 towns within this year. The Homagama Urban Development Plan is one of those plans. It has been planned to implement 130 Urban Development Plans by the year 2024.

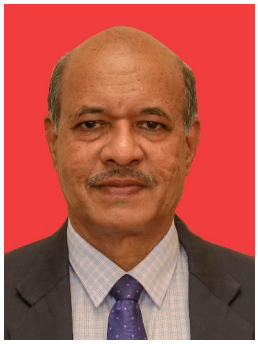
The priority of the Homagama Urban Development Plan is to provide services to the residents as well as those who visit Homagama to obtain various services. Further, there is potential for further development as a service center. The plan identifies the natural ecosystem of the area as well as areas of economic value that can be systematically utilized for the benefit of the urban population.

In the process of preparing this plan, the views and suggestions of professionals, experts, stakeholders and the community were taken into account and approaches were developed to develop this plan through modern analytical strategies and technologies.

Accordingly, I commend the Chairman, the Director General, the planning team and all the officers of the Urban Development Authority who assisted in making this work a success in various ways. I further hope that the successful implementation of the Homagama Development Plan (2022-2031) will be facilitated with the support and contribution of the relevant Local Government Institutions, Public and Private Sector Institutions and the general public.

Prasanna Ranatunga
Minister of Urban Development and Housing

# Foreword by Hon. Chairman – Urban Development Authority



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

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

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

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

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

# Hon. Chairman's Foreword (Homagama PS)

Homagama area has been identified as a town which comprises of village characteristics while rapidly growing in population and physical developments. The Vision of the Homagama PS is to Creating a healthy environment for people to live with new technology and to meet the common needs of people and to create an environment that will help them to improve their quality of life.

The Homagama Development Plan has been prepared based on the vision of "Green Expert City". It can be identified as a timely attempt by the Urban Development Authority. Most of the countries in the world are tend to develop their nation by upholding their economy through new technological innovations and application of new knowledge. Accordingly, the magnificent residential development achieved can be evident by looking at their per capita income generation. Thus, Homagama area will be developed by using the technological advancements and it is particularly important to uplift the country economy through modern technology and science-based inventions and the creation of intellectuals. Furthermore, Homagama Development Plan has made provisions to conserve the green and facilitate the residents of the area which can identified as a prosperity for the area. The Homagama development plan will be prepared to lead the people of the area to the right pathway of development and our congratulations to the Urban Development Authority as the main counterpart of this development plan.

The new development plan is based on the novel development plan to create an innovative city development plan, create a wealthy city and create a well-planned city for the benefit of the self-styled people in the Homagama area with a novel development vision and timely development goals. Therefore, I strongly believe that all stake holders in the area will work hand in hand with this development plan in order to achieve the vision of the Homagama Development Plan.

Sampath Jayasingha
Hon. Chairman
Homagama Pradeshiya Sabha

# Preface

Extraordinary Gazette No. 1084/20 of 1999 proclaimed the whole Homagama Pradeshiya Sabha territory to be an urban area. As a result of the necessity to update the 2008-2025 Homagama Development Plan produced for the whole Homagama Predeshiya Sabha area, attention was focused on developing a new development plan for Homagama PS area.

The basis for the preparation of development plan can be identified as the data collection in relation to the years 2012 – 2021 and the data collected from the field surveys carried out. And analysis of collected data by using the scientific methods of analyzing and coming to the conclusions upon them. Accordingly, the new development plan for Homagama PS area has been prepared for the 2022-2031 period, by utilizing the results and the decisions have been taken at various times in the development planning process and with the practical process and mixing of the same with the practical aspects of the Homagama PS area.

The Homagama Development Plan 2022-2031 is divided into three sections: part I, part 11, and part III. Part I is devoted to background research. preliminary studies, plan need, planning framework, SWOT analysis, and plan Part II contains the Planning and Development Guidelines for the Planning Boundary for the Years 2022–2031. Part III includes the zoning boundaries, coordinates, and all annexations.

Part One - Chapter 1 of the plan detailed out the meaning of the term development plan, its legal context, the stakeholders of the plan, its context and the planning process followed. chapter 2 & Chapter 3 respectively include the planning area, history of the area, boundary delineation of the area and need of the plan in detail. Chapter 4 consists Vision, Goals and Objectives and Strategic Plans while Chapter 5 include the detailed description on the baseline SWOT analysis foe each Goal. Further, Chapter 6 of the plan describe the conceptual plan and proposed land use development plan. Under that the main strategic plans of the Homagama Development Plan such as Road and Transport Development strategy, Sustainable Environment development strategy, Economic development strategy, Infrastructure development strategy and implementation strategy has been detailed out as sub sections.

Similarly, Part Two - Chapter 7 has been dedicated to describe planning & Building regulations and in chapter 8 described the identified zones and zoning regulations and Chapter 9 included proposed road width, building line and reservations. Thus, the intention of this Authority and the Government of Sri Lanka is to implement the Homagama Development Plan 2022-2031 in near future.

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# PART I : SECTION (I) — GENERAL
## Government Notifications

### APPROVAL OF THE DEVELOPMENT PLAN FOR THE PRADESHIYA SABHA LIMIT OF HOMAGAMA

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approved the Development Plan for the Pradeshiya Sabha Limit of Homagama, after consideration of 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.

**Prasanna Ranathunga (M. P.),**
Minister of Urban Development & Housing.

Ministry of Urban Development & Housing,
17th and 18th Floors,
"Suhurupaya",
Subhuthipura Road,
Battaramulla.
04th July 2022.

1A- G37086 - 46 (07/2022)
*This Gazette Extraordinary can be downloaded from* www.documents.gov.lk

## NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE PRADESHIYA SABHA LIMIT OF HOMAGAMA

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, Prasanna Ranathunga, the Minister in charge of the subject of Urban Development & Housing, by virtue of the powers vested in me under Section 8 (F) of the said Act, No. 4 of 1982 have approved the Development Plan for the Pradeshiya Sabha Limit of Homagama, prepared under Section 8 (A) of the said Act, on the day of 04th July 2022.

**PRASANNA RANATHUNGA (M. P.),**
Minister of Urban Development & Housing.

Ministry of Urban Development & Housing,
17th and 18th Floors,
"Suhurupaya"
Subhuthipura Road,
Battaramulla.
12th July 2022.

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## APPROVAL OF THE DEVELOPMENT PLAN FOR THE PRADESHIYA SABHA LIMIT OF HOMAGAMA

PUBLIC are hereby informed that the Development Plan prepared for the Pradeshiya Sabha Limit of Homagama 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 04th July, 2022, by Hon. Prasanna Ranathunga, Minister of Urban Development & Housing by virtue of powers vested on him under Section 8 (F) of the said Act.

**MAJOR GENERAL (RETD.) UDAYA NANAYAKKARA,**
Chairman,
Urban Development Authority.

12th July 2022.

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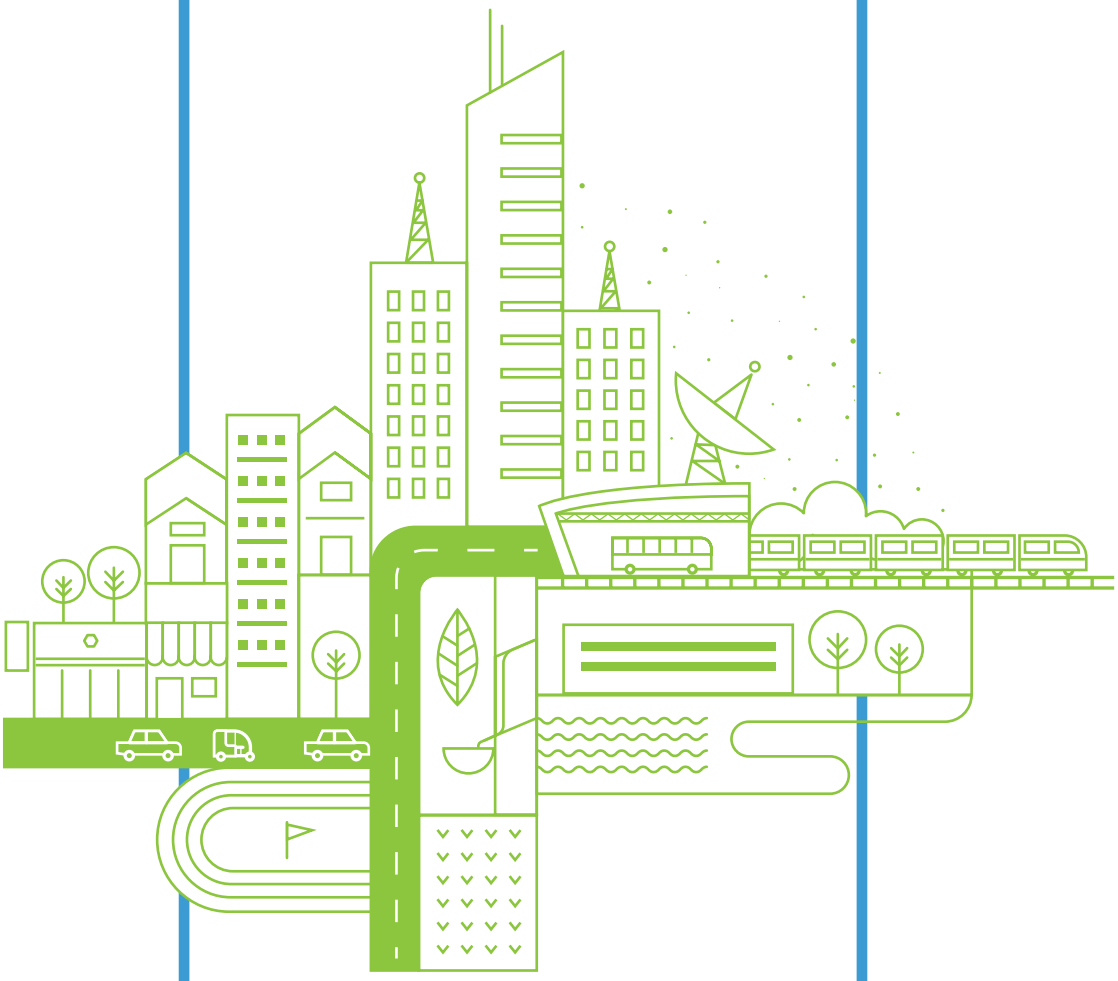


# Part I

01

Chapter

# Background of the Development Plan

Chapter 01
Background of the Development Plan

Introduction

# 1.1. Introduction

A Development plan is a publihsed 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 stakholders of the area and resident population of the area. This is a legal documemnt which guide the behaviours and patterns of activities in the planning area.

The responsibility of preparation of a development plan is under the mandate of UDA as per the Amendment Act no 4 of 1982 for an urban area which is gazetted as an urban development area under the Section 8A of Amendement of UDA Act No 41 of 1978.

Accordingly, considering the legal provisions pertaining to the preparation of a developmnet plan, Homagama PS area has been declared as an Urban Development Area under the Gazette Notification, No 4/1 dated 30th September 1978. Homagama area consists of 7 GN divisions. Later, as per the gazette No 56/6 dated 01st October 1979 covering Athurugiriya area, Gazette No 234/7 dated 01st March 1983 covering Maththegoda area and Gazette No 1084/20 dated 17th June 1999 covering present Homagama PS area including all above covering 138 $km^2$ .

The UDA has been prepared a draft development plan for 15 years spanning from 1986 – 2001 in the Homagama urban area in 1986 under the guidance of the Ministry of Local Government, Housing and Construction with focus on economic, social, physical and environmental aspects of the area. Soon after, the UDA prepared a development plan for the Homagama PS for 2008 – 2025 period with the guidance of the Ministry of Urban Development and Sacred City Development in 27th October 2009 and the gazette number 1627/28 dated 13th November 2009.

The rapid development of this area is expected due to the Mahenawatta Innovation City project in Homagama Mahenwattha area under the Ministry Of Urban Development & Housing. The Homagama Development Plan aims to transform the area in a planned manner during the 2022 – 2031 period in order to compliment this rapid development and make provisions for the necessary infrastructure.

## 1.2. Stakeholders of the plan

Several key Stakeholders have been involved during the various stages throughout the process of preparation of the Homagama Development Plan. These stakeholders have cooperated with us at key stages such as data collection, analysis, problem identification, formulation of strategies, as well as when new development guidelines were formulated to address key issues in this area.

The UDA organized a question and answer session on the 08th of November 2018, so that its various Stakeholders would be engaged with properly. The following categories represent the grouping of the Stakeholders according to their involvement within the preparation of this development plan.

### *Main Stakeholders*

1. *Homagama PS*
2. *Homagama Divisional Secretariat Division*

### *Advisory Bodies/ Resource Persons*

1. *Ministry of Megapolis and Western Development*
2. *Minsitry of Housing and Urban Development*
3. *Central Environmental Authority*
4. *Road Passenger Transport Authority*
5. *Road Development Authority*
6. *Ceylon Electricity Board*
7. *National Water Supply & Drainage Board*
8. *Irrigation Department*
9. *Ministry of Agrarian Development*
10. *Land Reform Commission*
11. *Sri Lanka Land Reclamation & Development Corporation*
12. *Land Use Policy Planning Department*
13. *Department of Census and Statistics*
14. *National Building Research Organization*
15. *Ministry of Science, Technology, and Research*
16. *Waste Management Authority Western Province*
17. *National Disaster Management Centre*
18. *Office of the Provincial Director of Health Services*
19. *Zonal Education Office*
20. *University of Moratuwa*
21. *University of Sri Jayewardenepura*
22. *Mahinda Rajapaksa College*
23. *Sri Lanka Institute of Nano Technology*
24. *Arthur C. Clarke Institute for Modern Technologies*
25. *Industrial Development Board*
26. *Sri Lanka Exports Development Board*
27. *Ministry of Industry and Commerce*

*Other Stakeholders*

1. *Trade Union – Homagama PS*
2. *Three-Wheeler Driver's Union – Homagama PS*

*Planning Committee*

The Western Province Division, UDA was responsible for the preparation of this development plan.

## 1.3. Scope of the Development Plan

Through the implementation of this Development Plan, long-term development will be possible only if it contains a good analysis of generally accepted data. This analysis, therefore, is carried out in conjunction with the current National Plan and the Policy, future problems anticipated in the development area and motivation to achieve the development Goals and Objectives. This development plan further aims to contextualize above-mentioned analysis of current government aims, possible future impediments and motivation to achieve development goals and objectives with physical, social, economic and environmental factors of the areas of the proposed development.

According to the Sri Lankan National Physical Plan (2050), the Homagama PS area is located in the Economic Development Zone. (Annexure 1). Therefore, in compiling the development plan, due consideration was given to the fact that the areas development had to contribute towards the national economy, instead of only providing improved living standards among the population within the district. Similarly, according to the Western Province Structure Plan published by the UDA in 2017 (Annexure 2), 1/3 of the Homagama PS area is included in the Colombo Core Area. Therefore, it has been decided that the Homagama Development Plan should be prepaired in a way to cater the development of the Colombo Core Area.

The development plan for 2022–2031 aims to raise the living standards of the inhabitants by developing residential areas in the planning area, further to developing environmental sensitive areas while preserving its natural resources. In planning Homagama for residential developments, the development plan strategies promote low, medium and high-density residential zones. Emphasis has been given to achieve the planned urban form of the area without just allocating space for residences. In order to attain successful development of the different density based zoning through the Land use and Physical Development Strategy, the development of the Homagama, Kahathuduwa, and Godagama towns have been prioritized. The plan proposed special projects within the framework of current regulations and laws in order to achieve the proposed development of the area by considering the environmental factors. The development plan does not expect to limit the land use into a particular area; instead, land use policy will be governed by the needs of residential purposes and the vision of the development plan.

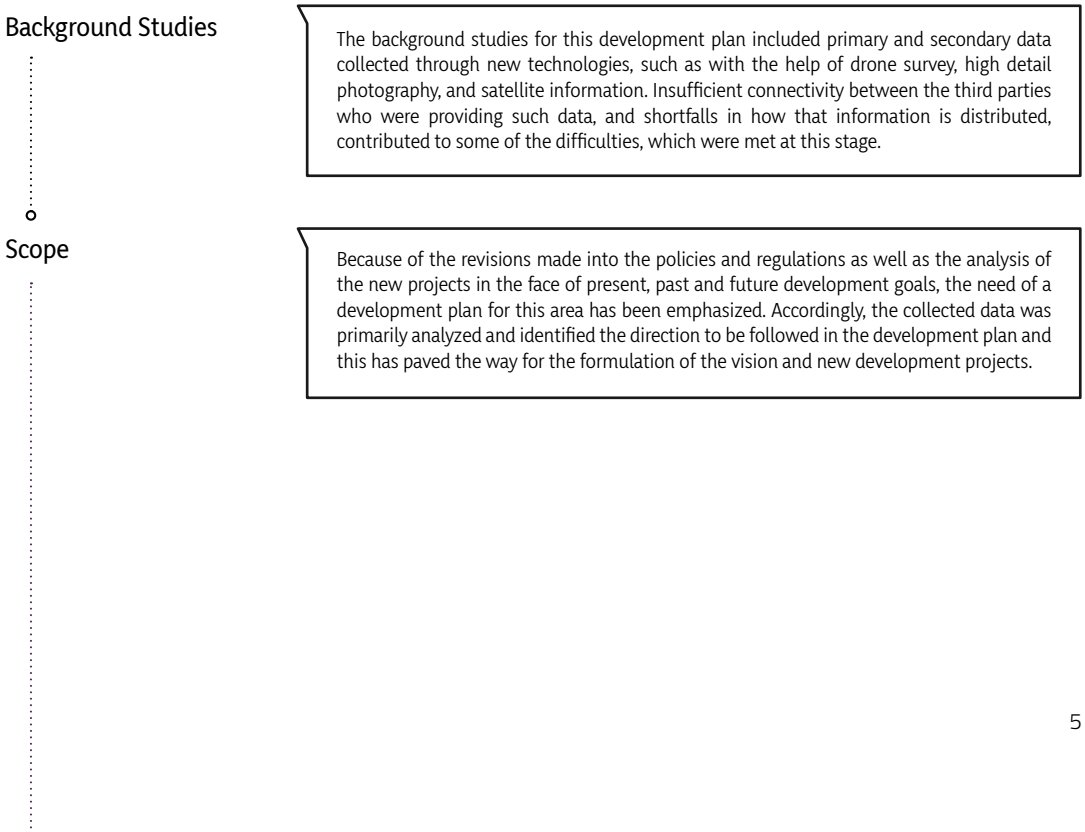
Consideration have been also extended towards the integration of the National and Regional development projects and programs which are proposed under UDA or other institutions that are outside the scope of this development plan. Some examples are the Makumbura Multi-Modal Transport Centre, Barawa Wetlands Development Project, Ruwanpura Expressway Project and Seethawaka, Horana, and Boralesgamuwa Development Plans.

However, the development plan for 2022–2031, will be prepared specific guide lines for development of guide plans for the Education and Innovation Zone (Guide Plan Area I) and Kahathuduwa Interchange (Guide Plan Area II). In addition to the above detail project proposals for Homagama and Godagama town centers are identified.

It can be stated that the preparation of the Homagama Development Plan for 2031 was mooted by the ambition of creating sustainable development encompassing commercial, physical, social and environment considerations through long term and short term development projects under Roads and Transport Development Strategy, Sustainable Environment Development Strategy, Infrastructure Development Strategy, Economic Development Strategy, Project implementation Strategy and Planning and Building Development Regulations.

## 1.4. The Planning Process

A special feature of this development plan is that the planning process was based on planning methods that were outside of traditional planning methodology. The plan has been developed in a way that the development goals can be achieved in an innovative and flexible manner.



**Problem Identification**

The need of the plan has been framed basically through the background study. The problems and potentials were framed based on the knowledge and experience of the planning officers and the results of the detail analysis. At the same time summary of the SWOT analysis and the results gain from the NVIVO analysis the area specific problems and potentials were framed.

Furthermore, information gathered from the consultation of Stakeholders at the stakeholder meeting held on 2017/11/08 about the planning area analyzed by NVIVO (Annexure 3) confirmed the identified problems and potentials of the area.

**Designing of the Development Vision, Purpose and Goals.**

This is addressed there priority areas in the development plan. Formulation of Goal and Objectives, which are aiming to achieve the vision or the guiding principle of the area, prepared through the identified problems and potentials.

However, it is essential to carry out a detailed analysis to formulate the Goals since the results from the basic data analysis are insufficient in the formulation of the goals. There is a certain need for a detailed descriptive analysis.

**Data analysis**

The data analysis is done in order to formulate goals through which the vision of the development Plan can be achieved. The physical, social, economic and environmental aspects of the area are taken together and analyzed using the tools such as Geo-graphical Information System (GIS). Additionally, identification of sensitive areas, development potential areas and development directions or trends were analyzed using the methods such as sensitivity analysis, development potential analysis, connectivity analysis, integration analysis, SWOT analysis, SDNA analysis, NVIVO analysis, Gephi analysis and etc.

**Preparation of development strategies**

Preparation of strategies deals with the identification of the ways in which the physical, social, economic and environmental aspect should be developed in a timely manner within the planning area, in order to achieve the vision, goals and objectives. Several special plans have been set in order to answer the question of "How to achieve the Vision via its goals and objectives?" The Homagama development plan 2022–2031 has endeavored to put forward a plans for zoning, roads and transport, town center developments, environmental management, and infrastructure development.

**Planning laws and regulation design phase**

Formulation of Planning and Building Regulations has been incorporated in the development plan is documented under this section. This section puts forward the preparation of the zoning regulations, planning and building regulations, and General and Special regulation.

**Approval process**

This stage aims to obtain the approval of the public and the local authority. The draft development plan will be kept open for public review for a duration of 60 days at the local authority. In addition, to educate the public and other stakeholders and incorporate their views and comments further information sessions are to be organized appropriately. This will be expected to extend to obtain ideas and proposals of local authority well.

The draft plan is to be presented to the planning officer at UDA head office where the comments and criticism of the UDA officials will be collected.

**The presentation of the development plan to the main planning committee**

At this stage, the comments and suggestions of the local authority, as well as the comments of the other stakeholders in conjunction with the draft development plan is to be presented to the Main Planning Committee. Then a final draft of the development plan will be made based on the comments and suggestions of the Main Planning Committee.

## Approval process and publication

The following steps were taken during this phase:

1. Obtain approval of the Main Planning Committee
2. Translation of the development plan into the three language
3. Obtain approval of the management board
4. Obtain approval of the subject minister
5. Publication of the Gazette
6. Public notification through newspapers

02

Chapter

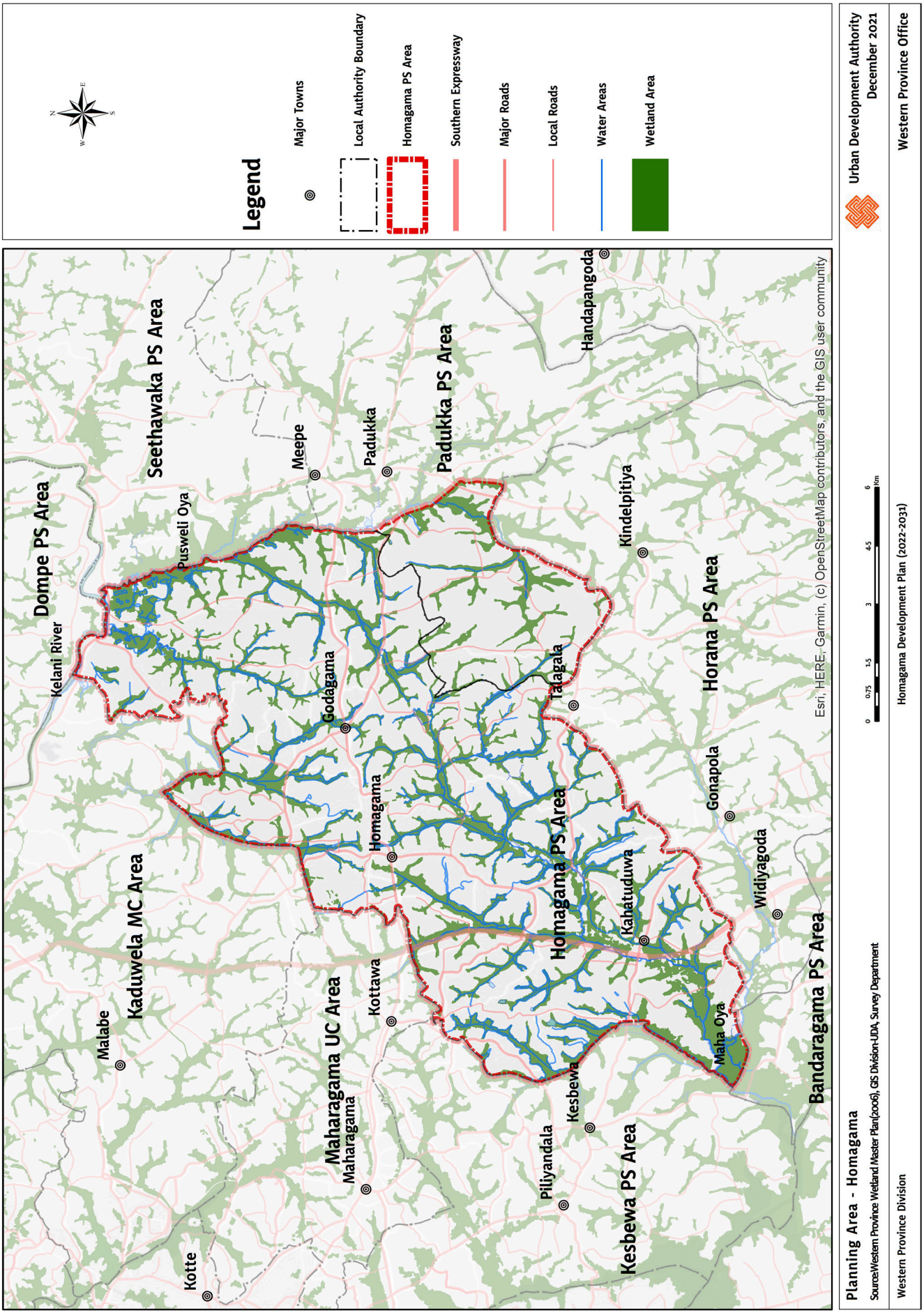
# Preliminary Study

## 2.1. The Planning Area

Homagama PS area is situated in East of the Colombo district, Western Province. Homagama town located 21km away from Colombo and connected mainly via High-Level road. The total planning area is about 138 square km which is composed of 91 Grama Niladari Divisions. Homagama PS area includes Homagama Divisional Secretariat Division and 10 Grama Niladari Divisions from the Padukka Divisional Secretariat Division. Homagama PS area was declared in 1988 under the Pradeshiya Sabha Act No. 15 of 1987. Homagama PS area is bounded by Kalani River of the Gampaha district in North while the Kaluthara district boundary in South. Boundaries of the Hanwella and Padukka Divisional Secretariat Divisions lie in East, and Boundaries of the Kaduwela, Maharagama and Kasbewa Divisional Secretariat Divisions lie in west of the study area. It is geographically located between 109.2 and 190.7 degrees North, and 173.2 and 122.8 degrees East.

According to the geographical distribution map of Sri Lanka the Homagama PS area is considered as a coastal low-lying flatland in the South Western flat plains. While the Kelani river area lies at an elevation of 10m above the sea level, the highest elevation within the study area lies at an elevation of 80m above the sea level. There is a conspicuous absence of dune like structures which are characteristic of South Western low-lying flatlands, and the only explanation is the proximity of this area to the coast. Therefore, the geographic characteristics of this area can be best be considered as those such as low-lying lands and marshy lands. The geological characteristics are well represented along the meandering path of Pusweli Oya in the Panaluwa area and in Barawa area where there is a vast array of a valley with sediment deposits.

***Map 2.1 :*** *Location of Homagama PS*




***Prepared by :*** *Western Province division, UDA - 2021*

# 2.2. Planning and Situation Context

The Homagama Development Plan 2008 – 2025 was prepared in order to develop the Homagama PS area as a residential and industrial base city by enhancing its residential and industrial capacity. This area which still retains some village qualities has become an idea location for its inhabitants who have been attracted to the area due to its close proximity to Colombo, and this fact is apparent due to the sheer number of land subdivisions in the area. Through the efforts of the government directives plans for a Technology City, a significant effort has been seen in horizontal and vertical development projects within this area, in order to achieve the infrastructure and transportation facilities that are required.

Since the era of Seethawaka Kingdom, there had been human habitation in Homagama PS area. According to historical sources, King Dewanam Piyathissa has been praised for the construction of thirty or so small temples around the Ambulgama Rajamaha Viharaya. Similarly, King Vijayabahu the 3rd. is said to have used this rocky terrain to serve as a protective area according to the reliable sources (Source: Sampath Pathikada report, 2017).

The rocky terrain is now considered to be the lucrative areas within the Homagama PS area since the quarry mining activities are associated with this area in abundance. Furthermore, the proximity to the lands close to the Kalani River is considered to be another factor that attracted people to settle in the Homagama PS area, which is adjacent to the Seethawaka PS area.

Subsequently, in the 18th century during the time of British rule the Homagama area had been used for agricultural purposes. Historical records show that at least 33 large land plots had been used for the cultivation of rubber, coconut, and small export crops during this time. Some examples of such cultivations are Mount Clifford, Silvern Hurst, and Maththegoda Group estates. Additionally a large number of traditional paddy fields had also been active during that time.

As indicated the area which is currently is occupied by the Homagama city is thought to have been an agriculturally rich area containing many developments. The most prominent area of those developments is considered to be the developments near the Kalani river banks during the Seethawaka Kingdom era, as well as the developments near the Colombo city, which included large agricultural developments.

Later on the development of the narrow gauge railway line in 1908, and subsequently the development of the High Level road in 1918, are considered to be the progressive action that made Homagama PS area connected with Colombo, thereby improving the trading between the two cities. Due to the development of an effective transportation system the agricultural developments in the Homagama PS area saw significant growth. According to the Resource Profile (Sampath Pathikada) this area was transformed into an intense town due to the introduction of the railway station, which increased the traffic in the area.

Economic, social and administrative activities developed into suburban town due to the high land consumption that occurred in the city of Colombo over time. In 1948 the Homagama town was recognized as a satalite town by the British town planner Sir Patrick Abercrombie (Annexure 4). During this time period, a large amount of land use was dedicated to farming coconut and rubber crops and presence of efficient transport network and large land lots which may have fuelled the rapid development of the areas close to the city center during this special juncture in time.

An Ashok Leyland industry had been established in the Panagoda area in 1970, although the production rate dropped drastically during 1980's. However, then the active industrial sector identified this area as the Temple burg Industrial Zone, which promoted the propagation of various industries. Due to this reason there was an influx of employment opportunities which further increased the requirement for residential areas within the Homagama PS area. In 1988, a further industrial zone was proposed by the UDA in the Katuwana area.

The Metro Colombo Regional Structure plan (CMRSP) in 1998 (Annexure 5) lists Homagama area as a vast Hinterland of Colombo city, and recognized plots of land within the area that could be used for large scale development projects. Due to this reason in an effort to develop Colombo city, the Homagama PS area was used to develop industries, create jobs, and provide residencies to the inhabitants of this area. The CMRSP team has focused on the following key topics during their analysis.

1. *The spread of developable plots of land*
2. *Current highway system and other infrastructure (electricity, water)*
3. *The proximity to Colombo city*
4. *The way in which Homagama area functioned in the past as a large urban center.*

In 1986, the UDA under the Ministry of Local Government, Housing and Construction prepared a development plan for the Homagama town council area for the 1986 – 2001 time period. The main goal of this plan was to strengthen the connection between Colombo city and Homagama area as Homagama was a prominent sub-city in the Colombo district. The plan further aimed to develop the Homagama town as a service center in addition to identifying and preserving the resources within that area that could influence growth, and also improve the living standards of the area residents.

Through the realization of the plan the progress of the various development strategies have been effective in expanding the city characteristics to the areas outside of the Homagama town limits (Annexure 6). Although no specific reason for the expansion of these urban features can be directly identified, it can be noted that this area has historically been popularized throughout the rest of Sri Lanka as a suburban town for the people of the region, as a hub for providing professional and residential facilities to the main city of Colombo.

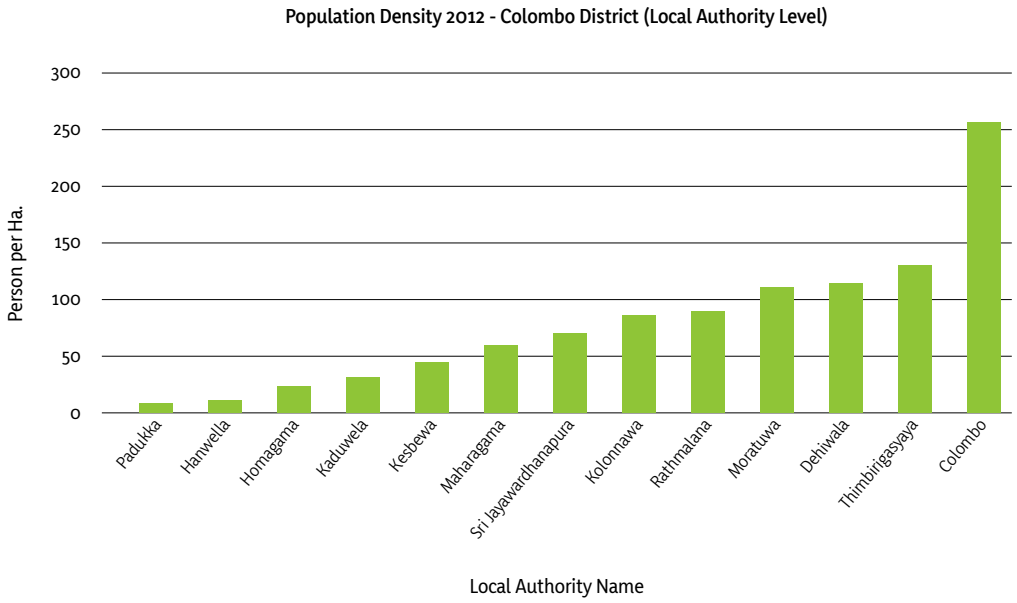
The UDA's 2008 -2025 development plan (Annexure 7), the intention was to increase the quality of life for the residents of the area by improving the economic, physical, social and environmental aspects of that area. Through the introduction of a zoning plan which was legally sound the UDA has been able to manage the residential use as well as show others the way to conduct such management, even up until now.

At present, education and innovation based development projects and a number of similar projects have been facilitated in the Homagama PS area. In particular, the construction of the Diyagama International Stadium, Southern Expressway, the establishment of the Nano Technology Institute in Pitipana area under the observation of the UDA, the construction of the Green University in the Pitipana area parallel to the innovation city, the construction of the Diyagama Technological University (ITUOM) and The provision of facilities by public and private institutions added a new dimension to the development of the Homagama PS area. At present the technology developments within this area under innovation City development concept will transcend the technological developments in Malabe in the current landmarks Homagama development, initiating a major shift in the land use, social, economic and infrastructure of the area.

Therefore, it is important that focus must be placed on the economic, physical, social and environmental aspects. According to the data gathered by the Department of Census and Statistics of Sri Lanka in 2012 the total population of Colombo district was 40% of the total population in the Western Province. When translated to a numerical value this is approximately 2,310,000 persons or more. Compared to the population of Colombo District, the population of Homagama PS area is around 11%. The population of the Homagama PS area in year 2001 was 197,227, and it increased to 252,469 in 2012. Similarly in the 2001 – 2012 time period the population growth rate of Colombo district was 0.36%. When compare with the divisional secretariat divisions in Colombo district, the Homagama PS shows over 2.29% growth rate. The population growth rate between 1981 – 2001 showed a growth rate of 2.5%; comparatively the population in 2019 is 296,380.

According to the a Department of Census and Statistics the mean number of occupant of one household is around 4 persons. The normal population density is around 24 persons per hectare. Compared to the divisional secretariat divisions in the Colombo district, the population density of Homagama DSD reports as a low-density area. However, the population density of the Seethawaka and Padukka DSD are not similar to what is seen in Homagama. This is represented in the graph 2.1 below.

***Graph 2.1 :*** *Population Density, 2012 - Colombo District (DSD)*



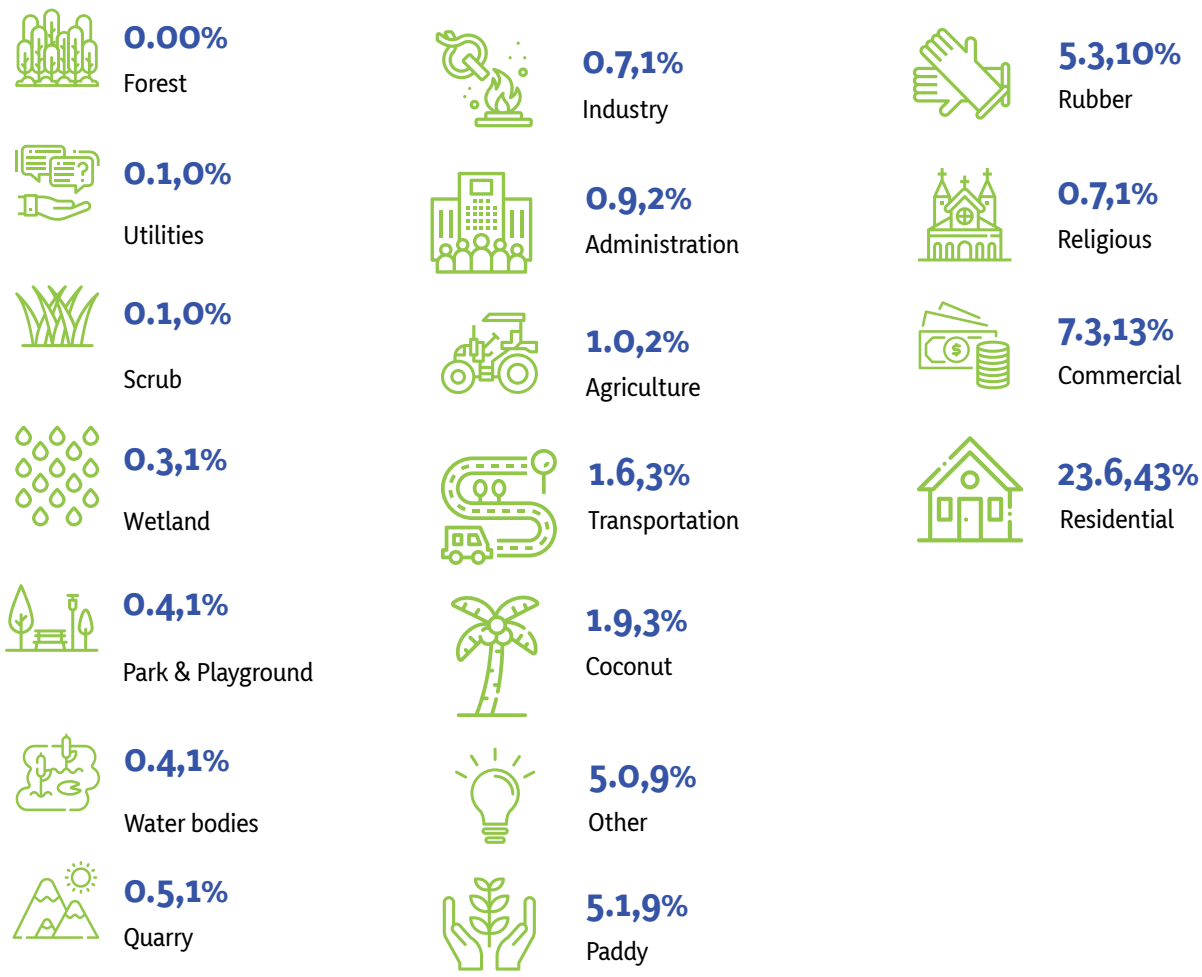

***Source :*** *Department of Census and Statistics, 2012*

According to the Sri Lanka Department of Census and Statistics – 2012 reports, the total housing units in Homagama DSD was 61,505. 59,121 of that, were considered permanent housing structures, and 2,282 were considered as temporary dwellings. The 102 other residencies were considered to be under construction. According to the 2019 resource profile reports, the assumed number of houses in terms of population covering Homagama local Authority area is 74,095. It is revealed that 80% of them are permanent houses.

The analysis done on the land use pattern (Annexure 8) in 2017, illustrated the economic background of the Homagama PS area. According to that information, over the years Homagama PS area became a highly populated area. It showed that 13% of the total land been used for commercial and service purposes, and 43% of land been used for residential use. What makes this unique is that the demand for residential property has risen significantly since the clearance and subdivision of big plantation holdings in the 18th century. A deeper look at the statistics indicates that the amount of land used for rubber and coconut agriculture, which is 10% and 3%, respectively, is substantially lower than the percentage of land utilized for dwellings. In this area 9% of the total land is set aside as traditional paddylands.

There is also a distribution of green areas which constitutes approximately 30% of the total land. This means that the Homagama PS area has more natural beauty and is more suited to residential living than other places. The land use pattern of the area is indicated in the following graph 2.2.

***Graph 2.2 :*** *Distribution of Land Uses in Homagama Planning Area - 2017*




***Source :*** *Landuse data 2008 and 2017 year, GIS Division and Western Province Division, Urban Development Authority*

According to the Sampath pathikada report released by the Homagama divisional secretariat office in 2016, a lower percentage of about 9% of the families in this area are involved in agriculture.

As a result, it is obvious that in 2019, there will be a small number of 8000 – 12000 farming households in this area, which has a population of approximately 300,000, and the area utilized for paddy cultivation is around 9 percent of the total land area, according to the land use pattern (2019).

Even the distribution of employment among the different sectors shows that a majority of people are working in the public and private sectors, whereas only 7% of the people within this area are employed in agriculture. The Homagama PS area is home to a large number of people who are medium to high income earners. The distribution of employment within this region is represented by figure 2.1.

***Figure 2.1 :*** *Distribution Of Employment In It's Nature - 2019*


***Source :*** *Sampath Pathikada Report, 2019, Homagama DSD Office*

The Sampath Pathikada report released in 2019 by the Homagama district secretariat office shows that a majority of the commercial service providers are clustered around cities and that they cater primarily towards the residential needs of that area.

***Table 2.1 :*** *Distribution of Commercial uses in Homagama- 2016*

| *Distribution of Commercial Uses in Homagama - 2016* | |
|---|---|
| ***Service Centres*** | ***Number*** |
| *'Sathosa' Retail Sales Outlets* | *15* |
| *Supermarkets* | *28* |
| *Bakeries* | *88* |
| *Restaurants* | *309* |
| *Grocery Shops* | *1830* |
| *Clothing Stores* | *251* |
| *Dairy Collection Centers* | *10* |
| *Salons* | *133* |
| *Fertilizers Sales stores* | *11* |
| *Stores* | *19* |
| *Fuel Stations* | *08* |
| *Printing Press* | *27* |
| *Licenced Liquor Stores* | *08* |
| *Licenced Poultry Shops* | *09* |
| *Communications* | *80* |
| *Pharmacies* | *57* |

***Source :*** *Sampath Pathikada, 2016, Homagama DSD Office*

Observations of the spread of commercial use in the Homagama town center also show that the use of service facilities is widespread, especially targeting residents in Homagama PS area, especially on both sides of the main road (Figure 2.2).

It can be seen that the Homagama town, which is composed of medium-sized buildings, has been designed to provide commercial services to the people traveling on the high-level road towards Colombo and Awissawella. Apart from Homagama town, commercial services can be accessed in Kahathuduwa, Polgassowita, Godagama, Habarakade, and Meegoda. Apart from being a residential zone, Homagama has a history of being used for industrial projects. Industrial zones are located in Katuwana, Meegoda, Temple Burg, and Panagoda. Additionally, small-scale industries are distributed throughout the area.

***Figure 2.2 :*** *Activity aglomaration aroung Homagama Town and along Highlevel road*


***Source :*** *Google Street View - 2015*

According to the Land Use Map of Homagama PS area, 1% of the land is considered to be wetlands, while another 1% is considered to be low lying land. Another special feature in this area is the dispersion of wetlands which are closely associated to areas under paddy cultivation.

According to an analysis of the significance and width of the canals, the Kalani River, Pusweli Oya and Maha Oya, as well as Nudun Ela are prominent waterways. The Kalani and Kalu river areas are also noted as the primary drainage sites. The main waterways of this area are shown in figure 2.3. The 200 acre Barawa Wetland area as well as the 100 acre Baduwilawatta wetland area are key environmentally sensitive areas within the Homagama PS area (Map 2.2).

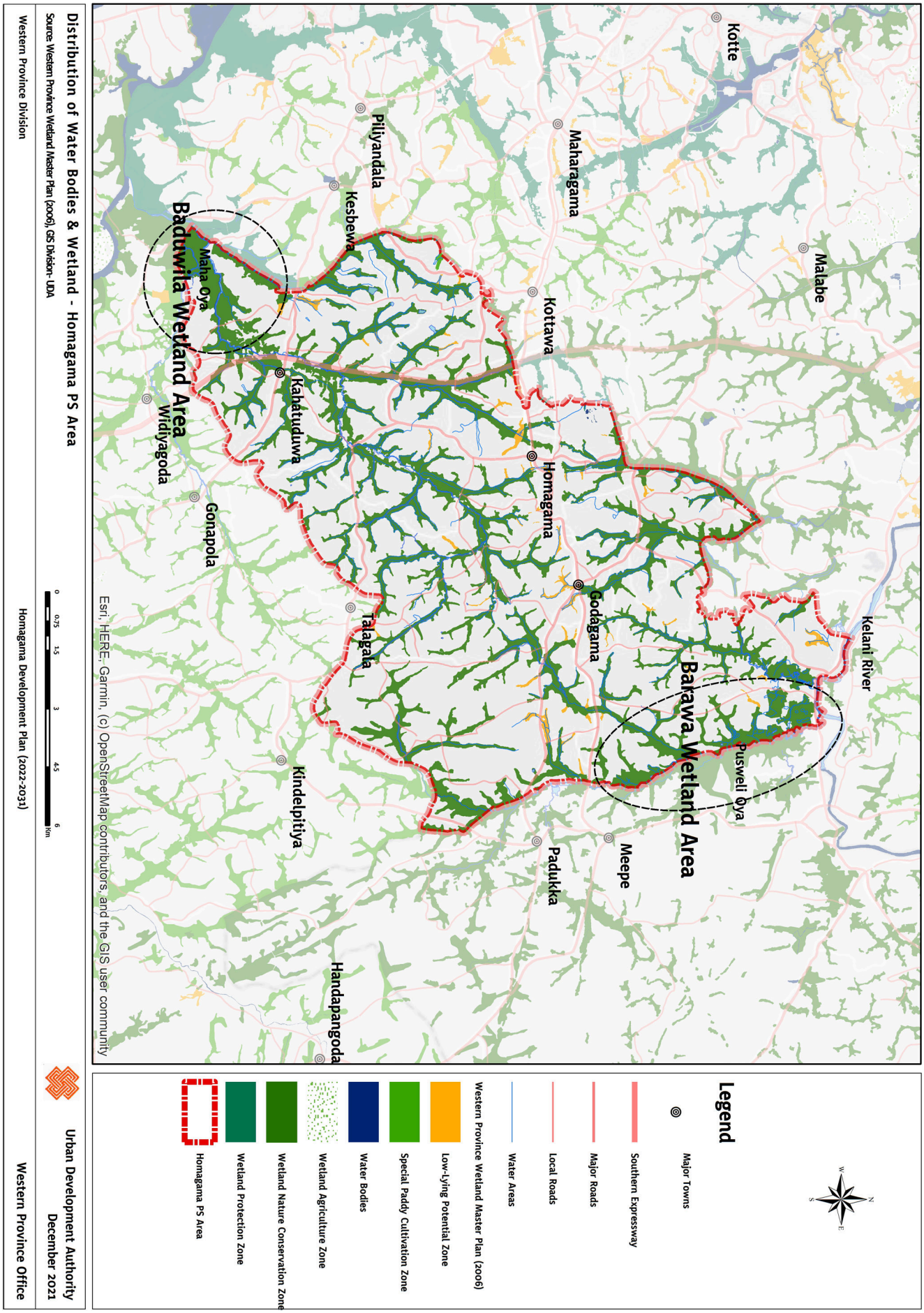
***Figure 2.3 :*** *Canal Distribution and Magnitude – Homagama Planning area*


***Prepared by :*** *Western Province Division, UDA, 2020*

It is also important to examine the transportation and road network in the Homagama PS area. At least three main highways directing towards Colombo city cut across Homagama PS area, the area is connected to the Southern Expressway, and the Kalanivally rail line travels through the Homagama town can be identified as notable aspects of this area. Furthermore, the High-Level Road (A4) which runs through Homagama provides connectivity and access towards Colombo, Avissawella, Rathnapura, Badulla, Ampara, and Batticola. Similarly the Colombo, Hanwalla, Pahathgama Road connects to Kandy through Pasyala, and the Colombo – Horana road provides direct connectivity to Kaluthara and Panadura through the Bandaragama area. In addition to the roads the Kelanivalley rail line connects the Colombo and Awissawella through Homagama town. With the construction of the Southern Expressway has made it possible to travel from Homagama to Galle, and Mathara cities in approximately within two hours.

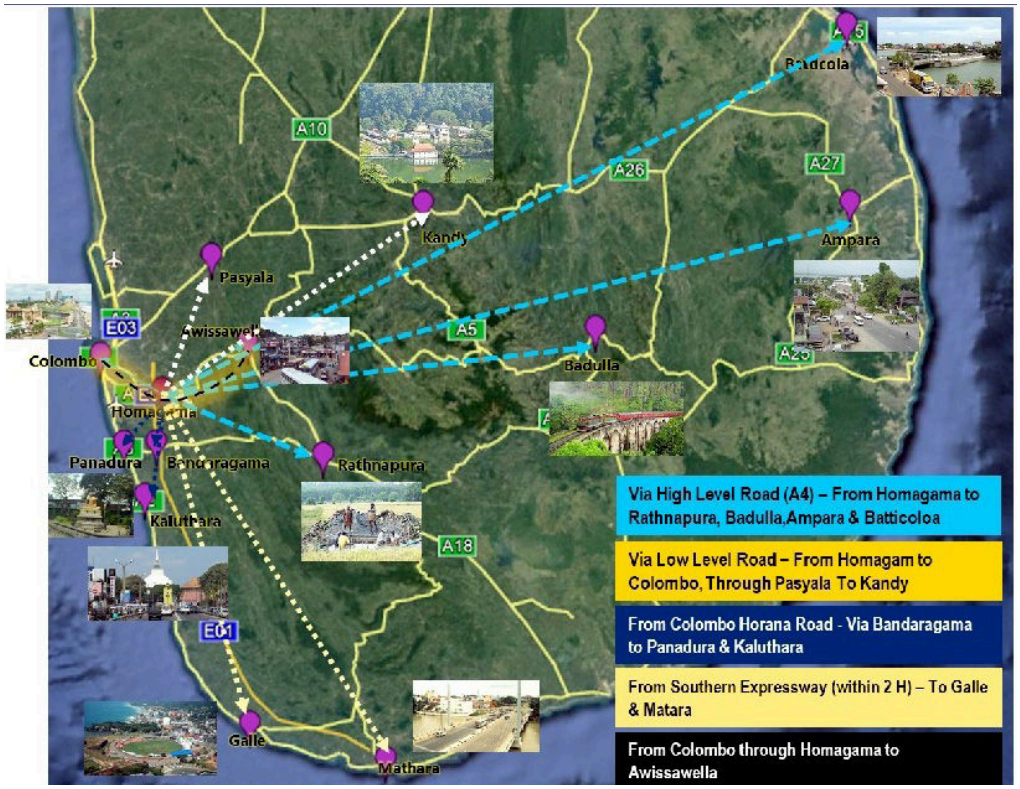
The following facts all describe the areas transportation network. The Kottawa Expressway interchange lies three kilometres away from Homagama town, and Kahathuduwa Expressway interchange locates within the Homagama PS area. This area further consist of seven different railway stations namely, Homagama hospital station, Homagama town station, Godagama, Panagoda, Meegoda, Wataraka, and Liyanwala railway stations. Even though the main bus station is close to Homagama new town, a medium level bus station is also situated near the Meegoda town. The layout of the road and railway system within this area is represented in figure 2.4.

***Map 2.2 :*** *Hydrology Network and Wetland Distribution- Homagama Planning area*




***Prepared by :*** *Western Province Division, UDA, 2020*

***Figure 2.4 :*** *Roads and Transport Network of Homagama Planning area*



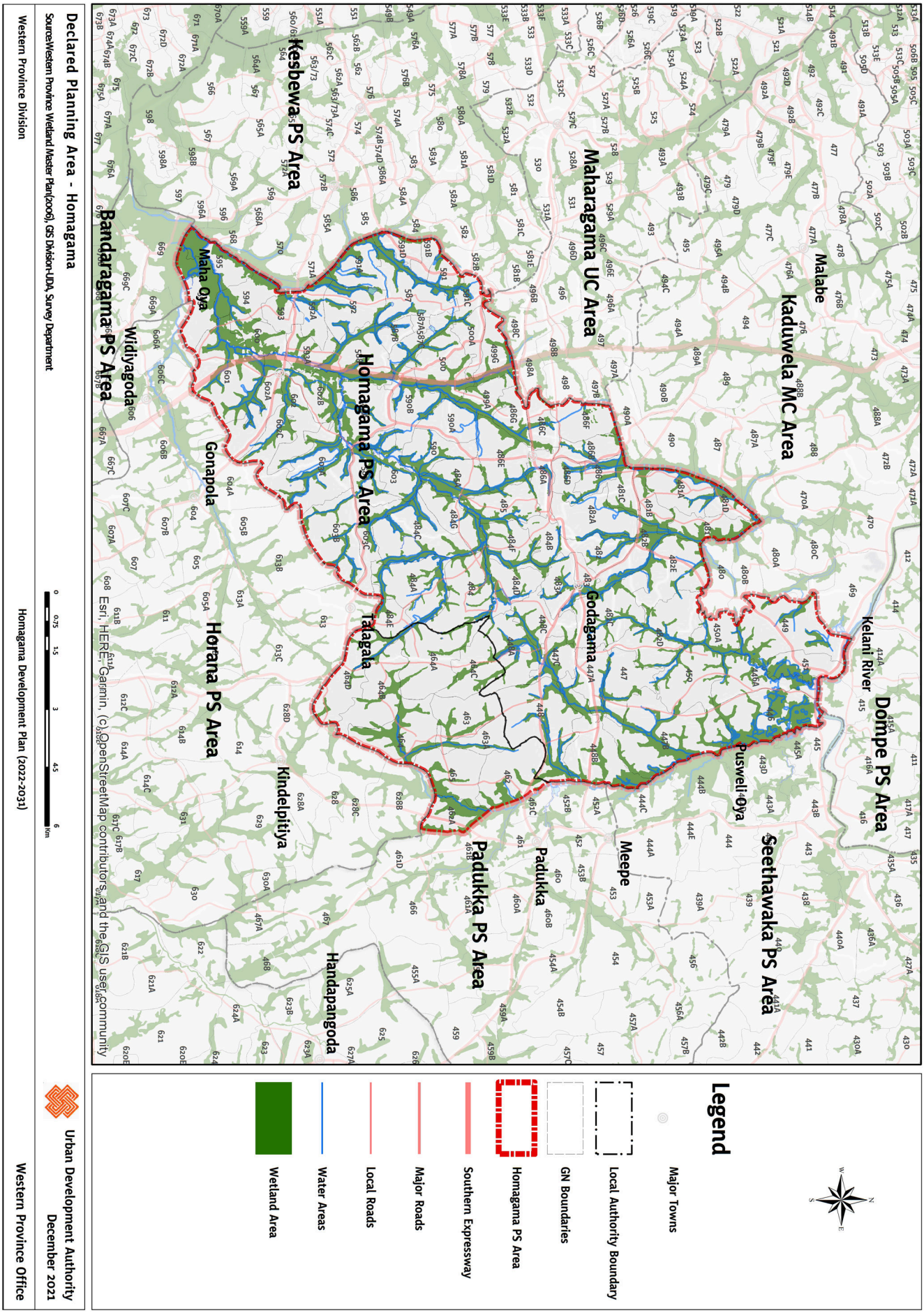

***Prepared by :*** *Western Province Division, UDA, 2020*

## 2.3. Delineation of the Planning Boundary

The Homagama PS covers Homagama DS Area, in addition to ten (10) Grama Niladhari Divisions (GNDs) from the Padukka Divisional Secretariat Area. The history of the developments within the Homagama planning area show that there are developments within the whole Homagama PS area. The current development plan has been planned as a replacement to the 2008–2025 development plan, aiming to extend the development till 2031.

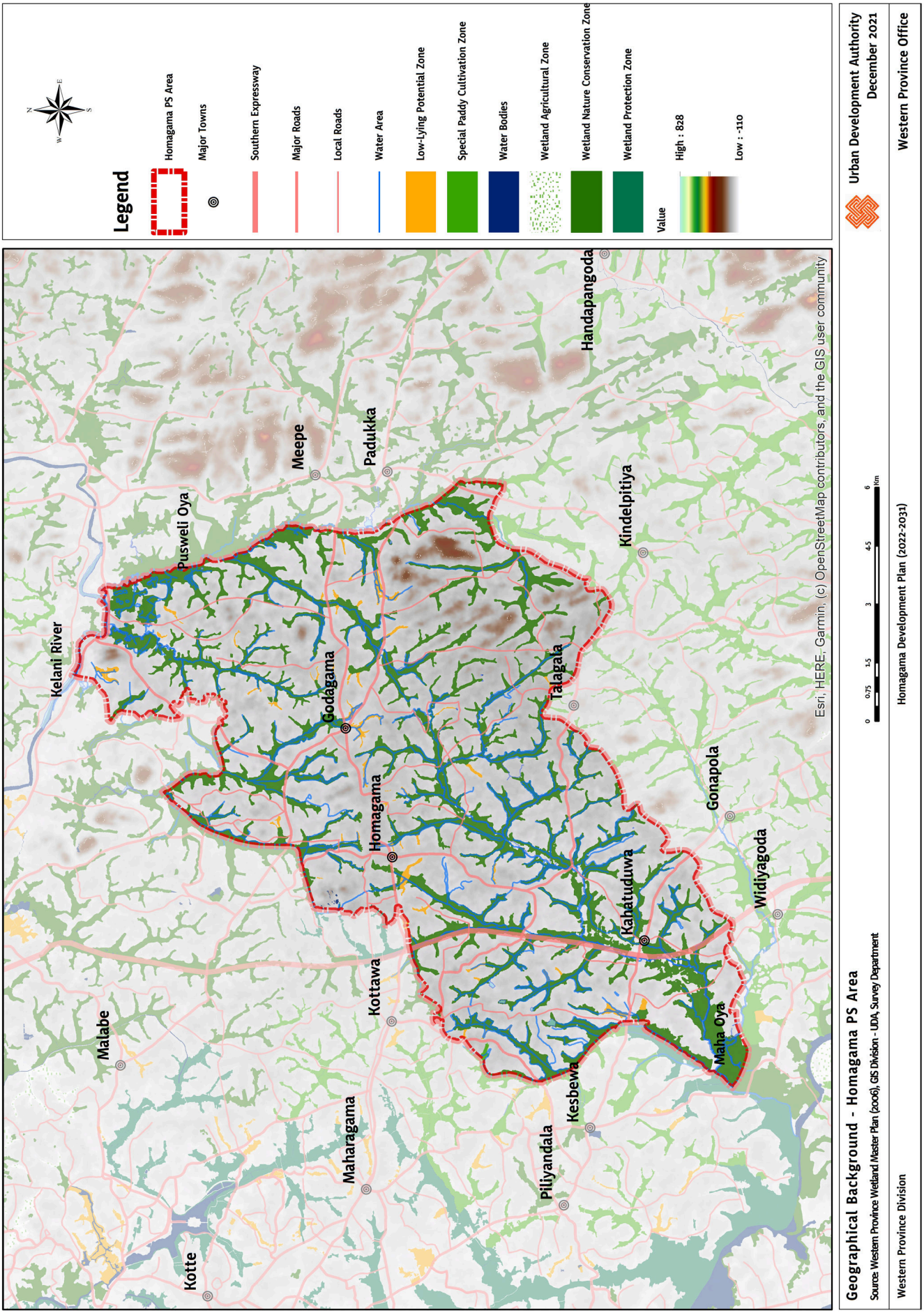
It should be noted that in identifying the Homagama planning area, the primary focus was on the square footage of the area. However, according to the data collected by the Survey Department of Sri Lanka the declared planning area of Homagama is quite large at 138 square kilometres. Map number 2.3. Shows the layout and dimensions of the Homagama planning area.

**Map 2.3 :** *Declared Homagama Planning Area*




**Prepared by :** *Western Province Division, UDA, 2020*

***Map 2.4 :*** *Geographical Characteristics of Homagama Planning area*




***Prepared by :*** *Western Province Division, UDA, 2020*

When the other planning areas within the Colombo District are examined, it is apparent that the areas close to Homagama such as Kaduwela, Maharagama, Kesbewa, Padukka, Horana, and Biyagama Urban areas are in a process of preparing Development Plans by the year 2031.

Due to the fact that Homagama PS area is 138 square kilometres in extent, mega development plans such as the innovation City project, and due to the convenience in enacting the various laws and regulations, it has been decided that a Development Plan (2031) should be designed for the Homagama PS area.

The Maha Oya, a tributary of the Kalu Ganga, the Pusweli Oya, a tributary of the Kelani river also the Kelani river can be identified as some of the main geographical boundaries that exist according to the Homagama PS area. The current development plan has taken these characters into consideration, especially because the various canals provide a natural boundary to the area. Map 2.4 shows the geographical characteristics of this area.

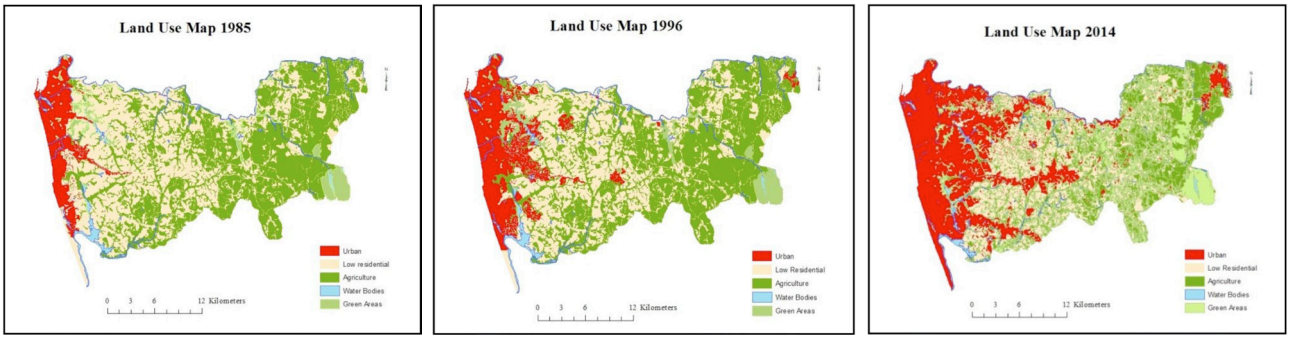
The area of the Homagama Development Plan (2022-2031) is demarcated within the boundaries that was defined by a combination of the geographical characters of that area and the administrative boundaries of the Homagama PS area.

The Homagama planning area will constitute of 91 Grama Niladhari divisions. Since these 91 GN divisions are enveloped within the planning area, this development plan has also considered same GN Divisions in its planning area.

The Homagama Development Plan (2031) aims to include the development plan previously prepared for Homagama PS area , this attempt either to compliment or to further the development efforts existed before. This is an important consideration.

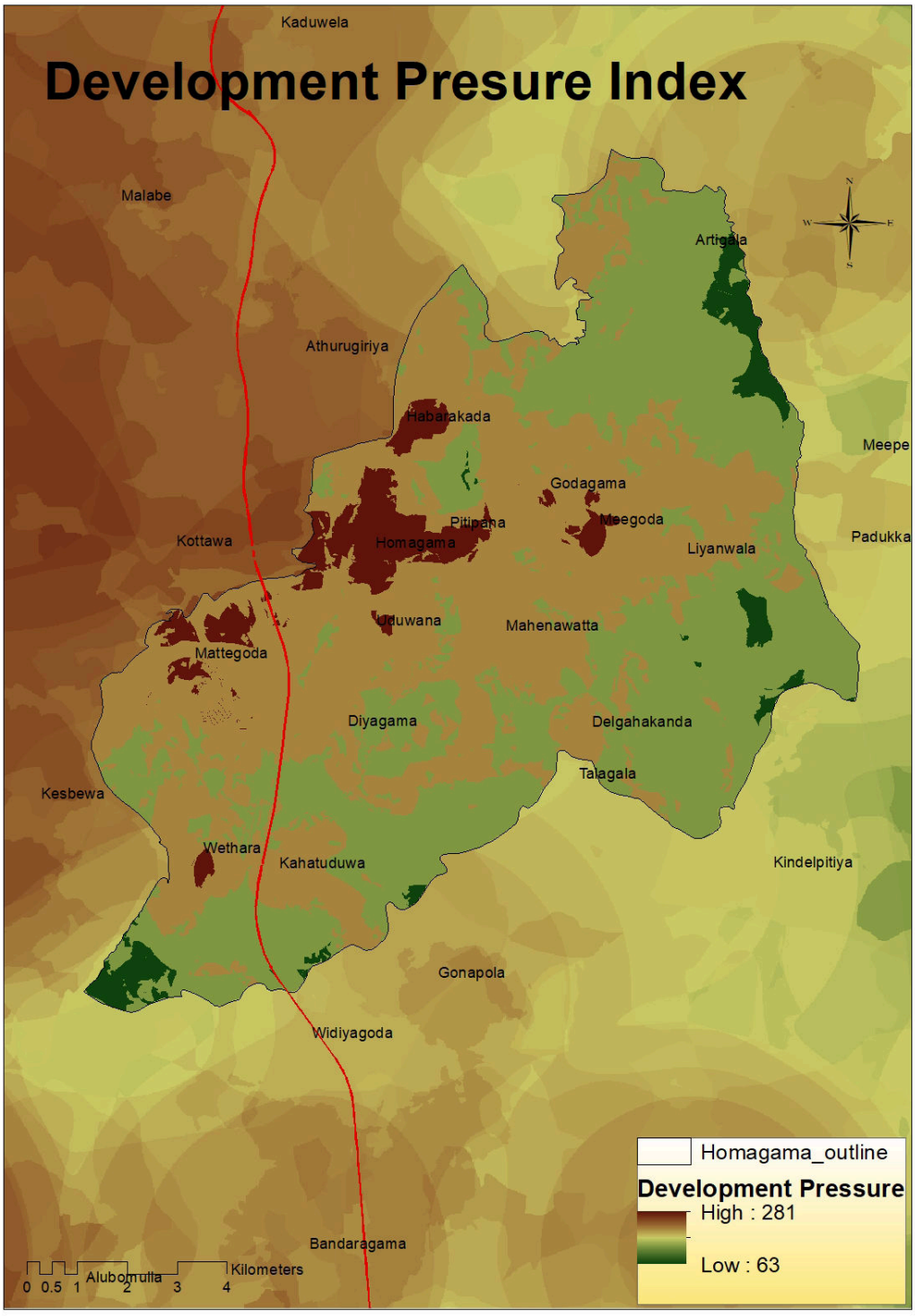
In order to define the active planning boundaries in the Homagama PS area that is within the Western Province, an analysis of the development pressure of the area was carried out. (Figure 2.6). Additionally the changing pattern of land use in this area during the last few decades have also been considered, and can be seen in figure 2.5.

***Figure 2.5 :*** *Landuse Change – Colombo District*




***Source :*** *http://article.sapub.org/10.5923.j.ajgis.20170603.01.html,2017*

***Figure 2.6 :*** *Development Pressure Analysis*




***Prepared by :*** *Western Province Division, UDA, 2020*

The data represented by figure 2.6, showing the results of the developmental pressure analysis, explain the distribution of development activity and the distribution of geographical characteristics within the Colombo District.

## Chapter 02
## Preliminary Study

### Delineation of the Planning Boundary

When identifying the results of the analysis that are relevant to the proposed development plan, the activities that spread from the Colombo district towards the Homagama and Godagama towns along the High-Level road is important.

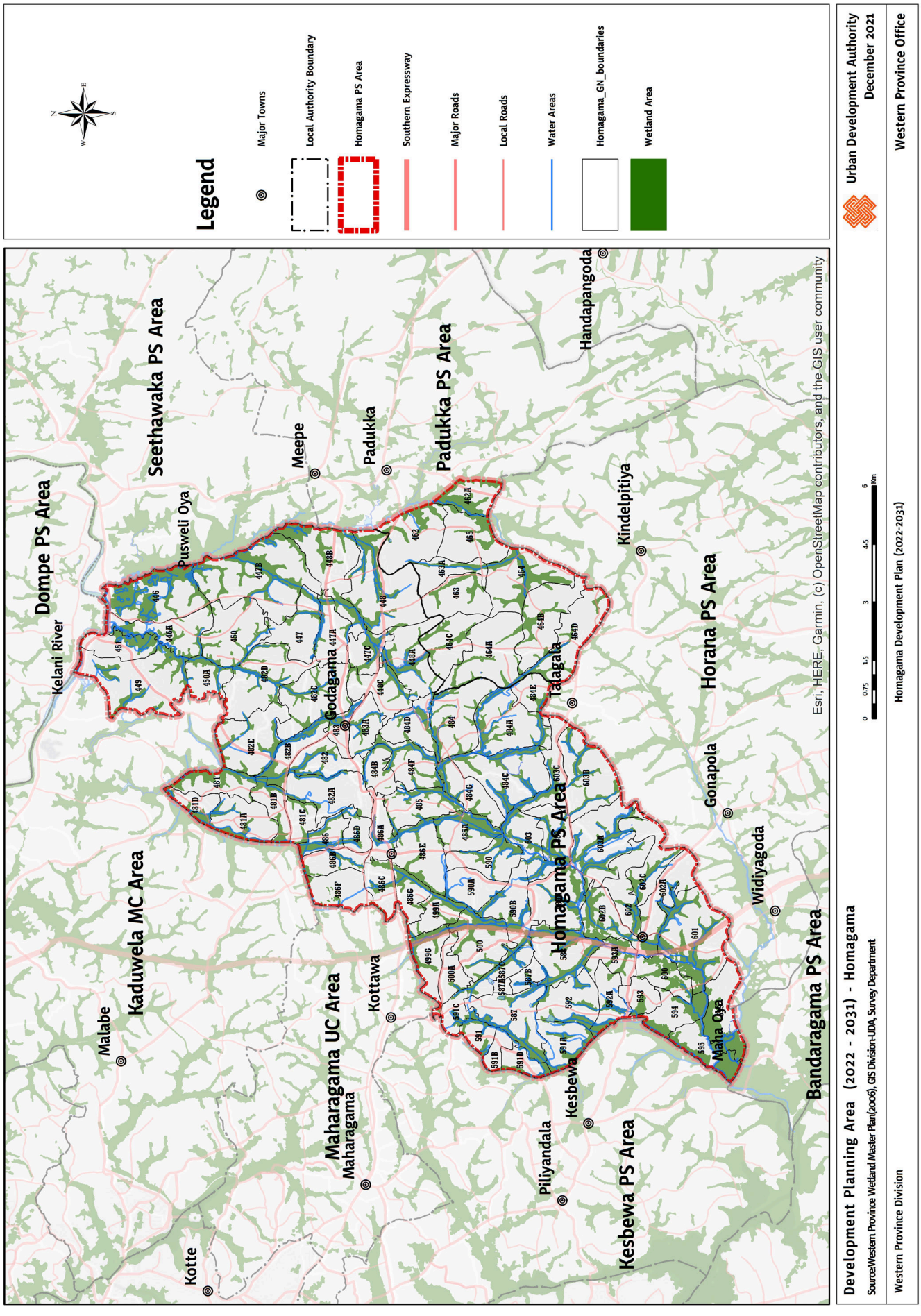
All the areas within the Homagama advanced development characteristics are only seen in the Homagama, Godagama, Maththegoda, Diyagama, Athurugiriya, Mahenawattha, Meegoda, and Kahathuduwa town areas.

Beyond this it cannot be observed that those urban characters found in areas such as Padukka, Bandaragama, Hanwalla, and Malabe have been integrated with Homagama.

Therefore, it has been assumed that specific projects such as the knowledge centric city project, Millawa Industrial Zone, Ruwanpura highway, and Makumbura Multi-Modal Transport Centre which are to be implemented in the future could pave way for Homagama to be urbanized. This is conceded to be the basis for this development plan which is targeted for the next 10 years.

It has been decided that such a plan should embrace the existing development plans designed for the peripheral areas. Accordingly, the Homagama PS Area defined geographically to consist of 138 $km^2$ of land consisting of 91 GN divisions is considered the planning area for Homagama Development Plan 2022-2031. Planning Area of Homagama Development Plan (2022-2031) is shown in the Map number 2.5 and Annexure 9 provides the list of GNDs of the Development Plan.

***Map 2.5 :*** *Homagama Planning Area 2022–2031*




***Prepared by :*** *Western Province Division, UDA, 2020*

03

Chapter

# The Need of the Plan

Homagama PS area is being rapidly urbanised due to the proximity to Colombo Commercial Capital and its placement within Colombo District, as well as its inclusion into various local and international development interventions.

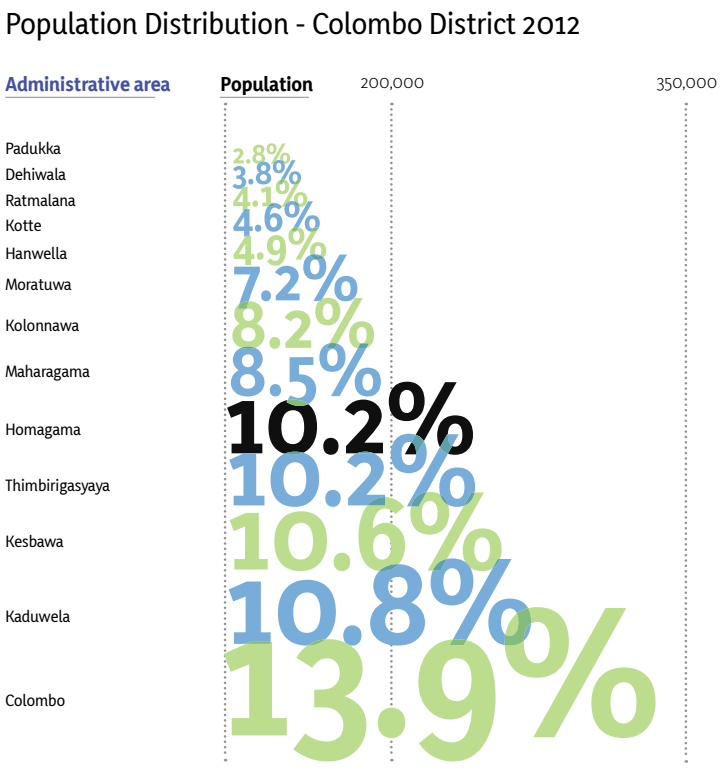
As a result, major development projects aimed towards the Homagama Planning Area, as well as the quickly rising population invading the rural ecology, are causing a slew of economic, social, physical, and environmental planning issues.

## Key Concern - 01

*It is necessary to take action to mitigate the threat to the environment sensitive areas due to the increasing trend of the spread of current residential activities to environmentally sensitive areas.*

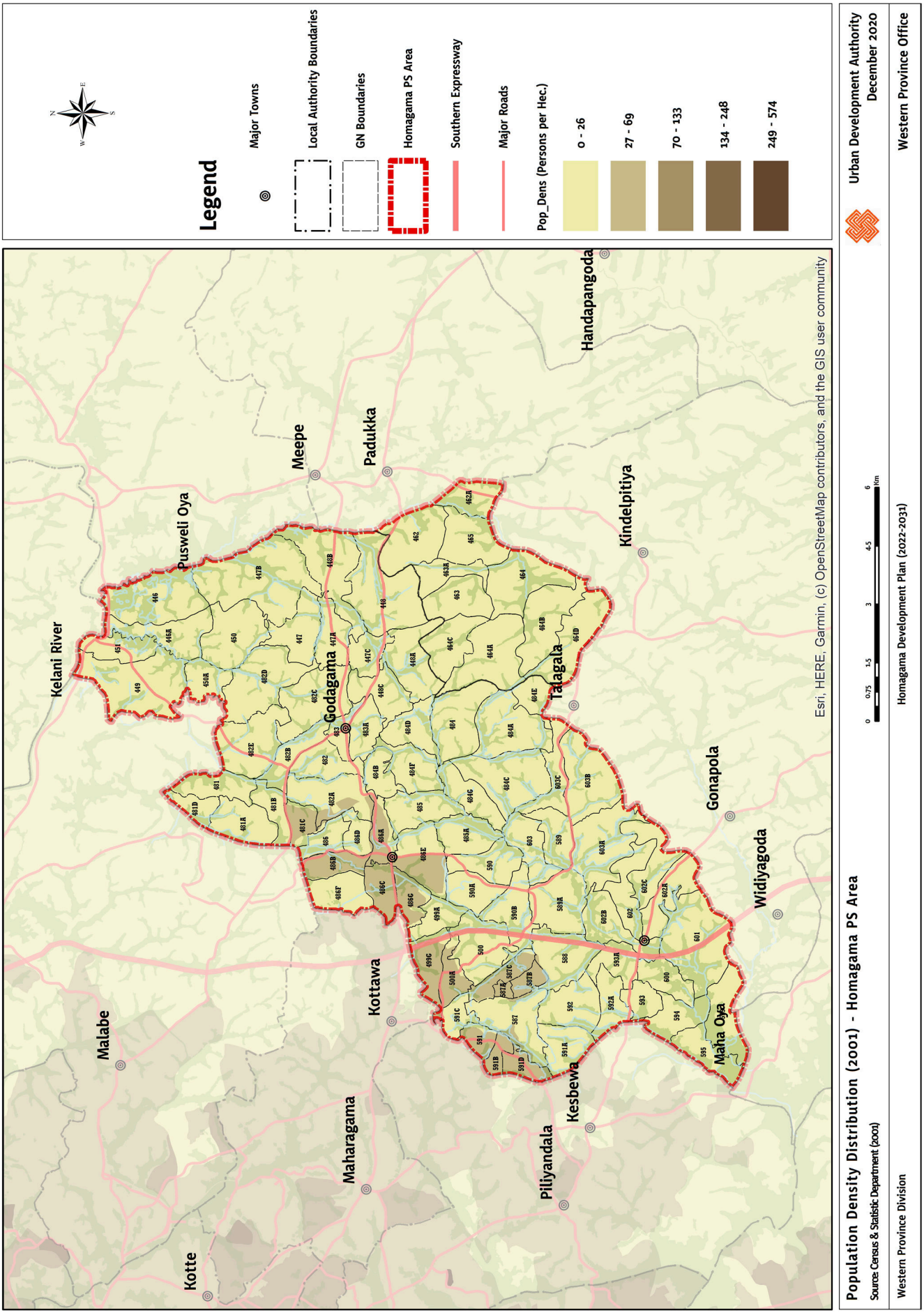
The Colombo district has grown rapid urbanization and development since the last few decades up until now. The different areas within the Colombo district, the Homagama PS area comprises 11% of the total Colombo District population which in itself contributes to 40% of the total Sri Lankan population. Therefore the 252,469 or so individuals that live in the Homagama PS area makes that second most populace PS within the Colombo district. The following graph shows the distribution of the residential population within the Colombo district.

***Graph 3.1 :*** *Population Distribution – Colombo District 2012*



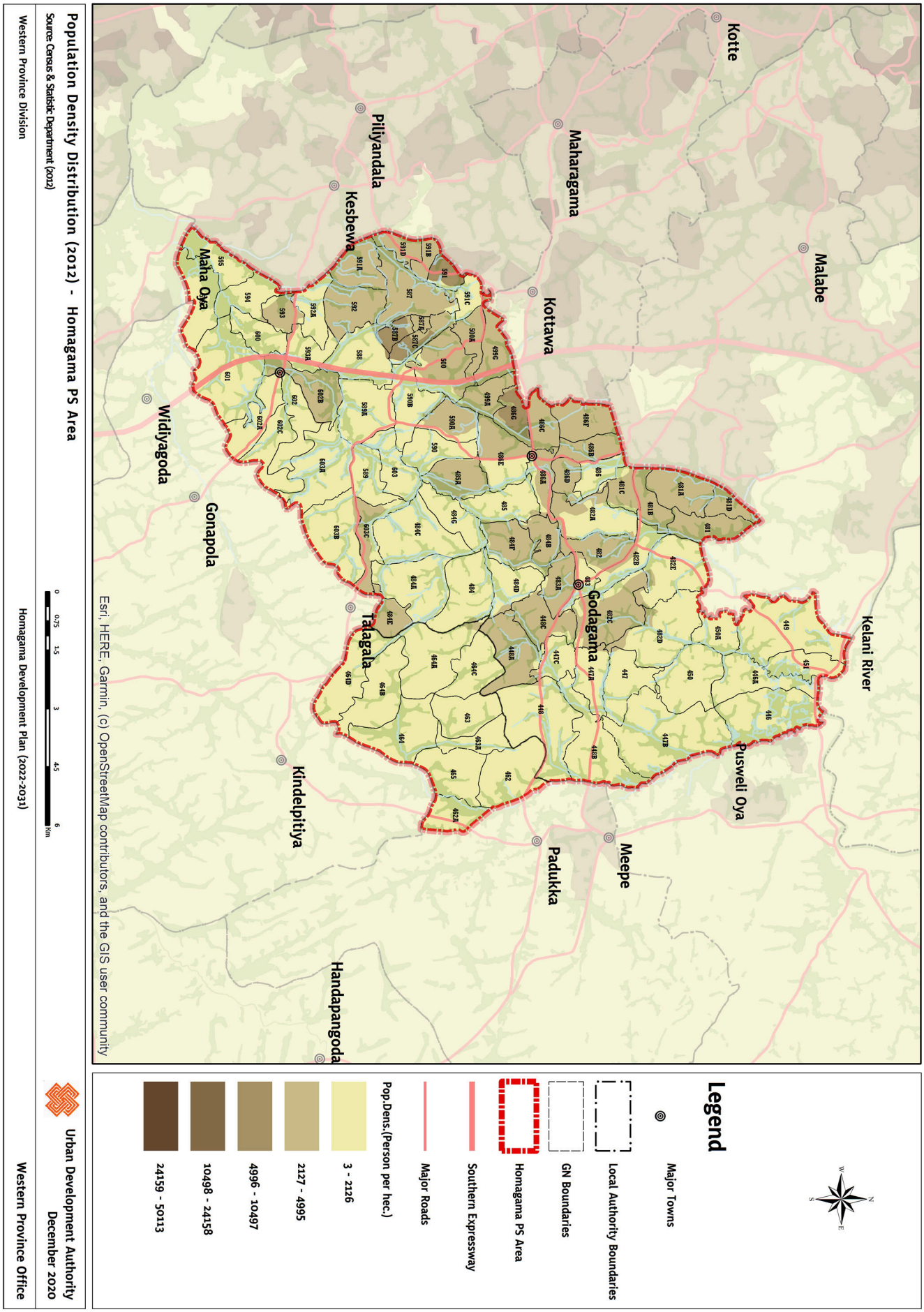

***Source :*** *Department of Census and Statistics, 2012*

***Map 3.1 :*** *Population Density, 2001 – Homagama PS area*



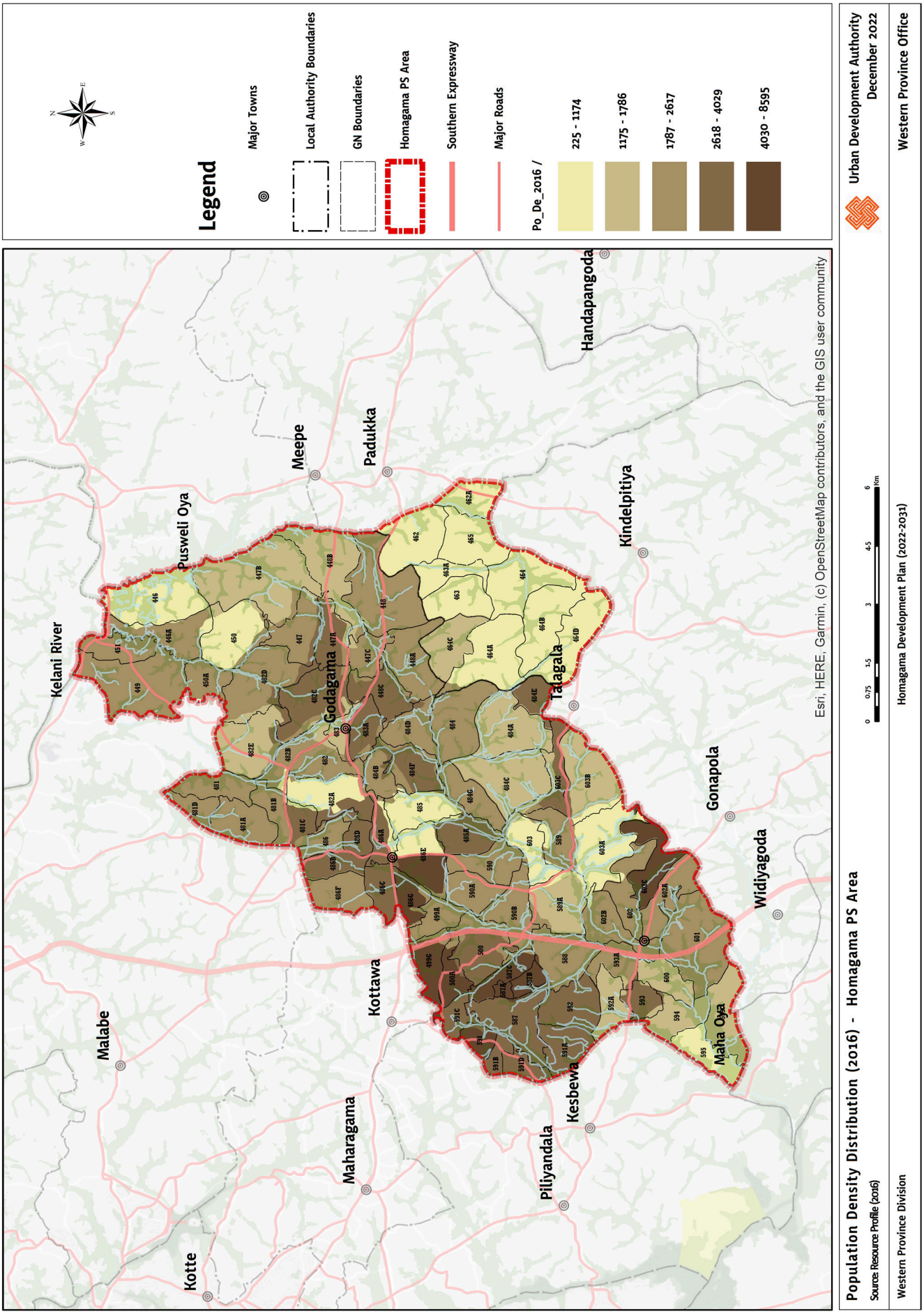

***Source :*** *Department of Census and Statistics, 2001*

***Map 3.2 :*** *Population Density, 2012 – Homagama PS area*




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

***Map 3.3 :*** *Population Dencity, 2016 – Homagama PS Area*




***Source :*** *Resource Profile, Homagama PS Area, 2019*

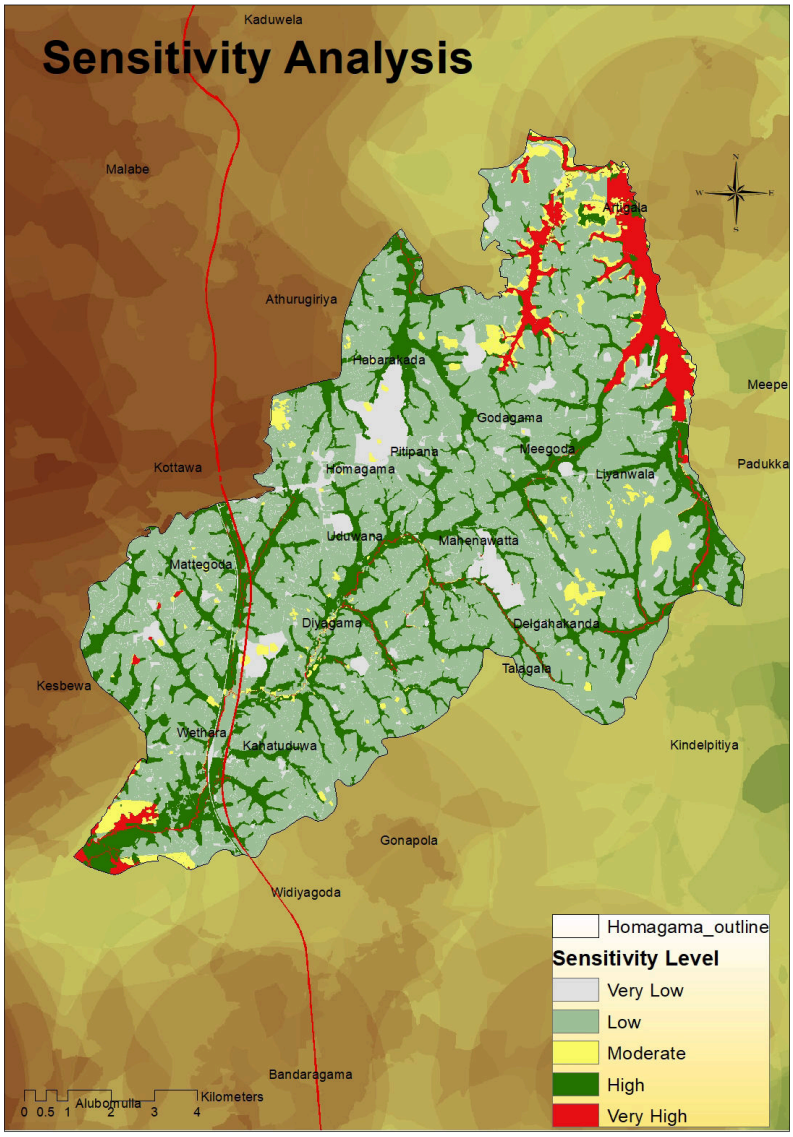
## Chapter 03
## The Need of The Plan

Key Concern - 01

The highly populated Homagama PS area has seen a population growth rate of 2.29% in the 2001 – 2012 time period. Additionally, the population density data shows that in 2012 population density has increased in areas near the Homagama town such as Godagama, Meegoda, and Kahathuduwa. Furthermore, compared to 2001, the population of 2012 and 2019 will witness a substantial growth in attractiveness to rural areas outside of large cities. Maps 3.1, 3.2, and 3.3 above illustrate the population density of the Homagama planning area in 2001, 2012, and 2019.density in Homagama PS area in 2001 and 2012 respectively.

The total land area within the Homagama PS area, 43% of land is being used for residential purposes, while 13% and 1% of the land is used respectively for commercial, and industrial purposes that provide services to the residential population. Graph 2.2 shows the land use data within the Homagama PS area.

***Figure 3.1 :*** *Distribution of Environmental Sensitive areas*




***Source :*** *Western Province Division, UDA, 2020*

Similarly, it is unique to observe that there is a natural environmental ecosystem which is similar to the physical development of this Planning Area. Within that area are the water retention areas within a network of paddy fields which is tied to a system of surface water sources. Two of the wetland conservation areas identified from among the wetlands of the Western Province are located in this area. These include the wetland along the banks of Pusweli Oya which is called Barawa wetland, as well as the Baduwilawatta Wetland which lies close to the Bolgoda water retention area. The areas influenced by Barawa, Pusweli Oya and Kelani Ganga can be considered environmental sensitive areas based on the above categorization, as well as based on other categorizations such as the environmental services rendered based on the different ecosystems, water retention (logged) areas, Water courses, distribution of paddy fields, wetlands, scrub jungles, protected areas, rock outcrop area, and flood affected areas. The distribution of environmental sensitive areas is shown in figure 3.1.

The study of the distribution of the development pressure areas in Homagama PS areas and environmental sensitivity analysis of sensitive areas within the Homogama PS area as well as the trends observed in the distribution of development within this area indicated that the new physical developments are spreading into the environmental sensitive areas.

As a result of this, the residences developed near the Kaleni River and Pusweli Oya areas (in Artigala North, Panaluwa, Nawala, Jalthara, Henpita, Wataraka north, Walpita, and Nawalamulla villages) are constantly at risk of inundation by flood. This is however only relevant to those households who are residing in areas that are inundated frequently. Even though the inundation of the area near the Kelani River only occurred up to 3–4 times per year at a height of 1 foot in 1989, 15 years later it occurs at a height of 5 feet according the data provided by the Disaster Management Centre in Sri Lanka.

The data associated to the Pusweli Oya suggest that the residences on either side of its banks are subjected to inundations of up to 15 feet due to the area's proximity to the Kelani River, as it lies at a lower elevation to the Kelani river banks. Therefore, when there is an inundation of at least 5 feet in the area near the Kaleni River, the area close to the Pusweli Oya is inundated to 15 feet.

The spread of residences within these flood zones due to rapid development within the area has cause the residents to be subjected to environmental challenges, and as such the quality of life within this area suffers. The fact that the number of individuals who have been subjected to flooding has increased from 2008 – 2016 indicated that the number of people willing to settle in these zones have also increased over time. Table 3.1 shows the number of local residents that were subjected to flooding (subjected to the flood level).

***Table 3.1:*** *Flood affected Houses and population – Homagama area*

| *Date* | *Number of Affected People* | *Number of Deths* | *Number of Affected Houses* | *Number of Destroyed houses* | *Number of Family* |
|---|---|---|---|---|---|
| *2008/06/01* | *1827* | | | | *469* |
| *2010/05/18* | *139* | | *13* | *3* | *41* |
| *2011/05/27* | *820* | | *6* | *3* | *234* |
| *2012/05/27* | *842* | | *6* | *3* | *240* |
| *2016/05/15* | *5266* | *3* | *7* | *16* | *1349* |

***Source :*** *Disaster Management Centre, Sri Lanka, 2016*

The planning team has undertaken several studies in areas are significant in terms of population distribution, growth rate, increasing land value, land sales, with a view to establishing the reasons for the above. The results of this analysis suggested that the reason for the increasing number of residences within the environment sensitive areas was due to the low land values in that area, as well as the influx of people to Homagama PS area who have the capacity to invest in land. According to the analysis approximately 600,000 people are expected to inhabit the Homagama PS area by year 2031, and some of these people will likely chose to settle in environmentally sensitive areas. Therefore, there is a need for a solid development plan which can guide future development efforts while maintaining the natural environment of this area.

## Key Concern - 02

*Taking the required planning steps to arrange necessary development background for Innovation and adjust capacity to meet arising demand for land and infrastructure facilities, based on the direction of Ceylon economic trends and the direction in which the Mahenawatta area of Homagama has been brought to the notice by the central government from time to time.*

The Mahenawatta area in Homagama has been brought to the attention of the Central Government since 2006 in order to develop the basic infrastructure necessary for innovation with the goal of boosting the local economy under the subject of Sustainable Development. The selection of the Mahenawatta location to create the appropriate space for production using contemporary technology was the goal of boosting the local economy via the growth of the rural economy by implementing the "Mahinda Chinthana" vision. At the same time, special emphasis may be paid to the establishment of the Nanotechnology Institute and the Mahinda Rajapaksa National School.

Later in 2016, the Homagama Mahenawatta area was brought into focus under the topic of "Tech City Development Project" under the Ministry of Megapolis and Western Development, and it was proposed to acquire almost 2000 acres of land. Concurrently, the National Green University of Business Management in Colombo and the Sri Jayawardenepura University were erected.

While the "Vision of Prosperity" in 2020 focuses on education and innovation under the Central Government Policy Statement, the Mahenawatta area in Homagama has not received direct attention, but the Regional Political Authority has. Accordingly, the focus is on creating this area as a "knowledge-centric" city.

However, taking into account the direction of the economic trend of Sri Lanka and the Homagama Mahenawatta area being the focus of the central government from time to time, it is necessary to take necessary steps in order to prepare the necessary development background for innovation and the capacity to meet the demand for infrastructure including the resulting land. Focused under this plan.

It is revealed that for nearly 15 years, this area has been allocated to develop as a region for innovation needs and a large amount of provisions has been made for infrastructure development in each period. As an area located close to the Colombo Commercial city, highway accesses and Knowing Homagama-Mahenawatta as an area with social, economic and physical values for innovation, the necessary background has been prepared. In a case where a vast region is being covered and its advantages are expanding, the need for a new development plan should be prioritized in terms of planning so that growth potential is not ignored.

Furthermore, to provide the infrastructure needed to support the growth expected through a large-scale project in a practical and effective manner, a clear vision and plan must be in place.

### *The current water supply and it's future requriment of the proposed innovation city*

Currently the Homagama PS  area is provided with water from the Labugama, and Kalatuwa water sources. At the moment the water supply does not provide pipe borne water to all of the residences in the Homagama PS area, nor does it have coverage for the whole area. However, there is an estimation about the water supply requirement for the area to facilitate the expected development. According to that estimation the water supply needed just for the developments within the city limits under the Knowledge Centric City Initiative is 58,000 m3/day. Therefore, the current development plan needs to identify strategies to provide adequate water supply to support the growing population within this area.

### *Sewer Management of Homagama PS Area*

At present there is no comprehensive sewerage management system in place within the Homagama PS Area. It is apparent that the current inhabitants either deposit such waste in drainage areas, or in certain cases waste is dumped in areas such as the city centers or environmental sensitive areas. Some are disposed in to waterways.

Although it is estimated that at least 46,000 m3 of water is required for the removal of septic waste per day under the developments proposed by the Knowledge Centric city, there are no detailed plans as to how this waste will be transported and disposed sanitarily elsewhere, or how it will be managed. Since the removal of septic waste through proper means is an important requirement for an area that is expected to support a population of about 600,000 by 2030, the this Development Plan aims to address this problem.

### *Solid Waste Management of Homagama PS Area*

The current solid waste management strategy within the Homagama PS area is examined and it is clear that it is not a comprehensive or an effective system. Currently the solid waste is moved across the Homagama PS area and deposited as unsanitary landfill in the Duwawattha and Karadiyana areas. At present the Homagama PS area produces in excess of 30 metric tons of solid waste, but that value is expected to rise to above 57 metric tons when the Knowledge Centric city development project are completed. Therefore, the Homagama Development Plan needs to provide a practical solution to handle the collection, disposal, and management of solid waste within this area.

### *Power Supply in Homagama PS Area*

Even though at present there is 100% coverage of power supply to the various residences within the Homagama PS area, the demand for power requirements is expected to be drastically on the increase with upcoming developments. Therefore, there is a need for a comprehensive plan that can deal with the power supply needs for residential, industrial, and commercial needs within this area for the future. As such the Homagama Development Plan will address this need.

It is also important to identify previous similar projects, for example the Knowledge Centric city project in Bangalore. In investigating that project, it is clear that the extent of the project area that was developed under such a large-scale project was quite large, and the changes were drastic. This means that the size and location of buildings as well as the location and dimensions of the area and the density can vary greatly, especially for residential use. In addition, highways and commuting facilities and traffic congestion are likely to increase. Accordingly, it can be mentioned that the Homagama PS area needs a new development plan for the year 2030 to provide the necessary guidance to create a sustainable and successful city by avoiding the negative effects that may occur through the Knowledge Centric City project.

- *Other social infrastructure*

It has also been acknowledged that, in addition to the knowledge-centric city development project, the provision of additional social infrastructural amenities is critical. Transportation, service life improving and human health boosting services such as pavements and trains, community well-being services such as after-school programs for children, emergency access to nature, sports, recreation, family, social activities, and privacy It has been determined that sports and leisure facilities should be provided by services and other security infrastructure.

## Key Concern 03

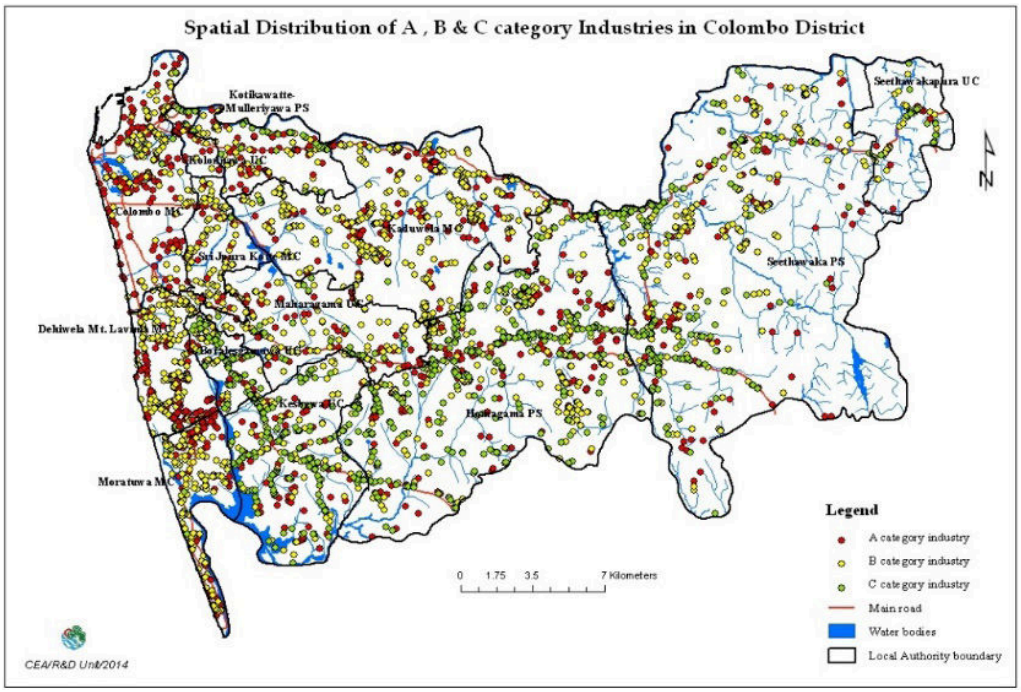
*It is essential to pay due consideration to the views of stakeholders expressed at the meeting held on 08th of November 2017, focusing on mixing of industrial activities with residential activities in the Homagama PS area and the incidents that have been caused and the inconvenience caused.*

It was obvious from the feedback received (Annexure 3) from the stakeholders meeting that one of the aims of this plan should be to accommodate in the new development plan is achieving compatibility among spread of industrial developments, residential developments, and infrastructure developments within the area.

Due to the coexistence of residential and industrial buildings and zones within the planning area there is already some conflicts had occurred between residential and industrial segments. This is partly attributed to the possibility of having mixed development of residential and industrial activity together. Attention has also been given to identifying factors contributing towards industrial activity in this area. The most significant factors have been identified as the lack of infrastructure to support future industrial growth, the lack of interest in developing small to medium scale industries, and the need for an industrial zone with advanced physical infrastructure facilities.

Even though the 2008 – 2025 zoning plan has allocated the Katuwana and Temple burg industrial zones within the Homagama PS area, data from the Central Environmental Authority states that there is a vast distribution of small, medium, and large-scale industries (A, B, and C type) that have detrimental adverse environmental impacts. These includes industries from the alloy industry, ceramic and tile industry, aluminum industry, textiles, chemical processing, and food-processing industries. The distribution of A, B, and C type industries within the Colombo district are shown in the figure 3.2.

***Figure 3.2 :*** *Distribution of Type A,B and C industries – Colombo District, 2014*




***Source :*** *CEA, 2014*

It shows that the industrial siting into the residential areas have caused numerous environmental issues. The population density distribution studies have already observed that the areas such as Homagama, Mattegoda, Godagama, Kahathuduwa and Mahenawatta are as high-density areas.

When comparing with the location of High-Density areas with the areas where Industries have been sited, it is observed that the high polluting industries are located more in the high-density areas.

Having considered all the above facts, it has been concluded that this development plan (2022 -2031) should be prepared and implemented to reflect the development policy of the government and the Homagama Development Plan should be more directed towards creating an enabling environment to facilitate the development based on new initiatives while protecting the environmental sensitive areas, and the residential areas with better infrastructure.

04

Chapter

# The Planning Framework

# 4.1. Vision

**Homagama**
**The Green City of Experts**
A global gateway emerging within a country landscape

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ග්‍රාමීය සුන්දරත්වය තුළින් විශ්වයට විවර වන දොරටුව

# 4.2. Vision Statement

The "Green City" concept has been interpreted by many citics in different forms. A globally accepted definition as to "What is a Green City" as explained by John Moulton, Green Which and Conn, in the publication entitled 'What Features Make a City Green'. According to the publication, a city which strive to lessen its environmental impacts by reducing waste, expanding recycling, lowering emissions, increasing housing density while expanding open space, and encouraging the development of sustainable local businesses has been defined as a Green City.

When considering the current physical economic and social as well as environmental character of Homagama PS area, it is clear that the area is not yet shown highly urbanized character, but to the contrary, it is yet a residential area within a rural landscape alongside an environment full of green paddy fields, free from pollution and any natural disasters.

In keeping with the vision of the Development Plan of Homagama (2022-2031) the PS area planned to develop with Green parks alongside with residential density development represents the physical and environmental characters similar to what has been defined as a Green City.

Here, the word 'City of Experts' is being used in the vision of the Development Plan to embody the potential areas of development which could be considered towards present and future development of Homagama PS area allied with the vision. Specially with a view to integrating the initiatives such as the Knowledge Centric City, with the support of the state policies, and since majority of the development efforts in this area constitutes the development of residencies, it has been decided that the development plan (2022-2031) to be designed to reflect the objective of enhancing the density of the resident population as one of the key indicators in its guide towards a Green City. Furthermore, the green city objectives cannot be accomplished only through the support of the City of Experts. There should be an intelligent resident population in order to reinforce this objective. Failing to do so mean that there could be the emergence of shanties and underserved housing, which would misdirect the way towards the accomplishing the goal of the Green City.

Accordingly, the Vision of the Development Plan (2022–2031) upholds Homagama PS area as the 'the Green City of Experts'.

## 4.3. Goals and Objectives

The Vision of Homagama Development Plan 2022–2031 will be achieved through 04 main Goals

Goals 01

A safeguarded environment, A Green City

This is to protect the environment and to establish a city that has a special focus on creating a green city.

Goals 02

An Affluence City, A Comfortable Neighborhood

This is to create a residential area surrounding a small urban center which provides livable, healthy, pleasant and well-facilitated living environment.

Goals 03

An Efficient Infrastructure Network, Covering The Entire Area

This is to establish an efficient infrastructure network which covers the entirety of Homagama PS area.

Goals 04

Promote A Service Corridor For Setting Up Science & Technology Based Innovation And Knowledge Centric Hubs.

The objective is to create a service area for the expansion of services associated with the proposed knowledge-centric city.

# 4.4. Goals

Goal 01

A safeguarded environment, A Green City

Objectives

1. To Protect the wetlands in Homagama planning area which are identified under the Western Province Wetland plan in 100% by the year 2031.
2. To protect the all Waterbodies which is 1% of total landuse in Homagama planning area in 100% by the year 2031.
3. To promote green area redevelopments through the plan in accordance with the proposed green developments within the education & innovation corridor development from Malmbe to Moragahahena.
4. To create Kelani river reservation, Mahaoya and Puswelioya reservation as green zones and recreationalsapce by the year 2031.
5. To open up the residential area of about 3370 hectares around Barawa Sensitive area for eco-friendly developments and to take planning directives to enhance the land value of those lands
6. To redevelop the identified roads within the city limits as Boulevards by the year 2031.
7. To enhance the legibility of town centers and to represent the Green concept in town centers by creating Green Parks in main towns namely Homagama, Godagama and Kahathuduwa by the year 2031.

