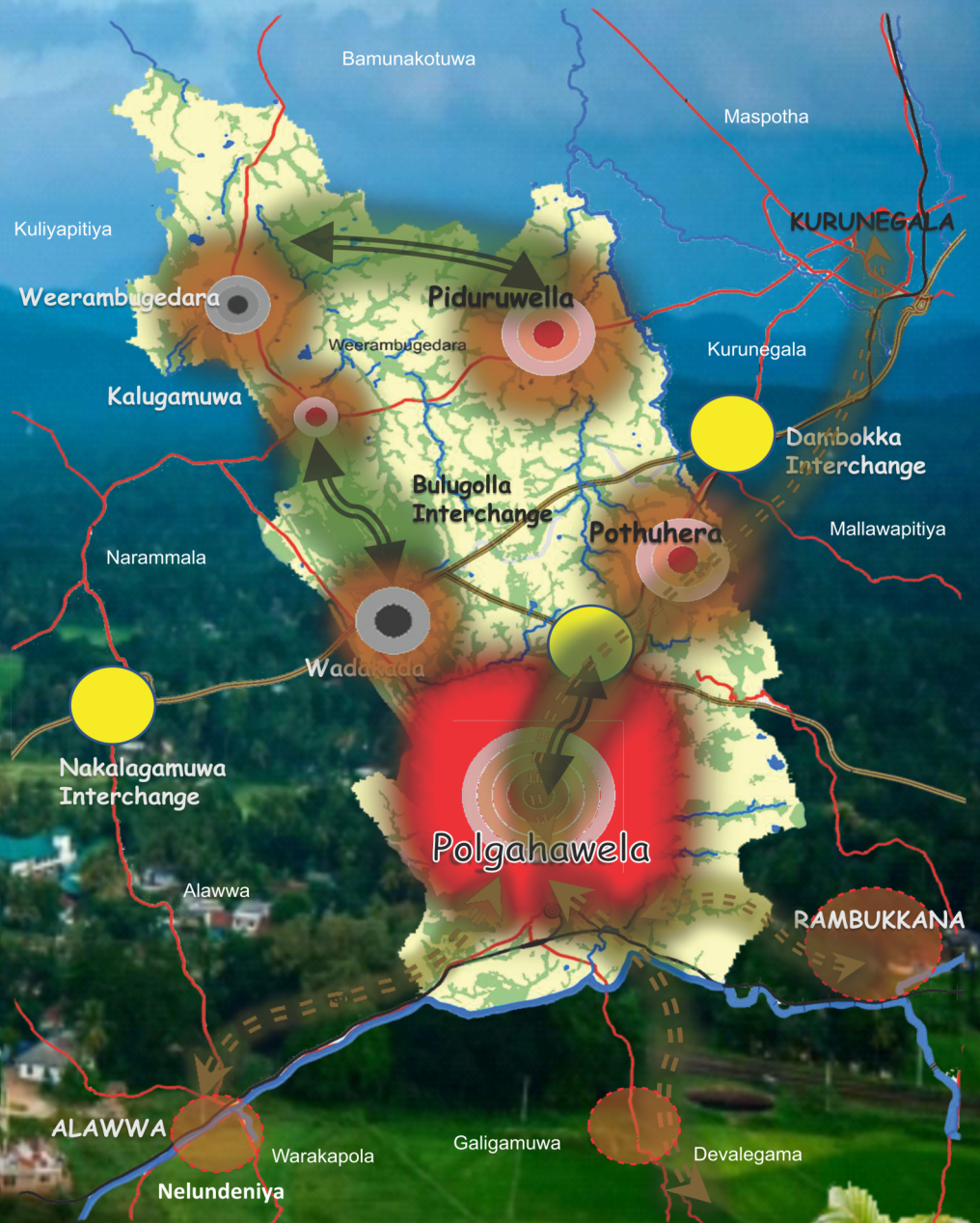


Polgahawela Development Plan 2024-2033

“Glorious Rail City”



Urban Development Authority
Ministry of Urban Development and Housing

POLGAHAWELA DEVELOPMENT PLAN (2024 - 2033)



**URBAN DEVELOPMENT AUTHORITY
MINISTRY OF URBAN DEVELOPMENT AND HOUSING**

Polgahawela Development Plan 2024 - 2033

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The Polgahawela Development Plan for 2024–2033 consists of three main parts: Part I, Part II, and Part III. Part I includes the introduction of the Development Plan, Preliminary Study, Need for the Development Plan, vision of the development plan, goals and objectives, conceptual plan, and development strategy plan. And, the Part II of the development plan contains planning and building development regulations and zoning regulations effective for the period of 2024–2033. Finally, the last section of the development plan, Part III, encompasses zoning boundaries with coordinates and all relevant annexures.

The Polgahawela Development Plan for 2024–2033 was prepared by the North Western Provincial Office of the Urban Development Authority.

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- Environment and Landscape Division - Urban Development Authority (Prepare the PORS, DRR and Conservation Plans)
- Geographical Information Systems (GIS) Division, Urban Development Authority (Provide Technical assistance and the GIS data base)

ACKNOWLEDGEMENT

The Polgahawela Urban Development Plan for the period of 2024–2033 was meticulously prepared by the North Western Provincial Office of the Urban Development Authority (UDA). This visionary plan aims to strengthen the agricultural economy of the Polgahawela Pradeshiya Sabhawa area while positioning Polgahawela town as the central commercial hub of the region, leveraging its strategic location near the railway station. Additionally, it focuses on the development of suburban centers, tailored to their unique characteristics, fostering balanced regional growth.

We extend our profound gratitude to the Hon. Minister of Urban Development and Housing, Mr. Prasanna Ranatunga, and the Secretary of the Ministry of Urban Development and Housing, Mr. W.S. Satyananda, for their invaluable support and approval of this development plan under the provisions of the Urban Development Authority Act No. 41 of 1978, as amended by Act No. 04 of 1982.

Special acknowledgment is due to the former Chairman of the Polgahawela Pradeshiya Sabhawa, Mr. E. Livera Gunathilaka, along with the public representatives, officials of the Pradeshiya Sabhawa, and the Divisional Secretaries of Polgahawela and Weerambagedara, whose collaborative efforts greatly contributed to this initiative.

Our extended special thanks to Mr. Nimesh Herath, Chairman of the Urban Development Authority; Plnr. N.P.K. Ranaweera, Director General of the Urban Development Authority; Archt. Mahinda Vithanachi, Additional Director General; Plnr. M.P. Ranatunga, Deputy Director General (Planning - Zone I); Plnr. N.A.S.N. Nishshanka, Deputy Director General (Projects); Plnr. Priyani Nawarathna, Director (North Western Province), Lawyer D.M. Kirivattuduwa, Director (Legal); and Plnr. Roopa Ranjani, Director (Strategic Planning), for their courage and guidance in preparing this plan.

We also acknowledge Chartered Landscape Architect C.K.E. Mrs. Kalupahana, Director of the Environmental and Landscape Division, and all officers of the division, as well as the Director of the Geographical Information Systems (GIS) Division, Plnr. Mrs. J.P.S. Somasekara, and all officers of the division and Strategic Planning Division and staff members of all divisions are gratefully acknowledged on behalf of the planning team for their support in the successful completion of this task.

Finally, we extend our sincere appreciation to the former Directors of the North Western Province, Mr. E.M.S.B. Ekanayake and Mr. N.A.S.N. Nishshanka. And to Mr. R. M. J. B. Rathnayake, the current Deputy Director (Planning) of the North Western Provincial Office and to Mr. W. M. Upali Somasiri, the Deputy Director (GIS) as well as to all other officials including the remaining staff to their dedication and collective efforts were instrumental in shaping this comprehensive development plan.

Honorable Minister's Foreword



“Polgahawela Development towards reality.”

The President Ranil Wickremesinghe's vision policy underscores the necessity of implementing new development plans to direct the nation towards achieving its objectives of fully developing Sri Lanka by 2048. The Urban Development Authority (UDA) plays a crucial role in implementing and enforcing urban development plans to address gaps and disparities between districts within the same province and cities within the same district, stemming from the rapid urbanization process in the country.

In line with this vision, the Urban Development Authority (UDA) has already gazetted development plans for 26 identified cities, with plans to prepare and legalize development plans for an additional 50 cities by the end of the year. The Polgahawela Urban Development Plan is among those slated for implementation. The Urban Development Authority aims to prepare a total of more than 130 urban development plans by 2024.

The Polgahawela Development Plan places priority on the services provided to the urban area's residents and aims to develop it further as a service center. The plan identifies the area's natural ecosystem and economic assets for the benefit of the urban population in a systematic manner.

Throughout the preparation of this plan, input was gathered from professionals, experts, stakeholders, and the community. Modern analytical techniques were employed to ensure that the plan reflects the most effective approaches to urban development.

I would like to express my appreciation for the valuable contributions of the Chairman and Director General of the Urban Development Authority, the planning teams, and all officers of the UDA who played an instrumental role in bringing this vision to life. I am confident that with the continued cooperation and participation of the relevant local authorities, public and private sector institutions, and the general public, the successful implementation of the Polgahawela Development Plan (2024- 2033) will be realized, paving the way for sustainable growth and prosperity in the region.

Prasanna Ranatunga

Minister of Urban Development and Housing

Hon. Chairman's Foreword - Urban Development Authority



The Urban Development Authority is the main responsible agency for the preparation and implementation of plans related to the management of urban areas in Sri Lanka. The primary objective of establishing the Urban Development Authority in 1978 was to develop and regulate developments in those areas through integrated planning and implementation.

Accordingly, under Section 8 (1) of the Urban Development Authority Amendment Act (Part IIA) No. 4 of 1982, the Authority is empowered to prepare development plans for the urban areas which are declared by the Minister in charge of the subject. Accordingly, the Polgahawela Development Plan has been prepared by considering the physical, economic social and environmental aspects of the area.

The Urban Development Authority has prepared the Polgahawela Development Plan to be effective from 2024 to 2033 by using the modern planning strategies.

Polgahawela Development Plan has adopted a strategic approach to optimally utilize the potential to ensure favorable developments in the planning area by identifying the problems in the planning area and further regulating the development zones and zoning regulations through the development plan. I, therefore, call upon all stakeholders and the public to contribute towards the realization of this vision through the implementation of this plan in order to serve the needs of the general public.

I would like to express my heartfelt thanks to the planning team of the Urban Development Authority who supported the successful completion of the Polgahawela Development Plan within the stipulated time. I am also grateful to all the stakeholders and the community who have supported and contributed to the successful completion of this task and hope that all of you will continue to extend their utmost support for the successful implementation of the plan.

Nimesh Herath

Chairman

Urban Development Authority.

Foreword by former Presidents of Polgahawela Pradeshiya Sabha (PS)



The Urban Development Authority (UDA), which is at the forefront of urban development in Sri Lanka, is committed to working in harmony with local administrative institutions to create livable, sustainable cities with a well-planned land use structure to meet all urban needs.

Following the declaration of Polgahawela Pradeshiya Sabhawa as an urban development area on 28th April 2018, the UDA took on the challenge of fostering comprehensive development, which includes physical, economic, social, and environmental improvements. The Polgahawela Pradeshiya Sabhawa, as the regional administrative authority, has played a vital role in this development process and has shouldered its responsibilities to ensure the welfare of the people.

The Polgahawela Urban Development Plan (2024–2033), prepared by the North Western Provincial Office of the UDA, aims to enhance the area's development within a structured legal framework. This plan targets not only the future residential community and the urban population who rely on the area for daily livelihood but also domestic and international tourists visiting the region for tourism purposes. The plan incorporates strategies to harness the area's existing development potential, adding both economic and social benefits.

One of the key aspects of the plan is the enhancement of rail transportation, which will complement the strengthening of the agricultural economy in the Polgahawela Pradeshiya Sabhawa area. As elected representatives of the Polgahawela Pradeshiya Sabhawa, including myself, we are committed to the vision of advancing Polgahawela city by developing the surrounding sub-urban centers based on the unique characteristics of each area. Our dedication lies in fulfilling our responsibilities to ensure the successful realization of this noble cause.

Mr. E. Livera Gunathilaka

Chairman (former)

Polgahawela Pradeshiya Sabhawa

PREFACE

The Polgahawela Development Plan (2024- 2033) has been meticulously formulated with a focus on the need for urban planning intervention, taking into account the guidelines provided in Gazette Extraordinary No. 1148/5 (4th September 2000) and Gazette Extraordinary No. 2068/47 (28th April 2018). The preparation of the development plan involved with various stages, the data for plan was collected from 2018 to 2024 and thoroughly analyzed using various scientific methods, which allowed for informed conclusions to be drawn regarding the area's development. This comprehensive planning effort has culminated in a new development plan that reflects past decisions and practical observations.

The Polgahawela Development Plan for the period of 2024–2033 consists of three main parts: Part I, Part II, and Part III. Part I includes the introduction of the Development Plan, Preliminary Study, Need for the Development Plan, vision of the development plan, goals and objectives, conceptual plan, and development strategy plan. Part II of the development plan contains planning and building development regulations and zoning regulations effective for the period of 2024–2033. The final section of the development plan, Part III, encompasses zoning boundaries with coordinates and all relevant annexures.

In Part I, the first chapter elucidates the background of the development plan, providing an introduction to its nature, stakeholders involved, the scope it encompasses, and the planning process employed. Chapters two and three offer a comprehensive analysis of the study area, including its historical context, the delineation of the planning area, and the pressing need for the development plan. Chapter four delineates the overarching vision and objectives of the plan, while chapter five conducts a detailed SWOT analysis, identifying the strengths, weaknesses, opportunities, and threats. Chapter six proceeds to detail the conceptual plan and proposed land use plans, along with the Infrastructure Development Strategy Plan, Social Infrastructure Development Strategic Plan, Transportation Plan, Economic Development Strategy Plan, Sustainable Environmental Strategic Plan, and Project Implementation Strategy Plan.

In Part II, chapter seven delineates plans and building regulations, chapter eight specifies identified zones and zoning regulations, and chapter nine includes proposed road widths, building lines, and details of protected areas.

The Government of Sri Lanka and the Urban Development Authority are committed to executing the Polgahawela Development Plan (2024- 2033), with an implementation timeline set for the near future. This comprehensive plan is expected to significantly enhance the urban infrastructure, economic development, and overall urban management.

Hon. Minister's Approval

APPROVAL OF THE DEVELOPMENT PLAN FOR LIMIT OF POLGAHAWELA PRADESHIYA SABHA

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development plan for the enactment of development plan for limit of Polgahawela Pradeshiya Sabha after consideration of recommendation made by the Board of Management of the Urban Development Authority on 12th June, 2024 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 and Housing

Ministry of Urban Development and Housing,
12th Floor,
"Sethsiripaya" Stage II
Battaramulla.

Prasanna Ranatunga (M.P)
Minister of Urban Development and Housing
Ministry of Urban Development and Housing
2nd Floor, "Sethsiripaya"
Battaramulla

16 Date: 07 June, 2024

Gazette Notification



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APPROVAL OF THE DEVELOPMENT PLAN FOR LIMIT OF POLGAHAWELA PRADESHIYA SABHA

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the enactment of Development plan for limit of Polgahawela Pradeshiya Sabha after consideration of recommendation made by the Board of Management of the Urban Development Authority on 12th June, 2024 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 and Housing.

Ministry of Urban Development and Housing,
12th Floor,
"Sethsiripaya" Stage II,
Battaramulla,
16th July, 2024.



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**APPROVAL OF THE DEVELOPMENT PLAN FOR LIMIT OF
POLGAHAWELA PRADESHIYA SABHA**

NOTICE is hereby given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8(G) of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 4 of 1982 that I, 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 Polgahawela prepared under Section 8 (A) of the said Act on the day of 16th July, 2024.

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

Ministry of Urban Development and Housing,
12th Floor,
"Sethsiripaya" Stage II,
Battaramulla,
17th July, 2024.

**APPROVAL OF THE DEVELOPMENT PLAN FOR LIMIT OF POLGAHAWELA
PRADESHIYA SABHA**

PUBLIC are hereby informed that the Development Plan prepared for the Pradeshiya Sabha Limit of Polgahawela 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 16th July 2024, by Hon. Prasanna Ranathunga, Minister of Urban Development & Housing by virtue of powers vested on him under Section 8(F) of the said Act.

NIMESH HERATH,
Chairman,
Urban Development Authority.

17th July, 2024.

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Part I

Chapter 01

Background of the Development Plan

Chapter 01

Background of the development plan

1.1. Introduction

Chapter 01	The Urban Development Authority (UDA) serves as the principal regulatory body for urban development in Sri Lanka. Empowered by the Urban Development Authority Act No. 41 of 1978, as amended by Act No. 04 of 1982, the UDA is tasked with preparing and implementing urban development plans. This responsibility encompasses the preparation of comprehensive development plans for areas designated under its jurisdiction. These plans aim to harness the strengths and opportunities inherent in each locality, aligning with broader development goals to benefit both the resident and transient populations.
Background of development plan	
Introduction	

In accordance with Section 08 (a) of the Urban Development Authority Act No. 41 of 1978, and as per the extraordinary gazette notification No. 1148/5 dated September 4, 2000, the Polgahawela Pradeshiya Sabha area, comprising 15 Grama Niladhari Divisions, was declared under the jurisdiction of the UDA. Subsequently, the scope was expanded to encourage commercial and developmental activities, particularly in light of the Central Expressway Project. Through Gazette Notification No. 2068/47 dated April 28, 2018, an area of 188.37 square kilometers within the Polgahawela Pradeshiya Sabhawa, encompassing 122 Grama Niladhari Divisions (including Pothuhera and Weerambugedara), was officially designated for urban development.

Recognizing the economic, social, physical, environmental, and cultural dynamics of the region, the North Western Provincial Office of the UDA initiated the preparation of a development plan in 2022. This plan, scheduled for implementation from 2024 to 2033, envisions transforming the North Western Province into a sustainable residential hub with efficient transport facilities. The plan also seeks to capitalize on the area’s advantageous road and rail networks, scenic landscapes, and unique cultural heritage.

Key objectives include promoting sustainable residential growth, enhancing transport infrastructure, and fostering economic development through the optimal utilization of natural resources. To this end, specific development strategies and guidelines have been formulated to ensure balanced and sustainable growth for the region during the implementation period.

1.2. Stakeholders of the Development Plan

A stakeholder meeting was held on October 15, 2021, to support the preparation of the Ten- Year Urban Development Plan (2024–2033) for the Polgahawela Pradeshiya Sabha Area. The meeting focused on identifying key challenges and opportunities within the region by engaging stakeholders and representatives from all relevant sectors of the planning area. In addition to the staff of the Urban Development Authority, officers from various institutions participated, providing valuable insights and contributions to ensure the development plan is both comprehensive and inclusive.

Key Stakeholder

1. Polgahawela Pradeshiya Sabha

Basic Consultancy Agencies

Consultancy Institutions related to Economic Affairs

1. Coconut Cultivation Board
2. Board of Investment – Polgahawela
3. Department of Agrarian Development
4. Police Department
5. Zonal Education Office
6. Department of Railways
7. Divisional Secretariats – Polgahawela and Weerambugedara
8. Members of the Polgahawela Pradeshiya Sabha
9. Residents of Polgahawela

Environmental Consultancy Agencies

1. Central Environmental Authority / Provincial Environmental Authority
2. Department of Agrarian Development
3. Department of Wildlife Conservation
4. Department of Forestry
5. Geological Survey and Mining Bureau
6. Pradeshiya sabha – Polgahawela
7. Divisional Secretariats – Polgahawela and Weerambugedara
8. Irrigation Department

Infrastructure Related Consultancy Institutions

1. Department of Railways
2. Police Department
3. Road Development Authority
4. National Water Supply and Drainage Board
5. National Housing Development Authority

Chapter 01

Background of
development plan

6. Zonal Education Office
7. Parakramabahu National School
8. Divisional Secretariats – Polgahawela and Weerambagedara
9. Members of the Polgahawela Pradeshiya Sabha
10. Residents of Polgahawela

Stakeholders of
the Development
Plan

Other Stakeholder Groups

1. National Physical Planning Department
2. Community Leaders
3. Community Based Organizations (CBOs)

1.3. Scope of the Development Plan

Chapter 01

Background of
development plan

Scope of the
Development Plan

Polgahawela Pradeshiya Sabha is strategically located 80 kilometers from Colombo and 20 kilometers from Kurunegala, on the southern border of the Kurunegala District. It is the third- largest local government area within the district. This development plan has been meticulously prepared by the North Western Provincial Office of the Urban Development Authority, with the primary objective of achieving sustainable development by integrating economic, social, environmental, and physical aspects of the region.

According to the National Physical Plan 2050, prepared by the Department of National Physical Planning, the Polgahawela Planning Area falls within the Eastern Western Development Corridor. The Weerambagedara Divisional Secretariat Division is part of the Kurunegala Metro Region, while the Polgahawela Divisional Secretariat Division belongs to the Polgahawela-Alawwa Development Zone. The plan projects that by 2050, the Kurunegala Metro Region will have an expected population of 1,000,000 with an annual growth rate of 2.5%. Meanwhile, the Polgahawela- Alawwa Development Zone is projected to have a population of 200,000, with an annual growth rate of 1.5%. These demographic trends and targets have been central to the preparation of this development plan.

The National Physical Plan 2050 also identifies Polgahawela as an agricultural and agro- conservation cluster zone, with a focus on promoting coconut production. Furthermore, the area has been designated as a proposed service-based industrial cluster zone and a knowledge and innovation- based industrial cluster zone. These potentials have been fully integrated into the development plan to leverage Polgahawela's strengths.

Additionally, infrastructure projects such as the Central Expressway (beyond 2030), the proposed electric railway from Colombo Fort to Trincomalee via Polgahawela and Dambulla, and the Polgahawela- Kurunegala Double Railway Project (spanning 21.5 km) have been considered. The region is also subject to the Development Regulations for the Expressway Zone, as per Gazette Notification No. 2235/54 dated July 8, 2021, applicable along the Mirigama-Kurunegala Expressway.

The preparation of this development plan has carefully considered critical reserves, including railway reserves, water body reserves, government forest reserves, and culturally significant sites, alongside the socio- economic and political structure of the area. Recognizing the economic challenges facing the country, such as foreign exchange shortages and food security issues, the plan

Chapter 01	emphasizes projects that can be implemented under such constraints, with a strong focus on private investment.
Background of development plan	The overarching goals of this development plan include optimizing the use of physical resources, utilizing unused resources effectively, promoting environmentally sustainable industries and commercial practices, conserving natural ecosystems, protecting cultural and religious heritage, and enhancing the quality of life for city residents. Sustainable goals and strategies have been clearly articulated to achieve these objectives.
Scope of the Development Plan	

Specific strategies have been devised to address various components, including economic development, environmental sustainability, settlement density management, land and building development, and project implementation. The Polgahawela Urban Development Plan (2024–2033) envisions a comprehensive framework for sustainable growth, supported by long- term and short- term projects.

The plan prioritizes creating a conducive living environment for residents, strengthening local economic activities, and preserving the area’s natural ecosystems. It also includes strategies for residential zoning, with varying housing densities, and establishes the groundwork for essential new development projects. Water resources, including tanks, rivers, canals, and reservoirs, are safeguarded through the enforcement of Building lines set by the Urban Development Authority.

In order to achieve the vision of this development plan, the strategies and projects presented have streamlined the development of buildings, infrastructure development and physical resource development in the area.

The environmental plan was introduced to integrate into the development plan prepared for the Polgahawela Urban Area. This plan encompasses the following components:

- Wetland plan
- Landscape Management Plan
- Disaster Mitigation Plan
- Proposed Public Recreation and Open Space Plan

In the aforementioned plans, there is an expectation to preserve the existing paddy fields, wetlands, and forests. The development plan aims to establish a zone with a sustainable environmental policy to ensure the conservation of these natural resources.

The primary objective of this development plan is to achieve sustainable development by addressing existing challenges and proposing viable solutions to mitigate problematic situations within the region.

Chapter 01

Background of development plan

The preparation of this development plan has been supported by the formulation of several ancillary plans to ensure a holistic approach. These include a strategic plan for urban form rearrangement, an economic development strategic plan, a sustainable environmental development strategic plan, a settlement density management strategic plan, a land and building development strategic plan, and an implementation strategic plan.

Scope of the Development Plan

Each of these plans has been meticulously crafted to align with the vision of achieving comprehensive physical, social, economic, cultural, and environmental development in the Polgahawela Pradeshiya Sabha area by 2033. These interconnected strategies aim to create a balanced and sustainable framework for the region's growth, ensuring long-term benefits for its residents and stakeholders.

Chapter 01

1.4. Planning Process

Background of development plan

The Polgahawela Development Plan for 2024 - 2033 has been prepared by using strategic planning methodologies, structured around three key strategies:

Planning Process

Where are we now?

In preparing a new development plan, rules and regulations are designed in line with updated policies, taking into account the area's past, present, and future development goals. This process involves identifying the region's potentials and challenges, based on a comprehensive analysis of data gathered from background studies and feedback from the public and stakeholders.

The identified potentials and challenges are then defined by understanding the core factors behind them, considering their current context, impact, and relative significance. This approach ensures that the plan addresses the most pressing issues while maximizing opportunities for growth and improvement, providing a balanced and strategic framework for sustainable development.

Where do we want to go?

The key issues and potentials identified have served as the foundation for shaping the development path for the years 2024- 2033. These insights were instrumental in formulating a clear vision for the future, which will guide the growth of the region. Based on this vision, development goals and objectives have been established, providing a solid framework for action and ensuring that the necessary steps are taken to bring the vision to life. These goals are designed to address the challenges, capitalize on opportunities, and ensure sustainable and inclusive progress over the next decade. A SWOT (Strengths, Weaknesses, Opportunities, and Threats) analysis is conducted for each target area to assess its internal and external dynamics.

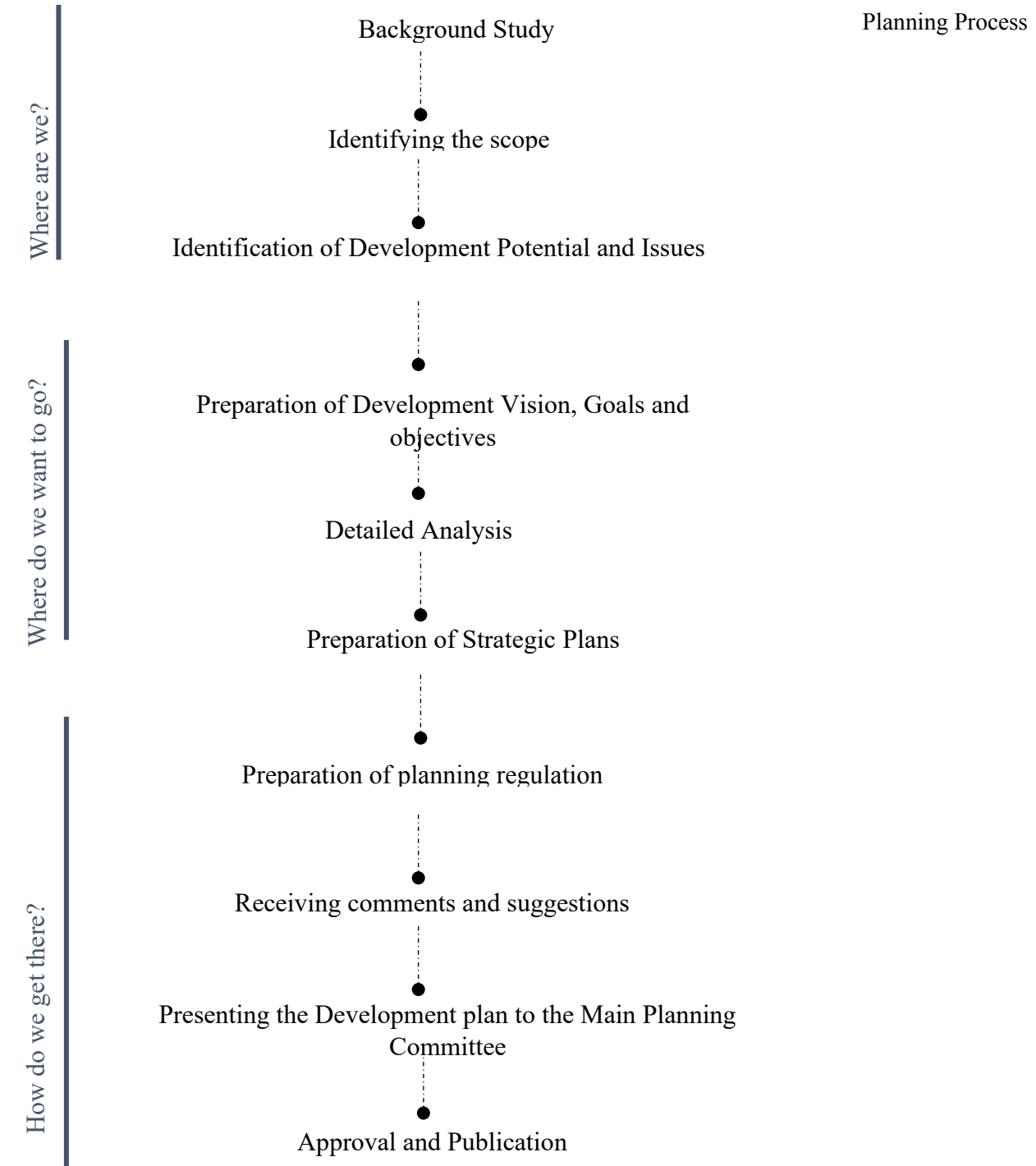
How do we get there?

An analysis is conducted for each goal using the SWOT (Strengths, Weaknesses, Opportunities, and Threats) framework, and data is gathered to support the achievement of the future vision and planning objectives. Based on this analysis, planning strategies are developed to ensure that the region progresses in a balanced and sustainable way.

As a result, a series of projects and planning strategies have been identified to foster the physical, economic, social, and environmental development of the Polgahawela area between 2024 and 2033. These strategies are practical and feasible, designed to be implemented on the ground. The development plan becomes more grounded and actionable by incorporating feedback from stakeholders, making it easier to align the area's growth with the shared vision and ensuring a collaborative approach to achieving sustainable development.

The planning process is illustrated in Figure 1.1 below.

Figure No. 1.1: Planning Process



Source: Urban Development Authority, 2024

Chapter 01

Step 01 - Background Study

Background of
development plan

During the preparation of the Polgahawela urban area development plan 2024 – 2033, data related to the physical, social, economic, and environmental sectors was analyzed. Relevant required information from various agencies such as the National Physical Planning Department, Road Development Authority, Provincial Road Development Authority, Divisional Secretariats, and Health and Educational Offices, as well as the Ceylon Electricity area Board, National Water Supply and Drainage Board, was collected and analyzed. This data included maps depicting land use, infrastructure expansion, housing growth, population trends, and the environmental status of the urban area.

Planning Process

Step 02 - Identifying Scope

During the meeting, the city's position within the urban hierarchy was examined in relation to the needs identified by national- level plans for the Polgahawela Pradeshiya Sabhawa area. This included a review of the ongoing development activities and those proposed for the area. The discussion aimed to understand how Polgahawela fits into the broader national development framework, ensuring that the city's growth aligns with both current and future regional and national objectives.

Step 03 - Identifying Issues and Development Potential

During the meeting, the development potential and challenges within the city were identified by analyzing feedback from resource persons, stakeholders, and representatives from the public and private sectors, as well as community groups. The discussion focused on understanding the city's growth possibilities, considering how each institution has contributed to the city's development potential. It also addressed how problematic situations have arisen, exploring ways to prevent such issues in the future.

In a similar vein, on 15.10.2021, an awareness- building session was conducted through a stakeholder consultation program held at the Polgahawela Pradeshiya Sabhawa Auditorium. This session helped confirm the issues and opportunities identified earlier, with the findings further validated through NVIVO analysis (Annex No. 01). This approach provided a comprehensive understanding of the area's needs and set the stage for the development of a well- informed, collaborative plan.

Step 04 - Identify Vision, Goals, and Objectives

The vision, goals, and objectives were formulated to drive the urban area towards balanced development across environmental, economic, social, and physical sectors while addressing existing problematic situations.

Step 05 - Detailed Analysis / Data Analysis

Data analysis was conducted to establish objectives, particularly focusing on economic, social, physical, and environmental patterns analyzed primarily through Geographic Information Systems (GIS). Identification of sensitive

zones, development potential and development directions of the area is mainly done through multi-model analysis. This data analysis has also been done through sensitivity analysis, livability analysis, space syntax analysis, connectivity analysis, and space planning network analysis (SDNA).

Chapter 01

Background of development plan

Step 06 - Identifying the Development Plan and Strategy

In order to achieve the goals, a range of strategic plans have been prepared, including the Proposed Land Use Strategic Plan, the Proposed Zoning Plan, Transportation Strategic Plans, the Economic Development Strategic Plan, the Settlement Management Strategic Plan, and the Sustainable Environmental Development Strategic Plan. These plans address the physical, environmental, economic, and social aspects of the city's growth, ensuring a balanced and comprehensive approach to development.

Planning Process

Step 07 - Preparation of Planning Regulations:

A legal framework was established, comprising laws and regulations related to building development, land use regulations necessary for development plan implementation, and addressing current and anticipated future problems to align with the development plan's vision.

Step 08 - Obtaining Views of the Local Authority

The Draft Development Plan was presented to the public and local authorities to gather public awareness, opinions, and suggestions over a 60 - day period. The development plan was also made available for public comments on the official website of the Urban Development Authority (www.uda.gov.lk). Furthermore, workshops were organized at the head office where the Draft Development Plan was presented to Urban Development Authority officials, gathering final views and suggestions from them.

Step 09 - Presenting the Development Plan to the Main Planning Committee

At this stage, the Draft Development Plan, incorporating views and suggestions from local authorities and stakeholders, was submitted for approval to the Main Planning Committee. The final development plan was prepared considering the views and suggestions of the Main Planning Committee.

Step 10 - Declaration of Approval

After considering stakeholder and Main Planning Committee feedback, revised plans were approved by the responsible Minister and published for implementation in the Gazette.

Chapter 02

Preliminary Study

Chapter 02

Preliminary Study

2.1. Study Area

Polgahawela town is situated 20 kilometers from Kurunegala town in the Polgahawela Pradeshiya Sabhawa area of Kurunegala district, within the North-Western Province of Sri Lanka. The Polgahawela Pradeshiya Sabhawa represents about 4% of the total area of Kurunegala District. The development plan for Polgahawela town encompasses the Polgahawela Pradeshiya Sabhawa area, which is defined by the combination of the Polgahawela Divisional Secretariat area and the Weerambugedara Divisional Secretariat area. The Polgahawela Divisional Secretariat covers an area of 96.5 square kilometers, while the Weerambugedara Divisional Secretariat spans 91.8 square kilometers.

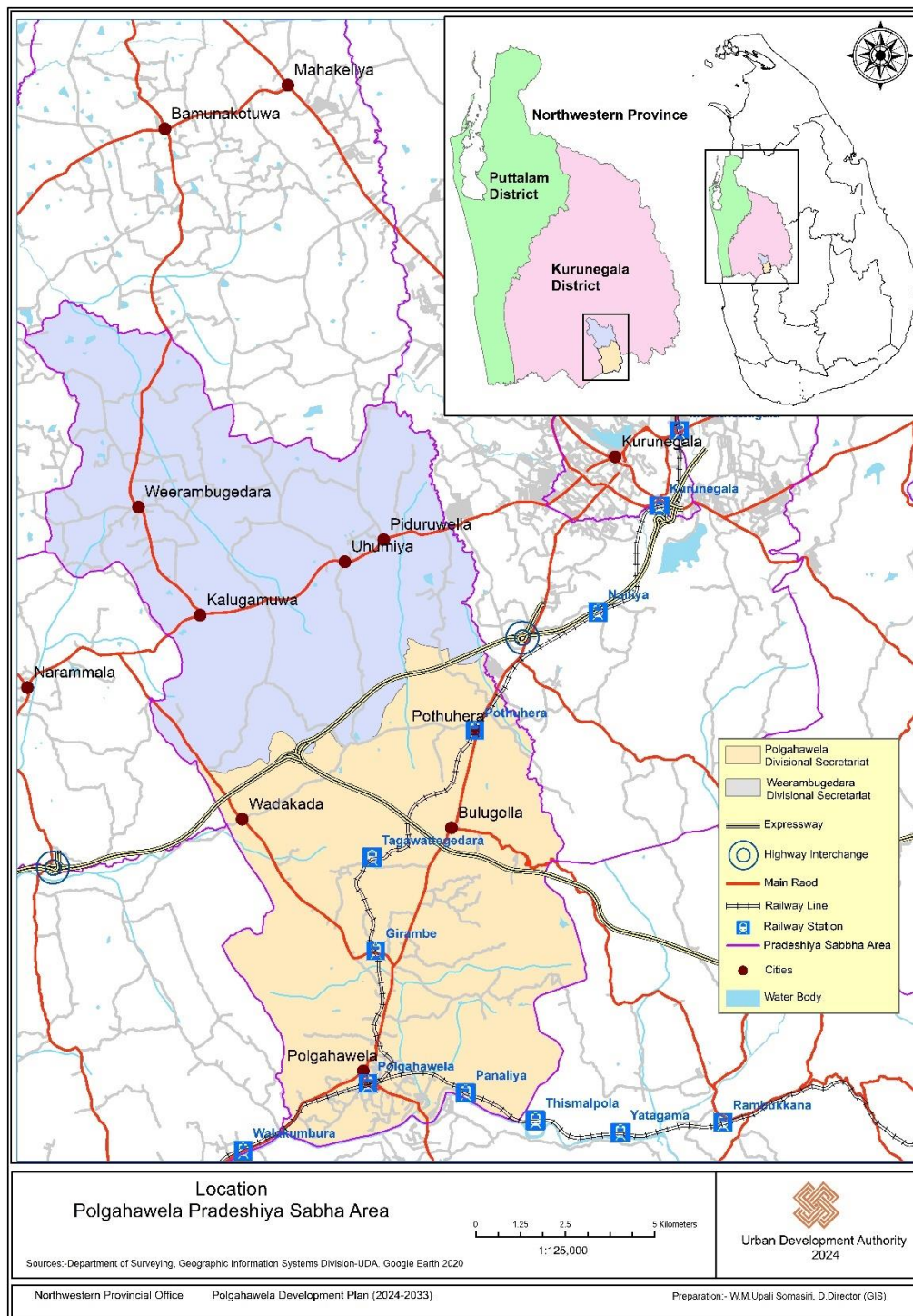
The entire Polgahawela Pradeshiya Sabhawa area, which includes 122 Grama Niladhari divisions, covers an area of 188.3 acres. Geographically, Polgahawela Pradeshiya Sabhawa is bordered to the north by the Wariyapola Pradeshiya Sabhawa area, to the east by the Kurunegala Pradeshiya Sabhawa area, to the south by Maa Oya, and to the west by the areas of Alawwa, Naramala, and Kuliyapitiya. This geographic layout is depicted in Map No. 2.1 below.

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Study Area

Map No. 2.1: Study Area



Source: Urban Development Authority, 2024

2.2. Planning and Situational Context

Chapter 02

Preliminary Study

Planning and Situational Context

In the context of planning, a brief overview of the historical expansion of the Polgahawela Planning Area has been provided, highlighting its connections to surrounding regions at both the national and regional levels. This historical perspective offers valuable insights into the area's growth trajectory, shaping a deeper understanding of its current dynamics. In addition, preliminary data regarding the population, housing conditions, and economic status of the area have been outlined to provide a comprehensive snapshot of the present situation. This foundational information is essential for crafting an informed and strategic development plan for Polgahawela. The development plan can be designed to address current challenges while fostering sustainable growth in the future by considering both the historical growth trends and regional interconnections.

2.2.1. Historical Background and Evolution

The historical significance of Polgahawela is deeply interwoven with the rich history of Sri Lanka, particularly the Kurunegala district. This region holds a unique place in Sri Lanka's historical narrative as it encompasses four of the eight ancient kingdoms of the island—Panduwassenuwara, Dambadeniya, Yapahuwa, and Kurunegala. Understanding Polgahawela's historical importance requires examining its role within the broader historical context of the Kurunegala district and its surrounding areas.

During the Anuradhapura period which was the first kingdom of the Sri Lanka, Sri Lanka has been divided and ruled by as three kingdoms Ruhunu, Pihiti and Maya. The area including the Mahaweli River and Daduru Oya is called the "Pihiti Rata", the area between the Daduru Oya and Kalugaha is called the "Maya Rata" and the area between the Kalugaha and the Mahaweli River is called the "Ruhunu Rata". Accordingly, the current Kurunegala District has been belonging to the Maya Rata. The Chola invasion marked the end of the Anuradhapura Era, and the Polonnaruwa Kingdom Era began after 77 years of Chola rule.

The decline of the Rajarata civilization, particularly towards the end of the Polonnaruwa period, was driven by repeated invasions and political instability. These challenges forced mass migrations of people and the Sangha (monastic community) to the southern and southwestern regions of the island. Natural defenses in areas like Dambadeniya, Yapahuwa, and Kurunegala made these regions favorable for settlement and the establishment of new kingdoms. Consequently, the kingdoms of Dambadeniya, Yapahuwa, and Kurunegala emerged as significant centers of power, culture, and religion during this transitional period.

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Planning and Situational Context

Historical accounts suggest that the Kurunegala region was inhabited long before the establishment of the Kurunegala kingdom. Notable legends and archaeological evidence contribute to its historical richness. For instance, the legend of Kuveni, a mythical figure in Sri Lankan history, is tied to a cave near Vilbawa in Kurunegala, believed to have been her dwelling. Another intriguing legend suggests that the sword used by King Vijaya, the first recorded king of Sri Lanka, to claim the throne is located in a rock in the region, referred to as "Jayakadu."

Archaeological findings from Polgahawela and its surroundings further underscore the area's ancient heritage. Rocks from the Korossa mountain range in Polgahawela have been identified as dating back to the prehistoric Middle Stone Age, providing significant insights into early human activity in the region. Additionally, the village of Udapola in Polgahawela stands out as a historically significant site. Historical references to "Udapola" appear in the names of old administrative divisions, such as Udapola-Madhyalassa Korala and Udapola Othota Korala, highlighting its importance in the region's historical landscape.

Further historical analysis also mentions the local ruler Sapumal Bandara, who played a key role during the Kotte era. His name appears in a memorandum written by Sri Rahula Thera of Thotagamuwa, indicating the historical importance of the Polgahawela region in Sri Lanka's royal and political landscape as;

Nīla turaṅguṭa nægemin rividev	sirina
Dula kara sēsāt miṇi baraṇa	kiraṇina
Bala pirisen saha yāpā paṭun	gena
Bala sēnānāyaka sapu kumaru	ena

Prince Sapumal Bandara, the son of King Parakramabahu VI, played a significant role in the history of Polgahawela and its surrounding areas. Following the death of King Parakramabahu VI, King Jayaweera Parakramabahu was killed, and King Bhuvanekaba VI ruled from 1472 to 1480. Legend has it that during Sapumal Bandara's reign, the Udapola Sunandararama Vihara was constructed. Upon his death, Sapumal Bandara was buried at the present-day Udapola temple, and a miraculous event occurred: a sapu plant grew from his tomb. This phenomenon led to the belief that the prince was a divine figure, and a temple was built in his honor, with his personal ornaments displayed there.

It is also said that Maliyadeva, who is considered the last Maha rahath thero, was ordained at the Udapola Vihara. After the ordination, his body passed through the area of Denagamuwa, near Polgahawela. Another legend points to the 2nd century B.C.E. when the Panaliya Gotabhaya Gallen Rajamaha

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Viharaya, built by King Gotabaya, was recorded by Thibbatuwawe Siddartha Thero, a student of Sri Sharanankara Sangaraja Thero of Weliwita.

These historical evidents further emphasize that Polgahawela has long been connected with various kingdom eras. Over time, Polgahawela developed as a settlement, largely due to its fertile soil and favorable ecological conditions, with paddy farming and coconut cultivation taking root in the region. The town, situated amidst the Maa Oya and the mountain range, became an attractive location for settlement.

The arrival of rail transport during the British era marked a significant development in Polgahawela's growth. The railway line from Colombo to Kandy was extended in stages, with the first phase reaching Ambepussa in 1864 and Polgahawela in 1866. Polgahawela Railway Station was opened to the public on November 1, 1866, as a general railway station. Later, in 1894, the station became a key junction with the construction of the branch line connecting Polgahawela to Kurunegala, forming the first phase of the Northern Railway.

The station's strategic importance was further solidified when it was officially opened as a junction by Governor Sir Arthur Elibank Havelock on February 14, 1894. As the 34th station on the main railway line, Polgahawela served as a hub, connecting the upcountry and northern railway lines. It is situated at an elevation of 74 meters above sea level, 78.83 kilometers from Colombo Fort. The railway station is a critical node in the transportation network, linking destinations such as Kandy, Matale, Nawalapitiya, Badulla, Anuradhapura, Jaffna, and Kankesanthurai.

In addition to its railway significance, Polgahawela is strategically located along important road networks. The Ambepussa- Kurunegala- Trincomalee expressway and the Kegalle route, which connect the North Western Province to Sabaragamuwa, pass through the town, further boosting its importance as a strategic location. The town has expanded significantly due to its central position within the transportation infrastructure of the region.

Polgahawela's development is also enriched by its historical and archaeological landmarks, which serve as key features of its growth. Identifying these buildings and monuments is crucial for understanding the town's historical context and its role in the wider cultural and economic landscape of Sri Lanka.

The Polgahawela Pradeshiya Sabhawa area is home to several significant buildings and monuments of archaeological and historical value. These landmarks are integral to the region's rich cultural heritage and provide insights into the area's historical development. Some of the notable sites include:

1. Ahugoda Purana Viharaya
2. Sri Pothgul Viharaya

Chapter 02	3. Yogamuwa Mountain
Preliminary Study	4. Seruwagala Purana Viharaya
	5. Sangaraja Rajamaha Viharaya (Algama)
Planning and	6. Sri Vijayasundararama Rajamaha Viharaya
Situational	7. Panaliya Gotabaya Caves Temple
Context	8. Polgahawela Railway Station
	9. Andagala Pothgul Viharaya (Lihinigiriya)
	10. Mayuravathi Sri Bodhirajaramaya (Hiripatwella)
	11. Kaluhendiwala Mayuravathi Purana Tampita Viharaya
	12. Bodhirukkharama Purana Pothgul Viharaya (Kolambalamulla)

These sites, rich in both historical and archaeological value, contribute to the understanding of the area's past, showcasing its historical and cultural evolution. Additional details on these buildings and monuments are available in Annexure No. 01 and are further illustrated in Figure 2.1 below.

Figure No 2.1: Old Photos - Polgahawela



Source : Urban Development Authority-2024

Chapter 02 **Becoming an urban area in Polgahawela**

Preliminary Study Urbanization in Sri Lanka has traditionally progressed at a gradual pace; however, recent years have witnessed a surge in its growth rate. The concept of Planning and Situational Context urbanization remains somewhat ambiguous, as its definition varies depending on community, scientific, and social perspectives, along with employment patterns and residential characteristics. Adding to the complexity, Sri Lanka's strong agricultural heritage further blurs the lines of what constitutes urbanization, as noted by the Department of Census and Statistics. Historically, the expansion of cities in Sri Lanka has been influenced by natural and logistical factors. During early colonization, proximity to water sources was pivotal in determining settlement patterns, as rivers, streams, and waterways facilitated the transportation of goods. Ports and resting points for vessels often served as the nucleus for urban development. Over time, transportation infrastructure, particularly roads and railways, became the primary drivers of urban growth.

Polgahawela's transformation into a city reflects this historical evolution, shaped by Sri Lanka's administrative and governance structure. During the colonial era, the country was administratively divided into municipal councils, town councils, small town councils, and village councils. Between 1871 and 1953, urban areas were strictly defined as municipal councils and municipal areas, while small town councils and village councils were categorized as rural. Census records from this period classified Polgahawela, situated in the Kurunegala district, as a small-town council.

The administrative status of Polgahawela underwent significant changes over time. In 1987, the introduction of pradeshiya sabhas replaced the village councils, designating Polgahawela as a pradeshiya sabha. The Urban Development Authority (UDA) extended its jurisdiction to include 15 Grama Niladhari wards in Polgahawela's pradeshiya sabha area through Gazette Notification No. 1148/5, dated September 4, 2000. This jurisdiction was further expanded in 2018 when the UDA, through Gazette Notification No. 2068/47, dated April 28, 2018, declared the entire Polgahawela Pradeshiya Sabha area, encompassing the Polgahawela and Weerambugedara Divisional Secretariat areas, as part of its urban development jurisdiction. The delineation of Polgahawela's current urban boundaries highlights the transition from a rural settlement to an urbanized area, as seen in the accompanying Figure 2.2. These boundaries reflect the region's historical, administrative, and infrastructural evolution into an urban center

Figure No 2.2: Present Polgahawela Photograph



Source : Urban Development Authority- 2024

Chapter 02 2.2.2. Present Situation of Polgahawela

Preliminary Study Physical, economic, social and environmental aspects have been described as follows to identify the current planning context of Polgahawela area.

Planning and Situational Context 2.2.2.1 Physical Environment

The land use pattern, transport plan, services and infrastructure facilities in Polgahawela Pradhesiya Sabhawa area are discussed deeply under the physical section.

a) Land use pattern

As of 2024, the land use pattern in the Polgahawela region shows a significant emphasis on agriculture, with 52% of the total land area allocated for various agricultural purposes. Coconut cultivation occupies 21% of the land, followed by 23% for paddy cultivation, 6% for other crops, and 2% for rubber cultivation. Additionally, 10% of the land is designated as forested area, highlighting the importance of natural resources in the region. This is visually represented in Graph No. 2.1 and map no. 2.2.

Despite being situated in the intermediate climate zone, the Polgahawela region borders the wet zone and is part of the Maa Oya catchment area, making it suitable for both agricultural and residential purposes. Commercial activities are concentrated along the main road, and residential areas are clustered in the interior. However, the region faces a water shortage, particularly in Weerambugedara, due to the presence of granite beneath and on the surface of the soil, which affects the availability of drinking water. Consequently, Weerambugedara has a smaller population compared to Polgahawela.

Residential land use in the combined Polgahawela- Weerambugedara area accounts for 33% of the total land area. Cluster residential development is primarily located outside the city center, with many of these clusters surrounded by paddy fields and wetlands. Commercial land use comprises 73 hectares, or 0.38% of the total land area, and is concentrated around Polgahawela and Pothuhera. Other sub- commercial zones have developed in Wadakada, Kalugamuwa, Piduruwella, and Weerambugedara.

In terms of potential for development, less than 1% of the land is classified as developable land. However, due to Polgahawela's strategic location as a railway junction and the intersection of several major expressways, there is potential for regional population growth and development in the future. The development plan for Polgahawela aims to accommodate a projected residential population of 153,993 people by 2033, an increase of 47,775 people from the current population.

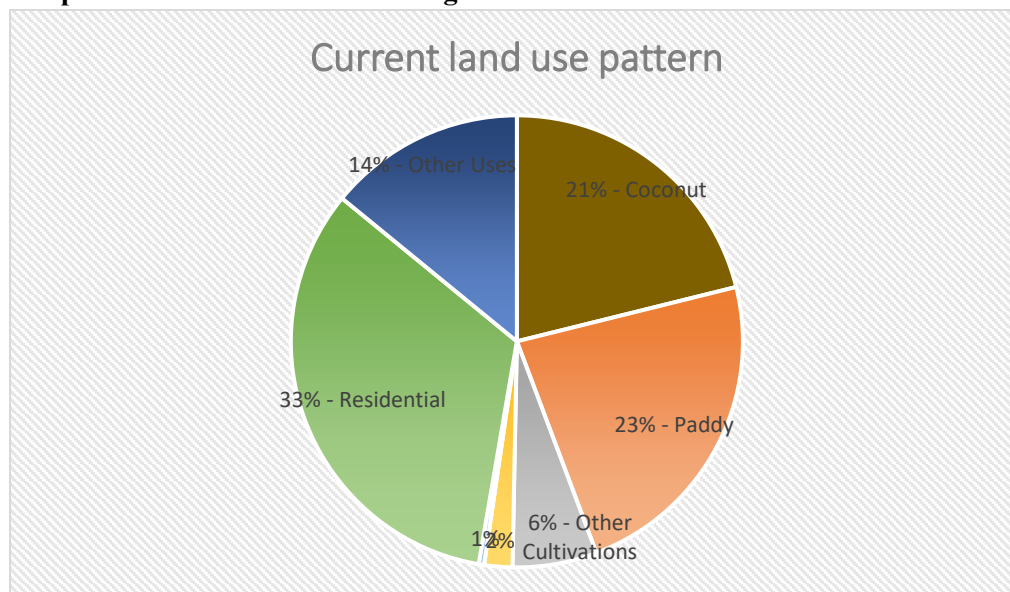
Therefore, in order to expand the facilities required for the intended residential and commuter population, the existing land use pattern should be systematically planned and appropriate strategies and guidelines for conservation and protection of sensitive areas should be prepared while preparing the development plan.

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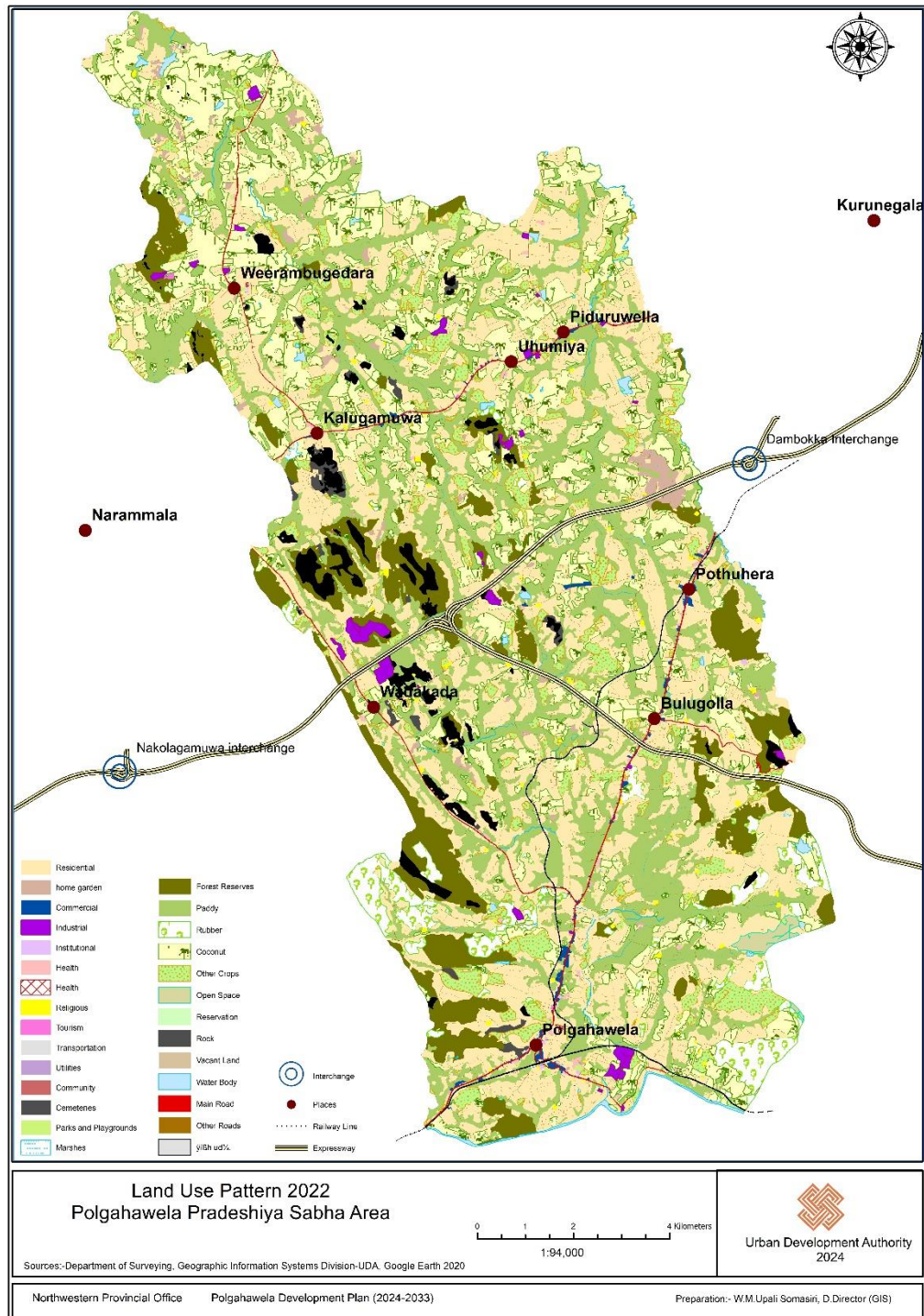
Graph No 2.1: Land Use Percentage 2022



Source: Urban Development Authority – 2024

Eco-sensitive land uses, including forests, paddy fields, water bodies, and other natural features, are widely prevalent across the area. Therefore, it is crucial to develop and implement strategic measures and guidelines to conserve and protect these environmentally sensitive zones. Integrating these efforts into the development plan is essential to ensure sustainable and balanced growth.

Map No 2.2: Land Use pattern



Source: Urban Development Authority - 2024

B) Geographical Features and Topographical Variations

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Polgahawela exhibits both dry and wet climatic features. The daily average temperature ranges between 70- 80 degrees Fahrenheit, with an average annual rainfall between 1750- 2000 mm. The area experiences sunlight throughout the year, with no significant strong wind periods. The land in the Polgahawela Divisional Secretariat Division is composed of five main rock types:

1. Granite Gneiss
2. Chanokite Diopside Gneiss or Granulite Hornblende and Chanokite Gneiss
3. Biotite Gneiss Hornblende Biotite Gneiss Migmatite and Granite
4. Modified Inverted
5. Quartzite

The geological composition of the area is predominantly characterized by Chanokite Diopside Gneiss or Granulite Hornblende and Chanokite Gneiss, which are particularly widespread in the northern half of the division. Diopside Gneiss Hornblende Biotite Gneiss and Migmatite formations are concentrated along a north-south axis in the northwest, while metamorphic sediments are confined to a small section near the southeastern boundary.

Within the Weerambughara Divisional Secretariat Division, the terrain is largely flat, interspersed with occasional mountain ranges that rise above the plains. The region is endowed with natural resources, including black stone and clay, which hold significant potential for the clay industry. Agriculture is the dominant economic activity, with coconut and paddy cultivation being the primary crops. The agricultural sector relies heavily on rainfall for irrigation, supplemented by 20 tanks and 23 amunu that support water management in the area. Additionally, two major rivers, the Kolamunu Oya and Maguru Oya, flow in a south-north direction through the region, further sustaining agricultural activities and contributing to the area's natural resource base.

The region experiences a tropical climate, with an average annual temperature of 32.73°C and an annual rainfall of approximately 132.4 mm, based on 2020 data. A soil survey conducted by the Lunuwila Coconut Research Institute in 1994 identified six major soil groups within the Weerambughara Division. Soil expansion varies from 0% to 16%, largely influenced by the terrain's slope. Notably, the southern half of the division features higher soil elevations compared to the northern half, highlighting variations in topography that may influence land use and agricultural practices.

The primary soil types identified in the division include:

1. Kuliypitiya Grade J6 and K4
2. Malsiripura Grade J10
3. Kurunegala Grade J20

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4. Kirivana Grade K2

5. Adigama Grade K3

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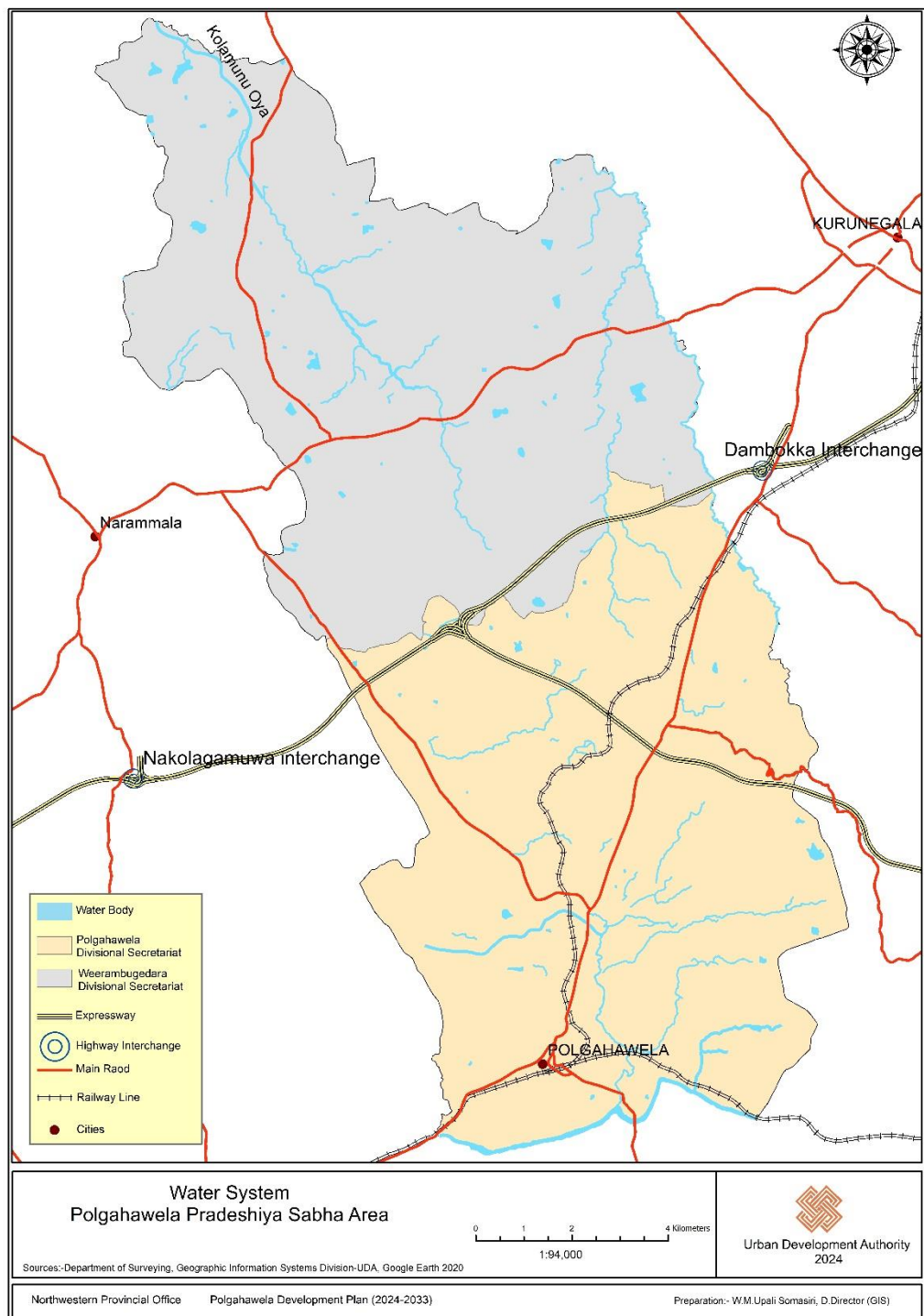
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The division comprises distinct subsections, including paddy fields, erosion-prone areas, and residual mountainous regions. These variations in soil type and landform play a significant role in determining the suitability of land for agricultural and other developmental activities.

The drainage system in the region is defined by several key waterways and reservoirs that play a vital role in supporting local ecosystems and water supply. The Maa Oya, flowing along the southern boundary of Polgahawela, serves as the primary natural watercourse. Its tributary, the Kuda Oya, flows through the southern outskirts of Polgahawela and connects to the Maa Oya. The Maguru Oya, a tributary of the Danduru Oya, runs through the northeastern part of the area. Several notable lakes contribute to the region's water supply, including Mahapitiya Lake, New Lake, Polatthegedara Lake, Kuriputta Lake, Kotambule Lake, Dengamuwa Lake, Godigamuwa Lake, Polkatuwa Lake, Kiriuttaranwala Lake, Yatihana Lake, Iridorowwa Lake, and Yakadapatha Lake. Additionally, the area is home to approximately 16 natural springs, further enhancing the local water resources.

In the Weerambughara Divisional Secretariat Division, major waterways such as the Maguru Oya, Rakwa Canal, and Kolamunu Oya are vital for water management. However, the region faces challenges in meeting its annual water requirements due to short and inconsistent rainfall periods. This limitation impacts irrigation and other water-dependent activities. A network of small tanks in the division supplements the water supply, but these resources remain insufficient to fully address the area's needs.

Map No 2.3: Drainage System



Source: Urban Development Authority, 2024

Chapter 02 C) National and Regional Linkages

Preliminary Study Polgahawela plays a pivotal role in Sri Lanka's national and regional connectivity, primarily due to its strategic location and robust transport infrastructure. Positioned at the crossroads of several important transport routes, the town is well-connected to other provinces and districts through an extensive network of expressways, main roads, and railways. As a major railway junction, Polgahawela connects the Upcountry Railway and the Northern Railway lines, making it a key node in Sri Lanka's broader transportation system. This connectivity enhances Polgahawela's significance not just within the region but also at the national level. In addition, the proposed Central Expressway, which begins near Polgahawela, further amplifies its status as a critical transportation hub, offering potential for even greater accessibility and growth.

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According to the National Physical Planning Policy (2011-2030), Polgahawela is designated as an agricultural and rural settlement area, reflecting its importance in the country's agriculture-based economy. This classification is complemented by the National Physical Structure Plan (2018-2030), which identifies Polgahawela as part of the Agricultural Conservation Zone. This underscores the region's prominence in coconut cultivation, one of the key agricultural activities contributing to the local and national economy.

Geographically, Polgahawela's central location within Sri Lanka further enhances its connectivity. It serves as a gateway to several key cities and regions, reinforcing its strategic importance. To the north, it connects through the Bamunakotuwa Divisional secretariat Division; to the south, it links to the Sabaragamuwa Province; to the west, it borders the Naramala Divisional secretariat Division; and to the east, it is connected to the Kurunegala Divisional secretariat Division. Additionally, Polgahawela lies approximately 20 kilometers from Kurunegala, the capital of the North Western Province, and is situated along the A06 main road, which connects Ambepussa to Trincomalee, further enhancing its role as a transportation hub within the country. Key distances from Polgahawela to other major and sub-major cities include : Anuradhapura : 130 km, Nuwara Eliya : 51 km, Trincomalee : 182 km, Ratnapura : 93.5 km, Colombo : 79.8 km, Jaffna : 320 km, Naramala : 19.5 km, Wariyapola : 18.8 km, Alawwa : 18.8 km, Kegalle : 19.5 km.

The town's connectivity is further strengthened by its railway station, which is a central hub for trains traveling to several major destinations across the country, including Jaffna, Mannar, Kandy, Badulla, Colombo, and Puttalam. The railway line's strategic location is illustrated in Figure 2.3.

Additionally, the establishment of key infrastructure projects like the Dambokka Interchange Centre, located just 15.7 kilometers from Polgahawela, and the Nakalagamuwa Interchange Station, 15.8 kilometers away, has significantly improved both national and regional connectivity. These

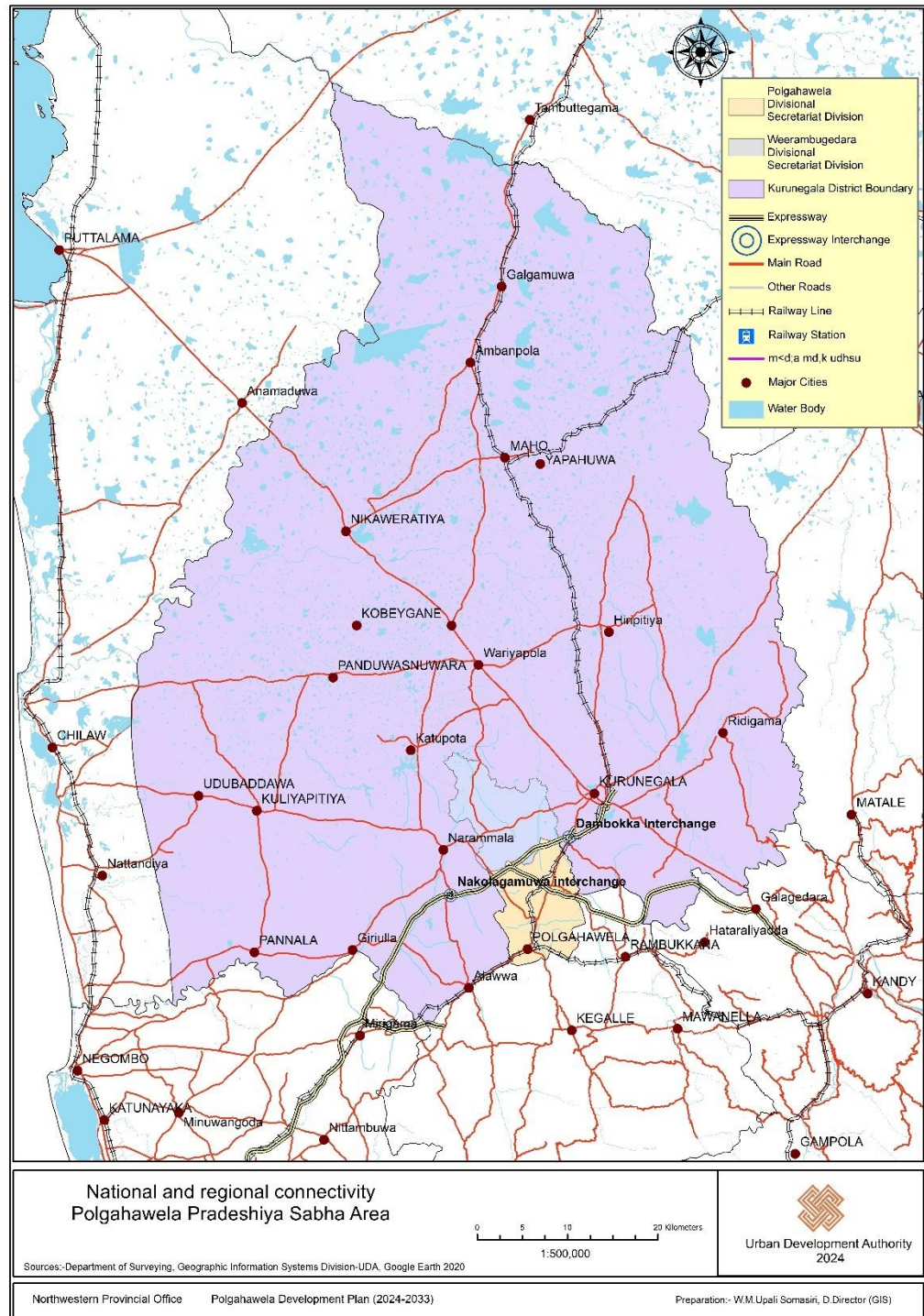
developments facilitate smoother and more efficient travel, improving access to major transport corridors and expanding the reach of markets for both goods and services. As shown in Map No: 2.4, Polgahawela can identify as an area that has good connection with nationally and locally.

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Map No 2.4: National and Regional Linkages - polgahawela



Source: Urban Development Authority, 2024

Figure No. 2.3: The railway system in Sri Lanka and its impact on the planning area.



Source: https://www.ecoi.net/en/file/local/2031169/4232_1407158330_srilanka.pdf

Chapter 02 D) Transport System

Preliminary Study The Polgahawela area benefits from a well-developed road infrastructure that supports both local and regional connectivity. The A006, Ambepussa - Kurunegala - Trincomalee Expressway, and the Polgahawela - Kegalle - Kurunegala A-19 main road, both of which pass through this region, are key transportation routes facilitating the movement of people and goods across the island. These roads serve as essential links between Polgahawela and other major urban centers, enhancing trade and travel efficiency. In addition to the main roads, a Group B Road system spans the area, offering a network of secondary routes that connect more remote and interior regions to the primary road infrastructure. These sub-routes ensure accessibility to areas that might otherwise be less connected, improving the overall connectivity of the region. The distances between these main roads and their associated sub-routes within the area are detailed in Table 2.1, and their spatial distribution is visually represented in Map No. 2.5.

Planning and Situational Context

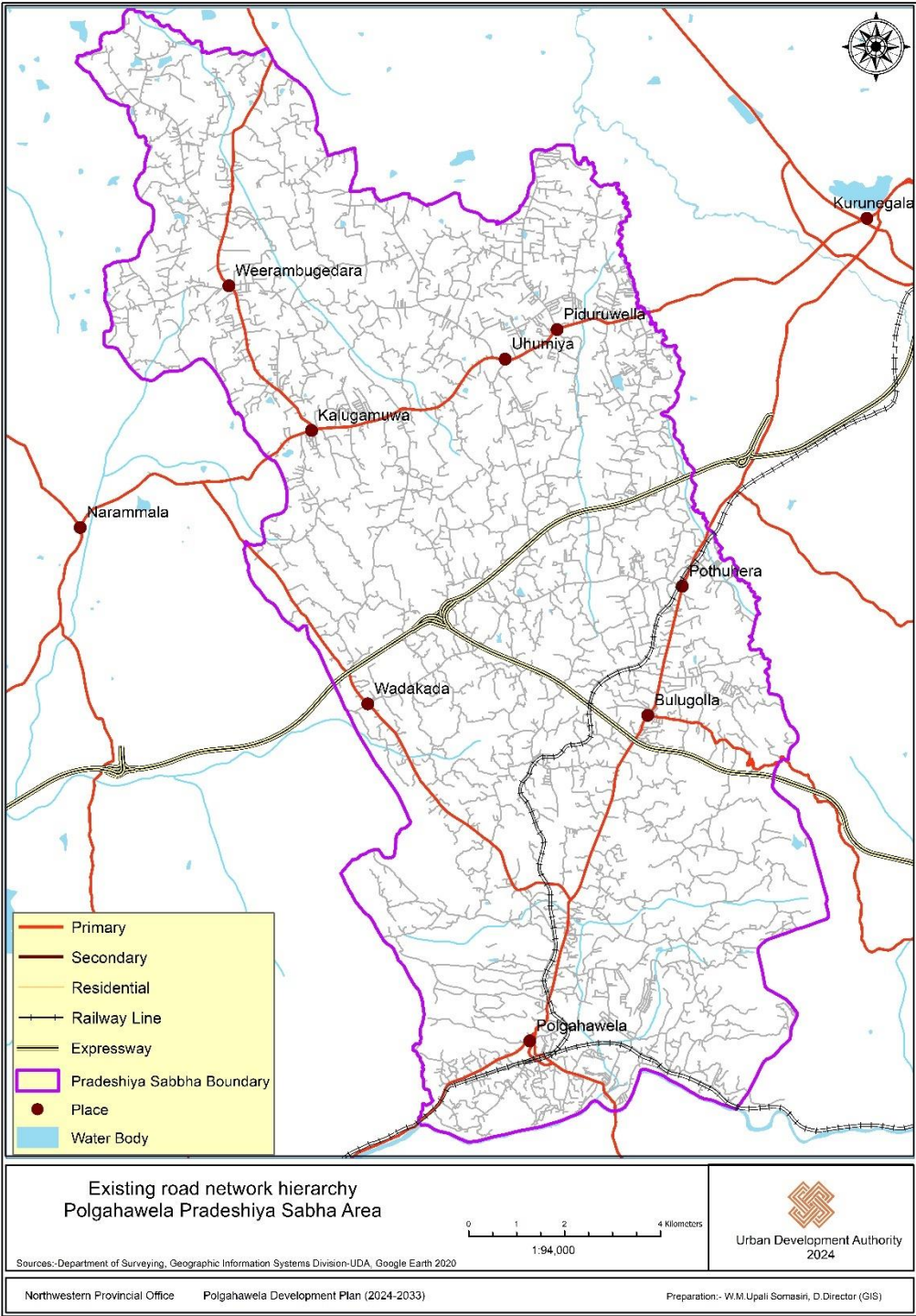
Table No 2.1.: Main Roads

Name of the Road	Distance within the area (k.m.)
Ambepussa - Trincomalee A- 06 Road	14.4
Kurunegala - Narammala Road	8.9
Kurunegala - Kegalle Road	2.6
Bulugolla - Dombemada Road	3.9
Bemmulle Gedera - Kahawatte Ela Road	10.3
Kalugamuwa - Villakutupotha Road	8.7

Source: Urban Development Authority - 2024

Given the current narrow widths of most internal roads in the Polgahawela Pradeshiya Sabhawa area, which range from 10 feet to 20 feet, there is a pressing need for road upgrades to facilitate smoother traffic flow and improve overall safety. The limited width of these roads restricts the movement of vehicles, particularly during peak hours, and poses safety hazards due to the potential for congestion and accidents.

Map No 2.5: Road System



Source: Urban Development Authority, 2024

Chapter 02 C) Service and Infrastructure Facilities

Preliminary Study

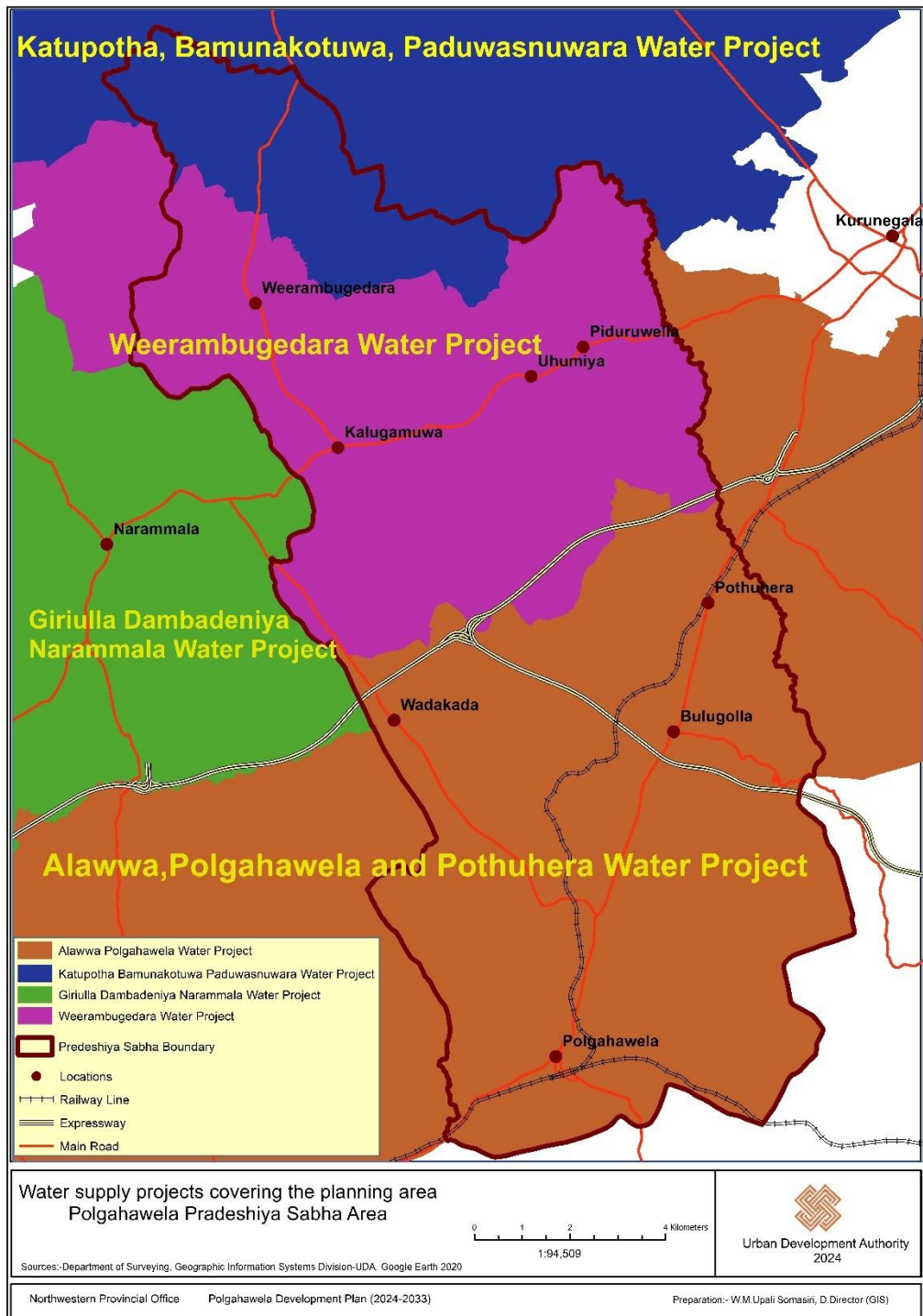
Water and Electricity Facilities

Planning and Situational Context The distribution of electricity facilities in the area is robust, with 98% of residential areas and 90% of commercial areas having access to electricity. In terms of water supply, the Polgahawela Divisional Secretariat area is planned to be serviced by the Combined Water Supply Project for Polgahawela, Pothuhera, and Alawwa. As part of this initiative, dams are being constructed at Maa Oya Crossing and Panaliya, Karandana to collect water, which is then distributed to water supply board tanks through pipelines. The system primarily relies on two key water tanks: one near Aluva Galkanda Pola and the other at Kiriwanapola on the Aluva-Narammala Road. The project, which commenced in 2017 under Indian Loan Assistance, has already covered 100 km² of the total expected area. To date, 8,467 water connections have been provided, including 1,022 commercial connections. The project is designed to meet a daily water demand of up to 31,000 cubic meters and will eventually cover an area of 320 km².

In contrast, the Weerambugedara Divisional Secretariat Division faces water scarcity challenges, especially during dry periods, due to its rocky terrain. Currently, the area's water needs are met through wells, canals, two private community water projects, and rainwater harvesting, with additional support from the Kolamunu Oya and Maguru Oya. To address the growing water demand, two new water supply projects have been proposed: the Katupotha, Bamunakotuwa, Panduvasnuwara Water Supply Project and the Weerambugedara Water Supply Project. Both projects fall under the Integrated Water Supply Project, which covers Giriulla, Dambadeniya, Narammala, and Weerambugedara .

For the Polgahawela Planning Area, water supply projects are outlined in Map No. 2.6. By 2022, the residential population in this area is expected to reach approximately 108,760, with an average daily water consumption of 9,788,400 liters. By 2033, the population is projected to grow to 153,993, resulting in an estimated total water demand of 19,173 cubic meters per day.

Map Number 2.6: Water Supply Projects for Covering the Polgahawela Planning Area



Source: Urban Development Authority – 2024

Chapter 02 Solid Waste Management

Preliminary Study

According to data from the Polgahawela Pradeshiya Sabhawa, approximately 5 tons of garbage are generated daily, which amounts to 150 tons per month.

Planning and Situational Context

Garbage collection is conducted along the main roads, within the commercial zone, and in the Varipanam limits of the city center, including areas such as Pothuhera and Weerambughara.

The collected waste is classified, and disposal takes place on a 2-acre plot in Oruliyadde and a 3-acre plot. The Local Authority owns a total of 10 acres of land designated for waste disposal. While solid waste management is being carried out, sewerage is not managed within the area. For sewage treatment, the waste is directed to the Sundarapola Garbage Collection Center of the Kurunegala Municipal Council. Additionally, around 2,000-3,000 kg of compost fertilizer is produced monthly from decomposed waste.

Non-degradable waste is sent to Holcim in Puttalam for disposal. However, the existing waste management center is causing significant challenges for the local population. Issues such as flies, mosquitoes, foul odors, and waste being scattered by birds into drinking wells have become common complaints. Photographs related to the waste management center can be found in Figure 2.4 below.

Figure No 2.4: Solid Waste Management



Source: Urban Development Authority – 2024

2.2.2.2. Economic Sector

Kurunegala district stands as the third most populous and third largest district in Sri Lanka, both in terms of population and land area. The region's economy is primarily driven by agriculture, which engages 30.8% of the workforce, followed by the industrial sector, which employs 29.5% of the workforce, according to the 2022 Census and Statistics data. In terms of regional economic contribution, the North Western Province, which encompasses Kurunegala, contributes 11.1% to the national GDP, making it the second-largest contributor, only behind the Western Province. Agricultural activities within the North Western Province account for a significant 17.6% of the total economic output, highlighting the central role of agriculture in the region's economy.

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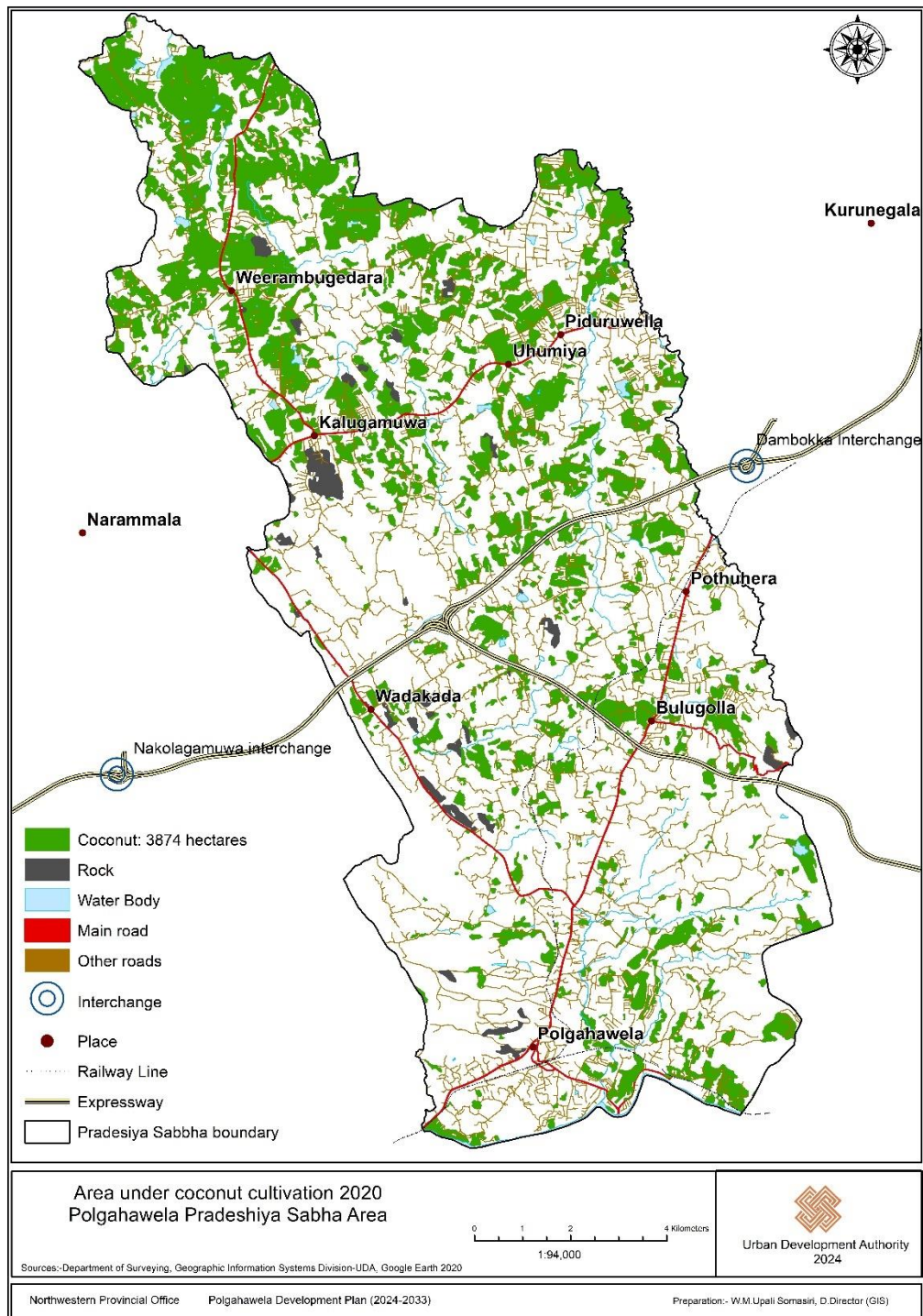
In Polgahawela, agriculture plays an equally vital role in sustaining the local economy, with about 24% of the population relying on agriculture for their livelihood. The primary agricultural products of the region include paddy, which contributes around 4% of the local economy, followed by coconut (6%), bark (7%), pineapple (5%), and animal-based products, mainly poultry and eggs (2%). The Polgahawela Pradeshiya Sabhawa area is marked by a distinct land-use pattern, with 23% of the total land, approximately 4,501 hectares, allocated for paddy cultivation, making it one of the central agricultural activities in the region.

In addition to paddy farming, coconut cultivation plays a crucial role in the area's agricultural economy. Around 20% of the total land area in the Polgahawela Pradeshiya Sabhawa area is used for coconut farming. According to the Resource Profile Report 2019, the region has 6,749 hectares of land dedicated to coconut cultivation, which yields a total of 20,628,734 coconut stalks, translating to an average of approximately 3,057 coconuts per hectare. The Weerambagedara Divisional Secretariat area alone accounts for 3,866 hectares of coconut land. The Kurunegala District Statistical Manual 2022 further breaks down the data, revealing that 3,545.5 hectares in the Weerambagedara Divisional Secretariat area and 2,511 hectares in the Polgahawela Divisional Secretariat area are utilized for coconut cultivation. In terms of rankings, Polgahawela is 15th in the district for the extent of coconut cultivation, while Weerambagedara ranks 17th. Notably, 4.39% of the coconut land in the region is owned by the State Plantation Company, which operates estates such as Gallewatta (105.91 hectares) and Aludeniya (53.90 hectares). The distribution of coconut land within the planned area is visually represented in Map No. 2.7.

While Polgahawela is largely self-sufficient in terms of its agricultural output, supplying raw agricultural produce to local industries, there has been limited growth in industries that focus on adding value to these raw materials. Despite

Chapter 02	the presence of several small coconut-based industries in the region, the
Preliminary Study	agricultural sector faces considerable challenges. These include limited access to financial resources, insufficient skilled labor, and a lack of infrastructure to support larger-scale industrial activities. Consequently, while there is potential
Planning and	for expanding the industrial base with value-added products, these obstacles
Situational	have thus far hindered the sector's development, preventing Polgahawela from
Context	fully capitalizing on its agricultural resources.

Map 2.7: Distribution of Coconut Land - Polgahawela PS.



Source: Urban Development Authority – 2024

Chapter 02 The rapid conversion of coconut plantations for residential use has contributed to a significant decline in coconut yields. In 2002, the area dedicated to coconut cultivation was 19,283 acres, but by 2020, this had reduced to 8,970 acres, resulting in a loss of approximately 500 acres per year.

Preliminary Study

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Context

Besides paddy and coconut cultivation, under- planting crops such as ginger, turmeric, banana, and pepper are also cultivated near coconut plantations. In the area, 87 acres are used for pineapple cultivation, 93 acres for bananas, and 30 acres for mangoes, along with other additional crops. Pepper is cultivated on 640 acres, cinnamon on 39 acres, coffee on 37 acres, and cocoa on 30.6 acres, all on a small scale. There is also a growing interest in vanilla cultivation in the Grama Niladhari domains of Yogamuwa Kanda, Panaliya, and Weeragala. Poultry farming is also common on large coconut estates, with chicken rearing supporting the provision of fertilizers for cultivation. The annual income from an acre of coconut cultivation is approximately Rs. 180,000, while the income from an acre with under- planting can reach around Rs. 400,000.

Although rubber cultivation is not widespread in the planned area, Polgahawela has 62.3 hectares dedicated to rubber cultivation. Small- scale rubber collection takes place in the Grama Niladhari domains of Panaliya and Mawatta, with daily rubber production being supplied to the Ukuwela rubber manufacturing industry, albeit with limited infrastructure. The sector has experienced growth due to the introduction of new technologies that support rubber production.

In addition to minor export crops and additional crop cultivation, animal husbandry is practiced at a considerable scale. According to the 2022 Statistical Manual of Kurunegala District, the daily milk production in the district is 178,760 liters, with 3.44% (or 6,154 liters) produced in the Polgahawela Pradeshiya Sabhawa area. The area also produces 7,250 chicks daily, resulting in an estimated daily egg yield of 6,310 eggs, which is a small but notable contribution to the district's egg production. Additionally, there are 79 poultry farms in the region, and the average annual egg yield is estimated to be around 2 million. These figures are presented in Table 2.2 below.

Table No 2.2: Daily egg and milk products

	Cattles	Milk in Liters	Chickens	Eggs
Weerambagedara	533	2,337	2,653	2,591
Polgahawela	605	3,817	4,577	3,719
Collection	1,138	6,154	7,230	6,310
District	38,695	178,760	3,407,464	2,789,443

Source: Polgahawela Resource Profile - 2022

Employment

According to the 2022 statistical handbook, the total population of the Polgahawela Pradeshiya Sabha electoral area in 2021 was 107,135.

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Preliminary Study

Table No 2.3: Employment/ Unemployed Population of the Year 2011

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Context

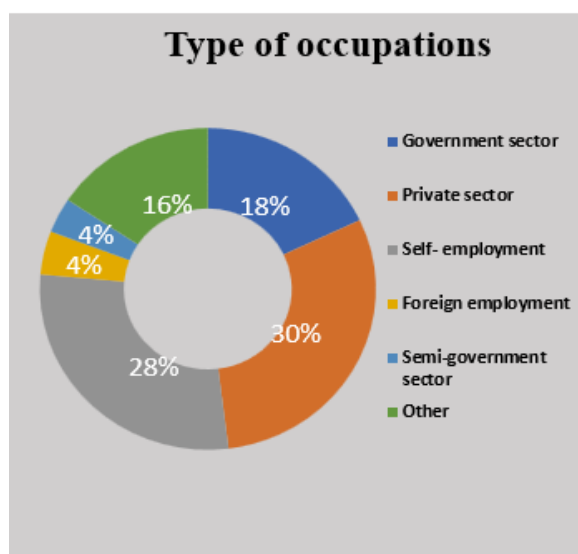
	Total Number	Employment	Unemployed population	Economically inactive
Polgahawela Pradeshiya Sabawa	76,859	35,490	2,384	38,445

Source: Department of census and Statistics, 2022

In the Polgahawela Pradeshiya Sabha electoral area, the employment distribution reveals a diverse workforce. Of the employed population, 18.5% are engaged in government jobs, 32% work in the private sector, and 13% are employed in the agricultural sector. Additionally, 13% of the workforce is self-employed in non-agricultural sectors. When combined, the sectors of agriculture, self-employment, and labor occupations account for over 40% of the employed population, highlighting the significant role these sectors play in the local economy.

The dependency rate in the Polgahawela Pradeshiya Sabha area for the year 2020 stood at 47.55%, which is slightly lower than the overall dependency rate for the Kurunegala district, which was recorded at 47.9%. This data is depicted in Graph No. 2.2 below, providing a comparative overview of the dependency rates within the region and district.

Graph No 2.2: Sectoral wise Employment pattern - 2022



Source: Polgahawela Resource Profile - 2022

Chapter 02 Average income of a family

Preliminary Study

The average income of a family is a profile that explains the economy of the area. Accordingly, the income level of the Polgahawela Pradeshiya Sabhawa area is represented in Table 2.4 below.

Planning and Situational

Context **Table No 2.4: Average income of a family - 2019**

Income Rs.	Total No. of Families	Percentage
Less tha 20,000	10,440	32.15
20,001- 30,000	5,154	15.87
30,001– 40,000	7,236	22.3
40,001– 50,000	4,762	14.66
50,001 – 60,000	3,152	9.7
60,001- 70,000	1,007	3.1
More than 70,000	716	2.1
Total	32,647	100

Source: Resource Profile Polgahawela - 2022

According to the available data, approximately 22.3% of households in the Polgahawela Pradeshiya Sabha area earn a monthly income between Rs. 30,000 and Rs. 40,000. In contrast, nearly 48% of households report earning less than Rs. 30,000 per month, indicating a significant proportion of the population with relatively low-income levels.

Further insights from the Household Income and Expenditure Report for Kurunegala District, covering the periods of 2009/10 and 2019, reveal a concerning trend in household income. In 2009, the average income per household was Rs. 100,000, but by 2019, this had declined to Rs. 70,079. The report also shows that the median monthly income in 2019 stood at Rs. 52,024, reflecting a shift towards lower income levels over the decade.

Industries

Established in the year 2000 with a focus on industrial expansion, the Industrial Zone of the Board of Investment of Sri Lanka serves as the main industrial hub in this area. The zone has created employment opportunities for approximately 4,700 individuals. Initially covering around 50 acres, the industrial zone was expanded to 65 acres in 2015. However, discussions with relevant stakeholders indicate that there is no need for further expansion of the industrial zone within the next ten years (2024- 2033).

Currently, there are 07 industries operating within the zone, with 4.3 acres (equivalent to 2 blocks) of land remaining available for new investors. Of the

existing industries, 67% are garment- based and PVC industries, 16% are engaged in raw material manufacturing, and 17% are involved in auto assembly industries. Information regarding the current industries in the investment zone can be found in Table 2.5 below.