Goal 02

An Affluence City, A Comfortable Neighborhood

Objectives

1. To develop Homagama and Kahathudawa towns as main neighborhood centers by the year 2031.
2. To provide recreational and open spaces to cover the entirety of the Homagama area 50% by the year 2031.
3. To promote green area redevelopments through the plan in accordance with the proposed green developments within the education & innovation corridor development from Malmbe to Moragahahena.
4. to create Kelani river reservation, Mahaoya and Puswelioya reservation as green zones and recreationalsapce by the year 2031.

Goal 03

**An Efficient Infrastructure Network, Covering The Entire Area**

Objectives

1. To develop a well – connected road network in parallel to knowledge centric city development which covers the entire planning area and enhances the connectivity to the area by selecting road developments in priority basis by 2031.
2. To integrate Transport facilities and other urban facilities in Homagama, Godagama, Kahathuduwa and Meegoda towns by 2031.
3. To cater for the Potable water demand of the area 100% covering entirely through the National Water Supply and Drainage Board by 2031.
4. To fulfill the electricity demand 100% with Ceylon Electricity Board covering the entire planning area by 2031.
5. To establish a planning framework for solid waste management by incorporating Aruwakkalu solid waste management project by 2031.
6. To establish a sewage management mecganism for the planning area by the proposed Innovation city guide plan for Mahenawatta knowledge centric city project by 2031.

Goal 04

**Promote A Service Corridor For Setting Up Science & Technology Based Innovation And Knowledge Centric Hubs.**

Objectives

1. By 2031, Godagama city would be developed as the primary urban center of the projected innovation and knowledge center region, with development projects in Godagama and Meegoda regions linked.
2. Strengthening the intended innovation and knowledge-centric service belt from Malambe through Mahenawatta, Moragahahena, and Millawa by 2031 through the development of the Mahenawatta Knowledge-centric Zone, Meegoda, and the Temple Burg Industrial Zone.
3. To strengthen the connectivity among Mahenawatta, Meegoda and Templeburg industrial zones by improving the transportation network within the proposed education & innovation corridor by 2031.

05

Chapter

# SWOT Analysis

A SWOT was undertaken to assess the objectives of the plan in accomplishment of the vision of Homagama Development Plan 2022-2031 The success of this analysis was based on the detail analysis of collected data and information.

## Goals (01) A safeguarded environment, A Green City

***Table 5.1 :*** *SWOT Analysis- Goal 01*

| S — Strengths ශක්තීන් | W — Weaknesses දුර්වලතා |
|---|---|
| • 25% of the lands identified are suitable for a green area development according to the data of the land use plan prepared for the year 2016<br>• 1% of the land could be identified as surface water area according to the data of the land use plan prepared for the year 2016<br>• At least 03 tanks enhancing the natural beauty could be found in the densely populated areas. | • 12 % of the Population tend to reside in more environmentally sensitive areas as per the population figures between the years 2001 to 2012.<br>• Paddy lands located close to the city area are being indiscriminately reclaimed.<br>• The main canal network is being dilapidated due to the lack of maintenance |

***Prepared by :*** *Western Province Division, UDA, 2020*

## O

**Opportunities**
**අවස්ථා**

- Low lands of the Homagama PS area has been identifies as wetland conservation areas in the wetland master plan of Western Province – 2006 by the relevant institutions.
- The 400-acre Wetland along Puswali Oya has been included in the wetland conservation area in which Barawa Wetland Park also has been identified by the plan preapred by UDA for 2005–2025.
- 50 feet on either side of Kelani River (From the edge of the river bank)has been proposed as a flood protection area and suitable for environmentally friendly activities

## T

**Threats**
**තර්ජන**

- The proposed mega projects to be implemented in Homagama PS area targets 13% of the green area.
- Operation of land subdivisions are locating in eco-sensitive zones and green areas by various private institutions.

## Goal 01

A safeguarded environment, A Green City

## Strengths | Goal 01

1. *25% of the land could be identified suitable for green area according to the data of the land use plan prepared for the year 2016.*

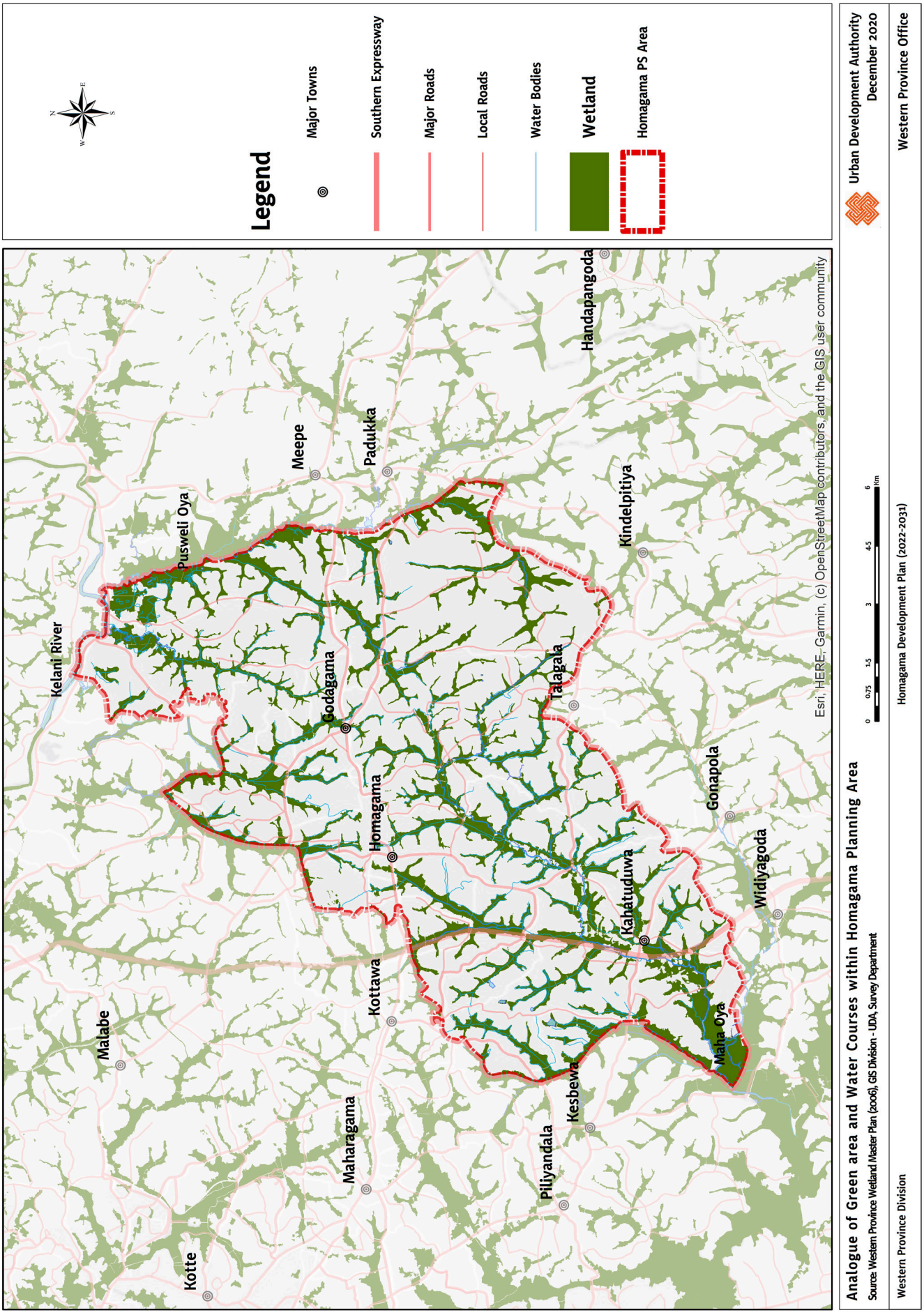
According to the data collected for the land use project by the UDA in the year 2008 and according to the data updated by the Land Use Policy Planning Department for the Year 2016, at least 25% of the total land area of Homagama PS Area is green. The chart 2.2 shows this situation furthermore.

The objective of the Homagama PS area new development plan for the period 2022-2031 is to create a complete Green City. Existence of 25% of the total land cover as a green area, in the above context, is a major strength.

2. *1% of the land could be identified as surface water area according to the data of the land use plan prepared for the year 2016 (Graph 2.2).*

A green City cannot be accomplished only through trees and vegetation. There should be a presence of fauna, flora as well as water sources among others to make the city a Green City. Therefore, the presence of 1% of the land consisting of surface water sources could be considered a strength. There is a perfect blend of the green city with the water resources areas, which is also a unique feature. (Map 5.1)

***Map 5.1 :*** *Integration of Hrdrology system and Green network – Homagama planning area*




***Prepared by :*** *Western Province Division, UDA, 2020*

3. *At least 03 tanks (Wewa) (Figure 5.1) enhancing the natural beauty are located in the densely populated areas. (Map 5.2)*

Homagama PS area can be identified as an area with increasing demand for residential purpose. According to the data of the Department of Cences and Statistic (2001–2019), the population growth in this area is recorded at 2.4%. Relative to the densely populated areas in the Colombo District, Homagama PS Area can be considered as the third most populated area (with 11% of the population residing in the area). When creating a Green City, the spreding of this type of protected eco systems are identified as a protential. The importance of the presence of the Tanks is further enhanced with the 15 m wide conservation zones along tank reservations by 2008 – 2025 plan (Tank Bund).

***Figure 5.1 :*** *Tanks around Homagama area*

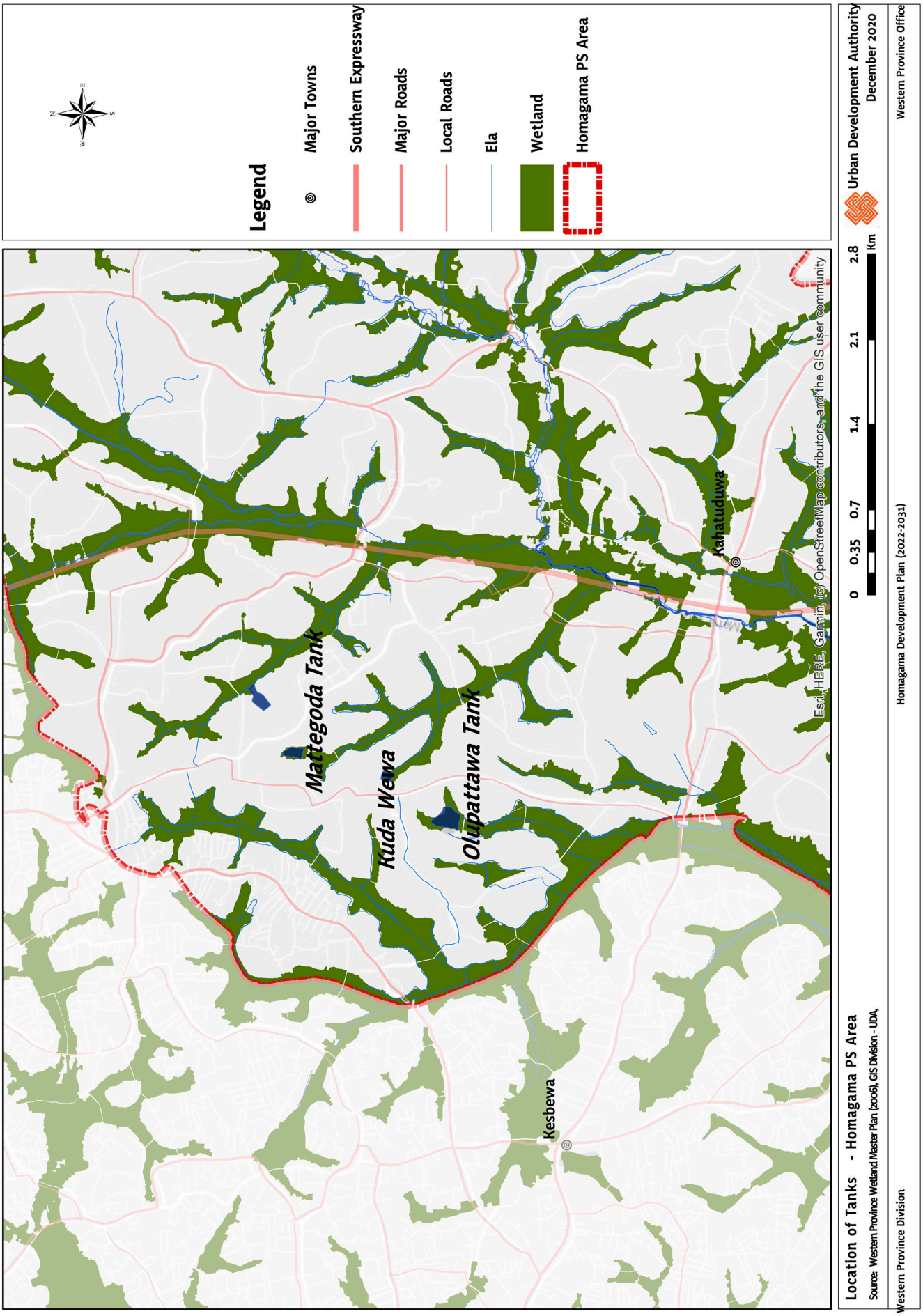
*Maththegoda Tank*

*Olupattawa Tank*

*Kuda Tank*

***Source :*** *Environment and Landscape Division, UDA, 2018*

***Map 5.2 :*** *Location of Tanks – Homagama planning area*




***Prepared by :*** *Western Province Division, UDA, 2020*

# Weakneses | Goal 01

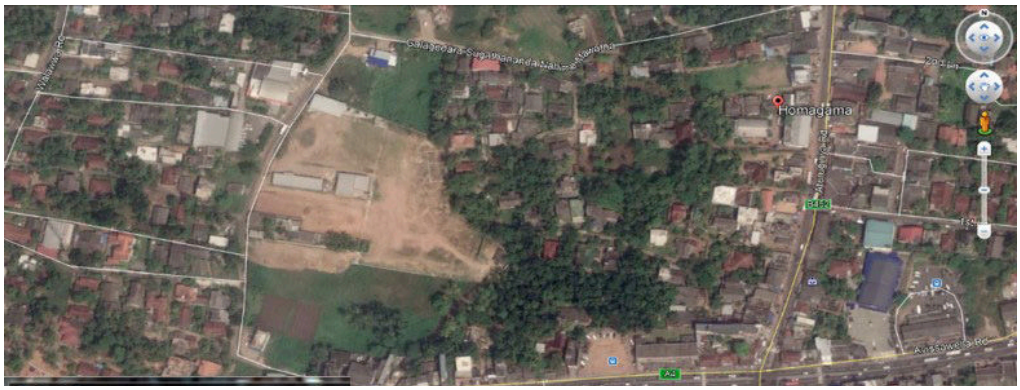
1. *12 % of the population tend to reside in more environmentally sensitive areas as per the population figures between the years 2001 to 2012.*

According to the data analysis and as per the population affected by the Floods, it is estimated that the population so affected constitute 12% of the total population in Homagama PS Area. Accordingly, the main weakness here is that according to Map 5.3 and Map 5.4 showing the change in population, the increasing population living in environmentally sensitive areas is a problem seen in the current situation of this area. This situation is clear when comparing the environmental sensitivity analysis shown in Figure 3.1 and the information mentioned in Map 5.3 and Map 5.4. In the journey to create a green city, the presence of such a situation in the area can be identified as a weakness.

2. *Paddy lands located close to the town area are being indiscriminately reclaimed in Homagama PS area*

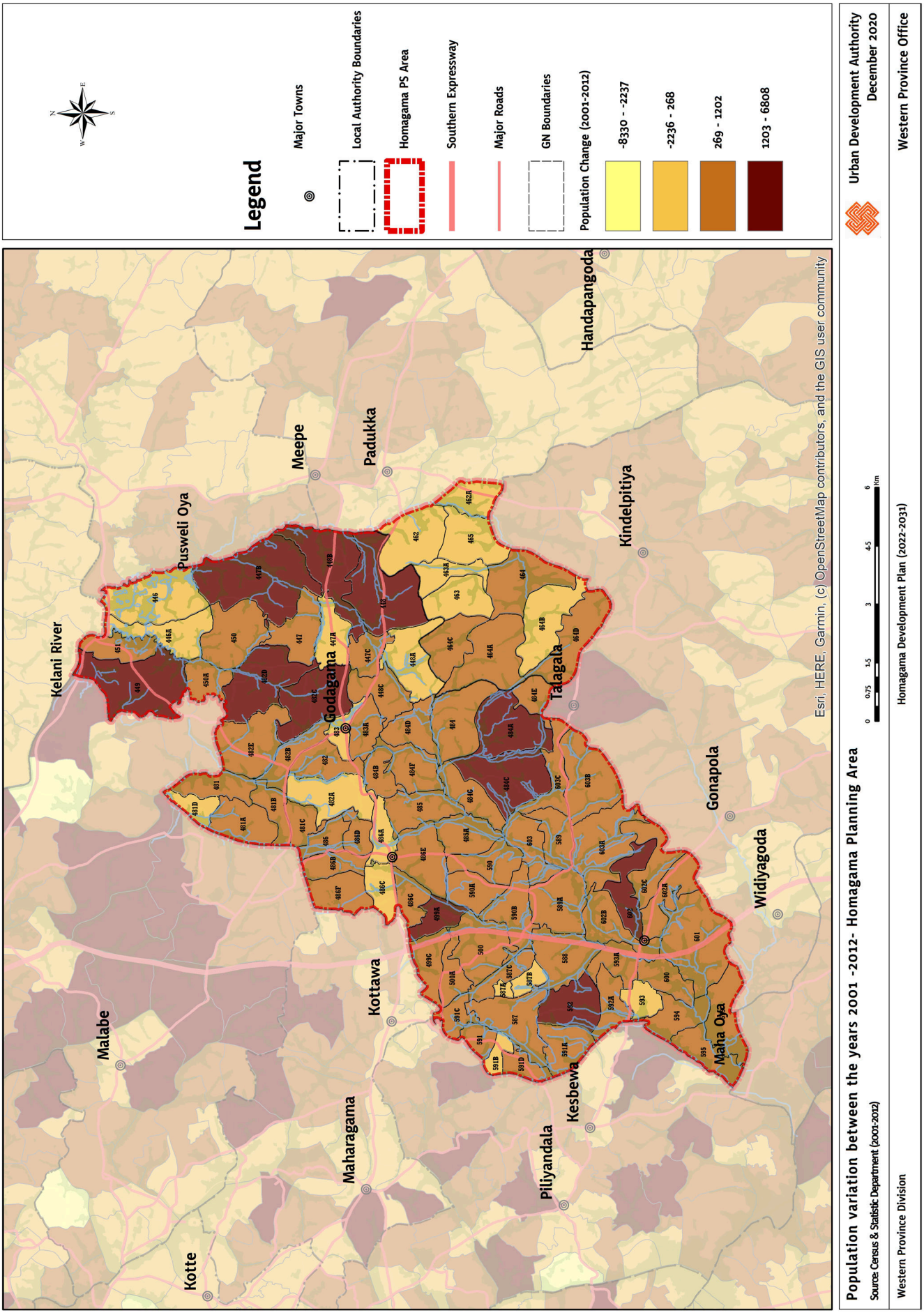
This is considered a Weakness in view of the fact that Homagama PS Area and its city area is identified for linear development. Most of the green areas have been destroyed purely for commercial gains. Since it is not possible to include such green areas into a proper development plan within the concept of Green City, factors such as above are considered weaknesses.

***Figure 5.2 :*** *Unauthorised Landfilling near Homagama town area*



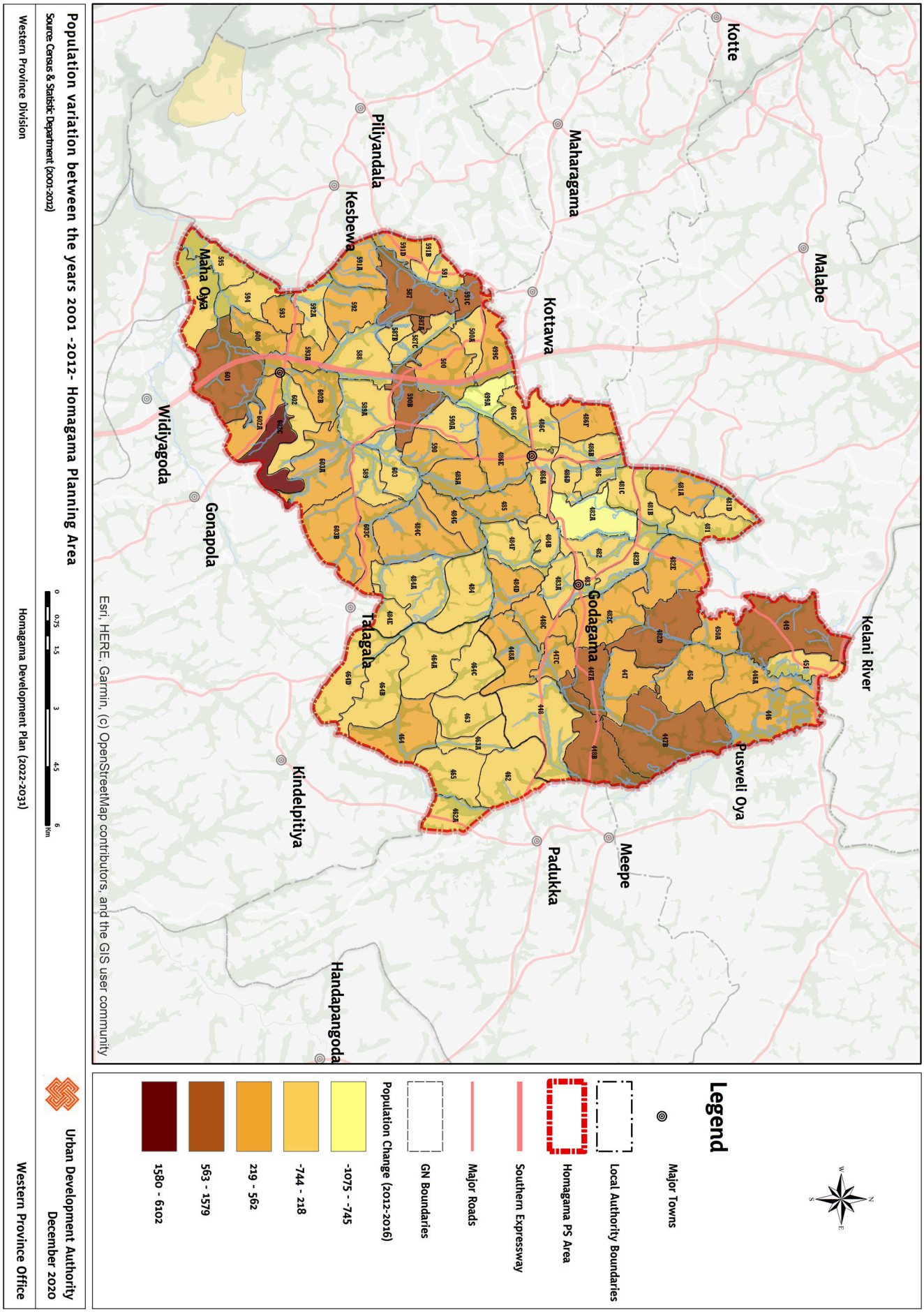

***Source :*** *Google Earth*

***Map 5.3 :*** *2001 - 2012 Population Variation – Homagama PS area*




***Prepared by :*** *Western Province Division, UDA, 2020*

***Map 5.4 :*** *2012–2019 Population Variation – Homagama PS area*




***Prepared by :*** *Western Province Division, UDA, 2020*

***Figure 5.3 :*** *Unauthorised Landfilling near Godagama Town area*


***Source :*** *Google Earth*

***Figure 5.4 :*** *Unauthorised Landfilling along High Level road*

***Source :*** *Google Earth*

### 3. *Main Canal Network extended within the City area is being dilapidated due to lack of maintenance.*

The Flood Profile of Sri Lanka prepared by UNDP in the year 2012, identified the issue of narrowing of the canal network which in turn obstructs efficient drainage of flood waters as the major cause of flooding of rivers. When the canal network is not maintained regularly, there is an increasing trend that such canal areas gradually transform into terrestrial land. It destroys the particular ecosystems. There is no need to create such ecosystems again when planning for a Green City, but if the cause could be identified, there can be mitigation. It is an important fact.

***Figure 5.5 :*** *Main Streams – Homagama PS area*


***Source :*** *Environment and Landscape Division, UDA, 2018*

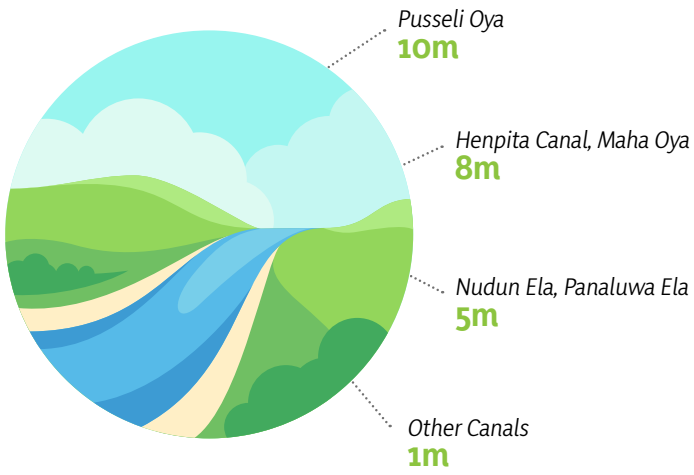



***Table 5.2 :*** *Reservations - Homagama Development Plan 2008 - 2020*

| ***Name of the Canal*** | ***Reservation (From the canal bank)*** |
|---|---|
| *Reservation (From the canal bank)* | *10 m* |
| *Henpita Canal, Maha Oya* | *8 m* |
| *Nudun Ela, Panaluwa Ela* | *5 m* |
| *Other Canals* | *1 m* |

***Source :*** *Homagama Development Plan 2008 – 2025, Western Province Division, UDA*

## **Opportunities** | Goal 01

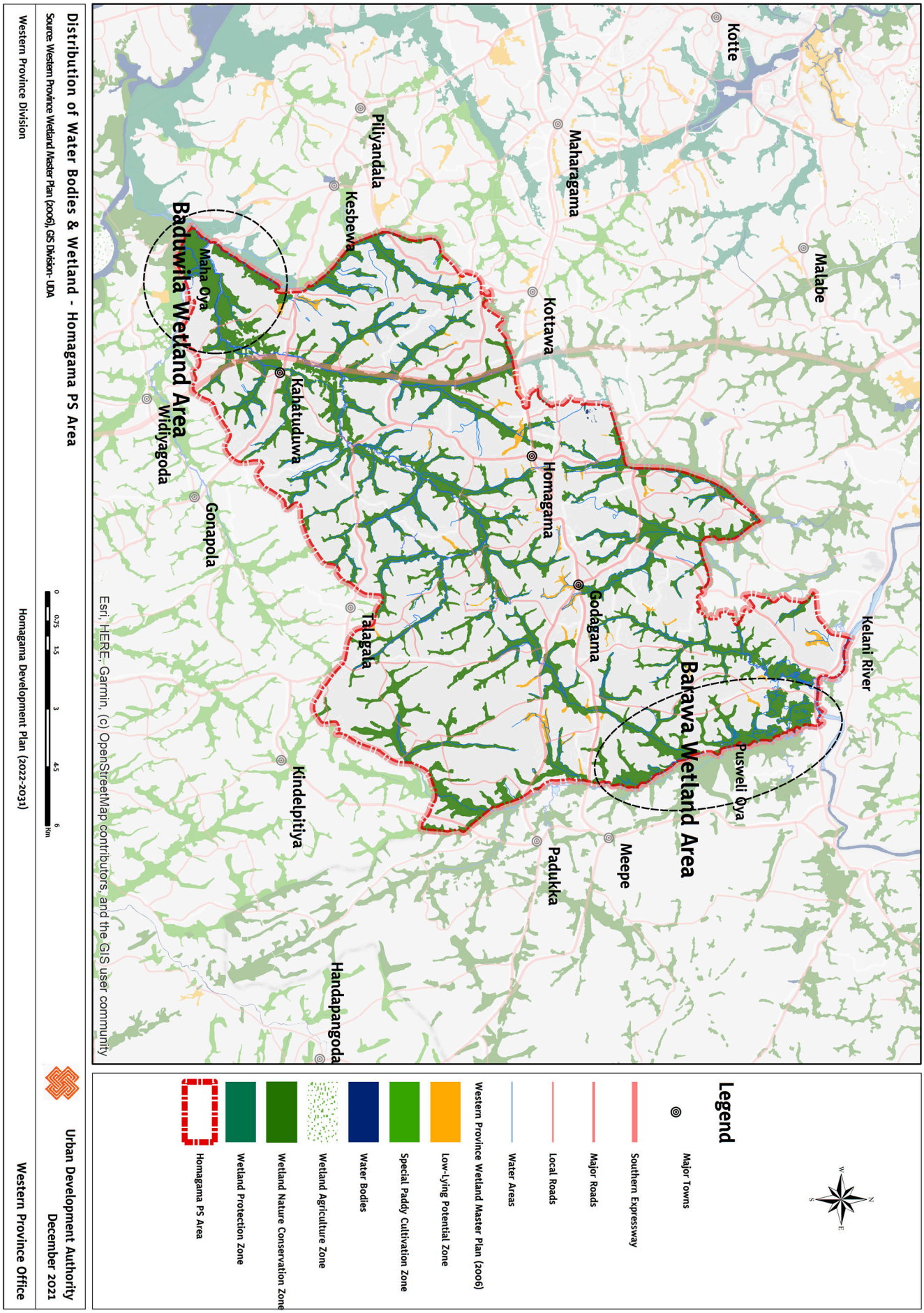
1. *Majority of the Low-lands of the Homagama PS area has been identified as wetland conservation areas in the wetland master plan of Western Province (2006) by the relevant institutions (Map 5.5).*

Creating a formal, green city cannot be done through a single agency. Accordingly, the Western Province Wetlands Master Plan, which was created by a number of authorized bodies in Sri Lanka, can be mentioned here as a powerful opportunity. It also includes all the 10% green areas belonging to the Homagama PS area and most of them have been identified as lowland and wetland conservation zones.

2. *The 400-acres of Wetland on either side of Puswali Oya has been included in the wetland conservation area in which Barawa Wetland Park also has been proposed to be identified in the development plan 2008 -2025 of UDA.*

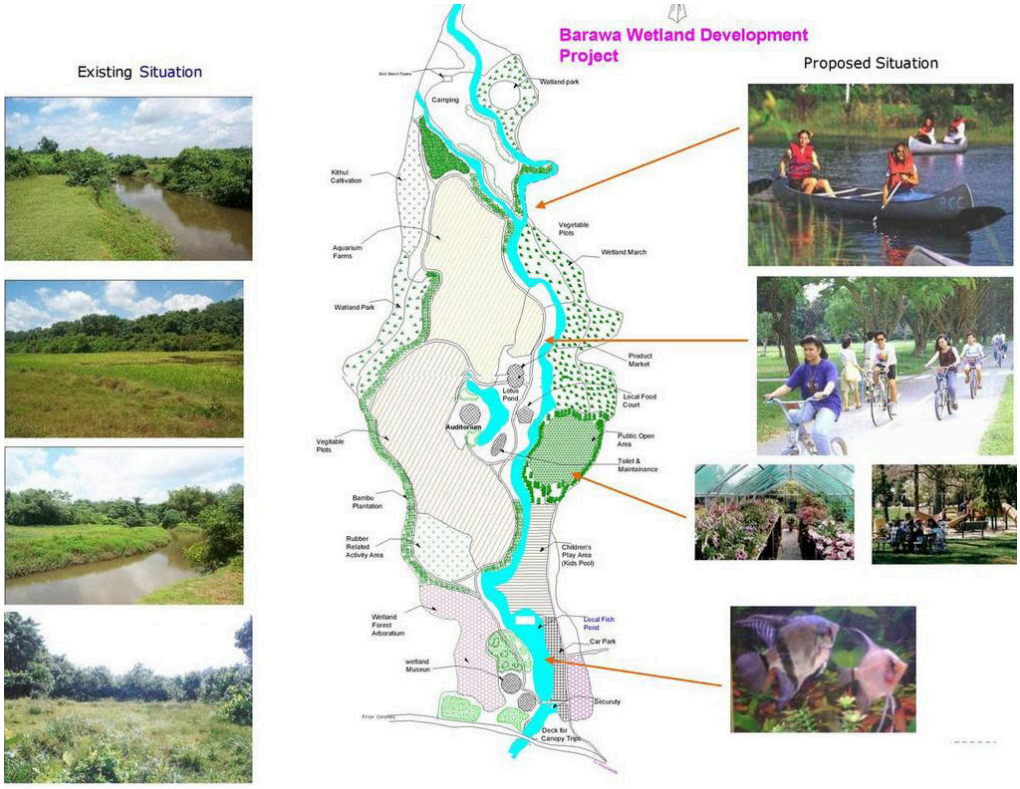
The Zoning Plan implemented under the Development Plan 2008–2025 prepared by the UDA has recognized nearly 200 acres of wetlands as wetland Conservation zone in Homagama PS Area. Based on the same plan, 400 acres of wetlands located on either side of Pusweli Oya has been included in Barawa Wetland project (Figure 5.5). These are two major milestones to realize the objectives of establishing a Green City. The Development Zone and the project shall provide the basis for the conservation of a large area on either side of the Pusweli Oya.

***Map 5.5 :*** *Wetland Master Plan, Western Province, 2006*




***Prepared by :*** *Western Province Division, UDA, 2020*

***Figure 5.6 :*** *Barawa Ecological Park Development Project*




***Source : :*** *www.skyscrapercity.com/showthread.php?p=136622389, Homagama project, Sukhithapurawara Programme, 2015*

As a conservation project, this will enhance the commercial value to the area which is increasingly threatened by the occupation of a large resident population and by numerous cropping and agricultural activities. This will bring about better conservation of its important ecosystems. Majority of the people residing close to these ecosystems are engaged in numerous industrial activities such as pottery, quarry mining, fruit cultivation, livestock and any unsustainable practices can be reversed through these conservation projects. Therefore, the implementation of these projects can be considered strong opportunities when establishing a Green City in which a large extent of environmentally sensitive areas could be protected.

### 3. *50 feet on either side of Kelani River (From the edge of the river bank) has been proposed as a flood protection area and suitable for and environmentally friendly activities*

Based on the 06 km stretch of the Kelani river extended within the Homagama PS area of 50 feet of flood protection area on either side of Kelani River (From the edge of the river bank) has been declared by the Irrigation Department.

Kelani River embankments can be considered an important river embankment close to Homagama PS area. This has enhanced the natural beauty and serene landscape as it runs parallel to the low-level road while it connects a number of small streams, small and large canal which are meandering from the Northern part of the area.

The present outlook of the surroundings of Kelani River looks but a cluster of large concrete buildings, which obscure natural beauty of the river. There are a several objectives of creating a Green City. Among them are the ability to absorb the rising temperature and to provide space for the sustainable natural beauty are main objectives. Therefore, it is proposed to create more spaces for ventilation and mitigate the rising temperature of the area through a project along Kelani River and its reservation of about 132 $Km^2$.

The Green City would enable to create more openings through which there could be more breeze which can control the rising temperature along the Kelani River and its embankments that fall within the 132 $km^2$ stretch of the land area. There will be legal protection for the conservation area thus mushrooming of buildings will be stopped. This is a strong opportunity. (Figure 5.7)

***Figure 5.7 :*** *Building Character along Kelani River*

***Source :*** *Google Street View, 2007*

## **Threats** | Goals 01

1. *Nearly 13% of the green area will be occupied by the proposed mega projects earmarked to be established at present in Homagama PS area*

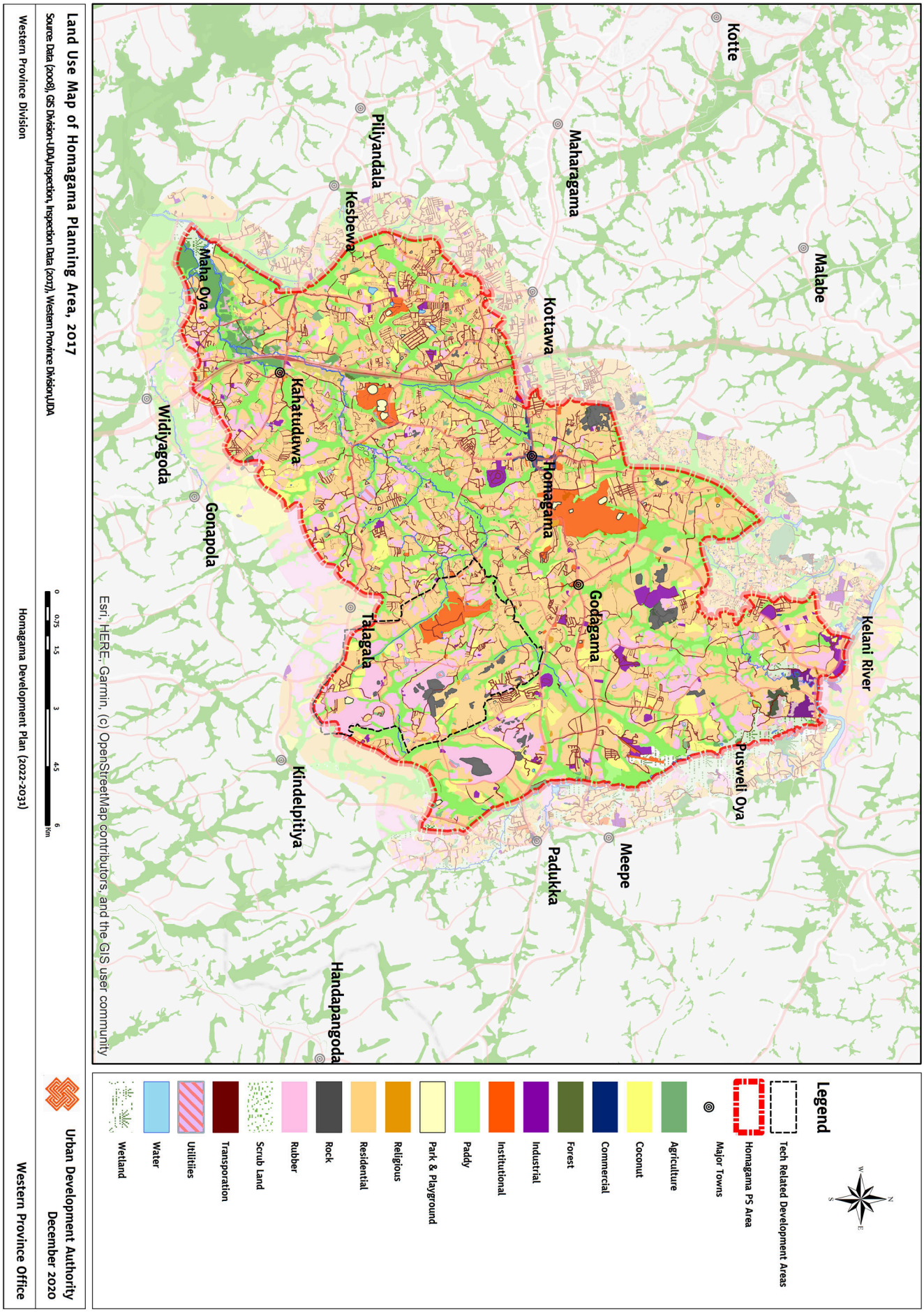
The aforementioned description of Homagama PS area indicates that the area is rich in its Green character. 25% of the land area has been identified as green area in accordance with the Land Use Maps prepared for the year 2016. This is an important consideration when the area is to be established as a Green City. Nevertheless, the proposed large-scale projects that have been earmarked to be established in this area has become an obstacle to achieve this goal. The proposed technology Project would require land which are either rubber or coconut land. This is about 6% of the total land in the Homagama PS area and about 13% of the total Green area. Therefore, any degradation and loss of naturally occurring vegetation or plantation areas can be considered a formidable threat.

2. *Several private sector land developers engaged in land subdivisions target the environmentally sensitive green areas*

Homagama has been recognized as one of the prime resident areas within Colombo District, according to land use data. In addition, the UDA has also approved a large number of plans for residential uses in this area. All these factors lead to the conclusion that due to the increased demand for residential use, a large number of land subdivision which are more Centric on green areas is taking place in this area. (Map 5. 1, 5.6 and Map 5.7)

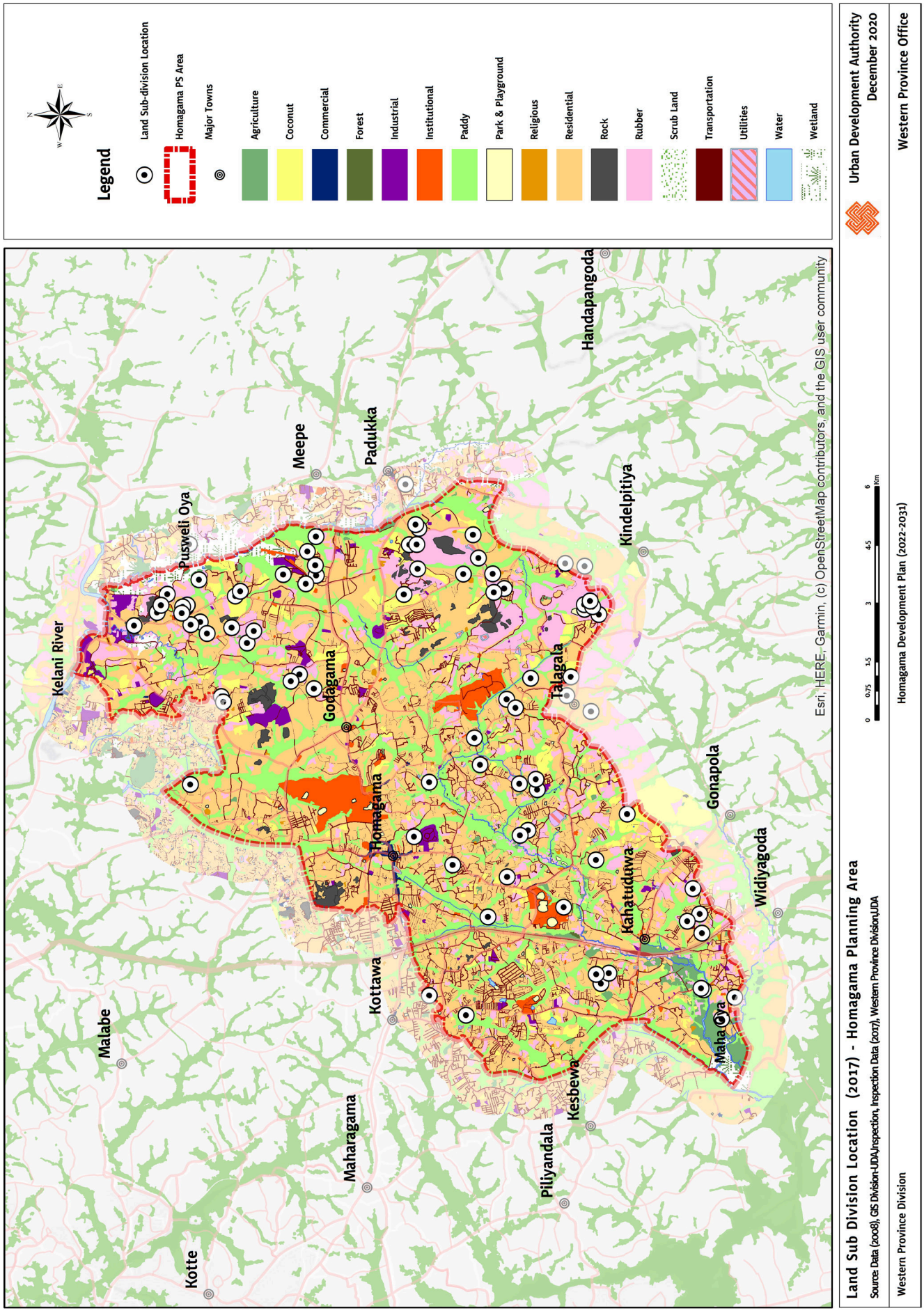
One of the specific fact is that although city area of Homagama does not show a severe density of houses, the peripheral green areas have been identified by the private sector to meet the demand for housing for residential purposes. This is a formidable threat when accomplishing the pols of Green City.

***Map 5.6 :*** *Lands proposed for project implementation*




***Prepared by :*** *Western Province Division, UDA, 2020*

***Map 5.7 :*** *Land Subdivisions, Homagama area - 2017*

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## Goals 02 An Affluence City; Comfortable Residential Area

***Table 5.3 :*** *SWOT Analysis- Goal 02*

### S — Strengths ශක්තීන්

- Although relative to the other local authority areas in Western Province high density of population in the Homagama PS Area, the density of population and housing at GND level is low.
- There is minimum chance of occurrence of natural disasters in Homagama PS Area compared to the other areas of Colombo District.
- At present all those who live within Homagama PS area have sufficient access to utility services such as pipe-borne water, electricity and social infrastructure.
- Availability of network of public open spaces within the highly densified areas in Homagama PS Area.

### W — Weaknesses දුර්වලතා

- At present, population expansion is directing towards environmental sensitive areas which are affected by natural disasters such as floods and the falling land prices in those areas
- Unplanned urban facilities and lack of facilities for Walkability improvements (walkways) for the main town centers of Homagama PS area

***Prepared by :*** *Western Province Division, UDA, 2020*

## O

**Opportunities**
**අවස්ථා**

- Higher level of residential uses which is proposed to be attracted through the proposed Tech City Project.
- Attraction for residential use of the area through the increased number of employment opportunities (22,600) that will be created through the proposed Tech City Project.

## T

**Threats**
**තර්ජන**

- The public protests occurred against the proposed Tech City can discourage the residents to be migrated to this area and effect the implementation of Tech City Project.

## Goal 02

An Affluence City, A Comfortable Neighborhood

## Strengths | Goals 02

1. *Although relative to the other local authority areas in Western Province high density of population in the Homagama PS Area, the density of population and housing at GND level is low.*

Homagama PS Area is considered unique among the rest of Colombo District for its increasing demand for residential use. The population growth in Homagama PS area is 11% of the total population in the Colombo district which indicates that in terms of population distribution, Homagama PS area has the 5th largest population compared to the rest of other administrative areas in the Colombo District in year 2012.

It is essential to observe the behavior of population growth pattern when establishing a Residential area. When examining the population data of the Colombo District in 2001 and 2012, it is observed that the population growth is higher in the of Homagama PS Area relative to other areas. The following set of data indicates that the growth rate of population in Homagama PS Area is as high as 2.29%.

***Table 5.4 :*** *Population Growth rate- Colombo District Administrative divisions, 2001 - 2012*

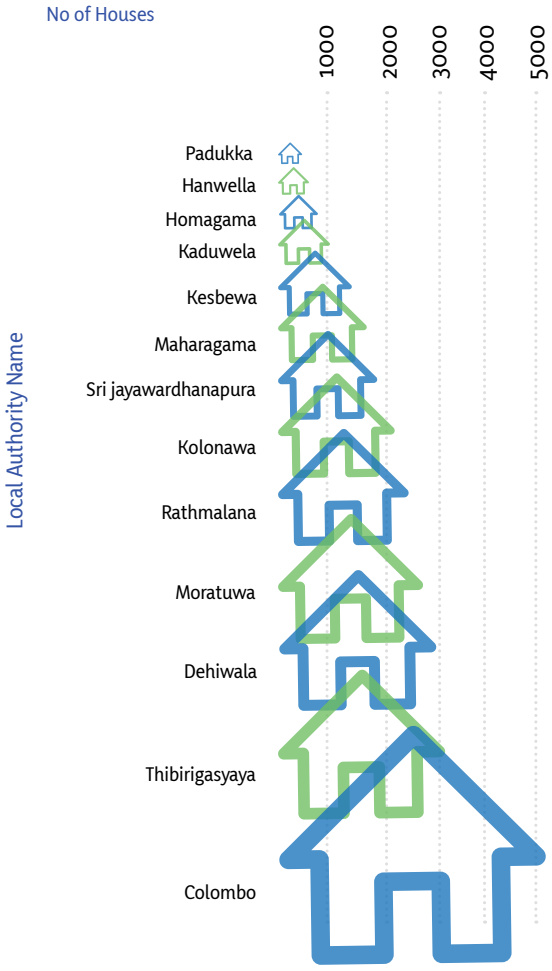
| ***Administrative Area*** | ***Population Growth Rate (2001-2012)*** |
|---|---|
| *Colombo Disrict* | *0.36%* |
| *Homagama* | *2.29%* |
| *kaduwela* | *1.68%* |
| *Kesbewa* | *1.53%* |
| *Kolonnawa* | *1.20%* |
| *Maharagama* | *0.82%* |
| *Thimbirigasyaya* | *-0.78%* |
| *Padukka* | *1.67%* |

***Source :*** *Department of Census and Statistics 2001 – 2012*

Even population growth is comparatively high, it can be considered as a fact in an area to be developed as a residential city, the prevailing low population density and low housing density in Homagama PS area is a good opportunity since the population density is dependent on the land extent. (Graph 2.1, 5.1, 5.8 and Map 5.9).

***Graph 5.1 :*** *Housing Density 2012 - Western Province*

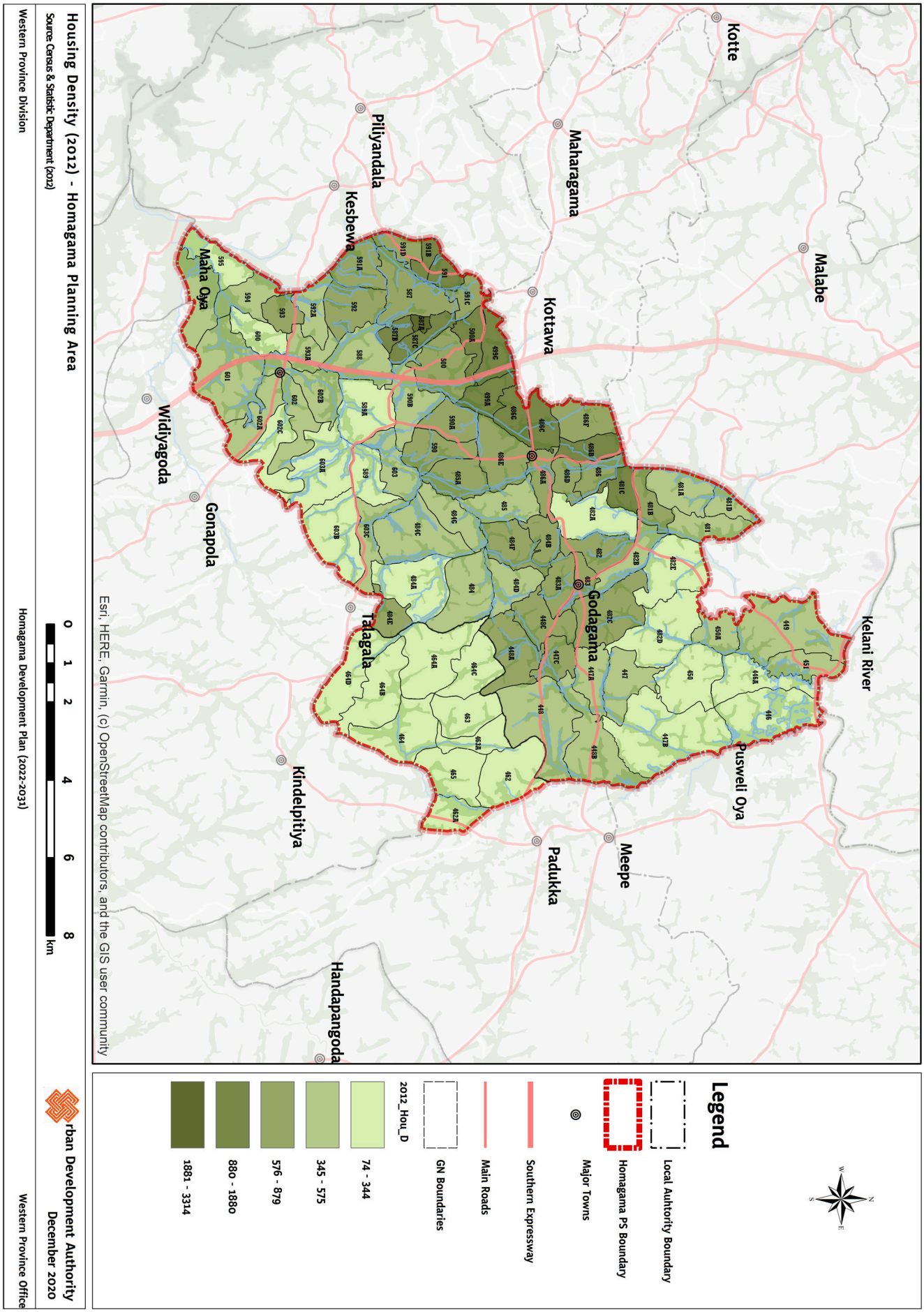
Housing Density (2012) - Colombo District




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

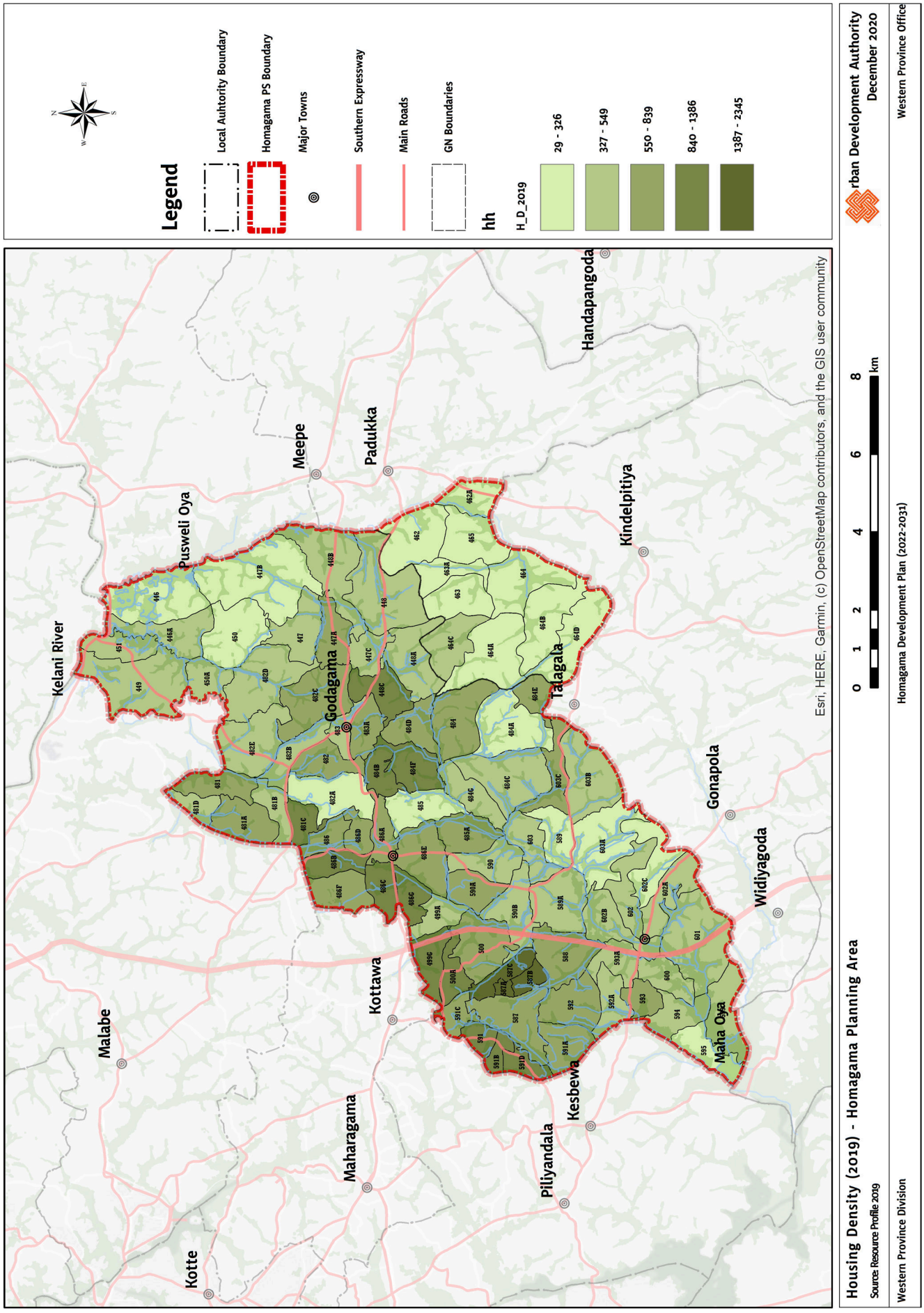
According to the 2012 data, it can be concluded that Homagama PS area has the third lowest population density and housing density. Although there is provision to cover 60% of the area with residencies, the low value of housing and population density maintained at this rate can be considered a strong opportunity.

***Map 5.8 :*** *Housing Density 2012 – Homagama PS Area*




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

***Map 5.9 :*** *Housing Density, 2019 – Homagama PS Area*




***Source :*** *Resource Profile (2019), Homagama PS*

2. *There is minimum chance of occurrence of natural disasters in Homagama PS Area compared to the other areas of Colombo District.*

The Development Plan for the period 2022-2031 envisages to establish an Affluence City and a Comfortable Residency area in Homagama PS Area. In that context an environment free from natural disasters is qualified to be a comfortable resident area.

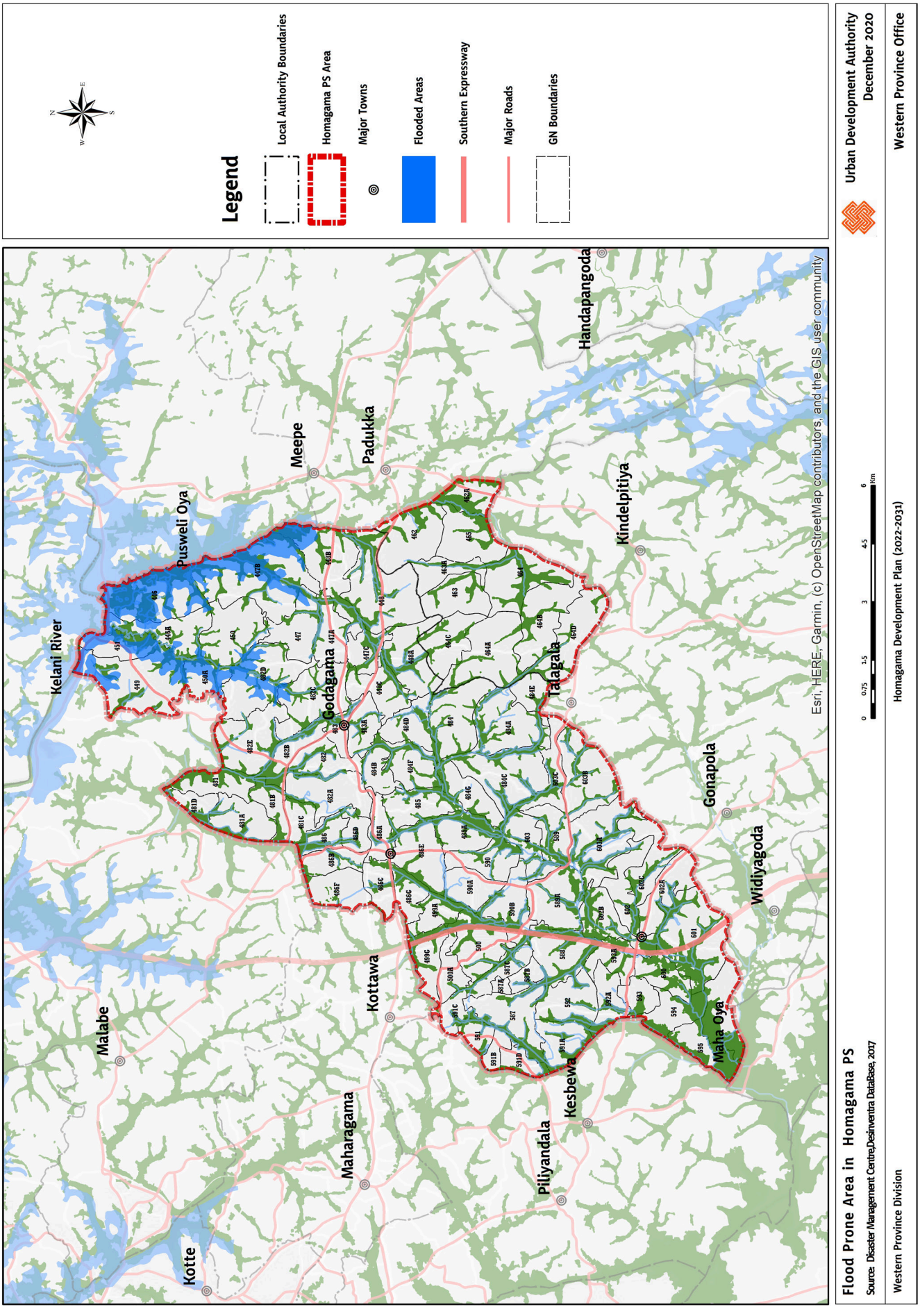
Homagama PS Area falls within the wet zone of the country above 10 m mean sea level. According to the location of Sri Lanka, Homagama is located in the wet zone and is about 10 meters above mean sea level. It can also be identified as an area covered by aquatic uses. The risk of flooding can be pointed out as one of the major natural hazards associated with such a natural environment. Focusing on the Colombo district, the risk of floods is high and it can be seen that it has increased the spread of diseases.

Research carried out by the Disaster Management Center (DMC) revealed that Homagama PS Area can be affected by Floods. Therefore, it is essential to identify those flood prone areas. Especially the areas on either side of Kelani River is subject to be affected by floods caused by river overflowing. Of the 91 GNDs, this situation arises in the GNDs of Atigala (East), Panaluwa, Nawalamulla, Jalthara, Henpita, Watareka (North) and Walpita. More population in this area have been affected by floods since year 2000. The areas along Pusweli Oya can be seen about 15 feet under water at least two to three times a year.

As shown in Table 3.1, although a flood situation is indicated as per the above data, floods occur only in the environmental sensitive areas. Disasters have been high because of the fact that the residencies have been extended into those areas. There is no indication that flood affected areas are on the increase, instead, flood occurrences increase due to the obstructions of the streams and canals. (Map 5.10)

These factors tend to conclude that Homagama PS Area is an area minimally affected by natural disasters, which is a strong strength.

***Map 5.10 :*** *Flood prone areas - 2014*




***Prepared by :*** *Western Province Division, UDA, 2020*

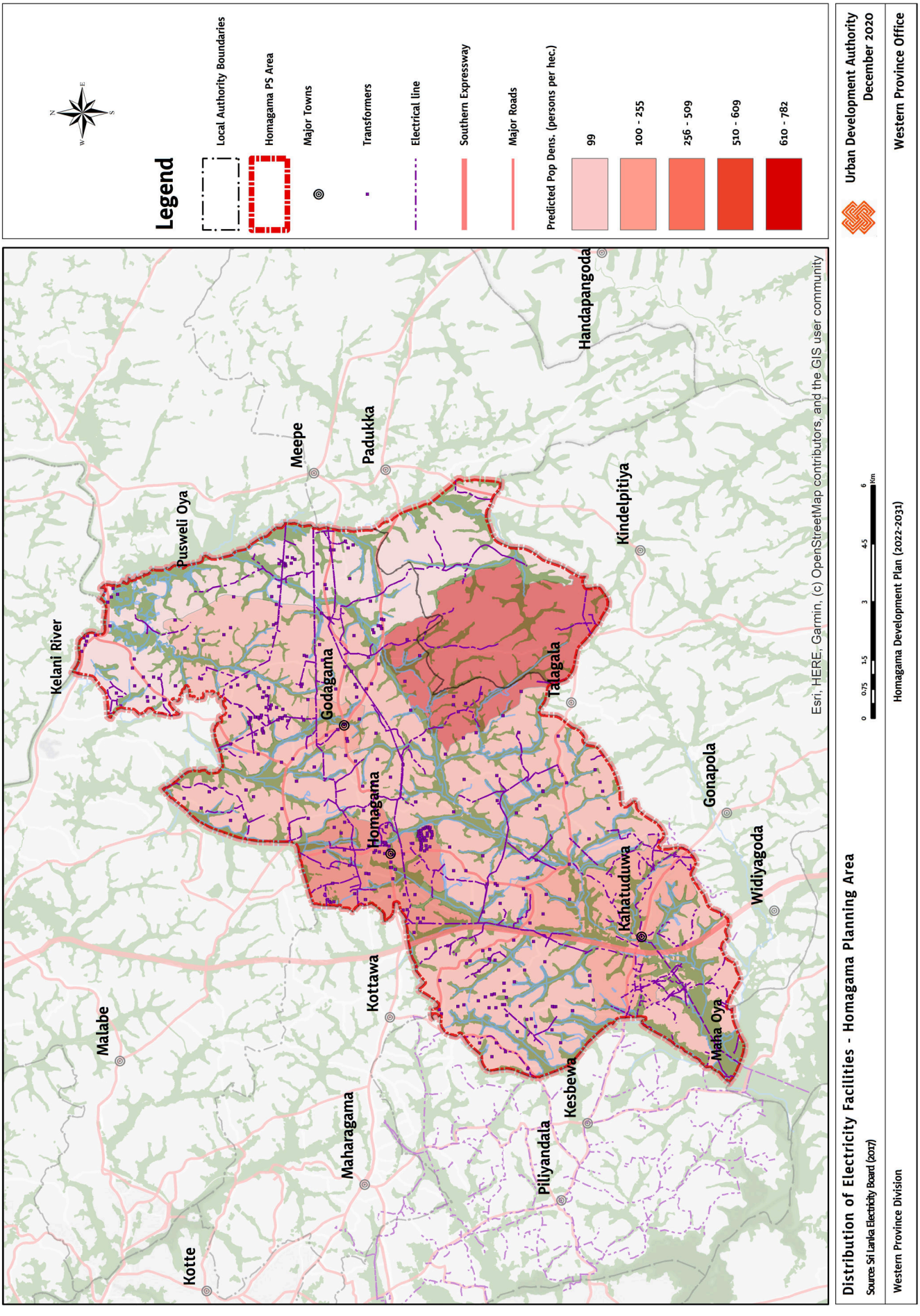
3. *At present all those who live within Homagama PS area have sufficient access to utility services such as pipe-borne water, electricity and social infrastructure*

The Resource Profile as well as other surveys carried out have indicated that the population in Homagama PS areas is close upon to 400,000 in 2019. The records also show how the electricity, pipe-borne water networks and other infrastructure facilities have been extended throughout the area. While majority of the population use the shallow wells for drinking water those who live close to the city center depend on the piped water. According to the data provided by the CEB, 100% of the population have the access to electricity. In terms of health, there is a good network of health facilities including Homagama Base Hospital, Wetaraka District Hospital among others. As far as educational facilities are concerned, Homagama PS area has such schools as Homagama Mahinda Rajapaksha National School, Vocational Training School, Pali and Buddhist University, NSBM Green University, Diyagama Inforomation Technology University of Moratuwa (ITUOM), Nano Technology center and other primary and secondary educational centers.

This is a good indication of the availability of the infrastructure facilities for the population which is expected to be increased to around 600,000 by the year 2031. The New Development Plan intends to establish Homagama an Affluence City and a Comfortable neighborhood Area. Therefore, the present level of infrastructure availability is a strong strength.

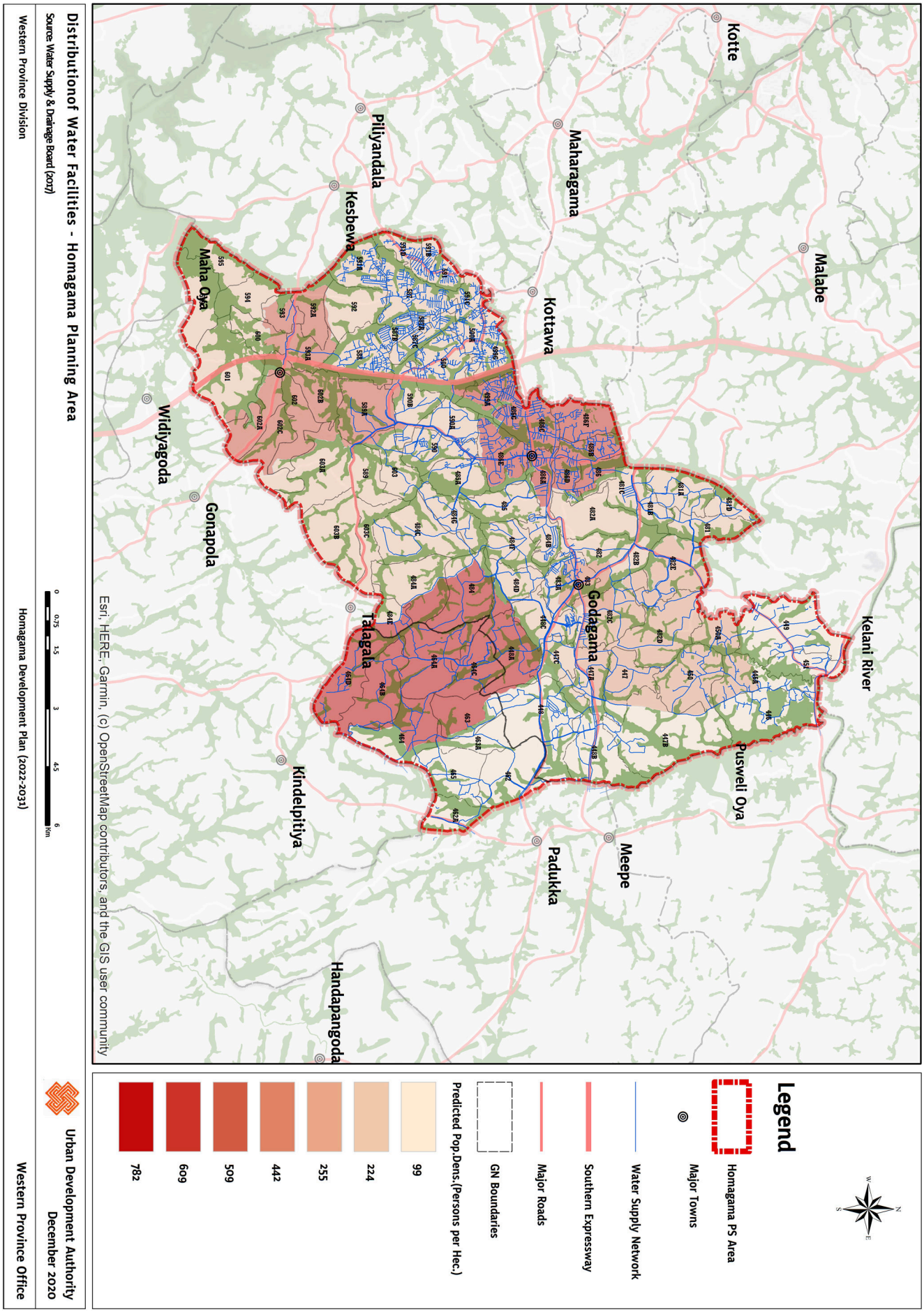
The present distribution of elctricity, pipe-borne water, educational facilities and health facilities are shown in Map 5.11, 5.12, 5.13 and 5.14.

***Map 5.11 :*** *Electricity Supply Distribution – Homagama Planning Area - 2016*



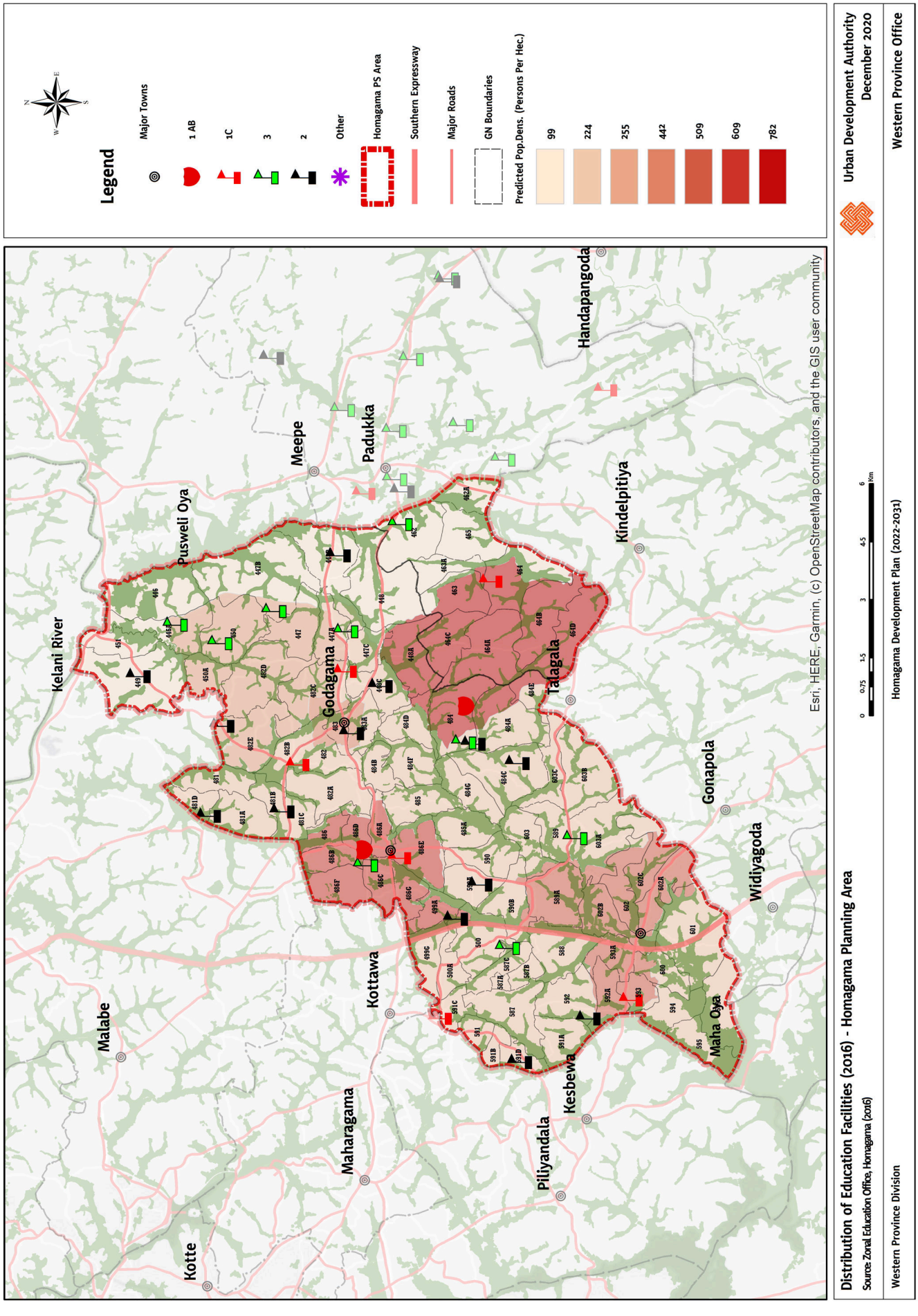

***Prepared by :*** *Western Province Division, UDA, 2020*

***Map 5.12 :*** *Piped Borne Water Supply Distribution – Homagama Planning Area - 2016*



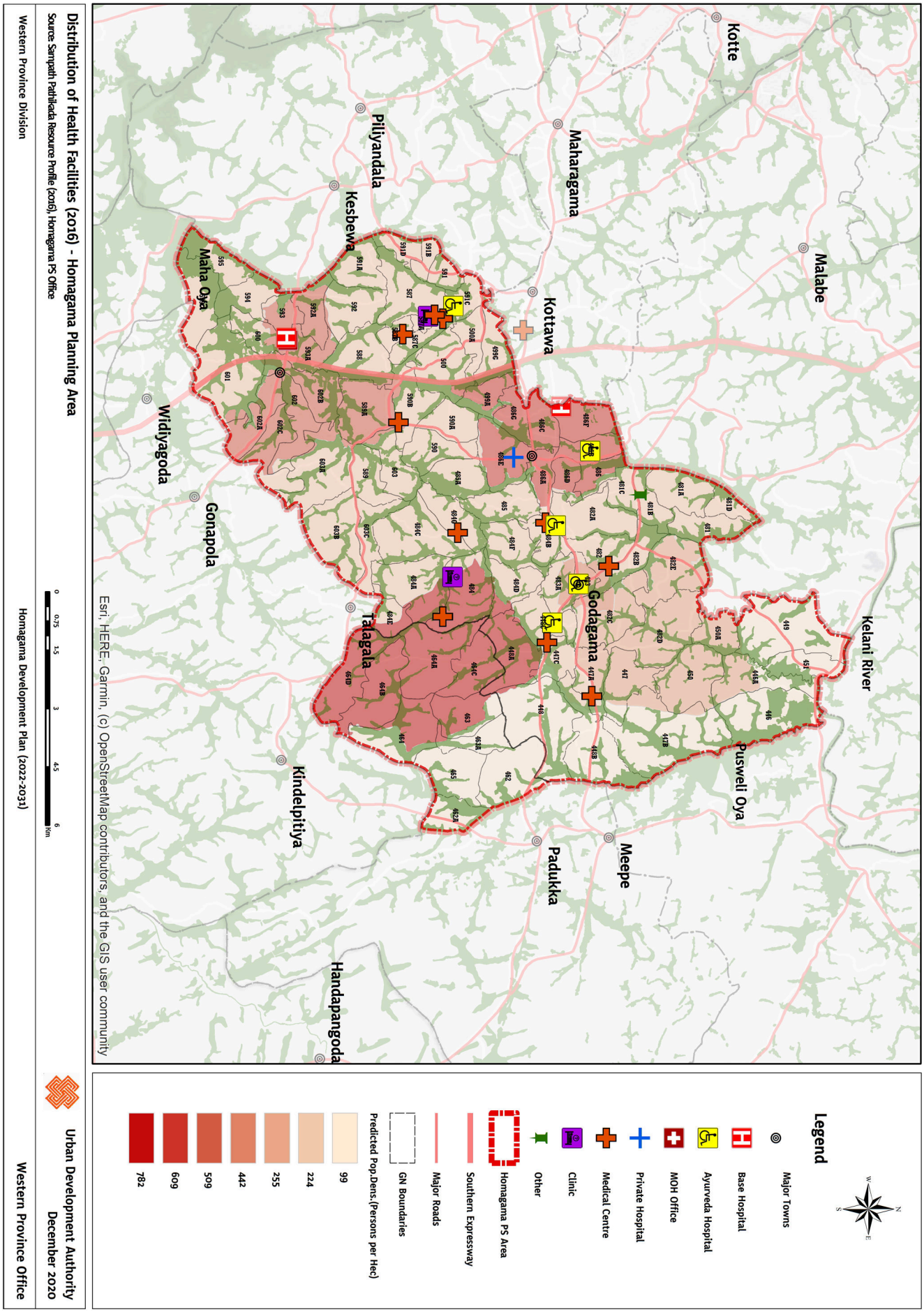

***Prepared by :*** *Western Province Division, UDA, 2020*

***Map 5.13 :*** *Distribution Of Education Institutions - Homagama Planning Area*




***Prepared by :*** *Western Province Division, UDA, 2020*

***Map 5.14 :*** *Distribution Of Health Facilities – Homagama Planning Area*




***Prepared by :*** *Western Province Division, UDA, 2020*

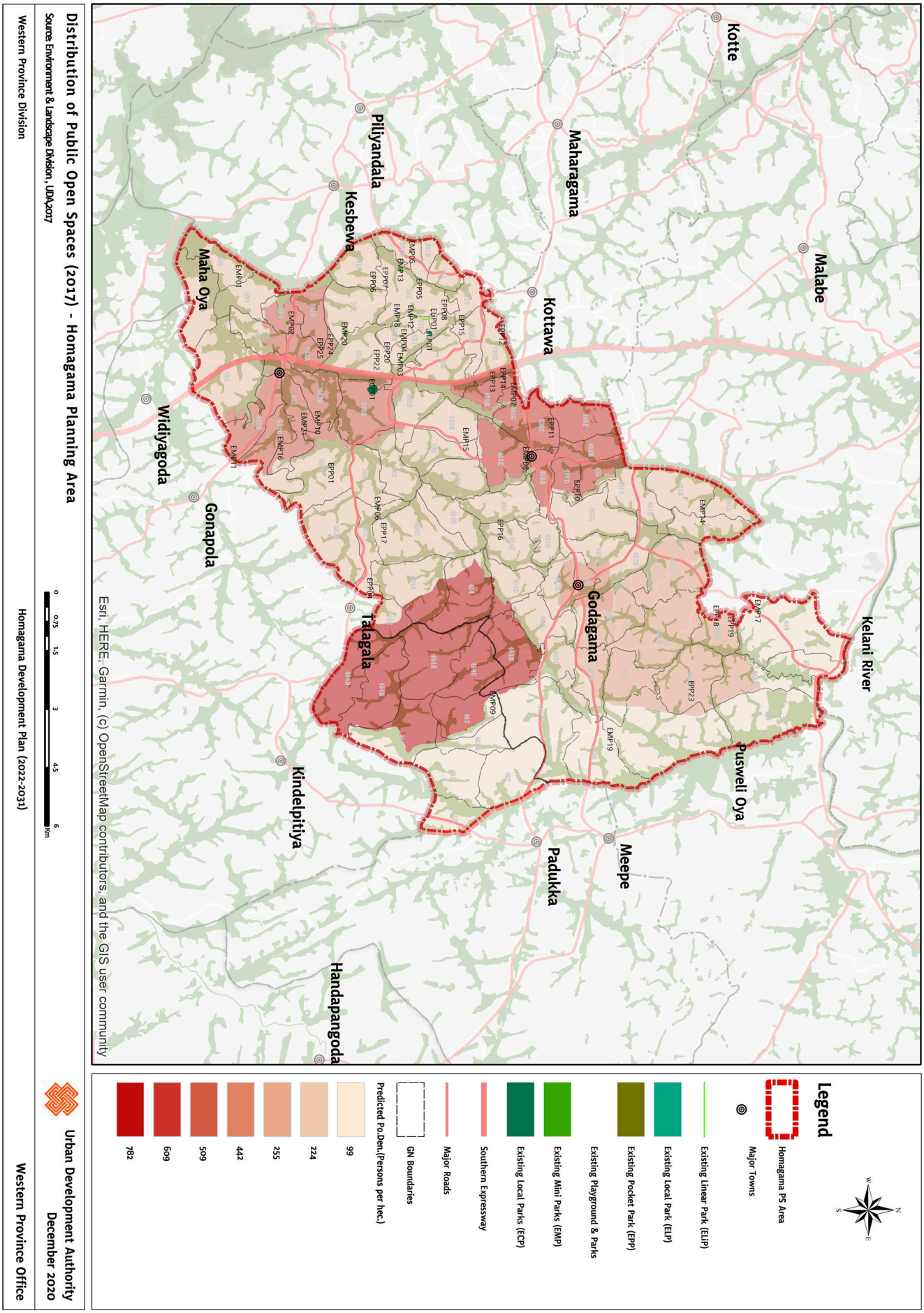
4. *Availability of network of public open spaces within the highly densified areas in Homagama PS.*

When planning and designing Cities, provision of public space in the form of public parks and recreational areas is an essential feature. In a given urban center, public space is designed proportionate to the size and density of its population. The general rule is that there should be 1.4 hectares of public space (man made) for a population of 1000. In keeping with this rule, Homagama PS area has 12 hectares of public space for its population of 400,000 in the year 2016. This can be identified as a strength. The available public open spaces shown in Figure 5.8.

***Figure 5.8 :*** *Public Parks around Homagama area*

***Source :*** *Environment and Landscape Division, UDA, 2018*

***Map 5.15 :*** *Distribution of Public Park in Homagama PS area*




***Prepared by :*** *Western Province Division, UDA, 2020*

## **Weaknesses** | Goals 02

1. *At present, population expansion is directing towards environmental sensitive areas which are affected by natural disasters such as floods and the falling land prices in those areas*

In the face of the efforts made towards creating Homagama PS Area as An Affluence City and a Comfortable neighborhood Area, this situation prevailing in such areas can be considered as a weakness. Homagama PS Area estimates to have a high demand as a residential area. However, the demand for the residential use in areas affected by floods and the increase of number of flood-affected population cannot be a factual character in such a residential area. The relative low land prices can attribute to this situation.

Accordingly, it is expected from this plan to allow the people to select s suitable land at an affordable price and to ensure maintenance of an equitable (reasonable) price levels for the lands in the area. In addition, in keeping with population growth variations during the period 2001 to 2012, the expansion of excess population into the environmentally sensitive areas can be a reason for destroying the fundamental characters of a rich urban center in Homagama PS area. Therefore, it is not possible to consider the population clustered around the urban areas as a form of population density to indicate An Affluence City within this development plan.

The identified environmental sensitive areas are shown in Fig. 3.1 And the relatively land prices distribution shown in Map 5.16.

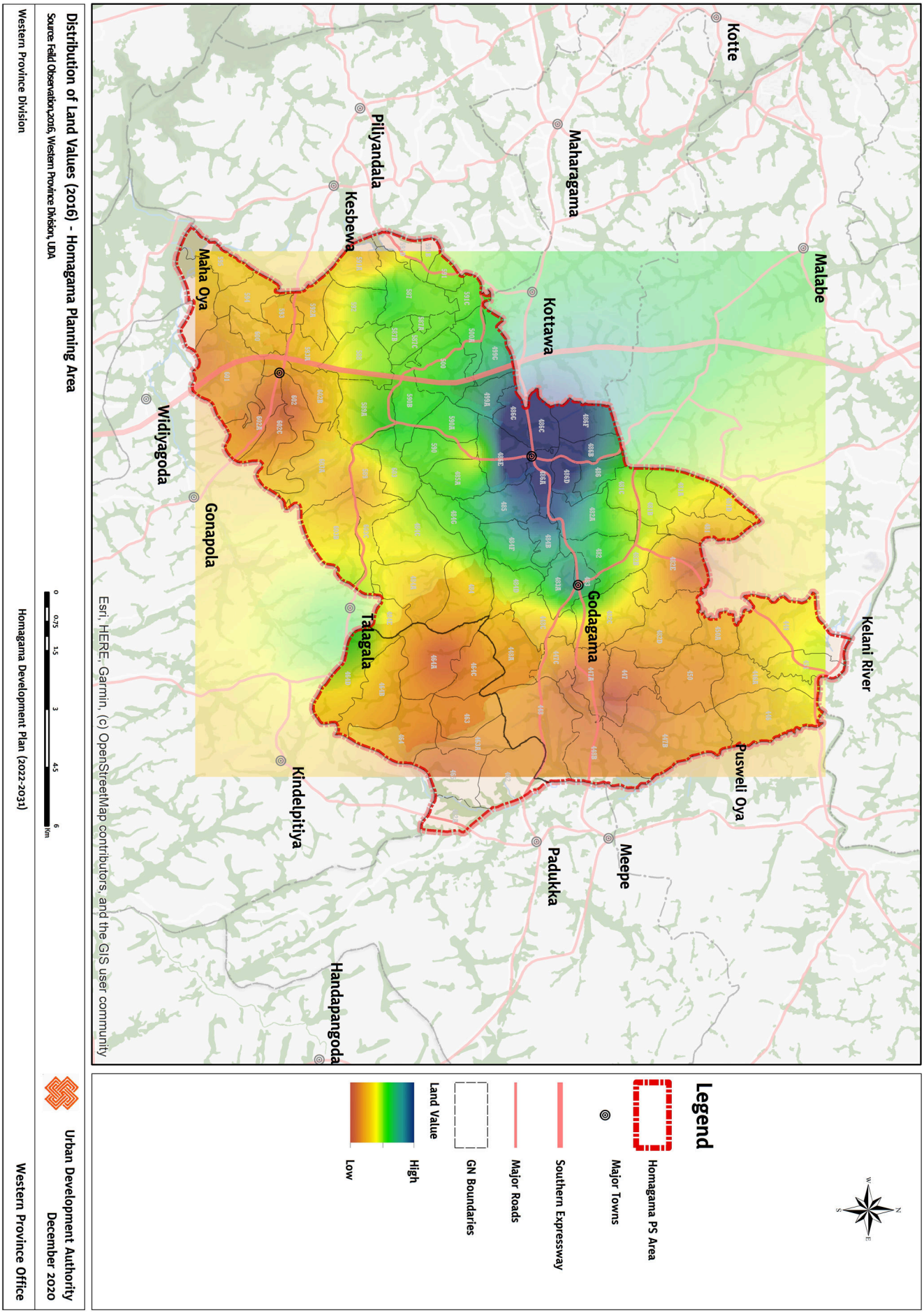
2. *Unplanned urban facilities and lack of facilities for Walkability improvements (walkways) for the main town centers of Homagama PS area*

The vision for the new Development Plan for Homagama PS Area is not just an attempt to create an ordinary urban residency area that are common in other cities. This would be an urban center which could be accommodated to a population who will be involved in new technology centers and in technical universities in the future.

There are 8 principle characters that form a successful urban city. According to the explanation in the planning Department of St. Francisco, following 08 principles are included.

1. *Walk to Shops*
2. *Safe Streets*
3. *Get around Easily*
4. *Housing Choice*
5. *Gathering Places*
6. *City Services*
7. *Special Character*
8. *Part of Whole*

***Map 5.16 :*** *Land Value Distribution, 2016 Homagama Planning area*



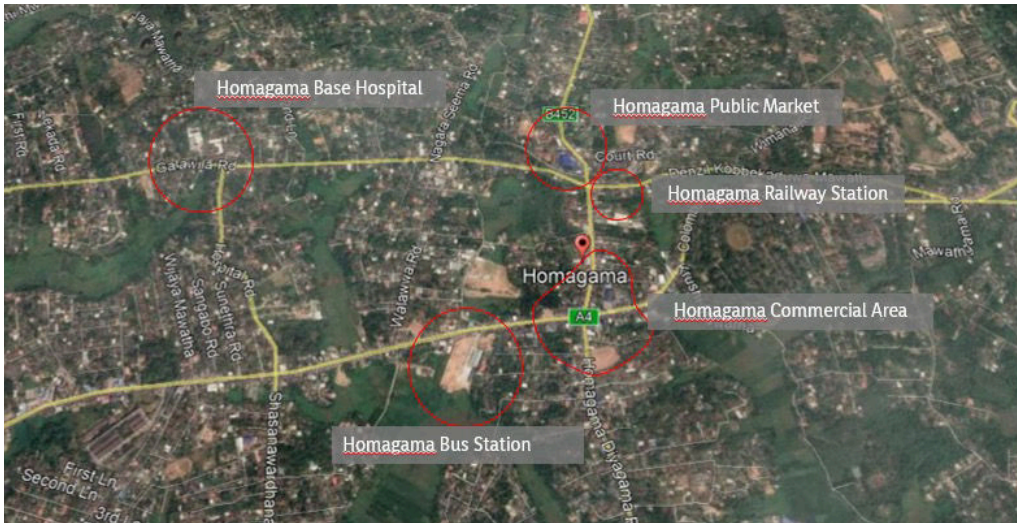

***Prepared by :*** *Western Province Division, UDA, 2020*

At least a combination of above should be present if the City is to be considered a Comfortable City Center. But looking at the availability of such characters, Homagama town is  lack of those characters.

The stakeholder consultation that was carried out in the preparation of the New Development Plan held on 8th November 2017, it was the opinion of those participants that Homagama PS Area does not have such residential characters sufficiently.  There is no proper  connectivity between the people and the availability of transport facilities. No adequate walking space for the people. These shortcomings are more pertinent in areas such as Homagama, Kahathuduwa, Godagama city areas.

The avialable facilities for walking and other related urban facilities distribution and its condition is shown in Fig. 5.9 and 5.10 and the distribution of public open spaces shown in Map 5.15 below.

***Figure 5.9 :*** *Location of Homagama town and the distributionof the urban facilities*




***Source :*** *Google Earth, 2018*

***Figure 5.10 :*** *Homagama Town – Inadequate Walkability Facilities*

***Source for*** *Google Earth, 2018*

# Opportunities | Goals 02

It is seen that the infrastructure projects implemented through the proposed tech city development project have created the necessary background for the development activities in the Homagama area. Also, an understanding was gained on which aspects should be given special attention in terms of planning when creating a tech city under a new concept. Accordingly, through this plan, special attention was paid to the ways in which the Homagama area could be developed.

## 1. *Higher level of residential uses which is proposed to be attracted through the proposed Tech city project.*

Homagama area should be a city to be catered to the rich and intelligent segment of the population while discouraging the expansion of shanties. Under circumstances of inadequate infrastructural facilities to achieve the same, it is an opportunity that the mega projects such as Tech City are planned in this area to attract the resident population. It is expected that at least 114,500 people will be attracted to the residential areas of Homagama through the Tech City. This will be done under three scenarios namely; Residential zones of low density, moderate density, and high density. The housing program that is planned to be constructed can be explained as follows.

***Table 5.5 :*** *Proposed Housing, 2030 – Tech City Development Project*

| ***Classification*** | ***Area (m²)*** | ***%*** | ***Number of Units*** |
|---|---|---|---|
| *Mixed Houses (High Density)* | *482* | *22.4* | *6,584* |
| *Apartments (High Density)* | *701* | *30.6* | *8,980* |
| *Urban Housing (Moderate Density)* | *1,332* | *46.4* | *13,628* |
| *Individual dwellings (Low Density)* | *117* | *0.6* | *188* |
| ***Total*** | ***2,632*** | ***100.0*** | ***29,380*** |

***Source :*** *Master Plan for Science and Technology city Development, Colombo, 2017*

2. *The attraction for residential use of the area through the increased number of employment opportunities (22,600) that will be created through the proposed Technology City Project.*

The labuor force estimation for the proposed Tech city Development project would be in the range of 709,302. This labor will be attracted through various activities such as the research and development agencies, industries, schools, commercial centers that will be created under the project. Daily commuters who will travel to the city out of the above labour force would be around 649,087.

This labour force has been estimated based on the proposed development work to take place in areas such as Meegoda, Mahenwatta, Malambe and Diyagama. It is likely that some of the people among this labour force may select Homagama PS area as their place of residency.

The population increase by 2030 that will result from this fact would be a good opportunity.

***Table 5.6 :*** *Forecasted Labour Force 2030 – Tech City Development Project*

| ***Classification*** | ***Total Active Population (Persons)*** | ***Residential Population In Tech City (Persons)*** | ***Traffic related Population (Persons)*** |
|---|---|---|---|
| *Residential Population* | *508,100* | *-* | *508,100* |
| *Research and Development* | *121,725* | *30,431* | *91,294* |
| *Industrial Facilities* | *27,016* | *8,105* | *18,911* |
| *Schools* | *8,203* | *6,445* | *1,758* |
| *Govt. Offices* | *14,342* | *3,586* | *10,756* |
| *Commercial & Bussiness* | *30,446* | *12,178* | *18,268* |
| ***Total*** | ***709,832*** | ***60,745*** | ***649,087*** |

***Source :*** *Master Plan for Science and Technology city Development, Colombo, 2017*

## Goal 03 Efficient Infrastructure Network covering the entire planning area

***Table 5.7 :*** *SWOT Analysis- Goal 03*

| S<br>**Strengths**<br>**ශක්තීන්** | W<br>**Weaknesses**<br>**දුර්වලතා** |
|---|---|
| • Availability of large Land parcels which has the potential for development initiatives at affordable prices<br>• Availability of crown lands within the close proximity to Homagama suburban area and the possibility of using state lands for upcoming development purposes. | • Non-availability of a suitable environment for the people to walk around due to the narrow and substandard internal road network.<br>• Inadequate utility services such as electricity, potable water, and solid waste and sewage disposal in relation to the increasing population |

***Prepared by :*** *Western Province Division, UDA, 2020*

## O

**Opportunities**
**අවස්ථා**

- Ability to identify new projects to improve Transport Services associated with Homagama area.
- The Multi-Modal Transport Centre being constructed in Makumbura by the UDA.
- The Solid waste management project proposed to be implemented in Karadiyana and Aruwakkalu.

## T

**Threats**
**තර්ජන**

- The traffic congestion along the main roads, which provide access via Homagama to Colombo.

## Goal 03

An Efficient Infrastructure Network, Covering The Entire Area

## Strengths | Goal 03

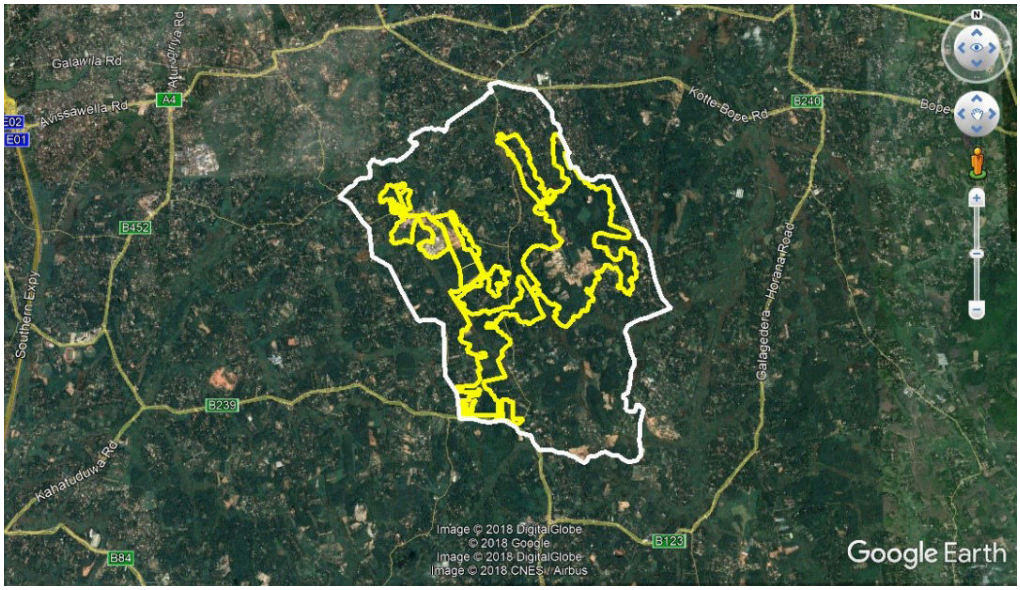
1. *Availability of large Land parcels which has the potential for development initiatives at affordable prices.*

When designing an efficient infrastructure network to cover a large area, the availability of an expansion of underutilized land is an important consideration. When examining the new development plan especially the proposed Tech City Development adequate space has to be provided. The reason is that a network of sufficient infrastructure facilities to be connected to the development activity.

In that case, the availability of underutilized land for the implementation of such projects where there will be minimal impacts to the resident population is a strong strength.

It should also be stated that within the Colombo District, land could be purchased at reasonable prices close to this area, which is also a strength.

***Figure 5.11 :*** *Proposed Lands for Tech City Development Project*




***Source :*** *Tech City Development Project, Ministry of Megapolis and Western Development, 2018*

2. *Availability of crown lands within the close proximity to Homagama suburban area and the possibility of using state lands for upcoming development purposes.*

As stated above, Homagama PS area does not demonstrate the characters of an Affluence Urban City. The Towns scattered around Homagama also show characters of those of Rural Villages. The towns such as Homagama, Godagama, Kahathuduwa, and Meegoda show such characters and serve as micro level service providing centers.

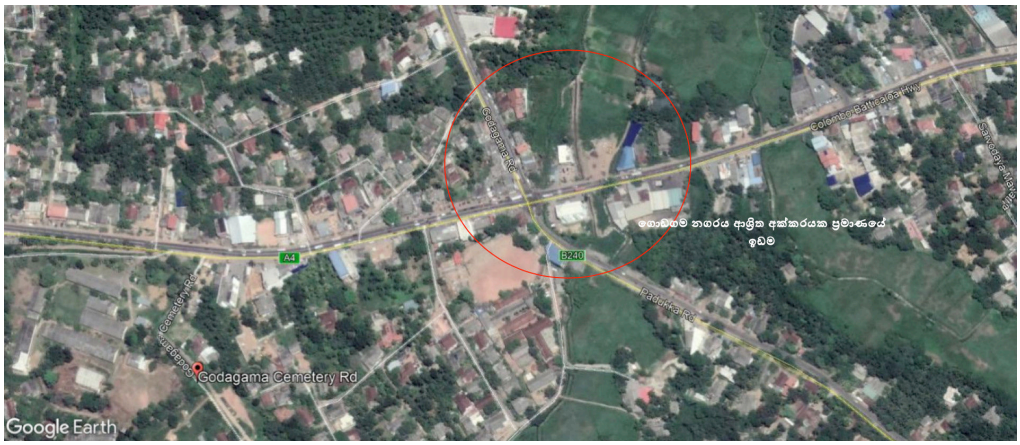
This will not be adequate when the resident population will be increased up to 600,000 by 2031 as per the implementation of this development plan. Land will be required to improvise infrastructure facilities to cater to the large town ships to improve them as rich and of high-quality townships.

In this context, identification of land belonging to the UDA closer to both Homagama Town and Godagama Town is a good strength.

***Figure5.12 :*** *Homagama New Town Development Project*


***Source :*** *Google Earth, 2018*

***Figure 5.13 :*** *Godagama New Town Development Project*




***Source :*** *Google Earth, 2018*

# Weaknesses | Goal 03

1. *Non-availability of a suitable environment for the people to walk around due to the narrow and substandard internal road network.*

The present state of the roads within the main town center and the network of internal roads is not a matter to be contended with considering Homagama area being a prime Residential area. Special attention is to be paid to the quality of Internal Road Network in view of the proposed Mahahenawatta Tech City Development Project.

In addition, it is forecasted that by 2031 there will be a floating population of around 85,000 using these internal roads. The resident population is expected to rise to 600,000.

The above situation is considered a bold weakness in the light of the proposed plan to design Homagama town as an exemplary Residential Area and in the light of the proposed Tech city Development project in Homagama PS area. This fact has already being proved further during the field investigations as well as during the stakeholder consultations.

The main internal roads of Homagama PS area is shown in Fig. 5.14 Below.

***Figure 5 .14 :*** *Present condition of the existing road network*


Uduwana Road


Kahathuduwa road


Leyland Road via Templeburg Industrial Zone


Padukka Road


Inadequate Walkability facilities for pedestrians in Homagama


Inadequate Walkability facilities for pedestrians in Godagama

***Source :*** *Google Street View, 2014*

2. *Inadequate utility services such as electricity, potable water, and solid waste and sewage disposal in relation to the increasing population.*

Here, more attention was paid to the population that is expected to increase due to the Technology City Development Project. Emphasis is made to the demand for services such as Water, Electricity, Sewage Disposal, and Soils Waste Disposal.

The demand calculation for Electricity & Water supply, Sewage and Solid waste Management for 2030 as follows. (Table 5.8, 5.9 and 5.10)

***Table 5.8 :*** *Predicted Water Demand - 2030*

| | ***quantity*** | ***Water demand per person (L)*** | ***Minimum possible water supply per day m3*** | ***others*** |
|---|---|---|---|---|
| *Residential* | *150337 persons* | *198 (daily demand per person)* | *29767* | *urban* |
| *Commercial & Industrial* | *5554.085 (m2)* | *5 (daily demand per person)* | *27770* | *NWSDB* |
| ***Total*** | | | ***58,000 aprox.*** | |

***Source :*** *Tech City Project, 2018*

***Table 5.9 :*** *Predicted Sewerage Generation - 2030*

| | ***Quantity*** | ***water demand per unit(L)*** | ***Maximum possible water demand per day(m3 )*** |
|---|---|---|---|
| *Residential* | *150337 persons* | *157 (daily demand per person)* | *23603* |
| *Commercial & Industrial* | *5554085 (m2)* | *3.96 (L)* | *21994* |
| ***Total*** | | | ***46,000 approx.*** |

***Source :*** *Tech City Project, 2018*

***Table 5.10 :*** *Predicted Electricity Demand - 2030*

| ***Description*** | ***Total developable lands ($m^2$)*** | ***Assumptions ($Kwh/m^2$)*** | ***Capacity (MWA)*** | ***Total electricity demand (GWh/yr)*** |
|---|---|---|---|---|
| *new housing demand* | *29378 (houses)* | *1.2 (KW per unit)* | *43.1* | *77.8* |
| *tech city zone* | *2921082* | *35* | *125* | *225.7* |
| *commercial zone* | *362769* | *35* | *15.5* | *28* |
| *public utility zone* | *4322120* | *10* | *52.8* | *95.4* |
| *educational facilities* | *160594* | *20* | *3.9* | *7.1* |
| *industries* | *302743* | *35* | *13* | *23.4* |
| *Total electricity demand* | | | *253.3 (Transformer capacity)* | *457.4* |
| *(Transformer capacity)* | *457.4* | | *(Transformer capacity)* | *estimated electricity demand 2030* |

***Source :*** *Tech City Project, 2018*

There is no satisfactory arrangement at present for the disposal of solid wastes in Homagama PS area. The expected solid waste generation will be in the range of 57 Tons per day through the proposed Tech city Development Project.

From a period of 15 years, knowledge and innovation based institutions and projects are seen to be widespread in the Homagama Mahenawatta area. And it is seen that a large population has gathered around those institutions and projects. Accordingly, it can be seen that the demand for infrastructure is gradually increasing. According to the changes that may occur in this area residentially in the future, it can be identified that the impacts that may occur through the Tech City project may also occur in the future as weaknesses.

## **Opportunities** | Goal 03

1. *Ability to identify new projects to improve Transport Services associated with Homagama PS area.*

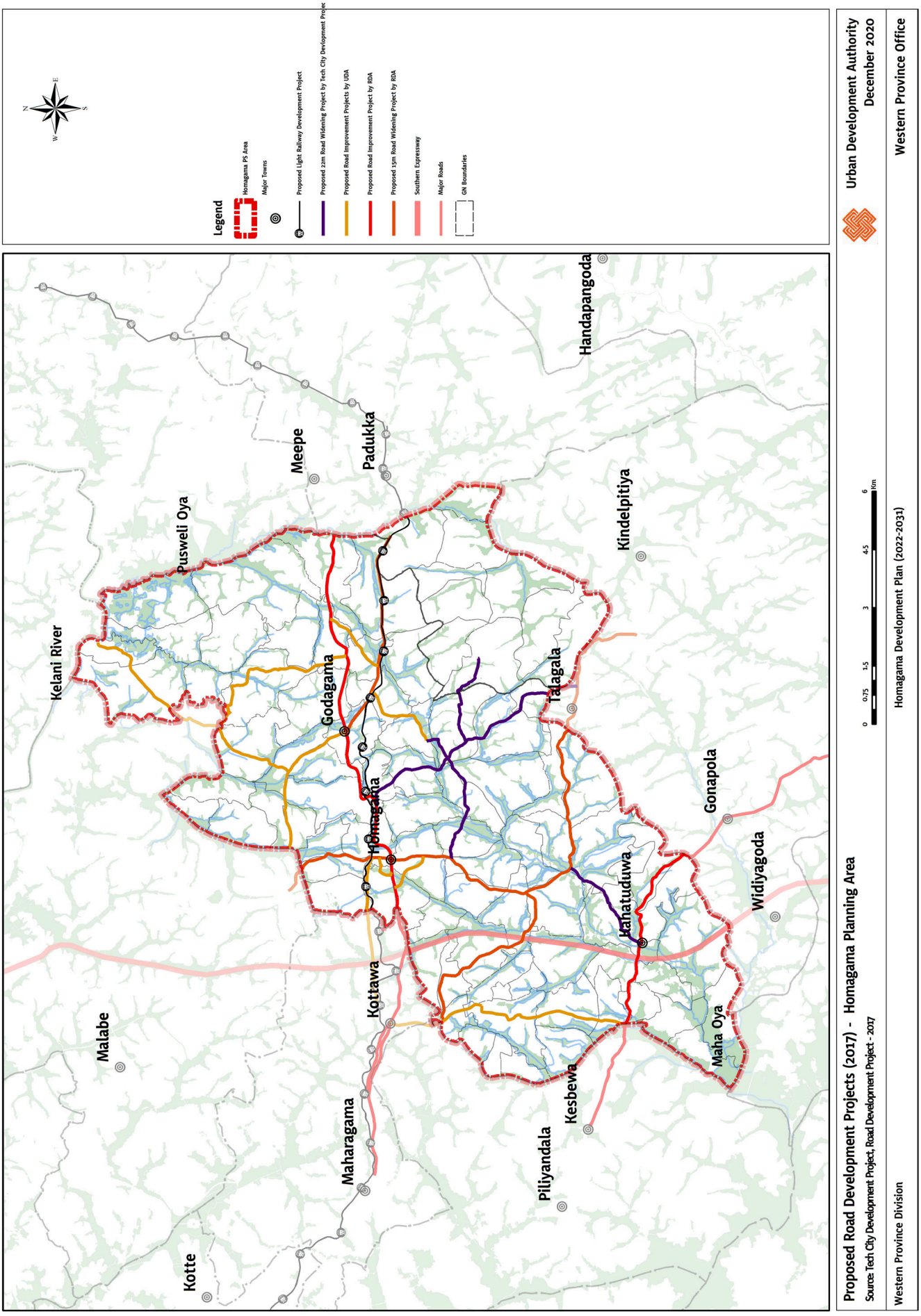
Following projects can be prioritized in road development, which needs to be implemented apparel to the proposed Technology City Development Project.

The roads proposed to be widening up to 22 m

- *Kahathuduwa Road*
- *Uduwana Road*
- *Pitipana – Thalagala Road*
- *Dampe – Pitipana Road*
- *Makumbura Muliti Modal Transport Center and the proposed Eclectic rail line that connects Mahenawatta and Meegoda.*
- *Interchange at Kahathuduwa and Ratnapura Proposed expressway connecting the Rathnapura Town*
- *Homagama – Diyagama Road*
- *Kottawa – Tahalagala Road*

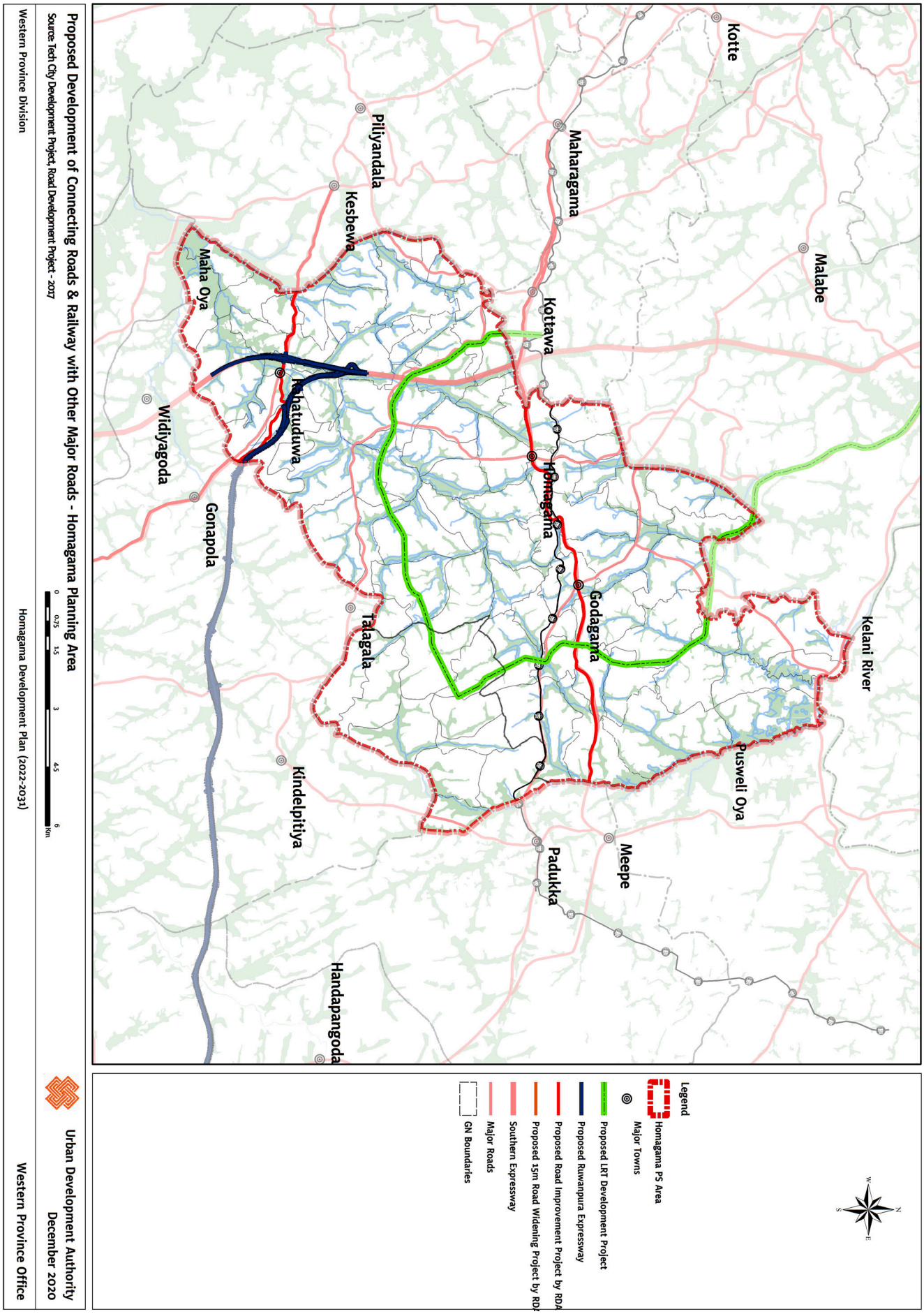
The above mentioned road and railway proposals shown in Map 5.17 and 5.18 below.

***Map 5.17 :*** *Identified roads to develop under Tech City Project*




***Prepared by :*** *Western Province Division, UDA, 2020*

***Map 5.18 :*** *Proposed Road Improvement Project Connecting Homagama Town And Surrounding Town Centres*




***Prepared by :*** *Western Province, UDA, 2020*

2. *The Multi-Modal Transport Center being constructed in Makumbura by the UDA*

***Figure 5.15 :*** *Makumbura Muliti-Modal Transport Center*

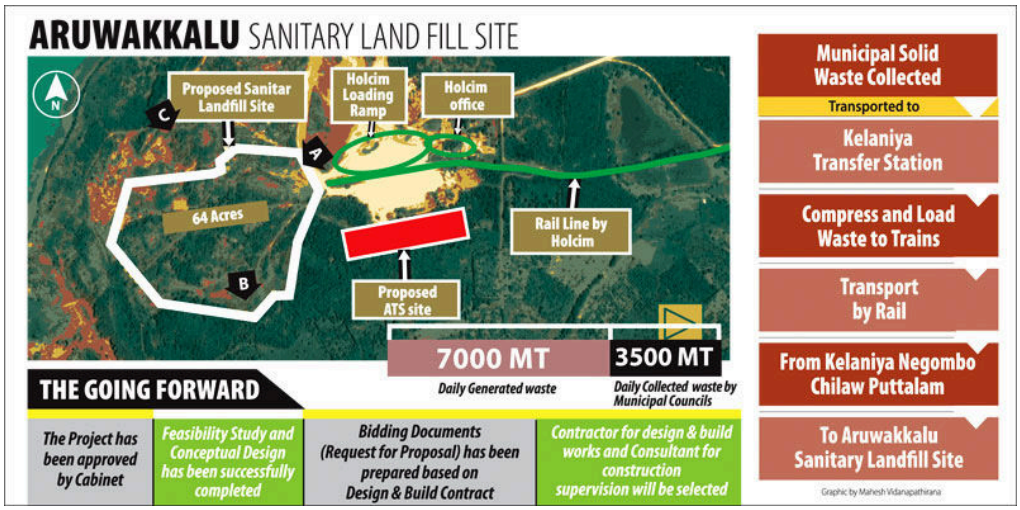

***Source :*** *https://www.pressreader.com*

The distance between the Multi-Modal Transport Center in Makumbura and Homagama town is about 3 km. This project will be strong opportunity to develop an efficient transport systems between Homagama Town and the regional towns in the peripheral areas. This project can be the means to develop strengthen connection among Southern Expressway, Kelani valley railway, High-level road and proposed electrified railway line via an integrated internal road network.

3. *The solid waste management project being implemented in Karadiyana and Aruwakkalu.*

The solid waste management system prevailing in Homagama PS area and peripheral areas is not an adequate well managed system. Karadiyana solid waste management project covering the Colombo Municipal Council Area is a special opportunity in this regard. This will provide opportunity to dispose at least 140 tons of solid wastes generated per day in Homagama PS Area.

***Figure 5.16 :*** *Aruwakkalu Solid Waste Management Project*




***Source :*** *http://www.dailynews.lk/2017/06/27/local/120173/puttalam-landfill-ready-2019*

Similarly, Solid waste management project to be implemented in Aruwakkalu is also considered a good opportunity. This can be considered a long-term viable solution to manage solid wastes which is a pertinent problem with Colombo District. Through this project it will allow disposal of wastes to be generated by a population of about 600,000 in Homagama PS area.

## **Threats** | Goal 03

1. *The traffic congestion along the main roads which provide access via Homagama to Colombo.*

The main road network which directly connecting Homagama PS area is a critical factor for the development of Homagama PS area as a successful residential area. It is important to consider the high way network and the quality of the roads, connecting Colombo City considered to be the main economic center. The transport network between Colombo and Homagama will be of great importance when there are plans taking place to establish a Tech city in Homagama and thereby to improve the national economy.

Therefore, the Traffic Congestions which can be observed in the main roads; leading to Colombo city can be somewhat a threat to the implementation of the development plan..

***Table 5.11 :*** *Traffic load in Main Corridors – Colombo*

| *Corridor* | *Peak Time Congestion (Vehicles)* | *Volume per hour (vehicles)* | *Variation (Vehicles)* |
|---|---|---|---|
| *Malambe* | *5100* | *4400* | *-700* |
| *Kandy* | *4400* | *3300* | *-1100* |
| *Negambo* | *4000* | *4400* | *+400* |
| *Galle* | *2900* | *2300* | *-600* |
| *Low level* | *2900* | *2200* | *-700* |
| *Horana* | *2200* | *2300* | *+100* |
| *High level* | *2000* | *2300* | *+300* |

***Source :*** *CoMTrans study, ORIENTAL CONSULTANTS CO., LTD., 2014*

## Goal 04 Promote A Service Corridor For Setting Up Science & Technology Based Innovation And Knowledge Centric Hubs.

***Table 5.12 :*** *SWOT Analysis- Goal 04*

### S — Strengths ශක්තීන්

- The existing Temple burg Industrial Zone is already located in the proposed service corridor (at least 30 industries are operating in the zone)
- The total Labour force in Homagama PS area is 40% of the total Population and 30% of that is composed of Professionals.
- A large extent of land suitable for development is available in the area but people are not living in those land areas
- Present Technology Development already existing in the proposed innovation and knowledge centic zone and associated facilities

### W — Weaknesses දුර්වලතා

- High Density in Housing to be observed in the proposed Knowledge Centric Zone.
- Non-availability of facilities that characterize an affluent City which can provide utility services to the proposed Knowledge Centric city.
- Inadequacy of the transport and main road network associated with the operations of the Knowledge Centric City.
- Most of the land within the innovation and knowledge centric Zone, is held by the private land owners.
- Non-availability of industries and service sector organizations that can attract business entrepreneurs to the proposed innovation and knowledge centic zone Project

***Prepared by :*** *Western Province Division, UDA, 2020*

## O

**Opportunities**
**අවස්ථා**

- Proposed Multi-Modal Transport Center at Meegoda
- Proposed Railway and road transport development projects that connects Homagama and regional cities.
- Proposal to create an Economic and Business zone to be developed under the proposed innovation and knowledge centic zone development Project.
- Proposed Research Center and Industrial Zone to be implemented under Tech city Development Project.
- Proposed water Distribution Center, Electricity Distributions Center, Solid Waste Management and Seepage Management facility proposed under the Tech Development Project.

## T

**Threats**
**තර්ජන**

- Possible public opposition against the setting up of the Knowledge Centrci city Development Zone.
- Change the background needed to implement knowledge and innovation based projects on political instability.

## Goal 04

A Education & Innovation Corridor that accommodates high tech industry and services

A Innovation and knowledge centric city is a new development concept that is introduced to the Development Concepts in Sri Lanka. Innovation and knowledge centric city development is not a mere attempt to establish universities, infrastructure development and or development of any other research organizations. In order to make the Tech city concept a success, it is necessary to successfully activate Market, Financial Institutions, service organizations strong financial properties, gross properties, Gross Domestic product, employment opportunities and Technological equipment.

This plan emphasizes the need of taking the essential measures in planning to provide the necessary development backdrop for innovation as well as the ability to supply the demand for infrastructure, including the resultant land.

As a result, particular attention should be made to the issues required to build the essential national environment in order to create a knowledge-Centric city with innovations. Those points can be linked as follows, according to National Innovative Capacity magazine (MICHAEL E. PORTER, Harvard Business School and Director, Institute for Strategy and Competitiveness, SCOTT STERN, Northwestern University and the Brookings Institution).

Conditions of the factor (input)

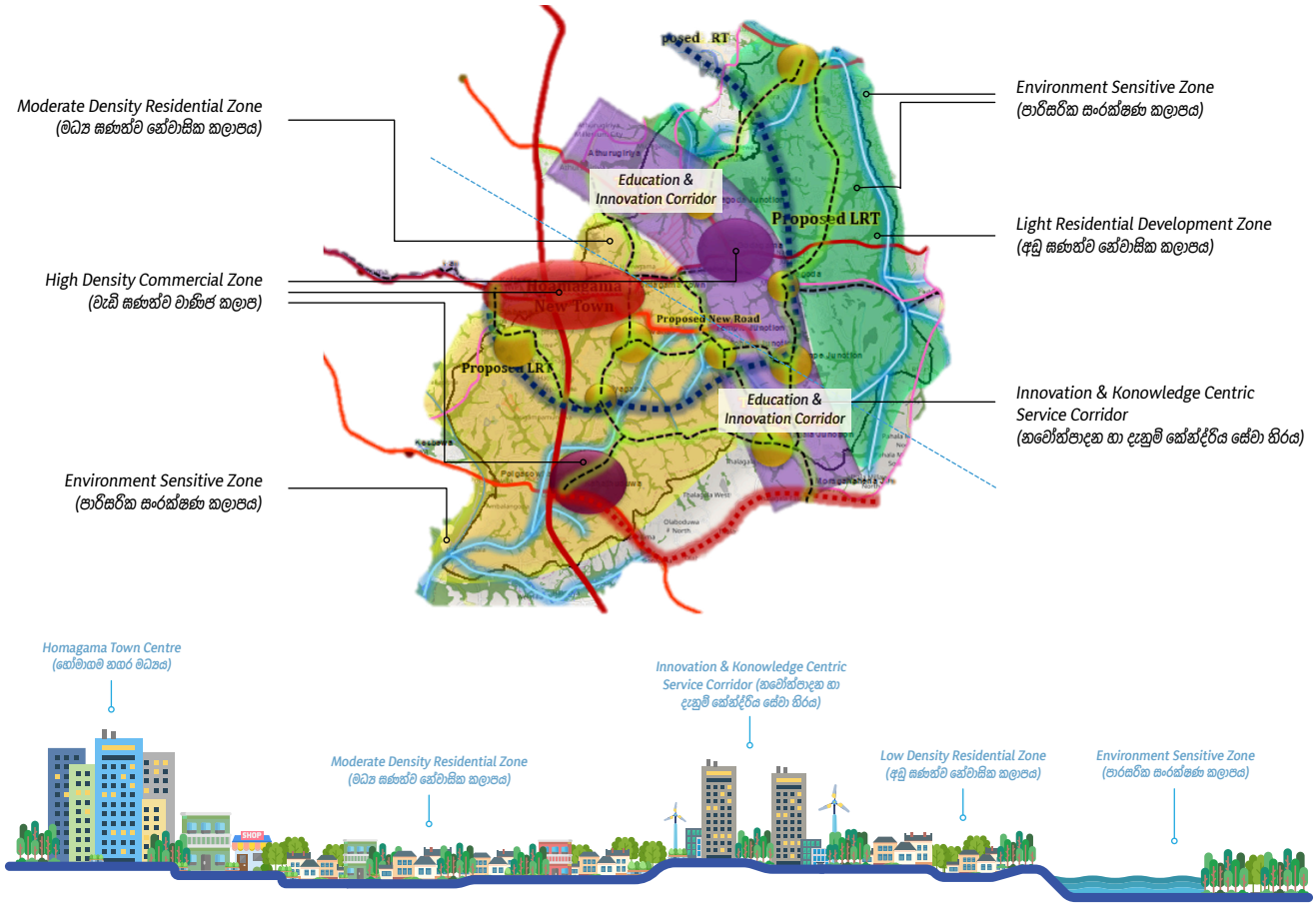
1. *High-quality human resources, particularly scientists, engineers, and managers*
2. *Universities with a solid infrastructure for basic research*
3. *Superior information infrastructure*
4. *A plentiful supply of risk capital*
5. *Consumer desire for new technologies in the local market*
6. *Availability of qualified local suppliers and associated businesses*
7. *Establishment of industry clusters rather than standalone enterprises*
8. *Interaction of private and public sector plans and policies*

The analysis was made using the criterion mentioned above, as the nature of the project is a novel experience for Sri Lanka

## **Strengths** | Goal 04

1. *The existing Temple burg Industrial Zone is already located in the proposed Technology City Zone (at least 30 industries are operating in the zone)*

***Figure 5.17 :*** *Planning Concept, Homagama Development Plan 2022 - 2031*




***Prepared by :*** *Western Province Division, UDA, 2020*

The concept of the Homagama Development plan (2022–2031) is represent in the above. As per the concept, both the existing industry as well as the new innovation and knowledge centric zone will operate in this zone. There are 30 industries already being operated in this zone, as per the data collected at the stakeholder meeting on 08.11.2017, and as per the records maintained by the Western Province Division of the UDA. The industries include that of Leyland Bus assembling industry which is quite significant.

### 2. *The total Labor force in Homagama area is 85% of the total Population and 45% of that is composed of Professionals.*

Report on Resource Profiles According to 2019 statistics, the total population of the Homagama local authority is around 279,236 people. The workforce (176,300) in the area accounts for around 45 percent of the overall population. The number of professionals scattered throughout the region according to the type of the employment (Table 5.13) as a proportion of the labor force may be identified as a strong feature of the area, which is 60 percent, according to the resource profile report data. The existence of a trained workforce with knowledge and education in the region may be presented as a key component in the formation of a technology city.

***Table 5.13 :*** *Employment data in Job Categories – Homagama PS area*

| *Government Sector* | *Private Sector* | *Agriculture Sector* | *Industrial Sector* | *Service and sales staff* | *Self-employed* | *Hired work* | *Foregin Emplyment* | *Part Time Jobs* | *Semi-Government Sector* |
|---|---|---|---|---|---|---|---|---|---|
| *13.4%* | *36%* | *5%* | *3%* | *4%* | *6%* | *5%* | *2%* | *4%* | *5%* |

***Source :*** *Department of Census and Statistics, 2019*

### 3. *Large extent of land suitable for development is available in the area but people are not living in those land areas*

According to the aforementioned data, Homagama PS area can be considered a strong residential area. It is a strong factor that there remains a large extent of land suitable for development outside the residential areas. It can be stated that much of this land is available in areas demarcated for the technology corridor, and that most of them are of rubber land.

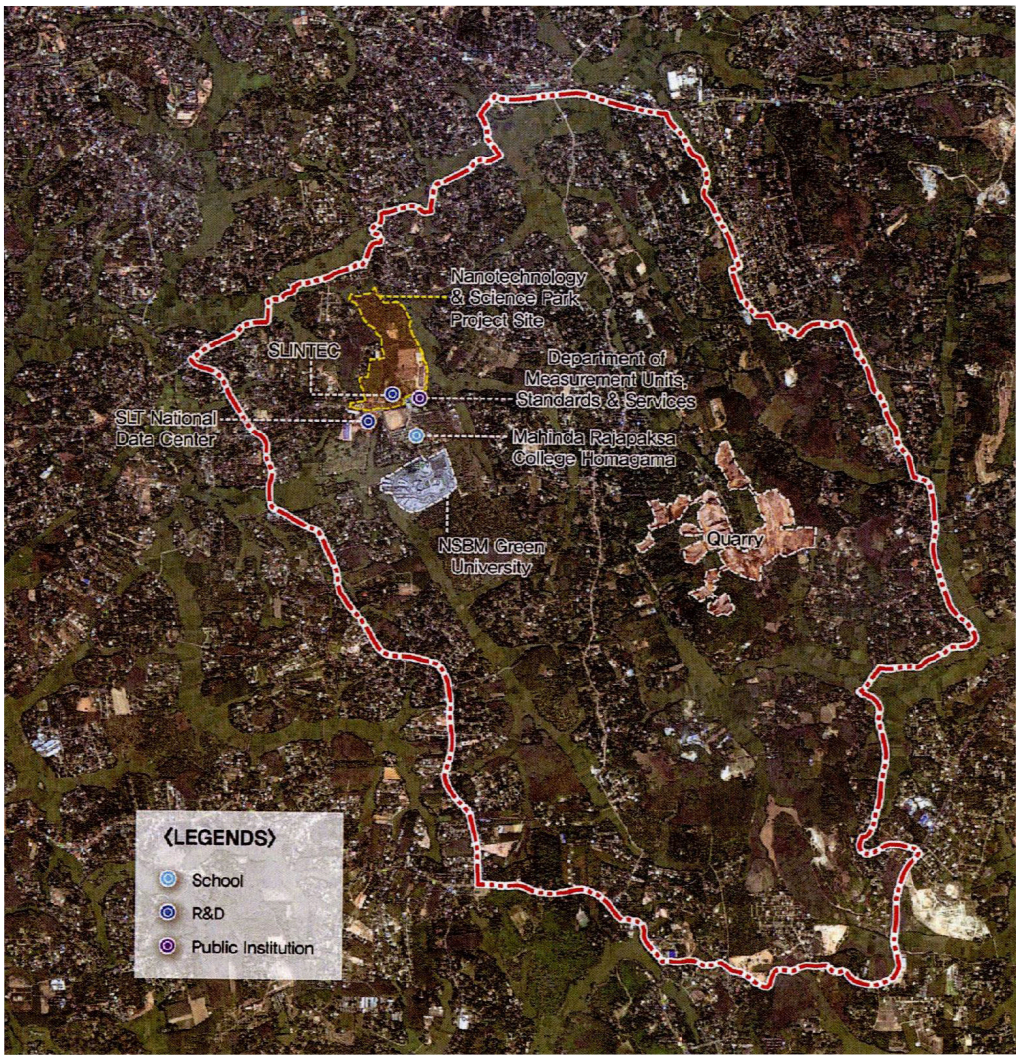
The Map 5.5 indicate that the proposed Tech city will be expanded into the areas where there is low population density. According to the land use data, the areas are free from human habitation, and that they encompass the green and areas covered by rock boulders.

Therefore, this is a strong factor to have the underutilized land which is essential to attract the business community, industries and the research centers in order to strengthen the Technology Corridor.

4. *Present Technology Development already existing in the proposed knowledge centric city and associated facilities.*

Special attention has been paid to the services such as the educational institutions, development and Research Institutions, associated with the Homagama PS Area.

***Figure 5.18 :*** *Existing facilities around the proposed tech city area*




***Source :*** *Master Plan For Science & Technology Based New Town Of Colombo, Sri Lanka, 2017*

- NSBM Green university


This Institution has been established to operate under the Ministry of Skills Development and Vocational Training. The Institution is recognized by the University Grants Commission as an institution to confer Degree Certificates on Management, Computer Science, Engineering and other Graduate programs. Currently, 9000 students are at the either postgraduate, graduate and/or undergraduate level being educated here. The University is having higher education links with similar institutions in the UK, Australia, and Malaysia.

- Mahinda Rajapaksha National School

This is a school, which provides students all educational facilities from grade 6 to Grade 13. The Schools consist of full-pledged facilities such as Computer Laboratory, Science and Technology Laboratory, and other sports facilities.

***Figure 5.19 :*** *Mahinda Rajapaksha National School*


***Source :*** *Master Plan for Science & Technology-Based New Town of Colombo, Sri Lanka, 2017*

- Sri Lanka Nano Technology Institute (SLINTEC)

This was established in the year 2008. The institution is mandated to carry out research on nanotechnology and has been collaborating with a number of national and private sector institutions. The main aim is to produce Nano Technology based products for marketing. The Science Park as proposed in the Development Plan expects to combine with this institution

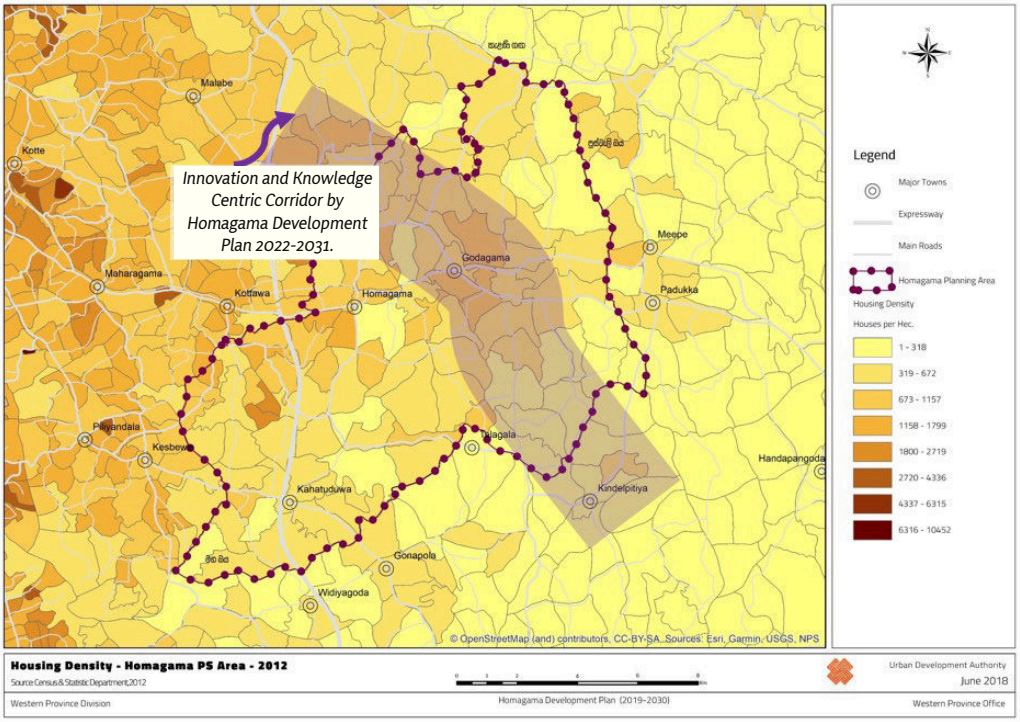
- SLT Data Center (SLT Data Center)

This is a Data Center is a data center categorized under Tier3 and serves as an infrastructure provider for communication. This has direct links with the Main Data Server Sri Lanka Telecom located in Welikada. This provides services in the areas of competitive price packages.

# Weaknesses | Goal 04

1. *High Density in Housing to be observed in the proposed Knowledge Centric city Zone.*

***Map 5.19 :*** *High Housing Density within proposed Tech Corridor*




***Source :*** *CoMTrans Study, ORIENTAL CONSULTANTS CO., LTD., 2014*

Above Map indicates the high-density Housing areas in the proposed innovation and knowledge Centric city Corridor as shown in the Development Plan for 2022-2031. This shows that the areas influenced by Meegoda Electronic Industry Zone and the proposed Tech city Corridor are high density housing areas. At least 400-1000 houses are located per ha in this area.

In that context it could be an issue to use the land for development purposes in this area and also to persuade the residents towards innovation and knowledge Centric development. This can be formidable weakness.

2. *Non-availability of facilities that characterize an affluent City which can provide utility services to the proposed Knowldege Centric City.*

It is essential to draw attention to some of the Asian examples where there are technology cities.

***Figure 5.20 :*** *Tech City, Singapore*

***Figure 5.21 :*** *Kuwalalampur and Malaysia*

***Source :*** *www.techinasia.com/startup-scenes-asia-lets-11-asias-top-tech-cities*

***Figure 5.22 :*** *Commercial Zone – Gurgoan City*

***Figure 5.23 :*** *Commercial City of China*

***Source :*** *https://edition.cnn.com/2018/04/22/world/osm-gurgaon-india-tech-hub/index.html, https://www.techinasia.com/chinas-2ndtier-tech-hubs*

The countries such as Singapore, Japan, China, Malaysia. Taiwan, Hong Kong, South Korea, Indonesia, Thailand, Vietnam, Philippines, India and Pakistan are some of the countries where there are successful Technology Cities in operation. The Web downloaded literature (https://www/techniasia/.com/chinas-2ndtier-tech-hub) has a good explanation on this. This has focused on areas such as the buildings that show the national identity, recreational services, business centers, transport complexes, parking and open spaces etc.

These characters are not found in the proposed Development Area. Particularly the location of Godagama is within the Zone, these facilities are not available. Further the present development planning is also quite disorderly.

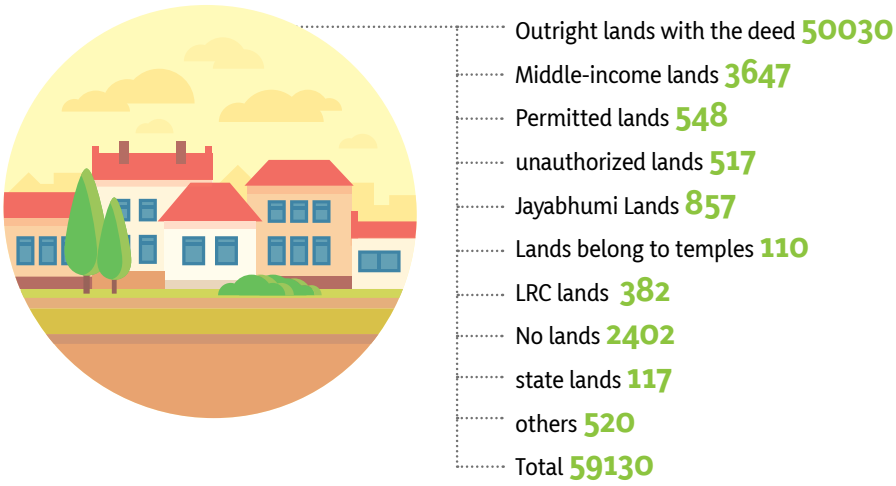
### 3. *Most of the land within the Knowledge Centric city, is held by the private land owners*

One of the key issues is that much of the suitable land required for the development purposes are held by the private sector individuals or institutions. Much of the land identified for the Tech city Development Project too is in the hands of the private residents. There shall be involuntary resettlement required when acquiring such land for development work. That needs such issues as payment of compensation, which is one of the obstacles.

***Table 5.14 :*** *Details of Land Ownership*

| *Type of land* | *Number of Families* |
|---|---|
| *Outirght lands with deed* | *50030* |
| *Middle income lands* | *3647* |
| *Permitted lands* | *548* |
| *unauthorised lands* | *517* |
| *Jayabhumi Lands* | *857* |
| *Lands belong to temples* | *110* |
| *LRC lands* | *382* |
| *No lands* | *2402* |
| *state lands* | *117* |
| *others* | *520* |
| *Total* | *59130* |

Details of Land Ownership




***Source :*** *Sampath Pathikada, 2016*

4. *Non-availability of industries and service sector organizations that can attract business entrepreneurs to the proposed Innovation and knowledge Centric City Project.*

In this regard it is important to review the data pertaining to the industry expansion under BOI approval and other large-scale industries as indicated in the resource profile (2016) of the Homagama DSD. According to that, the industries such as water bottling, producing of soft drinks, concrete related industries, industries using the quarry dust, agrochemical industries, garment industries and industries to produce polyurethane can be found in this area. Nevertheless, more prominent industries such as Brandix, Masholdings, and Hayleys have not initiated any Mega Industries in this area, which can be a weakness.

## **Opportunities** | Goal 04

1. *ropose Multi-Modal Transport Center at Meegoda.*

***Figure 5.24 :*** *Proposed Meegoda Multi-Modal Transport Center*

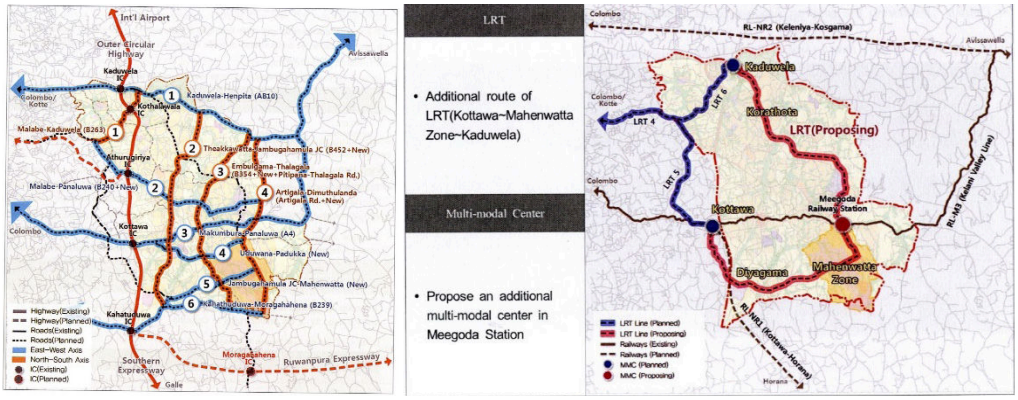

***Source :*** *Master Plan For Science & Technology Based New Town Of Colombo, Sri Lanka*

This Transport Center is proposed to be developed close to the railway station at Meegoda. The main purpose of this is to connect the proposed Light Railway transport system which will run between Kottawa to Kaduwela through Diyagama and the proposed Electronic Railway, to the transport Center in Meegoda.

As of to date, due to the area not developed with required infrastructure such as an affluent business center, open space , and transport facilities, it is the intention of the project to cater to these needs. This will enable creating a comprehensive service infrastructure and transport facility to sustain the proposed Innovation and Knowledge Centricn City.

2. *Proposed Railway and road transport development projects that connect Homagama and regional cities.*

***Figure 5.25 :*** *Proposed Railway and road transport development projects that connects Homagama and regional cities*




***Source :*** *Master Plan For Science & Technology Based New Town Of Colombo, Sri Lanka*, ***2017***

The deficiencies of the quality of the road network within the proposed Innovation and knowledge Centric Zone has been discussed and the proposed development work aimed at road and transport infrastructure would be a commendable opportunity.

3. *Proposed Research Center and Industrial Zone to be established under Tech city Development Project.*

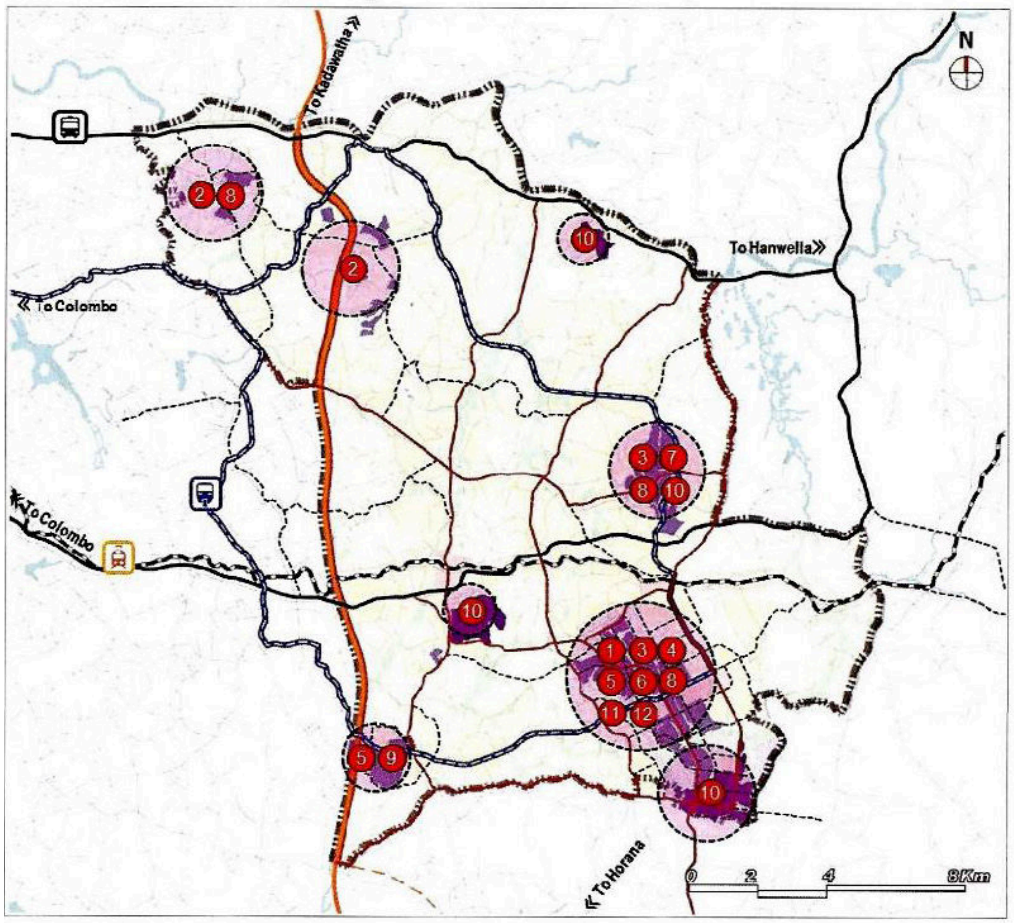
Tech city development is not a mere development based on the Homagama proposed Development Plan. The project integrates the overall tech cities to be established in Mahenawatta, Malabe, Diyagama, Katuwana and Meegoda. As shown in Figure 5.28 the proposed Tech cities project attempts to integrate both the research zones and the industry zones which will be a strong opportunity for the City to be characterized with the level of education required and technical people as well as literate work force.

4. *Proposed water Distribution Center, Electricity Distributions Center, Solid Waste Management and Seepage Management facility proposed under the Tech City Development Project*

It has been discussed above that the infrastructure facilities to commensurate with the increasing population in this area is inadequate. More attention is therefore paid to develop the infrastructure mainly focusing on the Tech city Development.

It is proposed to strengthen the infrastructure services and facilities under this component which is a strong consideration.

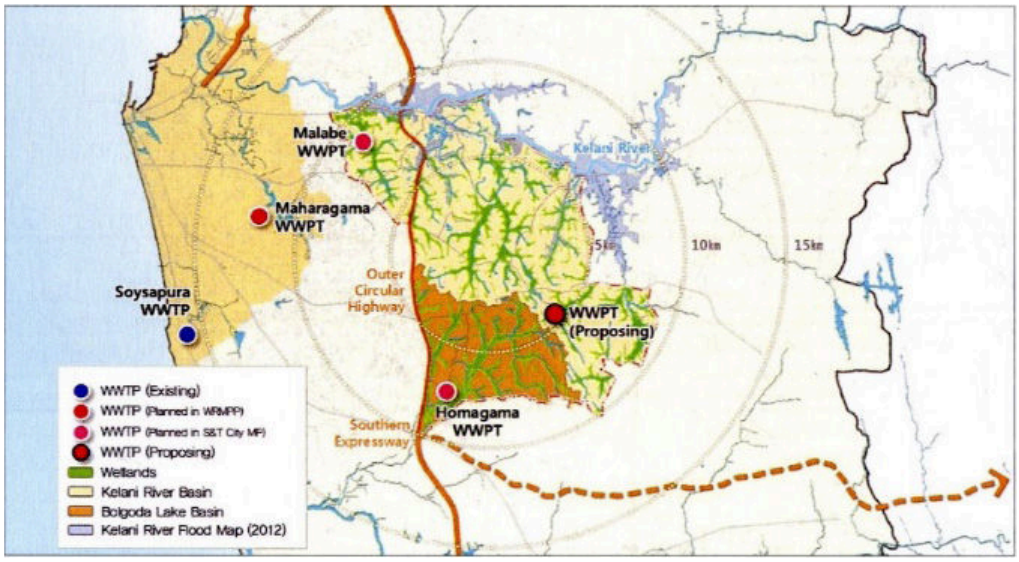
***Figure 5.26 :*** *Proposed Research Center and Industrial Zone to be established under Technology City Development Project*




| | | | |
|---|---|---|---|
| 1 | Tertiary Education | 7 | Electronic Cluster Development |
| 2 | IT & High Tech Development | 8 | Telecommunication Data Center |
| 3 | Business incubator Program | 9 | E-Sport Development |
| 4 | Nano Technology Program | 10 | Industrial Park |
| 5 | Bio Technology Program | 11 | Government Agency |
| 6 | R&D Programs | 12 | National Space Hub |

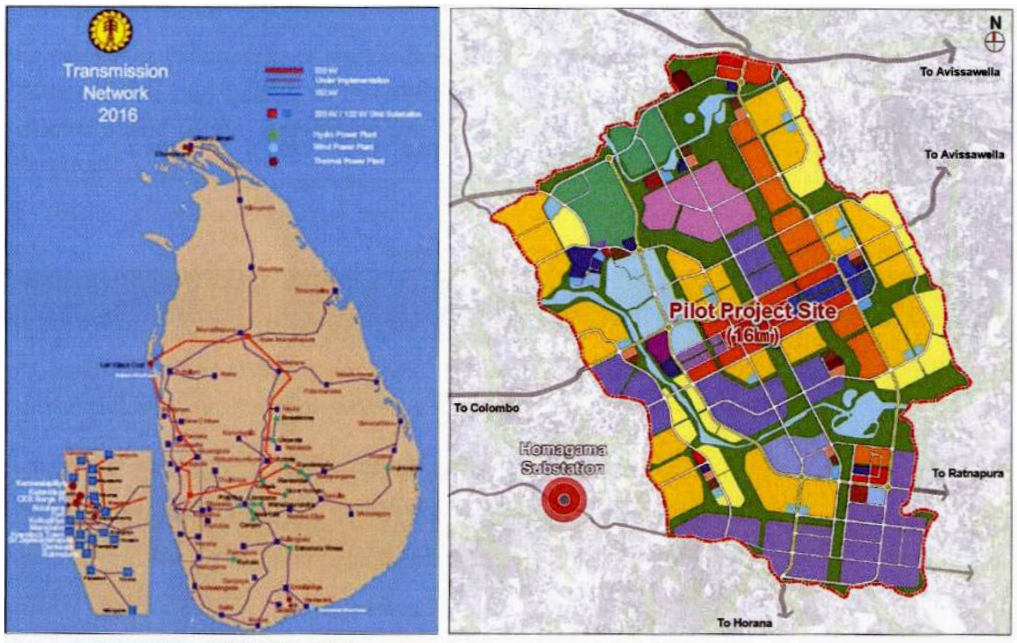
***Source :*** *Master Plan For Science & Technology Based New Town Of Colombo, Sri Lanka, 2017*

***Figure 5.27 :*** *Proposed Wastewater Treatment Project*



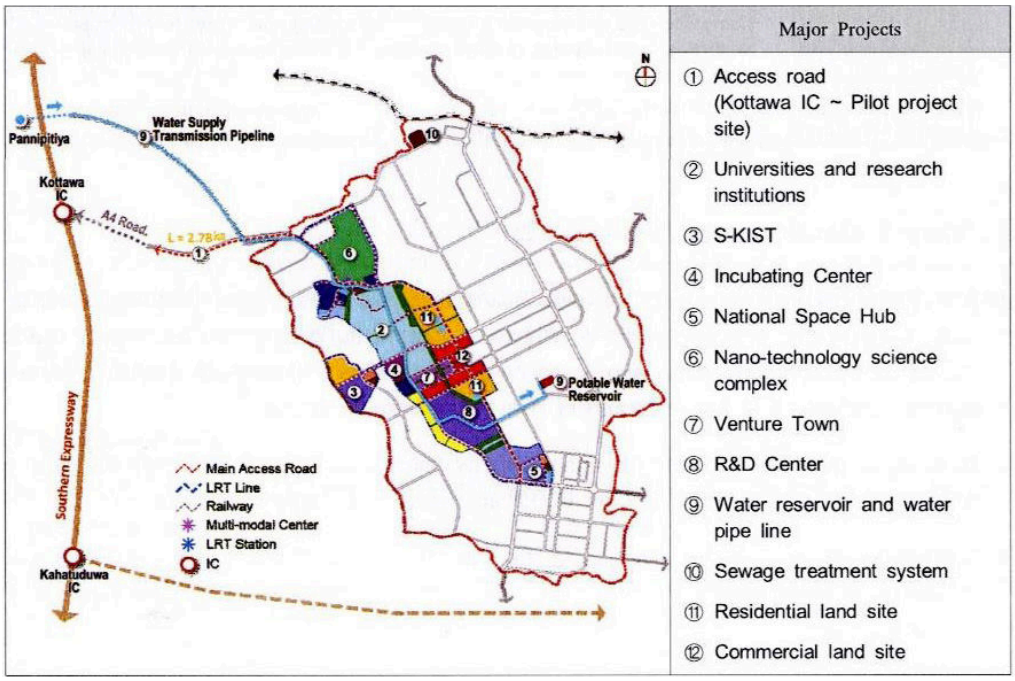

***Source:*** *Master Plan for Science & Technology Based New Town of Colombo, Sri Lanka, 2017*

***Figure 5.28 :*** *Proposed Electricity Substation grid*




***Source:*** *Master Plan for Science & Technology Based New Town of Colombo, Sri Lanka, 2017*

***Figure 5.29 :*** *Proposed Solid Waste Mgt. Project*




***Source:*** *Master Plan for Science & Technology Based New Town of Colombo, Sri Lanka, 2017*

***Figure 5.30 :*** *Proposed Sewerage Treatment Centre*


***Source:*** *Master Plan for Science & Technology Based New Town of Colombo, Sri Lanka, 2017*

06

Chapter

# The Plan

# 6.1. Introduction

Homagama Development Plan area is extended through 13,800 hectares of land consisting of 91 GNDs with a population of 252,469 lives in this area as per the data collected by the Department of Census and Statistics, 2012. As per the Resource Profile, the population in the year 2016 has been recorded as 282,668. Population growth is considered to be around 2.4%. At this rate, the population projection by the year 2031 would be around 600,000. (Annexure 10)

Parallel to this, it can be clearly stated that at least 45% of in-migrating population will reside in this area according to the studies of land use changes and the patterns of population migration. Field studies also revealed that there is a change of land use of resident land and abandoned lands into more commercial purposes. 30% of the land on either side of the main road has been so changed into commercial purposes.

Considering these facts, it is evident that by the year 2030, at least a population of 40,000 who seek jobs in Homagama PS area would be permanently settled in this area. Combined with the natural population growth and the population expansion due to employment opportunities would make the total population to be around 688,000 by year 2031.

According to the goals and objectives of the 2022-2031 Homagama Development Plan, it is recognized to establish Homagama PS area as an Affluence City with Comfortable Residency. Therefore, there will be substantial increase in the population which is approaching the town area to meet their day to day requirements. According to the estimations, those who reach the town areas for various day to day needs could be considered to be around 85,914 by 2031.

This figure may rise as high as 265,945 according to the estimations when considering the population flowing into the proposed innovation and knowledge centric Zone of the Technology area being constructed. This include the teacher and student population and the population seeking new employment opportunities in the knowledge Centric City.

In summary, the population of 688,000 was also employed due to natural population growth. The population of 85,914 migrated to Hoomagama due to opportunity and new city projects. A total population of 800,000 people go to Homagama for services and other needs. The arrival population is also predicted to be 200,000. Thus, in 2031, a total population of approximately 900,000 is expected to circulate in the area during the year possible Therefore, a city with facilities for a population of 900,000 needs to be built in 2031. Availability of services such as Piped Water, Electricity, Sanitary facilities to commensurate with the rising population should be examined in detail.

## 6.2. Strategic Plans

Attention has been paid in this towards the strategies for the Development Plan (2022-2031) and how such strategies could be implemented. The objectives to realize the vision of the Development Plan and the strategies suitable to implement each of the objectives can be lined up as follows. These strategies proposed to implement under 06 main Strategic Plans.

### *Strategy. 1. Land & Building Development Strategic Plan*

A detailed plan will be prepared including land and building development process and a parallel planning and building regulation process under the Zoning Plan proposed for the year 2031 under this strategic Plan. Special attention will be paid to include a Land use plan to be associated with the proposed development projects.

This is considered as the Part II of the Homagama Development Plan and will include the Zones and regulation pertaining to zoning and other general regulations.

### *Strategy. 2. Transportation Development Strategic Plan*

During the preparation of the Homagama Development Plan, density based zonal development process was expected. In this, the decision of the suitability of the density for each area is to be taken based on the availability of such services as roads and transport. Transportation development Strategy is presented as a plan in order to reach out to a realistic Urban Form which in turn will determine the density for the development Plan. At the same time the regulatory environment that will enable enforcement of the relevant regulations will be included in the Part II of the Development Plan.

### *Strategy. 3. Sustainable Environment Development Strategic Plan*

It is expected to develop Homagama PS area as a Comfortable Residency based on the concept of the Green City Development as per the vision statement of the Development Plan of Homagama. The proposed development strategies to achieve this goal has been explained well in the Sustainable Environmental Development Strategic Plan and the relevant regulatory instruments to enforce same is included in the second stage of the development Plan.

### *Strategy. 4. Economic Development Strategic Plan*

This plan provides a comprehensive description of the economic contributions and benefits attached to the development Plan for Homagama (2022-2031) to the national economy. Special attention has been paid to describe the proposed projects that are aimed at ameliorating the economy in the next few years through the development plan.

### *Strategy.5. Infrastructure Facilities Development Strategic Plan*

This Infrastructure Facilities Development Plan has been prepared to take into consideration the proposed projects and the development activities that are taking place in improving the infrastructure facilities such as water, Electricity, Solid waste disposals which caters to the rising population and to make the proposed development process a success within Homagama Planning Area

### *Strategy. 6. Project Implementation Strategic Plan*

This chapter addresses a detailed explanation of the matters that need to be considered during the implementation stage of the Homagama Development Plan (and 2022-2031) and the chronological order of the implementation plan.

# 6.3. The Concept Plan

## 6.3.1. Introduction

The long-term objective of Homagama Development Plan (2022-2031) is to bring about future development of Homagama PS area by an integrated development process aligned with national policies in which such project as the proposed Knowledge Centric City Development, High ways and Express Ways development, and other proposed initiatives are implemented after resolving all the constraints and threats that have been identified as stated in the aforementioned chapters. The Development plan embodies a long-term vision of 'The Green City of experts' to make this city an affluence and comfortable residency. New technology and industries based on new innovations, higher education centers and associated institutions will be accorded high priority surrounded by green and lush areas, which is the vision of the Development Plan.

The PS Area of Homagama can be identified as an urban area close to the City of Colombo or as a Suburban area of Colombo. The area was initially a residency within a perfect rural environment but as at present it's a place oriented more towards research-based science and technology development and innovations. The projects such as Makumbura Multi-Modal Transport Center , proximity to Interchange of the Kottawa Expressway and Interchange at Kahathuduwa Expressway , proposed Mahenawatta Knowledge Centric City, The Kelani Valley Railway line improvement project, Ruwanpura Expressway which are being implemented are associated with this area implies that there is a greater demand for the development activities in this area. Following problems, constraints can be identified in this area within that background.

- There should be a planning solution to avoid the increasing trend of any further encroachment of environmentally sensitive areas for residential purposes;

- Pay sufficient attention in keeping with the opinions of the peoples in the area and other key stakeholders to any indirect impacts arise from mixing of industrial activities and other residential activities

- It is essential to design the localities to absorb any impacts arising from the Knowledeg Centric city Development project proposed to be implemented in this area in keeping with the Government Policy.

The sole purpose therefore of the Development Plan (2022-2031) is to make the maximum use of the opportunities to make the City a successful one which would address the problem as mentioned above and to conform to all the facilities benefiting from proposed such as the innovation city , all other expressway and road development projects. Similarly, within the background of the long-term vision to call this a City of Experts, the Homagama Development Plan provides the basis for creating an Affluence City and to pave way for a center for new innovations.

## Chapter 06
## The Plan

### The Concept Plan

#### Introduction

It is expected from the various development concepts to explain the future nature of development that will take place, to cover the entire area. Through the development concepts, attempt has been taken to introduce profiles of establishing Urban Centers, Technology Development Zones, Residential Zones, and Environmental Conservation Zone as the main expectations.

When examining the inter - connectivity between and among the cities associated with Homagama planning area, it is understood that they are more Centric around the trading and service facilities available within the Kahathuduwa and Godagama town areas. The Homagama town can be identified as a regional city accomplished with Administrative, Commercial and other allied services. The explanation above led to the conclusion that there is a greater possibility to maintain Homagama town further as a major city center through the proposed development activities Centric around Homagama and its peripheral areas. Thus, Homagama Town has been identified to develop as the main Urban Center in accordance to the Vision of the Development Plan. Similarly, Godagama and Kahathuduwa towns has been identified to develop as other main urban centers.

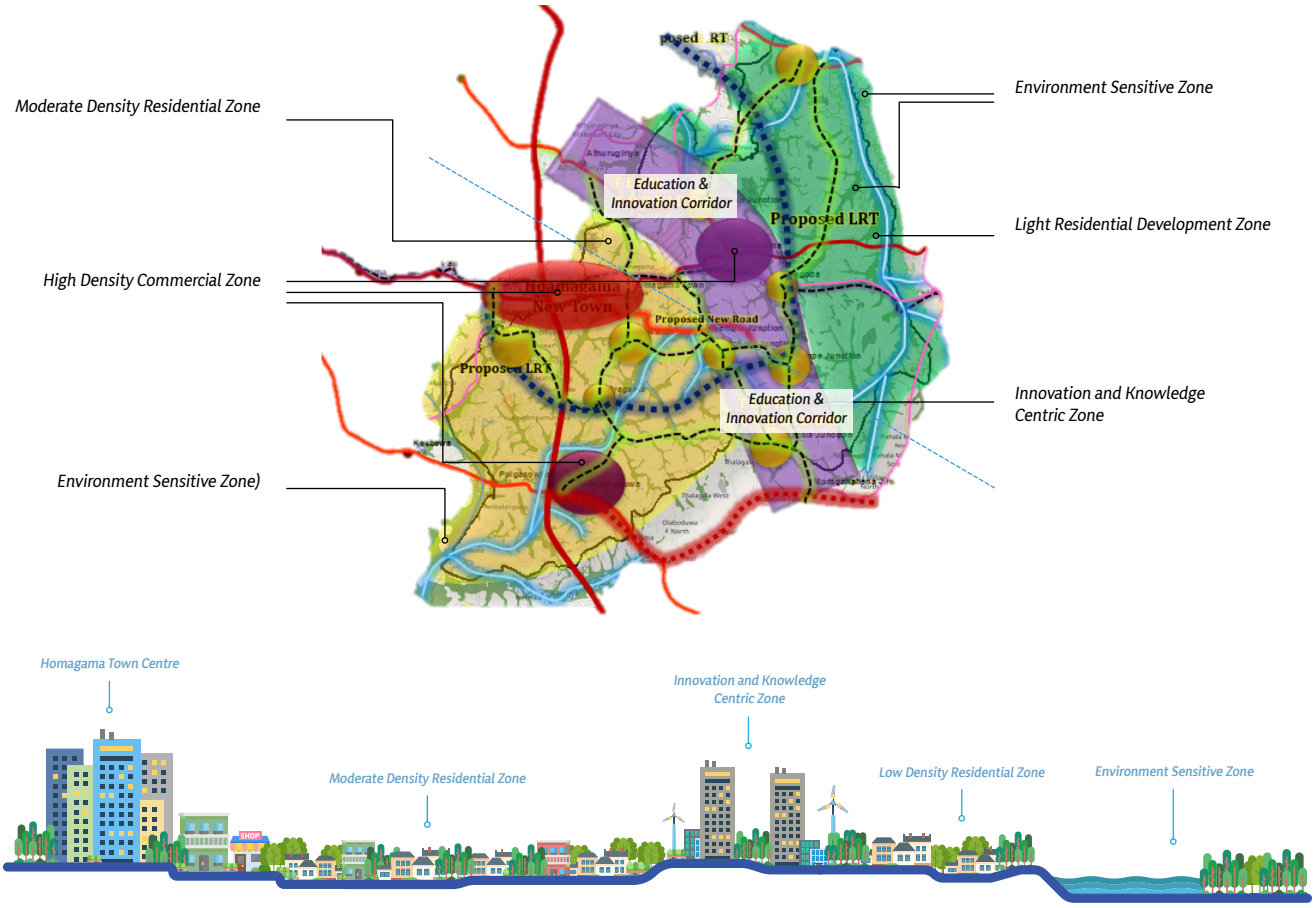
The future economic development scenario of Homagama planning area is expected to be associated with technological activities within a residential background. This is due to the fact that there is a greater tendency to establish industries, service providing institutions, research and development institutions for science and technology and residential within the areas associated with the Development Plan. The residential areas have crept into environmentally sensitive areas, which constitutes around one third of the land area. Efforts are made through this development planning concept to attract higher population from the environmental sensitive areas to areas such as Kahatuduwa and Homagama, which have a less environment sensitivity. The Plan further emphasized establishing Technology Corridor including the areas of Malabe, Meegoda, Mahenawatta and Millewa based on the Godagama Town. It is targeted to cluster local and Foreign Service providing institutions, industries, educational centers, and institutions promoting science and technology-based products and services. Low density residential zone has been planned in the conceptual plan of Homagama development plan 2022-2031 with a view to protecting the environmental sensitive areas. Further, planning concepts that shall not have adverse impacts when developing the areas close upon to the natural water sources such as Maha Oya, Pusweli Oya and Kelani River have been introduced.

The main access that serve as gateway to Homagama PS area are the High-Level Road, Low Level Road, Colombo – Horana Main Road, Kelanivalley Railway Line and Colombo South Highway. However, there is a constraint to make the optimum use and make the best value of the adjacent lands due to the poor status of the internal road network. Therefore, it is expected to improve the regional linkages to Homagama town and the peripheral internal road network. The development concepts have reiterated that the transport network of the region should be further integrated considering the proposed Light Rail project which will connect Kottawa, Mahenawatta and Kaduwela and the proposed Ruwanpura Expressway. Through this approach, space has been created to expand satellite towns that will contribute to the development of Homagama PS area.

In summary, the Homagama Development Plan attempts to realize the long-term vision of developing an attractive, residential zone rich with greenery combined with an economy based on new innovations and new technology.

When presenting the future urban form of Homagama PS area within the planning concepts explained here and its long-term vision, it is expected to create by itself a different but more scientifically modeled attractive urban form full of variations, specifically with density of buildings based on a zone factor specific to the area. (Figure 6.1).

***Figure 6.1 :*** *Proposed Urban Form of Homagama Development Plan 2022-2031*



# 6.4. The Proposed Landuse Plan

## 6.4.1. Introduction

The proposed Land use plan shall portray the land use of Homagama PS Area under the proposed Homagama Development Plan for 2022-2031. Here, the future use of land is well explained in relation to the objectives that need to be accomplished under the Vision of the Development Plan.

The vision of the Development Plan for 2022-2031 mainly strives to create a city for the experts while ensuring a green city. Based on the Development Planning Concept the urban form will be unique which be developed based on the creation of three commercial zones, and a innovation and knowledge centric zone within a residential zone in a green area.

The land use plan will have a direct impact on the proposed zoning plan. The Urban Development projects based on the high-density commercial zones in Homagama, Kahathuduwa and Godagama serves as the guide for the new urban form.

The commercial centers will be developed so as to have a feeling of the three commercial zones for those who travel either from Colombo, Piliyandala or from Padukka. The Road Development Hierarchy incorporated into the Road development Plan has been considered the foundation of this development, which will be showcased from the Commercial zones.

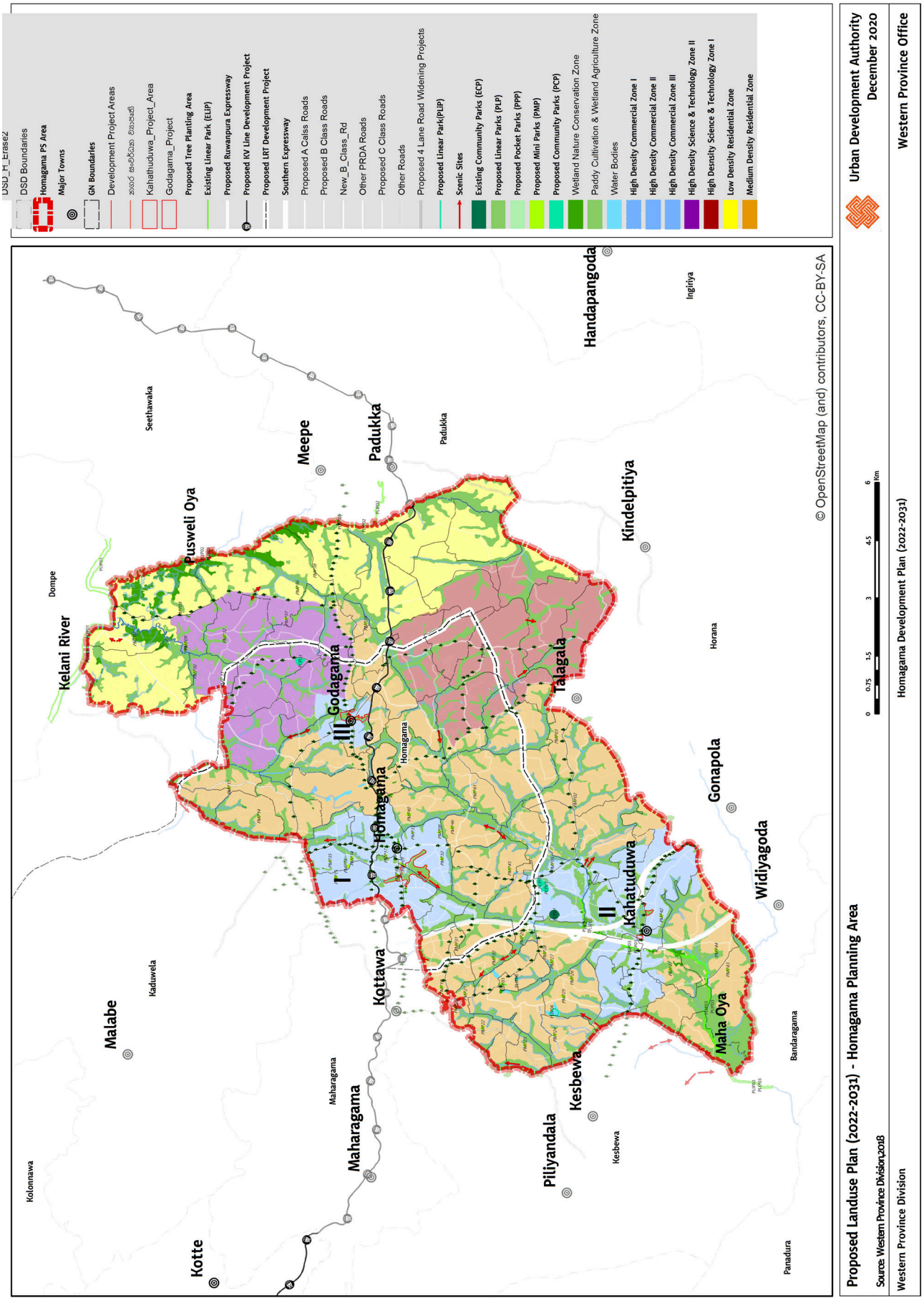
Thereafter, the gradual progression from this area further into the interior shall allow the people to enjoy the road side greenery, the scenic beauty of the paddy fields which are conducive for the residential areas of modest density. The land use plan has accommodated such interventions as appropriate Road Hierarchy, proposed green park development, tree planting programs, linear parks which would make the residential area more attracted. There will be specific objectives goals that will be realized from the proposed land use plan within the Homagama Development Plan 2022-2031.

Beyond this level, there would be the Innovation & Knowledge Centric City Development which comprise high-rise buildings combined with green areas. The land use plan allows space for universities, research centers, industrial entities and luxury houses in this area where there could be roads with vegetation corridors, transport centers.

Then, low density residential zone will be establish as the lower level of the proposed urban form including larger wetland parks, Liner parks along the reservations of Kelani river and Pusweli oya. this will promote low dentisty calm and quiet nature which represent the country side characteristics predominantly. Accordingly, the proposed Urban form along with the proposed landuse plan is shown below.

# 6.4.2. Proposed Landuse Plan

***Map 6.1 :*** *Proposed Landuse Plan -2031*




***Prepared by :*** *Western Province Division, UDA, 2020*

# 6.4.3. Future Urban Form

*Homagama Town Centre*

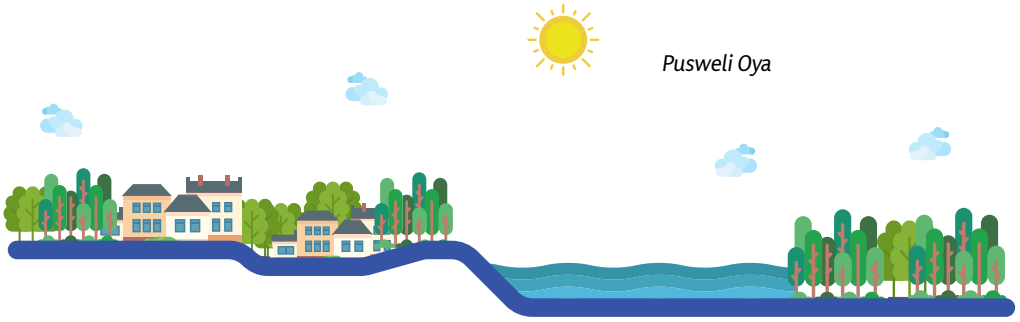

*Katuwana, Mawathgama, Kiriberiyakale*

*Innovation & Knowledge Centric Zone*

*Katuwana, Mawathgama, Kiriberiyakale*

*Madulawa, Kurugala*

*Pusweli Oya*



# 6.5. Transportation Development Strategic Plan

## 6.5.1. Road and Transportation Development Strategies

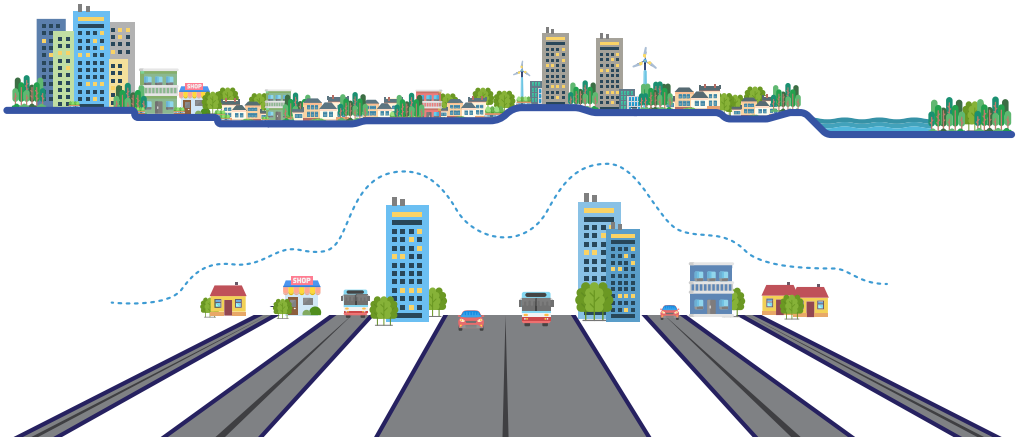
Comparison of the Homagama development history with the contemporary development, it can be mentioned that there is a greater improvement in terms of transport and highways. The area can be considered having urban characteristics since British Rule with the construction of the High Level Road and the Kelani- Vally railway line. The construction of Interchange of Southern Express Way close to the Homagama Town, under the state policies in the year 2016 and the construction of Kahathuduwa Interchange had brought the city towards rapid development as a residential area, the process of which was weakened down due to the poor internal road network. It can be seen as a weak profile of the town development process.

Sri Lanka National Physical Plan (2050) identifies Colombo District as the main Economic Development zone. The current GOSL policy to develop the Homagama PS area under the Knowledge Centric City Concept is an attempt to strengthen the overall economic development of Colombo city.

It is therefore very important to pay attention to development of the road sector and transport sector within the Homagama PS area, being Homagama the epicentre for such mega scale development projects. It is necessary to plan for sustainable transport sector development taking into consideration the whole system of road network within the Homagama PS area.  Future population growth forecast already indicated that the population of Homagama PS area will be around 600,000 by the year 2031. The floating population in Homagama to be around  200,000. Therefore, efficient and precise road network and vehicle parking arrangements will be necessary. In this regard it will be essential to develop infrastructure that can ease the road traffic with the focus on improving public transport systems and to provide alternative roads and related infrastructure for the pedestrians.

The roads that are existing in the Homagama PS Area (still showing more rural characteristics) are not adequately wide enough. There is no hierarchy in the road network. This has been a main reason for the Urban Form to be disordered. The width of the Road or the types of the Roads decide the building line limits for building construction. Therefore, it is necessary to have a proper road hierarchy systems which will suit future modernization and dignity.

***Figure 6.2 :*** *Expected Urban Form with proposed road highrachy system*



***Prepared by :*** *Western Province Division, UDA, 2020*

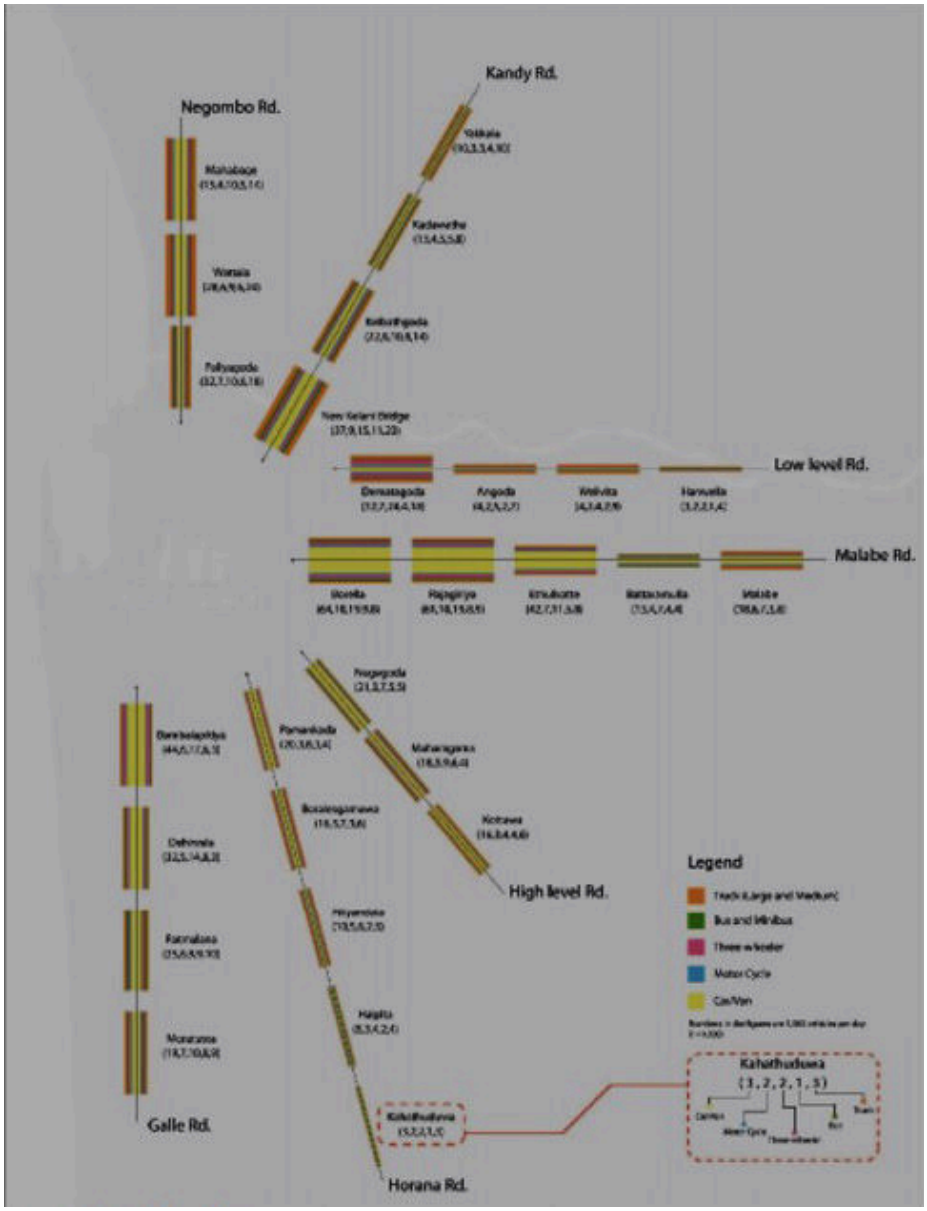
Homagama PS area can be identified as a resourceful area providing residential housing for a large segment of the urban labour force employed within Colombo District. At present, this area provides residential houses for a population of nearly three hundred thousand whilst those who seek employment in this area is at least 45% of the total migrant population. It is a distinct fact that the residential population will rise up to seven hundred thousand by 2031 according to the forecasts made under the Homagama Development Plan.

The Infrastructure development that are envisaged and the impacts of the development work in this area will be a key to attraction to a large segment of the floating or in-migrant population.

The studies carried out in 2014 under the 'COM Trans' had identified several of the highways that contribute to excessive traffic in the Colombo District. It includes those roads such as the High-level road and the Low-level Road which cuts across Homagama PS area. It shows a gradual increase of the Road capacity of the High-level Road which is estimated to be 2000 vehicles per hour (PCU). Although the low-level road could accommodate 2200 vehicle per hour, it had increased up to 2900 by 2014. Therefore, one can reasonably expect that there could be an acute traffic along the roads in Homagama and peripheral areas due to the proposed development activities.

It is important to pay attention as to the type of development that needs to be considered to provide an efficient road transport systems which should cater to the increased population that is expected by 2031 with the implementation of the Development Plan. The total population that may contribute to the traffic congestion will be around 1,900, 000 as per the transport studies which were conducted parallel to the preparation of the Homagama Development Plan. The hypothesis taken under the development plan for the number of vehicles that may cause traffic congestion will be around 380, 000, per hour. Accommodation Capacity of the roads for such a number should be at least 1200 vehicles per day. This requires at least 324 road corridors in the future.

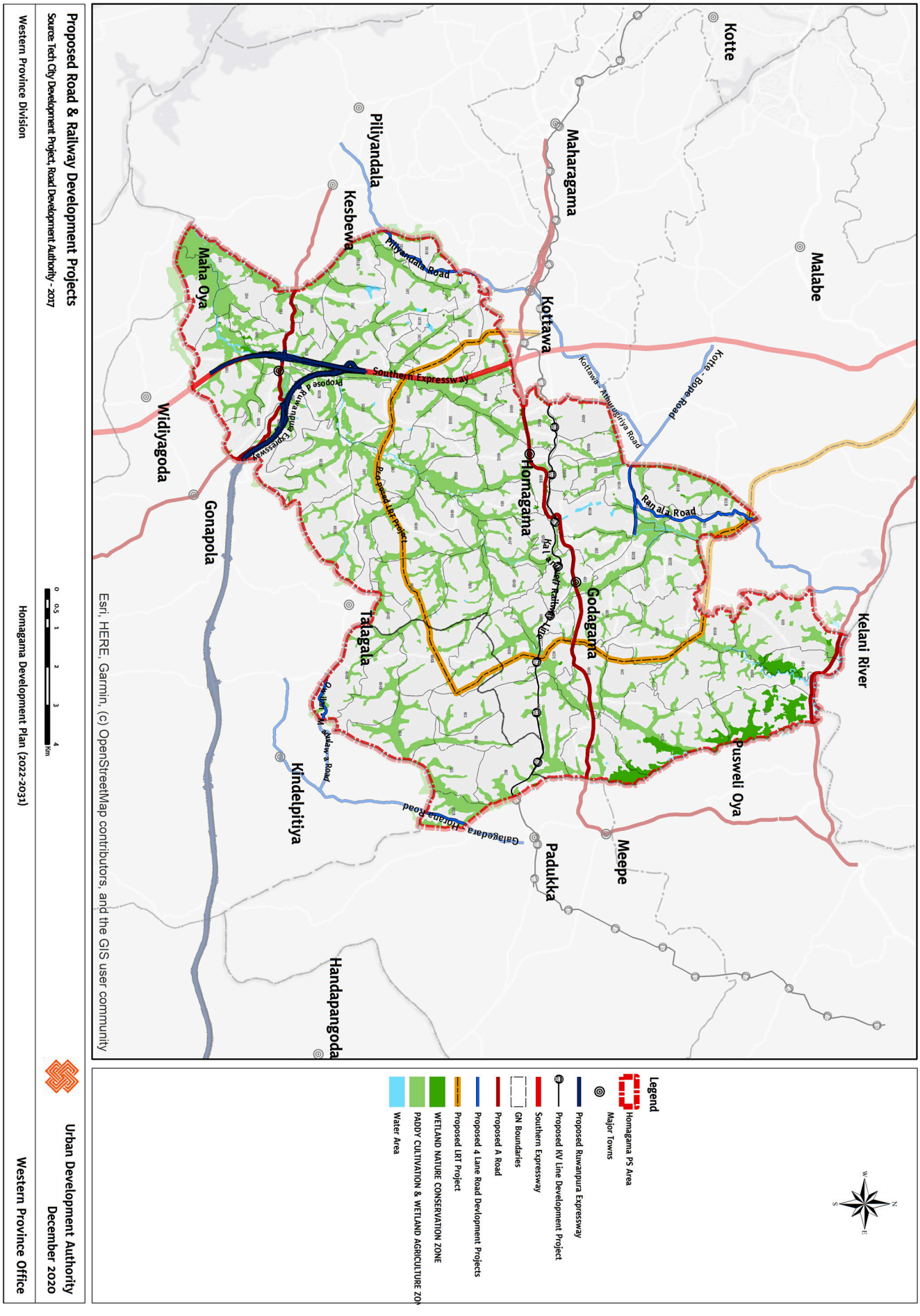
***Figure 6.3 :*** *Traffic analysis of 7 Main corridors of Western Province*




***Source :*** *CoMTrans Study, ORIENTAL CONSULTANTS CO., LTD., 2014*

It is essential to review the projects that are being planned in the Road and Rail sectors which are outside the Homagama Road and Transport Strategy, before decision are taken. Therefore, attention was paid to a number of proposed development projects lined up by the Road Development Authority and the Department of Railways as well as those road development projects within the other urban areas of Colombo Region envisaged by the UDA as per the Development Plan for 2031. In addition, attention was also paid to the proposed road development work envisaged under the Knowledge Centric City Development project and Industrial Zone project in Millewa. It can be mentioned that there has been concern regarding the city center development projects which are carried out especially outside the Homagama planning limits.

***Map 6.2 :*** *Road and Transport improvement projects in and around Homagama area*




***Prepared by :*** *Western Province, UDA, 2020*

## 6.5.2. Proposed Road Hierarchy

### 6.5.2.1. Proposed developments in A and B class roads

Road classification is identified under this category based on the density of the Buildings by the year 2031 and the proposed development of Intra-City highways and transport projects.

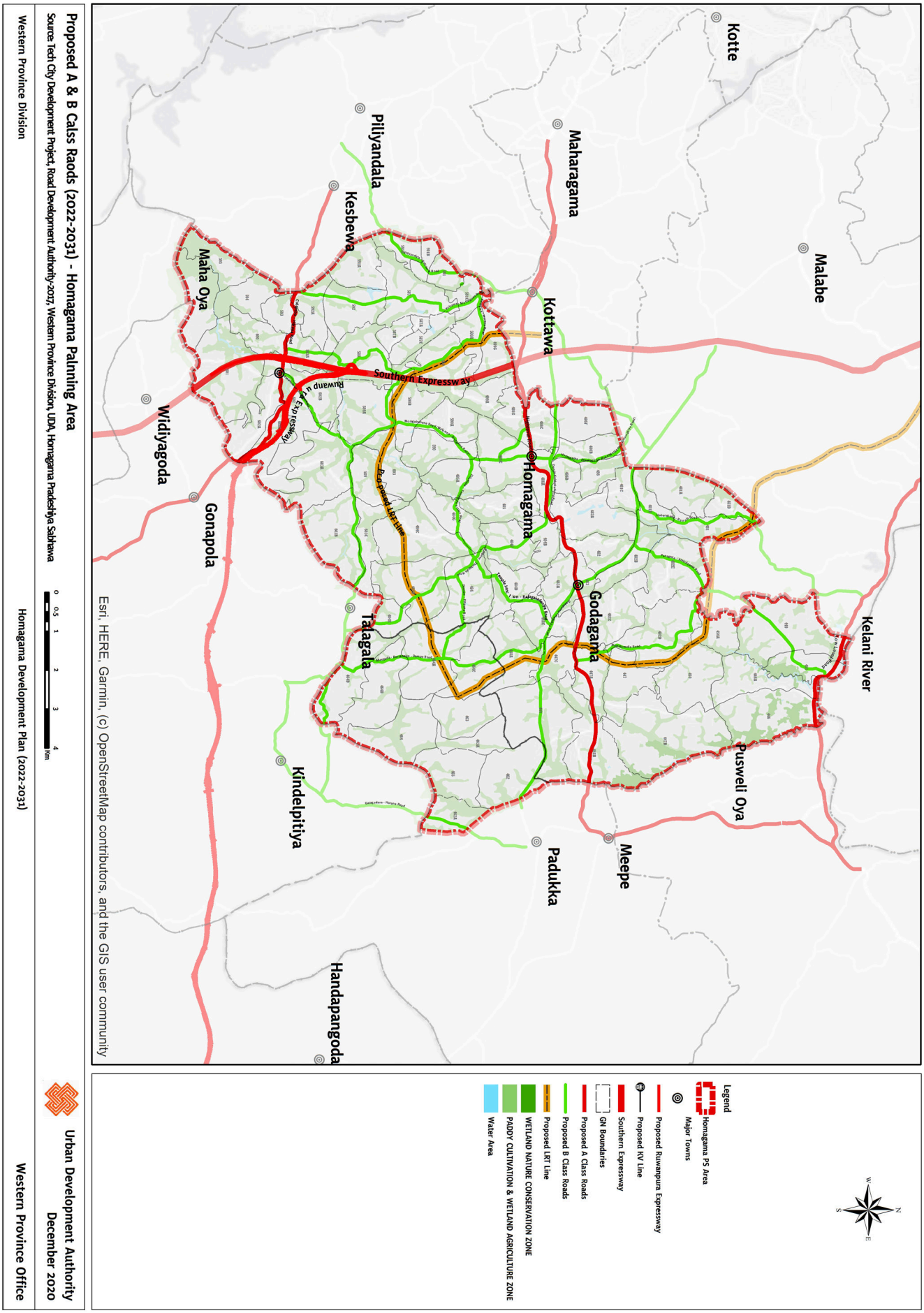
Accordingly, all highways that pass through Homagama PS area which are proposed to be designed with four lanes are considered to be 'A' Class Roads. This will include High Level Road (A 4), Colombo – Horana Main High way (B 84) and Low Level (Avissawella B145) Road.

All highway with two lanes proposed to be developed under the Homagama Development Plan (2022-2031) have been classified as B Class Roads. Those roads are lined up as follows: These roads, which have been identified based on the analytical study for (Connectivity, Integration and Concept of Development Plan), that was carried out parallel to the preparation of the Homagama Development Plan, can be considered as the fore-runner of the development of the area. This B Class roads serve as a grid to cover the development of areas of high density. They are namely:

1. *Hiripitiya - Siyambalagoda road or Polgasovita road*
2. *Kahathuduwa - Kirivaththuduwa road*
3. *Kirigampamunuwa – Sri Saranankara Road*
4. *Malapalla road or Homagama Galavila Kottawa road*
5. *Homagama Thalagala road*
6. *Dampe - Pitipana road*
7. *Meegoda, Dampe, Beruketiya road*
8. *Nedunhena, Navalamulla, Welipillewa road and Lenagala road*
9. *Proposed western by pass road*
10. *Uduwana Temple Junction road or Pitipana, Mawathgama, Ovitigama, Uduwana road*
11. *Proposed new road from Mahenawatta to Millewa*
12. *Galagedara – Horana Road*
13. *Owilana – Madulawa Road*
14. *Habarakada – Ranala Road*
15. *(B 267) Mampe Kottawa road (Kottawa – Piliyandala Road)*
16. *(B 239) Kottawa Thalagala road*
17. *(B 452) Walgama Diyagama road (Moragahahena Road)*
18. *(B 451) Walgama Athurugiriya road*
19. *(B 240) Kotte Bope road (Malambe – Godagama Road)*
20. *(B 354) Panagoda Henpita road*

*The all other roads not listed under above section and roads which are improved by the PRDA are B class roads which not included under A class roads and roads belongs to RDA. The proposed Building Line width will not effect for these roads but exissting Building Line will be enforced.*

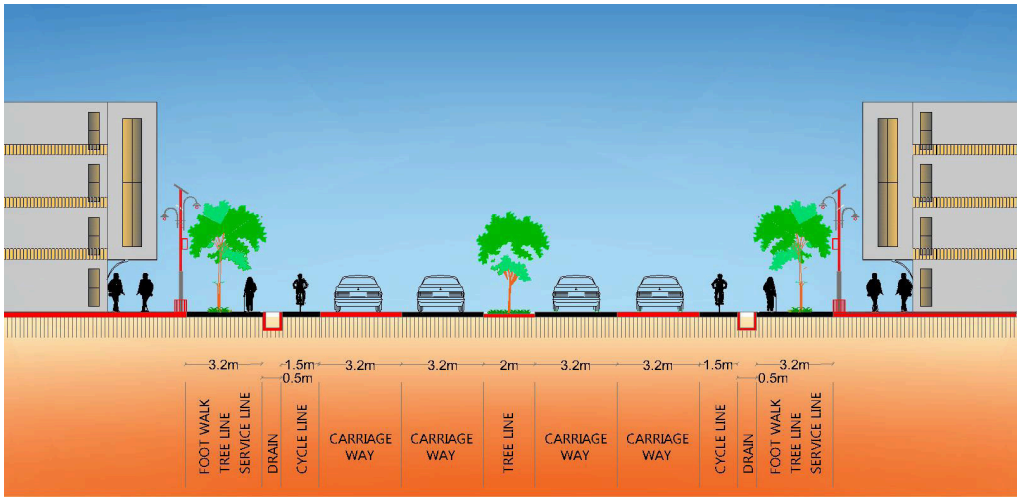
***Map 6.3 :*** *Proposed A and B class road*




***Prepared by :*** *Western Province, UDA, 2020*

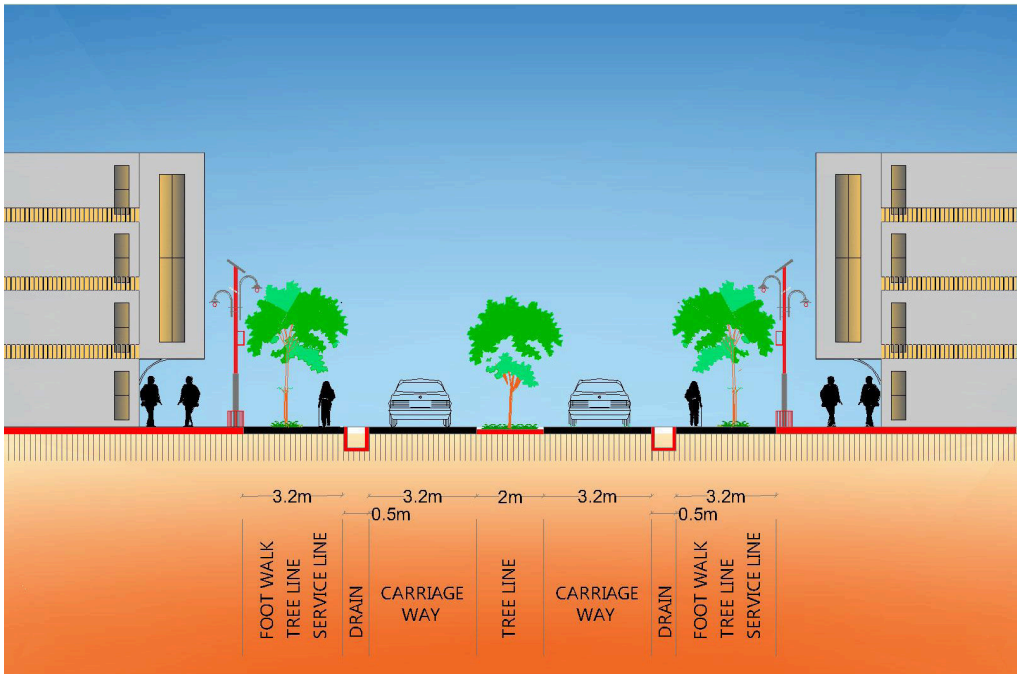
## 6.5.2.2. C class roads to be proposed to develop

***Figure 6.4 :*** *Proposed A class road design*



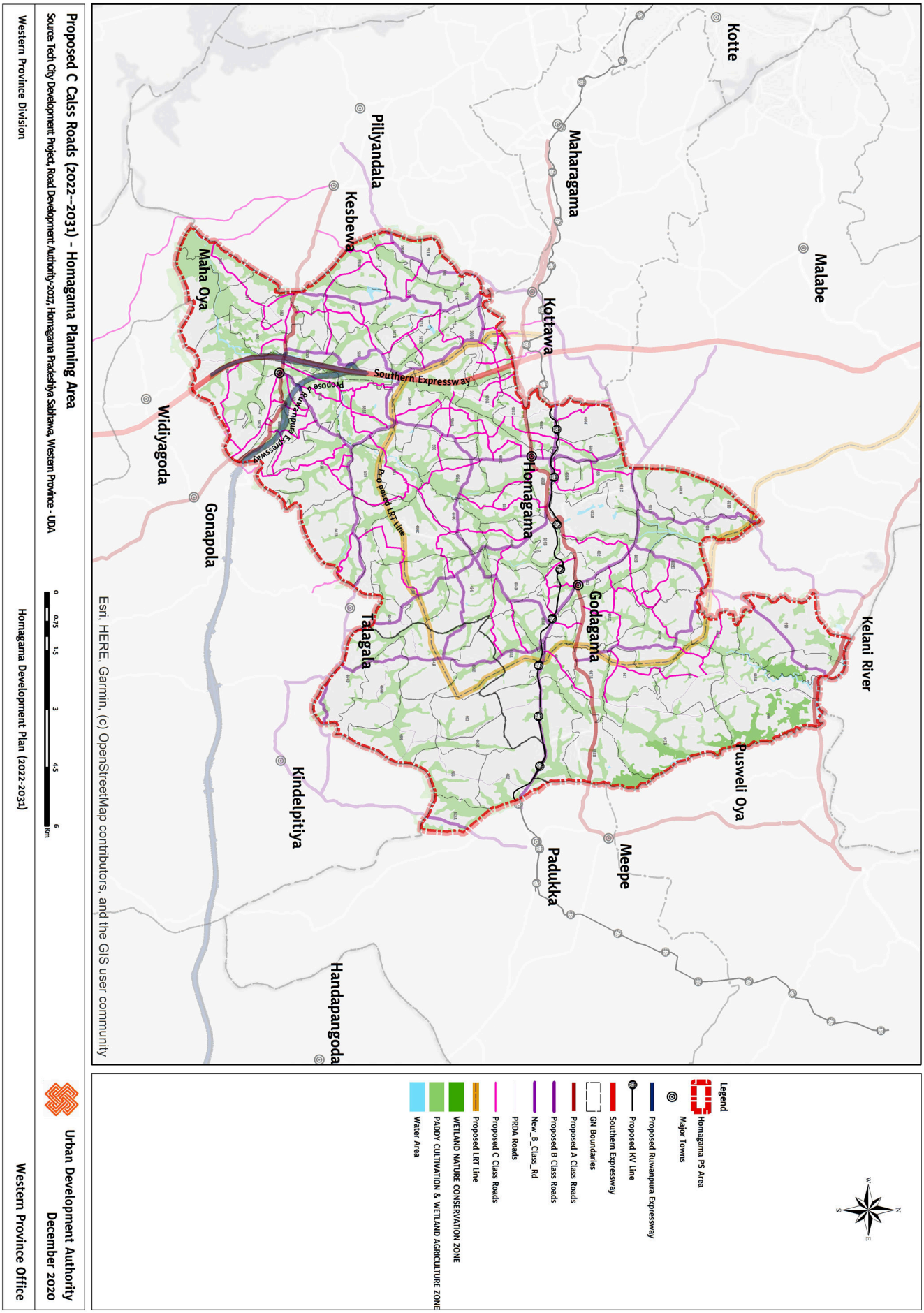

***Prepared by :*** *Western Province Division, UDA, 2020*

***Figure 6.5 :*** *Proposed B class road design*




***Prepared by :*** *Western Province Division, UDA, 2020*

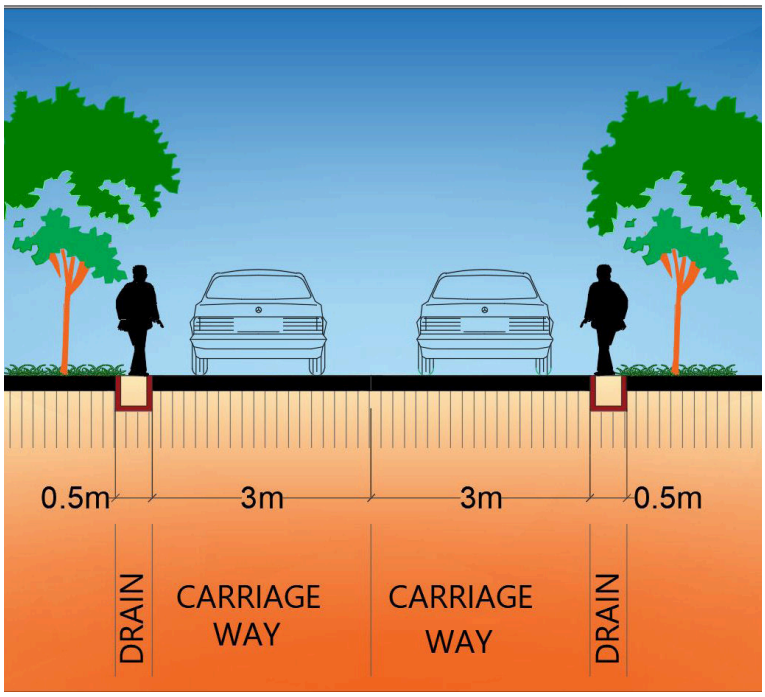
***Map 6.4 :*** *Proposed C class road*




***Prepared by :*** *Western Province, UDA, 2020*

## 6.5.2.3. Road Structure and Planning guide for C class roads

***Figure 6.6 :*** *Proposed C class road design*




***Prepared by :*** *Western Province Division, UDA, 2020*

One of the main objectives of the Homagama Development Plan (2022-2031) is to have improved by road network and to increase the density of 'C' Class roads within the Homagama PS area. Through this intervention it is expected to accomplish the expected development targets of the development plan. Similarly, these roads will be helpful to develop those town such as Homagama, Godagama and Kahathuduwa which have been given higher weightage.

Development of these 'C' Class roads also have been considered to be the primary design stage of the new urban form as well as to distract the increasing population which may tend to reside in environmental sensitive areas in the future. When developing 'C' Class roads, more attention has been paid for the roads which are to be connected to Class 'A' and Class 'B' Roads. The development of the road network is also considered the media of providing benefits from the development activities in the peripheral areas. The development of the road network on the other is also considered as the overall planning framework within which proposed development concepts to be institutionalized.

The roads identified in this development plan to be constructed as 7 meter lanes are classified as category C roads. These roads are stated in the second section of the Homagama Development Plan, and when the name of the road list does not match the name mentioned in the Homagama local authority's road list, the road should be recognized according to Map No. 6.4.

D class roads classification is as follows.

I. *Above roads not included under B & C classes*

- *Roads belong to provincial road development authority*
- *Roads maintained by provincial road development authority*
- *Roads belong to Local Authority*
- *Roads imaintained by the Local Authoirty*
- *Roads declared by local authority*

II. *Private roads which cannot specify the ownership*

***Table 6.1 :*** *Proposed Road width and Building line*

| ***Building line Limit for the Roads and the Buildings*** | | | |
|---|---|---|---|
| ***Grade*** | ***No.Lanes*** | ***Service Line*** | ***Proposed Road Width*** |
| *Grade* | *Number of Lanes* | *Number of Service Lines* | *Proposed Road Width* |
| *A* | *4* | *Relevant* | *23.4m* |
| *B* | *2* | *Do* | *13.4m* |
| *C* | *2* | *Do* | *7m* |
| *D* | *2* | *Not Relevant* | *6m* |

***Prepared by :*** *Western Province Division, UDA, 2020*

As per the Table above, these roads within PS area should have the width of the roads and the building line. This is intended to accomplish the space for future development in the vision of the development plan (2031).

In addition, how the methods of applying the width of the roads and building lines to the zone factor will be further explained in the Part II of the Plan. The limits as shown in the Table 6.1 should be carefully considered. The aim of applying aforementioned limits is to encourage the residents to have more attractive and comfortable lifestyle. Through this approach it will be possible to sustain the rural character of the area while maintaining the green environment.

## 6.5.3. Proposed Multistoried Parking

Under the proposed zoning plan it is proposed to develop the areas of Homagama, Godagama and Kahathuduwa as High Density Commercial Zones. The floating commuters in those area can be accounted for as follows:

***Table 6.2 :*** *Commuting population*

| | ***Commuting Population*** |
|---|---|
| *Homagama (High Density Commercial Zone 1)* | *69697* |
| *Godagama (High density Commercial Zone 2)* | *18665* |
| *Kahathuduwa (High Density Commercial Zone 3)* | *34684* |

***Source :*** *Western Province Division, UDA, 2020*

According to the traffic studies carried out, the number of vehicle movement per an hour in those zones is calculated as Homagama – 21,138, Godagama – 2,595 and Kahathuduwa – 4,888 respectively. In addition, it is important to pay special attention to provide for commuter and road transport services due to the integration of urban activities and the highway development and transport activities of Homagama, Godagama and Kahathuduwa as per the 'Integration Analysis and Gephi Analysis' carried out covering the proposed development projects.

***Figure 6.7 :*** *Gephi Analysis*

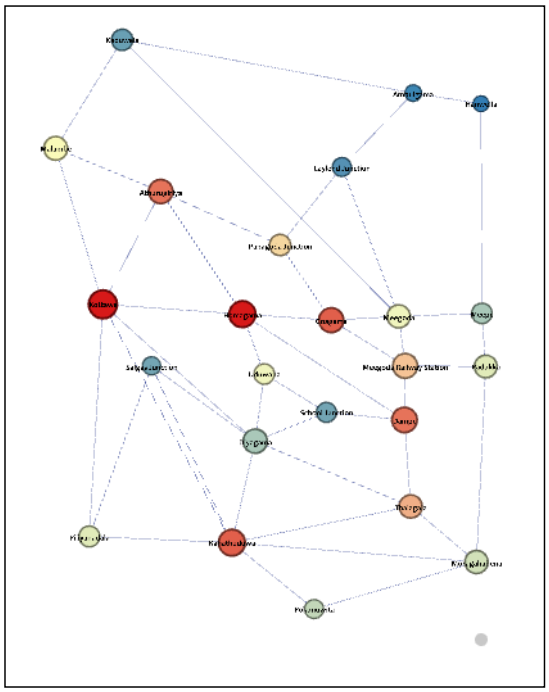
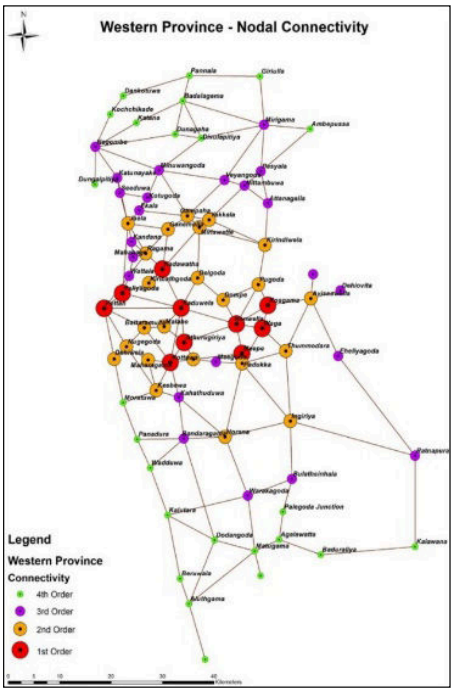
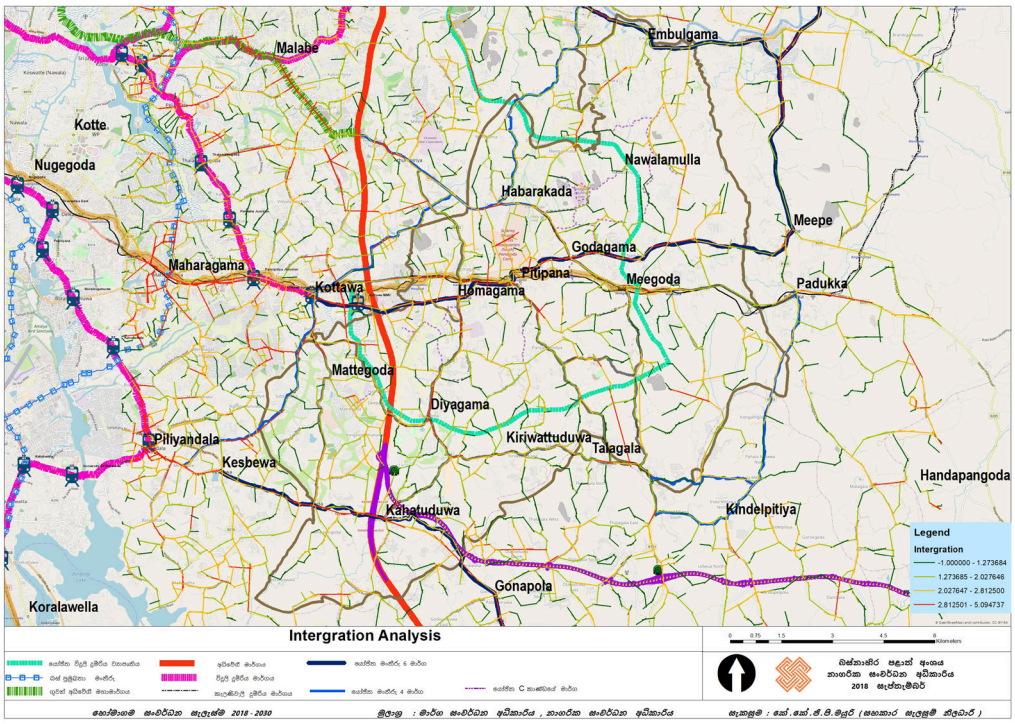


***Figure 6.8 :*** *Connectivity Analysis*



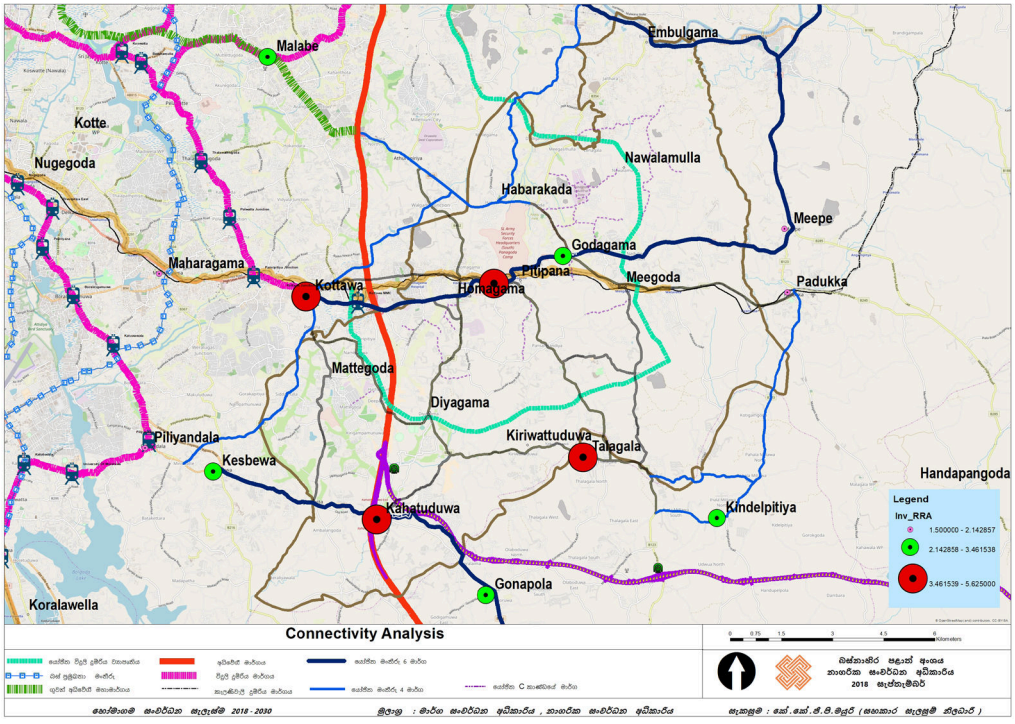

***Source :*** *Western Province Division, UDA, 2020*

***Figure 6.9 :*** *Integration Analysis*




***Source :*** *Western Province Division, UDA, 2020*

***Figure 6.10 :*** *Connectivity analysis*



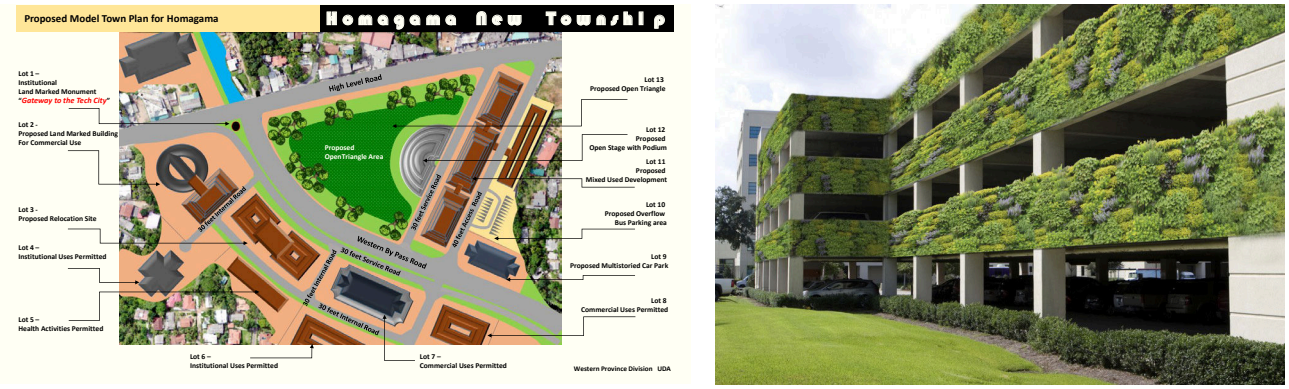

***Source :*** *Western Province Division, UDA, 2020*

All these comparative analyses have further explained the need for the establishment of Multi Storied Vehicle Parking Yards. Therefore, it is proposed to construct multi-storied vehicle parking yard for each of the cities under the prosed project to develop Homagama, Godagama, and Kahathuduwa.