Table No 2.5: Industries in industrial zone - Polgahawela

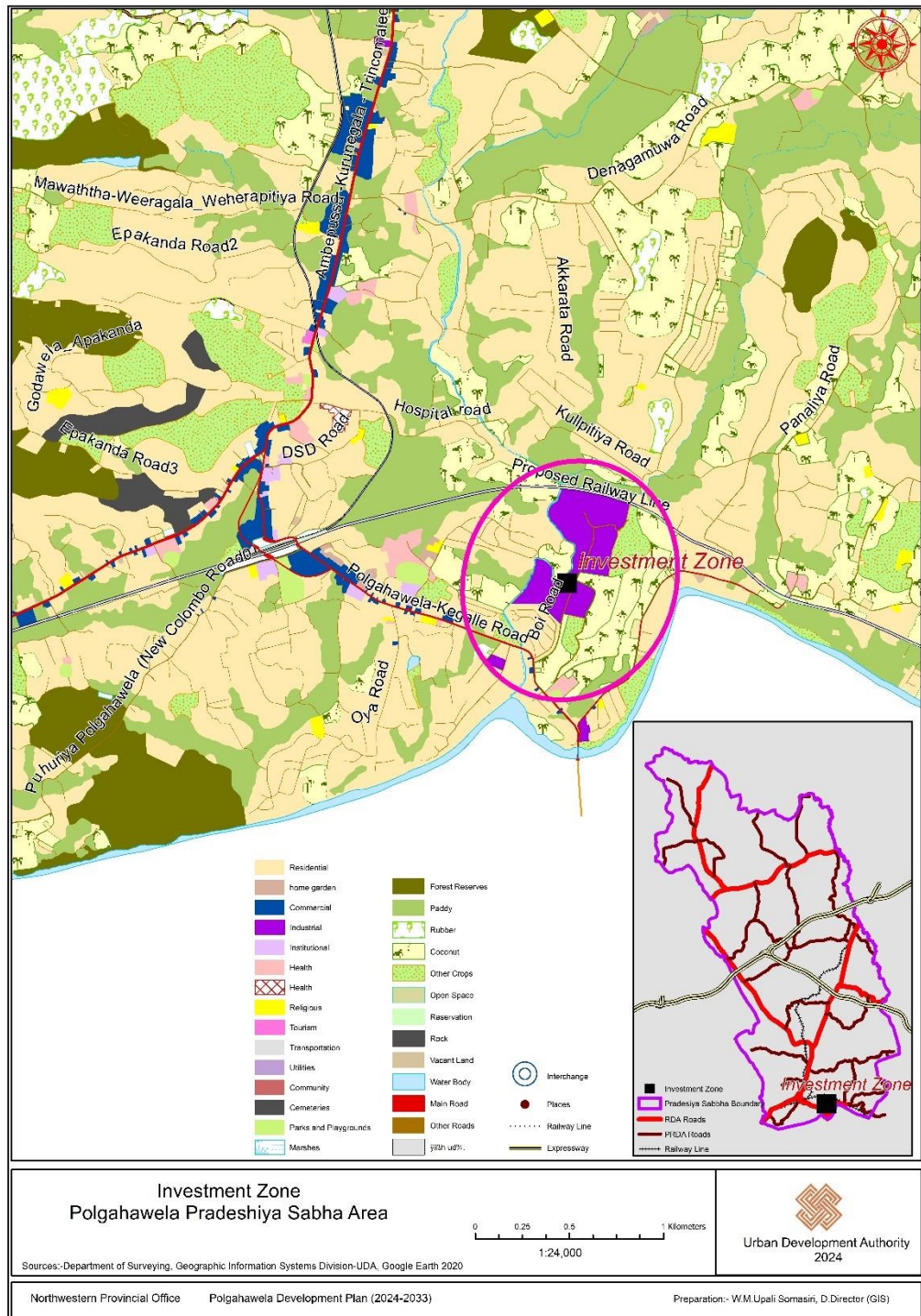
No	Name of Industry	Commencement Year	Product	Number of Employees
1	Alpha Apparels Private Company	2006	Textiles	2068
2	Sumitra Garments Private Company	2000	Textiles	946
3	Norwood Fashions Private Company	2018	Textiles	969
4	Masilka Lanka Pvt. Company	2001	Textiles	598
5	Cosmic polyplastic Pvt. Company	2003	P. V. C. Pipe	12
6	Micro Cars Private Company	2006	Auto Parts	64
7	Pidilite Lanka Pvt. Company	2016	Water Pipe	31

Source: Board of Investment of Sri Lanka - 2021

Raw materials for the industries in the Industrial Zone are sourced both from the domestic market and from foreign countries. The final products are primarily exported to several European countries, including Italy, as well as to Brazil, China, and the USA.

Labour for the industrial zone is sourced from nearby areas, including Kurunegala, Kegalle, Polgahawela, and Gampaha. Additionally, a water treatment unit exists within the region to support the industries. Information about the industrial zone, including the water treatment unit, can be identified on Map No. 2.8.

Map No 2.8: Location of BOI Zone

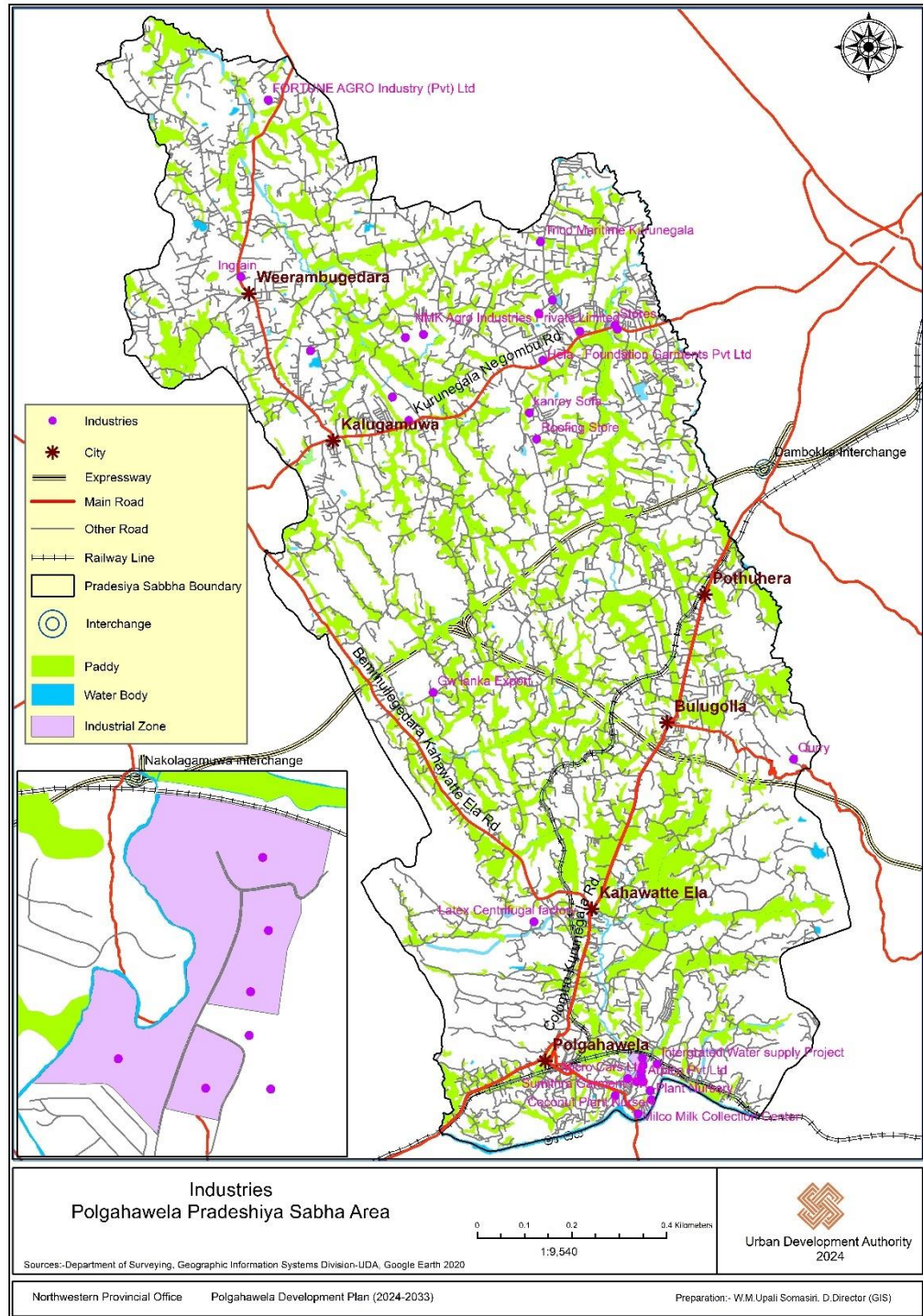


Source: Urban Development Authority -20 24

According to the resource profile data of Polgahawela and Weerambagedara for the year 2020, the expansion of small- scale industries in the planning area has been significant, in addition to the larger industrial zone. A high percentage of industries are focused on coconut- related products, such as coconut powder, coconut bitter gourd, coconut coir, and other coconut and coir- related products. Other notable industries include spice manufacturing, rice production, soap products, and more. Most of these products are locally produced, and their distribution across the region can be identified in Map No. 2.9 and Figure 2.5 below.

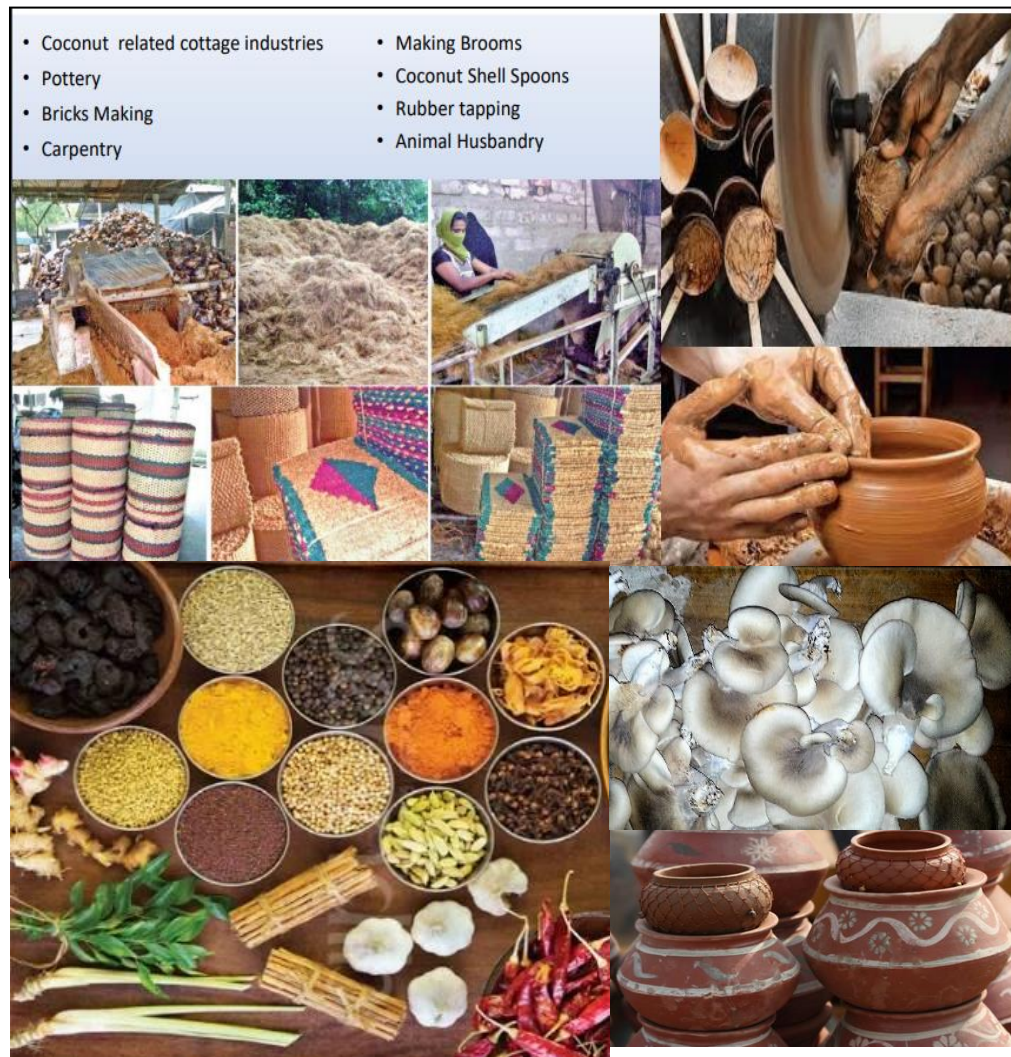
To enhance the productivity of these industries and boost national productivity in the planning area, there is a clear need to integrate new technical knowledge, fully utilize the available workforce, and introduce advanced technologies. This would contribute to improving the overall efficiency and output of these small-scale industries.

Map No 2.9: Distribution of factories in Polgahawela Planning Area



Source: Urban Development Authority - 2024

Figure No 2.5 : Small Scale Industries in Polgahawela Planning Area



Source: Web Page - 2021

Chapter 02 **2.2.2.3. Social Background**

Preliminary Study	When studying the social background of Polgahawela, it is essential to consider several key aspects that significantly impact the overall well-being and development of the area. These include population dynamics, health services, educational facilities, and public outdoor recreation.
Planning and Situational Context	

(A) Residential Population

According to the Census reports from the Department of Census and Statistics, the population of Kurunegala district was recorded at 1,460,215 persons in 2001. At that time, the Polgahawela Pradeshiya Sabhawa had a population of 89,073, accounting for approximately 6% of the district's total population. This figure increased to 99,495 persons in the 2012 census, representing 6.1% of the district's population. By 2022, the population of Polgahawela Pradeshiya Sabhawa had risen to 107,135, which made up 6.14% of the district's population.

In 2020, the population of the planning area was 106,198, reflecting a growth rate of 1.2%. The areas with the highest population concentrations within the Polgahawela Planning Area include Polgahawela South, Pothuhera, Parabawila, Weligoda Pitiya, Piduruwella, and Kanumale. The average population density for the planned area as of 2023 is 18.2 persons per hectare, with the lowest population densities reported in the Imbulgoda and Udapola regions.

In terms of age group distribution, the population is relatively young, with 6% of the total population under the age of 5 years. The school-age population comprises 18% of the total population, while a significant 57% falls within the labor force age range of 19 to 60 years. This demographic structure highlights the potential for a strong labor force and underscores the importance of educational and employment opportunities in supporting the growing population.

Population Growth Rate

The natural population growth rate in the Polgahawela Planning Area was approximately 1.04% during the 2001–2011 census period. This growth rate increased slightly to 1.2% during the 2012–2022 census period, indicating a moderate upward trend in population growth. Based on this consistent growth rate, projections indicate that the total population of the planning area is expected to reach 153,993 by the year 2033. This population estimate for 2033 was derived using an economic model (Exponential Model) that incorporates population data from the 2011 to 2022 census periods. It can be identify using Table No: 2.6.

Table No 2.6: Population Forecasting

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Year	2001	2011	2020	2024	2025	2033
Population	89,073	99,495	106,198	109,540	112,943	153,993
Growth Rate (1.2%)						

Preliminary Study

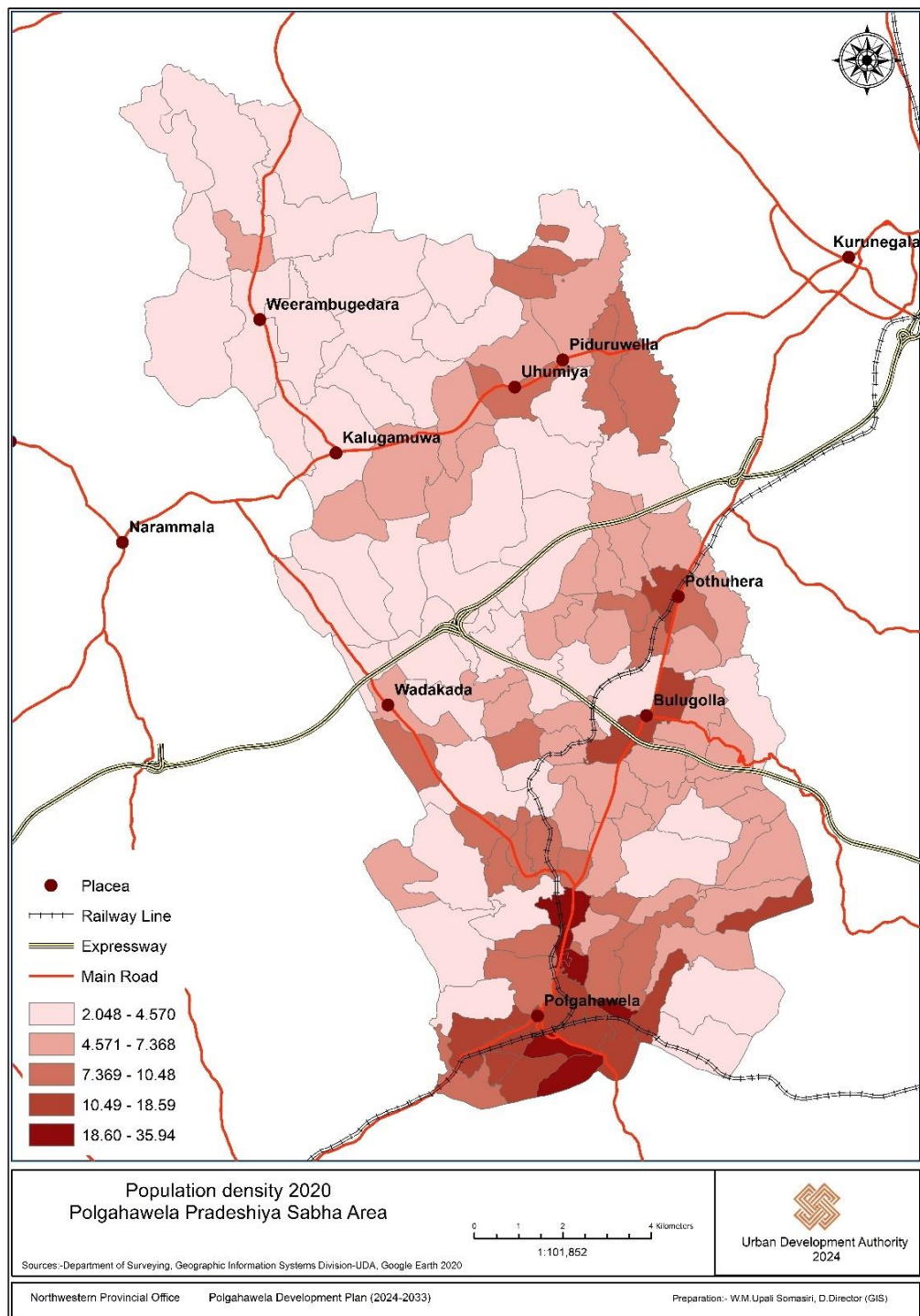
Planning and
Situational
Context

Source: Urban Development Authority - 2024

Population Density

By the year 2023, the population density in the Polgahawela planning area is expected to reach approximately 18 persons per hectare. The Grama Niladhari domains with the highest populations include Polgahawela South, Pothuhera, Parabewila, Weligodapitiya, Piduruwella, Uhumiya, Bandawa, Kanumale, and several others. The population density across these high-density areas is illustrated in Map No. 2.10, which provides a detailed visualization of the population spread within the Polgahawela planning area.

Map No 2.10: Population Density - 2020

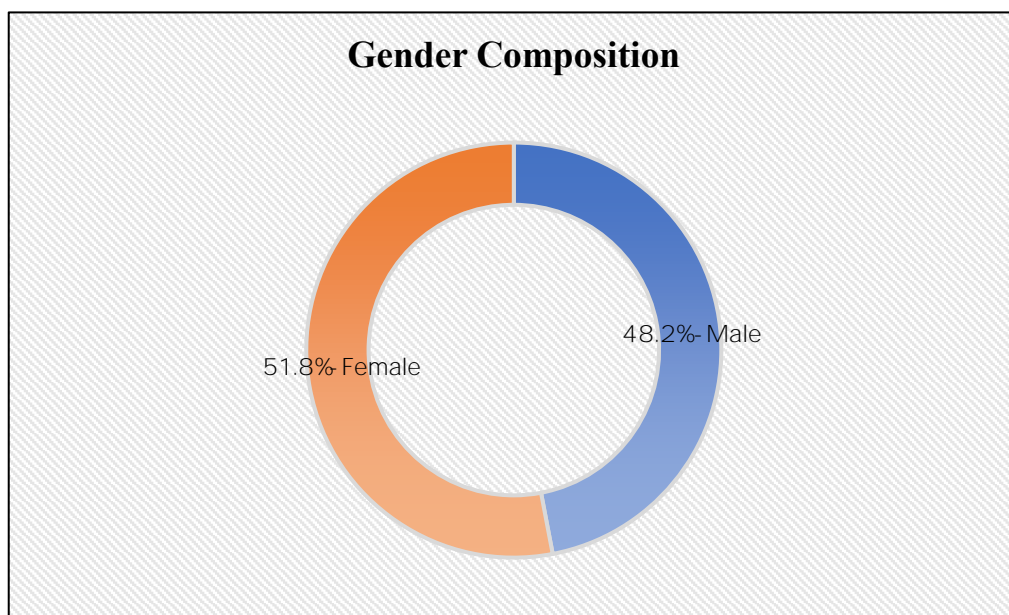


Source: Urban Development Authority - 2024

Population by Gender

In the population analysis of the Polgahawela Planning Area, it is observed that 51.8% of the total population is female, while 48.2% is male. This gender distribution is represented visually in Graph No. 2.3 below. According to the Statistical Manual of the Department of Census and Statistics (2020), the male-to-female ratio in the area is 92.8 males per 100 females, indicating a slightly higher number of females compared to males within the population.

Graph No 2.3: Gender Composition 2022



Source: Polgahawela Resource Profile - 2022

Population by Age Group

A higher percentage of the population between the ages of 19 and 60 years is found when examining the population by age group in the Polgahawela Planning Area. Therefore, 57% of the total population belongs to the labor force, which can be seen as a potential driving force for the development of this area.

Population by Race

The demographic data for the Polgahawela Planning Area reveals that the majority of the population, 92%, is Sinhala, with Muslims making up 6.3% of the population. In terms of religious affiliation, 90% of the population identifies as Buddhist, while 7% follow Islam. The remaining 3% of the population adhere to other religions.

Chapter 02

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Planning and Situational Context

Chapter 02 (B) Migrant Population

Preliminary Study	In terms of the migrant population in the Polgahawela Pradeshiya Sabhawa area, it can be observed that 6,600 people migrate to the city daily for commercial purposes, 7,600 for educational reasons, 6,000 for industrial work, 800 for healthcare needs, 10,000 for access to the railway station, and 7,600 for administrative purposes.
Planning and Situational Context	

(C) Housing

By the year 2020, there were 29,550 houses in the Polgahawela Pradeshiya Sabhawa area. Of these, 91.94% were permanent houses in the two Divisional Secretariat divisions, while approximately 7% were semi-permanent, and 1.02% were temporary houses. Considering the projected population for the year 2033, which is estimated to reach 153,993 people, and an expected average household size of 3.5 individuals, the future housing demand is expected to be 14,448 units. In line with this growth, the proposed National Physical Plan suggests that policies should be formulated to ensure the availability of land, physical infrastructure, and waste management facilities to meet future housing requirements. Key residential growth areas are anticipated to include the East-West Development Corridor and the Alawwa-Polgahawela cluster zone within the Kurunegala metro zone.

Grama Niladhari domains such as Polgahawela South, Pothuhera, Parabawila, Weligoda Pitiya, Piduruwella, Uhumiya, Bandawa, Kanumale, and others have been identified as areas with high housing concentrations.

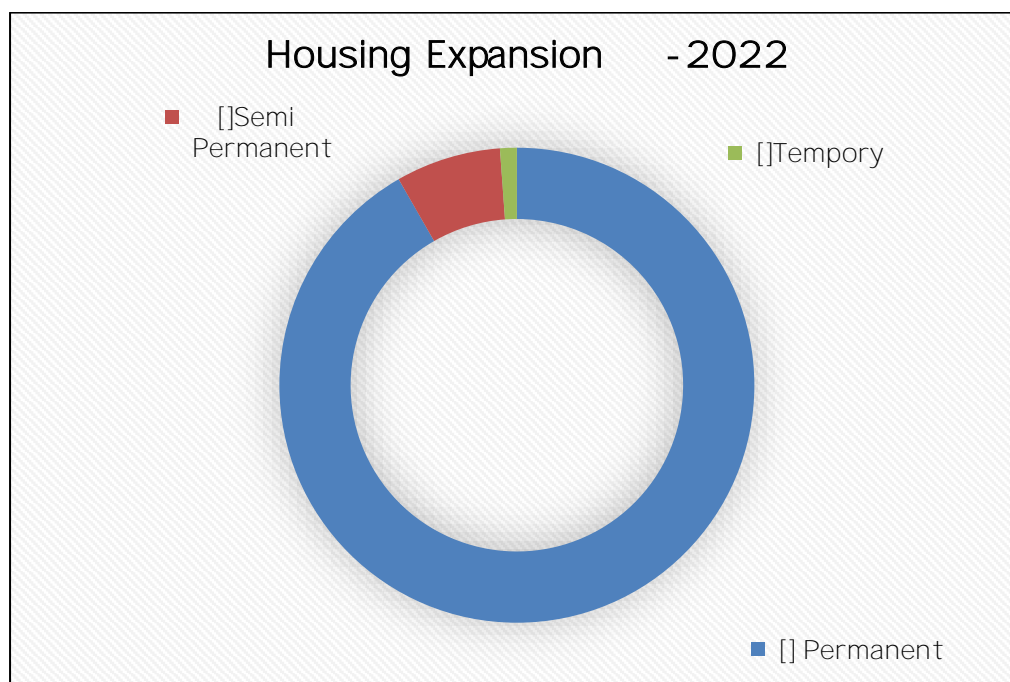
Between 2001 and 2012, the proportion of permanent housing units in the area increased from 72% to 87%, reaching 93% by 2020. This increase can be attributed to factors such as rising income levels and the expansion of subsidized loan schemes. This growth trend is illustrated in Graph No. 2.4. The correlation between population growth and housing stock is also evident, as shown in Maps No. 2.10 and 2.11.

Graph No 2.4: Housing Extension 2022

Chapter 02

Preliminary Study

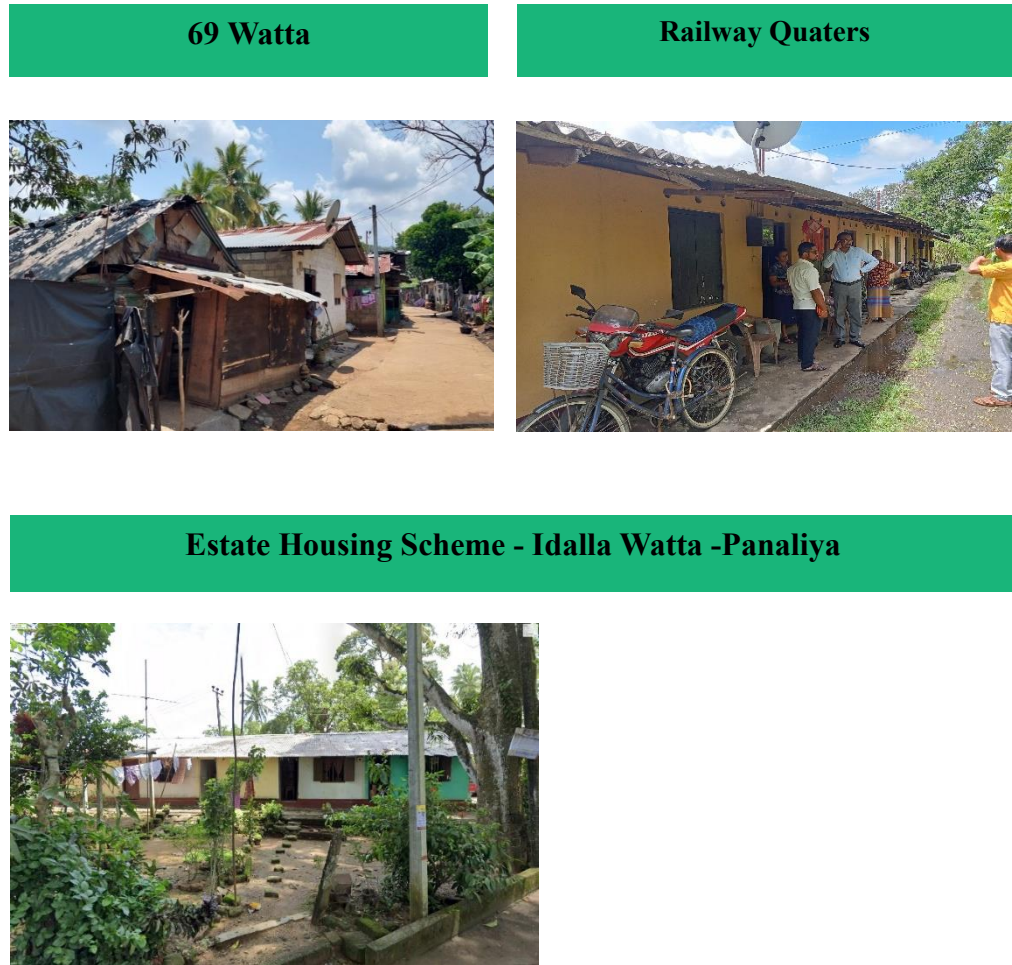
Planning and
Situational
Context



Source: Polgahawela Resource Profile - 2022

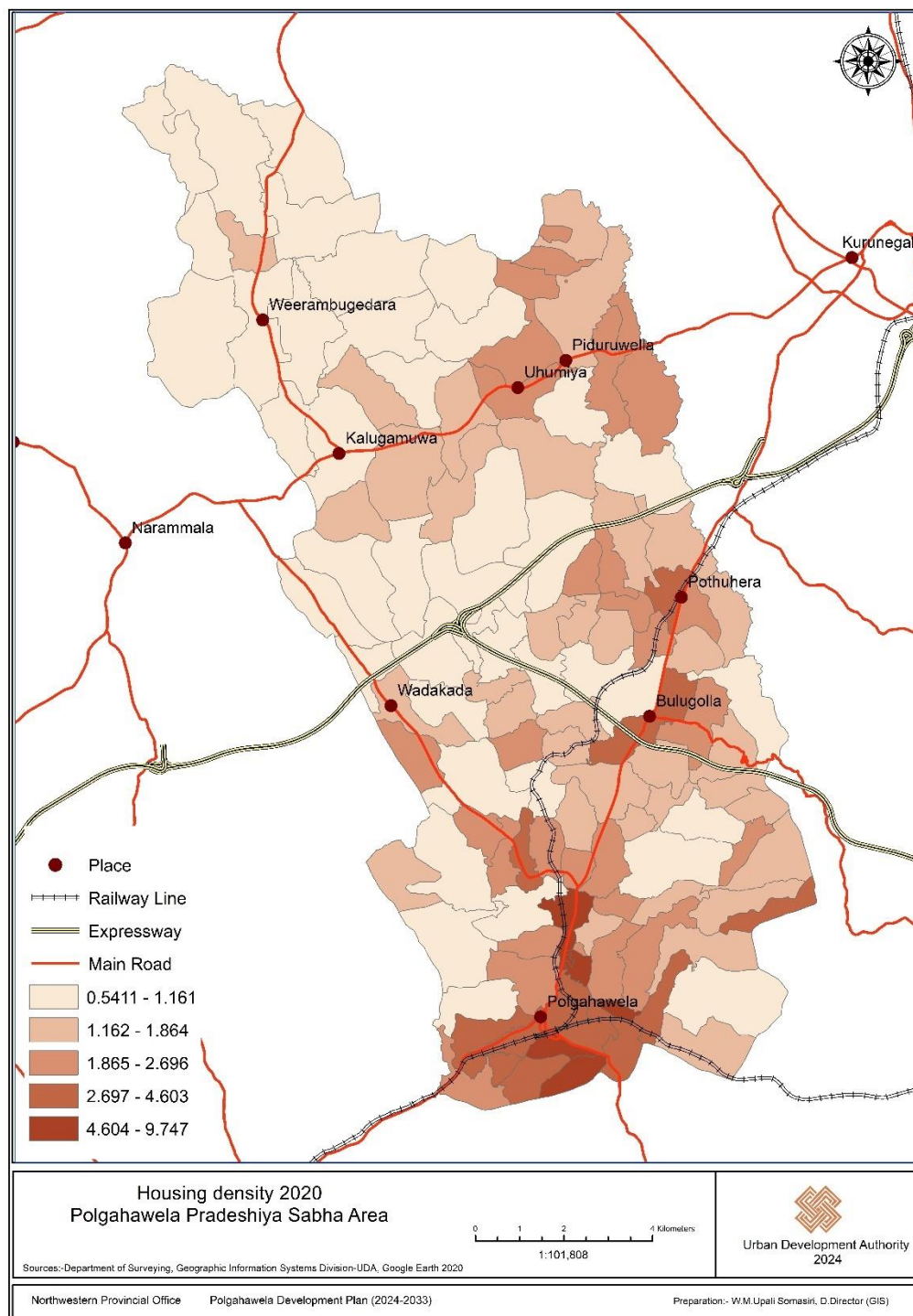
The presence of 7% semi-permanent houses in the region can be attributed to the existence of low-income housing schemes. These include the Idalla Watta-Panaliya, Railway Housing-Polgahawela North, Udapola Watta Estate Housing Scheme, Upper Udapola Estate Housing Scheme, and the 69 Watta Housing Scheme, with 90, 20, 15, 12, and 30 houses, respectively. As part of the urban development plan, it has been identified that these houses should be upgraded to improve living conditions. The prevalence of low-income housing in the area is depicted in Figure 2.6 and Map No. 2.12 below.

Figure No 2.6: Expansion of Low-Income Housing in Polgahawela Pradeshiya Sabhawa Area



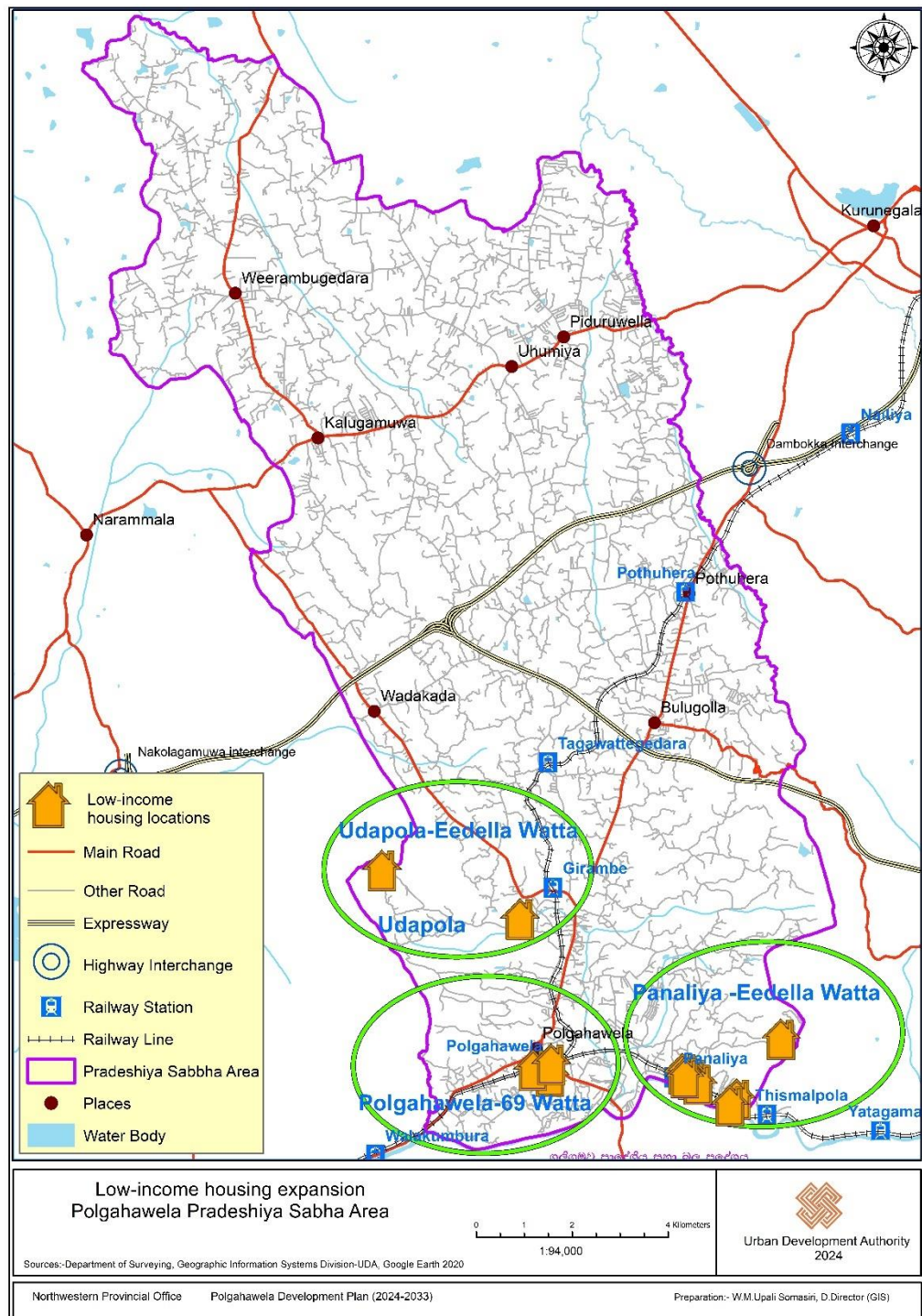
Source: Field Inspection Reports, Urban Development Authority- 2024

Map No 2.11: Housing Density



Source: Urban Development Authority- 2024

Map No 2.12: Spatial location of low-income housing distribution



Source: Urban Development Authority- 2024

D) Education Facilities

Chapter 02

Preliminary Study

According to the 2021 statistics, there are 40 schools in the Polgahawela Pradeshiya Sabhawa area, with a total of 15,588 students. Of these, 351 students are from the Weerambagedara Divisional Secretariat Division, and 12,074 students are from the Polgahawela Divisional Secretariat Division. In terms of teaching staff, there are 293 teachers in Weerambagedara and 711 in Polgahawela, making a total of 1,004 teachers in the Polgahawela Pradeshiya Sabhawa area. These teachers are classified as 462 graduate- trained teachers, 155 graduate teachers, and 423 trained teachers.

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The school system in this area includes 30 Sinhala- medium schools, 4 Tamil- medium schools, 1 bilingual English and Tamil medium school, and 4 bilingual Sinhala and English medium schools. The education system covers the entire planning area, with some of the major schools identified in Figure 2.8. The student- to- teacher ratio in the district is 16.6, and the teacher- pupil ratio is optimal for the Polgahawela Pradeshiya Sabhawa area. The expansion of major schools in the planning area can also be seen in Map No. 2.13 below.

Figure No 2.8: Some of the major schools in polgahawela planning area



St. Bernard Model College



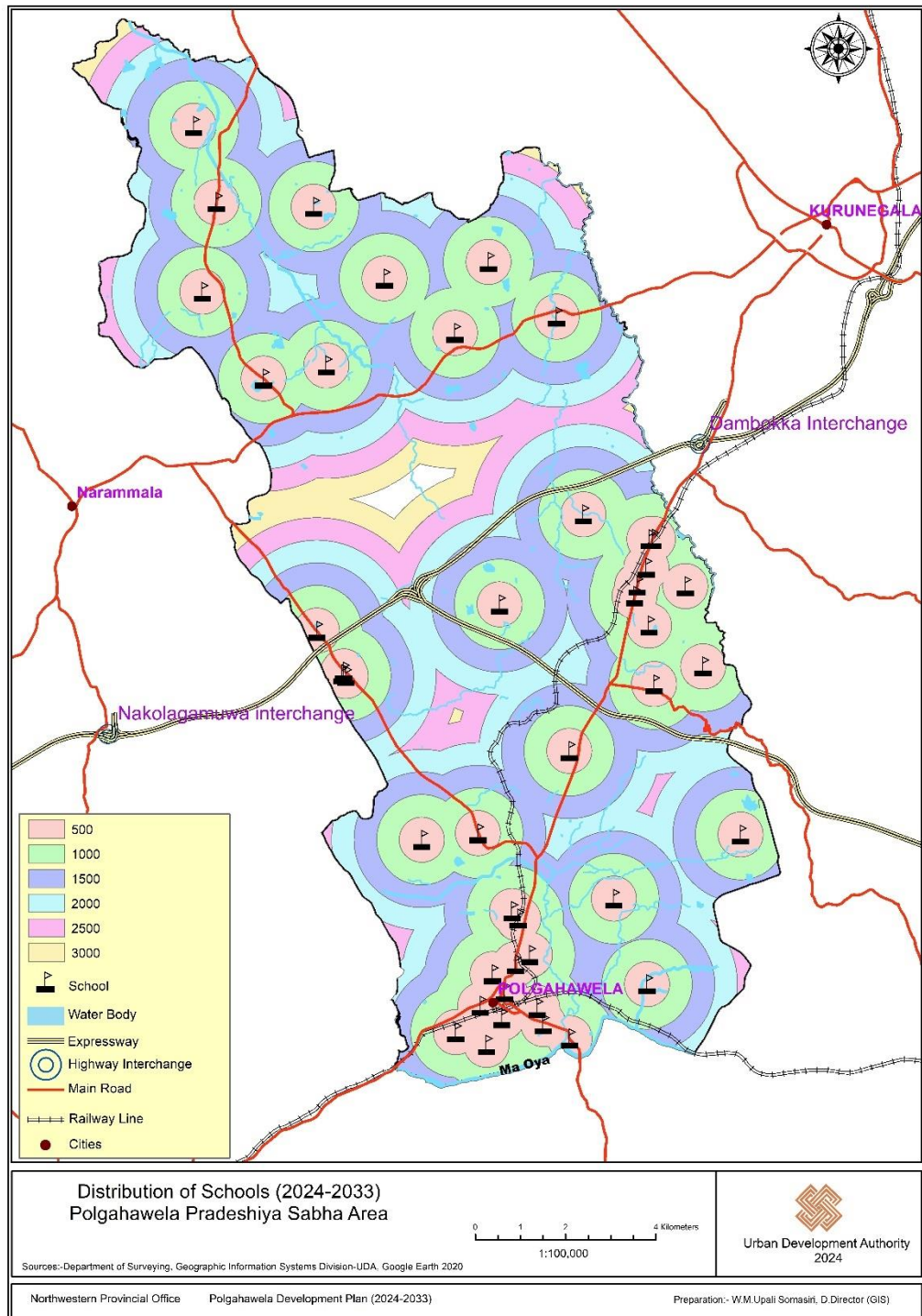
Bernard College - Polgahawela



Parakramabahu National School
polgahawela

Source: Urban Development Authority- 2024

Map No 2.13: Distribution of Schools



Source: Urban Development Authority- 2024

The Sputnik International Institute of Education can also be identified as the main higher education institution in the area, offering Japanese language education. In addition to this, the area hosts several skill development and vocational training institutes, including the Government Sesame Leaf Industry Centre (National Crafts Council), a carpentry training school (Department of Small Industries), a Driving Training College, two Nenasala Centers, and a Special School in Sandagala, which caters to around 110 students. There are also 87 pre- schools in the area.

However, the skill development and vocational training institutes, the Government Sesame Leaf Industry Centre, and the Carpentry Training School are in need of upgrades to better meet the growing demands. Some of these higher education and training institutions are illustrated in Figure 2.9 below.

Figure No 2.9: Major Higher Education Institutions in Polgahawela Planning Area

Sputnik International Institute of Education



Sputnik International Institute of Education



Sputnik International Institute of Education

Source: Urban Development Authority- 2024

Chapter 02 (E) Health Facilities

Preliminary Study

Planning and Situational Context

The expansion of health facilities is a key development aspect of the area. In the Polgahawela Pradeshiya Sabhawa area, there is a Regional Hospital in Polgahawela town, which consists of 94 beds and 5 wards, according to the Census and Statistics Manual 2020. It is reported that 49,000 outpatients and 5,511 inpatients are treated at this hospital annually. The Regional Hospital in Weerambagedara has 2 wards and 14 beds, with a total of 16,865 outpatients and 589 inpatients referred for treatment.

Polgahawela Regional Hospital, established in 1928, plays a significant role in maintaining health services in the area. In addition to the major hospitals, infant and maternity clinics are held regionally, with the involvement of the Medical Officer of Health, Public Health Inspectors, and Family Health Workers. A total of 17 officers covers the Polgahawela Pradeshiya Sabhawa area.

In addition to Western medical services, Ayurvedic medical services are also available at the regional level. According to the 2021 Statistical report, an Ayurvedic Central Dispensary operates in Mahapitiya, serving approximately 5,000 patients annually.

The health sector faces several challenges, including a shortage of ambulances, insufficient ward capacity, and a lack of essential facilities at both Polgahawela and Weerambagedara hospitals. Additionally, the road leading to Polgahawela Hospital requires repairs, and there is a need for streetlight installation to improve accessibility and safety. However, residents can access specialized healthcare services at the Kurunegala and Kegalle Teaching Hospitals, which are located within a reasonable distance from the area. The locations of these teaching hospitals are shown in Map No. 2.14. Moreover, photographs depicting the current state of Polgahawela and Weerambagedara hospitals, along with planned health facility expansions in the area, are available in Figure No. 2.10 and Map No. 2.15.

Figure No 2.10: Photographs of the present Polgahawela and Weerambugedara Hospitals in polgahawela planning area

Chapter 02

Preliminary Study

Polgahawela Hospital



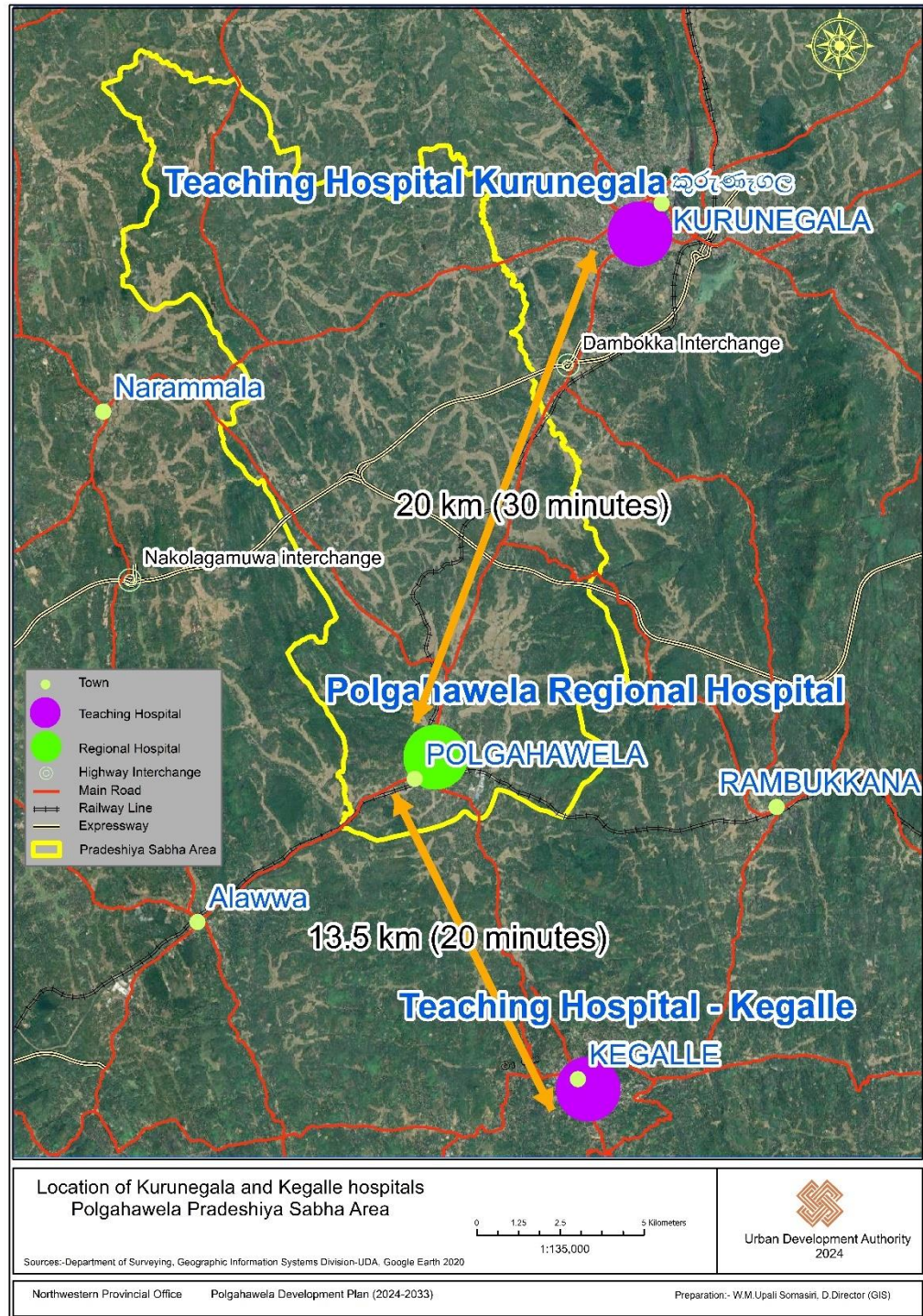
Planning and
Situational
Context

Weerambugedara Hospital



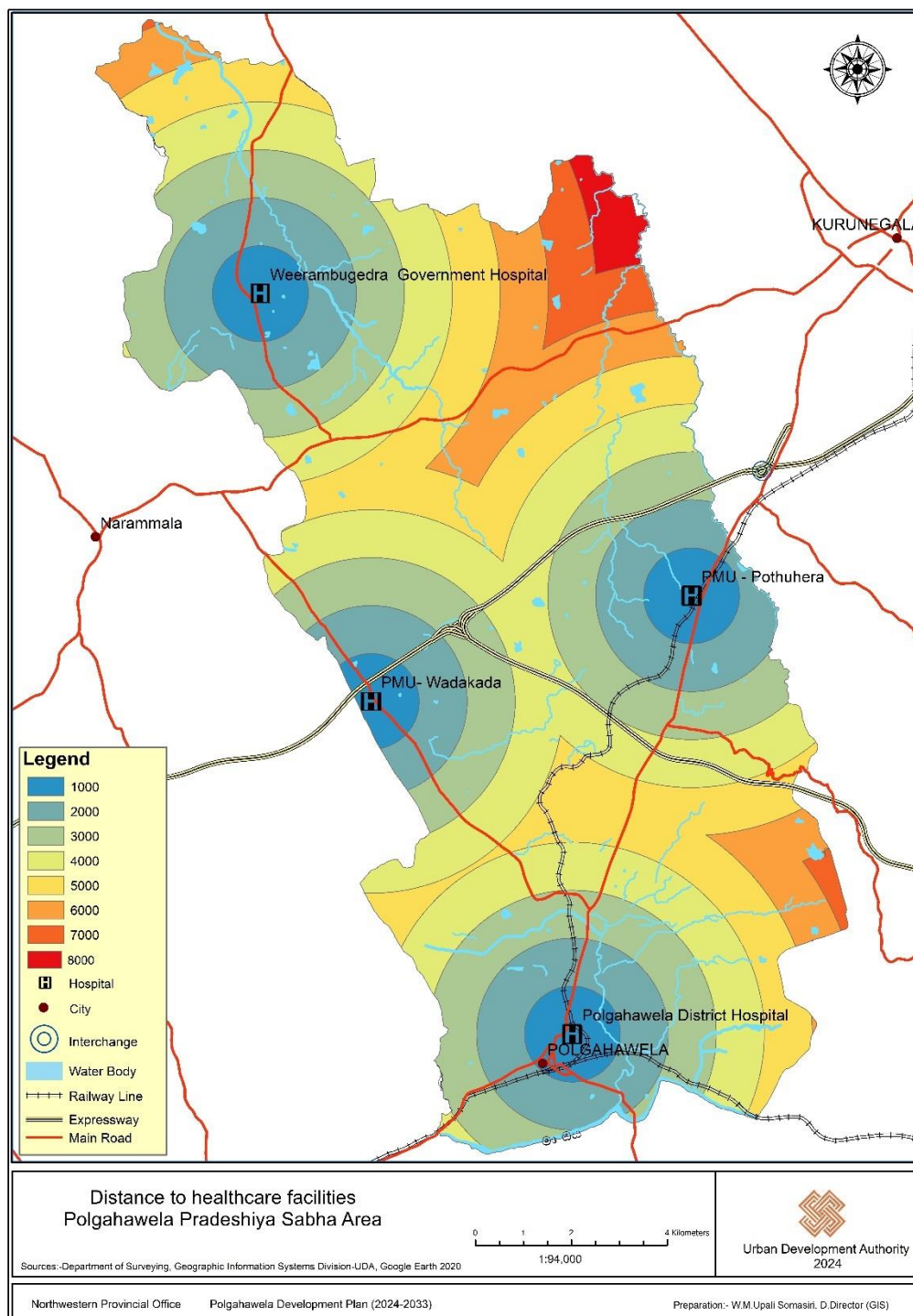
Source: Urban Development Authority- 2024

Map No 2.14: Location of Kurunegala and Kegalle Hospitals



Source: Urban Development Authority- 2024

Map No 2.15: Distribution of health facilities in the area



Source: Urban Development Authority- 2024

Chapter 02 (f) Value of land

Preliminary Study Land prices in the area are influenced by factors such as infrastructure expansion, environmental considerations, and the nature of the land. The price of one perch in the town center of Polgahawela Pradeshiya Sabhawa area is approximately Rs. 1 million. In Pothuhera Urban Centre, the price for one perch is about Rs. 0.7 million. Within 500 meters of the Colombo- Kurunegala main road, the price for one perch is around Rs. 0.4 million. The price increases to Rs. 2.5 to 3 lakhs per perch within 1 km from the main road.

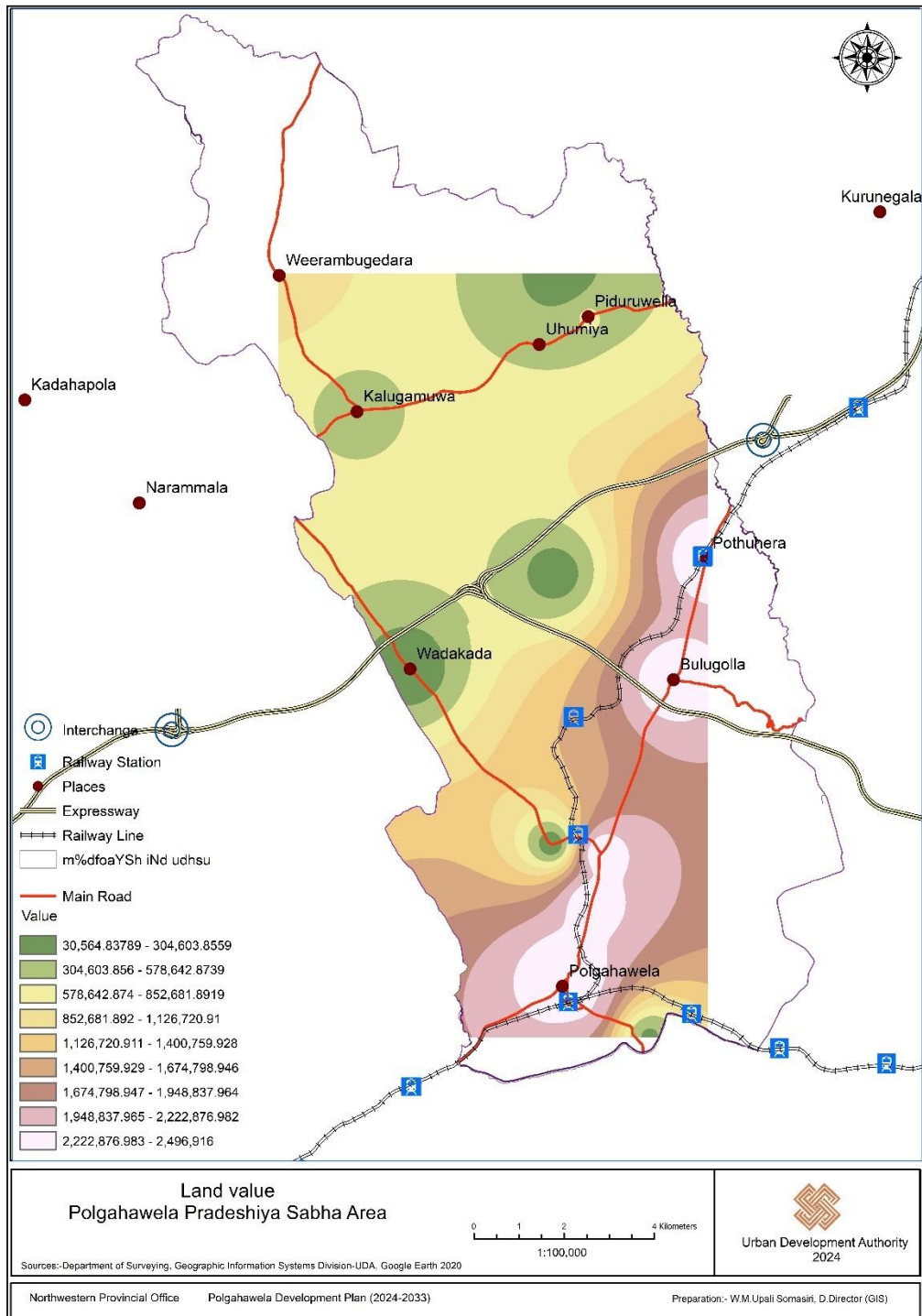
Planning and Situational Context

In Weerambugedara town center, the land price is approximately Rs. 3 laks per acre, while land prices along the Negombo- Kurunegala road (e.g., Piduruwella, Uhumiya) are also above Rs. 3 lakhs per acre.

With the development of expressways, a gradual increase in land prices can be observed. However, there is limited land available for development around Polgahawela due to the abundance of marginal land that is not suitable for development and the geographical limitations.

Per capita land use in the Polgahawela Pradeshiya Sabha area in 2012 was one hectare. By 2021, household land use is projected to be 0.6 hectares in the Polgahawela area and 0.9 hectares in the Weerambugedara area. This trend is also illustrated in Map No. 2.16.

Map No 2.16: Land Value in Polgahawela Planning Area



Source: Urban Development Authority- 2024

Chapter 02 **2.2.2.4. Environmental Background**

Preliminary Study

Planning and
Situational
Context

Considering the environmental conditions of the Polgahawela Urban Area, approximately 6,229.71 hectares can be identified as eco- sensitive areas. The protected areas within the Polgahawela Pradeshiya Sabhawa area primarily consist of an ecosystem made up of paddy fields and a reserve known as "Koskale," which is cultivated by the Department of Forestry. Additionally, there are wetlands with reservoirs and marshy lowlands in the region. These eco- sensitive areas are outlined in Table 2.7 and Graph No. 2.5. The existing eco- sensitive areas are further detailed in Annexure No. 02.

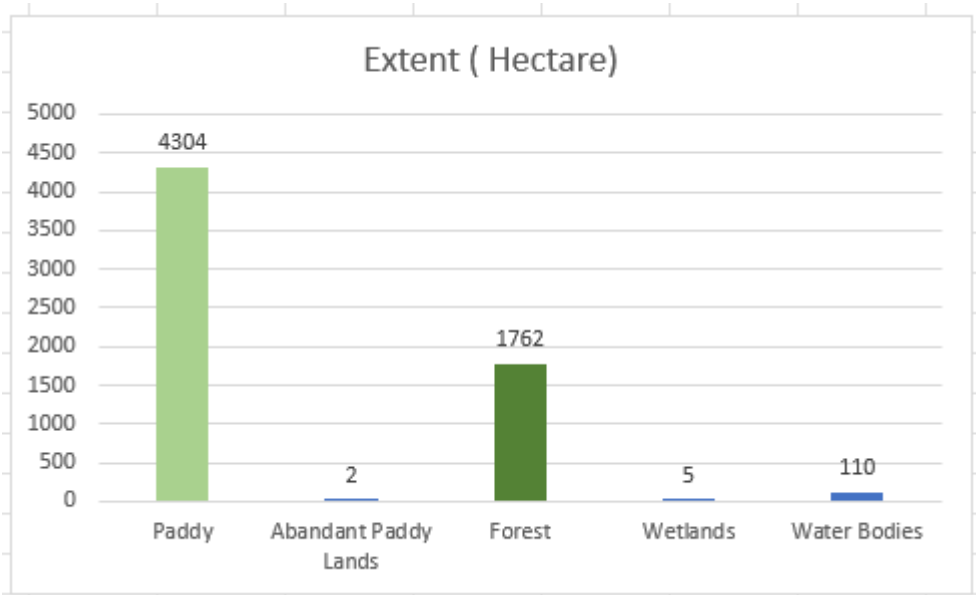
A) Eco-sensitive areas

Table No 2.7: Eco-sensitive areas in the area

Usage	Quantity (in Hec)
Abandoned Paddy Fields	0.21
Paddy Fields	4350.81
Wetland	5.53
Water Sources	110.29
Forests	1762.87
Total	6229.71

Source: Urban Development Authority, Field Survey Data - 2024

Graph No 2.5: Eco-sensitive areas in Polgahawela PS area



Source: Urban Development Authority, Field Survey Data - 2024

B) Climate pattern of the area

Polgahawela experiences two distinct climatic features—dry and wet. The daily average temperature in Polgahawela ranges between 70°F and 80°F, and the average annual rainfall falls between 1,750 mm and 2,000 mm. The area enjoys sunlight throughout the year, and there is no period of strong winds.

Geographical Features

Geographically, the Polgahawela area is predominantly flat with red- yellow podsolic soil, making it suitable for paddy cultivation, as well as for growing agricultural crops like coconut, vegetables, and fruits. In the Divisional secretariat Division of Weerambagedara , the plains dominate the landscape, though there are a few remaining mountain ranges that rise above ground level at various points. Natural resources like black stone and clay suitable for the clay industry are also found in this area. Kalugal (a type of soil or mineral) is widespread across the Divisional Secretariat Division, and it is evident from the needs and challenges faced by the people that there is a growing tendency towards industries related to Kalugal, as well as environmental issues such as inadequate drinking water supply.

According to a 1994 survey conducted by the Lunuwila Coconut Research Institute, six major soil groups were identified within the Weerambagedara Divisional Secretariat Division, which can be divided into three main regions. The soil expansion ranges from 0% to 8% and 8% to 16%, depending on the slope. The soil distribution is higher in the southern half of the division compared to the northern half. The major soil types identified in the region are :

1. Kuliyaipitiya Grade J6 and K4
2. Melsiripura Grade J10
3. Kurunegala Grade J20
4. Kiriwana Grade K2
5. Adigama Grade K3

C) Open space facilities

The current population of the Polgahawela urban area is approximately 106,198. According to the standards set by the Urban Development Authority, around 148 hectares of common outdoor open land are required to accommodate this population. However, only 8.10 hectares of such land are currently available in the area. Looking ahead, the forecasted population for 2030 is projected to reach 153,993. To meet the space requirements for this projected population, an additional 2 hectares of common outdoor open land will be needed. Given the physical location of the area, this requirement can potentially be met with appropriate planning and land use strategies.

Chapter 02 **D) Natural disasters**

Preliminary Study The Polgahawela area faces several natural disasters that impact the local population. These include droughts, floods, canal runoffs, landslides, and high winds, all of which disrupt the lives of the residents. Significant flooding has occurred in the region 2014 and 2018, because of the heavy rains during the years of 2005, 2010 and 2015. In particular, areas such as Ranjanagama, Barahelagamuwa, Rathmalgoda, Gorokgahawatta, Madalagama, Kulipitiya South, and Aaragoda have been heavily affected by flooding. The flooding is often exacerbated by the overflow of the "Kolamunu Oya" river, which flows through the area, and the blockage or poor maintenance of the main canals.

Planning and
Situational
Context

Additionally, the National Building Research Organization has flagged several locations within the area as having a high risk of landslides. These risk zones can be identified in the corresponding map, which outlines areas prone to landslide hazards is shown in Map No. 2.17 below.

These disasters pose significant challenges to the safety and stability of the local communities, necessitating disaster management strategies to mitigate their effects and improve resilience.

Map No 2.17: Landslide disaster detection points in Polgahawela PS area



Source: Urban Development Authority- 2024

Chapter 02

Preliminary Study

Previous Planning Attempts

2.2.3. Previous Planning Attempts

In the year 2001, the Urban Development Authority developed a draft Development Plan for the Polgahawela Urban Area, which provided a framework for the region's growth and infrastructure development. It can be identified by the image no.2.12.

This development plan laid the foundation for future urban planning and development in Polgahawela, despite not being fully formalized through legal gazetting. The implementation of the flyover highlights the plan's practical impact on the region, demonstrating the potential for other aspects of the plan to be realized in the future.

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Preliminary Study

Previous Planning Attempts

The main objective is to establish Polgahawela as a major residential city in line with the economic and social revival of Colombo city, and to develop it as a commercial hub providing urban services and facilities to the surrounding area based on the proposed industrial development projects. Plans have been prepared to develop Polgahawela town under eight major development zones. The eight development zones are:

1. Residential Zone No. 01
2. Residential Zone No. 02
3. Mixed Residential Zone
4. Commercial Zone
5. Industrial Zone
6. Administrative and Institutional Zone
7. Parks and Playgrounds
8. Forest and Related Reserve Zone

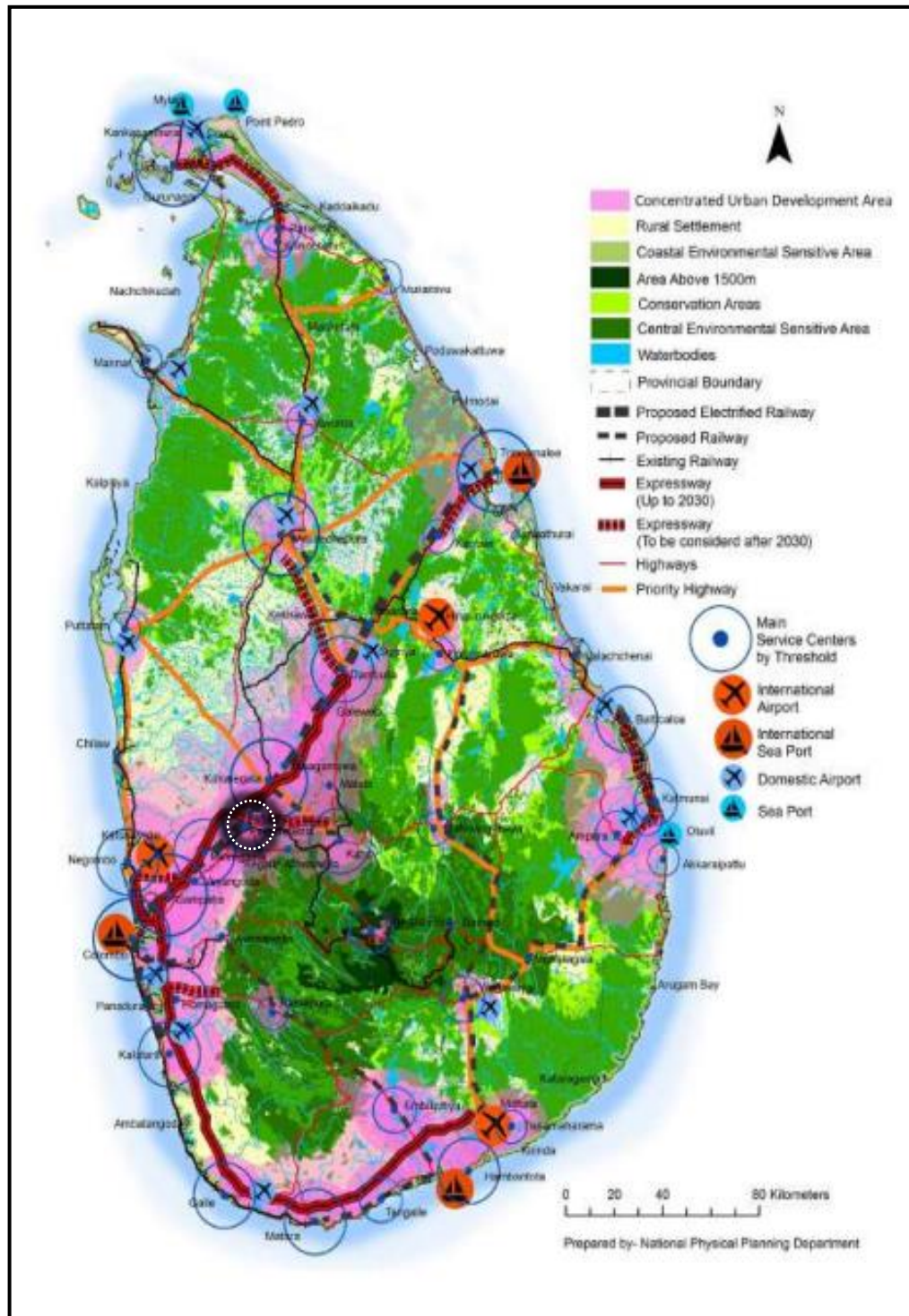
During the preparation of the zoning plan, activities in the area have been planned based on their nature.

This development plan has identified 20 major projects, and at present, about 1% of these projects have been successfully completed.

2.2.3.1 National Physical Plan - 2050

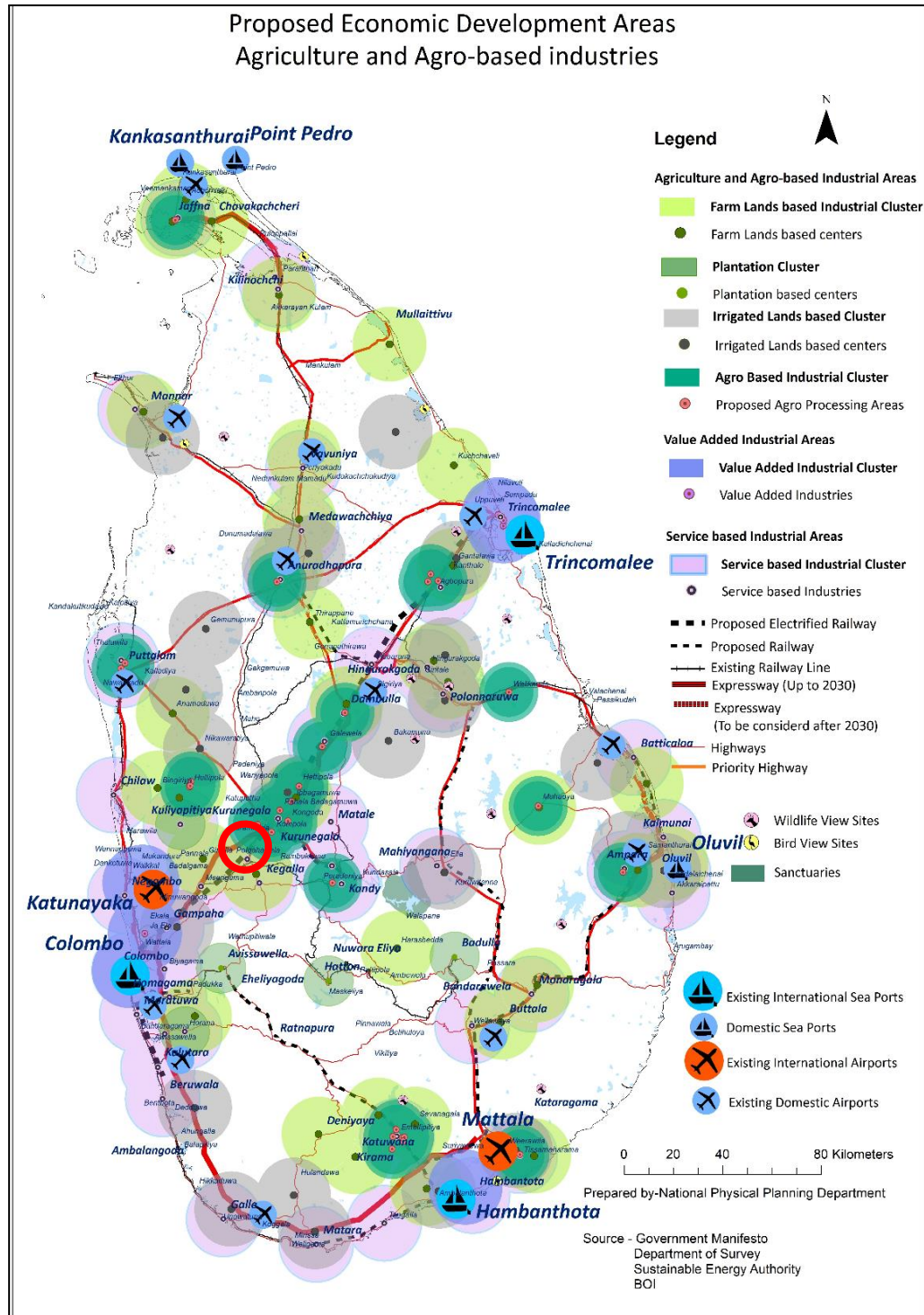
According to the National Physical Plan for the years 2018- 2050, policy, geographical, and sectoral mechanisms have been identified to create a sustainable and planned physical environment in Sri Lanka, with the objective of achieving balanced physical, social, economic, and environmental development. The plan identifies four key corridors: the Northern Development Corridor, Southern Development Corridor, East- West Development Corridor, and Eastern Development Corridor. A map illustrating the proposed developments of this National Physical Plan- 2050 is provided in Figure 2.13 below.

Figure No 2.13 National Physical Plan - 2050



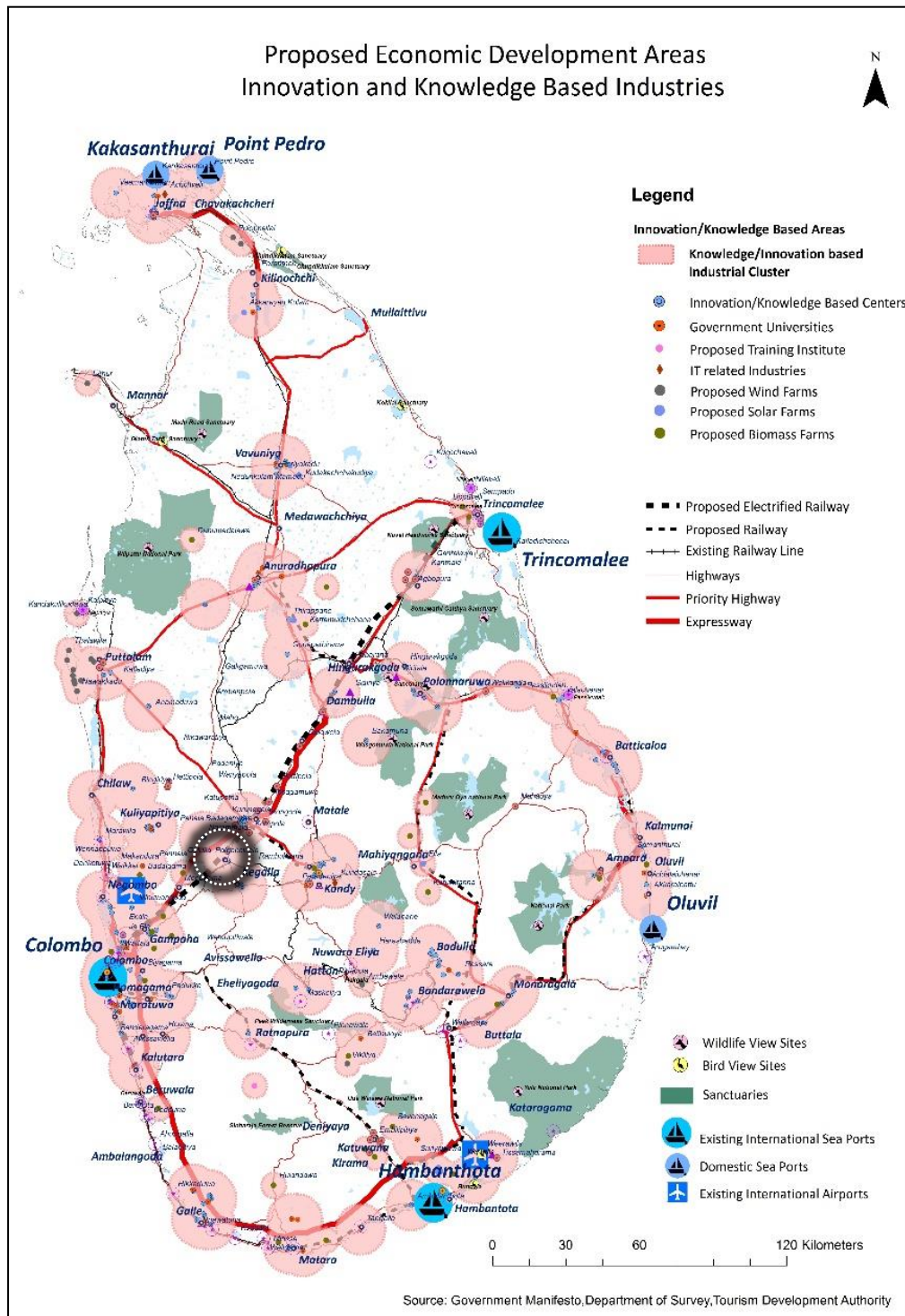
Source: Department of National Physical Planning - (2017- 2050)

Figure No 2.14 :National Physical Plan - 2050
Suitable areas for expansion of agriculture-based industries



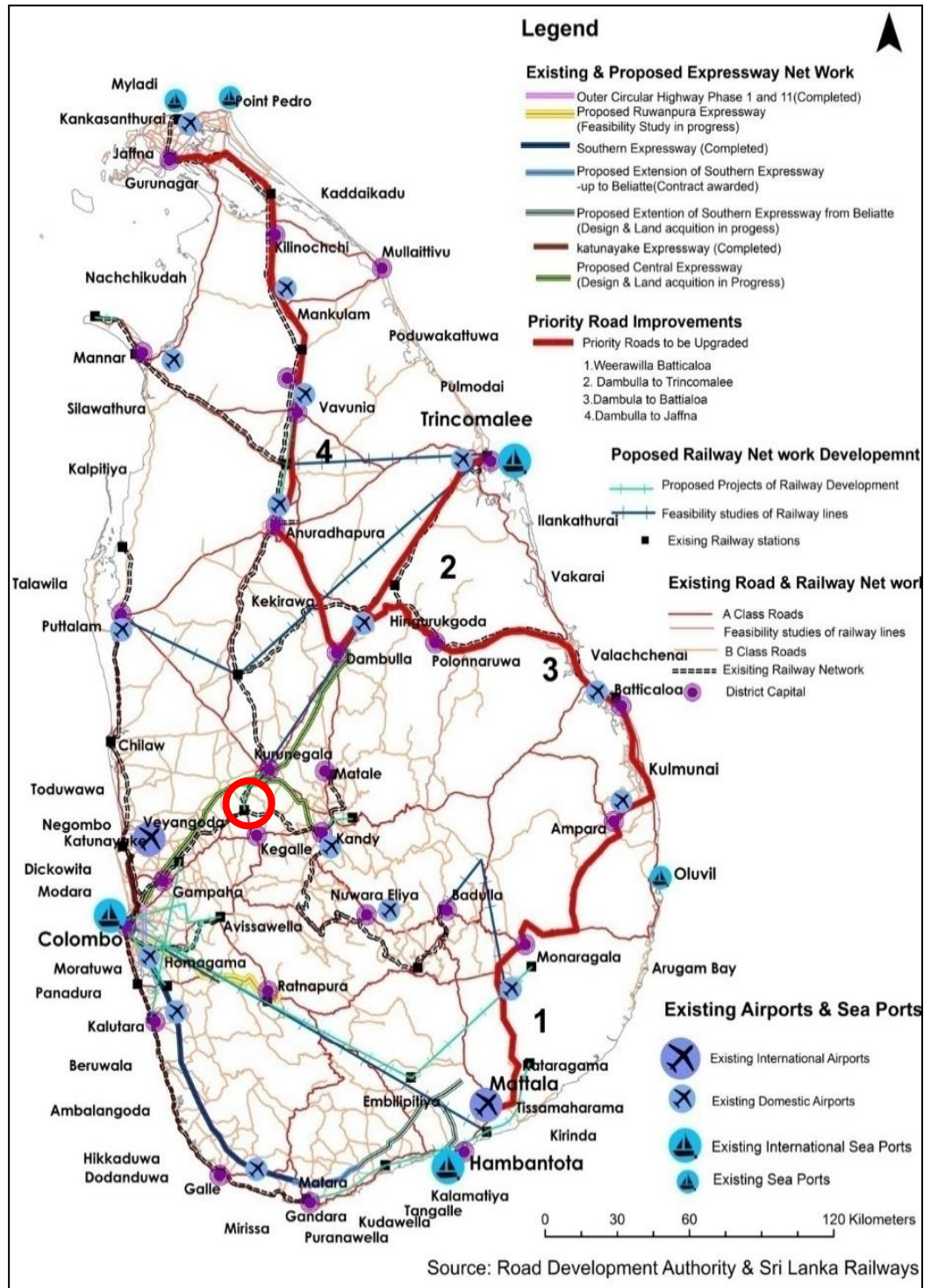
Source: Department of National Physical Planning - (2017- 2050)

Figure No 2.15 : National Physical Plan - 2050
Suitable areas for innovative and knowledge-based industries



Source: Department of National Physical Planning - (2017- 2050)

Figure No 2.16: National Physical Plan- 2050
Existing and proposed expressway network and railway network



Source: Department of National Physical Planning - (2017- 2050)

Figure No 2.17: Sri Lanka Tourism Strategic Plan - (2017- 2020)



Source: Sri Lanka Tourism Development Board - (2017- 2020)

Chapter 02

2.3. Determining the planning area

Preliminary Study

Determination of
the Planning
Boundary

In determining the planning area for the Polgahawela Urban Development Plan, primary attention was given to its functional, geographical, and administrative boundaries. To effectively implement the objectives of the development plan, the plan area was determined by considering several factors in a scientific manner. These factors are outlined as follows.

2.3.1. Functional boundary

The Polgahawela Pradeshiya Sabhawa area can be described as an area developed due to the influence of several major road networks. Particularly, since the Ambepussa- Trincomalee (AA006) road and the Chilaw- Madampe (B- 047) road pass through this area, most of the development activities are concentrated along these routes. According to the Development Pressure Index, environmental sensitivity analysis, and space syntax, the area also shows a high development index along the major routes. Therefore, the functional boundary was identified as including Weerambugedara, Uhumiya, Piduruwella, Pothuhera, and Polgahawela.

2.3.2. Geographical boundary

The Polgahawela Pradeshiya Sabhawa area, which includes the Polgahawela and Weerambugedara Divisional secretariat Divisions, can be identified as the geographical limit of this development plan. This limit also encompasses Yogamuwakanda, Weeragala, Godigamuwa, Udapola Kanda, Epa Kanda, the area surrounded by the peaks, and the area bordered by Maa Oya, which separates the North Western Province from the Sabaragamuwa Province to the south of Polgahawela. These areas are included within the geographical boundaries of the development plan.

2.3.3. Administrative boundary

The Polgahawela Planning Area consists of two Divisional Secretariat Divisions: The Weerambugedara Divisional Secretariat Division and the Polgahawela Divisional secretariat Division. Since both of these areas are designated as Urban Development Authority zones, the entire Polgahawela Pradeshiya Sabhawa area, which includes both the Polgahawela and Weerambugedara Divisional secretariat Divisions, was used as the administrative boundary when preparing the development plan.

2.3.4. Planning Boundary

Chapter 02

Preliminary Study

Based on the defined functional, geographical, and administrative boundaries, the development plan limits were determined through the overlaying of these boundaries. The Polgahawela Pradeshiya Sabhawa area has been designated as the Planning Area, which includes the suburban areas identified within the functional boundaries.

Determination of the Planning Boundary

In this context, 15 Grama Niladhari divisions within the Polgahawela Divisional Secretariat Division were officially declared as part of the Urban Development Authority area under Gazette No. 1148/5, dated 4th September 2000. Additionally, 107 Grama Niladhari divisions across the Weerambugedara and Polgahawela Divisional Secretariat Divisions were also declared as Urban Development Authority areas under Gazette No. 2068/47, dated 28th April 2018. As a result, the entire Polgahawela Pradeshiya Sabhawa area has been formally recognized as an Urban Development Authority area, as reflected in the Gazette.

Chapter 03

The need for a Development Plan

Chapter 03

The need for a development plan

Chapter 03

Need for Development Plan

3.1. Introduction

Introduction

During the preparation of the Polgahawela Development Plan, data was primarily collected from a background study of the area, alongside the issues and opportunities identified during stakeholder meetings. These were prioritized through various analytical methods, adhering to planning principles. The main objective of the development plan is to identify the area's potential and challenges, utilizing the identified potential to address the problems, thereby contributing to physical, environmental, economic, and social development. In this process, potential issues and solutions were thoroughly explored through workshops to gather stakeholder feedback, surveys conducted with Grama Niladharis and other relevant stakeholders, and the suggestions they provided, which are documented in Annexure No. 1 (NVIVO Analysis).

One of the fundamental needs of the development plan is to guide the area towards becoming a railway city, emphasizing the rural aspects of urbanization, ensuring the creation of a safe, comfortable environment, and preserving the eco-sensitive areas within the region.

To prevent the area from developing without direction and in an unregulated manner, a clear and visionary development plan is required. Therefore, the preparation of a gazetted development plan is essential for structured implementation. It is recognized that the Polgahawela Pradeshiya Sabhawa area requires a development plan that aligns with this vision, aiming to enhance productivity and efficiency by leveraging the area's existing development potential and addressing the identified challenges. The necessity of this development plan can be primarily summarized in three key points as follows:

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3.2. Identified problems

Need for
Development Plan

Problem 01

Identified issues

The absence of a well- planned city structure that integrates the railway station, a key catalyst for the city's development, has resulted in a lack of a comfortable and efficient environment for passengers. This oversight has hindered the potential of the railway junction to contribute effectively to the city's economy, despite its strategic location. The failure to capitalize on the railway station's advantages has led to missed opportunities in strengthening the city's economic foundation and improving urban connectivity.

Polgahawela, with its historical railway station established in 1868, holds a strategic position within Sri Lanka's transport network. The station serves as a pivotal hub, with the Colombo- Badulla and Anuradhapura, Mahawa, Vavuniya, and Jaffna railway lines converging here, making it a key junction for those traveling to the northern region. Each day, approximately 125 trains pass through Polgahawela Railway Station, attracting around 10,000 passengers. Additionally, the city benefits from its connection to key expressways, including the Ambepussa- Trincomalee road and the Kurunegala- Kegalle road, making it a major road junction as well.

Due to the combination of excellent rail and expressway connectivity, as well as Polgahawela Railway Station's role as a fast train stop, it serves as a transit point for many commuters. People traveling to Colombo often come to Polgahawela by bus and continue their journey by train. This creates a bustling atmosphere, particularly during the busy morning and evening periods. While the railway station brings a significant flow of people, contributing to the threshold population necessary for the city's economic growth, the lack of a well- planned city structure has prevented these commuters from effectively contributing to the city's economy.

A primary factor for this issue is the physical location of the city center, which is situated in areas that are either part of the highlands to the north- west and west or fall within the 20% of paddy land to the south- west and east, around 1 km from the railway station. This geographical constraint limits the available land for development within the city center. Consequently, the need for a development plan to utilize the land optimally has become evident.

Upon examining the physical location of the Polgahawela city center, two key problems emerge. First, 20% of the total land use is allocated to paddy fields, which restricts the potential for mixed- use development. Moreover, residential

Chapter 03

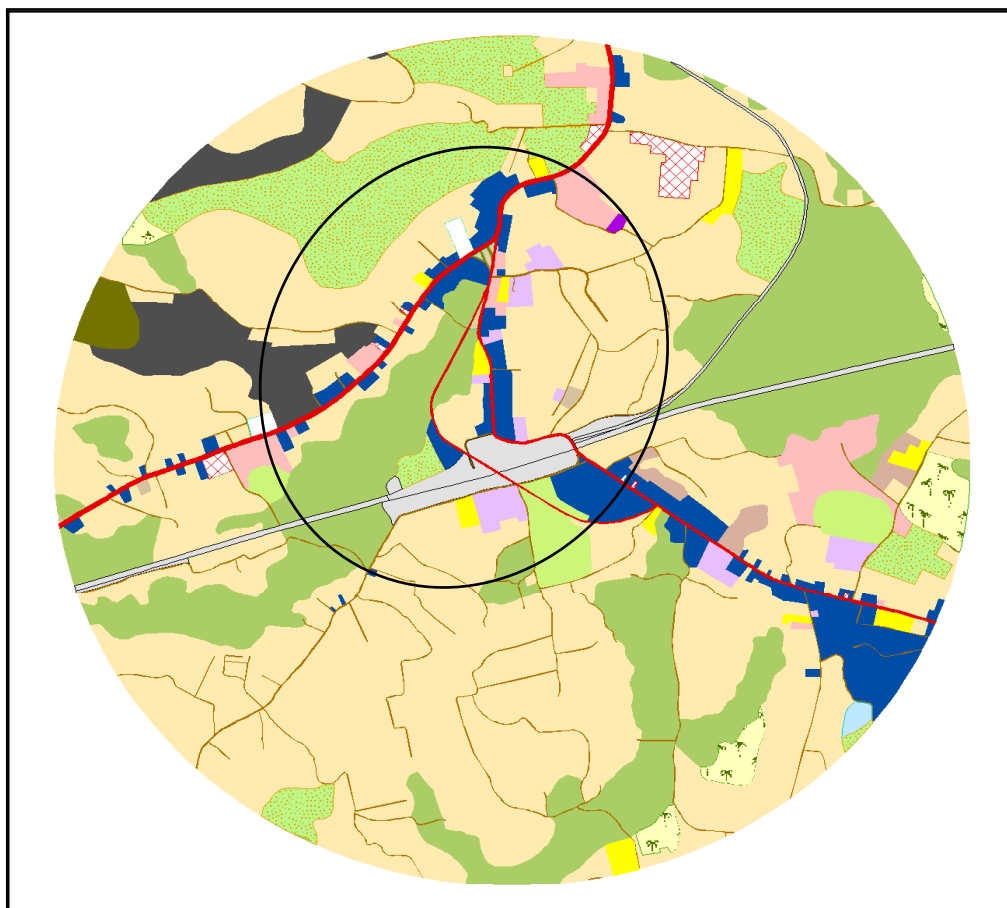
Need for Development Plan

Identified issues

areas have been prioritized over mixed development zones. A comparison with other cities, such as those in Kalutara and Gampaha districts—where more than 50% of the land within 500 meters of the railway station is designated for mixed- use development—reveals a significant discrepancy. In Polgahawela, however, more than 50% of the land within 1 km of the railway station is allocated for residential use, with only 4% designated for commercial purposes. This current land use configuration presents a barrier to strengthening the city's economy.

A visual representation of the land use within 1 km of Polgahawela Railway Station is shown in Figure 3.1 below. The issue highlights the need for a comprehensive development plan to better utilize the available land for mixed-use purposes and foster economic growth in the area.

Figure No 3.1: Land use within 01 km of railway station



Source: Urban Development Authority - 2024

A significant issue within the Polgahawela area is the lack of integration between the bus stand and the railway station. Currently, passengers must travel approximately 750 meters, which takes 10 - 15 minutes, to access services in the city. The lack of suitable pedestrian paths, shaded passenger lanes, and open

Chapter 03 spaces in the city center further compounds the inconvenience faced by the passenger population. The road leading to the station is also situated on a high elevation, adding to the difficulty in traversing the area.

Need for Development Plan

Identified issues In addition to Polgahawela Railway Station, Alawwa and Pothuhera railway stations, located nearby, are also key transport hubs. Passengers from these stations can quickly reach their respective bus stops within 5 minutes, which has led to a tendency for some to bypass Polgahawela Railway Station altogether, undermining the potential to maintain the required threshold population for the city's development. While those traveling by vehicles can avoid traffic congestion using the existing flyover, this infrastructure does not cater to passengers, further aggravating the situation. Additionally, the presence of the Polgahawela Railway Crossing, located just 65 meters away from the station and crossing six railway lines, creates further difficulties for passengers.

Several issues at the Polgahawela Railway Station hinder passenger comfort and well-being. There is no proper waste disposal system for the garbage collected daily, and the lack of a railway ticket window on the Kegalle-Kurunegala road adds to the inconvenience. Furthermore, the platform height does not meet the accepted construction standards of the Railway Department. Currently, the platform height is approximately 1' 3", while the standard height should be between 3' 3" to 3' 6". The main entrance to the station is also not attractive, and sanitation facilities are insufficient. There are only three public toilets at the station, one of which is under construction, while the other two are currently unusable, leaving the station without adequate toilet facilities.

Passengers who have to wait for extended periods for their train services are also lacking essential amenities, such as rest areas, entertainment facilities, and restaurant services. The station also suffers from an inadequate drainage system, preventing proper disposal of rainwater from the Kegalle route. This results in drainage issues that negatively affect the station's operations and the surrounding area.

Given these challenges, it is clear that a comprehensive development plan is needed to address the various issues at Polgahawela Railway Station. This plan should aim to enhance the station's functionality, improve passenger well-being, and integrate the existing transport hubs to facilitate smoother movement within the city. The goal is to create a comfortable and efficient environment for passengers while also strengthening the local economy by better utilizing the city's potential. The development plan should focus on improving infrastructure, creating better amenities, and optimizing land use in the surrounding areas to encourage economic growth and enhance the quality of life for both residents and visitors.

Problem 02

Chapter 03

The limited availability of land suitable for development in the Polgahawela area has led to a concerning trend of illigal and irregular development, particularly in eco- sensitive zones.

Need for
Development Plan

Identified issues

The land use data from 2020, alongside the Paddy Land Distirbution Map (Map No. 3.1), reveals that a significant portion of the area's paddy fields, amounting to approximately 4,247.8 hectares, has been filled, with about 3,708 hectares of paddy land identified for potential development. This trend points to the annual reclamation of cultivated paddy fields for non- agricultural uses, which aligns with the rising demand for residential and commercial development. The low value of the land in these areas has contributed to the increasing pressure to develop low- lying regions, such as paddy fields, due to their affordability.

In the city center area, land use studies show that environmentally sensitive areas like paddy fields, wetland, and water bodies constitute around 20% of the total land use. As development continues to flow outward from the main roads into the interior of the city, the lack of a formal development plan has resulted in disorganized growth. This unplanned expansion has led to urban problems and the failure to achieve Sustainable Development Goals (SDGs), as the development in sensitive areas is contributing to environmental degradation.

In particular, uncontrolled development is evident in areas with water springs, notably around Yogamuwa Kanda, which is situated near the city center. This situation is further exacerbated by the encroachment on environmentally sensitive areas that should ideally be preserved for their ecological value. The spread of development into these areas, particularly agricultural lands and natural springs, has made the urbanization process unsustainable, leading to the depletion of vital resources and the destruction of valuable ecosystems. A clear illustration of this can be observed in the Google Maps analysis presented in Figure 3.2, which highlights the extent of development in these sensitive regions.

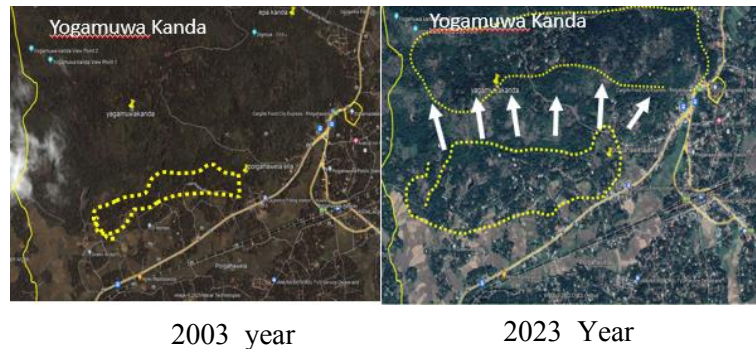
The lack of a cohesive development plan, particularly one that addresses land use in a systematic manner, has resulted in the mismanagement of valuable land resources. As a result, there is a pressing need to create and implement a comprehensive development plan that will regulate urban expansion, safeguard environmentally sensitive areas, and align with the overarching goals of sustainable development. Proper zoning and land use policies must be established to prevent further environmental degradation and ensure that growth occurs in a way that benefits both the economy and the surrounding ecosystems.

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Need for
Development Plan

Identified issues

Figure No 3.2: Uncontrolled urban and irregular development to eco-sensitive areas with water springs around Mount Yogamuwa in the area.



Source: Google Maps 2003,2024

The analysis conducted to assess the intensity of development in the Polgahawela area (Annexure 03) clearly shows that development is progressively moving inward from the main roads towards the interior of the plan area. This expansion trend has raised significant concerns, particularly regarding its encroachment into environmentally sensitive zones. It shows by the image no of 3.3.

Environmental sensitivity analysis (Annexure 04) reveals that many of the areas where development is intensifying are highly ecologically sensitive. These areas are crucial for maintaining the natural balance, and their disturbance can result in long- term ecological degradation. Additionally, data from the Disaster Management Center and the National Building Research Organization indicates that the interior areas of the Polgahawela plan are prone to flooding and landslides. The ongoing, uncontrolled development in these areas exacerbates the risks associated with these natural disasters.

The flow of development into flood- prone and landslide- prone areas increases the vulnerability of the city, not only by putting new infrastructure at risk but also by contributing to environmental degradation that makes the area more susceptible to disasters. Urbanization in these eco- sensitive zones without proper mitigation strategies can result in increased surface runoff, reduced water absorption, and the destabilization of slopes, all of which heighten the potential for flooding and landslides.

This analysis underscores the urgent need for a comprehensive, well- structured development plan that incorporates environmental considerations, risk management, and disaster preparedness. It is essential to direct future development away from ecologically sensitive and hazard- prone areas while

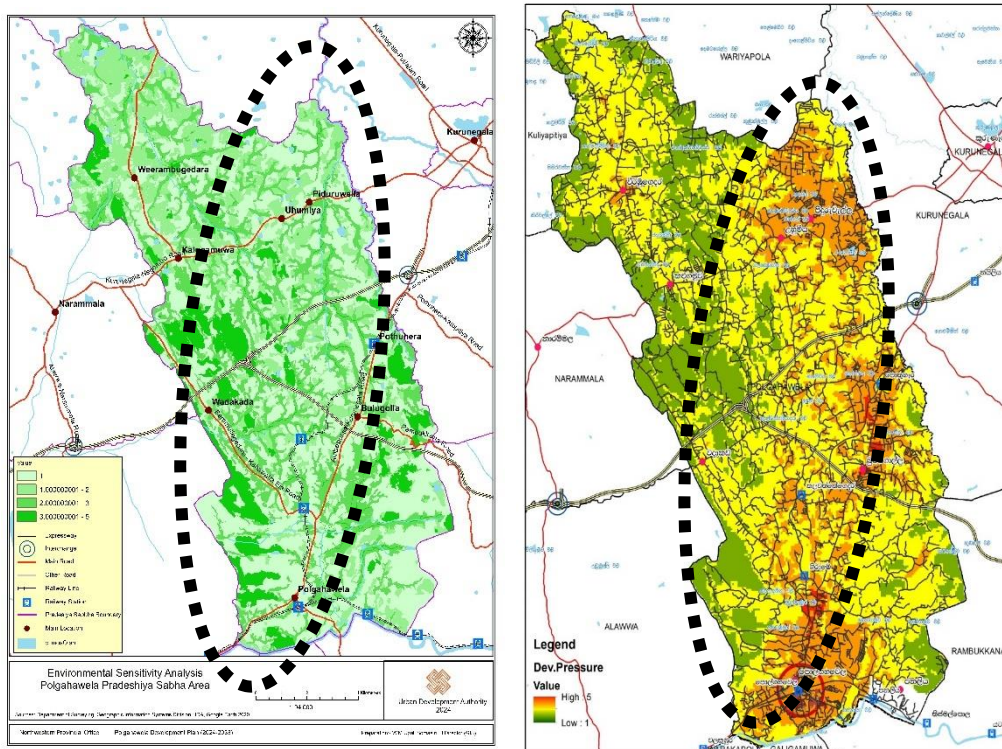
implementing mitigation measures to protect both the environment and the population from the risks associated with uncontrolled growth.

Chapter 03

Need for
Development Plan

Figure No 3.3: Urban development, moving to eco-sensitive areas where there is no development plan published in the Gazette.

Identified issues



Source: Urban Development Authority - 2024

The uncontrolled, irregular development near the Maa Oya water source, including unauthorized construction and sand mining activities, poses a significant environmental threat. The absence of a designated safety buffer zone for Maa Oya has contributed to the encroachment of such activities in the area (Image No. 3.4). As a result, the water source is being compromised, which can have serious repercussions for both the local ecosystem and the communities that rely on Maa Oya for water.

Unauthorized construction in the vicinity of the water source disrupts natural water flow, pollutes the water, and can lead to soil erosion. In addition, sand mining in close proximity to the water body removes vital sediment, alters the watercourse, and further degrades the surrounding environment. These activities not only harm the ecological integrity of Maa Oya but also increase the risk of flooding, as sand mining can obstruct the natural drainage systems and affect the ability of the land to absorb rainwater.

The lack of a safety zone around Maa Oya underscores the need for regulatory measures and proper land use planning. By establishing safety zones, it would be possible to restrict development activities that could endanger the water source and its surrounding environment. A development plan that incorporates such zones can ensure the sustainable use of land, protect vital water resources, and reduce the impact of unauthorized activities like illegal construction and sand mining.

This situation calls for urgent intervention in the form of zoning regulations, better enforcement of environmental laws, and the implementation of sustainable practices to safeguard Maa Oya. Addressing these issues will be crucial in maintaining the ecological balance and ensuring the long- term health of the water source for future generations.

Figure 3.4: Maa Oya Unauthorized Construction



Source - Google Maps - 2024

The issue of unexpected waterlogging in the area, particularly during the outflow period, has been exacerbated by unauthorized construction and poor drainage infrastructure. The lack of proper drainage systems and insufficient maintenance of existing drainage systems are major contributors to the increasing drainage capacity and its inability to cope with heavy rainfall.

Unauthorized construction obstructs natural water flow paths, leading to the accumulation of water in areas that are not equipped to handle such conditions. In addition, the absence of sufficient drainage channels and culverts, coupled with the blockage of existing drainage systems, worsens the waterlogging issue, as water is unable to flow freely and is left stagnant in various parts of the town. This results in localized flooding that hampers mobility, damages infrastructure, and creates health hazards due to stagnant water.

The flood situation caused by heavy rains in 2021 serves as a prime example of how the combination of poor urban planning, inadequate drainage systems, and unregulated construction can lead to significant flooding risks. As shown in

Figure 3.5, the extent of the flooding can be observed, illustrating the areas most affected by the waterlogging.

In Figure 3.6, the blockage of the existing drainage system can be identified, highlighting the critical need for both improving and maintaining drainage infrastructure. This issue is compounded by inadequate stormwater management practices, which further contribute to the inability of the existing system to handle the water runoff during heavy rainfall events.

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Need for
Development Plan

Identified issues

Figure No 3.5: Flooding in maa oya areas in 2021



Source: Urban Development Authority - 2021

Chapter 03 **Figure 3.6: The current drainage system is blocked.**

Need for
Development Plan

Identified issues

In front of Polgahawela Post Office



In front of Polgahawela Police Station



Source - Urban Development Authority - 2024

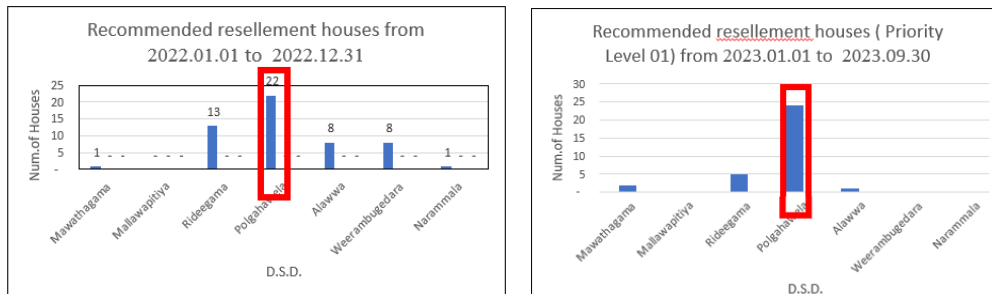
The Polgahawela area, particularly in its mountainous terrain, is also considered a high- risk area for landslides. The combination of steep slopes, deforestation, and uncontrolled development in these areas further exacerbates the risk. Landslides can occur during periods of heavy rainfall, especially when the natural vegetation that helps stabilize the soil is disturbed. In addition, improper land use and construction on these slopes increase the likelihood of soil erosion and landslide occurrences.

As shown in Figure 3.7, data from the National Building Research Organization reveals the areas most susceptible to landslides. These areas are characterized by steep gradients, loose soil, and high-water saturation during rainfall, making them prone to slipping, especially if construction or other human activities disturb the natural landscape.

Figure No 3.7: Summary chart of the lists recommended for removal on landslide risk between 01.01.2022 to 31.12.2022 and 01.01.2024 to 30.09.2024 in The Divisional Secretariat Divisions of Kurunegala and Puttalam Districts

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Identified issues

Source: National Building Research Organization - 2024

The damage to houses caused by landslides in The Panaliya area can be identified in Fig. 3.8 below.

Figure No 3.8: Houses damaged due to landslides in Panaliya



Source - Urban Development Authority - 2021

The conversion of fertile coconut lands for residential, commercial, industrial, and other uses is a significant issue that has serious implications for the local and national economy. Sri Lanka's Kurunegala District, known for its position in the Coconut Triangle, has historically been a major hub for coconut cultivation. However, from 19,283 acres of coconut land in 2002, the area has decreased to just 8,970 acres by 2020, indicating a loss of approximately 500 acres annually.

This trend of land conversion is particularly concerning because coconut cultivation plays a crucial role in both the local economy and national

Chapter 03

**Need for
Development Plan**

agricultural output. The loss of coconut lands not only diminishes agricultural productivity but also impacts related industries such as coconut- based products, coconut oil, and desiccated coconut, which are significant exports for Sri Lanka.

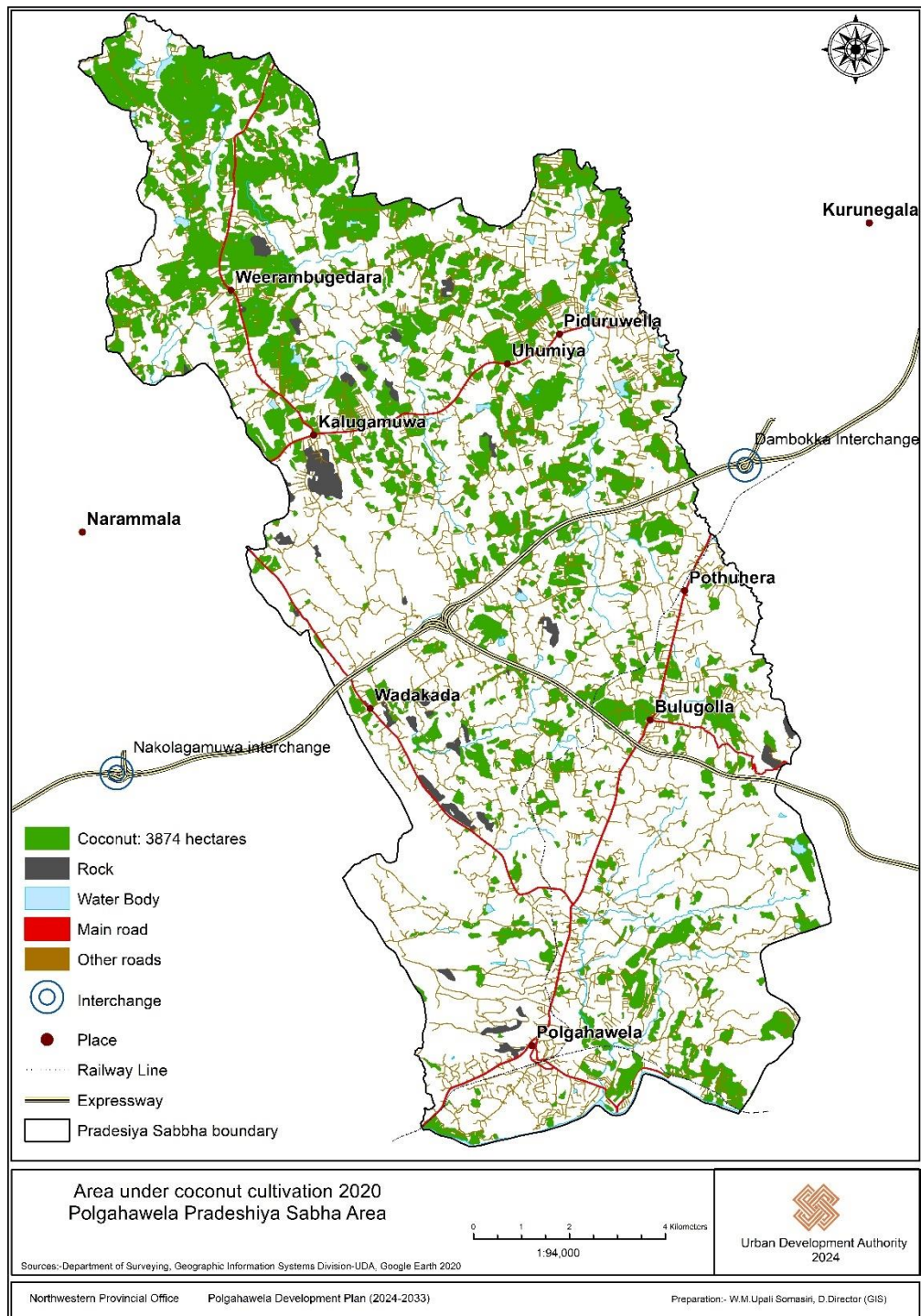
Identified issues

In the context of the Polgahawela Development Plan, the expansion of urbanization into these fertile coconut lands poses a major threat to sustainable development. Existing coconut land distribution can be identify using map No.3.1.

The lack of a legal framework to regulate development flows, particularly in eco- sensitive and agriculturally rich areas, is a significant issue in the Polgahawela Pradeshiya Sabhawa area. This gap in oversight has allowed for uncontrolled development that threatens the environmental balance and the sustainability of agricultural lands, particularly the fertile coconut plantations and other vital agricultural zones.

Given the rapid urbanization and development pressures, there is a clear need for a comprehensive, systematic development plan that effectively integrates both the Polgahawela and Weerambagedara Divisional Secretariat divisions. Such a plan should aim to guide development while ensuring that it does not encroach upon sensitive areas such as eco- sensitive zones and agricultural lands.

Map No 3.1: Coconut land Distribution



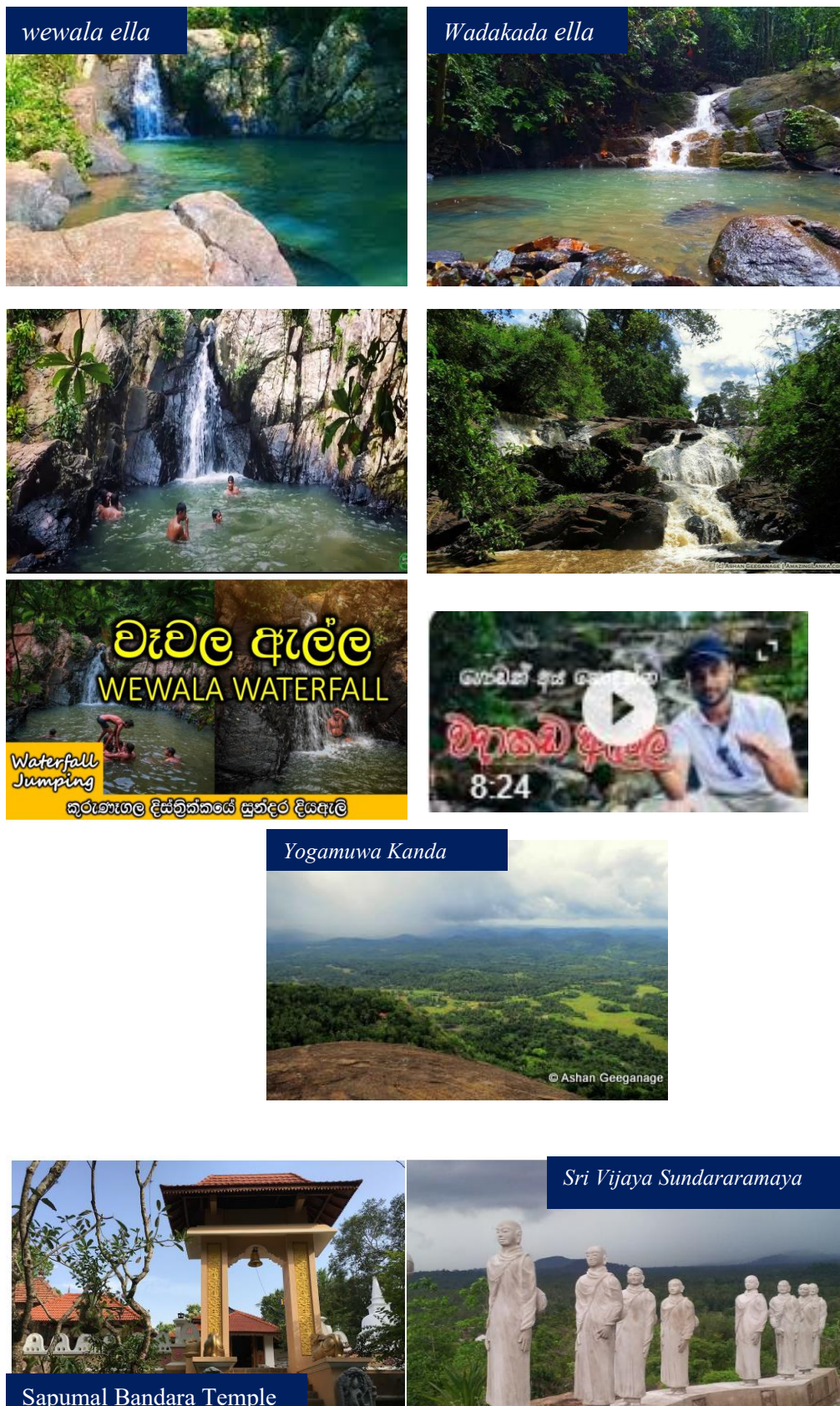
Source: Urban Development Authority, 2024

Chapter 03 Problem: 03

Need for
Development Plan **Despite the potential for developing the tourism sector, these places remain untapped**

Identified issues Despite the significant potential for tourism development, these destinations remain relatively undeveloped. A viable opportunity exists to establish a tourist route by integrating key attractions such as The Mahamevnawa Buddhist Monastery, Wawala Falls, Wadakada Falls, Yogamuwa Kanda, Sri Vijaya Sundararama, Sapumal Bandara Temple, and other points of interest, as illustrated in Figure 3.9. However, the lack of a proper road network to enhance accessibility, the absence of adequate facilities to ensure a comfortable experience for visitors, and the limited availability of comprehensive travel information and maps have prevented these sites from becoming popular among both domestic and international tourists, thereby hindering the growth of tourism in the region.

Figure No. 3.9: Places to Attract Tourists in the Planning Area



Source: Google Photos - 2024

Chapter 03	Currently, the tourist attractions in the area are overshadowed by the large influx of the general public visiting Polgahawela city primarily for rail transport services. If this issue persists, there is a risk that these destinations will become overcrowded, leading to the underutilization of the area's tourism potential. To address this challenge and capitalize on the region's tourism opportunities, it is
Need for Development Plan	
Identified issues	essential to develop a strategic plan that leverages these attractions to enhance the local economy. Consequently, the need for a comprehensive development plan has become increasingly evident.

Chapter 04

Development Planning Framework

Chapter 04

Vision of
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Chapter 4

Development Planning Framework

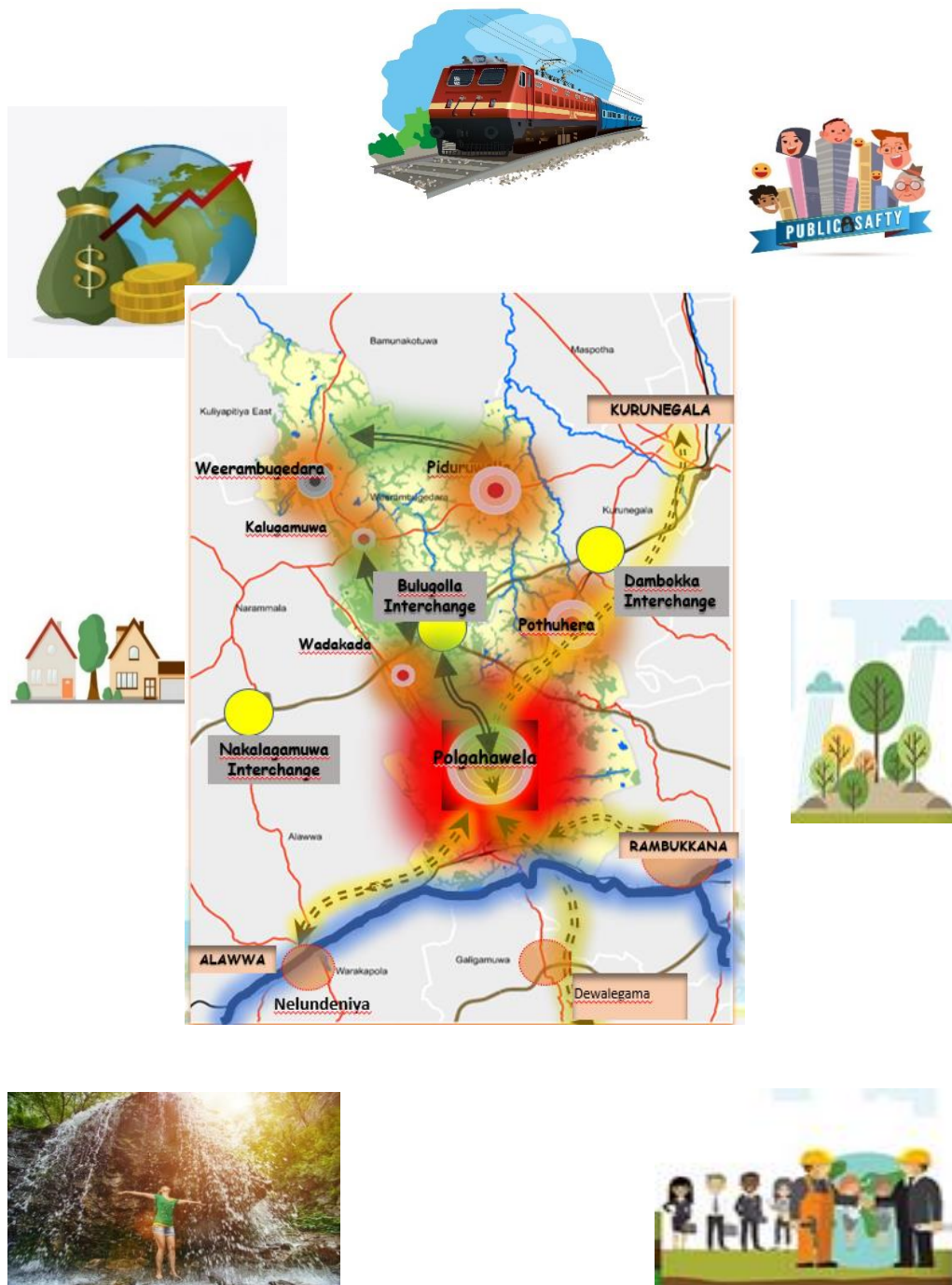
4.1. Vision of Development Plan

“Glorious Rail City”

Under this development plan, Polgahawela is envisioned to become the "Glorious Rail City" by 2033. The plan aims to leverage Polgahawela's strategic location at a major railway junction, along with the unique characteristics of surrounding regional centers, to fuel its growth. The Polgahawela City Centre will be developed as the Central Business District (CBD), while sub-urban centers such as Pothuhera, Piduruwella, Weerambugedara, Kalugamuwa, and Wadakada will be developed according to their specific characteristics. The linkages between these sub-urban centers and the Polgahawela urban core will be strengthened to create a cohesive and integrated urban system.

The plan also outlines strategies to ensure the provision of essential social and physical services to support the development of these sub-urban centers, with a focus on upgrading the existing road network as a priority. The Polgahawela Railway Station will be integrated into a larger complex rather than functioning as a standalone structure. By 2033, the Polgahawela Planning Area aims to offer a comfortable and efficient living environment for both passengers and residents, fostering a vibrant and sustainable urban area.

Figure No 4.1: Vision of Development Plan



Source: Google Photos - 2024 and Urban Development Authority - 2024

Chapter 04

Vision of
Development Plan

4.2. Vision Statement

Vision Statement

The vision for the future development of Polgahawela is centered around the integrated advancement of the environmental, economic, physical, and social sectors, unlocking the full potential of its role as a "Railway Junction." As Polgahawela is not confined to the North Western Province but serves as a critical hub in the country's railway network, the development plan envisions transforming it into a "Railway City," with the term of same used to encapsulate this ambition.

The goal is to strengthen the economic aspects of the planning area under the concept of "Isurumath- Glorious" ensuring sustainable growth while safeguarding the healthy environment and eco- sensitive zones surrounding Polgahawela, which are encircled by a scenic mountain range. The plan also emphasizes the preservation of the town's rich cultural heritage, including its historical significance and Sri Vibhuti, while addressing the fundamental challenges identified through careful study.

Polgahawela is expected to evolve into a more comfortable, vibrant, and sustainable area, offering an improved quality of life for its residents and visitors, while maintaining a harmonious balance between economic development, environmental preservation, and cultural heritage in 2033.

4.3. Development Planning Goals

Chapter 04

Vision of
Development Plan

01. Rearrange the polgahawela town structure as economically benefited way with using the existing main catalyst, railway station

Development
Planning Goals

Polgahawela is a developing city with an agricultural economy, recognized for its strategic role as a key railway junction and its proximity to significant expressway projects. While the current railway station offers a notable opportunity to enhance the city's economy, it has not yet been fully leveraged to support economic development, as highlighted by the land usage analysis within a 1 km radius of the station. A primary challenge is the approximately 750-meter distance between the railway station and the bus station, which currently creates an inconvenient and uncomfortable experience for passengers

The goal of this development plan is to strengthen Polgahawela's economy by 2033 through the creation of a transport- oriented city model that integrates the railway and bus stations. The plan focuses on urban redevelopment initiatives that will improve connectivity, enhance passenger comfort, and stimulate economic activity, positioning the city as a more efficient, accessible, and

passenger- friendly hub. By leveraging the railway station's potential and optimizing the transport infrastructure, Polgahawela aims to become a more vibrant and economically robust city for both residents and visitors.

Chapter 04

Vision of Development Plan

02. To strengthen the city economy while using the agriculture & tourism sector potentials

Development Planning Goals

According to the National Physical Plan 2050, Polgahawela has been identified as a strategic location for agricultural and service- based industries, as well as plantation clusters. It is also recognized as a potential center for innovation and knowledge- based industries, with key railway development projects, including the double rail system (Polgahawela to Kurunegala) and the electric railway line (Polgahawela to Kurunegala). Furthermore, the area is earmarked for tourism development under the Strategic Plan (2017- 2020).

The goal is to transform Polgahawela into a high- development hub by 2033, focusing on the agriculture and tourism sectors. This region is home to key agricultural products, including coconut, paddy, pineapple, pepper, ginger, and vanilla plantations, as well as economic activities related to animal husbandry. The introduction of new machinery, innovative knowledge, and increased awareness is expected to significantly boost the contribution of the industrial sector to agricultural production.

By 2033, the plan aims to further enhance Polgahawela's urban economy by developing the tourism sector, including the creation of a dedicated tourism route and a tourism information center at the railway station. These initiatives will strengthen the link between agriculture and tourism, fostering economic growth and positioning Polgahawela as a dynamic and integrated hub for both sectors.

03. To create convenient & livable city for both residential and commuter population in polgahawela P.S.

This goal seeks to enhance the internal road system connecting the central commercial hub of Polgahawela with the surrounding Sub-urban centers, thereby improving the infrastructure needed to support the resident population in the urban area. It also aims to maintain stronger connectivity between the main city of Polgahawela and its neighboring sub- urban areas. Additionally, the plan focuses on addressing key issues such as residential development in landslide- prone areas, ensuring the provision of drinking water—a primary concern for residents—and establishing efficient waste management facilities.

Another important objective is to transform the area into a comfortable and aesthetically pleasing environment, providing optimal services for both

Chapter 04

Vision of Development Plan

residents and visitors from outside the Polgahawela region. This will be based around key hubs such as the Polgahawela Railway Station and other administrative centers.

Development Planning Goals

The overarching goal of this development plan is to regulate the growth of infrastructure in a sustainable manner, while discouraging development in disaster-prone areas. The vision is to achieve a well-planned, beautiful city with a comfortable lifestyle for its inhabitants by the year 2033.

04. To enhance environment sustainability while protecting green & blue network of the area

Polgahawela is vulnerable to minor urban flooding during the rainy season and the impacts of drought. The Polgahawela Urban Development Plan aims to mitigate urban flooding, which primarily results from the underutilization of reserve zones for Maa Oya and other water sources, unauthorized sand mining, inadequate maintenance of water basins and canals, and the accumulation of garbage. The plan sets a target to address these challenges by 2033.

The primary goal is to develop strategies for protecting the Maa Oya catchment area and its surrounding protected zones. This includes restoring and enhancing the drainage system to ensure effective stormwater management. Additionally, the plan prioritizes the conservation of wetlands within the Polgahawela Planning Area, preserving their ecological integrity and contributing to flood prevention. These measures are essential for reducing Polgahawela's vulnerability to both flooding and drought, fostering a more resilient and sustainable urban environment.

4.4. Objectives of The Development Plan

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Vision of
Development Plan

Objectives of The
Development Plan

Goal 01

Rearrange the polgahawela town structure as economically benefited way with using the existing main catalyst, railway station

Objectives

- 01 By the year 2033, redevelop Polgahawela Railway Station as part of an attached commercial complex by combining the railway station and the bus station, thereby developing the town of Polgahawela as an attractive and efficient passenger and good transport centre.
- 02 By 2033, 0.75 Ha (300 perches) of paddy land (0.017% as a percentage of the total paddy land) in the Polgahawela urban area will be released for the promotion of the urban trade economy
- 03 To improve walkability of 01 Km lengthy road segments within the city core area by 2033 & other identified road widenings.



Goal 02

To strengthen the city **economy** while using the agriculture & tourism sector potentials

Objectives

01. To Construct of an agricultural product marketing center in the Weerambagedara area & to build a strong market with agricultural and value-added agricultural products in the regional market by the year 2033.
02. In order to contribute the tourism sector to the city economy in the year 2033, introduce a tourism route covering all the identified tourist hotspots and establishing a tourist information center in the railway station.
03. To Promote the skill Labors for develop the agriculture based industrial sector by establishing innovative educational institutions by 2033.
04. By the year 2033, all cultivated paddy land belonging to the agricultural zone (4306 hac) and all the coconut land above 02.5 acres will be used only for cultivation purposes.



Chapter 04

Vision of Development Plan

Objectives of The Development Plan

Goal 03

To create convenient & **livable city** for both residential and commuter population in polgahawela P.S.

Objectives

1. Facilitate identified 05 number of sub urban centers like Pothuhera, Piduruwella, Weerambugedara, Wadakada & Kalugamuwa with enhancing social & physical services for the proposed residential population -153,000 by the year 2033.
2. Introduce low density residential zone to reduce the disaster level of the natural disaster prone areas by the year 2033.



Goal 04

To enhance **environment** sustainability while protecting green & blue network of the area

Objectives

01. Conserve 6185 hac lands of the environmental sensitive areas in 2033
02. Introduce ela Reservations & building lines to protect the Ma oya, Maguru Oya, Kuda oya & other connected natural water bodies in 2033.

Chapter 05

Analysis of Strengths, Weaknesses, Opportunities and Threats (SWOT Analysis)

Chapter 05

SWOT Analysis

Summary SWOT Analysis

Chapter 5

Analysis of strengths, weaknesses, opportunities and threats

(SWOT Analysis)

5.1 Summary SWOT Analysis

SWOT analysis was carried out to identify the strengths, weaknesses, opportunities and threats in terms of physical, economic, social and environmental aspects so as to reach the vision of polgahawela as a "Glorious Rail City" by the year 2033, which is expected to achieve the development goals. Accordingly, the SWOT analysis carried out for each objective is given below.

Goal 01

Rearrange the polgahawela town structure as economically benefited way with using the existing main catalyst, railway station

Strengths	Weaknesses
01. Strategic location as a railway junction between the northern and central regions of Sri Lanka.	01. There is no connection between the bus station and the railway station.
02. Availability of Road Development Authority (RDA) roads (51 km) and Provincial RDA roads (114 km) within the plan area.	02. The amount of land that can be used for development is limited within the city limits.
03. Possession of about 13 acres of developable land belonging to the Department of Railways.	03. Lack of safe and comfortable walking for pedestrians in the city centre.
04. Polgahawela Pradeshiya Sabhawa has provided parking facilities near the railway station for motorcycles, bicycles and cars for the convenience of railway passengers.	04. Due to the absence of an adequate rainwater drainage system at the current railway station, the railway signaling system becomes inoperable during the rainy season.
	05. Lack of adequate infrastructure facilities at the railway station.
	06. Railway platforms are not standardized.

<p>05. Proximity to two interchange stations connected to the Central Expressway. Nakalagamuwa - 15.8 km Boyagane - 15.7 km</p>	<p>07. Lack of a system for disposal of Solid waste. 08. Lack of adequate sanitation facilities.</p>
<p>Opportunities</p> <p>01. Proposed rail road from Kurunegala to Habarana 02. Double railway line from Polgahawela to Kurunegala</p>	<p>Threats</p> <p>01. Problems caused by Maa oya outflow 02. The current economic crisis</p>

Chapter 05

SWOT Analysis

Summary SWOT Analysis

Chapter 05 Goal 02

SWOT Analysis

To strengthen the city economy while using the agriculture & tourism sector potentials

Summary SWOT Analysis

<p>Strengths</p> <ol style="list-style-type: none"> 01. 43% of the land area is coconut and paddy fields. 02. Establishment of an industrial zone of the Board of Investment of Sri Lanka. 03. Favorable climatic conditions for cultivation of perennial crops and minor export crops. 04. 57% of the population belongs to the labor force. 05. Spread of domestic and small scale industries throughout the area. 06. Locating places of natural beauty that can attract tourists and places of cultural, archaeological value are located within the planning area. 07. Proximity to two interchange stations connected to the Central Expressway. <ol style="list-style-type: none"> a. Nakalagamuwa - 15.8 km b. Boyagane - 15.7 km 	<p>Weaknesses</p> <ol style="list-style-type: none"> 01. Lack of adequate water supply during the dry season for agriculture in the Weerambugedara area. 02. Non- use of railway transport service for transportation of raw materials and manufactured goods. 03. Lack of drinking piped water supply system for The Divisional secretariat Division of Weerambugedara . 04. Lack of awareness about tourist places in the area.
<p>Opportunities</p> <ol style="list-style-type: none"> 01. National Physical Plan - 2050 has identified agriculture and service based industries as a suitable area for establishment and knowledge and innovation industries. 	<p>Threats</p> <ol style="list-style-type: none"> 01. Certain areas within the Planned Area experience severe water shortages for a duration of six months each year.

Goal 03

To create convenient & livable city for both residential and commuter population in polgahawela P.S.

Chapter 05

SWOT Analysis

Summary SWOT Analysis

<p>Strengths</p> <ol style="list-style-type: none"> 01. Presence of environmental and climatic factors conducive to residential development. 02. Presence of developable plots of land suitable for the residential population within the Pradeshiya sabha area. 03. Good public transport facilities. (Rail and Bus Transport Service) and being a major railway junction in Sri Lanka. 04. Polgahawela is the main city in the Polgahawela Pradeshiya Sabhawa area and has well- positioned sub- service towns (Weerambugedara, Piduwella, Kalugamuwa, Pothuhera and Wadakada). 05. The planning area is equipped with essential public facilities. 06. The existence of a well- known national and private school system. 07. Proper waste management. 08. It has been proposed to set up the proposed interchange centre of the Central Expressway at Bavilgamuwa, Pothuhera. 09. Proximity to two interchange stations connected to the Central Expressway. (Nakalagamuwa - 15.8 km, Boyagane - 15.7 km) 	<p>Weaknesses</p> <ol style="list-style-type: none"> 01. Lack of drinking piped water system in Weerambugedara area. 02. 69 Watta low income residential houses and estate houses (Udapola, Panaliya) 03. Presence of landslide and flood prone areas within the planning area. 04. Shortage of drinking water in The Weerambugedara area during the rainy season 05. Poor road system for peripheral areas.
<p>Opportunities</p> <ol style="list-style-type: none"> 01. The National Physical Development Plan 2050 identified Polgahawela as an attractive area suitable for residential development. Polgahawela will be included in kurunegala metro zone with expected population of 100,000 by the year 2050 and Weerambugedara Divisional 	<p>Threats</p> <ol style="list-style-type: none"> 01. Flood Threats caused by Ma Oya Outflow

Chapter 05	<p>secretariat Division - Pothuhera, Alawwa cluster.</p> <p>02. Implementation of Alawwa - Pothuhera Water Supply Project for Polgahawela Divisional secretariat Division and Integrated Water Supply Project of Giriulla, Dambadeniya, Naramala and Weerambugedara for Weerambugedara Divisional secretariat Division has been identified.</p> <p>03. Proposed double railway line expansion project from Polgahawela to Kurunegala.</p> <p>04. National Physical Plan 2050 has identified agriculture and service based industries as a suitable area for establishment and knowledge and innovation industries.</p>	
SWOT Analysis		
Summary SWOT Analysis		

Goal 04

To enhance environment sustainability while protecting green & blue network of the area

Chapter 05

SWOT Analysis

Summary SWOT Analysis

Strengths <ul style="list-style-type: none"> 01. 6,185 hectares of paddy fields and eco- sensitive areas throughout the planning area. 02. Presence of 1,762 hectares of forest reserves. 03. 110 hectares of water sources. 04. There are 4,304 hectares of paddy fields. 05. Main streams of Maa Oya, Maguru Oya and Kolamunu Oya flow through the planning area. 06. Presence of a large number of water springs originating from the peaks around Polgahawela. 	Weaknesses <ul style="list-style-type: none"> 01. Uncontrolled development towards the environmental sensitive areas. 02. Encroachment of paddy fields adjacent to the city centre and main roads. 03. There is a lack of a designated protection zone for Ma Oya, 04. Due to irregular construction related to Maa Oya, the sensitive area around Maa Oya has been damaged and there is a flood situation around it. 05. Maa oya have been eroded due to illegal sand mining in Maa Oya vicinity. 06. Allotment of agricultural land for development purposes.
Opportunities <ul style="list-style-type: none"> 01. Implementation of programmes to protect the riverine areas under the "Save Ganga" programme. 02. Wetland conservation policies. 	Threats <ul style="list-style-type: none"> 01. Water scarcity

Chapter 06

The Development Plan

Chapter 06

Development Plan

Chapter 06

Development Plan

The planning concept and physical structural plan for the Polgahawela Planning Area have been designed to realize the future vision and objectives outlined in the development plan. This includes the integration of the Polgahawela and Weerambagedara Divisional Secretariat Divisions, addressing the issues highlighted in Chapter Three—The Need for a Development Plan—and effectively utilizing the area's potential for future development.

The structure of the Polgahawela Development Plan is organized into five main categories. Each category focuses on key areas of development, and specific strategies will be devised to achieve the plan's goals. These strategies include Urban form Rearrangement Strategic Plan, economic development Strategic Plan, Settlement Density Management Strategic Plan, sustainable environmental development Strategic Plan, and land and building development. Special attention will be given to how each of these strategies can be implemented to foster sustainable growth and improve the overall quality of life in the area.

6.1. Conceptual Plan

Under the conceptual vision, a basic explanation of the future development should be made by resolving the problems identified in the planning area and utilizing the existing potential in an optimal manner.

Accordingly, the development plan prepared for the Polgahawela area aimed to create sustainable development in the planning area by the year 2033 which would reduce the identified problems and a planning concept has been developed here to help achieve this. In addition to the existing economic forces for the area, the impact of the existing geographical conditions and proposed national level development projects was also taken into consideration for the preparation of the proposed conceptual plan.

Under the conceptual vision, the development of the area is primarily expected to be based on rail traffic development and the sub-urban centers are expected to be developed on the basis of the characteristics (geographical, economic and social) of those areas. A Transit Oriented Development (TOD) plan is expected to be carried out in the planned area by placing the bus stand and the railway station at the same place using the railway line, which is the main catalyst in the area.

Chapter 06

Development Plan

Conceptual Plan

Chapter 06	It is also expected to redevelop the railway station as part of its affiliated commercial complex and thereby redevelop Polgahawela as an attractive and efficient passenger and freight hub in order to build a more practical city configuration in the city center based on the integrated railway station and bus stops and thereby strengthen the city economy.
Development Plan	
Conceptual Plan	

Under this, polgahawela city area is expected to be developed as the main central commercial center (CBD) by the year 2033 by further developing the necessary infrastructure facilities as a comfortable transportation, commercial and administrative center for the people. It is also expected to establish a strong relationship with other internal sub centers. At present, 0.75 hectares (300 acres) of paddy land between Kegalle Road and Colombo Road (0.017% of the total paddy land in the planned area) is expected to be released for the promotion of the urban trade economy. 01 km of identified roads in the city center area have been identified to be upgraded to enable pedestrians to walk safely and comfortably and other internal roads have been identified. It is also expected to develop the existing pedestrian walk as a green walkway to connect kurunegala - Ambepussa A6 road and Kegalle - Polgahawela road, develop a 9-meter-wide linear park based on the canal facing kegalle road and develop its recreational facilities. Through this, it is expected to increase passenger comfort in the city center, develop the city with a new face and indirectly strengthen the city economy. At present, the residential population based on the city center area is expected to be classified on the basis of the characteristics of the inner area of the planning area and released to the identified centers-based areas and to provide necessary social and physical infrastructure facilities to those centers. Accordingly, balanced development will be expected by reducing the existing urbanization problems.

Due to taking advantage of the existing railway system, expressway system and main road systems, it is expected that the future Polgahawela city will increase residential settlements and this development plan should provide suitable space and facilities for the population to settle. In it, the relevant residential density management strategies of the conceptual plan based on the population and housing expansion identified in the planning zone are explained.

The objective of this Residential Density Management Plan is to zoning the residential zones into high, medium and low categories in order to achieve the objective of creating a comfortable and safe living environment for the residents by protecting the high eco- sensitive zones within the planned area and reducing disasters. Landslide prone areas are included for low- density residential areas and planning strategies have been devised to discourage development in those areas. The Central Flood Zone has been identified as the Weeramugedera area where there is a drinking water problem.

In the development of these residential zones, rail transport will be developed as the main "mode of transport" by connecting the existing small access roads

to the main roads and connecting them to the high- speed approach roads. Further, the interior areas will be developed by providing necessary social and physical infrastructure facilities for the existing sub centers. Development strategies under agriculture, industry and tourism are discussed under economic development strategies.

Chapter 06

Development Plan

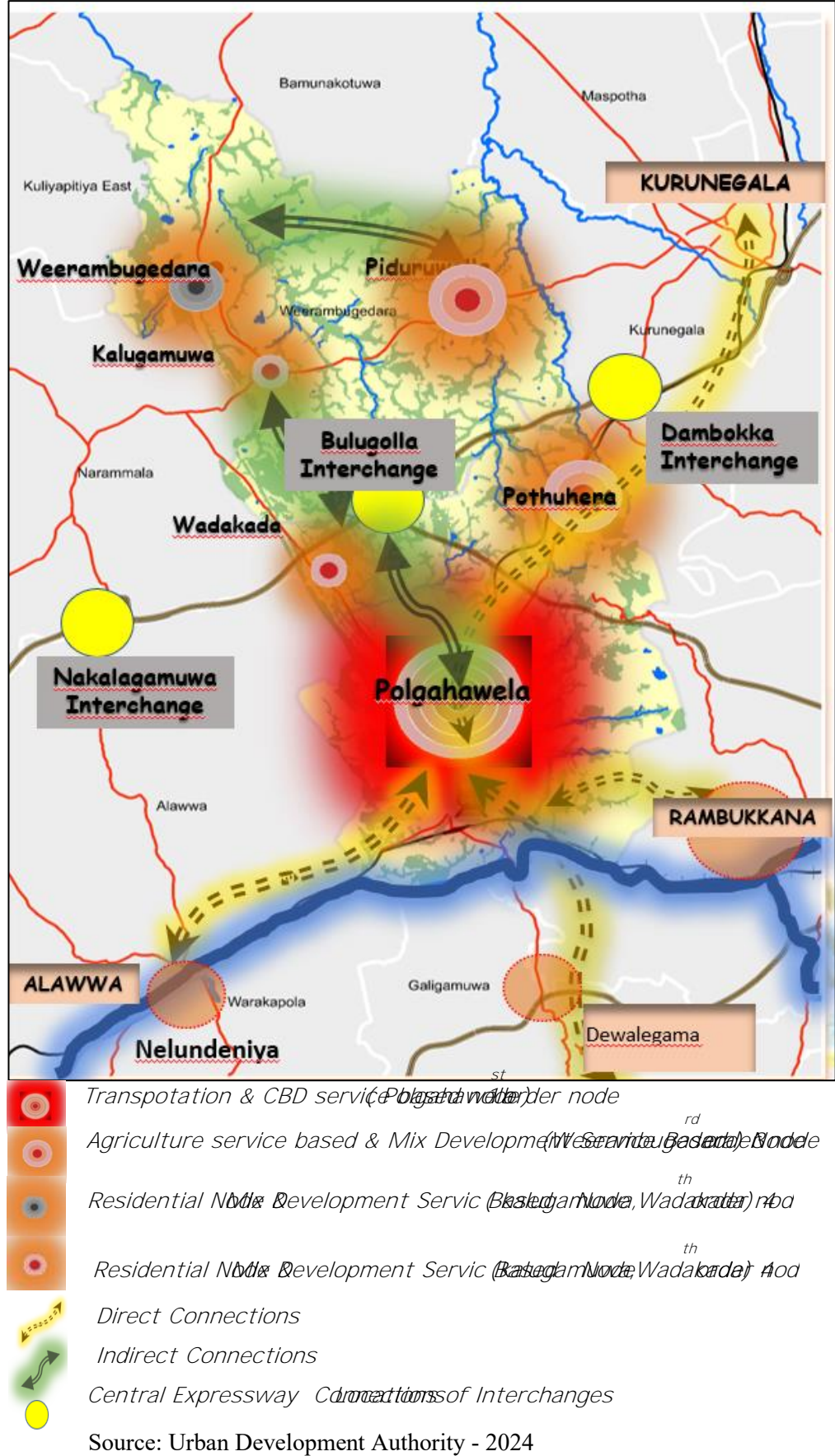
Conceptual Plan

The objective of this conceptual plan is to promote vertical development in order to protect all agricultural lands, especially coconut cultivation and paddy fields. Furthermore, it is expected to achieve the vision of the future by developing Polgahawela city as a glorious rail city by protecting the main economic crops of the area such as coconut, paddy cultivation, rubber cultivation and animal husbandry related industries and actively contributing to further strengthening the urban economy in the tourism sector.

The primary objective of the vision is to move the area towards sustainable development, so as to protect the Eco sensitive wetlands and paddy field system, which contribute to the improvement of the natural beauty and ecological balance of the area and the control of all disasters and urban temperatures. In the conceptual plan, space will be allocated for the development of Maa Oya, Kolamunu Oya and other canals, streams and lake systems in the area as wetlands and eco- zones that facilitate the use of public spaces. Through this, it is expected to protect the blue green environment.

The following planning concept (Figure No 6.1) provides an understanding of the future vision of "Glorious Rail City" and the basic plan needed to move towards the goals and objectives that are expected to be achieved through the following planning concept.

Figure No 6.1: Proposed spatial conceptual plan.



6.2. Proposed Land Use Plan

Chapter 06

Development Plan

The proposed city redevelopment plan, which aims to achieve the vision of "Glorious Rail City" in the Polgahawela Development Plan by the year 2033, will reflect the proposed strategic projects for the implementation of strategic plans for the development of economic, environmental and residential urban zones and what the future urban model will look like.

Proposed Land Use Plan

Through the Overall Land Use Plan, it is expected to develop the three main components primarily urban redevelopment, residential urban zone development, industrial development and tourism sector development by integrating them with green wetlands and protected areas.

Transit Oriented Development (TOD) is expected in the planning area by placing the bus stand and the railway station at the same place using the railway junction, which is the main catalyst in the area. The railway station will also be developed as part of an attached commercial complex. Vertical development for commercial use on both sides of the main roads is proposed and is expected to be developed in a way that provides High Density service to residential and circulating people. Development of existing by- passes, alternative roads and new roads in the area will increase the circulation of traffic in the area and thereby make it easier to bring agricultural and industrial products to the city and distribute them to other areas. This will ensure that urban development is sustainably extended to the interior areas. It is expected to reduce urban congestion through further development of internal roads, especially opening up land to economic and residential sector development.

The objective is to achieve sustainable environmental development goals by maintaining the existing paddy fields and coconut plantations in the area. Polgahawela Development Plan has been planned to enhance the beauty and tourist attraction of the area by enhancing the attractiveness of the open land area based on water sources based on Maa Oya, Kolamunu Oya. This creates an attractive city with a blue green environment.

The present land use, development trend, environmental sensitivity, suitability of land for residential use, existing and future developed areas, disaster prone areas, expected urban model (expected spatial development) have all been taken into consideration and the zoning plan and regulations have been introduced in accordance with it.

Accordingly, the planned area has been zoned into 09 major zones. Polgahawela City Centre has been designated as commercial zone and other zones were also considered as vision, objectives and objectives of the development plan, sensitivity and development pressure analysis; analysis of the environment suitable for living. Further, considering the strategic advantage of being a freight and passenger transport hub, polgahawela city will be developed as a Central

Chapter 06

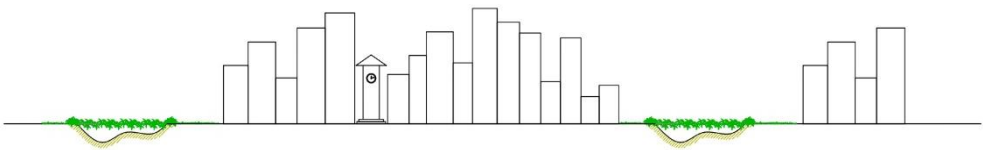
Development Plan

Proposed Land
Use Plan

Commercial Hub (CBD) and strategic projects will be introduced to further develop it as a passenger comfort city that can easily meet the economic, banking and financial as well as other service needs of the resident and circulation population.

Polgahawela can be identified as the main central commercial hub (CBD) and Pothuhera as an area where future competitive development can be expected simultaneously. Accordingly, a cross- section of the desired city center commercial center of Polgahawela can be identified in Figure 6.2 below.

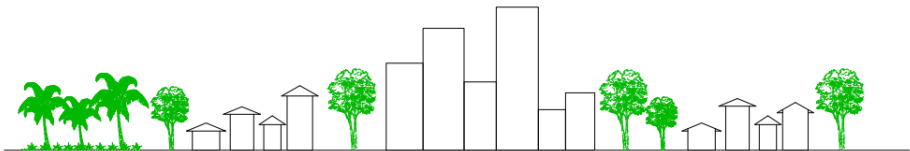
Figure No 6.2: Proposed Cross section 2033 - City Central Zone



Source: Urban Development Authority, 2024

The Ambepussa- Kurunegala- Trincomalee road (Colombo 06) has been zoned as mixed development zones on both sides of the Kurunegala- Negombo (A5) road as well as the Wariyapola- Kalugamuwa road. Its objectives are to encourage commercial development on both sides of the main roads and to act as a cooperation zone for the commercial zone. For this mixed development zone, the Sub-urban centers-based areas of Pothuhera, Piduruwella, Kalugamuwa, Wadakada and Weerambagedara were identified, based on the characteristics present in these centers. Accordingly, the cross- section of future development of those mixed development zones can be identified in Figure 6.3 below.

Figure No 6.3: Proposed Cross section 2033 - Mixed Development Zone



Source: Urban Development Authority, 2024

Similarly, 03 residential zones have been planned in the Zoning Plan and the cross- chart of the high- grade residential zone is shown in Figure 6.4, the cross- chart of the central- grade residential zone by Figure 6.5 and the low-density residential zone by the cross- chart Figure 6.6. The areas identified by the National Building Research Organization as high risk of landslides have been

designated as low-density residential zones. This region is aimed at maintaining itself as an area that discourages residential development.

Figure No 6.4: Proposed Cross section 2033 - High Density Residential Zone



Proposed Land
Use Plan

Source: Urban Development Authority - 2024

Figure No 6.5: Proposed Cross section 2033 - Medium Density Residential Zone



Source: Urban Development Authority - 2024

Figure No 6.6: Proposed Cross section 2033 - Low Density Residential Zone

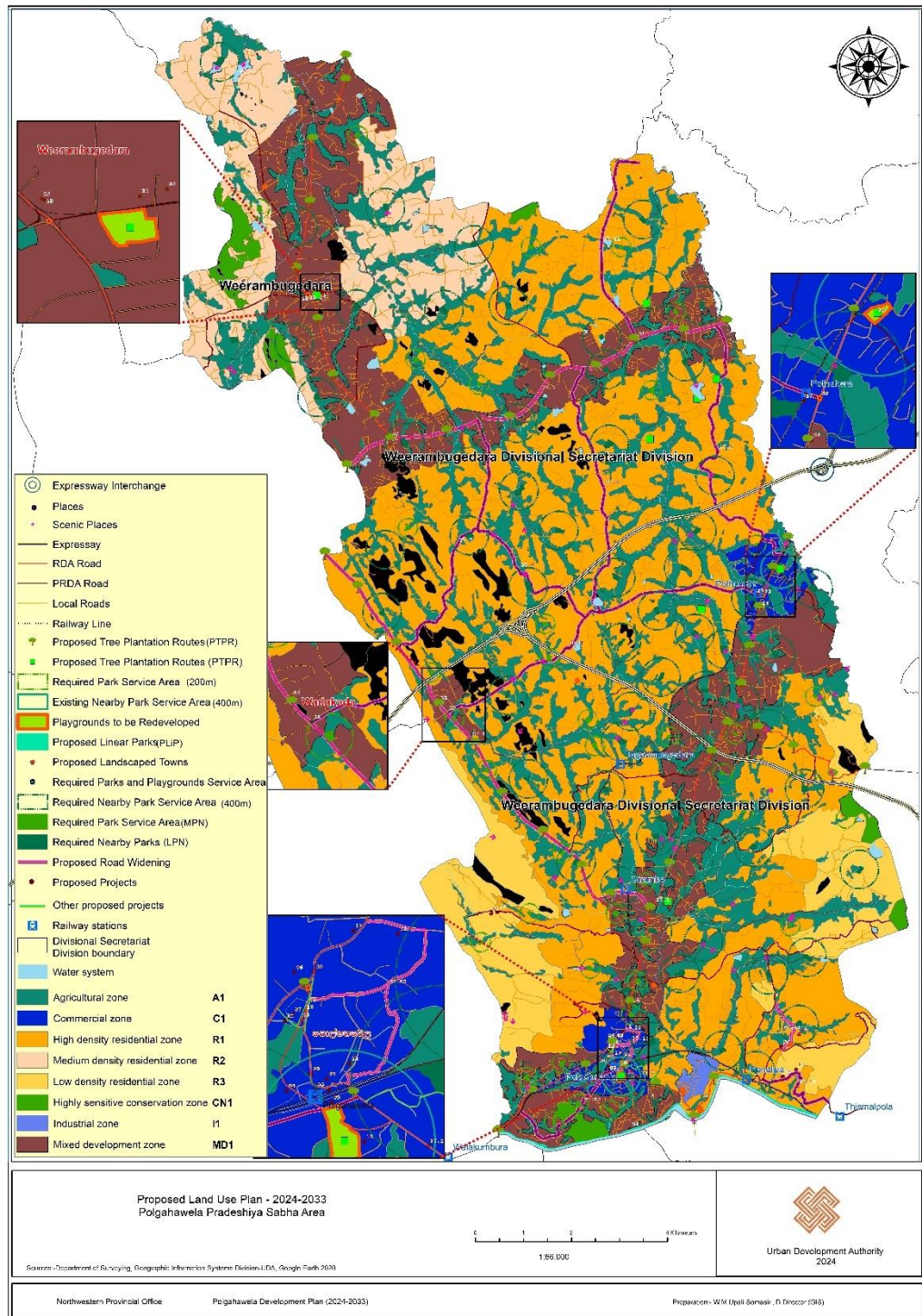


Source: Urban Development Authority - 2024

Accordingly, according to Map No. 6.1 below, the Polgahawela Development Plan outlines the proposed land use plan including the proposed population zones for the period 2024 - 2033 and the projects proposed to be implemented in those zones.

The primary objective is to promote green development by reflecting the strong linkages with the natural environmental resources of all the developments carried out in accordance with the future vision of polgahawela development plan "Glorious Rail City".

Map No 6.1: Proposed Land Use Pattern - 2033



Source: Urban Development Authority- 2024

6.3. Urban form Rearrangement Strategic Plan

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Development Plan

Urban form Rearrangement Strategic Plan

The strategy for redeveloping Polgahawela city consists of two primary components: the integration of the railway station and bus station to create Transit-Oriented Development (TOD), and the development of expressways.

Currently, the city is divided into two centers due to the geographical layout of the area. This division presents challenges in achieving seamless urban connectivity. The strategy aims to transform the existing urban configuration into one that promotes smooth flow and connectivity. The core objective is to create a transport-oriented city by merging the two central points—the bus stand and railway station—into a single, integrated transport hub.

Additionally, strategies have been identified to improve walkability within the city center. A section of the Kegalle-Polgahawela road and an underpass in front of the police station, which connects the Kegalle-Polgahawela road to the Ambepussa-Trincomalee (A6) road, are proposed to be developed as green city corridors. These corridors will feature shade plants, making it easier and more comfortable for pedestrians to move through the city. Moreover, the plan proposes the creation of a 9-meter-wide linear park between Kegalle and Colombo Road, enhancing the city center as a comfortable, pedestrian-friendly space where people can freely spend time.

At present, the city's urban configuration, based on separate bus stops and railway stations, hinders the strengthening of the urban economy. The redevelopment strategy seeks to integrate the bus stand and railway station to overcome this division, creating a more cohesive and efficient urban layout. This transformation is visually represented in Figure 6.7.

Furthermore, the vision includes the creation of a walkable city that prioritizes pedestrians. Redeveloping both the railway and bus stations in one location is central to this goal. The plan also aims to create a shaded environment where pedestrians can move easily, free from the congestion that currently plagues the city. To further promote sustainability, the strategy includes the promotion of eco-friendly, non-polluting transportation modes, supported by the necessary infrastructure. The identified projects within the strategy for city redevelopment are outlined in Figure 6.8.

Identified Strategies

- Redevelop the railway station as part of a commercial building by merging the railway station and the bus stand.
- Construction of separate pedestrian paths from vehicular traffic connecting the basic service delivery points (bus stand, railway station, common trade complex, etc.) of the service centers in the city limits and proposed settlement areas.

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- Creating suitable environmental conditions for pedestrians through covers constructed to provide green strips and shade.
- Planting local plants suitable for the area between the pavement and the roads to provide sunlight cover to the pedestrian paths.

Urban form

Rearrangement

Strategic Plan

Under this plan, strategies for the development of transport facilities will be discussed as the second key sector for the Polgahawela Pradeshiya Sabhawa area.

Previous studies have identified Polgahawela as a nationally significant railway transport hub. As long-distance trains pass through the Polgahawela railway station, passengers from distant regions travel to the station to fulfill their transportation needs. This makes Polgahawela Junction an important and attractive railway station on the national network.

The implementation of the Central Expressway project, which represents a new opportunity for the transport sector, will significantly improve services for passengers in the area. Given the proximity of Dambokka and Nakalagamuwa (just 15 km away), it is possible to reach the high-speed hub in a short time from Polgahawela. Additionally, the area benefits from being located near the expressway interchange leading to Galagedara, which passes through Babilgamuwa.

Therefore, the integrated transport facility development plan for the Polgahawela Pradeshiya Sabhawa area aims to improve access to residential zones and strengthen connectivity between sub-cities and the central transport hub of Polgahawela. This development will ensure a smooth flow of both passenger and freight traffic, enhancing the overall efficiency and accessibility of the transport network.

Figure No.6.7: Development expected to be carried out by integrating bus stand and railway station



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Development Plan

Urban form
Rearrangement
Strategic Plan

The future look of the proposed multipurpose building to be constructed by integrating the railway station

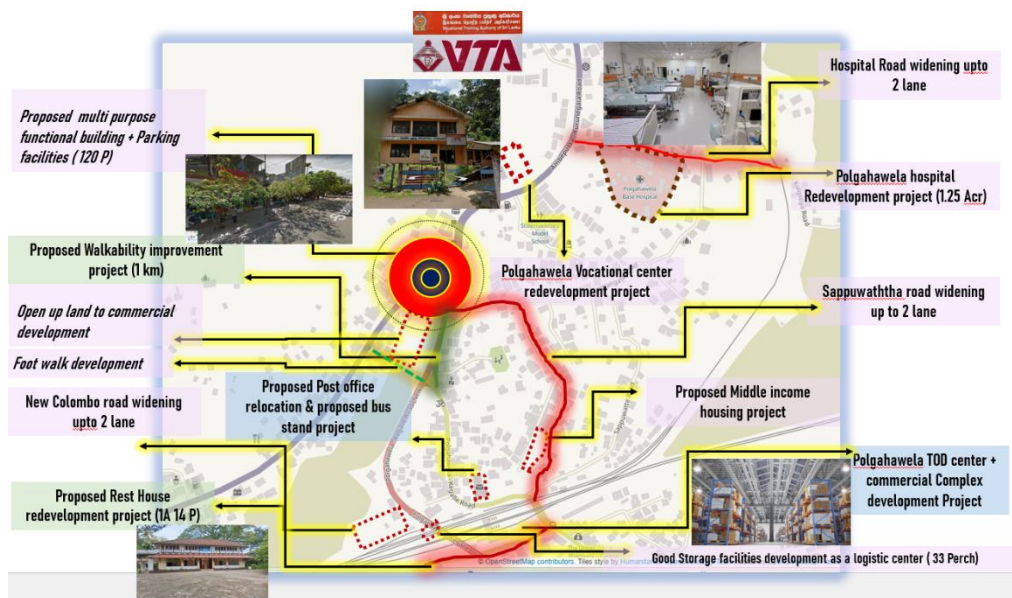
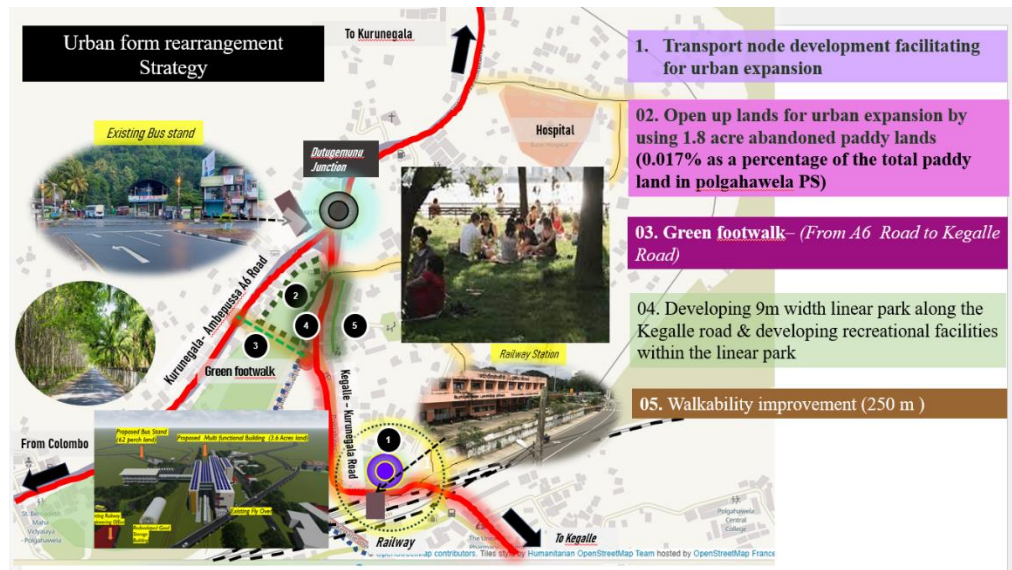


Side Elevation of the Proposed Development – from the Sappuwaththa Road



Source: Urban Development Authority- 2024

Figure No 6.8: Projects identified under the Urban form Rearrangement Strategy



Source: Urban Development Authority- 2024

6.4. Strategic Plan for Infrastructure Development

With the objective of developing polgahawela planning area into a "Glorious rail city" based on economic development through industry and service sector, agriculture and tourism by the year 2033, the social and physical infrastructure facilities plan plays an important role in achieving these data and objectives.

It is also expected to introduce strategic plans to improve the basic infrastructure facilities currently available in the area and to redevelop the Polgahawela city center through these developments and to release the development pressure confined to the city area to the identified Sub-urban centers within the planning area.

Accordingly, the focus is on two main areas. That is, strategic plans related to the development of physical infrastructure facilities and strategic plans related to the development of social infrastructure facilities.

6.4.1. Strategic Plan for the Development of Social Infrastructure

Under this plan, special attention will be paid to health, education, residential and cultural, religious and heritage sectors.

6.4.1.1. Health Facility Care Plan

The health services plan for the Polgahawela Pradeshiya Sabhawa area is designed to cater to the expected population growth, including the 38,000 commuters anticipated to be attracted to the area by 2033, as well as the residential population projected for the same period.

Polgahawela Regional Hospital is the primary healthcare facility in the area, comprising five wards and 94 beds. The hospital handles between 230 and 250 outpatients daily, in addition to 150 to 200 patients visiting the 11 active clinics. With a staff of 10 doctors and 37 nurses, the hospital also served as a COVID-19 treatment unit in 2021, providing care to over 5,600 patients.

According to World Health Organization (WHO) standards, there should be 3.5 hospital beds per 1,000 people, and 4.2 beds per 1,000 people depending on the population's characteristics. The existing healthcare infrastructure also includes private hospitals, Ayurvedic hospitals, and medical centers spread across the planning area.

An analysis was conducted to assess the sufficiency of health services, taking into account the ideal walking distance of 400 meters for accessing healthcare services. Excluding specialized information or services from the hospital expansion, the analysis found that healthcare facilities are adequately

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Development Plan

distributed across the planned area to meet the needs of the population. This is further illustrated in Map No. 6.2.

Strategic Plan for Infrastructure Development

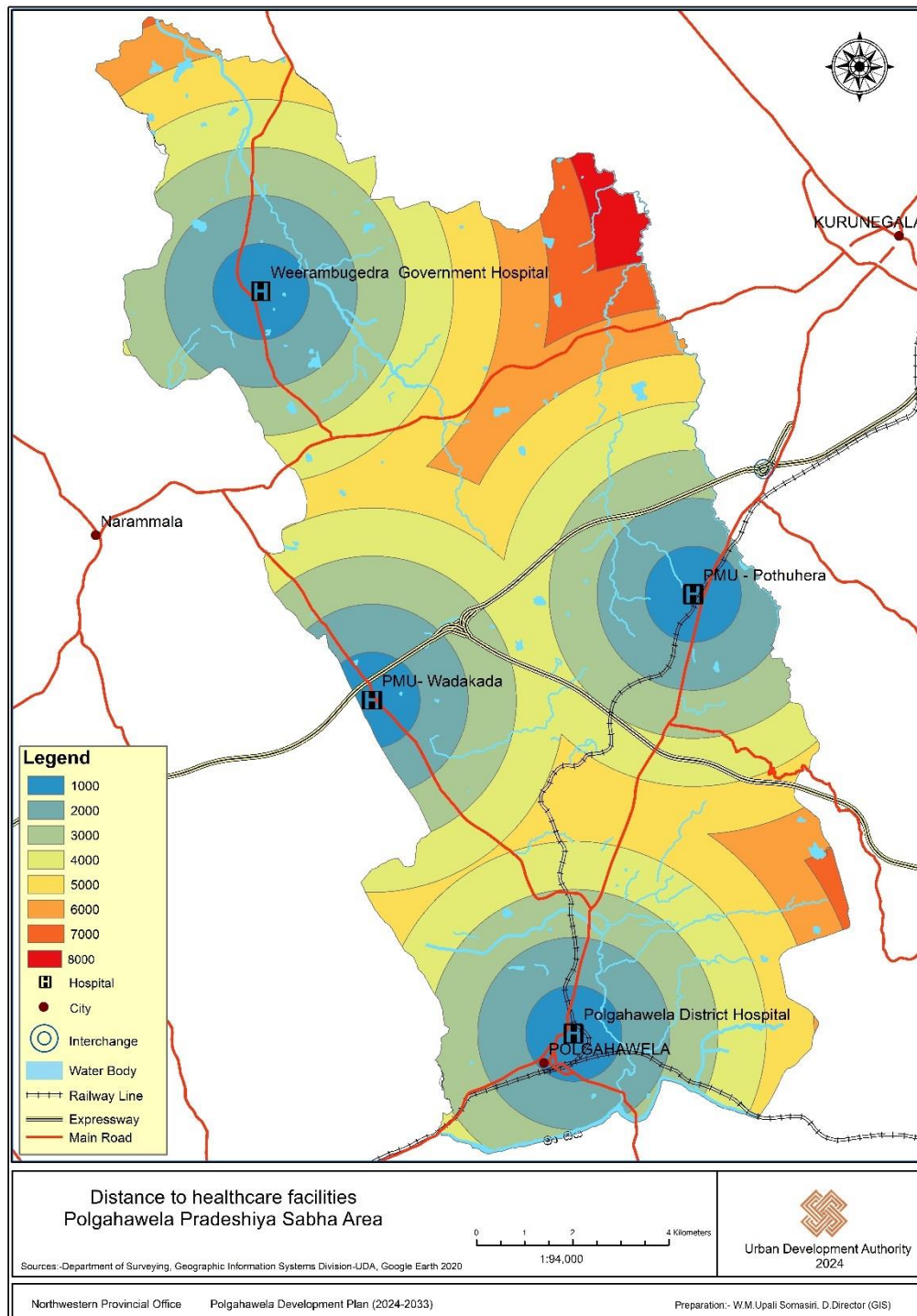
However, the number of patients visiting the Polgahawela Regional Hospital is expected to increase due to the growing population. Many local residents currently seek treatment at the Kurunegala Teaching Hospital or Kegalle Teaching Hospital, as Polgahawela's healthcare facilities are limited. For example, Polgahawela patients must travel 20 kilometers to reach Kurunegala and 13.5 kilometers to Kegalle for treatment.

Improving the facilities at Polgahawela Regional Hospital would allow for more referrals, reducing the burden on nearby teaching hospitals. This would also help alleviate traffic congestion on the Ambepussa-Trincomalee road. Consequently, the plan proposes enhancing Polgahawela Regional Hospital by adding storage facilities, access roads, a clinic for non-communicable diseases, staff accommodations, and other necessary infrastructure.

Furthermore, the Weerambugedara Rural Hospital is also identified for upgrading. It is currently not feasible for residents of Weerambugedara to travel to Polgahawela Regional Hospital for admission, and improving this facility would help alleviate the pressure on Polgahawela Hospital and reduce the need for patients to visit Kurunegala Teaching Hospital.

The plan also emphasizes improving the existing dispensaries, clinic centers, and Ayurvedic medical centers in both the Polgahawela and Weerambugedara Divisional Secretariat Divisions. These upgrades aim to provide better local healthcare services, reducing the need for residents to travel to distant areas for treatment and improving overall healthcare access within the region.

Map No 6.2 : Expansion of health facilities - 2024



Source : Urban Development Authority, 2024

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6.4.1.2. Education Facilities Service Plan

Development Plan

Strategic Plan for
Infrastructure
Development

According to the statistics of 2021, there are 40 schools in the Polgahawela Pradeshiya Sabhawa area. A total of 15,588 students are enrolled in Weerambugedara Divisional Secretariat Division and 12,074 students in Polgahawela Divisional Secretariat Division. There are 293 teachers in Weerambugedara, 711 in Polgahawela and 1,004 in schools in Polgahawela Pradeshiya Sabhawa area. The number of teachers is classified as 462 graduate training teachers, 155 graduate teachers and 423 trained teachers. There are 30 Sinhala medium schools, 04 Tamil medium schools, 01 English and Tamil medium schools and 04 Sinhala and English medium schools in this area. The honorific- pupil ratio in the district is 1:16 and it is 1:15 in Polgahawela Pradeshiya Sabhawa area. Accordingly, the teacher- student ratio is relatively optimal. The school system is located covering the planning area. But there is a need to provide facilities to existing schools.

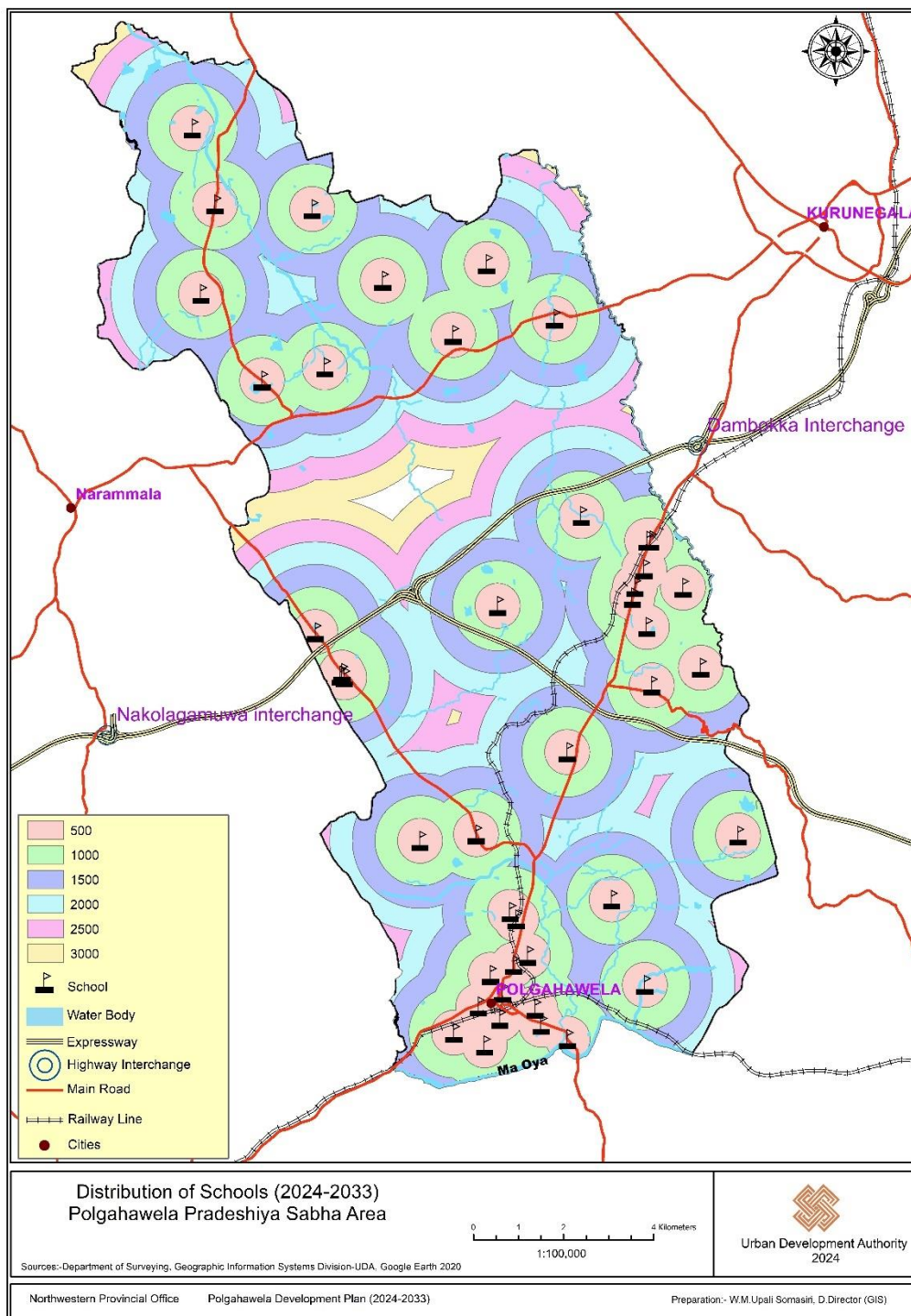
It was analysed whether the existing educational services were sufficient by considering the maximum walkability distance of 400 meters that people would like to travel to obtain information and services related to the existing school expansion in the entire planning area. Accordingly, it was identified that the educational services were sufficiently dispersed to meet the educational needs of the entire planning area. This is shown in Map No. 6.3.

Through the existing educational facilities, there are sufficient number of schools to meet the educational needs of the present as well as the educational needs that may arise in the future. Therefore, instead of constructing more schools, it is the main need to develop the facilities of existing schools and related infrastructure. New vocational training institutes and new courses should be introduced covering the planning area. Special attention has been paid to providing vocational training based on industry and agriculture for the economy based on the desired industrial sector of the planning area by 2033. This will open up new educational opportunities for the youth of the area and thus promote the industry, agro- industry and tourism sector in the area and generate a large number of related jobs. The main objective of this plan is to ensure equality and participation in the provision of educational infrastructure.

Proposed Strategies

- ◁ Improvement of facilities for primary and secondary school network in the area based on internal settlement zones.
- ◁ Improve facilities (pedestrian paths) for the safety of school children and reduce traffic congestion near schools in the city centre.

Map No 6.3: Expansion of education facilities - 2024



Source: Urban Development Authority, 2024

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6.4.2. Strategic Plan for Physical Infrastructure Development

Development Plan

Under this plan, special attention will be paid to road development, water supply, power supply, waste water management and waste management.

**Strategic Plan for
Infrastructure
Development**

6.4.2.1. Road Development Plan

Polgahawela Planning Area can be described as an area with excellent national and regional road connectivity developing with expressway-based bus transport in addition to rail transport.

The development of the existing road system in the Planning Area plays an important and important role in the development process of the area and it also directly contributes to the development of the regional areas of the Planning Area. Accordingly, this is the cornerstone of the expected development of the planned area and strategic projects and actions related to road development have been identified through these plans.

Although there is a scattered road network covering the Pradeshiya sabha area, the road width, physical condition, accessibility and capacity of some of the identified roads are poor enough to meet the existing requirements. Therefore, it is further expected under this strategic plan to develop a road network to achieve the desired future development of industry, services and tourism sectors, and to encourage the proposed projects, along with future population growth and development intensity. It was proposed to develop a network of identified roads running through the inland regions and the planning objectives were identified as follows.

Planning Objectives:

- ³ To attract future development to the interior areas.
- ³ Improving access to service centres which are already developing in the inner regions.
- ³ Improvement of this road system with the objective of providing necessary infrastructure facilities for the future development of the inner regions.
- ³ The list of roads proposed to be developed can be identified as follows.

Identified Road Improvements

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Development Plan

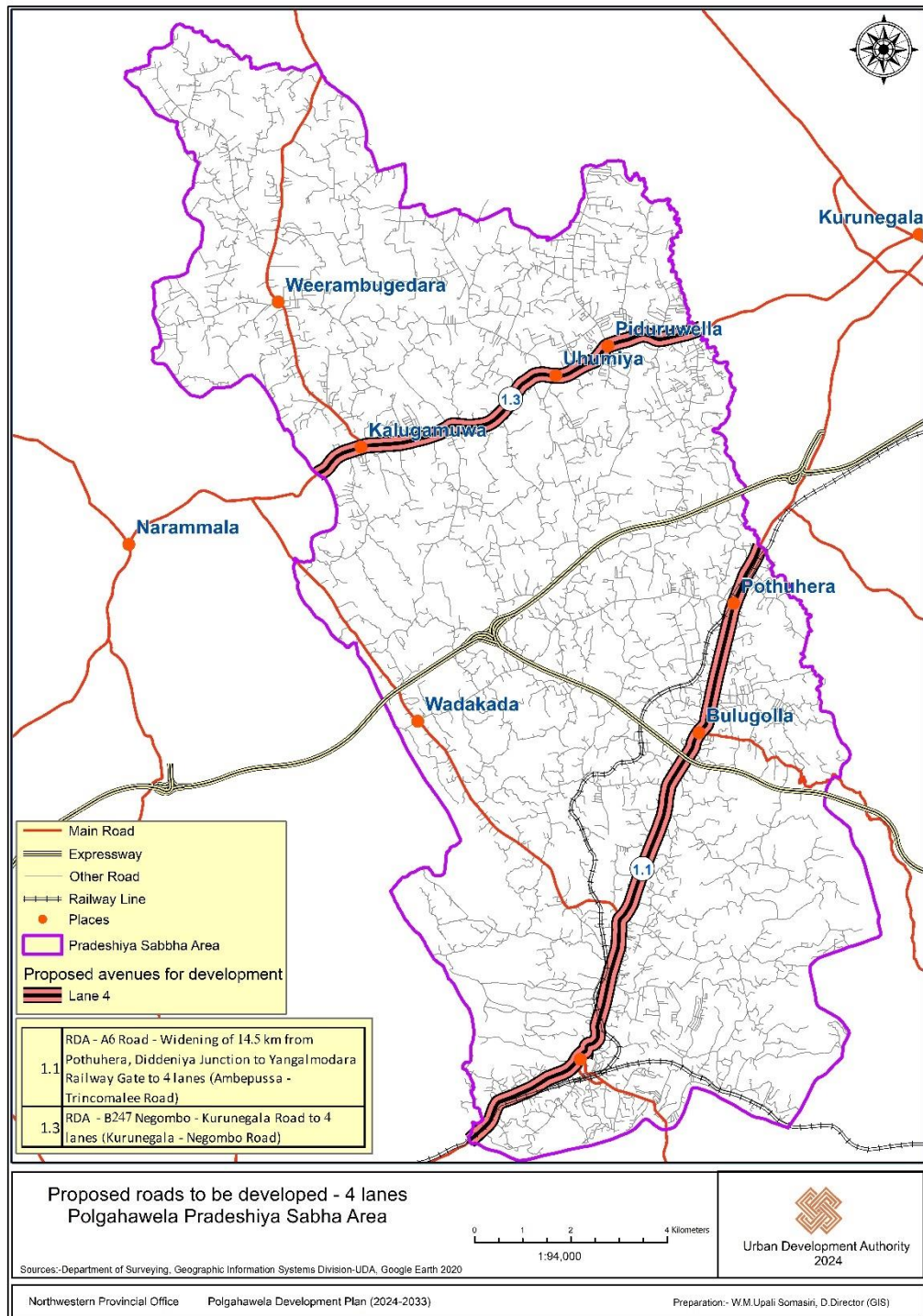
Strategic Plan for Infrastructure Development

01. Road Development authority (RDA) Roads
 - a. Improvement of Road Development authority (RDA) Roads - A 6 line from Pothuhera, Diddeniya Junction to Yangalmodara Railway Gate to 04 lanes of 14.5 km. (Ambepussa- Trincomalee Road)
 - b. Road Development authority (RDA) Road. - Improvement of 2.6 km road section from Polgahawela to Karadana Bridge to 02 lanes on Route A19. (Polgahawela - Kegalle Road)
 - c. Road Development authority (RDA) Road. - Improvement of B247 Negombo - Kurunegala road from near North Western Technical College to 4 lanes of 9 kilometers to the point turning to Kalipola Road.
02. Provincial Road Development authority (PRDA) Road - Improvement of Pothuhera - Wadakada road to 7.7 km 2 lanes
03. Provincial Road Development authority (PRDA) Road - Improvement of Amunugama- Gepallawa road to 6.5 km to 2 lanes.
04. Provincial Road Development authority (PRDA) Road - Improvement of Uhumiya - Mahapitiya road to 5.6 km to 2 lanes.
05. Provincial Road Development authority (PRDA) Road - Improvement of Kiralabakka - Wadakada road to 6 km to 2 lanes.
06. Provincial Road Development authority (PRDA) Road - Improvement of Mahapitiya - Algama- Udugama road to 3.5 km lane 2 road.
07. M.C.A. - Expansion of Bemmullegedara- Kahawatta canal to 10.6 km to 2 lanes
08. Provincial Road Development authority (PRDA) Road - Development of 2.5 km of Panaliya - Thismalpola - Rambukkana road and expansion to 2 lanes.
09. Provincial Road Development authority (PRDA) Road - Widening of the road to 4.5 km to 2 lanes on the Piduruwella - Sandagala road
10. Provincial Road Development authority (PRDA) Road - Expansion of New Colombo Road (Polgahawela Railway Station - Puhuriya Road) to 3.5 km to 2 lanes
11. Provincial Road Development authority (PRDA) Road. - Expansion of Hospital, Ganegoda Temple, Railway Station, Divisional Secretariat Road from Polgahawela Colombo Road to 1.6 km to 2 lanes.
12. Development of 1.4 km of road from PS - Panaliya North Bogaha Junction, Kaduragolla, Welamedda to Panamayahena.

Figure 6.9 shows the proposed development for the B247 Negombo-Kurunegala road and the A06 main road running from Ambepussa to Trincomalee (as shown in Map No. 6.4). The plan includes four identified sections with four lanes for vehicular traffic, a central median, a parking lot, and bicycle lanes on both sides of the road, along with pedestrian paths, landscaping, and utility services. The proposed road width is 30 meters

In addition to these main roads, the main roads identified in the peripheral areas were also identified for development. Development of roads in these peripheral areas is expected to reduce traffic congestion in Kurunegala main city and to create space to reach the destination in a short time through alternative routes bypassing this Kurunegala main city. The road map no. 6.5 proposed to be developed with 02 lanes in the peripheral areas is shown in Figure 6.10. During the development of these roads, there are two lanes so that vehicles can move on both sides. There is also a pedestrian path with 2.5 meters of landscape and utility services on both sides of the road. The total width of the road is 40 feet. In addition, the development of secondary or by-roads was also identified and the situation expected to be developed is evident from Map No. 6.6 and figure 6.11. Further, all road maps proposed to be developed will be presented in No. 6.7.

Map No 6.4: Roads proposed to be developed with 04 lanes

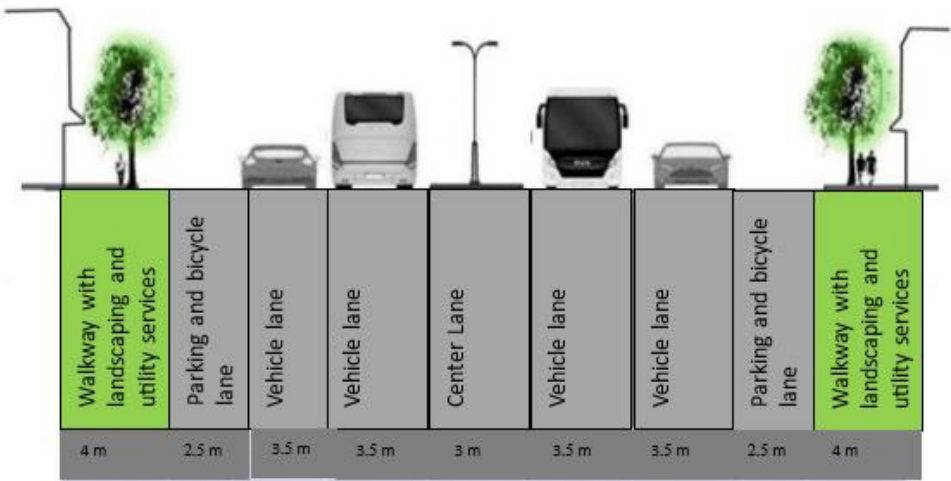


Source: Urban Development Authority - 2024

Chapter 06 **Figure No 6.9: Expected status of roads proposed to be developed with 04 lanes**

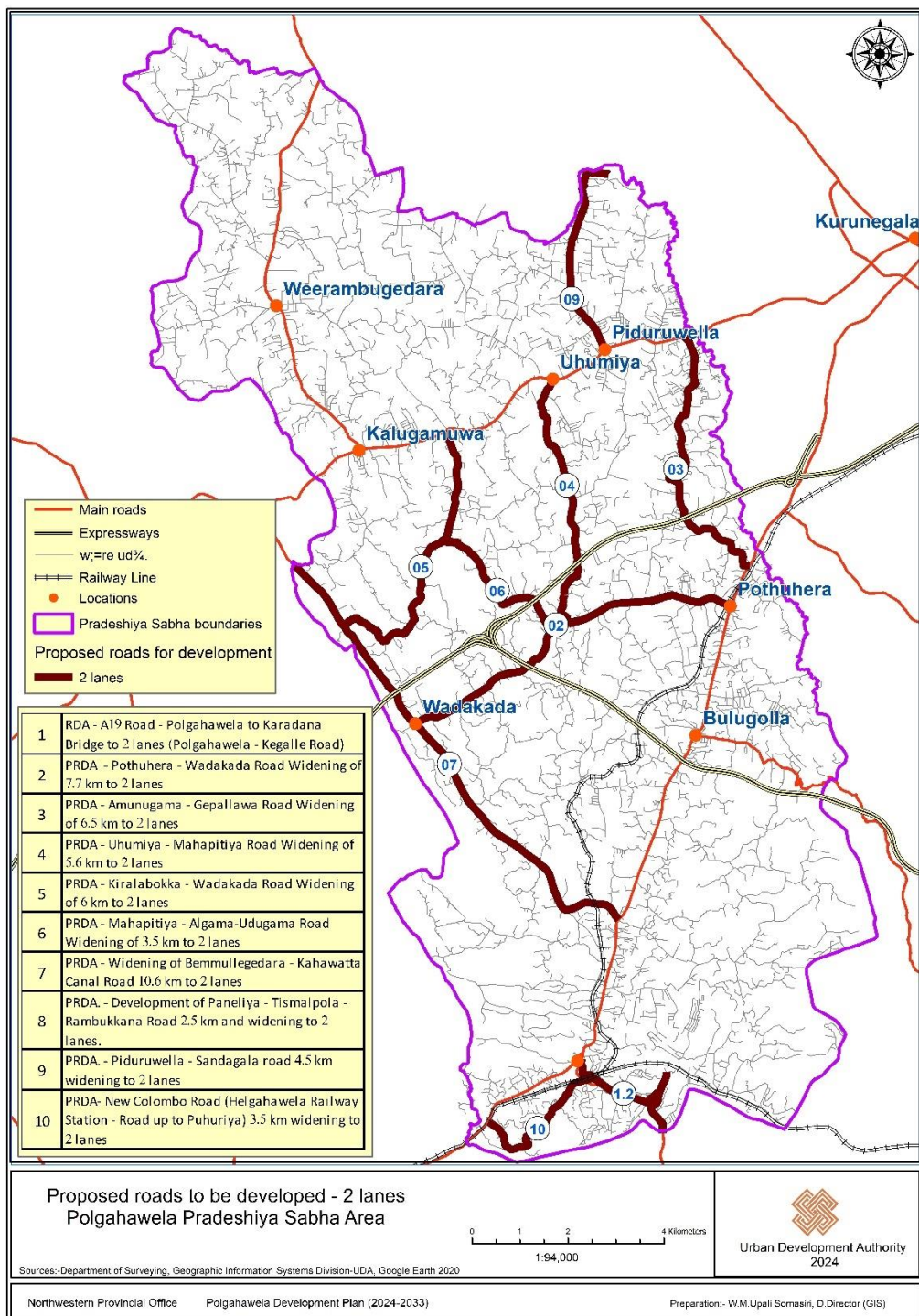
Development Plan

Strategic Plan for
Infrastructure
Development



Source: Urban Development Authority, 2024

Map No 6.5: Roads proposed to be developed with 02 lanes



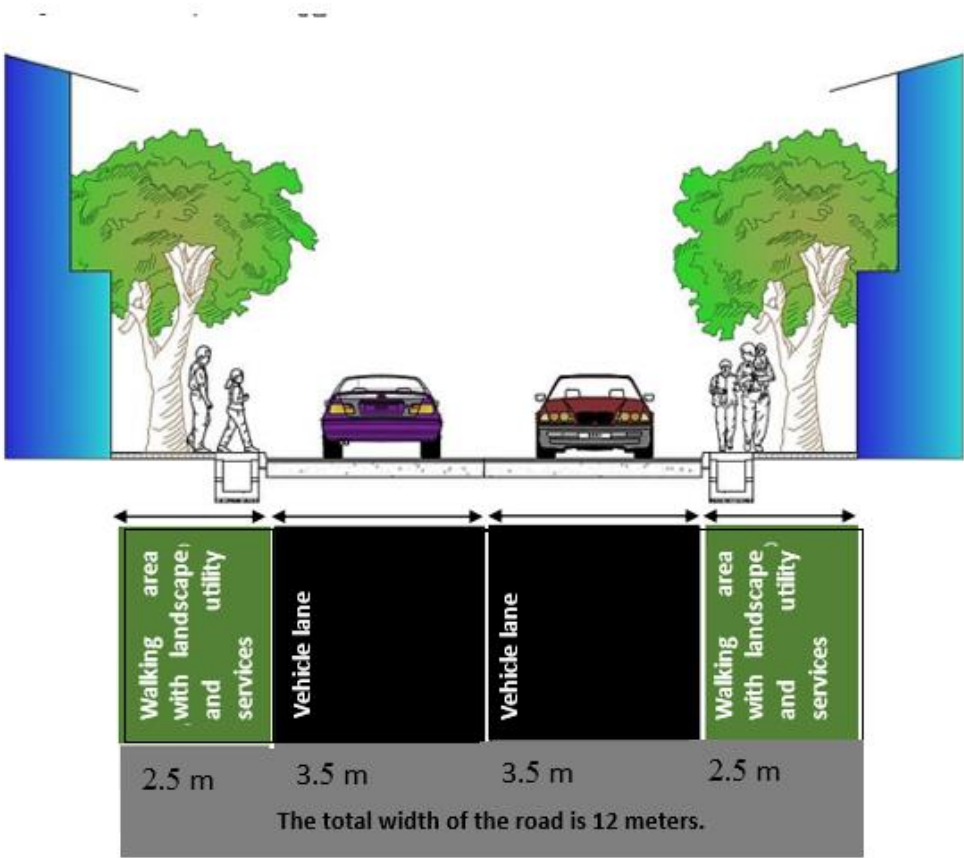
Source: Urban Development Authority, 2024

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Figure No 6.10: Expected status of roads proposed to be developed with 02 lanes

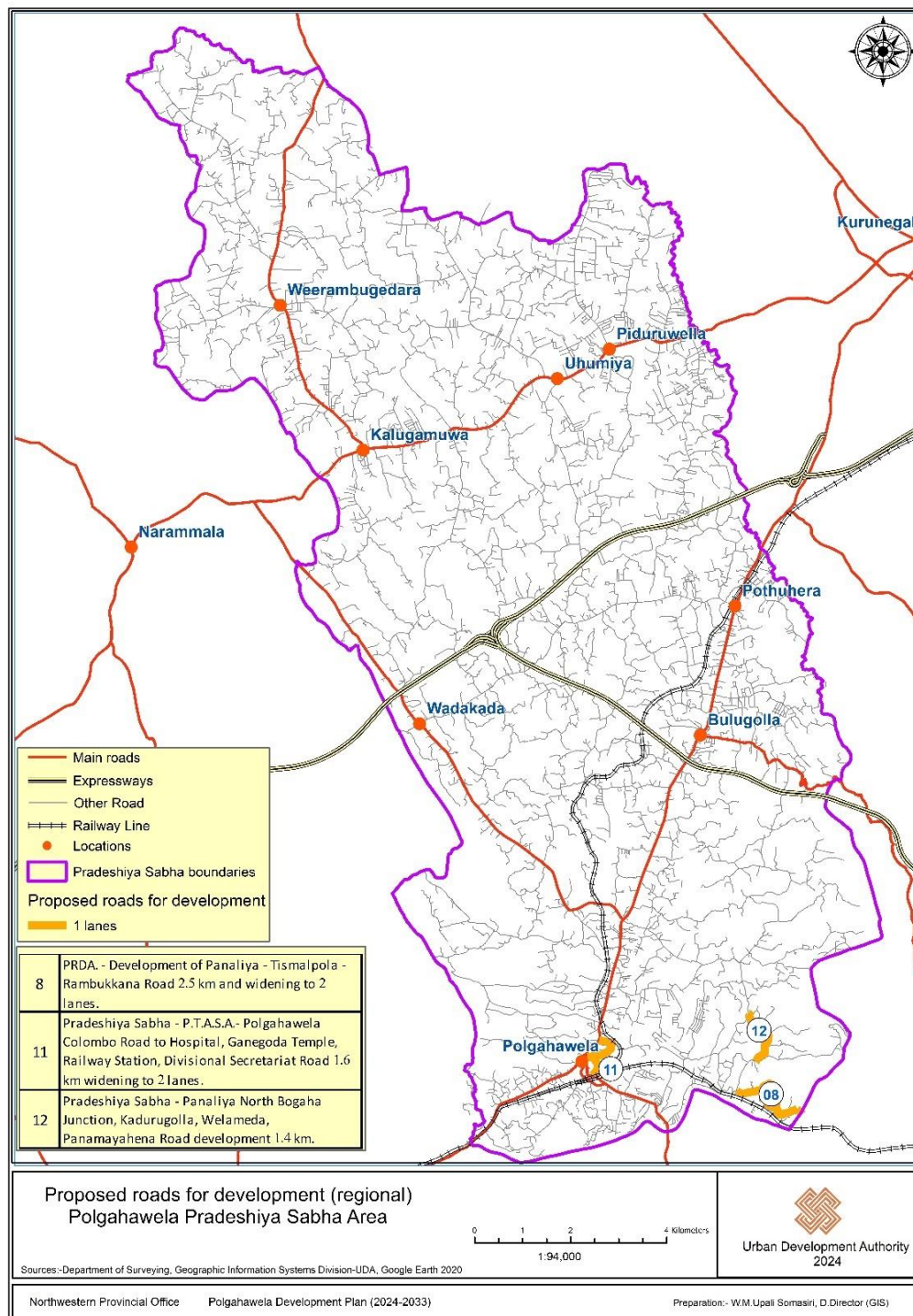
Development Plan

Strategic Plan for
Infrastructure
Development



Source: Urban Development Authority, 2024

Map No 6.6: Roads proposed to be developed as secondary or by-roads



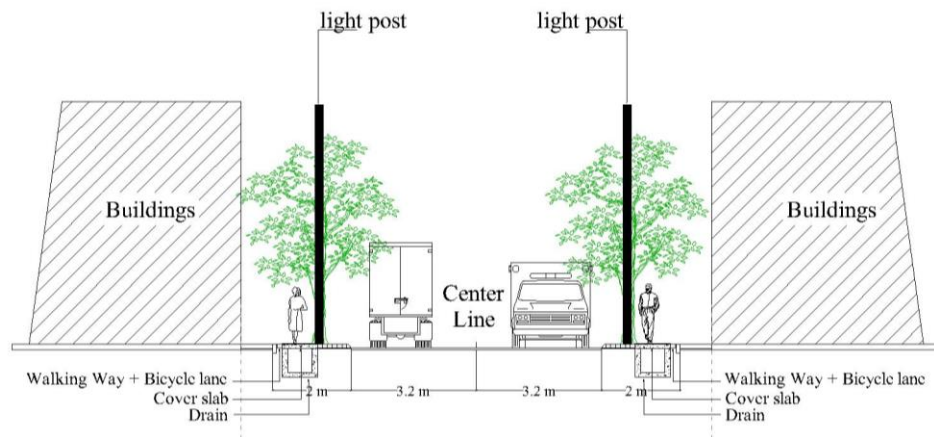
Source : Urban Development Authority, 2024

Chapter 06

Development Plan

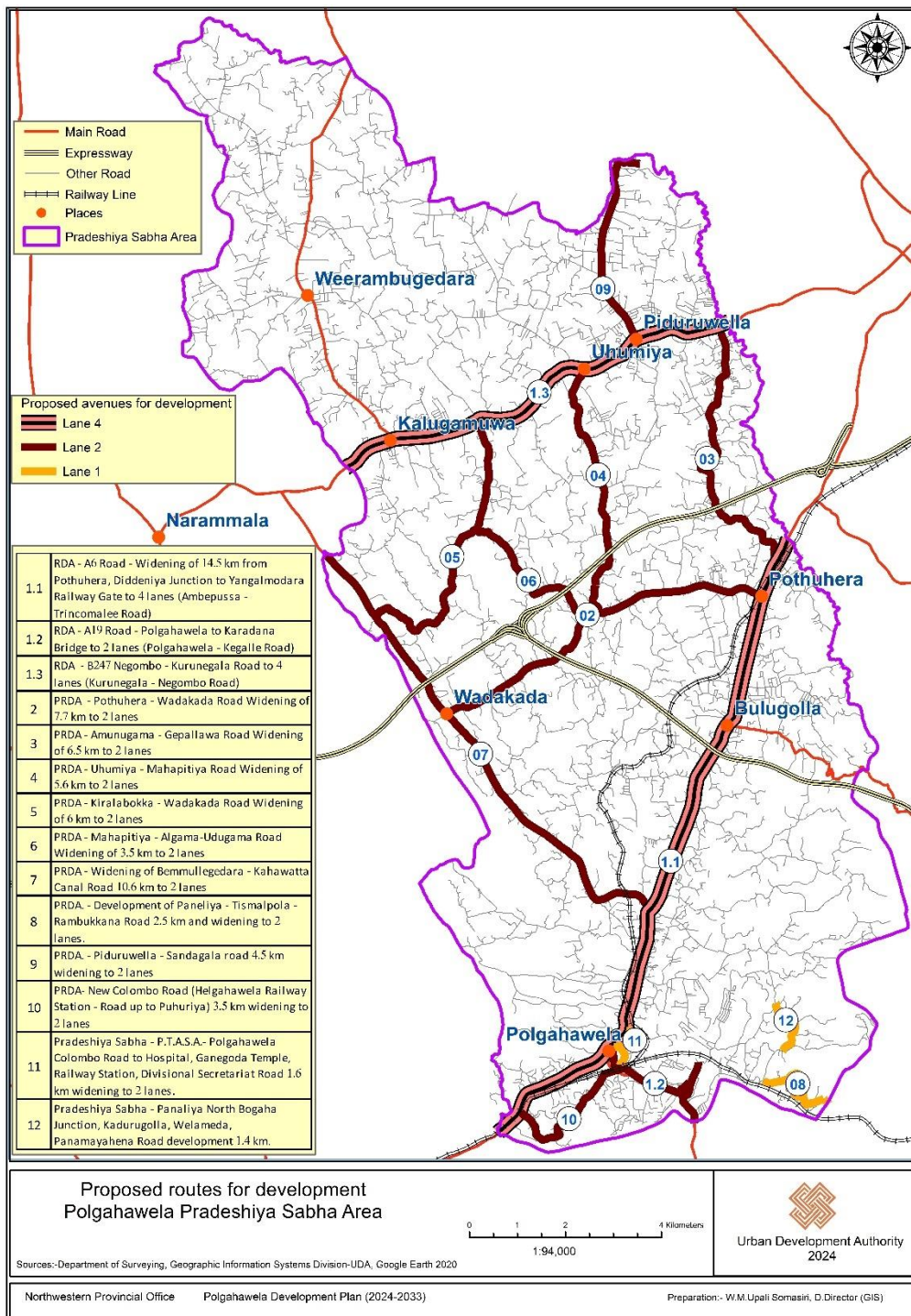
Strategic Plan for
Infrastructure
Development

Figure No 6.11: Expected status to develop roads proposed to be developed as secondary or by-roads



Source: Urban Development Authority, 2024

Map No 6.7 : All proposed routes to be developed



Source: Urban Development Authority, 2024

6.4.2.2. Water Supply Plan

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Development Plan

The water supply plan for the Polgahawela urban area, including proposed measures and plans for future water consumption, will be discussed under the physical waste infrastructure facilities.