Such multi Storied Vehicle Parking yards should, not only cater to the needs of the commuters coming to the city centers for economic activities but also should cater to the travel and transport needs of the commuters in general who visits Homagama region. Following areas are suitable for the building of Multi Storied Vehicle Parking places.

- *Homagama New Township Development - Proposed Multi storied Parking facilities*

***figure 6.11 :*** *Homagama New Township - Proposed Multistory parking*

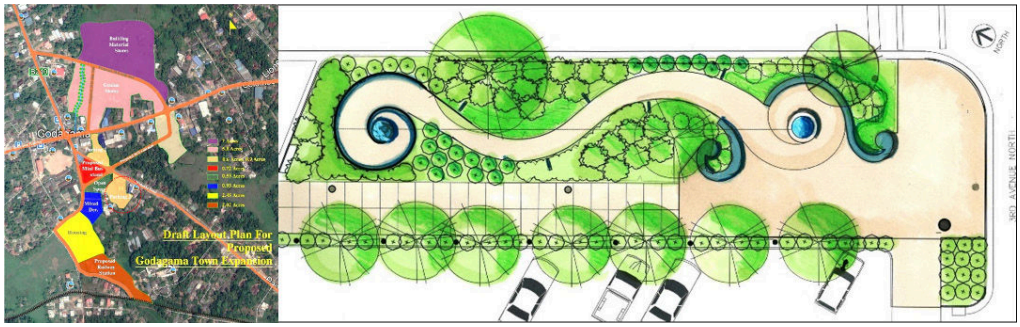



***Source :*** *Western Province Division, UDA, 2020*

One of the key features of the Multi Storied Vehicle Parking Yard should its ability to convey the concept of Legibility as proposed in the Green City Concept of the development of New Homagama Town.

- *Godagama New Township Development - Proposed Public Vehicle Parking*

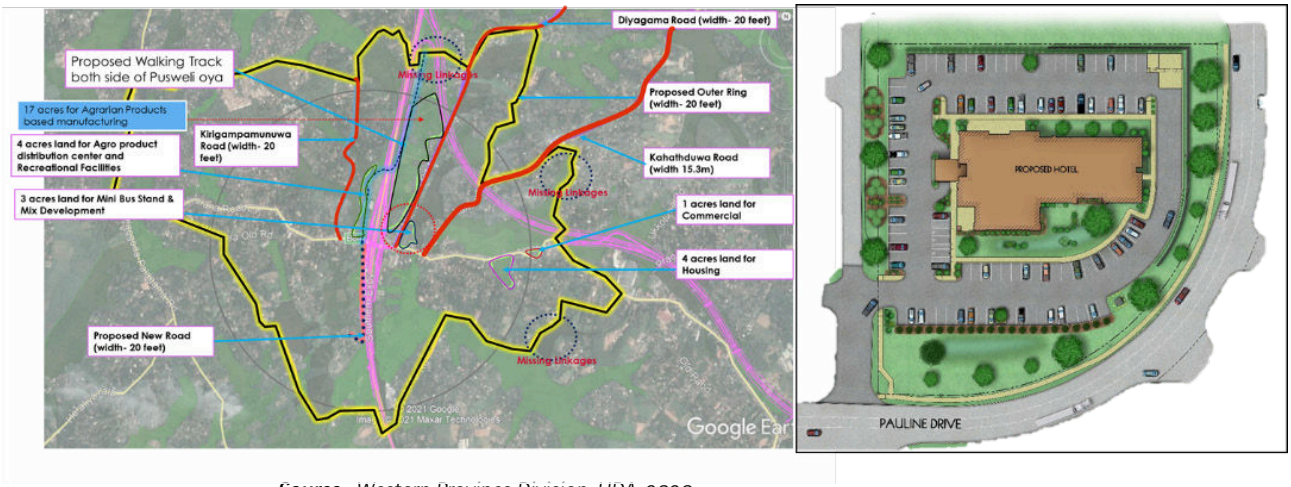
***Figure 6.12 :*** *Homagama New Township - Proposed Multistory Parking*




***Source :*** *Western Province Division, UDA, 2020*

- *Kahathuduwa New Township Development - Proposed Public Parking*

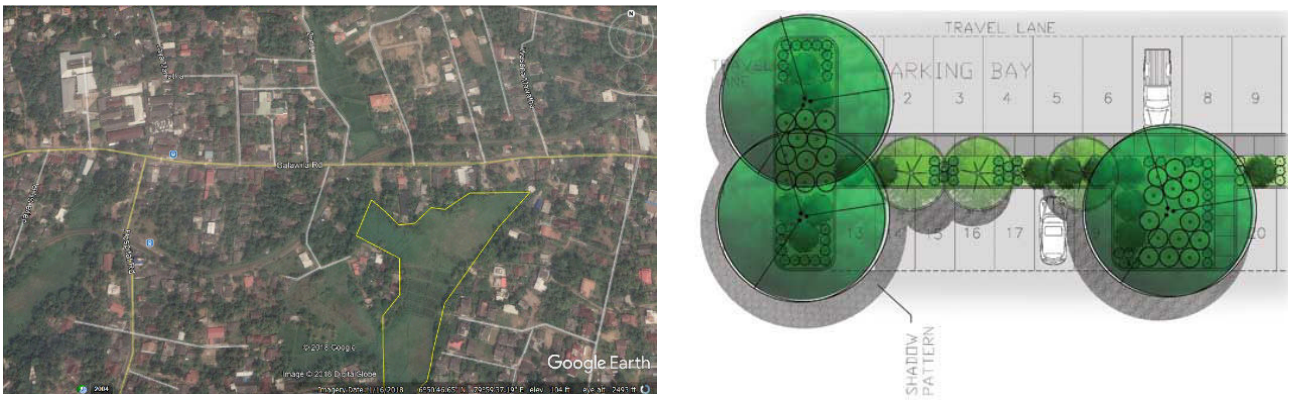
***Figure 6.13 :*** *Kahathuduwa New Township - Proposed Public Parking*




***Source :*** *Western Province Division, UDA, 2020*

- *Homagama Base Hospital premises - Proposed Public Vehicle Parking*

***Figure 6.14 :*** *Homagama Hospital - Proposed Public Parking*




***Source :*** *Western Province Division, UDA, 2020*

- *Proposed Multi storied parking in Knowledge Centric City Project*

According to the analysis of passenger commuter and transport studies under the Knowledge Centric city Development Plan, it is estimated that within the Knowledge Centric city zone will there will be at least 261, 685 vehicle movements per hour. There is a likelihood that an education cluster with several universities will be located around the Light Rail Station under the proposed Tech city Development Project. If one would estimate that of the total vehicles there could be at least 40% of the vehicles which will

be associated with the movements of the University Centers, the total vehicle movement to this area will be around 99,000. There will be development work in connection with higher educational facilities under the first stage of the Knowledge Centric city Center Development Project, attention is paid to the construction of a Multi Storied Vehicle Parking Area.

***Figure 6.15 :*** *Proposed parking facilities - Tech City*

***Source :*** *Tech City Development Project, 2018*

## 6.5.4. Proposed By Pass Roads & Service Road Developments

When examining the Homagama town area one would observe that the urban activities have been expanded over a span of at least an extent of 2 km2. Main Urban activities such as Homagama Base Hospital, Railway station, Public Market, Administrative Complex, The Court Complex, Main Bus station, The Police, Schools, Trade centers have been spread within this area.

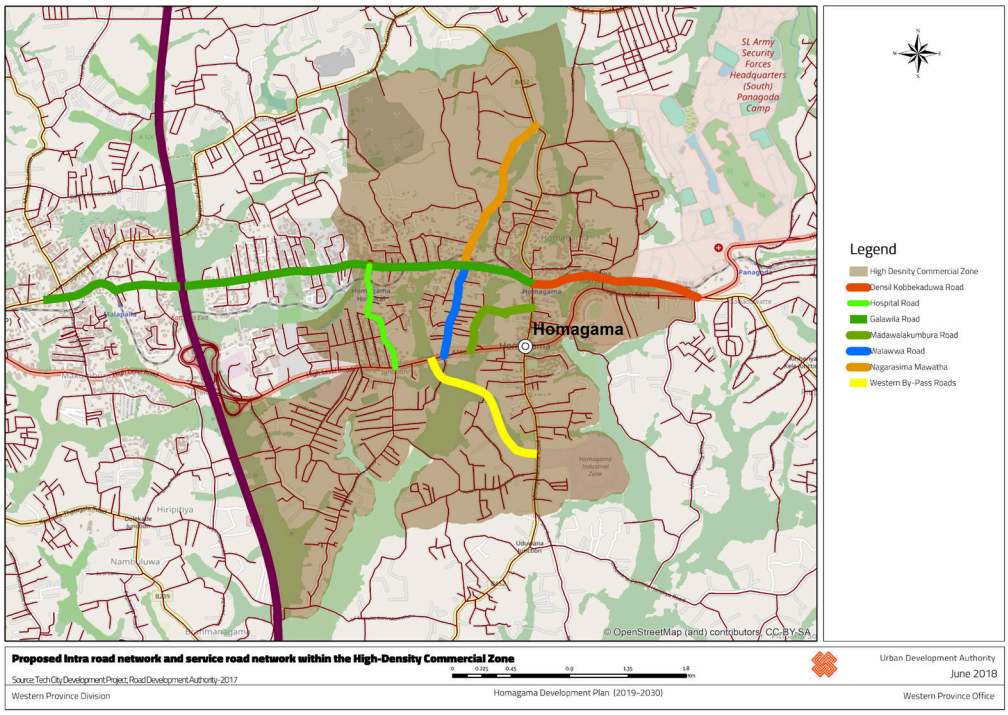
Further, the high-Density Commercial Zone has been earmarked embracing the Homagama Township for development, under the Homagama Development Plan 2031. Therefore, with the objective of ensuring accessibility to the urban facilities within the Homagama Township, the development of following bypass roads has been planned. This will also facilitate integration among the road network and improve efficient road transport system.

It is estimated that the population that move around within the High-Density Commercial zone per day would be about 69,000 according to the Homagama Development Plan for 2031. Therefore, it is essential to have an efficient and integrated road network for

mobility and to access to public transport systems in order to attend to day to day requirements by the general public. The objective of such an integrated and efficient road network is to facilitate quick and comfortable access to service centers such as to Hospitals, Administrative complex, Bus Station, Public Market and Railway station. Attention is also paid to the economic facilities as well as other public recreational area that would be developed through the Homagama Development Plan, when considering the improvements to the by-pass road network.

High-Level Road can be considered the main road through which one can access to the proposed Homagama Tech city Zone. According to the Road Capacity Survey conducted by the University of Moratuwa, the capacity of the High Level Road is 2300 vehicles per hour. By 2014, it had grown to 2,000. It is estimated that the number of vehicles which impact on the traffic demand is in the range of 22,296 per hour due to the rapid development that is envisaged under Homagama Development Plan 2031. Therefore, development of by Pass road network is emphasized to avoid possible traffic congestions and to access to the Tech city of Homagama by the general public conveniently.

***Figure 6.16 :*** *Internal roads and Service roads proposals*




***Source :*** *Western Province Division, UDA, 2020*

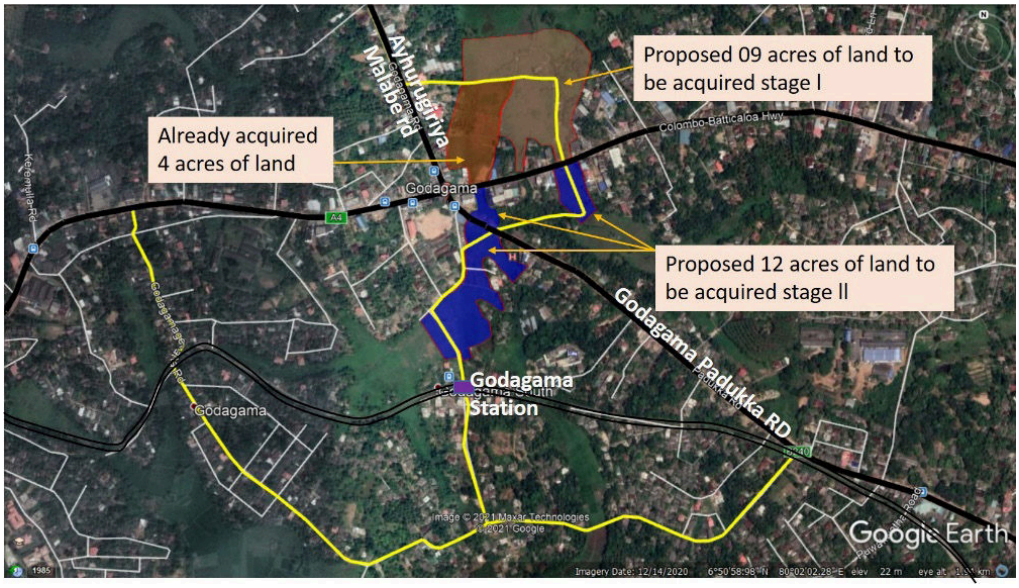
***Table 6.3 :*** *Proposed internal and service roads - High-density Commercial zone 2*

| | ***Name of the road*** | ***Length*** | ***Development proposal*** |
|---|---|---|---|
| *1* | *Wesetrn By pass road* | *1 km* | *4 lane* |
| *3* | *Madavilakumbura road* | *700 m* | *2 lane (7m)* |
| *4* | *City limit road* | *1 km* | *2 lane. (7m)* |
| *5* | *Hospital road* | *800 m* | *2 lane (7m)* |
| *6* | *Walawwa road* | *700 m* | *2 lane.(7m)* |
| *7* | *Galavila road* | *3 km* | *2 lane (13.4m)* |
| *8* | *Densil Kobbekaduva road* | *1.26 m* | *2 lane. (7m)* |

***Source :*** *Western Province Division, UDA, 2020*

- *Godagama Township*

***Figure 6.17 :*** *Godagama internal and service road developements*




***Source :*** *Western Province Division, UDA, 2020*

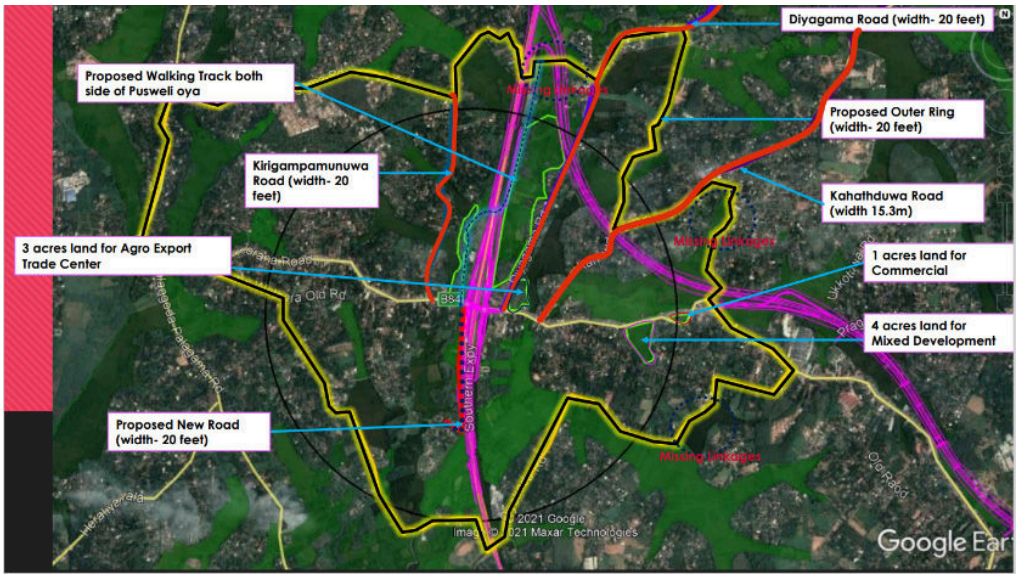
***Table 6.4 :*** *Proposed internal and Sercive roads - Godagama*

| | ***Name of the Road*** | ***Length*** | ***Development proposal*** |
|---|---|---|---|
| *1* | *New Bypass road 1* | *1 km* | *7m* |
| *2* | *New Bypass road 2* | *1km* | *9m* |
| *3* | *New service road* | *1km* | *9m* |

***Prepared by :*** *Western Province Division, UDA, 2020*

- *Kahathuduwa Township*

***Figure 6.18 :*** *Proposed service road - Kahathuduwa*



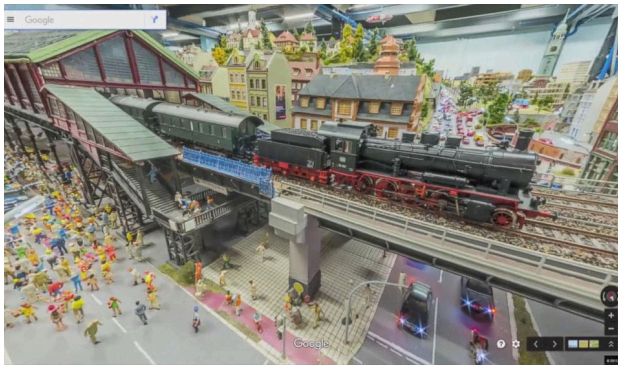

***Prepared by :*** *Western Province Division, UDA, 2020*

This service road which is of 450m long is planned to be developed as a two-lane road with a width of 30 feet.

## 6.5.5. Proposed Transport centre Development Project at Meegoda

Attention has been paid to develop a 6-acre land close to the Meegoda Economic Center and the Railway station, Meegoda. The estimated commuter population of Tech city is around 30,446 per day and the immigration population to Knowledge Centric city those who seek their commercial and other services will also be increased. Further, the Railway electrification project also taken in to consideration in terms of providing public transport facility.

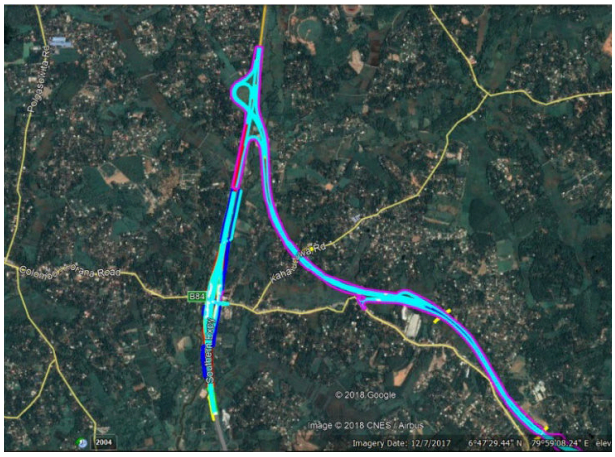
***Figure 6.19 :*** *Transport Hub - Meegoda*



***Source :*** *Tech City Project, 2018*

## 6.5.6. Proposed Expressway Development Project at Kahathuduwa

*Figure 6.20 : Proposed Ruwanpura expressway*




*Source : Ruwanpura expressway project, RDA, 2017*

The proposed Ruwanpura expressway development which develop from Kahathuduwa interchange upto Ratnapura Town is in line with the GOSL policy famework.



# 6.6. Sustainable Environment Development Strategic Plan

## 6.6.1. Introduction

Sustainable Environmental Development strategic plan can be introduced as the most important chapter of the prosed development of Homagama PS Area as a Green City, under the prosed Homagama Development Plan 2022-2031. To bring forth the concept of Green City is the main objective as per the explanation given in the Vision statement. In this sustainable Environmental Development strategic Plan, an attempt is made to appraise the environmental and physical resources available within the Homagama PS area and explain in detail how such physical and environmental resources / areas can best be utilized sustainably. Being a city of experts providing space for technology development and new innovations, specially, this plan embodies, strategies to make the city rich with environmental eco systems that support peaceful environment.

According to the Land Use data prepared for the Homagama planning area for 2018, 25% of the land in the area is considered to be used as Green area, whilst 2% consists of lowlands, 1% wetlands, another 1% consist of surface water sources.

The theme of the Homagama Development Plan 2022-2031 is the 'City of Experts'. One of the main objectives of the development plan is to create a Green City. Therefore, the development plan is founded on these two principles namely the creation of the Green City and to make it as the City of Experts.

## 6.6.2. Environment Conservation Areas

The wetland found in Homgama can be classified as follows

I. *Brackish Water and waterways, Wetlands,*
II. *Abandoned pottery Pits, Mining areas including shallow Brackish water wetlands;*
III. *Abandoned paddy fields*
IV. *Paddy Fields/ Owita / Deniya*

In keeping with the zonation planning of the wetlands in the Western Province, the wetlands in Homagama PS area can be zoned as follows :

1. *Wetland Nature Conservation Zone*
2. *Paddy Cultivation & wetland Agriculture Zone*

01. Wetland Nature Conservation Zone

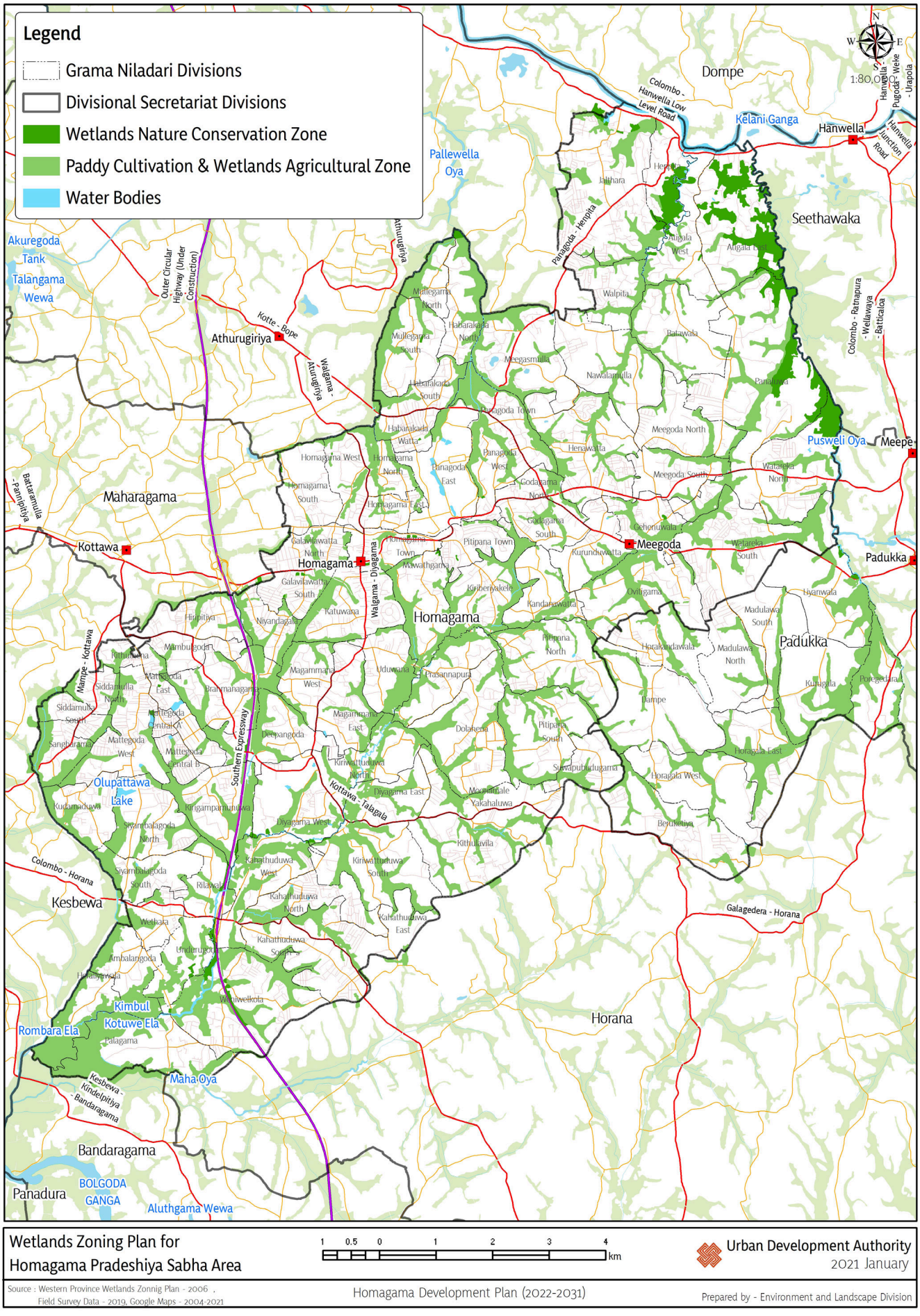
Those wetlands with high biodiversity value, those areas serve as water retention areas to avoid or minimize impacts of floods belong to this zone

02. Paddy cultivations and Wetland Agriculture Zone

All existing Paddy Fields, abandoned paddy fields and Owita/Deniya and wetland agriculture lands are included in this zone;

There is a large extent of Paddy Fields, abandoned paddy fields. They should be conserved taking into consideration their ability to retain flood waters and to contribute to surface water drainage purposes. (The map of Homagama Wetland Zonning Plan is provided in the Map 6.5 whilst the regulation, conditions and guiding notes for development are included in the Part II of the Plan.

***Map 6.5 :*** *Western Region Wetland Master Plan- Homagama Wetland Distribution 2020 -2030*




***Source :*** *Environment and Landscape Division, UDA 2018*

## 6.6.3. Landscape Management Plan

The main objective of this plan is to conserve and intensify the existing natural landscape features of the area. This will be protected the existing city identity.

In addition, an environmental conservation base systematic plan is aims at the sustainable landscape development of various ecosystems and streetscape.

The landscaping of the Homagama PS Area to face global climate change in the future will be geared towards the following objectives.

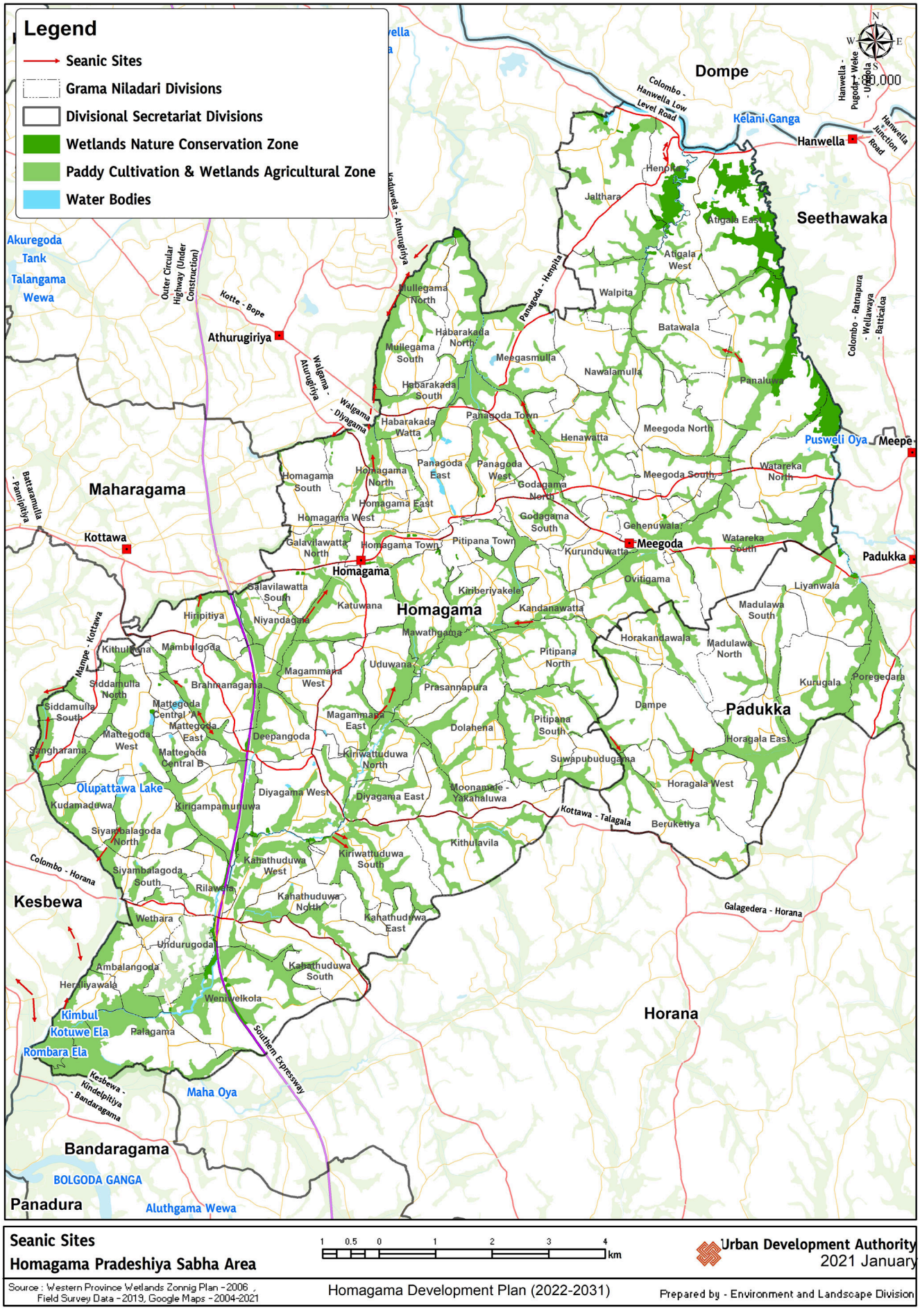
A. *Increasing urban forest cover to mitigate disasters such as rising urban temperatures, increased of carbon footprint, increased air pollution, and increased flooding.*
B. *To provide further encouragement to pedestrian and to provide separate sidewalk ways with shade and seating for pedestrian safety.*
C. *Protection of sensitive ecosystems and introduce of Wise use sustainable use in eco-friendly recreation.*
D. *To provide well-designed open spaces for the public with infrastructure facilities such as urban squares and public parks.*
E. *Increase of Economic development in the city by adding various parks, walkways, landscape lighting and suitable billboards.*

## 6.6.4. Scenic viewpoints

Several Scenic view points can be found within Homagama PS area. Among them are the; the area where the historical Embulgama Raja Maha Viharaya is located, the area and its surroundings where Galagedara Bridge is situated, either side of Heraliyawala, Makandana Road and the area within 5th lane of Matthegoda, can be cited. Kurugala & Leenawatta areas which was identified in Homagama development plan 2008-2025 as senic view points are included to this plan also. Development should carried out ensuring protection of those scenic areas.

No development activities, no waste disposal activities should be allowed that will obscure the viewpoints of those areas. Similarly, no development should be allowed which would threaten the natural scenic beauty of any areas within the wetlands in the Homagama Planning area.

***Map 6.6 :*** *Scenic View points - Homagama Development Plan 2022-2031*




***Source :*** *Environment and Landscape Division, UDA, 2018*

## 6.6.5. The Disaster Risk Reduction Plan of Homagama PS Area

### *Existing Disaster Risk*

Flooding is the major cause for any disaster risk in Homagama PS Area. The topographical features of Homagama PS area with impermeable surfaces is the contributing factor for Floods in the area. The Rivers, their tributaries and streams flowing within the Homagama DSD falls within two drainage basins. One of the drainage basins is the Kelani basin consisting of Pusweli-oya flowing adjacent to Kelani River at the Northern end and Hettige Ela small stream. The second is the Bolgoda Lake sub drainage system which is the micro drainage system for Kaluganaga basin. This consists of two small stream tributaries such as Nadun Ela drainage basin connecting Bolgoda Lake. The marshy and water retaining areas affected by the Canal network as mentioned above form the land suitable for Paddy cultivation, but still crop damages occur due to severe flooding. The areas affected by floods are illustrated in the Map No. 6.7 The GNDs where the floods occur are given in the Table 6.5 below.

***Table 6.5 :*** *Flood affecting areas - Homagama*

| ***GN Division*** | ***The total area affected by Floods sq.km*** |
|---|---|
| *Artigala east(446)* | *1.82* |
| *Artigala west (446A)* | *0.13* |
| *Habarakada north(481)* | *0.39* |
| *Habarakada south (481B)* | *0.21* |
| *Henpita (451)* | *0.58* |
| *Jalthara (449)* | *1.22* |
| *Meegasmulla (482E)* | *0.08* |
| *Meegoda north (447)* | *0.08* |
| *Mullegama north (481D)* | *0.17* |
| *Mullegam south (481A)* | *0.22* |
| *Panagoda east (482A)* | *0.08* |
| *Panagoda town (482B)* | *0.18* |
| *Panaluwa (447B)* | *1.48* |
| *Walpita (450A)* | *0.3* |
| *Vatareka north (448B)* | *0.84* |
| *Vatareka south (448)* | *0.16* |
| ***Total flood affected area*** | ***7.94*** |

***Source :*** *Irrigation Department - 2016*

More than 5,266 people living close to Pusweli Oya were affected during the floods that took place in Homagama PS area in the year 2016 and three people were died. 16 Houses were completely destroyed. About 1827 people and 469 families were affected by the flood occurred in May 2016.

Similarly, due to the obstruction of drainage systems in the area a result of construction and extension of utility services and due to formation of some areas as marshy lands, there had been small scale floods at several places. (Map 6.7).

- *Strategies*

  I. *Zoning for low density Houses;*

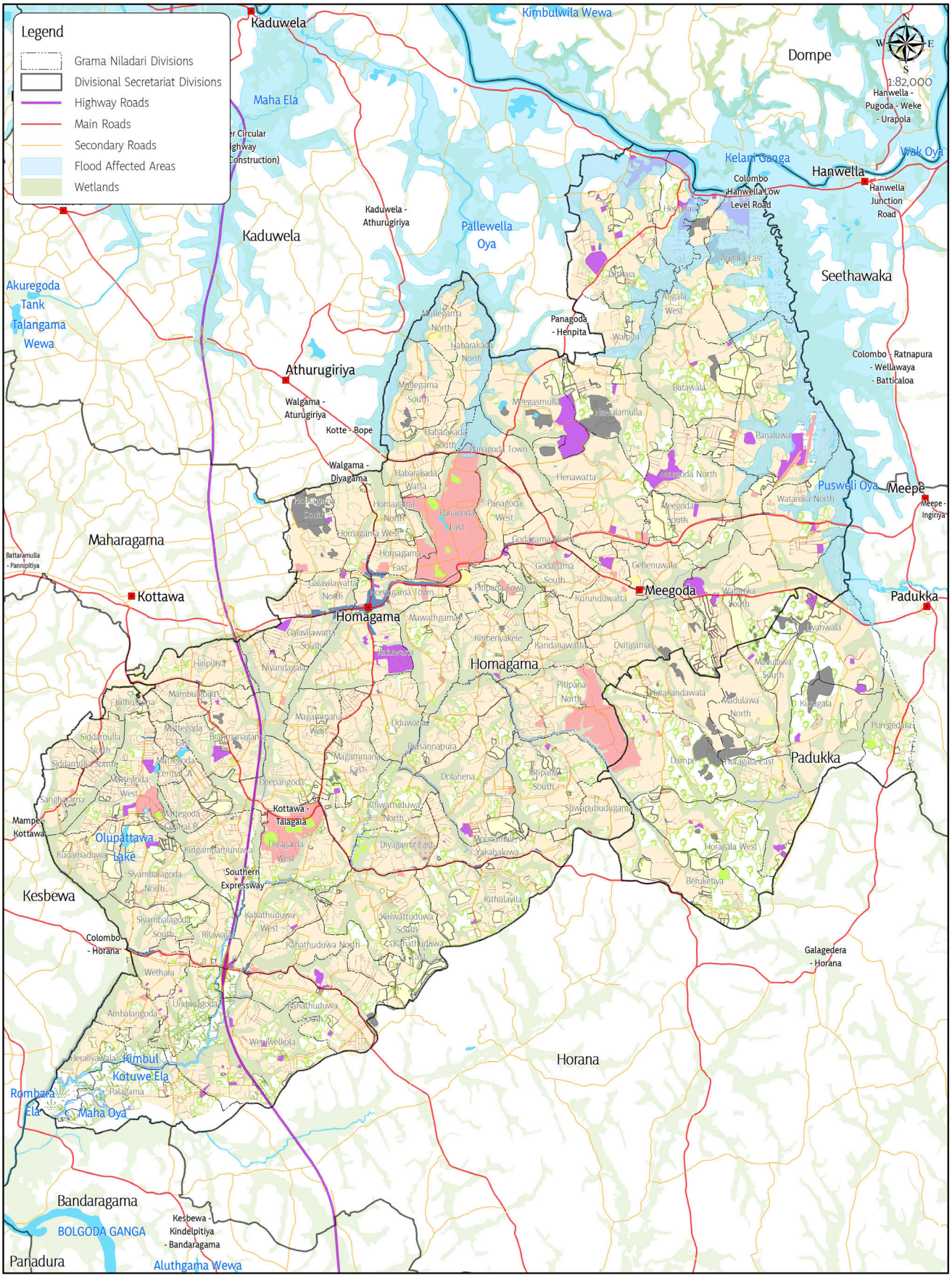
  II. *Natural flow of the two drainage basins and the land use changers which resulting from construction work in those areas should be studied in detail:*

  III. *Cleaning, rehabilitation and maintaining of all the canal network in the area*

  IV. *Improvisation of the drainage system in the area and maintenance of the same continusly.*

  V. *Those low-lying areas to be identified after a slope study and to declare them as urban forest.*

***Map 6.7 :*** *Flood affecting areas*




***Source :*** *Irrigation Department - 2016*

## 6.6.6. Public Open Space and Recreational Space Development Plan (PORS)

Though at least 01.4 ha of land for each 1,000 persons should be provided for when allocating public open space for recreational and leisure activities as per the standards stipulated by the Urban Development Authority, because of the scarcity of public land in Homagama Planning area it was decided to allocate about 1 ha of land for each 1000 persons. According to the census data, the population of the Homagama local authority area in 2019 is 279,236 (Resource Profile Data 2019). According to the data analysis of the development plan, the population is expected to reach 6 lakh by 2031. As a result, at least 600 hectares of land should be set aside for public outdoor enjoyment by 2031. However, it should be noted that, when current rural features are urbanized, the establishment of open spaces should take into account future needs.

There are 2 main categories in providing recreation activities such as Active and Passive recreation. Active recreation include the activities which people can actively engaged with as examples,

I. sports
II. swimming
III. running
IV. jogging
V. boat riding
VI. traditional fishing etc

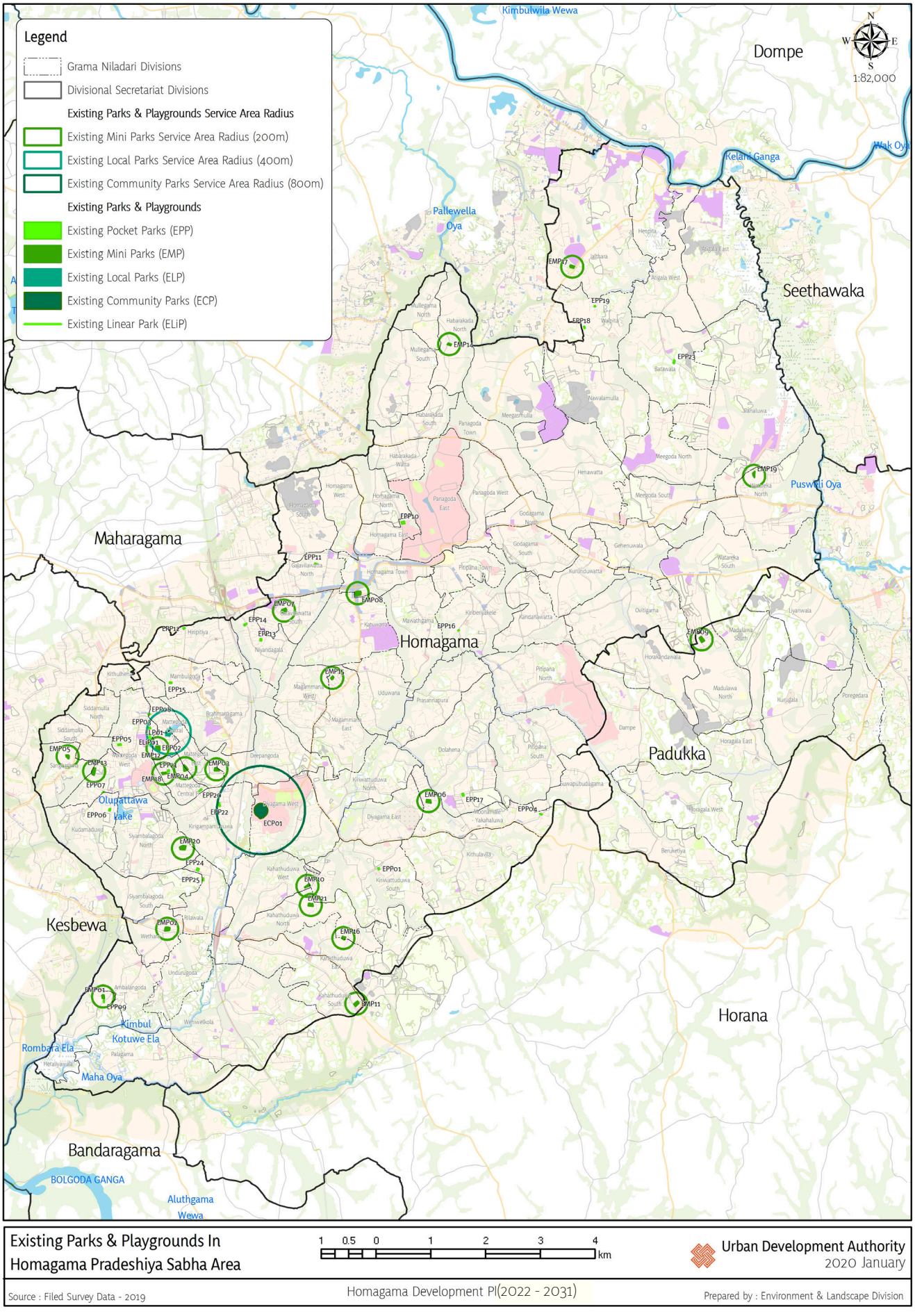
There are inadequate facilities for above activities in Homagama PS area and the details oabout existing facilities as follows in Table no 6.6 and Map 6.8.

***Table 6.6 :*** *Existing Active and Passive PORS - Homagama*

| ***No.*** | ***Park type*** | ***Extent (Ha)*** |
|---|---|---|
| *1.* | *Existing Pocket Parks (EPP)* | *2.29* |
| *2.* | *Existing Mini Parks (EMP)* | *9.60* |
| *3.* | *Existing Local Parks (ELP)* | *1.10* |
| *4.* | *Existing Community Parks (ECP)* | *4.90* |
| *5.* | *Existing Linear Parks (ELiP)* | *0.10* |
| | ***Total*** | ***17.99*** |

***Source :*** *Homagama PS office, DSD office, and Feild data, 2019*

***Map 6.8 :*** *Existing PORS plan*




***Prepared by :*** *Environment and landscape division, UDA, 2020*

According to the information provided in the Table: 6.7, there is about 18 ha of land for open space within the Homagama PS area. Based on the present population, this figure should have been 251 ha. There is no adequate open space for the present population about 251,185, in the PS area while the existing open spaces too are short of required facilities.

Indirect recreational and leisure facilities available within Homagama PS area can be cited as follows.

I. Libraries – 33
II. Cinema – 01
III. Cemetries 40.

***Table 6.7 :*** *Exisitng Active and Passive PORS places – Homagama PS area*

| ***Exisitng Active and Passive PORS places – Homagama PS area*** | | | | |
|---|---|---|---|---|
| ***No.*** | ***Type of the open space for Parks and playgrounds*** | ***Ha*** | ***Present Use*** | ***GN Division*** |
| | ***Existing Pocket Parks (EPP)*** | | | |
| *1.* | *EPP 01* | *0.10* | *Volley Ball Ground* | *Kiriwathuduwa (South)* |
| *2.* | *EPP 02* | *0.10* | *Children's Play Ground* | *Matthegoda Central (A)* |
| *3.* | *EPP 03* | *0.18* | *Children's Play Ground* | *Matthegoda West* |
| *4.* | *EPP 04* | *0.06* | *Children's Park* | *Muunamale* |
| *5.* | *EPP 05* | *0.10* | *Play Ground* | *Matthegoda West* |
| *6.* | *EPP 06* | *0.10* | *Green Valley PlayGround* | *Kudamaduwa* |
| *7.* | *EPP 07* | *0.08* | *Dickhenawatta PlayGround* | *Kudamaduwa* |
| *8.* | *EPP 08* | *0.05* | *Eleven Star PlayGround* | *Matthegoda (East)* |
| *9.* | *EPP 09* | *0.05* | *Children's Park* | *Heraliyawala* |
| *10.* | *EPP 10* | *0.18* | *Saraboomi PlayGround* | *Homagama (East)* |
| *11.* | *EPP 11* | *0.08* | *Children's Park* | *Galawilawatta (North)* |
| *12.* | *EPP 12* | *0.05* | *Puhudelwgahawatta PlayGround* | *Hiripitiya* |
| *13.* | *EPP 13* | *0.13* | *Namal Uyana Play Ground* | *Niyandagala* |
| *14.* | *EPP 14* | *0.02* | *Eksath Welfare Society PlayGround* | *Niyandagala* |
| *15.* | *EPP 15* | *0.10* | *Pepiliyawala PlayGround* | *Mabulgoda* |
| *16.* | *EPP 16* | *0.05* | *Volleyball Ground* | *Kiriberiyakele* |
| *17.* | *EPP 17* | *0.13* | *Play Ground* | *Dolahena* |
| *18.* | *EPP 18* | *0.02* | *Children's Park* | *Walpita* |
| *19.* | *EPP 19* | *0.03* | *Volleyball Ground* | *Walpita* |

| | | | | |
|---|---|---|---|---|
| *20.* | *EPP 20* | *0.10* | *Prasanna Uyana PlayGround* | *Matthegoda Central (B)* |
| *21.* | *EPP 21* | *0.18* | *Nadunm Uyana PlayGround* | *Matthegoda Central (B)* |
| *22.* | *EPP 22* | *0.10* | *Children's Play Ground* | *Kirigampamunuwa* |
| *23.* | *EPP 23* | *0.10* | *Batawala Public Play Ground* | *Batawala* |
| *24.* | *EPP 24* | *0.10* | *Jayaligama Play Ground* | *Rilawala* |
| *25.* | *EPP 25* | *0.10* | *Senasum Sevana PlayGround* | *Rilawala* |
| | ***Sub Total*** | ***2.29*** | | |
| | ***Existing Mini Parks (EMP)*** | | | |
| *26.* | *EMP 01* | *0.30* | *Heraliyawala Public Play Ground* | *Heraliyawala* |
| *27.* | *EMP 02* | *0.50* | *Wetara Ran Taru PlayGround* | *Wetara* |
| *28.* | *EMP 03* | *0.40* | *Sadun Pura PlayGround* | *Matthegoda East* |
| *29.* | *EMP 04* | *0.50* | *Children's Play Ground* | *Matthegoda Central (B)* |
| *30.* | *EMP 05* | *0.30* | *Hapuarachchi Play Ground* | *Sangarama* |
| *31.* | *EMP 06* | *0.40* | *Muunamale Watta PlayGround* | *Muunamale* |
| *32.* | *EMP 07* | *0.60* | *Sea Hawks PlayGround* | *Galawilawatta South* |
| *33.* | *EMP 08* | *0.80* | *Wilfred Senanayaka Play Ground* | *Katuwana* |
| *34.* | *EMP 09* | *0.50* | *Play Ground* | *Madulawa East* |
| *35.* | *EMP 10* | *0.20* | *Jayawardanawatta PlayGround* | *Kahathudwa west* |
| *36.* | *EMP 11* | *0.40* | *Play Ground* | *Kahathudwa south* |
| *37.* | *EMP 12* | *0.50* | *Besum PlayGround* | *Matthegoda Central (B)* |
| *38.* | *EMP 13* | *0.60* | *Samagi Uyana Play Ground* | *Matthegoda Central (B)* |
| *39.* | *EMP 14* | *0.20* | *Kotalawala Play Ground* | *Habarakada North* |
| *40.* | *EMP 15* | *0.20* | *Munasinghagama Public Play Ground* | *Magammana East* |
| *41.* | *EMP 16* | *0.30* | *Pragathi PlayGround* | *Kahathuduwa North* |
| *42.* | *EMP 17* | *0.20* | *Deegalawatta Play Ground* | *Jaltarav* |
| *43.* | *EMP 18* | *0.20* | *Araliya Uyana PlayGround* | *Matthegoda Central (B)* |
| *44.* | *EMP 19* | *0.20* | *Silver Gardens PlayGround* | *Watareka North* |
| *45.* | *EMP 20* | *0.60* | *Sisil Sevana Play Ground* | *Siyambalagoda North* |
| *46.* | *EMP 21* | *0.50* | *City of Life PlayGround* | *Kahatuduwa North* |
| *47* | *EMP 22* | *0.40* | *Meegodadeniya PlayGround* | *Meegoda North* |
| *48.* | *EMP 23* | *0.80* | *Galwalamulla Play Ground* | *Panaluwa* |
| | ***Sub Total*** | ***9.60*** | | |

| | | | | |
|---|---|---|---|---|
| | ***Existing Local Parks (ELP)*** | | | |
| *49.* | *ELP 01* | *1.10* | *Housing Complex PlayGround* | *Matthegoda Central (A)* |
| | ***Sub Total*** | ***1.10*** | | |
| ***No.*** | ***Type of the open space for Parks and playgrounds*** | ***Ha*** | ***Present Use*** | ***GN Division*** |
| | ***Existing Community Parks (ECP)*** | | | |
| *50.* | *ECP (01)* | *4.90* | *Mahinda Rajapaksa International Ground* | *Diyagama (West* |
| | ***Sub Total*** | ***4.90*** | | |
| | ***Existing Linear Parks (ELiP)*** | | | |
| *51.* | *ELIP (01)* | *0.10* | *Mattegoda Tank* | *Mattegoda West* |
| | ***Sub Total*** | ***0.10*** | | |
| | ***Total*** | ***17.99*** | | |

***Prepared by :*** *Emvironment and Lnadscape division, UDA, 2020*

## 6.6.6.1. Proposed Plan for Development of Open space for Public recreation 2022–2031

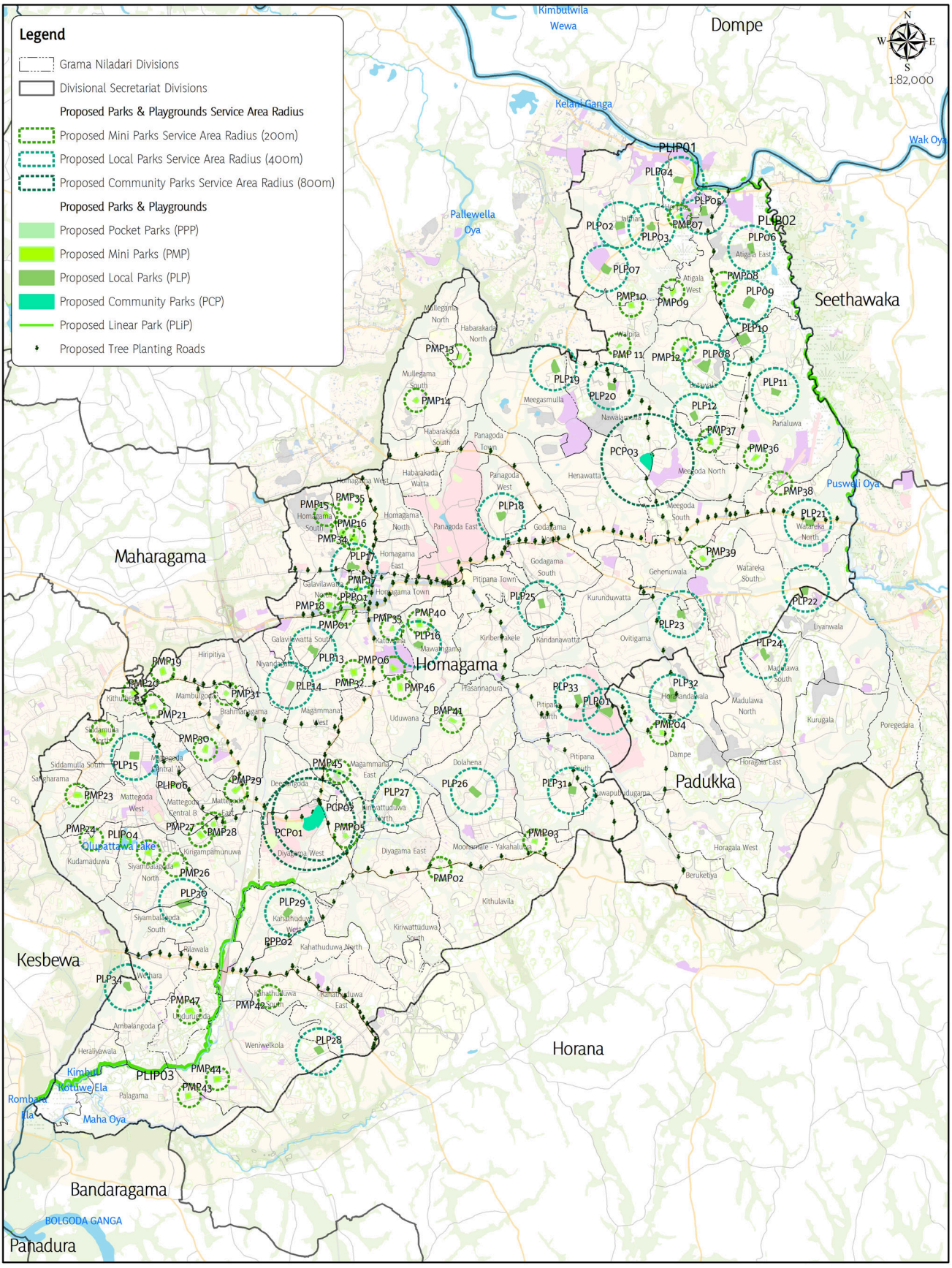
It is forecast that the population will rise up to 600,000 by 2031. Based on that it is estimated that there should be at least 600 ha. of land needed as open space for recreational and leisure activities. However, depending on the availability of suitable land, 50% of this target will be met through following plan.

***Table 6.8 :*** *Proposed PORS plan 2030 – Homagama PS area*

| ***No*** | ***Type of the park*** | ***Extent (Ha)*** |
|---|---|---|
| *1.* | *Proposed Pocket Parks (PPP)* | *0.30* |
| *2.* | *Proposed Mini Parks (PMP)* | *30.30* |
| *3.* | *Proposed Local Parks(PLP)* | *46.20* |
| *4.* | *Proposed Community Parks (PCP)* | *12.10* |
| *5.* | *Proposed Linear Parks (PLiP)* | *254.19* |
| | ***Total*** | ***343.09*** |
| *6.* | *Existing PORS* | *17.99* |
| | ***Total*** | ***361.08*** |

***Source :*** *Emvironment and Lnadscape division, UDA, 2020*

***Map 6.9 :*** *Proposed PORS plan 2022–2031 Homagama PS area*




Proposed Public Outdoor Recreation Space (PORS) Plan for Homagama Pradeshiya Sabha Area

0.75 0.375 0 3 km

2022-2031

Urban Development Authority
2020 January

Source - Field Survey Data - 2019

Homagama Development Plan (2022 - 2031)

Prepared by : Environment and Landscape Division

***Source :*** *Emvironment and Lnadscape division, UDA, 2020*

***Table 6.9 :*** *Proposed PORS plan.*

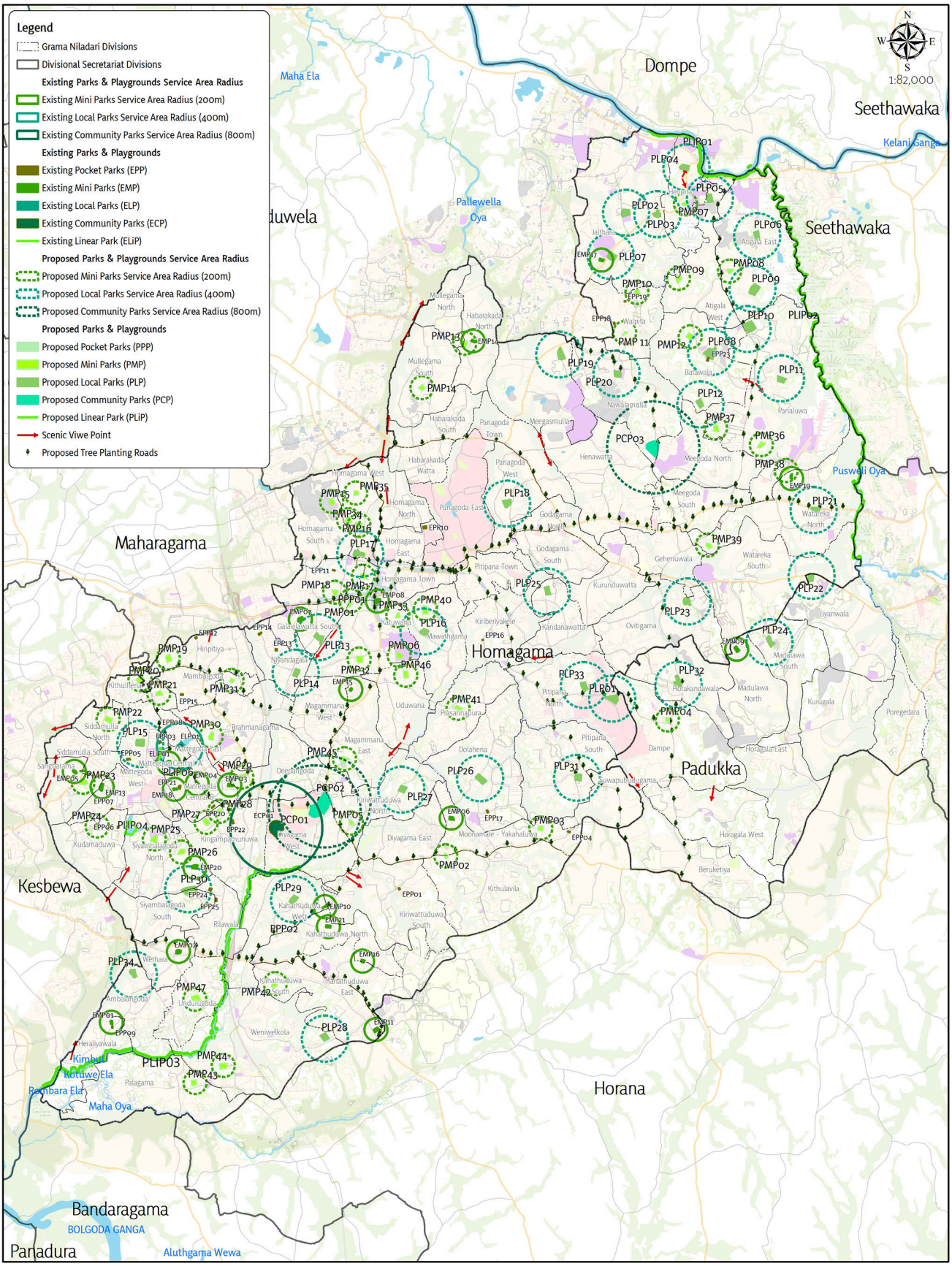
| *Indes No.* | *Parks and Play Ground Type* | *Extent (ha)* | *Present Use* | *Proposed Use* | *GN Division* |
|---|---|---|---|---|---|
| | ***Proposed Pocket Parks (PPP)*** | | | | |
| *1.* | *PPP 01* | *0.2* | *Open Land* | *Mini Parks* | *Homagama Town* |
| *2.* | *PPP 02* | *0.1* | *Open Land* | | *Kahathuduwa (North)* |
| | ***Total*** | ***0.3*** | | | |
| | ***Proposed Mini Parks (PMP)*** | | | | |
| *3.* | *PMP 01* | *1.0* | *Open Land* | *Mini Parks* | *Galawilawatta (South)* |
| *4.* | *PMP 02* | *0.2* | *Open Land* | | *Kitulawila* |
| *5.* | *PMP 03* | *0.5* | *Open Land* | | *Pitipana (South)* |
| *6.* | *PMP 04* | *0.4* | *School Play Ground* | | *Dampe* |
| *7.* | *PMP 05* | *0.4* | *School Play Ground* | | *Kiriwatthuduwa (North)* |
| *8.* | *PMP 06* | *0.8* | *Industrial* | | *Katuwana* |
| *9.* | *PMP 07* | *0.4* | *Rubber* | | *Henpita* |
| *10.* | *PMP 08* | *0.4* | | | *Atigala (East)* |
| *11.* | *PMP 09* | *0.7* | | | *Atigala (West)* |
| *12.* | *PMP 10* | *0.6* | | | *Walpita, Jaltara* |
| *13.* | *PMP 11* | *0.2* | *Paddy* | | *Walpita* |
| *14.* | *PMP 12* | *0.8* | *Rubber* | | *Batawala* |
| *15.* | *PMP 13* | *0.5* | | | *Habarakada (North)* |
| *16.* | *PMP 14* | *0.5* | | | *Mullegama (South)* |
| *17.* | *PMP 15* | *0.7* | | | *Homagama (South)* |
| *18.* | *PMP 16* | *0.6* | | | *Homagama (North)* |
| *19.* | *PMP 17* | *0.7* | | | *Galawilawatta (North, Homagama Town* |
| *20.* | *PMP 18* | *0.6* | | | *Galawilawatta (North)* |
| *21.* | *PMP 19* | *0.8* | | | *Hiripitiya* |
| *22.* | *PMP 20* | *0.8* | | | *KItulahena* |
| *23.* | *PMP 21* | *0.6* | | | *Kitulahena* |
| *24.* | *PMP 22* | *0.9* | | | *Siddhamulla (North)* |
| *25.* | *PMP 23* | *0.9* | | | *Sangarama* |
| *26.* | *PMP 24* | *0.6* | | | *Kudamaduwa* |
| *27.* | *PMP 25* | *0.9* | | | *Siyabalagoda (North)* |
| *28.* | *PMP 26* | *0.7* | | | *Siyabalagoda (North)* |
| *29.* | *PMP 27* | *0.8* | | | *Kirigampamunuwa* |
| *30.* | *PMP 28* | *0.4* | | | *Matthegoda (Central), B , Kirigampamunuwa* |
| *31.* | *PMP 29* | *0.8* | | | *Brhamanagama* |
| *32.* | *PMP 30* | *0.7* | | | *Brhamanagama* |
| *33.* | *PMP 31* | *0.3* | | | *Mabulgoda* |

| Indes No. | Parks and Play Ground Type | Extent (ha) | Present Use | Proposed Use | GN Division |
|---|---|---|---|---|---|
| | **Proposed Pocket Parks (PPP)** | | | | |
| 34. | PMP 32 | 0.9 | Rubber | Mini Parks | Katuwana |
| 35. | PMP 33 | 0.4 | | | Katuwana |
| 36. | PMP 34 | 1.0 | | | Homagama (West) |
| 37. | PMP 35 | 0.4 | | | Homagama (West) |
| 38 | PMP 36 | 0.6 | | | Panaluwa |
| 39. | PMP 37 | 0.8 | | | Panaluwa |
| 40. | PMP 38 | 0.3 | | | Panaluwa |
| 41. | PMP 39 | 0.5 | | | Watareka (North) |
| 42. | PMP 40 | 1.0 | | | Mawathagama |
| 43. | PMP 41 | 0.5 | | | Prasannapura |
| 44. | PMP 42 | 0.7 | | | Kahathuduwa (South) |
| 45. | PMP 43 | 0.6 | | | Palagama |
| 46. | PMP 44 | 1.0 | | | Weniwelkola |
| 47. | PMP 45 | 0.7 | | | Magammana (East) |
| 48. | PMP 46 | 0.7 | | | Uduwana |
| 49. | PMP 47 | 1.0 | | | Undurugoda |
| | **Sub Total** | **30.3** | | | |
| | **Proposed Local Parks (PLP)** | | | | |
| 50. | PLP 01 | 1.8 | Coconut | medium lower scale parks | Pitipana (North) |
| 51. | PLP 02 | 1.4 | Rubber | | Jaltara |
| 52. | PLP 03 | 1.0 | | | Kalutara |
| 53. | PLP 04 | 1.2 | | | Henpita |
| 54. | PLP 05 | 1.2 | | | Atigala (West) |
| 55. | PLP 06 | 1.1 | | | Atigala (East) |
| 56. | PLP 07 | 1.5 | | | Jaltara |
| 57. | PLP 08 | 2.4 | | | Batawala |
| 58. | PLP 09 | 2.1 | | | Atigala (East) |
| 59. | PLP 10 | 2.5 | | | Panaluwa |
| 60. | PLP 11 | 1.1 | | | Panaluwa |
| 61. | PLP 12 | 1.1 | | | Batawala |
| 62. | PLP 13 | 1.3 | | | Galawilawatta (South) |
| 63. | PLP 14 | 1.0 | | | Niyandagala |
| 64. | PLP 15 | 1.5 | | | Matthegoda (West) |
| 65. | PLP 16 | 1.0 | | | Mawathagama |
| 66. | PLP 17 | 1.2 | | | Homagama West |
| 67. | PLP 18 | 1.3 | | | Panagoda (West) |
| 68. | PLP 19 | 1.6 | | | Meegasmulla |
| 69. | PLP 20 | 1.1 | | | Nawalamulla |

| Indes No. | Parks and Play Ground Type | Extent (ha) | Present Use | Proposed Use | GN Division |
|---|---|---|---|---|---|
| | **Proposed Pocket Parks (PPP)** | | | | |
| 70. | PLP 21 | 1.1 | Rubber | medium lower scale parks | Watareka (North) |
| 71. | PLP 22 | 1.0 | | | Liyanwila |
| 72. | PLP 23 | 1.1 | | | Ovitigama |
| 73. | PLP 24 | 1.2 | | medium high scale parks | Madulawela (South) |
| 74. | PLP 25 | 1.0 | | | Kadanawatta |
| 75. | PLP 26 | 1.5 | | | Dolahena |
| 76. | PLP 27 | 1.1 | | | Kiriwaththuduwa (North) |
| 77. | PLP 28 | 1.1 | | | Kiriwaththuduwa (South) |
| 78. | PLP 29 | 1.1 | | | Kahathuduwa (West) |
| 79. | PLP 30 | 2.5 | | | Siyabalagoda (North) Rilawala |
| 80. | PLP 31 | 1.1 | | | Pitipana (South |
| 81. | PLP 32 | 1.7 | | | Horakandawala |
| 82. | PLP 33 | 1.2 | | | Pitipana (North) |
| 83. | PLP 34 | 1.1 | | | Ambalangoda |
| | **Sub Total** | **46.2** | | | |
| | **Proposed Community Parks (PCP)** | | | | |
| 84. | PCP 01 | 3.1 | Open Land | medium high scale parks | Diyagama West |
| 85. | PCP 02 | 5.1 | Institutional | | Diyagama West |
| 86. | PCP 03 | 3.9 | Rubber | | Nawalamulla |
| | **Sub Total** | **12.1** | | | |
| | **Proposed Linear Parks (PLi.P)** | | | | |
| 87. | PLi.P 01 | 74.6 | Reservation along Kalani river | linera park | |
| 88. | PLi.P 02 | 100.9 | Reservation along Pusseli Oya | | |
| 89. | PLi.P 03 | 77.6 | Reservation along Kaluganga Tributary | | |
| 90. | PLi.P 04 | 0.84 | Reservation along Olupattawa Tank | | Kudamaduwa, Siyabalagoda (North) |
| 92. | PLi.P 05 | 0.25 | Reservation along Mattegoda Small Tank | linera park | Matthegoda (Central B) |
| | **Sub Total** | **254.19** | | | |
| | **Overall Total** | **343.09** | | | |

***Source :*** *Environemnt snd Landscape division, UDA,2020*

***Map 6.10 :*** *Proposed PORS plan 2022–2031 Homagama*




| | | |
|---|---|---|
| Proposed Public Outdoor Recreation Space (PORS) Plan for Homagama Pradeshiya Sabha Area | 0.75 0.375 0 0.75 1.5 2.25 3 km | Urban Development Authority 2020 January |
| Source - Field Survey Data - 2019 | Homagama Development Plan 2022-2031 | Prepared by : Environment and Landscape Division |

***Source :*** *Emvironment and Lnadscape division, UDA, 2020*

## 1. *Strategies for the proposed development of open areas for recreational purposes*

1.1. *Utilization of the existing play areas. potential areas which can be used for play grounds and the areas which are already left unused (Open area) as areas for direct recreational purposes, their classification, rehabilitation and maintenance.*

1.2. *Rehabilitation of all the play grounds in the area which are to be further improvised;*

1.3. *Enforcement of regulations pertaining to setting aside of 10% of the open area from sub division of lands (for selling) Should be utilized only for purposes of developing recreational facilities.*

1.4. *Land identified for recreational development purposes to be exclusively used for such purposes.*

## 2. *Implementation of Concepts of Linear Parks*

All the reservations of the streams and rivers in the area should be developed as Linear Parks. They should be used as areas to providing recreational services to the communities in the area while they will be developed to control floods in the flood prone areas.

Such areas as well as other environmental sensitive areas will be devoid of any construction work and can be enhanced by planting more trees; (Map 6.10)

## 3. *Landscaping of existing cemeteries and make them attractive*

All cemeteries in the area will be landscaped by planting more trees to highlight the green characteristics in the area.

## 4. *Development of Roadside Tree Planting corridors*

Increase the number of Green Roads by developing road reservations and proposed conservation areas. Following roads have been identified.

I. *High Level Road (A4)*
II. *Colombo-Horana Road (B-84) Homagama*
III. *Galawila Road, Densil Kobbekaduwa Road, Homagama*
IV. *Godagama Road (B 240)*
V. *Athurugiriya Road (B452) Homagama*
VI. *Sri Gnanawimala Mawatha (B 451)*
VII. *Kottawa Road (Homagama)*
VIII. *Homagama Diyagama Road (B452), Homagama*
IX. *Kottawa – Horana Road (B 239), Homagama*
X. *Niyandagala Road, Sri Somalankara Mawatha ( Homagama)*
XI. *Polgasowita Road Salgaha Access Road, Homagama*

XII. *Kirigampamunuwa Road, Homagama*
XIII. *Kahathuduwa Road near to Jambugasmulla Junction, Homagama*
XIV. *Pitipana - Thalagala Road, Homagama*
XV. *Dampe - Pitipana Road, Homagama*
XVI. *Atigala Road – Meegoda Road, Homagama.*
XVII. *Lenagala, Nawalamulla Road , Homagama.*

The selected trees for the road side tree planting corridors are indicated in annexure 11.

5. *Strategies to bring down the urban heat by 2030*

A. *Green building certificate issued by the Urban Development Authority should be obtained for all development works of 1000 square meters or more except industrial and industrial buildings.*
B. *Installation of Green Roofs on all office buildings and houses during construction and to introduce water sprinklers on such roof tops:*
C. *Increase awareness on the use of mild colors against bright colors when painting buildings;*
D. *Green parking areas to be introduced in all the proposed vehicle parking areas and to convert existing vehicle parking places into green parking areas;*
E. *When Interlocking to be used, methods allowing water intrusion into ground to be adopted; mild colors to be used when painting interlocks;*
F. *Plan and implement the development of all existing Play Grounds, proposed open areas, parks based on Green Concept*
G. *Introduce Green Infrastructure Facilities*

## 6.6.7. Cultural, Religious and Ancient Places Management Plan

There can be identified, many valuable cultural, religious and ancient places within Homagama Pradeshiya Sabha area.

1. Kandegala Purana Viharaya

The temple is located at Panagoda town GN division. the location of this temple is at the highest rock head in Colombo ditsrict. as per the historical evidance that the sacred toothrelic was once kept hide in this temple. Not only that there is a Brahmi inscriptions letter in this temple.There is an ancient cave temple (Devalaya) within it there are two ponds located. In addition to the above, there is a pond known as " Naga Pokuna" is located on the rock.

2. Ebulgama Purana Viharaya

This temple located at Henpita GN division. Earlier this temple was named as Ambuluwa Temple and Ambili Temple. At present it is known as Embulgama Temple. Sapling of Sri Maha Bodhi planted at this temple. As per the historical evidance, this temple goes up to Anuradhapura era.

The cave walls contain carved out drains known as "Kataram" also can be seen in this temple. There are evidents that ancient Buddha Statue has been destroyed and stolen "Treasure" inside it. The ruins of that Buddha Statue is still there in the Cave Temple. First temple was destroyed by the invaders. Second Cave created as "Sapnatha Vihara". Third temple face to 293 bus route and it has improved as a new temple in 1948. This temple has Dhamma halls and Sanghvasa which are 200 years old in dilapidated condition. There are ancient ruins and old coins in the caves too.

3. Minumanwila Nidhangala

This is a heritage since the Sinhala Kingdoms period.

4. Meegoda Purana Viharaya

This has a history of about 150 years back.

5. Lenagala Rajamaha Viharaya

This is a Cave Temple located at Lenagala, Dadigamuwa area. There are Buddha Statues in Caves..

6. Sri Sudhrmarama Viuharaya

This temple located at Heraliyavala and there are special Buddha Statues made from Kaduru Timber.This temple constructed with the architectural charactors of Dambadeni period.

7. Kandepurana Viharaya

located in Panagoda area.

8. Sri Salawanodyaramaya

Diyakada East GND.

9. Sri Sailanthayathanaya

Habarakada south GND..

10. Magammana Purana Viharaya

Magammana west GND.

11. Sri Sudhrshanaramaya

Siyambalagoda south GND.

- *Strategies*

1. *Conservation of all places of Cultural, religious, and historical importance, based on the archeological guidelines.*
2. *Management and maintenance of all such conserved areas*
3. *Creating awareness on the historical, religious and cultural importance of those places, and allow the community to contribute economically and improve inter-institutional coordination by promoting local and international programs.*
4. *Promote tree planting within such premises to showcase green characteristics.*
5. *All land and construction-related work associated with these places to be approved by the Archeological Department or relevant line agency.*
6. *Improving Cultural Identity by Ambulgama Development Project.*

# 6.7. Economic Development Strategic Plan

## 6.7.1. Introduction

Following targets will be accomplished under the Economic Development strategies of the Development Plan 2022-2031.

### *G.1. A safeguarded Environment, A Green City*

1. *At least 3370 ha of land associated with the periphery of Barawa environmental sensitive area will be open for environmentally friendly development and thereby the Land Value of Barawa Environmental Sensitive area will be increased.*
2. *Green City development concepts will be demonstrated in the areas of Homagama, Godagama, and Kahathuduwa by the year 2030 and development of green parks for enhanced legibility of the city for its Green characteristics*

### *G.2. An Affluence City, A Comfortable Neighborhood*

1. *Homagama and Kahathuduwa townships proposed to develope as main urban centers by 2030*

### *G.4. Promote a Education & Innovation Corridor, Accommodating High Tech Industries and Services*

1. *By 2030, enhance connectivity by improvising the transport network within Mahenawatta, Meegoda and Temple Burg Industrial Zone proposed to be located within the Education & Innovation Corridor.*

It is better to have a proper understand of the economy of a city before understanding the economy of the Homagama planning area. Accordingly, the whole process that takes place in a city from the point of commencement of a product or service to the moment when that product or service falls into the hands of the customer can be identified as the economic process of that city. It is also a significant fact to note that such process contributes to the country's gross domestic product. Of all production factors that influence the economy of any given area, the factors such as the location, infrastructure facilities, the nature of the existing resources, and quantities are important. Also the road transport systems the connectivity among the key urban centers through road network, also are important factors. Following fundamentals have been considered, therefore when designing the Homagama PS area Economic Development Plan:

1. *Projects based on the new technology;*
2. *Road and transport sector development*
3. *Legal and policy development*
4. *The location of Homagama Planning Area in Colombo District*
5. *Benefits to be received from mega scale industrial development.*

In the year 1998, Homagama town was recognized as a grade IV City within the Western Province under the CMRSP. At that time Homagama PS area was considered to be a city which was associated with both residential development and industrial development. At present this area is a home for around 215 industries whereas it serves as a main center that provides residential facilities. In terms of contributions to the national GDP, the Central Bank reports (2015) say that the service sector contributes 56% and industrial sector another 34% by Western Province. Homagama PS area also contributed to it.

It is also important to examine the employment profile of Homagama Planning area. According to the data and information of the Resource Profile, 47% of the total employed people in the Homagama Planning area constitutes those from the private sector and 18% in the state sector. This reveal that the monthly income of person in that area earn more than Rs. 80,000 and it is about 60% from the total population in Homagama PS area (COM-Trans Study – 2014).

The employment rate based on the educational levels is 84% of the total labour force in the area and the unemployment rate as low as at 20%. Accordingly, the Homagama PS area can be identified as an area with a high level of education, a group of high income residents living, providing residential development related services.

According to the National Physical Plan 2050, the Homagama PS area is located in the Economic Zone and its objectives are to make a strong economic contribution from the Homagama PS area to uplift the Sri Lankan economy.

## 6.7.2. Main Economic Drivers

One of the main contemporary economic drivers is the proposed Mahenawatta Knowledge Centric City. When considering the GDP of Sri Lanka, the contribution from the industrial sector is as low as 28%. Similarly, the exports using high tech is as low as 1%. (Source: The Panel of United Nations Commission on Science and Technology)

In terms, Science and Technology allied industrial sector contribution, Sri Lanka's exports earnings are to the tune of 382.64 million. Science has pointed it out and Technology and innovations coordinating agency that the people engaged in the computer technology production sector are very low, in an era where the demand for such products is very high.

Therefore, attention has been paid to the areas of Millewa, Malebe, and Homagama to enhance industrial facilities to earn a substantial foreign exchange from products of higher quality based on Sri Science and Technology. Science and technology research institutions will be promoted in areas Malebe and in Homagama areas. It is to be stated here that there will be an industrial zone for mega-scale industrial activities in Millewa area.

## 6.7.2.1. Homagama, Mahenawatta Knowledge Centric city Development Project

It can be seen that the "Vision Of Prosperity" has been primarily focused on innovation and knowledge-Centric projects under the current government policy. Under the objective of a society based on technology, it is aimed to make the agriculture, industrial sector and service sector of the knowledge-centric century into future technology-dependent economic sectors. The focus is on taking steps to strategically invest in emerging technologies of the 21st century, integrate them into the education system, and integrate them with the economy.

Accordingly, it has been recognized that in order to raise the standard of living of the people, a great social development should be done and a technological innovation culture should be built.

The proposed knowledge-centric city project will transform the Homagama area into the main driver of the economy, with the main objective of contributing to the area as well as the overall local economy.

Knowledge-centric city has been proposed as the economic pilot of Homagama city in the year 2031. New job opportunities as well as new production opportunities, new industries and new products have been created in the knowledge-centric city. The specialty of this is that information technology, software and related inventions have been given priority in this innovation and knowledge centric region. It is intended to revive the Homagama economy as well as develop the Homagama economy into an export economy.

The main missions of the Homagama Knowledge Centric City Development Project can be pointed out as follows.

A. *Creating knowledge based businesses*
B. *Creation of technological industries*
C. *Promoting innovation and competitiveness in knowledge-based institutions.*
D. *An international innovation hub*

Bringing to the maximum level the use of modern technologies such as Internet-based devices, artificial intelligence, robotics, Klaus Computation, nanotechnology and 3D intelligence.

E. *A digitized Sri Lanka*

Establishing IT centers and BPO centers.

F. *A people-centric digital government*

To increase the number of software engineers, create opportunities for software production and create related training centers.

G. *An IT entrepreneurship*

Under the government policies, the basic foundation has been prepared to implement this project.

For this purpose, it can be pointed out that the main objectives are to create high-paying jobs through the development of innovative skills and work to reduce social inequalities and raise the standard of living.

The main economic objectives expected to be achieved by the year 2022-2031 under the Homagama Knowledge Centric City Development Project can be pointed out as follows.

1. *The creation of new job possibilities.*
2. *Recruiting new enterprises and global corporations by 2031*
3. *Encouragement of innovation in small and medium-sized businesses.*
4. *Produce world-class scientists by 2031.*

In order to achieve these objectives by the year 2031, the knowledge-centric city development project is planned to be implemented under 3 phases, and the related projects can be pointed out as follows.

Under the Homagama Development Plan 2022-2031, the projects identified to be implemented as per Phase 01 of the Homagama Technology City Development Project are the High Density Education and Innovation Zone and the Industry and Innovation Zone (Zoning Plan 2022-2031) in the Homagama New Development Plan that are not reserved for residential uses. Implementation through land acquisition or private-public partnership approach has been identified as appropriate.

It is intended to develop an area of 3.5 square kilometers clustered around the proposed universities and research institutes under Phase 2. In order to achieve the objectives of the knowledge-centric city development project, the primary focus of the development has been directed towards the development of educational and research institutions, the nanotechnology institute and the necessary space for the implementation of related businesses.

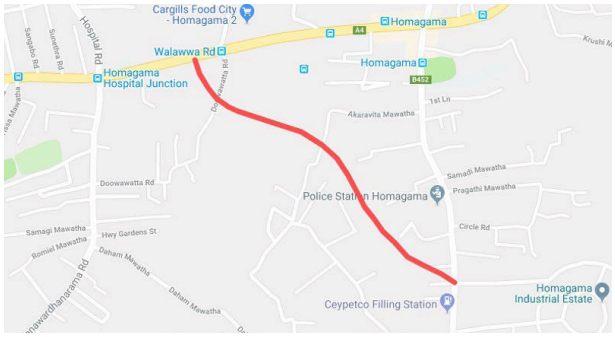
Furthermore, in order to achieve more effective economic benefits, the development of strong and efficient transportation and road facilities from the main economic center of Colombo to Mahenawatta has been focused.

Furthermore, in order to achieve more effective economic benefits, the development of strong and efficient transportation and road facilities from the main economic center of Colombo to Mahenawatta has been focused.

Moreover, the necessary infrastructure development projects have also been identified to strengthen and activate the utility facilities required for the successful implementation of the development projects.

## I. *Project to Develop Western by-pass Road*

***Figure 6.21 :*** *Western By-Pass road development*

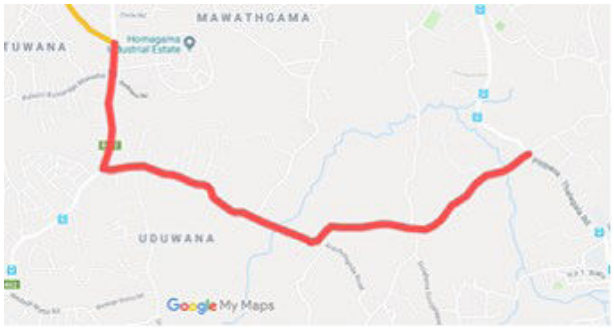



***Source :*** *Western Province Division, UDA, 2020*

Attention has been paid to develop a new by pass with 02 lanes up to Katuwana Junction from High-level road through Pinbima in order to provide an efficient and comfortable transport facility from Makumbura Interchange to connect Colombo Economic centers to Mahenwatta Knowledge Centric City.

## II. *Development of Uduwana Temple Road up to 2 lanes*

***Figure 6.22 :*** *Uduwana Temple road development*

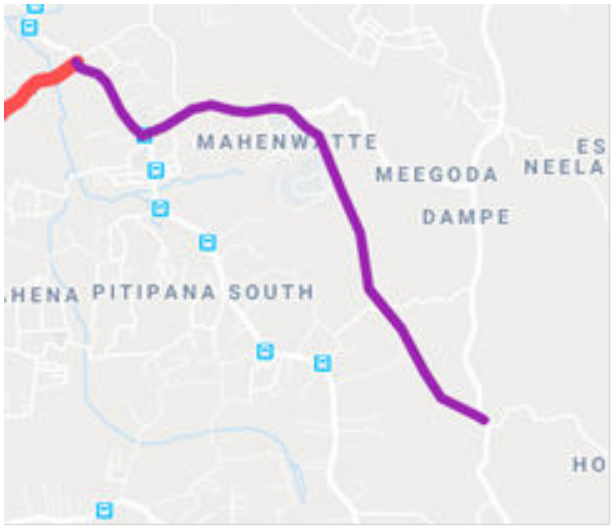



***Source :*** *Western Province Division,UDA, 2018*

This road improvement project has proposed to enhance the connectivity through interconnecting with the western by – pass road. This will give a direct connection to Mahenwatta Knowledge Cen-tric City and establish an efficient Road connection as well. Thus, Uduwana Temple road will develop up to 2 lanes from Homagama, Katuwana to Temple junction in Pitipana Thalagala road.

## III. *Development of the proposed Road from Millewa Industrial Zone via Knowledge Centric City*

***Figure 6.23 :*** *Road Proposal to connect Millewa industrial zone and Tech City*

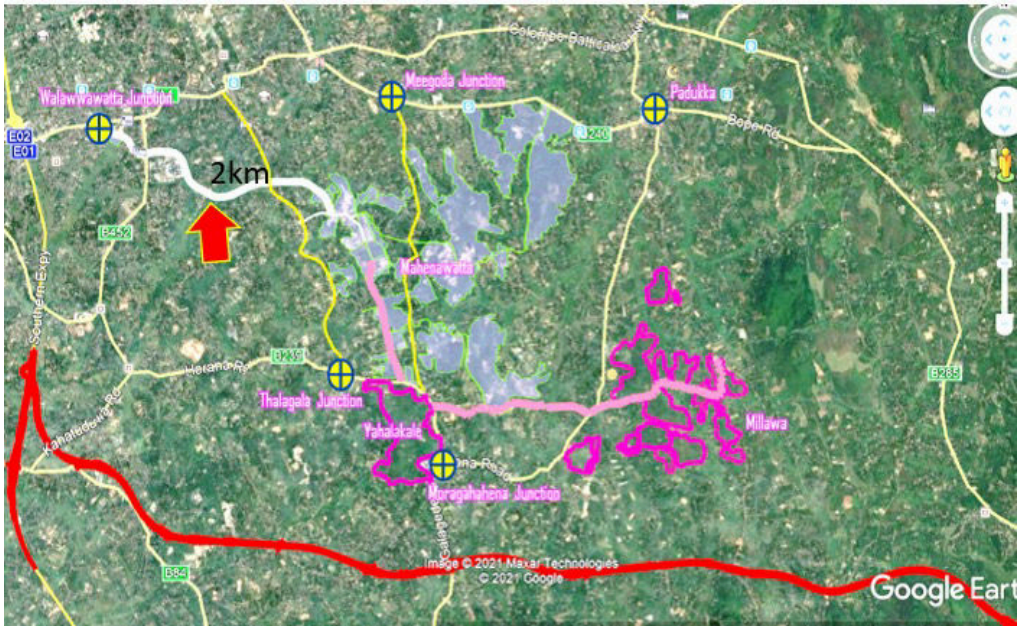



***Source :*** *Tech City project, 2018*

This road is proposed to be constructed from Pitipana Talagala Road Temple Junction to School Junction and from there Dampe Pitipana Road to Dampe Road through Mahenawatta Knowledge Center City and it is planned to be developed with 2 lanes. Through this route, it is expected to build a strong direct link between the education and research institutes of the knowledge-centric city and attract multinational businesses and foreign investors to this development.

## IV. *New road development project proposed to be constructed from Katuwana junction to Mahenawatta text book store*

***Figure 6.24 :*** *New road development project proposed to be constructed from Katuwana junction to Mahenawatta text book store*

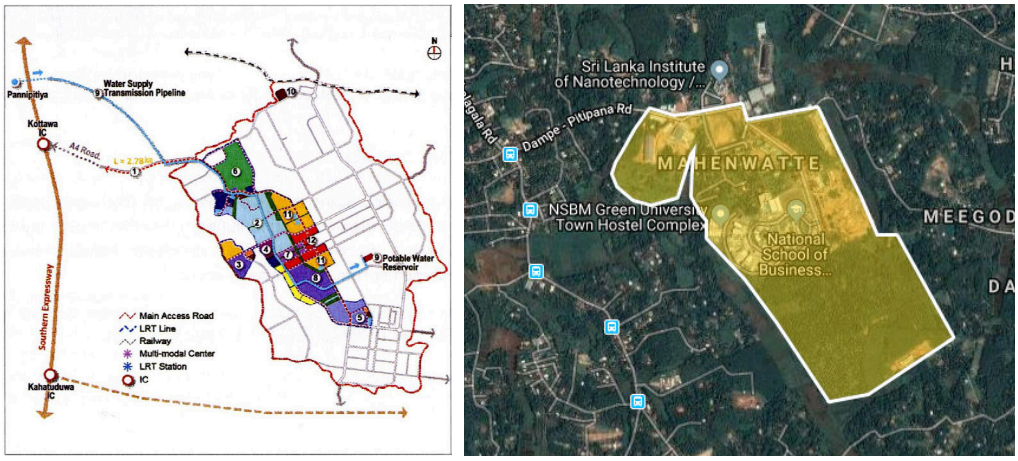



***Source :*** *Western Province Division, UDA, 2021*

Under the Mahenawatta Knowledge Centric City Development Project, this road development project is proposed to provide 50 feet wide road facilities with the intention of developing the access facilities of the expressway and attracting the promoters.

## V. *University, Research and Development institutes development zone*

***Figure 6.25 :*** *Universities, R&D centers*



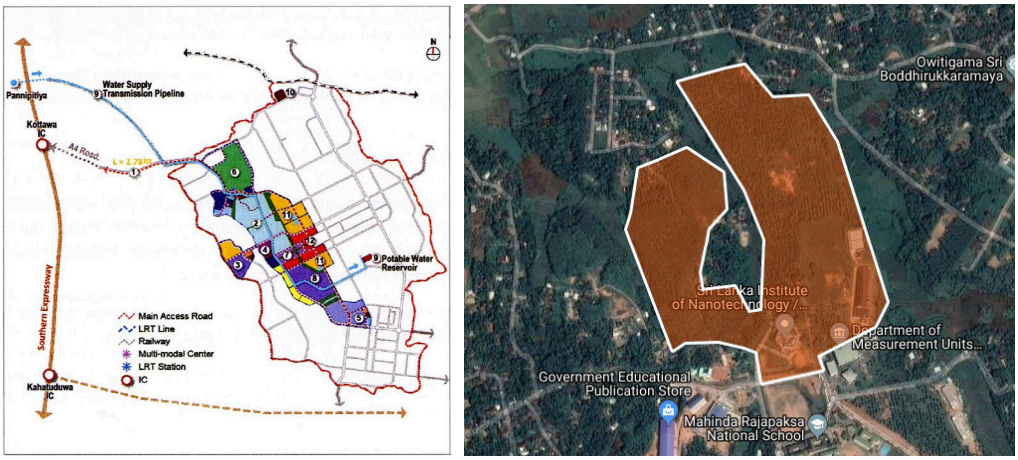

***Source :*** *Tech city Project, 2018*

The main objective of the Tech city is to promote leading 1,000 Scientists through the Knowledge Centric City Project. Therefore, it has been identified over 126 acres of lands in Mahenwatta area to allow Universities, R&D centers and etc. Accordingly, NSBM Green University, IT faculty of Sri Jayawardhenapura University, Colombo and Moratuwa Universities already establishing their Technical Faculties in Proposed tech City area. This will benefited for over 38,000 students and about 30,000 students in R&D sector.

## VI. *Nano Technology and Science Complex*

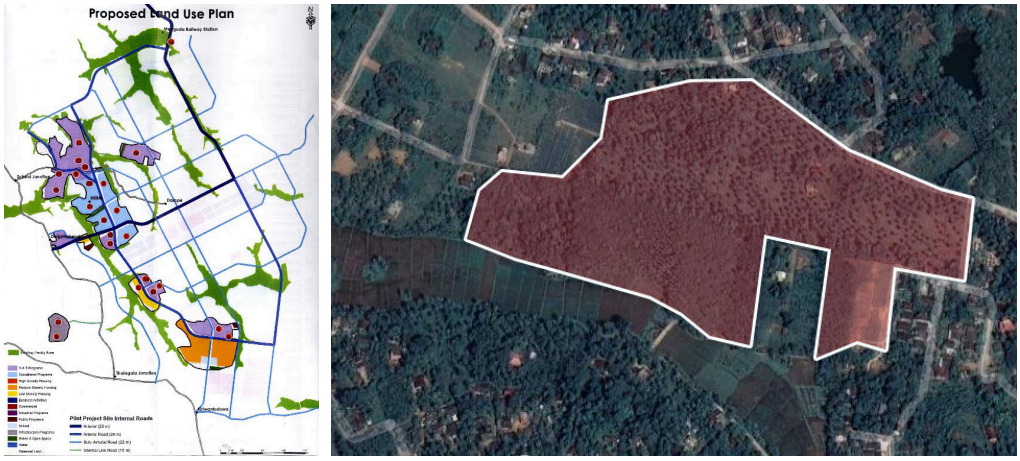
The transformation of this area into the intellectual hub by the scientific and information technology agencies required by the economy is within it. Accordingly, this can be introduced as one of the steps to develop Sri Lanka as the global center of innovation and research and to develop the Mahenawatta area as the first and foremost place in Asia's leading knowledge economy.

***Figure 6.26 :*** *Nano technology science complex*




***Source :*** *Tech city Project, 2018*

***Figure 6.27 :*** *Bio Technology Park*




***Source :*** *Tech city Project, 2018*

Accordingly, special attention has been paid here to strengthen the economy through nanotechnology institutes which are currently conducting their research by involving strong businesses that are currently earning export income in Sri Lanka. Accordingly, 4 acres of land has been identified for the construction of the Nano Technology and Science Complex.

## VII. *Multi story parking development project*

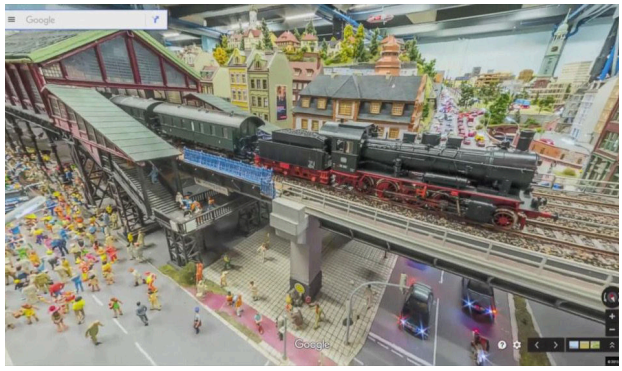
***Figure 6.28 :*** *Proposed Multistory parking - Mahenwatta*

***Source :*** *Western Province Division, UDA, 2021*

Total predicted population in the Homagama Knowledge Centric City is 649,087 and 25% of the population will use their own private vehicles for their transport needs. Then there will be 162,271 of vehicles in use. Thus vehicle parking facilities shall extend with the demand. Accordingly, if the charge for parking facilities will be Rs.100 per person, it will generate of about Rs. 16 million. Therefore, this will be a economic benefit for the area as well.

## VIII. *Proposed Meegoda Transport and Commercial Center*

***Figure 6.29 :*** *Meegoda Transport and Commercial Center*



***Source :*** *Tech city Project, 2018*

The focus is on the 6 acre land area around the Meegoda Economic Center and the Meegoda Railway Station. The total population roaming the Knowledge Centric city zone for commercial and business purposes is predicted to be 30446 people per day. Accordingly, the development of this area as a transport hub and the development of this area as a hub for providing commercial and service facilities will enable us to achieve a lot of economic rains. Also, 758 job opportunities will be created through this project.

In addition, rapid growth in land value can be identified through transportation-based development projects in Sri Lanka. For example, through the Makumbura Multipurpose Transport Center Development Project, the value of a perch in the surrounding area can be identified as one million.

Accordingly, an increase in land prices can be expected in the Meegoda area. Accordingly, it can be predicted that the area will reap huge economic benefits, especially through the increasing demand for luxury housing.

## IX. *Proposed Commercial and Service Center Development*

***Figure 6.30 :*** *Proposed Commercial and service center*


***Source :*** *Western Province Division, UDA, 2020*

The population prediction for whole planning area reveal that the residential and floating population total of this area will be around 700,000 in 2031. The commuting population at present also increased nearly up to 100,000 with development of nano Technology center, Mahinda Rajapaksha School, NSBM Green University and other Universities. However, at present there is inadequate facilities for restaurants, Banking facilities, recreational and leisure areas and other related facilities in the area and also can be seen an increasing demand for such facilities.

Thus, UDA has identified the UDA land located facing to Dampe Pitipana road for this development and generate employment oppourtunities and economic benefits.

## X. *Implementation of Ambulgama Based Development Plan*

***Figure 6.31 :*** *Ambulgama Based Development Plan*


***Source :*** *Western Province Division, UDA, 2021*

Under this plan, it is mainly planned to connect Athurigiriya Interchange Center and Dompe town through Ambulgama junction. For that purpose, the construction of a new bridge across the Kelani River from Ambulgama junction is aimed to create the connection between Dompe and Ambulgama cities. The connection between Dompe town and Athurugiriya Interchange Center is expected to be achieved through the development of Ambulgama-Panagoda main road with a width of 9 meters.

Also, through this project, it is planned to develop the Ambulgama intersection as a service town under a city beautification plan.

Further, through the development of the road development project and the proposed bridge, the Temple Burgh Industrial Zone is expected to attract the attention of investors. Through this, it is aimed to develop the economic capacity of the Homagama Pradeshiya Sabha area.

## XI. *Development of identified routes in High Density Industries and Innovation Zones*

According to the Homagama Development Plan 2022-2031, it can be seen that the side road systems are underdeveloped in the region identified to be developed as High Density Science and Technology Zone 2. The development of these avenues is focused on attracting investors for research related to science and technology based products.

***Figure 6.32 :*** *Road Developments - Homagama Industry and Innovation Zone*

වර්තමාන තත්ත්වය යෝජිත තත්ත්වය

***Source :*** *Western Province Division, UDA, 2020*

Here, under the Homagama Development Plan 2022-2031, it is expected to develop the proposed two-lane road within the proposed high-density industrial and innovation zone and to attract product-based research institutes through raising the land value.

## 6.7.3. Small Scale Economic Development Projects (NON – Based Sector)

### 6.7.3.1. Homagama New Township Development

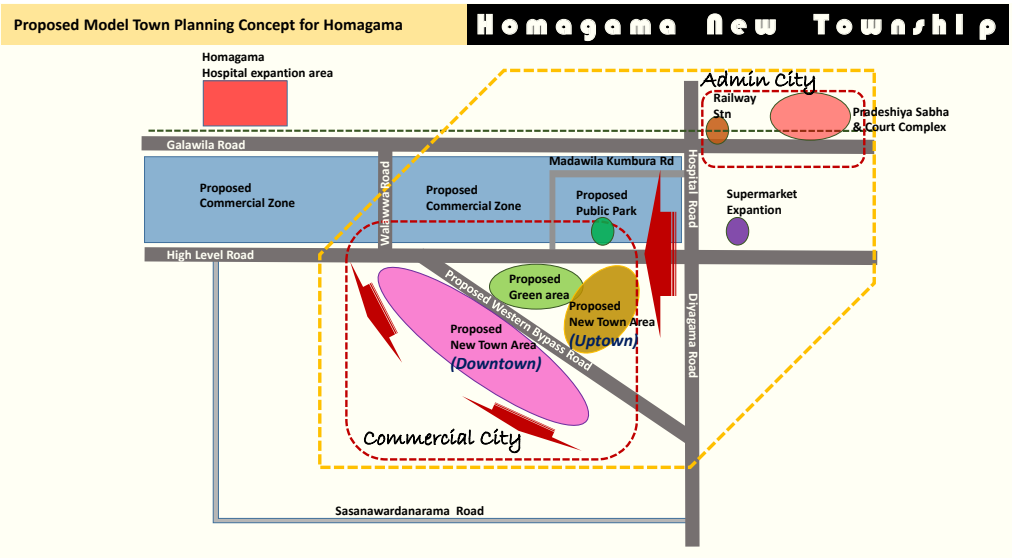
Here the attention has been paid towards implementing suitable projects that support enhancing economic benefits. Accordingly, the Main City Development Project, Road Development Project and Open Space Development Projects have been considered important. Following objectives will be accomplished through the implementation of the above project:

- *To develop the main city as the center to provide all the required services efficiently by 2031.*
- *Opportunity for further expansion of possible diversification of commercial use*

*The city center development is targeted in order to accomplish the above objectives.*

The city of Homagama, which occupies a very important place in terms of physical, social and environmental importance, can be introduced as a city with development potential that meets the future needs of the region as compared to the suburbs of Maharagama, Kottawa and Avissawella.

***Figure 6.33 :*** *Concept plan – Homagama Town Center*




***Source :*** *Western Province Division, UDA, 2020*

population who deals with agricultural, retail and wholesale trade is observed to be static due to lack of opportunity for its expansion. Considering this, with the guidance of the UDA, the expansion of the township more towards East will be considered. Multiple Mega Scale Development such as Bus Parking Areas, Vehicle Parking Yards, and Open Stadium are expected to be completed.

A 65-acre land has been identified from the Eastern side of the City, which was an abandoned paddy land. There are sign of several encroachments in the land area, but the UDA worked with the Agrarian Services Department to secure the land for the proposed development.

As a long-term solution to the traffic congestion due to heavy road transport and traffic in the town, there will be alternative roads developed and, one such would be the extension of the main road connecting Tech city along Pitipana -Mahenwatta road. The present road speed of 15 km per hour will be increased to 50km per hour during the peak time accordingly. Through this, it is expected to reduce the impacts on the environment and substantially reduce the travel time taken.

As per the above, of the 65-acre land, it is expected to develop an extent of 60% of the area while the rest be kept as the water retention area.

The plan will constitute the development of a green area towards Western side of the land, Multi Storey Vehicle Park towards Eastern side where there could be more commercial enterprises and to the South would be the mixed development to cater to all other service facilities.

In the urban planning of the modern world, it recognizes that there should be open space in the middle of such planning areas. A 04-acre land in the center will be developed as an open stadium to enhance the freedom, leisure of the people living in this area. One would expect to see the largest open space area in this location as one is travelling wayward through the congested building of hectic Colombo. The scale of the proposed open stadium would be that it could accommodate at least 3,000 people and will be extended in an areas of 10,000 sq. ft.

Under the second stage of the project commercial center will be developed in an extent of 80,000 sq. ft. which will be connected to the above facilities. This would consist of the most advanced facilities required for a modern commercial center to be seen within the Colombo area. The architectural plan would suit the Green areas located in front of the proposed open stadium and would be accessed by a 40 feet wide road which will be connected to proposed alternative roads and the High-level road.

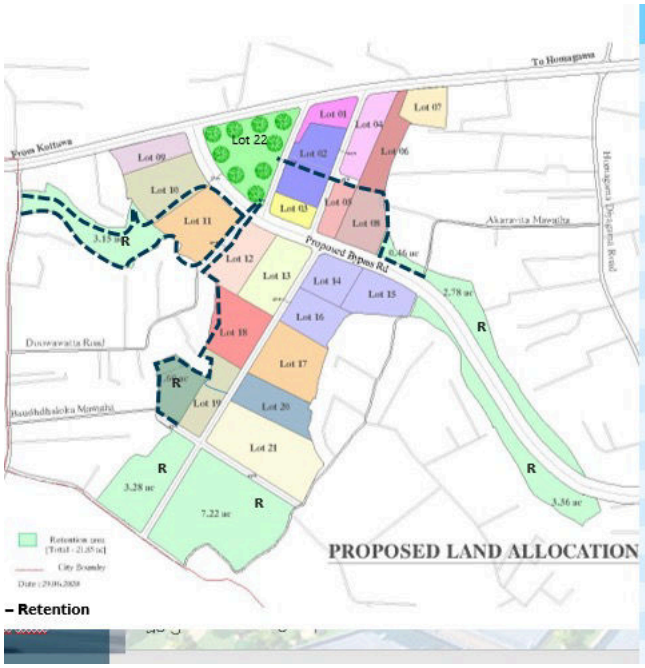
Under the 3rd stage of the project, Western by pass road will be developed as the alternative road which will have a width of 9 m and 29 m length. It will have 04 lanes and 02 service lanes and 02 Cycle lanes. The road is prioritized as a quick access to the proposed Tech city and will be started from the High-level road up to Katuwana. Parallel to this development, several services roads will be constructed. Proposed mixed development and commercial projects will be Centric on these roads. This road network will provide all necessary accessibility to above facilities.

Under the 4th stage of the project, a new commercial complex will be established to assist those trading community who will be affected by the acquisition of the proposed open area. This initiative is expected to make the future development exemplary in terms of implementing participatory development processes.

Under the 5th stage of it is expected to build an iconic tower to symbolize the entrance for commercial Town. This will be undertaken with the private sector involvement. An area of 3 acres of land will be set aside for this. The tower would be a 10 storied building and will be equipped with modern technology.

Under the 6th stage, there will be multi storied Vehicle Park building which will be of 6 storied. It is expected that at least 300 vehicles will have parking facilities at this parking building at a time. This will have access to the Commercial center, Bus Stand and is expected that this would serve the need of not having adequate vehicle parking area for the Homagama Town.

***Figure 6.34 :*** *Draft Paln – Homagama Town Center*




| Lot No. | Proposed Uses |
|---|---|
| 1 | Commercial Development |
| 2 | Land for Shopping Mall development |
| 3 | Land for Commercial Development |
| 4 | Land for "Rajawasala" Development |
| 5 | Land for Department of Police |
| 6 | Existing Bus Stand Land |
| 7 | Existing Bank Facilities |
| 8 | Land for Multi storied vehicle park |
| 9 | Existing Land for commercial development |
| 10 | Land for commercial development |
| 11 | Land for Relocation |
| 12 | Land for Supermarket |
| 13 | Land for commercial development |
| 14 | Land for Banking Facilities |
| 15 | Land for Banking Facilities |
| 16 | Land for Health Related Activities |
| 17 | Land for Private Hospital Development |
| 18 | Land for Office Complex |
| 19 | RDA Land Relocation Site |
| 20 | Land for Housing Complex |
| 21 | Land for Housing Complex |
| 22 | Urban Park Development |

***Prepared by :*** *Western Province Division, UDA, 2020*

## 6.7.3.2. Godagama New Township Development - 2030

### *THE TECNO PARISH" - Godagama*

If at all the traffic is concerned in Homagama PS area , it is due to the traffic that is formed at Godagama Junction. The traffic that is during peak office time makes vehicles to run at 10 km per hour. This shows the necessity of having alternative roads. The distance between the railway station at Godagama along Kelanivally Rail and the Road is about 1 km. Therefore, it is the intention of Godagama Development plan to integrate the rail and road transport. In order to encourage the passengers to use the Rail by designing the road with direct access to the Railway Station is expected.

In addition to the 4 acres of land owned by this authority in the city center, it is proposed to acquire 21 acres of land, and this land is currently an empty paddy land. The Sri Lanka Land Reclamation and Development Corporation has given recommendations for a portion of this land proposed to be developed according to a systematic drainage plan.