Strategic Plan for Infrastructure Development

To address the water supply needs, the plan aims to meet the drinking water requirements for the Polgahawela Divisional Secretariat area through the Integrated Water Supply Project covering Polgahawela, Pothuhera, and Alawwa. This project involves the construction of dams at the Maa Oya Crossing, Panaliya, and Karandana areas. Water collected from these sources is distributed through pipelines to the tanks of the Water Supply Board. The project primarily relies on two water tanks: one near the Aluva Galkanda Pola and the other at Kiriwanapola on the Alawwa-Narammala road. The project, which began in 2017 with Indian loan assistance, has already completed about 100 km of the total planned coverage area. To date, 8,467 water connections have been established, including 1,022 for commercial use. The project is designed to meet a maximum daily water requirement of up to 31,000 cubic meters and will provide water to an area spanning 320 km.

Regarding the Weerambugedara Divisional Secretariat Division, there is a significant water shortage, even during mild dry periods. As a result, Weerambugedara is in critical need of a drinking water project. Currently, there are no formal water supply projects in the area, and water is sourced from wells, canals, two private community water projects, and rainwater collection. Additionally, Kolamunu Oya and Maguru Oya serve as water sources. To address these needs, two water projects have been proposed for the Weerambugedara Divisional Secretariat Division: The Katupotha, Bamunakotuwa, and Panduvasnuwara Water Supply Project, as well as the Weerambugedara Water Supply Project under the Integrated Water Supply Project for Giriulla, Dambadeniya, Narammala, and Weerambugedara. The implementation of these projects is essential to meet the area's water needs.

- Water Demand for Future Resident Population Litres (2033) – 18,479,160
- Water demand liters for future commuter population (2033) - 694,800
- Future water demand aggregate = Cubic meters 19,173

The ongoing Polgahawela, Pothuhera and Alawwa - Integrated Water Supply Project addresses the drinking water problem in the Polgahawela Divisional Secretariat Division, but the project covers only one Grama Niladhari domain in the Weerambugedara Divisional secretariat Division. Therefore, it has been identified in this plan that the proposed Katupotha, Bamunakotuwa, Panduvasnuwara Water Supply Project and Weerambughara Water Supply Project should be implemented under the Integrated Water Supply Project of

Giriulla, Dambadeniya, Narammala, Weerambugedara to provide water supply to the Divisional secretariat Office of Weerambugedara.

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Development Plan

6.4.2.3. Power Supply

Strategic Plan for
Infrastructure
Development

A census conducted by the Polgahawela Pradeshiya Sabhawa in 2020 confirmed that 99.3% of the houses in the area receive light from electricity when the housing units are classified according to the main roads where light is obtained. Electricity supply for the business, industrial and agricultural sectors in the area is adequately covered in the entire area.

6.4.2.4. Solid Waste Management Plan

Solid waste management is a major requirement under physical infrastructure facilities. With the expected development by 2033, the plan aims to manage the amount of waste generated in the planned area and to create environmental security and create a comfortable environment for the people by introducing a solid waste management plan targeted at the growing population.

Polgahawela Pradeshiya Sabhawa is primarily responsible for solid waste management in the urban central area. At present, garbage is collected and classified in a plot located in Oruliyadda area. Compost fertilizer is produced and sold from decomposed waste. Although the oruliyadda land is currently being used for this purpose, due to lack of proper waste management, the people in the vicinity have to face problems such as bad smell, bee mosquito menace, etc. Apart from this, there are no serious problems related to waste management in the planning area. It can also be identified that in the peripheral areas of the planning area, the house dwellers with large tracts of land carry out waste management on their own land.

The daily solid waste collection capacity of the existing Solid Waste Management Centre in the Pradeshiya sabha premises is 5 tons. 1,000- 2,000 kg of compost fertilizer is produced per month using the decomposed waste collected. Non- degradable waste will be sent to Puttalam Holcim. Through the sale of this fertilizer, Rs. Approximately Rs. 50,000.00 per month is obtained.

By the year 2034, about 13 tons of solid waste will be generated per day. Short-term and long- term strategies were identified to carry out waste management for the next 10 years. Accordingly, strategies were identified to properly organize and maintain the existing waste centre in the short term, an effective solid waste management mechanism and improve citizen participation in improving waste collection systems. Accordingly, under this strategy, it is

Chapter 06	possible to introduce colorful plastic containers to dispose of selected waste
Development Plan	separately in selected containers. It is also advisable to encourage the public to use perishable materials instead of polythene. It is planned to transport garbage to Aruwakkaru Waste Management Center for a long time through railway transport system.
Strategic Plan for Infrastructure Development	

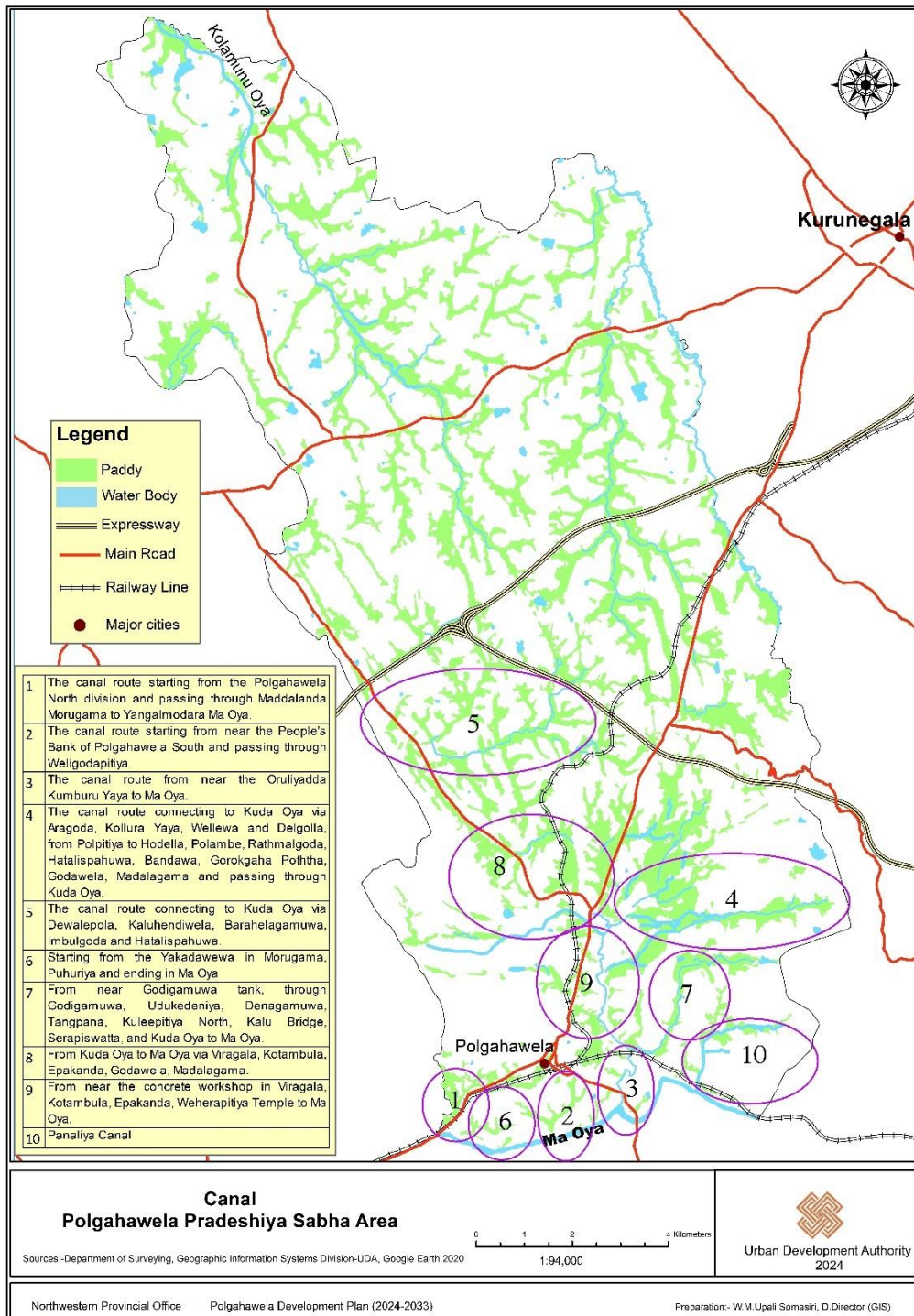
6.4.2.5. Drainage Management Plan

Under the Drainage Management Plan, a study was carried out on the widespread drainage channels covering the Polgahawela Planning Area and accordingly several drainage lines were identified with the objective of creating a disaster- free city centre for all the residents of the planning area. It identified the areas where all the canals and drainage systems associated with Maa Oya have canals and drainage systems that need to be repaired in order to increase the speed and size of the drainage system.

- The canal that starts from the paddy fields of Polgahawela North and passes through Maddalanda Morugama, Yangalmodara to Maa Oya.
- The canal that starts near the People's Bank in Polgahawela South and passes through Weligodapitiya.
- The canal to Maa Oya near the Oruliyadda paddy field.
- The canal connecting The Kuda Oya via Aaragoda via Kollura paddy field to Wellawa and Delgolla. It is connected from Polpitiya to Kuda Oya via hodella, Polambe, Rathmalgoda, Hathalispahuwa, Bandawa, Gorokgahapotha, Godawela Madalagama, Kulipitiya North.
- Canal through Kahawattala via Devalepola, Kaluhendiwela, Barahelagamuwa, Imbulgoda, Hathalispahuwa.
- The canal that starts from the Morugama - Puhuriya Iron Tank and leads to Maa Oya.
- Canal from Godigamuwa Lake to Kuda Oya via Godigamuwa, Udukeniya via Denagamuwa, Tanpana, Kulipitiya North, Black Bridge via Serapiswatta Industrial Estate.
- Canal from Kuda Oya to Maa Oya via Veeragala, Kotambula, Apakanda, Godawela Madalagama.
- The canal from Veeragala, Kotambule, Apakanda Weherapitiya temple to Maa Oya near the concrete workshop.
- Panaliya Canal

The benefits of improving this drainage system can be identified as protecting the area from urban floods and facilitating waste water management, and the canals to be conserved and repaired can be identified as per Map No. 6.8.

Map No 6.8: Canals identified for conservation



Source: Urban Development Authority, 2024

6.5. Settlement Density Management Strategy

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Development Plan

Strategic Plan for
Settlement Density
Management

The Settlement Density Management Strategic Plan was prepared on the basis of two primary objectives. These objectives can be stated as follows.

- To provide social and physical infrastructure facilities at the identified sub- urban service centres at Pothuhera, Pidurwella, Weerambagedara , Wadakada and Kalugamuwa for the expected 153,000 residential population of the planned area by the year 2033.
- Introduction of a low density residential zone by 2033 to reduce the level of disaster in areas with natural disasters.

According to the Polgahawela Urban Development Plan, population forecasting was carried out in three main ways. The three population forecasting methods include population growth, population forecasting based on the highest population growth rate at the grama niladhari domain level, as well as high population growth rates for areas with high population expectations and low population growth rates for areas with low population growth. After this, the average value of the predicted population according to these three methods was considered as the predicted population for the year 2033. The estimated population for the year 2033 is 153,993. This is an increase of 47,795 people over the current population in 2024. Population prediction is shown in Table 6.1 and population prediction method is shown in Figure 6.12.

Table No 6.1: Population Forecasting

	2011	2020	2024	2025	2033
Normal Population	99,495	106,198	109,540	112,943	153,993
Growth Rate (1.2%)					

Source: Urban Development Authority- 2024

Figure No 6.12: Methodology for population prediction

1. Considering Natural population growth rate	- 1.2%
	124012
2. Considering highest population growth rate (GN vise) - 4.15%	180171
03 rd Population prediction Scenario	
3. Population distribution area – according to natural growth rate	74128
Population distribution area – according to highest growth rate – 4.15%	83670
Total population	157798

Source : Urban Development Authority- 2024

The average value of the residential population predicted through the above three methods was considered as the expected population for the year 2033. The predicted population and the proposed housing category associated with it were divided into cluster zones to conform to the results of environmental analyses and development potential of the future vision expected to be achieved by the Development Plan. It assumes priority practices that will be encouraged in the future in the counting zones and considers the rate of population growth based on it.

Table No 6.2: Expected residential population in Polgahawela Urban Area divided by Zones by 2033

	High density Residential Area	Medium density Residential Area	Low density Residential Area
Population density per square kilometer (based on existing category)	3,594	768	205
Area (sq km)	128.92	66.70	19.92
Maximum Population	460.032	51.225	4,083
population Ratio	0.8926	0.0994	0.0079
Proposed Allocated Population	137,454	15,307	1,217
Proposed Population Density – Per Square Kilometer	1,066	229	61

Source : Urban Development Authority - 2024

According to these calculations, the expected residential population of Polgahawela Urban Area by the year 2033 is 153,993 persons. This population was divided by region taking into account the minimum number of persons per family unit. Table 6.2 illustrates how the residential population is divided by region and population expansion map 6.10 according to the proposed category. Map No. 6.9 shows the number of houses available by polgahawela for the year 2024.

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Strategic Plan for Settlement Density Management

In order to provide social and physical infrastructure facilities in the future, priority is given to these areas and the environment is expected to create special accessibility for the people.

Accordingly, the identified sub centers present in the study region were identified on the basis of the characteristics of those zones, road type, building type, proposed projects as follows Table No. 6.3.

Table No 6.3: Sub centers identified on the basis of regional characteristics

Feature-based centers	Name of City Center
Basic Elements of Transport Facilities and Commercial Facilities	Polgahawela
Sub-centers based on mixed development	Piduruwella, Pothuhera
Sub-centers based on agriculture and mixed development	Weerambugedara
Sub-centers based on residential facilities and mixed development	Wadakada, Kalugamuwa

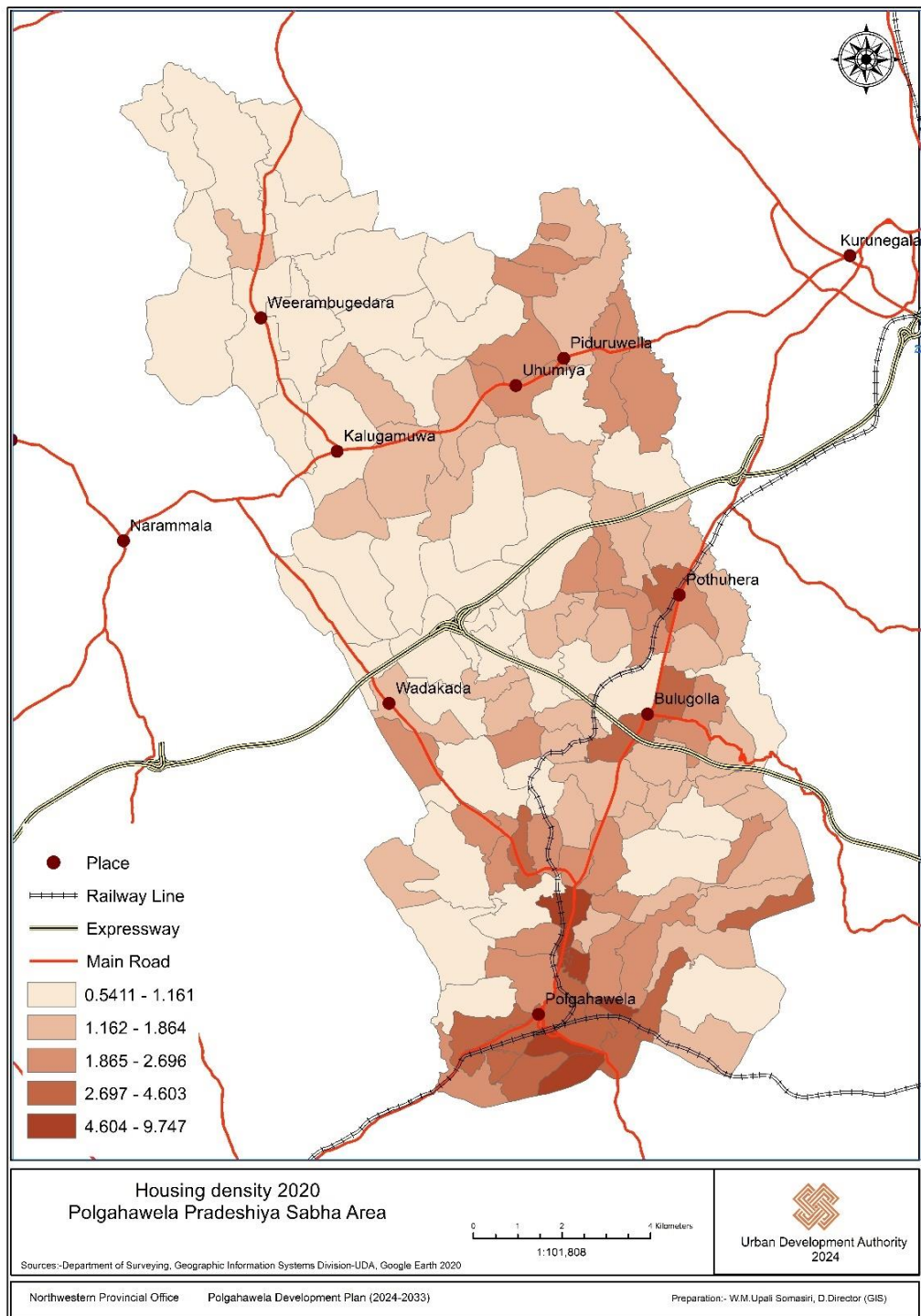
Source: Urban Development Authority - 2024

Projects were identified for the development of city centers according to these desirable characteristics.

Proposed Strategies

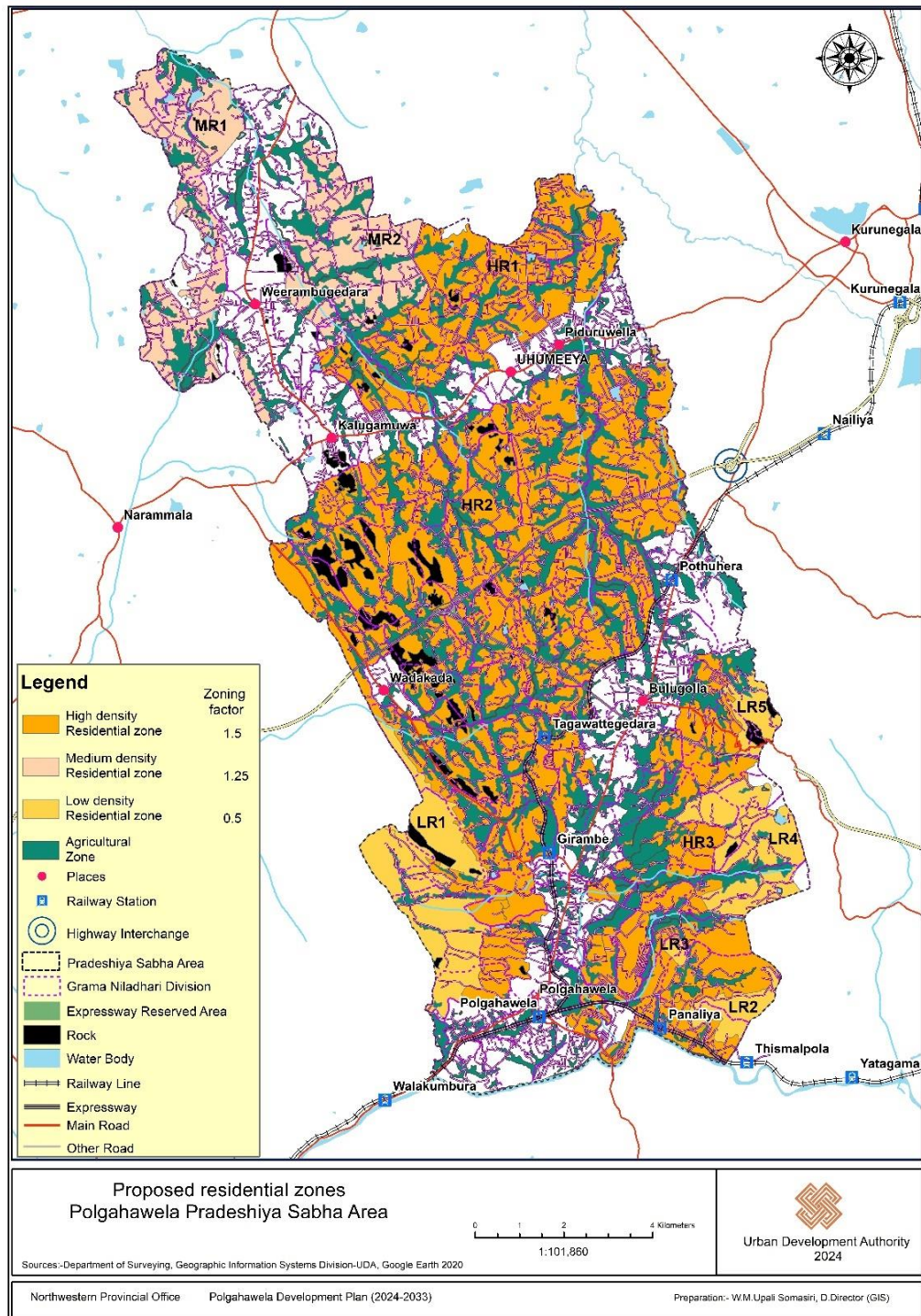
01. Provision of infrastructure facilities for internal residential zones.
02. Formulation of zoning regulations to ensure relatively higher level of mixed development in disaster- free residential zones.
03. To create an environment so that specialized facilities are available to the people through the development of services within the identified city centers.
04. Identification and implementation of housing schemes to meet the needs of middle class and low income housing.
05. Implementation of The Public Servants' Quarters Development Project. Implementation of housing projects in place of dilapidated houses of railway employees.
06. By providing facilities related to outdoor recreational activities to the people Creating a conducive environment to maintain good levels of mental health.
07. Provision of necessary infrastructure facilities as the residential population is expected to increase to 153,993 persons.
08. Providing infrastructure facilities for construction of 14,448 new houses by 2033 for the expected residential population.

Map No. 6.9 : Housing Category – 2024



Source : Urban Development Authority- 2024

Map No 6.10 : Proposed Residential Zones - 2033



Source : Urban Development Authority - 2024

6.6. Strategic Plan for Economic Development

The economic situation of the development planning area and the upcoming development projects are the main factors affecting the vision of the area. Accordingly, the economy of the Polgahawela Planning Area has been developed mainly on the basis of the economic sectors of production, service delivery and value addition industries, mainly agriculture and industry. Based on these sectors, the Polgahawela Plan area was based on several objectives to achieve the primary goal of taking the economy towards the "Glorious Rail City". These objectives can be stated as follows.

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- a. To build a strong market with agricultural and value-added agricultural products in the regional market by the year 2033 and to redevelop the existing economic center in Godawela area.
- b. Introduction of a tourism route covering all identified tourist destinations and establishment of a Tourism Information Centre at the railway station to contribute the tourism sector to the city economy by the year 2033.
- c. To promote skilled workers for the development of agriculture based industrial sector by establishing innovative educational institutions by 2033.
- d. By the year 2033, all cultivated paddy fields in the agricultural zone (ha. 4306 ha) and acres of land. Use of coconut land above 03 for cultivation only.

The objective of this Economic Development Plan is to identify strategies to optimally utilize these economic potentials and spread the benefits of economic diversification in the area throughout the area. Here mainly,

01. Agricultural Development Strategy
02. Industrial Development Strategy
03. Integrated Tourism Development Strategy

Strategy for the development of agriculture

One of the major economic potentials in the Polgahawela Planning Area can be identified as the existence of self- sufficient land from agriculture and the presence of land with potential to promote agriculture. Based on these potentials, three agro- promotion zones were identified based on the characteristics under this strategy. These are Coconut Cultivation Promotion Zone (Weerambugedara and Kalugamuwa), Rubber Cultivation Promotion Zone and Other Minor Export Crops Promotion Zone (Vanilla, Pepper, Ginger). The intended main objectives of these strategies can be identified as follows.

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01. Utilization of agricultural land throughout the area for optimum use.
02. Development of agriculture and livestock related products, value addition industries through market-based techniques.
03. Preparation of the proposed regional product purchase market system.

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Development

Proposed Strategies

The productivity of agriculture has declined due to subdivision of agricultural land for development purposes, inundation, scarcity of water at certain times and lack of market-based production. In order to avoid this situation, it is proposed to set up village level agribusiness institutions and through these agribusiness institutions, all agricultural land is expected to be used for optimal use. Apart from this, it is expected to develop the agro-industrial sector through the following strategies and thereby strengthen the economy of the area.

- To introduce value addition and market addition methods for purchase of agricultural products and to prepare the background for the establishment of related activities in polgahawela investment zone.
- It is proposed to establish a system in association with the already established co-operative societies, farmers' organizations and central rural banking associations in the Polgahawela Pradeshiya Sabhawa area where agriculture, rubber minor export crops, animal husbandry products related products can be released to the market in a more quality manner under common brands.
- Establishment of Agricultural Holdings in the village.
- Introduce methods for re-cultivation of existing underutilized coconut lands.
- Increase annual coconut yield by introducing new coconut varieties.
- Introduction of coconut production related industries.
- Introduction of methods to increase the yield of minor export crops.
- Popularization of Yogamuwa Mountain for vanilla cultivation.
- Promotion of cultivation of minor export crops such as ginger, pepper and cinnamon.
- Development of rubber production related infrastructure.

Industrial Development Strategy

In line with the future vision of developing the Polgahawela Pradeshiya Sabhawa area as "Glorious Rail City", the main city economy has become the strength to promote the industrial sector. It is primarily responsible for the city's economy as well as regional and national economies.

Accordingly, under this industrial economic development strategy, it is expected to promote the industry and service sector with the objectives of providing necessary instructions and criteria for creating an eco- friendly industrial environment and promoting industry sector- based infrastructure. Some of the major projects under this strategy can be identified as follows: Accordingly, it has been identified to redevelop the existing market in Godawela area, redevelop the Udapola Rubber Factory, redevelop the Idallawatta Milk Production Factory, identify new courses on introducing strategies to uplift the existing agriculture in the planning area and redevelop the carpentry training center in the planning area.

Integrated Tourism Development Strategy

Significant potential for the development of the tourism industry is scattered in the Polgahawela Plan area and the main objective of this strategic plan is to make the most of these potentials.

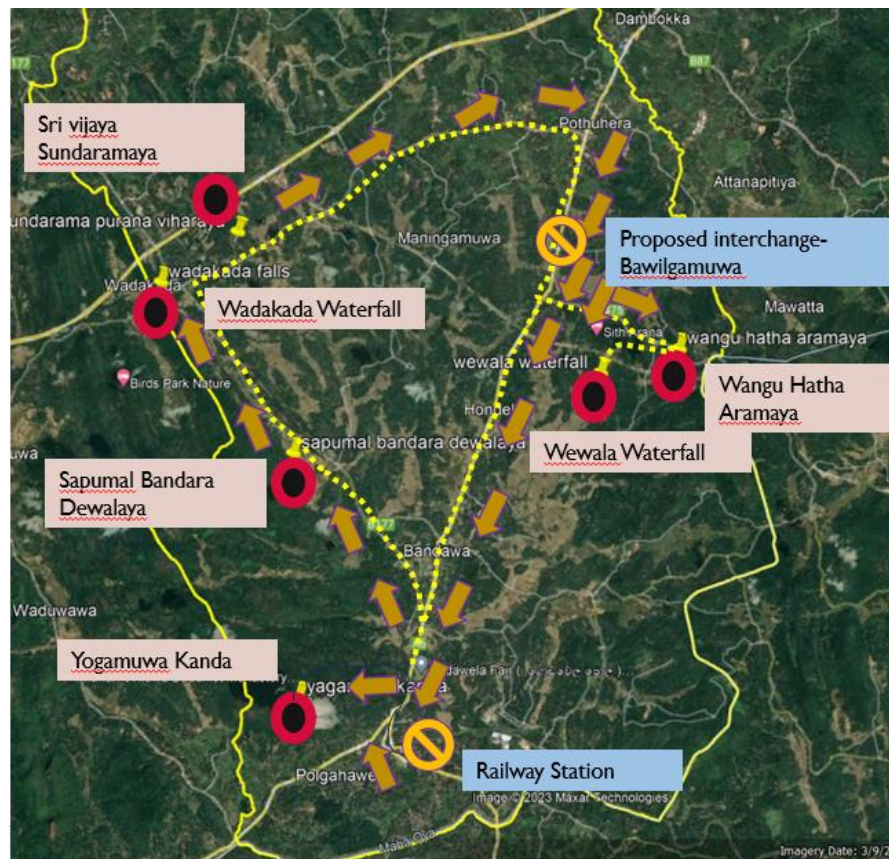
Under this, a strategy to promote the natural assets in the Planning Area by converting them into tourist attractions and the introduction of a tourist destination covering all the six identified tourist spots with a distance of about 30 km to connect all the tourist spots. (This identified tourist route can be identified according to figure number: 6.13.) And the main strategies for establishing a Tourist Information Centre at the railway station were identified.

All the tourist spots identified here have identified places where they can promote tourism with aesthetic and environmental value and places where religious tourism can be promoted and the associated income generating strategies have been identified. Wawala Falls, Wadakada Falls and Yogamuwa Mountain were identified as places of aesthetic and environmental value. Sapumal Bandara Temple, Seven Bends Monastery and Sri Vijayasundararama were identified as places where religious tourism could be promoted. Accordingly, it is expected to establish recreational activities such as camps and eco- friendly accommodations, safaris, recreational and adventure sports, bird watching, natural research centers and auto parking slots with minimal impact on the environment based on these locations. (Activities intended to be promoted can be identified according to Figure No. 6.14)

Figure No 6.13: Identified Tourist Route

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Source: Urban Development Authority, 2024

Diagram No. 6.14 Activities expected to be promoted through the Tourism Plan



Source: Google Web Page

6.7. Sustainable Environmental Strategic Plan

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Development Plan

6.7.1. Eco-Sensitive Area Conservation Plan

"Environmental management" is a fundamental part of a development plan and these environmental conservation strategies are designed to avoid natural and man-made problems. Polgahawela Pradeshiya Sabhawa area is expected to be developed as a sustainable city by reducing natural disasters and creating a green urban environment.

Sustainable
Environmental
Strategic Plan

The goal of zoning of eco-sensitive areas in Polgahawela Pradeshiya Sabhawa area is to utilize the eco-sensitive areas of Polgahawela Pradeshiya Sabhawa area for sustainable social, economic and environmental uses by 2034, taking into account their potential and other environmental benefits, thereby preventing unauthorized acquisitions and inappropriate uses.

Objectives

- I. To make Polgahawela Pradeshiya Sabhawa a disaster resilient city by reducing the risk of natural disasters such as floods and landslides, droughts etc. due to natural and human activities.
- II. To create a comfortable city for the residents and visitors of the city while preserving the natural identity of the city.
- III. To increase environmental, tourism and recreational opportunities by enhancing biodiversity as well as strengthening the economy of the area by utilizing eco-sensitive areas for sustainable use.

Strategy I

Creating conservation zones to protect and improve ecosystem activities based on the natural features of existing eco-sensitive areas and their level of sensitivity.

About 207.20 hectares of forests belonging to the Department of Forestry have been identified in the planned area. A conservation zone has been identified as belonging to these zones.

Eco sensitive Conservation Zone

With the objective of using the land for sustainable social, economic and environmental uses and to prevent unauthorized encroachments and improper uses, the Department of Forestry has identified the Polgolla Reserve Forest, The Huukgomuwakanda Conservation Forest, the Ruwangirikanda Conservation Forest, the Siyambalangamuwa Reserve Forest, the Dambagolla Reserve Forest, the Dambagolla Reserve Forest, and the Wildhigola Reserve Forest.

Chapter 06 6.7.2. Landscape Management Plan

Development Plan

Sustainable Environmental Strategic Plan

The main objective of this plan is to preserve and intensify the natural landscape features of the area. This will protect the identity of the city. In addition, it is expected to develop the landscape in a sustainable manner through systematic plans for environmental conservation. The landscape plan of Polgahawela Pradeshiya Sabhawa area will be prepared according to the following objectives to face global climate change in the future.

- Increase urban forest population to reduce disasters such as increased urban temperature, increased carbon footprint, increased air pollution, flooding etc.
- To add indigenous plant diversity to the environment for the development of urban biodiversity.
- Introduction of separate pedestrian paths, sevens and seats to encourage more walkers and for the safety of pedestrians.
- Protection of sensitive ecosystems and use of eco- friendly recreation in a sustainable manner by introducing wise use
- To create urban squares for the people of well- planned open ground area with well- designed facilities such as public parks.
- To provide beauty, identity as well as economic development to the city by adding various gardens, lanes, appropriate billboards, electric lights.

6.7.3. Disaster Impact Mitigation Plan

The objective of this plan is to make the Pradeshiya Sabha area as disaster-free as possible by the year 2033. Landslides, as a specific disaster, can be identified in the Polgahawela PS area, with risk areas clearly indicated. The extent of landslide risk can be visualized on Map No. 6.11.

(A). Landslide Risk Reduction Strategies for Landslide Prone Areas

This will reduce damage to human beings and property by protecting landslide prone areas, protecting future water resources, protecting soil, animals and plants and crops. Through the implementation of these projects, it is expected to stabilize the physical environment that can be faced in the case of a disaster.

Strategy I

If construction work is carried out in landslide-prone areas identified by the National Building Research Organization (NBRO), a settlement certificate from the NBRO must be obtained. The following measures should be implemented to prevent and protect against landslides, as outlined in the Instructions for the Construction of a Safe House by the National Building Research Organization.

- | | |
|--|--|
| 1. Low residential zones | Chapter 06
Development Plan |
| 2. Preventing irregular use of land | |
| 3. Preparation and cultivation of land in the Terrace Cultivation system | |
| 4. Control the use of agricultural land for other purposes | Sustainable
Environmental
Strategic Plan |
| 5. Controlling the spread of unsuitable crops prone to soil erosion on land | |
| 6. Construction of the building in a Terrace Cultivation manner in accordance with the nature of the land instead of cutting the soil while designing the buildings. | |
| 7. Follow proper technical instructions while providing infrastructure | |
| 8. Reduce landslide process by grazing on a land with a mountainous surface | |
| 9. Application of tricks to suck surface water to control landslides. | |
| 10. Protection of soil through construction of side embankments and contour drains. | |
| 11. Introduction of eco- friendly strategies to minimize the weaknesses in slope collapse and cutting of trunks. | |
| 12. Design building plans and introduce regulations to suit landslide situations. | |

Strategy II

Installation of early warning systems and implementation of community awareness programmes to minimize the impact of landslide accidents on human, infrastructure and natural resources in the area.

Map No 6.11.: Prevalence by landslide risk level



Source: Urban Development Authority, 2024

(B). Risk Reduction Strategies for Flood/Emergency Flood Prone Areas

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**Sustainable
Environmental
Strategic Plan**

The main objective is to reduce the flow of surface water by reducing the risk of disasters and providing protection to the settlements through an environmentally friendly process. These strategies are expected to release uninterrupted water to the canals passing through the planned area through a system of improving the flow of water and drainage systems as well as to protect the drainage and excess drainage areas from encroachment/illegal practices.

Strategy I

Conservation of wetlands including existing tanks, marshes, paddy fields to reduce the risk of flooding by maintaining water.

Strategy II

Implementation of regulations to prevent construction in reserves on both sides of streams to obstruct the flow of natural water.

Strategy III

Preparation of suitable plans for cleaning, renovation and maintenance of existing canals in the area and updating such plans.

Strategy IV

Renovation and maintenance of the existing drainage system in the area as per a proper plan.

Chapter 06 6.7.4. Spatial plan for public outdoor recreation

Development Plan

Sustainable Environmental Strategic Plan

The main goal is to preserve the scenic spots in the urban area and use them sustainably for the use of the people and to properly plan the open spaces required for their entertainment in relation to the growing population by the year 2033. For this purpose, attention will be paid to public open spaces such as freely accessible public parks, stadiums, walkways, etc. This strategic plan includes,

- a) Identification of open spaces that can be used for existing recreation in the city.
- b) Identification of natural resources, waterways, special landscape features, forests and scenic spots etc. available in the city.
- c) Obtaining quantity of such locations and preparing proposals for each special project.

The identified areas have been mapped, and proposals have been prepared for the areas to be renovated. According to the standards set by the Urban Development Authority, based on the population forecast of 153,993 by 2033, approximately 153.99 hectares of public open space will be required. The spatial distribution of paddy lands in the area presents an opportunity to fulfill this open space requirement. Although the available space is not sufficient to fully meet the open space demand, a spatial plan for the proposed public open spaces and recreational activities has been outlined in Map No. 6.12, taking into account the need for adequate open spaces.

Strategy I

Providing suitable places for sports and entertainment, community events, etc. outside the urban disturbed environment to the people of the area. Under this,

- Redevelop all existing playgrounds
- Use of all 10% of land (subdivisions) for public outdoor recreation purposes
- It is proposed to develop linear gardens to meet the need for recreation spaces.

Strategy II

Although not widely known in the area, there are spectacular natural aesthetic sites that offer unique experiences. These places will be introduced to the public, providing opportunities for people to visit and appreciate their beauty. (A detailed discussion of this will be included in the Tourism Development Plan.)

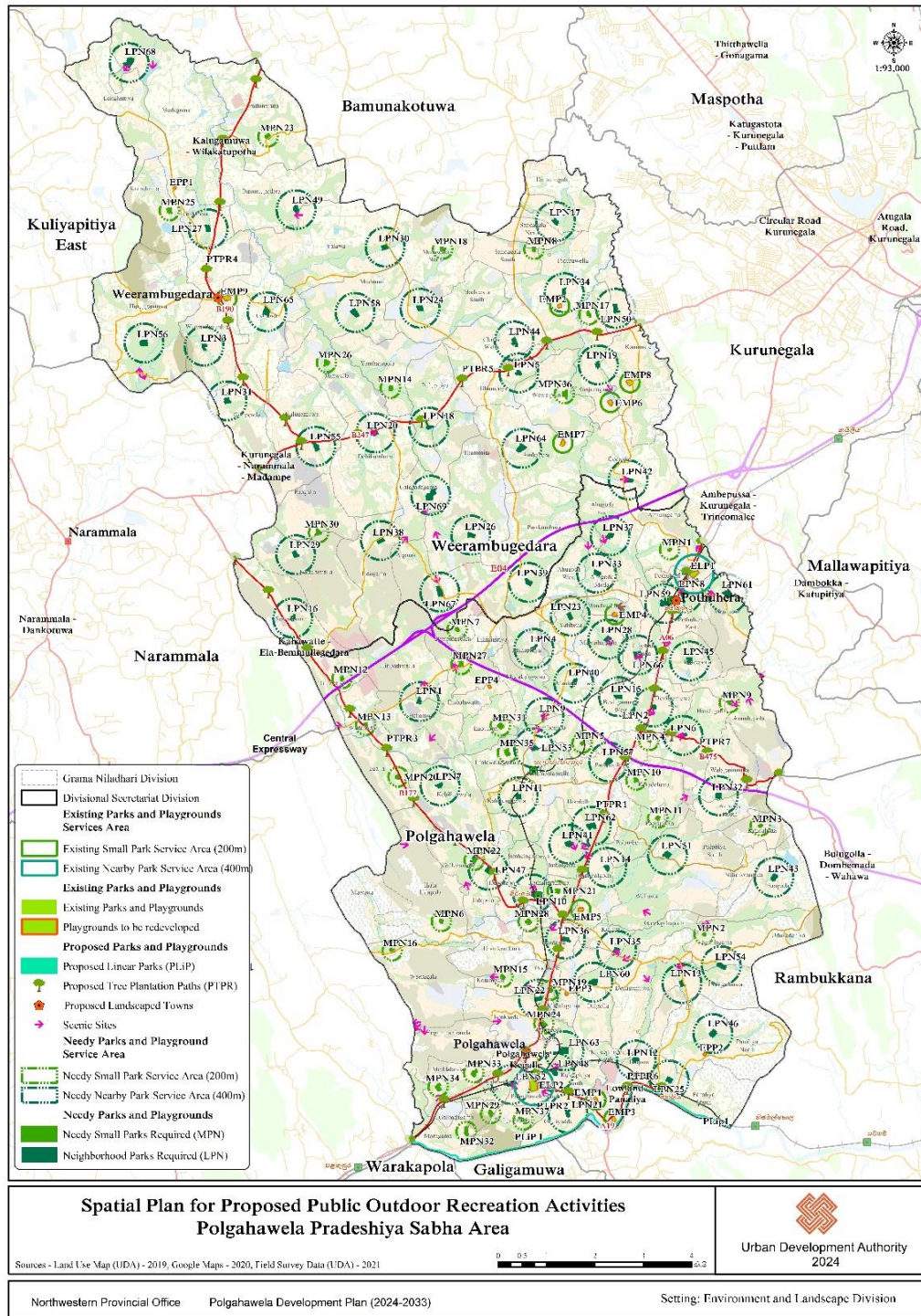
Strategy III

To formulate plans and guidelines to minimize the impact of developments that block scenic spots.

- Enforcement of billboard control regulations

Proposed Parks can be identified as per Annexure No. 03.

Map No 6.12 Spatial Plan for Proposed Public Outdoor Recreation



Source: Urban Development Authority, 2024

Chapter 06 6.7.5. Criteria, Guidelines and Principles for Selecting Places of Cultural and Historical Heritage

Development Plan

Sustainable
Environmental
Strategic Plan

UNESCO takes into account several criteria when designating cultural heritage as archaeological sites of historical value, and these criteria are revised from time to time. Some of them are as follows.

01. To represent outstanding creations with human creative talents.
02. To showcase the unique collection of important human elements associated with architecture that has existed for a long time in the universal cultural field.
03. Important phenomena related to technology, monumental art, city design and land use planning.
04. Special events testifying to the cultural traditions or civilizations that are currently seen or have disappeared in the world.
05. Buildings that show specific stages of human history
06. Notable examples associated with architecture or theories.
Specific examples related to traditional human settlements, land use or sea use, representing specific human interactions or cultures that are currently threatened with destruction. In addition to these criteria, there are other criteria, which vary over time.

Information on some of the culturally and historically important places in the planning area is given in Annexure No: 01. The location of these places can be identified according to Map No. 6.13.

Strategy I

Sri Pothgul Viharaya, Sri Bodhirukkharama Purana Pothgul Viharaya, Kaluhendiwela Mayuravathi Purana Tampita Viharaya, Mayuravathi Sri Bodhirajarama are monuments preserved by the Department of Archaeology.

Strategy II

Promote local and foreign tourism programmes by creating awareness about the historical and archaeological value and contribute to the local economy.

Strategy III

The plan includes improving infrastructure and formalizing trading activities to enhance the visitor experience and contribute to the local economy. A souvenir center will be established in coordination with cultural landmarks in the area, such as the Vattarama Sri Arahatta Maliadeva Rajamaha Viharaya and the Polgahawela Old Railway Station.

Strategy IV

Conservation and preservation of heritage based on scientific research.
(Panaliya Gotabaya Vihara Paintings)

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Strategy V

To reach and redevelop the existing monuments to the national economic and social needs by preserving them in a manner that preserves their archaeological, historical and cultural value (through memento photographs). (Adagala Pothgul Viharaya, Mayuraselarama Viharaya)

Sustainable Environmental Strategic Plan

Strategy VI

Inclusion of more monuments in tourism guide plan (Yogamuwa Kanda, Algama Sangaraja Rajamaha Viharaya, Ahugoda Purana Viharaya)

Strategy VII

Planning of murals of national importance based on scientific research for the education of the future generation and to improve tourist attraction.

Strategy VIII

Display of archaeological sites, monuments and movable antiquities.

Strategy IX

Educating the public and students through publications, seminars, lectures and seminars. (This can also be done through communication, including the Internet)

Map No 6.13: Plan of places of cultural, religious and archaeological value map



Source: Urban Development Authority - 2024

6.8. Strategic Plan for Project Implementation

A strategic plan for project implementation is a crucial component of the development plan for the Polgahawela Planning Area for the year 2033. Each identified project is designed to address existing issues within the area and to prevent future challenges. The implementation of these projects will occur in multiple phases, with priorities assigned based on the urgency of the problems to be solved. The projects will be financed through a combination of Treasury funds, the Urban Development Authority, and private sector contributions.

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Strategic Plan for Project Implementation

Prioritization of Projects

In determining the priority of these strategic projects, a "Weighted Check List" was used, which considers several factors: the alignment with the conceptual plan's vision and objectives, the social and environmental impacts, and the cost-effectiveness of each project. Table 6.4 outlines the projects, categorized by priority level, along with the responsible institutions for their execution.

Table No 6.4: Prioritized List of proposed projects

Serial Number	Project Title	Implementing Agencies	Location of Projects
First Priority Proposed Projects			
01	Polgahawela Railway Station & Mix Development Project (Developments such as Post office, Railway Quarters, Sinama, Accommodation facilities, sanitary facilities & other commercial activities)	Urban Development Authority, Department of Railways and Ministry of Transport, Polgahawela Divisional Secretariat, Polgahawela Pradeshiya Sabhawa.	Area adjacent to Polgahawela Railway Station and Post Office Building.
02	Restoration of Post Office and Proposed Bus Stand Project	Urban Development Authority, Department of Posts, Polgahawela Divisional Secretariat, Polgahawela Pradeshiya Sabhawa.	The site of polgahawela post office building.
03	Project to plant trees for passenger comfort on 1 km long road sections in the city centre area	Urban Development Authority, Road Development Authority, North Western Provincial Environmental Authority, Polgahawela Divisional Secretariat, Polgahawela PS, Parakramabahu National School.	Identified section of Kurunegala- Kegalle road (from front of police to Dutugemunu Junction), Colombo - Kurunegala A6 road and Polgahawela - Kegalle road.
04	Rest house Redevelopment Project	Sri Lanka Tourism Board, Polgahawela Divisional Secretariat, Polgahawela PS.	Existing Rest House Buiding premises
05	Project to Redevelop Storage Facilities	Urban Development Authority, Sri Lanka Railways, Polgahawela PS	The warehouse building that is currently closed in the railway station is located.
06	Development of the proposed multipurpose building within the existing bus stand premises with parking facilities.	Urban Development Authority, Road Passenger Transport Authority, Road Development Authority, Polgahawela PS.	The current location of the bus stand
07	Open up paddy fields areas for commercial purposes developments	Department of Agrarian Development, Urban Development Authority, SLRDC, Polgahawela PS	About 1.8 acres of uncultivated paddy land identified between Polgahawela Kegalle Road and Ambepussa-Trincomalee Road.

08	Development of a 9-meter-wide linear park in front of the canal towards Kegalle road and development of recreational facilities within this linear park	Department of Agrarian Development, Urban Development Authority, Polgahawela Pradeshiya Sabawa, SLRDC.	Paddy field area which is proposed to be used for commercial development .
09	Establishment of a Tourist Information Centre at the railway station.	Department of Railways, Sri Lanka Tourism Board, Polgahawela Pradeshiya Sabawa	In Polgahawela Railway Station
10	Restoration of canals and drainage systems to increase the speed and quantity of water discharge in canals and drainage systems.	SLRDC, Department of Agrarian Development, Polgahawela Divisional Secretariat, Polgahawela PS.	Within Polgahawela PS limits
11	Introduction of a housing scheme for the unauthorized residents of 69 watta slum dwellers	Urban Development Authority, Housing Development Authority, Polgahawela Divisional Secretariat, Polgahawela PS.	The 69 Waththa is within the existing location or any other suitable place.
12	Development of Green Pedestrian Secondary or by-roads (Kegalle Road and A6 Kurunegala - Colombo Road Link.)	Department of Agrarian Development, Urban Development Authority, Polgahawela Divisional Secretariat, Polgahawela Pradeshiya Sabawa.	It is currently the site of this by-pass. (Link between A6 and Polgahawela- Kegalle road)
Second Priority Proposed Projects			
13	Renovation of vocational training centre and introduction of new courses	Vocational Training Authority, Polgahawela Divisional Secretariat, Polgahawela Pradeshiya Sabawa, Road Development Authority, National Building Research Organization.	The place where the vocational training center is currently located or any other suitable location (if selected at this place itself should be done on the recommendation of the National Building Research Organization).
14	Redevelopment of the existing land in Godawela	Urban Development Authority, Polgahawela	It is currently the same place as Godawela.


		Pradeshiya Sabawa, Ministry of Commerce	
15	Promotion of rubber manufacturing industry located in Udapola area	Department of Rubber Development, Polgahawela Pradeshiya Sabhawa, Udapola Estate Company, Land Reforms Commission of Sri Lanka	The rubber factory is currently the same place.
16	Initiation of housing project for udapola garden employee families (people living in line rooms).	Udapola Estate Company, Land Reform Commission of Sri Lanka, Polgahawela Pradeshiya Sabhawa, Housing Development Authority	The place where these houses currently exist or any other suitable place.
17	Promotion of dairy production in Idallawatta area	Edella Estate Company, Land Reform Commission, Polgahawela Pradeshiya Sabawa, National LiveStock Development Board. English	It is currently the same place as the dairy factory.
18	Start of housing project including Idallawatta Employee Families (people in line rooms)	Edalla Estate Company, Housing Development Authority, Land Reforms Commission, Polgahawela Pradeshiya Sabawa.	The place where these houses currently exist or any other suitable place.
19	Redevelopment and establishment of old Mechanical Carpenter Training Institute in Panaliya	Vocational Training Authority, Polgahawela Pradeshiya Sabawa	It is currently the location of the Carpentry Training Institute.
20	Restoration of old library in Panaliya and construction of a building at the site for the welfare of the people of the area.	Urban Development Authority, Polgahawela Pradeshiya Sabawa, Divisional Secretariat, Polgahawela.	This is where the library currently stands.
21	Redevelopment of hospital with emergency health services - Polgahawela	Ministry of Health of North Western Province, Pradeshiya Sabawa - Polgahawela, Divisional Secretariat, Polgahawela.	The hospital is currently the same place.
22	Development of proposed multipurpose building	Urban Development Authority, Pradeshiya Sabawa - Polgahawela,	The Weekly fair area currently held by the Local authority and the

	with parking facilities in Weeramugedera	Divisional Secretariat, Weerambugedara	surrounding area - Weerambugedara Junction.
23	Polgahawela Proposed Middle Income Housing Project	Urban Development Authority Divisional Secretariat, Polgahawela, Local authority - Polgahawela, Ministry of Finance	The place where the old cinema hall with the road access to Serapiswatta existed.
24	Development of proposed multipurpose building with parking facilities - Pothuhera	Urban Development Authority, Polgahawela Divisional Secretariat, Pradeshiya Sabawa - Polgahawela	The land belonging to the Local authority which is currently close to the location of the Pothuhera Pradeshiya Sabawa Sub Office and the place where the weekly fair is located.
Third Priority Proposed Projects			
25	Library & Pre-School Building Redevelopment Project - Weerambugedara	Polgahawela Pradeshiya Sabawa, Weerambugedara Divisional Secretariat	The library and pre-school building are currently located.
26	Malwatta Public Stadium Redevelopment Project - Pothuhera	Polgahawela Pradeshiya Sabawa, Polgahawela Divisional Secretariat	Malwatta Stadium is the current location.
27	Redevelopment of Railway Station - Pothuhera	Urban Development Authority, Polgahawela Divisional Secretariat, Sri Lanka Railways, Polgahawela Pradeshiya Sabawa	Pothuhera railway station is the current location.
28	Junction Beautification Project - Weeramugedera	Urban Development Authority, Road Development Authority, Polgahawela Pradeshiya Sabawa, Weerambugedara Divisional Secretariat.	Weerambugedara Junction
29	Junction Beautification Project - Wadakada	Urban Development Authority, Road Development Authority, Polgahawela Pradeshiya	Wadakada Junction

		Sabawa, Polgahawela Divisional Secretariat.	
30	Junction Beautification Project - Kalugamuwa	Urban Development Authority, Road Development Authority, Polgahawela Pradeshiya Sabawa, Weeramugedera Divisional Secretariat.	Kalugamuwa Junction
31	Junction Beautification Project - Piduruwella	Urban Development Authority, Road Development Authority, Polgahawela Pradeshiya Sabawa, Polgahawela Divisional Secretariat.	Piduruwella Junction
32	Junction Beautification Project - Pothuhera	Urban Development Authority, Road Development Authority, Polgahawela Pradeshiya Sabawa, Polgahawela Divisional Secretariat.	Pothuhera Junction
33	Redevelopment of Wadakada Library	Polgahawela Pradeshiya Sabawa, Polgahawela Divisional Secretariat.	The library is the current location.
34	Development of linear park parallel to Ma Oya Reserve	Urban Development Authority, North Western Province Environment Authority, Polgahawela Pradeshiya Sabawa, Irrigation Department, Polgahawela Divisional Secretariat.	In the Ma Oya Reserve area which falls under the Polgahawela local authority area.
35	Development of linear park around Heelawagedara Lake	Urban Development Authority, North Western Province Environment Authority, Polgahawela Pradeshiya Sabawa Irrigation Department, Department of Agrarian Services.	Around The Heelawagedara Lake
36	Redevelopment of hospital with emergency health services - Weerambagedara	Provincial Department of Health Services, Polgahawela Pradeshiya	Where the hospital is currently located.

		Sabawa, Weerambugedara Divisional Secretariat.	
37	Identified Road Developments	Road Development Authority, Provincial Road Development Authority, Polgahawela Pradeshiya Sabawa, Polgahawela Divisional Secretariat, Department of Railways.	Within Polgahawela Pradeshiya Saba limits

01. Polgahawela Railway Station & Mix Development Project

Project Identification 01					
Project Title	Polgahawela Railway Station & Mix Development (Developments such as Post office,Railway Quarters,Sinama,Accomadation facilities,sanitary facilities & other commercial activies)				
Current Status / Surrounding land use	<p>The project includes the land where the proposed bus stand and Polgahawela railway station are located. These lands are owned by the Divisional Secretary of Polgahawela and the Department of Railways.</p> <p>The plan is to redevelop the railway station as part of a commercial complex by integrating the Polgahawela railway station and the proposed bus stand. This development will also include the provision of sanitation facilities.</p>				
Location	Province	District	Divisional Secretariat Division	Local Authority Name	
	North Western Province	Kurunegala	Polgahawela	Polgahawela Pradeshiya Sabawa	
Location Map					
					
Project Types	Conservation		Nature of Project	New Improve ment	√
	Landscapes			Develop ment of land	√
	Heritage				

	Relocation			Economic	√
	Housing			Social	√
	Road Development			Environmental	
	Other	√		Physical	√
Justification of the Project					
Project Goals <ol style="list-style-type: none"> 1. Strengthening the city economy by taking the under- utilized railway station in the city to an optimum level. 2. Creating a comfortable commute for the passengers. 3. Creating an attractive railway station (shopping complexes, cinema halls, accommodation) fulfilling the basic requirements essential for the functioning of the city. 4. Creation of employment opportunities for the people of the area by attracting high economic benefit to the area along with the development of existing infrastructure in the area. 5. Reducing the problem of lack of integration between the railway station and the bus stand at present. 6. Establishment of a traffic hub in the city. 					
The basis of the project <p>To attract high economic benefits to the area by developing the main catalyst railway station as part of a commercial complex with infrastructure facilities and to make Polgahawela a hub of efficient transport by integrating the railway station and the bus station.</p>					
Project Site Information					
Current ownership of the land	Urban Development Authority				
	State land	√			
	Others				
Implementation of the Project					
Project Implementation Methodology	Project Implementing Agency	Polgahawela Pradeshiya Sabawa	Zone	Commercial Zone	
			Zoning Compatibility	Yes	J
				Divisional Secretariat Division	Polgahawela
	Project Funding Plan	Department of Railways	Approving Agencies	Polgahawela . Department of Railways, Department of Posts, Road	

				Passenger Transport Authority, Pradeshiya Sabhawa- Polgahawela, Divisional Secretariat, Polgahawela.
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02. Proposed Bus Stand Project

Project Identification 02				
Project Title	Proposed Bus Stand Project			
Current Status / Surrounding land use	The land, where the Polgahawela Post Office is currently located, has been identified for the proposed bus stand project. This land is situated within the Polgahawela Pradeshiya Sabhawa area, specifically in the Polgahawela North Grama Niladhari Division. It is owned by the Divisional Secretary of Polgahawela and covers an area of approximately 40 acres. Access to the site will be provided via the Polgahawela-Kegalle route.			
Location	Province	District	Divisional Secretariat Division	Local Authority Name
	North Western Province	Kurunegala	Polgahawela DSD	Polgahawela Pradeshiya Sabawa

Location Map



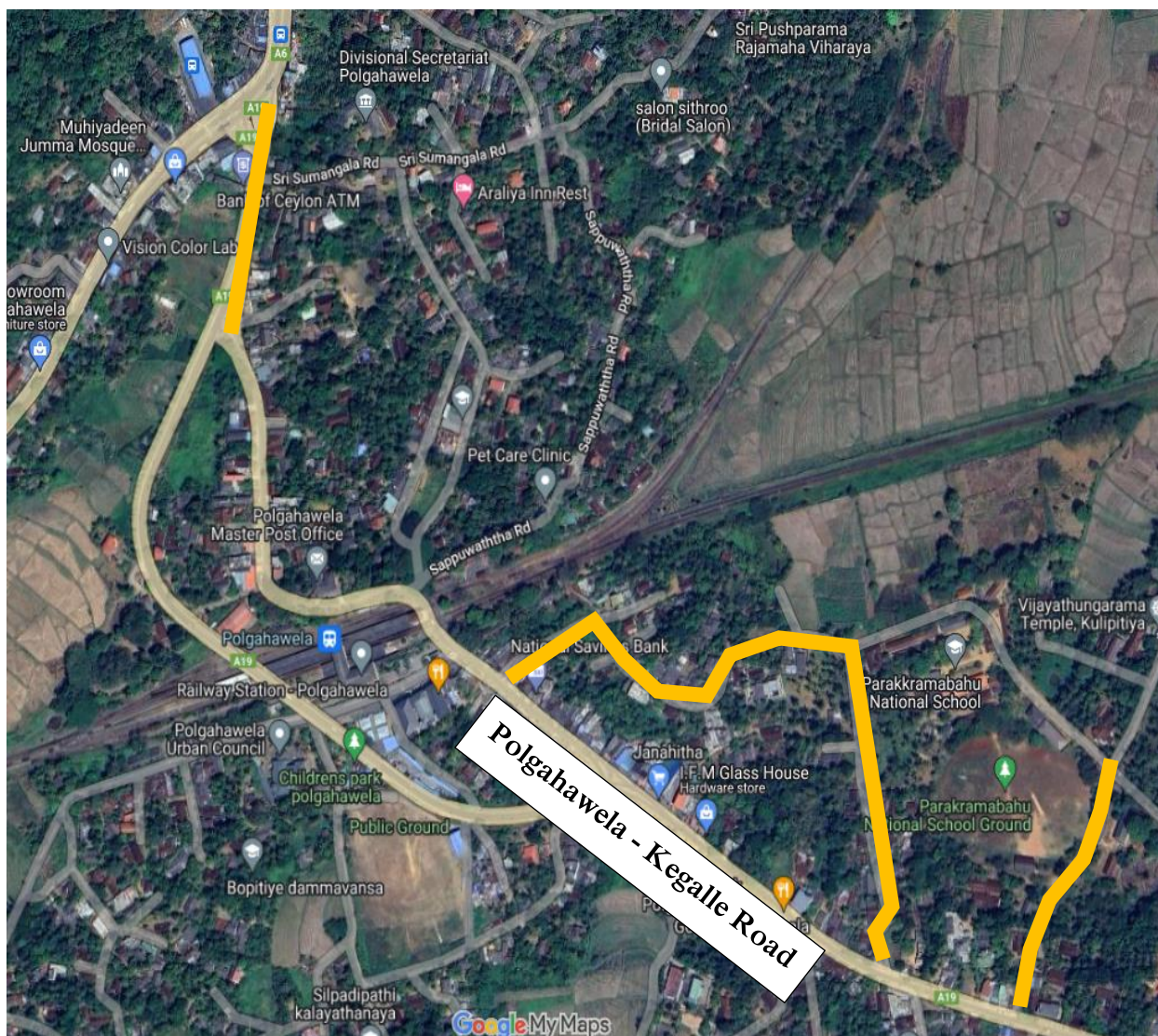
Justification of the Project					
	Conservation			New	√

Project Types	Landscapes		Nature of Project	Improvement	
	Heritage			Development of land	√
	Relocation			Economic	√
	Housing			Social	√
	Road Development			Environmental	√
	Other	√		Physical	√
Justification of the Project					
Project Goals <ol style="list-style-type: none"> 1. Creating a comfortable passenger transport network. 2. To create an attractive city by expanding the urban service needs in the commercial zone. 3. Development of railway station and bus station as a comfortable city centre for passengers through joint development. 					
The basis of the project <p>The bus stand project is expected to be implemented by replacing the post office from the land where the post offices are currently located in Polgahawela town and using a portion of the land where the railway quarters are located along the Sappuwatta road. The project has been proposed with the objective of serving a large number of clients.</p>					
Project Site Information					
Current ownership of the land	Urban Development Authority				
	State land	√			
	Others				
Implementation of the Project					
Project Implementation Methodology	Project Implementing Agency	Road Development Authority	Zone	Commercial Zone	
			Zoning Compatibility	Yes	J
				No	
	Project Funding Plan	Road Development Authority	Approving Agencies	Road Development Authority, Divisional Secretariat - Polgahawela, Department of Posts Department of Railways, Polgahawela Pradeshiya Sabhawa	

03. Urban Beautification and Pedestrian Pathway Development Project

Project Identification 03				
Project Title	Urban Beautification and Pedestrian Pathway Development Project			
ව්‍යාපෘතිය	Urban Beautification and Pedestrian Pathway Development Project			
Current Status / Surrounding land use	The road from Polgahawela Police Station to Dudugamunu Junction and the road to Polgahawela Parakramabahu National School are applicable for this project.			
Location	Province	District	Divisional Secretariat Division	Local Authority Name
	North Western Province	Kurunegala	Polgahawela	Polgahawela Pradeshiya Sabawa

Location Map



Project Types	Conservation			New	√
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	Landscapes	√	Nature of Project	Improvement	
	Heritage			Development of land	√
	Relocation			Economic	
	Housing			Social	√
	Road Development	√		Environmental	
	Other			Physical	√
Justification of the Project					
Project Goals Ø Construction of comfortable, attractive and safe sidewalks for pedestrians. Ø City decor.					
The basis of the project Recognizing the need for the Urban Development Plan, it was recognized that the passenger comfort of the city should be further enhanced and meeting this requirement in the city center is the basis of this project.					
Project Site Information					
Current ownership of the land	Urban Development Authority				
	State land				
	Others	√			
Implementation of the Project					
Project Implementation Methodology	Project Implementing Agency	Polgahawela Pradeshiya Sabawa	Zone	Commercial Zone	
			Zoning Compatibility	Yes	J
		No			
	Project Funding Plan	Polgahawela Pradeshiya Sabawa	Approving Agencies	Road Development Authority Polgahawela Pradeshiya Sabawa	

04. Rest house Redevelopment Project

Project Identification 04				
Project Title	Rest house Redevelopment Project			
Current Status / Surrounding land use	It is an under- used building. Its area is about 2 roods. On the northern boundary of this land is the SLT building, on the south is the railway station building, on the west is the paddy field and on the east is the flyover.			
Location	Province	District	Divisional Secretariat Division	Local Authority Name
	North Western Province	Kurunegala	Polgahawela	Polgahawela Pradeshiya Sabawa

Location Map



Justification of the Project					
Project Types	Conservation	✓	Nature of Project	New Improvement	✓
	Landscapes			Development of land	
	Heritage	✓		Economic	
	Relocation			Social	
	Housing			Environmental	
	Road Development			Physical	✓
	Other	✓			

Justification of the Project					
Project Goals					
Ø Establish accommodation facilities in the city					
Ø As a building of archaeological value, the building should be preserved and utilized.					
The basis of the project					
The basis of the project is to establish accommodation facilities in the city center.					
Project Site Information					
Current ownership of the land	Urban Development Authority				
	State land	√			
	Others				
Implementation of the Project					
Project Implementation Methodology	Project Implementing Agency	Polgahawela Pradeshiya Sabawa	කලාපය	Commercial Zone	
			කලාපීය අනුකූලතාව	ඔව්	J
				නැත	
		Project Funding Plan	Polgahawela Pradeshiya Sabawa, Sri Lanka toursim board	Approving Agencies	Sri Lanka toursim board Polgahawela Divisional Secretariat, Polgahawela Pradeshiya Sabawa

05. Establishment of a warehousing complex with modern facilities at Rail way station

Project Identification 05				
Project Title	Establishment of a warehousing complex with modern facilities at Rail way station			
Current Status / Surrounding land use	Located in the railway station premises facing the Kegalle- Polgahawela line. There is a 303 square meter building, which is currently not in use.			
Location	Province	District	Divisional Secretariat Division	Local Authority Name
	North Western Province	Kurunegala	Polgahawela	Polgahawela Pradeshiya Sabawa

Location Map



Justification of the Project

Project Types	Conservation		Nature of Project	New Improvement	
	Landscapes			Development of land	√
	Heritage			Economic	
	Relocation			Social	
	Housing			Environmental	
	Road Development			Physical	√
	Other	√			

Justification of the Project					
Project Goals <ul style="list-style-type: none"> Establishment of freight transportation at the railway station. To bring about economic development through utilization of under- utilized building for optimum use. 					
The basis of the project <ul style="list-style-type: none"> The basis of this project is to strengthen the city economy by utilizing high value under-utilized land in the city center for optimum use. 					
Project Site Information					
Current ownership of the land	Urban Development Authority				
	State land				
	Others	√			
Implementation of the Project					
Project Implementation Methodology	Project Implementing Agency	Polgahawela Pradeshiya Sabawa	Zone	Commercial Zone	
			Zoning Compatibility	Yes	J
				No	
	Project Funding Plan	Polgahawela Pradeshiya Sabawa, Department of Railways	Approving Agencies	Department of Railways , Polgahawela Pradeshiya Sabawa	

06. Proposed Multipurpose Building Development Project

Project Identification 06				
Project Title	Proposed Multipurpose Building Development Project			
Current Status / Surrounding land use	It is proposed to relocate the existing bus stand from its current location at Dudugamunu Junction to a new site near the railway station, where the Polgahawela Post Office is currently situated. The new land, covering an area of approximately 2 roods, will accommodate the proposed bus stand, enhancing accessibility and connectivity in the area.			
Location	Province	District	Divisional Secretariat Division	Local Authority Name
	North Western Province	Kurunegala	Polgahawela	Polgahawela Pradeshiya Sabawa


Location Map



Justification of the Project

Project Types	Conservation		N a t u r e o f P r o j e c t	New Improvement	√
	Landscapes			Development of land	
	Heritage			Economic	
	Relocation			Social	
	Housing			Environmental	
	Road Development			Physical	√
	Other	√			
Justification of the Project					
Project Goals Establishment of parking facilities in the city centre and urban sprawling with facilities.					
The basis of the project The project has also been proposed as a solution as there is no public parking lot in polgahawela municipal limits. It is also expected that the vacant land will be used as an optimum use due to the replacement of the bus stand.					
Project Site Information					
Current ownership of the land	Urban Development Authority				
	State land	√			
	Others				
Implementation of the Project					
Project Implementation Methodology	Project Implementing Agency	Polgahawela Pradeshiya Sabawa	Zone	Commercial Zone	
			Zoning Compatibility	Yes	J
				No	
	Project Funding Plan	Polgahawela Pradeshiya Sabawa, Road Development Authority .	Approving Agencies	Road Development Authority Pradeshiya Sabhawa - Polgahawela	

07. Linear Park Development Project in the City Centre

Project Identification 07					
Project Title	Linear Park Development Project in the City Centre				
Current Status / Surrounding land use	Polgahawela North, located within the Grama Niladhari area, consists of an abandoned paddy field facing the Polgahawela-Kegalle road. As the land proposed for this project is privately owned, a suitable strategy must be developed to allocate the land in a manner that ensures fair compensation and minimizes disruption to the existing land use. It is essential to implement proper land acquisition procedures, engage with the landowners, and consider alternative solutions that align with the project's objectives while respecting legal and environmental considerations.				
Location	Province	District	Divisional Secretariat Division	Local Authority Name	
	North Western Province	Kurunegala	Polgahawela	Polgahawela Pradeshiya Sabawa	
Location Map					
					
Justification of the Project					
Project Types	Conservation		Nature of Project	New	√
	Landscapes	√		Improvement	
	Heritage			Development of land	√
	Relocation			Economic	√
	Housing			Social	√
	Road Development			Environmental	√
	Other			Physical	√

Justification of the Project					
Project Goals <ul style="list-style-type: none"> Ø Providing leisure and recreational facilities to the residents and clients of Polgahawela area. Ø Protection of existing canal reserve Ø Creating urban urban planning. 					
The basis of the project <p>The basis of this expansion is the development of a 9 meter wide linear park in front of the canal towards kegalle road and the development of recreational facilities within the paddy field area proposed to be used for commercial development.</p> <p>The following were identified as elements of the project.</p> <ol style="list-style-type: none"> 1. Walkways 2. Seating Places 3. Eco- friendly food halls 4. Landscape elements 					
Project Site Information					
Current ownership of the land	Urban Development Authority				
	State land				
	Others	√			
Implementation of the Project					
Project Implementation Methodology	Project Implementing Agency	Polgahawela Pradeshiya Sabawa	Zone	Commercial Zone	
			Zoning Compatibility	Yes	J
				No	
	Project Funding Plan	Polgahawela Pradeshiya Sabawa	Approving Agencies	Road Development Authority , Polgahawela Pradeshiya Sabawa, Department of Agrarian Services	

08. Tourism Information Centre Development Project

Project Identification 08						
Project Title		Tourism Information Centre Development Project				
Current Status / Surrounding land use		Since there is currently no agency to provide guidance to tourists visiting the area, it is proposed to establish a Tourist Information Centre at the Polgahawela Railway Station. This center will serve as a focal point for visitors, offering information on local attractions, cultural sites, transportation options, and accommodation.				
Location		Province	District	Divisional Secretariat Division	Local Authority Name	
		North Western Province	Kurunegala	Polgahawela	Polgahawela Pradeshiya Sabawa	
Justification of the Project						
Project Types	Conservation		Nature of Project	New Improvement	√	
	Landscapes			Development of land		
	Heritage			Economic	√	
	Relocation			Social	√	
	Housing			Environmental		
	Road Development			Physical	√	
	Other	√				
Justification of the Project						
Project Goals Establishment of a guidance and information centre for tourists.						
The basis of the project <ul style="list-style-type: none"> Although there are places in the planning area that can attract tourists, this The basis of the project is to create awareness about those places. 						
Project Site Information						
Current ownership of the land	Urban Development Authority					
	State land					
	Others	√				
Implementation of the Project						
Project Implementation Methodology	Project Implementing Agency	Sri Lanka tourism board	Zone	Commercial Zone		
				Yes	J	

			Zoning Compatibility	No	
	Project Funding Plan	Sri Lanka toursim board	Approving Agencies	Department of Railways Sri Lanka toursim board	

09. Establishment of proper drainage plan.

Project Identification 09					
Project Title	Establishment of proper drainage plan.				
Current Status / Surrounding land use	There is a minor urban waterlogging issue in the planned area, primarily due to inadequate maintenance of the water drainage system, blockage of canals, and obstructions preventing the free flow of water. This has led to localized flooding during heavy rainfall, affecting both residential and commercial areas. Proper intervention, such as regular maintenance, clearing of blocked canals, and upgrading of drainage infrastructure, is necessary to mitigate this issue and prevent future waterlogging problems.				
Location	Province	District	Divisional Secretariat Division	Local Authority Name	
	North Western Province	Kurunegala	Polgahawela	Polgahawela Pradeshiya Sabawa	
Justification of the Project					
Project Types	Conservation		Nature of Project	New Improvement	√
	Landscapes			Development of land	
	Heritage			Economic	
	Relocation			Social	√
	Housing			Environmental	√
	Road Development			Physical	√
	Other	√			
Justification of the Project					
Project Goals					
<p>Ø Reduce the risk of urban flooding in the region.</p> <p>Ø Ease of rain water management.</p>					
The basis of the project					
<p>Ø The project was identified on the basis of the establishment of canals and drainage systems to increase the speed and quantity of water discharge in canals and drainage systems.</p>					
Project Site Information					
Current owners	Urban Development Authority				
hip of the land	State land	√			
	Others	√			

Implementation of the Project					
Project Imple- mentat- ion Metho- dology	Project Implementin- g Agency	Department of Agrarian Services Pradeshiya Sabhawa- Polgahawela	Zone	Commercial Zone	
			Zoning Compatibility	Yes	J
				No	
	Project Funding Plan	Department of Agrarian Services, Pradeshi- ya Sabhawa Polgahawela	Approving Agencies	Department of Agrarian Services, Land Development Corporation, Polgahawela Pradeshiya Sabawa	

10. Establishment of Green Pedestrian Pathways

Project Identification 10				
Project Title	Establishment of Green Pedestrian Pathways			
Current Status / Surrounding land use	An undeveloped section of road, approximately 10 feet wide, leading to the point where it connects with the Ambepussa-Trincomalee (A6) road in front of the Police Station on the Polgahawela-Kurunegala road, has been identified for this project. This section of road is proposed for development to improve accessibility and facilitate better connectivity within the area.			
Location	Province	District	Divisional Secretariat Division	Local Authority Name
	North Western Province	Kurunegala	Polgahawela	Polgahawela Pradeshiya Sabawa

Location Map



Justification of the Project

Project Types	Conservation		Nature of Project	New Improvement	√
	Landscapes			Development of land	√
	Heritage			Economic	
	Relocation			Social	√
	Housing			Environmental	√
	Road Development			Physical	√
	Other	√			

Justification of the Project

Project Goals <ul style="list-style-type: none">To create passenger comfort.Enable pedestrians and cyclists to have safe access from Kegalle- Polgahawela road to Ambepussa- Trincomalee (A6) road.					
The basis of the project <p>The basis of the project aims to improve the interconnection between the Ambepussa-Trincomalee (A6) road and the Main Polgahawela-Kegalle route to provide comfortable and safe and attractive traffic to the passengers.</p>					
Project Site Information					
Current ownership of the land	Urban Development Authority				
	State land				
	Others	√			
Implementation of the Project					
Project Implementation Methodology	Project Implementing Agency	Department of Agrarian Services Pradeshiya Sabhawa- Polgahawela	Zone	Commercial Zone	
			Zoning Compatibility	Yes	J
				No	
	Project Funding Plan	Department of Agrarian Services Polgahawela Pradeshiya Sabawa	Approving Agencies	Department of Agrarian Services, Sri Lanka Land Development Corporation, Polgahawela Pradeshiya Sabawa	

Part II

Chapter 07

Development zones and zoning regulations

Chapter 07

Development Zones and Zoning Regulations

7.1. Introduction

Polgahawela Development Plan (2024- 2033) is based on the vision of Glorious Rail City and is a plan prepared to achieve this vision. This development plan is aimed at the next ten years.

Goals and objectives have been introduced to achieve the vision. Development Zones and Zoning Regulations have been introduced to implement these strategic plans within the territory by preparing strategic plans for the implementation of these goals and objectives. It provides an opportunity for development based on current land use, expected land use by 2033, as well as land use and population density, and aims to create the proposed city model.

This chapter describes development zones and zoning regulations, special regulations for zones, boundaries of development zones with coordinates for Zone factors, permitted uses of development zones and general regulations applicable to development zones.

Preparation of this zoning plan and determination of its boundaries is the result of several specific data. This is mainly due to the planning concept of polgahawela development plan which takes into account the model of the expected cities and the major practices that are expected to be promoted. It also incorporates the goals and objectives created to achieve that conceptual plan.

Accordingly, the proposed zoning has been prepared on the basis of the service potential and transportation sources in the Polgahawela Planning Area as well as the development trends of the special characteristics present in each area. In addition, environmental sensitivity analysis of polgahawela planning area, suitability analysis for residential areas and development potential analysis of areas with future development potential were carried out on the basis of the results obtained by overlaying each other.

In order to achieve the objectives of the Development Plan, the Zoning Plan and related specifications have been identified. In carrying out such development activities, the eco- sensitive zones to be restricted will be identified and those zones will be protected by identifying the zoning guidelines required to conserve them. Accordingly, the zoning coefficients calculated for those regions are Table No. 7.1. and Map No. 7.2. Shown by

Chapter 07

Development Zones and Zoning Regulations

Introduction

Chapter 07

**Development
Zones and
Zoning
Regulations**

**Development
Zones**

7.2. Development Zones

Six major development zones have been identified as per the Polgahawela Development Plan. These major development zones have been further divided into 08 sub- zones based on the expected development category. Accordingly, the Zone factor was determined based on the expected development category and the amount of land that could be developed for those development zones. (Table No. 7.1)

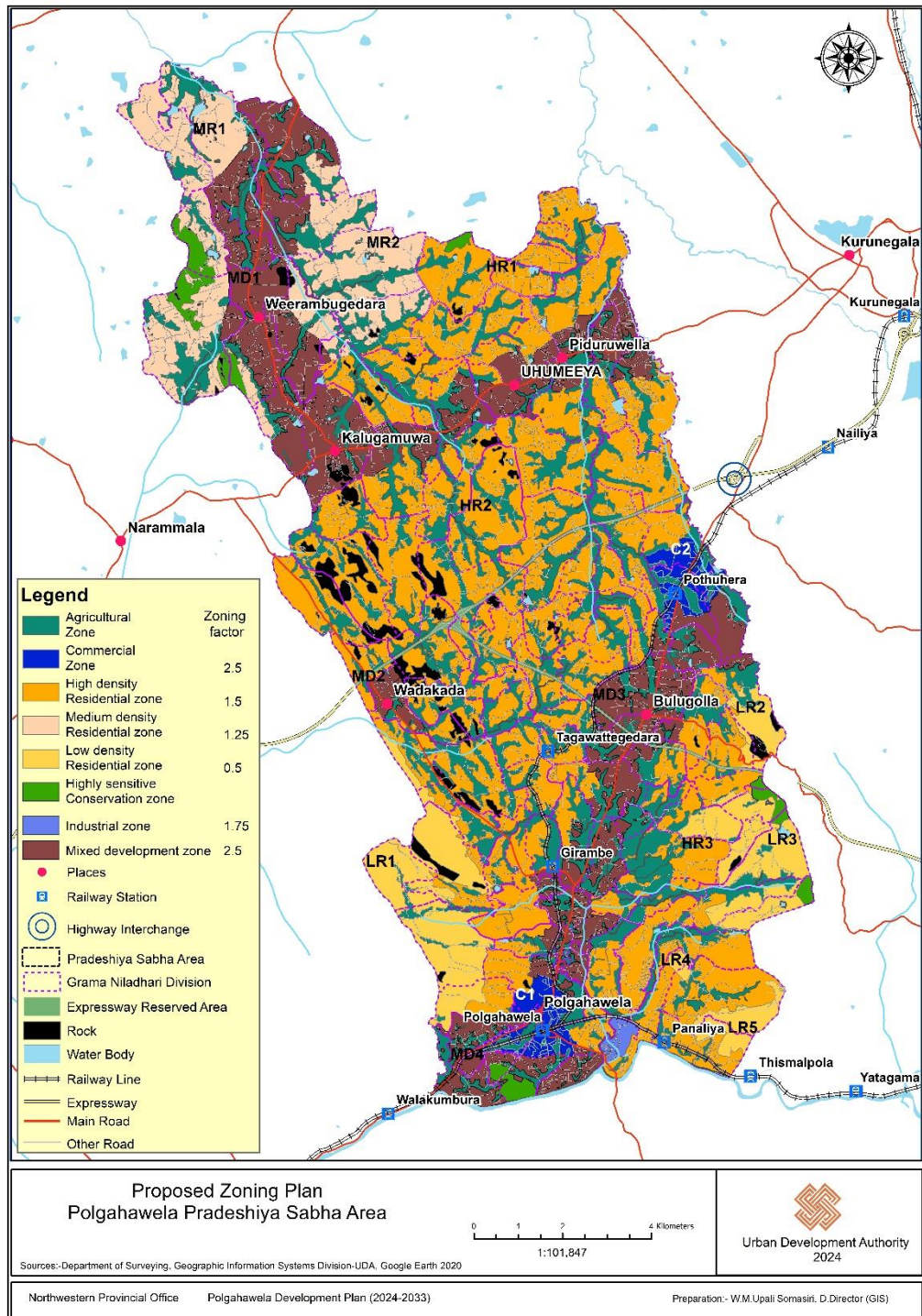
Table No 7.1 : Development Zones & Zone Factors

Serial Number	Development Zone	Sub Development Zone	Zone factor
1. Residential Zone	High Density Residential Zone	R1	1.5
	Medium Density Residential Zone	R2	1.25
	Low Density Residential Zone	R3	0.5
2.Commercial Zone		C1	2.5
3. Mix Development Zone		MD1	2.5
4. Industrial Zone		I1	1.75
5.Conservation Zone		Cn1	-
6.Agriculture Zone		A 1	-

Source : Urban Development Authority, 2024

The zoning regulations and permitted uses of each of the above regions are outlined in Chapter VIII.

Map No 7.1 : Development Zones

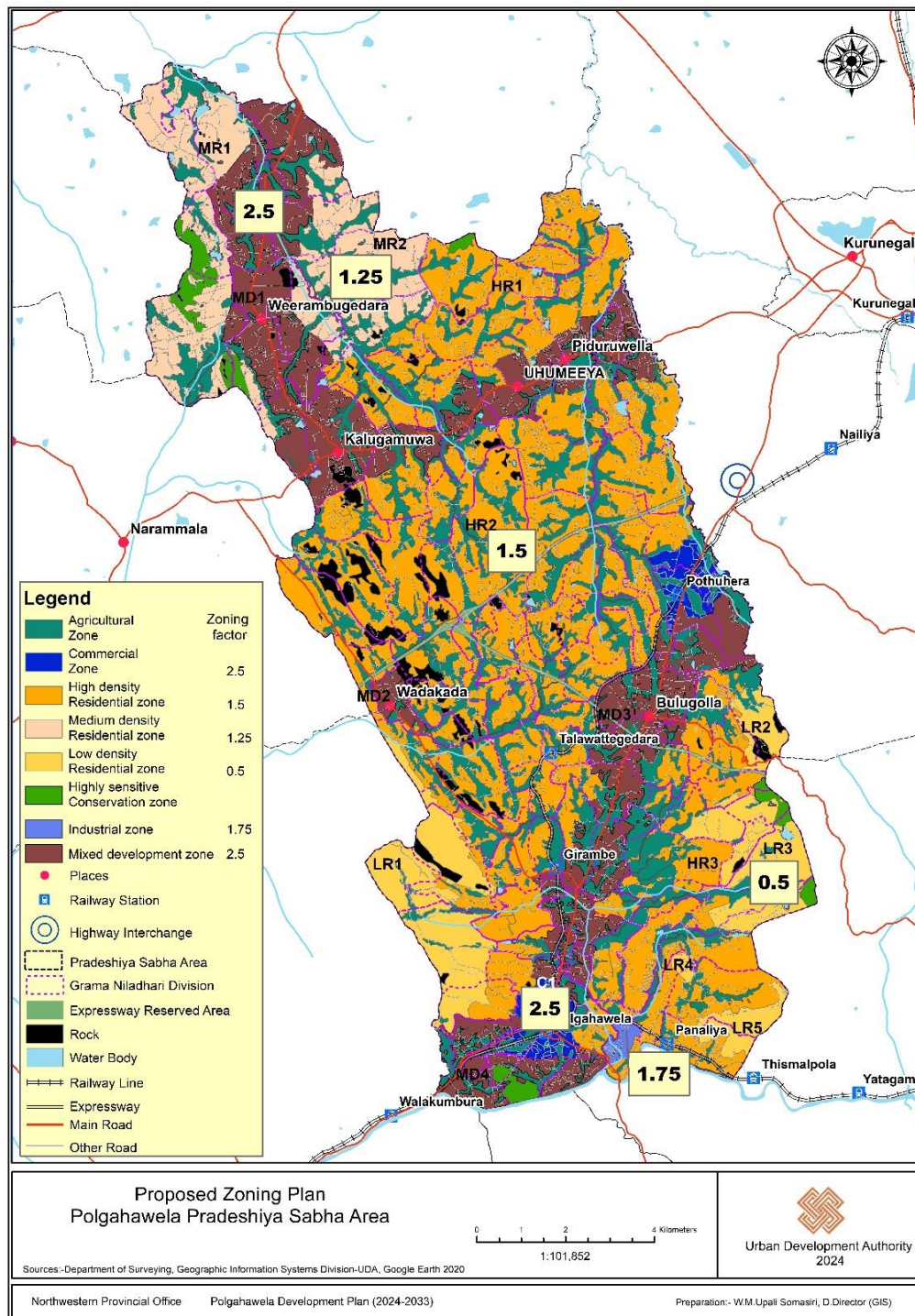


Source : Urban Development Authority, 2024

7.3 Zoning Factor

Chapter 07	The Zone factor was determined based on the expected development category for the development zone and the amount of land that could be developed.
Development Zones and Zoning Regulations	The area used for commercial, residential, institutional, vacant land and other cultivation as development space will be considered, while environmental protection areas, water bodies, religious and archaeological areas and expressways and all land will be excluded as un- developable lands.
Zoning Factor	<p>When referring to the category of the Zone factor, the Zone factor between 0.5 and 1 is classified as low- density regions, the Zone factor between 1 and 1.9 is classified as the medium- density zone, and the regions with a magnitude greater than 2 are classified as high- density regions.</p> <p>The Polgahawela Development Plan has introduced separate Zone factors for each of the zones mentioned in the proposed zoning plan. The change of the city form is determined by the change in the zone factor for these zones.</p>

Map No7.2 : Zone factor



Source : Urban Development Authority, 2024

The determination of the permitted maximum floor ratio/floor size, open spaces, maximum height, and permitted maximum plot cover for development aligns with the factors specified in the Kuliyaipitiya Development Plan. These factors are outlined in accordance with forms "A," "B," and "C" of the 6th Schedule of Part IV of the Extraordinary Gazette Notification No. 2235/54 dated 08th July 2021, as detailed in Table No. 7.3 and 7.4.

Table No 7.2: Schedule 6 - Form "A" - Permissible floor area ratio for published by the Urban Development Authority vide Gazette No. 2235/54 dated 08th July 2021

Schedule 6 Form A - Permissible Floor Area Ratio																
Land extent (Sq.M)	Zone factor = 0.50 - 0.74				Zone factor = 0.75-0.99				Zone factor = 1.00-1.24				Zone factor = 1.25-1.49			
	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
150 less than 250	0.8	0.9	0.9	0.9	1.3	1.3	1.4	1.4	1.6	1.7	1.8	1.9	2.0	2.2	2.3	2.4
250 less than 375	0.9	1.0	1.2	1.3	1.3	1.6	1.8	2.0	1.8	2.2	2.4	2.7	2.2	2.7	3.0	3.3
375 less than 500	0.9	1.0	1.2	1.4	1.3	1.6	1.9	2.1	1.9	2.2	2.5	2.8	2.3	2.8	3.2	3.4
500 less than 750	1.0	1.1	1.3	1.5	1.4	1.7	2.0	2.2	2.0	2.3	2.7	3.0	2.4	3.0	3.4	3.5
750 less than 1000	1.0	1.2	1.4	1.7	1.5	1.8	2.2	2.5	2.1	2.4	2.9	3.3	2.6	3.0	3.6	4.0
1000 less than 1500	1.1	1.3	1.5	1.8	1.6	1.9	2.3	2.7	2.2	2.5	3.0	3.6	2.7	3.1	3.8	4.5
1500 less than 2000	1.1	1.4	1.7	2.0	1.7	2.1	2.5	3.0	2.3	2.7	3.4	4.0	2.9	3.4	4.2	5.0
2000 less than 2500	1.2	1.5	1.8	2.1	1.8	2.3	2.7	3.1	2.4	2.8	3.5	4.2	3.0	3.5	4.4	5.4
2500 less than 3000	1.2	1.6	2.0	2.4	1.9	2.4	3.0	3.6	2.5	3.2	4.0	4.7	3.1	3.8	4.7	5.8
3000 less than 3500	1.3	1.7	2.1	2.5	2.0	2.5	3.1	3.7	2.6	3.4	4.2	5.0	3.2	4.0	5.0	6.2
3500 less than 4000	1.4	1.8	2.2	2.6	2.2	2.6	3.3	3.9	2.8	3.6	4.3	5.3	3.3	4.3	5.5	6.6
More than 4000	1.5	1.9	2.3	2.8	2.5	2.8	3.5	4.0	3.0	3.8	4.5	5.5	3.5	4.5	6.0	7.0

Land extent (Sq.M)	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			
	**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	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	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	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	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	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	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	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	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	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	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	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	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 of FAR indicated under the zoning regulation.

Above Permissible FAR may be restricted under the development plan based on slope of the land

Clearance shall be taken from National Building Research Organization for the lands having slope more than 11°

*FAR more than or equal to 10.0 shall be permitted only for the roads having minimum of 12m (from road center)

Building Line, if not maximum FAR shall be limited to 9.0

** Minimum road width of 7m shall be considered for the roads identified as 7m wide in the particular Development Plans

Table No 7.3: Schedule 6 - Form "B" - Permitted floor sizes published by the Urban Development Authority vide Gazette No. 2235/54 dated 08th July 2021

Form "B"

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

Source: Gazette No. 2235/54, Urban Development Authority - 2021

Table No 7.4: Schedule 6 - Form "C" Open Spaces published by the Urban Development Authority vide Gazette No. 2235/54 dated 08th July 2021

Form "E"

Form E- Setbacks & Open Spaces										
Building Category	Building Height (m)	Minimum Site Frontage (m)	Plot Coverage*		Rear Space (m)		Side Space (m)		Light Well for NLV	
			Non Residential	Residential	When no NLV is taking this end (m)	When NLV is taking this end (m)	When no NLV is taking this end (m)	When NLV is taking this end (m)	Minimum width (m)	Minimum Area (Sq.m)
Low Rise	less than 7	6	80%**	65%	2.3	2.3	-	2.3	2.3	5
	7 less than 15	6	65%	65%	3.0	3.0	-	3.0	3.0	9
Inter Mediate Rise	15 less than 30	12	65%	65%	4.0	4.0	1.0 and 3.0	4.0	4.0	16
Middle Rise	30 less than 50	20	65%	65%	4.0	5.0	3.0 both side	5.0	5.0	25
High Rise	50 less than 75	30	50%***	50%***	5.0	6.0	4.0 both side	6.0	6.0	36
	75 and above	Above 40m	50%***	50%***	5.0	6.0	5.0 both side	6.0	6.0	****
<p>NLV - Natural Light & Ventilation Building Height - Height between access road level to roof top or roof level (Including parking floors) * Where no Plot Coverage specified under the zoning regulations ** The entire development is for non-residential activities *** 65% plot coverage can be allowed only for the podium level not exceeding 20% of the tower height or 12 floors whichever is less **** Minimum area shall be increased by 1 m² for every additional 3m height These specifications are applicable only to the areas for which Forms A, B, C and D are in effect.</p>										

Source: Gazette No. 2235/54, Urban Development Authority - 2021

7.4. General Zoning Regulations for the Planning Area

This chapter describes the general guidelines for the planning area, in addition to that the permissible uses and Zoning Regulations that have been introduced in each zone of the proposed zoning plan as outlined in chapter 08

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01. Under Section 03 of the Urban Development Authority Act No. 41 of 1978, all the areas within the administrative boundaries of the Polgahawela Urban Development Authority area which has been declared as an Urban Development Area by the Gazette Extraordinary No. 1148/5 of 04th September 2000 and by the Gazette Notification No. 2068/47 of 28th April 2018.
02. In the case that the plans and development regulations applicable to any development activity are not specified in this Zoning Plan, the Planning and Development Regulations published in Gazette No. 2235/54 dated 08th July 2021 shall come into force in the Polgahawela Planning Area. This includes the Requirement for Parking Spaces (Regulation 73) and Standards for Sanitation Facilities (Regulation 75). The 10th and 13th Schedules have been amended in accordance with the Polgahawela Development Plan and are provided in Annexure 05.
03. If any land belongs to two or more zones, the area under which the plot belongs will be determined by the zone under which the main approach road to that plot is accessed.
 - i. If the plot is accessed by two or more roads of the same width, the zone in which most of that plot belongs should be applied.
 - ii. This rule does not apply to conservation zones.
04. If the owner of any land grants the strip of land for widening of the road without compensation for the road, the size of the entire land will be considered for the permissible ratio of houses for the proposed development work. However, in calculating the percentage of plot cover, the remaining area of the land should be considered except the area allotted for the widening of the road.
05. If there is a need for conservation of buildings and sites of archaeological value in this planned area, the approval of the Urban Development Authority and the relevant agencies should be obtained.
06. In this plan area, approval of the relevant institutions should be obtained before carrying out the development activities in the land or reserve areas under the purview of government agencies, departments or

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corporations such as the Department of Archaeology, The Department of Forestry, the Department of Irrigation, the Department of Agrarian Development, the Sri Lanka Land Development Corporation, the Geological Survey and the Bureau of Mines, etc.

07. If any land is bordered by a by-pass less than 4.5 or 4.5 meters and a boundary wall is constructed there, then the boundary wall should be constructed within a distance of 1 meter from the boundary of the land. Here the fence built on a foundation that is not a plant ladder fence is also considered a boundary wall. However, this regulation comes into force if the subdivided plots, with the formal approval of the Planning Committee, do not comply with the form "B" of Schedule 4 of the Gazette No. 2235/54 dated 08.07.2021.
08. Regulations in the Agricultural Zone and Protected Zone of this plan apply to low-lying areas and paddy fields under all zones, water retention and water control areas.
09. During the period from the year 2000 to the publication of the Polgahawela Urban Development Plan through the Gazette, if any paddy land has been approved by the Urban Development Authority but has not been developed as land, then the paddy field should be treated as land.
10. If the land which is already in the agricultural zone at the time of publication of the development plan in the Gazette has been included in the agricultural zone, the Urban Development Authority has the authority to consider the above land as a landfill on the basis of recommendations of the relevant institutions and field observations.
11. At the time of publication of the Urban Development Plan in the Gazette, if the land which is available as paddy land does not belong to the Agricultural Zone or if it is confirmed as paddy field land by field observation, then the land should be considered as land belonging to the Agricultural Zone.
12. In the case that the Department of Agrarian Development has documented any paddy land in the land list, on the recommendation of the Sri Lanka Land Development Corporation and other relevant agencies, it is considered to recommend the development of an area not less than 250 acres (Paragraph 10) for any other use. However, if the Department of Agrarian Services has included a paddy land in the land list, but the paddy field is located in the middle of a larger paddy field, the Urban Development Authority has the authority to make the final decision regarding the recommendation for converting the paddy field for other uses. This minimum area requirement is not applicable to the

1.8 acres of paddy land identified for urban expansion in the Polgahawela city center. **Chapter 07**

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13. A waste water management plan should be submitted at the time of obtaining permission for all water-based constructions. Chapter 08 contains the area to be maintained as a reserve or building boundary from the bank during the development works carried out in ma Oya and other tanks and canals, and action should be taken accordingly. These reserves or building boundaries should be kept free from construction activities and can be used for landscaping. **General Zoning Regulations for the Planning Area**
14. If special development projects or special development areas are introduced in this planning area, the initial plan settlement from the Urban Development Authority (UDA) should be obtained.
15. In the case of subdivision of forest land among children, the minimum area of a land parcel should conform to the size of the plots available in the concerned zone.
16. All mining activities must be conducted in accordance with the recommendations of relevant institutions, including the Geological Survey and Mining Bureau. Upon completion of such activities, the Bureau of Geology and Mining shall introduce and monitor programs to restore the excavated sites or take appropriate actions to minimize the possible damage.
17. When block boundaries cross the first plot of an approach road, the zone boundary shall be treated as the last boundary, parallel to the approach road at a defined distance from the plot.
18. In the case that the boundaries indicated in the Zoning Plan are defined by both physical boundaries and geographical coordinates, the Urban Development Authority has the authority to make the final decision in the case of any changes to the boundaries. Additionally, even if Maguru Oya, Maa Oya, or any other water source is included as a boundary or falls within a zone, those water sources will not come under any development zone, and the relevant reserve limits will apply to any development activities related to those water sources.
19. If the zoning plan does not specify the permitted use category, the Urban Development Authority has the authority to approve uses that are similar to those permitted in the zone.