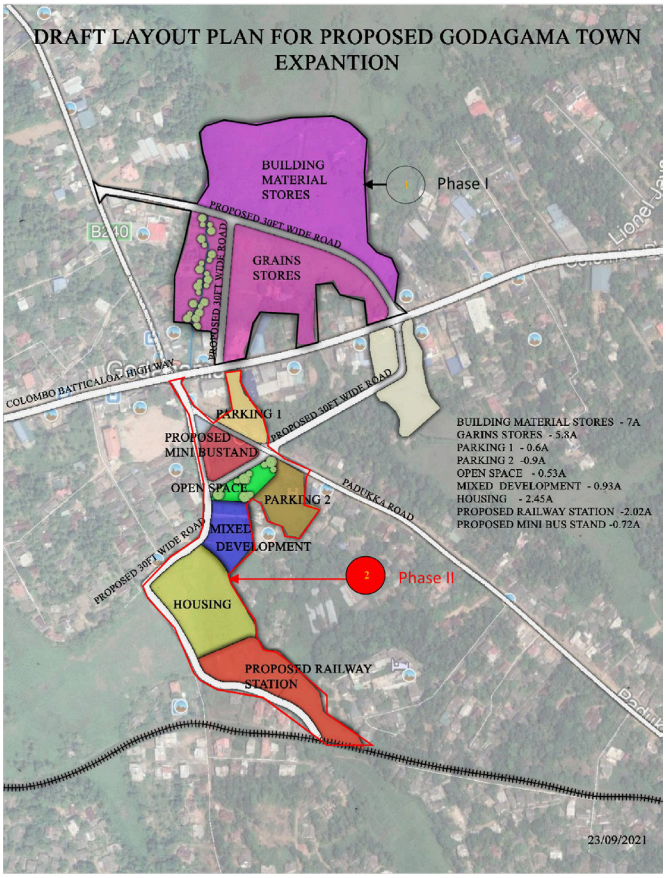
Accordingly, the 25 acres of land identified for a mixed development project, fallow fields between High Level Road and Megoda Road will be developed as a mixed development project and the rest of the land will be developed as water retention.

Godagama city center is proposed to be developed as a "sleepless city" and the intention is to create a commercial market for grain products, construction material products, a transport hub based on side road developments through the city centre.

Proposed Sub-Projects:

1. *Wholesale grain market*
2. *Stocking center for building materials*
3. *Mini Bus Terminal*
4. *Primarily for mixed development uses like food hubs, food city, mini theaters, shopping malls etc.*
5. *Development of public open and recreational spaces*
6. *Housing development*
7. *Road development projects till connecting A4 – High Level Road and B240 – Malambay-Athurugiriya – Padukka Road*
8. *A bypass road development project to connect Godagama railway station.*
9. *Identified access road widening projects connecting major modes of public transport.*
10. *Provision of public parking facilities*

***Figure 6.35 :*** *Godagama New town - Concept plan*




***Prepared by :*** *Western Province Division, UDA, 2020*

According to the above sub-projects, this city center is planned to be developed in two phases. In the first phase, it has been proposed to acquire about 9 acres of land, to develop the 9 acres of land and the 4 acres of land, and to acquire a 4 acres of land facing Highlevel Road from the north.

Also, it is expected to develop the city's transport facilities through the development of proposed bypasses connecting A4 - High Level Road and B240 - Malambe - Athurigiriya - Padukka Road.

In the second phase, the remaining 12 acres of land is proposed to be acquired for the development of minibus stand, green park development, mixed-use building development and access facility facilities.

It is also proposed to prepare a drainage plan for the entire proposed area of 25 acres. After land development, it is proposed to implement the proposed projects in Godagama city center under the planning guidelines to be introduced by the Urban Development Authority. It has also been recognized that development activities should not be carried out here without proper drainage plan

## 6.7.3.3. Kahathuduwa New Township Development - 2030

Kahathuduwa can be considered as a Green area, with rural characteristics and often affected by floods due to its location well below the mean sea level.

There are all the possibilities that the town could be developed as a full pledged town with its present facilities such as the Interchange of Southern Expressway, although due to the low-lying areas, the natural water courses and the expressway already constructed serve as barriers for its rapid development.

Kahathuduwa town is planned to be developed as an agricultural export village along a physical planning boundary extending 2 km from the interchange.

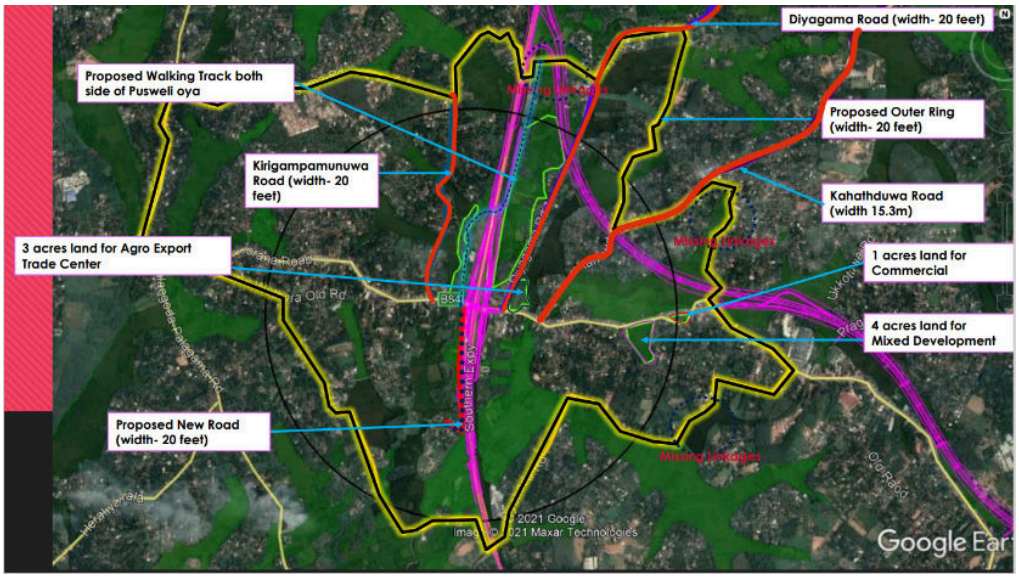
When looking at the entire Homagama local council jurisdiction, in a situation where high-speed interchange facilities exist, paddy fields and agricultural crops can be seen from all four directions.

When focusing on land use, it is seen that a majority of the area around the Kahatuduwa city planning area is focused on residential development, but it is clear that paddy fields and agricultural lands that blend with urban features and facilities extending 1 km from the Kahatuduwa Expressway Interchange.

And on one side, the Maha Oya, which is considered as a tributary of the Kalu River, flows, and during the rainy season, low-lying areas on both sides of the Maha Oya are flooded. Accordingly, even if a development based on highway interchanges can be planned, the land that can be used for the existing development is not enough, so it is seen that the urban facilities are expanding linearly on both sides of the highways.

Accordingly, using the existing lowlands, agricultural land, Paddy for agricultural cultivation, integrating the existing high lands and protected areas in connection with the interchange, highlighting the urban characteristics and urban facilities, to develop Kahathuduwa town as an agricultural export village, Homagama Development Plan 2021-2030 Economic Development expected to be achieved through the strategic plan.

***Figure 6.36 :*** *Kahathuduwa New town - Draft plan*




***Prepared by :*** *Western Province Division, UDA, 2021*

Homagama Development Plan 2022-2031 through the Economic Development Strategy Plan Homagama Economic Strategy, as described above, expects a significant increase in land prices in line with the economic development of the entire area through the Knowledge Centric City projects and the major city projects that serve the Knowledge Centric City in parallel.

At present the selling price of land in Kahathudwa area is Rs. 184,000 per perch. According to a survey conducted by the National Housing Development Authority, the sale price of land is projected to increase to Rs. 500,000/- by 2031, taking into account the infrastructure development taking place throughout the area.

Similar to the predictions made by the National Housing Development Authority in assessing the land value in respect of the knowledge-centric city project, the primary economic pioneers of the area. Considering the fluctuations in market land prices, it is predicted that the sale price of residential land in Homagama area will rise up to one million. Further, the same authority points out that the price of residential land for a perch ranges from 750,000 to 1 million rupees.

The land for commercial purposes will vary twice the price of land for residential purposes. Accordingly, it is expected that parallel to the economic development projects in Homagama PS area, there is a corresponding value appreciation, of the land in Kahathuduwa. This explains that there is value addition during the course of development that will be taking place in this area towards a city with comfortable residency.

## 6.8. Infrastructure Facilities Development Strategic Plan

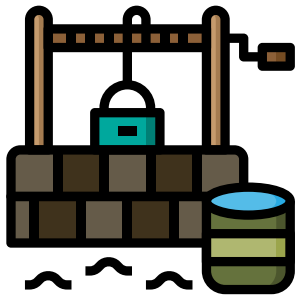
### 6.8.1. Water Supply Plan

When attention is paid to the water supply in Homagama local authority area, it will be clear that water supply is done based on different sources. According to the resource profile report of the year 2019, it can be shown as follows how to meet the drinking water requirement in Homagama local authority area.

***Table 6.10 :*** *Drinking Water Sources of Homagama Planning Area ,2019*

| *Source of Water* | *Percentage* |
|---|---|
| *Protected wells in the area* | *11.2* |
| *Unprotected Wells* | *0.5* |
| *Pipe borne water outside the service area from main supply line* | *14.6* |
| *Rural water supply projects* | *2.0* |
| *Tube wells* | *0.7* |
| *Other* | *0.01* |

***Source :*** *Samapth Pathikada resource profile 2019, Homagama Divisional Secretariat office*



**11.2%**
Protected wells in the area

**0.5%**
Unprotected Wells

**14.6%**
Pipe borne water outside the service area from main supply line

**2.0%**
Rural water supply projects

**0.7%**
Tube wells

**0.01%**
Other

According to the above statistical data, the majority of houses (14.6%) in Homagama area meet their drinking water needs by using piped water, in the area, in the relevant service area, by using the main supply and about 11.2% of the houses meet their water needs through protected wells in the area. According to the development plan of the Homagama area up to 2031, the Mahenawatta Knowledge Centric City Development Project can be mentioned as the main development project in the area. In parallel with this project, the 2021–2030 Homagama Development Plan has been created in anticipation of a very high development in the area.

In connection with the future development projects, the waste facilities of the area should be brought to a very high level. As far as sewage facilities are concerned, piped water supply occupies a prominent place.

Considering the population growth that contributes to the development of the Homagama area, a population of 600,000 is expected in the year 2031. The population growth rate of the area is shown as 2.4% which is the highest compared to other cities in Colombo district. The 2019 Resource Profile data reveals that the current population is 296,380.

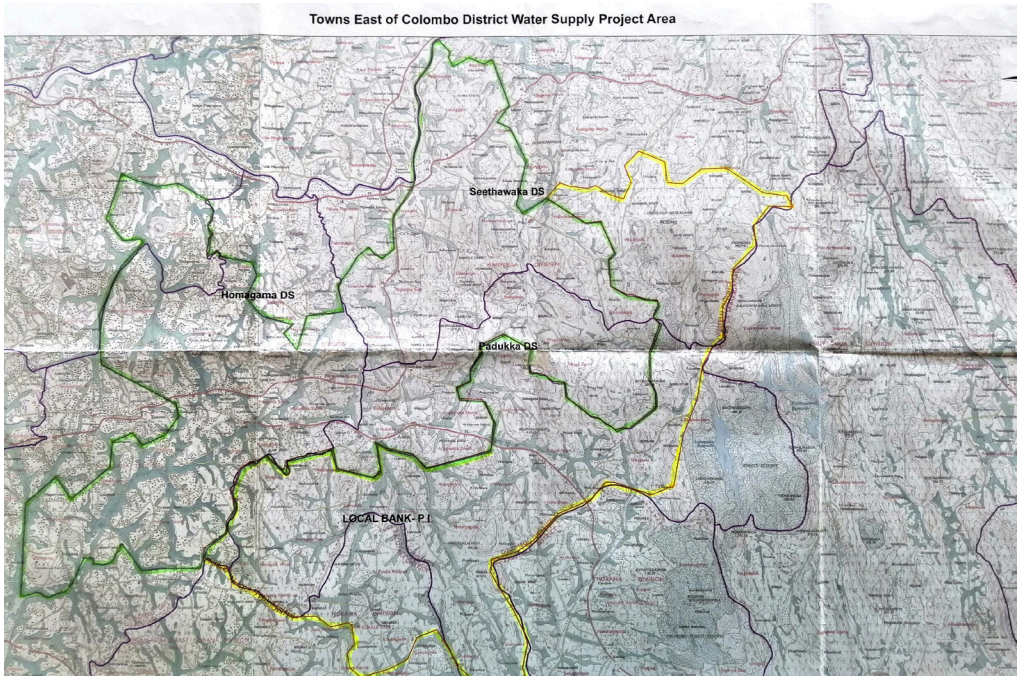
There is a need for a new water supply scheme for Homagama PS area. As per the new projects identified by NSWDB, entire Homagama PS area will be covered with piped borne water supply scheme by 2040. At present, Labugama, Kalatuwava reserviors full fill the water demand of Homagama PS area and the existing capacity will be improved.

This project has the capacity to provide for 373,304 population as per their estimations. As the third phase of this project entire area of Homagama will be served with 150,100 m3 of water supply per day. Labugama and Kalatuwava reserviors will be improved to meet this capacity and 36 GND areas will be covered.

As per the predictions of NWSDB, the daily need of water per person is 172 liters. accordingly, the water demand for the increasing population of Homagama PS area is calculated as 95000m3 per day. Therefore, the water demand of Hoamagama PS area for 2030 will be fully covered by the proposed projects of NWSDB and there is no planning intervention done through the Homagama Development Plan 2022 – 2031 on water supply.

### 6.8.1.1. The Proposed Water supply Project

***Figure 6.37 :*** *Proposed Water Supply Project Area by Sri Lanka Water Board*




***Source :*** *National Water Supply & Drainage Board, 2018*

### 6.8.1.2. Strategies to strengthen the water supply and protect the water sources

- *Establishment of Rain Water Management and Rain Water Harvesting is proposed in the low-density residential zone.*
- *Maintaining a buffer of 1 m from the wetland boundary for all wetlands spread throughout the area.*

## 6.8.2. Electricity Supply & Managemnt Plan

According to the exiting landuse plan (2017) of Homagama Area , total landuse has been divided as 43% of area for residential uses, 13% of area for commercial uses, 3% of area for administrative uses, and 1% of area for industrial uses. Resource profile According to the surveys conducted for the year 2016, how families living in the Homagama planning jurisdiction obtain electricity can be shown as follows.

***Table 6.11 :*** *Electricity Consumption Methods in Homagama Planning Area*

| *Electricity consumption as per the number of families* | | | | | | |
|---|---|---|---|---|---|---|
| ***Homagama PS area*** | *Total no of Households* | *from National Grid* | *from Rural Mini Hydroelectricity projects* | *Kerosene* | *Solar energy* | *others* |
| | *65,926* | *64,484* | *-* | *1402* | *7* | *33* |

***Source :*** *Sampath Pathikada Resource Profile, 2016, Homagama Divisional Secretariat Office*

According to above table, 98% of the household fullfill their electricity need by National grid supply and the data reveals that 100% electricity coverage in the Homagama PS area.

In 2001 census data the area has about 187,202 of population and by 2012 it has increased to 252,469 and the calculated population griwth rate is 2.4% . According to the Sampath Pathikada data, in 2019 the population if the area is 296,380. Assuming the average family size of 4 in Sri Lanka this area has total of 74,095 households.

When estimating the Electicity consumption and the future demand for electricity for 2031, it depends on the total estimated population of the area. Here, following the above mentioned growth rate the predicted population in 2031 will be around 600,000. This has around 70,0000 of households and assumtions has made such as all living as separate families in separate houses and predictions for 2031 has 100,000 of new households coming into the area. Therefore the new households of about 100, 000 shall provided with electricity supply.

At present total area has covered with electricty supply by Ceylon Electrcity Board (CEB). As per their estimations, monthly electrcity consumption per house is 120kwh. based on this value it is esstimated that there will be total of 35.33mwh electricity demand for residential uses only.

Considering the new projects coming up by Homagama Development Plan 2031, all other related new projects and increasing population will have a total demand for electricity of about 85.96mwh. Therefore, There is a shortage of 50.63mwh electricity demand by 2031.

In addition, there are 215 of industries already operating within the Homagama PS area and they demand for 7,962 mwh of electricity supply.

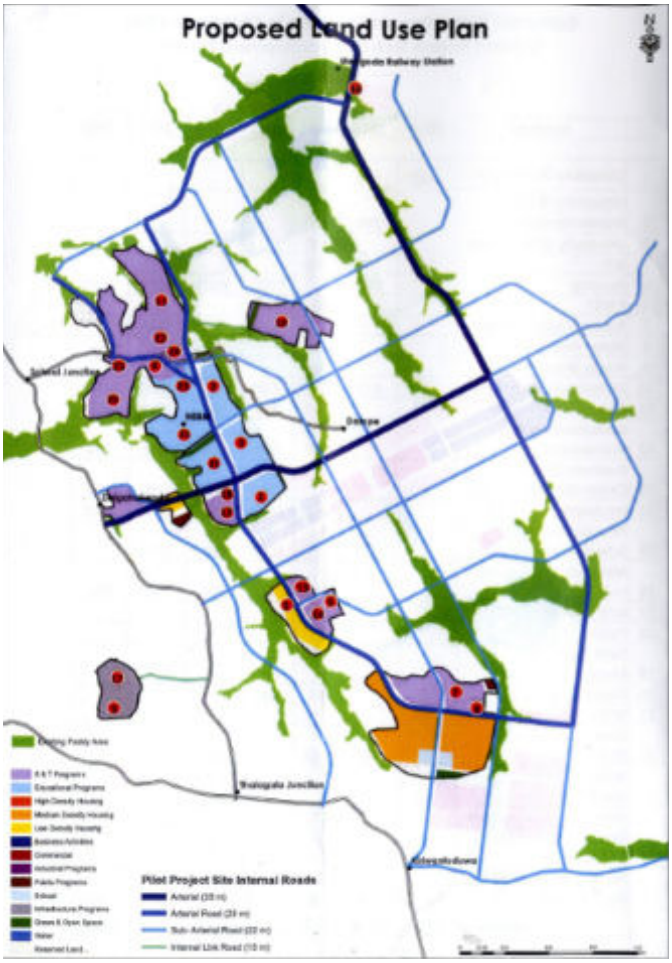
The Ceylon Electricity Board is of the view that the existing electricity supply is not sufficient due to the education, research institutes and hostels operating in the area of Homagama Mahenawatta.

Homagama Knowledge centric City Development project has the main priority given as the mega development project and it has cater for a huge development in and around the Homagama PS area. The electricity demand for Tech City (has been proposed) has been already calculated by the CEB and it is about 76.3mwh as per the calculations. Accordingly, CEB has two main strategies to provide this demand such as in preliminary stage 20mwh of electricity will be provided through the new Grid Substation established in Mahenwatta and rest of the demand will be cater from the supply form Millewa Industrial zone.

The main proposed project of CEB is the new Grid Substation at Mahenwatta with the capacity of 90mwh. From the total electricity supply about 70 mwh of electricity will be provided for Homagama residential uses Therefore, the demand for 2030 of 50.63 mwh of electricity will be covered by the above said projects of CEB.

## 6.8.2.1. Proposed Electricity Supply Projects

***Figure 6.38 :*** *Proposed Electricity Sub – Station (90 mwh capacity) Project by National Electricity Board*




***Source :*** *Urban Development Authority, 2021*

# 6.8.3. Solid Waste Management Plan

## 6.8.3.1. What is Solid waste ;

Those wastes which are not liquid but which are generated from the domestic activities, trading and commercial activities, agricultural, industrial activities and other public events are categorized as solid wastes. Food wastes, wastes from packaging materials, metal, plastic, glass clothes, garden sweeping, construction wastes, industrial wastes, etc. constitute solid wastes.

Due to the disposal of wastes haphazardly, there occurs health and environmental issues. The damage to the environment is considered to be very significant. Dumping of wastes on open lands with no control, and the leachate resulting from such waste dumps can cause pollution to groundwater and surface water which will be irreparable. Burning of waste on the open areas, air emissions from various equipment, industrial processes can cause air pollution. (Source: National strategy for Solid waste management, the year 2000).

## 6.8.3.2. Solid Waste Management

Generation, Collection, Storage, Transportation, Disposal in an environmentally friendly manner are components of Solid Waste Management Process.

## 6.8.3.3. Present situation in Homagama PS

It is estimated that 36 tone of solid wastes is generated per day in Homagama PS area. From that bio-degradable wastes is around 14 tons, the rest (22 tons) is considered non-biodegradable waste. Information of the sources of wastes collected in this area is provided in the table 6.12 below.

***Table 6.12 :*** *The Collected Solid Waste by There Generating Sources*

| ***Source*** | ***Percentage (%)*** |
|---|---|
| *Residential* | *38* |
| *Commercial* | *15* |
| *Hotels* | *14* |
| *Hospitals* | *03* |
| *Industries* | *28* |
| *others (Banks, Institutional Buildings)* | *02* |

***Source :*** *Sampath Pathikada Resource Profile, 2016, Homagama Divisional Secretariat Office*

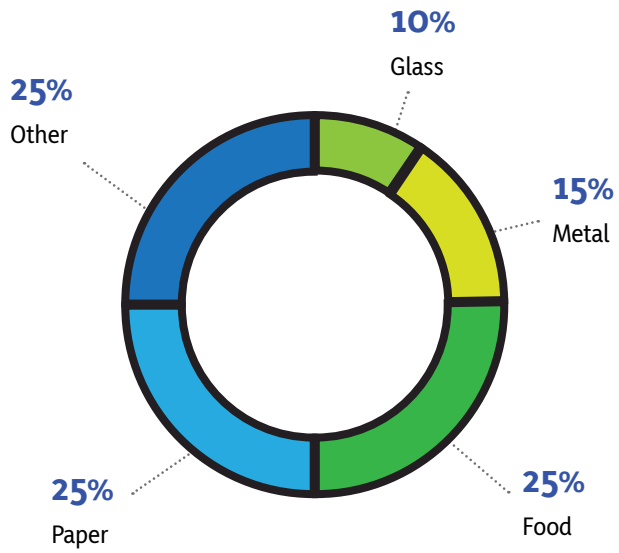
The total solid waste collection contains of 45% of bio degradable solid waste and 55% of Non-bio degradable solid waste. The wastes is collected by the PS daily along the main roads and weekly along the by roads. Door to door collection system is carried out and the wastes is separated at the time of collection for both composting and for recycling. Separation is done for polythene, plastics, Glass, paper etc. The Local Authority uses tractors and hand carts for this purpose.

There are about 30 bakeries, 150 hotels, 200 retail shops, 20 pharmacies, 12 supe3r markets, 02 fairs, 01 butchery, 05 fish stalls, one hospital and 04 maternity centers are located in the PS area where there is a population of 1255,316 in 64,485 housing units.

Waste is collected using 10 tractors, 02 compactors, one hand cart and a lorry belonging to the local authority. 13 Public Health Inspectors, 03 Health Supervisors, 02 work supervisors, 11 drivers and 30 laborers have been engaged in the waste management process. Following graph 6.1 illustrates the types of wastes generated in the Homagama PS area.

***Graph 6.1 :*** *Generated Solid Waste Composition*

Generated Solid Waste Composition




***Source :*** *Sampath Pathikada Resource Profile, 2016, Homagama Divisional Secretariat Office*

At present, the total solid wastes collected in the local authority area 28 tons are disposed at Karadiyana Waste Disposal Yard. This constitutes about 18-20 tons of separated wastes and 08-10 tonnes of mixed wastes. Any residual wastes after sending to Karadiyana are sorted at the 'Sampath Piyasa' at Homagama for plastics, polyethylene, paper, and Cardboard and disposed of through Holcim in bailed from.

The Pradeshiya Sabha earns at least Rs 28,000- Rs. 30,000 monthly by selling the sorted wastes such as Plastic, metal, glass, paper, and cardboard to private vendors (Recyclers). Any residual wastes after disposing of them through Holcim and to vendors are dumped at a 2-acre waste dumping site at Deuwawatta belonging to UDA. Once the waste is dumped, it is graded and compacted with a soil layer.

Since 2008, the Pradeshiya Sabha has been distributing Compose Bins on subsidized rates and the public is made aware of proper methods of waste management through awareness programs and through the distribution of leaflets.

## 6.8.3.4. Prediction by Future Scenario

The population growth in Homagama PS area is about 2.4%. Based on that it was estimated that the population in the year 2016 would be around 296,380. Based on this it is estimated that there could be 36 tons of solid wastes generated per day.

Based on the above, by the year 2031, there could be a population of 600,000 considering the population growth, as well as the possible influx of population into this area. A person living in an urban center generates at least 0.5 Kg of wastes. This figure is about 0.3 Kg among those living in the rural areas. A person engaged in an industrial activity generates 0.7 Kg of wastes. Based on the above hypothesis, it is estimated that by year 2030, the wastes generate in the Homagama PS area could be around 400 tons per day. Of this it is estimated that the Tech city could generate around 105 tons of wastes per day.

Aruwakkalu Solid waste management center (Landfill) in Puttalam and Karadiyana solid waste management site can be considered important arrangements when considering the facilities available for the disposal of wastes generated due to implementation of proposed Homagama Development Plan. Wastes can be disposed in those two facilities.

There can be feasibility to establish waste to energy project using the wastes disposed in Homagama and Kelaniya areas. Further following measures are proposed to adopt waste disposal methods to manage the waste generated from the Homagama PS area.

## 6.8.3.5. Identified problems associated with the disposal of wastes in the area

1. *Haphazard disposal of wastes into the roadsides by the public.*
2. *Collection difficulties when the wastes are dumped for collection along by roads where the vehicle cannot reach*
3. *Improper burning of wastes by the public along the roadsides*
4. *Shortage of vehicles to be used for collection and for compaction*

## 6.8.3.6. Proposal and Need for the future

1. *Identification 04 acres of land in the GND of Homagama South, another plot of 0.84 acres in Meegasmulla GND for the future waste management activities. A plot of land with an extent of 80 perch belonging to Pradeshiya Sabha close to Matthegoda Housing Scheme also can be used.*
2. *Undertake to collect waste from all the GNDs where there are issues of wastes collection due to them not having such facilities at present.*
3. *Establish separate waste dumping sites for disposal of non-bio degradable wastes and establishment of a waste storage facility*

## 6.8.3.7. Solid Waste management strategies proposed for Homagama Pradeshiya Sabha Area

### *Strategy 01 - Waste Generation Minimization*

I. *Introducing various measure to minimize generation of wastes in Houses, trade centers, industrial areas*

Example: Public awareness on waste minimization, school children can be made aware of through educational Programs on concepts of 3R("Reduce, Reuse, Recycle") and thereby to reduce the generation of wastes

### *Strategy 02 – Waste Recycling*

I. *Waste separation at source*

E.g.: placing of colored waste bins to enabling the public to separate wastes into respective bins:,

a. *Organic waste – Green*
b. *Paper- Blue*
c. *Plastic and Polythene - Orange*
d. *Metal - Brown*
e. *Glass - Red*

VI. *Carry out awareness programs targeting Residents, trade centers, to make them aware of:.*

(A) *Compulsory separation of wastes for biodegradation and for recycling purposes;*
(B) *Introduce Principles of No Separation – No Collection*

### *Strategy 03 – Promotion of composting of all biodegradable wastes; Introducing of markets for composted wastes for encouraging public participation*

I. *Domestic wastes and wastes generated at institutions can be composted at the site itself; Following methods can be used*

Provide compost bins, introduce pit system,

II. *Those Places where large scale wastes being generated such as Hotels, Hospitals*

Local Authority to undertake composting of wastes using simple technologies

III. *Introducing of composting Bins at every house and/or introduce simple technologies to promote the production of organic fertilizer and through them promote, organic agriculture and promote the market for organic produce.*

### *Strategy 04 - Biogas production in Hospitals and in other state agencies*

I. *Food waste and biodegradable wastes, agricultural wastes, can be used for the generation of Biogas which can be used for cooking and lighting*

### *Strategy 05 – Biodegradable waste and food wastes can be supplied to piggeries*

### *Strategy 06 – Adopt suitable technologies to recycle wastes*

I. *Conduct awareness workshops for the public to nurture such concepts as Reuse.*
II. *Promote entrepreneurs, markets, for the purchase of recyclable materials such as glass, paper, metal.*
III. *Registration of those vendors who can purchase recyclable waste from the local authority and coordinate with them closely and disseminate information about them to the public.*
IV. *Waste fairs can be conducted for the sale of wastes such as coconut shells, metal and steel wastes, electrical items and for plastics.*

### *Strategy07 – Establish an institutional framework to prevent clinical wastes to be mixed with the urban solid wastes*

I. *Make it compulsory to separate clinical wastes.*
II. *Prior to the disposal of clinical waste ensure that they sanitized.*
III. *Establish a system of clinical waste disposal facilities within hospital premises itself.*

### *Strategy 08 – Improve the efficiency of collection and transportation of solid wastes*

I. *Improve door to door collection systems.*
II. *Local authorities should disseminate the time table of collection dates and the types of wastes collected in specific dates and quantities well in advance among the householders.*
III. *Introduce Bell collection systems of wastes.*
IV. *Provide local authorities to improve composting with composing yards and machinery.*
V. *Vehicles used for the collection of solid wastes to have specific compartments to store different types of separated wastes.*
VI. *Use hand carts along roads where the Tractors cannot reach for collection.*

### *Strategy 09 – Establish Sanitary Landfills*

I. *Introduce a common sanitary landfill for a few local authorities as it will not be possible to have a sanitary land fil for each and every local authority.*

### *Strategy 10 – Establishment of E-Waste Management Center*

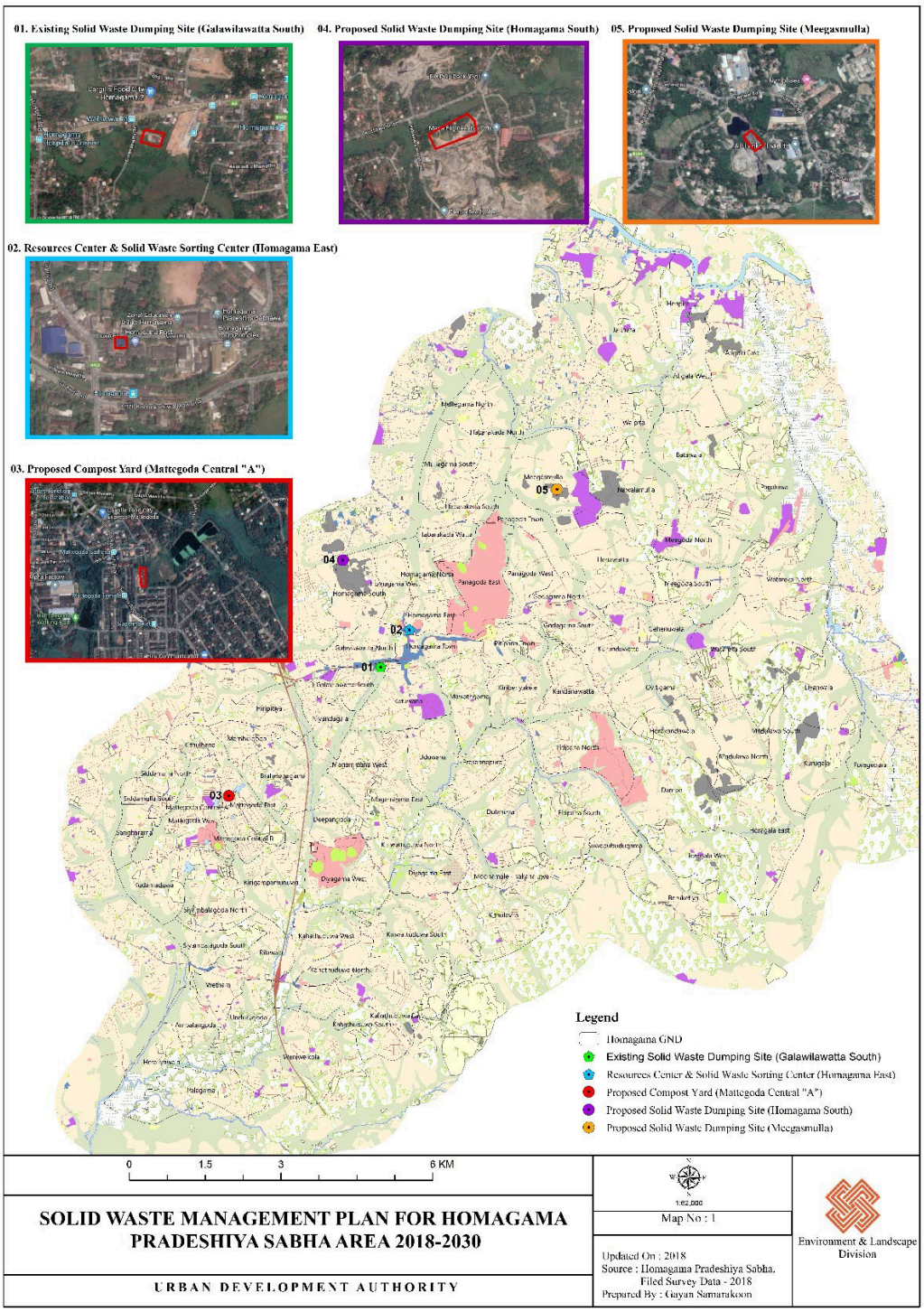
I. It is necessary to introduce the registered vendors recommended by the CEA for the selling of E wastes such as old computers, keyboards, mobile phones w2hich should not be mixed with other solid wastes.

### *Strategy 11 – Institute Follow up and Monitoring Committee*

I. *It is necessary to institute a monitoring committee for follow up work, by drawing officials from respective agencies*

# 6.8.3.8. Proposed Solid waste Sorting Centers

***Map 6.11 :*** *Proposed Solid Waste Sorting Centresx*




***Source :*** *Environment & Landscape Division, UDA, 2020*

***Figure 6.39 :*** *Proposed Compost Management Site*


***Source :*** *Western Province Division, UDA, 2021*

## 6.8.4. Sewerage Management Plan

When examining the sewage management, the Homagama areas do not have extensive coverage of sewage coverage. The sewage system is confined to only a small area where there are a sewage pipe system and systems of sewage management from the domestic wastewater (Black). Individual toilet system with its own soakage pits can be often found in most of the residencies, in the area. Following types of toilets can be found (according to the resource Profile data of Homagama DSD.

***Table 6.13 :*** *Types of Toilets Used in Homagama Planning Area*

| | *Type of Toilets* | | | | | |
|---|---|---|---|---|---|---|
| | ***Sealed type with soakage pit*** | ***Sealed and connected to sewage pipes*** | ***Not sealed pit toilets*** | ***Direct Pit Toilets*** | ***Others*** | ***No Toilets*** |
| ***No of Houses*** | *61,310* | *2,588* | *947* | *1,028* | *14* | *39* |
| ***%*** | *93.0* | *3.9* | *1.4* | *1.6* | *0.0* | *0.1* |

***Source :*** *Census & Statistic Department, 2012*

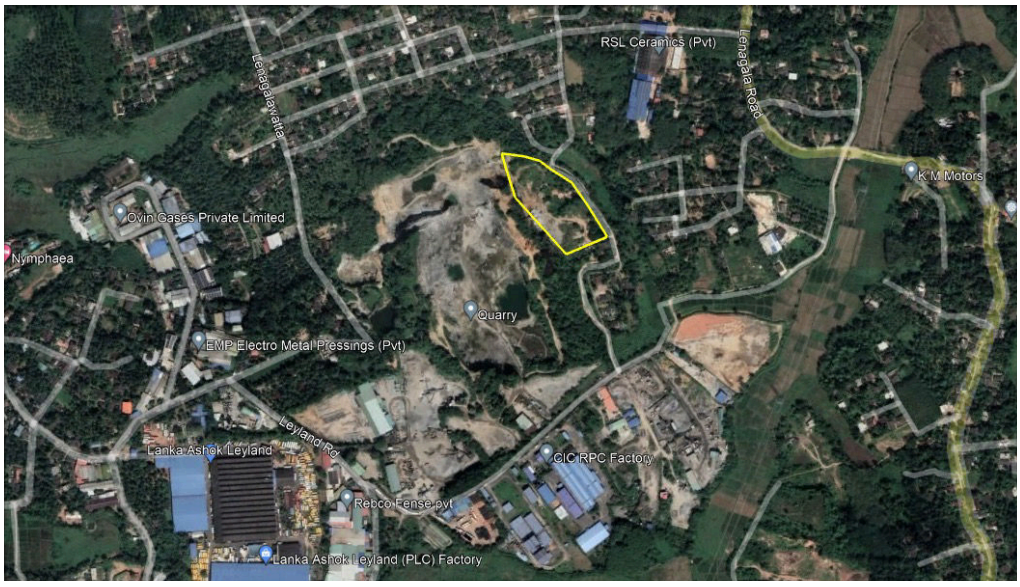
There is a population of 296,380 present in the PS area and parallel to that a large number of commercial centers, industries other institutions are dispersed in the area. Total volume of waste water generated from all these sources is about 72, 000 liters per day. Pradeshiya Sabawa uses gully boozers to empty the waste water and disposes them.

The estimated total population by the year 2031 could be around 600,000 while the population that will be attracted as a result of the Tech city Development would be 150,000. Taken together the total population can be estimated at 700,000 whereas each person will generate at least 157 liters of waste water per day. Assuming this is correct, by 2030, the volume of waste water generated in this area per day would exceed 185,015 liters. This calls for an efficient waste water management system.

It is proposed to create a sewage system to fully cover the Homagama area. Accordingly, a land of nearly 3 acres located within the Temple Burgh Industrial Zone has been identified for the implementation of this project. This plan has identified that this land, which has a very low population, is a project that must be implemented considering the future need for sewage.

A sewage treatment plant has also been proposed in the same area. Thus, it can be mentioned here that it is essential to implement a national sewerage project including this wastewater management project in the high density areas of Homagama area and for that the relevant line agencies should take necessary measures.

***Figure 6.40 :*** *Identified Area for Sewage Treatment Plant*




***Source :*** *Western Province Division, UDA, 2021*

## 6.8.5. Services Management Plan

The service management Plan can be described as the strategy documented for the management of health facilities, educational facilities which needs to be instituted under the Homagama Development Plan (2022-2031)

### 6.8.5.1. Health Services Facilities

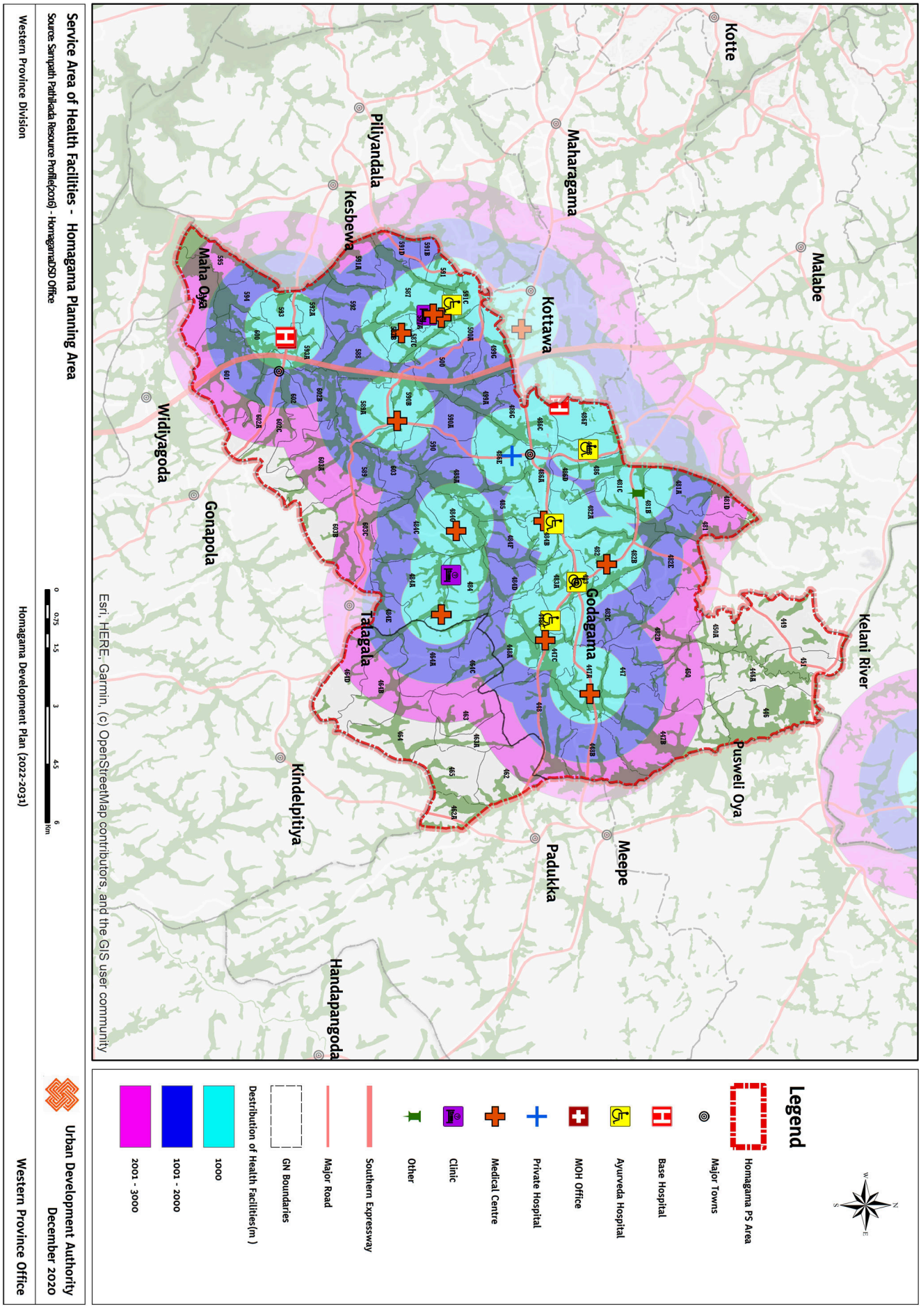
When examining the health services facilities in Homagama PS area, there are base hospitals, regional hospitals , Ayurveda Hospitals, private hospitals, MOH offices and other clinics can be found dispersed all over the area. The Map (6.12) illustrate the dispersion of those facilities. Each hospital Government and private) provides service within a radius of 3 km while each clinical center provides services within a radius of 0.5 km.

WHO stipulated that there should be 5 hospital beds to each 1,000 persons. Looking at the current population of Homagama area, it will be clear that there are about 3 lakh residents (according to the resource profile data of the year 2019). According to the report "Hospital & Bed Strength in Sri Lanka by District" presented in 2010, the number of beds in Homagama area is 477. It can be recognized that there has been no expansion of hospital-related health facilities in the Homagama area from 2010 to the present, and it can be assumed that the current number of beds in the area is 500.The number of hospital beds proportionate to the present population of 300,000 should be at least 1,500. Nevertheless, there is no that amount of hospital beds available.

According to the estimates made under Homagama Development Plan for the year 2022 -2031 there could be a population exceeding 600,000 in the year 2031 and it requires at least 3,000 hospital beds. Corresponding to this it is essential to improve the base hospital and regional hospital facilities in Homagama PS area. Further there should be new hospitals established. It is more important to upgrade the Homagama Base Hospital and the Wetara Regional Hospital.

Also, the development of Homagama Base Hospital as a national hospital has been identified as a necessity in Homagama area. It is planned that the necessary background for that should be developed under the Homagama City Development Project with the cooperation of the public and private sectors.

***Map 6.12 :*** *Service Area of Health Facilities in Homagama Planning Area*




***Prepared by :*** *Western Province Division, UDA, 2021*

## 6.8.5.2. Educational Service Facilities

Following table shows the number of educational service facilities available in Homagama PS area. There are 1,500 teacher population in the area and student population is about 30,000.

***Table 6.14 :*** *Classification of Schools in Homagama Planning Area*

| *Classification of schools* | *Number* |
|---|---|
| *1. Madhya Maha Vidyalaya - Central Colleges (1AB)* | *01* |
| *2. Maha Vidyalaya - Colleges (IC)* | *06* |
| *3. Secondary Schools (TYPE2)* | *22* |
| *4. Primary Schools (TYPE3)* | *08* |
| *5. Special Education Units* | *13* |

***Source :*** *Sampath Pathikada Resource Profile by Homagama Divisional Secretariat Office, 2016*

The norm for teacher student population ratio (according to Education Department) is 1:21. The present teacher student population ratio too in Homagama is 1:21.

The dispersion of secondary and primary schools in the area can be found to cover a radius of 3 km. Of the total population of 300,000 in Homagama PS area at least 10% are in school going age. Based on the population growth estimates as discussed in this document, the student population will also grow correspondingly. If it is assumed that a 20% of the population will be student population by the year 2031, there should be around 140,000 student population in this area.

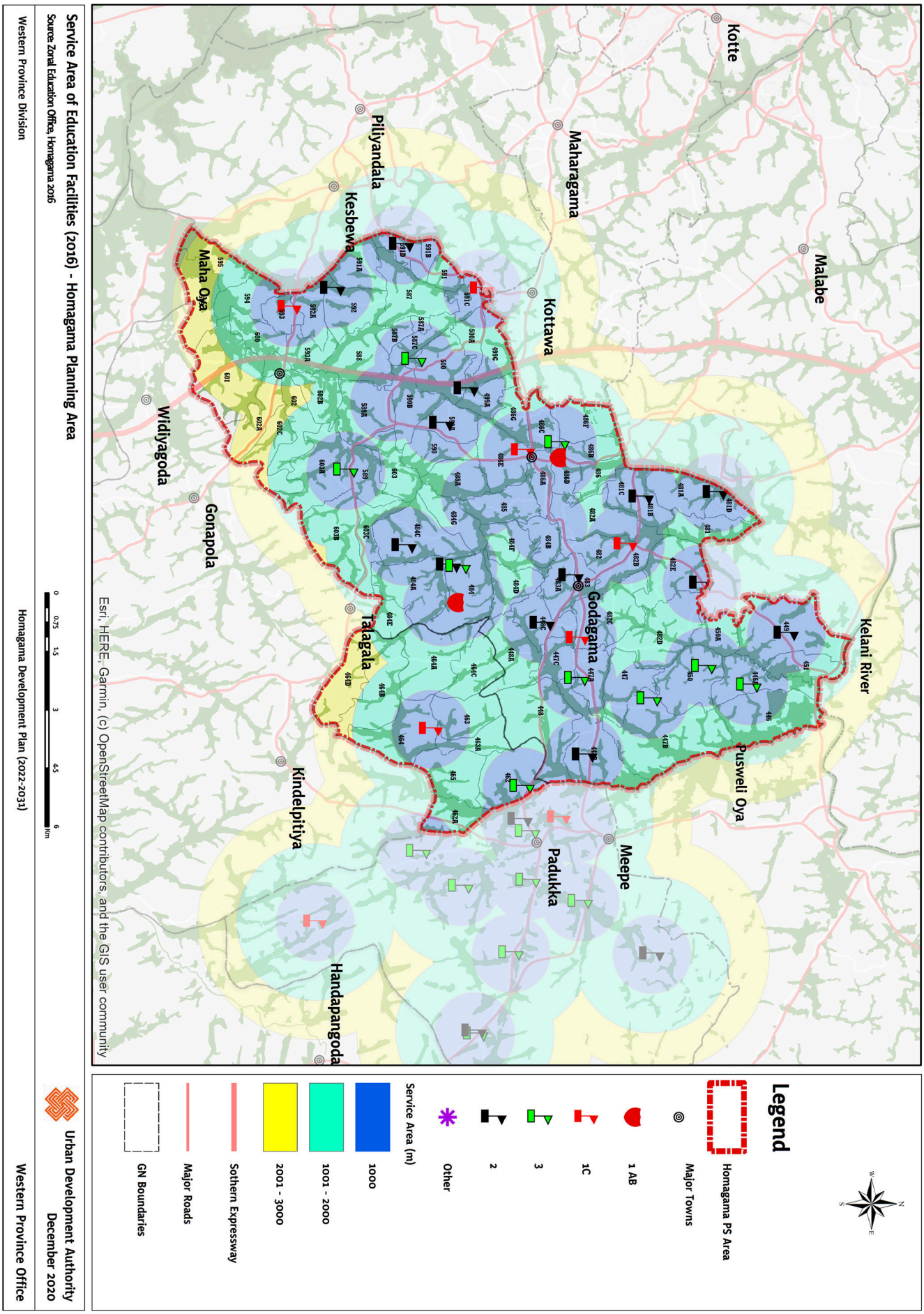
Following are the proposed methods to cater to the needs of the student population by 2031:

- *Improve the facilities available at the regional schools. Special attention should be given to those primary and secondary schools.*

- *It will be essential to improve such facilities as the existing school buildings, establish more vehicle parking areas, improve the pedestrian corridors and alternative roads.*

- *Furthermore, educational institutions including all types of government and private schools should focus on providing public parking spaces and it is mandatory for each of those institutions to work for it. Special attention should be paid to the operation of public parking lots in the vicinity of Mahinda Rajapaksa National School, Watara Maha Vidyalaya, Homagama Maha Vidyalaya, President Maha Vidyalaya and Meegoda Maha Vidyalaya.*

***Map 6.13 :*** *Service Area of Education Facilities in Homagama Planning Area*




***Prepared by :*** *Western Province Division, UDA, 2021*

# 6.9. Project Implementation Strategic Plan

## 6.9.1. Introduction

The project Implementation strategic plan under the Homagama Development Plan 2022-2031 identified several projects for initial implementation to be in line with the Development Vision. Based on the need and the importance, the projects have been categorized into three sectors namely

Those projects, which can be implemented as first priority projects; Second priority projects and Third Priority Projects. Following are the details under each category:

1. *First Priority Project*
2. *Second Priority Project*
3. *Third Priority Project*

Those projects listed as bellow

### 1. *First Priority Project*

These projects have been considered a priority in view of their strategic importance and based on their geographical locations. Each project will have several more subprojects.

1. *Mahenawatta Education and innovation zone Development project*
2. *Proposed industry and iinovation zone development project*
3. *Homagama township Development project*
4. *Kahathuduwa township Development project*
5. *Godagama township development project*
6. *Barawa Wetland Park Development Project*

### 2. *Second Priority Project*

a. Following sub projects under Mahenawatta Tech city Development project

**Road Development Projects:**

I. *Project to develop Western by Pass with 04 lanes*
II. *Project to develop Uduwana Temple Junction Road with 02 lanes*
III. *Project to develop Pitipana Thalagala Road with 02 lanes*
IV. *Project to develop Dampe Pitipana Road with 02 lanes*
V. *Project to develop Dampe Road running through Meegoda with 02 lanes*
VI. *Project to develop Homagama Diyagama Road connecting Jambugahamulla Junction with 02 lanes*
VII. *Project to develop Gankanda Road (Kahathuduwa Road) with 02 lanes*
VIII. *Project to develop new road connecting Mahenawatta and Millawa with 02 lanes*

**Other Projects**

I. *Proposed Multi-story Public Parking facilities*
II. *Proposed Mahenwatta Commercial and Service Censter Development*
III. *Proposed Meegoda Transport and Commercial Center Development*
IV. *Proposed Mahenwatta Electricity Sub Grid Station*

b. Proposed Industry and Innovation zone

I. *Nawalamulla Lenagala road improvement from Nedunhena Bus stand to Welipillewa School junction up to 02 lanes*
II. *Panagoda embulgama road improvement in to 02 lanes*
III. *Batawala road improvement project*

c. Secondary projects under Homagama New Township Development Project

I. *New Service Road Development for existing Madawilakumbura road, Homagama Railway station and Homagama old town*
II. *Integrated Bus Bay development with landscaping at Homagama railway station to enhance the connectivity between Homagama railway station and Old town*
III. *The road which connect Homagama Hospital and Highlevel road improvement up to 2 lanes*
IV. *Galavila road development as 2 lane road from Kottawa to Pitipana Junction*
V. *Public Green Open Space development at Homagama New Township*
VI. *Multi story public parking development at Homagama New Township*
VII. *Proposed Western Bypass road Development – 4 Lanes*
VIII. *Highlevel road development as 4 lane road with walkability facilities*
IX. *Homagama Diyagama road Improvemnt as 2 lanes road.*
X. *Luxury Commercial Center Developments at Homagama Town*
XI. *Resettlement of Commercial activities along the Highevel road*
XII. *Project for the construction of the proposed building for office and service facilities*
XIII. *The project for the construction of a public parking lot was initiated by the Homagama Primary Hospital*

d. Kahathuduwa New Township Development

I. *Kahathuduwa road improvement as 2 lanes with walkability improvements*
II. *Colombo Horana Road development as 4 lanes with walkability improvements*
III. *Construction of proposed outer ring road covering Kahathuduwa town*
IV. *Proposed construction of new roads and widening of existing roads*
V. *Construction of Proposed Iconic Building for Proposed Minor Bus Stand Development and Proposed Mixed Use*

VI. *The project of constructing walkways on both sides of the canal*
VII. *Project for creation of proposed Agricultural Export Crop Trading Center and Public Recreation Centre*
VIII. *Construction of the proposed housing development project and commercial complex*
IX. *Proposed Agro Export and Co-Industry Construction Project*
X. *Implementation of proposed urban agriculture projects*

e. Godagama New Township Development

I. *Large Scale Grain Market Development Project*
II. *Project to create stocking center for building materials*
III. *Middle Income Housing Development Project*
IV. *Bypass development projects connecting A4 – High Level Road and B240 – Malambay – Athurigiriya – Padukka Road*
V. *Bypass Development Project to connect Godagama railway station*
VI. *Project to widen identified access roads connecting major modes of public transport*
VII. *The green garden development project proposed to be created in the center of the city and the related landscape (Landscaping) project*
VIII. *Proposed commercial center development project with modern amenities*
IX. *Proposed Mixed Use Trade and Service Center Development Project (Basically, a Center for Mixed Development Uses such as Food Centers, Food City, Mini Theaters, Shopping)*
X. *Public parking lot development project*
XI. *Bus stand development project*

f. Barawa wetland Improvement Project

I. *Linear park development along Kelani River reservation*
II. *Commercial and Dockyard developments in parellel to Kelani River Transportation project*
III. *Green Reservation development either side of the Pusweli Oya*
IV. *Barawa wetland improvement*
V. *Low level road development as 4 lane road*
VI. *Iconic bridge development at Pusweli oya where it cross the Low level road*

g. Linear park Development - Homagama

I. *Tank reservation development at Maththegoda tank, Kuda tank, and Olupattawa tank*
II. *Linear park development at Kalu Ganga Sub stream*

h. Public open space development - Homagama (Table 6.7 and Table 6.9)

i. Proposed EMP08 Park Development
ii. Proposed PMP 35 Park Development
iii. ProposedPLP 17 Park Development
iv. Proposed PMP 01 Park Development
v. Proposed PLP 14 Park Development
vi. Proposed PMP 06 Park Development
vii. Proposed PLP 16 Park Development
viii. Proposed PMP 32 Park Development
ix. Proposed PLP 28 Park Development
x. Proposed PMP 42 Park Development
xi. Proposed PLP 34 Park Development
xii. Proposed PLP 80 Park Development
xiii. Proposed ECP 01 Park Development
xiv. Proposed ELP 01 Park Development
xv. Proposed PMP 11 Park Development

*Should be considered: Refer public open space proposals of PORS plan*

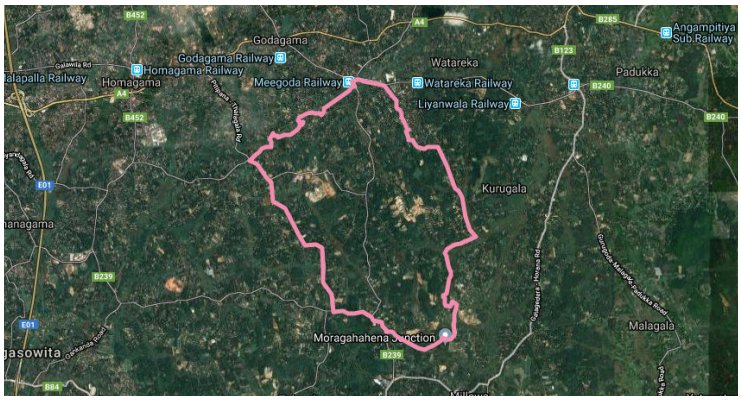
## 4. *Third Priority Project*

i. Kottawa Thalagala road development from Jambugasmulla junction to Thalagala junction
ii. Padukka Meegoda road development
iii. Polgasovita road development which connects Kottawa and Polgasovita Town
iv. Kottawa Bope road (Athurugiriya road)
v. Kottawa Thalagala road from Maththegoda Junction to Diyagama Junction
vi. Hospital road development
vii. High-level road development
viii. Colombo Horana road
ix. Pansala Junction Kajugahadeniya road development
x. Dolahena Munamale Watta road development
xi. Munamale watta road development
xii. Uduwana Temple road development

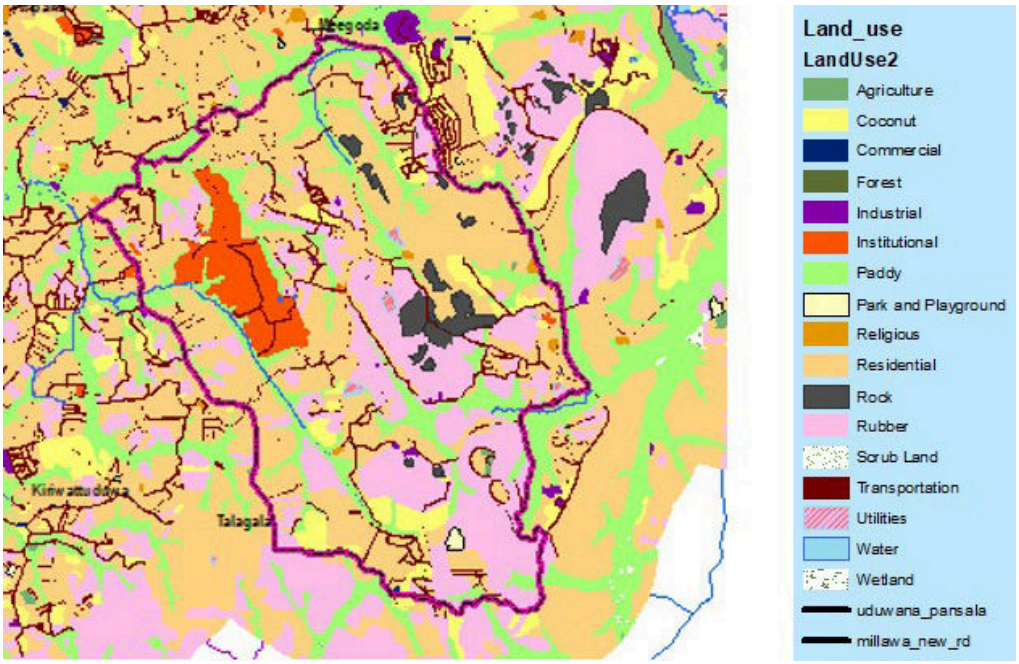
## 6.9.2. Action Projects

### a. *Homagama Knowledge Centric city Development*

***Table 6.15 :*** *Homagama Tech city Development Project report*

<table>
<tr><th colspan="5">Identifying Project</th></tr>
<tr><td>Name of the Project</td><td colspan="4">Mahenawatta Knowledge Centric City Development Project</td></tr>
<tr><td>The Project</td><td colspan="4">Mahenawatta Knowledge Centric City Development Project (Phase I)</td></tr>
<tr><td>The Project Proposal</td><td colspan="4">The Mahenawatta Knowledge Centric City Development Project planned to be implemented under the Homagama Development Plan 2022-2031 can be pointed out as a major economic development project in the process of uplifting the economy of the Homagama local council area. Development of this project under Phase 1 has been focused on the provision of facilities related to land, water, electricity, communication and information technology, which are considered as the basic infrastructure needed to establish knowledge-Centric institutions in Sri Lanka.<br><br>The Mahenawatta Knowledge Centric City Development Project can be introduced as the main project to make the objective of creating a service belt a reality to establish science and technology based innovation and knowledge centers. Attention has been drawn here to attract the necessary knowledge-Centric institutions to the planning area for the science and technology-based innovations identified under this project to emerge in Sri Lanka in the future. Accordingly, it is planned to implement a facility plan with general regulations related to the provision of multi-storied parking yards, implementation of water supply projects, provision of electricity requirements, waste water management, solid waste management and other transportation facilities including roads. Under the implemented infrastructure plan, it is further aimed to provide guidance for the use of the identified land and existing land for the implementation of the knowledge-centric city development project in accordance with the planned project.<br><br>It can be seen that under the current government policy, the vision of prosperity has been primarily focused on innovation and knowledge-Centric projects. Under the objective of a society based on technology, it is aimed to make the agriculture, industrial sector and service sector of the knowledge-centric century into future technology-dependent economic sectors. The focus is on taking steps to strategically invest in emerging technologies of the 21st century, integrate them into the education system, and integrate them with the economy.<br>Accordingly, it has been recognized that in order to raise the standard of living of the people, a great social development should be done and a technological innovation culture should be built.</td></tr>
<tr><th colspan="5">Location of the Project:</th></tr>
<tr><td rowspan="2">location</td><td>province</td><td>Western</td><td>District</td><td>Colombo</td></tr>
<tr><td>Divisional Boundaries</td><td>Homagama Divisional Secretariat Division</td><td>Administrative Unit</td><td>Homagama Pradeshiya Sabawa</td></tr>
<tr><td rowspan="2">Access boundaries</td><td>North</td><td>East</td><td>South</td><td>West</td></tr>
<tr><td></td><td></td><td></td><td></td></tr>
<tr><td>Access</td><td colspan="4">Pitipana/Thalagala Route; Dampe Route; Kottawa/Talagala Route</td></tr>
<tr><td>Map indicating the location</td><td colspan="4"> 
</td></tr>
</table>

| | |
|---|---|
| ***Land Use Plan*** | *Majority of the Land is identified as land for residential purposes and the rest is in low lying areas and/or are Rubber and Coconut Cultivated Lands* |




***Justification of the Project***

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Nature of the project*** | *New* | ✓ | *To be Improvised* | | *Protected* | | *Land Development Only* | | | | | | |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ***Project Classification*** | *Conservation* | *Commercial* | *Resources* | *Heritage* | *Housing* | *Rehabilitation* | *Others* |
| | | ✓ | ✓ | | ✓ | ✓ | *Road Development* |

| | | | | | | |
|---|---|---|---|---|---|---|
| ***Project target*** | *Enviormental* | | *Economic* | ✓ | *Social* | ✓ |

| | |
|---|---|
| ***Project targets*** | 1. *An international innovation hub*<br>2. *Bringing to the maximum level the use of modern technologies such as Internet-based devices, artificial intelligence, robotics, Klaus Computation, nanotechnology and 3D intelligence.*<br>3. *A digitized Sri Lanka*<br>4. *Establishing IT centers and BPO centers.*<br>5. *A people-centric digital government*<br>*To increase the number of software engineers, create opportunities for software production and create related training centers.*<br>6. *An IT entrepreneurship*<br>*Under the government policies, the basic foundation has been prepared to implement this project.*<br>7. *Creation of 150,000 job opportunities.*<br>8. *Attracting approximately 100 more new businesses and 20 multinationals by 2031*<br>9. *To promote innovation of small and medium enterprises.*<br>10. *To produce 1000 world recognized advanced scientists by 2031.* |
| ***Project Justification*** | *Currently, the proposed Mahenawatta Knowledge Centric City Development Project can be identified as the main economic pioneer in the Homagama Planning Area. Considering Sri Lanka's GDP, the contribution of industries to GDP is as low as 28%. Also, Sri Lanka's contribution to high technology and simultaneous exports is about 1% and it can be recognized that Sri Lanka is in a lower position among Asian countries. (Sources: the panel of the united nations commission on scene & technology for development 28-30 Nov. 2017)* |

| Description of the project's Assets | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| **Present Ownership of the Land** | UDA | √ | Private | √ | State | | Other | | |
| **Present status of the Land** | The ownership of land identified for the stage (1) of the proposed Tech city is with the private holders and many of the land areas are planted with crops such as Rubber and Coconut. | | Details of rehabilitation | | | | | | |
| **Survey Plan** | Plan No. | | Name of the Surveyor | | Date | The extent of the Land | | | |
| | | | | | | Acres: | Rs. | Perch. | |
| | | | | | | 4000 | | | |

| Project Implementation | | | | | |
|---|---|---|---|---|---|
| **Methods of Implementation** | PPP | **Implementing Institution** | Ministry of Urban Development and Housing | **Source of Funds** | Loans, Allocations from the Treasury, Praivate Investments from Local and Foreign |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Infrastructure facilities** | **Water** | **Volume (required)** | 161,886 m3/d | | **Electricity** | **Required quantity** | 76..3 mwh |
| | | **Volume (existing)** | 180,000 m3/d | | | **Existing Quantity** | 90 mwh |
| | **Solid waste disposal** | Yes | | No | | **Proposed Solid waste management** | |

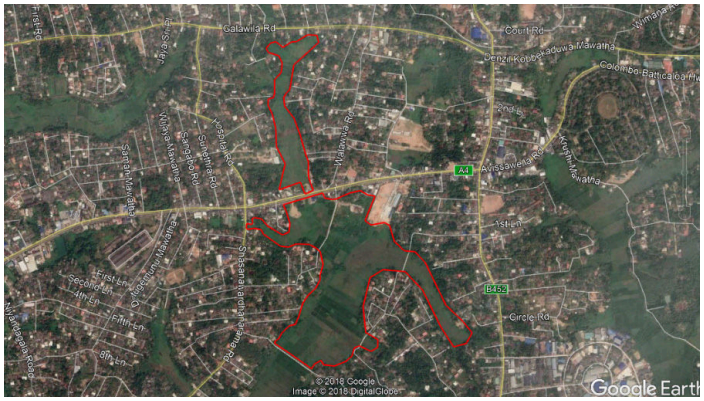
| | | | |
|---|---|---|---|
| **Zone** | High Density Education and Innovation Zone | **Alignment with Zoning Plan** | Yes |

| Sketch Plan |
|---|
| |

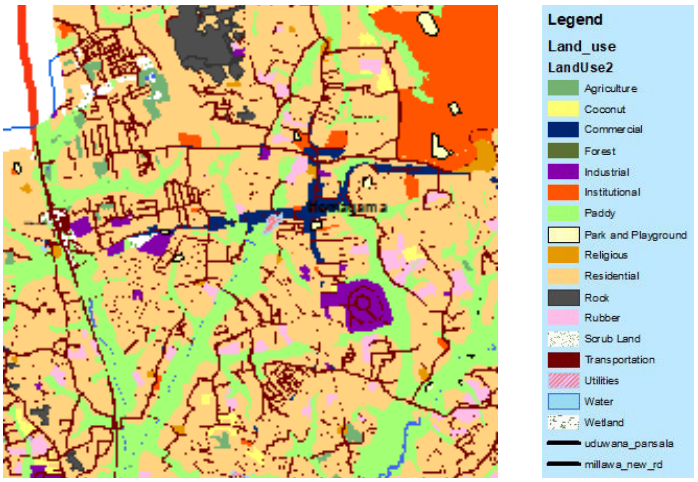
***Prepared by :*** *Western province Office of the UDA. The year 2018*

## b. *Homagama New Township Development Project*

***Table 6.16 :*** *Homagama Town Centre Development Project*

| ***Identifying Project*** | | | | |
|---|---|---|---|---|
| ***Name of the Project*** | *Homagama Township Development Project* | | | |
| ***The Project*** | *Homagama Township Development* | | | |
| ***The Project Proposal*** | *With the Mahenawatta Knowledge Centered City Development Project, Homagama will have a unique place in the new city development. Mahenawatta through the new town of Homagama can be identified as the main commercial town providing major facilities to the knowledge centric town. Furthermore, through the development of this city, under the green city concept, a green park has been created for reading the city, and Homagama has also been focused on developing it as the main commercial area under the new development plan. And this can be identified as the main city where the main transportation facilities and other social services are gathered and the following sub-projects have been identified to be implemented under this.*<br>*Following projects have been identified:*<br>• *Western By-Pass New Road Development Project*<br>• *Construction of a new 30 feet internal service road parallel to the Western By-Pass new road to connect the road to Akaravita.*<br>• *Development of proposed land for relocation of commercial establishments*<br>• *Construction of proposed multi-storey car park*<br>• *Development of the proposed Green Park in Homagama New Town Centre.*<br>• *Mixed development projects*<br>• *Development of service roads*<br>• *Commercial development*<br>• *Projects related to provision of office facilities.*<br>•<br>*Under the development project, a land area of 60% will be used for the above development activities and the remaining areas as water retention areas. For the people who will lose their land through this development project, for the amount of land that will be lost based on their consent. Alternative land is proposed to be provided within this project site itself* | | | |
| ***Location of the Project*** | | | | |
| ***location*** | ***province*** | *Western* | ***District*** | *Colombo* |
| | ***Divisional Boundary*** | *Homagama Divisional Secretariat Division* | ***Administrative Unit*** | *Homagama Pradeshiya Sabha* |
| ***boundaries*** | ***North*** | ***East*** | ***South*** | ***West*** |
| | | | | |
| ***Access*** | *High-Level Road, proposed by roads from the west.* | | | |
| ***Map indicating the location*** |  | | | |

| | |
|---|---|
| ***Land Use Plan*** | *Majority of the Land is identified as land for residential purposes and the rest is in low lying areas and/or are Rubber and Coconut Cultivated Lands* |




| ***Justification of the project*** | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ***Nature of the project*** | *New* | | *To be Improvised* | | *To be rehabilitated* | ✓ | *Land Development Only* | | |
| ***Project Classification*** | *Conservation* | *Commercial* | *Resources* | *Heritage* | *Housing* | *Rehabilitation* | *Others* | | |
| | | ✓ | ✓ | | ✓ | ✓ | *Road Development* | | |
| ***Project targets*** | *Environmental* | | *Economic* | ✓ | *Social* | ✓ | | | |

| | |
|---|---|
| ***Project Aim*** | 1. *Intensification of city readability through development of green parks*<br>2. *Development of urban infrastructure*<br>3. *Guiding new developments by integrating the Mahenawatta Knowledge Centered Development Project with Homagama New Town Development*<br>4. *ntensification of existing connectivity between municipal service facilities* |
| ***Project Justification*** | *Homagama New Town Development Project can be introduced as the main gateway town of Mahenawatta Knowledge Center City. The main objective of this has been to provide service facilities suitable for new developments in large-scale projects such as the Mahenawatta Knowledge Center City.*<br><br>*And Homagama's new development plan 2022-2031 development vision is "Green City of Intellectuals". In this way, through the main commercial city development projects, it is aimed to intensify the readability of the city through the creation of green gardens in the city center in order to give special attention to it.*<br><br>*Moreover, in order to intensify the integration between the main public transport centers and to improve the provision of urban infrastructure, special attention has been paid to the Homagama New Town Development Project.*<br><br>*This city development project is implemented in the high density commercial zone identified under the Homagama New Development Plan, and through this, it is also among the main objectives to provide guidance to other commercial developments in this zone.* |

| ***Description of the project's Assets*** | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ***Present Ownership of the Land*** | *UDA* | *Part of the land belongs to UDA* | *Private* | ✓ | *State* | | *Others* | *Rest to be acquired* |
| ***The present state of the Land*** | *The main bus stand and financial institutions are functioning in the land belonging to the UDA while the rest of the area is spread as commercial use and low land.* | | ***Details of rehabilitation*** | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Details of the Ownership** | භූමි පරිශ්‍රය අධිකරණ සේවා කොමිෂන් සභාව සතුය | | | | | |
| **Survey Plan** | Plan No. | Name of the Surveyor | Date | Extent of the Land | | |
| | | | | Acres: | Rs. | Perch. |
| | | | | 65 | | |

| **Project Implementation** | | | | | |
|---|---|---|---|---|---|
| **Methods of Implementation** | Land preparation and promotion of infrastructural facilities are done jointly by the Urban Development Authority and other government agencies and opportunities are provided for investors through the call for development project proposals. | **Implementing Institution** | Ministry of Urban Development and Housing | **Source of Funds** | Allocations from the Treasury |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Infrastructure facilities** | **Water** | **Volume (required)** | Not Estimated | | **Electricity** | **Required quantity** | Not estimated |
| | | **Volume (existing)** | Included in the new projects | | | **Existing Quantity** | Included in the new projects |
| | **Solid waste disposal** | Yes | ✓ | No | | **Proposed Solid waste management** | |

| | | | |
|---|---|---|---|
| **Zone** | High Density Commercial Zone (1) | **Alignment with Zoning Plan** | Yes |

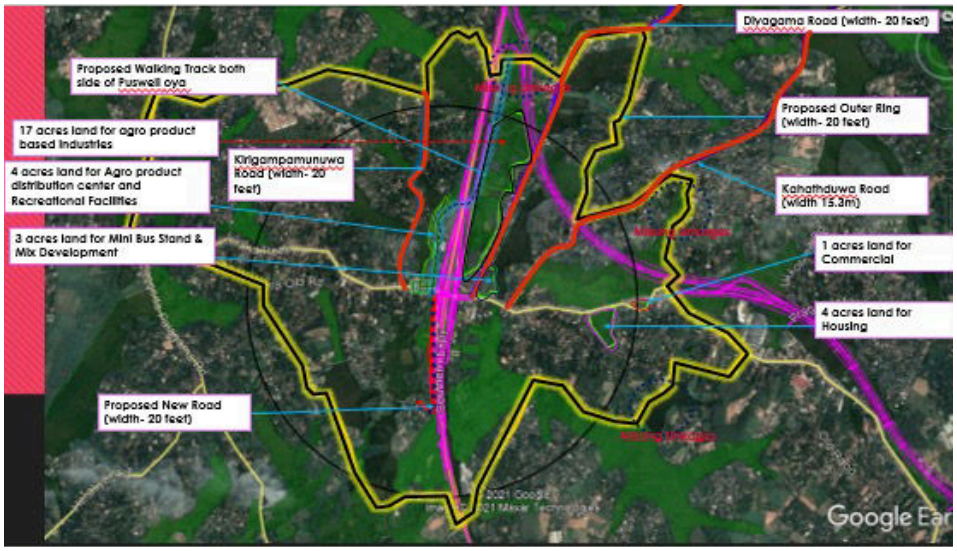
**Sketch Plan**


Lot 01 - 198.4 P - 01.24 ac
Lot 02 - 396.8 P - 02.48 ac
Lot 03 - 179.2 P - 01.12 ac
Lot 04 - 515.2 P - 3.22ac
Lot 05 - 281.6 P - 01.76ac
Lot 08 - 299.2 P - 01.87 ac
Lot 09 - 304P - 01.90 ac
Lot 10 - 352 P - 02.20 ac
Lot 12 - 355.2 P - 02.22 ac
Lot 13 - 396.8 P - 02.48 ac
Lot 14 - 209.6 P - 01.31 ac
Lot 15 - 278.4P - 01.74 ac
Lot 16 - 244.8 P - 01.53 ac
Lot 17 - 369.6 P - 02.31 ac
Lot 18 - 379.6 P - 02.37 ac
Lot 19 - 297.6 P - 01.86 ac
Lot 20 - 670.4 P - 04.19 ac
Lot 21 - 361.6 P - 02.26 ac
Lot 22 - 432 P - 02.70 ac
G1 - 652.8 P - 04.08 ac
R2 - 504 P - 03.15 ac
R3 - 64 P - 00.40 ac
R4 - 440 P - 02.75 ac
R5 - 556.8 P - 03.48 ac
R6 - 321.6 P - 02.01 ac
R7 - 569.6 P - 03.56 ac
R8 - 702.4 P - 04.39 ac

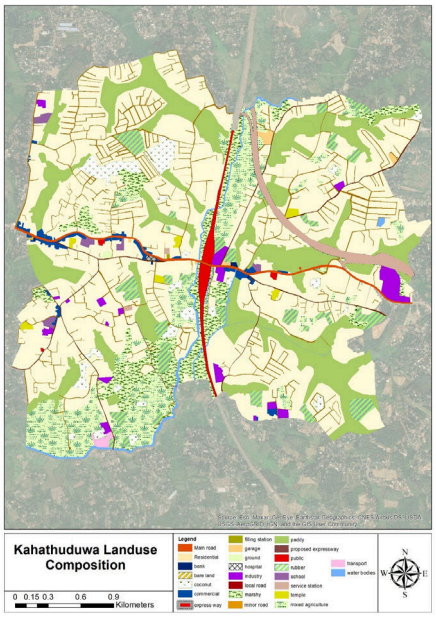
***Prepared by :*** *Western Province Division, UDA, 2020*

## c. *Kahathuduwa Town Centre Development Project*

***Table 6.17 :*** *Kahathuduwa Town Centre Development Project*

| | | | | |
|---|---|---|---|---|
| ***Identifie project*** | | | | |
| ***Name of the Project*** | *Kahathuduwa New Town Development Project* | | | |
| ***The Project*** | *Kahathuduwa New Town Development* | | | |
| ***The Project Proposal*** | *Kahathuduwa town is planned to be developed as an agricultural export village along a physical planning boundary extending 2 km from the interchange. When looking at the entire Homagama local council jurisdiction, in a situation where high-speed interchange facilities exist, paddy fields and agricultural crops can be seen from all four directions. When focusing on land use, it is seen that a majority of the area around the Kahatuduwa city planning area is focused on residential development, but it is clear that paddy fields and agricultural lands that blend with urban features and facilities extending 1 km from the Kahatuduwa Inter-Huwamaru Parish are common.*<br><br>*And on one side, the Maha Oya, which is considered as a tributary of the Kalu River, flows and during the rainy season, low-lying areas on both sides of the Maha Oya are flooded. Accordingly, even if a development based on high-speed interchanges can be planned, the land that can be used for the existing development is not enough, so it is seen that the urban facilities are expanding linearly on both sides of the highways.*<br><br>*Accordingly, using the existing lowlands, agricultural lands, kuburu for agricultural cultivation, integrating the high lands and protected areas in connection with the interchange, highlighting urban features and urban facilities, to develop Kahathuduwa town as an agricultural export village, economic development of Homagama Development Plan 2021-2031. expected to be achieved through the strategic plan.* | | | |
| ***Location of the Project:*** | | | | |
| ***location*** | ***province*** | *Western* | ***District*** | *Colombo* |
| | ***Divisional Boundary*** | *Homagama Divisional Secretariat Division* | ***Administrative Unit*** | *Homagama PS* |
| ***boundaries*** | ***North*** | ***East*** | ***South*** | ***West*** |
| | | | | |
| ***Access*** | *Colombo Horana Road, Kottawa Thalagala Road, Kahathuduwa Road* | | | |
| ***Map indicating the location*** |  | | | |

| | |
|---|---|
| ***Land Use Plan*** | *Majority of the Land is identified as land used for residential purposes and the rest is in low lying areas* |




### *Justification of the project*

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Nature of the project*** | *New* | ✓ | *To be Improvised* | | *To be rehabilitated* | | *Land Development Only* | | | | | |

| ***Project Classification*** | *Conservation* | *Commercial* | *Geological Resources* | *Heritage* | *Housing* | *Rehabilitation* | *Others* |
|---|---|---|---|---|---|---|---|
| | ✓ | ✓ | ✓ | | ✓ | | *Road Development* |

| | | | | | | |
|---|---|---|---|---|---|---|
| ***Project Type*** | *Environmental* | | *Economic* | ✓ | *Social* | ✓ |

| | |
|---|---|
| ***Project Targets*** | • *Intensification of city literacy through implementation of urban agriculture projects*<br>• *Development of urban infrastructure*<br>• *Intensification of connectivity between municipal service facilities*<br>• *Guiding urban development through intensifying integration between transport routes* |
| ***Project Basis*** | • *Along with the Kahathuduwa Expressway Entrance and the proposed Ruwanpura Expressway Development Project, the Mahenawatta Knowledge Centered City Development Project and the Millawa Industrial Zone Development will focus on this city development project.*<br>• *Furthermore, the Homagama New Development Plan 2022-2031 has focused on the development of Kahathuduwa town by keeping the development planning concept in mind. Moreover, in view of the green city concept, the intensification of the ability to read the city through the creation of green parks in the city center can also be introduced as another basis here.*<br>• *And according to the zoning plan made according to the new development plan, this area is planned to be developed as High Density Commercial Zone 2. Accordingly, this project aims to provide guidance for other developments. It is also expected to improve urban facilities through the project.* |

### *Description of the project's Assets*

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ***Present Ownership of the Land*** | *UDA* | | *Private* | ✓ | *State* | | *Others* | *Rest to be acquired* |

| | | | |
|---|---|---|---|
| ***Present state of the Land*** | *පහත්බිම් ලෙස වර්ගීකරණ වී ඇත.* | ***Details of rehabilitation*** | |
| ***Details of the Ownership*** | | | |

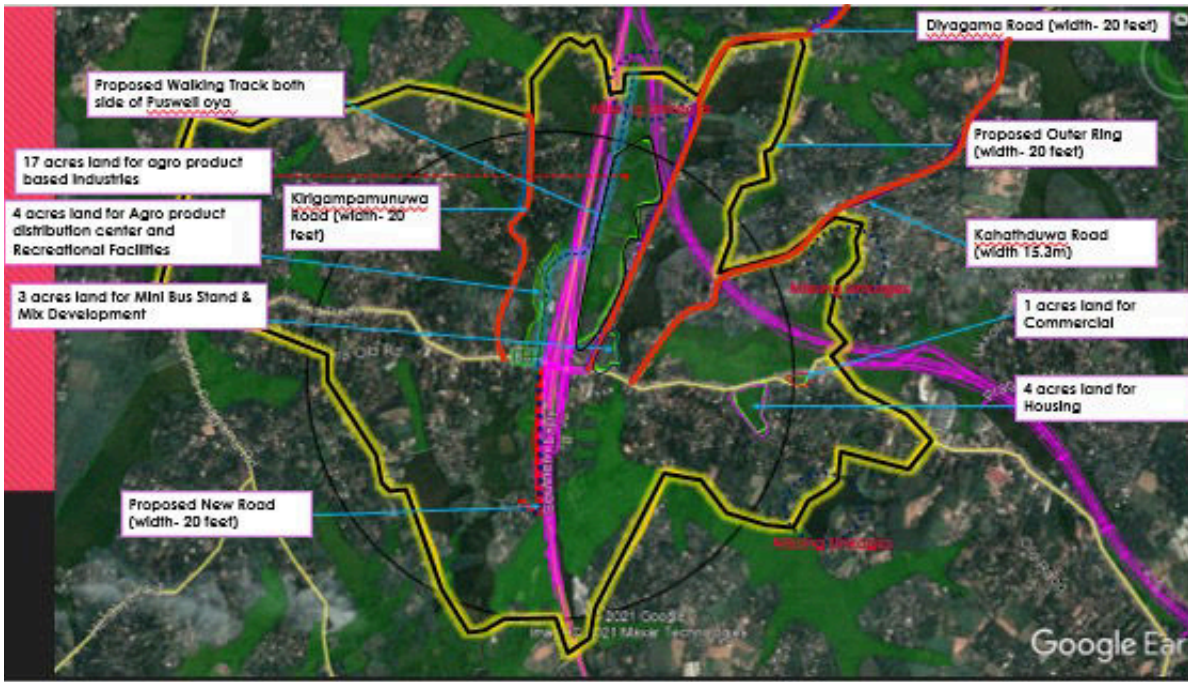
| Survey Plan | Plan No. | Name of the Surveyor | Date | Extent of the Land | | |
|---|---|---|---|---|---|---|
| | | | | Acres: | Rs. | Perch. |
| | | | | 49 | | |

| Project Implementation | | | | | |
|---|---|---|---|---|---|
| **Methods of Implementation** | *Land preparation and promotion of infrastructural facilities are done jointly by the Urban Development Authority and other government agencies and opportunities are provided for investors through the call for development project proposals.* | **Implementing Institution** | *Urban Development Authority*<br><br>*SLLDC* | **Source of Funds** | *UDA Allocations and Thresuary Fund* |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Infrastructure facilities** | **Water** | **Volume (required)** | *Not Estimated* | | **Electricity** | **Required quantity** | *Not estimated* |
| | | **Volume (existing)** | *Included in the new projects* | | | **Existing Quantity** | *Included in the new projects* |
| | **Solid waste disposal** | *Yes* | ✓ | *No* | | **Proposed Solid Waste Management** | |

| Zone | High Density Commercial Zone (1) | Alignment with Zoning Plan | Yes |
|---|---|---|---|

**Sketch Plan**

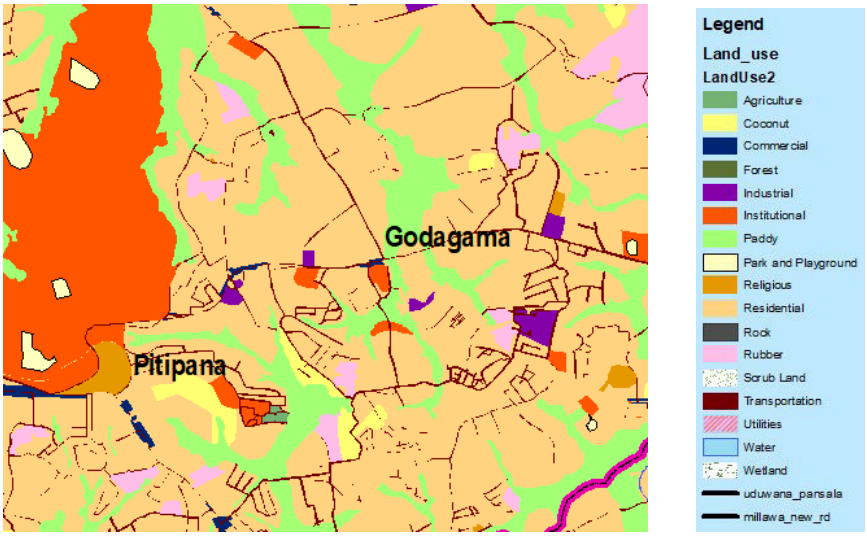



***Prepared by :*** *Western Province Division, UDA - 2020*

## d. *Godagama New Township Development Project*

***Table 6.18 :*** *Godagama New Township Development Project*

<table>
<tr><th colspan="5">Identifying Project</th></tr>
<tr><td>Name of the Project</td><td colspan="4">Godagama New Township Development Project</td></tr>
<tr><td>The Project</td><td colspan="4">Godagama New Township Development</td></tr>
<tr><td>The project Proposal</td><td colspan="4">According to the planning concept that comes under the Homagama New Development Plan 2022-2031, it is planned to create a service screen to establish innovation and knowledge centers based on science and technology connecting the towns of Malambe, Mahenawatta and Millawa. Accordingly, it is aimed to develop the city of Godagama as the main service center in the implementation of the proposed technology belt.<br><br>Also, attention has been paid to carry out this development by integrating the proposed Meegoda Transport Center. Godagama city center is proposed to be developed as a "sleeping city" and the intention is to create a commercial market for grain products, construction material products, a transport hub based on side road developments through the city centre.<br><br>Proposed Sub-Projects:<br><br>1. Wholesale grain market<br>2. Stocking center for building materials<br>3. Mini Bus Terminal<br>4. Primarily for mixed development uses like food hubs, food city, mini theaters, shopping malls etc.<br>5. Development of public open and recreational spaces<br>6. Housing development<br>7. Road development projects till connecting A4 - High Level Road and B240 - Malambay-Athurigiriya - Padukka Road<br>8. A bypass road development project to connect Godagama railway station.<br>9. Identified access road widening projects connecting major modes of public transport.<br>10. Provision of public parking facilities<br><br>According to the above sub-projects, this city center is planned to be developed in two phases. In the first phase, it has been proposed to acquire about 9 acres of land, to develop the 9 acres of land and the 4 acres of land, and to acquire a 4 acres of land facing Highlevel Road from the north. Also, it is expected to develop the city's traffic facilities through the development of proposed bypasses connecting A4 - High Level Road and B240 - Malambe - Athurigiriya - Padukka Road. In the second phase, the remaining 12 acres of land is proposed to be acquired for the development of minibus stand, green park development, mixed-use building development and access facility facilities.<br><br>It is also proposed to prepare a drainage plan for the entire proposed area of 25 acres. After the land development, it is proposed to implement the proposed projects in Godagama city center under the planning guidelines to be introduced by the Urban Development Authority. It has also been recognized that development activities should not be carried out here without proper drainage plan.</td></tr>
<tr><th colspan="5">Location of the Project</th></tr>
<tr><td rowspan="2">Location</td><td>Province</td><td>Western</td><td>District</td><td>Colombo</td></tr>
<tr><td>Divisional Boundary</td><td>Homagama Divisional Secretariat Division</td><td>Administrative Unit</td><td>Homagama PS</td></tr>
<tr><td rowspan="2">Boundaries</td><td>North</td><td>East</td><td>South</td><td>West</td></tr>
<tr><td></td><td></td><td></td><td></td></tr>
<tr><td>Access</td><td colspan="4">High Level Road , Meegoda – Kotuwa Road</td></tr>
</table>

| | |
|---|---|
| ***Map indicating the location*** |  |
| ***Land Use Plan*** | *Majority of the Land is identified as land used for residential purposes and the rest is in low lying areas*<br>  |

***Justification of the project***

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Nature of the project*** | *New* | | *To be Improvised* | | *To be rehabilitated* | ✓ | *Land Development Only* | | | | | |
| ***Project Classification*** | *Conservation* | *Commercial* | *Geological Resources* | *Heritage* | *Housing* | *Rehabilitation* | *Others* | | | | | |
| | | ✓ | ✓ | | | | *Road Development* | | | | | |
| ***Project targets*** | *Environmental* | | *Economic* | ✓ | *Social* | ✓ | | | | | | |

| | |
|---|---|
| ***Project targets*** | • *Intensification of city readability through development of green parks*<br>• *Development of urban infrastructure*<br>• *Intensification of connectivity between municipal service facilities*<br>• *Guiding urban development through intensifying integration between transport routes* |
| ***Project Basis*** | *According to the Homagama New Development Plan concept, this project is expected to be developed as the main service center of the service screen to establish innovation and knowledge centers based on the proposed science and technology.*<br><br>*Also, according to the zoning plan that comes under the development plan, this city is included under the 3 high density commercial zones and through this project, guidance for urban development has been expected.*<br><br>*It is also expected to provide space for reading the city by earning economic development benefits and following the green city concept.* |

***Description of the project's Assets***

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ***Present Ownership of the Land*** | *UDA* | *Part of the land belongs to UDA* | *Private* | | *State* | | *Others* | *Rest to be acquired* |
| ***Present state of the Land*** | *Dispersed as low-lying areas* | | ***Details of rehabilitation*** | | *-* | | | |
| ***Details of the Ownership*** | | | | | | | | |

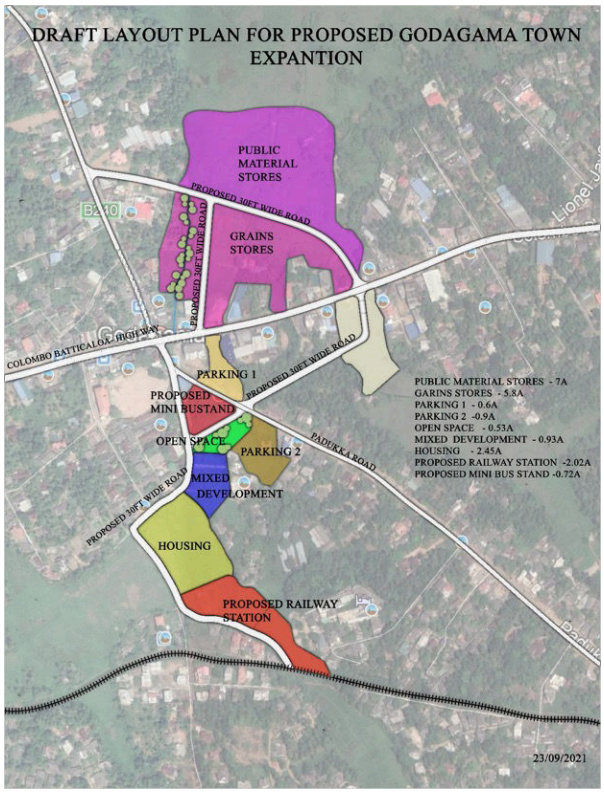
| | | | | | | |
|---|---|---|---|---|---|---|
| ***Survey Plan*** | *Plan No.* | *Name of the Surveyor* | *Date* | *Extent of the Land* | | |
| | | | | *Acres:* | *Rs.* | *Perch.* |
| | | | | *39* | | |

***Project Implementation***

| | | | | | |
|---|---|---|---|---|---|
| ***Methods of Implementation*** | *Land preparation and infrastructure development is carried out through the UDA and the other state agencies, the investors are invited to submit proposals for implementing the projects.* | ***Implementing Institution*** | *Urban Development Authority*<br><br>*SLLDC* | ***Source of Funds*** | *UDA Fund*<br>*Treasury Fund* |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ***Infrastructure facilities*** | ***Water*** | ***Volume (required)*** | | *Not Estimated* | | ***Electricity*** | ***Required quantity*** | *Not Estimated* |
| | | ***Volume (existing)*** | | *Included in the new projects* | | | ***Existing Quantity*** | *Included in the new projects* |
| | ***Solid waste disposal*** | *Yes* | ✓ | *No* | | ***Proposed Solid Waste Management*** | | |

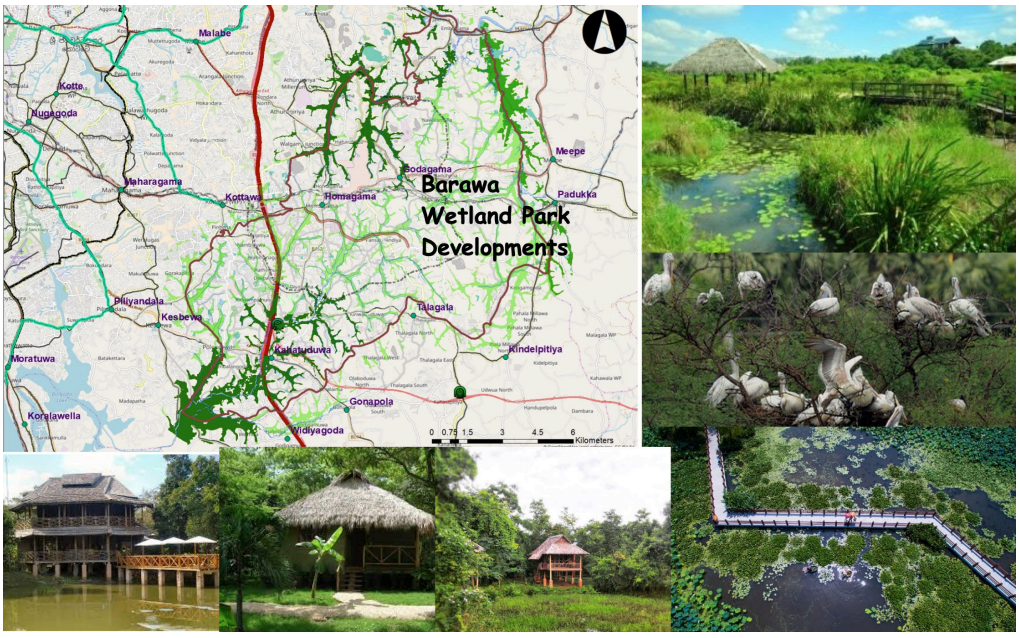
| | | | |
|---|---|---|---|
| ***Zone*** | *High Density Commercial Zone - III* | ***Alignment with Zoning Plan*** | *Yes* |
| ***Sketch Plan*** | | | |

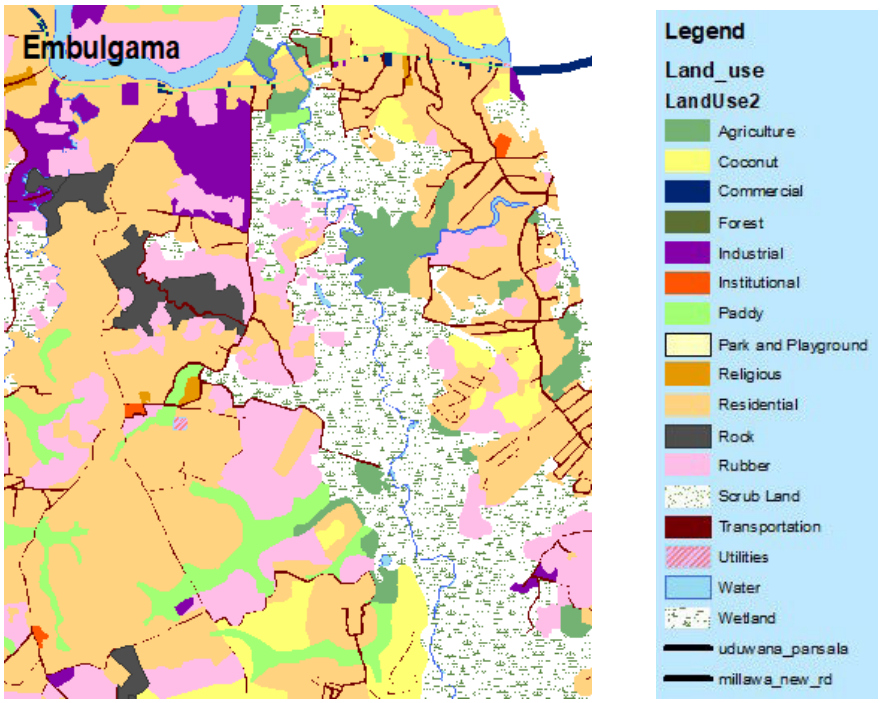



***Prepared by:*** *Western Province Division, UDA - 2020*

## e. *Leisure and Recreational Area Development Project*

***Table 6.19 :*** *Leisure and Recreational Area Development Project*

| | | | | |
|---|---|---|---|---|
| ***Identifying Project*** | | | | |
| ***Name of the Project*** | *Barawa Wetland Development Project* | | | |
| ***The Project*** | *Barawa Wetland Development* | | | |
| ***The project Proposal*** | *According to Homagama New Development Plan 2022-2031, the development vision is "Green City of Intellectuals". In relation to this, there is a need to mitigate residential uses that are likely to move towards environmentally sensitive areas. Also, most of the green areas that are seen as flood retention zones are found in this vicinity and a unique ecosystem is also found there.*<br><br>*In this way, the ecosystem has focused on the implementation of this development project by connecting the proposed park development and water transportation project for the Kelani Ganga Reserve through the CRIP project.*<br>*Also, providing a comfortable residential environment to the residents through the development plan has also been one of the expectations.*<br><br>*Here, the basic infrastructure is proposed to be implemented by the Urban Development Authority and the implementation of the project is expected to be done through private investors.*<br><br>*Also, the Homagama Development Plan aims to provide space for environment-friendly developments by going through a legal framework.* | | | |
| ***Location of the Project*** | | | | |
| ***Location*** | ***Province*** | *Western* | ***District*** | *Colombo* |
| | ***Divisional Boundary*** | *Homagama Divisional Secretariat Division* | ***Administrative Unit*** | *Homagama PS* |
| ***Boundaries*** | ***North*** | ***East*** | ***South*** | ***West*** |
| | | | | |
| ***Access*** | *Low Level Road* | | | |
| ***Map indicating the location*** |  | | | |

| | |
|---|---|
| ***Land Use Plan*** | *Majority of the Land is identified as land used for residential purposes and the rest is in low lying areas*<br>  |

***Justification of the project***

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ***Nature of the project*** | *New* | ✓ | *To be Improvised* | | *To be rehabilitated* | | *Land Development Only* | | | | | |
| ***Project Classification*** | *Conservation* | *Commercial* | *Geological Resources* | *Heritage* | *Housing* | *Rehabilitation* | *Others* | | | | | |
| | ✓ | | ✓ | | | | *Road Development* | | | | | |
| ***Project targets*** | *Environmental* | ✓ | *Economic* | ✓ | *Social* | ✓ | | | | | | |
| ***Project targets*** | • *Conservation of wetlands*<br>• *Provision of leisure and recreational facilities*<br>• *Boosting the economic growth of the area*<br>• *Focusing on developing green areas in line with the concept of green cities* | | | | | | | | | | | |
| ***Project Basis*** | *According to the Homagama new development plan, this area is aimed to be developed as a safe area that will not be destroyed by residential uses.*<br><br>*Furthermore, this area is spread in the middle of Pusweli Oya and has also been identified as a major flood control area. Being able to develop the economic benefits of the area by connecting with other development projects has become another basis.* | | | | | | | | | | | |

***Description of the project's Assets***

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| ***Present Ownership of the Land*** | *UDA* | *Part of the land belongs to UDA* | *Private* | | *State* | | *Others* | *Rest to be acquired* |
| ***Present state of the Land*** | *නෙත් බිම් හා නේවාසික භාවිත මඟයෙන් පවතී.* | | ***Details of rehabilitation*** | | *ඉදිකිරීම් පවතී සමීක්ෂණයක් කළ යුතුය* | | | |
| ***Details of the Ownership*** | | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| ***Survey Plan*** | *Plan No.* | *Name of the Surveyor* | *Date* | *Extent of the Land* | | |
| | | | | *ha* | *Rs.* | *Perch.* |
| | | | | *180* | | |

| ***Project Implementation*** | | | | | |
|---|---|---|---|---|---|
| ***Methods of Implementation*** | *Land preparation and infrastructure development is carried out through the UDA and the other state agencies, the investors are invited to submit proposals for implementing the projects.* | ***Implementing Institution*** | *Urban Development Authority*<br><br>*SLLDC* | ***Source of Funds*** | *Allocations from the Treasury* |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| ***Infrastructure facilities*** | ***Water*** | ***Volume (required)*** | *Not Estimated* | | ***Electricity*** | ***Required quantity*** | *Not Estimated* |
| | | ***Volume (existing)*** | *Included in the new projects* | | | ***Existing Quantity*** | *Included in the new projects* |
| | ***Solid waste disposal*** | *Yes* | ✓ | *No* | | ***Proposed Solid Waste Management*** | |

| | | | |
|---|---|---|---|
| ***Zone*** | *Low Density Residential and Wetland Nature Conservation Zone* | ***Alignment with Zoning Plan*** | *Yes* |

***Sketch Plan***

***Prepared by:*** *Western Province Division, UDA - 2020*

## 6.9.3. Institutional background for the implementation of the proposed projects

***Table 6.20 :*** *Institutions for the implementation of the proposed Projects:*

| ***Mahenawatta Tech city Development Project*** | | | |
|---|---|---|---|
| ***Road Development Projects*** | | | |
| | ***Proposed Project*** | ***Coordinating Agency*** | ***Responsibilities*** |
| *1* | *Development of Western By Pass Road with 4 Lanes* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *RDA* | *Consultaion for the Road design work* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *2* | *Development of Uduwana Temple Road with 2 Lanes* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *RDA* | *Consultaion for the Road design work* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *3* | *Development of Pitipana Thalagala Road with 2 Lanes* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *RDA* | *Consultaion for the Road design work* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *4* | *Development of Dampe Pitipana Road with 2 Lanes* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *RDA &* | *Consultaion for the Road design work* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *5* | *Development of Road from Meegoda to Dampe with 2 Lanes* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *Provincial Rood Development Authority* | *Consultaion for the Road design work* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *6* | *Development of Homagama Diyagama Road (up to Jambugahamulla Junction) with 2 Lanes* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *Provincial Rood Development Authority* | *Consultaion for the Road design work* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |

| | | | |
|---|---|---|---|
| *7* | *Development of Gankanda Road (Kahathuduwa Road) with 2 Lanes* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *RDA* | *Consultaion for the Road design work* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *8* | *Development of the proposed Road from Mahenawatta to Millewa with 2 Lanes* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *RDA* | *Consultaion for the Road design work* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *9* | *Development of Meegoda Transport Hub and commercial center* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *RDA* | *Consultaion for the Road design work* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| ***Other Projects*** | | | |
| *10* | *Multi Storied Public Vehicle Park* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *11* | *Proposed Mahenawatta transport and commercial center* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *12* | *Development of proposed water supply project at Mahenawatta* | *Ministry of Urban Development and Housing and UDA* | *Land aqutition and allocation to the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| | | *NWS&DB* | *Project Implementing agency* |
| *13* | *Proposed electricity substation project at Mahenawatta* | *Ministry of Urban Development and Housing and UDA* | *Land aqutition and allocation to the project* |
| | | *Homagama Pradeshiya Sabha* | *Public awareness and to prepare a conducive environment to implement the project* |
| | | *CEB* | *Project Implementing agency* |
| *14* | *Proposed waste water treatment project at Mahenawatta* | *Ministry of Urban Development and Housing and UDA* | *Land aqutition and allocation to the project* |
| | | *Homagama Pradeshiya Sabha* | *Public awareness and to prepare a conducive environment to implement the project* |
| | | *NWS&DB* | *Project Implementing agency* |

| | | | |
|---|---|---|---|
| ***Proposed Industry & Innovation city zone Development project*** | | | |
| *15* | *Development of Nawalamulla Road and lenagala Road running from Nedunhena main bus stand up to Welipillawa School Junction with 2 lanes* | *Ministry of Urban Development and Housing and UDA* | *Land aqutition and allocation to the project* |
| | | *Provincial Road Development Authority (PRDA)* | *Allocate necessary resources and implement the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *16* | *Development of Panagoda Embulgama road with 2 lanes* | *UDA* | *Planning and Monitoring of the project* |
| | | *Provincial Road Development Authority (PRDA)* | *Allocate necessary resources and implement the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| ***Homagama Township Development Project*** | | | |
| *17* | *Development of existing Madawala Kumbura Road as a service road to access to Homagama Railway Station and to the Homagama Old Town* | *Ministry of Urban Development and Housing and UDA* | *Planning, Monitoring and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment and to implement the project* |
| *18* | *Development of a geo referenced Bus Bay to improve the connectivity between the Homagama Railway Station and Old Homagama Town* | *Ministry of Urban Development and Housing and UDA* | *Planning, Monitoring and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment and to implement the project* |
| *19* | *Development of the hospital road which connects high-level road and the Homagama Hospital as a 2 lane road.* | *Ministry of Urban Development and Housing and UDA* | *Planning, Monitoring and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment and to implement the project* |
| *21* | *Development of road leading to Pitipana Junction from Kottawa as a 2 lane road.* | *Ministry of Urban Development and Housing and UDA* | *Planning, Monitoring and Implementation of the project* |
| | | *RDA and PRDA* | *Consultation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment and to implement the project* |
| *22* | *Establishment of Public Green area* | *UDA* | *Planning and Implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment and to implement the project* |
| *23* | *Construction of a multi storied public vehicle park* | *UDA* | *Planning and Implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment and to implement the project* |
| *24* | *Development of High-level Road with 06 Lanes and Pedestrian corridor* | *UDA* | *Planning and coordination* |
| | | *RDA* | *Allocate necessary resources and implement the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |

| | | | |
|---|---|---|---|
| *25* | *Development of Homagama Diyagama Road (which connects Athurugiriya Road and Kahatuduwa Road with 2 Lanes* | *Ministry of Urban Development and Housing and UDA* | *Planning, Monitoring and Implementation of the project* |
| | | *RDA* | *Consultation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *26* | *Development of main commercial center within the Homagama Town* | *Ministry of Urban Development and Housing and UDA* | *Planning, Monitoring and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *27* | *Resettlement project of the vendors facing high level road* | *Ministry of Urban Development and Housing and UDA* | *Allocate funds, Facilitate other agencies, implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *28* | *Construction of the Office Building for Office Requirement of the City* | *UDA* | *Planning and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *29* | *Construction of the public vehicle park around Homagama Base Hospital* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| ***Kahathuduwa Township Development Project*** | | | |
| *30* | *Development of Kahathuduwa main road with 2 Lanes and Pedestrian corridor* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *PRDA* | *Consultation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *31* | *Development of Colombo Horana Road with 04 Lanes and Pedestrian corridor* | *UDA* | *Planning and Monitoring of the project* |
| | | *RDA* | *Implementation agency* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *32* | *Development of new service road to connect Kahatuduwa and Colombo / Horana main road* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *33* | *Proposed establishment of Green Park* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *34* | *Proposed establishment of affluent Commercial Center* | *UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |

| | | | |
|---|---|---|---|
| *35* | *Construction of the Iconic Building for the mixed development activity* | *UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *36* | *Proposed commercial and service facility center.* | *UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| ***Godagama Township Development Project*** | | | |
| *37* | *Proposed Bypass Road 1 connecting High-level road and Godagama Station road via Dampe road* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *RDA* | *Consulatation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *38* | *Proposed Bypass Road II connecting Dampe road and Athurugiriya road via High-level road* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *RDA* | *Consulatation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *39* | *Service road development proposal via Godagama New Township via proposed Bypass road II* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *RDA* | *Consulatation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *40* | *Urban park and Landscaping project* | *Ministry of Urban Development and Housing and UDA* | *Planning and Implementation of the project* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *41* | *Proposed Commercial complex development with all necessary facilities* | *UDA* | *Planning, coordination and implementation* |
| *42* | *Proposed Commercial and Service Center development for Mixed Use* | *UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *43* | *Public vehicle Park Development* | *UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *44* | *Bus Bay Development* | *UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| ***Barawa Wetland Park Development Project*** | | | |
| *45* | *Linear Park Development along Kelani River reservation* | *Ministry of Urban Development and Housing and UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |

| | | | |
|---|---|---|---|
| *46* | *Kelani River Water Transportation and Commercial Development* | *Ministry of Urban Development and Housing and UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *47* | *Green corridor development along Pusweli Oya* | *Ministry of Urban Development and Housing and UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *48* | *Barawa Wetland Development* | *Ministry of Urban Development and Housing and UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *49* | *Low Level Road Development in 4 lanes* | *UDA* | *Planning and coordination* |
| | | *RDA* | *Implementation agency* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the projec* |
| *50* | *Iconic Bridge Development across Pusweli Oya in Low Level road* | *UDA* | *Planning and coordination* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| ***Homagama Linear Park Development*** | | | |
| *51* | *Tank Reservation Development at Maththegoda Tank, Kuda Tank and Ottapalu Tank* | *UDA* | *Planning and consultation* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment and to implement the project* |
| *52* | *Linear Park Development at Kalu River Sub Stream* | *UDA* | *Planning and coordination* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| ***Homagama Public Open Space Development*** | | | |
| *53* | *Proposed EMP08 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *54* | *Proposed PMP35 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *55* | *Proposed PLP17 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *56* | *Proposed PMP01 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *57* | *Proposed PLP14 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *58* | *Proposed PMP06 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *59* | *Proposed PLP16 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *60* | *Proposed PMP32 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |

| | | | |
|---|---|---|---|
| *61* | *Proposed PLP28 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *62* | *Proposed PMP42 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *63* | *Proposed PLP34 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *64* | *Proposed PLP80 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *65* | *Proposed ECP01 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *66* | *Proposed ELP01 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| *67* | *Proposed PMP11 Park Development Project* | *UDA and Homagama PS* | *Planning, coordination and implementation* |
| ***Third Priority Project*** | | | |
| *70* | *Kottawa Thalagala Road Development from Jambugasmulla junction to Thalagala Junction.* | *UDA* | *Planning and coordination* |
| | | *PRDA* | *Implementaion* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *71* | *Padukka Meegoda Road Development* | *UDA* | *Planning and coordination* |
| | | *PRDA* | *Implementaion* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *72* | *Polgasovita road Development connecting Kottawa and Polgasovita towns* | *UDA* | *Planning and coordination* |
| | | *PRDA* | *Implementaion* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *73* | *Kotte Bope Road Development (Athurugiriya Road)* | *UDA* | *Planning and coordination* |
| | | *RDA* | *Implementaion* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *74* | *Kottawa Thalagala road development from Maththegoda junction To Diyagama Junctuin.* | *UDA* | *Planning and coordination* |
| | | *PRDA* | *Implementaion* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *75* | *Hospital Road Development* | *UDA* | *Planning and coordination* |
| | | *PRDA* | *Implementaion* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |

| | | | |
|---|---|---|---|
| *76* | *High-level Road Development* | *UDA* | *Planning and coordination* |
| | | *RDA* | *Implementaion* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *77* | *Colombo Horana Road Development* | *UDA* | *Planning and coordination* |
| | | *RDA* | *Implementaion* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *78* | *Temple Junction Kajugahadeniya road development* | *UDA* | *Planning and coordination* |
| | | *PRDA* | *Implementaion* |
| | | *Homagama PS* | *Public awareness and to prepare a conducive environment to implement the project* |
| *79* | *Dolahena Munamale Watta road development* | *UDA* | *Planning, coordination and implementatio* |
| | | *Homagama PS* | |
| *80* | *Munamale Watta road development* | *UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | |
| *81* | *Uduwana Temple road development* | *UDA* | *Planning, coordination and implementation* |
| | | *Homagama PS* | |

***Prepared by :*** *Western Province Division, UDA, 2020*

## 6.9.4. Prioritization of the projects

It should be stated that the the projects within the Planing area have been identified based on a well-planned systematic manner. The projects have been identified based on the conclusions and objectives of the long term vision of the Homagama development plan 2022-2031 AHP methodology was adopted in prioritization of the projects. The projects have been prioritized based on the main objectives of the development plan. Further the AHP methodology was used to ensure the integration of the prioritized projects to one another and to minimize any social impacts. (Annexure 13).