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20. Permission will only be considered for the continuation of existing practices that are not approved uses under the proposed regionalization plan. However, the Urban Development Authority may grant approval for the further expansion of existing uses if it is determined that such expansion will not hinder their continuation.
21. Various religious statues, religious symbols, signs, or similar constructions will not be permitted in areas such as intersections, building limits on both sides of the road, road widening limits, or reserves. No compensation will be provided for the removal of such constructions.
22. If any land is designated for use as a cemetery or crematorium, the recommendations of the concerned local authority should be obtained.
23. When it is proposed to develop low-lying areas, marshlands, paddy fields, old paddy fields, or other related lands not identified in the development plan, a preliminary plan resolution recommendation must be obtained.
24. The building limits and proposed minimum road width for all roads within the provincial council limits and protected areas related to Maa Oya and other canals shall also conform to the provisions of Chapter 09.
25. The height of a building shall be measured from the ground level to the top of the roof. If the roof is not constructed, the height shall be considered as the distance from the ground level to the terrace.
26. If a plan is proposed to construct an eco-friendly tourism-related building in sensitive areas, the Urban Development Authority has the authority to relax the minimum road width requirement if parking spaces are provided near the main road or a shuttle service is provided.
27. When approving a cadastral map prepared under the Bhim Saviya Programme, a development survey plan must be prepared and submitted by an authorized surveyor based on that cadastral map.
28. When submitting survey plans older than 10 years for approval, confirmation that the size and boundaries of the existing land are accurate should be obtained from an authorized surveyor.
29. In the case of a photographic darkroom or cold room, where the nature of the room's use does not permit the installation of windows that directly open to the outside, the provisions of Order 70 shall not apply,

provided the room is equipped with artificial lighting and mechanical ventilation to the satisfaction of the Authority.

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30. The minimum number of windows and apertures required for natural lighting and ventilation in an industrial building should not be less than 1/10th of the total floor area of that room.
31. For domestic industries within the range of 30-50 square meters, which do not disturb the surrounding residential community or environment, and which are operated within or alongside an approved residential unit, approval may be granted regardless of the road width and traffic requirements.
32. For roads with widths of 10, 15, and 20 feet that are not included in the road list mentioned in Chapter 09, the building limit should be measured from the middle of the road.
33. Development activities in all proposed planning zones must comply with the relevant acts, gazette notifications, and circulars issued by other government agencies.

**General Zoning
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Chapter 08

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Zoning Regulations

The Zoning Plan of Polgahawela Development Plan has identified 8 zones and the zoning guidelines applicable to each zone are as follows:

8.1. Commercial Zone (Polgahawela , Pothuhera)

Polgahawela and Pothuhera towns will be developed as commercial zones. Plans and building regulations will be prepared to prioritize the use of commercials in this region and development activities will be encouraged. It is the main commercial hub of the planning area, and the Zone factor in this region is higher than all other regions.

8. 1.1. Zoning Specifications and permitted uses in the Commercial Zone

Specifications and approved uses in the commercial zone are outlined in Tables 8.1 and 8.2 below.

Table No8 . 1 : Zoning Specifications in The Commercial Zone

Zoning Definition	The area serves as the primary zone within the planning region, characterized by high density and a focus on the provision of goods and services
Zoning Boundaries	Please refer to Annexure No. 06 for the further details.
Zone Factor	2.5
Main Use	Commercial and Service Sectors
Minimum land area	Residential - 10 Perches Non-residential - Perches 06 (if piped water is supplied)
Permitted Maximum Floor Ratio / Floor Size	The provisions should adhere to the format specified in Form “A”, “B” and “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted maximum plot cover	The provisions should adhere to the guidelines specified in Form “B” and “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Open spaces and maximum height	The provisions should adhere to the guidelines specified in Form "C" as detailed

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Commercial Zone

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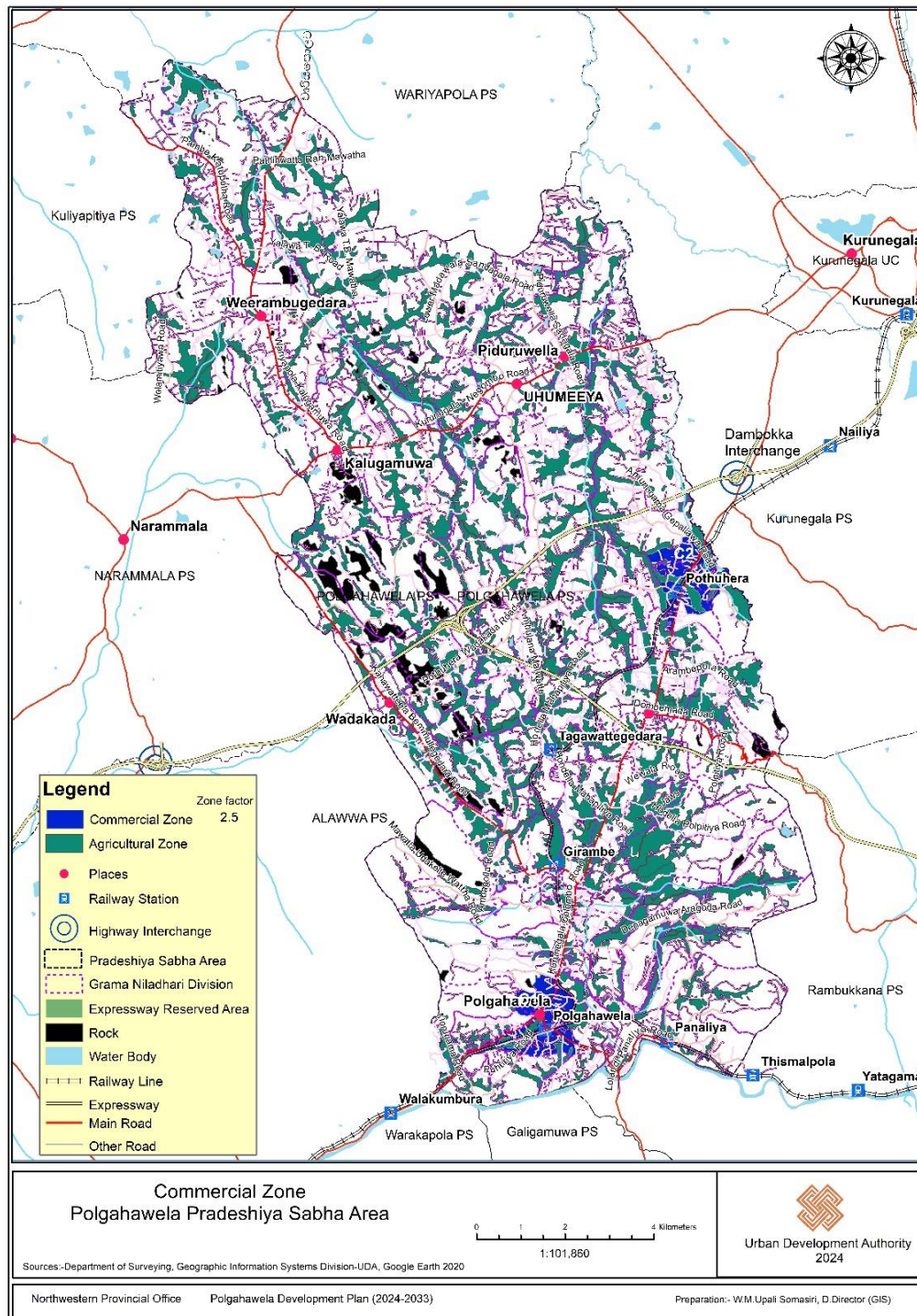
**Zoning
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**Commercial
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	in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted uses	The provisions should adhere to the guidelines specified in Form “G” mentioned in section 8.9.
Zoning Specifications	<ul style="list-style-type: none"> • Developments that integrate land holdings within this region are encouraged to encourage vertical development. • In order to discourage linear development, the Authority considers recommending commercial developments, subject to conditions, only if internal roads with a minimum width of 20 feet are available. • Renovation or redevelopment of existing religious places is recommended and construction of new religious places in this region is not recommended.

Source : Urban Development Authority- 2024

Map No 8.1 : Commercial Zone



Source : Urban Development Authority- 2024

8.2.Mixed Development Zone

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Zoning Regulations

Mixed Development Zone

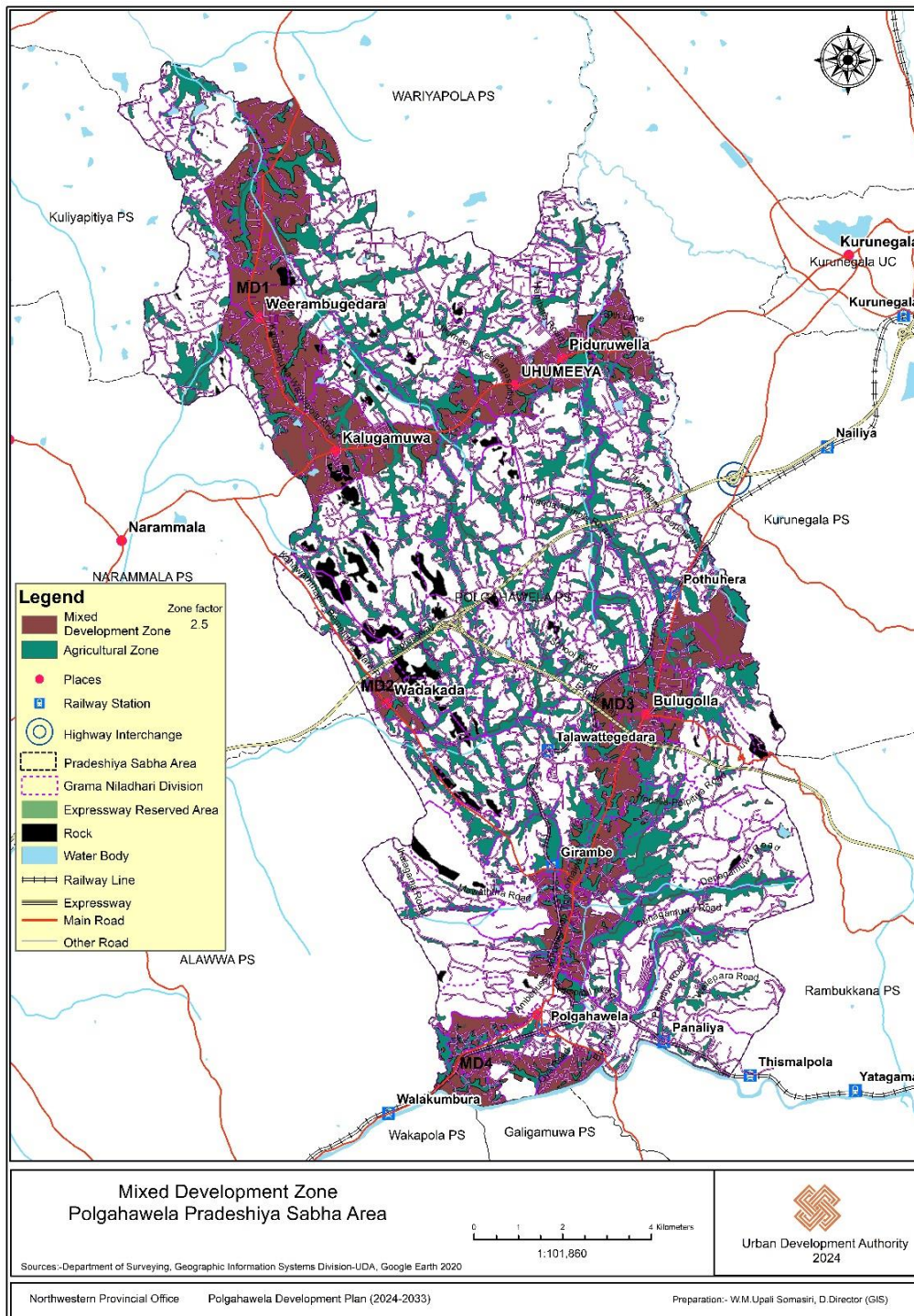
This zone is introduced as a support zone to encourage the development of the commercial zone. The region includes areas where development activities are most likely to take place along the Ambepussa - Trincomalee (A - 006) road, along the Negombo - Kurunegala (A- 05) road and along the Kalugamuwa - Wariyapola road. Vertical development is expected to be encouraged, and residential, commercial, service and other ancillary practices are all expected to be integrated.

Table No 8 .2 : Zoning Specifications of Mixed Development Zones

Zoning Definition	It aims to develop Polgahawela as a support zone.
Zoning Boundaries	Please refer to Annexure No. 06 for the further details.
Zone Factor	2.5
Main Use	Residential, commercial, service and other ancillary uses
Minimum land area	Residential 10 Perches Non-residential - Perches 06 (if piped water is supplied)
Permitted Maximum Floor Ratio / Floor Size	The provisions should adhere to the format specified in Form "A", "B" and "C" as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted maximum plot cover	The provisions should adhere to the guidelines specified in Form "B" and "C" as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Open spaces and maximum height	The provisions should adhere to the guidelines specified in Form "C" as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted uses	The provisions should adhere to the guidelines specified in Form "G" mentioned in section 8.9.
Zoning Specifications	<ul style="list-style-type: none"> The recommendation of the Central Environmental Authority should be obtained while granting approval in this region for industries affecting environmental sensitivity. Small and cottage industries aimed at boosting the economy are encouraged in this region, for which cottage or small industries not exceeding 50 square meters within or adjacent housing units are recommended. If the proposed practices do not match the surrounding practices, and for the uses that arise in the environment, the basic plans of the Urban Development Authority should be resolved.

Source : Urban Development Authority- 2024

Map No 8.2 : Mixed Development Zones



Source : Urban Development Authority- 2024

8.3.Industrial Zone

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It is expected to further develop the area where the export processing zone is located as an industrial zone. It is expected to encourage the existing industries and attract the existing industries in the area for the land that is no longer vacant in this region.

Table No 8.3 : Zoning Specifications in Industrial Zone

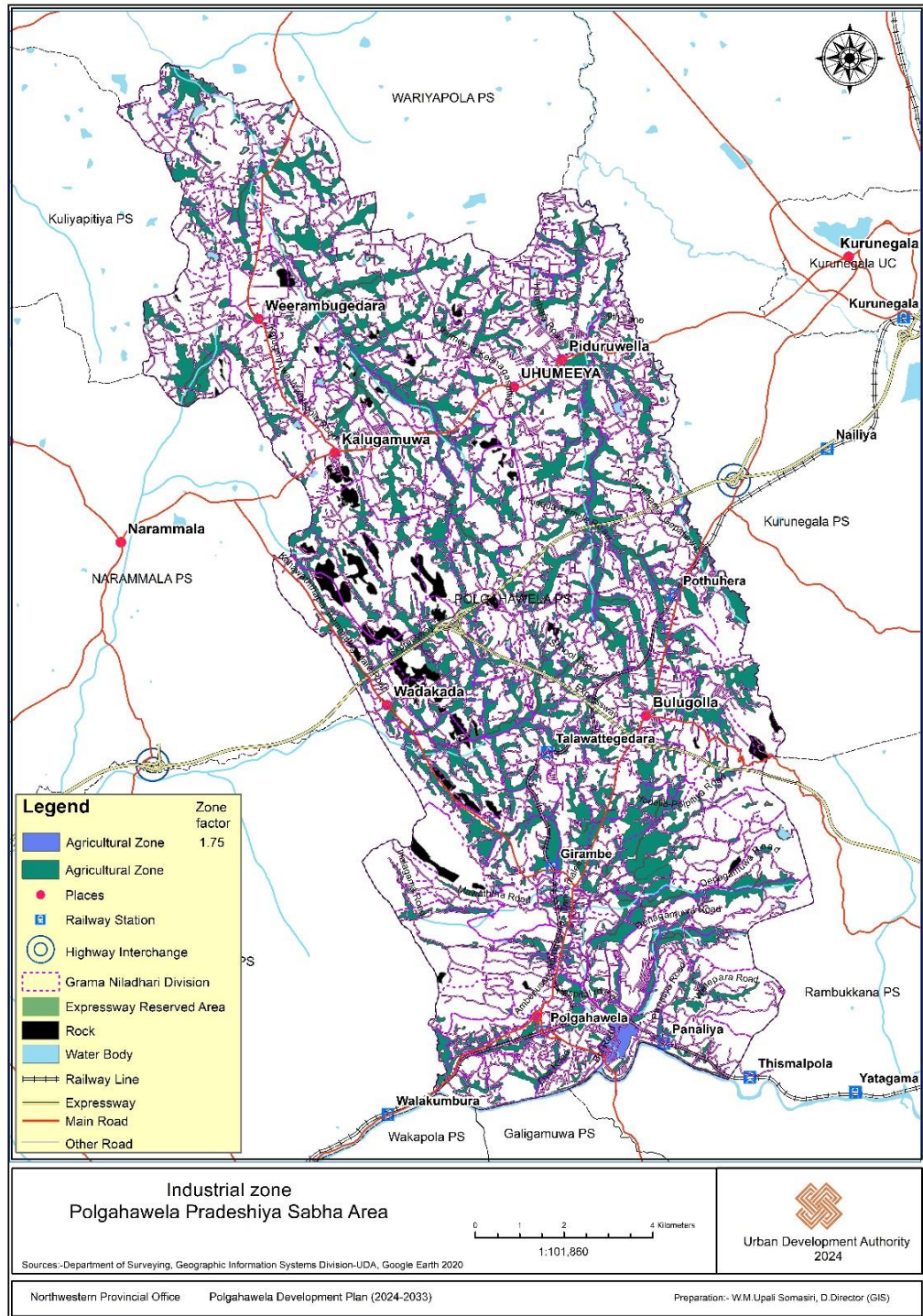
Industrial Zone

Zoning Definition	It is a region that encourages innovation by leveraging the potential of rail transport by improving existing industries.
Zoning Boundaries	Please refer to Annexure No. 06 for the further details.
Zone Factor	1.75
Main Use	Residential, commercial, service and other ancillary uses
Minimum land area	40 perches for industry
Permitted Maximum Floor Ratio / Floor Size	The provisions should adhere to the format specified in Form “A”, “B” and “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted maximum plot cover	The provisions should adhere to the guidelines specified in Form “B” and “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Open spaces and maximum height	The provisions should adhere to the guidelines specified in Form "C" as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted uses	The provisions should adhere to the guidelines specified in Form “G” mentioned in section 8.9.
Zoning Specifications	<ul style="list-style-type: none"> • Minimum area : 1000 m (40 perches) (The urban development authority has the final decision on allowing any industrial activity to be carried out in a plot less than 1000 m in the industrial area) • Religious places are not recommended in the industrial zone. • When setting up industries on land adjacent to water bodies or reservoirs, local and local eco-friendly trees should be planted in the barrier zone or reserve on the recommendation of the

	<p>concerned institution (Department of Agrarian Development / Department of Irrigation).</p> <ul style="list-style-type: none"> • A buffer zone of 6 meters should be maintained if the industrial buildings being constructed are bordered by the adjacent zone. • A buffer zone of 03 meters should be maintained around all the industries and warehouses constructed in this zone and if the quantity prescribed by the CEA is more than that, the amount will be considered. • If industrial development is carried out adjacent to a water source or wetland, wastewater management should be carried out as per the regulations of the Central Environmental Authority. • Boundary walls should not be constructed in the reserve if any industrial- related construction borders a water source or wetland and only a fence is allowed to be constructed to suit the environment. • More attention will be paid to employees' housing during the approval of existing residential land. 	<p>Chapter 08</p> <p>Zoning Regulations</p> <p>Industrial Zone</p>
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Source : Urban Development Authority- 2024

Map No 8.3 : Industrial Zone



Source : Urban Development Authority- 2024

8.4.High Density Residential Zone

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Zoning Regulations

The zone designated for increased residential development is identified as a high-density residential zone. The aim is to maintain large building sizes and prioritize vertical development in this area. It is proposed to encourage both residential land development and the construction of residential facilities.

High Density Residential Zone

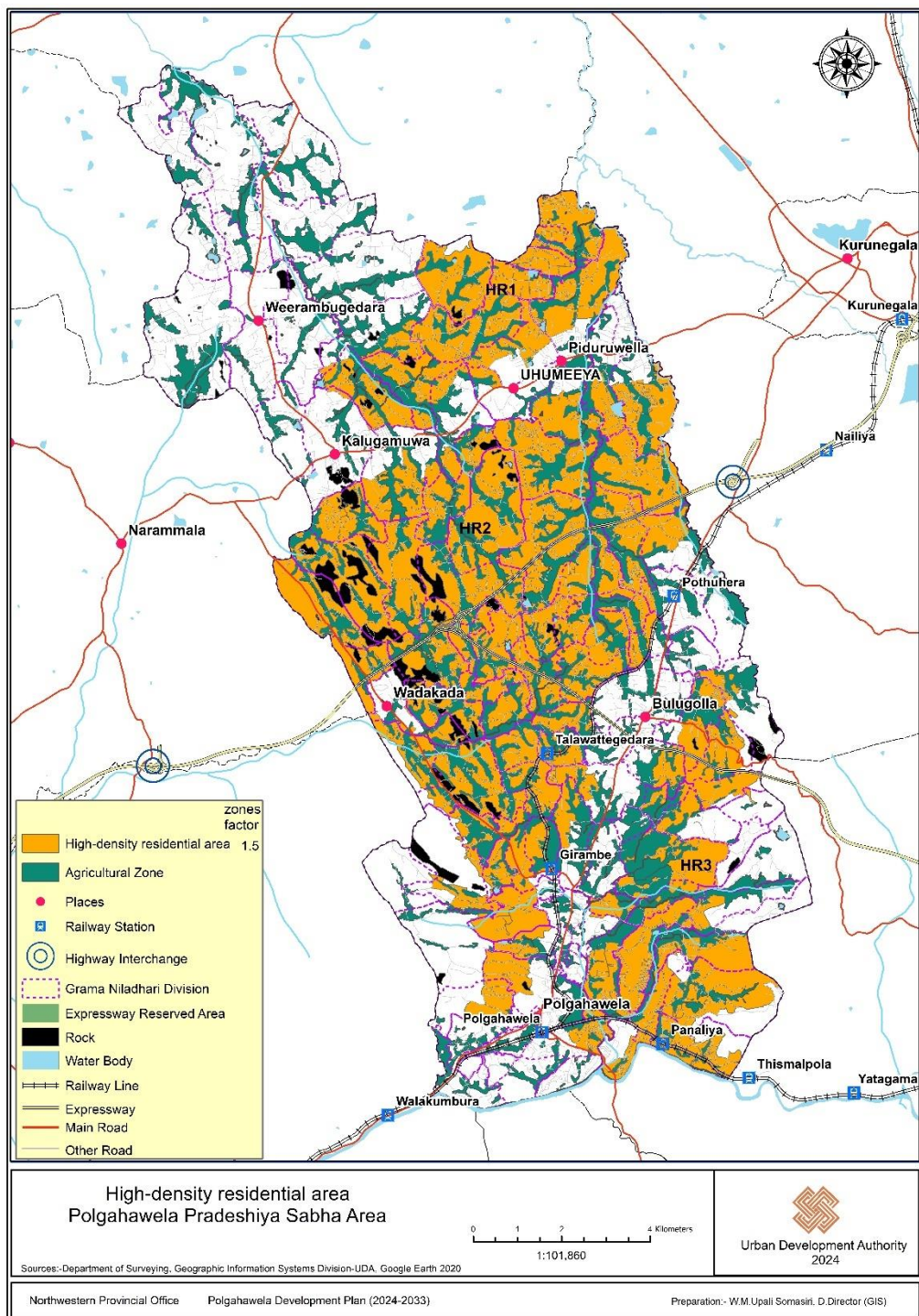
Table No. 8.4 : Zoning Specifications in The High-Density Residential Zone

Zoning Definition	It is proposed to encourage the development of residential land and the development of residential facilities.
Zoning Boundaries	Please refer to Annexure No. 06 for the further details.
Zone Factor	2
Main Use	Residential
Minimum land area	Residential - 10 Perches Non-residential - Perches 06 (if piped water is supplied)
Permitted Maximum Floor Ratio / Floor Size	The provisions should adhere to the format specified in Form “A”, “B” and “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted maximum plot cover	The provisions should adhere to the guidelines specified in Form “B” and “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Open spaces and maximum height	The provisions should adhere to the guidelines specified in Form "C" as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted uses	The provisions should adhere to the guidelines specified in Form “G” mentioned in section 8.9.
Zoning Specifications	<ul style="list-style-type: none"> • Agriculture- related industries and animal husbandry are permitted in this region so as not to disturb existing residential practices and do not cause social problems. • The recommendation of the Building Research Organization should be obtained while carrying out development works in the Grama Niladhari domains identified as landslide prone areas.

Chapter 08 Zoning Regulations High Density Residential Zone	<ul style="list-style-type: none">• Construction of new religious places is recommended under the recommendations of the Ministry of Religious Affairs.• Housing Development Projects the Authority has the authority to relax regulations for apartment projects.• Commercial uses not exceeding 50 square meters associated with the residential unit are permitted in accordance with the regulations.• The Urban Development Authority has the authority to decide on the construction of houses for residence in this region considering the situation where the width of the road is less than 03 meters and the road cannot be expanded further.
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Source: Urban Development Authority- 2024

Map No 8.4. High Density Residential Zone



Source : Urban Development Authority- 2024

8.5. Medium density Residential Zone

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Zoning Regulations

Medium Density Residential Zone

The medium density residential zone has been identified as the medium density residential zone, and the main objective is to encourage residential development in this region with a focus on industrial activities. It includes several Grama Niladhari domains under the Divisional secretariat Division of Weerambagedara. This mid- range residential zone has been identified due to the problem of drinking water supply for this area.

Table No 8.5 : Zoning Specifications of Medium density Residential Zone

Zoning Definition	Aimed at encouraging residential use with home garden
Zoning Boundaries	Please refer to Annexure No. 06 for the further details.
Zone Factor	1.25
Main Use	Home gardening & Residential
Minimum land area	Residential - 15 perches (If piped water is supplied, 10 perch may be considered.) Non-residential - 10 perches (If piped water is supplied, par. 06 can be considered.)
Permitted Maximum Floor Ratio / Floor Size	The provisions should adhere to the format specified in Form “A”, “B” and “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted maximum plot cover	The provisions should adhere to the guidelines specified in Form “B” and “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Open spaces and maximum height	The provisions should adhere to the guidelines specified in Form "C" as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted uses	The provisions should adhere to the guidelines specified in Form “G” mentioned in section 8.9.
Zoning Specifications	<ul style="list-style-type: none"> • Subdivision of coconut land of 03 acres or more is not permitted. • Agriculture- related industries and animal husbandry are permitted in this region so as not to disturb existing residential practices and do not cause social problems. • Environmentally friendly, home, innovative and new technology- friendly industries are

	<p>permitted in this region if they comply with the regulations and the necessary water facilities for the industry can be provided through the premises.</p> <ul style="list-style-type: none">• The Urban Development Authority has the authority to decide on the construction of houses for residence in this region considering the situation where the width of the road is less than 03 meters and the road cannot be expanded further.
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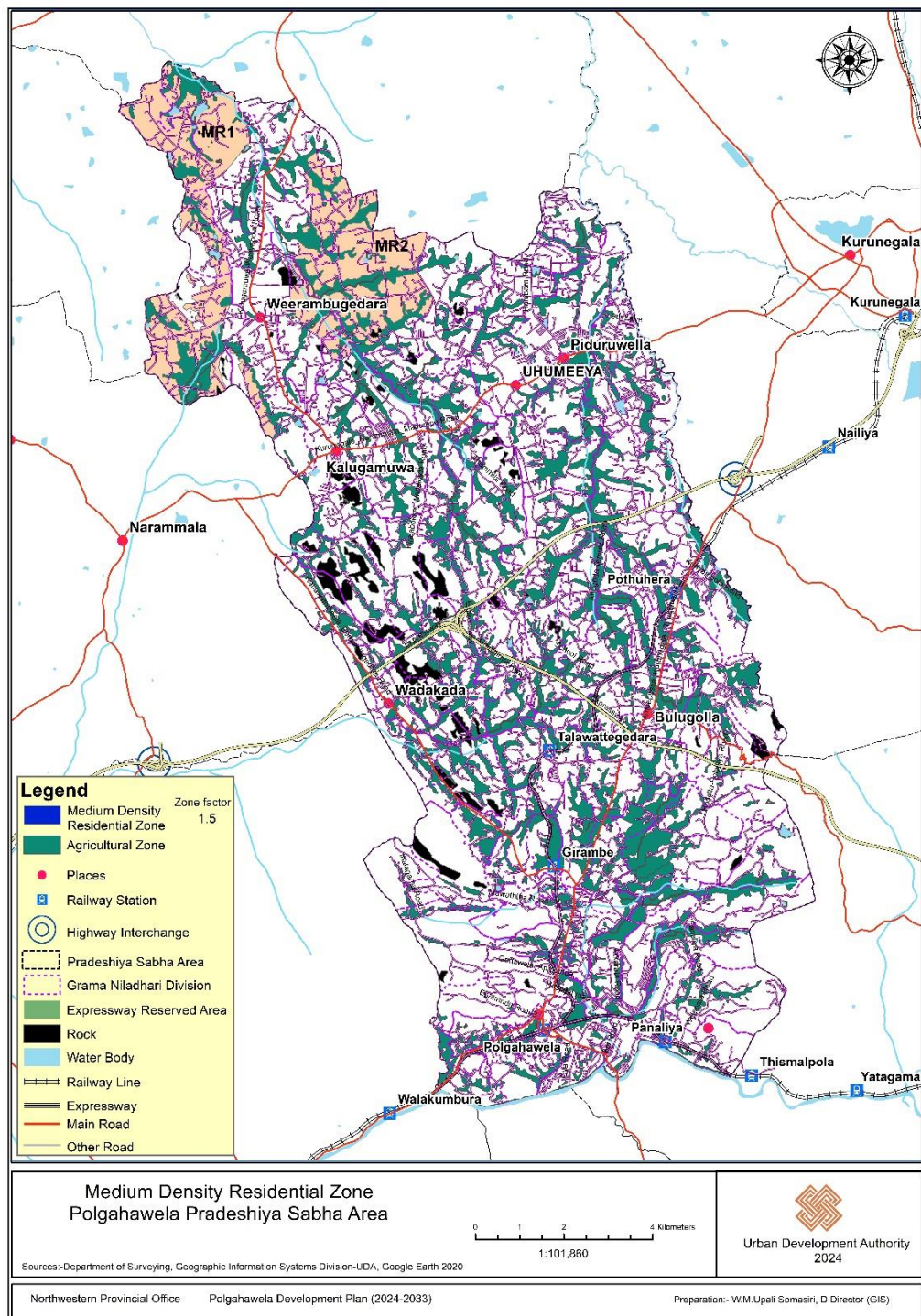
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Regulations**

**Medium
Density
Residential
Zone**

Source : Urban Development Authority- 2024

Map No 8.5 : Medium density Residential Zone



Source : Urban Development Authority- 2024

8.6. Low Density Residential Zone

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Zoning Regulations

This is a very low density residential area.

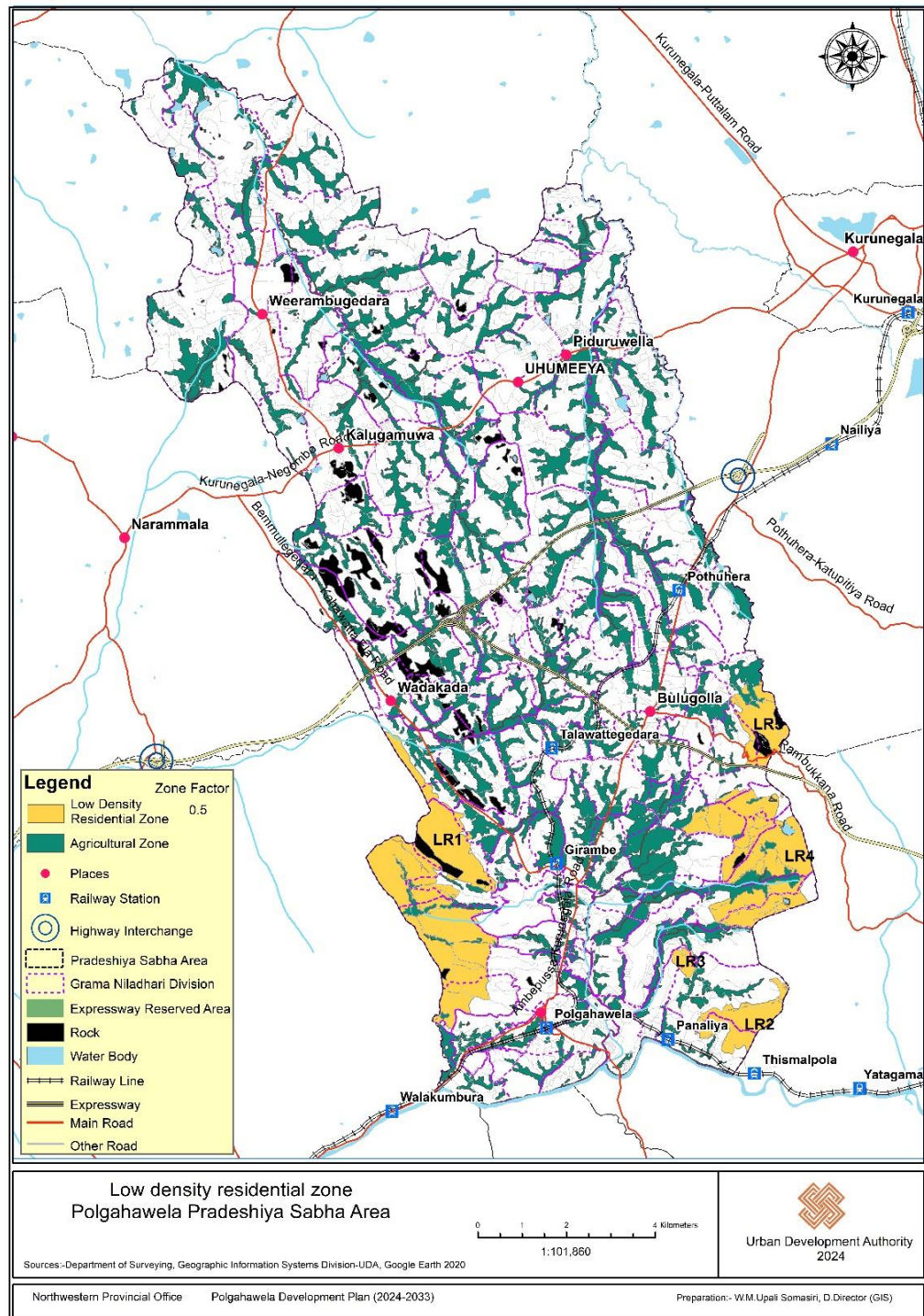
Table No 8.6 : Low Density Residential Zone

Low Density Residential Zone

Zoning Definition	Being an area with natural disasters, it is expected to reduce the number of habitats and reduce disasters. It is also aimed at improving agriculture by limiting the development activities of this region.
Zoning Boundaries	Please refer to Annexure No. 06 for the further details.
Zone Factor	0.5
Main Use	Residential
Minimum land area	Residential - Perches 15 Non-residential - 10 perches (If piped water is supplied, 06 perch can be considered.)
Permitted Maximum Floor Ratio / Floor Size	The provisions should adhere to the format specified in Form “A”, “B” and “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted maximum plot cover	The provisions should adhere to the guidelines specified in Form “B” and “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Open spaces and maximum height	The provisions should adhere to the guidelines specified in Form “C” as detailed in Schedule 6 of Gazette No. 2235/54 published on 08.07.2021.
Permitted uses	The provisions should adhere to the guidelines specified in Form “G” mentioned in section 8.9.
Zoning Specifications	<ul style="list-style-type: none"> • Subdivision of 1 hectare or more of coconut land is not permitted. • The recommendation of the National Building Research Organization should be obtained when constructing buildings in this region. • Buildings such as schools, religious places, industries, etc. should not be built in this region. • Land degradation, activities leading to landslides, mineral mining, etc. should be minimized in this region.

Source : Urban Development Authority- 2024

Map No 8.6 : Low Density Residential Zone



Source : Urban Development Authority- 2024

8.7. Agricultural Zone

Table No 8.7 : Agricultural Zone

Definition of Zones	<p>This region consists of existing cultivated paddy fields, abandoned paddy fields and connected areas such as Denia, Ovita, and water systems including tanks and canals.</p> <p>Coconut lands belonging to Kurunegala Plantation Company located in this area also belong to this region.</p>
Permitted Uses	<ul style="list-style-type: none"> • Paddy Fields • Environmental Education • Research Activities • Eco- tourism based on nature • Eco- friendly Aquaculture Ponds • Wetlands Natural Parks • Government approved public infrastructure projects of national importance • Construction of New Irrigation / Construction of Flood Control Protection • Animal husbandry and coconut related factories in the coconut lands owned by Kurunegala Plantation Company and belong to this zone • for paddy fields; • Animal Husbandry • Plant nurseries and related greenhouses and eco-friendly office activities not exceeding 25 square meters • Freshwater fish farming carried out on the surface of the ground or on pillars without filling • Activities for rainwater harvesting in small ponds, ponds, mounds etc. • Agricultural activities related to potatoes, vegetables and vegetables

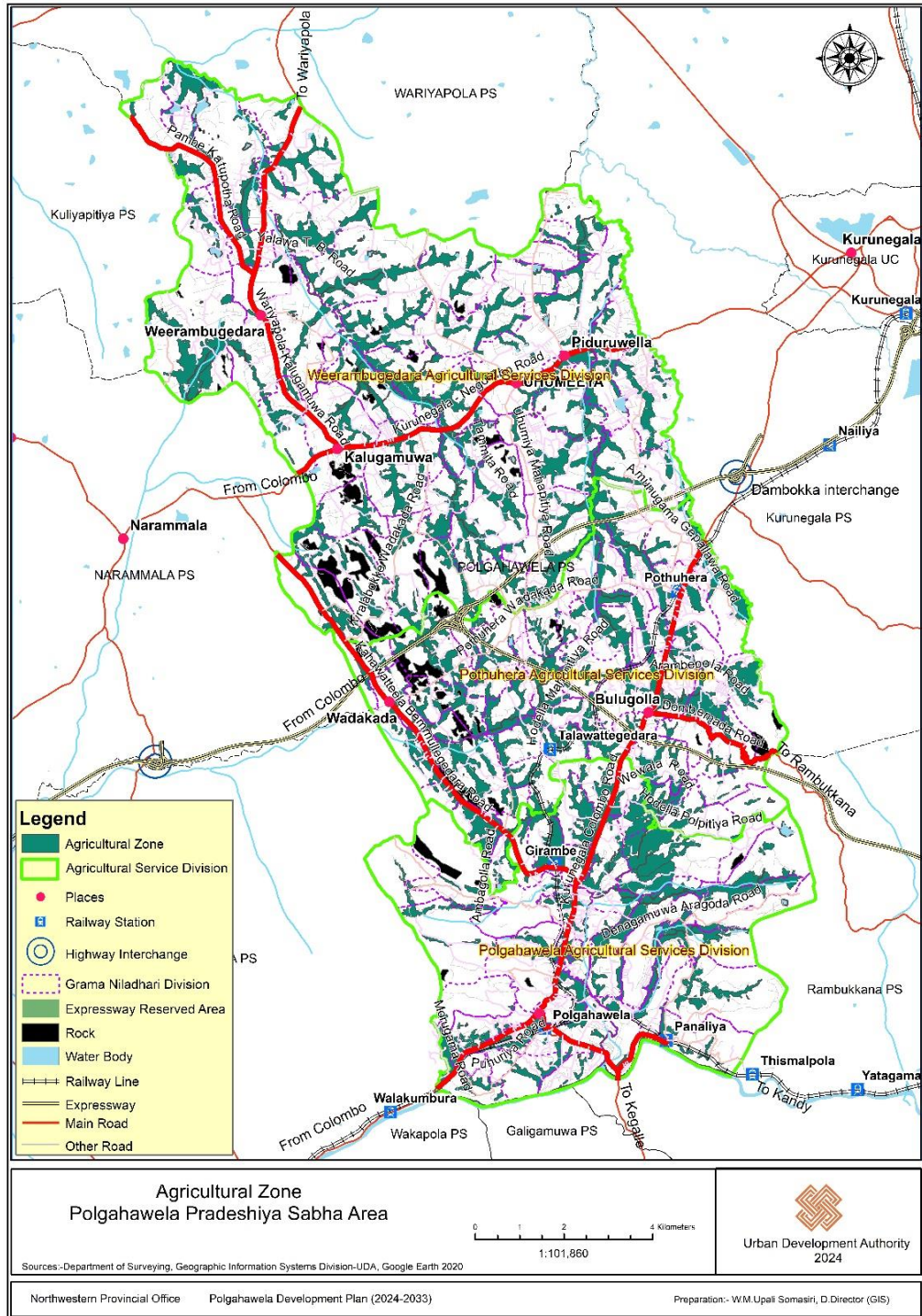
Chapter 08

Zoning
Regulations

Agriculture
Zone

Source : Urban Development Authority- 2024

Map No 8.7 : Agricultural Zone



Source : Urban Development Authority- 2024

8.8. Conservation Zone

This zone covers all forest reserves and wetlands that fall under the planning area. The purpose of establishing this zone is to keep the sensitive forest environment, the existing catchment areas, animal and plant species safe for the future.

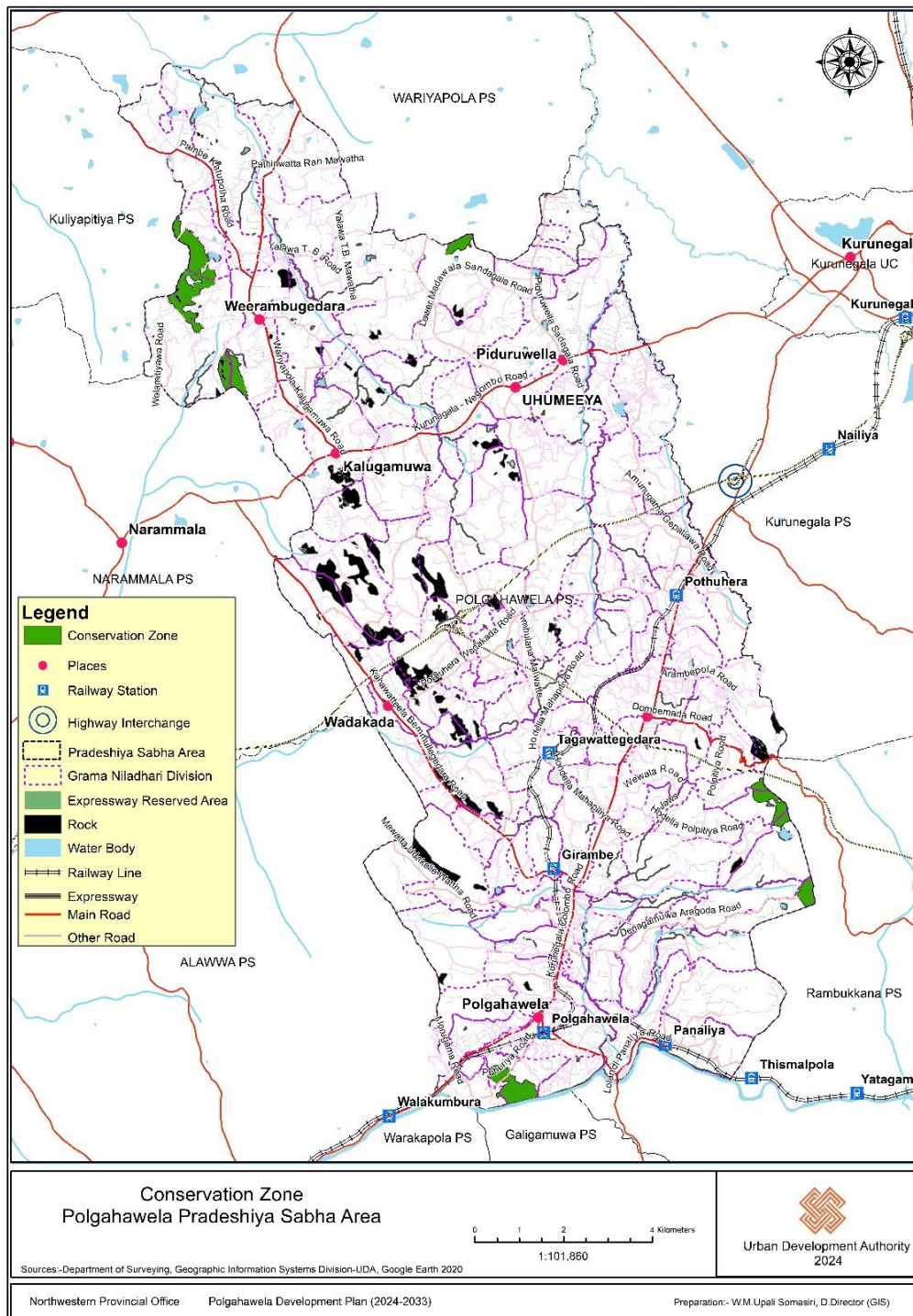
Table No 8 .8 : Conservation Zone

Definition of Zones	All reserves, forests and wetland catchment areas fall under this zone.
	<ol style="list-style-type: none"> 1. Considering the intensity of extreme weather conditions due to climate change and the intensity of rainwater flow due to reclamation and construction carried out on wetlands, the maintenance of flood capacity and other development activities should be carried out in accordance with the decisions taken through the coordination of the institutions mentioned in the Schedule. 2. Alternative sites should be appropriately installed to reduce water holding capacity and (other impacts) impact on environmental services In the case of approved use in every wetland where water retention capacity is particularly important. For this, the approval of the relevant institutions mentioned in the Schedule should be obtained. 3. Developers should take the services of professionally qualified professionals to prepare plans and carry out design and supervision. (For prescribed projects under the Environment Act) 4. Wastewater should not be dumped into wetlands. Only treated water can be released subject to the recommendation of the Central Environmental Authority. 5. While carrying out development activities in the conservation zone, the recommendations of the institutions mentioned in the Schedule should be obtained and action should be taken accordingly.

	<p>6. Any development activity carried out in other natural forest areas identified under this plan shall be carried out subject to the approval of the relevant institutions.</p> <p>I. Afforestation Projects (Non- Commercial)</p> <p>II. Study and Research Activities</p> <p>III. Eco- tourism based on nature</p> <p>IV. Eco- friendly Aquaculture Ponds</p> <p>V. Wetlands Natural Parks</p> <p>VI. Government approved public infrastructure projects of national importance</p> <p>VII. Construction of New Irrigation / Construction of Flood Control Protection</p>
schedule	<p>1. Sri Lanka Land Development Corporation,</p> <p>2. Department of Irrigation</p> <p>3. Central Environmental Authority,</p> <p>4. Urban Development Authority,</p> <p>5. Concerned Local Authority/ Institutions</p> <p>6. National Building Research Organization</p> <p>7. Department of Agrarian Development</p> <p>8. Department of Archaeology</p> <p>9. National Aquatic Resources Research and Development Authority</p> <p>10. Bureau of Geology and Mining</p> <p>11. Water Resources and Water Transport Board</p> <p>12. Aquaculture Development Authority</p> <p>13. Sri Lanka Electricity Board</p> <p>14. Department of Buildings of Sri Lanka</p> <p>15. Road Development Authority</p> <p>16. District Secretariat and Divisional Secretariat</p>

Source : Urban Development Authority- 2024

Map No 8.8 : Conservation Zone



Source : Urban Development Authority- 2024

8.9. Permitted uses for zones

Table No 8.9.: Form "G" - Minimum plot of land applicable to approved uses

Main Usage	Serial Number	Sub-use	Minimum land area (Square M.)	Commercial Zone (C1)	Mixed Development Zones (MD2)	Industry Zone (In 1)	High Density Residential Zone (R1)	Middle Density Residential Region (R2)	Low Density Residential Zone(R3)	Agricultural Zone	Conservation Zone
Residential	01	Dwelling Units / Houses	250 (10 Perches)	06 Perches (pipe Water Provided otherwise 10 perches)	10 Perches		10 Perches	15 Perches (if pipe Water Provided, can be considered 10 perches)	15 Perches		
	02	Apartment complexes (Less than	250 (10 Perches)								

		400 square meters)	(Minimum plot size should be consistent with the minimum plot size in that zone)									
	03	Apartment complexes (More than 400 square meters)	Determined by the UDA cleranance (P.P.C.)`									

	04.	Official Residences/Employees' Quarters	250 (10 Perch)									
	05.	Service apartments	500 (20 Perch)									
	06.	Studio apartments	500 (20 Perch)									
	07.	Dormitory	250 (10 Perches)									
	08.	Hostels	500 (20 Perches)									
	09.	Daycare centers	250 (10 Perches)									
	10.	Ambulance Service Centers	500 (20 Perches)									
	11.	Elders Homes	500 (20 Perches)									

	12.	Children's Homes	500 (20 Perches)								
	13.	Disability Rehabilitation Homes	500 (20 Perches)								
	14.	Rehabilitation Homes/ Probation	500 (20 Perches)								
	15.	Community Halls	300 (Perches12)								
	16.	Resorts/Tourist Bungalows/Home Stay	500 (20 Perches)								
	17.	Guest Inn	375 (15 Perches)								
	18.	Lodge	375 (15 Perches)								
	19.	Guest House	1000 (40 Perches)								
	20.	Rest house	500 (20 Perches)								

Health	01.	Hospitals (Private/Government)	1000 (40 Perches)								
	02.	Medical Centers (with only one doctor)	150 (6 Perches)								
	03.	Medical Centers (with two or more doctors)	250 (10 Perches)								
	04.	Sample Collection Centers	150 (6 Perches)								
	05.	Laboratories	150 (6 Perches)								
	06.	Pharmacies	150 (6 Perches)								
	07.	Veterinary Clinics	250 (10 Perches)								
	08.	Veterinary Hospitals	500 (20 Perches)								
	09.	Quarantine Centers	500 (20 Perches)								

	10.	Child and Maternity/Family Clinic Centers	250 (10 Perches)								
	11.	Other Medical Institutions	250 (10 Perches)								
	12.	Medical Counseling Service Centers	500 (20 Perches)								
	13.	Animal Protection Centre	500 (20 Perches)								
	14	Ayurvedic Hospitals	1000 (40 Perches)								

Office and Corporate)Office & Institution)	01.	Offices	150 (6 Perches)								
	02.	Professional Offices	150 (6 Perches)								
	03.	Office Complex	1000 (40 Perches)								
	04.	Banks/Insurance Financial Institutions	500 (20 Perches)								

Commerce) Commercial and services)	01.	Shopping Malls (If the size of the building is more than 400 square meters, the minimum area should be more than 500 square meters)									
	02.	Retail Stores	150 (6 Perches)								
	03.	Wholesale Stores	375 (15 Perches)								
	04.	Department Stores Supermarkets (Super Markets)	500 (20 Perches)								
Commerce)Commercial and services)	05.	Showrooms	500 (20 Perches)								
	06.	Restaurants - Take Away	150 (6 Perches)								
	07.	Restaurants - Restaurants	250 (10 Perches)								

	08	Festivals Halls	1000 (40 Perches)								
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Commerce (Commercial and services)	09.	Stars Classes Hotels	2000 (80 Perches)								
	10.	Hotels	500 (20 Perches)								
	11.	Social Halls	500 (20 Perches)								
	12.	Cabana Hotels	1000 (40 Perches)							Coconut plantations	
	13.	Broadcasting Studios	500 (20 Perches)								
	14.	Studio (Non - Broadcasting)	150 (6 Perches)								
	15.	Barber Shops	150 (6 Perches)								
	16.	Customer Service Centers	150 (6 Perches)								
	17.	Massage Centers	150 (6 Perches)								
	18.	Tailor Shops	150 (6 Perches)								

	19.	Funeral Halls	500 (20 Perches)								
	20.	Funeral Parlor	150 (6 Perches)								
	21.	Laundry/ Clothing Cleaning Centers	150 (6 Perches)								
	22.	Hardware/ Building Materials Sales Shops	250 (10 Perches)								
	23.	Liquor Shops	150 (6 Perches)								
	24.	Auto Parts Stores	150 (6 Perches)								
	25.	Taxi Service Centers	250 (10 Perches)								

	26.	<u>Vehicle Service Centers</u>									
		Bicycles/ Three Wheelers	500 (20 Perches)								
		Light Vehicles	500 (20 Perches)								

		Heavy Vehicles	1000 (40 Perches)								
	27.	<u>Garage</u> Bicycles/ Three Wheelers Light Vehicles Heavy Vehicles	375 (Perches 15) 500 (20 Perches) 1000 (40 Perches)								
	28.	Auto Fuel Stations	1000 (40 Perches)								
	29.	Vehicle emission Testing Centers	500 (20 Perches)								
	30.	Betting Centers	150 (6 Perches)								
	31.	Presses	150 (6 Perches)								
Education.Jaffna (Educational)	01.	Preschool / Early Childhood Development Centres	500 (20 Perches)								
	02.	Primary Schools	4000 (160 Perches)								
	03.	Secondary School	8000 (320 Perches)								

	04.	Tertiary School	8000 (320 Perches)								
	05.	Private Schools / International Schools	4000 (160 Perches)								
	06.	Higher education centers	2000 (80 Perches)								
	07.	Technical Colleges / Vocational Training Centers / Training Centers	2000 (80 Perches)								
	08.	Public/ Private Universities	4000 (160 Perches)								

	09.	Private tuition - Less than 50 square meters	150 (6 Perches)								
	10.	Private tuition - between 50 square meters and 500 square meters	500 (20 Perches)								
	11.	Private tuition more than 500 square meters	1000 (Perches 40)								

	12.	Arts Institutes/ Theatre Institutes	1000 (Perches 40)								
	13.	Research and Development Centers	250 (10 Perches)								
Social And Religious)Social & Religious)	01.	Religious Places	1000 (40 Perches)								
	02.	Religious Education Centers	1000 (40 Perches)								
	03.	Museums	250 (10 Perches)								
	04.	Social and Cultural Centres	500 (20 Perches)								
	05.	Community Development Centres	300 (Perches12)								
	06.	Auditorium	500 (20 Perches)								
	07.	Conference Halls	1000 (40 Perches)								
	08.	Travel Information Centres	150 (6 Perches)								

Industries	01	Vehicle Assembly/ Repair Centers	500 (20 Perches)								
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	02.	Stores for distribution purposes	500 (20 Perches)								
	03.	Warehouses/Warehouses	1000 (40 Perches)								
	04.	Service Industry	1000 (40 Perches)								
	05.	Domestic Industries	250 (10 Perches)							Coconut plantations	
	06.	Packaging Industry	500 (20 Perches)								
	07.	Recycling Industries	1000 (40 Perches)								
	08.	Value Added Industries	1000 (40 Perches)								
	09.	Waste Collection Centers	1000 (40 Perches)								
	10.	Bakery Products Wood Porridge	500 (20 Perches)								
	11.	Bakery Products Electric	250 (10 Perches)								

	12.	Concrete Based Products Industries	500 (20 Perches)								
	13.	Tile and Brick Industries	1000 (40 Perches)								
	14.	Industries related to timber products	500 (20 Perches)								
	15.	Mills	250 (10 Perches)								
	16.	Lathe straps, welded workstations	250 (10 Perches)								
	17.	Other non - polluting industries (as defined by CEA)	500 (20 Perches)								

	18.	Pollutants Other Industries (as defined by CEA)	1000 (40 Perches)								
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	19.	<u>Paddy Mill</u> Domestic Middle scale Large Scale	Relevant to minimum plot size of the zone 1000 (40 Perches) .2000 (80 Perches)								
	20.	Natural fiber-related factories								Coconut plantations	
V	01.	Indoor Stadiums	1000 (40 Perches)								
	02.	Open Theatre	1000 (40 Perches)								
	03.	Libraries	250 (10 Perches)								
	04.	Gym	300 (Perches12)								
	05.	Children's Parks	500 (20 Perches)								
	06.	Open Field	1000 (40 Perches)								
	07.	Cinema Halls	1000 (40 Perches)								
	08.	Swimming Pools	1000 (40 Perches)								
	09.	Gardens	-								
	10.	Body Fitness Areas / Exercise Facilities	-								

Agriculture(Agricultural)	01 .	Animal and Farm Farms	2000 (80 Perches)							Coconut plantations	
	02 .	Agricultural Produce Collection Centers (If the size of the building is more than 400 square meters, the minimum area should be more than 500 square meters)	500 (20 Perches)							Coconut plantations	
	03 .	Animals And Seeds Breeds Centers	1000 (Perches 40)							Coconut plantations	
	04 .	Greenhouse	150 (Perches 6)							Coconut plantations	
	05 .	Agriculture Related Research and Training Centres	1000 (Perches 40)							Coconut plantations	
Other(Other)	01 .	Roof Antenna Towers	-								
	02 .	Antenna Towers	250 (10 Perches)								

	03 .	Communication Towers	250 (10 Perches)								
	04 .	Parking Lot	500 (20 Perches)								
	05 .	Electrical Substations	-								
	06 .	Soil Cutting/ Clay Cutting	-								
	07 .	Sanitation Buildings	300 (Perches 12)								
	08 .	A.T.M. Centers	Related Not								
	09 .	Electric Charging Stations	Related Not								
	10 .	Compost Structure/Waste Recycling Centers	2000 (Perches 80)							Coconut plantations	
	11 .	Multiple Floors Parking lot	1000 (Perches 40)								

	Permitted uses for zones
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Source : Urban Development Authority - 2024

Chapter 09

Proposed road width, Building lines and reservations

Chapter 09 The width of the proposed roads and other roads has been included in the Polgahawela Development Plan based on the data collected from the Polgahawela Pradeshiya Sabhawa and related institutions for road expansion on a priority basis during road network development.

Proposed road width, Building lines and reservations

9.1. Identified routes for development

Identified roads for development

According to the existing road classification, it is proposed to expand the road width of all roads declared by Polgahawela Pradeshiya Sabhawa which do not belong to categories A, B and C and the roads not declared by the Gazette maintained by the Local Authority and public roads where private ownership cannot be confirmed to a minimum of 6 meters. Also, the sixth chapter describes the roads identified by this development plan to be developed quickly.

9.1.1. Road Development Authority's Roads

Table No 9.1 : Road Development Authority owns roads and Building lines

Roads	Current developed width - (m)	Building line (meters)
Ambepussa - Kurunegala - Trincomalee Road	2.43	15
Bulugolla - Dombemada - Wahava Road	7.61	15
Kahawatte Canal - Bemmuledera Road	7.01	15
Polgahawela - Kegalle Road	7.61	15
Polgahawela - Flyover Road	8.83	15
Flyover By-Road I	7.01	15
Flyover By-Road II	7.3	15
Flyover Side Road IV	7.01	15
Flyover Side Road V	7.01	15
Lo - Land Panel Road	6.09	15
Kurunegala - Narammala - Madampe Road	8.83	15
Kalugamuwa - Villakutupotha Road	8.52	15

Source : - Road Development Authority - 2024

9.1.2. Details about the roads owned by the Provincial Road Development Authority

Table No 9.2 : Details about the roads owned by the Provincial Road Development Authority

Roads	Current developed width - (m)	Building line (meters)
Amunugama - Gepalwa Road	7.01	10
Amunugama - Naoruwakanda Road	3.04	10
Pothuhera - Kuriumpola Road	7.3	10
Pothuhera - Wadakada Road	7.61	10
Mahapitiya - Udugama Road	2.43	10
Hiripatwella Warellapola Road	3.04	10
Welle - Mahapitiya Road	6.39	10
Matikumbura - Kolamanamulla Road	7.01	10
Udapola Kaluhendiwala Road	6.09	10
Wella - Polpitiya Road	6.69	10
Rathmalgoda - Kurundugolla Road	7.3	10
Wadakada - Panala Road	4.87	10
Pathaduwa - Kiralabakka Road	4.57	10
Bandawa - Mawatta Road	6.39	10
Godawela- Aragoda Road	6.09	10
Panaliya - Denagamuwa Road	4.87	10
Denagamuwa - Aragoda Road	6.09	10
Aragoda - Valgama Road	7.61	10
Godawela- Veeragala Road	7.01	10
Godawela - Apakanda Road	3.04	10
Access Road to Government Buildings - A	6.09	10
Government Building Access Road - B	6.09	10
Puhuria - Polgahawela Road	6.69	10
Panaliya - Udugama Road	6.09	10
Panaliya - Edella Watta Road	6.09	10
Piduwellla - Sandagala Road	6.09	10
Lower Mudwala - Sandagala Road	7.3	10
Uhumiya - Mahapitiya Road	7.01	10
Uhumiya - Kinagaspitiya Road	7.01	10
Mudwala Muduna - Vihara Mawatha	7.01	10
Kiralabakka - Hanwella Road	2.43	10
Weerambagedara - Ruwangiri Kanda Road	6.09	10

Source : Provincial Road Development Authority - 2024

9.1.3 Polgahawela Pradeshiya Sabawa Roads

In the list of roads published in the Gazette Notification No. 2311/02 dated 19.12.2022, a Building line of 4.5 meters will be applicable for roads with a maximum distance of 50 meters and a Building line of 06 meters for other roads. In addition, if there are roads owned by the Pradeshiya sabha, the building boundary will be determined according to the full distance of the road.

9.2. Building lines for oyas, tanks and canals

Mainly Maa Oya, Maguru Oya, Chhota Oya and Kolamunu Oya flow through polgahawela planning area. Reserves declared by all reservoir maintenance agencies such as tanks, rivers, oyas, canals, etc. should be implemented, otherwise the following Building lines will be implemented.

- 10 meters from the bank of the oya for Maa Oya/ Maguru Oya
- 06 meters from the bank of the oya for small oya and kolamunu oya

In addition to this, the distance from the boundary of both the banks of the canal should be maintained as limited by the canal reserve buildings as specified in the document below, corresponding to the surface width of all the major canals, all side canals and all feeder canals which are either drained or drained in the area or designed for the purpose of draining water.

Table No 9.3 : Canal Reserve

width of canal (m)	Proposed Building Line	
	For open canals (meters)	From the canal bank of closed canals (m)
1 - 1.2	1	1
1.3 – 3	2	
3.1 – 4.5	3	
4.6 - 6		-
6.1 - 9		4.5
More than 9	Half of the width	

Note :

1. Construction of any buildings will not be permitted within the proposed Building Lines mentioned in the above table.
2. Only projects undertaken for public entertainment purposes will be permitted subject to conditions. (Linear Parks, Walkways, Port Development Projects)
3. If an institution has declared a reserve for a source of water through a gazette, the limit will come into force if that reserve limit exceeds the proposed Building Line.

Source : Urban Development Authority / Irrigation Department 2023

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Annexure No. 01 - Places of Archaeological Value in Polgahawela Pradhesiya Sabha

The list of buildings of archaeological and historical value can be identified as follows.

Table No 01 : Places of archaeological and historical value

පුරාවිද්‍යාත්මක ස්ථාන			
Map No	Name	Description	Grama Niladhari Division
A1	Aragoda Galagawehene	Dripping water	Aragoda
A2	Archaeological Site	Chaitya and Tampita Viharaya	Meda Ahugoda
A3	Ahugoda Purana Viharaya	Purana Wiharaya	Lihinigiriya
A4	Adawala Pothgul Viharaya	Cave cover with prehistoric evidence Pillars Perforated rock, ruins pile	Wadakada
A5	Imbulgoda Sri Pothgul Viharaya	Purana Wiharaya, Dagaba and Awasaghara	Imbulgoda
A6	Udukeniya Gadigamuwa Purana Viharaya		Sunilagama
A7	Okandapola Niruthiyalankara Raja Maha Viharaya		Ratmalgoda
A8	Kalawana Sri Sugatarama Purana Viharaya	Old Tampita Temple	Hendalla
A9	Kaluhendiwala Mayuravati Purana Viharaya	Old Tampita Temple	Kaluhendiwala
A10	Kotwehera Purana Viharaya	Purana Wiharaya, Pagoda and Dagab Mound	hatalispahuva
A11	Kolure kanda Archaeological Site	Drip caves	kollura
A12	Ganegoda Sri Pushparama Viharaya	Old Statue House	Ganegoda.
A13	Galadenikanda Purana Viharaya	Old cave temple	Aragoda
A14	Galmuthagala Purana Viharaya	Purana Wiharaya	Kabilithhawala

A15	Gotabaya Gallen Rajamaha Viharaya	Statue house and caves with kataram	Pallia North
A16	Nabaruwa Kanda Mayuravati Purana Viharaya	A linen with kataram	Pothuhera West.
A17	Puhuriya Sri Arahatta Maliadeva Rajamaha Viharaya	Kataram Ketu Lena and Len Viharaya, Chaitya	Morugama
A18	Pothuhera Purana Viharaya	Purana Wiharaya	Pothuhera නැ.
A19	Mayuraselarama Viharaya	The Old Temple House	koradoļuva
A20	Mayuravathi Sri Bodhirajarama Purana Viharaya		Hiripatwella
A21	Yogamua Mountain	Rock letter, stone cut drain and pier	Maddalanda
A22	Yogamuwa Mountain, Balumgala	In a rock letter, located	Yogamukanda
A23	Ratmale Temple	the cut drain of the stone and	Piduruwella
A24	Welle Ambala	Piagatapelli	Devategghara
A25	Sri Alokarama Viharaya	Cave Temple	Thammy
A26	Sri Bodhirukkharama Purana Pothgul Viharaya		Colombomulla
A27	Sri Bodhirukkharama Viharaya	Old Statue House, Chaitya	Gummana
A28	Sri Valagamba Purana Viharaya	Old Tampita Temple	
A29	Sri Valukarama Purana Viharaya	Old Tampita Temple	Arambepola
A30	Sri Vijayasundararama Rajamaha Viharaya	The two Caves of Kataram Ketu, the stone inscribed with symbols and other antiquities	Hiripatwella
A31	Sri Shailabimbarama Viharaya	The Old Temple House	Algama
A32	Sri Sailamasthakarama Viharaya	Tampita Temple	Maningamuwa

A33	Sangaraja Raja Maha Viharaya	Cave Temple, the caves on the top of the hill, the natural caves known as the Hatarian Caves	Algama
A34	Seruwagala Purana Viharaya	Purana Wiharaya	Savandana
A35	Hendala Jayasundararama Purana Viharaya	Purana Wiharaya	Hendala

Other Religious Places			
Map No	ආගමික ස්ථාන	නම	ග්‍රාම නිලධාරී කොට්ඨාශය
B1	Buddhist Temple	Bodhigupta	Denagamuwa
B2	Buddhist Temple	Ranwalagedera Temple	Madhyagama
B3	Buddhist Temple	Sri Chandraselarama Purana Viharaya	Valagammulla
B4	Buddhist Temple	Jayanti Maha Viharaya	
B5	Buddhist Temple	Mal Asna Purana Viharaya	Polgahawela
B6	Buddhist Temple	Sri Vijayananda Piriven Viharaya	Polgahawela
B7	Buddhist Temple	Beherapitiya Filled	Apakanda
B8	Buddhist Temple	Hurukgamuwa Temple	Hurugama
B9	Buddhist Temple	Kotkaduwa Maha Viharaya	Dehikumbura
B10	Buddhist Temple	Welegedera Temple	
B11	Buddhist Temple	Sri Asavastharaya	Algama
B12	Buddhist Temple	Sri Sudarmaramastha Viharaya	Oruliyadda
B13	Buddhist Temple	Wijethungarama	
B14	Buddhist Temple	Swarna Bimbarama	Weeragala
B15	Buddhist Temple	Sri Sumana Chittavivekashramaya	Amunugama
B16	Buddhist Temple	Sri Sanghabodhi Paramananda Rajamaha Viharaya	Mahapitiya
B17	Buddhist Temple	Kovil Kanda Rajamaha Viharaya	
B18	Buddhist Temple	Flowers	Wadakada
B19	Buddhist Temple	Sri Sivali Viharaya	Udugama
B20	Buddhist Temple	Sri Jinendrarama Purana Viharaya	Kaduruwella
B21	Buddhist Temple	Shailabimbarama	Udugama
B22	Buddhist Temple	Peace Temple	Mandawela

B23	Buddhist Temple	The Great God Is Full	Gallenemulla
B24	Buddhist Temple	Maithrivardhanarama	Aragoda
B25	Buddhist Temple	Sri Bodhirukkhamaya	Sunilagama
B26	Buddhist Temple	Henepola Rajamaha Viharaya	Vealpola
B27	Buddhist Temple	Madawala Purana Viharaya	
B28	Buddhist Temple	Buddhist Temple	Galabadagama
B29	Buddhist Temple	Bodhirukkhamaya Purana Viharaya	Amunugama
B30	Buddhist Temple	Agnipenda Temple	
B31	Buddhist Temple	Shailatharama Viharaya	Uhumiye
B32	Buddhist Temple	Pathiniwatta Viharaya	Pathinwatta
B33	Buddhist Temple	Sri Veluvararama Viharaya	Madhyagama
B34	Buddhist Temple	Buddhist Temple	Bamunughara
B35	Buddhist Temple	Kandagolla Buddhist Temple	Veerambudera
B36	Buddhist Temple	Buddhist Temple	
B37	Buddhist Temple	Morugama Viharaya	Morugama
B38	Buddhist Temple	Sri Aswattarama Viharaya	bavilgama.
B39	Buddhist Temple	Sanghamitha Meheni Ashrama	Valagammulla
B40	Buddhist Temple	Athugalsevana Maha Viharaya	Hanwella
B41	Buddhist Temple	Sri Shailataramaya	Maddalanda
B42	Buddhist Temple	Rakitale Purana Viharaya	Agala
B43	Buddhist Temple	Sudharmarama Viharaya	Uhumiye
B44	Buddhist Temple	Sri Sugatarama Purana Viharaya	Hanwella
B45	Buddhist Temple	Sandagala Viharaya	Sandagala
B46	Buddhist Temple	Veheragala Purana Viharaya	Damunugala
B47	Buddhist Temple	Asokarama	Piduruwalla
B48	Buddhist Temple	Sri Sugatarama	Bulupitiya
B49	Buddhist Temple	Sunetrarama	
B50	Buddhist Temple	Gangarama Viharaya	
B51	Buddhist Temple	Buddhist Temple	Vallawa
B52	Buddhist Temple	Shailanthathanarama	Polpitiya.
B53	Buddhist Temple	Poojapitiya Viharaya	Poojapitiya
B54	Buddhist Temple	Polpitiya Viharaya	Polpitiya
B55	Buddhist Temple	Mandawela Viharaya	Mandawela
B56	Buddhist Temple	Mahamevna	Algama
B57	Buddhist Temple	Buddhist Temple	Pugalla
B58	Buddhist Temple	Sri Vardhanarama	Kalugamuwa
B59	Buddhist Temple	Veluvanarama	Parakumbura
B60	Buddhist Temple	Morugama Viharaya	Morugama
B61	Buddhist Temple	Pathini Viharaya	
B62	Buddhist Temple	Buddhist Temple	Ratmalgoda

B63	Buddhist Temple	Sri Sanghamitharama a	Handugala
B64	Buddhist Temple	Sri Gunaratnarama	Bavilgama B.
C1	The Catholic Church	Sanctuary of Our Lady of Lourdes	Apakanda
C2	The Catholic Church	Our Lady of Mount Carmel Church	Dehikumbura
D1	The Temple	Sapumal Bandaradewalla	Gallenemulla
M1	Mosque	Muhyiddin Jumma Mosque	Ganegoda.
M2	Mosque	Mohideen Masjid Mosque	Polgahawela de.
M3	Mosque	An-Noor Mosque	Godawela
M4	Mosque	Kahawatta Canal Masjid Mosque	Bandawa
M5	Mosque	Pothuhera Jumma Mosque	Pothuhera B.
M6	Mosque	Al Huda Masjid Mosque	Madalagama

Source : Urban Development Authority - 2024

Annexure No. 02 - Proposed Public Outdoor Leisure Activities

Table 01 - Proposed Public Outdoor Leisure Recreation in Polgahawela Area

Maa Oya reserve	Proposed Linear Park	PLIP	2.34	Morugama, Weligodapitiya, Oruliyadda, Serapis Watta, Tangpana, Panaliya.
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Source : Urban Development Authority, Environment and Landscape Division

Proposed park

Current Use	Proposed Type	CODE	Extent	Grama Niladhari Division
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN1	0.24	Amunugama
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN2	0.25	Sunilagama
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN3	0.28	Kandahena
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN4	0.29	Parabawila
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN5	0.35	Dembagoda
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN6	0.40	
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN7	0.41	Devateghara
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN8	0.42	Sandagala.
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN9	0.43	Arambepola
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN10	0.45	
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN11	0.46	Poojapitiya
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN12	0.47	
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN13	0.48	Wadakada
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN14	0.52	Vanthampola
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN15	0.52	Kotambule

Paddy Fields	Playgrounds suitable for use during the dry season.	MPN16	0.54	Weeragala
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN17	0.57	Ranjanagama
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN18	0.57	
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN19	0.59	Madalagama
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN20	0.60	Agala
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN21	0.63	
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN22	0.70	Gallenemulla
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN23	0.71	Pathinwatta
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN24	0.72	Ganegoda North
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN25	0.74	
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN26	0.77	Hanwella
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN27	0.78	Lihinigiriya
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN28	0.80	Diulkumbura
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN29	0.80	Galbadagama
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN30	0.81	
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN31	0.83	
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN32	0.87	Morugama
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN33	0.89	Maddalanda
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN34	0.92	Maddalanda
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN35	0.93	Thalawatteghara
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN36	0.95	Vealpola
Paddy Fields	Playgrounds suitable for use during the dry season.	MPN37	0.98	Weligodapitiya
			22.64	

Linear Parks near required (LPN)

Current Use	Current	CODE	Extent	Grama Niladhari Division
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN1	1.02	Hambara
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN2	1.03	Bavilgama.
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN3	1.03	Veerambudera
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN4	1.03	Mahapitiya
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN5	1.04	Uhumiye
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN6	1.05	Handugala
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN7	1.06	Kabilithawala
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN8	1.08	Pothuhera.
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN9	1.09	Central Kalugama
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN10	1.10	Barahalagamuwa
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN11	1.11	Kaluhendiwala
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN12	1.11	Tangpana
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN13	1.11	Godigamuwa
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN14	1.12	Ratmalgoda
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN15	1.14	Bavilgama .
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN16	1.16	Savandana
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN17	1.17	Damunugala
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN18	1.18	Bulupitiya
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN19	1.18	Ranjanagama
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN20	1.19	Dehikumbura

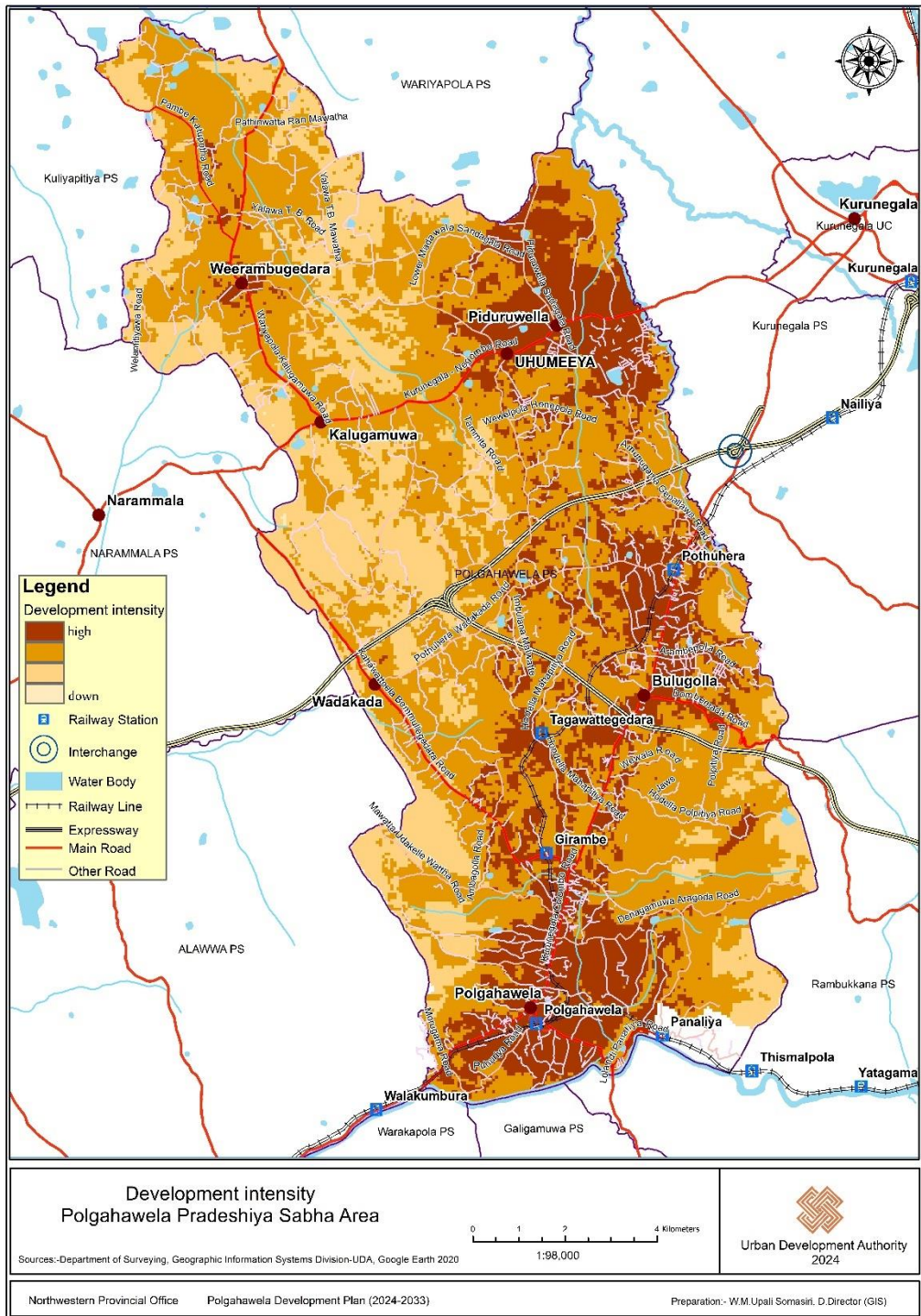
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN21	1.20	Oruliyadda
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN22	1.22	Epakanda
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN23	1.24	Yatihena
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN24	1.24	Madawala.
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN25	1.25	Panaliya.
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN26	1.25	Tammitha
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN27	1.25	Gallahera
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN28	1.26	Mawathagama
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN29	1.29	Kaduruwella
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN30	1.30	Yala
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN31	1.30	Ginipenda
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN32	1.31	Walagammulla
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN33	1.31	Central Ahugoda
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN34	1.33	Piduruwella
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN35	1.33	Kollura
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN36	1.36	Bandawa
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN37	1.36	Ahugod.
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN38	1.37	Udugama
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN39	1.41	Parakumbura
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN40	1.42	Maningamuwa
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN41	1.43	Imbulgoda
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN42	1.49	Godawita
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN43	1.55	Aragoda

Paddy Fields	Playgrounds suitable for use during the dry season.	LPN44	1.57	Clovis Estate
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN45	1.57	Kuripottha
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN46	1.57	Panaliya
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN47	1.58	Udapola
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN48	1.62	Kulipitiya
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN49	1.63	Bamunugedara
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN50	1.66	Kanumalai
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN51	1.66	Polpitiya.
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN52	1.68	Polgahawela
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN53	1.72	Dembegoda
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN54	1.77	Udukedeniya
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN55	1.78	Kalugamuwa
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN56	1.83	Huruggama
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN57	1.85	Parabewila
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN58	1.87	Mudunna
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN59	1.97	Pothuhera ට.
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN60	2.00	Delgolla
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN61	2.07	Gammana
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN62	2.08	Hondella
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN63	2.10	Ganegoda.
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN64	2.10	Ambahera
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN65	2.20	Gonawa
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN66	2.38	Theodore Estate

Paddy Fields	Playgrounds suitable for use during the dry season.	LPN67	2.57	Algama
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN68	2.91	Medagama
Paddy Fields	Playgrounds suitable for use during the dry season.	LPN69	2.98	Galabadagama
	Total		103.19	
	Grand Total		125.84	

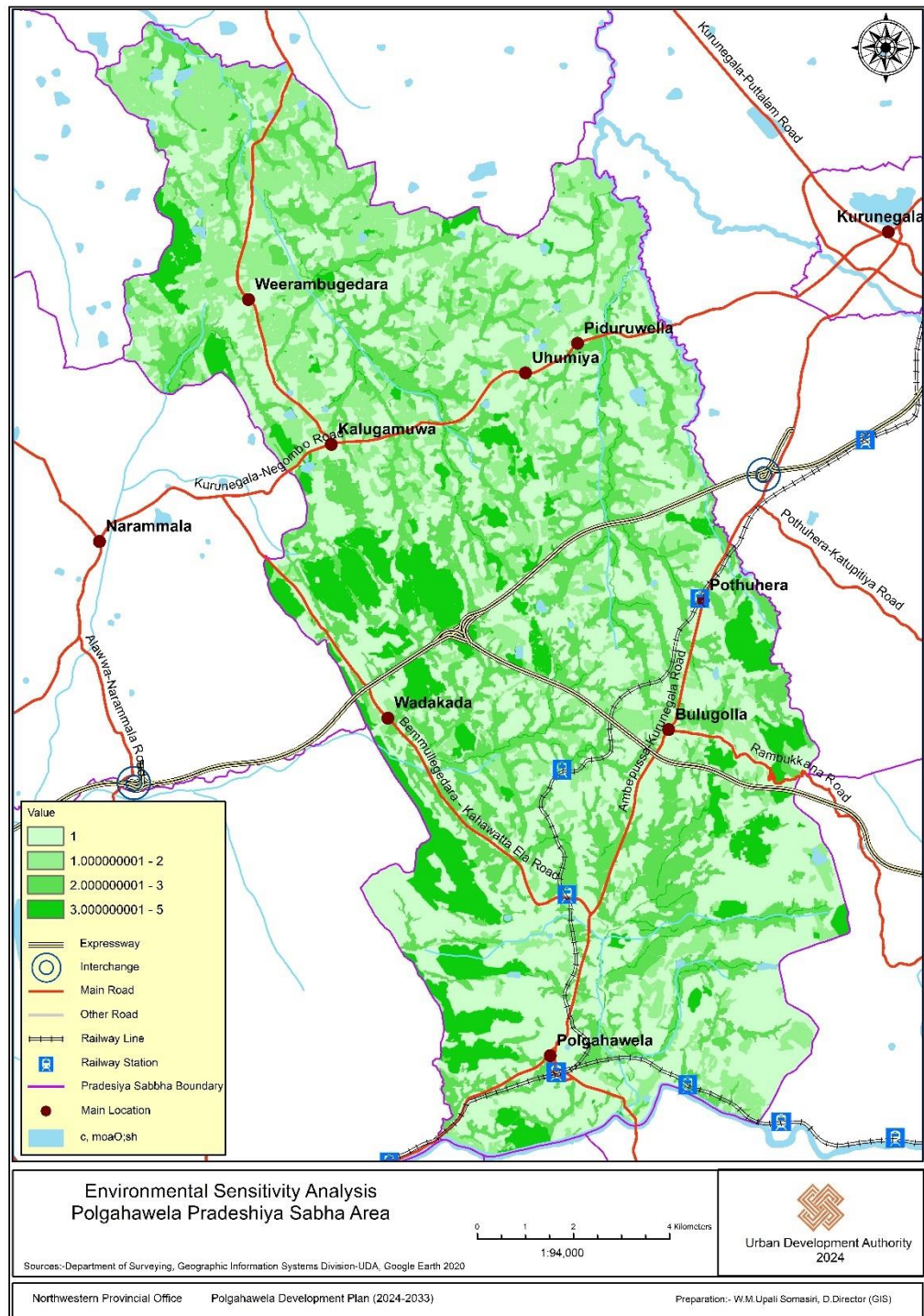
Source : Urban Development Authority , Environment & Landscape & Division

Annexure No. 03 - Development Intensification Analysis



Source : Urban Development Authority , 2024

Annexure No. 04 – Environment Sensitivity Analysis



Source : Urban Development Authority ,20

Annexure 05

10th Schedule - Requirement of Requirement of Parking Spaces and 13th Schedule - Requirement for Sanitation Facility

10th Schedule Requirement of Parking Spaces (Regulation 73)

Serial Number	Use	Type	Specifications			Parking Space Requirement			
			Minimum width of the road (meters)	Size of house (square meters)	Minimum Floor area (square meters)	Standard Vehicles	Buses	Lorry	multiple
.01	Residential	Single Housing Unit/Circuit Bungalow	03	-	150	One space per unit and if the area of the house is more than 400 Sq.m, additional parking space	-	-	-

						should provided,			
	Residential Apartments - Group 1	Swimming pools, gymnasiums, apartments with or without supermarkets	9	-	1000	One space per unit and if the area of the house is more than 200 Sq.m, additional parking space should provided and one parking lot for visitors to every 10 residential units added. (Considering use)			

	Residential	Service Apartment Studio Apartment Quarters	9*	-	1000	One space per unit and additional space requirement will be considered in terms of other uses.			
		Hostels	6	-	500	One space for 10 rooms.			
		Hostels on the premises for service requirements	-	-	-	One space for 05 rooms.			
		Hostels outside the campus	6		250	One space for 05 rooms.			

		Dormitories outside the premises	3		150	One space for 200 square meters			
		Elders Homes/ Children's Homes	6		500/750	One space for 10 rooms (minimum one space)			
		Government Resettlement Housing Project	6		1000	15% of the total area (excluding service areas) service areas – lift, Corridor, Stairecases, common halls			
2		Retail store grocery and similar uses	4.5	Up to 50	150	One space			
			6	Up to 200		one space for 100 square meters			

	Commercial	Retail store grocery and similar uses	6		higher than 150	One space for 100 square meters			
		Shopping Complexes, Supermarkets/ Allied Stores/Shopping Malls	9		1000	One space for 100 square meters (excluding service areas)		One space for 500 square meters and maximum 2	
		showrooms	9		1000	One space for 200 square meters and minimum one space should provided		One space for 200 square meters and maximum 4 can be provided	

		Building Material Shops	6	50 or less than 50	250	2 space			
			9	More than 50	1000	3 space up to 500 square meters And one space for every 200 square meters for additional		One space for 500 square meters and maximum 5 can be provided	
		Cinemas	6		1000	One space for 10 seats			
		Auditorium conference halls, theatres and similar uses	*9		1000	one space for 10 seats or one space for 20 square meters (whichever is more)	Minimum 01	Minimum 02	

	Commercial	Salons/ Beauty Parlours/ Customer Service Places/ Barber Shops	4.5	Up to 25 square meters	150	One place.			
			6	25 to 50 square meters		Two spaces.			
			6	More than 50 square meters		One space for every 50 square meters and one space for every 100 square meters.			
	Commercial	Auto Parts Stores	6	-	150	One space for 100 square meters		One space if it exceeds 500 square meters	

	Commercial	Funeral Halls	9		750	5 space per unit	One space		
	Commercial	Betting Centers	6		150	One space for 100 square meters			
	Commercial	Commercial Broadcasting Studios	9		500	One space for 100 square meters excluding service areas			
	Commercial	Non Broadcasting Studio	9		1000	One space for 100 square meters			
	Commercial	Economic Center	9		2000	One space for 2 shop rooms		Minimum 01space and 01 space per 10 shops Maximum 05	

	Commercial Hotels	Urban Hotels	9		1000	One room for 03 rooms	One space close to the service area		
	Commercial Hotels	Hotels	6	Hotels from rooms 1 to 20	1000	One space for each room.	One space near the service area & one space for touch & go	One space	
	Commercial Hotels	Hotels	9	Hotels from rooms 1 to - 100		One room for each room up to 20 rooms + one space for 02 rooms, 21 to 100 rooms	One space near the service area	One space	
	Commercial Hotels	Hotels	9	Hotels with more		One space for each room up to 20 rooms + one space for 2 rooms from 21	One space near the service area	One space	

				than 100 rooms		to 100 rooms + one space for 5 rooms from 101 rooms			
	Commercial Hotels	Hotels	6	Seating capacity up to 100		One space for 5 seats	-	One space	
	Commercial Hotels	Banquet Hall (Boutique Hall)	9	Seating capacity more than 100		One space for 5 seats	One space near the service area	One space	
	Commercial Hotels	Hotels in Banquet Halls (Boutique Hall/ Villa)	6	Rooms/ Up to 5 units & less than 100		One space per room/unit, up to a maximum of 3 and one space for 5 seats for festival halls		One space	

	Commercial Hotels	Hotels/ Lounges/ Lounges/ Lounges/ Spas/ Banquet Halls/ Boutique Hotel/Villas/ Rest House/ Spa	9	Rooms/ More than 5 units		One space per room/unit			
	Commercial Hotels	Restaurants	6	Up to 100 square meters		one space for 100 square meters or one space for 10 seats excluding the service area. (whichever is more)			
			9	More than 100 square meters		one space for 150 square meters or one space for 10 seats excluding the service area.	One space- If more than 500 square meters		

						(whichever is more)			
	Commercial Offices	Banks	6		150 square meters	One space for 100 square meters			
			9		500 square meters	One space for 100 square meters			
	Commercial Offices	Financial Institutions/ Insurance Institutions	6		150 square meters	One space for 100 square meters			
	Commercial Offices	Offices/ Establishments (General)	6		150 square meters	One space for 100 square meters	Space for every 500 square meters		
	Commercial Offices	Offices/Establishments (Offices/Establishments that do not provide customer service e.g.	6		150 square meters	One space for 150 square meters			

		Information Technology)							
	Commercial Offices	Office Complexes (more than 10,000 square meters)	9		1000	One space for 100 square meters	One Space for every 500 square meters	One space	
.3	Health	Government Hospitals (with all facilities)	9*			One space for 10 beds and 30% of the total space required for public parking.	One space	One space	
	Health	Nursing Homes and Private Hospitals	9*			one space for 2 beds or one space for 10 square meters.(whichever is more)			

	Health	Medical Laboratories, Out patient Departments and Similar Uses	9*			One space for 20 square meters			
	Health	Medical Counseling Centres/ Channeling Centers/ Medical Centers	9*			10 spaces for one consulting service room			
	Health	Dispensaries/ Animal Clinics	6*	Up to 50 square meters		Two spaces for 50 square meters			
			9*	More than 50 square meters		Two rooms per room.			
.4	Education	Universities, Private Universities/ Private Higher Education Institutions	9			One space for one permanent academic lecturer and one parking	One space for each faculty		

						space for 100 students.			
		Government Schools	9			Provision of one space in four classrooms and three spaces for pick and drop (merging lane through the proposed ground parallel to the road.)	One space		
	Education	Government Vocational Training Centres/ Technical Colleges	6			One space for two lecturers and two spaces for pick and drop (merging lane through the proposed ground parallel	One space		

						to the road.) and one space for 200 students **			
	Education	Private Schools	9			Provision of one space for two classrooms and one space per 500 square meters for permanent construction areas other than classrooms and three spaces for students for pick and drop (merging lane through the proposed			

						ground parallel to the road.)			
	Education	Pre - Schools/ Day Care Centres	6			Provision of one space and three floors for pick and drop (merging lane through the proposed ground parallel to the road.)			
	Education	Private tuition less than 100 children	6			Provision of one space for a classroom and two spaces for pick and drop (merging lane through the proposed ground parallel to the road.)			

		Private tuition more than 100 children	9			Provision of one space per classroom, one space for 500 students and two spaces for pick and drop (merging lane through the proposed ground parallel to the road.). **			
	Education	Lecture halls with more than 100 children	9			One space per 100 square meters and 2 spaces for pick and drop (merging lane through the proposed ground parallel to the road.)			

						and one space for 200 students.			
	Education	Libraries	3		Up to 500	Three spaces			
			6		More than 500	Three space up to 500 square meters and one space for every 500 square meters exceeding			
	Education	Other Educational Institutions	6			One space for a classroom			
.5	Factories	Small Scale I	6	Less than 500	500	Minimum One space required and one space for every 200		One space for 300 square meters	

						square meters exceeding			
		Small Scale II	6	500-1000	750	Minimum One space required and one space for every 200 square meters exceeding		One space for 300 square meters	
		Medium Scale - Industries based on human labour	9	Between 1000 and 1500	1000	One per 300 square meters	Up to 100 employees with one space and maximum should be 05 spaces.	One space for 500 square meters	One space when it exceeds 1000 square meters
		Medium Scale - Automatic Machine Based Industries (Industries with				One for every 300 square meters and one space for every	One space		

		minimum use of human labour)				500 square meters.			
		Large Scale - Industries based on human labour	9	More than 1500	2000	One per 200 square meters	Up to 100 employees with one space and maximum should be 10 spaces.	03 space up to 1500 square meters and one space for every 1000 square meters increased	One space per 2500 square meters (maximum space of five)
		Large Scale - Automatic Machine Based Industries (Industries that use minimum human labour)				Up to 10,000 one for square meters 2000 square meters and one for every 3000 square meters	One per 3000 square meters		
	Industry	Stores with stores	9		500	One space up to 100 square meters and then one space		One space for 500 square meters	

		Stores without stores			1000	for every 200 square meters.	One space for 500 square meters	One space for 300 square meters	
	Industry	Warehouse	6	Less than 500 square meters	1000	One space for 200 square meters		One space per 500 square meters up to 3000 square meters and one space for every 1000 square meters increasing	One space for 2500 square meters and up to a maximum of three
			9	More than 500 square meters	2000	One space for 500 square meters			
.6	Leisure & Recreation & Sports	Leisure and Recreation and Theme Parks (Themes Parks)	6			One space for 100 square meters	One space	One space per 1000 square meters	

								and a maximum of four space.	
	Leisure & Recreation & Sports	Sports Complexes / Indoor Stadiums	6			two spaces for one ground and if provide a pavilion, one space for 10 seats.	One space		
	Leisure & Recreation & Sports	Commercial Swimming Pools/ Gyms/ Fitness Centres	6			One space for 100 square meters and one space for 10 seats if a sports pavilion is provided			
	Leisure & Recreation & Sports	Outdoor Stadiums	6			One space for 100 seats	One space for 1,000 seats and a		

							maximum of 10		
.7	Other Uses	Religious Places	6			One space for 200 square meters			
	Other Uses	Other uses (the width of the road and parking space can be considered according to usage.)	6			One space for 100 square meters	One space for 500 square meters		

*The minimum width of the road should be 06 meters and the building boundary should be 4.5 meters or more.