The prioritization of each project based on the ASH methodology can be illustrated as follows :

- *Homagama Township Development Project*

***Table 6.21 :*** *Prioritized Projects of Homagama Township Development Project*

| *Index No.* | *Name of the Project* | *Priority* |
|---|---|---|
| *6* | *Establishment of public Green Space (Parks)* | *1* |
| *4* | *Development of the Galawila road* | *2* |
| *1* | *Madawala Kumbura Road* | *3* |
| *2* | *Development of the Homagama Rail station and the bus stand using geo indicators* | *3* |
| *8* | *Development of western by-pass roads* | *3* |
| *7* | *Development of multi-storied vehicle parking center for Homagama New City* | *4* |
| *10* | *Development of Homagama Diyagama Road* | *4* |
| *12* | *Resettlement of the existing commercial center project* | *4* |
| *11* | *Mix development Project* | *5* |
| *3* | *Development of the Hospital Road* | *6* |
| *5* | *Development of a vehicle park around Homagama Base hospital* | *7* |
| *9* | *High-Level Road development Project* | *7* |

***Prepared by :*** *Western Province Division, UDA, 2020*

- *Godagama Township Development Project*

***Table 6.22 :*** *Prioritized Projects of Godagama Township Development Project*

| *Index No.* | *Name of the Project* | *Priority* |
|---|---|---|
| *4* | *Establishment of public Green Space (Parks)* | *1* |
| *1* | *Development of the proposed by-roads* | *2* |
| *6* | *Development of the Godagama Rail station and the bus stand using geo-indicators* | *3* |
| *7* | *Development of public vehicle parking facility* | *3* |
| *5* | *Development of Commercial Center* | *4* |
| *2* | *Development of new service roads* | *4* |
| *3* | *Mixed Development projects* | *4* |

***Prepared by :*** *Western Province Division, UDA, 2020*

- *Kahatuduwa Township Development Project*

***Table 6.23 :*** *Prioritized Projects of Kahathuduwa Township Development Project*

| *Index No.* | *Name of the Project* | *Priority* |
|---|---|---|
| *4* | *Establishment of public Green Space (Parks)* | *1* |
| *1* | *Development of Kahathuduwa road in two lanes with pedestrian corridors* | *2* |
| *2* | *Development of Colombo Horana Main highway in six lanes with pedestrian corridors* | *2* |
| *3* | *Development of the existing road which connects Kahatuduwa road and Colombo Horana Road as a service road with 04 lanes and pedestrian corridor.* | *4* |
| *5* | *Development of a luxury commercial center* | *5* |
| *6* | *Construct Iconic Buildings for mixed development use* | *5* |

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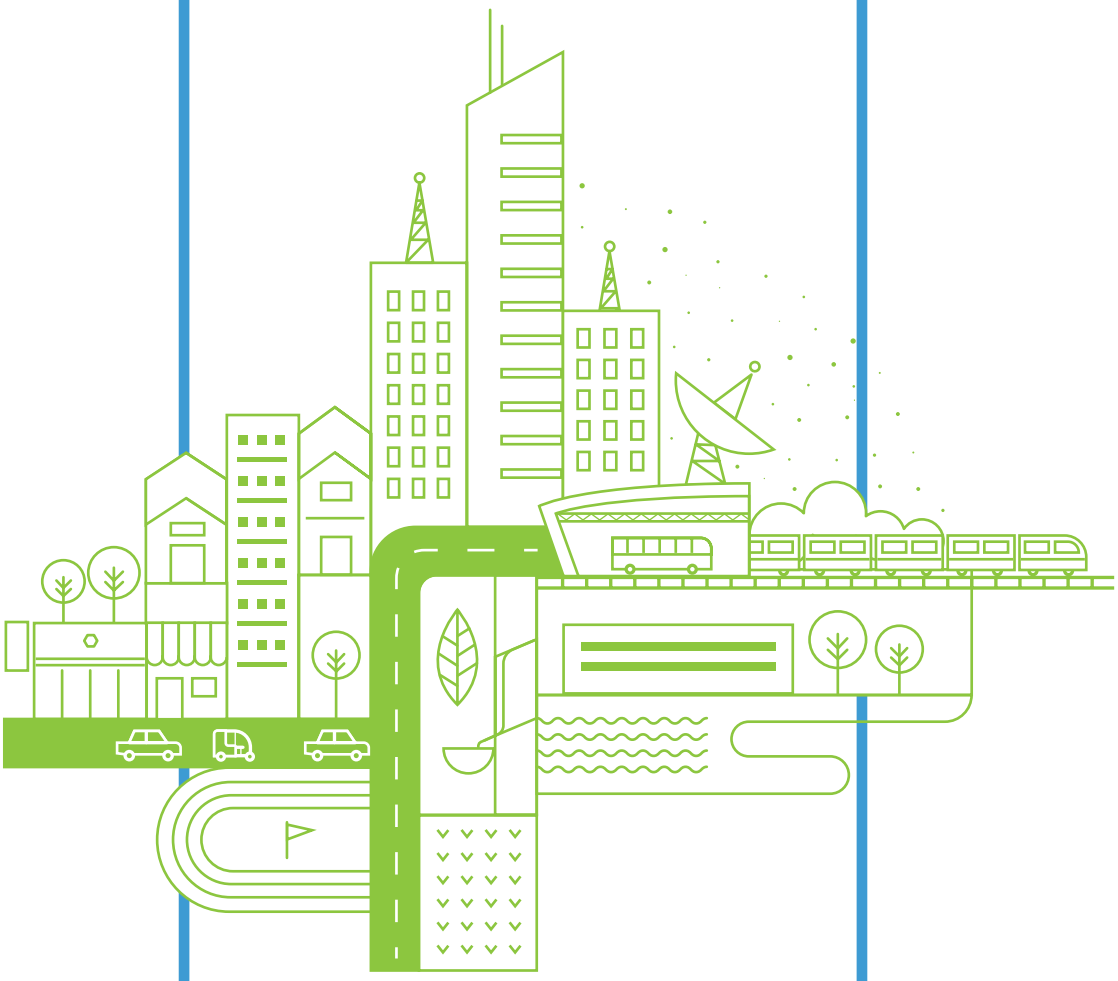
All sub-projects identified under education and innovation and industry and innovation zone development and other sub-projects have not been introduced based on priority, but they can be pointed out as projects that must be implemented. And attention should also be paid to the implementation of the projects taken under other projects coming here.



# Part II

07

Chapter

# Development Zones and Zoning Guidelines

# 7.1. Introduction

Homagama Development Plan (2022-2031) is developed to achieve the vision of "Green Expert City" based on the expected development. This development plan has introduced goals and objectives to achieve the vision for the next 10 years. In addition, six strategic plans have been introduced for the implementation of these goals and objectives. The land and Building Development Strategic Plan is one of the said strategic plans.

Especially, beyond the traditional landuse and traditional zoning plans, this plan will provide the opportunity for development based on the density, and it is intended to create the proposed urban form.

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

It can be said that the preparation of this zoning plan and its boundary verification is a result of several spatial analysis related to the planning area. The planning concept of the Homagama development plan (2022-2031), the development pressure analysis, the sensitivity analysis, liveability analysis and potential space analysis, the distance from main cities and the expansion of infrastructure facilities have used to identify these zones.

# 7.2. Development Zones

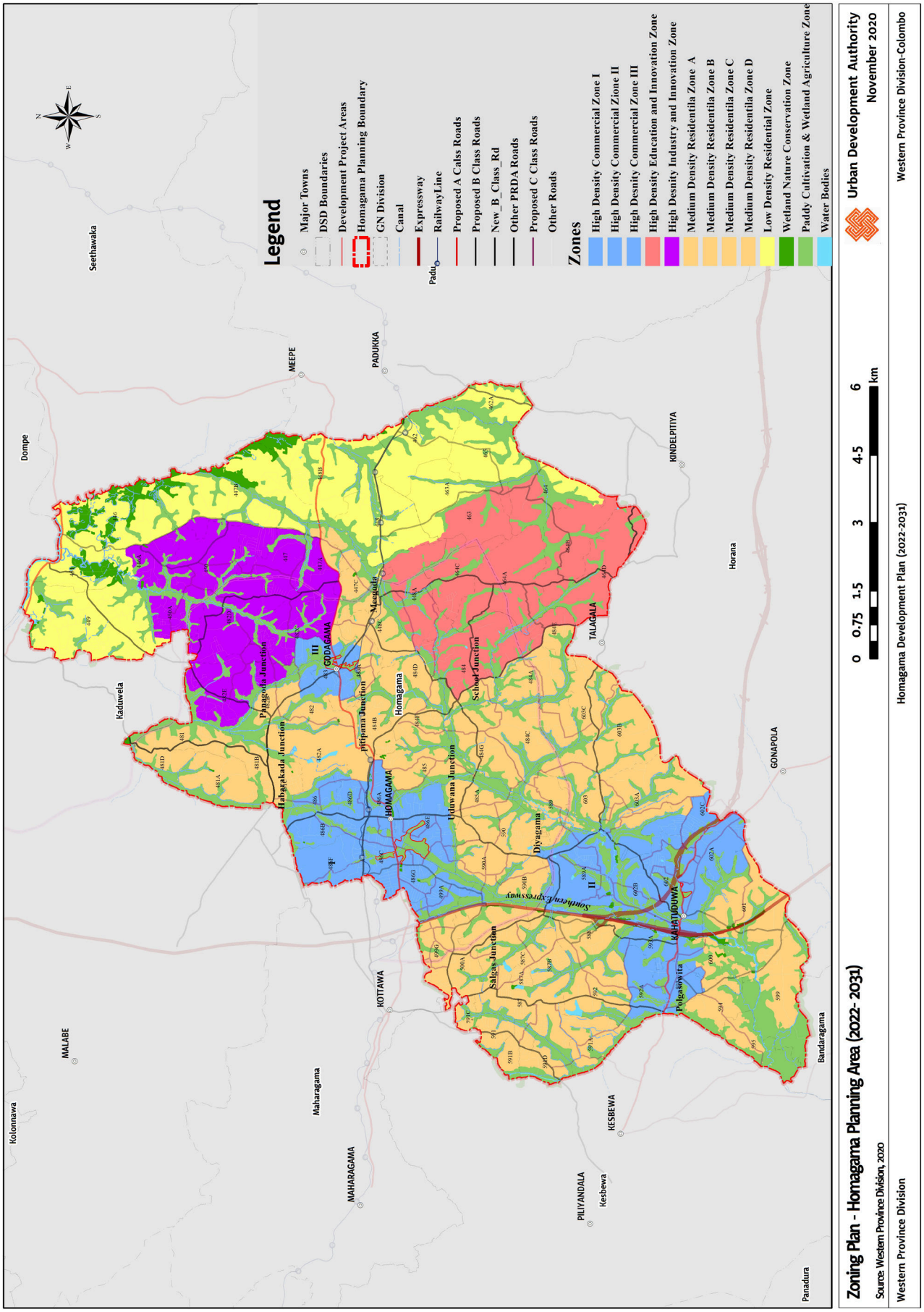
The proposed development zones are:

1. *High-Density Commercial Zone I (Homagama)*
2. *High-Density Commercial Zone II (kahathuduwa)*
3. *High-Density Commercial Zone III (Godagama)*
4. *Medium Density Residential Zone*
5. *High-Density Education & Innovation Zone (Development Guide Planning Zone I)*
6. *High-Density Industry & Innovation Zone*
7. *Low-Density Residential Zone*
8. *Wetland Nature al Conservation Zone*
9. *Paddy Cultivation & Wetland Agriculture Zone*

The proposed zoning plan is shown in Map 7.1

## 7.2.1. Proposed Zoning Plan 2022-2031

***Map 7.1 :*** *Proposed Zoning Plan 2022-2031*

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# 7.3. Zoning Factor

The zone factor is a new concept introduced in place of a practically implemented Floor Area Ratio, which was previously implemented in the planning and building regulations. This determines the size of the maximum development allowed in a given area. In particular, the property owner is given a reasonable opportunity to carry out his development. Homagama Development Plan (2022-2031) is expected to be a density-based development for the area by the year 2031. Especially high density developments will be expected in high-density commercial zone I, II & III. Medium density residential zone and low-density residential zones will have moderate and low density development respectively. It is hoped to establish the proposed urban form by 2031 accordingly. Consequently, the nature of development taking place in the lands at Homagama PS area is directly affected. That is, the creation of the desired urban form is based on the maximum level of development determined under the zone factor.

Prior to determining the extent of the maximum development in a given area, identification of suitable areas for development should be carried out. The purpose of High-Density, moderate density, and low-density development zones will be determined through the observations of analysis done and determining the city activity patterns. The conclusions drawn by a detailed analysis of the findings must be accompanied by the practical implementation in the area. Because these developments should be balanced over the profile of the physical, social, environmental and economic aspects.

Accordingly, the zones have determined the territories based on the environmental sensitivity, the intensity of development and its direction, the distribution of the infrastructure facilities, the development in commercial activities, the geographical conditions and the density of the population. The Zones which have higher zone factor reflects the availability of concentrated infrastructure network, high commercial development and has a high population attraction within the zone. The zone factor is low if the area is an environmentally sensitive area or there is a lack of land for development or there is a shortage of infrastructure facilities, expected urban form is in the initial stage.

Accordingly, under the concept of zone factor, a zone factor has been given under the development plan for each zone. Thus, Annexure No. 13 shows how the zoning factor of the Homagama Development Plan was calculated.

According to Homagama Development Plan 2022-2031 the relationship between zone factor and allowable floor area ratio is given in schedule 1,2 and 3 which is called "A "B"and "C" form". Accordingly, all development works related to the jurisdiction of Homagama local authority must comply with those schedules.

## Shedule 01

| Form A - Permissible Floor Area Ratio | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Land extent (Sq.M) | Zone factor = 0.75-0.99 | | | | 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 | | | |
| | **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 | 1.3 | 1.3 | 1.4 | 1.4 | 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 | 1.3 | 1.6 | 1.8 | 2.0 | 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 | 1.3 | 1.6 | 1.9 | 2.1 | 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 | 1.4 | 1.7 | 2.0 | 2.2 | 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 | 1.5 | 1.8 | 2.2 | 2.5 | 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 | 1.6 | 1.9 | 2.3 | 2.7 | 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 | 1.7 | 2.1 | 2.5 | 3.0 | 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 | 1.8 | 2.3 | 2.7 | 3.1 | 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 | 1.9 | 2.4 | 3.0 | 3.6 | 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 | 2.0 | 2.5 | 3.1 | 3.7 | 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 | 2.2 | 2.6 | 3.3 | 3.9 | 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 | 2.5 | 2.8 | 3.5 | 4.0 | 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 11°
* FAR more than or equal to 10.0 shall be permitted only for the roads having minimum of 12m ( from road center) Building Line, if not maximum FAR shall be limited to 9.0
** Minimum road width of 7m shall be considered for the roads identifiyied as 7m wide road in the perticular development plan

## Schedule 02

| Form B - Number of Floors for 3m & 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 |
| 3මී | 6මී | 65% | 1 (G) | 2 (G+1) | 3 (G+2) | 3 (G+2) |
| 4.5මී | 6මී | 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*

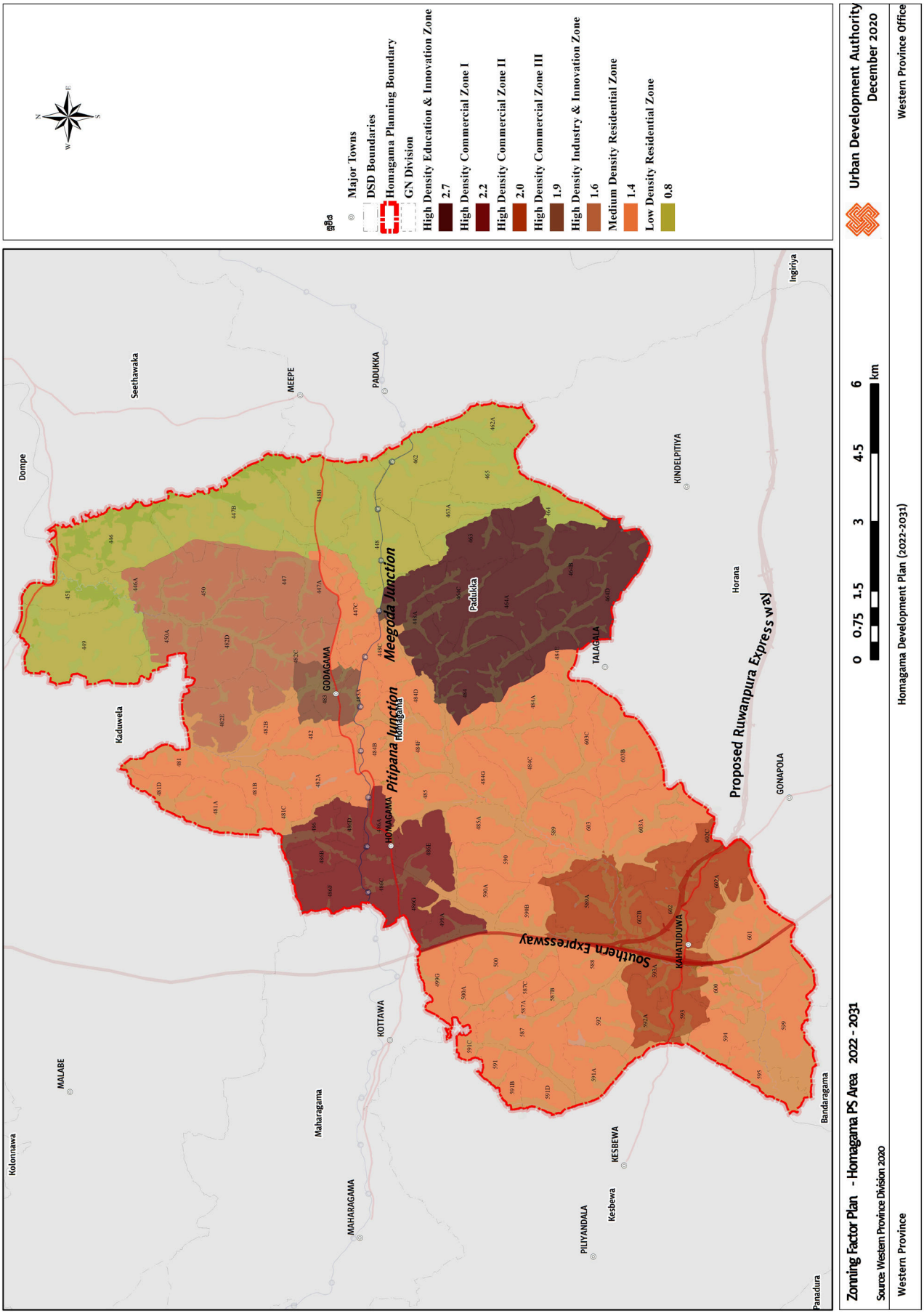
## Schedule 03

| Form C - 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*

# 7.3.1. Zone Factor of Each Zone 2022–2031

***Map 7.2 :*** *Zoning factor plan 2022-2031*




***Prepared by :*** *Western Province Division, UDA, 2020*

# 7.4. Common Regulations for Planning Area

This chapter provides the general principles that apply to all zones, in addition to the uses and guidelines provided in Chapter 8 of this plan for each zone of the proposed zoning plan.

7.4.1. According to Section 8 'A' of the Urban Development Authority Act No. 41 of 1978, No. 4/1 and Gazette of September 30, 1978, No. 56/6 and Gazette of October 1, 1979, No. 234/7 and March 1983 These regulations apply to all places within the administrative borders of Homagama Pradeshiya Sabha that have been designated as urban development areas by Gazette No. 1084/20 dated June 1, 1999 and Gazette No. 1084/20 dated June 17, 1999.

7.4.2. In addition to the requirements of this zoning plan for planning and development guidelines connected to any development activity, the planning and development guidelines published by gazette number 2235/54 dated 28 July 2021 will become effective for the Homagama local authority area.

7.4.3. The Authority, according to the Zoning Plan, reserves the right to finalize the approval of any use that is not listed in the permitted use category.

7.4.4. In circumstances where the minimum plot size is not clearly indicated in the zoning guidlines, the minimum plot size of a plot shall be 150 sq.m. when providing clearance for a plot of land for development activity. If the location does not have piped water facilities, a minimum of 250 sq.m. should be considered for approval.

7.4.5. 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 Homagama Development Plan shall be in accordance with the respective zoning plan.

7.4.6. 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.

7.4.7. Any development carried out surrounding any water resource, the buildings shall be designed in an environment-friendly manner.

7.4.8. Where a particular plot of land and/or property is recognized under the Homagama Development Plan for any designated use - it shall be used only for such purpose.

7.4.9. Instead of establishing boundary walls within the building lines of government roads and within the proposed building lines in these zones, a transparent mesh fence or other technique (with a maximum fence height of 2 feet) must be suggested, otherwise the boundary wall processing fee would be doubled.

7.4.10. Permanent billboards or banners must be installed perpendicular to the street or in a way that does not distract from the building's appearance. It is also illegal to erect advertisements or name boards on existing boundary walls or banks in a way that causes traffic congestion, vehicular accidents, or obstructs natural view areas.

7.4.11. Soil excavation should be limited to ground level in the soil excavation industry.

7.4.12. The proposed Zoning Plan takes into account the continuity of current uses. There, the maximum floor area will be considered up to 10% only for upgrading infrastructure and staff amenities, and clearance for that must be sought from the Urban Development Authority's preliminary planning clearence.

7.4.13. When considered as "appropriate" by the UDA, any area in the Homagama PS 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 regulations and guidelines which is introduced to such areas will be applicable.

7.4.14. The UDA shall permit, restrict or prohibit the construction of any special building in the areas mentioned in clause 7.4.13 above. Easing the prohibitions imposed or imposeing any new regulations for the use of the lands shall be done by the UDA.

7.4.15. For public buildings such as government offices and government hospitals at least 30% of the allotted parking facilities should be reserved for public parking before obtaining the Certificate of Conformity.

7.4.16. If a 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 zone.

7.4.17. 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.

7.4.18. 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.

7.4.19. Bars and guest houses shall be situated a minimum of 100 meters away from any religious place and /or school.

7.4.20. Although a 9 meter access road is necessary for industrial and warehouse use, the Authority may consider granting permission with a preliminary planning clearance for widening the access road through the relevant land to 9 meters, subject to the certain conditions, and taking into account the size, type of development, land use type of the area, and utilizing capacity of the access road, where the minimum width of the access road is 6 meters.

7.4.21. A preliminary planning clearance shall be obtained from the UDA for the developments in the low-lying lands, marshy lands, paddy fields, ovita or any such areas except identified development controlled areas and the Public Recreation and Open Space Plan (PORS) of the Homagama Development Plan.

7.4.22. Lands identified for public open spaces, sports, and recreational activities by the PORS plan shall be used only for the permitted uses.

7.4.23. A preliminary planning clearance for residential and environmentally friendly development for existing highlands with adequate access within the Paddy Cultivation and Wetland Agricultural Zone shall be considered with the approval of the relevant coordinating agencies. ("Existing Highlands" - not mentioned in Survey Plan and Deed as Paddy field, Deniya and Ovita).

7.4.24. Incidents and relevant institution for obtaining Environmental Recommendation before the commencement of any development activity:

7.4.24.1. *The projects and industries are described under Section IV part A and Part C of the National Environmental Act.*

7.4.24.2. *The recommendation should be obtained from the CEA for construction of commercial buildings in environmentally sensitive areas.*

7.4.24.3. *A prior recommendation from the Environment Consultation Committee of the UDA shall be obtained for commercial developments exceeding 10,000 square meters.*

7.4.24.4. *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.*

7.4.24.5. *In places gazetted as Environmental Protection Zones, recommendations should be obtained from the Central Environment Authority for the activities permitted by the said gazettes.*

7.4.25. Incidents of getting preliminary planning clearance by the UDA:

The instances where a preliminary planning clearance should be obtained from the UDA in addition to the occasions mentioned especially in the Zoning Plan of the Homagama Development Plan prior to obtaining a development permit.

7.4.25.1. *For the development activities classified as type "A", "B" and "C" gazetted by the CEA under the special provision of the Extra Ordinary Gazette No. 1533/16 of National Environmental Act published on 25.01.2008*

7.4.25.2. *For condominium developments*

7.4.25.3. *Construction of telecommunication towers*

7.4.25.4. *Stone crushing, Sand mining and other mining activities*

7.4.25.5. *When approval is request for the development of low-lying lands located within the zones declared for development activities by the UDA.*

7.4.25.6. *Construction of commercial buildings exceeding 10,000 square meters.*

7.4.25.7. *Construction of private schools, private hospitals and private tuition classes. PPC will consider depending on the location although how it is mentioned in the zoning . The decision making authority will be held by the UDA.*

7.4.25.8. *Installation of notice boards by the side of A-class and B-class roads.*

7.4.25.9. *For the subdivision of land exceeding 1 hectare.*

7.4.25.10. *The instances except for the above circumstances which the UDA requests for a Preliminary Planning Clearance.*

7.4.26. Special Guidelines for Wetlands in Homagama PS

7.4.26.1. *Maintenance of flood capacity and regulation of other development activities shall be done in accordance with the decisions made by the institutions mentioned in Annex 14 in response to the increase of the intensity of the extreme weather conditions caused by climate change and the reclamation and construction of wetlands.*

7.4.26.2. *Before developing low land / fallow fields and cultivated fields, the nos mentioned in Annexure 14. 01, 03, 04, 05 and 09 must be approved by the institutions. Also, in cases where the rights of wetlands fall under the purview of relevant institutions by various Acts, the necessary recommendation and approval should be obtained from the institutions mentioned in Annexure 14 and other relevant institutions.*

7.4.26.3. *Any development activity that may affect the wetlands environment shall obtain clearance from the Institutions indicated in No. 03 and 05 in Annex 14. Further the Environmental Protection License shall be obtained and the permit shall be updated annually before the deadline.*

7.4.26.4. *No. mentioned in Annexure 14. 01 The recommendation/permission (final clearance certificate) given for a wetland development work belonging to the holding agency should be renewed annually as decided by the planning committee.*

7.4.26.5. *The published reservations of Canals / Reservoirs shall be maintained as per the Gazette Notification No. 1662/17 dated 14.07.2010 by the institutions in No. 01 & 02 of Annex 14.*

7.4.26.6. *Any construction that would interfere with water drainage and flood retention capacity should not be done on water or watercourses in a wetland. However, special projects approved by the UDA according to a Master plan or a Guide plan or an approved construction of national significant which may not cause floods or obstruct flood retention capacity subject to the recommendation and approval from the relevant institution No. 01 and the relevant institutions No. 2 to No. 21 in Annex 14.*

7.4.26.7. *Invasive plants and animals other than living organisms with ecologically sensitive values should not be removed from the wetlands.*

7.4.26.8. *Every construction permitted in wet zones should be designed according to the concept of green buildings with specified technical standards.*

7.4.26.9. *Alternate locations should be adequately established to companssate the reduced water retention capacity and (other impacts on) environmental services, during approved uses in all wetlands where water retention is particularly important. Approval should be obtained from the relevant institutions mentioned in Annex 14.*

7.4.26.10. *Sustainable Rainwater Drainage methods should be used in areas where the legalized wetland fillings are specified. Approval should be obtained from the institution indicated in no 01 of Annex 14 and recommendation shall be obtained from CEA on materials used to fill wetland.*

7.4.26.11. *Conservation of high-intensity areas that are clearly identifiable landscapes / cultural / archaeological / biodiversity.*

7.4.26.12. *When development is permitted in the wetlands, legal public pathways and bathing places should be protected or relocated to a suitable place in close proximity.*

7.4.26.13. *Developers should obtain the services of professionally qualified professionals for planning, designing and monitoring.*

7.4.26.14. *All areas where fish and other aquatic organisms breed must be specially protected.*

7.4.26.15. *Garbages should not be disposed to wetlands (domestic, corporate, industrial, commercial, electrical and clinical waste).*

7.4.26.16. *Wastewater should not be disposed to wetlands. However, only refined wastewater can be released subject to recommendations of the CEA.*

7.4.26.17. *When issuing permits to the agencies listed in the annexure 16 for developments in wetland zones, these guidelines must be included in the license and violation will cause the license to be revoked or fined.*

08

Chapter

# Proposed Development Zones and Guidlines

Chapter 08
Proposed Development Zones and Guidlines

High-Density Commercial Zone I (Homagama)

Guidelines and Permissible Uses for High-Density Commercial Zone I

The zoning plan of the Homagama Development Plan has identified 09 development zones and the development regulations applicable to each zone in as follows.

# 8.1. High-Density Commercial Zone I (Homagama)

High-Density Commercial Zone I is demarcated surrounding the Homagama town center. This area is specially designed for commercial developments and is designed to create the Urban Form through the density-based development that is determined by the width of the road.

## 8.1.1. Guidelines and Permissible Uses for High-Density Commercial Zone I

The guidelines and Permissible Uses of High-Density Commercial Zone 1 of proposed zoning plan listed below in Table 8.1.1 and 8.1.2.

***Table 8.1.1 :*** *Guidelines for High-density Commercial Zone I*

| | |
|---|---|
| *Zoning boundary (Coordinates)* | *Mentioned in anneure 15* |
| *Zoning factor* | *2.2* |
| *Permissible height limit* | *If the height is not restricted by zoning, building height will be determined on the extent of the land proposed for development and other regulations of the UDA* |
| *Permissable maximum plot coverage* | *It should be done as per Form C of the 3rd Schedule.* |
| *Other details regarding the zone* | • *Southern Expressway regulations apply for this zone. For that, it should be done according to the 17th schedule of Planning and Building Guidelines / Regulations (General) published by Gazette No. 2235/54 - 2021.7.8.*<br>• *The approval is considered for the existing stone crushing industries and to the identified mining areas of the Geological Survey and Mines Bureau (Annexure 23) which shall not disturb the existing residential developments. There should be no residential development within a 100m radius at least from the stone located ground. Otherwise, the approval will be considered with a resettlement plan. When considering residential developments, it should be 100m away from the boundary where the rock is located.* |

***Prepared by :*** *Western Province division, UDA*

***Table 8.1.2 :*** *Permissable Uses of High Density Commercial Zone I – Homagama*

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Residential* | *Housing* | *150* | *According to the shedule 1* |
| | *Hostels* | *150* | |
| | *Quarters / Workers Houses* | *150* | |
| | *Elders / disable homes* | *1,000* | |
| | *Children home* | *500* | |
| | *Daycare centers* | *500* | |
| *Health* | *Hospitals* | *1,000* | *According to the shedule 1* |
| | *Medical centers* | *250* | |
| | *Medical Consulting Centers* | *500* | |
| | *Laboratory and Sample Collecting Centers* | *150* | |
| | *Child and maternity clinical centers* | *300* | |
| | *Veterinary Hospitals* | *500* | |
| | *Veterinary Clinics and Treatment Centers* | *250* | |
| | *Ayurvedic medical centers* | *250* | |
| *Commercial* | *Supermarkets* | *500* | *According to the shedule 1* |
| | *Shopping complexes* | *500* | |
| | *Large Scale Technical accessories Sales Centers* | *500* | |
| | *Multistory vehicle parking complexes* | *1000* | |
| | *Shops* | *150* | |
| | *Pharmacy* | *150* | |
| | *Reception halls* | *1000* | |
| | *Wholesale trade* | *500* | |
| | *Stores* | *500* | |
| | *Customer services* | *150* | |
| | *Liquor shops* | *150* | |
| | *Funeral Florist* | *300* | |
| | *Funeral parlors with funeral florist* | *1000* | |

| *Permissible uses* | | *The minimum extent of land (sq.m)* | *Achievable maximum floor area* |
|---|---|---|---|
| *Commercial* | *Restaurants* | *150* | *According to the shedule 1* |
| | *Open Markets* | *500* | |
| | *Hardware* | *500* | |
| | *Filling Stations (from the major junction within 500m of downtown are not permitted)* | *1000* | |
| | *Filling Station and Vehicle Service Centers (from the major junction within 500m of downtown are not permitted)* | *1500* | |
| | *Filling Stations and Shopping Complex (from the major junction Not allowed within 500m of downtown)* | *1500* | |
| | *Gas filling stations and electric charging stations* | *750* | |
| | *Communication towers on buildings* | *150* | |
| | *Communication towers* | *250* | |
| | *Open vehicle park* | *250* | |
| | *showrooms* | *300* | |
| | *Stores* | *500* | |
| *Education* | *Early Childhood Development Centers* | *500* | |
| | *Technical Colleges / Vocational Training Centers* | *1000* | |
| | *Private tuition classes* | *500* | |
| | *Other Education Centers* | *250* | |
| | *Cultural centers and theatre companies* | *1000* | |
| *Institution* | *Bank/Insurance and financial institutions* | *300* | |
| | *Offices* | *150* | |
| | *Office complexes* | *500* | |
| | *Professional offices* | *150* | |
| *Production Industry* | *Food and Non-alcoholic beverages* | *500* | |
| | *Less environmental pollution small & medium scale industries* | *500* | |
| | *Apparel industry* | *500* | |

| *Permissible uses* | | *The minimum extent of land (sq.m)* | *Achievable maximum floor area* |
|---|---|---|---|
| *Production Industry* | *Solid waste recycling industries* | *1000* | |
| | *Domestic Industries* | *250* | |
| *Service Industry* | *Vehicle service centers* | *1000* | |
| | *Vehicle Repair Centers / Spray Painting Centers* | *500* | |
| | *Taxi Service Centers* | *250* | |
| | *Laundry/clothes cleaning places* | *150* | |
| | *Grinding mill* | *250* | |
| | *welding workshops & leath workshops* | *500* | |
| | *Electronics repair centers* | *150* | |
| *Social services and public affairs* | *Community Development Centers* | *150* | |
| | *Social and cultural centers* | *1000* | |
| | *Auditoriums and conference halls* | *1000* | |
| | *Library* | *150* | |
| | *Rehabilitation centers* | *500* | |
| *Tourism* | *Holiday Resorts* | *300* | |
| | *Guesthouses* | *150* | |
| | *Lodgings* | *150* | |
| | *Tourist hotels* | *500* | |
| | *Urban hotels* | *500* | |
| | *Tourists Information Centers* | *150* | |
| | *Ayurvedic Panchakarma Center (SPA)* | *250* | |
| | *Cabana hotels* | *500* | |
| *Leisure and Recreation* | *Cinema* | *500* | |
| | *Indoor Stadiums* | *500* | |
| | *Theatre* | *500* | |
| | *Night Clubs* | *500* | |

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Leisure and Rereation* | *Art Gallery / Museums* | *500* | |
| | *Open theatres* | *2000* | |
| | *Gymnasium* | *300* | |
| | *Pocket Park* | - | |
| | *Mini Park* | - | |
| | *Local Park* | - | |
| | *Community Park* | - | |
| | *Town Park* | - | |
| | *Central Urban Park/City Park* | - | |
| | *Regional Park* | - | |
| | *Linear Park* | - | |

***Prepared by :*** *Western Province division, UDA*

# 8.2. High-Density Commercial Zone II (Kahathuduwa)

The area surrounding the Kahathuduwa town center has been demarcated as High-Density Commercial Zone II. This area extends from Kahathuduwa town to Diyagama approximately about 3 km from the center of Kahatuduwa and to other parts for more or less 500m and 1,000m. The promotional use for this zone is commercial, it aims at acquiring the Urban Form through the density-based development following the hierarchy of roads and its widths.

## 8.2.1. Guidelines and permissible uses for High-Density Commercial Zone - II (Kahathuduwa)

Guidelines and permissible uses governing the High-Density Commercial Zone II of the Homagama zoning plan are given in tables 8.2.1 and 8.2.2.

***Table 8.2.1 :*** *Guidelines for High-Density Commercial Zone II - Kahathuduwa*

| | |
|---|---|
| *Zoning boundary (Coordinates)* | *Mentioned in annexure 16* |
| *Zoning factor* | *2.0* |
| *Permissible height limit* | *If the height is not restricted by zoning, building height will be determined on the extent of the land proposed for development and other regulations of the UDA.* |
| *Permissable maximum plot coverage* | *It should be done as per Form C of the 3rd Schedule.* |
| *Other details regarding the zone* | • *Southern Expressway regulations apply for this zone. For that, it should be done according to the 17th schedule of Planning and Building Guidelines / Regulations (General) published by Gazette No. 2235/54 - 2021.7.8.*<br>• *The approval is considered for the existing stone crushing industries and to the identified mining areas of the Geological Survey and Mines Bureau (Annexure 23) which shall not disturb the existing residential developments. There should be no residential development within a 100m radius at least from the stone located ground. Otherwise, the approval will be considered with a resettlement plan. When considering residential developments, it should be 100m away from the boundary where the rock is located.* |

***Prepared by :*** *Western Province division, UDA*

***Table 8.2.2 :*** *Permissible uses of High-Density Commercial Zone II– Kahathuduwa*

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Residential* | *Housing* | *150* | *According to the shedule 1* |
| | *Hostels* | *150* | |
| | *Quarters / Workers Houses* | *150* | |
| | *Elders / disable homes* | *1,000* | |
| | *Children home* | *500* | |
| | *Daycare centers* | *500* | |
| *Health* | *Hospitals* | *1,000* | *According to the shedule 1* |
| | *Medical centers* | *250* | |
| | *Medical Consulting Centers* | *500* | |
| | *Laboratory and Sample Collecting Centers* | *150* | |
| | *Child and maternity clinical centers* | *300* | |
| | *Veterinary Hospitals* | *500* | |
| | *Veterinary Clinics and Treatment Centers* | *250* | |
| | *Ayurvedic medical centers* | *250* | |
| *Commercial* | *Supermarkets* | *500* | *According to the shedule 1* |
| | *Shopping complexes* | *500* | |
| | *Large Scale Technical accessories Sales Centers* | *500* | |
| | *Multistory vehicle parking complexes* | *1000* | |
| | *Shops* | *150* | |
| | *Pharmacy* | *150* | |
| | *Wholesale trade* | *500* | |
| | *Stores* | *500* | |
| | *Customer services* | *150* | |
| | *Liquor shops* | *150* | |
| | *Reception halls* | *1000* | |
| | *Funeral Florist* | *300* | |
| | *Funeral parlors with funeral florist* | *1000* | |
| | *Restaurants* | *150* | |

| *Permissible uses* | | *The minimum extent of land (sq.m)* | *Achievable maximum floor area* |
|---|---|---|---|
| *Commercial* | *Open Markets* | *500* | *According to the shedule 1* |
| | *Hardware* | *500* | |
| | *Filling Stations (from the major junction within 500m of downtown are not permitted)* | *1000* | |
| | *Filling Station and Vehicle Service Centers (from the major junction within 500m of downtown are not permitted)* | *1500* | |
| | *Filling Stations and Shopping Complex (from the major junction Not allowed within 500m of downtown)* | *1500* | |
| | *Gas filling stations and electric charging stations* | *750* | |
| | *Communication towers on buildings* | *150* | |
| | *Communication towers* | *250* | |
| | *Open vehicle park* | *250* | |
| | *showrooms* | *300* | |
| *Education* | *Early Childhood Development Centers* | *500* | *According to the shedule 1* |
| | *Technical Colleges / Vocational Training Centers* | *1000* | |
| | *Private tuition classes* | *500* | |
| | *Other Education Centers* | *250* | |
| | *Cultural centers and theatre companies* | *1000* | |
| *Institution* | *Bank/Insurance and financial institutions* | *300* | |
| | *Offices* | *150* | |
| | *Office complexes* | *500* | |
| | *Professional offices* | *150* | |
| *Production industry* | *Food and Non-alcoholic beverages* | | *According to the shedule 1* |
| | *Industry* | *500* | |
| | *Apparel industry* | *500* | |
| | *Solid waste recycling industries* | *1000* | |
| | *Domestic Industries* | *250* | |
| | *Less environmental pollution small & medium scale industries* | *500* | |

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Service Industry* | *Vehicle service centers* | *1000* | *According to the shedule 1* |
| | *Vehicle Repair Centers / Spray Painting Centers* | *500* | |
| | *Taxi Service Centers* | *250* | |
| | *Laundry/clothes cleaning places* | *150* | |
| | *Grinding mill* | *250* | |
| | *welding workshops & leath workshops* | *500* | |
| | *Electronics repair centers* | *150* | |
| *Social services and public affairs* | *Community Development Centers* | *150* | *According to the shedule 1* |
| | *Social and cultural centers* | *1000* | |
| | *Auditoriums and conference halls* | *1000* | |
| | *Library* | *150* | |
| | *Rehabilitation centers* | *500* | |
| *Tourism* | *Holiday Resorts* | *300* | *According to the shedule 1* |
| | *Guesthouses* | *150* | |
| | *Lodgings* | *150* | |
| | *Tourist hotels* | *500* | |
| | *Urban hotels* | *500* | |
| | *Tourists Information Centers* | *150* | |
| | *Ayurvedic Panchakarma Center (SPA)* | *250* | |
| | *Cabana hotels* | *500* | |
| *Leisure and Recreation* | *Cinema* | *500* | |
| | *Indoor Stadiums* | *500* | |
| | *Theatre* | *500* | |
| | *Night Clubs* | *500* | |
| | *Art Gallery / Museums* | *500* | |
| | *Open theatres* | *2000* | |
| | *Gymnasium* | *300* | |
| | *Pocket Park* | *-* | |

| *Permissible uses* | | *The minimum extent of land (sq.m)* | *Achievable maximum floor area* |
|---|---|---|---|
| *Leisure and Recreation* | *Mini Park* | - | |
| | *Local Park* | - | |
| | *Community Park* | - | |
| | *Town Park* | - | |
| | *Central Urban Park/City Park* | - | |
| | *Regional Park* | - | |
| | *Linear Park* | - | |

***Prepared by :*** *Western Province division, UDA*

# 8.3. High-Density Commercial Zones III (Godagama)

The area which is about 500-meter in diameter is centred on the new town development of Godagama, especially for commercial developments. Further, it is intended to obtain the Urban Form through the developments determined by the roads and its width.

## 8.3.1. Guidelines and permissible uses for High-Density Commercial Zone - III (Godagama)

The guideliness and Uses for High-Density Commercial zone III of the Homagama zoning plan are given in tables 8.3.1 and 8.3.2.

***Table 8.3.1 :*** *Guidelines for High-Density Commercial Zone III (Godagama)*

| | |
|---|---|
| *Zoning boundary (Coordinates)* | *Mentioned in annexure 17* |
| *Zoning factor* | *1.9* |
| *Permissible height limit* | *If the height is not limited by zoning, the height of the building is determined by the total land area to be developed by the developer and other regulations of the UDA.* |
| *Permissable maximum plot coverage* | *It should be done as per Form C of the 3rd Schedule.* |
| *Other details regarding the zone* | - |

***Prepared by :*** *Western Province division, UDA*

***Table 8.3.2 :*** *Permissible uses for High-Density Commercial Zone III (Godagama)*

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Residential* | *Housing* | *150* | *According to the shedule 1* |
| | *Hostels* | *150* | |
| | *Quarters / Workers Houses* | *150* | |
| | *Elders / disable homes* | *1,000* | |
| | *Children home* | *500* | |
| | *Daycare centers* | *500* | |
| *Health* | *Hospitals* | *1,000* | *According to the shedule 1* |
| | *Medical centers* | *250* | |
| | *Medical Consulting Centers* | *500* | |
| | *Laboratory and Sample Collecting Centers* | *150* | |
| | *Child and maternity clinical centers* | *300* | |
| | *Veterinary Hospitals* | *500* | |
| | *Veterinary Clinics and Treatment Centers* | *250* | |
| | *Ayurvedic medical centers* | *250* | |
| *Commercial* | *Supermarkets* | *500* | *According to the shedule 1* |
| | *Shopping complexes* | *500* | |
| | *Large Scale Technical accessories Sales Centers* | *500* | |
| | *Multistory vehicle parking complexes* | *1000* | |
| | *Shops* | *150* | |
| | *Pharmacy* | *150* | |
| | *Wholesale trade* | *500* | |
| | *Stores* | *500* | |
| | *Customer services* | *150* | |
| | *Liquor shops* | *150* | |
| | *Reception halls* | *1000* | |
| | *Funeral Florist* | *300* | |
| | *Funeral parlors with funeral florist* | *1000* | |
| | *Restaurants* | *150* | |

| *Permissible uses* | | *The minimum extent of land (sq.m)* | *Achievable maximum floor area* |
|---|---|---|---|
| *Commercial* | *Open Markets* | *500* | *According to the shedule 1* |
| | *Hardware* | *500* | |
| | *Filling Stations (from the major junction within 500m of downtown are not permitted)* | *1000* | |
| | *Filling Station and Vehicle Service Centers (from the major junction within 500m of downtown are not permitted)* | *1500* | |
| | *Filling Stations and Shopping Complex (from the major junction Not allowed within 500m of downtown)* | *1500* | |
| | *Gas filling stations and electric charging stations* | *750* | |
| | *Communication towers on buildings* | *150* | |
| | *Communication towers* | *250* | |
| | *Open vehicle park* | *250* | |
| | *showrooms* | *300* | |
| *Education* | *Early Childhood Development Centers* | *500* | *According to the shedule 1* |
| | *Technical Colleges / Vocational Training Centers* | *1000* | |
| | *Private tuition classes* | *500* | |
| | *Other Education Centers* | *250* | |
| | *Cultural centers and theatre companies* | *1000* | |
| *Institution* | *Bank/Insurance and financial institutions* | *300* | |
| | *Offices* | *150* | |
| | *Office complexes* | *500* | |
| | *Professional offices* | *150* | |
| *Production industry* | *Food and Non-alcoholic beverages* | *500* | *According to the shedule 1* |
| | *Industry* | *500* | |
| | *Apparel industry* | *500* | |
| | *Solid waste recycling industries* | *1000* | |
| | *Domestic Industries* | *250* | |
| | *Less environmental pollution small & medium scale industries* | *500* | |

| *Permissible uses* | | *The minimum extent of land (sq.m)* | *Achievable maximum floor area* |
|---|---|---|---|
| *Service Industry* | *Vehicle service centers* | *1000* | *According to the shedule 1* |
| | *Vehicle Repair Centers / Spray Painting Centers* | *500* | |
| | *Taxi Service Centers* | *250* | |
| | *Laundry/clothes cleaning places* | *150* | |
| | *Grinding mill* | *250* | |
| | *welding workshops & leath workshops* | *500* | |
| | *Electronics repair centers* | *150* | |
| *Social services and public affairs* | *Community Development Centers* | *150* | *According to the shedule 1* |
| | *Social and cultural centers* | *1000* | |
| | *Auditoriums and conference halls* | *1000* | |
| | *Library* | *150* | |
| | *Rehabilitation centers* | *500* | |
| *Tourism* | *Holiday Resorts* | *300* | *According to the shedule 1* |
| | *Guesthouses* | *150* | |
| | *Lodgings* | *150* | |
| | *Tourist hotels* | *500* | |
| | *Urban hotels* | *500* | |
| | *Tourists Information Centers* | *150* | |
| | *Ayurvedic Panchakarma Center (SPA)* | *250* | |
| | *Cabana hotels* | *500* | |
| *Leisure and Recreation* | *Cinema* | *500* | |
| | *Indoor Stadiums* | *500* | |
| | *Theatre* | *500* | |
| | *Night Clubs* | *500* | |
| | *Art Gallery / Museums* | *500* | |
| | *Open theatres* | *2000* | |
| | *Gymnasium* | *300* | |
| | *Pocket Park* | - | |

| *Permissible uses* | | *The minimum extent of land (sq.m)* | *Achievable maximum floor area* |
|---|---|---|---|
| *Leisure and Recreation* | *Mini Park* | - | |
| | *Local Park* | - | |
| | *Community Park* | - | |
| | *Town Park* | - | |
| | *Central Urban Park/City Park* | - | |
| | *Regional Park* | - | |
| | *Linear Park* | - | |

***Prepared by :*** *Western Province division, UDA*

# 8.4. Medium-Density Residential Zone

This is the largest zone located in Homagama planning boundary. Apart from major commercial zones, this zone can be identified as one of the areas which have the largest population density in the region. This priority area for residential development is aimed at obtaining the Urban Form through the developments determined on the Main roads and its width. Since the region is located in the middle of the other regions, it has a large area and has been divided into 4 sub-region of A, B, C, and D for convenience.

## 8.4.1. Guidelines and Permissible Uses for the Midium Density Residential Zone

Guidelines and practices governing the medium density zones of the Homagama zoning plan are in Table 8.4.1 and 8.4.2.

***Table 8.4.1 :*** *Guidelines for Midium density residential zone*

| | |
|---|---|
| *Zoning boundary (Coordinates)* | *Mentioned in annexure 18* |
| *Zoning factor* | *1.4* |
| *Permissible height limit* | *If the height is not restricted by zoning, building height determined on the extent of the land proposed for development and other regulations of the UDA.* |
| *Permissable maximum plot coverage* | *It should be done as per Form C of the 3rd Schedule.* |

| | |
|---|---|
| *Other details regarding the zone* | • *Southern Expressway regulations apply for this zone. For that, it should be done according to the 17th schedule of Planning and Building Guidelines / Regulations (General) published by Gazette No. 2235/54 - 2021.7.8.*<br>• *The approval is considered for the existing stone crushing industries and to the identified mining areas of the Geological Survey and Mines Bureau (Annexure 23) which shall not disturb the existing residential developments. There should be no residential development within a 100m radius at least from the stone located ground. Otherwise, the approval will be considered with a resettlement plan. When considering residential developments, it should be 100m away from the boundary where the rock is located.*<br>• *Soil and sand mining industries are permitted subject to location considerations.* |

***Prepared by :*** *Western Province division, UDA*

***Table 8.4.2 :*** *Zoning practices for Midium-density residential zone*

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Residential* | *Housing* | *150* | *According to the shedule 1* |
| | *hostels* | *150* | |
| | *Quarters and workers houses* | *150* | |
| | *Elders and disabled houses* | *1000* | |
| | *Children home* | *1000* | |
| | *Daycare center* | *500* | |
| *Health* | *Animal care centers* | *500* | |
| | *Medical centers (where only one doctor works)* | *150* | *50* |
| | *Medical Consulting Service Centers* | *500* | *According to the equation that calculates the floor area (2.1-iii)* |
| | *Child and Maternity Clinics* | *300* | |
| | *Veterinary Hospitals* | *500* | |
| | *Veterinary Clinics and Treatment Centers* | *250* | |
| | *Ayurvedic Medical Centers* | *250* | |

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Education* | *Early Childhood Development Centers* | *500* | *According to the equation that calculates the floor area (2.1-iii)* |
| | *Primary Education Centers* | *4000* | |
| | *secondary Education Centers* | *8000* | |
| | *Private tuition classes* | *250* | *Maximum permissible floor area 40 Sq.m. and Maximum 10 students* |
| | | *500* | *Maximum permissible floor area 80 square meters. The maximum number of students is 20* |
| | *Theatre* | *1000* | |
| *Institutes* | *Offices* | *250 ( A & B Roads Only)* | *-* |
| | | *250 ( C Roads Only)* | *100 sq.m.* |
| | *Professional Offices* | *150 (width of the road 4.5m / 3m)* | *20 sq.m.* |
| | | *250 (6m Road width)* | *40 sq.m.* |
| | | *250 (A and B class Roads)* | *No Limit* |
| | *Banks, Insurance and Financial Institutions (A and B Roads)* | *250* | *According to the equation that calculates the floor area (2.1-iii)* |

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Social and Common facilities* | *Community development centers* | *150* | *According to the equation that calculates the floor area (2.1-iii)* |
| | *Social and cultural centers* | *500* | |
| | *Religious places* | *500* | |
| | *Auditoriums and conference hall (A, B roads)* | *500* | |
| | *library* | *150* | |
| | *Rehabilitation centers* | *500* | |
| | *Crematoriums* | *500* | - |
| | *Cemeteries* | - | - |
| *Commercial* | *shops* | *150* | *100 sq.m* |
| | *Supermarkets* | *500* | *100 sq.m.* |
| | *Reception Halls (Only A & B Roads)* | *1000* | - |
| | *Restaurants* | *250 (in A & B Roads)* | *No limit* |
| | | *250 (in Other Roads)* | *100 sq.m.* |
| | *Open markets* | *500* | - |
| | *Pharmacies* | *150* | *100 sq.m.* |
| | *Laboratory service and sample collection center* | *150* | *100 sq.m.* |
| | *Customer care centers* | *150* | *150 sq.m.* |
| | *Funeral halls (in A and B roads)* | *500* | *According to the equation that calculates the floor area (2.1-iii)* |
| | *Funeral parlors with event halls (in A and B roads)* | *1000* | |
| | *Filling stations (in A & B Roads)* | *1000* | |
| | *Filling stations and vehicle service centers (in A & B Roads)* | *1500* | |

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Commercial* | *Filling stations and shopping centers (in A & B Roads)* | *1500* | *According to the equation that calculates the floor area (2.1-iii)* |
| | *Gas filling stations and electric charging stations* | *1000* | |
| | *Multistory Vehicle Parks* | *1000* | |
| | *Open Vehicle Parks* | *250* | |
| | *Stores* | *1000* | |
| *Tourism* | *Holiday Resorts (in A, B, and C Roads)* | *300* | |
| | *Guesthouses (in A, B, and C Roads)* | *250* | |
| | *Lodges (in A, B, and C Roads)* | *250* | |
| | *Tourist hotels (in A, B, and C Roads)* | *500* | |
| | *Tourist Information Center (in A, B and C roads)* | *150* | *100 sq.m.* |
| | *Ayurvedic Panchakarma Center (in A and B roads) (SPA)* | *250* | *150 sq.m.* |
| | *Cabana Hotels and Other Hotels (in A, B and C roads)* | *500* | *According to the equation that calculates the floor area (2.1-iii)* |
| *Production Industries* | *Mining & Mining Extraction Industries* | *-* | |
| | *Cement, concrete and ceramic based products (in A & B Roads)* | *1000* | |
| | *Clay Products Industry (in A,B & C Roads)* | *1000* | |
| | *Textile, Clothing and Leather Products (in A, B & C Roads)* | *1000* | |
| *Production Industries* | *Electrical and Electronics related industries (in A,B & C Roads)* | *1000* | *According to the equation that calculates the floor area (2.1-iii)* |
| | *Food and non-alcoholic beverage industries (in A, B & C Roads)* | *1000* | |
| | *Domestic Industries* | *500* | *50 sq.m.* |
| | *Less Pollutant Small & Medium Scale Industries* | *1000* | |

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Service Industry* | *Vehicle Service Centers (A, B and C roads)* | *500 (Interior cleaning and modernization of vehicles and three-wheelers & Motor Bikes services )* | *According to the schedule 1* |
| | | *1000 (Other Vehicles Service Centers)* | |
| | *Vehicle Repair Centers / Spray Painting Centers (in A, B Roads)* | *500* | |
| | *Taxi Service Centers* | *250* | |
| | *Laundry/clothes cleaning places* | *250* | |
| | *Grinding mill/pad mill* | *250* | |
| | *Lathe shopes, welding workshops (in A and B roads)* | *500* | |
| | *Electronic Equipment Repair Centers* | *250* | |
| *Recreational* | *Pocket Park* | - | - |
| | *Mini Park* | - | - |
| | *Local Park* | - | - |
| | *Community Park* | - | - |
| | *Town Park* | - | - |
| | *Central Urban Park/City Park* | - | - |
| | *Regional Park* | - | - |
| | *Linear Park* | - | - |

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Recreational* | *Indoor Stadium* | *500* | - |
| | *Art galleries/museums* | *500* | - |
| | *Gymnasium* | *500* | |
| | *Open Theater* | *500* | - |
| | *Boat jetty/ferry accommodation* | -- | - |

*Note 1:*
*If any block of land has access from A and B roads or 30 feet of access from A and B roads, High-Density commercial zone I development will be considered.*

*Notice 2:*
*Industries, such as automotive workplaces, metal smelting plants, spray painting or aerobic repair garages, industries with a maximum noise capacity of more than 5 horsepower, resin / organic solvents that can cause unpleasant odors will not be Permitted.*

***Prepared by :*** *Western Province division, UDA*

# 8.5. High-Density Education & Innovation Zone (Development Guide Plan I)

The area, which covers a diameter of nearly 3 kilometres, Centric around Mahenawatta Knowledge Centric City Centre, has given priority to science and technology-based educational institutes, research institutions and industrial development. It is also intended to obtain the Urban Form through the developments determined on the main roads and its width.

## 8.5.1. Guidelines and Permissible Uses for Education & Innovation Zone

Refer to tables 8.5.1 and 8.5.2 for guideliness and permisaable uses of the High-Density Education & Innovation Zone.

***Table 8.5.1 :*** *Guidelines for High-Density Education And Innovation Zone*

| | |
|---|---|
| *Zoning boundary (Coordinates)* | *Mentioned in annexure 19* |
| *Zoning factor* | *2.7* |
| *Permissible height limit* | *If the height is not restricted by zoning, building height determined on the extent of the land proposed for development and other regulations of the UDA.* |
| *Permissable maximum plot coverage* | *All uses – 60%* |
| *Other details regarding the zone* | • *The approval is considered for the existing metal crushing industries and to the identified mining areas of the Geological Survey and Mines Bureau (Annexure 23) which shall not disturb the existing residential developments. There should be no residential development within a 100m radius at least from the metal ground. Otherwise, the approval will be considered with the resettlement plan. When considering residential developments, it should be 100 meters away from the boundary where the rock is located.* |

***Prepared by :*** *Western Province division, UDA*

***Table 8.5.2 :*** *Zoning practices for High-Density Education & Innovation Zone*

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Education* | *Research Centers* | *500* | *According to the schedule 1* |
| | *Universities / Universities of Technology* | *4000* | |
| | *Science and Technology Institutions* | *1000* | |
| | *Vocational Training Center* | *2000* | |
| | *Biological Research Centers* | *4000* | |
| | *Space Research Centers* | *4000* | |
| | *Laboratories and Laboratories* | *1000* | |
| | *International Conference Halls* | *4000* | |
| | *Telecommunication and Data Processing Centers* | *1000* | |
| | *Early Childhood Development Centers* | *500* | |
| | *Primary Education Centers* | *4000* | |
| | *Secondary Education Centers* | *8000* | |
| | *Tertiary Education Centers* | *8000* | |
| *Production-based Industry* | *Nanotechnology Industry* | *1000* | |
| | *Biotechnology* | *1000* | |
| | *High tech industries* | *1000* | |
| | *Small and Medium Scale Industries Based on Invention and New Technology* | *1000* | |
| | *Secondary Processing Industries (Related to the Tech city Project)* | *1000* | |
| | *Household Industries - With Residential* | *150* | *50 sq. m.* |
| *Service Industry* | *Taxi Service Centers* | *250* | *According to the schedule 1* |
| | *Laundry/clothes cleaning places* | *250* | |
| | *Electronic Equipment Repair Centers* | *250* | |
| *Leisure and Recreation* | *Pocket Park* | - | |
| | *Mini Park* | - | - |
| | *Local Park* | - | - |

| *Permissible uses* | | *The minimum extent of land (sq.m)* | *Achievable maximum floor area* |
|---|---|---|---|
| *Leisure and Recreation* | *Community Park* | - | - |
| | *Town Park* | - | - |
| | *Central Urban Park/City Park* | - | - |
| | *Regional Park* | - | - |
| | *Linear gardens* | - | - |
| | *Theaters* | *1000* | *According to the schedule 1* |
| | *Clubs* | *500* | |
| | *Indoor Sports Centers* | *500* | |
| | *Gymnasium* | *500* | *According to the schedule 1* |
| *Institutions* | *Offices* | *500* | |
| | *Office complex* | *500* | |
| | *Professional Offices* | *150* | |
| | *Banks, Insurance and Financial Institutions* | *150* | |
| *Residential* | *Housing units* | *150* | |
| | *Housing complexes* | *1000* | |
| | *Hostels* | *250* | |
| | *Quarters / Labour quarters* | *250* | |
| | *Adult / Disabled Homes* | *1000* | |
| | *Child Care Centers (daycare centers)* | *500* | |
| *Commercial* | *Shops* | *150* | |
| | *Supermarkets* | *1000* | |
| | *Pharmacies* | *250* | |
| | *Restaurants* | *250* | |
| | *Hotels* | *500* | |
| | *Fuel stations* | *1000* | |
| | *International Business and Convention Centers* | *4000* | |
| | *Customer Service Centers* | *150* | |
| | *Gas Stations And Electric Charging Stations* | *1000* | |

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Commercial* | *Communication Towers* | *250* | *According to the schedule 1* |
| | *Multi-Story Vehicle Parks* | *1000* | |
| | *Open Vehicle Parks* | *250* | |
| | *New Business and Invention Promotion Centers* | *150* | |
| | *Entrepreneurship Promotion Institutions* | *150* | |
| | *Reception Hall* | *1000* | |
| | *Stores* | *500* | |
| *Health* | *Hospitals* | *1000* | |
| | *Medical treatment centers (Service by only one doctor)* | *250* | *50 sq.m.* |
| | *Medical Consulting Service Centers* | *500* | *According to the schedule 1* |
| | *Child and Maternity Clinics* | *500* | *50 sq.m* |
| | *Animal Hospital* | *1000* | *According to the schedule 1* |
| | *Veterinary Clinics and Treatment Centers* | *250* | |
| | *Ayurvedic Medical Centers* | *250* | |
| | *Laboratory Services and Collection Centers* | *150* | |
| *Social and Common facilities* | *Libraries* | *150* | |
| | *Auditoriums and conference rooms* | *1000* | |
| *Tourism* | *Holiday Resorts* | *300* | |
| | *Guesthouses* | *250* | |
| | *Lodgings* | *250* | |
| | *Tourist hotels* | *500* | |
| | *Urban hotels* | *500* | |
| | *Ayurvedic Panchakarma Center (SPA)* | *250* | |
| | *Cabana hotels* | *500* | |

***Prepared by :*** *Western Province division, UDA*

# 8.6. High-Density Indusry & Innovation Zone

The Homagama Development Plan 2022-2031 , Planning Concept aims to give priority to research and small scale industry development based on science and technology related products, in line with the Mahenawatta Knowledge Centric city based on the proposed education & innovation corridor. Additionally, the expansion of the area of around 2 km around the Temple burg industrial zone currently in operation can be identified. It is also intended to obtain the Urban Form through the developments determined on the highways and its width.

## 8.6.1. Regulations for the High-Density Industry & Innovation Zone

Table 8.6.1 and 8.6.2 for the guidelines and permissible uses in the area of High-Density Industry & Innovation Zone of the Homagama development plan.

***Table 8.6.1 :*** *Guidelines for High-Density Industry & Innovation Zone*

| | |
|---|---|
| *Zoning boundary (Coordinates)* | *Mentioned in annexure 20* |
| *Zoning factor* | *1.6* |
| *Permissible height limit* | *If the height is not restricted by the zoning, building height determined on the extent of the land proposed for development and other regulations of the UDA.* |
| *Permissable maximum plot coverage* | *It should be done as per Form C of the 3rd Schedule.* |
| *Other details regarding the zone* | • *The new industries in the Tempel berg Industrial Zone will be considered on the recommendation of the CEA.*<br>• *Permits to dismantle existing quarries without affecting existing residential practices in the region will be given.*<br>• *The approval will be considered for the existing metal crushing industries and the identified mining areas of the Geological Survey and Mines Bureau (Annexure 23) which shall not disturb the existing residential developments. There should be no residential development within a 100m radius at least from the metal ground. Otherwise, the approval will be considered with a resettlement proposal. When considering residential developments, it should be 100 meters away from the boundary where the rock is located.* |

***Prepared by :*** *Western Province division, UDA*

***Table 8.6.2 :*** *Zoning practices for High-Density Industry & Innovation Zone*

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Production Based Industries* | *Industrial parks related to Science and Technology Zone-I* | *1000* | *According to the schedule 1* |
| | *High Tech Industries* | *1000* | |
| | *Small & Medium Scale Industries* | *1000* | |
| | *Secondary Processing Industries* | *1000* | |
| | *Quarry and Grinding Industries* | - | - |
| *Service Industries* | *Vehicle Service Centers ( in A and B Roads)* | *500 (Interier cleaning and modernization of vehicles and motorbikes, three-wheeler services)* | *According to the schedule 1* |
| | | *1000 (Other Vehicle Service Centers)* | |
| | *Vehicle Repair Centers / Spray Painting Centers* | *500* | |
| | *Taxi Service Centers* | *250* | |
| | *Laundry/clothes cleaning Centers* | *150* | |
| | *Grinding mill/pad mill* | *250* | |
| | *Lath works and welding workshops* | *500* | |
| | *Electronic Equipment Repair Centers* | *150* | |
| *Education* | *Research Centers* | *500* | *According to the schedule 1* |
| | *Science and Technology Institutions* | *1000* | |
| | *Vocational Training Centers* | *2000* | |
| | *Educational laboratories and laboratories* | *1000* | |
| | *Telecommunication and Data Supply Centers* | *1000* | |

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Education* | *Private tuition Classes* | *250 (Not exceeding 40 sq.m. The maximum number of students is 10.)* | *According to the schedule 1* |
| | | *500 (In a single plot of land not exceeding 80 square meters. the Maximum number of students 20).* | |
| *Residential* | *Housing units* | *150* | *According to the schedule 1* |
| | *Housing Complex* | *1000* | |
| | *Hostel* | *250* | |
| | *Quarters/labour quarters* | *150* | |
| | *Adult / Disabled Homes* | *1000* | |
| | *Children's Homes* | *1000* | |
| | *Child Care Centers* | *500* | |
| *Commercial* | *Multi-story vehicle parking* | *1000* | *According to the schedule 1* |
| | *Shops* | *150* | |
| | *Restaurants* | *250* | |
| | *New Business and Invention Promotion Centers* | *150* | |
| | *Entrepreneurship Promotion Institutions* | *150* | |
| | *Pharmacies* | *150* | |
| | *Fuel stations* | *1000* | |
| | *Filling stations and vehicle service centers* | *1500* | |
| | *Filling stations and shopping malls* | *1000* | |
| | *Gas stations and electric charging stations* | *1000* | |
| | *Communication towers on buildings* | *150* | |

| *Permissible uses* | | *The minimum extent of land (sq.m)* | *Achievable maximum floor area* |
|---|---|---|---|
| *Commercial* | *Communication towers* | *250* | *According to the schedule 1* |
| | *Open Vehicle Paks* | *250* | |
| | *Reception Hall* | *1000* | |
| | *Store* | *500* | |
| *Health* | *Medical Consulting Service Centers* | *500* | *According to the schedule 1* |
| | *Medical centers providing only one doctor except above* | *150* | *50* |
| *Social and Common facilities* | *Libraries* | *150* | |
| | *Community Development Centres* | *150* | |
| | *Auditoriums and conference rooms* | *500* | |
| | *Social and cultural centers* | *1000* | |
| | *Crematoria* | *500* | |
| *Tourism* | *Resorts ( in A, B and C roads)* | *300* | |
| | *Guest Houses (in A, B and C roads)* | *250* | |
| | *Lodgings (in A, B and C roads)* | *250* | |
| | *Tourist Hotels (in A, B and C roads)* | *500* | |
| | *Cabana Hotels (in A, B and C roads)* | *500* | |
| *Leisure and Recreation* | *Pocket Park* | - | |
| | *Mini Park* | - | - |
| | *Local Park* | - | - |
| | *Community Park* | - | - |
| | *Town Park* | - | - |
| | *Central Urban Park/City Park* | - | - |
| | *Regional Park* | - | - |
| | *Linear gardens* | - | - |
| | *Theaters* | *1000* | *According to the schedule 1* |
| | *Clubs* | *500* | |
| | *Bodybuilding Centers* | *1000* | |
| | *Indoor Sports Centers* | *500* | |

***Prepared by :*** *Western Province division, UDA*

# 8.7. Low-Density Residential Zone

This area is located in an environmentally sensitive area, spreading around the Pusweli Oya. Residential development is given priority. It is also intended to obtain the Urban Form through the developments determined on the main roads and its width.

## 8.7.1. Guidelines and permissible uses for Low-Density Residential zone

Refer to tables 8.7.1 and 8.7.2 for guidelines and uses governing the low-density residential zone of the Homagama Development Plan.

***Table 8.7.1 :*** *Guidelines for Low-Density Residential Zone*

| | |
|---|---|
| *Zoning boundary (Coordinates)* | *Mentioned in annexure 21* |
| *Zoning factor* | *0.8* |
| *Permissible height limit* | *Building height determined in the zoning factor and other regulations of the UDA.* |
| *Permissable maximum plot coverage* | *It should be done as per Form C of the 3rd Schedule.* |
| *Other details regarding the zone* | • *The minimum land plot for residential development is 10 perches.*<br>• *Permitting of uses and warehouse complexes in High Density Commercial Zone-I where any plot faces Ambulgama-Panagoda Road is considered.*<br>• *Mining permits will be considered in areas identified by the Geological Survey and Mines Bureau (Annexure 23), with the exception of Linawatte and Kurugala. When considering residential developments, it should be 100 meters away from the boundary where the rock is located.*<br>• *Mineral deposits have been identified by the Geological Survey and Mines Bureau in this region. Prior to granting permission for any of the identified land-related development, recommendations of the Geological Survey and Mines Bureau should be obtained. (Refer to Annex 23 as places 1, 2 and 3)*<br>• *Permission to soil mining will be considered depending on the location.*<br>• *Only a plot of land facing an A and B road is considered subject to obtaining a PPC for commercial uses.* |

***Prepared by :*** *Western Province division, UDA*

***Table 8.7.2 :*** *Permissable Uses of Low-Density Residential Zone*

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Residential* | *Housing Units* | *250* | *According to the schedule 1* |
| | *Adult / Disabled Homes* | *1000* | |
| | *Children's Homes* | *1000* | |
| | *Child Care Centers (daycare centers)* | *250* | |
| *Commercial* | *Shop* | *250* | *100 sq.m.* |
| | *Customer Service Centers* | *250* | *According to the schedule 1* |
| | *Eco-friendly restaurants* | *1000* | |
| | *Pharmacies* | *250* | |
| *Health* | *Medical Consulting Service Centers* | *500* | *250 sq.m.* |
| | *Child and Maternity Clinics* | *150* | *100 sq.m.* |
| | *Ayurvedic Medical Centers* | *150* | *50 sq.m.* |
| *Education* | *Early Childhood Development Centers* | *500* | *According to the schedule 1* |
| | *Private tuition classes* | *150 (should not exceed 20 sq.m. (Maximum) & Maximum number of students is 10.)* | |
| | | *250 (should not exceed 40 square meters (Maximum) in one block. And Maximum number of student is 20)* | |
| *Industries* | *Home Industries - With Residential* | *250* | *50* |
| | *Clay Products Industry* | *1000* | *-* |
| *Tourism* | *Resorts* | *250* | *According to the schedule 1* |
| | *Cabana hotels* | *1000* | |
| | *Lodgings* | *500* | |

| ***Permissible uses*** | | ***The minimum extent of land (sq.m)*** | ***Achievable maximum floor area*** |
|---|---|---|---|
| *Tourism* | *Ayurvedic Panchakarma Center* | *250* | *According to the schedule 1* |
| | *Travel Information Centers* | *150* | |
| | *Environmental tourism projects* | *4000* | |
| *Leisure and Recreation* | *Pocket Park* | | |
| | *Mini Park* | | |
| | *Local Park* | | |
| | *Community Park* | | |
| | *Central Urban Park/City Park* | | |
| | *Regional Park* | | |
| | *Linear Parks* | | |
| | *outdoor Theater* | *500* | *According to the schedule 1* |
| | *Art galleries/museums* | *500* | |
| | *Indoor Sports Centers* | *500* | |
| | *Golf Courses* | | |
| | *Aquatic Playgrounds* | | |
| | *Boat jetty/ferry accommodation* | - | |
| | *Anchorage ports* | - | |

***Prepared by :*** *Western Province division, UDA*

# 8.8. Wetland Nature Conservation Zone

Areas that should be separated as wetlands, water retention and water catchment areas that has a high levels of biodiversity, wetlands and flood risk reduction areas.

## 8.8.1. Guidelines and permissible uses for the Wetland Nature Conservation zone

Refer to tables 8.8.1 and 8.8.2 for guidelines and uses governing the Wetland Nature conservation of the Homagama Development Plan.

***Table 8.8.1 :*** *Guidelines for Wetland Nature Conservation Zone*

| | |
|---|---|
| *Zone* | *Wetland Nature Conservation zone (annexure 22)* |
| *Zone Definition* | *This zone includes wetland areas with high biodiversity and areas that should be subjected to flood hazard reduction and control, as well as areas with water retention and drainage.* |
| *Zone Boundaries (Coordinates)* | *GPS coordinates relevant to the Homagama PS area mentioned in Western Province Wetland Master Plan* |
| *Zone Factor* | *Not applicable* |
| *Other Details* | • *All construction work in this area should be on pillars.*<br>• *Permission for use should be given according to the intensity of the canals in the wetlands and it is given in Annexure 24.* |

***Prepared by :*** *Western Province division, UDA*

***Table 8.8.2 :*** *Zoning practices for Wetland Nature Conservation zone*

| |
|---|
| ***Permissible uses*** |
| *Natural parks designed to preserve the natural environment* |
| *Eco-friendly restaurants – 1200 sq.ft. (Built on pillors)* |
| *Small-scale conference centers (Built on pillors) 1500 sq.ft. Seating capacity -75, platform - 30'X 50'* |
| *Outdoor fitness centers/ Places of physical exercise* |
| *Wetland Museums – 1000 sq.ft. (Built on pillors)* |
| *Eco Tourism Facilities (Cabanas on pillors)* |
| *Theme Gardens (Can be done with environmental conservation)* |
| *Nature-based leisure activities (not changing its nature)* |
| *Playing in open grassland areas without disturbing to the nature* |
| *Engage in Traditional Fisheries* |
| *Collecting flowers* |
| *Water Transport (if safely integrated and operated)* |
| *Cattle industry (other than animal husbandry)* |
| *Wetland Forest* |
| *Government-approved public infrastructure projects of national importance* |
| *New irrigation construction / flood protection construction* |
| *Mining-related projects carried out subject to the conditions of the Bureau of Geology and Mining and the Central Environment Authority.* |
| ***No permissible uses*** |
| *All other users in this region are prohibited.* |

***Source :*** *Environmental and Landscape division, UDA*

# 8.9. Paddy Cultivation and Wetland Agricultural Zone

Areas of existing paddy fields, abandoned paddy lands, and wetland agricultural zones are connected to this zone.

## 8.9.1. Guidelines and practices for Paddy Cultivation and Wetland Agricultural Zone

Refer to Table 8.9.1. and 8.9.2 for guidleines and practices for the paddy cultivation and wetland agricultural zone of Homagama Development Plan.

***Table 8.9.1 :*** *Guidelines for Paddy cultivation and Wetland Agricultural Zone*

| | |
|---|---|
| *Zone* | *Paddy cultivation and wetland agricultural zone (Annexure 22)* |
| *Zone definition* | *This area includes existing paddy fields, abandoned paddy fields and associated areas such as Deniya, Ovita, and wetland agriculture.* |
| *Zone boundaries (coordinates)* | *GPS coordinates relevant to the Homagama PS area mentioned in Western Province Wetland Master Plan* |
| *Zone factor* | *Not applicable* |
| *Other Details* | • *In the rare event that an important public infrastructure project is needed, the conditions can be relaxed.*<br>• *Under this plan, no landfilling will be permitted in this area except for areas identified in the zoning plan for the development of Homagama, Kahathuduwa and Goda-gama town areas with a proper water management plan.* |

***Source :*** *Environmental and Landscape division, UDA*

***Table 8.9.2 :*** *Zoning practices for Paddy Cultivation and Wetland Agriculture Zone*

| ***Permissible uses*** |
|---|
| *Any development within Cultivated paddy fields, abandoned paddy fields and the associated Deniya, Ovita in this zone will be approved in accordance with the Agrarian Development Act. All other uses in this zone are prohibited.*<br><br>*Wetlands that are not listed in the Paddy Land Registry of this zone are permitted the following uses.*<br><br>1. *All permitted uses in the Wetland Nature Conservation Zone*<br>2. *Episcopal crops*<br>3. *Dry weather playground.*<br>4. *Environmentally friendly aquaculture projects*<br>5. *Urban Agriculture* |
| ***No permissible uses*** |
| *All other users in this region are prohibited.* |

***Source :*** *Environmental and Landscape division, UDA*

## *Notes :*

Terms subject to implementation of approved uses in the above zones

a. In the rare case where it is necessary to implement an important common infrastructure project, the above conditions can be relaxed.
(Maximum Permitted Infrastructure Projects – Electricity, Water Supply, Telephone, Highways, Railways etc.)

b. Before providing clearance for proposed development operations in Highland regions near or inside a wetland, a survey plan should be considered to define the boundaries.

c. In some cases, when there are problems related to wetland geo-coordinates, because the tendency of those coordinates to change is between 3-10 meters, in such a case, according to wetland zoning, the wetland areas that are 3-10 meters away from the boundary of a certain wetland zone, belong to the wetland zone mentioned in the immediate development plan. And should operate under the relevant laws, regulations and approved practices of that region. (To avoid the erroneous situation in determining the position according to the Global Positioning System)

d. in necessary circumstances, Additional work of institutions such as the CEA, SLLDC, UDA, Agrarian Services Development Department, and the Department of Irrigation, for "specific projects" under the Environment Act can be considered.

e. Violation of the above conditions in the development of any wetland will result in legal action being identified under the powers of the CEA, the Agrarian Services Department, SLLDC, and the UDA Law/Acts.

09

Chapter

# Proposed Road Width, Building Lines and Reservations

Chapter 09
Proposed Road Width, Building Line and Reservations

Proposed road widths are in operation

Proposed A Type Roads

Proposed B Type Roads

The Homagama Development Plan provides for proposed road widths for roads to be widened on a priority basis in road network development, while building lines have been introduced for other roads.Canal Reservation Areas for Canals, Streams, Rivers, and Tanks have been declared by the SLLDC under the Gazette Notification No. 1662/17 of 14.07.2010. For the areas not covered by above gazzet notification the reservations introduced in tables 9.4 and 9.5 will applied.

# 9.1. Proposed road widths are in operation

## 9.1.1. Proposed A Type Roads

(In The Part I, Map Number 6.2)

***Table 9.1 :*** *Proposed "A" type road*

| *No* | *Name of the road* | *Proposed road width (m)* | *Building line* | |
|---|---|---|---|---|
| | | | *meter* | *feet* |
| *1.* | *High-level Road (A4)* | *23.4* | *18.3* | *60* |
| *2.* | *Colombo_ Horana Road (AB10)* | *23.4* | *15.3* | *50* |
| *3.* | *Low level Road(B84)* | *23.4* | *15.3* | *50* |

## 9.1.2. Proposed B Type roads

(In the Part I, map number 6.3)

***Table 9.2 :*** *Proposed "B" type Of road*

| *No* | *Name of the road* | *Proposed road width (m)* | *Building line* | |
|---|---|---|---|---|
| | | | *meter* | *feet* |
| *1.* | *Hiripitiya_ Siyabalagoda Road (Polgasowita Road)* | *10* | *12.2* | *40* |
| *2.* | *kahathuduwa –Kiriwanthuduwa Road* | *10* | *12.2* | *40* |
| *3.* | *Kirigampamunuwa - Sri Saranankara Road* | *10* | *12.2* | *40* |
| *4.* | *Malapalla Road ( Homagama- Galawila –Kottawa Road)* | *10* | *12.2* | *40* |
| *5.* | *Homagama- Thalagala Road* | *10* | *12.2* | *40* |
| *6.* | *Dampe-Pitipana Road* | *10* | *12.2* | *40* |

Proposed road widths are in operation

Proposed B Type Roads

| No | Name of the road | Proposed road width (m) | Building line | |
|---|---|---|---|---|
| | | | meter | feet |
| 7. | Meegoda-Dampe-Bereketiya Road | 10 | 12.2 | 40 |
| 8. | Nedunhena, Nawalamulla, Welipillewa Road and Lenagala Road | 10 | 12.2 | 40 |
| 9. | Proposed Western bypass road | 10 | 12.2 | 40 |
| 10. | Uduwana temple junction road or Pitipana, Mawathgama, Ovitigama, Uduwana road | 10 | 12.2 | 40 |
| 11. | The proposed new road from Mahenawatta to Millewa | 10 | 12.2 | 40 |
| 12. | Ovilana – Madulawa road | 10 | 12.2 | 40 |
| 13. | Habarakada – Ranala road | 10 | 12.2 | 40 |
| 14. | (B 123) Galagedara – Horana road | 10 | 15.3 | 50 |
| 15. | (B 267) Mampe – Kottawa road (Kottawa – Piliyandala road) | 10 | 15.3 | 50 |
| 16. | (B 239) Kottawa – Thalagala road | 10 | 15.3 | 50 |
| 17. | (B 452) Walgama – Diyagama road (Moragahahena road) | 10 | 15.3 | 50 |
| 18. | (B 451) Walgama – Athurugiriya road | 10 | 15.3 | 50 |
| 19. | (B 240) Kotte – Boope road (Malambe – Godagama road) | 10 | 15.3 | 50 |
| 20. | (B 354) Panagoda Henpita road | 10 | 15.3 | 50 |

***Prepared by :*** *Western Province division, UDA - 2020*

## 9.1.3. Proposed C Type Roads

(In the Part I, map number 6.4)

***Table 9.3 :*** *Proposed "C" type road*

| *No* | *Name of the road* | *Proposed road width (m)* | *Building line* | |
|---|---|---|---|---|
| | | | *meter* | *feet* |
| *1.* | *Koshena Road* | *7* | *6.1* | *20* |
| *2.* | *Connecting road of Shasanabhivardhane Mawatha And Niyandagala Road* | *7* | *6.1* | *20* |
| *3.* | *Pelendagoda Road* | *7* | *6.1* | *20* |
| *4.* | *Akaravita Road* | *7* | *6.1* | *20* |
| *5.* | *Leyland Road* | *7* | *6.1* | *20* |
| *6.* | *Lionel Jayasinghe Mawatha* | *7* | *6.1* | *20* |
| *7.* | *Daham Mawatha* | *7* | *6.1* | *20* |
| *8.* | *Wedagewatta Road* | *7* | *6.1* | *20* |
| *9.* | *Mahinda Mawatha* | *7* | *6.1* | *20* |
| *10.* | *Walpita Road* | *7* | *6.1* | *20* |
| *11.* | *Kompayahena Road* | *7* | *6.1* | *20* |
| *12.* | *Galakanda Road* | *7* | *6.1* | *20* |
| *13.* | *Connecting Road of Moragahahena Road And Kulasiri Kumarage Road* | *7* | *6.1* | *20* |
| *14.* | *Siri Rathna Mawatha* | *7* | *6.1* | *20* |
| *15.* | *Connecting Road of Pelendagoda Road* | *7* | *6.1* | *20* |
| *16.* | *Station Road* | *7* | *6.1* | *20* |
| *17.* | *Kottawa - Maththegoda ( closer road of Salgaha junction)* | *7* | *6.1* | *20* |
| *18.* | *Wethara Old Road* | *7* | *6.1* | *20* |
| *19.* | *Kesbewa-Kindelpitiya-Bandaragama Road* | *7* | *6.1* | *20* |
| *20.* | *Salgas Mawatha* | *7* | *6.1* | *20* |
| *21.* | *Front Road Of The Ancient Temples Of Makumbura* | *7* | *6.1* | *20* |
| *22.* | *Pepeliwala Road* | *7* | *6.1* | *20* |
| *23.* | *Ranathisaru Park Road* | *7* | *6.1* | *20* |

Proposed road widths are in operation

Proposed C Type Roads

| No | Name of the road | Proposed road width (m) | Building line | |
|---|---|---|---|---|
| | | | meter | feet |
| 24. | Pubudu Mawatha | 7 | 6.1 | 20 |
| 25. | Kulathunga Mawatha | 7 | 6.1 | 20 |
| 26. | Jaliyagama Road | 7 | 6.1 | 20 |
| 27. | Kudamaduwa Road | 7 | 6.1 | 20 |
| 28. | Connecting Road of Polgasvita Kudamaduwa - Siyambalagoda Road | 7 | 6.1 | 20 |
| 29. | Vidarshana Mawatha | 7 | 6.1 | 20 |
| 30. | Saranatissa Road | 7 | 6.1 | 20 |
| 31. | Welfare Mawatha | 7 | 6.1 | 20 |
| 32. | Meegoda Ayurvedic Hospital Connecting Road | 7 | 6.1 | 20 |
| 33. | Pragathi Mawatha | 7 | 6.1 | 20 |
| 34. | Connecting Road of Hiripitiya Mawatha And Bogahavila Mawatha | 7 | 6.1 | 20 |
| 35. | Sri Sudharshanarama Road | 7 | 6.1 | 20 |
| 36. | Heraliyavala Road | 7 | 6.1 | 20 |
| 37. | Udagewatta Road | 7 | 6.1 | 20 |
| 38. | Pinketha Road | 7 | 6.1 | 20 |
| 39. | Town Boundary Mawatha | 7 | 6.1 | 20 |
| 40. | Walawwa Road | 7 | 6.1 | 20 |
| 41. | Munamale Watta Road | 7 | 6.1 | 20 |
| 42. | Connecting Road of Uduwana Temple Road | 7 | 6.1 | 20 |
| 43. | Connecting Road of Dolahena Agrarian Settlement Road and Pitipana Thalagala Road | 7 | 6.1 | 20 |
| 44. | Kurusi Mawatha | 7 | 6.1 | 20 |
| 45. | Dolahena – Munamale Watta Road | 7 | 6.1 | 20 |
| 46. | Kothalawala Mawatha | 7 | 6.1 | 20 |
| 47. | Samagi Mawatha ( Diyagama) | 7 | 6.1 | 20 |
| 48. | Hiripitiya Road | 7 | 6.1 | 20 |
| 49. | Doowawatta Road | 7 | 6.1 | 20 |
| 50. | Ankuttavala Road | 7 | 6.1 | 20 |

## Chapter 09
## Proposed Road Width, Building Line and Reservations

Proposed road widths are in operation

Proposed C Type Roads

| No | Name of the road | Proposed road width (m) | Building line | |
|---|---|---|---|---|
| | | | meter | feet |
| 51. | Godagamawatta Road | 7 | 6.1 | 20 |
| 52. | Kottawa-Maththegoda (closer road to Salgaha Junction) | 7 | 6.1 | 20 |
| 53. | Sri Sudharshanarama Road | 7 | 6.1 | 20 |
| 54. | Sughathananda Thero Mawatha | 7 | 6.1 | 20 |
| 55. | Sri Sudharshnarama Road | 7 | 6.1 | 20 |
| 56. | Nalinpriya Mawatha | 7 | 6.1 | 20 |
| 57. | Connecting Road of Diyagama Road And Kahathuduwa | 7 | 6.1 | 20 |
| 58. | Kurunduwatta Lane | 7 | 6.1 | 20 |
| 59. | Diyagama Nuge Front Road | 7 | 6.1 | 20 |
| 60. | Connecting Road of Diyagama | 7 | 6.1 | 20 |
| 61. | Makandana Road | 7 | 6.1 | 20 |
| 62. | Ovitigama Temple Front Road | 7 | 6.1 | 20 |
| 63. | Bandara Mawatha | 7 | 6.1 | 20 |
| 64. | Kurunuduwatta Road | 7 | 6.1 | 20 |
| 65. | Connecting Road of Colombo-Horana, Kudamaduwa | 7 | 6.1 | 20 |
| 66. | Sri Vijayagama temple of Andurugoda Road | 7 | 6.1 | 20 |
| 67. | Wenivelkola Koralima Road | 7 | 6.1 | 20 |
| 68. | Ukkotuwa Road | 7 | 6.1 | 20 |
| 69. | Thuduwawatta Road | 7 | 6.1 | 20 |
| 70. | Connecting Road of Colombo-Horana Road And Kahathuduwa | 7 | 6.1 | 20 |
| 71. | Connecting Road of Colombo - Horana Road And Pragathi Mawatha | 7 | 6.1 | 20 |
| 72. | Wekanda Road (Kotte-Bope Road To Kottawa-Athurugiriya Road) | 7 | 6.1 | 20 |
| 73. | Saranatissamawatha Connecting Road 1 | 7 | 6.1 | 20 |
| 74. | Saranatissa Mawatha Connecting Road 3 | 7 | 6.1 | 20 |
| 75. | Saranatissa Mawatha Connecting Road 2 | 7 | 6.1 | 20 |

| No | Name of the road | Proposed road width (m) | Building line | |
|---|---|---|---|---|
| | | | meter | feet |
| 76. | Kahathuduwa New Town Road | 7 | 6.1 | 20 |
| 77. | Bogahawila Road | 7 | 6.1 | 20 |
| 78. | Connecting Road of Kottawa-Horana Road And Thuduwatta Road | 7 | 6.1 | 20 |
| 79. | Diyagama Temple Front Road | 7 | 6.1 | 20 |
| 80. | Sri Somalankara Mawatha | 7 | 6.1 | 20 |
| 81. | Hiripitiya Road | 7 | 6.1 | 20 |
| 82. | Magammana Temple Front Road | 7 | 6.1 | 20 |
| 83. | Kulasiri Kumarage Mawatha | 7 | 6.1 | 20 |
| 84. | Vaidya Mawatha | 7 | 6.1 | 20 |
| 85. | Navalamulla Connecting Road | 7 | 6.1 | 20 |
| 86. | Nawalamulla Road To Atigala Road | 7 | 6.1 | 20 |
| 87. | Batavala Connecting Road | 7 | 6.1 | 20 |
| 88. | Connecting Road of Pelendagoda Road And Kompayahena | 7 | 6.1 | 20 |
| 89. | Romiyel Mawatha | 7 | 6.1 | 20 |
| 90. | Wimana Mawatha | 7 | 6.1 | 20 |
| 91. | Court Road | 7 | 6.1 | 20 |
| 92. | Niyandagala Road | 7 | 6.1 | 20 |
| 93. | Ambalangoda - Palagama Road | 7 | 6.1 | 20 |
| 94. | Thewatta Road | 7 | 6.1 | 20 |
| 95. | Ruban Amarathunga Mawatha | 7 | 6.1 | 20 |
| 96. | Dolahena Givijanapada Road | 7 | 6.1 | 20 |
| 97. | Atigala Connecting Road | 7 | 6.1 | 20 |

***Prepared by :*** *Western Province division, UDA - 2020*

a. A green belt should be maintained at (1) m from the proposed road width.

b. If the name of this road list does not match the name of the list mentioned by the Homagama PS, the road should be identified according to map number 6.4 of part I.

c. For the road leading from Mahinda Rajapaksa National School main gate to Colombo University, the building limit is 70 feet from the middle of the road and 20 feet of it should be planted with trees and maintained as a green screen.

## 9.1.4. Proposed D Type Roads

The proposed D category roads include all roads declared by the Homagama PS which do not belong to category A, B and C above, all roads maintained by the Homagama PS and non-private ownership.

The minimum width of proposed D-type roads shall be 6 meter (The list of roads gazetted by the Homagama PS is given in Annex 25).

## 9.1.5. Roads operating on building limits

In addition to the roads identified to be developed on a priority basis for the next 10 years under the Homagama Development Plan, building lines have been introduced considering the future development needs of the existing roads. Accordingly, building restrictions will apply to the following roads.

The following roads belonging to the Provincial Road Development Authority, which were not included in "A and B" type roads – (The building line is 9 meters).

1. Homagama Hospital Road
2. Dikhena Batawala Reservoir above Road
3. Dolekade, Makumbura Road
4. Ranala Habarakada Road
5. Horagala – Dampe Road
6. Kahathuduwa Diyakada Road
7. High-Level Road and Kotte - Bope Road connecting Road
8. Mathtegoda Kudamaduwa Sangharama Road
9. Atigala Road in Meegoda Gahanuwala GND
10. Meegoda-Naduhena Road
11. Mullegama Habarakada road
12. Nanduhana Nawalamulla Welipillawe Road
13. Niyandagala Hiripitiya Dolekade Road
14. Seelalankara Mawatha
15. Watareka Beruketiya Road

16. Watareka Pinnalanda Road
17. Wekanda Road
18. Wetara veedagama Road
19. Liyanwala – Kurugala road
20. Mawathgama Road
    (Highlevel road and Uduwana pansala junction road linking road)



### 9.1.5.2. D-Type Roads

- Roads belonging to local authority – building line is 6m.

- Roads which are maintained by the local authority and other public roads – The building line is 4.5m (The road list gazetted by the local authority is given in Annexure 25.)

### 9.1.5.3. Maintaining Building Lines on Private Roads

Private roads should be maintained a building line of 1.5 m from the existing road edge.

### 9.1.5.4. Opening Of The Proposed Street Line For Developments

When issuing development permits, if the land is released for public use as a gift to the relevant Local Authority, RDA, and PRDA as per the occasion in the widening of the proposed road by a deed without obtaining money, when there is a proposed road width to the proposed land development. The UDA will consider the development by substituting the width as the physical width to be considered for development.

Accordingly, for the A, B, C and D type roads, the following will be considered.

#### i. *A and B type roads*

It is not necessary to release for the width of the proposed road land from the developer's plot of land facing type A and B roads. However the development is to be carried out in the high density commercial zone the space required for the widening of the road from the center of the road to the relevant land shall be free from any obstruction (boundary wall, boundary fences). However, if it is desired to take advantage of the square footage related to the proposed road width to portion of the land which falls within the developing land, from the road width should be released to the road and handed over to the relevant institutions with gift of deed.

ii. *C Type Roads*

It is not compulsory to allocate the proposed road width for the residential developments. However, for the non-residential developments or depending on the requirement of the development the portion of the land which falls within the land where considering the proposed road width should be donated by a deed of gift to the relevant local Authority. Even if not the portion of land required to make the road width 7 meters from the center of the road to the land being developed should be demarcated physically & it should be donated to the relevant Authority free of charge.

iii. *D Types Roads*

In the case of development of land facing a Type D road, the space required will be at least 6 m in width from the centre of the access road shall and be prepared physically with the assistance of the local authority.

*D.i) it is sufficient to open the proposed road width to allow for development work, and legal assignments must be made prior to obtaining certificates of conformity.*

## 9.2. Railway Reserves and Highway reservations

### 9.2.1. Railways

The existing railway lines and proposed railway lines will be determined on the recommendation of the Railway Department.

### 9.2.2. Highway Reservations

No. 2235/54 – 2021.7.8 Schedule 17 of the Planning and Building Orders/Regulations (General) published by Gazette.

## 9.3. Reservations/ for Canals / Streams, Tanks, Rivers and Reservoirs

In addition to the reserve limits of the rivers, canals, tanks and reservoirs specifically mentioned in Table 9.4 of the Homagama Development Plan, all the natural main canals that have been drained or designed for drainage in the area, all the distances from the boundaries of both canals should be maintained as canal reserve / reservation as shown in the table below, corresponding to the surface width of by-canals and all feeder canals.

***Table 9.4 :*** *Reservations*

| *The surface width of the ca-nal (m)* | *Reservation from the canal bank* | |
|---|---|---|
| | *Open canal (m)* | *Surface covered canal (m)* |
| *1.0 – 1.2* | *1.0* | *0.3* |
| *1.3 – 3.0* | *2.0* | *1.0* |
| *3.1 – 4.5* | *2.75* | *1.0* |
| *4.6 – 6.0* | *3.5* | *1.5* |
| *6.1 – 9.0* | *4.5* | *1.5* |
| *> 9.0* | *6.5* | *2.0* |

***Source :*** *SLLDC*

9.3.A. *In case where lengths declared by the UDA, Irrigation Department, CEA, Agrarian Department and local government institutions regarding the reservations mentioned above exceed the lengths given in this statement, the lengths declared by the said institutions shall be accepted.*

9.3.B. *In case of a reserve for water drains less than 1m in addition to the above reserves, a 0.5m reservations should be placed at the boundary of the drain.*

9.3.C. *Rivers, tanks and streams where special reservations should be maintained*

***Table 9.5 :*** *Especial reservations for the rivers, tanks and streams*

| *Name of the River* | *Reservation line from the Edge (m)* |
|---|---|
| *Kelani river* | *20* |
| *PusweliOya* | *10* |
| *Maha Oya – I (Kalu Ganga tribute)* | *8* |
| *Maha Oya –ii (Kimbulkotuwa ela)* | *8* |
| *Nudun ela* | *8* |
| *Tank/ Reservoirs/Olupattawa wewa* | *15* |
| *Maththegoda wewa* | *15* |
| *Paradel wewa* | *15* |

***Prepared by :*** *Western Province division, UDA*

Reservations/ for Canals / Streams, Tanks, Rivers and Reservoirs

9.3.D. Terms And Conditions For Canal Reservations

I. No buildings or structures shall be constructed and/or reclaimed in the canal reserve area declared as a canal reserve without the written consent of the Chief Executive Officer of SLLDC.

II. Any stream within these declarations shall not be disposed of any sewage waste / industrial waste or any pollutant without the approval of the SLLDC.

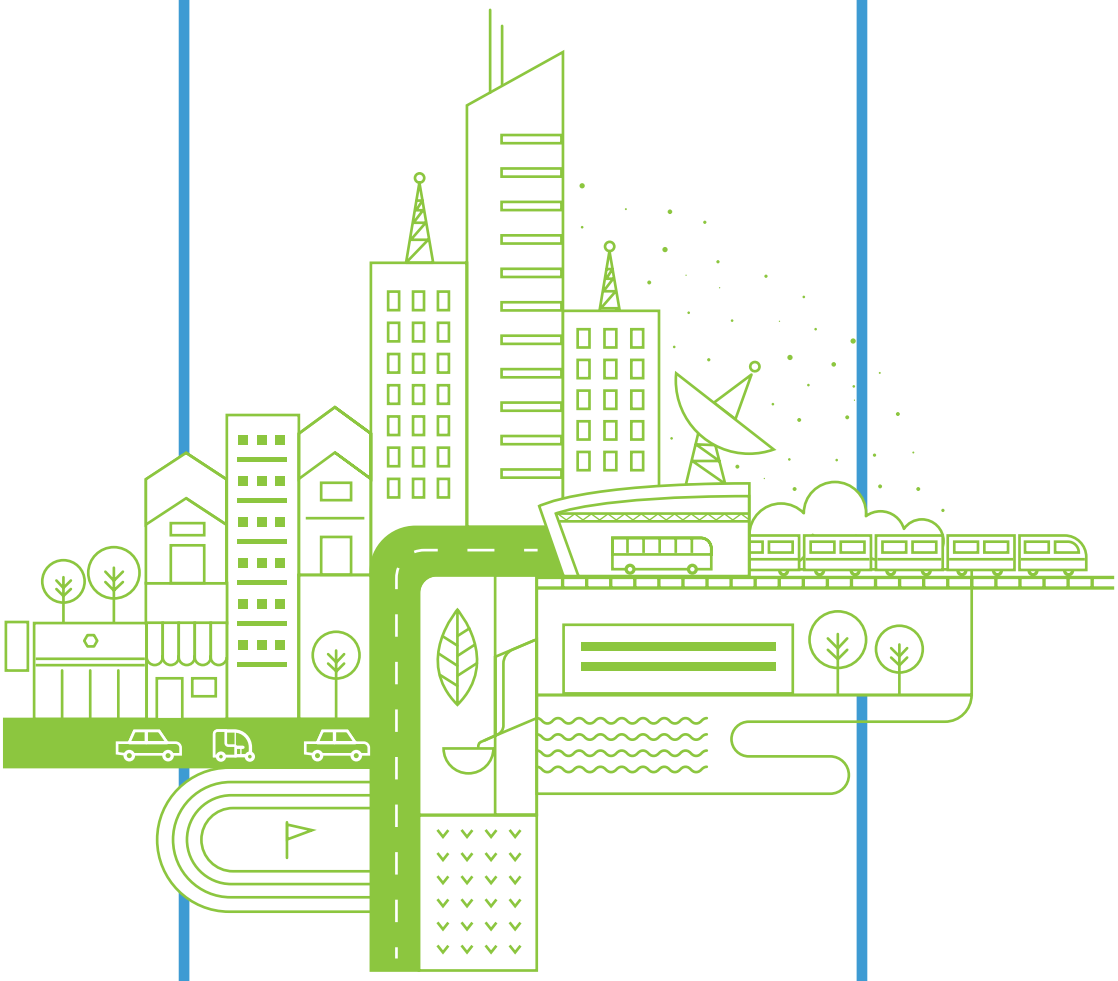
III. Although the canal reserve can be used as an access road only when there is no alternative route, the road should not be paved, concreted or otherwise paved. (Except special projects comes under UDA)

IV. In the case of a canal reserve, leasing of commercial property for any other purpose shall not be allowed by any person, association, institution or local authority.

V. Land should not be used for parking or garages in areas declared as canal reserves.

9.3.E. Other Matters

I. In any case, boundary wall construction is not permitted within the reservations. However, the permitting of a boundary fence, in mesh will be considered.