** Approved parking space for bicycles and motorcycles.

Source : Urban Development Authority , 202

Schedule 13
Requirements for Sanitation Facilities

Regulation 75

Uses		Extent (Sq.M.)	Female		Male		
			Toilets	Washing Basin	Toilets	Urinal	Washing Basin
01	Restaurants, hotels and similar uses	Less than 100	Minimum 01				
		100 to 500	Minimum 02	Minimum 01	Minimum 02		Minimum 01
		500 to 1000	Minimum 05	Minimum 02	Minimum 03	Minimum 03	Minimum 02
		More than 1000	01 for every additional 1,000 Sq.M	01 for every additional 2,000 Sq.M		01 for every additional 1,000 Sq.M	01 for every additional 2,000 Sq.M

.02	Cinemas, Theaters, Conference Halls		01 for every additional 50 seats Minimum 01 for 20 seats			
.03	Shopping malls, department stores, supermarkets and similar uses	Up to 800	Minimum 01 unit up to 800 square meters and 01 unit should be provided for every additional 1,500 Sq.M			
.04	Offices	Area less than 200	Minimum 02	Minimum 01		
		Area more than 200	02 for 200 square meters and And for every additional 500 square meters should include 01 unit	01 for 200 square meters and And for every additional 500 square meters should include 01 unit		
05.	Schools / International Schools		02 per 60 students	01 per 100 students	01 per 60 students	01 per 100 students

06.	Private Educational Institutions/ Support Classes	Up to 500	01 for 100 square meters	01 for 200 square meters	01 for 100 square meters	01 for 200 square meters	
		More than 500	01 for 100 square meters and 01 each for every additional 200 square meters	01 for 200 square meters and 01 each for every additional 500 square meters	01 for 100 square meters and 01 each for every additional 200 square meters	01 for 200 square meters and 01 each for every additional 200 square meters	01 for 200 square meters and 01 each for every additional 500 square meters
07.	Public places, gatherings of the general public places, parks and similar uses		If land extent is less than 150 square meters or 150 square meters, minimum 01 unit should be provided				
			If the land extent is between 150 - 400 square meters, the minimum is	If the land extent is between 150 - 400 square meters, the minimum is	If the land extent is between 150 - 400 square meters, the minimum is 02 unit should be provided		If the land extent is between 150 - 400 square meters, the minimum 01 unit

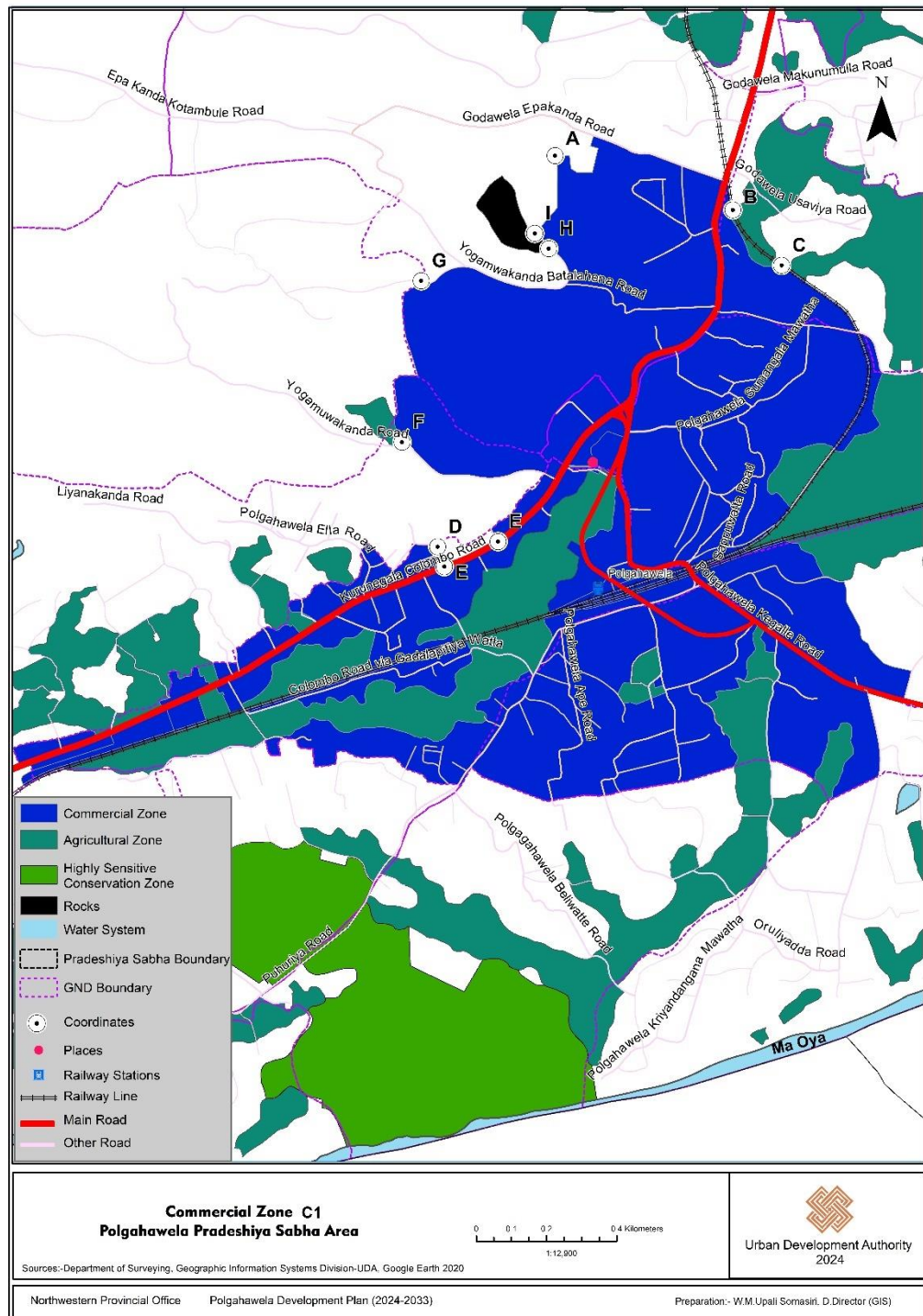
			03 unit should be provided	01 unit should be provided		should be provided
			If the land extent is more than 400 square meters, the minimum is 01 unit should be provided for each additional 200 sq.m (should be installed at appropriate locations)			
08.	Similar uses to hospitals		Minimum of 03 units should be provided for 50 beds			
09.	Industry	If less than 100 square meters	Minimum 01			
		Between 100 and 600 square meters	01 for 100 square meters or *01 for 40 people	Minimum 02 or *01 for 40 people	01 for 200 square meters or *01 for 40 people	Minimum 01 or *01 for 40 people
		More than 600 square meters	Up to 600 square meters to 100 square	Increase every 500	Up to 600 square meters to 200 square meters 01 unit and	Up to 600 square meters to 100

			<p>meters 01 unit and</p> <p>Every 300 square meters of increase, 01</p> <p>or</p> <p>*1per 40 persons whichever is less</p>	<p>square meters 01 unit</p> <p>or</p> <p>*1per 40 persons whichever is less</p>	<p>Every 300 square meters of increase, 01</p> <p>or</p> <p>*1per 40 persons whichever is less</p>	<p>square meters 01 unit and</p> <p>Every 300 square meters of increase, 01</p> <p>or</p> <p>*1per 40 persons whichever is less</p>	<p>or</p> <p>*1per 40 persons whichever is less</p>
10.	Other		<p>*Minimum for 1 for 40 persons</p> <p>Or At least 1 per 100 square meters whichever is more</p>		<p>*Minimum for 1 for 40 persons</p> <p>or</p> <p>At least 1 per 200 square meters whichever is more</p>	<p>*Minimum for 1 for 40 persons</p> <p>or</p> <p>At least 1 per 200 square meters whichever is more</p>	<p>*Minimum for 1 for 40 persons</p> <p>or</p> <p>At least 1 per 200 square meters whichever is more</p>

* On the basis of written confirmation submitted by the applicant regarding the worker

Annexture No. 6 - Zonal Boundaries and Geo-coordinates

1. Map - Commercial Zone (C1)



Source : Urban Development Authority, 2024

Commercial Zone (C1) Boundary and Geo coordinates

C1		
Point No.	X COORDINATE	Y COORDINATE
A	80° 17' 46.803" E	7° 20' 29.774" N
B	80° 18' 3.334" E	7° 20' 24.759" N
C	80° 18' 7.871" E	7° 20' 19.624" N
D	80° 17' 35.933" E	7° 19' 53.492" N
E	80° 17' 36.547" E	7° 19' 51.645" N
E	80° 17' 41.550" E	7° 19' 53.973" N
F	80° 17' 32.611" E	7° 20' 3.187" N
G	80° 17' 34.379" E	7° 20' 18.151" N
H	80° 17' 46.232" E	7° 20' 21.145" N
I	80° 17' 44.925" E	7° 20' 22.559" N

North

From the starting point to the east, south, east, north, until meet the central line of the Ape kanda line, and from there to the south- east along the central line of the route, intersecting the Ambepussa- Trincomalee line and meeting the western reserve of the northern railway line.

East

From the last mentioned point to the south through the western reserve border of the Northern Railway and reach point B, from there to the western boundary of the paddy field located in ganegoda north grama niladhari area and again to point C of the northern railway line, from there to the western boundary of the northern railway reserve and from there to the south line of the kulipitiya road through the western boundary of the northern railway reserve and from there to the southern line of the same line. Proceed towards the western boundary of the paddy field located in Ganegoda North Grama Niladhari area to the ku/parakramabahu central college premises, until the western boundary of the college meets the central line of the Kulipitiya road and from there to the south along the central line of the road and meets the central line of the Polgahawela- Kegalle road and from there to the north- west of the central line and from there to the north- west side of the central line. From there until the southern boundary of polgahawela south grama niladhari area along the central line of the same road is met.

South

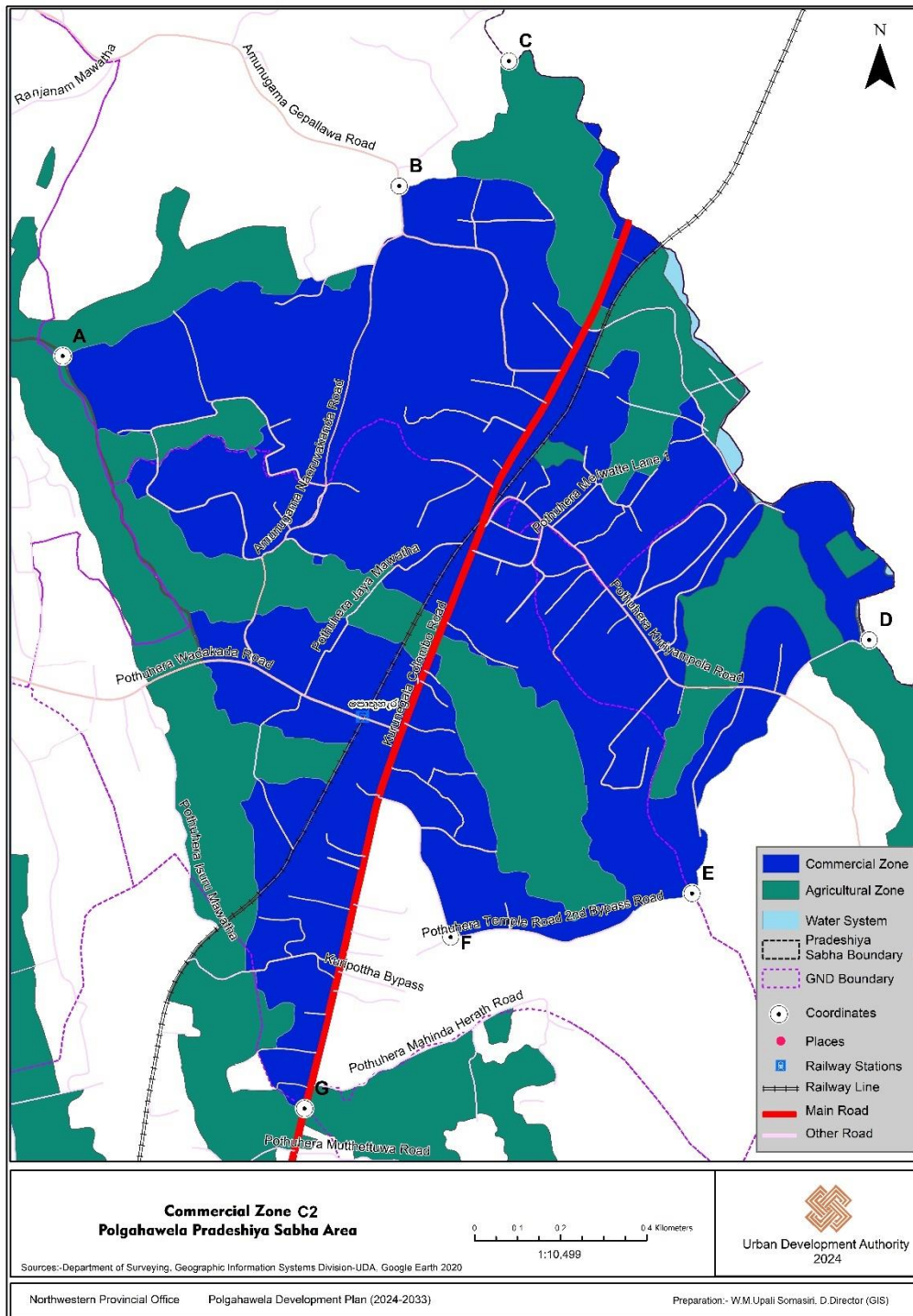
From the last mentioned lakha to the south border of Polgahawela South Grama Niladhari, move to the south- west through the southern boundary of polgahawela north grama niladhari and from there to the south of the border and meet the southern boundary of that zone and from there to the west of the same boundary and meet the western boundary of that zone.

West

From the last mentioned point, proceed north along the western boundary of the same area, cross the Ambepussa - Trincomalee road and proceed towards the north and east, until the road at Point D is found, travel south- east along the central line of the road and meet the central line of the Ambepussa - Trincomalee road, and from that point to the central line of the road towards the north- east. From there, travel northwest along the central line of the road until the western boundary of the area is found, from there to the north- east of the border and meet the central line of the Apa Kanda road, and from there to point F on the eastern border of The paddy field, which passes west and northwest along the central line of the route.

Moving north, northwest and north along the eastern boundary of the paddy field until meet the northern boundary of Maddalanda Grama Niladhari, from there until meet the northern boundary along that border, from there go north and east along that border to meet the eastern border of Yogmua Kanda Grama Niladhari, and from there to the north and east of the same mayam and reach the northern and north- east side of the road called G. From there, the route moves east along the central line to the northwest until point H meets, and from there it moves northwards to the starting point A.

2. Map - Commercial Zone (C2)



Source : Urban Development Authority, 2024

Commercial Zone (C2) Boundary and Geo coordinates

C2		
Point No.	X COORDINATE	Y COORDINATE
A	80° 19' 8.724" E	7° 25' 38.455" N
B	80° 19' 34.215" E	7° 25' 51.336" N
C	80° 19' 42.524" E	7° 26' 0.810" N
D	80° 20' 9.878" E	7° 25' 17.050" N
E	80° 19' 56.467" E	7° 24' 57.863" N
F	80° 19' 38.179" E	7° 24' 54.550" N
G	80° 19' 27.118" E	7° 24' 41.566" N

North

Starting from A on the western border of Amunugama II Grama Niladhari Kottasa and moving northeast along the southern boundary of Amunugama paddy field, until the central line of the Amunugama Nauruwa Kanda road meets the central line, from there to the north- east along the central line of the road and from there to the central line of the Amunugama Gepaluwa road, and from there to the north of the road, from there to the north of the road. II Until travel north- east along the northern boundary of the paddy field located in the Grama Niladhari area and meet the C on the outskirts of Polgahawela Pradeshiya Sabhawa.

East

From point C on the last mentioned pradeshiya sabha boundary to the east border of the paddy field to the south- east side of the paddy field, intersect the Ambepussa-Trincomalee line and cross the northern railway line until meet the D point on the pradeshiya sabha road.

South

From point D mentioned last mentioned to the south- west, cross the Kuriyampala road until meet point E on the western border of The Gamana Grama Niladhari, from there to the west to find point F on the temple road, from there to the north and northwest along the central line of the road and from there to the central line of the Ambepussa - Trincomalee road and from there to the south- west of the central line. Until find a place called G

West

From the last mentioned point of G to Pothuhera west, it will travel north along the eastern boundary of the paddy field located in the Grama Niladhari area of Pothuhera and cross the Wadakada road until the initial A point is found.

Mixed Development Zones (MD1) Borders and coordinate

MD1		
Point No.	X COORDINATE	Y COORDINATE
A	80° 15' 24.764" E	7° 30' 25.945" N
B	80° 14' 52.903" E	7° 29' 30.059" N
C	80° 14' 45.792" E	7° 29' 13.285" N
D	80° 14' 45.097" E	7° 29' 9.554" N
E	80° 14' 47.198" E	7° 28' 56.947" N
F	80° 14' 49.382" E	7° 28' 56.052" N
G	80° 14' 46.912" E	7° 28' 49.043" N
H	80° 14' 47.911" E	7° 28' 38.749" N
I	80° 14' 54.266" E	7° 28' 31.676" N
A1	80° 15' 18.615" E	7° 28' 2.298" N
L	80° 16' 35.352" E	7° 27' 16.142" N
T	80° 16' 27.605" E	7° 26' 38.053" N
U	80° 16' 11.743" E	7° 26' 46.632" N
V	80° 15' 59.423" E	7° 26' 43.636" N
W	80° 15' 50.662" E	7° 26' 38.467" N
X	80° 15' 51.113" E	7° 26' 37.881" N
B0	80° 15' 4.642" E	7° 26' 9.705" N
B1	80° 13' 55.289" E	7° 28' 17.266" N

North

Starting at a point where the northern and western boundary of No. 876 Pathinwatta Grama Niladhari area intersects and moves towards the eastern south- east along the northern boundary of that zone (B 190 Kalugamuwa, Wariyapola, road central line) until the eastern boundary of that zone is met.

East

From the last mentioned point to the southeast through the eastern boundary of No. 876 Pathinwatta Grama Niladhari Area (along the central line of Route B 190) until meet the Pradeshiya sabha boundary at Point A, and from there to the northern boundary of The Central Density Residential Zone 02 and to meet the western boundary of that zone. From there, travel south and southeast along the same boundary until meet Point A1 located on the western border of High Density Residential Zone 1, from there to west, south, southeast along that border and meet the southern border of High Density Residential Zone 1, and from there to the eastern boundary of the Pradeshiya Sabhawa area by moving east along that boundary, From there onwards, moving south along the same boundary and meeting the northern boundary of the 2 high density residential zones,

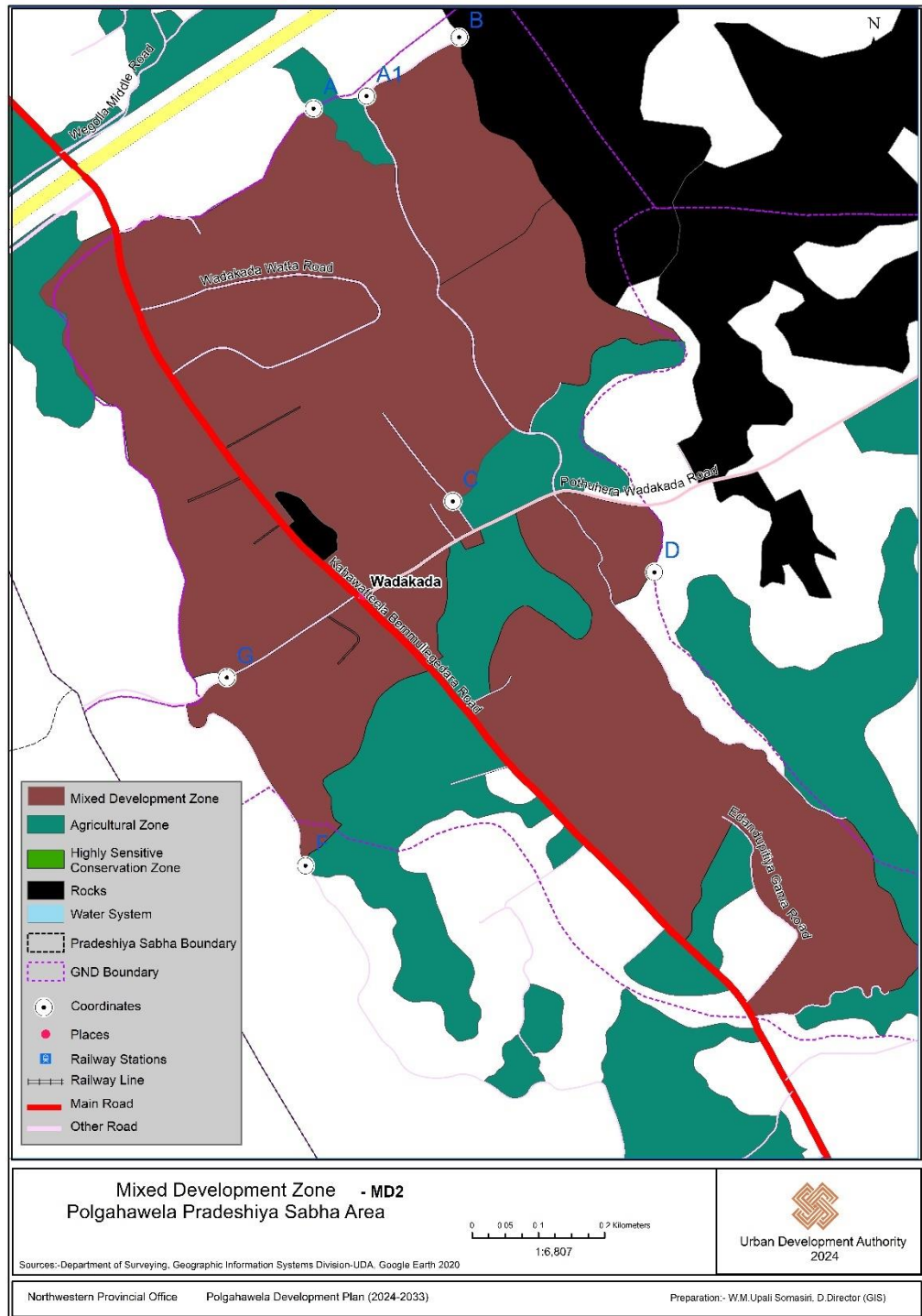
South

From the last mentioned point until travel west along the northern boundary of the 2 high density residential zones and meet point B on the western boundary of Polgahawela Pradeshiya Sabhawa area,

West

From the last mentioned point, move north and northwest along the western boundary of Polgahawela Pradeshiya Sabhawa area, intersect kurunegala - Narammala - Madampe marga until it meets the southern border of the Central Population Density Residential Zone, and from there it goes to the north- east border of the region and from there it travels northwards along the same border and travels towards the north and the upper boundary of the reserve zone. Until point B1 is found in the region, and from there the central population is the area through the eastern boundary of the residential zone, moving north- west, north- west and north- west again to the starting point.

4. Map - Mixed Development Zones (MD2)



Source : Urban Development Authority, 2024

Mixed Development Zones (MD2) Borders and coordinate

MD2		
Point No.	X COORDINATE	Y COORDINATE
A	80° 15' 57.407" E	7° 24' 13.867" N
A1	80° 16' 0.015" E	7° 24' 14.486" N
B	80° 16' 4.571" E	7° 24' 17.382" N
C	80° 16' 4.281" E	7° 23' 54.599" N
D	80° 16' 14.206" E	7° 23' 51.125" N
E	80° 16' 27.734" E	7° 23' 32.378" N
F	80° 15' 57.052" E	7° 23' 36.696" N
G	80° 15' 53.174" E	7° 23' 45.931" N

North

Starting from a point where the northern and western boundaries of Wadakada Grama Niladhari area intersect and proceed northeast along the northern boundary of that zone to point A, from there to the central line of the road located in Point A1, which passes southeast along the western boundary of the paddy field, and from there to the central line of the road to the north and east of the central line of that road and to point B.

East

From point B, which was last mentioned, to point B, which is located in the south- east, to point C of the regional saha road, which passes west along the northern boundary of Kumbura, from there to the south on the same route and meets the central line of the Pothuhera- Wadakada road, from there to the east along the central line of that road and from there to the eastern boundary of no. 956 Wadakada Grama Niladhari. Crossing the south- east and south- west

Until point D of the regional road is found and from there to point E along the western boundary of paddy field located in No. 885 Habarawa Grama Niladhari area, which passes southeast along the central line of the road.

South

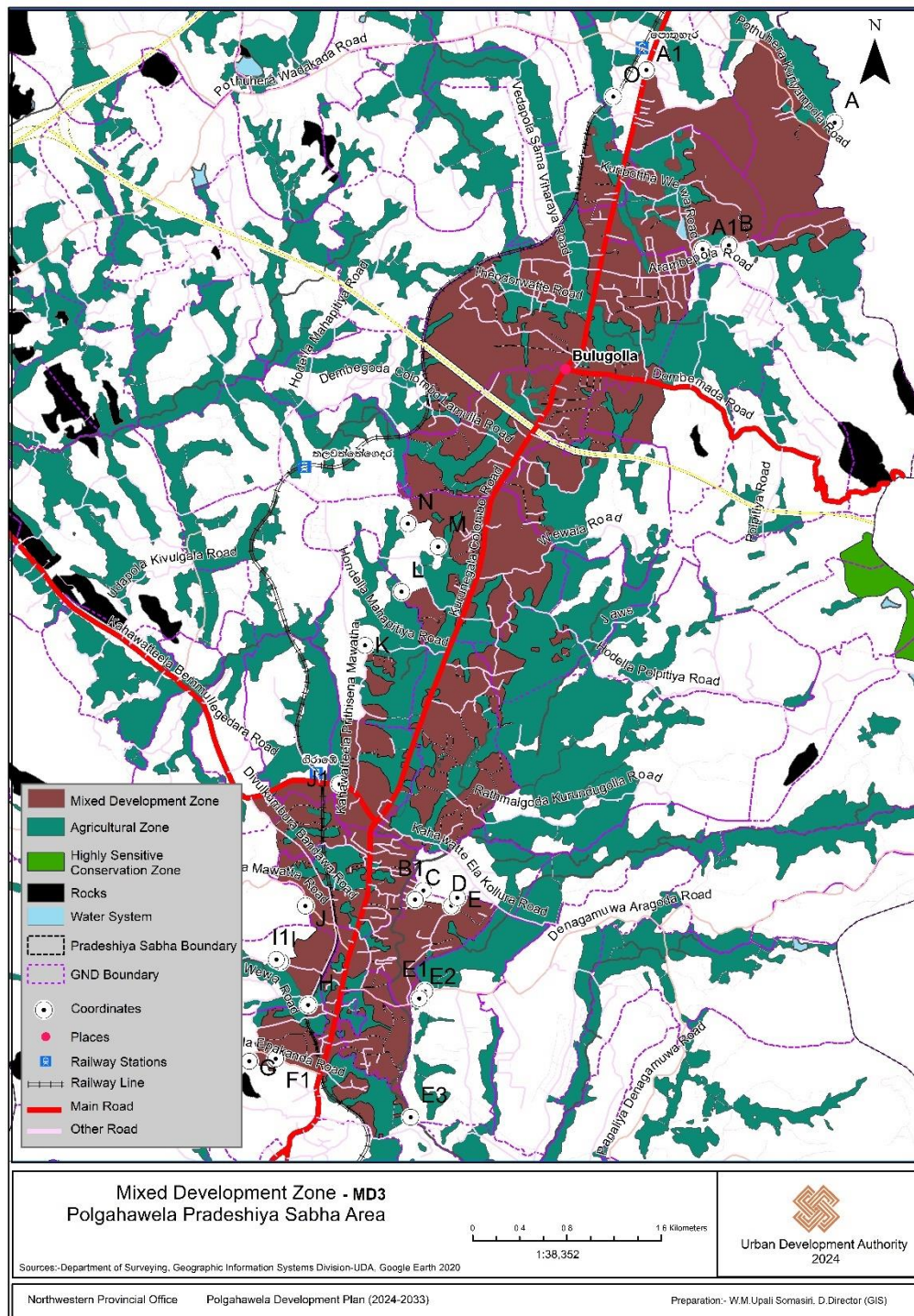
From the last mentioned point E, through the northern boundary of the paddy field, it travels southwest and westwards and meets the central line of the Kahawatte Canal Bemmulle Ghara road, and from there it travels northwest along the central line of the road and travels north- west along the central line of the pradeshiya sabha road, which is found in the north- west direction of the paddy field, and then travels to the south- west along the northern boundary of the paddy field, and then travels to the south- west of the Kahawatte Canal Bemmulle Ghara road. From there, the north- west of the paddy field, the south and south- west along the northern boundary of the paddy field, and from there to the center line of the Pradeshiya sabha road, to the point of F.

West

From the last mentioned point to the central line of the Pradeshiya sabha road, which passes north, northwest, west and north along the same pradeshiya sabha road and from

there to the g point where it is found by moving northeast along the central line of the same road, from there to the north- west and meeting the western boundary of Wadakada grama niladhari area. From there onwards, it will travel northwards along the same boundary to the starting point. Is the area.

5.Map - Mixed Development Zones (MD3)



Source : Urban Development Authority, 2024

Mixed Development Zones (MD3) boundary and coordinate

MD3		
Point No.	X COORDINATE	Y COORDINATE
A	80° 20' 24.863" E	80° 20' 24.863" E
B	80° 19' 55.601" E	80° 19' 55.601" E
A1	80° 19' 48.383" E	80° 19' 48.383" E
B1	80° 18' 31.211" E	80° 18' 31.211" E
C	80° 18' 28.884" E	80° 18' 28.884" E
D	80° 18' 38.964" E	80° 18' 38.964" E
E	80° 18' 40.617" E	80° 18' 40.617" E
E1	80° 18' 31.610" E	80° 18' 31.610" E
E2	80° 18' 30.112" E	80° 18' 30.112" E
E3	80° 18' 27.763" E	80° 18' 27.763" E
F1	80° 17' 50.368" E	80° 17' 50.368" E
G	80° 17' 43.042" E	80° 17' 43.042" E
H	80° 17' 59.342" E	80° 17' 59.342" E
I	80° 17' 51.696" E	80° 17' 51.696" E
I1	80° 17' 50.516" E	80° 17' 50.516" E
J	80° 17' 58.536" E	80° 17' 58.536" E
J1	80° 18' 7.949" E	80° 18' 7.949" E
K	80° 18' 14.969" E	80° 18' 14.969" E
L	80° 18' 25.086" E	80° 18' 25.086" E
M	80° 18' 35.195" E	80° 18' 35.195" E
N	80° 18' 26.815" E	80° 18' 26.815" E
O	80° 19' 23.560" E	80° 19' 23.560" E
A1	80° 19' 32.699" E	80° 19' 32.699" E

North

Starting at point A1, which intersects the central line of the Ambepussa- Trincomalee road and the temple road crosses the central line to the south- east, east, north and northeast, until the Kuriyampola road meets the central line, from there it will travel 12 meters southeast and proceed towards the north- east via the pradeshiya sabha road and proceed towards the north- east through the meeting. Moving southeast to A on the eastern border of the same area

East

Starting from point A mentioned last, through the eastern boundary of No. 905 Gammana Grama Niladhari (along the eastern boundary of the Pradeshiya Sabhawa), intersecting the central line of the Kuriampola road and moving towards the south- west until the northern boundary of no. 906 Arambepola Grama Niladhari area is met, from there onwards, moving eastward along that boundary and reaching the eastern boundary of that zone. Until the northern boundary of paddy field is found and from

there it goes west along the northern boundary of the paddy field and meets the northern boundary of the area (p.a.m.) from there on the northern boundary to the west and the road that meets the north border goes south from point A1 to the south and proceeds west along the road that meets no. 895 Bavigamuwa east to the eastern boundary of the grama niladhari area. From the southern boundary of the paddy field to the south- east and south of the paddy field, until the Bulugolla - Dombemada roof road is found, and from there it crosses the central line of the road and travels south along the central line of the pradeshiya sabha road and meets the southern boundary of no. 898 Hadugala Grama Niladhari. From there until the meeting of the area, from there, the road passes westward through the security and meets the Pradeshiya Sabhawa Road, from there the expressway intersects and moves west and south along the western boundary of paddy field in No. 912 Koradaluwa Grama Niladhari area and meets the northern boundary of No. 913 Wellalla Grama Niladhari. Moving southward along the western boundary of paddy field in the area and reaching the southern boundary of the area, and from there it intersects the boundary and moves south, southwest and south-east along the western boundary of paddy field located in No. 916 Wellawa 2 Grama Niladhari and from there to the eastern boundary of No. 917 Ratmalgoda Grama Niladhari, and from there to the southern boundary of the same border, Go west and meet the eastern boundary of No. 922 Bandawa Grama Niladhari, from there to the south along the same border and from there to the northern border of No. 943 Gorokgahapotha Grama Niladhari, from there to the south- east of that border and go up to one lakh B, from there to C.D.E. lakh and then back to the northern boundary of the same area and proceed to the east through the northern boundary of the same area till the kolura road meets no. 9. Moving southwest and south- east along the western boundary of Grama Niladhari and reaching the central line of The Dangamuwa road along E1 E2 lakh, from there to the south- west and west along the central line of that road and meeting the eastern boundary of No. 920 Madalagama Grama Niladhari Area. From there onwards, proceed south along the same boundary and meet the eastern boundary of No. 941 Ganegoda North Grama Niladhari. Moving to the southeast until meet point E3 (the southern boundary of the potter's nest) in the same area,

South

From the last mentioned point to the south- west along the southern boundary of the paddy field, until the central line of the hospital road meets, from there it goes west and northwest along the central line of the route, travels north- west through the northern railway line reserve, travels northwest along the central line of the Apakanda road, and from there to the south, up to one hundred thousand f on that route. Moving east, south, west and north to a point called G

West

From point G mentioned last mentioned, move to the northeast, cross the Godawela Apakanda road and move towards the north- west and north- east, and proceed eastward along the southern boundary of Kumbura at No. 937 ApaKanda, until meet the Northern Railway Road Reserve and from there to the northward side of the reserve and meet H Lakha. Crossing the Mawatta, Veeragala, Veherapitiya road and going north- west to point I of the road, from there to point I of the road that meets the North- West via the Pradeshiya sabha Road, and from there to The North- East, East, North, East and East, and from there to Point J on the northern boundary of No. 949 Kotambule

Grama Niladhari. From there, travel northwestwards along the same border until meet the eastern boundary of No. 954 Diul Kumbura Grama Niladhari, from there to the North and West of that border and to the Pradeshiya sabha Road, from there to the North and North- West road along the same route and meet the central line of the Kahawatte Canal Bemmulle Ghara Road. Connecting the northern boundary of No. 922 Bandawa and the northern boundary of No. 954 Diul Kumbura, from there onwards, along the central line of the road, moving east along the central line of the Kahawatte Canal Bemmulle Ghara Road, which is found in the north- west direction along the junction of the J point, from the north to the eastern boundary of the paddy field located in the No. 963 Forty- five grama niladhari area. Proceed east along the border and proceed north along the Pradeshiya sabha road and up to K point and from there will meet at the same place. Proceed eastwards along the route and proceed north-west through the eastern boundary of paddy field located in No. 909 Imbulgoda Grama Niladhari area to the road that meets L. Point and from there on to the eastern side of paddy field located in No. 913 Handella Grama Niladhari area until meet the western border of paddy field located in No. 913 Dhadala Grama Niladhari Area. From that point to north- west until it meets point M, from that point to north- west and west and until it meets point N, from there to north and northwest along the route located at that point, until the central line of The Udupola Kaluhendipala road meets the central line, from there to the north- west along the central line of the road and from there to the western boundary of no. 893 Parabewila Grama Niladhari. 959 Until the southern boundary of Dombegoda Grama Niladhari Area is found (up to the Eastern Reserve of The Northern Railway Line)

From there, the Northern Railway line passes through the Eastern Reserve, crossing the expressway to the east and north- west, moving north and northeast along the western boundary of No. 964 Bavigamuwa West Grama Niladhari Division, and moving north and northeast along the eastern boundary of the Northern Railway Line Reserve and from there to O Lakshana, which intersects the eastern boundary of No. 894 Theodorwatta Grama Niladhari Area and the railway line. The Trincomalee road meets the central line, and from there it goes north along the central line of the route to the starting point.

Mixed Development Zones (MD4)

MD4		
Point No.	X COORDINATE	Y COORDINATE
A	80° 16' 39.792" E	7° 19' 52.659" N
B	80° 16' 45.207" E	7° 19' 49.152" N
C	80° 17' 28.223" E	7° 19' 58.758" N

North

Starting from a point that intersects the northern and western boundaries of moragama grama niladhari, move east northeast, south along the northern boundary of that area to point A and from there to point B on the western boundary of Maddalanda Grama Niladhari, and from there to the western boundary of the grama niladhari area, to the north- east and north and east of the western boundary of the grama niladhari area and to a point called C. From there it will go north and northwest until the Apakanda road meets, and from there it will go east, southeast and east along the central line of the road and meet the eastern boundary of the area.

East

From the last mentioned point to the south- west along the eastern boundary of the same domain until meet a point named D on that border, from there to the southeast until meet the central line of the Ambepussa Trincomalee road, and from there to the south- east along that central line and reach a point named E. From there, travel northwestwards until meet the southern boundary of No. 935 Maddalanda Grama Niladhari, from there to the south- west and south of that border and meet the northern boundary of No. 936 Galbadagama Grama Niladhari, from there onwards, proceed eastwards along that border and meet the western boundary of No. 946 Weligodapitiya Grama Niladhari. From there, travel east and southeast along the northern boundary of the same area and meet the northern boundary of No. 960 Oruliyadda Grama Niladhari, from there to the north- east along the same border and meet the central line of the Oya road, from there to the north along the central line of the road and from there to the central line of polgahawela, Kegalle road and from there to the central line of the road and proceed to the south- east of the central line of the road. Until Meet the eastern boundary of the officer's domain, and from there to the south and south- west of the (canal) along that border and until Meet the central line,

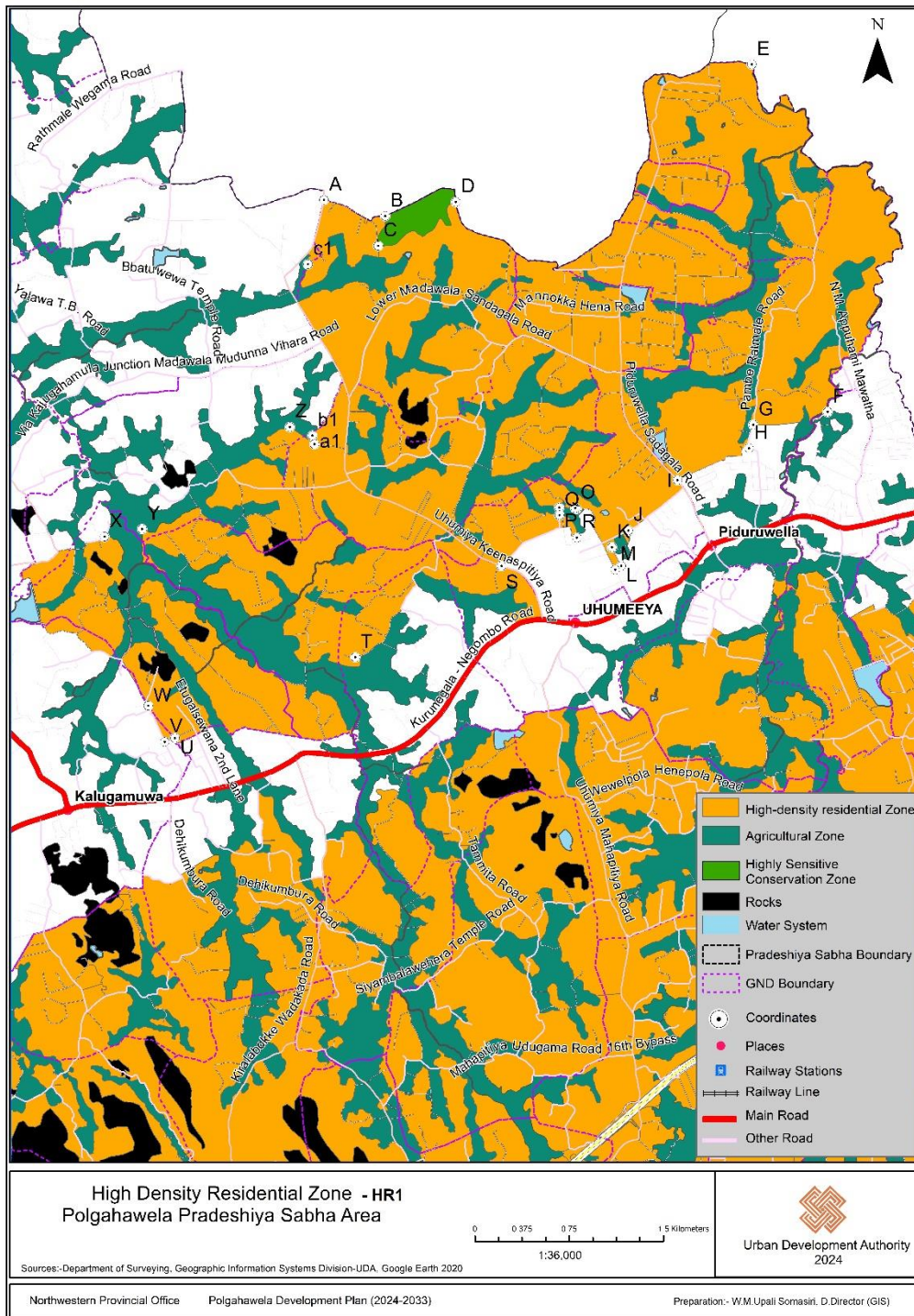
South

From the last mentioned point to the south- west and north- west along the central line of Maa Oya until meet the western boundary of morugama grama niladhari area.

West

The last mentioned area is the area where no. 944 of The Moraugama Grama Niladhari area moves north- east and northwards along the western boundary to the starting point.

7.Map - High Density Residential Zone (HR 1)



Source : Urban Development Authority, 2024

High Density Residential Zone (HR 1) Boundary and coordinates

HR1		
Point No.	X COORDINATE	Y COORDINATE
A	80° 16' 27.649" E	7° 29' 33.412" N
a1	80° 16' 25.295" E	7° 28' 30.147" N
B	80° 16' 43.586" E	7° 29' 29.280" N
b1	80° 16' 24.742" E	7° 28' 32.364" N
C	80° 16' 41.782" E	7° 29' 21.565" N
c1	80° 16' 23.539" E	7° 29' 16.779" N
D	80° 17' 1.907" E	7° 29' 32.959" N
E	80° 18' 18.728" E	7° 30' 8.709" N
F	80° 18' 38.521" E	7° 28' 38.651" N
G	80° 18' 19.205" E	7° 28' 35.286" N
H	80° 18' 18.134" E	7° 28' 29.215" N
I	80° 17' 59.537" E	7° 28' 20.930" N
J	80° 17' 46.801" E	7° 28' 7.887" N
K	80° 17' 42.546" E	7° 28' 3.498" N
L	80° 17' 44.951" E	7° 27' 58.688" N
M	80° 17' 43.392" E	7° 27' 57.690" N
N	80° 17' 33.383" E	7° 28' 13.468" N
O	80° 17' 33.017" E	7° 28' 13.672" N
P	80° 17' 28.882" E	7° 28' 13.771" N
Q	80° 17' 28.909" E	7° 28' 11.812" N
R	80° 17' 33.433" E	7° 28' 6.006" N
S	80° 17' 13.906" E	7° 27' 58.627" N
T	80° 16' 35.966" E	7° 27' 34.960" N
U	80° 15' 49.101" E	7° 27' 13.943" N
V	80° 15' 46.464" E	7° 27' 12.959" N
W	80° 15' 42.168" E	7° 27' 22.345" N
X	80° 15' 30.781" E	7° 28' 6.124" N
Y	80° 15' 40.541" E	7° 28' 8.108" N
Z	80° 16' 18.886" E	7° 28' 34.582" N

North

Starting from a point A that intersects the northern and western boundary of No. 871 Madawala North Grama Niladhari (on uhumiya - Kinagaspitiya road) along the northern boundary of that area, move south and northeastwards to point B of that border, from there to point C, and from there to point C, Proceed north- east to point D of the boundary and from there to the south and south- east of the same border until meet the northern boundary of No. 846 Sandagala South Grama Niladhari, from there to the south- east and north- east along the same border and meet the western boundary of no. 848 Damunugala Grama Niladhari. From there, from there onwards, we proceed

to the north- east of the same boundary and meet the western boundary of No. 848 Damunugala Grama Niladhari, from there to the north of that border and meet the northern border of that month, and from there to the east of the area and meet the eastern boundary of that zone (up to point E located at the boundary of the Pradeshiya sabha).

East

From the last mentioned point to the south along the eastern boundary of the Pradeshiya sabha boundary to point F,

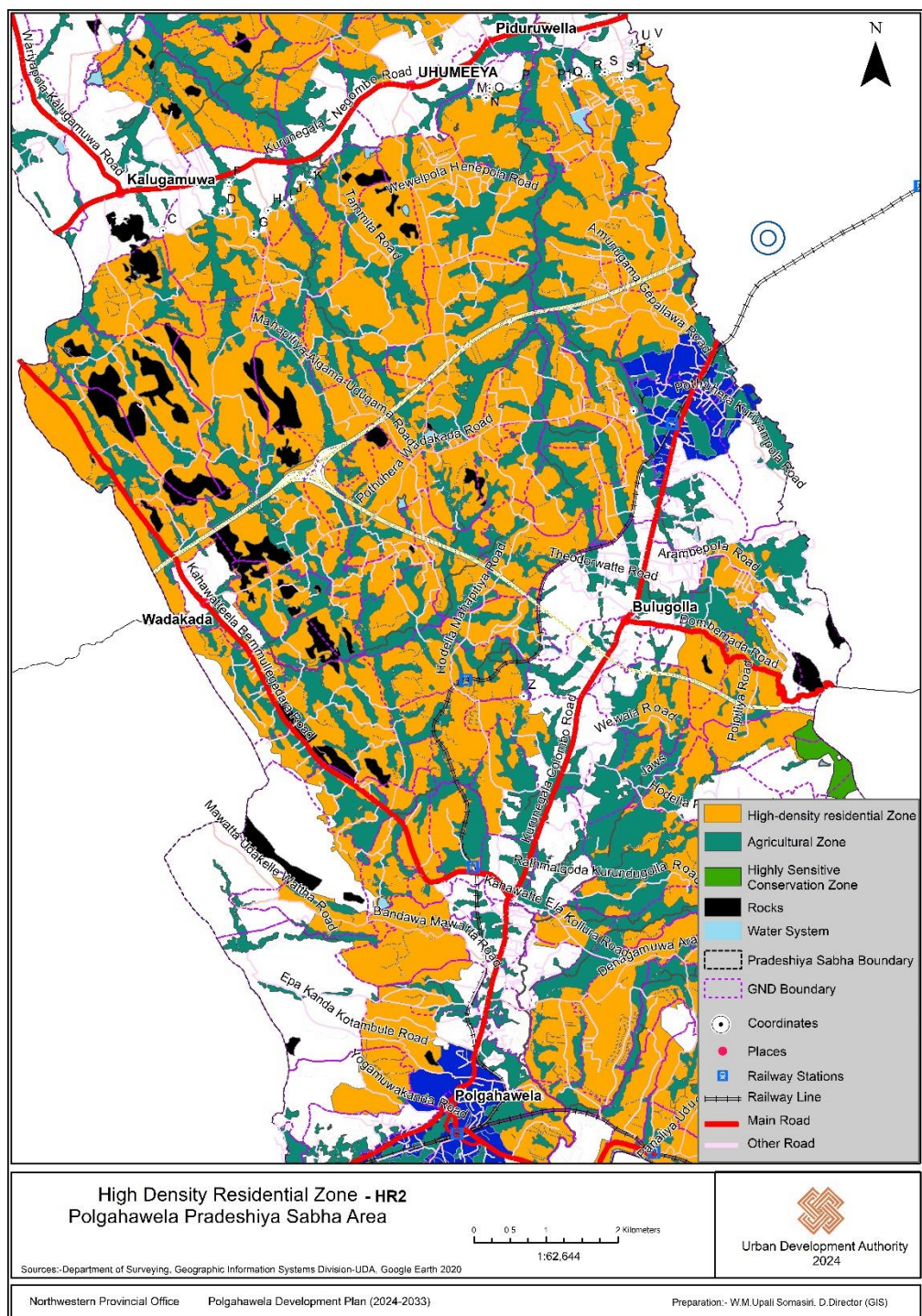
South

From the last mentioned point to point G of the road which passes southwest and west along the eastern boundary of No. 847 Piduwella Grama Niladhari, from there to point G of the road, from there to the south- west along the central line of the road to point H, and from there to the west along the central line of the meeting road, South west, south- west to point I, which meets the western boundary (Hambara Road) of No. 847 Piduwella Grama Niladhari, from there, 100 meters to the southeast, along the central line of the meeting road, to point J, and from there to the south and south- west side of the meeting route and from there to the southern boundary of paddy field, from there to K. Go south to point L, from there to point M of the road that meets southwest, from there to point M of the road, from there to northwest, northeast, northwest, west and northwest along the central line of the meeting road to point N, and from there to southwest, northwest, northeast, and from there to point O of the road that meets, From there, travel 45 meters northwest along the same route and from there to southwest, northwest and northeast, 30 meters northwest along the central line of the road, from there to the south- west, to point P on the northern boundary of the paddy field, from there to the point called Q on the southern border of the paddy field. From there, 40 meters to the west, along the central line of the road, which meets 40 meters to the west and south, to the western boundary of no. 844 Quiswatta Grama Niladhari area (from Uhumya - Kinagaspitiya road) to point S, and from there to the south and south along the same boundary and meet the central line of kurunegala - Narammala - Madampe road. From there, we travel west along the same route until meet point T, from there to the south border of paddy field located in No. 843 Uhumiya Grama Niladhari area, from there to the east and north along the same border and proceed northwest along the northern boundary of the paddy field and from there to point S of the pradeshiya sabha road which meets the south- west. From there to point T, from there to the south-east, south and west, to meet the western boundary of No. 849 Bulupitiya Grama Niladhari area along the northern boundary of paddy field, located in the same area, and from there to the south of the same boundary and to meet the southern boundary of no. 868 Yanthapola Grama Niladhari. From there on, move west along that border until meet the southern boundary of No. 867 Hanwella 2 Grama Niladhari, from there to the north- west, southwest, then north- west, west and north along that border and meet point U, and from there to the point V of the road that meets the west along that border.

West

From the last mentioned point, along the central line of the road, proceed northwestwards to point W, from there to the central line of the road, northwest, west, north again west and northeast along the central line of the road and from there to the central line of the road, the east east again moves eastwards and from there to point X. From there, through the southern boundary of paddy field located at No. 874 Muduna Grama Niladhari, it goes towards point Z, from there to the south- east and up to point A1, from there the north- west to the north- east and from there to point b 2 on the northern boundary of no. 872 Madawala North Grama Niladhari, and from there to the north- east and east of the same border. From there to the western boundary of the officer's domain (the central line of the Uhumiya- Kinagaspitiya road) from there to the north- west and northeast along the same border to point c1, from there to the central line of the road that meets the north and east, and from there to the central line of the route to the north- west of the central line of the route and from there to the central line of the uhumiya - Kinagaspitiya road. From there, the center line of the road is the area to the north- east and up to the starting point A.

8.Map - High Density Residential Zone (HR 2)



Source : Urban Development Authority, 2024

High Density Residential Zone (HR 2) Boundary and coordinates

HR2		
Point No.	X COORDINATE	Y COORDINATE
C	80° 15' 40.776" E	7° 26' 38.443" N
D	80° 16' 7.710" E	7° 26' 47.435" N
F	80° 16' 10.622" E	7° 27' 0.028" N
G	80° 16' 21.988" E	7° 26' 36.975" N
H	80° 16' 28.265" E	7° 26' 47.548" N
I	80° 16' 35.748" E	7° 26' 49.854" N
J	80° 16' 38.970" E	7° 26' 52.411" N
K	80° 16' 47.162" E	7° 27' 0.083" N
L	80° 16' 49.290" E	7° 27' 4.730" N
M	80° 18' 0.872" E	7° 27' 40.156" N
N	80° 18' 7.008" E	7° 27' 38.590" N
O	80° 18' 8.679" E	7° 27' 42.806" N
P	80° 18' 21.168" E	7° 27' 43.678" N
P1	80° 18' 42.237" E	7° 27' 44.061" N
Q	80° 18' 44.287" E	7° 27' 45.140" N
R	80° 18' 53.496" E	7° 27' 48.258" N
S	80° 19' 0.867" E	7° 27' 50.102" N
S1	80° 19' 8.354" E	7° 27' 47.312" N
T	80° 19' 13.622" E	7° 28' 1.439" N
U	80° 19' 15.321" E	7° 28' 1.686" N
V	80° 19' 21.188" E	7° 28' 2.716" N
Y	80° 19' 13.977" E	7° 25' 17.083" N
Z	80° 18' 24.329" E	7° 23' 8.041" N

North

Starting from point A at the boundary of the Pradeshiya Sabhawa and moving towards the north- east, south- east, north, east and east, to point B, and from there to the north- west and north- west along the northern border of paddy field located in No. 863 Pugalla Grama Niladhari, and from there to the north- west border of the same boundary, From there to the western boundary of No. 862 Dehikumbura Grama Niladhari area, from there to point C of the road that meets the north of that border, and from there to the north- east, until it intersects the paddy field located in no. 862 Dehikumbura Grama Niladhari area towards the north- east and meets point D. Moving east, northwest and west to point E of the road, from there to point F on the road that meets north along the route, from there to point F of the route, from there to point G of the road, which passes east and south along the western boundary of paddy field, and from there to the central line of the road to the east of the central line of the road and meets the central line of the Kiralabokka- Wadakada road. From there to the north along the central line of the road to meet the Pradeshiya sabha road at point H, from

there to point I along the central line of the road and the southern boundary of the potter's yard, and from there to the north- east to the j point on the eastern boundary of the potter's valley, intersecting the paddy field. From there, going east, north and east to point K of the road, from there to the north along the central line of the road and moving towards the north- east of the meeting road to point L on the western boundary of No. 850 Galabadagama Grama Niladhari, and from there to the north- east side of the north- east and from there to the northern boundary of no. 852 Ambahera Grama Niladhari. Moving south- east and north- east, heading north- west along the western boundary of No. 851 Vevalpola Grama Niladhari, heading north- west along the southern boundary of paddy field, then going to point M on the eastern boundary of the paddy field, from there to point N on the road that meets the east and from there to the north side of the road and from there to the o point on the road that meets. Proceed towards the north- east along the northern boundary of the paddy field and proceed towards the north- east along the central line of the Pradeshiya Sabhawa road starting from point P on the Vevalpola- Henepola road, until the northern boundary of No. 851 Vevalpola Grama Niladhari area is found, from there to the east along the same boundary and to the western boundary of no. 853 Ranjanagama Grama Niladhari. From there to the east and south- west, until meet P' Lakshmi, from there to the point of Q located on the western border of no. 855 Kanumale Grama Niladhari area, intersecting the paddy fields, from there to the north- east, south and east to reach point R, and from there to the south- east and northeast of that road and from there to the road located at point S. East, east and east until the central line of the Amunugama Gepalwa road is found, from there to the south along the central line of the road to S' point, from there to the western boundary of paddy field, to the road located at point T, and from there to the road at point T, and from there to the central line of the road to the east and east, and from there to the east and east of the road, to the eastern boundary of no. 855 Kanumale Grama Niladhari. From there, move east and southeast along the same border until point V is found.

East

From the last mentioned point until travel south along the eastern boundary of No. 855 Kanumale Grama Niladhari division and meet the eastern border of No. 854 Godavita Grama Niladhari, and from there to the south through that boundary and cross the expressway and meet the eastern border of No. 884 Amunugama Grama Niladhari. From there, travel southward along the same boundary and proceed to the south and south along the northern boundary of the paddy field located in the same area until meet point W, from there to point X of the Amunugama- Gepaluwa road, which is found in the west, and from there on to the south, southwest and west of the paddy field, and from there to the south, southwest and west of the paddy field, till the western border of no. 884 Amunugama Grama Niladhari. From there on, move southward along the same boundary and reach the northern boundary of No. 903 Pothuhera West Grama Niladhari, from there to the south and west of that border till point Y, from there onwards, through the western boundary of paddy field located in the same area, going south and crossing the Pothuhera Wadakada road and moving towards the south and ginikona and from there to the western reserve of the northern railway line. Moving south- west and southwards, intersecting the expressway until the eastern boundary of No. 892 Kolambalamulla Grama Niladhari area meets, from there to the Z point of the

Udapola- Kaluhendiwala road, which passes south, north, northwest and again south along the same border, from there to the south- east of the road and proceed south along the central line of the meeting road and reach Point A1. From there, it goes east, northeast, southeast, southwest and then back to Ginikona to point B 1 on the western border of paddy field located in No. 713 Hodala Grama Niladhari area and from there to point C1, which is found in the south and south- east direction along the same paddy field borders. From there to point E1, from there, cross the potter's yard and go to the south- west to point F1 on the road that meets it, from there to the south of the meeting road and from there to the south border of no. 909 Imbulgoda Grama Niladhari area, from there onwards, proceed westwards along the same boundary and proceed to the east of the paddy field located in the No. 963 Forty- five Grama Niladhari Area. From point I1 on the western boundary of the Grama Niladhari area and from there to the south- east of the same border, until the central line of the Kahawatte Canal Bemmulle Ghara road is found, from there to point J1 of the road, which passes west and southwest along the central line of the road and from there to the south- east, south- east and south- east of the road, and from there to the north- east, south- east and south- east of the road. From there, it will proceed eastward along the same boundary to point K1, from there to point L1 on the road where it meets south, southwest, west, south, west, west, southwest, and from there to the point of M1, which intersects the paddy fields located at No. 949 Kotambule Grama Niladhari area and from there to the western boundary of the paddy field and proceed to the south- west side of the road. From there, along the central line of the route, 20 meters to the east, along the northern border of paddy field, it travels southwest, west, north and then south- west, and then travels southwest along the central line of the meeting route to point N1, and from there to point O1 at Apakanda Marga. From there, along the central line of the road, proceed southwestwards to point P1 on the same route, from there to point Q1 towards the south- east, from there to point Q1, intersecting the Godawela- Apakanda road and moving southwest, southeast and east to point R1, and from there to point S1 on the road that meets the south, southwest, southeast. From there on, along the central line of the road, go to Ginikona, Nagi, North West and West and meet the western boundary of No. 937 Appakanda Grama Niladhari, from there to the south- west and south along that border and meet the northern boundary of No. 935 Maddalanda Grama Niladhari, and from there to the western boundary of the same area by moving west along that border and meeting the western boundary of the same domain. From there, the southern and south- west side of paddy field, which is found along the same border, travels southward along the eastern boundary of paddy field to the central line of the Apakanda road, from there to the west and northwest along the central line of that road to point T1, from there to the south border of no. 945 Yogamuakanda Grama Niladhari, and from there to the south border of No. 945 Yogamuakanda Grama Niladhari.

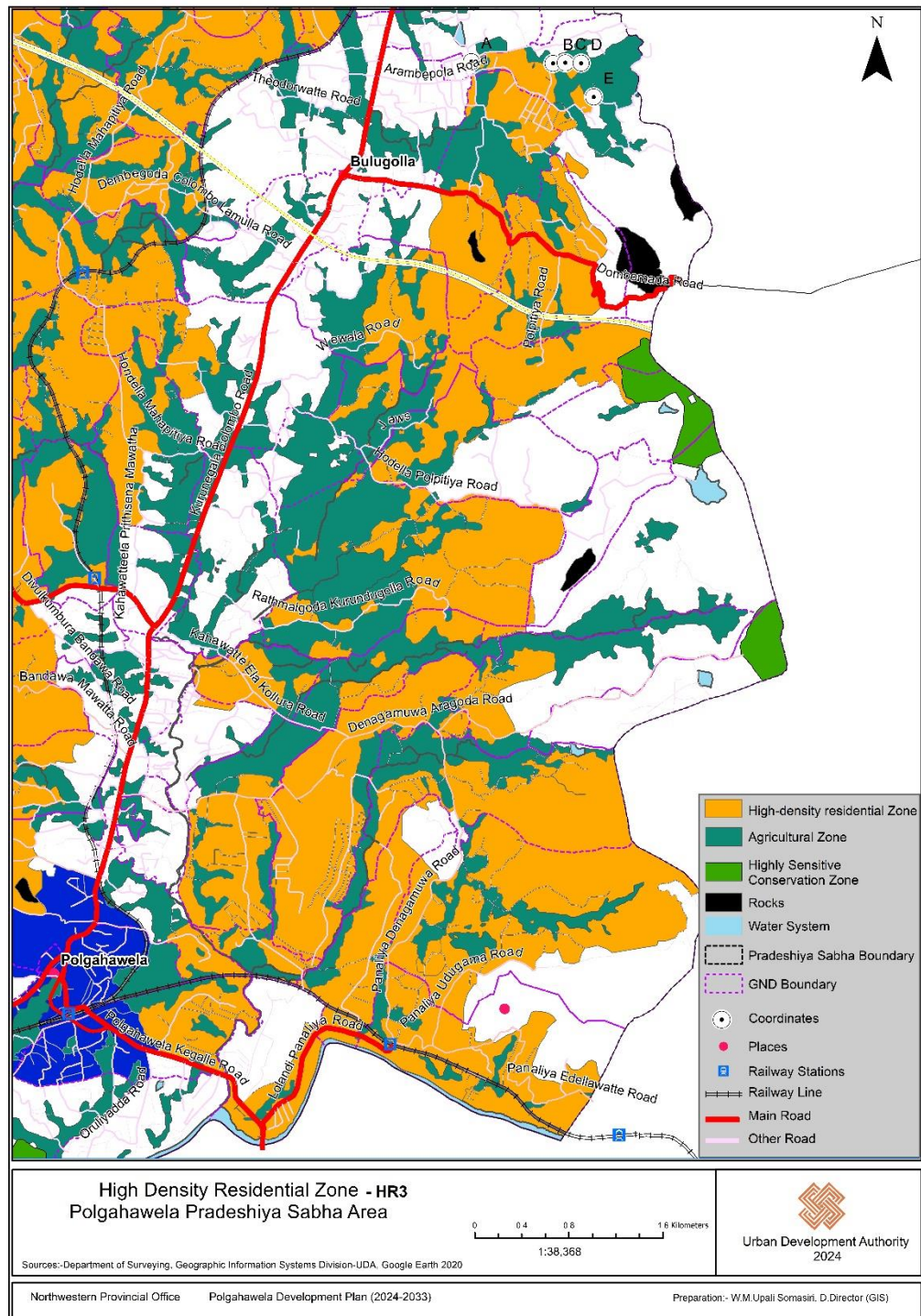
South

From the last mentioned point to the east to point V1 located on the southern boundary of No. 945 Yogamukanda Grama Niladhari Area (up to point L 1 in low density residential zone)

West

The area last mentioned is from point d1 on the southern boundary of low density residential block 1 to point B along the eastern boundary of low density residential zone 1 to point B, from there to point A on the northern boundary of the zone and from there to point A along the western boundary of Polgahawela Pradeshiya Sabhawa.

9.Map - High Density Residential Zone (HR 3)



Source : Urban Development Authority, 2024

High Density Residential Zone (HR 3) Boundary and Geo coordinates

HR3		
Point No.	X COORDINATE	Y COORDINATE
A	80° 19' 45.843" E	7° 24' 13.754" N
B	80° 20' 8.510" E	7° 24' 13.289" N
C	80° 20' 11.896" E	7° 24' 13.445" N
D	80° 20' 16.279" E	7° 24' 13.348" N
E	80° 20' 19.783" E	7° 24' 3.990" N

North

Starting at point A of the Pradeshiya Sabhawa Road located in No. 904 Kuriputta Grama Niladhari, moving towards the north- east and eastwards, going south and east along the west and south borders of paddy field located in No. 906 Arambepola Grama Niladhari Area, going south and east, from there to point B, from there, crossing the paddy fields and moving eastwards to Point C and from there to Point D.

East

From the last mentioned point to point B on the northern boundary of low density residential zones 2, from there to point B on the northern boundary of low density residential zones 2, from there to the north boundary of the 2 low density residential zones and to meet the western boundary of the zone, from there to the western boundary of the zone to the southeast and south, and from there to the southern boundary of the zone and from there to the southern boundary of the region, Until the eastern boundary of the local authority area is met and from there the expressway intersects and moves southward along the Pradeshiya Sabhawa boundary and moves southward along the northern and western borders of the high- density zone and meets point E of low density residential block no. 3. Moving northwestwards, south- west, along the western boundary of the region to point K on the southern boundary of the region, from there to the south border of the region, moving eastwards and reaching the eastern boundary of the Pradeshiya Sabhawa area, from there to the southeast along that border and reaching point J on the northern boundary of low density residential zone 5. Move northwest and southwest until meet the western boundary of the region, from there to point T along the western boundary of the region, from there to the southern boundary of the region to the eastern border of the pradeshiya sabha area, and from there to the south- west along that border until meet the central line of Maa Oya.

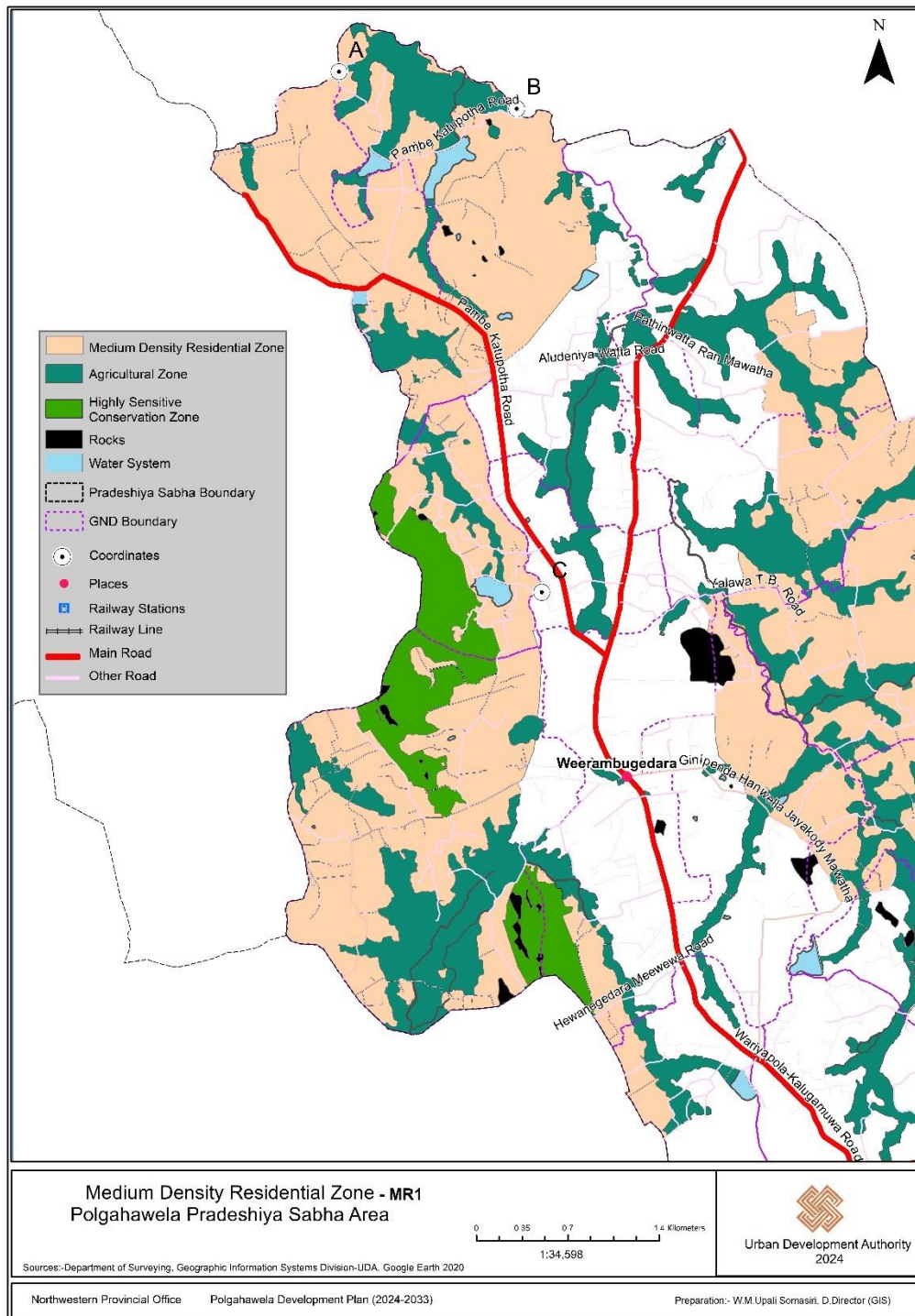
South

From the last mentioned point, the direction towards travel northwest, south and northwest along the central line of oya until meet the western boundary of no. 933 Serapiswatta Grama Niladhari, from there to the north along that border and meet the central line of polgahawela- Kegalle road and from there to the north- west along the central line of that road and meet the central line of the school road.

West

From the last mentioned point is the area that moves north along the eastern boundary of Commercial Zone 1 and proceeds north along the southern boundary and eastern boundary of Mixed Development Zone 1 to the starting point of High Density Residential Zone 3.

10.Map - Medium Density Residential Zone (MR 1)



Source : Urban Development Authority, 2024

Medium Density Residential Zone (MR 1) boundary and coordinate

MR1		
Point No.	X COORDINATE	Y COORDINATE
A	80° 13' 12.923" E	7° 31' 29.175" N
B	80° 13' 57.342" E	7° 31' 19.994" N
C	80° 14' 3.738" E	7° 29' 19.400" N

North

Starting from the point where the northern and western boundaries of the Lokahettia Grama Niladhari area are separated and moving towards the north- east, north and north- east along the northern boundary of the Grama Niladhari division and reaching the western boundary of The Madhyagama 3 Grama Niladhari division, from there the boundary will move towards the north, north and north- east of the paddy field found in that area. Until the central line of the Kolamunu Oya is found along the embankment of the lake, from there until the northern boundary of the Madhyagama Grama Niladhari area is found, and from there it goes to the south- east, east, east, east and east along the same boundary and meets the eastern boundary of the area.

East

From the last mentioned point, the eastern boundary of the lake is south- west. Go south, east and southwest until meet the western boundary of Pathinwatta Grama Niladhari, from there go south along the same border and go south and east along the western border of paddy field, and travel south and east along the western border of the paddy field, and travel south and southwest along the pradeshiya sabha road and from there until meet the western boundary of The Madhyagama Grama Niladhari area (via the dam). From there to the south until meet the southern boundary of the Lokahettia Grama Niladhari area, from there the boundary to the south- west of the Osase and meet the eastern boundary of kadadhuna Grama Niladhari, from there to the south through that border and meet the eastern boundary of the Hurungamuwa Grama Niladhari area and from there to the ruwangiri kanda road in Weerambughara. Travel along the border and meet the eastern boundary of the area, from there to the western boundary of the paddy field under the Weerambugedara Grama Niladhari division and move towards the south and meet the northern boundary of the Grama Niladhari area, and from there to the western boundary of the paddy field of the same area, to the south and reach the O coordinate.

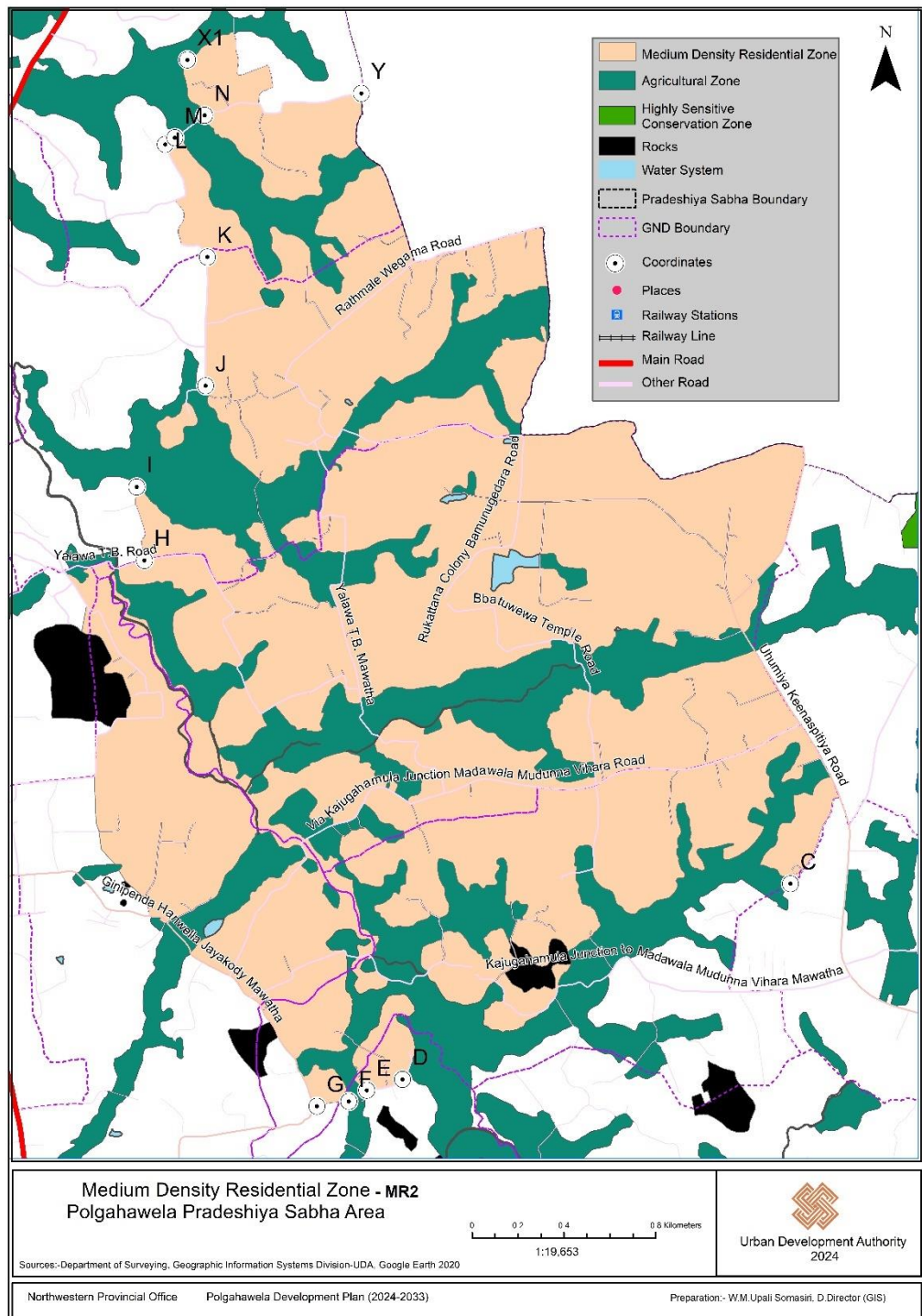
South

From the last mentioned O coordinate to the south- west, until the western boundary of the Ginipenda Grama Niladhari area is found, and from there to the north- west, south- west, then north- west along the same border and meeting the western boundary of the Weerambugedara Grama Niladhari area.

West

From there on, move north- west along the same border and proceed west along the southern boundary of Huruggamuwa Grama Niladhari area until the western boundary of that area is found, from there onwards to the north and north- west of that border and meet the western boundary of kadadhuna grama niladhari area, and from there on to the north- west boundary of the Lokahattya Grama Niladhari area and from there to the north and north- west border of the Lokahattya Grama Niladhari area. The entire area up to the point where the starting point meets.

11.Map - Medium Density Residential Zone (MR 2)



Source : Urban Development Authority, 2024

Medium Density Residential Zone (MR 1) boundary and coordinate

MR2		
Point No.	X COORDINATE	Y COORDINATE
C	80° 16' 25.873" E	7° 28' 33.927" N
D	80° 15' 30.781" E	7° 28' 6.124" N
E	80° 15' 25.703" E	7° 28' 4.578" N
F	80° 15' 23.152" E	7° 28' 2.985" N
G	80° 15' 18.615" E	7° 28' 2.298" N
H	80° 14' 54.019" E	7° 29' 19.656" N
I	80° 14' 52.903" E	7° 29' 30.059" N
J	80° 15' 2.684" E	7° 29' 44.419" N
K	80° 15' 2.913" E	7° 30' 2.673" N
L	80° 14' 56.895" E	7° 30' 18.639" N
M	80° 14' 58.269" E	7° 30' 19.579" N
N	80° 15' 2.501" E	7° 30' 22.761" N
X1	80° 15' 0.039" E	7° 30' 30.635" N
Y	80° 15' 24.767" E	7° 30' 25.896" N

North

Starting from the route to Pathinwatta Temple (coordinates X 7.509864 and 80.25392353) through paddy field, going south along the central line of that road and moving towards the east, east, back south, south- west and south- east directions, then going south- east, east and north along the central line of the road, then heading to the south- east, east and north- east of the path.

East

From the last mentioned point to the south through the eastern boundary of Pathinwatta Grama Niladhari, from the northern boundary of The Bamunu Ghara 2 Grama Niladhari area, from there onwards, going south and east along the same boundary and meeting the eastern border of the Grama Niladhari area, from there the boundary to the south and meeting the northern boundary of the Yalawa Grama Niladhari area. Until the south- east moves again towards the east and meets the central line of the Uhumiya-Kinagaspitiya road, from there to the south, southeast, southwest and then back to the south- east, until it meets the eastern boundary of the Top Grama Niladhari area, and from there onwards it travels southeast and southwest along that border and meets the C coordinate.

South

From the last mentioned point to the north- west, proceed to the north- west through the northern boundary of the paddy field and proceed to the south- west along the northern boundary of the paddy field, and the central line of the road leading to Bodhirukharama from Gonava to The top and the two roads leading to bodhirukkhara Viharaya from Kottagas junction to the point of intersection (Z coordinate) from the northern boundary of the paddy field to the west from the northern boundary of the paddy field to the west. From the point where the D 1 coordinate (7.468525 – 80.260825) meets the road leading to the houses and the pedestrian paths leading to the well, from there to the point where the center line of the road leading to the houses meets the E coordinate (7.468188 – 80.6599178) and from there to the center line of the road through the paddy field, and from there to the center line of the road through the paddy field. 80.258506) and proceed westward along the central point of the same route to the point where the PRDA road is terminated starting from the town of Weerambagedara (G coordinate)

West

From the last mentioned lakha to the north and north- west via the PRDA route, intersecting the paddy fields, moving north and northwestwards, intersecting the paddy fields along the northern boundary of the Kandagolla Buddhist shrine to the east and south, along the central line of the road to the place where the h lakshya meets the east, from there to the north and from there to the southern boundary of the paddy field and back to the southern boundary of the paddy field. Go back to the north- east and then go northwards along the southern boundary of paddy field, to the point where J. Lakshmmmeets, from there to the north- west, north- west, north- west, north- west and north- west, intersecting The Lakshmi and paddy field and moving towards the north- east and from there to the point where the N point meets. The entire area moving north to the starting point.

Low Density Residential Zone (LR 1) boundary and coordinate

LR1		
Point No.	X COORDINATE	Y COORDINATE
B	80° 15' 54.524" E	7° 23' 27.495" N
C	80° 16' 5.307" E	7° 23' 23.782" N
C1	80° 16' 28.042" E	7° 22' 49.046" N
D	80° 16' 45.389" E	7° 22' 29.338" N
E	80° 16' 53.595" E	7° 22' 26.825" N
F	80° 16' 54.411" E	7° 22' 14.410" N
G	80° 16' 54.728" E	7° 22' 13.943" N
H	80° 16' 55.525" E	7° 22' 7.547" N
I	80° 17' 11.562" E	7° 21' 42.247" N
J	80° 17' 17.627" E	7° 21' 36.814" N
K	80° 17' 16.930" E	7° 21' 35.301" N
L	80° 17' 16.219" E	7° 21' 35.313" N
M	80° 17' 16.352" E	7° 21' 32.432" N
N	80° 17' 17.073" E	7° 21' 32.374" N
O	80° 17' 15.666" E	7° 21' 30.087" N
P	80° 17' 10.155" E	7° 21' 29.893" N
R	80° 16' 58.895" E	7° 21' 34.483" N
S	80° 16' 41.183" E	7° 21' 43.763" N

North

Starting at point A of the Pradeshiya Sabhawa boundary that intersects the northern and western boundary of No. 947 Mawatta Grama Niladhari, and proceeds east, south, east, east, east, north- west to point B of the Pradeshiya Sabhawa boundary, and from there it to the south- east until point C is found.

East

From the last mentioned point to the southeast until meet point C1 at the southern boundary of No. 952 Agala Grama Niladhari, from there to point D on the southern border of No. 918 Kabilithawala Grama Niladhari, and from there to point E, on the southern border of No. 918 Kabilithawala Grama Niladhari. From there, move southwest and south until meet point F located on the eastern border of No. 955 Upper Udapola Grama Niladhari, from there to West, South, East, South East, South East, South and North to Point G on the eastern boundary of No. 955 Upper Udapola Grama Niladhari, and from there to the eastern boundary of No. 915 Gallenamulla Grama Niladhari. From there on, moving southwest, south- west along the same border, intersecting the eastern boundary of No. 955 Upper Udapola Grama Niladhari area until point H is found, and from there it travels towards south- east, south and south- east, intersecting the eastern boundary of the same zone and then going to the south- east

and then moving towards the south- east, and then moving towards the south- east, from there to the south- west point of the Ambagolla road. From there to point L, from there to point L, from there to point M, from there to N on the Ambagolla road, from there to N on the Ambagolla road, and from there to the south- west along the central line of that road to point O on the Ambagolla road. From there, travel northwestwards, intersect the western boundary of No. 950 Udupola Grama Niladhari area, up to Point P, from there to southwest to Point Q, from there to point R on the Pradeshiya sabha road, from there to point R on the Pradeshiya sabha road, from there, 10 meters towards the north- east along the central line of that road, and then to the northwest, Moving north, west and northeast to point S, from there to point T, intersecting the eastern boundary of No. 947 Mawatta Grama Niladhari area and from there to the south- east, intersecting the eastern boundary of No. 947 Mawatta Grama Niladhari area and going south- west to point U. From there, along the central line of the road, going to the south- east, south- west, moving east, south- east along the central line of the Mawatta road, and from there, going to the south- west along the central line of the Pradeshiya Sabhawa road, and from there to the point of W along the central line of the Bandawa - Mawatta - Levdeniya road and from there to the east to the point of X. From there, along the southern boundary of paddy field located at No. 948 Veeragala Grama Niladhari, up to point Y, from there to point Z, from there to point Z, from there to west and south, intersecting the eastern boundary of No. 948 Veeragala Grama Niladhari area up to point A1. Going east to the central line of the Apakanda road and from there to the south along the central line of the road to point b1.

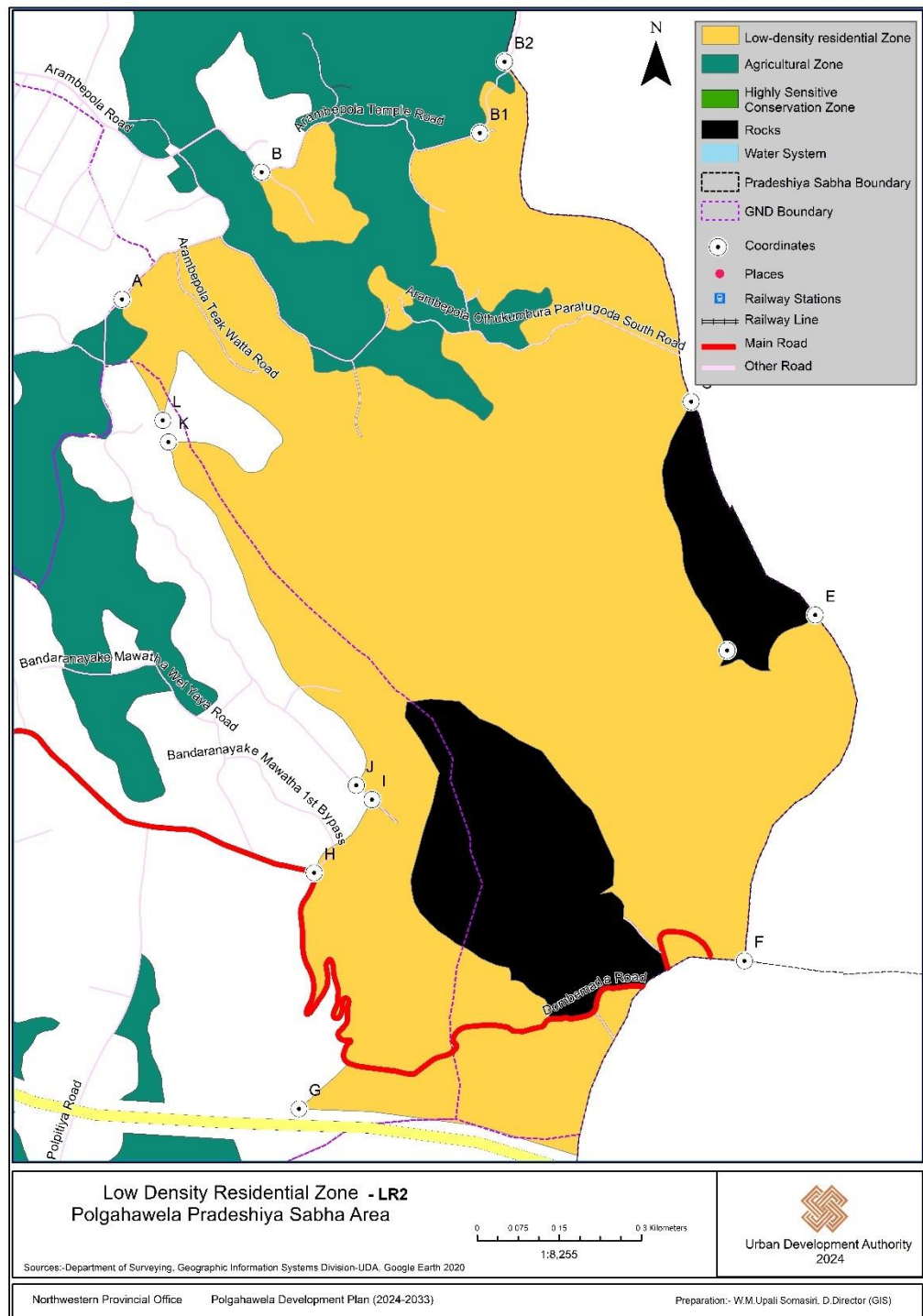
South

From the last mentioned point, along the central line of the Apakanda road to the west and northwest, to point c1, from there to the south and south- west to point d1 on the southern boundary of No. 945 Yogamukanda Grama Niladhari, and from there to the north- west, south and northwest along the same border and meeting the western boundary of the same domain. (Up to the pradeshiya sabha boundary)

West

From the last mentioned point until the western boundary of No. 945 Yogamuwa Kanda Grama Niladhari area passes northwards and meets the western boundary of No. 948 Veeragala Grama Niladhari, from there it travels north and northwestwards along the same boundary and meets the western boundary of No. 947 Mawatta Grama Niladhari. (Pradeshiya sabha Boundary)

13.Map : Low Density Residential Zone (LR 2)



Source : Urban Development Authority, 2024

Low Density Residential Zone (LR 2) boundary and coordinate

LR2		
Point No.	X COORDINATE	Y COORDINATE
A	80° 15' 41.474" E	80° 15' 41.474" E
a1	80° 17' 1.690" E	80° 17' 1.690" E
b1	80° 17' 12.709" E	80° 17' 12.709" E
c1	80° 17' 1.687" E	80° 17' 1.687" E
d1	80° 16' 58.774" E	80° 16' 58.774" E
T	80° 16' 30.378" E	80° 16' 30.378" E
U	80° 16' 33.063" E	80° 16' 33.063" E
V	80° 16' 50.520" E	80° 16' 50.520" E
W	80° 16' 41.055" E	80° 16' 41.055" E
X	80° 16' 53.873" E	80° 16' 53.873" E
Y	80° 17' 7.130" E	80° 17' 7.130" E
Z	80° 17' 7.903" E	80° 17' 7.903" E

North

Starting at point A located on the western boundary of No. 906 Arambepola Grama Niladhari, and passing towards the north- east to point B, from there to east, northeast, east, south, east, east and east until point B1 is found, from there to east, north- west, north- east, south- east, and then again to the north- west side of the north- west road.

East

From the last mentioned point to the south along the Border of the Pradeshiya sabha until meet the Expressway Reserve,

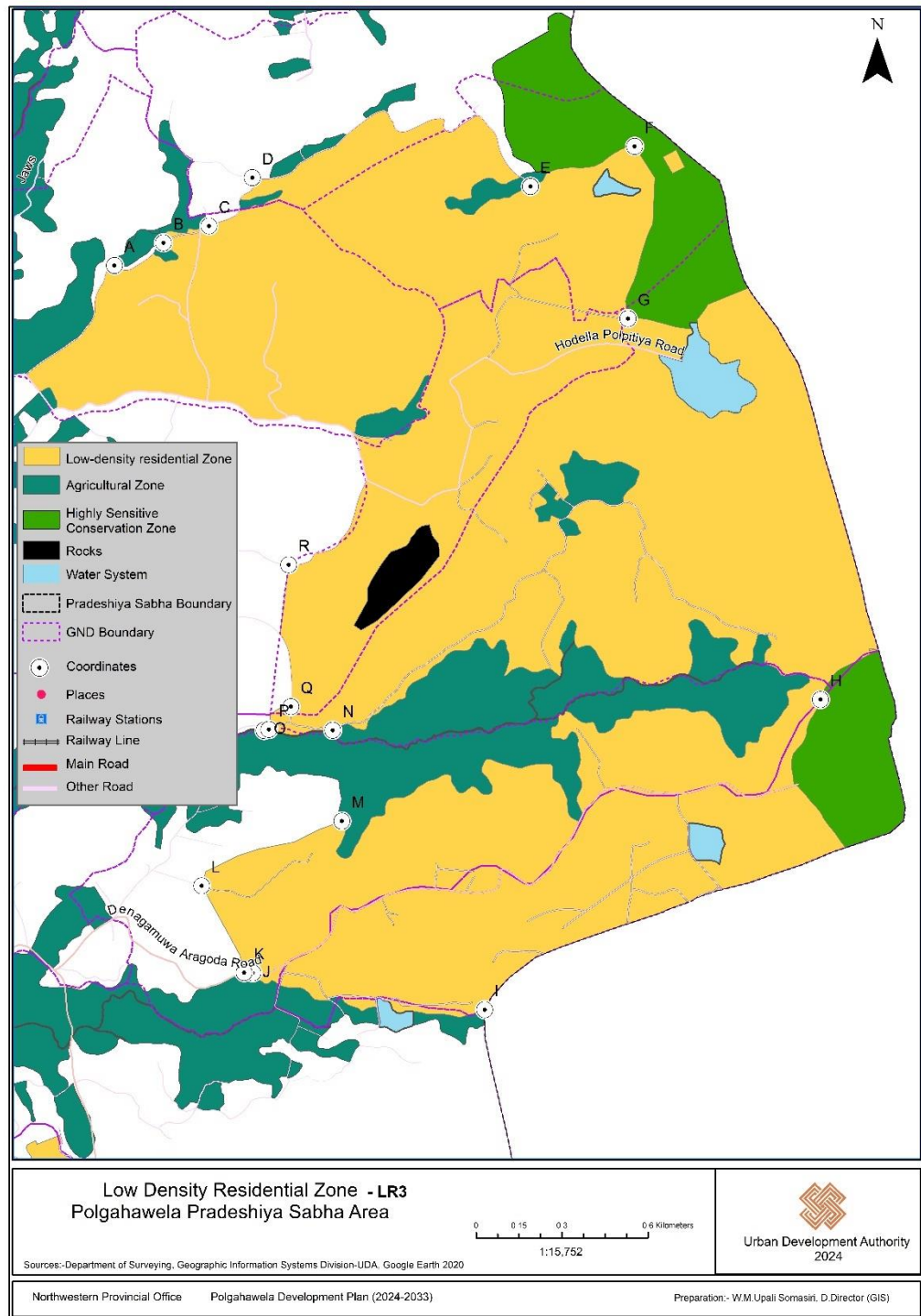
South

From the last mentioned point to point G on the road leading west along the expressway reserve boundary

West

From the last mentioned point, to the center line of the same Pradeshiya sabha road, to the north- east side of the Central Line of the Pradeshiya sabha road and to meet the central line of the Bulugolla - Dombemada - Left road, from there to the north- line of the road and to the point called H, and from there to point I of the Pradeshiya sabha road, which passes towards the north- east, From there, along the central line of the road, to point J, which is found in the north- west, from there to the north- east and north- west to the point of K, from there to the south- east, northeast northwest, southwest, and intersecting the eastern boundary of no. 907 Valgammulla Grama Niladhari area and reaching point L. From there, it is located on the eastern border of the paddy field, which moves north to the starting point.

14.Map : Low Density Residential Zone (LR 3)



Source : Urban Development Authority, 2024

Low Density Residential Zone (LR 3) boundary and coordinate

LR3		
Co No	X	Y
A	80° 19' 47.549" E	7° 20' 1.691" N
B	80° 20' 3.966" E	7° 20' 2.917" N
C	80° 20' 21.082" E	7° 20' 9.184" N
D	80° 20' 25.129" E	7° 20' 7.141" N
F	80° 20' 37.861" E	7° 20' 10.458" N
E	80° 20' 37.563" E	7° 20' 9.218" N
G	80° 20' 44.765" E	7° 20' 18.811" N
H	80° 20' 37.889" E	7° 20' 25.243" N
I	80° 20' 47.151" E	7° 20' 22.838" N
J	80° 20' 49.558" E	7° 20' 24.072" N
L	80° 20' 22.004" E	7° 19' 32.450" N
M	80° 20' 20.678" E	7° 19' 36.754" N
N	80° 20' 12.160" E	7° 19' 36.745" N
O	80° 20' 11.077" E	7° 19' 30.729" N
P	80° 20' 3.295" E	7° 19' 33.376" N

North

Starting from point A on the Wellalla Polpitiya road, moving south- east and northeast along the central line of the road until point D is found, from there to the east of the east and until the point called Pihati C of the road is found, and from there again along the central line of the road to the east and north and reach point D, which meets the Pradeshiya sabha road. From there to point E, which is found in the north- east and south- east direction, from there to point F towards the north- east, from there to the south- east and southwards to point G, which intersects the southern boundary of No. 962 Kandahena Grama Niladhari, and from there to the east and northeast and meet the eastern boundary of No. 925 Aragoda Grama Niladhari. (Eastern boundary of The Pradeshiya sabha Limits)

East

From the last mentioned point to the south along the eastern boundary of the same area and to meet the central line of the Denagamuwa road, from there to the south- west along the central line of the Dangamuwa road and to meet the point called H, and from there to the south- west and north- east to meet the southern boundary of no. 928 Udakeniya Grama Niladhari.

South

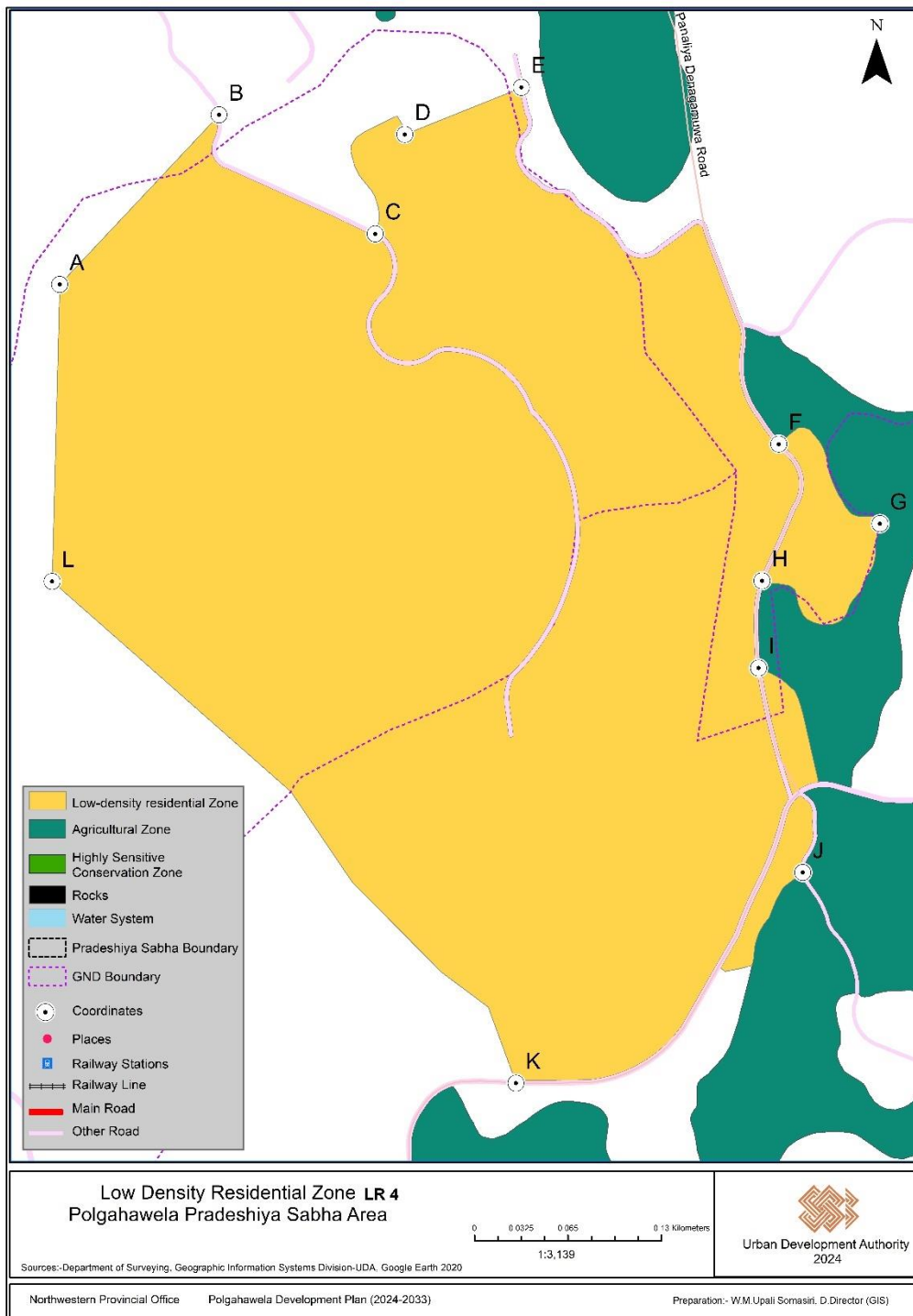
From the last mentioned point until the southern boundary of No. 928 Udakeniya Grama Niladhari area travels southwestwards and meets point I, from there to west and northwest, and then west and north- west and proceed west along the northern boundary of the paddy field located at No. 927 Godigamuwa, No. 928 Udakeniya and No. 929

Sunilagama Grama Niladhari Domains and meet the point called J. From there, along the central line of the route, to the west until it meets point K,

West

From the last mentioned point until meet point L on the north- west side of the Pradeshiya sabha road, from there to the north- east to the point M, to the point N on the canal that passes northwards, and from there to the southern boundary of the No. 925 Aragoda Grama Niladhari Area, which passes west along the central line of the canal. From there to the north- east of the same border until the point P is found, from there to the north and east to the point called Q on the Pradeshiya sabha road, and from there to the north and northwest along the central line of the road and to the western boundary of no. 926 Nahakotamada Grama Niladhari. From there, it is the area through the border to the point R of the road that meets the north, from there to the north- east, north, north- west and west of the central line of the road until it meets the central line of the Wellella- Polpitiya road, and from there to the center line of the road, east and north and up to the starting point.

15.Map : Low Density Residential Zone (LR 4)



Source : Urban Development Authority, 2024

Low Density Residential Zone (LR 4) boundary and coordinate

LR4		
Point No.	X COORDINATE	Y COORDINATE
A	80° 19' 26.832" E	7° 20' 45.222" N
B	80° 19' 30.438" E	7° 20' 49.063" N
C	80° 19' 33.981" E	7° 20' 46.373" N
D	80° 19' 34.651" E	7° 20' 48.622" N
E	80° 19' 37.289" E	7° 20' 49.690" N
F	80° 19' 43.131" E	7° 20' 41.624" N
G	80° 19' 45.423" E	7° 20' 39.825" N
H	80° 19' 42.754" E	7° 20' 38.531" N
I	80° 19' 42.677" E	7° 20' 36.560" N
J	80° 19' 43.684" E	7° 20' 31.934" N
K	80° 19' 37.188" E	7° 20' 27.160" N
L	80° 19' 26.666" E	7° 20' 38.503" N

North

Starting from point A to point B on the road that leads to the northeast, from there to point C on the road that passes south and southeast, from there to point D, which travels north, northeast and south, and from there to point E on the road that meets the north, east, and south. From there, the central line of the route to the south, south- east and northeast until the central line of the Paniyya road meets,

East

From the last mentioned point to the south along the central line of the Paniyya road until point F is found, from there to the east and southwest, to the point called G on the eastern border of No. 927 Godigamuwa Grama Niladhari, and from there to the south-east, southwest and northwest along the same border until the point called H of the Paniyya road is found. From there to the south of the road to point I, from there to the center line of the road that meets the southeast and south, and from there to the point of J (Welle Road) which passes west, southeast and south,

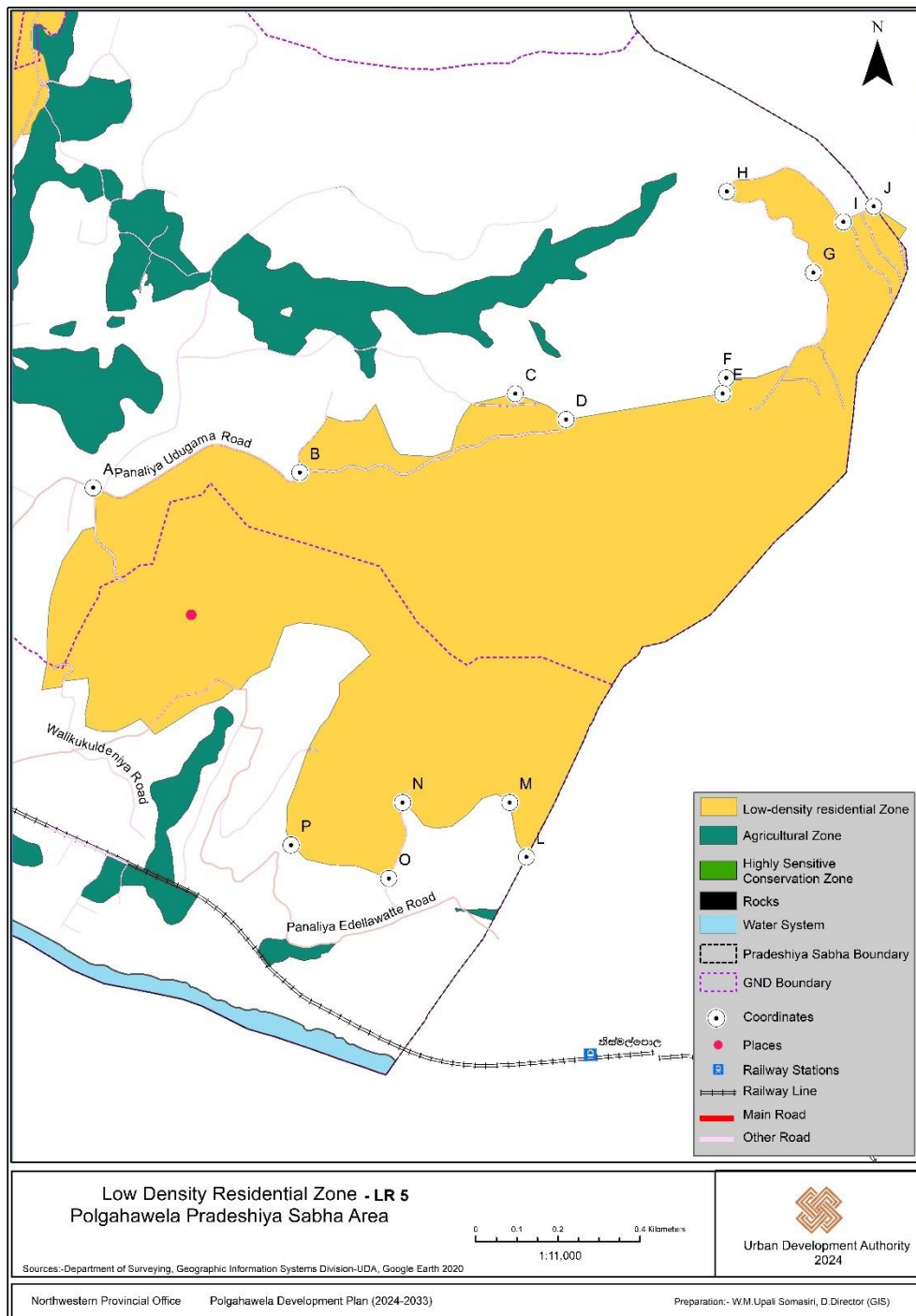
South

From the last mentioned point to the west and northwest, until the central line of the Paniyya road meets, and from there to the south- west and west along the central line of the Palalya road and until the point K is found,

West

From the last mentioned point, it moves northwestwards and intersects the eastern boundary of no. 932 Tangpana area to point L, from where it moves north to the starting point.

16.Map : Low Density Residential Zone (LR 5)



Source : Urban Development Authority, 2024

Low Density Residential Zone (LR 5) boundary and coordinate

LR5		
Point No.	X COORDINATE	Y COORDINATE
A	80° 19' 43.374" E	7° 22' 28.542" N
B	80° 19' 48.963" E	7° 22' 31.128" N
C	80° 19' 54.151" E	7° 22' 33.043" N
D	80° 19' 59.069" E	7° 22' 38.548" N
E	80° 20' 30.784" E	7° 22' 37.574" N
F	80° 20' 42.647" E	7° 22' 42.143" N
G	80° 20' 41.917" E	7° 22' 22.562" N
H	80° 21' 3.899" E	7° 21' 39.279" N
I	80° 20' 25.652" E	7° 21' 3.979" N
J	80° 19' 59.229" E	7° 21' 8.140" N
K	80° 19' 58.230" E	7° 21' 8.165" N
L	80° 19' 53.389" E	7° 21' 18.036" N
M	80° 20' 9.359" E	7° 21' 25.404" N
N	80° 20' 8.308" E	7° 21' 35.725" N
O	80° 20' 0.477" E	7° 21' 35.705" N
P	80° 20' 1.031" E	7° 21' 35.813" N
Q	80° 20' 3.536" E	7° 21' 38.409" N
R	80° 20' 3.262" E	7° 21' 54.536" N

North

Starting at a point A on the Rambukkana - Valgama - Panaliya road and moving east along the central line of that road to point B, from there to the north and east, east, southeast, east and east, until the central line of the Narangolla road meets, and from there to the intersection of the Narangolla road and reaching the point C towards the east, From there, move to the southeast and intersect the central line of the Narangolla road until point D is found, from there to the east to point E, from there to point F towards the north, from there to the east, to the east, to the northeast, to point G on the Rambukkana - Valgama - Panaliya road, from there to the north along the central line of the road. Go northwest, east and southwest to point I on the same road, and from there to point J on the pradeshiya sabha road, and from there to the north- east via the pradeshiya sabha road,

East

From the last mentioned point to the south- east and southwest along the border of the Pradeshiya sabhas until meet a point called L,

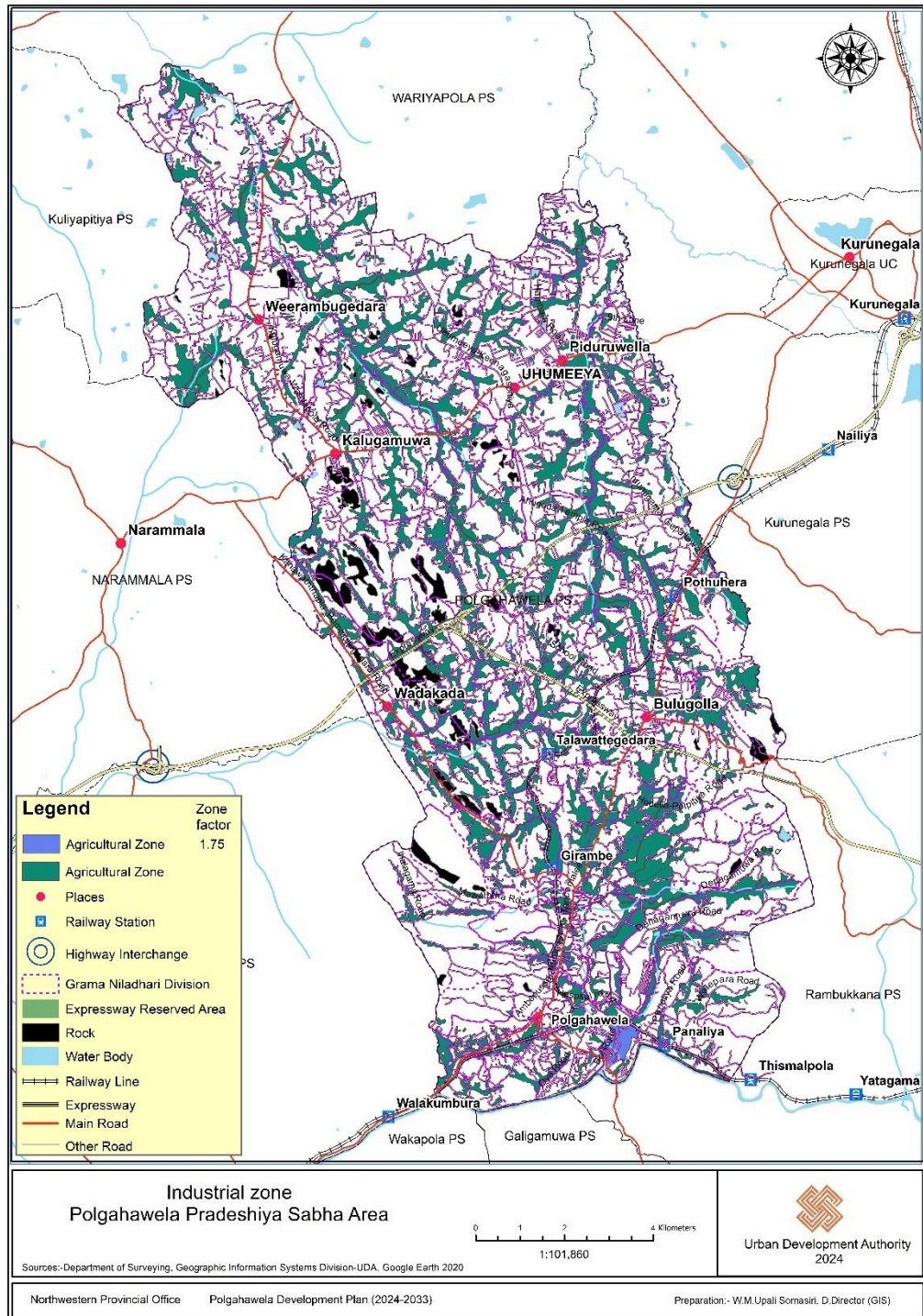
South

From the last mentioned point to point M on the road that meets the north- west, from there to point N of the road where the northwest, southwest and west go back to the north- west, and from there to point N of the road that meets, and from there to the south along the central line of the pradeshiya sabha road to point O. From there, go west to point P, from there to east and west to point Q, and from there to south- west and cross the Tissampola- Panaliya road to R, and from there to northwest, west, north and east, until meet the central line of the temple road. From there, along the central line of the route, 15 meters to the south, to the point called S, and from there to the west to point T,

West

From the last mentioned point to point U on the road that passes north and northeast, and from there to the starting point by going north along the central line of the Pradeshiya sabha road.

17.Map : Industry Zone (In 1)



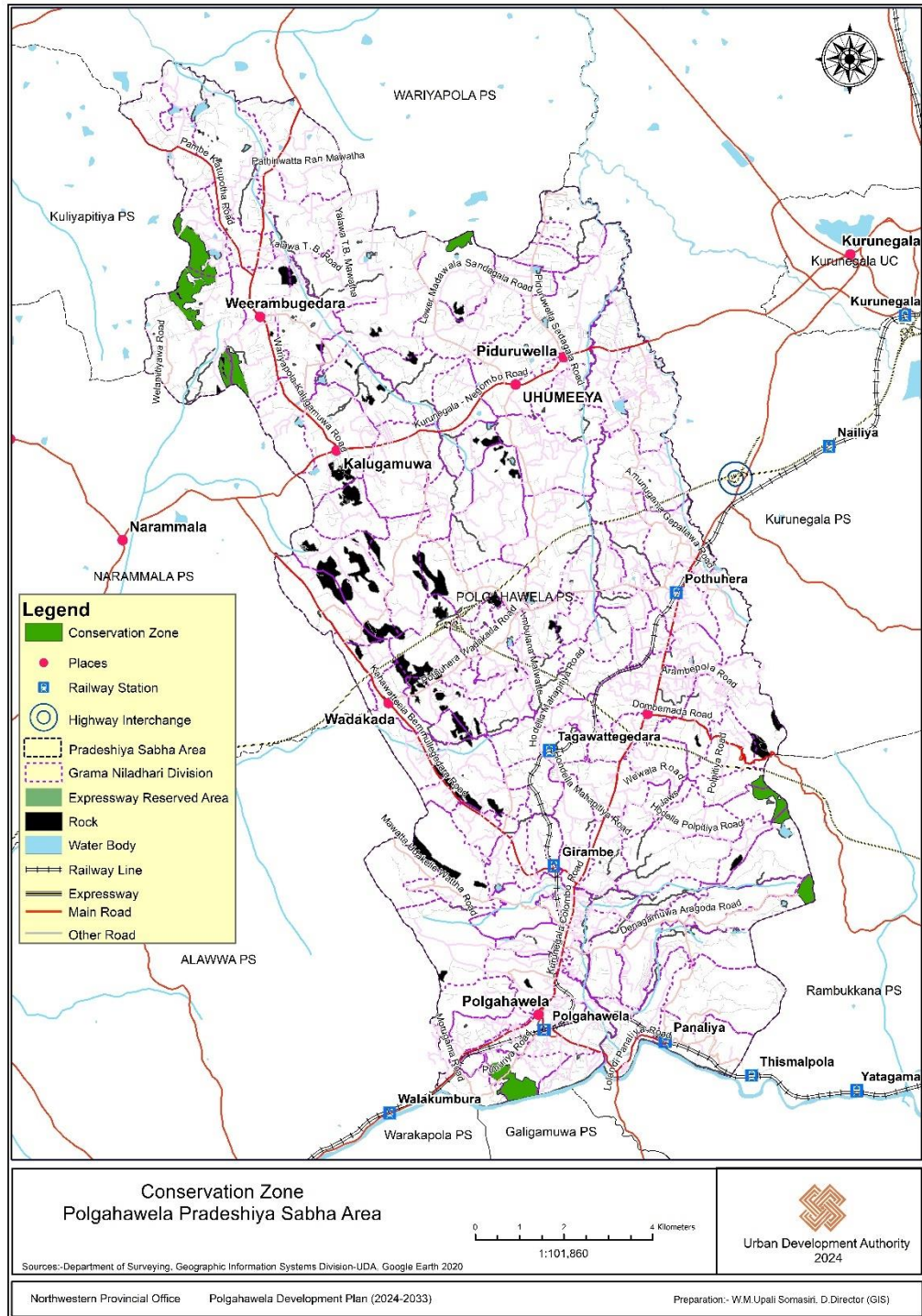
Source : Urban Development Authority, 2024

Industrial Zone (In 1) Boundaries and Geo coordinates

No. 1992/72 dated 11th November 2016

The border, published by the Gazette Extraordinary of The Republic, is the boundary of this region.

18.Map : Conservation Zone



Source : Urban Development Authority, 2024

Boundaries for conservation zone

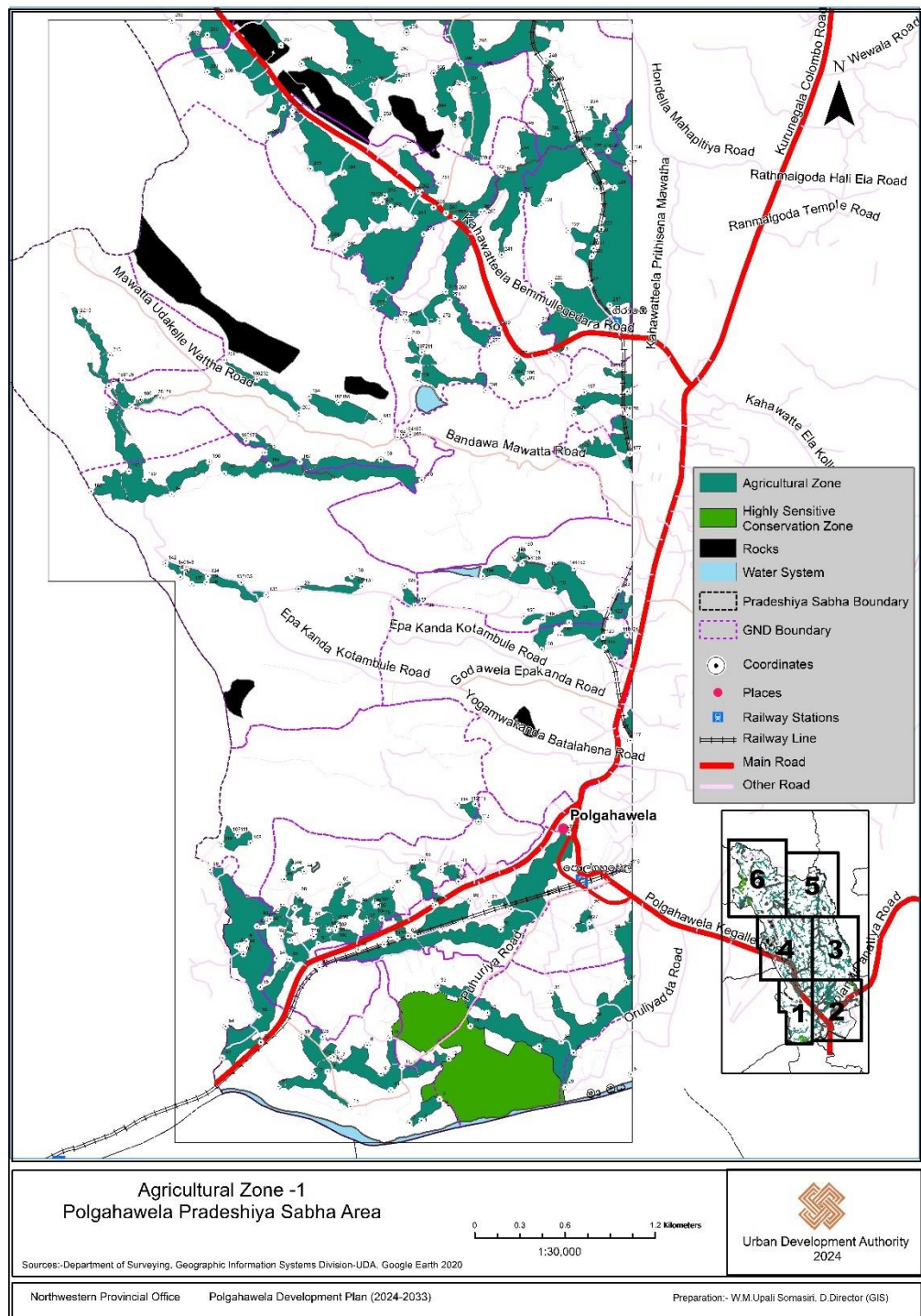
The zonal boundary of this region can be identified as follows.

- The area under the Polgahawela Pradeshiya Sabhawa area in the forests of Ruwangiri Kanda and Purukgomuwa Kanda, declared as a protected forest by the Gazette Extraordinary of the Democratic Socialist Republic of Sri Lanka no. 1514/22 dated 13.09.2007
- No. 1619/10 dated 15.09.2009 declared as a reserve forest by the Gazette Extraordinary of the Democratic Socialist Republic of Sri Lanka

Land Size

- No. 8388 and the amount of land under Polgahawela Pradeshiya Sabhawa area from Siyambalangamuwa forest declared as a reserve forest by the Gazette Extraordinary of the Democratic Socialist Republic of Sri Lanka dated 19.08.1938
- The area under the Polgahawela Pradeshiya Sabhawa area from the Dambagolla Forest declared as a reserve forest by the Gazette Extraordinary of the Democratic Socialist Republic of Sri Lanka no. 8275 dated 29.01.1937
- The area under the Polgahawela Pradeshiya Sabhawa area from the Polgolla Forest declared as a reserve forest by the Gazette Extraordinary of the Democratic Socialist Republic of Sri Lanka no. 1619/10 dated 15.09.2009

19.Map : Agricultural Zone- 1



Source : Urban Development Authority, 2024

Agricultural Zone- 1 coordinate

කෘෂිකාර්මික කලාපය 1		
N0	X	Y
1	80° 17' 19.636" E	7° 18' 58.182" N
2	80° 17' 17.105" E	7° 18' 57.648" N
3	80° 17' 23.590" E	7° 19' 2.800" N
4	80° 17' 19.636" E	7° 18' 58.182" N
5	80° 18' 5.029" E	7° 19' 8.199" N
6	80° 16' 58.243" E	7° 19' 16.262" N
7	80° 17' 1.855" E	7° 19' 11.189" N
8	80° 17' 7.863" E	7° 19' 14.467" N
9	80° 17' 10.853" E	7° 19' 8.281" N
10	80° 17' 12.763" E	7° 19' 16.023" N
11	80° 17' 15.424" E	7° 19' 9.648" N
12	80° 17' 25.544" E	7° 19' 11.491" N
13	80° 17' 13.003" E	7° 19' 4.806" N
14	80° 16' 59.215" E	7° 19' 8.746" N
15	80° 17' 4.217" E	7° 19' 1.171" N
16	80° 16' 48.581" E	7° 19' 5.465" N
17	80° 16' 56.393" E	7° 19' 7.853" N
18	80° 16' 53.599" E	7° 19' 16.103" N
19	80° 16' 58.243" E	7° 19' 16.262" N
20	80° 16' 59.959" E	7° 19' 11.727" N
21	80° 17' 0.662" E	7° 19' 11.457" N
22	80° 17' 0.649" E	7° 19' 11.940" N
23	80° 16' 59.959" E	7° 19' 11.727" N
24	80° 17' 55.991" E	7° 19' 41.017" N
25	80° 17' 52.644" E	7° 19' 39.828" N
26	80° 17' 56.349" E	7° 19' 44.281" N
27	80° 17' 55.991" E	7° 19' 41.017" N
28	80° 17' 52.638" E	7° 19' 12.880" N
29	80° 17' 50.792" E	7° 19' 5.428" N
30	80° 17' 45.166" E	7° 19' 14.269" N
31	80° 17' 30.279" E	7° 19' 18.609" N
32	80° 17' 33.941" E	7° 19' 21.502" N
33	80° 17' 23.121" E	7° 19' 27.367" N
34	80° 17' 49.927" E	7° 19' 15.269" N
35	80° 17' 47.738" E	7° 19' 25.775" N
36	80° 17' 56.863" E	7° 19' 19.870" N
37	80° 18' 4.141" E	7° 19' 28.079" N
38	80° 18' 0.829" E	7° 19' 38.995" N
39	80° 17' 27.566" E	7° 19' 49.898" N

40	80° 17' 23.739" E	7° 19' 52.485" N
41	80° 17' 27.617" E	7° 19' 53.281" N
42	80° 17' 27.566" E	7° 19' 49.898" N
43	80° 16' 51.833" E	7° 19' 52.759" N
44	80° 16' 54.115" E	7° 19' 52.056" N
45	80° 16' 49.827" E	7° 19' 50.340" N
46	80° 16' 51.833" E	7° 19' 52.759" N
47	80° 17' 51.566" E	7° 20' 0.474" N
48	80° 17' 40.112" E	7° 19' 37.215" N
49	80° 16' 57.494" E	7° 19' 31.233" N
50	80° 17' 5.872" E	7° 19' 35.181" N
51	80° 16' 57.229" E	7° 19' 36.427" N
52	80° 16' 44.786" E	7° 19' 15.059" N
53	80° 16' 36.480" E	7° 19' 11.697" N
54	80° 16' 37.144" E	7° 19' 18.478" N
55	80° 16' 44.390" E	7° 19' 20.852" N
56	80° 16' 33.732" E	7° 19' 52.408" N
57	80° 16' 48.128" E	7° 19' 43.593" N
58	80° 16' 52.824" E	7° 19' 46.975" N
59	80° 16' 55.852" E	7° 19' 41.636" N
60	80° 17' 1.936" E	7° 19' 49.190" N
61	80° 17' 2.886" E	7° 19' 45.293" N
62	80° 17' 13.351" E	7° 19' 48.559" N
63	80° 17' 16.685" E	7° 19' 38.115" N
64	80° 17' 22.416" E	7° 19' 44.721" N
65	80° 17' 16.603" E	7° 19' 51.618" N
66	80° 17' 19.793" E	7° 19' 54.524" N
67	80° 17' 22.689" E	7° 19' 44.889" N
68	80° 17' 30.150" E	7° 19' 45.677" N
69	80° 17' 18.119" E	7° 19' 38.100" N
70	80° 17' 36.773" E	7° 19' 39.540" N
71	80° 17' 39.001" E	7° 19' 43.890" N
72	80° 17' 34.207" E	7° 19' 45.291" N
73	80° 17' 51.566" E	7° 20' 0.474" N
74	80° 17' 14.366" E	7° 19' 37.493" N
75	80° 17' 11.016" E	7° 19' 41.907" N
76	80° 17' 11.482" E	7° 19' 36.247" N
77	80° 17' 14.366" E	7° 19' 37.493" N
78	80° 16' 56.182" E	7° 19' 37.955" N
79	80° 16' 52.098" E	7° 19' 44.192" N
80	80° 16' 51.027" E	7° 19' 37.089" N

81	80° 16' 56.182" E	7° 19' 37.955" N
82	80° 16' 49.202" E	7° 19' 38.052" N
83	80° 16' 43.958" E	7° 19' 40.140" N
84	80° 16' 48.184" E	7° 19' 33.192" N
85	80° 16' 44.673" E	7° 19' 26.960" N
86	80° 16' 51.025" E	7° 19' 33.014" N
87	80° 16' 49.202" E	7° 19' 38.052" N
88	80° 16' 41.628" E	7° 19' 36.911" N
89	80° 16' 39.596" E	7° 19' 35.889" N
90	80° 16' 40.960" E	7° 19' 34.111" N
91	80° 16' 41.628" E	7° 19' 36.911" N
92	80° 16' 46.857" E	7° 19' 41.780" N
93	80° 16' 45.988" E	7° 19' 41.743" N
94	80° 16' 46.200" E	7° 19' 41.285" N
95	80° 16' 46.857" E	7° 19' 41.780" N
96	80° 17' 1.917" E	7° 19' 40.982" N
97	80° 17' 7.693" E	7° 19' 41.214" N
98	80° 17' 6.039" E	7° 19' 44.533" N
99	80° 17' 1.917" E	7° 19' 40.982" N
100	80° 17' 1.008" E	7° 19' 39.324" N
101	80° 17' 1.210" E	7° 19' 40.119" N
102	80° 16' 59.519" E	7° 19' 39.530" N
103	80° 17' 1.008" E	7° 19' 39.324" N
104	80° 17' 10.171" E	7° 19' 44.817" N
105	80° 17' 9.463" E	7° 19' 45.355" N
106	80° 17' 9.688" E	7° 19' 44.631" N
107	80° 17' 10.171" E	7° 19' 44.817" N
108	80° 16' 39.684" E	7° 19' 59.894" N
109	80° 16' 42.481" E	7° 19' 58.191" N
110	80° 16' 36.198" E	7° 19' 57.928" N
111	80° 16' 39.684" E	7° 19' 59.894" N
112	80° 17' 31.254" E	7° 20' 6.645" N
113	80° 17' 31.938" E	7° 20' 2.821" N
114	80° 17' 27.320" E	7° 20' 6.443" N
115	80° 17' 31.254" E	7° 20' 6.645" N
116	80° 18' 4.582" E	7° 19' 53.041" N
117	80° 18' 4.842" E	7° 20' 20.456" N
118	80° 18' 4.155" E	7° 20' 43.238" N
119	80° 18' 1.557" E	7° 20' 38.047" N
120	80° 17' 58.926" E	7° 20' 42.834" N
121	80° 18' 4.155" E	7° 20' 43.238" N

122	80° 18' 0.720" E	7° 20' 47.188" N
123	80° 18' 2.350" E	7° 20' 53.051" N
124	80° 17' 18.148" E	7° 20' 49.613" N
125	80° 17' 15.815" E	7° 20' 53.819" N
126	80° 17' 19.868" E	7° 20' 50.482" N
127	80° 17' 18.148" E	7° 20' 49.613" N
128	80° 17' 6.664" E	7° 20' 53.731" N
129	80° 16' 52.850" E	7° 20' 53.169" N
130	80° 17' 4.505" E	7° 20' 55.968" N
131	80° 17' 6.664" E	7° 20' 53.731" N
132	80° 16' 40.434" E	7° 20' 54.578" N
133	80° 16' 45.855" E	7° 20' 51.858" N
134	80° 16' 33.189" E	7° 20' 55.856" N
135	80° 16' 40.434" E	7° 20' 54.578" N
136	80° 16' 32.945" E	7° 20' 54.616" N
137	80° 16' 29.723" E	7° 20' 54.234" N
138	80° 16' 28.632" E	7° 20' 57.311" N
139	80° 16' 32.945" E	7° 20' 54.616" N
140	80° 16' 27.777" E	7° 20' 57.646" N
141	80° 16' 27.233" E	7° 20' 55.714" N
142	80° 16' 24.001" E	7° 20' 58.665" N
143	80° 16' 27.777" E	7° 20' 57.646" N
144	80° 17' 52.638" E	7° 20' 57.652" N
145	80° 17' 59.224" E	7° 20' 40.583" N
146	80° 17' 49.733" E	7° 20' 43.260" N
147	80° 17' 51.563" E	7° 20' 45.997" N
148	80° 17' 45.617" E	7° 20' 40.120" N
149	80° 17' 45.934" E	7° 20' 46.575" N
150	80° 17' 41.683" E	7° 20' 47.386" N
151	80° 17' 53.228" E	7° 20' 47.948" N
152	80° 17' 46.874" E	7° 20' 57.488" N
153	80° 17' 52.638" E	7° 20' 57.652" N
154	80° 17' 41.313" E	7° 20' 58.718" N
155	80° 17' 48.360" E	7° 20' 53.267" N
156	80° 17' 32.803" E	7° 20' 55.941" N
157	80° 17' 41.313" E	7° 20' 58.718" N
158	80° 17' 42.974" E	7° 20' 59.838" N
159	80° 17' 39.742" E	7° 21' 0.375" N
160	80° 17' 41.225" E	7° 21' 1.699" N
161	80° 17' 42.974" E	7° 20' 59.838" N
162	80° 17' 17.060" E	7° 21' 26.596" N

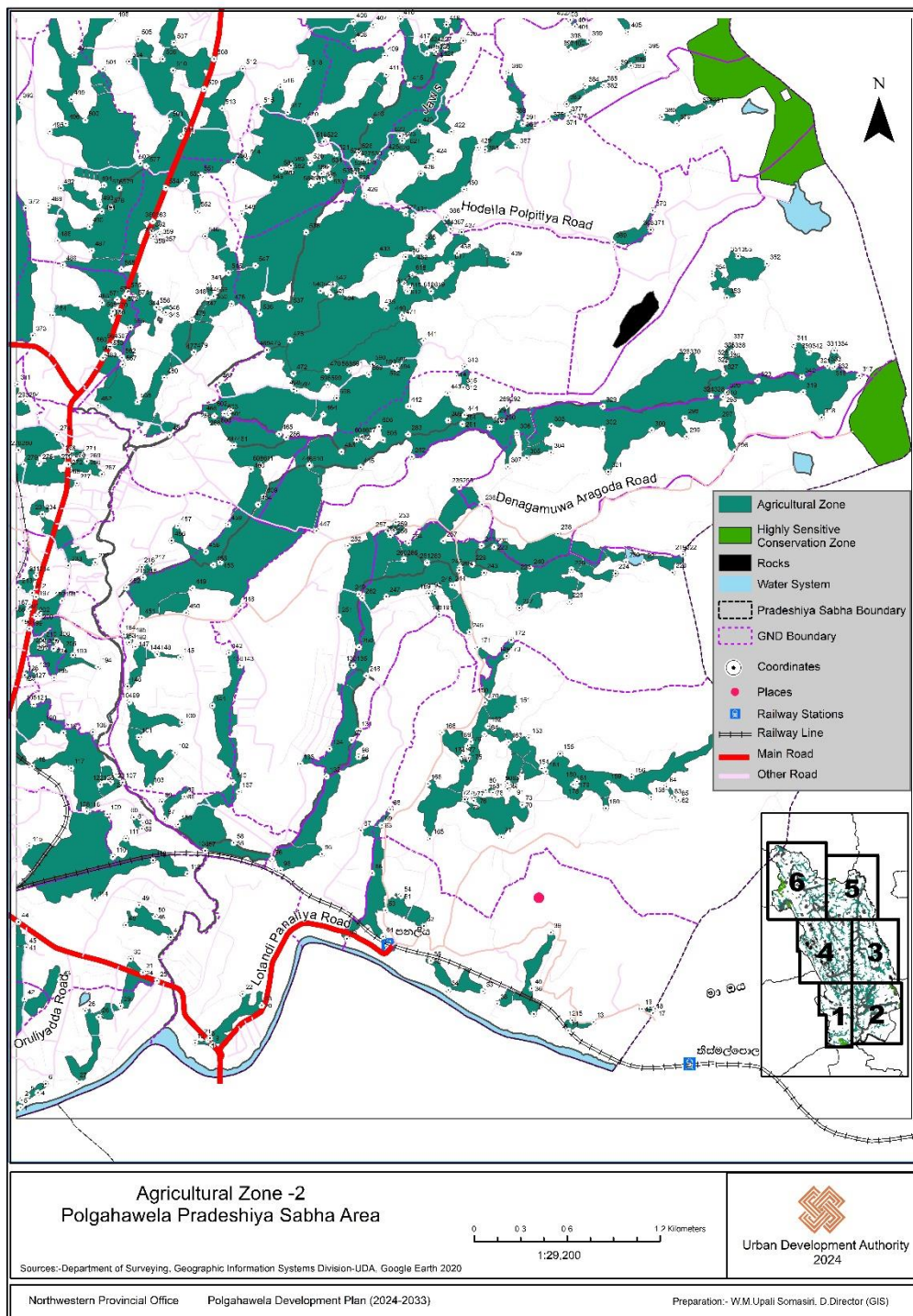
163	80° 17' 14.311" E	7° 21' 26.007" N
164	80° 17' 15.511" E	7° 21' 26.590" N
165	80° 17' 17.060" E	7° 21' 26.596" N
166	80° 16' 41.495" E	7° 21' 25.183" N
167	80° 16' 53.104" E	7° 21' 20.632" N
168	80° 16' 46.355" E	7° 21' 19.929" N
169	80° 17' 10.693" E	7° 21' 21.220" N
170	80° 17' 19.555" E	7° 21' 16.735" N
171	80° 16' 36.740" E	7° 21' 18.123" N
172	80° 16' 45.536" E	7° 21' 22.654" N
173	80° 16' 41.495" E	7° 21' 25.183" N
174	80° 18' 4.161" E	7° 21' 30.999" N
175	80° 17' 53.476" E	7° 21' 23.133" N
176	80° 18' 4.161" E	7° 21' 30.999" N
177	80° 18' 4.686" E	7° 21' 22.500" N
178	80° 16' 22.810" E	7° 21' 34.549" N
179	80° 16' 16.645" E	7° 21' 32.502" N
180	80° 16' 18.569" E	7° 21' 34.156" N
181	80° 16' 22.810" E	7° 21' 34.549" N
182	80° 17' 1.537" E	7° 21' 33.556" N
183	80° 17' 10.457" E	7° 21' 29.428" N
184	80° 16' 55.123" E	7° 21' 34.817" N
185	80° 17' 1.537" E	7° 21' 33.556" N
186	80° 17' 52.524" E	7° 21' 31.190" N
187	80° 17' 54.758" E	7° 21' 35.807" N
188	80° 16' 14.685" E	7° 21' 38.238" N
189	80° 16' 19.522" E	7° 21' 16.812" N
190	80° 16' 33.463" E	7° 21' 20.633" N
191	80° 16' 25.354" E	7° 21' 13.642" N
192	80° 16' 7.832" E	7° 21' 14.253" N
193	80° 16' 16.053" E	7° 21' 18.610" N
194	80° 16' 11.074" E	7° 21' 31.876" N
195	80° 16' 14.685" E	7° 21' 38.238" N
196	80° 18' 1.396" E	7° 21' 40.362" N
197	80° 18' 4.105" E	7° 21' 35.949" N
198	80° 18' 1.396" E	7° 21' 40.362" N
199	80° 16' 43.835" E	7° 21' 38.496" N
200	80° 16' 52.947" E	7° 21' 31.219" N
201	80° 16' 36.685" E	7° 21' 42.711" N
202	80° 16' 43.835" E	7° 21' 38.496" N
203	80° 17' 41.617" E	7° 21' 38.793" N

204	80° 17' 39.061" E	7° 21' 39.038" N
205	80° 17' 40.106" E	7° 21' 43.078" N
206	80° 17' 41.617" E	7° 21' 38.793" N
207	80° 17' 19.560" E	7° 21' 44.410" N
208	80° 17' 33.453" E	7° 21' 36.206" N
209	80° 17' 18.656" E	7° 21' 38.255" N
210	80° 17' 16.740" E	7° 21' 47.425" N
211	80° 17' 19.560" E	7° 21' 44.410" N
212	80° 16' 5.368" E	7° 21' 52.097" N
213	80° 16' 11.877" E	7° 21' 43.671" N
214	80° 16' 11.692" E	7° 21' 37.072" N
215	80° 16' 5.368" E	7° 21' 52.097" N
216	80° 17' 59.952" E	7° 22' 27.985" N
217	80° 18' 0.287" E	7° 21' 54.650" N
218	80° 17' 48.900" E	7° 21' 43.782" N
219	80° 17' 44.909" E	7° 21' 50.367" N
220	80° 17' 47.680" E	7° 21' 59.295" N
221	80° 17' 56.007" E	7° 21' 59.026" N
222	80° 17' 51.267" E	7° 22' 10.830" N
223	80° 17' 58.417" E	7° 22' 11.120" N
224	80° 18' 1.340" E	7° 22' 20.066" N
225	80° 17' 57.438" E	7° 22' 19.866" N
226	80° 17' 56.153" E	7° 22' 27.935" N
227	80° 17' 59.952" E	7° 22' 27.985" N
228	80° 17' 56.797" E	7° 22' 6.883" N
229	80° 17' 56.338" E	7° 22' 5.175" N
230	80° 17' 57.485" E	7° 22' 9.664" N
231	80° 17' 56.797" E	7° 22' 6.883" N
232	80° 17' 47.916" E	7° 22' 42.377" N
233	80° 17' 52.175" E	7° 22' 30.707" N
234	80° 17' 55.354" E	7° 22' 37.507" N
235	80° 17' 59.492" E	7° 22' 31.436" N
236	80° 18' 4.776" E	7° 22' 27.613" N
237	80° 18' 3.668" E	7° 22' 24.282" N
238	80° 17' 53.770" E	7° 22' 29.328" N
239	80° 17' 45.375" E	7° 22' 16.190" N
240	80° 17' 41.110" E	7° 22' 18.546" N
241	80° 17' 36.789" E	7° 22' 5.520" N
242	80° 17' 36.930" E	7° 22' 23.272" N
243	80° 17' 53.667" E	7° 22' 29.321" N
244	80° 17' 40.335" E	7° 22' 27.437" N

245	80° 17' 41.365" E	7° 22' 32.841" N
246	80° 17' 46.854" E	7° 22' 31.690" N
247	80° 17' 42.996" E	7° 22' 40.079" N
248	80° 17' 46.363" E	7° 22' 47.414" N
249	80° 17' 47.916" E	7° 22' 42.377" N
250	80° 17' 14.161" E	7° 22' 48.902" N
251	80° 17' 14.559" E	7° 22' 43.189" N
252	80° 17' 8.712" E	7° 22' 42.210" N
253	80° 17' 10.510" E	7° 22' 34.749" N
254	80° 16' 53.369" E	7° 22' 46.797" N
255	80° 17' 3.825" E	7° 22' 46.008" N
256	80° 17' 16.150" E	7° 22' 53.610" N
257	80° 16' 48.925" E	7° 22' 50.721" N
258	80° 16' 51.435" E	7° 22' 36.725" N
259	80° 17' 17.255" E	7° 22' 18.507" N
260	80° 17' 15.519" E	7° 22' 28.815" N
261	80° 17' 23.130" E	7° 22' 20.999" N
262	80° 17' 18.710" E	7° 22' 19.195" N
263	80° 17' 22.094" E	7° 22' 15.711" N
264	80° 17' 36.689" E	7° 22' 22.941" N
265	80° 17' 33.121" E	7° 22' 14.955" N
266	80° 17' 24.769" E	7° 22' 14.537" N
267	80° 17' 32.291" E	7° 22' 14.823" N
268	80° 17' 26.870" E	7° 21' 57.223" N
269	80° 17' 36.301" E	7° 21' 49.601" N
270	80° 17' 34.176" E	7° 21' 45.819" N
271	80° 17' 25.528" E	7° 21' 55.718" N
272	80° 17' 23.384" E	7° 21' 51.150" N
273	80° 17' 16.189" E	7° 21' 51.432" N
274	80° 17' 24.719" E	7° 21' 57.490" N
275	80° 17' 26.727" E	7° 22' 13.534" N
276	80° 17' 19.940" E	7° 22' 9.992" N
277	80° 17' 14.042" E	7° 21' 51.488" N
278	80° 17' 9.030" E	7° 21' 53.946" N
279	80° 17' 11.036" E	7° 21' 59.218" N
280	80° 17' 2.763" E	7° 22' 6.564" N
281	80° 17' 18.064" E	7° 22' 13.427" N
282	80° 17' 12.693" E	7° 22' 15.862" N
283	80° 16' 59.246" E	7° 22' 8.612" N
284	80° 17' 2.727" E	7° 22' 23.250" N
285	80° 16' 55.343" E	7° 22' 24.129" N

286	80° 16' 51.322" E	7° 22' 35.376" N
287	80° 16' 46.273" E	7° 22' 30.917" N
288	80° 16' 49.488" E	7° 22' 37.348" N
289	80° 16' 32.933" E	7° 22' 53.009" N
290	80° 16' 36.117" E	7° 22' 44.045" N
291	80° 16' 32.919" E	7° 22' 44.998" N
292	80° 16' 28.820" E	7° 22' 52.185" N
293	80° 16' 25.258" E	7° 22' 56.097" N
294	80° 17' 9.401" E	7° 22' 17.344" N
295	80° 17' 11.001" E	7° 22' 16.882" N
296	80° 17' 11.455" E	7° 22' 18.299" N
297	80° 17' 9.401" E	7° 22' 17.344" N
298	80° 17' 31.206" E	7° 22' 50.560" N
299	80° 17' 32.327" E	7° 22' 45.771" N
300	80° 17' 31.288" E	7° 22' 25.299" N
301	80° 17' 29.375" E	7° 22' 42.473" N
302	80° 17' 25.541" E	7° 22' 41.355" N
303	80° 17' 26.700" E	7° 22' 33.710" N
304	80° 17' 22.321" E	7° 22' 36.599" N
305	80° 17' 22.058" E	7° 22' 44.796" N
306	80° 17' 28.014" E	7° 22' 46.836" N

20.Map : Agricultural Zone- 2



Source : Urban Development Authority, 2024

Agricultural Zone- 2 – coordinate

කෘෂිකාර්මික කලාපය 2		
NO	X	Y
1	80° 18' 6.201" E	7° 19' 7.424" N
2	80° 18' 6.456" E	7° 19' 8.947" N
3	80° 18' 6.201" E	7° 19' 7.424" N
4	80° 18' 9.865" E	7° 19' 10.529" N
5	80° 18' 7.660" E	7° 19' 10.034" N
6	80° 18' 11.481" E	7° 19' 12.426" N
7	80° 18' 9.865" E	7° 19' 10.529" N
8	80° 18' 45.681" E	7° 19' 21.631" N
9	80° 18' 46.621" E	7° 19' 20.621" N
10	80° 18' 42.955" E	7° 19' 21.063" N
11	80° 18' 45.681" E	7° 19' 21.631" N
12	80° 20' 2.368" E	7° 19' 25.869" N
13	80° 20' 6.844" E	7° 19' 25.568" N
14	80° 20' 1.532" E	7° 19' 23.727" N
15	80° 20' 2.368" E	7° 19' 25.869" N
16	80° 20' 17.034" E	7° 19' 28.296" N
17	80° 20' 19.829" E	7° 19' 28.314" N
18	80° 20' 19.339" E	7° 19' 27.411" N
19	80° 20' 17.034" E	7° 19' 28.296" N
20	80° 18' 56.977" E	7° 19' 28.921" N
21	80° 18' 46.093" E	7° 19' 22.044" N
22	80° 18' 52.938" E	7° 19' 31.341" N
23	80° 18' 56.977" E	7° 19' 28.921" N
24	80° 18' 31.950" E	7° 19' 35.818" N
25	80° 18' 34.912" E	7° 19' 34.057" N
26	80° 18' 22.667" E	7° 19' 26.465" N
27	80° 18' 18.012" E	7° 19' 12.849" N
28	80° 18' 19.786" E	7° 19' 27.797" N
29	80° 18' 27.262" E	7° 19' 28.788" N
30	80° 18' 29.359" E	7° 19' 38.727" N
31	80° 18' 31.950" E	7° 19' 35.818" N
32	80° 19' 32.572" E	7° 19' 38.355" N
33	80° 19' 43.562" E	7° 19' 31.961" N
34	80° 19' 36.282" E	7° 19' 32.256" N
35	80° 19' 32.572" E	7° 19' 38.355" N
36	80° 19' 53.829" E	7° 19' 32.539" N
37	80° 19' 54.263" E	7° 19' 27.181" N
38	80° 19' 46.564" E	7° 19' 29.374" N
39	80° 19' 57.825" E	7° 19' 44.335" N
40	80° 19' 53.829" E	7° 19' 32.539" N
41	80° 18' 7.398" E	7° 19' 41.097" N
42	80° 18' 7.013" E	7° 19' 30.238" N
43	80° 18' 14.578" E	7° 19' 34.298" N

44	80° 18' 5.741" E	7° 19' 46.407" N
45	80° 18' 7.398" E	7° 19' 41.097" N
46	80° 18' 34.476" E	7° 19' 47.572" N
47	80° 18' 37.788" E	7° 19' 43.250" N
48	80° 18' 28.315" E	7° 19' 45.806" N
49	80° 18' 31.105" E	7° 19' 50.020" N
50	80° 18' 34.476" E	7° 19' 47.572" N
51	80° 19' 26.265" E	7° 19' 51.970" N
52	80° 19' 31.099" E	7° 19' 45.667" N
53	80° 19' 22.992" E	7° 19' 48.948" N
54	80° 19' 26.265" E	7° 19' 51.970" N
55	80° 18' 51.030" E	7° 20' 3.086" N
56	80° 18' 59.102" E	7° 19' 59.705" N
57	80° 18' 45.112" E	7° 20' 1.372" N
58	80° 18' 51.030" E	7° 20' 3.086" N
59	80° 18' 31.680" E	7° 20' 6.039" N
60	80° 18' 29.978" E	7° 20' 8.483" N
61	80° 18' 31.921" E	7° 20' 7.245" N
62	80° 18' 31.680" E	7° 20' 6.039" N
63	80° 19' 22.230" E	7° 20' 6.862" N
64	80° 19' 22.526" E	7° 19' 43.412" N
65	80° 19' 14.886" E	7° 19' 42.976" N
66	80° 19' 20.207" E	7° 19' 56.739" N
67	80° 19' 17.803" E	7° 20' 5.752" N
68	80° 19' 24.012" E	7° 20' 10.154" N
69	80° 19' 22.230" E	7° 20' 6.862" N
70	80° 19' 51.794" E	7° 20' 11.147" N
71	80° 19' 47.365" E	7° 20' 4.399" N
72	80° 19' 39.708" E	7° 20' 12.280" N
73	80° 19' 51.794" E	7° 20' 11.147" N
74	80° 19' 41.593" E	7° 20' 11.991" N
75	80° 19' 41.065" E	7° 20' 12.112" N
76	80° 19' 42.165" E	7° 20' 11.001" N
77	80° 19' 41.593" E	7° 20' 11.991" N
78	80° 19' 45.625" E	7° 20' 13.707" N
79	80° 19' 44.093" E	7° 20' 14.255" N
80	80° 19' 46.163" E	7° 20' 14.870" N
81	80° 19' 45.625" E	7° 20' 13.707" N
82	80° 20' 24.679" E	7° 20' 12.208" N
83	80° 20' 23.307" E	7° 20' 12.607" N
84	80° 20' 22.153" E	7° 20' 14.997" N
85	80° 20' 24.679" E	7° 20' 12.208" N
86	80° 18' 40.626" E	7° 20' 12.835" N
87	80° 18' 36.466" E	7° 20' 8.149" N
88	80° 18' 35.910" E	7° 20' 11.739" N

89	80° 18' 40.626" E	7° 20' 12.835" N
90	80° 19' 49.042" E	7° 20' 15.325" N
91	80° 19' 49.997" E	7° 20' 14.705" N
92	80° 19' 48.655" E	7° 20' 14.507" N
93	80° 19' 49.042" E	7° 20' 15.325" N
94	80° 19' 17.332" E	7° 20' 21.208" N
95	80° 19' 9.640" E	7° 20' 0.774" N
96	80° 19' 0.910" E	7° 19' 57.343" N
97	80° 19' 15.815" E	7° 20' 24.777" N
98	80° 19' 17.332" E	7° 20' 21.208" N
99	80° 18' 29.029" E	7° 20' 32.659" N
100	80° 18' 40.066" E	7° 20' 28.372" N
101	80° 18' 30.978" E	7° 20' 25.298" N
102	80° 18' 38.650" E	7° 20' 22.040" N
103	80° 18' 33.464" E	7° 20' 14.841" N
104	80° 18' 29.029" E	7° 20' 32.659" N
105	80° 18' 8.871" E	7° 20' 32.161" N
106	80° 18' 21.343" E	7° 20' 26.358" N
107	80° 18' 27.639" E	7° 20' 15.802" N
108	80° 18' 20.342" E	7° 20' 9.776" N
109	80° 18' 24.420" E	7° 20' 9.130" N
110	80° 18' 25.582" E	7° 20' 0.151" N
111	80° 18' 28.331" E	7° 20' 4.004" N
112	80° 18' 41.267" E	7° 19' 56.590" N
113	80° 18' 34.057" E	7° 19' 59.431" N
114	80° 18' 21.836" E	7° 19' 50.938" N
115	80° 18' 7.992" E	7° 20' 2.427" N
116	80° 18' 20.092" E	7° 20' 9.701" N
117	80° 18' 16.771" E	7° 20' 18.780" N
118	80° 18' 8.593" E	7° 20' 19.144" N
119	80° 18' 15.165" E	7° 20' 26.199" N
120	80° 18' 10.734" E	7° 20' 27.898" N
121	80° 18' 8.871" E	7° 20' 32.161" N
122	80° 18' 22.918" E	7° 20' 15.307" N
123	80° 18' 25.174" E	7° 20' 15.804" N
124	80° 18' 24.966" E	7° 20' 16.591" N
125	80° 18' 22.918" E	7° 20' 15.307" N
126	80° 18' 9.426" E	7° 20' 39.067" N
127	80° 18' 8.510" E	7° 20' 37.316" N
128	80° 18' 6.986" E	7° 20' 38.317" N
129	80° 18' 9.426" E	7° 20' 39.067" N
130	80° 19' 16.199" E	7° 20' 40.422" N
131	80° 19' 17.264" E	7° 20' 26.722" N
132	80° 19' 10.563" E	7° 20' 17.073" N
133	80° 19' 5.055" E	7° 20' 19.748" N

134	80° 19' 11.201" E	7° 20' 22.873" N
135	80° 19' 16.199" E	7° 20' 40.422" N
136	80° 18' 52.354" E	7° 20' 40.341" N
137	80° 18' 52.135" E	7° 20' 13.823" N
138	80° 18' 45.010" E	7° 20' 1.466" N
139	80° 18' 39.309" E	7° 20' 6.963" N
140	80° 18' 50.847" E	7° 20' 15.846" N
141	80° 18' 46.482" E	7° 20' 31.933" N
142	80° 18' 49.976" E	7° 20' 43.063" N
143	80° 18' 52.354" E	7° 20' 40.341" N
144	80° 18' 34.891" E	7° 20' 42.727" N
145	80° 18' 39.793" E	7° 20' 42.090" N
146	80° 18' 28.644" E	7° 20' 35.970" N
147	80° 18' 30.275" E	7° 20' 44.294" N
148	80° 18' 34.891" E	7° 20' 42.727" N
149	80° 19' 48.473" E	7° 20' 42.425" N
150	80° 19' 44.777" E	7° 20' 33.787" N
151	80° 19' 50.580" E	7° 20' 31.773" N
152	80° 19' 44.483" E	7° 20' 27.704" N
153	80° 19' 53.120" E	7° 20' 25.278" N
154	80° 19' 55.925" E	7° 20' 18.792" N
155	80° 19' 59.753" E	7° 20' 21.923" N
156	80° 20' 14.820" E	7° 20' 17.039" N
157	80° 20' 33.833" E	7° 20' 25.963" N
158	80° 20' 18.953" E	7° 20' 12.843" N
159	80° 20' 9.763" E	7° 20' 15.743" N
160	80° 20' 9.399" E	7° 20' 10.426" N
161	80° 19' 56.770" E	7° 20' 18.153" N
162	80° 19' 48.700" E	7° 20' 15.730" N
163	80° 19' 48.886" E	7° 20' 24.320" N
164	80° 19' 43.809" E	7° 20' 25.994" N
165	80° 19' 32.386" E	7° 20' 4.059" N
166	80° 19' 31.873" E	7° 20' 15.570" N
167	80° 19' 39.071" E	7° 20' 19.197" N
168	80° 19' 34.882" E	7° 20' 26.328" N
169	80° 19' 40.940" E	7° 20' 24.383" N
170	80° 19' 43.935" E	7° 20' 32.631" N
171	80° 19' 42.278" E	7° 20' 44.321" N
172	80° 19' 49.441" E	7° 20' 45.818" N
173	80° 19' 48.473" E	7° 20' 42.425" N
174	80° 19' 39.042" E	7° 20' 21.264" N
175	80° 19' 40.432" E	7° 20' 20.935" N
176	80° 19' 40.269" E	7° 20' 23.545" N
177	80° 19' 39.042" E	7° 20' 21.264" N
178	80° 20' 2.515" E	7° 20' 15.413" N

179	80° 20' 3.070" E	7° 20' 15.212" N
180	80° 20' 3.276" E	7° 20' 16.108" N
181	80° 20' 2.515" E	7° 20' 15.413" N
182	80° 18' 29.697" E	7° 20' 46.392" N
183	80° 18' 28.953" E	7° 20' 45.199" N
184	80° 18' 27.867" E	7° 20' 46.883" N
185	80° 18' 29.697" E	7° 20' 46.392" N
186	80° 18' 7.769" E	7° 20' 52.160" N
187	80° 18' 7.769" E	7° 20' 52.160" N
188	80° 19' 34.227" E	7° 20' 51.177" N
189	80° 19' 32.059" E	7° 20' 55.597" N
190	80° 19' 33.361" E	7° 20' 55.911" N
191	80° 19' 34.227" E	7° 20' 51.177" N
192	80° 18' 14.857" E	7° 20' 53.917" N
193	80° 18' 17.148" E	7° 20' 42.499" N
194	80° 18' 22.442" E	7° 20' 40.040" N
195	80° 18' 13.186" E	7° 20' 37.784" N
196	80° 18' 7.975" E	7° 20' 48.063" N
197	80° 18' 9.343" E	7° 20' 54.751" N
198	80° 18' 14.857" E	7° 20' 53.917" N
199	80° 18' 9.334" E	7° 20' 50.645" N
200	80° 18' 10.031" E	7° 20' 50.677" N
201	80° 18' 10.005" E	7° 20' 51.423" N
202	80° 18' 9.334" E	7° 20' 50.645" N
203	80° 18' 13.601" E	7° 20' 45.556" N
204	80° 18' 13.064" E	7° 20' 43.867" N
205	80° 18' 14.949" E	7° 20' 43.470" N
206	80° 18' 13.601" E	7° 20' 45.556" N
207	80° 18' 10.826" E	7° 20' 45.475" N
208	80° 18' 10.180" E	7° 20' 44.217" N
209	80° 18' 11.218" E	7° 20' 44.232" N
210	80° 18' 10.826" E	7° 20' 45.475" N
211	80° 18' 9.391" E	7° 20' 59.216" N
212	80° 18' 8.537" E	7° 20' 55.613" N
213	80° 18' 5.694" E	7° 20' 56.741" N
214	80° 18' 9.391" E	7° 20' 59.216" N
215	80° 18' 31.923" E	7° 20' 58.844" N
216	80° 18' 31.621" E	7° 21' 1.081" N
217	80° 18' 33.680" E	7° 21' 1.698" N
218	80° 18' 31.923" E	7° 20' 58.844" N
219	80° 20' 25.583" E	7° 21' 3.846" N
220	80° 20' 23.401" E	7° 21' 0.016" N
221	80° 20' 17.382" E	7° 21' 2.115" N
222	80° 20' 25.583" E	7° 21' 3.846" N
223	80° 19' 45.817" E	7° 21' 5.310" N

224	80° 20' 11.374" E	7° 20' 59.812" N
225	80° 20' 2.085" E	7° 21' 0.595" N
226	80° 20' 1.678" E	7° 20' 53.808" N
227	80° 19' 51.149" E	7° 20' 52.529" N
228	80° 19' 50.721" E	7° 20' 59.727" N
229	80° 19' 41.253" E	7° 21' 1.657" N
230	80° 19' 45.817" E	7° 21' 5.310" N
231	80° 18' 10.674" E	7° 21' 12.161" N
232	80° 18' 21.820" E	7° 21' 2.016" N
233	80° 18' 16.139" E	7° 21' 1.355" N
234	80° 18' 10.674" E	7° 21' 12.161" N
235	80° 19' 38.476" E	7° 21' 17.920" N
236	80° 19' 43.247" E	7° 21' 14.301" N
237	80° 19' 35.131" E	7° 21' 6.594" N
238	80° 19' 59.229" E	7° 21' 8.140" N
239	80° 20' 13.577" E	7° 21' 2.266" N
240	80° 19' 53.468" E	7° 21' 0.854" N
241	80° 19' 43.147" E	7° 21' 5.579" N
242	80° 19' 38.643" E	7° 21' 0.925" N
243	80° 19' 43.695" E	7° 20' 59.925" N
244	80° 19' 36.938" E	7° 20' 57.308" N
245	80° 19' 40.638" E	7° 20' 47.457" N
246	80° 19' 34.027" E	7° 20' 57.167" N
247	80° 19' 23.120" E	7° 20' 54.897" N
248	80° 19' 18.956" E	7° 20' 38.299" N
249	80° 19' 17.366" E	7° 20' 55.452" N
250	80° 19' 17.414" E	7° 20' 44.235" N
251	80° 19' 13.067" E	7° 20' 50.680" N
252	80° 19' 14.953" E	7° 21' 5.539" N
253	80° 19' 25.077" E	7° 21' 10.527" N
254	80° 19' 27.855" E	7° 21' 6.110" N
255	80° 19' 38.476" E	7° 21' 17.920" N
256	80° 19' 24.672" E	7° 21' 8.737" N
257	80° 19' 23.489" E	7° 21' 8.623" N
258	80° 19' 23.910" E	7° 21' 7.782" N
259	80° 19' 24.672" E	7° 21' 8.737" N
260	80° 19' 26.820" E	7° 21' 2.690" N
261	80° 19' 31.662" E	7° 21' 2.051" N
262	80° 19' 18.076" E	7° 20' 54.589" N
263	80° 19' 31.739" E	7° 21' 2.011" N
264	80° 19' 38.441" E	7° 21' 0.436" N
265	80° 19' 26.820" E	7° 21' 2.690" N
266	80° 18' 20.016" E	7° 21' 23.304" N
267	80° 18' 23.190" E	7° 21' 20.546" N
268	80° 18' 16.124" E	7° 21' 22.594" N

269	80° 18' 20.016" E	7° 21' 23.304" N
270	80° 18' 16.818" E	7° 21' 25.727" N
271	80° 18' 19.120" E	7° 21' 24.563" N
272	80° 18' 16.240" E	7° 21' 24.430" N
273	80° 18' 16.818" E	7° 21' 25.727" N
274	80° 18' 13.690" E	7° 21' 28.854" N
275	80° 18' 9.973" E	7° 21' 22.790" N
276	80° 18' 14.827" E	7° 21' 24.633" N
277	80° 18' 17.937" E	7° 21' 18.662" N
278	80° 18' 5.623" E	7° 21' 25.613" N
279	80° 18' 6.771" E	7° 21' 22.631" N
280	80° 18' 5.623" E	7° 21' 25.613" N
281	80° 19' 39.132" E	7° 21' 31.171" N
282	80° 19' 28.455" E	7° 21' 24.279" N
283	80° 19' 27.710" E	7° 21' 28.985" N
284	80° 19' 39.132" E	7° 21' 31.171" N
285	80° 18' 46.871" E	7° 21' 32.800" N
286	80° 19' 2.023" E	7° 21' 28.304" N
287	80° 18' 51.005" E	7° 21' 26.649" N
288	80° 18' 46.871" E	7° 21' 32.800" N
289	80° 19' 48.459" E	7° 21' 35.019" N
290	80° 19' 47.388" E	7° 21' 31.685" N
291	80° 19' 46.106" E	7° 21' 32.624" N
292	80° 19' 48.459" E	7° 21' 35.019" N
293	80° 18' 7.165" E	7° 21' 35.796" N
294	80° 18' 7.165" E	7° 21' 35.796" N
295	80° 20' 33.990" E	7° 21' 36.970" N
296	80° 20' 36.391" E	7° 21' 25.366" N
297	80° 20' 33.147" E	7° 21' 31.882" N
298	80° 20' 25.933" E	7° 21' 32.495" N
299	80° 20' 26.308" E	7° 21' 28.563" N
300	80° 20' 18.975" E	7° 21' 29.878" N
301	80° 20' 9.840" E	7° 21' 21.190" N
302	80° 20' 8.655" E	7° 21' 30.188" N
303	80° 19' 57.792" E	7° 21' 30.818" N
304	80° 19' 57.764" E	7° 21' 25.219" N
305	80° 19' 52.655" E	7° 21' 24.068" N
306	80° 19' 50.566" E	7° 21' 29.340" N
307	80° 19' 48.674" E	7° 21' 22.218" N
308	80° 19' 44.853" E	7° 21' 30.486" N
309	80° 19' 36.149" E	7° 21' 31.924" N
310	80° 20' 33.990" E	7° 21' 36.970" N
311	80° 18' 5.387" E	7° 21' 39.439" N
312	80° 19' 39.274" E	7° 21' 38.885" N
313	80° 19' 39.562" E	7° 21' 43.240" N

314	80° 19' 40.601" E	7° 21' 40.144" N
315	80° 19' 39.274" E	7° 21' 38.885" N
316	80° 20' 56.996" E	7° 21' 43.195" N
317	80° 21' 2.644" E	7° 21' 41.390" N
318	80° 20' 54.745" E	7° 21' 32.646" N
319	80° 20' 50.883" E	7° 21' 37.949" N
320	80° 20' 34.761" E	7° 21' 37.883" N
321	80° 20' 56.996" E	7° 21' 43.195" N
322	80° 20' 35.794" E	7° 21' 45.773" N
323	80° 20' 41.278" E	7° 21' 40.303" N
324	80° 20' 31.459" E	7° 21' 37.103" N
325	80° 20' 35.794" E	7° 21' 45.773" N
326	80° 20' 26.339" E	7° 21' 45.031" N
327	80° 20' 34.246" E	7° 21' 41.834" N
328	80° 20' 31.424" E	7° 21' 37.107" N
329	80° 20' 8.691" E	7° 21' 34.903" N
330	80° 20' 26.339" E	7° 21' 45.031" N
331	80° 20' 57.427" E	7° 21' 46.699" N
332	80° 20' 57.485" E	7° 21' 43.351" N
333	80° 20' 55.981" E	7° 21' 43.502" N
334	80° 20' 57.427" E	7° 21' 46.699" N
335	80° 20' 35.819" E	7° 21' 46.350" N
336	80° 20' 34.631" E	7° 21' 44.270" N
337	80° 20' 35.480" E	7° 21' 48.262" N
338	80° 20' 35.819" E	7° 21' 46.350" N
339	80° 20' 52.088" E	7° 21' 46.258" N
340	80° 20' 50.603" E	7° 21' 41.099" N
341	80° 20' 48.840" E	7° 21' 47.913" N
342	80° 20' 52.088" E	7° 21' 46.258" N
343	80° 18' 36.592" E	7° 21' 54.568" N
344	80° 18' 35.355" E	7° 21' 55.136" N
345	80° 18' 38.061" E	7° 21' 55.540" N
346	80° 18' 36.592" E	7° 21' 54.568" N
347	80° 18' 46.690" E	7° 21' 57.943" N
348	80° 18' 45.549" E	7° 21' 57.548" N
349	80° 18' 45.472" E	7° 22' 0.473" N
350	80° 18' 46.690" E	7° 21' 57.943" N
351	80° 20' 37.145" E	7° 22' 6.519" N
352	80° 20' 43.185" E	7° 22' 4.924" N
353	80° 20' 34.785" E	7° 21' 57.793" N
354	80° 20' 31.624" E	7° 22' 2.801" N
355	80° 20' 37.145" E	7° 22' 6.519" N
356	80° 18' 35.300" E	7° 22' 10.982" N
357	80° 18' 35.827" E	7° 22' 9.986" N
358	80° 18' 33.952" E	7° 22' 10.549" N

359	80° 18' 35.300" E	7° 22' 10.982" N
360	80° 18' 33.822" E	7° 22' 13.703" N
361	80° 18' 35.638" E	7° 22' 13.014" N
362	80° 18' 33.674" E	7° 22' 11.615" N
363	80° 18' 33.822" E	7° 22' 13.703" N
364	80° 19' 36.579" E	7° 22' 12.202" N
365	80° 19' 30.573" E	7° 22' 9.010" N
366	80° 19' 35.655" E	7° 22' 14.586" N
367	80° 19' 36.579" E	7° 22' 12.202" N
368	80° 20' 18.740" E	7° 22' 12.068" N
369	80° 20' 10.757" E	7° 22' 9.430" N
370	80° 20' 19.137" E	7° 22' 16.113" N
371	80° 20' 18.740" E	7° 22' 12.068" N
372	80° 18' 7.055" E	7° 22' 16.453" N
373	80° 18' 8.599" E	7° 21' 49.717" N
374	80° 20' 1.300" E	7° 22' 36.026" N
375	80° 19' 57.543" E	7° 22' 34.872" N
376	80° 20' 2.484" E	7° 22' 37.049" N
377	80° 20' 1.300" E	7° 22' 36.026" N
378	80° 20' 31.176" E	7° 22' 37.880" N
379	80° 20' 24.215" E	7° 22' 34.355" N
380	80° 20' 21.038" E	7° 22' 35.776" N
381	80° 20' 31.176" E	7° 22' 37.880" N
382	80° 20' 8.804" E	7° 22' 42.425" N
383	80° 20' 1.011" E	7° 22' 38.465" N
384	80° 20' 4.926" E	7° 22' 42.231" N
385	80° 20' 8.804" E	7° 22' 42.425" N
386	80° 19' 51.795" E	7° 22' 34.264" N
387	80° 19' 50.528" E	7° 22' 29.272" N
388	80° 19' 43.825" E	7° 22' 28.848" N
389	80° 19' 50.719" E	7° 22' 35.684" N
390	80° 19' 48.769" E	7° 22' 45.011" N
391	80° 19' 51.795" E	7° 22' 34.264" N
392	80° 18' 5.804" E	7° 22' 38.717" N
393	80° 20' 14.506" E	7° 22' 46.533" N
394	80° 20' 11.670" E	7° 22' 45.775" N
395	80° 20' 17.631" E	7° 22' 49.271" N
396	80° 20' 14.506" E	7° 22' 46.533" N
397	80° 20' 1.896" E	7° 22' 49.839" N
398	80° 20' 1.111" E	7° 22' 51.371" N
399	80° 20' 5.650" E	7° 22' 51.881" N
400	80° 20' 1.896" E	7° 22' 49.839" N
401	80° 20' 2.717" E	7° 22' 54.741" N
402	80° 20' 1.737" E	7° 22' 56.202" N
403	80° 20' 3.637" E	7° 22' 55.889" N

404	80° 20' 2.717" E	7° 22' 54.741" N
405	80° 20' 13.905" E	7° 22' 53.653" N
406	80° 19' 16.057" E	7° 22' 55.629" N
407	80° 19' 20.219" E	7° 22' 55.067" N
408	80° 19' 16.050" E	7° 22' 51.578" N
409	80° 19' 22.668" E	7° 22' 48.600" N
410	80° 19' 5.781" E	7° 22' 34.821" N
411	80° 19' 22.987" E	7° 22' 44.616" N
412	80° 19' 17.871" E	7° 22' 27.147" N
413	80° 19' 19.636" E	7° 22' 34.927" N
414	80° 19' 35.519" E	7° 22' 50.196" N
415	80° 19' 27.903" E	7° 22' 42.540" N
416	80° 19' 25.990" E	7° 22' 56.323" N
417	80° 19' 31.496" E	7° 22' 51.298" N
418	80° 19' 35.638" E	7° 22' 55.098" N
419	80° 19' 34.672" E	7° 22' 51.696" N
420	80° 19' 39.194" E	7° 22' 51.732" N
421	80° 19' 34.353" E	7° 22' 47.624" N
422	80° 19' 36.730" E	7° 22' 32.601" N
423	80° 19' 30.080" E	7° 22' 33.745" N
424	80° 19' 32.889" E	7° 22' 27.150" N
425	80° 19' 24.085" E	7° 22' 28.037" N
426	80° 19' 18.365" E	7° 22' 19.056" N
427	80° 19' 27.149" E	7° 22' 15.331" N
428	80° 19' 30.258" E	7° 22' 23.781" N
429	80° 19' 42.239" E	7° 22' 29.284" N
430	80° 19' 39.432" E	7° 22' 20.506" N
431	80° 19' 28.724" E	7° 22' 14.955" N
432	80° 19' 28.870" E	7° 22' 6.977" N
433	80° 19' 20.953" E	7° 22' 6.588" N
434	80° 19' 13.422" E	7° 21' 58.842" N
435	80° 19' 23.021" E	7° 21' 55.447" N
436	80° 19' 27.099" E	7° 22' 6.277" N
437	80° 19' 38.901" E	7° 22' 11.503" N
438	80° 19' 37.946" E	7° 22' 7.079" N
439	80° 19' 48.659" E	7° 22' 5.625" N
440	80° 19' 26.337" E	7° 21' 54.085" N
441	80° 19' 30.901" E	7° 21' 48.689" N
442	80° 19' 27.655" E	7° 21' 34.871" N
443	80° 19' 35.995" E	7° 21' 37.609" N
444	80° 19' 39.556" E	7° 21' 33.050" N
445	80° 19' 17.656" E	7° 21' 22.076" N
446	80° 19' 7.023" E	7° 21' 22.395" N
447	80° 19' 8.381" E	7° 21' 8.727" N
448	80° 18' 52.446" E	7° 20' 52.904" N

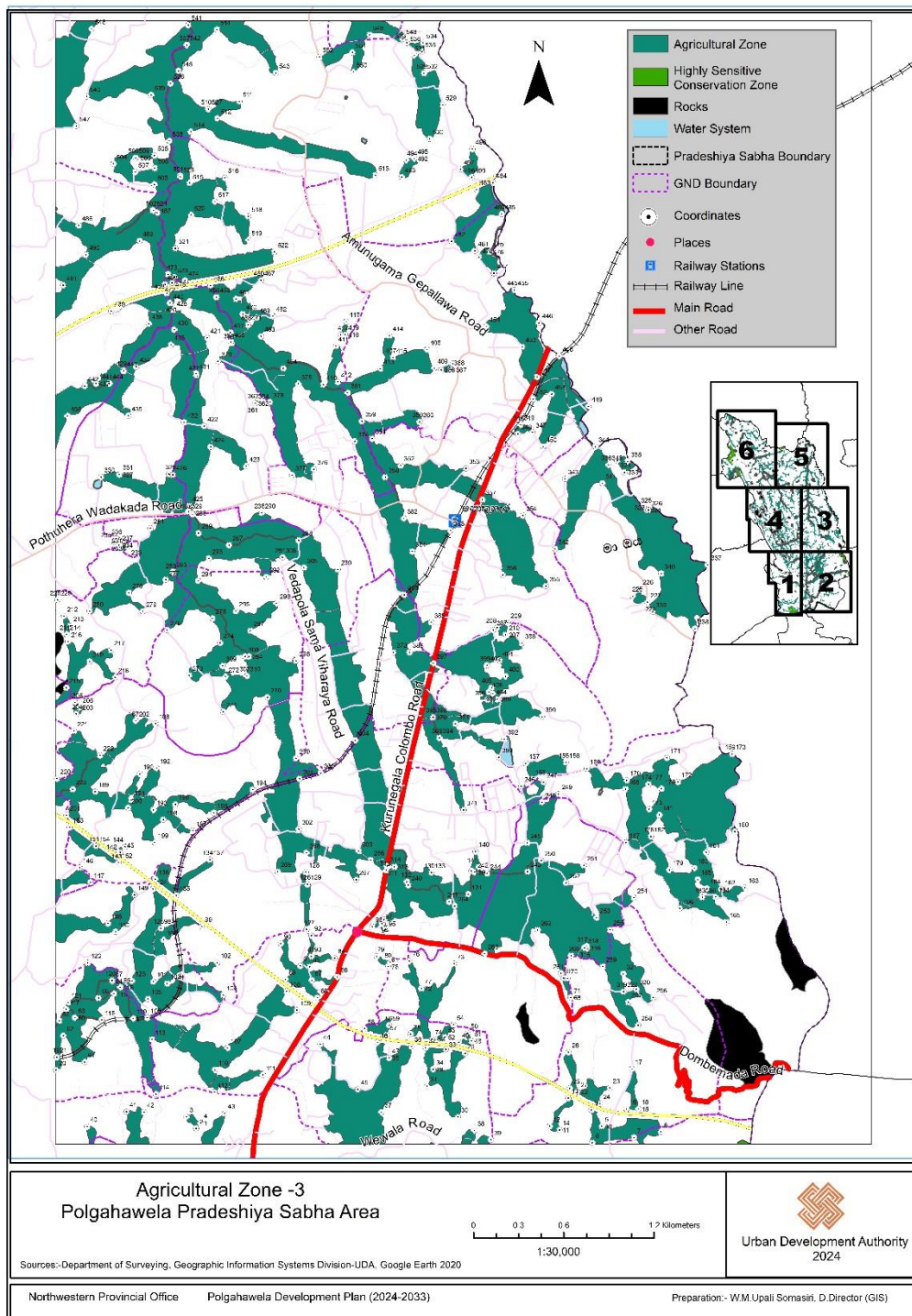
449	80° 18' 42.322" E	7° 20' 56.594" N
450	80° 18' 40.971" E	7° 20' 51.429" N
451	80° 18' 31.610" E	7° 20' 50.345" N
452	80° 18' 28.426" E	7° 20' 56.733" N
453	80° 18' 48.126" E	7° 21' 2.054" N
454	80° 18' 56.133" E	7° 21' 14.236" N
455	80° 18' 46.690" E	7° 21' 1.472" N
456	80° 18' 37.895" E	7° 21' 6.618" N
457	80° 18' 39.199" E	7° 21' 9.733" N
458	80° 18' 45.102" E	7° 21' 4.273" N
459	80° 18' 49.789" E	7° 21' 9.979" N
460	80° 18' 54.616" E	7° 21' 21.672" N
461	80° 18' 51.011" E	7° 21' 26.564" N
462	80° 19' 16.850" E	7° 21' 27.872" N
463	80° 19' 13.645" E	7° 21' 25.293" N
464	80° 19' 9.822" E	7° 21' 33.174" N
465	80° 19' 0.514" E	7° 21' 29.093" N
466	80° 18' 44.862" E	7° 21' 33.018" N
467	80° 18' 47.884" E	7° 21' 39.847" N
468	80° 19' 3.534" E	7° 21' 38.460" N
469	80° 18' 58.030" E	7° 21' 46.673" N
470	80° 19' 10.576" E	7° 21' 42.391" N
471	80° 19' 26.505" E	7° 21' 53.318" N
472	80° 19' 3.522" E	7° 21' 41.706" N
473	80° 19' 2.794" E	7° 21' 48.677" N
474	80° 19' 13.455" E	7° 21' 59.475" N
475	80° 18' 57.927" E	7° 21' 46.718" N
476	80° 18' 50.449" E	7° 21' 56.413" N
477	80° 18' 42.614" E	7° 21' 46.092" N
478	80° 18' 42.146" E	7° 21' 52.941" N
479	80° 18' 42.577" E	7° 21' 46.225" N
480	80° 18' 36.306" E	7° 21' 40.851" N
481	80° 18' 37.435" E	7° 21' 28.886" N
482	80° 18' 22.347" E	7° 21' 35.023" N
483	80° 18' 23.372" E	7° 21' 45.000" N
484	80° 18' 12.841" E	7° 21' 53.991" N
485	80° 18' 23.194" E	7° 21' 56.571" N
486	80° 18' 14.947" E	7° 22' 4.523" N
487	80° 18' 21.011" E	7° 22' 7.561" N
488	80° 18' 13.784" E	7° 22' 9.660" N
489	80° 18' 11.865" E	7° 22' 16.968" N
490	80° 18' 20.518" E	7° 22' 12.545" N
491	80° 18' 23.147" E	7° 22' 15.745" N
492	80° 18' 14.469" E	7° 22' 20.634" N
493	80° 18' 22.688" E	7° 22' 17.185" N

494	80° 18' 23.590" E	7° 22' 21.297" N
495	80° 18' 12.157" E	7° 22' 32.568" N
496	80° 18' 15.531" E	7° 22' 34.228" N
497	80° 18' 17.270" E	7° 22' 48.628" N
498	80° 18' 25.867" E	7° 22' 55.819" N
499	80° 18' 16.631" E	7° 22' 39.324" N
500	80° 18' 19.634" E	7° 22' 34.934" N
501	80° 18' 23.310" E	7° 22' 45.747" N
502	80° 18' 31.219" E	7° 22' 25.881" N
503	80° 18' 37.324" E	7° 22' 34.866" N
504	80° 18' 28.813" E	7° 22' 47.300" N
505	80° 18' 30.773" E	7° 22' 52.052" N
506	80° 18' 35.898" E	7° 22' 47.832" N
507	80° 18' 38.227" E	7° 22' 51.230" N
508	80° 18' 46.735" E	7° 22' 47.866" N
509	80° 18' 44.665" E	7° 22' 41.512" N
510	80° 18' 38.125" E	7° 22' 45.427" N
511	80° 18' 39.733" E	7° 22' 31.574" N
512	80° 18' 52.782" E	7° 22' 45.840" N
513	80° 18' 48.449" E	7° 22' 37.476" N
514	80° 18' 53.656" E	7° 22' 26.905" N
515	80° 18' 56.522" E	7° 22' 37.793" N
516	80° 19' 0.679" E	7° 22' 41.929" N
517	80° 19' 2.227" E	7° 22' 36.687" N
518	80° 19' 6.650" E	7° 22' 45.707" N
519	80° 19' 9.829" E	7° 22' 30.538" N
520	80° 19' 6.958" E	7° 22' 25.984" N
521	80° 19' 12.398" E	7° 22' 27.905" N
522	80° 19' 9.829" E	7° 22' 30.538" N
523	80° 19' 17.222" E	7° 22' 28.198" N
524	80° 19' 16.809" E	7° 22' 27.471" N
525	80° 19' 17.361" E	7° 22' 27.223" N
526	80° 19' 17.222" E	7° 22' 28.198" N
527	80° 19' 19.194" E	7° 22' 26.598" N
528	80° 19' 16.610" E	7° 22' 23.808" N
529	80° 19' 17.915" E	7° 22' 24.744" N
530	80° 19' 19.194" E	7° 22' 26.598" N
531	80° 19' 10.829" E	7° 22' 25.173" N
532	80° 19' 9.410" E	7° 22' 23.709" N
533	80° 19' 11.221" E	7° 22' 22.974" N
534	80° 19' 10.829" E	7° 22' 25.173" N
535	80° 19' 15.418" E	7° 22' 23.033" N
536	80° 18' 56.340" E	7° 21' 54.310" N
537	80° 19' 2.755" E	7° 21' 55.681" N
538	80° 19' 6.125" E	7° 22' 11.418" N

539	80° 19' 15.418" E	7° 22' 23.033" N
540	80° 19' 9.162" E	7° 21' 59.152" N
541	80° 19' 11.372" E	7° 21' 58.267" N
542	80° 19' 11.842" E	7° 22' 0.524" N
543	80° 19' 9.162" E	7° 21' 59.152" N
544	80° 18' 46.690" E	7° 21' 57.943" N
545	80° 18' 49.824" E	7° 22' 2.920" N
546	80° 18' 44.890" E	7° 22' 10.584" N
547	80° 18' 55.486" E	7° 22' 4.435" N
548	80° 18' 52.559" E	7° 22' 15.346" N
549	80° 18' 59.464" E	7° 22' 21.751" N
550	80° 18' 50.795" E	7° 22' 26.127" N
551	80° 18' 43.938" E	7° 22' 23.449" N
552	80° 18' 43.271" E	7° 22' 15.863" N
553	80° 18' 40.946" E	7° 22' 22.254" N
554	80° 18' 36.572" E	7° 22' 20.762" N
555	80° 18' 27.256" E	7° 22' 3.607" N
556	80° 18' 34.633" E	7° 21' 55.641" N
557	80° 18' 27.581" E	7° 21' 43.612" N
558	80° 18' 30.683" E	7° 21' 35.725" N
559	80° 18' 46.690" E	7° 21' 57.943" N
560	80° 18' 24.816" E	7° 21' 47.437" N
561	80° 18' 23.879" E	7° 21' 45.660" N
562	80° 18' 27.419" E	7° 21' 45.054" N
563	80° 18' 24.816" E	7° 21' 47.437" N
564	80° 18' 25.838" E	7° 21' 48.206" N
565	80° 18' 29.212" E	7° 21' 51.375" N
566	80° 18' 25.183" E	7° 21' 53.802" N
567	80° 18' 25.838" E	7° 21' 48.206" N
568	80° 18' 26.395" E	7° 21' 57.216" N
569	80° 18' 25.451" E	7° 21' 54.795" N
570	80° 18' 26.990" E	7° 21' 54.707" N
571	80° 18' 26.395" E	7° 21' 57.216" N
572	80° 18' 28.540" E	7° 21' 58.861" N
573	80° 18' 28.076" E	7° 21' 58.001" N
574	80° 18' 30.169" E	7° 21' 57.676" N
575	80° 18' 28.540" E	7° 21' 58.861" N
576	80° 18' 26.862" E	7° 22' 20.658" N
577	80° 18' 32.491" E	7° 22' 25.324" N
578	80° 18' 24.970" E	7° 22' 16.670" N
579	80° 18' 26.862" E	7° 22' 20.658" N
580	80° 19' 2.929" E	7° 22' 25.441" N
581	80° 19' 0.936" E	7° 22' 24.643" N
582	80° 19' 2.956" E	7° 22' 24.237" N
583	80° 19' 2.929" E	7° 22' 25.441" N

584	80° 19' 7.119" E	7° 22' 21.354" N
585	80° 19' 9.645" E	7° 22' 22.198" N
586	80° 19' 7.862" E	7° 22' 23.739" N
587	80° 19' 7.119" E	7° 22' 21.354" N
588	80° 19' 15.241" E	7° 21' 42.404" N
589	80° 19' 19.406" E	7° 21' 41.563" N
590	80° 19' 20.185" E	7° 21' 43.684" N
591	80° 19' 15.241" E	7° 21' 42.404" N
592	80° 19' 24.509" E	7° 21' 43.327" N
593	80° 19' 25.271" E	7° 21' 42.827" N
594	80° 19' 25.294" E	7° 21' 43.396" N
595	80° 19' 24.509" E	7° 21' 43.327" N
596	80° 19' 10.745" E	7° 21' 39.425" N
597	80° 19' 4.270" E	7° 21' 38.113" N
598	80° 19' 12.594" E	7° 21' 36.598" N
599	80° 19' 10.745" E	7° 21' 39.425" N
600	80° 18' 48.974" E	7° 21' 33.328" N
601	80° 18' 49.759" E	7° 21' 32.993" N
602	80° 18' 50.276" E	7° 21' 33.992" N
603	80° 18' 48.974" E	7° 21' 33.328" N
604	80° 19' 17.987" E	7° 21' 28.431" N
605	80° 19' 22.436" E	7° 21' 27.814" N
606	80° 19' 21.562" E	7° 21' 30.595" N
607	80° 19' 17.987" E	7° 21' 28.431" N
608	80° 18' 56.556" E	7° 21' 22.496" N
609	80° 18' 57.279" E	7° 21' 15.793" N
610	80° 19' 6.920" E	7° 21' 22.447" N
611	80° 18' 56.556" E	7° 21' 22.496" N
612	80° 19' 27.524" E	7° 21' 58.992" N
613	80° 19' 28.131" E	7° 21' 59.802" N
614	80° 19' 26.799" E	7° 22' 0.626" N
615	80° 19' 27.524" E	7° 21' 58.992" N
616	80° 19' 32.471" E	7° 21' 59.065" N
617	80° 19' 36.806" E	7° 22' 4.942" N
618	80° 19' 28.531" E	7° 22' 2.631" N
619	80° 19' 32.471" E	7° 21' 59.065" N
620	80° 19' 26.363" E	7° 22' 30.686" N
621	80° 19' 27.304" E	7° 22' 31.607" N
622	80° 19' 25.865" E	7° 22' 31.683" N
623	80° 19' 26.363" E	7° 22' 30.686" N
624	80° 19' 33.850" E	7° 22' 50.600" N
625	80° 19' 31.542" E	7° 22' 49.022" N
626	80° 19' 33.488" E	7° 22' 49.431" N
627	80° 19' 33.850" E	7° 22' 50.600" N

21.Map : Agricultural Zone- 3



Source : Urban Development Authority, 2024

Agricultural Zone- 3 -Coordinates

කෘෂිකාර්මික කලාපය 3		
NO	X	Y
1	80° 18' 36.490" E	7° 23' 0.974" N
2	80° 18' 35.560" E	7° 22' 59.777" N
3	80° 18' 33.404" E	7° 23' 2.301" N
4	80° 18' 36.490" E	7° 23' 0.974" N
5	80° 20' 3.393" E	7° 23' 0.381" N
6	80° 20' 16.230" E	7° 22' 59.177" N
7	80° 20' 10.385" E	7° 22' 57.913" N
8	80° 20' 1.335" E	7° 22' 56.796" N
9	80° 20' 1.172" E	7° 23' 3.878" N
10	80° 20' 3.393" E	7° 23' 0.381" N
11	80° 19' 54.252" E	7° 22' 59.566" N
12	80° 19' 52.135" E	7° 23' 0.343" N
13	80° 19' 56.157" E	7° 23' 6.466" N
14	80° 19' 54.252" E	7° 22' 59.566" N
15	80° 20' 11.358" E	7° 23' 4.133" N
16	80° 20' 8.736" E	7° 23' 4.095" N
17	80° 20' 9.947" E	7° 23' 12.778" N
18	80° 20' 11.358" E	7° 23' 4.133" N
19	80° 18' 5.341" E	7° 23' 15.199" N
20	80° 18' 5.144" E	7° 23' 12.407" N
21	80° 18' 5.341" E	7° 23' 15.199" N
22	80° 19' 58.137" E	7° 23' 7.840" N
23	80° 20' 5.134" E	7° 23' 8.662" N
24	80° 20' 3.021" E	7° 23' 5.252" N
25	80° 19' 56.465" E	7° 23' 8.553" N
26	80° 19' 56.213" E	7° 23' 16.383" N
27	80° 19' 58.137" E	7° 23' 7.840" N
28	80° 19' 26.863" E	7° 23' 12.622" N
29	80° 19' 33.827" E	7° 23' 16.101" N
30	80° 19' 32.264" E	7° 23' 2.338" N
31	80° 19' 25.561" E	7° 23' 8.980" N
32	80° 19' 25.215" E	7° 23' 17.330" N
33	80° 19' 29.625" E	7° 23' 16.960" N
34	80° 19' 26.863" E	7° 23' 12.622" N
35	80° 19' 17.313" E	7° 23' 15.114" N
36	80° 19' 22.136" E	7° 23' 17.572" N
37	80° 19' 15.677" E	7° 23' 3.369" N
38	80° 19' 35.809" E	7° 22' 59.423" N
39	80° 19' 39.427" E	7° 22' 57.420" N
40	80° 18' 11.951" E	7° 23' 0.199" N
41	80° 18' 20.453" E	7° 23' 3.392" N
42	80° 18' 24.258" E	7° 23' 3.316" N
43	80° 18' 41.717" E	7° 23' 3.064" N

44	80° 19' 2.408" E	7° 23' 18.072" N
45	80° 19' 10.540" E	7° 23' 8.286" N
46	80° 19' 14.815" E	7° 23' 18.427" N
47	80° 19' 17.313" E	7° 23' 15.114" N
48	80° 19' 35.156" E	7° 23' 18.788" N
49	80° 19' 32.450" E	7° 23' 18.485" N
50	80° 19' 34.365" E	7° 23' 20.489" N
51	80° 19' 35.156" E	7° 23' 18.788" N
52	80° 19' 29.415" E	7° 23' 19.612" N
53	80° 19' 27.224" E	7° 23' 19.133" N
54	80° 19' 31.289" E	7° 23' 22.294" N
55	80° 19' 29.415" E	7° 23' 19.612" N
56	80° 19' 17.367" E	7° 23' 22.138" N
57	80° 19' 16.831" E	7° 23' 20.072" N
58	80° 19' 12.000" E	7° 23' 21.405" N
59	80° 19' 17.367" E	7° 23' 22.138" N
60	80° 18' 9.267" E	7° 23' 23.740" N
61	80° 18' 11.378" E	7° 23' 14.113" N
62	80° 18' 6.800" E	7° 23' 19.814" N
63	80° 18' 9.267" E	7° 23' 23.740" N
64	80° 18' 17.371" E	7° 23' 31.671" N
65	80° 18' 19.084" E	7° 23' 30.343" N
66	80° 18' 14.403" E	7° 23' 27.985" N
67	80° 18' 17.371" E	7° 23' 31.671" N
68	80° 19' 56.670" E	7° 23' 28.185" N
69	80° 19' 55.064" E	7° 23' 32.390" N
70	80° 19' 55.961" E	7° 23' 32.349" N
71	80° 19' 56.670" E	7° 23' 28.185" N
72	80° 19' 24.311" E	7° 23' 30.107" N
73	80° 19' 31.402" E	7° 23' 35.488" N
74	80° 19' 26.610" E	7° 23' 19.181" N
75	80° 19' 21.975" E	7° 23' 20.229" N
76	80° 19' 21.684" E	7° 23' 36.043" N
77	80° 19' 24.311" E	7° 23' 30.107" N
78	80° 19' 17.140" E	7° 23' 34.881" N
79	80° 19' 14.632" E	7° 23' 37.052" N
80	80° 19' 17.566" E	7° 23' 35.787" N
81	80° 19' 17.140" E	7° 23' 34.881" N
82	80° 18' 5.880" E	7° 23' 23.062" N
83	80° 19' 0.435" E	7° 23' 37.034" N
84	80° 19' 5.538" E	7° 23' 36.652" N
85	80° 19' 0.094" E	7° 23' 34.790" N
86	80° 19' 6.097" E	7° 23' 32.595" N
87	80° 19' 0.563" E	7° 23' 31.877" N
88	80° 19' 1.811" E	7° 23' 28.100" N

89	80° 18' 54.846" E	7° 23' 32.068" N
90	80° 18' 53.834" E	7° 23' 39.814" N
91	80° 18' 58.071" E	7° 23' 34.999" N
92	80° 19' 0.454" E	7° 23' 41.543" N
93	80° 19' 0.435" E	7° 23' 37.034" N
94	80° 19' 15.785" E	7° 23' 44.153" N
95	80° 19' 16.516" E	7° 23' 42.935" N
96	80° 19' 13.673" E	7° 23' 43.496" N
97	80° 19' 15.785" E	7° 23' 44.153" N
98	80° 18' 27.841" E	7° 23' 43.046" N
99	80° 18' 36.742" E	7° 23' 43.466" N
100	80° 18' 28.474" E	7° 23' 40.560" N
101	80° 18' 26.255" E	7° 23' 31.567" N
102	80° 18' 40.098" E	7° 23' 35.673" N
103	80° 18' 29.207" E	7° 23' 31.124" N
104	80° 18' 41.394" E	7° 23' 28.658" N
105	80° 18' 25.068" E	7° 23' 27.817" N
106	80° 18' 24.939" E	7° 23' 23.729" N
107	80° 18' 42.343" E	7° 23' 17.191" N
108	80° 18' 55.097" E	7° 23' 29.454" N
109	80° 18' 57.351" E	7° 23' 25.413" N
110	80° 18' 39.619" E	7° 23' 12.464" N
111	80° 18' 50.006" E	7° 23' 11.366" N
112	80° 18' 39.525" E	7° 23' 7.629" N
113	80° 18' 26.002" E	7° 23' 19.053" N
114	80° 18' 26.836" E	7° 23' 7.201" N
115	80° 18' 17.718" E	7° 23' 28.953" N
116	80° 18' 15.081" E	7° 23' 23.255" N
117	80° 18' 7.353" E	7° 23' 25.500" N
118	80° 18' 19.101" E	7° 23' 30.309" N
119	80° 18' 21.886" E	7° 23' 23.576" N
120	80° 18' 17.277" E	7° 23' 31.802" N
121	80° 18' 7.802" E	7° 23' 27.027" N
122	80° 18' 12.009" E	7° 23' 35.598" N
123	80° 18' 21.608" E	7° 23' 31.712" N
124	80° 18' 26.169" E	7° 23' 51.580" N
125	80° 18' 27.841" E	7° 23' 43.046" N
126	80° 18' 59.606" E	7° 23' 52.633" N
127	80° 18' 59.399" E	7° 23' 42.868" N
128	80° 18' 59.260" E	7° 23' 55.260" N
129	80° 18' 59.606" E	7° 23' 52.633" N
130	80° 19' 26.451" E	7° 23' 55.178" N
131	80° 19' 34.430" E	7° 23' 50.505" N
132	80° 19' 21.130" E	7° 23' 53.203" N
133	80° 19' 26.451" E	7° 23' 55.178" N

134	80° 18' 38.472" E	7° 23' 57.927" N
135	80° 18' 31.195" E	7° 23' 50.195" N
136	80° 18' 26.611" E	7° 23' 53.704" N
137	80° 18' 38.472" E	7° 23' 57.927" N
138	80° 19' 36.748" E	7° 23' 56.370" N
139	80° 19' 35.131" E	7° 23' 55.529" N
140	80° 19' 35.994" E	7° 23' 59.755" N
141	80° 19' 36.748" E	7° 23' 56.370" N
142	80° 18' 19.052" E	7° 23' 59.477" N
143	80° 18' 18.106" E	7° 24' 0.141" N
144	80° 18' 20.086" E	7° 24' 0.727" N
145	80° 18' 19.052" E	7° 23' 59.477" N
146	80° 18' 10.218" E	7° 23' 56.178" N
147	80° 18' 12.612" E	7° 23' 52.986" N
148	80° 18' 16.412" E	7° 23' 44.121" N
149	80° 18' 22.138" E	7° 23' 50.292" N
150	80° 18' 18.071" E	7° 23' 42.304" N
151	80° 18' 13.818" E	7° 24' 0.845" N
152	80° 18' 18.711" E	7° 23' 57.283" N
153	80° 18' 8.076" E	7° 24' 4.890" N
154	80° 18' 13.818" E	7° 24' 0.845" N
155	80° 19' 55.572" E	7° 24' 19.036" N
156	80° 19' 48.212" E	7° 24' 15.398" N
157	80° 19' 46.863" E	7° 24' 18.801" N
158	80° 19' 55.572" E	7° 24' 19.036" N
159	80° 20' 31.587" E	7° 24' 20.900" N
160	80° 20' 32.187" E	7° 24' 4.124" N
161	80° 20' 25.970" E	7° 23' 59.621" N
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163	80° 20' 34.385" E	7° 23' 52.032" N
164	80° 20' 28.012" E	7° 23' 49.980" N
165	80° 20' 30.373" E	7° 23' 44.548" N
166	80° 20' 20.273" E	7° 23' 47.493" N
167	80° 20' 8.590" E	7° 24' 1.704" N
168	80° 20' 8.510" E	7° 24' 13.289" N
169	80° 20' 0.085" E	7° 24' 17.675" N
170	80° 20' 8.733" E	7° 24' 15.171" N
171	80° 20' 17.455" E	7° 24' 20.048" N
172	80° 20' 19.847" E	7° 24' 14.851" N
173	80° 20' 31.587" E	7° 24' 20.900" N
174	80° 20' 13.495" E	7° 24' 14.315" N
175	80° 20' 13.578" E	7° 24' 8.940" N
176	80° 20' 16.279" E	7° 24' 13.348" N
177	80° 20' 13.495" E	7° 24' 14.315" N
178	80° 20' 13.975" E	7° 24' 3.009" N