# Part III

## Definitions

- Integrity Analysis - Analysis of Road Integration
- Urban Form - The way of interprtation of the way you see the town.
- Connectivity - Interrelationship among main cities and main junctions.
- Gephi Analysis - Analysis to see the town and its performances
- Development Pressure Analysis - Analysis to measure the urbanization characteristics of a town.
- Sensitivity Analysis - Analysis done to identify environmental sensitive areas.
- Livability Analysis - Analysis to identify the measures of quality of living in cities.
- Potential Space Analysis - Analysis to identify the areas which integrate all necessary infrastrcutre facilities
- COM Trans - Urban Transport System Development Project For Colombo Metropolitan Region And Suburbs
- NVIVO - Analysis used for Qualitative data

## Abbreviations

| | |
|---|---|
| UDA | Urban Development Authority |
| CMRSP | Colombo MetroRegional Structure Plan |
| NWSDB | National Water Supply & Drainage Board |
| WHO | World Health Organaization |
| RDA | Road Development Authority |
| PRDA | Provincial Road Development Authority |
| GIS | Geographic Information System |
| SDNA | Spatial Design Network Analysis |
| SWOT | Strengths, Weakness, Oportunities, Threats |
| AHP | Analytic Hierarchy Process |
| ITUOM | Information Technology University of Moratuwa |
| C.W.C. | Cooperative Wholesale Cooperation |
| UNDP | United Nations Development Programme |

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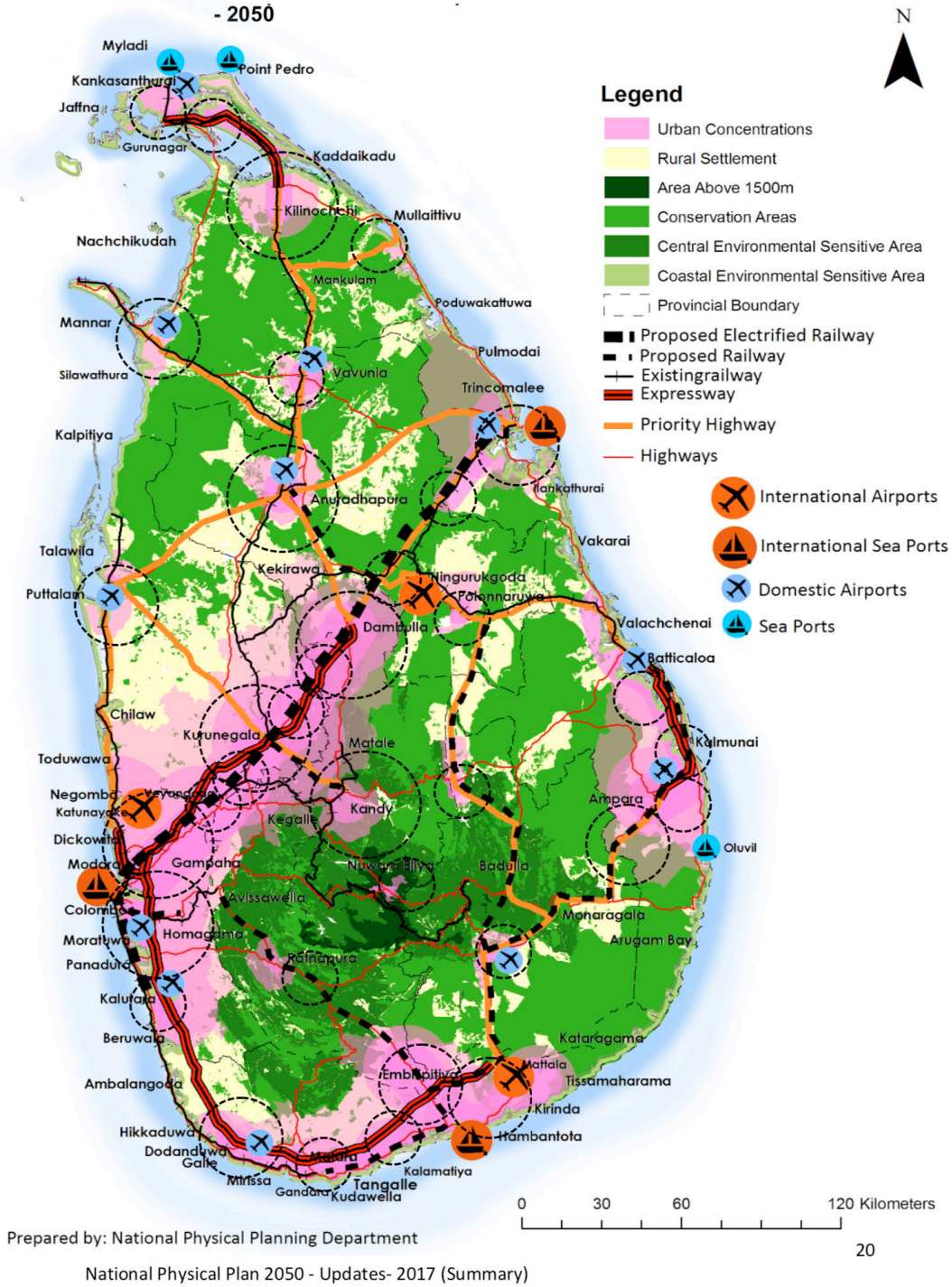
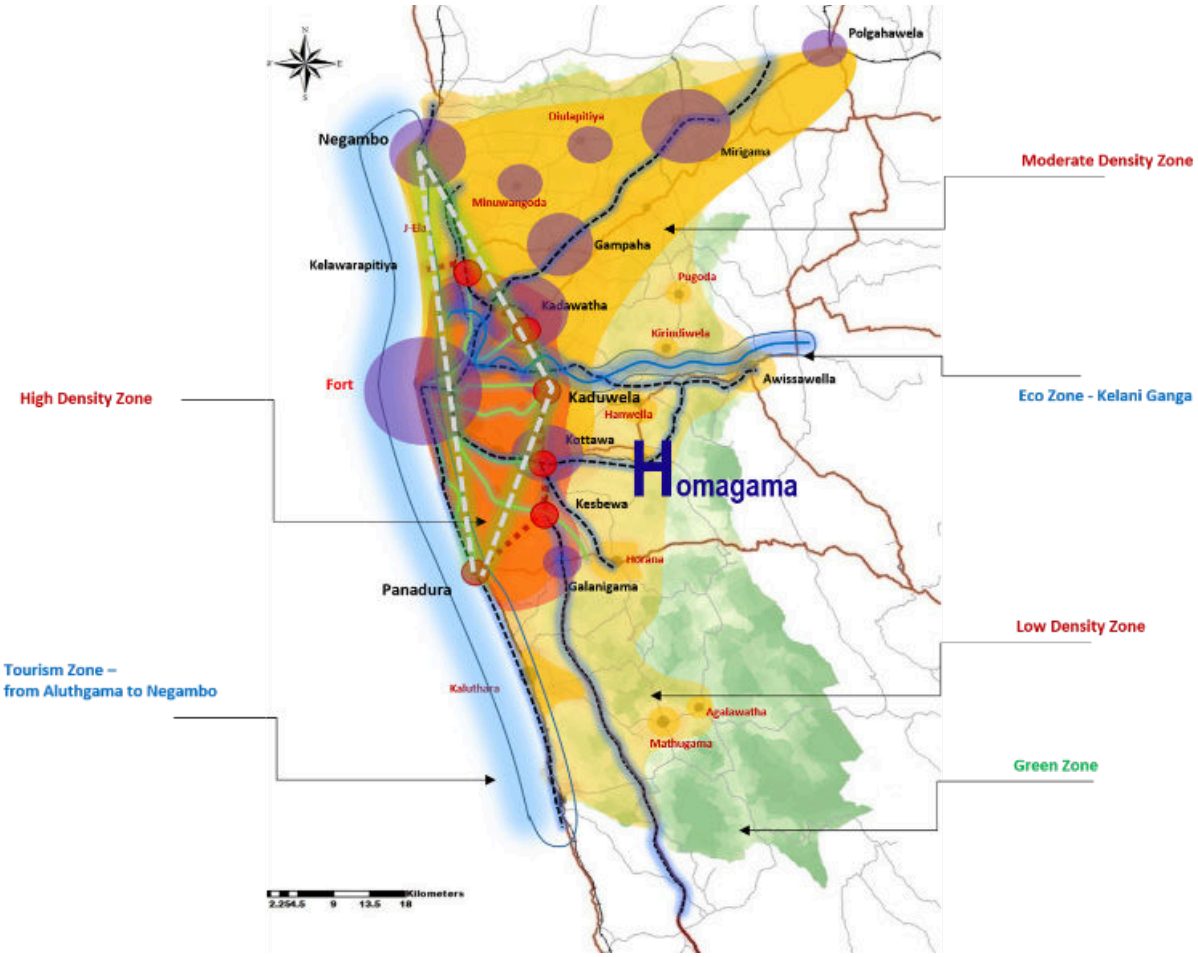
# Annxure 01 : National Physical Plan 2050

**Figure 5: The Proposed Spatial Configuration of the Physical Environment - 2050**




***Source :*** *National Physical Planning Policy -2050, National Physical planning Department- 2017*

## Annxure 02: Western Province Structure Plan- 2017

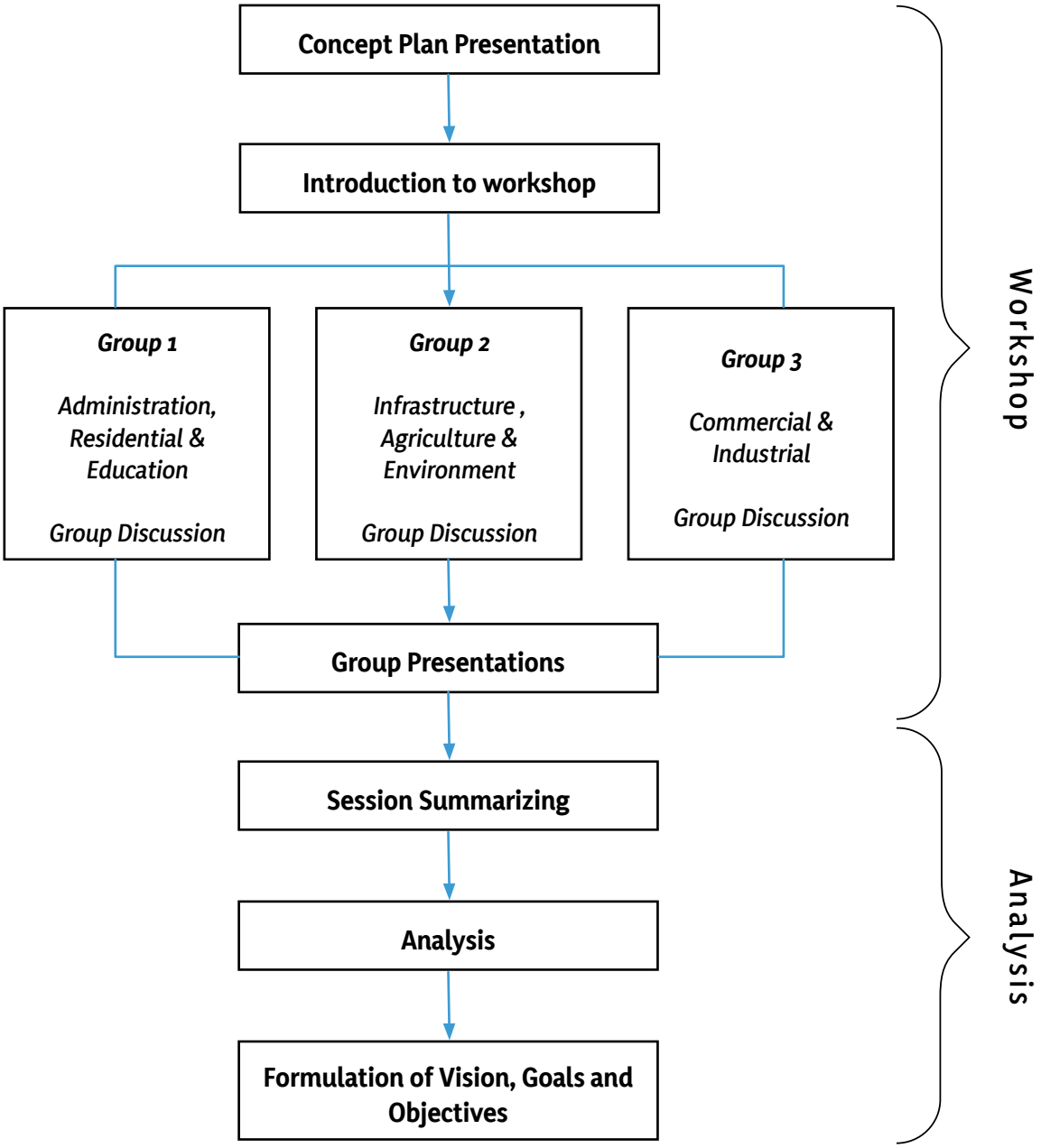



***Source :*** *Western Province Division, UDA, 2020*

## Annxure 03: NVIVO Analysis

# Homagama Pradeshiya Sabha Stakeholder Meeting - 08/11/2017 NVIVO Analysis

*PREPARED BY: DEVELOPMENT PLANNING DIVISION*
*Stakeholder Meeting Conducting Process*



## Group Categorization

Homagama stakeholder meeting was held on 6th of November and meeting conduct by separating stakeholders into three groups and each group discussions were analyzed according to their brain storming sessions. The analysis was based according to the identified problems and potential of Homagama by each group.

### *Group 01 – Administration, Residential, Education*

- Land Reform Commission
- SLINTEC
- SLRDC
- Land use Policy Planning
- Census Department
- Secretary – Homagama Pradeshiya Sabha
- Homagama Divisional Secretariat
- University of Sri Jayawardhanapura
- NBRO
- Zonal Education office
- Minister's personal assistant
- Mahinda Rajapaksha Collage
- University of Moratuwa

### *Group 02 – Infrastructure, Agriculture, Environment*

- Waste Management
- Disaster Management Center
- Medical Officer of the Health
- Central Environment Authority
- Road Passenger Transport Authority
- Irrigation Department

### *Group 03 – Industrial and Commerce*

- SLINTEC
- Export Development Board
- Industrial Development Board
- Ministry of Industries and Commerce
- Trade Union
- Arthur C Clarke Institute
- Ministry of Science Technology and Research

# Word Cloud Analysis


## Group 01

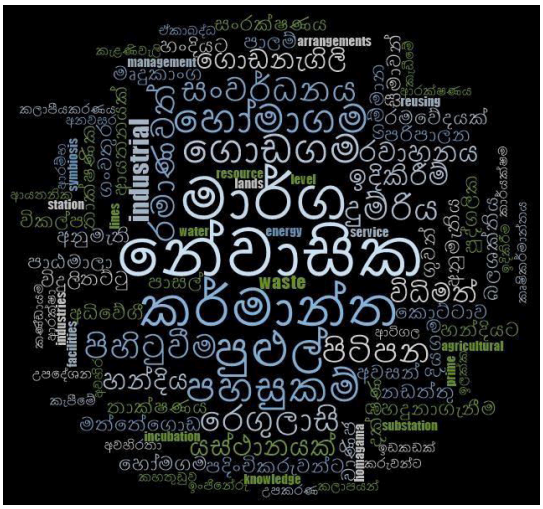
Group 01 discussion directly focus on the residential development and further they have emphasis how residential and industries will collaborate in future.


## Group 02

According to the group 02 they have focus on the infrastructure development, mitigation of flash flood and how to full fill the future need of infrastructure facilities by considering lacking fragments of it.


## Group 03

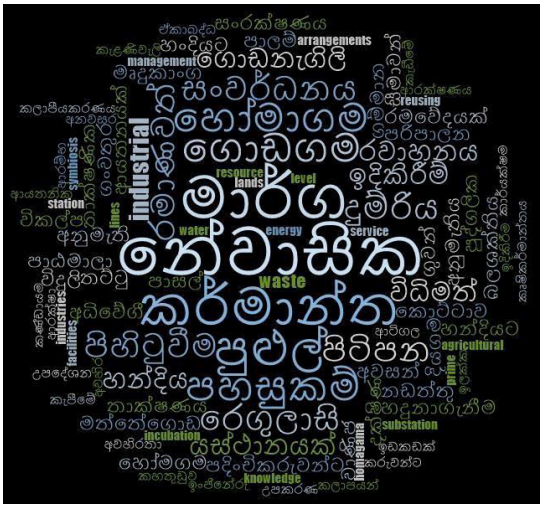
According to the group 03 their focus area was industrial development and how that should arrange with all facilities. Further their main concentration was industrial




## Overall Word Cloud

Overall word cloud emphasized most highlighted areas of the three-brain storming sessions so this conclude the overall discussion of each groups and through this analysis, thus this stakeholder groups have focused their discussion into 3 major areas.

1. Industrial Development
2. Infrastructure Development
3. Residential City




## Node Analysis

The base of the Nodes was taken from overall word cloud. This word cloud emphasizes the main key sectors where whole brain storming session focused.

- *Residential City*
- *Industrial Development*

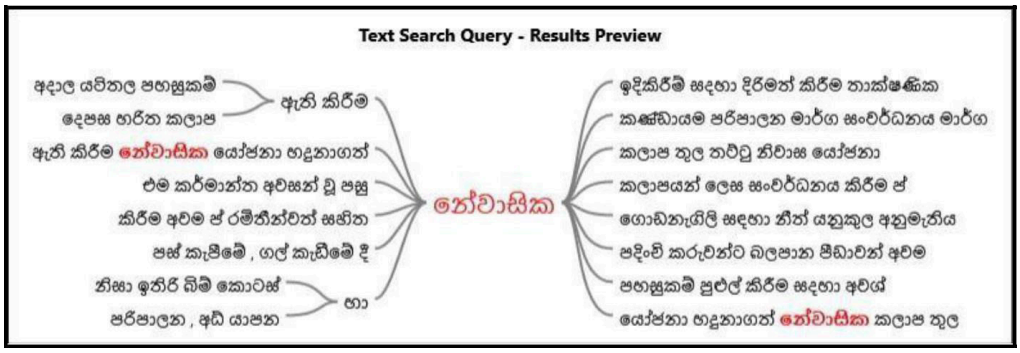
Through this analysis, can identified what are the key areas where every group has addressed and what are the key points that should be highlighted in future development plan.

# Overall Word Trees Analysis Based on Node Analysis

This word tree analysis is basically focused on the node analysis and this analysis direct where truly city development should be focused in future and issues and potentials of the Homagama development area

## 1. *Residential City*

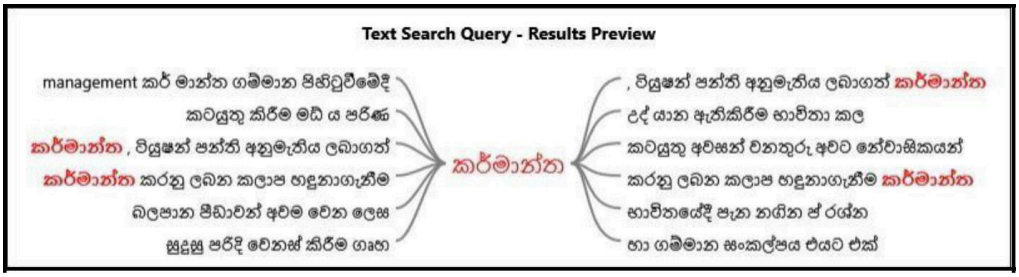
Since Homagama area is prominent for residential development in future also that character should be protected while having other developments. Homagama can be identified as a one of the highly residential cities near to Colombo.

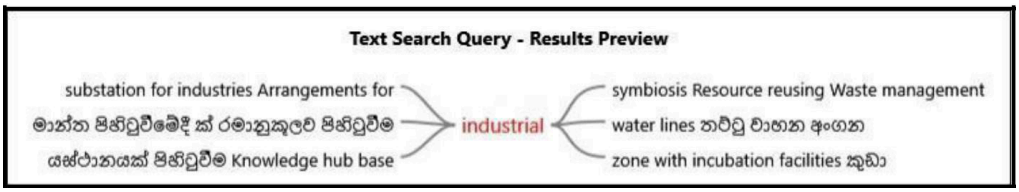



- Problem Identification
- Trend of mixing residential activities with industrial activities
    - Even Homagama area is prominent for residential development current upcoming trend is direct to the industries and the problem is haphazard development of it. Residential areas were polluted with industrial activities.
- Informal building constructions
    - Building developments are not develop as indicated by the standard and that is cause to the physical infrastructure improvement of the city, advance that will cause to disasters also
- Prime residential lands convert into industrial development areas
    - Since high attraction of industries to Homagama area high valued residential land plots are occupied by the investors for industries.

## 2. *Industrial Development*

Current development trend of Homagama development area is focused on industrial development and there is a potential for develop industrial zones within Homagama city boundaries.




- Problem Identification

- Lack of infrastructure for future industrial developments
  Existing environment of Homagama system is adapt for serve residential city. According to that existing infrastructure facilities also limited with that extent. In that case with the industrial influence that limited infrastructure facilities were not adequate for serving future industrial developments.

- Less attention and less land allocation for small and medium scale industries
  Industrial development of Homagama area is mainly focused on the largescale industries and with that small and medium scale industries losing the attention. though the trend of attracting industries to Homagama it is a residential city in that case promoting only large-scale industries not much success in this area and medium and small-scale industries should be get more priority.

- No proper zone allocation for upcoming industries
  Current situation of this area is about residential and industrial. The development is happening as a mixed development and that cause to limit the industries & residents' normal livelihood also interrupts.

# Potentials

1. Availability of lands for future industrial expansions
2. High residential agglomeration center
3. Well-connected road network (high level road)
4. Proximity to southern highway interchange (Kottawa)
5. Trend of technology and education base industries

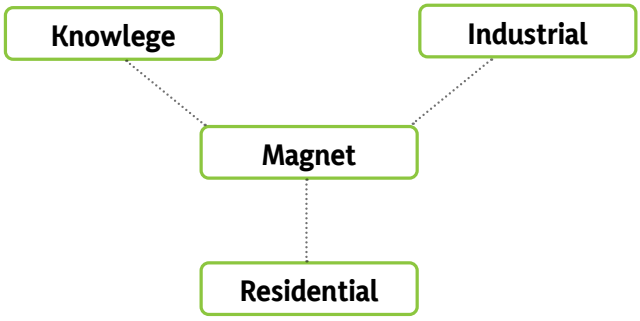
## Conclusion of Analysis

Stakeholder meeting results can be concluding as main three sectors according to the analysis. Analysis interprets the way development plan should address Homagama development area. According to that city development as a residential city and industrial development should be the main considering areas of development plan. Through this overall analysis it shows the way that

Vision, Goals, and Objectives of the Homagama area should focus.

## Vision

### Knowledge Base Industrial and Residential Magnet




## Vision Statement

A city where stand-in alone and self-sustained by attracting knowledge base activities, industrial developments and the residential activities while accomplishing the need of Colombo by absorbing the urban pressure.

**Magnet** – attracting activities
**Knowledge Hub** – educational institutions / research institutions
**Industrial** – every type of industries (small, medium and large scale)

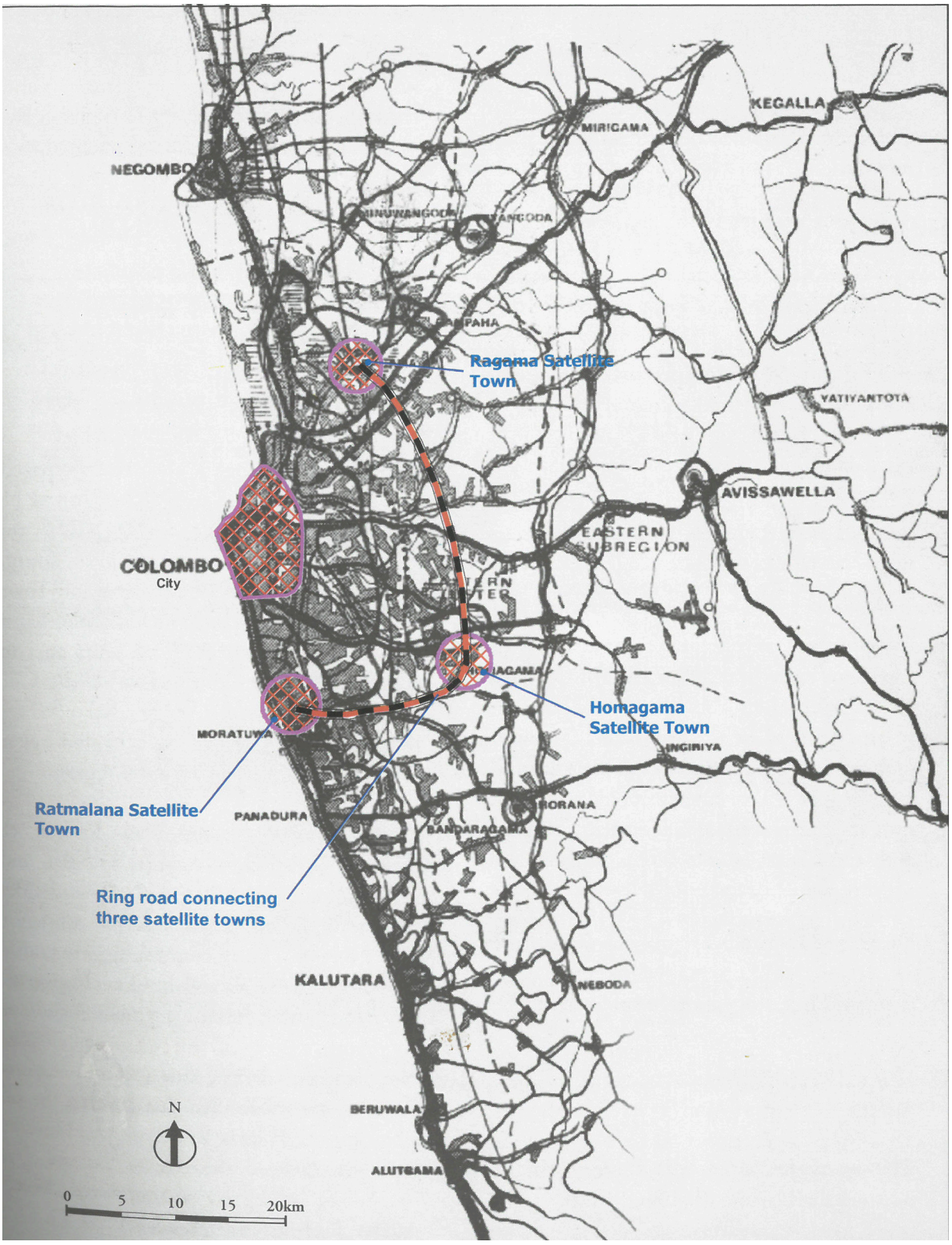
### Goals

- Efficient and Beautiful Living Environment
- Make human settlements comprehensive, safe, resilient and sustainable
- Generate high contribution for city growth from industrial development

### Objectives

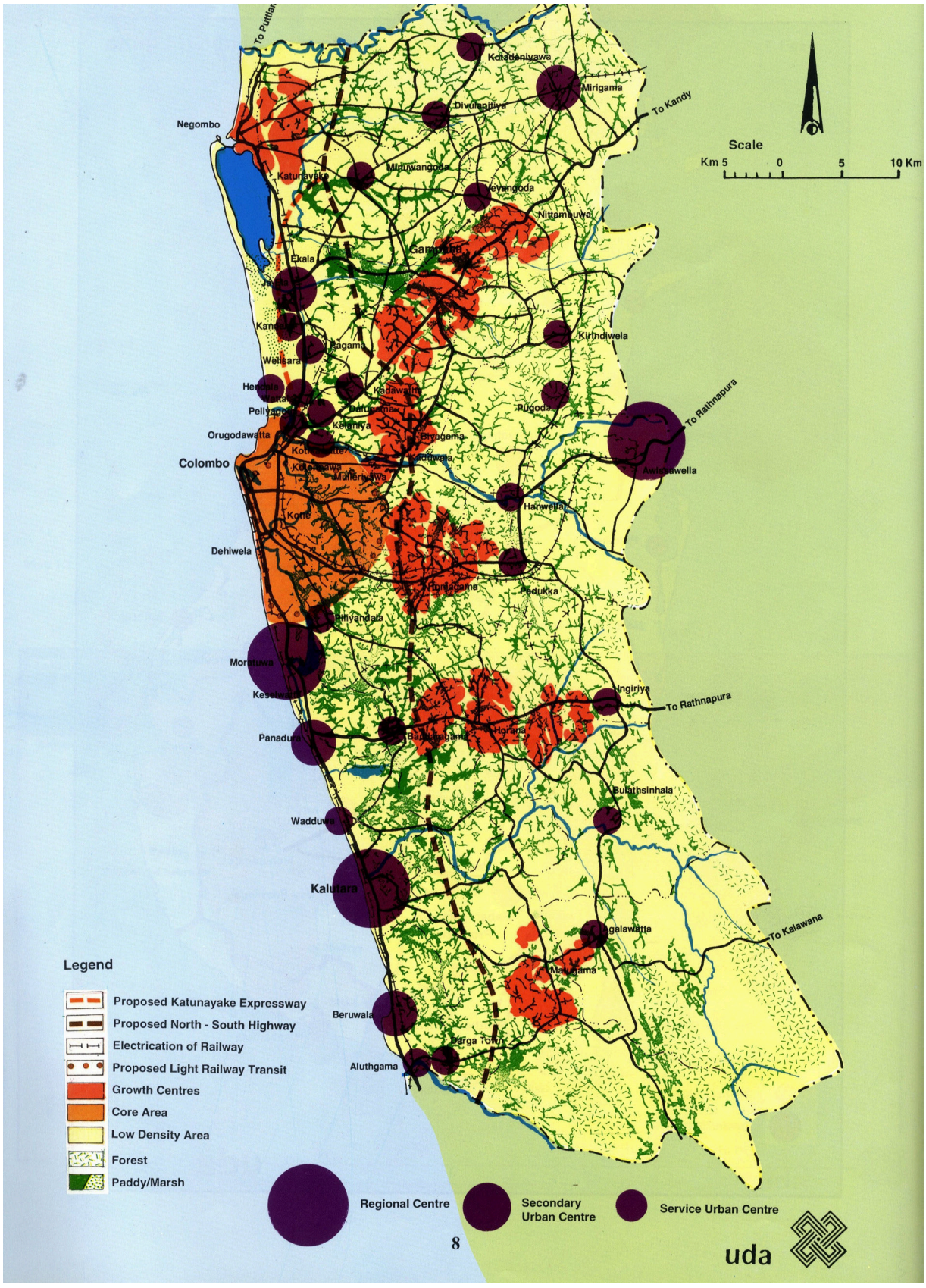
- To provide sustainable living environment while preserving existing city character
- To provide system base infrastructure facilities by considering residential and industrial sectors separately
- To conserve existing natural cover
- Using underutilized lands for future industrial developments

## Annxure 04: Patrick Abercombe Plan (1948)



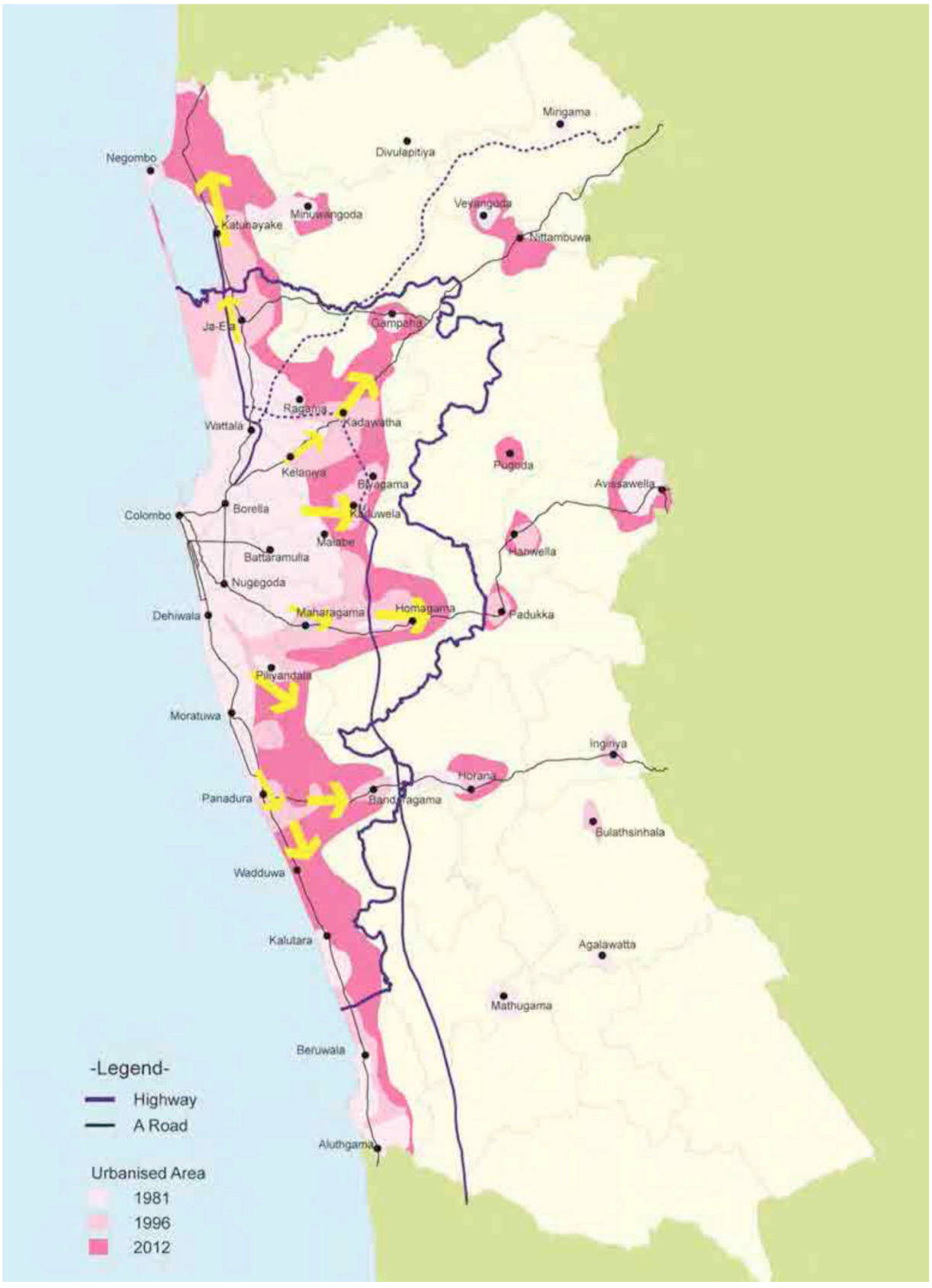

***Source :*** *Colombo Living High; A city in transition , N.P.Herath & D. Jayasundara,2007*

## Annxure 05: Metro Clombo Structure Plan 1972



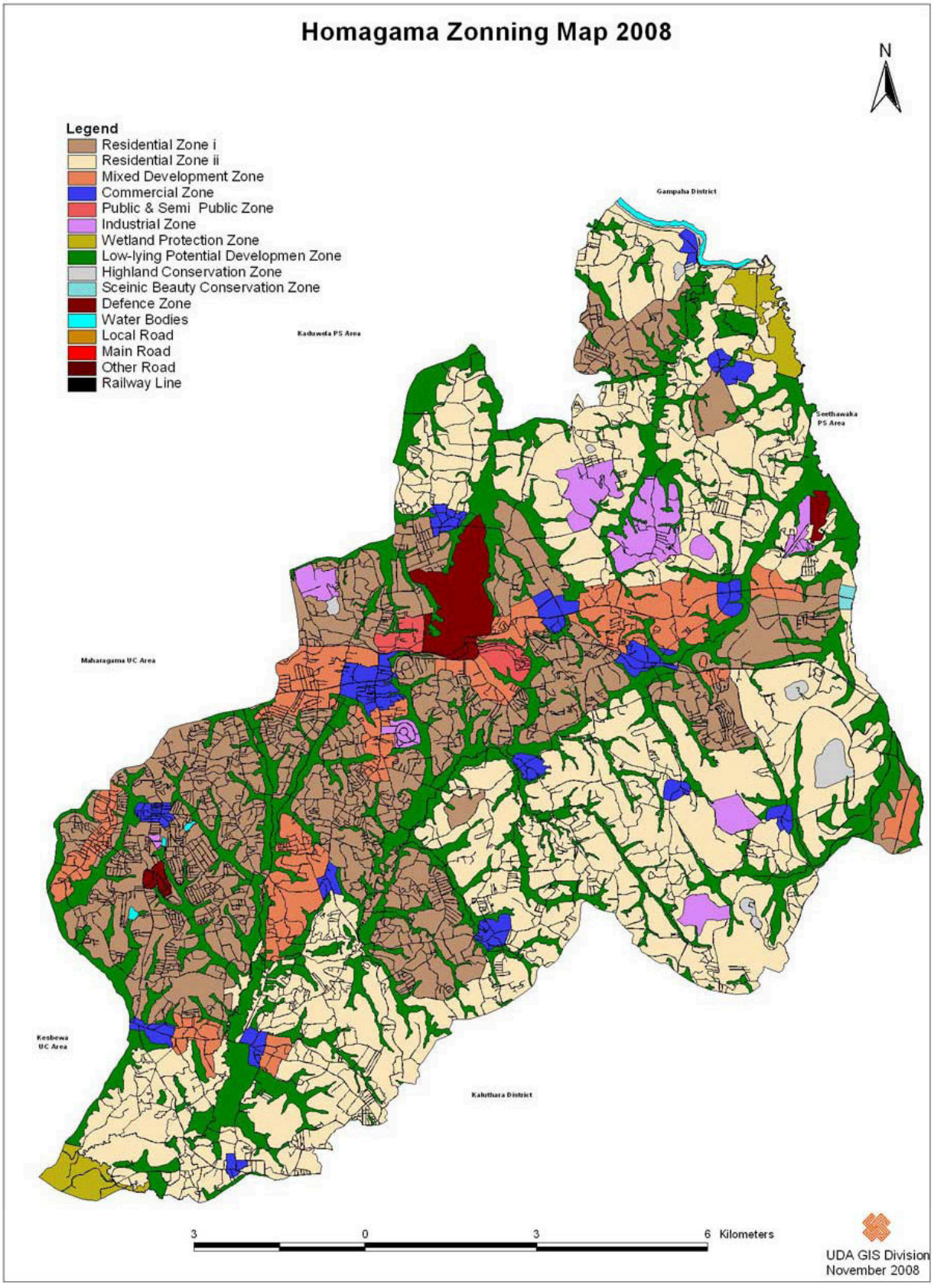

***Source :*** *Metro Colombo Structure Plan 1972*

## Annxure 06: Western Province Development Pressure Analysis 2014



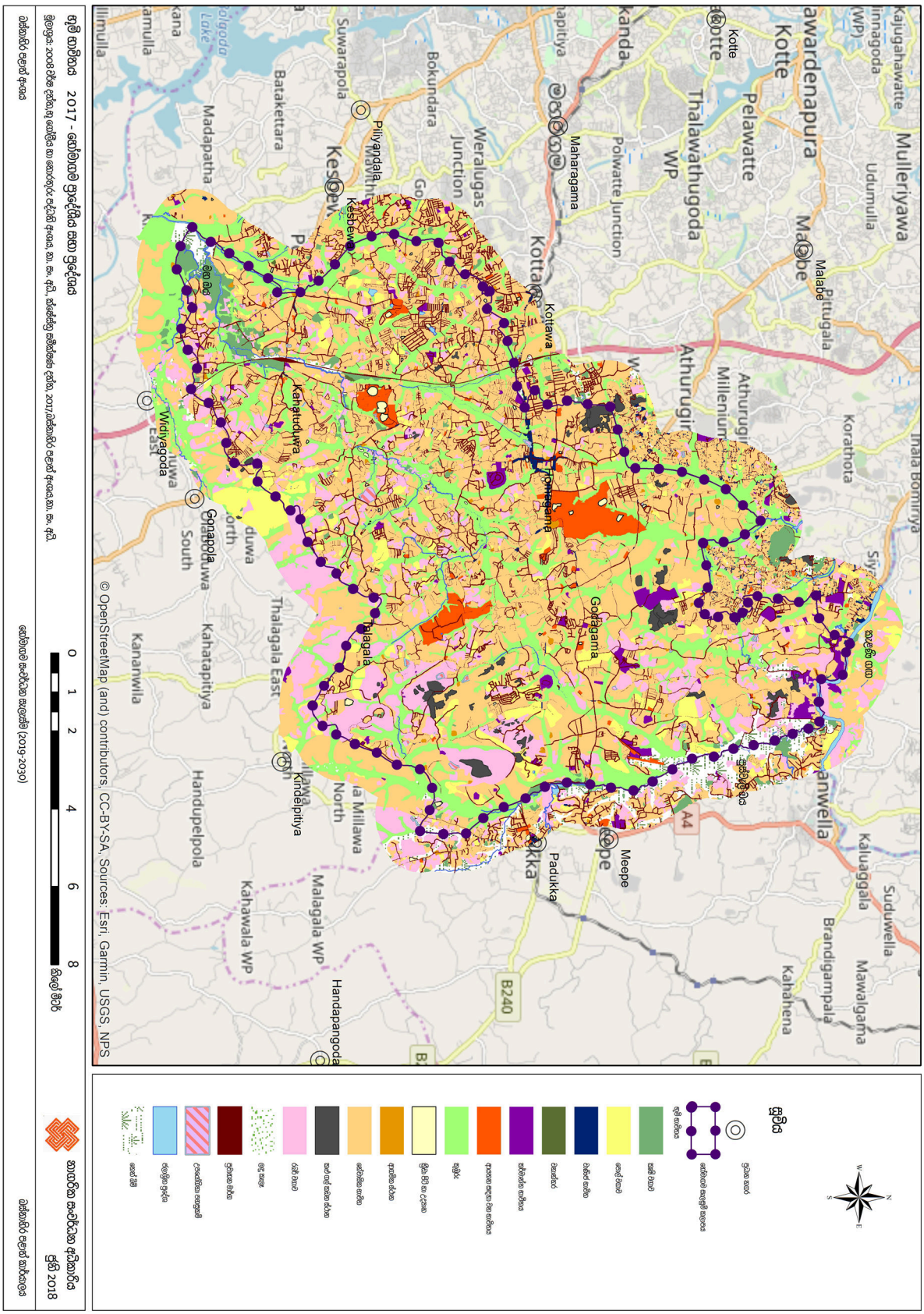

***Source :*** *COM Trans අධ්‍යයන, ORIENTAL CONSULTANTS CO.,LTD.,2014*

# Annxure 07: Homagama Zoning Plan 2008-2020




***Source :*** *Western Province Division, UDA, 2008*

# Annxure 08: Land Use Map 2017




***Source :*** *Western Province Division, UDA, 2008*

# Annxure 09: Grama Niladhari Divisions In Homagama Planning Area

1. 446, Atigala East
2. 446A, Artigala West
3. 447, Meegoda North
4. 447A, Meegoda South
5. 447B, Panaluwa
6. 447C, Gahanuwala
7. 448, Wataraka South
8. 448A, Ovitigama
9. 448B, Wataraka North
10. 448C, Kurunduwatta
11. 449, Jalthara
12. 450, Batawala
13. 450A, Walpita
14. 451, Henpita
15. 462, Liyanwala
16. 462A, Poregedara
17. 484 A, Pitipana South
18. 482 D, Nawalamulla
19. 482 E, Meegahamulla
20. 483, Godagama North
21. 483 A, Godagama South
22. 484 C, Dolahena
23. 484 D, Kandanawatta
24. 484 E, Suwapubudugama
25. 484 F, Kiriberiyakale
26. 484 G, Prasannapura
27. 485, Mawathgama
28. 485 A, Uduwana
29. 486, Homagama North
30. 486 A, Homagama Town
31. 486 B, Homagama West
32. 486 C, Galavila North
33. 486 D, Homagama North
34. 486 E, Katuwana
35. 486 F, Homagama South
36. 486 G, Galawilawatta South
37. 499 A, Niyandagala
38. 499 G, Hiripitiya
39. 500, Brahmanagama
40. 500 A, Mambulgoda
41. 587, Mattegoda West
42. 587 A, Mattegoda Central A
43. 587 B, Mattegoda Central B
44. 587 C, Mattegoda East
45. 588, Kirigampamunuwa
46. 603C,Moonamale - Yakahaluwa
47. 859, Diyagama east
48. 589 A, Diyagama west
49. 590, Magammana East
50. 590 A, Magammana West
51. 590 B, Deepangoda
52. 591, Siddhamulla North
53. 591 A, Kudamaduwa
54. 591 B, Siddhamulla South
55. 591 C, Kithulhena
56. 591 D, Sangharama
57. 592, Siyambalagoda North
58. 592 A, Siyambalagoda South
59. 593, Vathara
60. 593 A, Rilawala
61. 584, Ambalangoda
62. 595, Heraliyawala
63. 599, Palagama
64. 600, Undurugoda
65. 601, Weniwalkola
66. 602, Kahathuduwa North
67. 602 A, Kahathuduwa South
68. 602 B, Kahathuduwa West
69. 602 C, Kahathuduwa East
70. 603, Kiriwaththuduwa North
71. 603 A, Kiriwaththuduwa South
72. 603 B, Kithulawila
73. 463, Madulawa Nroth
74. 463A, Madulawa South
75. 464, Horagala East
76. 464D, Beruketiya
77. 464A, Dampe
78. 464B, Horagala West
79. 464C, Horakandawala
80. 465, Kurugala
81. 481, Habarakada North
82. 481A, Mullegama South
83. 481B, Habarakada South
84. 481C, Habarakadawatta
85. 481D, Mullegama North
86. 482, Panagoda West
87. 482A, Panagoda East
88. 482 B, Panagoda Town
89. 482 C, Henwatta
90. 484, පිටිපන උතුර
91. 484 B, පිටිපන නගරය

*Source : Sampath Pathikada Resource Profile, 2016*

## Annxure 10: Population Projection for the Year 2031

### *Total Developable Space in Different Zones*

| *Zone* | *Total Developable FA* |
|---|---|
| *High Density Zone(Homagama2)* | *18025024.33* |
| *High Density Zone(Kahathuduwa1)* | *6215069.64* |
| *High Density Zone (Godagama)* | *3805758.54* |
| *Moderate Density Residential Zone* | *50053364.59* |
| *High Density Science & Technology Zone* | *21481754.46* |
| *High Density Industrial Zone* | *13688590.82* |
| *Low Density Residential Zone* | *10599428.96* |

### *Developable Space distributed among major Landuses*

| *Zone* | *Total Developable FA* | *Commercial* | *Residential* | *Industry* | *Institutional* |
|---|---|---|---|---|---|
| *High Density Zone (Homagama2)* | *18025024.33* | *2703753.65* | *14420019.46* | *360500.49* | *540750.73* |
| *High Density Zone (Kahathuduwa1)* | *6215069.64* | *621506.96* | *5407110.59* | *62150.70* | *124301.39* |
| *High Density Zone (Godagama)* | *3805758.54* | *228345.51* | *3501297.86* | *0.00* | *76115.17* |
| *Moderate Density Residential Zone* | *50053364.59* | *500533.65* | *47050162.71* | *0.00* | *2502668.23* |
| *High Density Science & Technology Zone* | *21481754.46* | *1074087.72* | *7948249.15* | *3866715.80* | *8592701.78* |
| *High Density Industrial Zone* | *13688590.82* | *109508.73* | *11252021.65* | *1163530.22* | *1163530.22* |
| *Low Density Residential Zone* | *10599428.96* | *63596.57* | *10005860.94* | *423977.16* | *105994.29* |

*Predicted Population Serve the Total Developable Space Calculated*

| Zone | Commercial | Per person Space (sq.m) | Predicted Commercial Population | Residential | Per person Space (sq.m) | Predicted Residential Population | Industry | Per person Space (sq.m) | Predicted Industrial Population | Institutional | Per person Space (sq.m) | Predicted Institution population |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Density Zone | 2703753.65 | 15 | 180250 | 14420019.46 | 50 | 288400 | 360500.49 | 40 | 9013 | 540750.73 | 25 | 21630 |
| High Density Zone | 621506.96 | 15 | 41434 | 5407110.59 | 50 | 108142 | 62150.70 | 40 | 1554 | 124301.39 | 25 | 4972 |
| High Density Zone | 228345.51 | 15 | 15223 | 3501297.86 | 50 | 70026 | 0.00 | 40 | 0 | 76115.17 | 25 | 3045 |
| Moderate Density Residential Zone | 500533.65 | 20 | 25027 | 47050162.71 | 70 | 672145 | 0.00 | 60 | 0 | 2502668.23 | 25 | 100107 |
| High Density Science & Technology Zone 1 | 1074087.72 | 20 | 53704 | 7948249.15 | 50 | 158965 | 3866715.80 | 60 | 64445 | 8592701.78 | 25 | 343708 |
| High Density Science & Technology Zone 11 | 109508.73 | 20 | 5475 | 11252021.65 | 80 | 140650 | 1163530.22 | 60 | 19392 | 1163530.22 | 25 | 46541 |
| Low Density Residential Zone | 63596.57 | 25 | 2544 | 10005860.94 | 80 | 125073 | 423977.16 | 100 | 4240 | 105994.29 | 25 | 4240 |

| Zone | Population Distribution 2031 | Total Developable Area (Ha) | Population Density Distribution 2031 (Persons per Hectare) |
|---|---|---|---|
| (Persons per Hectare) | 499293 | 819.96 | 609 |
| High Density Zone(Homagama2) | 156102 | 306.46 | 509 |
| High Density Zone(Kahathuduwa1) | 88294 | 199.83 | 442 |
| High Density Zone (Godagama) | 797279 | 3556.54 | 224 |
| Moderate Density Residential Zone | 620823 | 793.61 | 782 |
| High Density Science & Technology Zone | 212059 | 833.22 | 255 |
| High Density Industrial Zone | 136097 | 1378.50 | 99 |

*Calculation of Total Circulation Population for each Zone*

*Step 1*

| Zone | Total Circulation Population | Commercial % - 83 | | Industrial % - 3.7% | Institution % - 13% |
|---|---|---|---|---|---|
| | | Retail | Office | | |
| High Density Zone(Homagama) | 210,893 | 35% | 15% | 100% | 100% |
| High Density Zone(Kahathuduwa) | 47,960 | 35% | 15% | 100% | 100% |
| High Density Zone (Godagama) | 18,268 | 35% | 15% | 0% | 100% |
| Moderate Density Residential Zone | 125,133 | 30% | 20% | 0% | 100% |
| High Density Science & Technology Zone I | 461,858 | 25% | 25% | 100% | 100% |
| High Density Science & Technology Zone II | 71,409 | 10% | 40% | 100% | 100% |
| Low Density Residential Zone | 11,023 | 30% | 20% | 100% | 100% |

*Step 2*

| Zone | Commercial % - 83 | | | | | | Industrial % - 3.7% | Institution % - 13% | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Retail | Office | Retail Working% | Retail Service Seekers | Office Working% | Office Service Seeker% | | | Working | Service Seeker |
| High Density Zone 1 (Homagama) | 35% | 15% | 15% | 20% | 10% | 5% | 100% | 100% | 30% | 60% |
| High Density Zone 2 Kahathuduwa) | 35% | 15% | 15% | 20% | 10% | 5% | 100% | 100% | 30% | 60% |
| High Density Zone 3 (Godagama) | 35% | 15% | 15% | 20% | 10% | 5% | 0% | 100% | 30% | 60% |
| Moderate Density Residential Zone | 30% | 20% | 25% | 15% | 10% | 10% | 0% | 100% | 30% | 70% |
| High Density Science & Technology Zone I | 25% | 25% | 10% | 40% | 10% | 10% | 100% | 100% | 50% | 50% |
| High Density Science & Technology Zone II | 10% | 40% | 25% | 25% | 30% | 10% | 100% | 100% | 45% | 50% |
| Low Density Residential Zone | 30% | 20% | 10% | 40% | 5% | 15% | 100% | 100% | 20% | 30% |

## Step 3

| Zone | Commercial % - 83 | | | | | | Industrial % - 3.7% | | Institution % - 13% | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Retail | Office | Retail Working% | Retail Service Seekers | Office Working% | Office Service Seeker% | | | Working | Service Seeker |
| High Density Zone(Homagama2) | 63088 | 27038 | 9463 | 12618 | 2704 | 1352 | 9013 | | 6489 | 12978 |
| High Density Zone(Kahathuduwa1) | 14502 | 6215 | 2175 | 2900 | 622 | 311 | 1554 | | 1492 | 2983 |
| High Density Zone (Godagama) | 5328 | 2283 | 799 | 1066 | 228 | 114 | 0 | | 913 | 1827 |
| Moderate Density Residential Zone | 7508 | 5005 | 1877 | 1126 | 501 | 501 | 0 | | 30032 | 70075 |
| High Density Science & Technology Zone | 13426 | 13426 | 1343 | 5370 | 1343 | 1343 | 64445 | | 171854 | 171854 |
| High Density Industrial Zone | 548 | 2190 | 137 | 137 | 657 | 219 | 19392 | | 20944 | 23271 |
| Low Density Residential Zone | 763 | 509 | 76 | 305 | 25 | 76 | 4240 | | 848 | 1272 |

## Summary

| | |
|---|---|
| Total working Population | 353,165 |
| Outsiders coming to work | 141,265.89 |
| Total service seeking Population | 311,697 |
| Outsiders coming to services | 124,679 |
| visitor population | 0 |
| **Total Commuter Population** | **265,945** |

| single working | families | 1 person working | 2 person working |
|---|---|---|---|
| 105949 | 105949 | 52975 | 52975 |
| | 26487 | 13244 | 13244 |

| | |
|---|---|
| Total Residential working population | 211899 |
| Residents coming to services | 187018 |
| **Total resident population** | **132,437** |

*Calculation of Total Commuters of each zone with the purpose of visit*

| *Zone* | ***Natural Population*** | ***Commuters -Retail*** | | ***Commuters -Office*** | | ***Commuters -Industry*** | ***Commuters -Institutes*** | | ***Total Population 2031*** |
|---|---|---|---|---|---|---|---|---|---|
| *High Density Zone(Homagama2)* | *47851* | *3785* | *1082* | *5047* | *541* | *3605* | *2596* | *7787* | *72,293* |
| *High Density Zone(Kahathuduwa1)* | *29869* | *870* | *249* | *1160* | *124* | *622* | *597* | *1790* | *35,280* |
| *High Density Zone (Godagama)* | *16686* | *320* | *91* | *426* | *46* | *0* | *365* | *1096* | *19,030* |
| *Moderate Density Residential Zone* | *27333* | *751* | *200* | *450* | *200* | *0* | *12013* | *42045* | *82,992* |
| *Low Density Residential Zone* | *44738* | *537* | *537* | *2148* | *537* | *25778* | *68742* | *103112* | *246,129* |
| *High Density Industrial Zone* | *346107* | *55* | *263* | *55* | *88* | *7757* | *8377* | *13962* | *376,664* |
| *High Density Science & Technology Zone* | *147000* | *31* | *10* | *122* | *31* | *1696* | *339* | *763* | *149,992* |
| *Total* | *659584* | *6348* | *2432* | *9409* | *1566* | *39457* | *93029* | *170556* | *982,380* |

***Total Population 2031*** ***792,021***

***Predicted Population 2031*** ***687,717***

## Annxure 11: Proposed plants for linear park developments

***High Scale Plants***

1. *Azadirachta indica - කොහොඹ*
2. *Terminalia arjuna - කුඹුක්*
3. *Delonix regia - මැයි මාර*
4. *Cassia fistula - ඇහැල*
5. *Mimusops elengi - මුණ මල්*
6. *Pisonia alba - මාන බංගා*
7. *Pterocarpus indicus - වල් ඇහැල*
8. *Pongamia pinnata - මඟුල් කරඳ*
9. *Madhuca longifolia - මී*

***Medium Scale***

1. *Bauhinia spp - කොබෝලීල*
2. *Cassia spectabilis - කහකෝන*
3. *Lagestromia speciose - මුරුහ*
4. *Mesua ferrea - දිය නා*
5. *Saraca indica - දිය රන්මල්*
6. *Murraya paniculate - ඇටවේරිය*

## Annxure 12: Prioritized Project in Homagama Town Centre Development Project

### *Homagama Town Centre Development Project*

| *Homagama New Town Center Development Project ( A safeguarded environment, A Green City)* | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | | |
| 1 | Madawalakumbura Road Improvement | | 2 | 3 | 2 | 3 | 1 | 1 | 1 | 3 | 1 | 2 | 2 | 21 | 6 |
| 2 | Homagama railway station development with landscaping and development of a bus station | 2 | | 3 | 2 | 3 | 1 | 2 | 1 | 3 | 2 | 2 | 2 | 23 | 5 |
| 3 | Hospital road development | 2 | 1 | | 2 | 3 | 1 | 1 | 1 | 3 | 1 | 2 | 2 | 19 | 8 |
| 4 | Galawila road improvement | 3 | 2 | 3 | | 3 | 1 | 1 | 1 | 3 | 2 | 2 | 2 | 23 | 5 |
| 5 | Development of Public Parking place at Homagama Base Hospital | 1 | 1 | 2 | 1 | | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 15 | 9 |
| 6 | Public Green Park Development | 3 | 2 | 3 | 2 | 3 | | 3 | 3 | 3 | 2 | 3 | 1 | 28 | 2 |
| 7 | Multistory public parking development at Homagama New Town Center | 3 | 2 | 3 | 2 | 3 | 2 | | 2 | 3 | 2 | 2 | 2 | 26 | 4 |
| 8 | Western Bypass road development | 3 | 2 | 3 | 2 | 3 | 3 | 2 | | 3 | 2 | 3 | 3 | 29 | 1 |
| 9 | High level road improvement | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | | 1 | 2 | 1 | 14 | 10 |
| 10 | Homagama Diyagama road development | 3 | 2 | 3 | 2 | 3 | 2 | 2 | 2 | 3 | | 3 | 2 | 27 | 3 |
| 11 | Mix development projects | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | | 2 | 15 | 9 |
| 12 | Resettlement of existing commercial activities | 2 | 1 | 3 | 1 | 2 | 2 | 2 | 1 | 3 | 1 | 2 | | 20 | 7 |

| Homagama New Town Center Development Project (Based on the Impact) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | | |
| 1 | Madawalakumbura Road Improvement | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 8 | 1 |
| 2 | Homagama railway station development with landscaping and development of a bus station | 1 | | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 6 | 3 |
| 3 | Hospital road development | 0 | 0 | | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 4 |
| 4 | Galawila road improvement | 1 | 1 | 1 | | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 7 | 2 |
| 5 | Development of Public Parking place at Homagama Base Hospital | 0 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 5 |
| 6 | Public Green Park Development | 1 | 0 | 0 | 0 | 1 | | 1 | 1 | 1 | 1 | 1 | 1 | 8 | 1 |
| 7 | Multistory public parking development at Homagama New Town Center | 0 | 0 | 0 | 0 | 0 | 1 | | 1 | 1 | 1 | 1 | 1 | 6 | 3 |
| 8 | Western Bypass road development | 1 | 0 | 0 | 0 | 0 | 1 | 1 | | 1 | 1 | 1 | 1 | 7 | 2 |
| 9 | High level road improvement | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | | 1 | 1 | 0 | 6 | 3 |
| 10 | Homagama Diyagama road development | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | | 0 | 0 | 6 | 3 |
| 11 | Mix development projects | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | | 1 | 7 | 2 |
| 12 | Resettlement of existing commercial activities | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | | 7 | 2 |

| Homagama New Town Center Development Project (Based On the Social Impact) | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **1** | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | |
| 1 | Madawalakumbura Road Improvement | | 3 | 4 | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 3 | 2 | 35 | 3 |
| 2 | Homagama railway station development with landscaping and development of a bus station | 4 | | 4 | 3 | 4 | 3 | 3 | 4 | 4 | 3 | 3 | 2 | 37 | 3 |
| 3 | Hospital road development | 2 | 2 | | 2 | 2 | 2 | 1 | 1 | 3 | 2 | 2 | 2 | 21 | 6 |
| 4 | Galawila road improvement | 3 | 4 | 5 | | 3 | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 37 | 2 |
| 5 | Development of Public Parking place at Homagama Base Hospital | 2 | 2 | 1 | 1 | | 1 | 2 | 1 | 2 | 1 | 2 | 2 | 17 | 7 |
| 6 | Public Green Park Development | 4 | 4 | 4 | 4 | 4 | | 3 | 3 | 5 | 3 | 4 | 4 | 42 | 1 |
| 7 | Multistory public parking development at Homagama New Town Center | 3 | 4 | 4 | 3 | 4 | 3 | | 3 | 4 | 3 | 3 | 3 | 37 | 4 |
| 8 | Western Bypass road development | 3 | 3 | 5 | 3 | 4 | 3 | 3 | | 5 | 3 | 4 | 4 | 40 | 3 |
| 9 | High level road improvement | 2 | 2 | 3 | 1 | 2 | 1 | 1 | 1 | | 2 | 1 | 1 | 17 | 7 |
| 10 | Homagama Diyagama road development | 4 | 3 | 4 | 3 | 4 | 3 | 3 | 3 | 4 | | 3 | 3 | 37 | 4 |
| 11 | Mix development projects | 3 | 2 | 4 | 3 | 4 | 2 | 3 | 3 | 4 | 3 | | 3 | 34 | 5 |
| 12 | Resettlement of existing commercial activities | 4 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 4 | 3 | 4 | | 41 | 4 |

## *Kahathuduwa Town Centre Development Project*

| *Kahathuduwa New Town Center Development Project (Dependancy) )* | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ***1*** | ***2*** | ***3*** | ***4*** | ***5*** | ***6*** | ***7*** | | |
| *1* | *Development of Kahathuduwa Main highway in four lanes with pedestrian corridors* | | *1* | *1* | *1* | *1* | *1* | *0* | *5* | *1* |
| *2* | *Development of Colombo Horana Main highway in six lanes with pedestrian corridors* | *1* | | *1* | *1* | *1* | *1* | *0* | *5* | *1* |
| *3* | *Development of the existing road which connects Kahatuduwa road and Colombo Horana Road as a service road with 04 lanes and pedestrian corridor.* | *1* | *1* | | *0* | *1* | *1* | *0* | *4* | *2* |
| *4* | *Establishment of public Green Areas (Parks)* | *1* | *1* | *0* | | *1* | *0* | *0* | *3* | *3* |
| *5* | *Development of a luxury commercial center* | *1* | *1* | *1* | *0* | | *0* | *0* | *3* | *3* |
| *6* | *Construct Iconic Buildings for mixed development use* | *1* | *0* | *0* | *0* | *0* | *0* | | *1* | *4* |

| *Godagama New Town Center Development Project (Dependancy)* | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | ***1*** | ***2*** | ***3*** | ***4*** | ***5*** | ***6*** | ***7*** | | |
| *1* | *Development of Kahathuduwa Main highway in four lanes with pedestrian corridors* | | *4* | *3* | *3* | *4* | *4* | *3* | *21* | *2* |
| *2* | *Development of Colombo Horana Main highway in six lanes with pedestrian corridors* | *3* | | *4* | *3* | *4* | *4* | *3* | *21* | *2* |
| *3* | *Development of the existing road which connects Kahatuduwa road and Colombo Horana Road as a service road with 04 lanes and pedestrian corridor.* | *2* | *2* | | *3* | *4* | *4* | *3* | *18* | *4* |
| *4* | *Establishment of public Green Areas (Parks)* | *4* | *4* | *4* | | *4* | *4* | *3* | *23* | *1* |
| *5* | *Development of a luxury commercial center* | *3* | *3* | *2* | *3* | | *3* | *3* | *17* | *5* |
| *6* | *Construct Iconic Buildings for mixed development use* | *3* | *3* | *2* | *3* | *3* | | *3* | *17* | *5* |
| *7* | *Development of Kahathuduwa Main highway in four lanes with pedestrian corridors* | *3* | *3* | *4* | *3* | *3* | *3* | | *19* | *3* |

## *Godagama Town center Development Project*

| *Godagama New Town Center Development Project (Dependancy* | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | **1** | **2** | **3** | **4** | **5** | **6** | **7** | |
| 1 | *Development of the proposed by-roads* | | 1 | 1 | 0 | 1 | 0 | 1 | 4 |
| 2 | *Development of new service roads* | 1 | | 1 | 1 | 1 | 0 | 1 | 5 |
| 3 | *Mixed Development projects* | 1 | 1 | | 0 | 1 | 1 | 0 | 4 |
| 4 | *Establishment of public Green Areas (Parks)* | 1 | 1 | 1 | | 1 | 1 | 1 | 6 |
| 5 | *Development of Commercial Center* | 1 | 1 | 0 | 1 | | 1 | 0 | 4 |
| 6 | *Development of the Godagama Rail station and the bus stand using geo-indicators* | 1 | 0 | 1 | 1 | 1 | | 0 | 4 |
| 7 | *Development of public vehicle parking facility* | 0 | 1 | 1 | 1 | 1 | 0 | | 4 |

| *Godagama New Town Center Development Project (Social Impact)* | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | **1** | **2** | **3** | **4** | **5** | **6** | **7** | |
| 1 | *Development of the proposed by-roads* | | 5 | 5 | 2 | 5 | 3 | 3 | 23 |
| 2 | *Development of new service roads* | 3 | | 4 | 2 | 3 | 2 | 2 | 16 |
| 3 | *Mixed Development projects* | 3 | 4 | | 2 | 3 | 2 | 2 | 16 |
| 4 | *Establishment of public Green Areas (Parks)* | 4 | 5 | 5 | | 4 | 4 | 4 | 26 |
| 5 | *Development of Commercial Center* | 3 | 4 | 4 | 2 | | 3 | 3 | 19 |
| 6 | *Development of the Godagama Rail station and the bus stand using geo-indicators* | 4 | 4 | 4 | 4 | 3 | | 3 | 22 |
| 7 | *Development of public vehicle parking facility* | 3 | 4 | 4 | 3 | 4 | 3 | | 21 |

# Annxure 13 : Zonning Factor Calculation

***STEP NO: 01 –*** *Identification of Zones with Density Level & Promotional use of the zone*

| *Zone* | *Density* | *Promotional Use* | *Zone Name* |
|---|---|---|---|
| | *High* | *Commercial* | *High Density Commercial Zone 01* |
| | *High* | *Commercial* | *High Density Commercial Zone 02* |
| | *High* | *Commercial* | *High Density Commercial Zone 03* |
| | *Moderate* | *Residential* | *Moderate Density Residential Zone* |
| | *High* | *Science & Technology* | *High Density Science & Technology Zone 01* |
| | *High* | *High Tech Industries* | *High Density Science & Technology Zone 02* |
| | *Low* | *Residential* | *Low Density Residential Zone* |

***STEP NO: 02 –*** *Identification of Present Landuse Distribution and Prediction of Landuse Change by 2030*

| Zone Name | Commercial (sq.m.) | 2018 | 2030 | Residential (sq.m.) | 2018 | 2030 | Industrial (sq.m.) | 2018 | 2030 | Institutions (sq.m.) | 2018 | 2030 | Total | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Density Commercial Zone 1 (Homagama) | 343867 | 4.0% | 15.0% | 7632935 | 90% | 80% | 376851 | 4% | 2% | 145901 | 2% | 3% | 8499554 | 100.00% |
| High Density Commercial Zone 2 (Kahathuduwa) | 57440 | 1.7% | 10.0% | 3094454 | 93% | 87% | 82573 | 2% | 1% | 76152 | 2% | 2% | 3310619 | 100.00% |
| High Density Commercial Zone 3 (Godagama) | 3635 | 0.2% | 6.0% | 1963955 | 97% | 92% | 13539 | 1% | 0% | 39755 | 2% | 2% | 2020884 | 100.00% |
| Moderate Density Residential Zone | 165265 | 0.4% | 1.0% | 34306059 | 93% | 94% | 338837 | 1% | 0% | 2234436 | 6% | 5% | 37044597 | 100.00% |
| High Density Science & Technology Zone 1 | 15214 | 0.2% | 5.0% | 6997488 | 87% | 37% | 28047 | 0% | 18% | 984590 | 12% | 40% | 8025339 | 100.00% |
| High Density Science & Technology Zone 2 | 24961 | 0.3% | 0.8% | 7907882 | 92% | 82% | 586980 | 7% | 9% | 53010 | 1% | 9% | 8572833 | 100.00% |
| Low Density Residential Zone | 58711 | 0.4% | 0.6% | 12973906 | 91% | 94% | 1114965 | 8% | 4% | 148915 | 1% | 1% | 14296497 | 100.00% |

## ***STEP NO: 03 –*** *Calculation of existing Developable Lands of the area*

*Developable area = Total area - (Natural features + roads + railways + forest + agriculture lands + plantation) + vacant lands + Plantation conversion*

| *Zone* | *Developable lands* | *Road Area* | *Total Developable Area* |
|---|---|---|---|
| *High Density Commercial Zone 1(Homagama)* | *8499554.00* | *391131.00* | |
| *High Density Commercial Zone 2(Kahathuduwa)* | *3310619.00* | *245989.00* | |
| *High Density Commercial Zone 3(Godagama)* | *2020884.00* | *22586.00* | |
| *Moderate Density Residential Zone* | *37044597.00* | *1609841.00* | |
| *High Density Science & Technology Zone 1* | *8025339.00* | *289435.00* | |
| *High Density Science & Technology Zone 2* | *8572833.00* | *259688.00* | |
| *Low Density Residential Zone* | *14296497.00* | *511491.00* | |

## ***STEP NO: 04 –*** *Calculation of land area proposed to allocate for major landuses in 2030*

| *Zone* | *Developable area* | *Commercial (sq.m.)* | | *Residential (sq.m.)* | | *Industrial (sq.m.)* | | *Institutions (sq.m.)* | |
|---|---|---|---|---|---|---|---|---|---|
| *High Density Commercial Zone 1(Homagama)* | *8108423.00* | *15.0%* | *1216263.45* | *80%* | *6486738.40* | *2%* | *162168.46* | *3%* | *243252.69* |
| *High Density Commercial Zone 2(Kahathuduwa)* | *3064630.00* | *10.0%* | *306463.00* | *87%* | *2666228.10* | *1%* | *30646.30* | *2%* | *61292.60* |
| *High Density Commercial Zone 3(Godagama)* | *1998298.00* | *6.0%* | *119897.88* | *92%* | *1838434.16* | *0%* | *0.00* | *2%* | *39965.96* |
| *Moderate Density Residential Zone* | *35434756.00* | *1.0%* | *354347.56* | *94%* | *33308670.64* | *0%* | *0.00* | *5%* | *1771737.80* |
| *High Density Science & Technology Zone 1* | *7735904.00* | *5.0%* | *386795.20* | *37%* | *2862284.48* | *18%* | *1392462.72* | *40%* | *3094361.60* |
| *High Density Science & Technology Zone 2* | *8313145.00* | *0.8%* | *66505.16* | *82%* | *6833405.19* | *9%* | *706617.33* | *9%* | *706617.33* |
| *Low Density Residential Zone* | *13785006.00* | *0.6%* | *82710.04* | *94%* | *13013045.66* | *4%* | *551400.24* | *1%* | *137850.06* |

***STEP NO: 05 –*** *Calculation of land area proposed to allocate for major landuses in 2030*

| Zone | Plot Coverage | Commercial (sq.m.) | commercial Developable Footprint | Plot Coverage | Residential (sq.m.) | residential Developable Footprint | Plot Coverage | Industrial (sq.m.) | Industrial Developable Foot print | Plot Coverage | Institutions (sq.m.) | Institutional Developable foot print | total developable foot print |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| High Density Commercial Zone 1(Homagama) | 65 | 1,216,263.45 | 790,571.24 | 65 | 6,486,738.40 | 4,216,379.96 | 65 | 162,168.46 | 105,409.50 | 65 | 243,252.69 | 158,114.25 | 5,270,474.95 |
| High Density Commercial Zone 2(Kahathuduwa) | 65 | 306,463.00 | 199,200.95 | 65 | 2,666,228.10 | 1,733,048.27 | 65 | 30,646.30 | 19,920.10 | 65 | 61,292.60 | 39,840.19 | 1,992,009.50 |
| High Density Commercial Zone 3(Godagama) | 65 | 119,897.88 | 77,933.62 | 65 | 1,838,434.16 | 1,194,982.20 | 65 | - | - | 65 | 39,965.96 | 25,977.87 | 1,298,893.70 |
| Moderate Density Residential Zone | 55 | 354,347.56 | 194,891.16 | 55 | 33,308,670.64 | 18,319,768.85 | 55 | - | - | 50 | 1,771,737.80 | 885,868.90 | 19,400,528.91 |
| High Density Science & Technology Zone 1 | 65 | 386,795.20 | 251,416.88 | 55 | 2,862,284.48 | 1,574,256.46 | 65 | 1,392,462.72 | 905,100.77 | 65 | 3,094,361.60 | 2,011,335.04 | 4,742,109.15 |
| High Density Science & Technology Zone 2 | 65 | 66,505.16 | 43,228.35 | 55 | 6,833,405.19 | 3,758,372.85 | 65 | 706,617.33 | 459,301.26 | 65 | 706,617.33 | 459,301.26 | 4,720,203.73 |
| Low Density Residential Zone | 50 | 82,710.04 | 41,355.02 | 45 | 13,013,045.66 | 5,855,870.55 | 50 | 551,400.24 | 275,700.12 | 45 | 137,850.06 | 62,032.53 | 6,234,958.21 |

### ***STEP NO: 06 –*** *Calculation of Developable floor area in 2030*

| *Zone* | *Above 10* | *developable FAR* | *10 to 8* | *developable FAR* | *7 to 5* | *developable FAR* | *4 to 2* | *developable FAR* | *single* | *developable FAR* | *Total developable foot print* | *Total developable floor area* |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| *High Density Commercial Zone 1(Homagama)* | *2%* | *1,264,913.99* | *2%* | *948,685.49* | *28%* | *8,854,397.92* | *32%* | *5,059,655.95* | *36%* | *1,897,370.98* | *5,270,474.95* | *18,025,024.33* |
| *High Density Commercial Zone 2(Kahathuduwa)* | *1%* | *239,041.14* | *2%* | *358,561.71* | *25%* | *2,988,014.25* | *30%* | *1,792,808.55* | *42%* | *836,643.99* | *1,992,009.50* | *6,215,069.64* |
| *High Density Commercial Zone 3(Godagama)* | *1%* | *155,867.24* | *2%* | *233,800.87* | *22%* | *1,714,539.68* | *28%* | *1,091,070.71* | *47%* | *610,480.04* | *1,298,893.70* | *3,805,758.54* |
| *Moderate Density Residential Zone* | *0%* | - | *1%* | *1,746,047.60* | *20%* | *23,280,634.69* | *25%* | *14,550,396.68* | *54%* | *10,476,285.61* | *19,400,528.91* | *50,053,364.59* |
| *High Density Science & Technology Zone 1* | *3%* | *1,707,159.29* | *5%* | *2,133,949.12* | *42%* | *11,950,115.06* | *35%* | *4,979,214.61* | *15%* | *711,316.37* | *4,742,109.15* | *21,481,754.46* |
| *High Density Science & Technology Zone 2* | *1%* | *566,424.45* | *1%* | *424,818.34* | *15%* | *4,248,183.36* | *48%* | *6,797,093.37 v* | *35%* | *1,652,071.31* | *4,720,203.73* | *13,688,590.82* |
| *Low Density vResidential Zone* | *0%* | - | *0%* | - | *0%* | - | *35%* | *6,546,706.12* | *65%* | *4,052,722.84* | *6,234,958.21* | *10,599,428.96* |

### ***STEP NO: 07 –*** *Calculation of Zone Factor in 2030*

| *Total developable floor space* | *Total Developable Area* | *Zone Factor* |
|---|---|---|
| *18,025,024.33* | *8,199,580.40* | *2.2* |
| *6,215,069.64* | *3,064,630.00* | *2.0* |
| *3,805,758.54* | *1,998,298.00* | *1.9* |
| *50,053,364.59* | *35,565,434.20* | *1.4* |
| *21,481,754.46* | *7,936,103.30* | *2.7* |
| *13,688,590.82* | *8,332,195.00* | *1.6* |
| *10,599,428.96* | *13,785,006.00* | *0.8* |

## Annxure 14 : Coordinating Agencies

1. *Sri Lanka Land Reclamation and Development Corporation*
2. *Department of Irrigation*
3. *Central Environment Authority*
4. *Urban Development Authority*
5. *Relevant Local Authority / Institutions*
6. *Department of Forest Conservation*
7. *Department of Wildlife Conservation*
8. *National Building Research Organization*
9. *Department of Agrarian Development*
10. *Department of Archeology*
11. *National Aquatic Resources Research and Development Authority.*
12. *Geological Survey and Mines Bureau*
13. *Western Privice Provincial Council*
14. *Water Resources Board*
15. *Aquaculture Development Authority*
16. *Ceylon Electricity Board*
17. *Department of Buildings of Sri Lanka*
18. *Road Development Authority*
19. *Department of Fisheries and Aquatic Resources*
20. *Sri Lanka Navy*
21. *District Secretary and Divisional Secretary*

# Annxure 15 : High-density commercial zone I - Zoning boundaries

## *15.I). North:*

A line drawn from point 0 to point 1 marking the northern boundary of Galawilawatta North Grama Niladhari Division (GND), thence to point 19 marking the northern boundary of Homagama South GND and thence to the northern boundary of Homagama North GND (along the boundary canal).

## *15.II). East:*

From the last point mentioned above, the eastern boundary of the Homagama North GND to the eastern boundary of the Homagama East GND (along the field adjacent to the Pita Ela to the point where it meets Denzil Kobbekaduwa Mawatha) From the point where the high level road intersects, along the Mawatgama road, Homagama town, from the Wangurudeniya velaya boundary of the GND to Krushi Mawatha, along that road to 18, from there to 6, from there to 17, from there to 7, 16, from there to the line drawn (Katwana Induruwela GND , bordering the Mahawila Pin canal)

## *15.III). South:*

From the last point mentioned above, the line drawn up to the point 16 bordering Heraliagaha Kumburu Yaya in Katuwana GND, and from there to point 5 bordering Niandagala Wela – Meda Canal.

## *15.IV). West:*

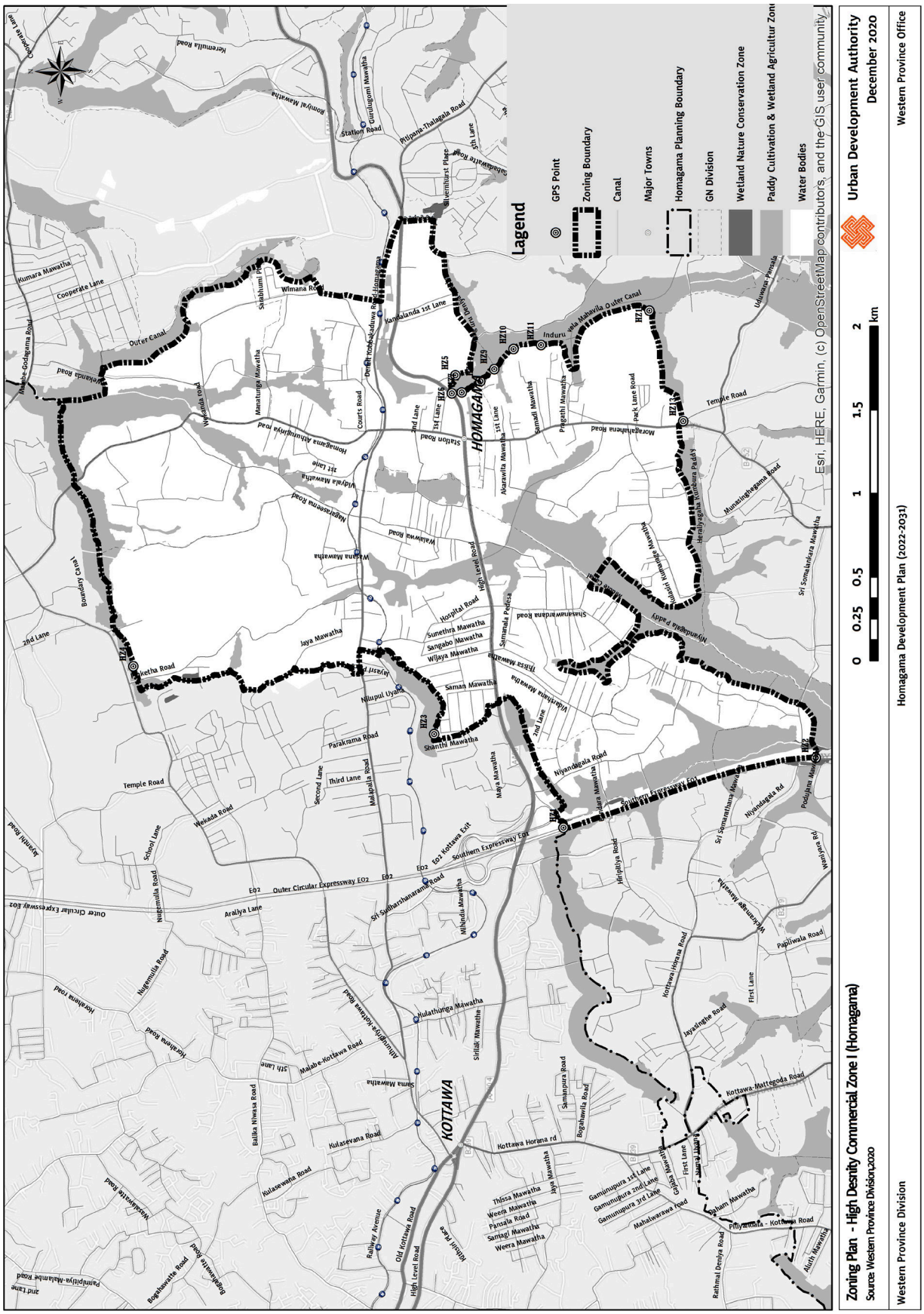
The area bounded by a line drawn along the centre line of the highway from the last-mentioned boundary to 0 (the starting point).

The boundaries described above are indicated by map number 1.

| *Coordinates - High Density Commercial Zone I* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *0* | *79° 58' 55.615" E* | *6° 50' 9.009" N* |
| *1* | *79° 59' 14.998" E* | *6° 50' 34.163" N* |
| *2* | *79° 59' 23.318" E* | *6° 51' 29.129" N* |
| *3* | *80° 0' 18.633" E* | *6° 51' 47.391" N* |
| *4* | *79° 59' 56.558" E* | *6° 51' 40.674" N* |
| *5* | *79° 59' 9.545" E* | *6° 49' 20.486" N* |
| *6* | *80° 0' 24.768" E* | *6° 50' 6.540" N* |
| *7* | *80° 0' 35.522" E* | *6° 49' 52.173" N* |
| *8* | *79° 59' 47.704" E* | *6° 50' 0.571" N* |
| *9* | *80° 0' 32.015" E* | *6° 51' 19.675" N* |
| *10* | *80° 0' 41.265" E* | *6° 50' 59.470" N* |
| *11* | *80° 0' 37.829" E* | *6° 50' 44.536" N* |

| *Coordinates - High Density Commercial Zone I* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *12* | *80° 0' 53.723" E* | *6° 50' 40.823" N* |
| *13* | *79° 59' 27.704" E* | *6° 50' 9.733" N* |
| *14* | *79° 59' 25.795" E* | *6° 50' 48.420" N* |
| *15* | *79° 59' 22.620" E* | *6° 51' 10.683" N* |
| *16* | *79° 59' 41.226" E* | *6° 49' 43.169" N* |
| *17* | *80° 0' 33.643" E* | *6° 50' 3.863" N* |
| *18* | *80° 0' 29.218" E* | *6° 50' 25.193" N* |
| *19* | *79° 59' 33.610" E* | *6° 51' 35.534" N* |
| *20* | *80° 0' 25.611" E* | *6° 51' 34.215" N* |
| *21* | *79° 59' 23.612" E* | *6° 50' 0.080" N* |
| *22* | *79° 59' 27.816" E* | *6° 49' 46.601" N* |

*Map 1 : High-Density Commercial Zone I (Homagama)*



# Annxure 16 : High-Density Commercial Zone II (Kahathuduwa)

## *16.I). Northern Boundary:*

From the point 22 to the southeast of the Kudamaduwa – Siyambalagoda road, the center line of that road and point where the center line of the road to Polgasowita road intersects, form there along the centerline of the Jayaliyagama road the point where the centerline of the Polgasowita road intersects, and the centerline of the Jayaliyagama road to point 29 from there along the paddy border located at the right side of the road and along Kirigampamunuwa GND boundary, from there along the center line of the southern expressway to the North direction, then till meet the intersection point where the center line of both Kottawa – Thalagala (Via Diyagama) and Southern expressway,
From there along the GND boundary of Deepangoda at the paddy boundary where located at the right side of the Horana road and then until meet the intersection point of the center line of the Panchnchasara Mawataha (Hathhalgoda road) and the center line of the Horana – Diyagama road, from there towards North -Eastern direction, to the point where meet the line which drawn to the intersection point of center line of both Horana – Diyagama road and Crown Crescent road.

## *16.II).East boundary:*

From the last-mentioned point in 16.1.I) along the Crown Crescent Road to the 7th point and from there to the Sothern direction along the boundary of paddy field where located at the right side of the road to the point 8, from there along the Horana road towards the south-west to the point where the center line of the Horana road and the center line of the Kahathuduwa - Diyagama road border on the border of the paddy fields on the right side and along the road where the land and paddy fields are separated on the right side of the Kahathuduwa - Diyagama road From point 23, proceed along the center line of the Kahathuduwa road, up to the point of intersection of the eastern side road and the Kahathuduwa - Diyagama road, from there along the sub road parallel to the new sub road that meets the boundary of the farm, and from there along the center line of the sub road from the point 25 to the point where the center line of Pragati Mawatha intersects the center line of Pragati Mawatha along the circular road parallel to the boundary of the field parallel to the Kirivantuduwa GND, from there along the sub road parallel to the border of paddy field to the new sub road, from there along Pragati Mawatha towards the south-east from the center of the sub road to the point where the center line of the Colombo-Horana road intersects, and from there to the center of Thewatta road along the boundary of Kahathuduwa South GND, the line drawn up to the point where the line intersects.

## *16.III). Southern Boundary:*

From the last point mentioned in b. II.) from the point referred to in the last line from Thewatte to the middle line of Weniwalakola, Koralima and Thewatte road and from there from Weniwalakola-Koralima road to the point 20, from there, line drawn from right up to the point where the Southern Expressway crosses the paddy field.

*16.IV). West boundary:*

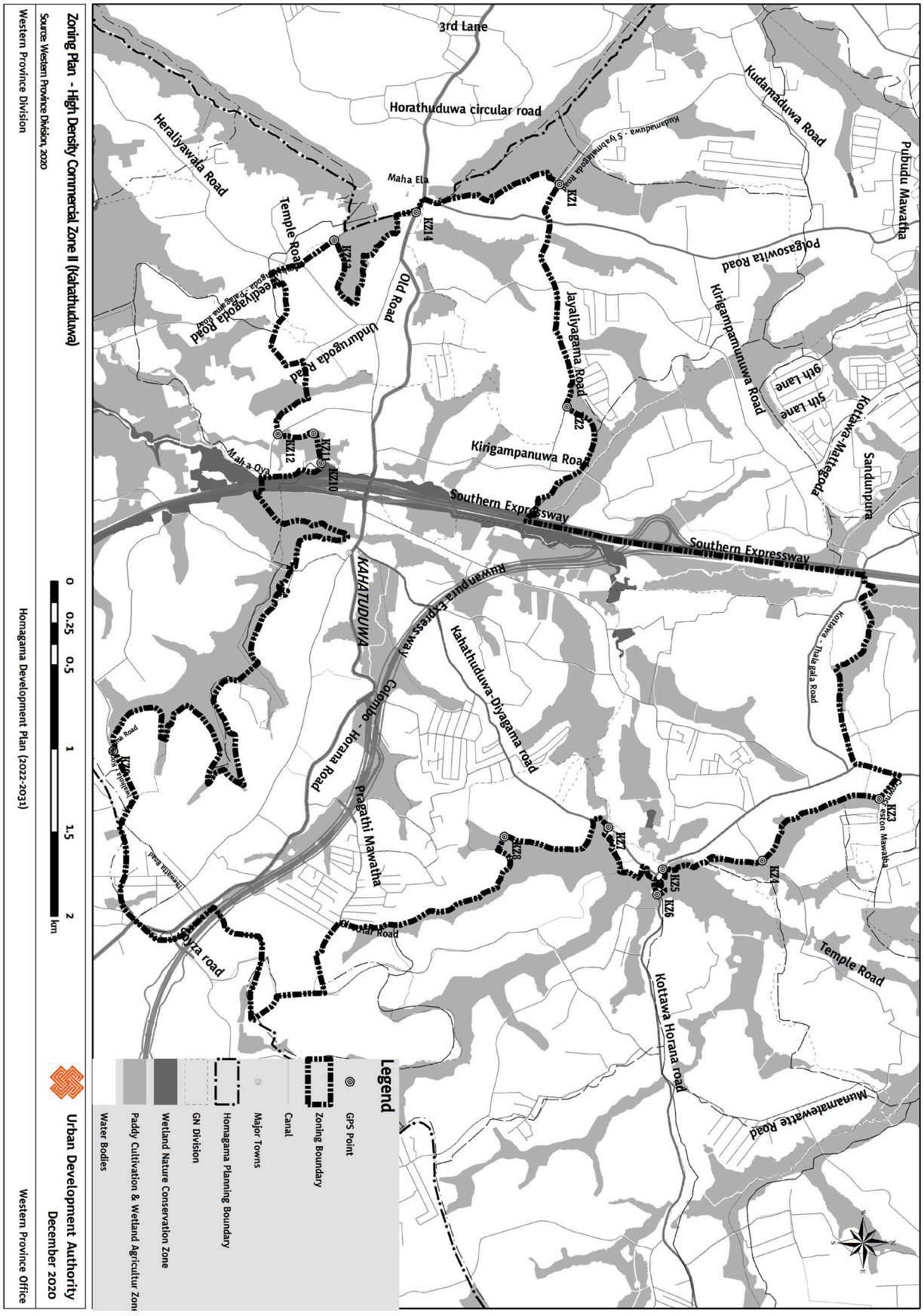
Travel along the stream Called "Kalu Ganga" sub stream to the point 31, from there, travel towards point 32, then along the paddy boundary which meet turning to the South West direction. The road leading to the Uduhurugoda road crosses the paddy fields and from there to the middle line of Uduhurugoda towards the middle line, the road that crosses the Ambalangoda-Palagama road from there onwards from Ambalangoda - Palagama road towards Welakumbura road, 2 and from there onwards along the paddy fields point 30 Colombo-Horana Road crosses the Maha Ela which is located in the lagoon, 22 the area rounded by the line drawn up to the starting point.

The boundaries described above are indicated by map number 2.

| *Coordinates – High Density Commercial Zone II* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *0* | *80° 0' 10.354" E* | *6° 46' 32.709" N* |
| *1* | *79° 59' 54.455" E* | *6° 46' 14.410" N* |
| *2* | *79° 58' 1.209" E* | *6° 46' 56.086" N* |
| *3* | *79° 57' 53.847" E* | *6° 47' 26.939" N* |
| *4* | *79° 58' 55.568" E* | *6° 47' 33.278" N* |
| *5* | *79° 59' 6.036" E* | *6° 48' 38.950" N* |
| *6* | *79° 59' 23.970" E* | *6° 48' 32.393" N* |
| *7* | *79° 59' 44.760" E* | *6° 48' 45.466" N* |
| *8* | *80° 0' 7.856" E* | *6° 47' 58.618" N* |
| *9* | *80° 0' 0.445" E* | *6° 47' 29.887" N* |
| *10* | *80° 0' 14.964" E* | *6° 47' 0.958" N* |
| *11* | *79° 59' 53.695" E* | *6° 48' 21.030" N* |
| *12* | *79° 58' 7.656" E* | *6° 46' 43.813" N* |
| *13* | *79° 58' 59.160" E* | *6° 46' 58.468" N* |
| *14* | *79° 58' 24.569" E* | *6° 46' 50.033" N* |
| *15* | *79° 59' 9.946" E* | *6° 46' 46.578" N* |
| *16* | *79° 59' 26.922" E* | *6° 46' 34.483" N* |
| *17* | *79° 59' 48.530" E* | *6° 46' 39.314" N* |
| *18* | *79° 59' 47.539" E* | *6° 46' 30.683" N* |

| *Coordinates – High Density Commercial Zone II* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *19* | *79° 59' 31.524" E* | *6° 46' 26.951" N* |
| *20* | *79° 59' 37.157" E* | *6° 46' 13.164" N* |
| *21* | *79° 59' 2.450" E* | *6° 48' 12.023" N* |
| *22* | *79° 57' 50.451" E* | *6° 47' 39.735" N* |
| *23* | *79° 59' 53.398" E* | *6° 47' 46.126" N* |
| *24* | *80° 0' 32.110" E* | *6° 46' 40.220" N* |
| *25* | *79° 59' 53.123" E* | *6° 47' 21.837" N* |
| *26* | *80° 0' 27.501" E* | *6° 46' 44.984" N* |
| *27* | *80° 0' 26.888" E* | *6° 46' 54.230" N* |
| *28* | *80° 0' 19.435" E* | *6° 46' 52.536" N* |
| *29* | *79° 58' 35.730" E* | *6° 47' 44.633" N* |
| *30* | *79° 57' 51.971" E* | *6° 47' 14.533" N* |
| *31* | *79° 58' 38.525" E* | *6° 46' 52.590" N* |
| *32* | *79° 58' 31.763" E* | *6° 46' 51.064" N* |
| *33* | *79° 58' 50.026" E* | *6° 46' 40.960" N* |
| *34* | *80° 0' 15.187" E* | *6° 46' 20.148" N* |
| *35* | *80° 0' 11.116" E* | *6° 47' 17.285" N* |
| *36* | *80° 0' 5.582" E* | *6° 47' 51.844" N* |
| *37* | *80° 0' 16.991" E* | *6° 46' 42.139" N* |

*Map 2 : High-Density Commercial Zone I (kahathuduwa)*



## Annxure 17 : High-Density Commercial Zones III (Godagama) - Zoning Boundaries

### *17.I). Northern Boundary:*

The line drawn from the point 6 to the center line of the Keremulla sub road to the intersection point where crossing the centerline of the Malambe - Godagama road and Keremulla road, from there along Godagama road to the South-East direction towards the intersection point which cross the center line of Kompayahena road and center line of Godagama road and form there along the Kompayahena road to the intersection point where centerline of Lionel Jayasinghe Mawatha crossing the center line of Kompayahena road.

### *17.II). East boundary:*

The line was drawn up to the point at which Kelani Valley railway, from the last point mentioned, along the Lyonel Jayasinghe Mawatha towards the South direction where that road cross the center line of the High-level Road, form there, along that sub road where meet the point 5 up to the paddy field located at the end line of residential cluster through the point 0, from there, along the paddy field up to the cross point which centerline to the by-passing way to the Godagama -Padukka road to the point to the South West direction, and from there on the South East side of the Padukka road to point 4.

### *17.III) Southern borders:*

The line is drawn from the point mentioned above to the Godagamagewatta road cross of Kelani Valley railway line.

### *17.iv) West boundary:*

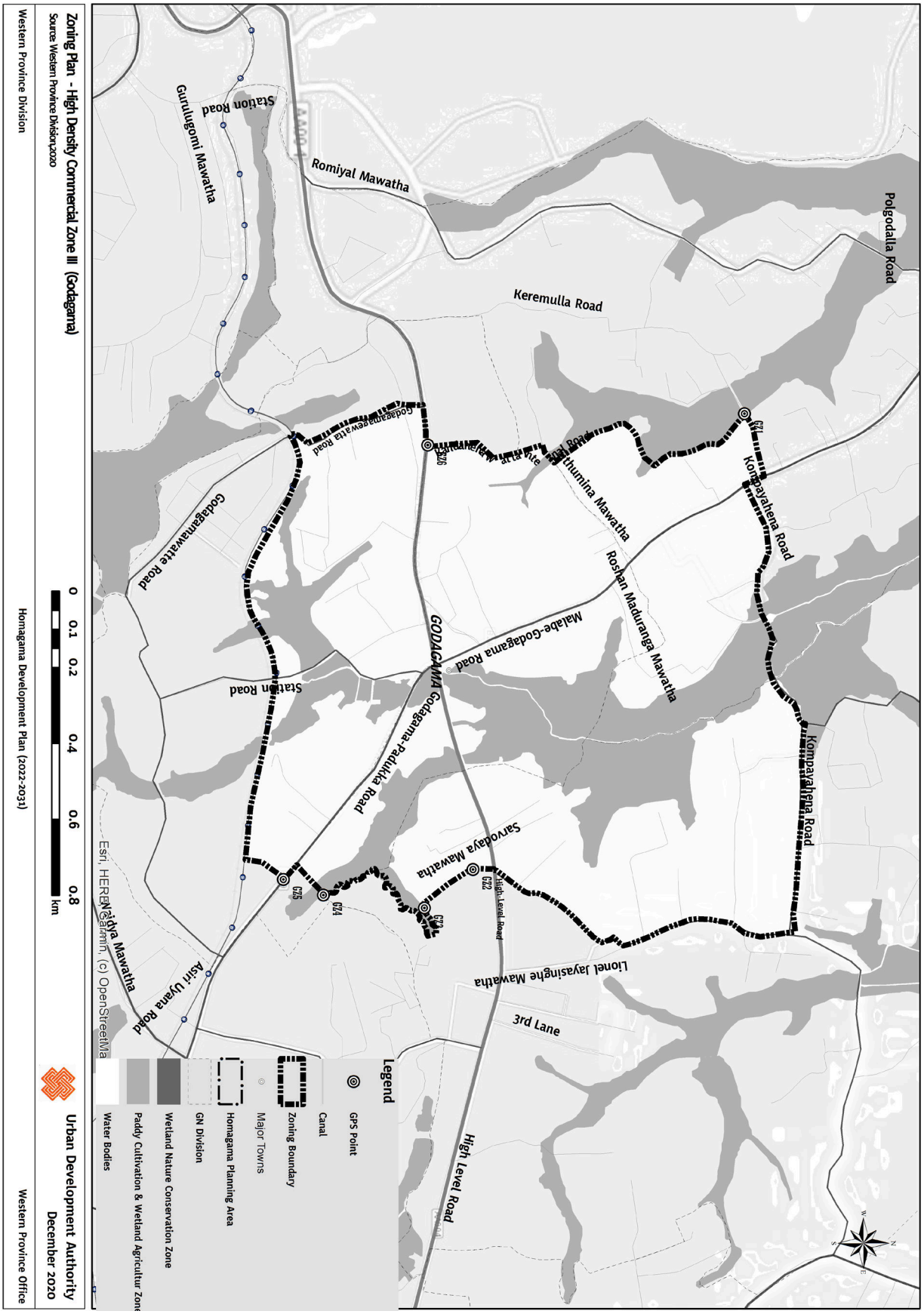
From the last point mentioned above the center line of the Godagamage watta road crossed along the High-Level Road to the point where the line is crossed and from there on the center line of High-Level Road from point 1 and from the Kandehenawaththa road, which starts at the beginning of the line surrounded by the line starting from the boundary of the Sithumina Road to the paddy fields.

The above-mentioned zoning boundaries are indicated by Map No. 3.

| *Coordinates – High Density Commercial Zone III* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *0* | *80° 2' 15.241" E* | *6° 51' 11.017" N* |
| *1* | *80° 1' 39.269" E* | *6° 51' 5.280" N* |
| *2* | *80° 1' 40.608" E* | *6° 50' 54.540" N* |
| *3* | *80° 1' 58.134" E* | *6° 50' 52.265" N* |
| *4* | *80° 2' 14.474" E* | *6° 50' 49.814" N* |
| *5* | *80° 2' 15.237" E* | *6° 51' 0.766" N* |

| *Coordinates – High Density Commercial Zone III* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *6* | *80° 1' 36.577" E* | *6° 51' 32.434" N* |
| *7* | *80° 2' 19.431" E* | *6° 51' 29.360" N* |
| *8* | *80° 1' 37.803" E* | *6° 51' 20.657" N* |
| *9* | *80° 2' 21.259" E* | *6° 51' 19.954" N* |
| *10* | *80° 1' 55.462" E* | *6° 51' 34.779" N* |

*Map 3 : High Density Commercial Zone III (Godagama)*



## Annxure 18 : Medium Density Residential Zone – Zoning Boundaries

*SECTION A*

### *18.A.i) Northern Boundary:*

From the point 8 of Godawela Canal to on the boarder of Godawela paddy field, to the point 7, then Ambalangoda – Palagama road via Undurugoda road and Ambalangoda – Palagama road and from there to Undurugoda road up to the point where the centreline of Udugawatta road and centreline of Udagewatta road crossed, from there, to the North direction of Udagewatta road or Undurugoda and then along the paddy boundary to the point 18 and then along the Maha Oya crossing the Southern Expressway, the drawn line along the boundary Delgasyāya paddy field to the point 17.

### *18.A.ii) Southern Border:*

From the last-mentioned point along the Thewatta road which is the boundary of Weniwelkola GND, parallel to the Korala boundary canal and the Diyakada junction along the Vidiyagoda Ambalangoda road then to North West direction to Koralaima boundary canal and then line was drawn to the cross point which along on the boarder of Palagama GND and Soda Ela of Heraliyawala GND and Godawela Ela.

### *18.A.iii) West boundary:*

The boundary line was drawn from the last-mentioned point along the boundary of the Maha Oya to the starting point along the boundary of the GND of Heraliyawala and the boundary of the Godawele Canal.

The above-mentioned zoning boundaries are indicated by Map No. 4

| *Coordinates - Medium Density Residential Zone A* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *0* | *79° 59' 54.455" E* | *6° 46' 14.410" N* |
| *1* | *79° 59' 14.309" E* | *6° 45' 43.075" N* |
| *2* | *79° 58' 37.736" E* | *6° 45' 29.527" N* |
| *3* | *79° 57' 59.787" E* | *6° 45' 36.432" N* |
| *4* | *79° 57' 13.730" E* | *6° 45' 31.599" N* |
| *5* | *79° 57' 3.035" E* | *6° 45' 45.899" N* |
| *6* | *79° 57' 23.424" E* | *6° 46' 15.733" N* |
| *7* | *79° 58' 1.209" E* | *6° 46' 56.086" N* |
| *8* | *79° 57' 40.719" E* | *6° 46' 44.194" N* |
| *9* | *79° 58' 7.656" E* | *6° 46' 43.813" N* |
| *10* | *79° 58' 59.160" E* | *6° 46' 58.468" N* |
| *11* | *79° 58' 24.569" E* | *6° 46' 50.033" N* |

| *Coordinates - Medium Density Residential Zone A* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *12* | *79° 59' 9.946" E* | *6° 46' 46.578" N* |
| *13* | *79° 59' 26.922" E* | *6° 46' 34.483" N* |
| *14* | *79° 59' 48.530" E* | *6° 46' 39.314" N* |
| *15* | *79° 59' 47.539" E* | *6° 46' 30.683" N* |
| *16* | *79° 59' 31.524" E* | *6° 46' 26.951" N* |
| *17* | *79° 59' 37.157" E* | *6° 46' 13.164" N* |
| *18* | *79° 58' 38.525" E* | *6° 46' 52.590" N* |
| *19* | *79° 58' 31.763" E* | *6° 46' 51.064" N* |
| *20* | *79° 58' 50.026" E* | *6° 46' 40.960" N* |
| *21* | *79° 59' 31.165" E* | *6° 46' 4.263" N* |
| *22* | *79° 57' 36.608" E* | *6° 45' 28.311" N* |

## SECTION B

### 18.B.i) Northern Boundary:

A line was drawn from the centreline of the Polgasowita road (Kottawa – Mattegoda road) which intersects the boundaries of Kitulhena and Hiripitiya GND, along the Kuda Ela bounding the Hiripitiya GND to the point 0 (High density commercial zone 1) on the Southern Expressway.

### 18.B.ii) East Boundaries:

The line is drawn from the last intersection point to the point where the Maha Oya and southern expressway intersects.

### 18.B.iii) Southern Boundary:

The line is drawn from the last intersection point to the point where along Maha Ela and Hangavila Paddy field to the point 13 through Kudamaduwa or Kirigampamunuwa road and Jayaliyagama road intersect with Polgasowita road.

### 18.B.iv) West boundary:

From there the Kudamaduwa-Siyambalagoda road crosses the Polgasowita road and the Kodamaduwa-Siyambalagoda road bounded by the point 12 to the Oluupattava yaya paddy field boundary to the Henegamwila paddy field along the line drawn to the starting point.

The above-mentioned zoning boundaries are indicated by Map No. 5

| *Coordinates - Medium Density Residential Zone B* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *0* | *79° 57' 53.847" E* | *6° 47' 26.939" N* |
| *1* | *79° 57' 1.265" E* | *6° 48' 32.577" N* |
| *2* | *79° 57' 4.592" E* | *6° 49' 4.672" N* |
| *3* | *79° 57' 32.177" E* | *6° 49' 28.957" N* |
| *4* | *79° 58' 2.553" E* | *6° 49' 33.775" N* |
| *5* | *79° 57' 18.252" E* | *6° 47' 56.227" N* |
| *6* | *79° 58' 25.911" E* | *6° 50' 3.144" N* |
| *7* | *79° 58' 13.526" E* | *6° 47' 39.370" N* |
| *8* | *79° 58' 55.568" E* | *6° 47' 33.278" N* |
| *9* | *79° 59' 6.036" E* | *6° 48' 38.950" N* |

| *Coordinates - Medium Density Residential Zone B* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *10* | *79° 59' 9.545" E* | *6° 49' 20.486" N* |
| *11* | *79° 59' 3.775" E* | *6° 49' 45.490" N* |
| *12* | *79° 57' 50.451" E* | *6° 47' 39.735" N* |
| *13* | *79° 58' 35.730" E* | *6° 47' 44.633" N* |
| *14* | *79° 57' 46.733" E* | *6° 49' 43.164" N* |
| *15* | *79° 58' 10.360" E* | *6° 49' 56.067" N* |
| *16* | *79° 57' 53.668" E* | *6° 49' 49.792" N* |
| *17* | *79° 58' 9.437" E* | *6° 49' 44.415" N* |
| *18* | *79° 57' 51.971" E* | *6° 47' 14.533" N* |
| *19* | *79° 57' 38.243" E* | *6° 47' 38.657" N* |

## SECTION C

### 18.C.i) Northern Boundary:

A line is drawing from the northern boundary of the Habarakada North GND to the Maha Canal via the Maha Wela to the Meegasmulla GN Division.

### 18.C.ii) East Boundaries:

The line is drawn from the last-mentioned point along the boundary of the Meegasmulla Yaya to the Maha Ela via the Hettige Ela and along the point 30 of Weli Kumbura Yaya boundary to the Wana Paddy field with Mada Ela to the point 9.

### 18.C.iii) Southern Boundary:

From the last-mentioned point along the Kampayahahena road to the point where the centre line of Godagama-Padukka road intersects, and thence to the point 8, thence to the point 7 along the Kudaluwawayaya boundary to the point where the Pitipana-Thalagala road intersects.

### 18.C.iv) West Boundary:

From the last-mentioned point, go along the High-Level Road and Denzil Kobbekaduwa Mawatha parallel to the Kelani Valley Railway line to the Army Camp boundary of Panagoda East GND and then to the point where the 190-bus route intersects with the Athurugiriya village boundary. Thearea around the line drawn to the start point.

The above-mentioned zoning boundaries are indicated by Map No. 6.

| *Coordinates - Medium Density Residential Zone C* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *0* | *80° 0' 18.633" E* | *6° 51' 47.391" N* |
| *1* | *80° 0' 24.184" E* | *6° 52' 43.328" N* |
| *2* | *80° 0' 46.338" E* | *6° 53' 19.180" N* |
| *3* | *80° 1' 15.463" E* | *6° 53' 22.058" N* |
| *4* | *80° 1' 6.520" E* | *6° 53' 39.657" N* |
| *5* | *80° 1' 20.624" E* | *6° 52' 51.171" N* |
| *6* | *80° 1' 58.125" E* | *6° 52' 52.367" N* |
| *7* | *80° 1' 39.269" E* | *6° 51' 5.280" N* |
| *8* | *80° 1' 36.577" E* | *6° 51' 32.434" N* |
| *9* | *80° 2' 3.062" E* | *6° 51' 39.184" N* |
| *10* | *80° 1' 36.541" E* | *6° 52' 14.244" N* |
| *11* | *80° 1' 16.486" E* | *6° 52' 29.915" N* |
| *12* | *80° 0' 32.015" E* | *6° 51' 19.675" N* |
| *13* | *80° 0' 41.265" E* | *6° 50' 59.470" N* |
| *14* | *80° 0' 37.829" E* | *6° 50' 44.536" N* |
| *15* | *80° 1' 40.305" E* | *6° 52' 41.105" N* |
| *16* | *80° 0' 53.723" E* | *6° 50' 40.823" N* |

| *Coordinates - Medium Density Residential Zone C* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *17* | *80° 2' 0.046" E* | *6° 51' 45.427" N* |
| *18* | *80° 1' 20.634" E* | *6° 52' 39.211" N* |
| *19* | *80° 0' 17.828" E* | *6° 52' 1.233" N* |
| *20* | *80° 1' 17.675" E* | *6° 50' 54.891" N* |
| *21* | *80° 1' 1.782" E* | *6° 50' 52.111" N* |
| *22* | *80° 0' 33.339" E* | *6° 53' 3.374" N* |
| *23* | *80° 1' 35.931" E* | *6° 52' 54.553" N* |
| *24* | *80° 0' 19.507" E* | *6° 52' 24.867" N* |
| *25* | *80° 1' 3.378" E* | *6° 50' 44.500" N* |
| *26* | *80° 1' 23.224" E* | *6° 52' 16.425" N* |
| *27* | *80° 1' 27.845" E* | *6° 52' 34.797" N* |
| *28* | *80° 1' 23.096" E* | *6° 53' 9.639" N* |
| *29* | *80° 1' 42.082" E* | *6° 52' 51.014" N* |
| *30* | *80° 1' 51.726" E* | *6° 51' 44.870" N* |
| *31* | *80° 1' 37.803" E* | *6° 51' 20.657" N* |
| *32* | *80° 1' 55.462" E* | *6° 51' 34.779" N* |
| *33* | *80° 0' 25.611" E* | *6° 51' 34.215" N* |

## *SECTION D*

### *18.D.i) Northern Boundary:*

Intersection of Central Canal along Sri Somalankara Mawatha, Niyandagalawela boundary, point 5 to point 53, then along paddy field parallel to the Induruwela Mahwila Pita Ela to points 22 and 21, and then along point 17 through the cross point of High Level road and Pitipana - Thalagala road through Vanaguru Deniya, from there traveling to the cross point of Godagamagewatta road and Kelaniweli railway From there, orderly continue traveling to the High Level Road in through points 20 and 16, along that High-Level Road to the point where it intersects with the Meegoda Road, and then back to the High-Level Road along the boundary of paddy field.

### *18.D.ii) East Boundaries:*

Crossing the high-level road along the Katukitula Deniya paddy field crossing the High-Level Road along the Mahedeniya paddy border up to Padukka road, from there, along the Radagewatta paddy border and the boundary of Owitigama GND, through the Owitigama Mada Ela and point 49, traveling to the point 36 at the border of Muththettuwa Maha Kumbura, then along the paddy field which meet, traveling the point 37 and then along the paddy field to point 13, from there to the intersection of along the Temple Junction – Kajungahadeniya road and Pitipana Thalagala road, then along the Pitipana Thalagala road to the intersection point of Homagama PS boundary with the said road and the line drawn along PS boundary.

### *18.D.iii) Southern Boundary:*

From the last-mentioned point along the Dangaha paddy field and Depa Ela along Pragathi Mawatha, thence along the Pragathi Mawatha roundabout to the point of roundabout from Puwakgahawila paddy field along point 29, then accordingly along the point 25,51, 8 to the Homagama-Diyagama road and then to the intersection of Hathhalahagoda road to the south border along the line drawn via Deepangoda paddy field to the point where the Southern Expressway intersects.

### *18.D.iv) West Boundary:*

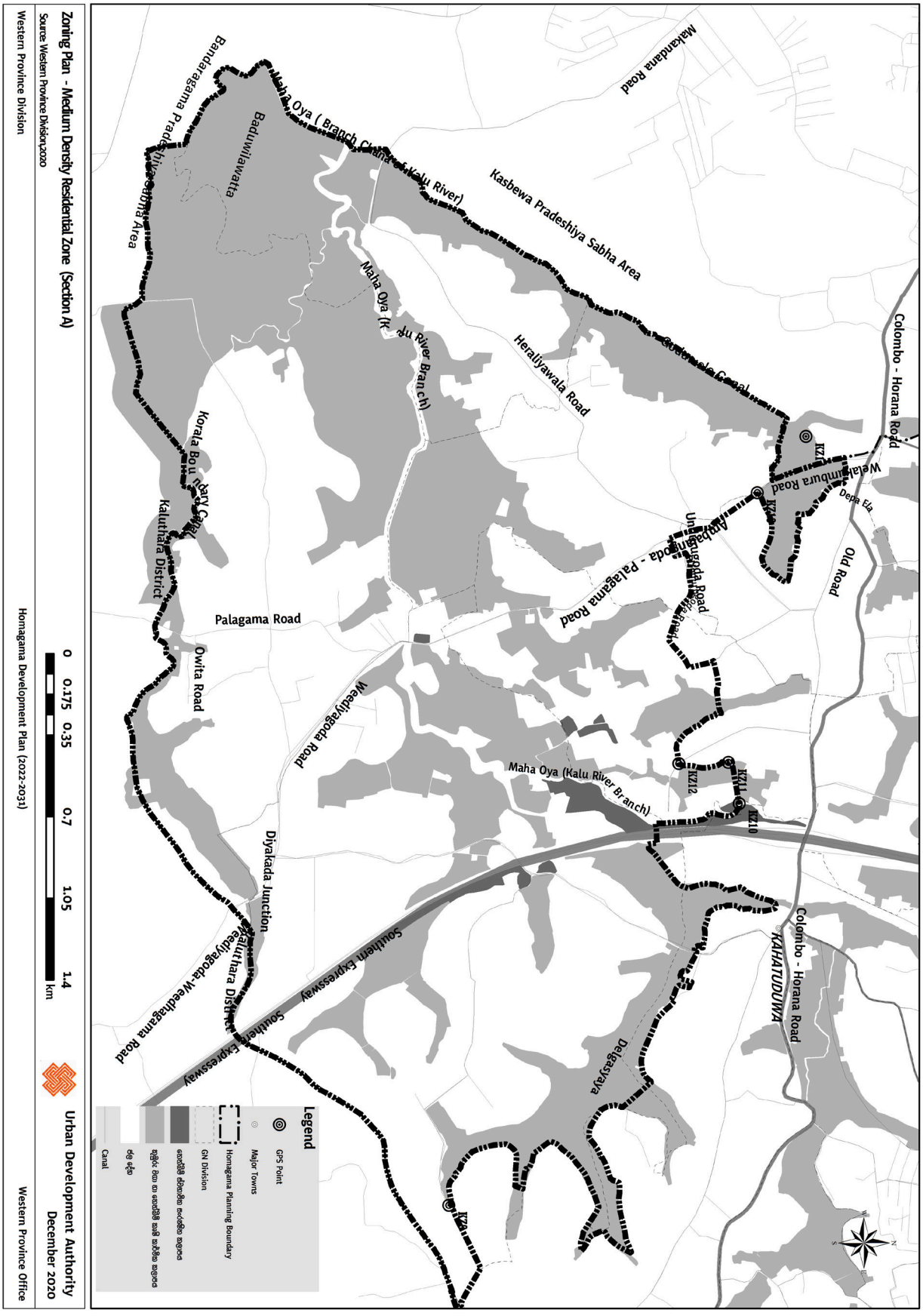
The boundary line is drawn from the endpoint to the Southern highway from Point 5, thence to the starting point along the boundary of Niyandagalawela and the Heraliyagaha paddy field.

The above-mentioned zoning boundaries are mapped by Map No. 7

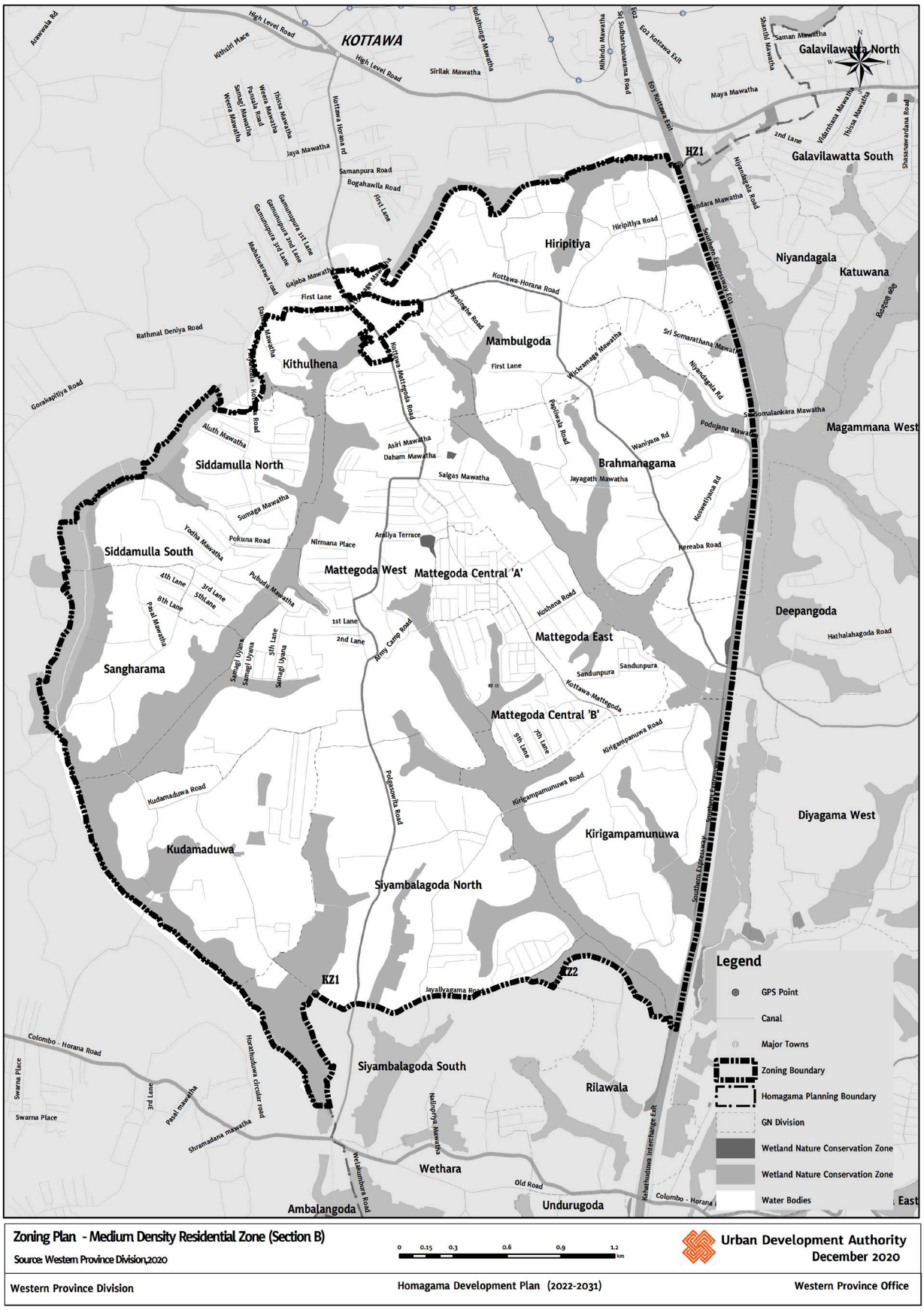
| Coordinates - Medium Density Residential Zone D | | |
|---|---|---|
| FID | X | Y |
| 0 | 80° 1' 43.402" E | 6° 47' 43.080" N |
| 1 | 80° 1' 28.565" E | 6° 47' 25.702" N |
| 2 | 80° 0' 52.134" E | 6° 47' 13.337" N |
| 3 | 80° 2' 8.167" E | 6° 48' 16.536" N |
| 4 | 79° 59' 6.036" E | 6° 48' 38.950" N |
| 5 | 79° 59' 9.545" E | 6° 49' 20.486" N |
| 6 | 79° 59' 23.970" E | 6° 48' 32.393" N |
| 7 | 79° 59' 44.760" E | 6° 48' 45.466" N |
| 8 | 80° 0' 7.856" E | 6° 47' 58.618" N |
| 9 | 80° 0' 0.445" E | 6° 47' 29.887" N |
| 10 | 80° 0' 14.964" E | 6° 47' 0.958" N |
| 11 | 79° 59' 53.695" E | 6° 48' 21.030" N |
| 12 | 80° 1' 52.353" E | 6° 49' 16.406" N |
| 13 | 80° 1' 35.724" E | 6° 49' 41.144" N |
| 14 | 80° 2' 42.845" E | 6° 50' 19.003" N |
| 15 | 80° 3' 6.776" E | 6° 51' 5.717" N |
| 16 | 80° 2' 15.241" E | 6° 51' 11.017" N |
| 17 | 80° 1' 40.608" E | 6° 50' 54.540" N |
| 18 | 80° 1' 58.134" E | 6° 50' 52.265" N |
| 19 | 80° 2' 14.474" E | 6° 50' 49.814" N |
| 20 | 80° 2' 15.237" E | 6° 51' 0.766" N |
| 21 | 80° 0' 21.056" E | 6° 50' 30.747" N |
| 22 | 80° 0' 24.768" E | 6° 50' 6.540" N |
| 23 | 80° 0' 35.522" E | 6° 49' 52.173" N |
| 24 | 80° 0' 5.281" E | 6° 49' 47.087" N |
| 25 | 79° 59' 53.398" E | 6° 47' 46.126" N |
| 26 | 80° 2' 36.123" E | 6° 51' 8.572" N |
| 27 | 80° 0' 53.723" E | 6° 50' 40.823" N |
| 28 | 80° 0' 32.110" E | 6° 46' 40.220" N |

| Coordinates - Medium Density Residential Zone D | | |
|---|---|---|
| FID | X | Y |
| 29 | 79° 59' 53.123" E | 6° 47' 21.837" N |
| 30 | 80° 0' 27.501" E | 6° 46' 44.984" N |
| 31 | 80° 0' 26.888" E | 6° 46' 54.230" N |
| 32 | 80° 0' 19.435" E | 6° 46' 52.536" N |
| 33 | 79° 59' 27.704" E | 6° 50' 9.733" N |
| 34 | 80° 3' 39.420" E | 6° 51' 19.001" N |
| 35 | 80° 2' 53.464" E | 6° 50' 28.704" N |
| 36 | 80° 2' 14.275" E | 6° 50' 6.895" N |
| 37 | 80° 1' 53.242" E | 6° 49' 58.547" N |
| 38 | 80° 2' 6.463" E | 6° 48' 55.547" N |
| 39 | 80° 2' 27.151" E | 6° 48' 38.040" N |
| 40 | 80° 2' 28.281" E | 6° 48' 16.297" N |
| 41 | 80° 1' 17.675" E | 6° 50' 54.891" N |
| 42 | 80° 1' 1.782" E | 6° 50' 52.111" N |
| 43 | 80° 1' 3.378" E | 6° 50' 44.500" N |
| 44 | 80° 3' 26.494" E | 6° 50' 54.301" N |
| 45 | 80° 3' 30.914" E | 6° 51' 18.773" N |
| 46 | 80° 2' 14.059" E | 6° 48' 42.322" N |
| 47 | 80° 2' 2.277" E | 6° 49' 5.657" N |
| 48 | 80° 1' 44.932" E | 6° 49' 31.832" N |
| 49 | 80° 2' 31.810" E | 6° 50' 19.850" N |
| 50 | 80° 0' 11.116" E | 6° 47' 17.285" N |
| 51 | 80° 0' 5.582" E | 6° 47' 51.844" N |
| 52 | 79° 59' 41.226" E | 6° 49' 43.169" N |
| 53 | 80° 0' 33.643" E | 6° 50' 3.863" N |
| 54 | 80° 0' 29.218" E | 6° 50' 25.193" N |
| 55 | 79° 59' 23.612" E | 6° 50' 0.080" N |
| 56 | 79° 59' 27.816" E | 6° 49' 46.601" N |
| 57 | 80° 0' 47.118" E | 6° 46' 58.722" N |

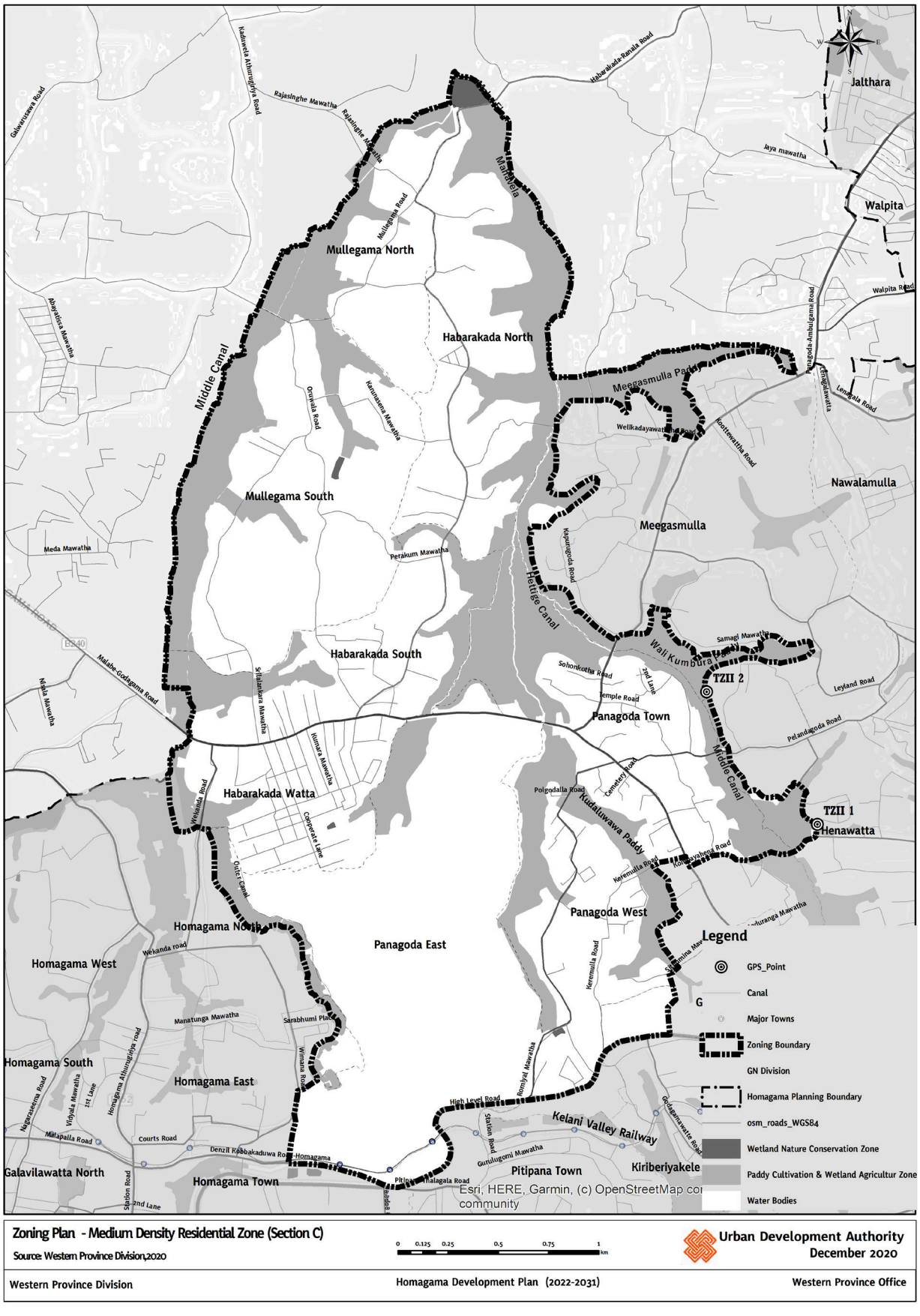
*Map 4 : Midium density residential zone - A*



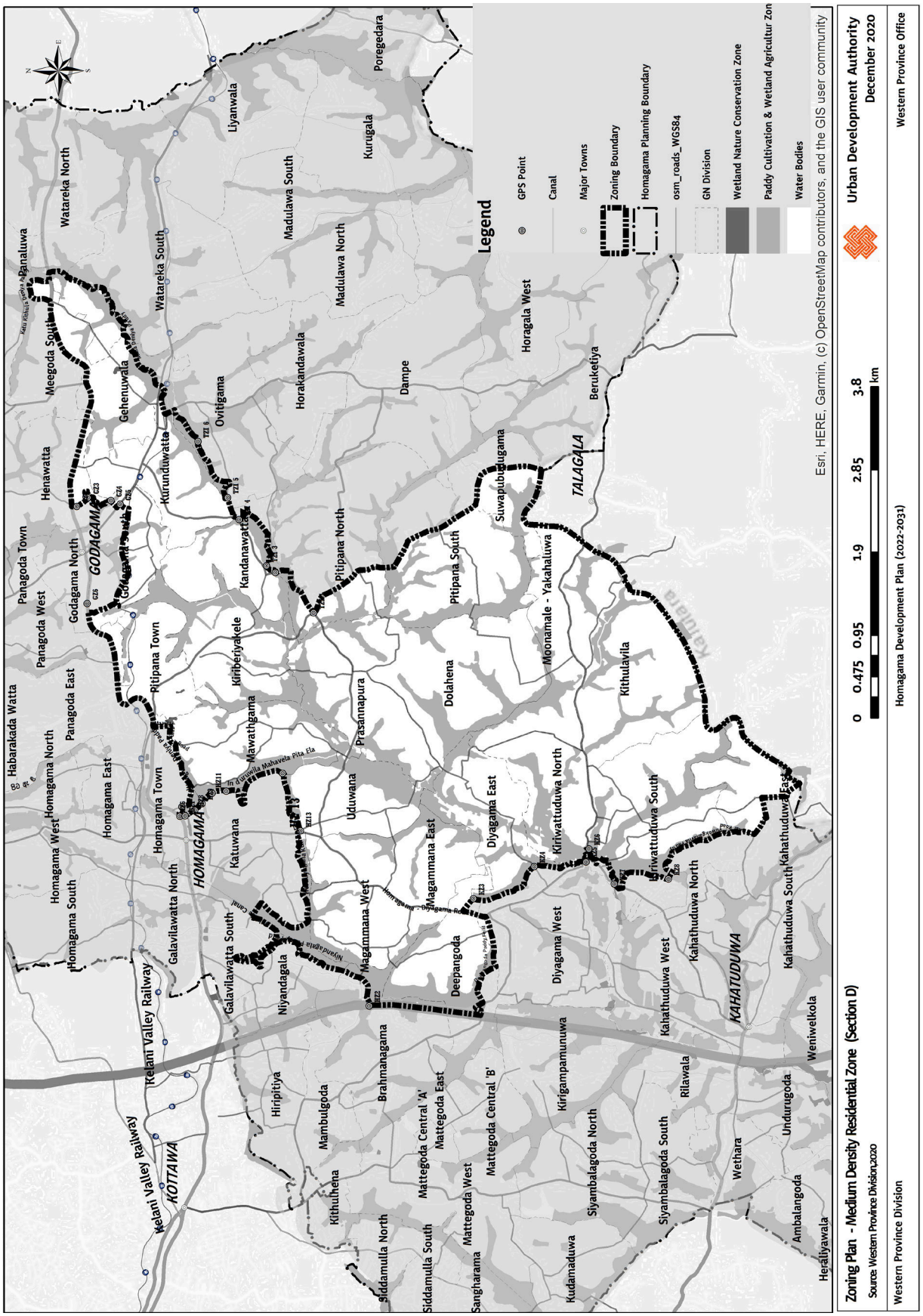
*Map 5 : Midium density residential zone - B*



*Map 6 : Midium density residential zone - C*



*Map 7 : Midium density residential zone - D*



# Annxure 19 : High-Density Education & Innovation Zone (Zoning Boundaries in Development Guide Plan 1)

## *19.i.). Northern Boundary:*

From the intersection of the center line of Pitipana-Thalagala road and the centerline of the Uduwana Temple Junction Road to the point 5 towards the Northeast direction along the center line of Temple Junction-Kajugahadeniya Road to the point 9 and then to the center line of Vaidya Mawatha, thence, along the paddy boundary adjoining to the right side of the Temple Junction-Kajugahadeniya Road to the point 8 and Since then Kurunduwatta Grama Niladhari area to the south where the Galkanda road intersects, from there to the point 32, and from there meet Dampe road along the boundary of paddy fields from and the line was drawn up to the point where the Padukka road intersects with the Kelani Valley Railway running parallel to it.

## *19.ii.). East boundaries:*

From the last-mentioned point to the boundary of the paddy field to the point 20, from there Udagawatta road intersects from there the boundary of the Sampathpura Residential Zone up to the point 17 along Sampathpura Road, thence along the boundary of the fields to the west of Madulawa RoadUp to the point 27, thence along the field boundary to the point 13 and thence to the center of the Duwa road along the line up to the point where the Madulawa road intersectsand from there the southern boundary of the Madulawa road to the point where the GND boundary of Horagala intersects it.

## *19.iii). Southern Boundary:*

From the last-mentioned point on the eastern boundary to the point where the Beruketiya GND intersects with the centerline of the Madulawa Road. From there, the line drawn along the boundary of the Horana road to the point where the centerline intersects the Horana road and the Pitipana-Thalagala road.

## *19.iv). West boundary:*

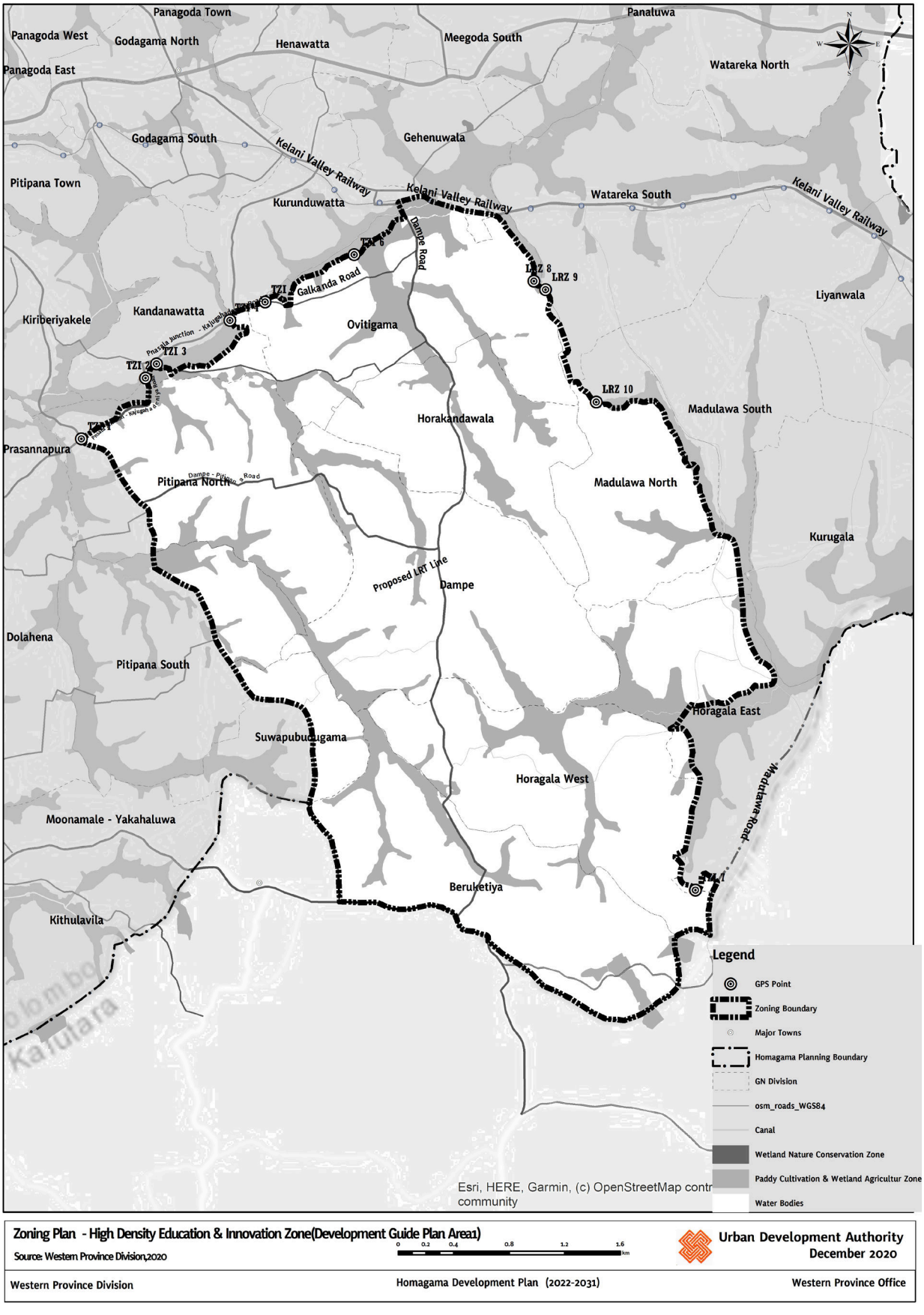
The area bounded by the line drawn from the last-mentioned point along the centerline of the Pitipana-Thalagala road to the temple junction (starting point).

The above boundary is depicted by Map No. 8.

| Coordinates - High Density Education and Innovation Zone | | |
|---|---|---|
| FID | X | Y |
| 0 | 80° 4' 2.310" E | 6° 47' 45.392" N |
| 1 | 80° 3' 37.986" E | 6° 47' 25.811" N |
| 2 | 80° 2' 35.858" E | 6° 47' 53.165" N |
| 3 | 80° 3' 10.728" E | 6° 47' 43.800" N |
| 4 | 80° 1' 52.353" E | 6° 49' 16.406" N |
| 5 | 80° 1' 35.724" E | 6° 49' 41.144" N |
| 6 | 80° 2' 42.845" E | 6° 50' 19.003" N |
| 7 | 80° 2' 53.464" E | 6° 50' 28.704" N |
| 8 | 80° 2' 14.275" E | 6° 50' 6.895" N |
| 9 | 80° 1' 53.242" E | 6° 49' 58.547" N |
| 10 | 80° 2' 6.463" E | 6° 48' 55.547" N |
| 11 | 80° 2' 27.151" E | 6° 48' 38.040" N |
| 12 | 80° 2' 28.281" E | 6° 48' 16.297" N |
| 13 | 80° 3' 55.782" E | 6° 48' 1.101" N |
| 14 | 80° 3' 52.911" E | 6° 48' 33.334" N |
| 15 | 80° 4' 4.614" E | 6° 49' 18.258" N |
| 16 | 80° 3' 50.243" E | 6° 49' 49.724" N |

| Coordinates - High Density Education and Innovation Zone | | |
|---|---|---|
| FID | X | Y |
| 17 | 80° 3' 29.994" E | 6° 49' 55.116" N |
| 18 | 80° 4' 3.996" E | 6° 47' 57.714" N |
| 19 | 80° 3' 55.146" E | 6° 49' 39.198" N |
| 20 | 80° 3' 21.286" E | 6° 50' 18.554" N |
| 21 | 80° 3' 54.811" E | 6° 47' 33.503" N |
| 22 | 80° 4' 2.670" E | 6° 48' 40.912" N |
| 23 | 80° 3' 40.718" E | 6° 49' 47.605" N |
| 24 | 80° 2' 14.059" E | 6° 48' 42.322" N |
| 25 | 80° 2' 51.809" E | 6° 47' 51.409" N |
| 26 | 80° 3' 22.707" E | 6° 47' 34.244" N |
| 27 | 80° 4' 0.124" E | 6° 48' 21.911" N |
| 28 | 80° 4' 7.525" E | 6° 49' 2.901" N |
| 29 | 80° 3' 12.775" E | 6° 50' 33.410" N |
| 30 | 80° 2' 2.277" E | 6° 49' 5.657" N |
| 31 | 80° 1' 44.932" E | 6° 49' 31.832" N |
| 32 | 80° 2' 31.810" E | 6° 50' 19.850" N |

*Map 8 : High-Density Education & Innovation zone*



## Annxure 20 : High-Density Industry & Innovation zone boundaries

### *20.i). Northern Boundary:*

From Panagoda – Ambulgama road to the point 20 along the Homagama Pradeshiya Sabha border, thence along the adjoining paddy and canal line to Kabamulla road, thence along the centreline of the Kabamulla road to the point where the centreline of the Attigala road intersects.

### *20.ii). East Boundaries:*

A line is drawn from the last-mentioned point to the right Atigala road and thence to the point where the centreline of the High Level intersects.

### *20.iii). Southern Boundary:*

From the last-mentioned point along the High-Level Road to the west, the line drawn from the intersection of the Lionel Jayasinghe Mawatha and the high-Level Road, to the point where the road ends at the Kampayahena road.

### *20.Iv). West Boundary:*

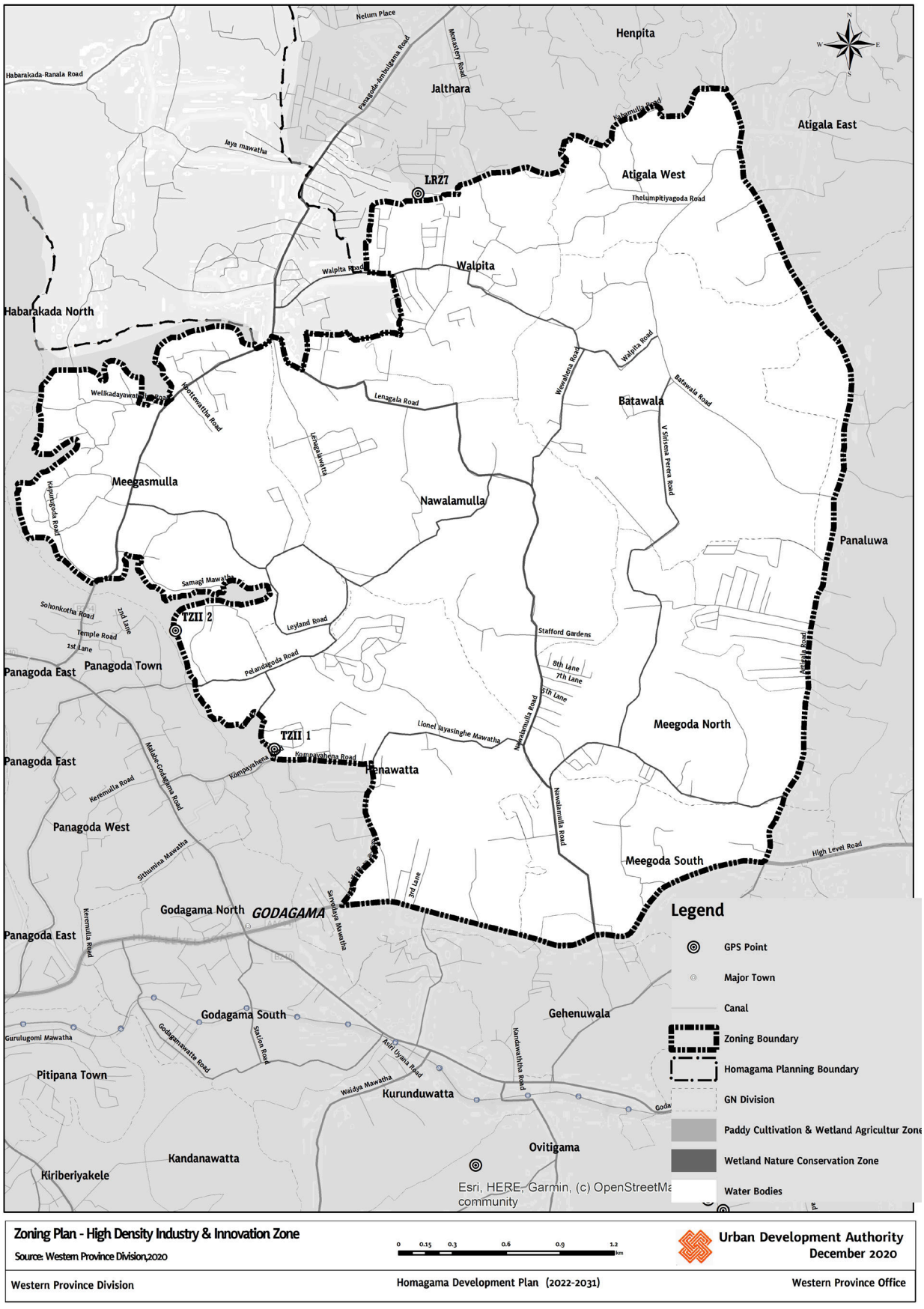
From the last-mentioned line along the Kompayahena road to the point 4 through the Godagama Yaya Meda ela to the point 6, the boundary of the Henewatta GND along the paddy field, from there it is bounded by the line drawn to the starting point along the Panagoda – Ambulgama road parallels to the Meegasmulla GND.

The above boundaries are indicated by map 9.

| *Coordinates - High Density Industry and Innovation Zone* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *0* | *80° 1' 58.125" E* | *6° 52' 52.367" N* |
| *1* | *80° 2' 25.705" E* | *6° 52' 53.851" N* |
| *2* | *80° 3' 6.776" E* | *6° 51' 5.717" N* |
| *3* | *80° 2' 15.241" E* | *6° 51' 11.017" N* |
| *4* | *80° 2' 3.062" E* | *6° 51' 39.184" N* |
| *5* | *80° 2' 1.242" E* | *6° 52' 8.695" N* |
| *6* | *80° 1' 45.401" E* | *6° 51' 59.855" N* |
| *7* | *80° 1' 36.541" E* | *6° 52' 14.244" N* |
| *8* | *80° 1' 16.486" E* | *6° 52' 29.915" N* |
| *9* | *80° 3' 38.780" E* | *6° 51' 47.650" N* |
| *10* | *80° 3' 45.767" E* | *6° 52' 50.507" N* |
| *11* | *80° 3' 2.432" E* | *6° 53' 27.992" N* |
| *12* | *80° 2' 36.230" E* | *6° 53' 19.021" N* |

| *Coordinates - High Density Industry and Innovation Zone* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *13* | *80° 2' 36.123" E* | *6° 51' 8.572" N* |
| *14* | *80° 1' 40.305" E* | *6° 52' 41.105" N* |
| *15* | *80° 2' 0.046" E* | *6° 51' 45.427" N* |
| *16* | *80° 1' 20.634" E* | *6° 52' 39.211" N* |
| *17* | *80° 1' 23.224" E* | *6° 52' 16.425" N* |
| *18* | *80° 1' 27.845" E* | *6° 52' 34.797" N* |
| *19* | *80° 3' 20.747" E* | *6° 53' 38.217" N* |
| *20* | *80° 2' 26.314" E* | *6° 53' 12.166" N* |
| *21* | *80° 3' 30.914" E* | *6° 51' 18.773" N* |
| *22* | *80° 1' 42.082" E* | *6° 52' 51.014" N* |
| *23* | *80° 1' 51.726" E* | *6° 51' 44.870" N* |
| *24* | *80° 2' 21.259" E* | *6° 51' 19.954" N* |

## *Map 9 : High-Density Industry & Innovation Zone*



## Annxure 21 : Low-Density Residential Zone - Zoning Boundaries

### *21.i). Northern Boundary:*

The center of Kelani Ganga from the point where Pussali Oya falls into Kelani Ganga and which is the local Authority boundary of Seethawaka and along the border and Jalthara GND boundary, come to the Mankada sub road, along that road to the point 10 and along the sub road at the West to the point 9 and at that point to the sub road at the south direction and along that road coming to the point where the Ranala road intersects and then along Homagama PS boundary line drawn up to point 35.

### *21.ii). East Boundary:*

The line is drawn from the starting point to the right boundary to PusweliOya.

### *21.iii). Southern Boundary:*

A line is drawn from the last-mentioned point along the Podi Ela bounded by the GND of Horagala, Kurugala, Poregedara.

### *21.iv). West Boundary:*

The boundary of the line drawn up from the last-mentioned point along the boundary of the Jalthara GND to the point where the Jaya Mawatha intersects. From there reach the Jalthara GND boundary up to the point, thence along the centerline of the Jaya Mawatha to the point where the center line of the Panagoda - Ambulgama road intersects. From that point along the by-pass road to the southeast, come to the point 37 which crosses the paddy field and canal along the Jalthara GND and the Walpita GND.

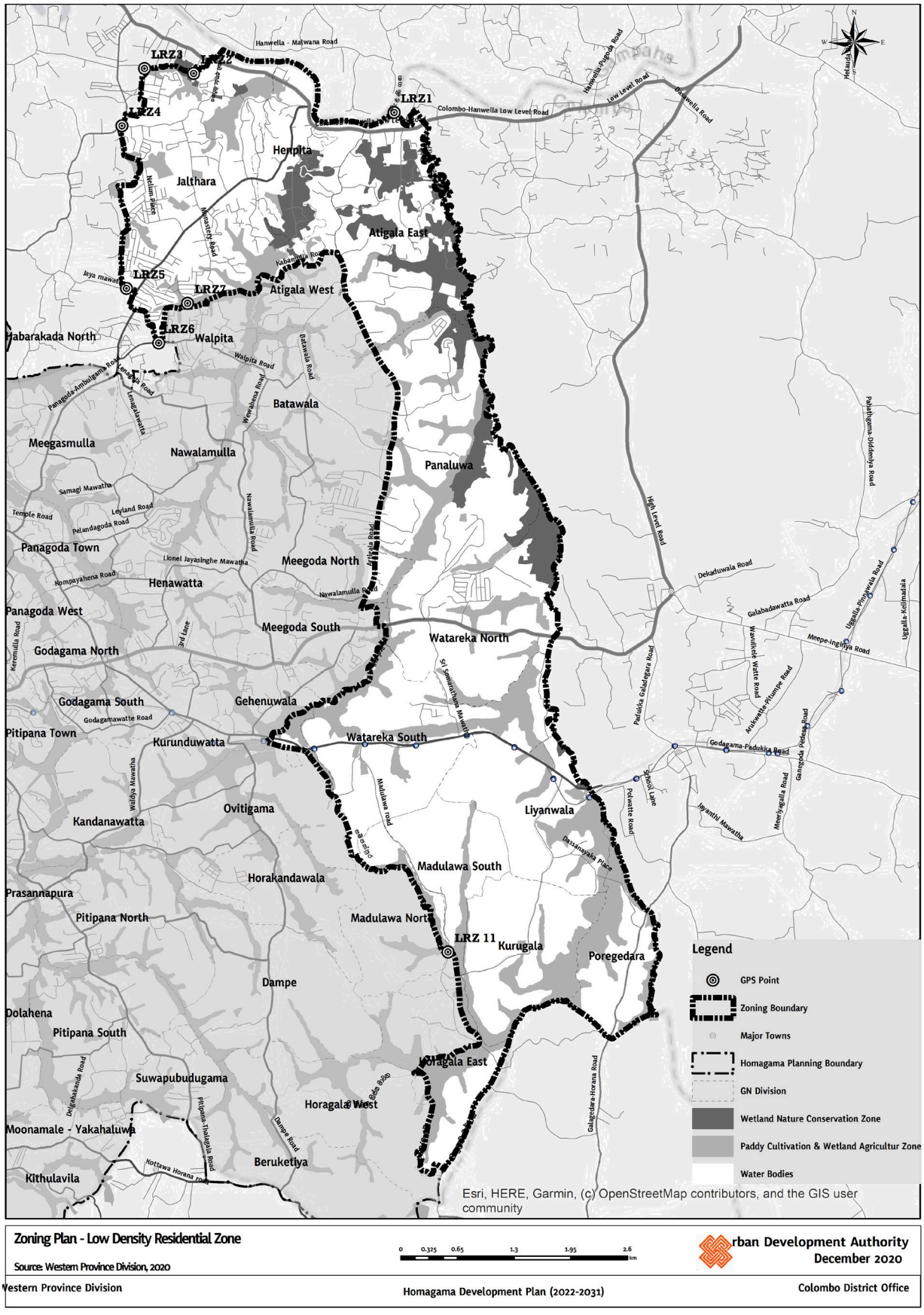
Thence to the Nelumpitiyagoda-Kabamulla road and the point where the Atigala road intersects along the Attigala road, thence along the boundary of the paddy field to the Southeast to the High-Level Road; Thence up the High-Level Road to Panadura Thence along the Southern boundary of the Kelani Valley Railway line to the point where the Padukka Road intersects, and thence to the point 48 and from there, crossing the Kurugala road along the paddy border in the middle of Depa Canal, and along the boundary of paddy field adjoining to the Siri Wimalatissa Mawatha to the point where it meets the Duwa road, along the Duwa road to the point where the Madulava road intersects, along the Madulava road, The area enclosed by line drawn to the Horagala GND boundary.

Above boundaries are mapped by Map No. 10

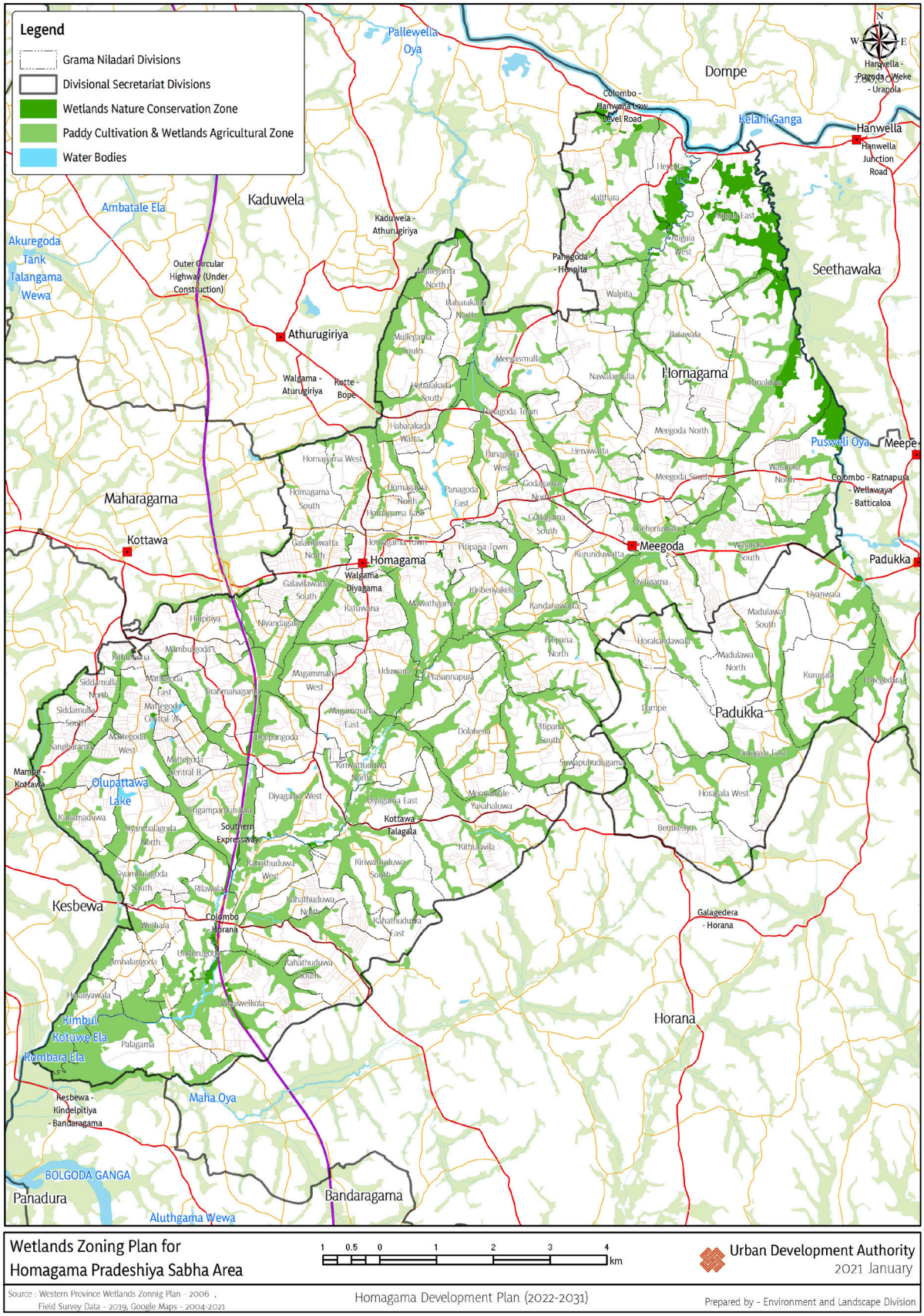
| *Coordinates - Low Density Residential Zone* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *0* | *80° 4' 42.839" E* | *6° 51' 5.960" N* |
| *1* | *80° 4' 51.587" E* | *6° 50' 27.904" N* |
| *2* | *80° 5' 6.004" E* | *6° 50' 4.464" N* |
| *3* | *80° 5' 22.750" E* | *6° 49' 26.921" N* |
| *4* | *80° 5' 23.000" E* | *6° 48' 55.147" N* |
| *5* | *80° 4' 46.087" E* | *6° 49' 0.407" N* |
| *6* | *80° 4' 13.422" E* | *6° 48' 14.263" N* |
| *7* | *80° 2' 9.875" E* | *6° 53' 23.979" N* |
| *8* | *80° 2' 8.719" E* | *6° 54' 4.067" N* |
| *9* | *80° 2' 12.801" E* | *6° 54' 33.426" N* |
| *10* | *80° 2' 32.387" E* | *6° 54' 44.799" N* |
| *11* | *80° 3' 12.288" E* | *6° 54' 46.510" N* |
| *12* | *80° 3' 19.814" E* | *6° 54' 26.671" N* |
| *13* | *80° 3' 56.396" E* | *6° 54' 21.028" N* |
| *14* | *80° 4' 10.228" E* | *6° 53' 47.081" N* |
| *15* | *80° 4' 14.578" E* | *6° 53' 17.462" N* |
| *16* | *80° 4' 19.790" E* | *6° 52' 38.986" N* |
| *17* | *80° 4' 46.889" E* | *6° 51' 57.849" N* |
| *18* | *80° 4' 26.126" E* | *6° 48' 39.522" N* |
| *19* | *80° 2' 58.504" E* | *6° 50' 36.329" N* |
| *20* | *80° 4' 17.279" E* | *6° 48' 46.032" N* |
| *21* | *80° 3' 43.518" E* | *6° 52' 17.248" N* |
| *22* | *80° 3' 45.767" E* | *6° 52' 50.507" N* |
| *23* | *80° 3' 27.467" E* | *6° 53' 23.914" N* |
| *24* | *80° 3' 2.432" E* | *6° 53' 27.992" N* |
| *25* | *80° 2' 36.230" E* | *6° 53' 19.021" N* |

| *Coordinates - Low Density Residential Zone* | | |
|---|---|---|
| *FID* | *X* | *Y* |
| *26* | *80° 5' 5.400" E* | *6° 48' 46.812" N* |
| *27* | *80° 4' 32.209" E* | *6° 52' 20.806" N* |
| *28* | *80° 3' 39.420" E* | *6° 51' 19.001" N* |
| *29* | *80° 3' 55.782" E* | *6° 48' 1.101" N* |
| *30* | *80° 3' 52.911" E* | *6° 48' 33.334" N* |
| *31* | *80° 4' 4.614" E* | *6° 49' 18.258" N* |
| *32* | *80° 3' 50.243" E* | *6° 49' 49.724" N* |
| *33* | *80° 3' 29.994" E* | *6° 49' 55.116" N* |
| *34* | *80° 4' 3.996" E* | *6° 47' 57.714" N* |
| *35* | *80° 2' 2.938" E* | *6° 54' 23.942" N* |
| *36* | *80° 2' 17.254" E* | *6° 53' 5.113" N* |
| *37* | *80° 4' 22.097" E* | *6° 53' 3.439" N* |
| *38* | *80° 4' 45.669" E* | *6° 50' 48.613" N* |
| *39* | *80° 3' 55.146" E* | *6° 49' 39.198" N* |
| *40* | *80° 3' 21.286" E* | *6° 50' 18.554" N* |
| *41* | *80° 3' 26.494" E* | *6° 50' 54.301" N* |
| *42* | *80° 3' 20.747" E* | *6° 53' 38.217" N* |
| *43* | *80° 2' 26.314" E* | *6° 53' 12.166" N* |
| *44* | *80° 2' 6.860" E* | *6° 53' 47.171" N* |
| *45* | *80° 4' 2.670" E* | *6° 48' 40.912" N* |
| *46* | *80° 3' 40.718" E* | *6° 49' 47.605" N* |
| *47* | *80° 4' 0.124" E* | *6° 48' 21.911" N* |
| *48* | *80° 4' 7.525" E* | *6° 49' 2.901" N* |
| *49* | *80° 3' 12.775" E* | *6° 50' 33.410" N* |
| *50* | *80° 4' 2.040" E* | *6° 54' 11.659" N* |

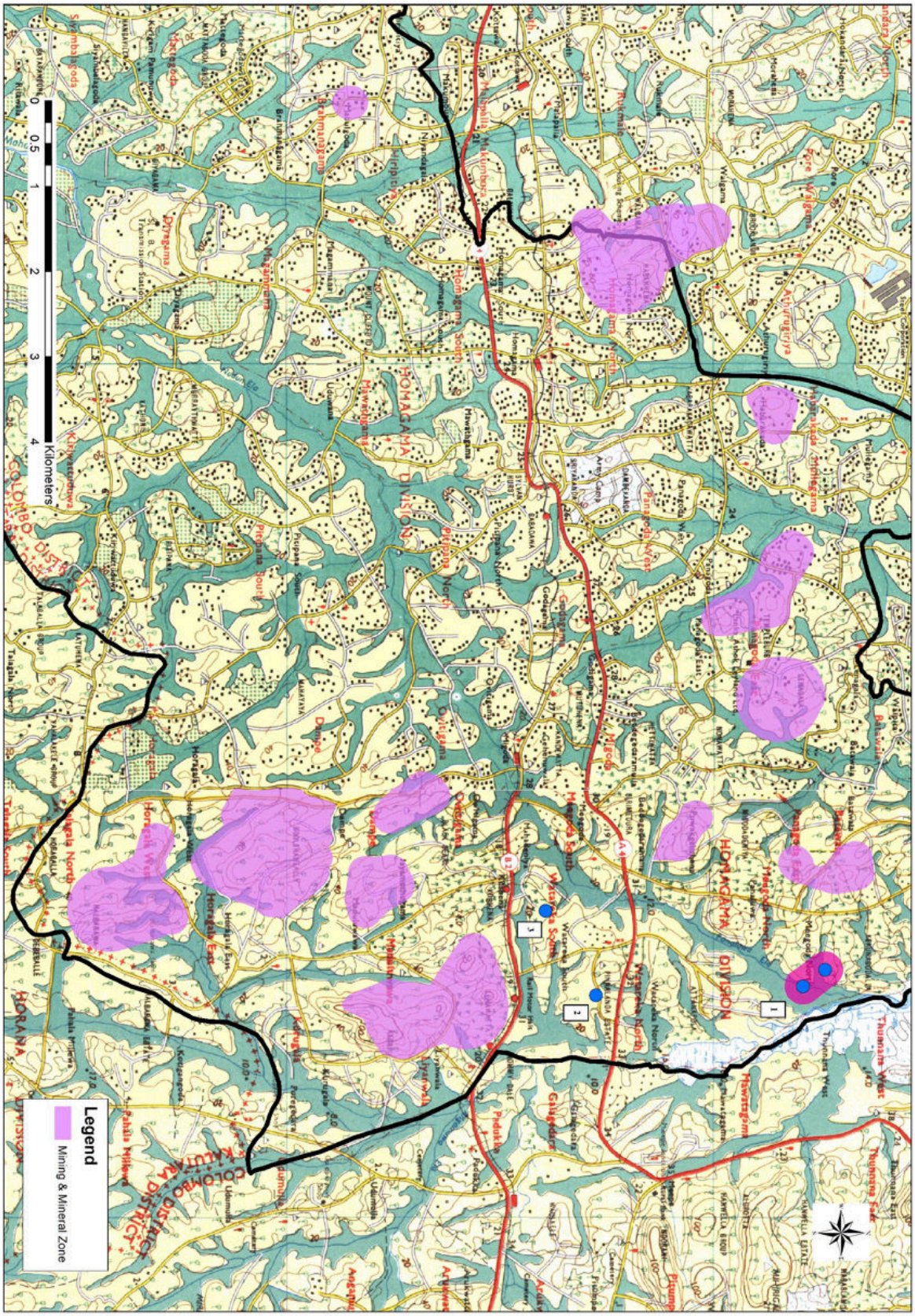
*Map 10 : Low Density residential zone*



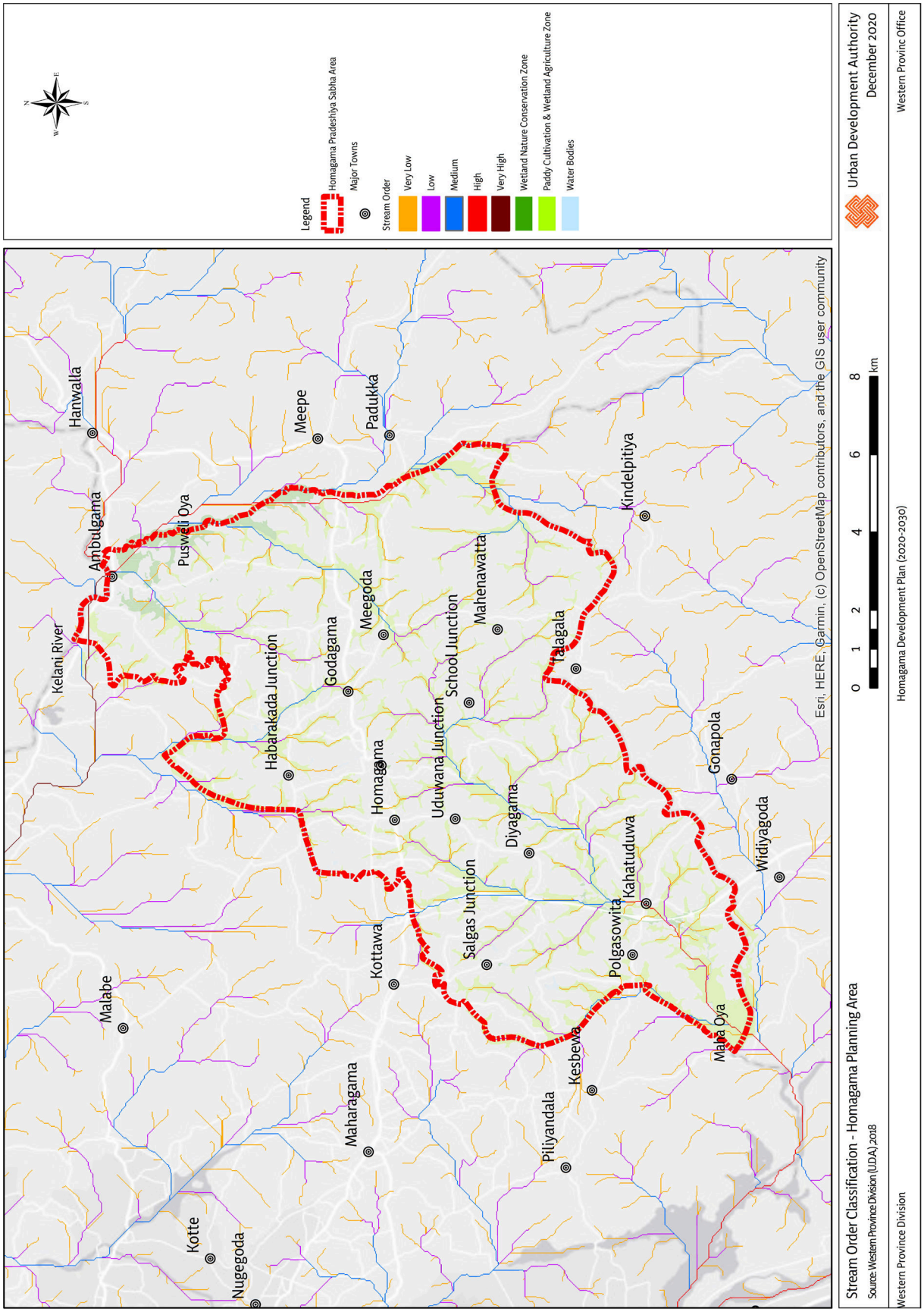
# Annxure 22: Wetland Master Plan



**Annxure 23:** Areas identified by the Geological Survey and Mines Bureau for quarrying and excavation – Homagama Planning Area



# Annxure 24 : Stream Order (Homagama Planning Area)



## Annxure 25 : Roads in the Homagama Pradeshiya Sabha Gazetted under Section 14 and 24 (2) of the Pradeshiya Sabha Act No 15 of 1987

| *GN Division* | *Road Name* | *Distance (km)* | *Width (m)* |
|---|---|---|---|
| *Homagama Town* | *Kandalanda First Lane* | *0.4* | *6.5* |
| | *Vimana Road* | *0.8* | *5* |
| | *Station Fisrt Lane* | *0.2* | *6* |
| | *Nagahayata Road* | *0.5* | *5* |
| | *Court Road* | *0.8* | *6* |
| | *Circular Road of First Lane* | *0.3* | *5* |
| | *Station Second Lane* | *0.1* | *4* |
| | *Second Lane (Near Hill Top In)* | *0.4* | *4.5* |
| | *Third Lane* | *0.3* | *4* |
| | *Godaporagahawatta Road* | *0.5* | *6* |
| | *Pitipana Kandalanda Cross Road* | *0.5* | *6* |
| | *First Lane of Katuwana Road* | *0.5* | *6* |
| | *First Lane of Court Road* | *0.15* | *4* |
| | *Second Lane of Court Road* | *0.2* | *4* |
| | *Kandalanda First Lane* | *0.4* | *6.5* |
| *Katuwana* | *Industrial Colony, 1st Road* | *1.6* | *9.1* |
| | *Industrial Colony, 1st Cross Road* | *0.3* | *9.1* |
| | *Industrial Colony, 2nd Cross Road* | *0.2* | *9.1* |
| | *Industrial Colony, Third Cross Road* | *0.3* | *6.0* |
| | *Narangahahena Road, 1st Lane* | *0.1* | *5.0* |
| | *Narangahahena Road* | *1.3* | *5.0* |
| | *Narangahahena Road, Second Lane* | *0.4* | *5.0* |
| | *Narangahahena Road, Third Avenue* | *0.15* | *4.5* |
| | *1st Cross Road (Narangahahena Road)* | *0.4* | *5.0* |
| | *2nd Cross Road (Narangahena Road)* | *0.5* | *3.5* |
| | *Hanifa Mawatha* | *0.8* | *4.5* |
| | *Namal Uyana* | *0.2* | *4.0* |
| | *By-Road At Katuwana Road* | *0.2* | *4.0* |
| | *Pragathi Mawatha* | *0.7* | *6.0* |
| | *Pragathi Mawatha, 1st Lane* | *0.4* | *5.0* |
| | *Pragathi Mawatha, Second Lane* | *0.2* | *5.0* |
| | *Pragathi Mawatha, Third Avenue* | *0.2* | *3.5* |
| | *Pragathi Mawatha, Fourth Lane* | *0.3* | *3.5* |
| | *From Katuwana Road To Gahatagahalandawatte Road* | *0.3* | *6.0* |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| Godagama North | Dewala Road | 0.8 | 5.0 |
| | Round The About Road (Connect To Dewala Road) | 0.2 | 4.0 |
| | Akshidana Mawatha | 0.1 | 6.5 |
| | Road From Highlevel Road To Kahatagahawatta Road | 0.3 | 3.5 |
| | Delgahawatta Idama Road | 0.3 | 4.5 |
| | 2nd Lane | 0.2 | 5.0 |
| | 3rd Lane | 0.4 | 4.0 |
| | 4th Lane | 0.4 | 4.0 |
| | 5th Lane | 0.4 | 5.0 |
| | Godagaa Kanda Road | 0.4 | 4.5 |
| Godagama South | Road Adjacent To Subharathi School | 0.3 | 4.5 |
| | Pelpolawatta Road | 0.3 | 4.5 |
| | Rodrigo Watta Road | 1.1 | 6.5 |
| | Samagi Mawatha | 0.7 | 4.5 |
| | Kirimatihena Watta Road | 0.4 | 3.5 |
| | Odakkuwa Road | 0.2 | 4.0 |
| | Sub Road To Godagama Padukka Road | 0.3 | 3.5 |
| | Pelpolawatta Mawatha | 0.3 | 4.5 |
| | Road Adjacent To Subharathi School | 0.8 | 4.5 |
| | Cemetry Road | 0.7 | 6.0 |
| | Meegahawatta Road | 0.5 | 5.0 |
| Homagama East | Vimana Cemetery Road | 0.1 | 6.5 |
| | Epitawela Road | 0.5 | 6.5 |
| | 2nd Lane (Sarabhumi Land) | 0.4 | 6.5 |
| | 1st Lane (Sarabhumi Land) | 0.1 | 6.5 |
| | Manathunga Mawatha | 0.7 | 6.5 |
| Homagama North | Jakolis Perera Mawatha | 1.0 | 6.5 |
| | Kurunduwatta 1st Lane | 0.2 | 6.5 |
| | Kurunduwatta 2nd Lane | 0.2 | 6.5 |
| | Kueunduwatta 3rd Lane | 0.2 | 4.0 |
| | Wekanda Road | 0.8 | 6.0 |
| | Sub Road From Wekanda Road | 0.3 | 5.0 |
| | Sub Road To 1st Lane | 0.25 | |
| Panagoda West | Gammedda Road | 0.4 | 6.5 |
| | Keremulla Road | 1.4 | 4.5 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| | Romiyel Mawatha | 2.5 | 6.5 |
| | Eksath Mawatha | 0.2 | 4.5 |
| | Nidahas Mawatha | 0.1 | 6.5 |
| | Sub Road | 0.3 | 4.5 |
| | Vihara Mawatha | 0.6 | 5.0 |
| | Welfare Mawatha | 0.1 | 6.0 |
| | Temple Road | 0.1 | 4.5 |
| | 1st Lane | 0.3 | 5.0 |
| | Sub Road | 0.2 | 4.0 |
| | Pelendagoda Road | 0.6 | 5.0 |
| | Godagama Temple Road | 0.4 | 4.0 |
| Pitipana Town | 1st Lane, Gurulugomi Mawatha | 0.7 | 6.5 |
| | 2nd Lane, Gurulugomi Mawatha | 1.2 | 6.5 |
| | Youth Lane (Silvanherst) | 0.5 | 6.5 |
| | Youth Lane 1st Lane | 0.1 | 6.5 |
| | Youth Lane 2nd Lane | 0.5 | 6.5 |
| | Youth Lane 3rd Lane | 0.5 | 6.0 |
| | Youth Lane 4th Lane | 0.5 | 6.5 |
| | Youth Lane 5th Lane | 0.1 | 6.5 |
| | Youth Lane 6th Lane | 0.4 | 6.5 |
| | Youth Lane 7th Lane | 0.2 | 6.5 |
| | Youth Lane 9th Lane | 0.5 | 6.5 |
| | 4th Lane | 0.1 | 3.0 |
| | 5th Lane | 0.8 | 6.5 |
| | Sujatha Mawatha 2nd Lane | 0.2 | 4.5 |
| | Denzil Kobbekaduwa Mawatha | 0.5 | 6.0 |
| | 3rd Lane | 0.4 | 4.5 |
| | Maya Mawatha | 0.6 | 5.0 |
| | Maya Mawatha Sub Road | 0.1 | 3.5 |
| | Parakrama Mawatha | 0.7 | 6.5 |
| | 2nd Lane | 0.3 | 6.5 |
| | Road Upto 211/A House Avissawella Homagama Road | 0.1 | 4.5 |
| Panagoda East | Lionel Jayasinghe Mawatha | 0.6 | 6.0 |
| | Lionel Jayasinghe Mawatha 1st Lane | 0.2 | 4.5 |
| | Lionel Jayasinghe Mawatha 2nd Lane | 0.4 | 3.5 |
| | Lionel Jayasinghe Mawatha Sub Road | 0.3 | 6.5 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| | Gamini Pura 1st Lane | 0.3 | 6.5 |
| | Gamini Pura 2nd Lane | 0.2 | 6.5 |
| | Gamini Pura 3rd Lane | 0.4 | 6.5 |
| | Lionel Jayasinghe Mawatha Cross Road | 0.7 | 6.5 |
| | Vihara Mawatha | 0.5 | 4.5 |
| | Round About Mawatha | 0.3 | 3.0 |
| | Lionel Jayasinghe Mawatha | 0.25 | 4.5 |
| Habarakada Watta | Jaya Mawatha | 0.1 | 6.0 |
| | Habarakadawatta 1st Lane | 0.3 | 6.0 |
| | Meda Mawatha | 0.4 | 6.0 |
| | Samajavadi Mawatha | 0.3 | 6.0 |
| | Kumara Mawatha | 0.3 | 6.0 |
| | Mihidu Mawatha | 0.1 | 6.0 |
| | Bodhiraja Mawatha | 1.0 | 6.0 |
| | Cooperate Mawatha | 0.7 | 6.0 |
| Homagama South | Jaya Mawatha | 0.7 | 6.5 |
| | Pinketha Road | 0.9 | 6.5 |
| | Pinketha Road 1st Lane | 0.2 | 6.5 |
| | Pinketha Road 2nd Lane | 0.3 | 4.5 |
| | Senasum Mawatha | 0.4 | 4.5 |
| | Wasana Watta | 0.1 | 4.5 |
| | Imbulkanda Mawatha | 0.7 | 6.5 |
| Homagama West | Vijaya Mawatha | 0.5 | 4.5 |
| | Ramyakanda Mawatha | 0.5 | 4.5 |
| | Round About Road | 1.3 | 6.5 |
| | Su Road Of Round About Road | 0.4 | 6.5 |
| | Gamunu Mawatha | 0.1 | 6.5 |
| | Parakkrama Mawatha | 0.4 | 4.5 |
| | Sri Mahinada Mawatha | 0.3 | 3.0 |
| | Sri Mahinda Mawatha Sub Road | 0.2 | 3.0 |
| Niyandagala | Niyandagala Road | 1.2 | 4.5 |
| | Bandara Mawatha | 0.4 | 4.5 |
| | Shasanabhiwardhana Mawatha | 1.9 | 6.5 |
| | Shasanabhiwardhana Cooperate Sub Road | 0.9 | 4.5 |
| | Niyandagala Road Sub Road | 0.1 | 4.5 |
| | Samanala Place | 0.2 | 6.5 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| Hiripitiya | Road To Thalagahawatta Land | 0.3 | 6.5 |
| | Arthur Wijayawardhane Mawatha | 0.5 | 4.5 |
| | Delgahawatta Road | 0.4 | 6.5 |
| | Puhudelgahawatta Road | 0.3 | 4.5 |
| | Bandara Mawatha | 0.3 | 3.5 |
| | Hiripitiya Road | 1.2 | 6.5 |
| Brahmana Gama | Vickramasingh Road | 0.5 | 4.5 |
| | Bogahalandawatta Road | 1.0 | 4.5 |
| | Koswetiyana Road | 0.8 | 4.5 |
| | Weniyara Road | 0.6 | 6.5 |
| | Hiripitiya Brahmmanaga Road | 0.3 | 3.5 |
| | Hiripitiya Brahmanagama Sub Road | 0.4 | 4.5 |
| | Kerembha Road 1 | 0.3 | 4.5 |
| | Kerembha Road 2 | 0.5 | 4.5 |
| | Jayagath Mawatha 2 | 0.8 | 4.5 |
| | Doowe Temple Road | | |
| Mabhulgoda | Road To Galabadawatta Land කඳිලා පාර | 0.3 | 3.5 |
| | Delgahawatta Land Road | 0.3 | 4.5 |
| | Pepiliwala Road | 1.0 | 6.5 |
| | Jayagath Mawatha 1 | 0.3 | 4.5 |
| | Jayagath Mawatha 2 | 0.4 | 4.5 |
| | Pepiliwala Road Sub Road | 0.3 | 4.5 |
| | Jayasinghe Mawatha | 0.9 | 6.5 |
| Galavila Watta South | Vidarshana Mawatha | 0.8 | 6.5 |
| | Vidarshana Mawatha, 1st Lane | 0.2 | 4.5 |
| | Vidarshana Mawatha, 2nd Lane | 0.4 | 4.5 |
| | Vidarshana Mawatha, 3rd Lane | 0.2 | 4.5 |
| | Vidarshana Mawatha, 4th Lane | 0.3 | 4.5 |
| | Vidarshana Mawatha, 5th Lane | 0.2 | 4.5 |
| | Vidarshana Mawatha, 6th Lane | 0.4 | 4.5 |
| | Vidarshana Mawatha, 7th Lane | 0.2 | 4.5 |
| | Vidarshana Mawatha, 8th Lane | 0.2 | 4.5 |
| | Vidarshana Mawatha Sub Road (Finance Watta) | 0.3 | 4.5 |
| | Tissa Mawatha | 0.3 | 6.5 |
| | Tissa Mawatha Cross Road | 0.2 | 4.5 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| | Dutugemunu Mawatha | 0.7 | 6.5 |
| | Meditation Center Road | 0.2 | 4.5 |
| | Munasinghe Mawatha | 0.2 | 4.5 |
| Galawilawatta North | Devata Road | 0.3 | 4.5 |
| | Millagahawatta Road | 0.2 | 3.5 |
| | Sethsiri Lane | 0.3 | 6.5 |
| | Munasinghe Lane | 0.3 | 6.5 |
| | Munasinghe Mawatha | 0.6 | 6.5 |
| | Sangabo Mawatha | 0.5 | 6.5 |
| | Sandaham Mawatha | 0.3 | 6.5 |
| | Sunethra Mawatha | 0.4 | 6.5 |
| | Saman Mawatha | 0.3 | 6.5 |
| | Saman Mawatha, 1st Lane | 0.2 | 6.5 |
| | Saman Mawtaha, 2nd Lane | 0.3 | 6.5 |
| | Shanthi Mawatha | 0.3 | 6.5 |
| | Shanthi Mawatha, 3rd Lane | 0.3 | 6.5 |
| | Shanthi Mawatha, 4th Lane | 0.5 | 4.5 |
| | Winswood Road | 0.5 | 6.5 |
| | Walawwa Road | 0.8 | 6.5 |
| | Walawwa Road, 1st Lane | 0.2 | 6.5 |
| | Walawwa Road, 2nd Lane | 0.3 | 6.5 |
| | Walawwa Road, 3rd Lane | 0.3 | 6.5 |
| | Walawwa Road, 4th Lane | 0.2 | 6.5 |
| | Walawwa Road, 5th Lane | 0.2 | 6.5 |
| Pitipana North | Jambala Gahawatta Road | 0.8 | 4.5 |
| | Jambala Gahawatta Road, 2nd Cross Road | 0.2 | 3.5 |
| | Cemetery Road | 0.5 | 6.0 |
| | Acharyahena Road | 0.6 | 4.5 |
| | Gorakagahawatta Road | 0.6 | 4.5 |
| | Mahankanda Road | 0.4 | 6.0 |
| | Deniya Road | 0.3 | 3.5 |
| | Mahenwatta Road | 0.7 | 6.0 |
| | Chithrapala Gunathilake Mawatha | 0.4 | 4.5 |
| Kiriberiyakelle | Jayabodhi Mawatha | 0.2 | 6.5 |
| | Adirigoda Road | 0.5 | 6.5 |
| | Adirigoda Road Sub Road | 0.2 | 6.5 |
| | Mithreedasa Road | 0.8 | 7.0 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| | Mithreedasa Mawatha Round About Road | 0.5 | 6.5 |
| | Cinnoman Garden Road | 0.1 | |
| | Cinnoman Garden Mawatha | 0.3 | 4.5 |
| | Prithika Mawatha | 0.7 | 6.5 |
| | Prithika Mawatha Sub Road | 0.1 | 3.5 |
| | Mahinda Mawatha | 1.1 | 6.5 |
| | Mahinda Mawatha Sub Road | 0.4 | 3.5 |
| | Road Near Cooperative Store (Kiriberiyakelle) | 0.1 | 6.5 |
| | Wendesiwatta | 0.5 | 6.0 |
| | Wendesiwatta, 1st Lane | 0.3 | 6.0 |
| | Wendesiwatta, 2nd Lane | 0.2 | 6.5 |
| | Wendesiwatta Round About Road | 0.3 | 4.5 |
| | Round About Cross Road | 0.2 | 6.5 |
| | Sub Road Near Small Temple | 0.2 | 3.5 |
| Kandana Watta | Sri Rewatha Mawatha | 0.5 | 6.5 |
| | Hettigoda Mawatha | 1.2 | 6.5 |
| | Kajugahayata Deniya Road | 0.9 | 6.5 |
| | Galpoththawatta Road | 0.3 | 4.5 |
| | Kaluwaladeniya | 0.6 | 4.5 |
| | Paramuththettuwatta Road | 0.3 | 4.5 |
| | Doctor Lane | 1.1 | 3.5 |
| | Doctor Lane Sub Road | 0.3 | 3.5 |
| | Sub Road To Alubowaththa | 0.3 | 3.5 |
| | Galpoththawatta Second Road | 0.2 | 3.5 |
| | Bypass Road | 0.4 | 4.5 |
| Uduwana | Pin Pokuna Road | 0.3 | 4.5 |
| | Uduwana Temple Road | 1.2 | 7.5 |
| | Uduwana Temple Road Sub Road | 0.3 | 4.5 |
| | Road Infron Of Uduwana Temple Road | 0.3 | 3.5 |
| | Heraliyagaswatta Road | 0.6 | 4.5 |
| | Heraliyagahawila Road | 0.4 | 3.5 |
| | Janasavi Road | 0.4 | 4.5 |
| Mawathgama | Krushi Mawatha | 1.2 | 4.5 |
| | Krushi Mawatha Cross Road | 0.4 | 4.5 |
| | Cross Road From Mawathgama School To Krushi Road | 0.4 | 3.5 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| | Galdola Road | 0.3 | 4.5 |
| | Galdola Sub Road | 1.5 | 3.5 |
| | Cememtry Road | 0.1 | 3.5 |
| | Meegahawatta Road | 0.4 | 3.5 |
| | Road From Coperative Shop To Silvan Hertst Watta | 0.4 | 4.5 |
| Beruketiya | Pragathi Mawatha | 0.2 | 4.0 |
| | Obiyas Perera Mawatha | 0.02 | 3.0 |
| | Beruketiya Mukalana Road | 0.25 | 5.0 |
| Suwapubhudu-gama | Daham Mawatha | 0.1 | 4.0 |
| | Wendesiwatta Road | 0.5 | 6.0 |
| | Suwapubhudugama "Udakala Gama" Road | 0.3 | 6.0 |
| | Suwapubudugama Dampe Road | 0.4 | 6.0 |
| | Suwapubudugama Dampe Road Bypass Road | 0.1 | 4.0 |
| Pitipana South | Rosagahawatta Road | 0.1 | 6.0 |
| | Koswatta Road | 1.1 | 6.0 |
| | Wangediwala Deniya Road | 1.5 | 6.0 |
| | Millagahawatta Road (Henewatta) | 0.4 | 4.5 |
| | Thiriwan Thuduwa Road (Mahakelewela) | 0.1 | 6.0 |
| | Aththota Landa Road | 1.6 | 6.0 |
| | Atambagahawatta Road | 0.4 | 4.5 |
| | Janasavi Mawatha | 0.4 | 4.5 |
| | Dehigahawatta Road | 0.4 | 4.5 |
| | Dehigahawatta North Road | 0.2 | 4.5 |
| | Govejanapada Road | 0.6 | 4.5 |
| | Ambhahena Road | 1.1 | 6.0 |
| | Ambhahena Road Bypass Road | 0.2 | 4.5 |
| | Ambhahena Watta Second Bypass Road | 0.2 | 6.0 |
| | Yakahaluwa Roa (Porikehena) | 0.8 | 6.0 |
| | Yakahaluwa Bypss Road | 0.4 | 6.0 |
| | Welupagoda Road | 0.4 | 3.5 |
| | Dakshinarama Temple Road | 0.4 | 6.0 |
| Prasannapura | Prasannapura Road | 0.4 | 4.5 |
| | Prasannapura 1st Lane | 0.4 | 3.5 |
| | Dewala Road | 0.2 | 3.5 |
| | Athapathuthugoda Road | 0.6 | 4.5 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| | Malwaththa Road | 4.5 | 5.0 |
| | Arachchigoda Road | 0.7 | 4.5 |
| | Delgahawatta Road | 0.8 | 4.5 |
| | Delgahawatta Bypass Road | 0.1 | 3.0 |
| | Delgahawatta Bypass Road | 0.4 | 6.5 |
| | Delgahawatta Bypass Road (Up To Uduwana) | 0.4 | 7.5 |
| Dolahena | Posonpura Mawatha | 0.2 | 4.5 |
| | Govijanapada Road | 0.5 | 6.0 |
| | Welikada Road | 0.3 | 4.5 |
| | Dolahena Delgahawatta Road | 1.6 | 7.5 |
| Meegasmulla | Siduhath Road | 0.2 | 4.5 |
| | Kapurugoda Road | 1.4 | 6.0 |
| | Kapurugoda Bypass Road | 0.5 | 6.0 |
| | Meegasmulla Road | 0.6 | 4.5 |
| | Thamarawa Road | 1.1 | 4.5 |
| | Welikadayawatta Road | 1.0 | 4.5 |
| Jalthara | Suduwella Road | 0.7 | 6.0 |
| | Nelum Pedesa Road | 0.9 | 6.0 |
| | Janasavi Mawatha | 0.6 | 4.5 |
| | Henpita Road | 0.3 | 4.5 |
| | Cemetery Road | 0.6 | 3.0 |
| | Tenderwatta Road | 0.4 | 4.5 |
| | Polowilawatta Road | 0.2 | 6.0 |
| | Hpt Housing Road | 0.4 | 6.0 |
| | John Keels Housing Road | 0.5 | 6.0 |
| | Kanda Road | 0.1 | 4.5 |
| | Ananda Place | 1.8 | 6.0 |
| | Annandapura 1st Lane | 0.6 | 6.0 |
| Walpita | Walpita Road | 1.5 | 8.0 |
| | Wasana Mawatha | 0.3 | 4.5 |
| | Gamunu Mawatha | 0.3 | 4.5 |
| | Pora Kanaththa Road | 0.3 | 4.5 |
| | Pora Kanaththa Road (2) | 0.3 | 4.5 |
| | Wedagemulla Road | 0.3 | 4.5 |
| | Janasavi Mawatha | 0.2 | 4.5 |
| | Jaltahara Walpita Mawatha | 0.7 | 6.0 |
| | Welipillewa Batawala Mawatha | 1.3 | 6.05.0 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| Habarakada North | Samagi Mawatha | 0.3 | 4.5 |
| | Perakum Mawatha | 0.3 | 3.5 |
| | Perakum Mawatha Bypass Road | 0.1 | 4.5 |
| | Kamath Mawatha | 0.4 | 4.5 |
| | Gramodaya Mawatha | 0.7 | 4.5 |
| | Athakulavansha Mawatha | 0.8 | 4.5 |
| | Wewalandawatta Road | 0.2 | 3.0 |
| | Vithana Mawatha | 0.2 | 3.0 |
| Habarakada South | Mal Mawatha | 0.4 | 4.5 |
| | Perakum Mawatha | 0.8 | 6.0 |
| | Katukurunduhenawatta Mawatha | 0.2 | 3.5 |
| | Dasawatta Land, 1st Lane | 0.2 | 6.0 |
| | Dasawatta Land 2nd Lane | 0.2 | 6.0 |
| | Primary School Adjacent Road | 0.6 | 6.0 |
| | Mal Mawatha To Prmary School Lane | 0.2 | 3.5 |
| | Temple Road | 0.2 | 3.0 |
| | Cross Road Form Godagama Borella To Ranala Habarakada Road | 0.2 | 3.5 |
| | Ranala Habarajada Cross Road | 0.2 | 4.5 |
| Mullegama South | Seelalankara Mawatha | 2.0 | 6.0 |
| | Malwatta Stores Adjacent Road | 0.2 | 6.0 |
| | Jamburuwala Cemetery Road | 0.2 | 3.5 |
| | Malaviya Kanda Road | 0.2 | 6.0 |
| | Malaviya Kanda Road, 1st Lane | 0.3 | 3.5 |
| | Malaviya Kanda Road, 2nd Lane | 0.2 | 4.5 |
| | Weththasinghe Road | 0.9 | 4.5 |
| Nawalamulla | Subha Mawatha | 0.1 | 3.0 |
| | School Lane | 1.1 | 6.0 |
| | Darade Road | 0.5 | 7.0 |
| | Sugathi Mawatha | 0.1 | 3.5 |
| | Siri Sumana Mawatha | 2.0 | 4.5 |
| | Siri Sumana Mawatha Sub Road | 0.3 | 4.5 |
| | Pokunahena Watta Road, 1st Lane | 0.1 | 6.0 |
| | Pokunahena Watta Road, 2nd Lane | 0.1 | 6.0 |
| | Pokunahena Watta Road, 3rd Lane | 0.1 | 6.0 |
| | Alubogahawatta Road | 0.2 | 3.5 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| Batawala | Wewahena Road | 0.9 | 7.0 |
| | Meegahakanda Road | 0.3 | 4.0 |
| | Mol Road | 0.2 | 4.0 |
| Athulavansha Mawatha Sub Road 1 | Athulavansha Mawatha Sub Road 1 | 0.2 | 3.5 |
| | Athulavansha Mawatha Sub Road 1 | 0.1 | 4.5 |
| | Athulavansha Mawatha Sub Road 2 | 0.1 | 4.5 |
| Artigala East | Sirinivasa Road | 0.8 | 6.0 |
| | Temple Road | 0.5 | 6.0 |
| | Samarage Gangoda Road | 0.6 | 5.0 |
| | Thamaluwa Road | 0.2 | 5.0 |
| | Godiyana Road | 0.7 | 5.0 |
| | Kekeunagoda Road | 0.3 | 5.0 |
| | Walawwa Road | 0.1 | 6.0 |
| | Thembiliyagangoda Road | 0.5 | 5.0 |
| Artigala West | Vivekarama Road | 0.5 | 5.0 |
| | Thelumpitiyagoda Road | 0.7 | 7.0 |
| | Lavpita Road | 1.0 | 6.0 |
| | Kabamulla Road | 1.1 | 7.0 |
| Magammana East | Munasunghegama Road | 0.7 | 6.0 |
| | Munasunghegama Road – Deniya Road | 1.0 | 6.0 |
| | Janarajapura Road | 0.25 | 6.0 |
| | Bakery Road | 0.5 | 6.0 |
| | Suramya Mawatha | 0.5 | 6.0 |
| | Suramya Mawatha 2nd Lane | 0.5 | 6.0 |
| Kiriwanthu-duwa North | Thuduwawatta Road | 1.25 | 6.5 |
| | Munamale Watta Road | 0.2 | 6.5 |
| | Upali Abesinghe Mawatha | 0.5 | 6.5 |
| | Galkanda Road | 1.0 | 6.5 |
| | Galkanda Road, 1st Lane | 0.5 | 6.5 |
| | 1st Lane (Munamale Watta) Near Cooperate Stores | 0.3 | 6.5 |
| | Pitipana Temple Road | 0.6 | 6.5 |
| | Sri Maha Bhodhi Temple Road | 0.4 | 6.5 |
| | Bakery Road | 0.25 | 6.5 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| Kithulavila | Benkan Watta Road | 1.5 | 6.5 |
| | Benkan Watta Road, 1st Lane | 1.5 | 6.5 |
| | Benkan Watta Road, 2nd Lane | 1.5 | 6.5 |
| | Benkan Watta Road, 3rd Lane | 1.5 | 6.5 |
| Siyambalagoda North | Cemetry Road | 1.3 | 5.0 |
| | Part Of Nalinpriya Mawatha | 0.2 | 5.0 |
| | Jayaliyagama Road | 1.7 | 5.0 |
| Ambalangoda | From Playground To Temple Road | 3.1 | 4.0 |
| Weniwelkola | Weragoda Road | 0.4 | 4.0 |
| | Sri Sugathi Mawatha | 0.6 | 3.0 |
| | Kosgahahena Road | 1.3 | 5.0 |
| | Liyanage Mawatha | 0.7 | 5.0 |
| | Road From Koralaima To Weniwelkola School | 2.2 | 5.0 |
| Siyambalagoda South | Deniya Road | 0.3 | 5.0 |
| | Siyambalagoda Kirigampamunuwa Road | 0.6 | 6.0 |
| Siddamulla North | Cemetry Road | 0.2 | 5.0 |
| | Elhena Road | 0.31 | 5.0 |
| | Sarath Elvitigala Road | 0.2 | 6.0 |
| | Kamala Road | 0.3 | 5.0 |
| Palagama | Jambugaha Mawatha | 0.4 | 5.0 |
| | Baduvila Road | 1.2 | 5.0 |
| | Baduvila Road Sub Road | 0.6 | 5.0 |
| | Etagahawatta Road | 0.8 | 5.0 |
| | Welmilla Road | 0.5 | 5.0 |
| | Rathagorakawatta Road | 0.5 | 5.0 |
| | Derukkantha Road | 0.2 | 5.0 |
| | Rangodawatta Inner Road | 0.2 | 5.0 |
| | Road From Palagama To Temple Road | 0.6 | 5.0 |
| Maththegoda West | Maththegoda Road Near Alfa Factory | 0.25 | 6.0 |
| | Galvaladeniya Road | 0.75 | 6.0 |
| | Galvaladeniya Sub Road | 0.75 | 6.0 |
| | Pubudu Mawatha | 0.3 | 6.0 |
| | Camp Road | 1.25 | 6.0 |
| | Araliya Uyana | 2.0 | 6.0 |
| | Nedun Uyana | 0.75 | 6.0 |

| GN Division | Road Name | Distance (km) | Width (m) |
|---|---|---|---|
| Maththegoda East | Asiri Uyana | 2.0 | 6.0 |
| | Asiri Uyana, 1st Lane | 0.75 | 6.0 |
| | Asiri Uyana, 2nd Lane | 0.75 | 10.0 |
| | Asiri Uyana, 3rd Lane | 0.75 | 10.0 |
| | Asiri Uyana, 4th Lane | 0.75 | 10.0 |
| | Asiri Uyana, 5th Lane | 0.75 | 10.0 |
| | Asiri Uyana, 6th Lane | 0.75 | 10.0 |
| | Asiri Uyana, 7th Lane | 0.75 | 10.0 |
| | Asiri Uyana, 8th Lane | 0.75 | 10.0 |
| | Asiri Uyana, 9th Lane | 0.75 | 10.0 |
| | Asiri Uyana, 10th Lane | 0.75 | 10.0 |
| | Ambalama Road | 0.75 | 6.0 |
| | Meththegoda Road , Salmal Uyana | 0.75 | 6.0 |
| | Sandunpura Round Road | 1.0 | 6.0 |
| | Maththegoda Houing Road | 1.2 | 6.0 |
| Kahathuduwa East | Koralaima East Road | 1.25 | 6.0 |
| | Koralaima South Road | 1.25 | 6.0 |
| | Pragathi Mawatha | 1.0 | 6.0 |
| | Road From Saranatissa Mawatha To Koralaima Mawatha | 2.0 | 6.0 |
| | Road From Pragathi Mawatha End To Koralaima | 1.25 | 6.0 |
| Yakahaluwa | Temple Road | 0.1 | 6.0 |
| | Moonamlewatta, 2nd Road | 0.2 | 6.0 |
| | Moonamlewatta, 3rd Road | 0.2 | 6.0 |
| | Moonamlewatta, 4th Road | 0.2 | 6.0 |
| | Moonamlewatta, 5th Road | 0.2 | 6.0 |
| | Moonamlewatta, 6th Road | 0.2 | 6.0 |
| | Moonamlewatta, 7th Road | 0.2 | 6.0 |
| | Moonamlewatta, 8th Road | 0.2 | 6.0 |
| | Moonamlewatta, 9th Road | 0.2 | 6.0 |
| | Moonamlewatta, 10th Road | 0.2 | 6.0 |
| | Moonamlewatta, 13th Road | 0.2 | 6.0 |
| | Moonamlewatta, 15th Road | 0.2 | 6.0 |
| | Moonamlewatta, 16th Road | 0.2 | 6.0 |
| | Moonamlewatta, 17th Road | 0.2 | 6.0 |
| | Moonamlewatta, 18th Road | 0.2 | 6.0 |

| *GN Division* | *Road Name* | *Distance (km)* | *Width (m)* |
|---|---|---|---|
| | *Moonamlewatta, 19th Road* | *0.2* | *6.0* |
| | *Moonamlewatta, 20th Road* | *0.2* | *6.0* |
| | *Moonamlewatta, 21st Road* | *0.2* | *6.0* |
| | *Moonamlewatta, 22nd Road* | *0.2* | *6.0* |
| *Diyagama East* | *Diyagalla Road* | *1.0* | *6.0* |
| | *Road From Beligaswatta Junction to Munamalewatta* | *0.3* | *6.0* |
| | *Thoramulla Road* | *0.5* | *6.0* |

***Source :*** *Homagama Pradeshiya Sabhawa, 2018*

## Annxure 26 : Summary of Approved Uses in Development Zones

| Uses | | High Density Commercial Zone I | High Density Commercial Zone II | High Density Commercial Zone III (Godagama) | Medium density residential zone | High Density Science and Technology Zone I (Development Guide Plan - 01) | High Density Science and Technology Zone II | Low density residential zone | Wetlands Nature Conservation Zone | Paddy Cultivation and Wetland Agricultural Zone |
|---|---|---|---|---|---|---|---|---|---|---|
| Residential | Housing units | √ | √ | √ | √ | √ | √ | √ | - | - |
| | Apartment complexes | √ | √ | √ | √ | √ | √ | - | - | - |
| | Hostels | √ | √ | √ | √ | √ | √ | - | - | - |
| | Quarters / Employers quarters | √ | √ | √ | √ | √ | √ | - | - | - |
| | Adult / Disabled Homes | √ | √ | √ | √ | √ | √ | √ | - | - |
| | Children's Homes | √ | √ | √ | √ | √ | √ | √ | - | - |
| | Child Care Centers | √ | √ | √ | √ | √ | √ | √ | - | - |
| Health | Hospitals | √ | √ | √ | - | √ | - | - | - | - |
| | Medical treatment centers | √ | √ | √ | √ | √ | √ | - | - | - |
| | Medical Consulting Service Centers | √ | √ | √ | √ | √ | √ | √ | - | - |
| | Child and Maternity Clinics | √ | √ | √ | √ | √ | √ | √ | - | - |
| | Animal Hospital | √ | √ | √ | - | √ | √ | - | - | - |
| | Animal Care Centers | - | - | - | √ | - | √ | - | - | - |
| | Veterinary Clinics and Treatment Centers | √ | √ | √ | √ | √ | √ | - | - | - |
| | Ayurvedic Medical Centers | √ | √ | √ | √ | √ | √ | √ | - | - |
| Educational | Early Childhood Development Centers | √ | √ | √ | √ | √ | √ | √ | - | - |
| | Primary Education Centers | - | - | - | √ | √ | - | - | - | - |
| | Secondary Education Centers | - | - | - | √ | √ | - | - | - | - |
| | Tertiary Education Centers | - | - | - | - | √ | - | - | - | - |
| | Technical Collages / Vocational Training Centers | √ | √ | √ | - | √ | √ | - | - | - |
| | Research and Development Centers | - | - | - | - | √ | √ | - | - | - |
| | Private tuition classes | √ | √ | √ | √ | - | √ | √ | - | - |
| | Institutions / Rangayathanaya | √ | √ | √ | √ | - | - | - | - | - |
| Institutions | Offices | √ | √ | √ | √ | √ | | - | - | - |
| | Office complex | √ | √ | √ | - | √ | | - | - | - |
| | Professional Offices | √ | √ | √ | √ | √ | | - | - | - |
| | Banks, Insurance and Financial Institutions | √ | √ | √ | √ | √ | √ | - | - | - |
| | ATM | √ | √ | √ | √ | √ | √ | - | - | - |

| | Uses | High Density Commercial Zone I | High Density Commercial Zone II | High Density Commercial Zone III (Godagama) | Medium density residential zone | High Density Science and Technology Zone I (Development Guide Plan - 01) | High Density Science and Technology Zone II | Low density residential zone | Wetlands Nature Conservation Zone | Paddy Cultivation and Wetland Agricultural Zone |
|---|---|---|---|---|---|---|---|---|---|---|
| Social services and public amenities | Community Development Centers | √ | √ | √ | √ | - | - | - | - | - |
| | Social and cultural centers | √ | √ | √ | √ | - | - | - | - | - |
| | Religious centers | - | - | - | √ | - | - | - | - | - |
| | Auditoriums and conference rooms | √ | √ | √ | √ | √ | - | - | - | - |
| | Library | √ | √ | √ | √ | √ | - | - | - | - |
| | Rehabilitation centers | √ | √ | √ | √ | - | - | - | - | - |
| | Crematoriums | √ | √ | √ | √ | - | | - | - | - |
| | Cemeteries | - | - | - | √ | - | | - | - | - |
| Commercial | Shops | √ | √ | √ | √ | √ | | √ | - | - |
| | Supermarkets | √ | √ | √ | √ | √ | | - | - | - |
| | Shopping malls | √ | √ | √ | - | - | | - | - | - |
| | Restaurants | √ | √ | √ | √ | √ | | √ | - | - |
| | Open Markets | √ | √ | √ | √ | √ | | - | - | - |
| | Pharmacies | √ | √ | √ | √ | √ | | √ | - | - |
| | Laboratory Services and Collection Centers | √ | √ | √ | √ | √ | | - | - | - |
| | Wholesale stores | √ | √ | √ | - | - | | - | - | - |
| | Warehousing | - | - | - | - | - | | - | - | - |
| | Customer Service Centers | √ | √ | √ | √ | √ | | √ | - | - |
| | Meat and fish stalls | - | - | - | - | - | | - | - | - |
| | Liquor outlets | √ | √ | √ | - | - | | - | - | - |
| | Funeral halls | √ | √ | √ | √ | - | | - | - | - |
| | Funeral halls with ceremony halls | √ | √ | √ | √ | - | | - | - | - |
| | Building Materials Sales Shops | √ | √ | √ | - | - | | - | - | - |
| | Fuel stations | √ | √ | √ | √ | √ | | - | - | - |
| | Fuel stations and vehicle service centers | √ | √ | √ | √ | - | | - | - | - |
| | Fuel stations with Shopping malls | √ | √ | √ | √ | - | | - | - | - |
| | Gas stations and electric charging stations | √ | √ | √ | √ | √ | | - | - | - |
| | Communication towers on buildings | √ | √ | √ | √ | - | | - | - | - |
| | Communication towers | √ | √ | √ | √ | √ | | - | - | - |
| | Multi-storey vehicle parking | √ | √ | √ | √ | √ | | - | - | - |
| | Open car park | √ | √ | √ | √ | √ | | - | - | - |
| | Vehicle Showrooms | √ | √ | √ | - | - | | - | - | - |

| Uses | | High Density Commercial Zone I | High Density Commercial Zone II | High Density Commercial Zone III (Godagama) | Medium density residential zone | High Density Science and Technology Zone I (Development Guide Plan - 01) | High Density Science and Technology Zone II | Low density residential zone | Wetlands Nature Conservation Zone | Paddy Cultivation and Wetland Agricultural Zone |
|---|---|---|---|---|---|---|---|---|---|---|
| Tourism | Resorts | √ | √ | √ | √ | √ | | √ | - | - |
| | Guest houses | √ | √ | √ | √ | √ | | - | - | - |
| | Lodgings | √ | √ | √ | √ | √ | | √ | - | - |
| | Tourist hotels | √ | √ | √ | √ | √ | | - | - | - |
| | Urban hotels | √ | √ | √ | - | √ | | - | - | - |
| | Travel Information Centers | √ | √ | √ | √ | - | | √ | - | - |
| | SPA | √ | √ | √ | √ | √ | | √ | - | - |
| | Cabana hotels | √ | √ | √ | √ | √ | | √ | - | - |
| Manufacturing industry | Mining & Mining Extraction Industries | √ | √ | √ | - | √ | | - | - | - |
| | Metal Products and Casting Extraction Industries | - | - | - | - | - | | - | - | - |
| | Oil refineries and petroleum-based chemicals and distilleries | - | - | - | - | -* | | - | - | - |
| | Chemicals, polythene, plastics, rubber and glass related industries | - | - | - | - | - | | - | - | - |
| | Cement, concrete and ceramic related products | - | - | - | √ | - | | - | - | - |
| | Clay Products Industry | - | - | - | √ | - | | √ | - | - |
| | Natural fiber based manufacturing industries | - | - | - | - | - | | - | - | - |
| | Textile, Clothing and Leather Products | √ | √ | √ | √ | - | | - | - | - |
| | Electrical and Electronics related industries | √ | √ | √ | √ | - | | - | - | - |
| | Heavy Machinery and Assembly Industries | - | - | - | - | - | | - | - | - |
| | Paper manufacturing and printing related industries | - | - | - | - | - | | - | - | - |
| | Wood / Wood Products & Furniture Manufacturing Industries | - | - | - | - | - | | - | - | - |
| | Food and non-alcoholic beverage industries | √ | √ | √ | - | - | | - | - | - |
| | Alcohol / local pharmaceuticals, spirits and extracts Industries | - | - | - | - | - | | - | - | - |
| | Recycling activities related industries | √ | √ | √ | - | - | | - | - | - |
| | Industrial Infrastructure Facilities Centers | - | - | - | - | √ | | - | - | - |
| | Home based Industries | √ | √ | √ | √ | √ | | √ | - | - |

| Uses | | High Density Commercial Zone I | High Density Commercial Zone II | High Density Commercial Zone III (Godagama) | Medium density residential zone | High Density Science and Technology Zone I (Development Guide Plan - 01) | High Density Science and Technology Zone II | Low density residential zone | Wetlands Nature Conservation Zone | Paddy Cultivation and Wetland Agricultural Zone |
|---|---|---|---|---|---|---|---|---|---|---|
| Service industries | Vehicle Service Centers | √ | √ | √ | √ | - | | - | - | - |
| | Vehicle Repair Centers / Spray Painting Centers | √ | √ | √ | √ | - | | - | - | - |
| | Taxi Service Centers | √ | √ | √ | √ | √ | | - | - | - |
| | Laundry / clothes cleaning places | √ | √ | √ | √ | √ | | - | - | - |
| | Grinding mill / pad mill | √ | √ | √ | √ | - | | - | - | - |
| | Writing racks, welding workshops | √ | √ | √ | √ | - | | - | - | - |
| | Electronic Equipment Repair Centers | √ | √ | √ | √ | √ | | - | - | - |
| Utility Services | Railway and bus yards / stops | √ | √ | √ | √ | √ | | - | - | - |
| | Light railways | √ | √ | √ | √ | √ | | - | - | - |
| | Infrastructure related development | √ | √ | √ | √ | √ | | - | - | - |
| Leisure and recreation | (Pocket Park) | √ | √ | √ | √ | √ | | √ | √ | - |
| | (Mini Park) | √ | √ | √ | √ | √ | | √ | √ | - |
| | (Local Park) | √ | √ | √ | √ | √ | | √ | √ | - |
| | (Community Park) | √ | √ | √ | √ | √ | | √ | √ | - |
| | (Town Park) | √ | √ | √ | √ | √ | | √ | √ | - |
| | (Central Urban Park/City Park) | √ | √ | √ | √ | √ | | √ | √ | - |
| | (Regional Park) | √ | √ | √ | √ | √ | | √ | √ | - |
| | (Linear Park) | √ | √ | √ | √ | √ | | √ | √ | - |
| | (Beach Park) | - | - | - | - | - | | - | - | - |
| Leisure and recreation | ndoor Sports Centers | √ | √ | √ | √ | √ | | √ | - | - |
| | Theaters | √ | √ | √ | √ | √ | | - | - | - |
| | Clubs | √ | √ | √ | √ | √ | | - | - | - |
| | Art galleries / museums | √ | √ | √ | √ | - | | √ | - | - |
| | Outdoor Theater | √ | √ | √ | √ | - | | √ | √ | - |
| | Boat jetty / ferry accommodation | - | - | - | - | - | | √ | √ | - |
| | Anchorage ports | - | - | - | - | - | | √ | √ | - |
| Agriculture | Livestock / farms with construction | - | - | - | - | - | | - | - | - |
| | The Seaport Port | - | - | - | - | - | | - | - | - |
| | Fishing ports | - | - | - | - | - | | - | - | - |
| | Lellama | - | - | - | - | - | | - | - | - |

## Annxure 27: Definitions for Permitted Uses in 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* |
| | *Quarters / quarters* | *Vertical or horizontal extension buildings that provide residential accommodation to a particular workplace* |
| | *Adult / 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* |
| | *Child Care Centers* | *Buildings with temporary residential care for children (less than 24 hours)* |
| | *Hostels* | *Vertical or horizontal extension buildings that provide residential facilities for a limited time* |
| *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 Service Centers* | *Centers that provide basic health care and counseling services for children and pregnant mothers* |
| | *Child and Maternity Clinics* | *Veterinary Service Centers that conduct outpatient and inpatient treatment / clinics* |
| | *Veterinary Hospital* | *OPD care and veterinary service centers* |
| | *Veterinary Clinics and Treatment Centers* | *Centers served by a registered doctor or a few doctors in the Government Ayurvedic Medical Council who treat traditional indigenous medicine.* |
| | *Ayurveda Medical Centre* | *Centers for the treatment of Traditional Indigenous Medicine by one or more doctors registered with the Government Ayurvedic Medical Council* |
| | *Medical Laboratory* | *Centers 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 School* | *School buildings with facilities to provide a formal education from grade one to grade five* |

| *USES* | | *DEFINITION* |
|---|---|---|
| *Educational* | *Secondary School* | *School buildings with facilities to provide formal education from grade one to grade thirteenth and sixth to thirteenth* |
| | *Tertiary School/ Higher Education Centers* | *Higher Education Facilities, Any Universities, Open Universities and Higher Education Centers recognized by Government, Semi-Governmental, Private or International* |
| | *Technical Schools / 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* |
| *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* |
| | *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* |

| *USES* | | *DEFINITION* |
|---|---|---|
| *Commercial* | *Furniture/ House hold Items* | |
| | *stores* | *Places where merchandise or business is in bulk storage* |
| | *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 Florist* | *Centers for funeral arrangements* |
| | *Funeral Florist with Funeral Palaors* | |
| | *Building Materials Sales* | *Where sell materials 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 and electric charging stations* | *Gas stations for vehicles and electricity charging stations* |
| | *Multi-story parking* | *Two floors or buildings to accommodate more parking* |
| | *Open car park* | |
| | *Showrooms* | *Buildings for sale in vehicles/ Goods* |
| *Tourism Activities* | *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* | *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* |

| *USES* | | *DEFINITION* |
|---|---|---|
| *Production industry* | *Environmental Friendly Small and Medium scale 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* |
| | *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* |
| | *Food and Beverage (Non Alcoholic)* | *Food production, processing and packaging industries, including bakeries and confectionery industries, instant tea or coffee processing industries, non-alcoholic beverage manufacturing industries, sugar cane industries, ice factories, tea factories, distilleries or coconut processing industries Buildings that facilitate* |
| | *Recycling activities related industries* | *Solid waste recycling / recycling / recycling industries, toxic and hazardous / hazardous / hazardous waste recycling / recycling / recycling industries, municipal and other solid waste manufacturing centers* |
| | *Home Industries* | *Handicrafts and non-traditional industries* |
| | *Timber Related Industries* | *Chemical treatment and preservation of wood, carpentry using multi-purpose machinery* |
| | | |
| | *Timber Sawing Centers* | *A Place where Timber sawing is doing by using Machineries* |
| *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* |
| | *Writing racks, welding workshops* | *Locations for machining iron sharpening, cutting and grafting* |

| *USES* | | *DEFINITION* |
|---|---|---|
| *Leisure and recreation* | *Indoor Stadium* | *Playing areas within a building with facilities for play* |
| | *Cinema* | *Buildings with auditorium facilities for watching movies for entertainment* |
| | *Clubs* | *Other social amenities with local and foreign liquor outlets for entertainment* |
| | *Art galleries / museums* | *A building where a large number of interesting and valuable objects, such as works of art or artefacts, are kept, studied and displayed to the public.* |
| | *Open Theaters* | *Seats with open platform* |

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Urban Development Authority
6th, 7th & 9th floors, “Sethsiripaya Stage I”, Battaramulla, Sri Lanka
www.uda.gov.lk