179	80° 20' 18.024" E	7° 23' 55.816" N
180	80° 20' 23.424" E	7° 23' 56.195" N
181	80° 20' 15.808" E	7° 24' 7.687" N
182	80° 20' 13.975" E	7° 24' 3.009" N
183	80° 20' 25.148" E	7° 23' 49.896" N
184	80° 20' 26.138" E	7° 23' 51.770" N
185	80° 20' 24.145" E	7° 23' 53.758" N
186	80° 20' 25.148" E	7° 23' 49.896" N
187	80° 18' 22.362" E	7° 24' 27.919" N
188	80° 18' 26.674" E	7° 24' 27.365" N
189	80° 18' 13.581" E	7° 24' 12.613" N
190	80° 18' 23.266" E	7° 24' 16.469" N
191	80° 18' 21.429" E	7° 24' 10.819" N
192	80° 18' 26.893" E	7° 24' 17.705" N
193	80° 18' 26.221" E	7° 24' 8.677" N
194	80° 18' 47.722" E	7° 24' 13.069" N
195	80° 18' 39.306" E	7° 24' 8.056" N
196	80° 18' 30.975" E	7° 24' 9.883" N
197	80° 18' 34.796" E	7° 24' 4.196" N
198	80° 18' 28.405" E	7° 24' 6.548" N
199	80° 18' 26.509" E	7° 24' 1.635" N
200	80° 18' 20.766" E	7° 24' 9.094" N
201	80° 18' 7.381" E	7° 24' 7.494" N
202	80° 18' 22.362" E	7° 24' 27.919" N
203	80° 18' 10.175" E	7° 24' 30.830" N
204	80° 18' 9.465" E	7° 24' 29.430" N
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206	80° 18' 10.175" E	7° 24' 30.830" N
207	80° 19' 42.479" E	7° 24' 46.640" N
208	80° 19' 40.631" E	7° 24' 48.191" N
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218	80° 18' 17.895" E	7° 24' 37.330" N
219	80° 18' 12.338" E	7° 24' 40.739" N
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221	80° 18' 9.008" E	7° 24' 25.718" N
222	80° 18' 14.645" E	7° 24' 20.458" N
223	80° 18' 8.719" E	7° 24' 13.109" N

224	80° 20' 13.173" E	7° 24' 53.691" N
225	80° 20' 10.013" E	7° 24' 54.998" N
226	80° 20' 11.462" E	7° 24' 56.524" N
227	80° 20' 13.173" E	7° 24' 53.691" N
228	80° 18' 5.393" E	7° 24' 54.065" N
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230	80° 18' 20.656" E	7° 25' 5.634" N
231	80° 18' 18.716" E	7° 25' 5.400" N
232	80° 18' 19.346" E	7° 25' 6.606" N
233	80° 18' 20.656" E	7° 25' 5.634" N
234	80° 18' 18.699" E	7° 25' 5.933" N
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236	80° 18' 18.068" E	7° 25' 7.319" N
237	80° 18' 18.699" E	7° 25' 5.933" N
238	80° 18' 49.609" E	7° 25' 12.941" N
239	80° 19' 6.106" E	7° 25' 0.687" N
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241	80° 19' 30.311" E	7° 23' 48.891" N
242	80° 19' 35.787" E	7° 23' 55.277" N
243	80° 19' 47.249" E	7° 23' 55.403" N
244	80° 19' 38.516" E	7° 23' 54.987" N
245	80° 19' 47.183" E	7° 24' 1.629" N
246	80° 19' 45.860" E	7° 24' 13.873" N
247	80° 19' 50.709" E	7° 24' 14.744" N
248	80° 19' 50.376" E	7° 24' 10.407" N
249	80° 19' 53.971" E	7° 24' 12.206" N
250	80° 19' 50.246" E	7° 23' 57.817" N
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252	80° 19' 55.659" E	7° 23' 52.974" N
253	80° 20' 2.234" E	7° 23' 45.466" N
254	80° 20' 10.310" E	7° 23' 49.796" N
255	80° 20' 5.159" E	7° 23' 42.837" N
256	80° 20' 14.512" E	7° 23' 28.227" N
257	80° 20' 9.128" E	7° 23' 27.181" N
258	80° 20' 11.261" E	7° 23' 22.235" N
259	80° 20' 3.608" E	7° 23' 34.909" N
260	80° 19' 56.735" E	7° 23' 37.245" N
261	80° 19' 54.525" E	7° 23' 33.398" N
262	80° 19' 49.481" E	7° 23' 42.791" N
263	80° 19' 38.003" E	7° 23' 37.653" N
264	80° 19' 31.515" E	7° 23' 47.930" N
265	80° 19' 16.195" E	7° 23' 45.009" N
266	80° 19' 13.275" E	7° 23' 57.882" N
267	80° 19' 10.148" E	7° 23' 53.637" N
268	80° 18' 59.374" E	7° 23' 59.430" N

269	80° 18' 53.119" E	7° 23' 55.370" N
270	80° 18' 50.900" E	7° 24' 33.034" N
271	80° 18' 41.300" E	7° 24' 29.910" N
272	80° 18' 41.783" E	7° 24' 37.488" N
273	80° 18' 33.947" E	7° 24' 37.751" N
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276	80° 18' 29.140" E	7° 24' 47.560" N
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285	80° 18' 30.434" E	7° 25' 0.222" N
286	80° 18' 34.616" E	7° 25' 12.586" N
287	80° 18' 42.570" E	7° 25' 5.953" N
288	80° 18' 57.647" E	7° 25' 6.999" N
289	80° 18' 35.911" E	7° 25' 8.546" N
290	80° 18' 49.609" E	7° 25' 12.941" N
291	80° 18' 54.104" E	7° 25' 3.320" N
292	80° 18' 50.588" E	7° 24' 59.073" N
293	80° 18' 38.161" E	7° 25' 3.064" N
294	80° 18' 35.881" E	7° 24' 58.212" N
295	80° 18' 44.035" E	7° 24' 51.683" N
296	80° 18' 52.824" E	7° 24' 53.373" N
297	80° 18' 47.163" E	7° 24' 47.424" N
298	80° 18' 57.100" E	7° 24' 40.954" N
299	80° 18' 57.092" E	7° 24' 19.851" N
300	80° 19' 2.453" E	7° 24' 16.691" N
301	80° 18' 57.876" E	7° 24' 15.436" N
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328	80° 18' 29.494" E	7° 25' 21.282" N
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332	80° 20' 8.888" E	7° 25' 24.108" N
333	80° 20' 8.206" E	7° 25' 21.716" N
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336	80° 20' 4.749" E	7° 25' 23.376" N
337	80° 20' 26.268" E	7° 25' 1.787" N
338	80° 20' 23.509" E	7° 24' 47.967" N
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360	80° 19' 23.817" E	7° 25' 32.633" N
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399	80° 19' 38.467" E	7° 24' 40.005" N
400	80° 19' 42.468" E	7° 24' 37.657" N
401	80° 19' 41.188" E	7° 24' 41.022" N
402	80° 19' 38.467" E	7° 24' 40.005" N
403	80° 19' 38.855" E	7° 24' 34.262" N

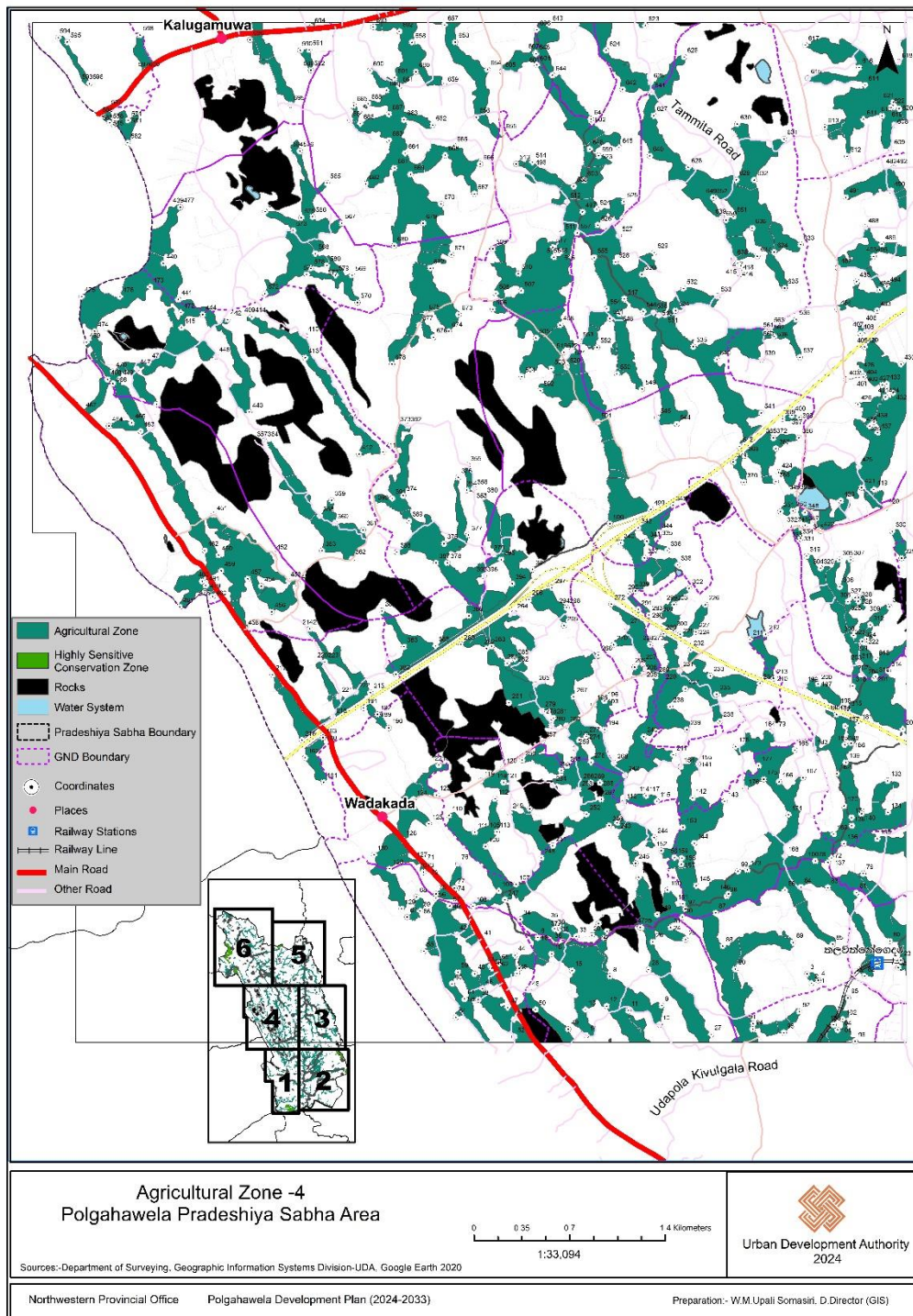
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405	80° 19' 39.513" E	7° 24' 35.203" N
406	80° 19' 38.855" E	7° 24' 34.262" N
407	80° 19' 18.040" E	7° 25' 46.543" N
408	80° 19' 25.406" E	7° 25' 48.282" N
409	80° 19' 26.954" E	7° 25' 44.265" N
410	80° 19' 2.914" E	7° 25' 40.654" N
411	80° 19' 5.648" E	7° 25' 48.988" N
412	80° 19' 6.070" E	7° 25' 41.292" N
413	80° 19' 15.279" E	7° 25' 44.123" N
414	80° 19' 17.255" E	7° 25' 51.259" N
415	80° 19' 18.040" E	7° 25' 46.543" N
416	80° 19' 7.664" E	7° 25' 51.498" N
417	80° 19' 6.692" E	7° 25' 51.442" N
418	80° 19' 7.885" E	7° 25' 54.306" N
419	80° 19' 7.664" E	7° 25' 51.498" N
420	80° 18' 29.710" E	7° 25' 58.289" N
421	80° 18' 37.751" E	7° 25' 50.764" N
422	80° 18' 37.157" E	7° 25' 31.691" N
423	80° 18' 46.244" E	7° 25' 23.002" N
424	80° 18' 38.559" E	7° 25' 27.187" N
425	80° 18' 33.914" E	7° 25' 14.422" N
426	80° 18' 30.356" E	7° 25' 21.131" N
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428	80° 18' 30.418" E	7° 25' 56.754" N
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430	80° 18' 30.623" E	7° 25' 52.528" N
431	80° 18' 35.350" E	7° 25' 43.047" N
432	80° 18' 32.796" E	7° 25' 32.476" N
433	80° 18' 29.935" E	7° 25' 49.258" N
434	80° 18' 22.422" E	7° 25' 44.465" N
435	80° 18' 20.707" E	7° 25' 33.890" N
436	80° 18' 7.520" E	7° 25' 33.826" N
437	80° 18' 13.696" E	7° 25' 40.892" N
438	80° 18' 25.093" E	7° 25' 53.767" N
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440	80° 18' 29.710" E	7° 25' 58.289" N
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444	80° 18' 16.581" E	7° 25' 40.878" N
445	80° 19' 44.321" E	7° 26' 1.177" N
446	80° 19' 49.616" E	7° 25' 54.051" N
447	80° 19' 49.241" E	7° 25' 42.401" N
448	80° 19' 54.052" E	7° 25' 46.877" N

449	80° 20' 0.388" E	7° 25' 36.024" N
450	80° 19' 50.556" E	7° 25' 27.308" N
451	80° 19' 52.421" E	7° 25' 38.667" N
452	80° 19' 48.402" E	7° 25' 37.602" N
453	80° 19' 46.028" E	7° 25' 48.895" N
454	80° 19' 38.243" E	7° 25' 53.290" N
455	80° 19' 44.321" E	7° 26' 1.177" N
456	80° 18' 39.770" E	7° 25' 59.566" N
457	80° 18' 42.787" E	7° 25' 51.915" N
458	80° 18' 29.016" E	7° 26' 0.393" N
459	80° 18' 39.770" E	7° 25' 59.566" N
460	80° 18' 49.421" E	7° 26' 3.215" N
461	80° 18' 43.980" E	7° 25' 59.167" N
462	80° 18' 51.971" E	7° 25' 55.482" N
463	80° 18' 49.460" E	7° 25' 51.111" N
464	80° 18' 54.243" E	7° 25' 44.161" N
465	80° 18' 42.899" E	7° 25' 49.882" N
466	80° 18' 38.475" E	7° 26' 2.079" N
467	80° 18' 49.421" E	7° 26' 3.215" N
468	80° 18' 46.640" E	7° 25' 53.564" N
469	80° 18' 48.433" E	7° 25' 55.150" N
470	80° 18' 45.485" E	7° 25' 55.913" N
471	80° 18' 46.640" E	7° 25' 53.564" N
472	80° 18' 30.156" E	7° 26' 2.659" N
473	80° 18' 29.268" E	7° 26' 4.479" N
474	80° 18' 32.959" E	7° 26' 3.132" N
475	80° 18' 30.156" E	7° 26' 2.659" N
476	80° 19' 38.973" E	7° 26' 9.418" N
477	80° 19' 39.866" E	7° 26' 4.802" N
478	80° 19' 36.624" E	7° 26' 8.306" N
479	80° 19' 38.973" E	7° 26' 9.418" N
480	80° 19' 41.523" E	7° 26' 17.570" N
481	80° 19' 35.744" E	7° 26' 9.646" N
482	80° 19' 30.680" E	7° 26' 11.686" N
483	80° 19' 36.069" E	7° 26' 22.885" N
484	80° 19' 39.643" E	7° 26' 24.380" N
485	80° 19' 41.523" E	7° 26' 17.570" N
486	80° 18' 9.919" E	7° 26' 15.028" N
487	80° 18' 26.910" E	7° 26' 17.791" N
488	80° 18' 28.642" E	7° 26' 2.312" N
489	80° 18' 23.118" E	7° 26' 11.692" N
490	80° 18' 11.473" E	7° 26' 8.712" N
491	80° 18' 6.569" E	7° 26' 2.126" N
492	80° 19' 22.589" E	7° 26' 29.579" N
493	80° 19' 19.878" E	7° 26' 25.572" N

494	80° 19' 20.868" E	7° 26' 29.228" N
495	80° 19' 22.589" E	7° 26' 29.579" N
496	80° 19' 35.038" E	7° 26' 25.504" N
497	80° 19' 32.616" E	7° 26' 27.254" N
498	80° 19' 35.177" E	7° 26' 31.662" N
499	80° 19' 35.038" E	7° 26' 25.504" N
500	80° 18' 26.267" E	7° 26' 30.178" N
501	80° 18' 31.865" E	7° 26' 25.757" N
502	80° 18' 25.941" E	7° 26' 18.317" N
503	80° 18' 26.262" E	7° 26' 23.869" N
504	80° 18' 17.385" E	7° 26' 28.365" N
505	80° 18' 26.267" E	7° 26' 30.178" N
506	80° 18' 22.206" E	7° 26' 29.673" N
507	80° 18' 22.110" E	7° 26' 26.585" N
508	80° 18' 26.350" E	7° 26' 27.464" N
509	80° 18' 22.206" E	7° 26' 29.673" N
510	80° 18' 37.975" E	7° 26' 40.229" N
511	80° 18' 44.692" E	7° 26' 41.878" N
512	80° 18' 39.944" E	7° 26' 38.217" N
513	80° 19' 14.140" E	7° 26' 25.968" N
514	80° 18' 34.183" E	7° 26' 35.321" N
515	80° 18' 33.897" E	7° 26' 24.242" N
516	80° 18' 41.552" E	7° 26' 25.387" N
517	80° 18' 39.424" E	7° 26' 20.210" N
518	80° 18' 46.651" E	7° 26' 17.018" N
519	80° 18' 46.673" E	7° 26' 11.932" N
520	80° 18' 34.230" E	7° 26' 17.304" N
521	80° 18' 30.825" E	7° 26' 10.089" N
522	80° 18' 52.308" E	7° 26' 9.364" N
523	80° 18' 30.620" E	7° 26' 3.841" N
524	80° 18' 26.069" E	7° 26' 18.300" N
525	80° 18' 31.901" E	7° 26' 25.598" N
526	80° 18' 29.739" E	7° 26' 45.765" N
527	80° 18' 37.975" E	7° 26' 40.229" N
528	80° 19' 24.677" E	7° 26' 48.035" N
529	80° 19' 28.711" E	7° 26' 41.209" N
530	80° 19' 25.886" E	7° 26' 33.839" N
531	80° 19' 22.582" E	7° 26' 51.897" N
532	80° 19' 24.677" E	7° 26' 48.035" N
533	80° 19' 20.966" E	7° 26' 54.608" N
534	80° 19' 24.494" E	7° 26' 54.590" N
535	80° 19' 24.244" E	7° 26' 52.674" N
536	80° 19' 20.966" E	7° 26' 54.608" N
537	80° 18' 33.285" E	7° 26' 54.083" N
538	80° 18' 29.504" E	7° 26' 33.342" N

539	80° 18' 25.562" E	7° 26' 43.250" N
540	80° 18' 11.619" E	7° 26' 42.938" N
541	80° 18' 33.593" E	7° 26' 58.410" N
542	80° 18' 33.285" E	7° 26' 54.083" N
543	80° 18' 52.590" E	7° 26' 48.054" N
544	80° 18' 39.819" E	7° 26' 57.429" N
545	80° 18' 31.485" E	7° 26' 48.455" N
546	80° 18' 12.674" E	7° 26' 57.556" N
547	80° 18' 9.350" E	7° 26' 36.521" N
548	80° 19' 20.086" E	7° 26' 55.460" N
549	80° 19' 12.890" E	7° 26' 56.333" N
550	80° 19' 9.374" E	7° 26' 48.284" N
551	80° 19' 9.186" E	7° 26' 52.493" N
552	80° 19' 2.018" E	7° 26' 51.527" N

22.Map : Agricultural Zone- 4



Source : Urban Development Authority, 2024

Agricultural Zone- 4 Coordinates

කෘෂිකාර්මික කලාපය 4		
NO	X	Y
1	80° 17' 43.985" E	7° 23' 11.172" N
2	80° 17' 42.387" E	7° 23' 10.486" N
3	80° 17' 41.326" E	7° 23' 12.710" N
4	80° 17' 43.985" E	7° 23' 11.172" N
5	80° 18' 3.078" E	7° 23' 14.189" N
6	80° 16' 37.039" E	7° 23' 21.274" N
7	80° 16' 52.933" E	7° 23' 21.208" N
8	80° 16' 54.231" E	7° 23' 12.042" N
9	80° 17' 6.654" E	7° 23' 5.102" N
10	80° 17' 6.131" E	7° 23' 0.577" N
11	80° 16' 58.671" E	7° 23' 3.928" N
12	80° 16' 53.528" E	7° 23' 4.932" N
13	80° 16' 48.433" E	7° 23' 4.143" N
14	80° 16' 48.659" E	7° 22' 58.011" N
15	80° 16' 45.198" E	7° 23' 13.435" N
16	80° 16' 40.347" E	7° 23' 17.399" N
17	80° 16' 32.661" E	7° 23' 13.936" N
18	80° 16' 37.039" E	7° 23' 21.274" N
19	80° 16' 53.596" E	7° 23' 22.787" N
20	80° 16' 49.948" E	7° 23' 21.811" N
21	80° 16' 51.535" E	7° 23' 24.626" N
22	80° 16' 53.596" E	7° 23' 22.787" N
23	80° 18' 3.646" E	7° 23' 15.982" N
24	80° 17' 8.740" E	7° 23' 23.685" N
25	80° 17' 12.307" E	7° 23' 20.821" N
26	80° 17' 4.509" E	7° 23' 20.253" N
27	80° 17' 18.463" E	7° 22' 58.225" N
28	80° 17' 3.496" E	7° 23' 13.700" N
29	80° 17' 1.765" E	7° 23' 23.657" N
30	80° 17' 11.548" E	7° 23' 26.144" N
31	80° 17' 8.740" E	7° 23' 23.685" N
32	80° 16' 41.496" E	7° 23' 24.977" N
33	80° 16' 46.239" E	7° 23' 21.518" N
34	80° 16' 32.860" E	7° 23' 25.582" N
35	80° 16' 41.496" E	7° 23' 24.977" N
36	80° 16' 41.093" E	7° 23' 23.379" N
37	80° 16' 41.903" E	7° 23' 23.005" N
38	80° 16' 42.042" E	7° 23' 24.218" N
39	80° 16' 41.093" E	7° 23' 23.379" N
40	80° 16' 16.046" E	7° 23' 28.761" N
41	80° 16' 23.551" E	7° 23' 20.819" N
42	80° 16' 17.647" E	7° 23' 21.982" N
43	80° 16' 22.003" E	7° 23' 12.623" N

44	80° 16' 31.624" E	7° 23' 17.054" N
45	80° 16' 32.094" E	7° 23' 12.714" N
46	80° 16' 23.890" E	7° 23' 9.095" N
47	80° 16' 29.874" E	7° 23' 4.645" N
48	80° 16' 34.950" E	7° 23' 8.709" N
49	80° 16' 44.354" E	7° 22' 59.442" N
50	80° 16' 36.522" E	7° 23' 4.115" N
51	80° 16' 31.418" E	7° 23' 1.775" N
52	80° 16' 31.503" E	7° 22' 57.640" N
53	80° 16' 22.859" E	7° 23' 6.497" N
54	80° 16' 17.479" E	7° 23' 2.208" N
55	80° 16' 9.815" E	7° 23' 18.025" N
56	80° 16' 12.649" E	7° 23' 30.590" N
57	80° 16' 16.046" E	7° 23' 28.761" N
58	80° 16' 19.563" E	7° 23' 6.625" N
59	80° 16' 17.995" E	7° 23' 12.994" N
60	80° 16' 16.601" E	7° 23' 10.215" N
61	80° 16' 19.563" E	7° 23' 6.625" N
62	80° 16' 27.656" E	7° 23' 15.050" N
63	80° 16' 25.840" E	7° 23' 14.476" N
64	80° 16' 26.095" E	7° 23' 13.964" N
65	80° 16' 27.656" E	7° 23' 15.050" N
66	80° 16' 8.973" E	7° 23' 27.570" N
67	80° 16' 5.831" E	7° 23' 26.120" N
68	80° 16' 8.073" E	7° 23' 30.918" N
69	80° 16' 8.973" E	7° 23' 27.570" N
70	80° 16' 9.758" E	7° 23' 36.816" N
71	80° 16' 9.895" E	7° 23' 38.778" N
72	80° 16' 10.829" E	7° 23' 37.827" N
73	80° 16' 9.758" E	7° 23' 36.816" N
74	80° 16' 17.130" E	7° 23' 33.028" N
75	80° 16' 12.732" E	7° 23' 31.632" N
76	80° 16' 18.045" E	7° 23' 38.834" N
77	80° 16' 17.130" E	7° 23' 33.028" N
78	80° 17' 43.286" E	7° 23' 39.553" N
79	80° 17' 54.654" E	7° 23' 36.592" N
80	80° 18' 1.049" E	7° 23' 20.503" N
81	80° 17' 53.057" E	7° 23' 32.041" N
82	80° 17' 55.005" E	7° 23' 12.181" N
83	80° 17' 46.278" E	7° 23' 33.210" N
84	80° 17' 39.870" E	7° 23' 33.339" N
85	80° 17' 47.464" E	7° 23' 19.751" N
86	80° 17' 36.028" E	7° 23' 32.633" N
87	80° 17' 19.478" E	7° 23' 27.212" N
88	80° 17' 21.173" E	7° 23' 19.285" N

89	80° 17' 37.987" E	7° 23' 20.173" N
90	80° 17' 24.169" E	7° 23' 13.836" N
91	80° 17' 28.468" E	7° 23' 0.822" N
92	80° 17' 39.516" E	7° 23' 3.687" N
93	80° 17' 35.794" E	7° 22' 58.656" N
94	80° 17' 28.395" E	7° 22' 59.509" N
95	80° 17' 51.079" E	7° 23' 6.995" N
96	80° 17' 52.773" E	7° 22' 56.622" N
97	80° 17' 12.208" E	7° 23' 28.107" N
98	80° 17' 22.203" E	7° 23' 31.167" N
99	80° 17' 24.797" E	7° 23' 37.149" N
100	80° 17' 43.286" E	7° 23' 39.553" N
101	80° 17' 48.648" E	7° 22' 59.372" N
102	80° 17' 49.853" E	7° 23' 1.890" N
103	80° 17' 47.656" E	7° 23' 0.554" N
104	80° 17' 48.648" E	7° 22' 59.372" N
105	80° 16' 27.240" E	7° 23' 46.426" N
106	80° 16' 24.543" E	7° 23' 42.951" N
107	80° 16' 31.848" E	7° 23' 33.932" N
108	80° 16' 21.610" E	7° 23' 28.686" N
109	80° 16' 27.734" E	7° 23' 32.378" N
110	80° 16' 15.811" E	7° 23' 50.339" N
111	80° 16' 21.983" E	7° 23' 46.340" N
112	80° 16' 26.795" E	7° 23' 54.305" N
113	80° 16' 27.240" E	7° 23' 46.426" N
114	80° 17' 2.869" E	7° 23' 55.084" N
115	80° 17' 5.424" E	7° 23' 53.777" N
116	80° 16' 57.488" E	7° 23' 53.344" N
117	80° 17' 2.869" E	7° 23' 55.084" N
118	80° 16' 28.844" E	7° 23' 58.214" N
119	80° 16' 23.449" E	7° 23' 58.604" N
120	80° 16' 28.701" E	7° 24' 1.759" N
121	80° 16' 28.844" E	7° 23' 58.214" N
122	80° 16' 13.377" E	7° 24' 2.322" N
123	80° 16' 12.830" E	7° 23' 55.192" N
124	80° 16' 7.348" E	7° 23' 54.113" N
125	80° 16' 11.020" E	7° 23' 48.326" N
126	80° 16' 4.813" E	7° 23' 44.481" N
127	80° 16' 9.362" E	7° 23' 39.356" N
128	80° 16' 1.646" E	7° 23' 37.610" N
129	80° 16' 4.536" E	7° 23' 28.101" N
130	80° 15' 57.929" E	7° 23' 40.936" N
131	80° 16' 13.377" E	7° 24' 2.322" N
132	80° 17' 54.282" E	7° 23' 50.837" N
133	80° 18' 0.466" E	7° 23' 58.712" N

134	80° 18' 0.546" E	7° 23' 51.172" N
135	80° 17' 58.008" E	7° 23' 44.892" N
136	80° 17' 50.090" E	7° 23' 43.737" N
137	80° 17' 47.104" E	7° 23' 40.279" N
138	80° 17' 51.897" E	7° 23' 47.990" N
139	80° 17' 50.526" E	7° 24' 3.059" N
140	80° 17' 54.282" E	7° 23' 50.837" N
141	80° 17' 15.260" E	7° 24' 2.641" N
142	80° 17' 13.969" E	7° 23' 54.543" N
143	80° 17' 21.612" E	7° 23' 53.761" N
144	80° 17' 14.395" E	7° 23' 43.799" N
145	80° 17' 14.842" E	7° 23' 33.684" N
146	80° 17' 22.557" E	7° 23' 31.718" N
147	80° 17' 1.480" E	7° 23' 23.710" N
148	80° 17' 1.086" E	7° 23' 35.661" N
149	80° 17' 5.561" E	7° 23' 26.829" N
150	80° 17' 7.971" E	7° 23' 32.646" N
151	80° 17' 11.659" E	7° 23' 29.355" N
152	80° 17' 6.513" E	7° 23' 42.013" N
153	80° 17' 11.677" E	7° 23' 47.578" N
154	80° 17' 11.120" E	7° 24' 1.988" N
155	80° 17' 15.260" E	7° 24' 2.641" N
156	80° 17' 9.641" E	7° 23' 40.365" N
157	80° 17' 11.286" E	7° 23' 38.754" N
158	80° 17' 11.402" E	7° 23' 40.215" N
159	80° 17' 9.641" E	7° 23' 40.365" N
160	80° 15' 45.721" E	7° 24' 8.834" N
161	80° 15' 45.888" E	7° 23' 58.187" N
162	80° 15' 41.427" E	7° 24' 4.031" N
163	80° 15' 45.721" E	7° 24' 8.834" N
164	80° 17' 32.905" E	7° 24' 10.584" N
165	80° 17' 38.325" E	7° 24' 5.992" N
166	80° 17' 34.606" E	7° 23' 58.426" N
167	80° 17' 40.300" E	7° 23' 59.397" N
168	80° 17' 36.002" E	7° 23' 40.774" N
169	80° 17' 47.658" E	7° 23' 45.996" N
170	80° 17' 50.116" E	7° 23' 52.713" N
171	80° 17' 51.869" E	7° 23' 49.949" N
172	80° 17' 46.288" E	7° 23' 39.229" N
173	80° 17' 27.038" E	7° 23' 37.442" N
174	80° 17' 36.836" E	7° 23' 50.570" N
175	80° 17' 30.926" E	7° 23' 59.031" N
176	80° 17' 26.543" E	7° 23' 56.828" N
177	80° 17' 29.704" E	7° 24' 2.263" N
178	80° 17' 24.189" E	7° 24' 6.799" N

179	80° 17' 32.905" E	7° 24' 10.584" N
180	80° 17' 48.298" E	7° 24' 14.488" N
181	80° 17' 53.546" E	7° 24' 12.339" N
182	80° 17' 48.392" E	7° 24' 0.376" N
183	80° 17' 42.870" E	7° 24' 6.311" N
184	80° 17' 48.298" E	7° 24' 14.488" N
185	80° 17' 50.288" E	7° 24' 7.271" N
186	80° 17' 51.786" E	7° 24' 7.637" N
187	80° 17' 50.366" E	7° 24' 11.750" N
188	80° 17' 50.288" E	7° 24' 7.271" N
189	80° 15' 58.707" E	7° 24' 14.378" N
190	80° 16' 1.440" E	7° 24' 11.165" N
191	80° 15' 55.392" E	7° 24' 15.911" N
192	80° 15' 58.707" E	7° 24' 14.378" N
193	80° 16' 52.909" E	7° 24' 17.635" N
194	80° 16' 52.949" E	7° 24' 10.820" N
195	80° 16' 50.349" E	7° 24' 16.860" N
196	80° 16' 52.909" E	7° 24' 17.635" N
197	80° 17' 43.859" E	7° 24' 21.757" N
198	80° 17' 49.387" E	7° 24' 16.153" N
199	80° 17' 40.581" E	7° 24' 21.219" N
200	80° 17' 43.859" E	7° 24' 21.757" N
201	80° 17' 57.358" E	7° 24' 23.048" N
202	80° 17' 54.128" E	7° 24' 24.012" N
203	80° 17' 53.899" E	7° 24' 26.466" N
204	80° 17' 57.358" E	7° 24' 23.048" N
205	80° 17' 2.157" E	7° 24' 24.033" N
206	80° 17' 0.101" E	7° 24' 25.696" N
207	80° 17' 2.016" E	7° 24' 26.494" N
208	80° 17' 2.157" E	7° 24' 24.033" N
209	80° 18' 4.066" E	7° 24' 11.015" N
210	80° 17' 33.308" E	7° 24' 23.066" N
211	80° 17' 27.568" E	7° 24' 32.346" N
212	80° 17' 31.366" E	7° 24' 33.561" N
213	80° 17' 33.308" E	7° 24' 23.066" N
214	80° 15' 42.545" E	7° 24' 34.741" N
215	80° 15' 57.043" E	7° 24' 19.575" N
216	80° 15' 40.703" E	7° 24' 8.201" N
217	80° 15' 33.652" E	7° 24' 23.823" N
218	80° 15' 48.109" E	7° 24' 13.649" N
219	80° 15' 42.545" E	7° 24' 34.741" N
220	80° 15' 46.141" E	7° 24' 26.882" N
221	80° 15' 49.454" E	7° 24' 18.589" N
222	80° 15' 53.575" E	7° 24' 19.708" N
223	80° 15' 46.141" E	7° 24' 26.882" N

224	80° 17' 14.687" E	7° 24' 34.136" N
225	80° 17' 10.950" E	7° 24' 33.531" N
226	80° 17' 16.951" E	7° 24' 40.603" N
227	80° 17' 14.687" E	7° 24' 34.136" N
228	80° 17' 3.811" E	7° 24' 31.084" N
229	80° 17' 6.782" E	7° 24' 24.882" N
230	80° 17' 6.952" E	7° 24' 33.597" N
231	80° 17' 10.857" E	7° 24' 24.785" N
232	80° 17' 13.401" E	7° 24' 29.843" N
233	80° 17' 18.146" E	7° 24' 23.652" N
234	80° 17' 30.024" E	7° 24' 21.857" N
235	80° 17' 19.662" E	7° 24' 19.257" N
236	80° 17' 20.476" E	7° 24' 12.834" N
237	80° 17' 12.218" E	7° 24' 20.569" N
238	80° 17' 8.532" E	7° 24' 16.320" N
239	80° 17' 12.582" E	7° 24' 10.833" N
240	80° 17' 2.301" E	7° 24' 9.177" N
241	80° 17' 9.354" E	7° 24' 4.835" N
242	80° 16' 57.876" E	7° 23' 59.973" N
243	80° 16' 55.967" E	7° 23' 48.614" N
244	80° 17' 4.797" E	7° 23' 45.132" N
245	80° 17' 0.331" E	7° 23' 38.977" N
246	80° 16' 54.048" E	7° 23' 47.972" N
247	80° 16' 29.208" E	7° 23' 30.259" N
248	80° 16' 37.869" E	7° 23' 40.254" N
249	80° 16' 30.233" E	7° 23' 51.039" N
250	80° 16' 35.120" E	7° 23' 51.920" N
251	80° 16' 40.586" E	7° 23' 43.161" N
252	80° 16' 48.628" E	7° 23' 50.664" N
253	80° 16' 46.763" E	7° 23' 56.563" N
254	80° 16' 40.570" E	7° 23' 57.550" N
255	80° 16' 42.607" E	7° 24' 1.078" N
256	80° 16' 33.247" E	7° 24' 3.522" N
257	80° 16' 38.106" E	7° 24' 8.068" N
258	80° 16' 43.950" E	7° 24' 2.167" N
259	80° 16' 46.058" E	7° 24' 6.332" N
260	80° 16' 43.907" E	7° 24' 11.740" N
261	80° 16' 30.072" E	7° 24' 17.169" N
262	80° 16' 24.774" E	7° 24' 30.106" N
263	80° 16' 18.594" E	7° 24' 31.068" N
264	80° 16' 31.312" E	7° 24' 38.611" N
265	80° 16' 36.455" E	7° 24' 21.508" N
266	80° 16' 51.424" E	7° 24' 28.597" N
267	80° 16' 45.530" E	7° 24' 18.614" N
268	80° 16' 55.209" E	7° 24' 2.843" N

269	80° 17' 5.098" E	7° 24' 23.531" N
270	80° 16' 55.079" E	7° 24' 31.031" N
271	80° 16' 58.284" E	7° 24' 35.101" N
272	80° 16' 54.502" E	7° 24' 40.722" N
273	80° 17' 3.811" E	7° 24' 31.084" N
274	80° 16' 48.561" E	7° 24' 9.194" N
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282	80° 16' 31.481" E	7° 24' 27.669" N
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286	80° 16' 49.666" E	7° 23' 58.129" N
287	80° 16' 52.177" E	7° 23' 54.232" N
288	80° 16' 51.834" E	7° 23' 58.159" N
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290	80° 17' 3.473" E	7° 24' 38.122" N
291	80° 17' 0.945" E	7° 24' 39.422" N
292	80° 16' 58.472" E	7° 24' 43.164" N
293	80° 17' 3.473" E	7° 24' 38.122" N
294	80° 16' 43.816" E	7° 24' 39.864" N
295	80° 16' 43.234" E	7° 24' 35.580" N
296	80° 16' 34.845" E	7° 24' 41.792" N
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298	80° 16' 43.816" E	7° 24' 39.864" N
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308	80° 17' 50.984" E	7° 24' 41.347" N
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310	80° 17' 52.360" E	7° 24' 33.292" N
311	80° 18' 0.877" E	7° 24' 40.153" N
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313	80° 17' 57.601" E	7° 24' 27.572" N

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316	80° 17' 57.577" E	7° 24' 23.542" N
317	80° 17' 53.509" E	7° 24' 26.806" N
318	80° 17' 52.089" E	7° 24' 21.257" N
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320	80° 17' 44.402" E	7° 24' 49.317" N
321	80° 17' 54.377" E	7° 24' 31.904" N
322	80° 17' 55.048" E	7° 24' 31.638" N
323	80° 17' 55.417" E	7° 24' 32.469" N
324	80° 17' 54.377" E	7° 24' 31.904" N
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326	80° 17' 53.440" E	7° 24' 42.362" N
327	80° 17' 52.685" E	7° 24' 42.326" N
328	80° 17' 53.402" E	7° 24' 41.466" N
329	80° 18' 3.768" E	7° 24' 51.738" N
330	80° 18' 1.523" E	7° 24' 58.103" N
331	80° 17' 39.635" E	7° 24' 56.429" N
332	80° 17' 38.132" E	7° 24' 59.273" N
333	80° 17' 39.809" E	7° 24' 58.913" N
334	80° 17' 39.635" E	7° 24' 56.429" N
335	80° 17' 5.778" E	7° 24' 57.764" N
336	80° 17' 7.854" E	7° 24' 53.494" N
337	80° 17' 2.401" E	7° 24' 51.726" N
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339	80° 17' 0.273" E	7° 24' 43.872" N
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341	80° 17' 2.955" E	7° 24' 55.712" N
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354	80° 16' 19.974" E	7° 25' 7.826" N
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357	80° 15' 31.655" E	7° 25' 19.487" N
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359	80° 15' 47.712" E	7° 25' 5.362" N
360	80° 15' 48.438" E	7° 24' 59.950" N
361	80° 15' 55.239" E	7° 24' 58.311" N
362	80° 15' 52.634" E	7° 24' 51.450" N
363	80° 15' 45.469" E	7° 24' 53.347" N
364	80° 15' 31.655" E	7° 25' 19.487" N
365	80° 17' 33.129" E	7° 25' 20.364" N
366	80° 17' 39.224" E	7° 25' 20.360" N
367	80° 17' 33.739" E	7° 25' 17.785" N
368	80° 17' 33.758" E	7° 25' 9.952" N
369	80° 17' 26.359" E	7° 25' 16.117" N
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372	80° 17' 33.129" E	7° 25' 20.364" N
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390	80° 15' 58.012" E	7° 25' 4.398" N
391	80° 16' 2.194" E	7° 25' 5.820" N
392	80° 16' 5.855" E	7° 25' 23.077" N
393	80° 16' 24.100" E	7° 24' 47.373" N
394	80° 16' 30.864" E	7° 24' 45.564" N
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408	80° 17' 53.826" E	7° 25' 45.241" N
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536	80° 17' 38.579" E	7° 25' 48.548" N
537	80° 17' 39.450" E	7° 25' 39.550" N
538	80° 17' 33.250" E	7° 25' 44.481" N

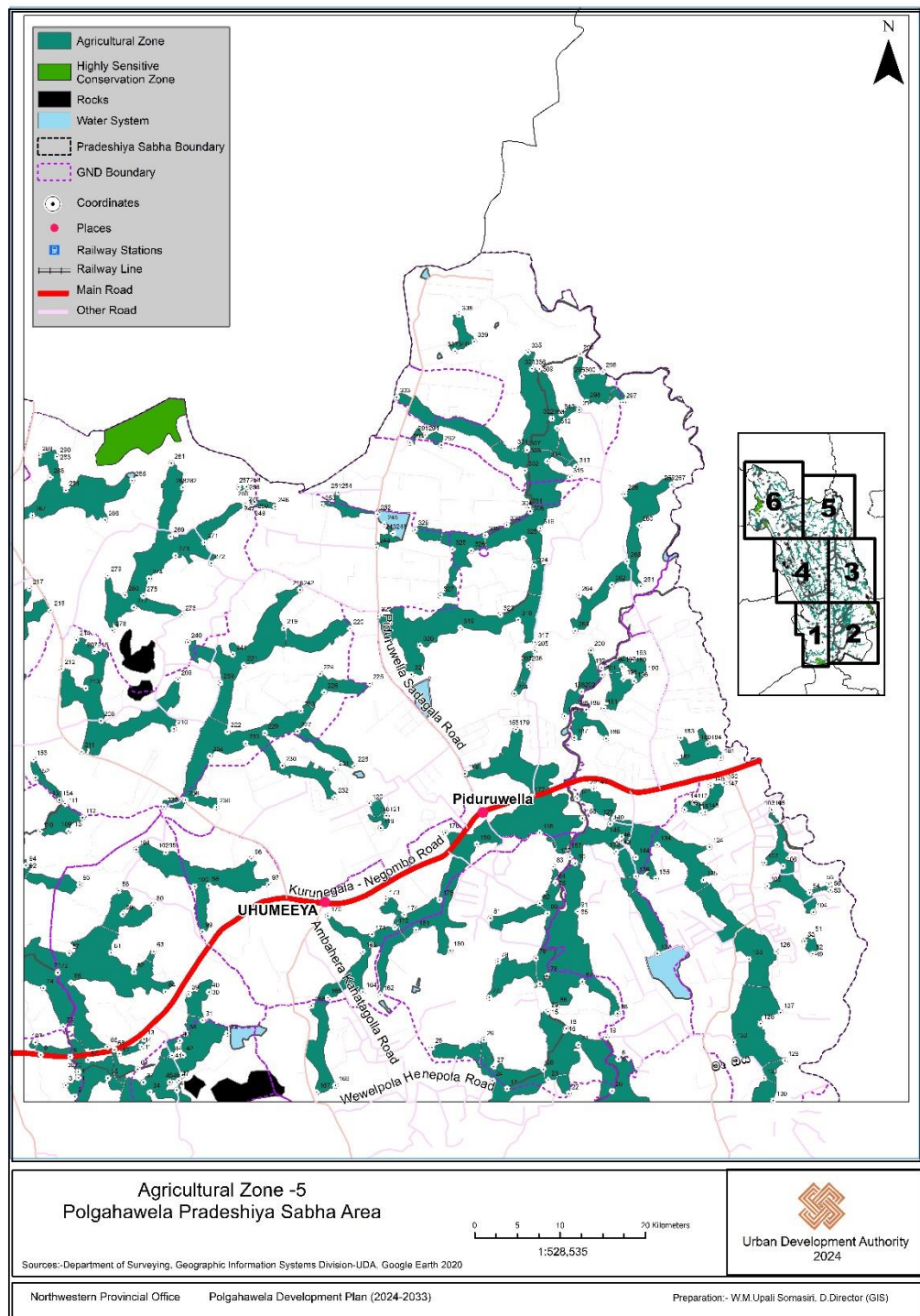
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542	80° 17' 25.036" E	7° 25' 18.308" N
543	80° 17' 5.767" E	7° 25' 49.583" N
544	80° 17' 10.086" E	7° 25' 23.614" N
545	80° 17' 5.365" E	7° 25' 25.146" N
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558	80° 16' 45.386" E	7° 26' 20.225" N
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568	80° 15' 43.752" E	7° 26' 4.136" N
569	80° 15' 52.561" E	7° 25' 58.939" N
570	80° 15' 53.827" E	7° 25' 52.484" N
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579	80° 15' 48.554" E	7° 25' 59.012" N
580	80° 15' 46.507" E	7° 26' 1.292" N
581	80° 14' 59.020" E	7° 26' 35.833" N
582	80° 14' 58.907" E	7° 26' 30.470" N
583	80° 14' 55.552" E	7° 26' 34.843" N

584	80° 14' 59.020" E	7° 26' 35.833" N
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588	80° 14' 54.620" E	7° 26' 35.229" N
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590	80° 15' 40.130" E	7° 26' 52.527" N
591	80° 15' 42.255" E	7° 26' 52.681" N
592	80° 15' 42.649" E	7° 26' 47.814" N
593	80° 14' 49.789" E	7° 26' 44.554" N
594	80° 14' 42.329" E	7° 26' 55.479" N
595	80° 14' 44.470" E	7° 26' 54.445" N
596	80° 14' 49.789" E	7° 26' 44.554" N
597	80° 15' 3.226" E	7° 26' 47.562" N
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599	80° 15' 5.274" E	7° 26' 49.232" N
600	80° 15' 3.226" E	7° 26' 47.562" N
601	80° 16' 36.279" E	7° 26' 51.971" N
602	80° 16' 49.726" E	7° 26' 35.551" N
603	80° 16' 47.940" E	7° 26' 21.649" N
604	80° 16' 36.560" E	7° 26' 49.114" N
605	80° 16' 28.265" E	7° 26' 47.548" N
606	80° 16' 36.558" E	7° 26' 57.487" N
607	80° 16' 36.279" E	7° 26' 51.971" N
608	80° 18' 1.907" E	7° 26' 34.992" N
609	80° 18' 1.101" E	7° 26' 29.199" N
610	80° 17' 58.958" E	7° 26' 37.058" N
611	80° 17' 54.545" E	7° 26' 36.246" N
612	80° 17' 50.669" E	7° 26' 27.430" N
613	80° 17' 45.332" E	7° 26' 34.371" N
614	80° 17' 54.930" E	7° 26' 44.407" N
615	80° 17' 41.252" E	7° 26' 46.017" N
616	80° 17' 53.496" E	7° 26' 48.587" N
617	80° 17' 40.646" E	7° 26' 53.925" N
618	80° 18' 2.941" E	7° 26' 49.863" N
619	80° 18' 1.083" E	7° 26' 39.057" N
620	80° 18' 3.044" E	7° 26' 38.820" N
621	80° 18' 1.660" E	7° 26' 40.315" N
622	80° 18' 1.083" E	7° 26' 39.057" N
623	80° 17' 2.492" E	7° 26' 58.513" N
624	80° 16' 53.145" E	7° 26' 52.589" N
625	80° 17' 3.734" E	7° 26' 45.008" N
626	80° 17' 11.734" E	7° 26' 51.055" N
627	80° 17' 4.489" E	7° 26' 37.062" N
628	80° 17' 12.729" E	7° 26' 24.760" N

629	80° 17' 24.213" E	7° 26' 21.800" N
630	80° 17' 24.426" E	7° 26' 35.084" N
631	80° 17' 35.623" E	7° 26' 31.533" N
632	80° 17' 28.514" E	7° 26' 21.747" N
633	80° 17' 39.606" E	7° 26' 6.372" N
634	80° 17' 33.280" E	7° 26' 4.635" N
635	80° 17' 35.782" E	7° 25' 56.040" N
636	80° 17' 28.048" E	7° 26' 10.317" N
637	80° 17' 29.262" E	7° 26' 3.621" N
638	80° 17' 23.706" E	7° 26' 2.968" N
639	80° 17' 20.721" E	7° 26' 12.654" N
640	80° 17' 3.563" E	7° 26' 27.493" N
641	80° 17' 4.033" E	7° 26' 42.681" N
642	80° 16' 57.038" E	7° 26' 43.329" N
643	80° 16' 39.538" E	7° 26' 58.645" N
644	80° 16' 40.307" E	7° 26' 46.678" N
645	80° 16' 56.224" E	7° 26' 29.478" N
646	80° 16' 49.202" E	7° 26' 29.097" N
647	80° 16' 49.506" E	7° 26' 36.223" N
648	80° 16' 36.357" E	7° 26' 51.741" N
649	80° 17' 18.786" E	7° 26' 17.539" N
650	80° 17' 21.805" E	7° 26' 12.193" N
651	80° 17' 23.582" E	7° 26' 13.090" N
652	80° 17' 18.786" E	7° 26' 17.539" N
653	80° 16' 17.120" E	7° 26' 54.531" N
654	80° 16' 24.813" E	7° 26' 48.001" N
655	80° 16' 28.459" E	7° 26' 32.934" N
656	80° 16' 22.140" E	7° 26' 36.643" N
657	80° 16' 14.525" E	7° 26' 58.613" N
658	80° 16' 6.796" E	7° 26' 54.444" N
659	80° 16' 14.569" E	7° 26' 44.055" N
660	80° 16' 7.710" E	7° 26' 47.435" N
661	80° 16' 3.777" E	7° 26' 44.050" N
662	80° 16' 11.732" E	7° 26' 34.781" N
663	80° 16' 4.871" E	7° 26' 36.042" N
664	80° 16' 5.156" E	7° 26' 28.061" N
665	80° 16' 16.777" E	7° 26' 29.839" N
666	80° 16' 23.107" E	7° 26' 25.489" N
667	80° 16' 21.747" E	7° 26' 18.392" N
668	80° 16' 14.730" E	7° 26' 27.580" N
669	80° 16' 6.479" E	7° 26' 22.981" N
670	80° 16' 13.748" E	7° 26' 16.004" N
671	80° 16' 16.235" E	7° 26' 3.908" N
672	80° 16' 11.238" E	7° 26' 0.648" N
673	80° 16' 17.992" E	7° 25' 49.642" N

674	80° 16' 15.622" E	7° 25' 45.659" N
675	80° 16' 10.190" E	7° 25' 49.821" N
676	80° 16' 11.964" E	7° 25' 44.220" N
677	80° 16' 8.564" E	7° 25' 47.175" N
678	80° 16' 2.079" E	7° 25' 37.824" N
679	80° 16' 9.458" E	7° 26' 11.375" N
680	80° 16' 2.579" E	7° 26' 6.012" N
681	80° 16' 2.656" E	7° 26' 24.555" N
682	80° 15' 55.770" E	7° 26' 20.735" N
683	80° 16' 1.318" E	7° 26' 31.089" N
684	80° 15' 52.049" E	7° 26' 35.879" N
685	80° 15' 52.881" E	7° 26' 39.415" N
686	80° 15' 54.436" E	7° 26' 35.107" N
687	80° 16' 1.296" E	7° 26' 37.366" N
688	80° 15' 56.319" E	7° 26' 39.871" N
689	80° 16' 0.725" E	7° 26' 43.023" N
690	80° 15' 56.729" E	7° 26' 47.750" N
691	80° 16' 2.638" E	7° 26' 46.042" N
692	80° 16' 3.765" E	7° 26' 57.084" N
693	80° 15' 57.502" E	7° 26' 58.100" N
694	80° 15' 42.777" E	7° 26' 58.049" N
695	80° 15' 37.797" E	7° 26' 39.571" N
696	80° 15' 28.115" E	7° 26' 55.029" N

23.Map : Agricultural Zone- 5



Source : Urban Development Authority, 2024

Agricultural Zone- 5 Coordinates

කෘෂිකාර්මික කලාපය 5		
NO	X	Y
1	80° 16' 37.841" E	7° 27' 4.592" N
2	80° 16' 37.054" E	7° 27' 0.407" N
3	80° 16' 34.959" E	7° 27' 2.942" N
4	80° 16' 37.841" E	7° 27' 4.592" N
5	80° 18' 38.894" E	7° 27' 8.852" N
6	80° 18' 38.894" E	7° 27' 8.852" N
7	80° 16' 28.237" E	7° 27' 12.476" N
8	80° 16' 36.012" E	7° 27' 9.308" N
9	80° 16' 29.380" E	7° 27' 9.722" N
10	80° 16' 28.237" E	7° 27' 12.476" N
11	80° 16' 51.976" E	7° 27' 11.567" N
12	80° 16' 47.017" E	7° 27' 9.983" N
13	80° 16' 52.540" E	7° 27' 13.228" N
14	80° 16' 51.976" E	7° 27' 11.567" N
15	80° 18' 23.090" E	7° 27' 19.496" N
16	80° 18' 26.948" E	7° 27' 15.260" N
17	80° 18' 13.925" E	7° 27' 2.227" N
18	80° 18' 27.165" E	7° 27' 15.710" N
19	80° 18' 36.110" E	7° 27' 13.795" N
20	80° 18' 37.455" E	7° 27' 1.777" N
21	80° 18' 29.888" E	7° 27' 12.087" N
22	80° 18' 27.706" E	7° 27' 1.153" N
23	80° 18' 23.134" E	7° 27' 4.179" N
24	80° 18' 10.632" E	7° 27' 4.073" N
25	80° 17' 57.085" E	7° 27' 11.459" N
26	80° 18' 8.669" E	7° 27' 13.156" N
27	80° 18' 10.920" E	7° 27' 7.187" N
28	80° 18' 22.051" E	7° 27' 6.603" N
29	80° 18' 23.090" E	7° 27' 19.496" N
30	80° 17' 7.106" E	7° 27' 23.805" N
31	80° 17' 5.675" E	7° 27' 17.478" N
32	80° 17' 11.247" E	7° 27' 14.537" N
33	80° 17' 1.144" E	7° 27' 5.175" N
34	80° 16' 53.857" E	7° 27' 1.369" N
35	80° 16' 44.476" E	7° 27' 4.526" N
36	80° 16' 37.713" E	7° 27' 5.922" N
37	80° 16' 52.385" E	7° 27' 3.594" N
38	80° 17' 1.998" E	7° 27' 14.491" N
39	80° 17' 2.507" E	7° 27' 23.301" N
40	80° 17' 7.106" E	7° 27' 23.805" N
41	80° 16' 58.801" E	7° 27' 9.628" N
42	80° 17' 1.301" E	7° 27' 9.663" N
43	80° 17' 0.578" E	7° 27' 12.883" N

44	80° 16' 58.801" E	7° 27' 9.628" N
45	80° 16' 58.338" E	7° 27' 3.632" N
46	80° 16' 59.902" E	7° 27' 1.852" N
47	80° 17' 0.349" E	7° 27' 4.039" N
48	80° 16' 58.338" E	7° 27' 3.632" N
49	80° 19' 22.361" E	7° 27' 32.455" N
50	80° 19' 20.528" E	7° 27' 35.260" N
51	80° 19' 22.177" E	7° 27' 36.522" N
52	80° 19' 22.361" E	7° 27' 32.455" N
53	80° 19' 26.358" E	7° 27' 46.713" N
54	80° 19' 21.669" E	7° 27' 46.144" N
55	80° 19' 25.990" E	7° 27' 48.064" N
56	80° 19' 26.358" E	7° 27' 46.713" N
57	80° 16' 35.753" E	7° 27' 32.405" N
58	80° 16' 46.838" E	7° 27' 46.402" N
59	80° 16' 47.772" E	7° 27' 41.175" N
60	80° 16' 54.577" E	7° 27' 43.218" N
61	80° 16' 45.117" E	7° 27' 32.563" N
62	80° 16' 50.300" E	7° 27' 28.240" N
63	80° 16' 54.686" E	7° 27' 32.867" N
64	80° 16' 57.332" E	7° 27' 23.845" N
65	80° 16' 36.148" E	7° 27' 25.851" N
66	80° 16' 44.392" E	7° 27' 11.526" N
67	80° 16' 39.962" E	7° 27' 8.547" N
68	80° 16' 45.919" E	7° 27' 10.874" N
69	80° 16' 51.112" E	7° 27' 6.498" N
70	80° 16' 37.813" E	7° 27' 5.917" N
71	80° 16' 33.254" E	7° 27' 28.216" N
72	80° 16' 33.212" E	7° 27' 28.088" N
73	80° 16' 34.415" E	7° 27' 16.035" N
74	80° 16' 29.975" E	7° 27' 24.634" N
75	80° 18' 24.700" E	7° 27' 48.275" N
76	80° 18' 22.880" E	7° 27' 27.554" N
77	80° 18' 9.895" E	7° 27' 22.634" N
78	80° 18' 11.849" E	7° 27' 30.682" N
79	80° 18' 20.359" E	7° 27' 31.444" N
80	80° 18' 22.918" E	7° 27' 41.442" N
81	80° 18' 10.136" E	7° 27' 40.375" N
82	80° 18' 21.168" E	7° 27' 43.678" N
83	80° 18' 24.199" E	7° 27' 51.865" N
84	80° 18' 24.700" E	7° 27' 48.275" N
85	80° 18' 29.689" E	7° 27' 41.876" N
86	80° 18' 38.662" E	7° 27' 19.072" N
87	80° 18' 30.772" E	7° 27' 26.207" N
88	80° 18' 25.045" E	7° 27' 20.672" N

89	80° 18' 21.280" E	7° 27' 25.690" N
90	80° 18' 29.110" E	7° 27' 52.647" N
91	80° 18' 29.689" E	7° 27' 41.876" N
92	80° 16' 26.067" E	7° 27' 52.063" N
93	80° 16' 38.087" E	7° 27' 47.761" N
94	80° 16' 26.067" E	7° 27' 52.063" N
95	80° 16' 57.351" E	7° 27' 55.027" N
96	80° 17' 16.594" E	7° 27' 53.603" N
97	80° 17' 20.445" E	7° 27' 47.832" N
98	80° 17' 6.989" E	7° 27' 47.571" N
99	80° 17' 5.583" E	7° 27' 37.261" N
100	80° 17' 3.883" E	7° 27' 47.418" N
101	80° 16' 50.750" E	7° 27' 55.634" N
102	80° 16' 57.351" E	7° 27' 55.027" N
103	80° 19' 13.096" E	7° 28' 4.665" N
104	80° 19' 22.523" E	7° 27' 41.807" N
105	80° 19' 12.166" E	7° 27' 47.602" N
106	80° 19' 15.712" E	7° 27' 52.080" N
107	80° 19' 11.548" E	7° 27' 52.862" N
108	80° 19' 13.096" E	7° 28' 4.665" N
109	80° 16' 35.564" E	7° 27' 59.753" N
110	80° 16' 29.159" E	7° 27' 59.618" N
111	80° 16' 34.830" E	7° 28' 5.871" N
112	80° 16' 38.699" E	7° 28' 2.739" N
113	80° 16' 35.564" E	7° 27' 59.753" N
114	80° 18' 55.760" E	7° 28' 6.264" N
115	80° 18' 57.323" E	7° 28' 3.899" N
116	80° 18' 53.578" E	7° 28' 4.639" N
117	80° 18' 55.760" E	7° 28' 6.264" N
118	80° 17' 46.808" E	7° 28' 3.214" N
119	80° 17' 45.534" E	7° 28' 0.481" N
120	80° 17' 42.936" E	7° 28' 5.983" N
121	80° 17' 46.808" E	7° 28' 3.214" N
122	80° 18' 33.277" E	7° 28' 9.288" N
123	80° 18' 37.777" E	7° 28' 2.611" N
124	80° 18' 59.221" E	7° 27' 56.306" N
125	80° 18' 57.866" E	7° 27' 48.937" N
126	80° 19' 14.225" E	7° 27' 32.972" N
127	80° 19' 15.156" E	7° 27' 19.349" N
128	80° 19' 10.674" E	7° 27' 16.850" N
129	80° 19' 16.163" E	7° 27' 8.608" N
130	80° 19' 13.527" E	7° 26' 59.664" N
131	80° 19' 11.487" E	7° 27' 4.648" N
132	80° 19' 4.662" E	7° 27' 12.701" N
133	80° 19' 8.046" E	7° 27' 31.284" N

134	80° 18' 47.492" E	7° 27' 56.759" N
135	80° 18' 47.188" E	7° 27' 49.228" N
136	80° 18' 42.738" E	7° 27' 49.786" N
137	80° 18' 47.558" E	7° 27' 32.496" N
138	80° 18' 38.294" E	7° 27' 55.296" N
139	80° 18' 27.956" E	7° 27' 54.040" N
140	80° 18' 36.936" E	7° 28' 1.429" N
141	80° 18' 29.544" E	7° 28' 7.104" N
142	80° 18' 33.277" E	7° 28' 9.288" N
143	80° 18' 38.445" E	7° 27' 57.482" N
144	80° 18' 42.706" E	7° 27' 53.999" N
145	80° 18' 39.540" E	7° 27' 58.624" N
146	80° 18' 38.445" E	7° 27' 57.482" N
147	80° 19' 2.468" E	7° 28' 10.614" N
148	80° 18' 58.185" E	7° 28' 4.138" N
149	80° 18' 59.478" E	7° 28' 10.036" N
150	80° 19' 2.468" E	7° 28' 10.614" N
151	80° 16' 33.517" E	7° 28' 6.682" N
152	80° 16' 28.165" E	7° 28' 11.658" N
153	80° 16' 27.694" E	7° 28' 15.698" N
154	80° 16' 33.517" E	7° 28' 6.682" N
155	80° 18' 15.773" E	7° 28' 22.579" N
156	80° 18' 30.746" E	7° 28' 2.724" N
157	80° 18' 27.450" E	7° 27' 55.113" N
158	80° 18' 21.136" E	7° 27' 59.428" N
159	80° 18' 7.057" E	7° 27' 56.882" N
160	80° 18' 1.166" E	7° 27' 33.123" N
161	80° 17' 53.456" E	7° 27' 37.763" N
162	80° 17' 45.485" E	7° 27' 23.250" N
163	80° 17' 43.428" E	7° 27' 34.334" N
164	80° 17' 41.570" E	7° 27' 23.883" N
165	80° 17' 33.703" E	7° 27' 22.535" N
166	80° 17' 35.477" E	7° 27' 2.931" N
167	80° 17' 31.216" E	7° 27' 1.411" N
168	80° 17' 30.056" E	7° 27' 20.759" N
169	80° 17' 41.550" E	7° 27' 32.852" N
170	80° 17' 33.673" E	7° 27' 40.811" N
171	80° 17' 43.623" E	7° 27' 36.700" N
172	80° 17' 48.741" E	7° 27' 38.278" N
173	80° 17' 46.688" E	7° 27' 44.588" N
174	80° 17' 50.810" E	7° 27' 41.119" N
175	80° 17' 58.737" E	7° 27' 44.458" N
176	80° 18' 0.017" E	7° 27' 59.472" N
177	80° 18' 19.243" E	7° 28' 7.588" N
178	80° 18' 4.374" E	7° 28' 12.676" N

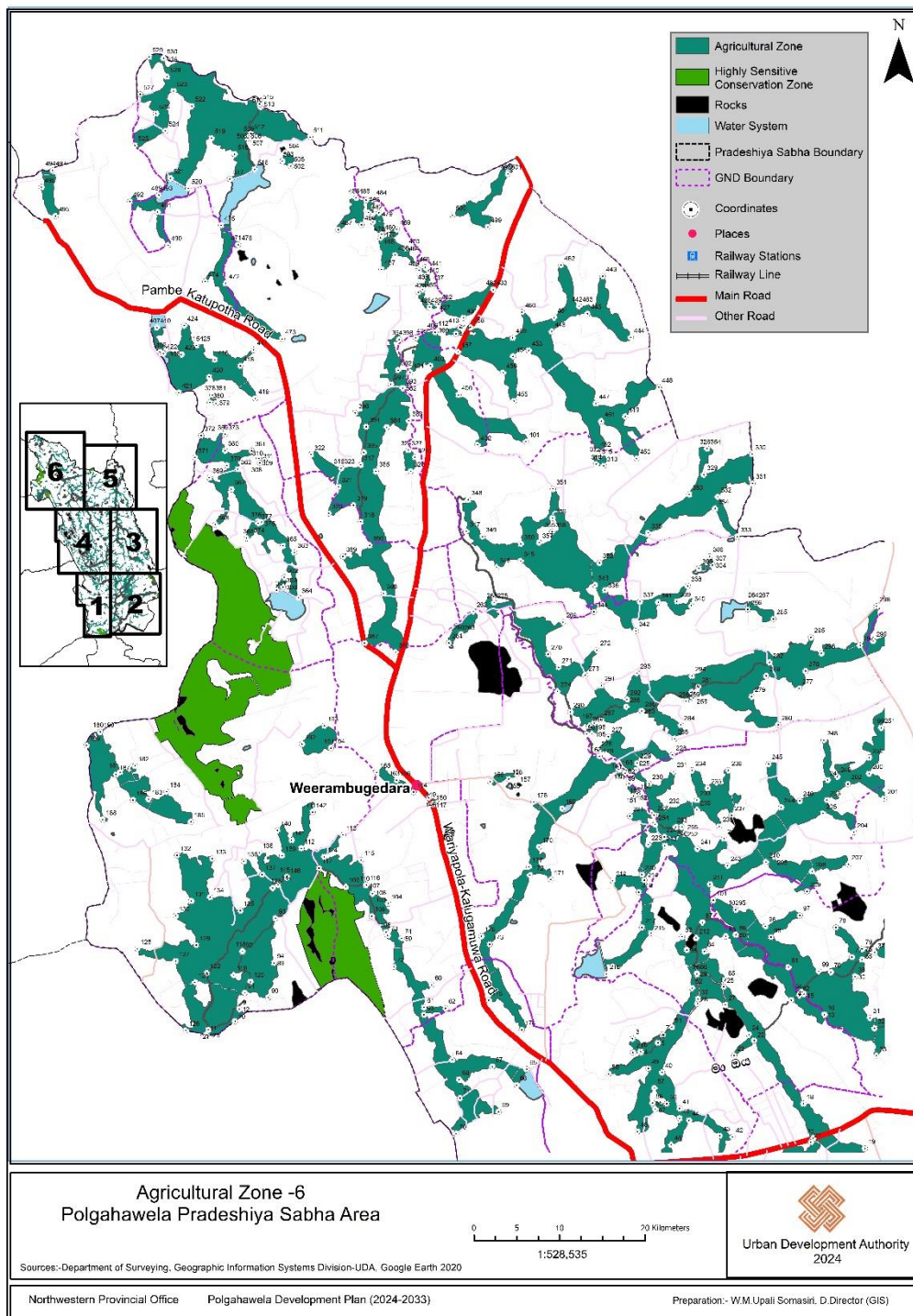
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180	80° 18' 58.803" E	7° 28' 19.353" N
181	80° 19' 1.755" E	7° 28' 16.292" N
182	80° 18' 51.803" E	7° 28' 15.012" N
183	80° 18' 52.707" E	7° 28' 20.724" N
184	80° 18' 58.803" E	7° 28' 19.353" N
185	80° 18' 31.544" E	7° 28' 27.009" N
186	80° 18' 36.020" E	7° 28' 20.545" N
187	80° 18' 28.867" E	7° 28' 20.738" N
188	80° 18' 31.544" E	7° 28' 27.009" N
189	80° 18' 41.949" E	7° 28' 38.213" N
190	80° 18' 44.696" E	7° 28' 34.799" N
191	80° 18' 35.513" E	7° 28' 27.273" N
192	80° 18' 34.972" E	7° 28' 36.408" N
193	80° 18' 41.949" E	7° 28' 38.213" N
194	80° 18' 39.548" E	7° 28' 36.701" N
195	80° 18' 39.894" E	7° 28' 33.872" N
196	80° 18' 42.265" E	7° 28' 33.381" N
197	80° 18' 39.548" E	7° 28' 36.701" N
198	80° 18' 30.507" E	7° 28' 31.023" N
199	80° 18' 26.663" E	7° 28' 25.541" N
200	80° 18' 32.605" E	7° 28' 40.245" N
201	80° 18' 35.136" E	7° 28' 34.821" N
202	80° 18' 30.507" E	7° 28' 31.023" N
203	80° 18' 18.605" E	7° 28' 36.922" N
204	80° 18' 15.431" E	7° 28' 30.532" N
205	80° 18' 19.979" E	7° 28' 40.244" N
206	80° 18' 18.605" E	7° 28' 36.922" N
207	80° 16' 41.326" E	7° 28' 39.873" N
208	80° 16' 42.788" E	7° 28' 24.398" N
209	80° 17' 0.068" E	7° 28' 33.626" N
210	80° 16' 59.160" E	7° 28' 22.604" N
211	80° 16' 38.455" E	7° 28' 17.473" N
212	80° 16' 33.947" E	7° 28' 36.004" N
213	80° 16' 39.409" E	7° 28' 31.667" N
214	80° 16' 37.291" E	7° 28' 42.480" N
215	80° 16' 41.326" E	7° 28' 39.873" N
216	80° 16' 31.562" E	7° 28' 49.107" N
217	80° 16' 26.791" E	7° 28' 53.938" N
218	80° 17' 27.421" E	7° 28' 53.715" N
219	80° 17' 23.770" E	7° 28' 45.146" N
220	80° 17' 38.604" E	7° 28' 45.074" N
221	80° 17' 14.813" E	7° 28' 36.854" N
222	80° 17' 11.163" E	7° 28' 21.978" N
223	80° 17' 27.600" E	7° 28' 26.706" N

224	80° 17' 31.929" E	7° 28' 34.946" N
225	80° 17' 43.022" E	7° 28' 32.794" N
226	80° 17' 32.846" E	7° 28' 30.792" N
227	80° 17' 26.859" E	7° 28' 22.079" N
228	80° 17' 39.680" E	7° 28' 14.347" N
229	80° 17' 19.512" E	7° 28' 21.682" N
230	80° 17' 23.513" E	7° 28' 14.400" N
231	80° 17' 35.372" E	7° 28' 13.430" N
232	80° 17' 35.233" E	7° 28' 7.353" N
233	80° 17' 15.251" E	7° 28' 19.361" N
234	80° 17' 7.217" E	7° 28' 16.574" N
235	80° 17' 4.120" E	7° 28' 8.176" N
236	80° 17' 8.696" E	7° 28' 5.091" N
237	80° 16' 56.972" E	7° 28' 5.220" N
238	80° 17' 1.762" E	7° 28' 6.692" N
239	80° 17' 9.550" E	7° 28' 32.891" N
240	80° 17' 2.308" E	7° 28' 41.971" N
241	80° 17' 12.399" E	7° 28' 39.282" N
242	80° 17' 27.421" E	7° 28' 53.715" N
243	80° 17' 48.216" E	7° 29' 6.351" N
244	80° 17' 44.473" E	7° 29' 3.243" N
245	80° 17' 46.281" E	7° 29' 8.382" N
246	80° 17' 48.216" E	7° 29' 6.351" N
247	80° 17' 17.155" E	7° 29' 13.364" N
248	80° 17' 21.775" E	7° 29' 12.316" N
249	80° 17' 16.487" E	7° 29' 12.164" N
250	80° 17' 17.155" E	7° 29' 13.364" N
251	80° 17' 35.954" E	7° 29' 15.481" N
252	80° 17' 44.692" E	7° 29' 10.632" N
253	80° 17' 32.267" E	7° 29' 12.716" N
254	80° 17' 35.954" E	7° 29' 15.481" N
255	80° 17' 15.399" E	7° 29' 16.750" N
256	80° 17' 15.242" E	7° 29' 15.821" N
257	80° 17' 13.618" E	7° 29' 16.692" N
258	80° 17' 15.399" E	7° 29' 16.750" N
259	80° 18' 50.642" E	7° 29' 17.334" N
260	80° 18' 43.411" E	7° 29' 8.184" N
261	80° 18' 43.688" E	7° 28' 54.607" N
262	80° 18' 37.322" E	7° 28' 54.917" N
263	80° 18' 29.069" E	7° 28' 44.623" N
264	80° 18' 29.863" E	7° 28' 52.542" N
265	80° 18' 40.705" E	7° 29' 0.151" N
266	80° 18' 40.129" E	7° 29' 15.159" N
267	80° 18' 50.642" E	7° 29' 17.334" N
268	80° 17' 1.144" E	7° 29' 16.557" N

269	80° 16' 58.367" E	7° 29' 5.585" N
270	80° 17' 15.113" E	7° 29' 12.478" N
271	80° 17' 5.960" E	7° 29' 4.263" N
272	80° 17' 7.460" E	7° 28' 59.609" N
273	80° 16' 59.482" E	7° 29' 1.376" N
274	80° 16' 53.527" E	7° 28' 56.175" N
275	80° 16' 52.340" E	7° 28' 52.332" N
276	80° 17' 0.964" E	7° 28' 48.075" N
277	80° 16' 50.164" E	7° 28' 49.740" N
278	80° 16' 45.346" E	7° 28' 44.605" N
279	80° 16' 44.299" E	7° 28' 56.805" N
280	80° 16' 48.207" E	7° 28' 52.464" N
281	80° 16' 58.523" E	7° 29' 21.988" N
282	80° 17' 1.144" E	7° 29' 16.557" N
283	80° 16' 32.859" E	7° 29' 23.413" N
284	80° 16' 34.861" E	7° 29' 15.949" N
285	80° 16' 49.729" E	7° 29' 18.090" N
286	80° 16' 43.720" E	7° 29' 9.271" N
287	80° 16' 27.396" E	7° 29' 10.280" N
288	80° 16' 31.406" E	7° 29' 18.790" N
289	80° 16' 28.843" E	7° 29' 23.687" N
290	80° 16' 32.859" E	7° 29' 23.413" N
291	80° 17' 55.399" E	7° 29' 28.345" N
292	80° 17' 59.046" E	7° 29' 26.109" N
293	80° 17' 51.996" E	7° 29' 26.613" N
294	80° 17' 55.399" E	7° 29' 28.345" N
295	80° 18' 30.486" E	7° 29' 41.460" N
296	80° 18' 35.164" E	7° 29' 42.534" N
297	80° 18' 39.733" E	7° 29' 35.703" N
298	80° 18' 31.553" E	7° 29' 35.846" N
299	80° 18' 30.139" E	7° 29' 46.480" N
300	80° 18' 30.486" E	7° 29' 41.460" N
301	80° 18' 19.323" E	7° 29' 43.183" N
302	80° 18' 23.797" E	7° 29' 32.111" N
303	80° 18' 18.208" E	7° 29' 25.373" N
304	80° 18' 19.008" E	7° 29' 11.636" N
305	80° 18' 8.883" E	7° 29' 5.929" N
306	80° 18' 18.985" E	7° 29' 11.331" N
307	80° 18' 18.204" E	7° 29' 25.009" N
308	80° 18' 23.853" E	7° 29' 32.029" N
309	80° 18' 21.000" E	7° 29' 43.180" N
310	80° 18' 25.845" E	7° 29' 33.225" N
311	80° 18' 29.915" E	7° 29' 34.013" N
312	80° 18' 24.959" E	7° 29' 29.952" N
313	80° 18' 29.227" E	7° 29' 21.275" N

314	80° 18' 22.792" E	7° 29' 22.541" N
315	80° 18' 27.861" E	7° 29' 18.953" N
316	80° 18' 21.204" E	7° 29' 7.528" N
317	80° 18' 20.050" E	7° 28' 42.108" N
318	80° 18' 16.308" E	7° 28' 47.027" N
319	80° 18' 3.337" E	7° 28' 45.271" N
320	80° 17' 54.258" E	7° 28' 41.301" N
321	80° 17' 52.369" E	7° 28' 34.855" N
322	80° 17' 44.868" E	7° 28' 47.859" N
323	80° 18' 12.264" E	7° 28' 48.168" N
324	80° 18' 19.853" E	7° 28' 58.964" N
325	80° 18' 17.479" E	7° 29' 5.306" N
326	80° 18' 5.774" E	7° 29' 2.475" N
327	80° 17' 58.824" E	7° 28' 52.425" N
328	80° 18' 1.543" E	7° 29' 2.804" N
329	80° 17' 53.097" E	7° 29' 7.210" N
330	80° 18' 13.705" E	7° 29' 8.261" N
331	80° 18' 18.638" E	7° 29' 12.104" N
332	80° 18' 17.779" E	7° 29' 20.455" N
333	80° 17' 49.000" E	7° 29' 36.815" N
334	80° 18' 15.378" E	7° 29' 25.332" N
335	80° 18' 18.438" E	7° 29' 46.908" N
336	80° 18' 19.323" E	7° 29' 43.183" N
337	80° 18' 2.054" E	7° 29' 47.127" N
338	80° 18' 2.919" E	7° 29' 55.237" N
339	80° 18' 6.385" E	7° 29' 49.225" N
340	80° 18' 2.054" E	7° 29' 47.127" N

24.Map : Agricultural Zone- 6



Source : Urban Development Authority, 2024

Agricultural Zone- 6 – coordinate

කෘෂිකාර්මික කලාපය 6		
NO	X	Y
1	80° 15' 22.799" E	7° 27' 24.920" N
2	80° 15' 20.776" E	7° 27' 24.861" N
3	80° 15' 20.647" E	7° 27' 28.430" N
4	80° 15' 22.799" E	7° 27' 24.920" N
5	80° 15' 27.229" E	7° 27' 27.345" N
6	80° 15' 22.736" E	7° 27' 25.093" N
7	80° 15' 28.419" E	7° 27' 29.447" N
8	80° 15' 27.229" E	7° 27' 27.345" N
9	80° 13' 39.379" E	7° 27' 35.903" N
10	80° 13' 38.294" E	7° 27' 32.743" N
11	80° 13' 30.989" E	7° 27' 29.209" N
12	80° 13' 39.379" E	7° 27' 35.903" N
13	80° 16' 10.047" E	7° 27' 34.642" N
14	80° 16' 1.525" E	7° 27' 38.350" N
15	80° 16' 4.776" E	7° 27' 39.967" N
16	80° 16' 10.047" E	7° 27' 34.642" N
17	80° 15' 44.115" E	7° 27' 41.780" N
18	80° 16' 4.679" E	7° 27' 11.739" N
19	80° 16' 20.536" E	7° 27' 0.243" N
20	80° 16' 7.190" E	7° 27' 2.854" N
21	80° 16' 6.603" E	7° 27' 1.855" N
22	80° 15' 52.009" E	7° 27' 27.967" N
23	80° 15' 46.813" E	7° 27' 24.118" N
24	80° 15' 50.619" E	7° 27' 29.497" N
25	80° 15' 44.115" E	7° 27' 41.780" N
26	80° 15' 37.201" E	7° 27' 45.016" N
27	80° 15' 44.555" E	7° 27' 37.128" N
28	80° 15' 37.395" E	7° 27' 37.441" N
29	80° 15' 37.201" E	7° 27' 45.016" N
30	80° 16' 17.910" E	7° 27' 44.416" N
31	80° 16' 21.753" E	7° 27' 33.823" N
32	80° 16' 22.949" E	7° 27' 31.168" N
33	80° 16' 23.420" E	7° 27' 24.054" N
34	80° 16' 3.947" E	7° 27' 40.157" N
35	80° 16' 19.690" E	7° 27' 48.803" N
36	80° 16' 17.910" E	7° 27' 44.416" N
37	80° 16' 22.942" E	7° 27' 50.621" N
38	80° 15' 34.626" E	7° 27' 51.178" N
39	80° 15' 37.505" E	7° 27' 38.612" N
40	80° 15' 28.272" E	7° 27' 19.771" N
41	80° 15' 32.752" E	7° 27' 10.477" N
42	80° 15' 46.482" E	7° 27' 3.144" N
43	80° 15' 43.185" E	7° 27' 3.484" N

44	80° 15' 35.210" E	7° 27' 7.407" N
45	80° 15' 30.643" E	7° 27' 1.133" N
46	80° 15' 32.805" E	7° 27' 7.924" N
47	80° 15' 26.508" E	7° 27' 10.351" N
48	80° 15' 21.929" E	7° 27' 4.545" N
49	80° 15' 24.770" E	7° 27' 20.735" N
50	80° 15' 14.498" E	7° 27' 19.355" N
51	80° 15' 30.771" E	7° 27' 31.378" N
52	80° 15' 35.966" E	7° 27' 41.434" N
53	80° 15' 33.384" E	7° 27' 54.615" N
54	80° 15' 34.626" E	7° 27' 51.178" N
55	80° 15' 25.838" E	7° 27' 11.879" N
56	80° 15' 29.490" E	7° 27' 11.685" N
57	80° 15' 26.301" E	7° 27' 15.704" N
58	80° 15' 25.838" E	7° 27' 11.879" N
59	80° 14' 21.188" E	7° 27' 54.129" N
60	80° 14' 28.893" E	7° 27' 42.176" N
61	80° 14' 26.948" E	7° 27' 36.398" N
62	80° 14' 32.450" E	7° 27' 36.161" N
63	80° 14' 26.895" E	7° 27' 34.481" N
64	80° 14' 34.258" E	7° 27' 22.911" N
65	80° 14' 53.406" E	7° 27' 20.490" N
66	80° 14' 50.821" E	7° 27' 16.444" N
67	80° 14' 44.574" E	7° 27' 21.183" N
68	80° 14' 35.966" E	7° 27' 17.850" N
69	80° 14' 46.200" E	7° 27' 9.557" N
70	80° 14' 35.274" E	7° 27' 3.922" N
71	80° 14' 36.234" E	7° 27' 13.120" N
72	80° 14' 19.141" E	7° 27' 46.818" N
73	80° 14' 17.564" E	7° 27' 54.852" N
74	80° 14' 21.188" E	7° 27' 54.129" N
75	80° 16' 19.729" E	7° 27' 51.524" N
76	80° 16' 11.683" E	7° 27' 45.575" N
77	80° 16' 17.060" E	7° 27' 49.421" N
78	80° 16' 13.008" E	7° 27' 57.048" N
79	80° 16' 19.729" E	7° 27' 51.524" N
80	80° 15' 47.248" E	7° 27' 55.130" N
81	80° 16' 0.773" E	7° 27' 46.811" N
82	80° 16' 3.624" E	7° 27' 39.598" N
83	80° 15' 44.625" E	7° 27' 54.708" N
84	80° 15' 39.113" E	7° 27' 50.882" N
85	80° 15' 44.460" E	7° 27' 43.468" N
86	80° 15' 37.226" E	7° 27' 45.109" N
87	80° 15' 38.617" E	7° 27' 58.293" N
88	80° 15' 47.248" E	7° 27' 55.130" N

89	80° 13' 48.303" E	7° 27' 47.764" N
90	80° 13' 46.827" E	7° 27' 38.859" N
91	80° 13' 40.790" E	7° 27' 40.086" N
92	80° 13' 40.162" E	7° 27' 50.633" N
93	80° 13' 48.676" E	7° 27' 59.226" N
94	80° 13' 48.303" E	7° 27' 47.764" N
95	80° 15' 47.157" E	7° 28' 1.561" N
96	80° 15' 54.878" E	7° 27' 57.328" N
97	80° 16' 3.709" E	7° 28' 0.145" N
98	80° 15' 56.262" E	7° 27' 54.542" N
99	80° 16' 8.593" E	7° 27' 45.802" N
100	80° 16' 4.287" E	7° 27' 40.450" N
101	80° 15' 41.419" E	7° 28' 3.971" N
102	80° 15' 47.157" E	7° 28' 1.561" N
103	80° 14' 13.613" E	7° 28' 5.601" N
104	80° 14' 17.706" E	7° 28' 3.038" N
105	80° 14' 17.151" E	7° 27' 55.743" N
106	80° 14' 13.613" E	7° 28' 5.601" N
107	80° 14' 11.960" E	7° 28' 7.724" N
108	80° 14' 13.439" E	7° 27' 59.801" N
109	80° 14' 6.759" E	7° 28' 7.325" N
110	80° 14' 11.960" E	7° 28' 7.724" N
111	80° 13' 58.189" E	7° 28' 26.489" N
112	80° 13' 55.302" E	7° 28' 17.176" N
113	80° 14' 6.067" E	7° 28' 20.641" N
114	80° 14' 1.187" E	7° 28' 15.044" N
115	80° 14' 10.681" E	7° 28' 14.218" N
116	80° 14' 12.115" E	7° 28' 7.855" N
117	80° 13' 59.833" E	7° 28' 12.105" N
118	80° 13' 40.165" E	7° 27' 50.789" N
119	80° 13' 37.893" E	7° 27' 44.625" N
120	80° 13' 42.243" E	7° 27' 42.905" N
121	80° 13' 31.409" E	7° 27' 30.547" N
122	80° 13' 30.977" E	7° 27' 45.151" N
123	80° 13' 47.948" E	7° 28' 7.029" N
124	80° 13' 27.954" E	7° 27' 42.737" N
125	80° 13' 30.892" E	7° 27' 29.230" N
126	80° 13' 25.588" E	7° 27' 30.381" N
127	80° 13' 23.007" E	7° 27' 48.187" N
128	80° 13' 13.117" E	7° 27' 51.354" N
129	80° 13' 28.316" E	7° 27' 52.303" N
130	80° 13' 23.010" E	7° 27' 59.862" N
131	80° 13' 26.969" E	7° 28' 3.613" N
132	80° 13' 23.319" E	7° 28' 15.366" N
133	80° 13' 32.370" E	7° 28' 14.527" N

134	80° 13' 31.835" E	7° 28' 4.626" N
135	80° 13' 39.623" E	7° 28' 1.209" N
136	80° 13' 40.514" E	7° 28' 13.877" N
137	80° 13' 45.163" E	7° 28' 10.448" N
138	80° 13' 44.488" E	7° 28' 16.082" N
139	80° 13' 50.349" E	7° 28' 15.314" N
140	80° 13' 49.132" E	7° 28' 21.802" N
141	80° 13' 52.746" E	7° 28' 19.319" N
142	80° 13' 58.189" E	7° 28' 26.489" N
143	80° 13' 51.578" E	7° 28' 9.715" N
144	80° 13' 49.331" E	7° 28' 7.855" N
145	80° 13' 51.768" E	7° 28' 9.925" N
146	80° 13' 51.578" E	7° 28' 9.715" N
147	80° 14' 29.156" E	7° 28' 28.529" N
148	80° 14' 28.071" E	7° 28' 30.223" N
149	80° 14' 30.691" E	7° 28' 29.356" N
150	80° 14' 29.156" E	7° 28' 28.529" N
151	80° 15' 21.791" E	7° 28' 31.407" N
152	80° 15' 20.818" E	7° 28' 30.723" N
153	80° 15' 19.650" E	7° 28' 33.952" N
154	80° 15' 21.791" E	7° 28' 31.407" N
155	80° 14' 48.687" E	7° 28' 35.071" N
156	80° 14' 43.883" E	7° 28' 34.456" N
157	80° 14' 50.800" E	7° 28' 36.495" N
158	80° 14' 48.687" E	7° 28' 35.071" N
159	80° 15' 17.675" E	7° 28' 35.335" N
160	80° 15' 17.073" E	7° 28' 37.480" N
161	80° 15' 18.601" E	7° 28' 36.630" N
162	80° 15' 17.675" E	7° 28' 35.335" N
163	80° 14' 19.829" E	7° 28' 34.754" N
164	80° 14' 24.179" E	7° 28' 31.725" N
165	80° 14' 14.699" E	7° 28' 36.744" N
166	80° 14' 19.829" E	7° 28' 34.754" N
167	80° 15' 12.068" E	7° 28' 40.953" N
168	80° 15' 17.086" E	7° 28' 37.623" N
169	80° 15' 2.492" E	7° 28' 27.524" N
170	80° 14' 56.514" E	7° 28' 17.612" N
171	80° 14' 59.566" E	7° 28' 9.243" N
172	80° 14' 54.180" E	7° 28' 10.417" N
173	80° 14' 43.824" E	7° 27' 52.617" N
174	80° 14' 52.137" E	7° 27' 30.633" N
175	80° 14' 43.610" E	7° 27' 38.223" N
176	80° 14' 41.696" E	7° 27' 54.688" N
177	80° 14' 53.893" E	7° 28' 12.509" N
178	80° 14' 55.098" E	7° 28' 29.192" N

179	80° 15' 12.068" E	7° 28' 40.953" N
180	80° 13' 3.482" E	7° 28' 47.089" N
181	80° 13' 8.640" E	7° 28' 36.683" N
182	80° 13' 12.461" E	7° 28' 38.357" N
183	80° 13' 15.947" E	7° 28' 29.789" N
184	80° 13' 20.567" E	7° 28' 31.722" N
185	80° 13' 26.883" E	7° 28' 23.977" N
186	80° 13' 11.927" E	7° 28' 29.523" N
187	80° 13' 7.564" E	7° 28' 36.120" N
188	80° 13' 4.132" E	7° 28' 24.519" N
189	80° 12' 59.917" E	7° 28' 43.577" N
190	80° 13' 3.482" E	7° 28' 47.089" N
191	80° 14' 2.944" E	7° 28' 42.953" N
192	80° 13' 55.430" E	7° 28' 43.996" N
193	80° 14' 1.203" E	7° 28' 48.719" N
194	80° 14' 2.944" E	7° 28' 42.953" N
195	80° 15' 10.086" E	7° 28' 46.695" N
196	80° 15' 8.760" E	7° 28' 46.635" N
197	80° 15' 10.713" E	7° 28' 49.514" N
198	80° 15' 10.086" E	7° 28' 46.695" N
199	80° 16' 24.567" E	7° 28' 48.354" N
200	80° 16' 21.482" E	7° 28' 36.601" N
201	80° 16' 25.392" E	7° 28' 30.190" N
202	80° 16' 16.046" E	7° 28' 33.924" N
203	80° 16' 10.635" E	7° 28' 29.764" N
204	80° 16' 17.577" E	7° 28' 21.503" N
205	80° 16' 9.621" E	7° 28' 26.345" N
206	80° 15' 56.965" E	7° 28' 15.246" N
207	80° 16' 16.200" E	7° 28' 13.256" N
208	80° 16' 6.856" E	7° 28' 11.416" N
209	80° 16' 5.533" E	7° 28' 6.282" N
210	80° 15' 54.947" E	7° 28' 13.810" N
211	80° 15' 40.541" E	7° 28' 8.108" N
212	80° 15' 36.993" E	7° 27' 54.251" N
213	80° 15' 28.921" E	7° 28' 18.013" N
214	80° 15' 23.661" E	7° 28' 9.114" N
215	80° 15' 25.439" E	7° 27' 55.536" N
216	80° 15' 13.909" E	7° 27' 45.039" N
217	80° 15' 23.036" E	7° 27' 56.958" N
218	80° 15' 22.209" E	7° 28' 6.023" N
219	80° 15' 15.490" E	7° 28' 8.978" N
220	80° 15' 22.978" E	7° 28' 10.553" N
221	80° 15' 19.892" E	7° 28' 25.607" N
222	80° 15' 26.148" E	7° 28' 25.852" N
223	80° 15' 24.602" E	7° 28' 18.275" N

224	80° 15' 28.806" E	7° 28' 20.277" N
225	80° 15' 21.456" E	7° 28' 37.426" N
226	80° 15' 11.754" E	7° 28' 42.419" N
227	80° 15' 14.339" E	7° 28' 46.005" N
228	80° 15' 30.869" E	7° 28' 41.313" N
229	80° 15' 21.777" E	7° 28' 39.259" N
230	80° 15' 24.825" E	7° 28' 33.900" N
231	80° 15' 31.148" E	7° 28' 37.005" N
232	80° 15' 29.121" E	7° 28' 27.740" N
233	80° 15' 37.161" E	7° 28' 29.695" N
234	80° 15' 35.871" E	7° 28' 37.372" N
235	80° 15' 39.984" E	7° 28' 32.805" N
236	80° 15' 45.212" E	7° 28' 37.386" N
237	80° 15' 46.081" E	7° 28' 25.825" N
238	80° 15' 42.928" E	7° 28' 22.996" N
239	80° 15' 37.164" E	7° 28' 27.184" N
240	80° 15' 33.292" E	7° 28' 22.823" N
241	80° 15' 37.322" E	7° 28' 17.209" N
242	80° 15' 44.194" E	7° 28' 19.834" N
243	80° 15' 45.040" E	7° 28' 12.883" N
244	80° 15' 58.833" E	7° 28' 27.867" N
245	80° 15' 55.631" E	7° 28' 39.063" N
246	80° 16' 3.647" E	7° 28' 29.597" N
247	80° 16' 10.801" E	7° 28' 34.932" N
248	80° 16' 9.822" E	7° 28' 45.152" N
249	80° 16' 13.293" E	7° 28' 35.796" N
250	80° 16' 21.465" E	7° 28' 40.702" N
251	80° 16' 24.567" E	7° 28' 48.354" N
252	80° 15' 33.905" E	7° 28' 21.043" N
253	80° 15' 31.728" E	7° 28' 22.814" N
254	80° 15' 26.398" E	7° 28' 23.459" N
255	80° 15' 33.905" E	7° 28' 21.043" N
256	80° 15' 34.359" E	7° 28' 55.151" N
257	80° 15' 35.815" E	7° 28' 57.487" N
258	80° 15' 36.235" E	7° 28' 55.961" N
259	80° 15' 34.359" E	7° 28' 55.151" N
260	80° 14' 36.395" E	7° 29' 12.246" N
261	80° 14' 33.243" E	7° 29' 10.043" N
262	80° 14' 39.537" E	7° 29' 18.118" N
263	80° 14' 36.395" E	7° 29' 12.246" N
264	80° 15' 52.184" E	7° 29' 20.672" N
265	80° 15' 56.807" E	7° 29' 16.309" N
266	80° 15' 50.192" E	7° 29' 18.725" N
267	80° 15' 52.184" E	7° 29' 20.672" N
268	80° 14' 44.867" E	7° 29' 20.437" N

269	80° 15' 2.638" E	7° 29' 15.445" N
270	80° 14' 58.779" E	7° 29' 7.169" N
271	80° 15' 1.476" E	7° 29' 3.798" N
272	80° 15' 11.333" E	7° 29' 8.255" N
273	80° 15' 8.372" E	7° 29' 1.748" N
274	80° 15' 1.206" E	7° 28' 57.618" N
275	80° 14' 44.867" E	7° 29' 20.437" N
276	80° 16' 5.093" E	7° 29' 2.947" N
277	80° 16' 3.464" E	7° 28' 58.448" N
278	80° 15' 54.975" E	7° 29' 1.675" N
279	80° 15' 51.214" E	7° 28' 56.327" N
280	80° 15' 58.102" E	7° 28' 49.094" N
281	80° 15' 37.521" E	7° 28' 58.810" N
282	80° 15' 55.839" E	7° 29' 5.098" N
283	80° 15' 22.779" E	7° 28' 52.632" N
284	80° 15' 33.007" E	7° 28' 49.042" N
285	80° 15' 31.391" E	7° 28' 45.483" N
286	80° 15' 22.919" E	7° 28' 52.619" N
287	80° 15' 12.408" E	7° 28' 50.320" N
288	80° 15' 18.972" E	7° 28' 53.676" N
289	80° 15' 9.457" E	7° 28' 48.770" N
290	80° 15' 4.556" E	7° 28' 52.343" N
291	80° 15' 12.512" E	7° 28' 59.139" N
292	80° 15' 19.125" E	7° 28' 55.561" N
293	80° 15' 21.660" E	7° 29' 2.333" N
294	80° 15' 35.853" E	7° 29' 1.612" N
295	80° 16' 6.482" E	7° 29' 11.601" N
296	80° 16' 9.159" E	7° 29' 7.492" N
297	80° 16' 19.142" E	7° 29' 9.501" N
298	80° 16' 23.335" E	7° 29' 19.591" N
299	80° 16' 22.470" E	7° 29' 10.651" N
300	80° 13' 50.486" E	7° 29' 24.325" N
301	80° 13' 48.871" E	7° 29' 23.532" N
302	80° 13' 50.820" E	7° 29' 26.850" N
303	80° 13' 50.486" E	7° 29' 24.325" N
304	80° 15' 41.081" E	7° 29' 30.095" N
305	80° 15' 37.618" E	7° 29' 29.295" N
306	80° 15' 40.373" E	7° 29' 32.347" N
307	80° 15' 41.081" E	7° 29' 30.095" N
308	80° 13' 44.478" E	7° 29' 56.238" N
309	80° 13' 44.232" E	7° 29' 57.423" N
310	80° 13' 45.685" E	7° 29' 56.934" N
311	80° 13' 44.478" E	7° 29' 56.238" N
312	80° 15' 11.736" E	7° 29' 58.063" N
313	80° 15' 13.058" E	7° 29' 55.581" N

314	80° 15' 11.107" E	7° 29' 56.016" N
315	80° 15' 11.736" E	7° 29' 58.063" N
316	80° 14' 5.433" E	7° 29' 54.907" N
317	80° 14' 10.495" E	7° 29' 55.786" N
318	80° 14' 10.494" E	7° 29' 41.152" N
319	80° 14' 8.620" E	7° 29' 45.405" N
320	80° 14' 2.259" E	7° 29' 43.302" N
321	80° 14' 4.765" E	7° 29' 50.120" N
322	80° 13' 57.692" E	7° 29' 58.410" N
323	80° 14' 5.433" E	7° 29' 54.907" N
324	80° 14' 22.740" E	7° 29' 59.560" N
325	80° 14' 24.426" E	7° 29' 57.740" N
326	80° 14' 23.359" E	7° 29' 54.128" N
327	80° 14' 22.740" E	7° 29' 59.560" N
328	80° 15' 39.699" E	7° 30' 0.034" N
329	80° 15' 38.855" E	7° 29' 53.360" N
330	80° 15' 51.298" E	7° 29' 58.638" N
331	80° 15' 51.406" E	7° 29' 51.130" N
332	80° 15' 42.430" E	7° 29' 47.665" N
333	80° 15' 47.493" E	7° 29' 37.430" N
334	80° 15' 41.762" E	7° 29' 44.600" N
335	80° 15' 24.516" E	7° 29' 38.375" N
336	80° 15' 13.395" E	7° 29' 23.637" N
337	80° 15' 22.434" E	7° 29' 20.708" N
338	80° 15' 34.757" E	7° 29' 24.756" N
339	80° 15' 31.966" E	7° 29' 20.774" N
340	80° 15' 35.655" E	7° 29' 19.689" N
341	80° 15' 27.152" E	7° 29' 20.534" N
342	80° 15' 21.378" E	7° 29' 13.168" N
343	80° 15' 10.850" E	7° 29' 24.981" N
344	80° 15' 10.551" E	7° 29' 18.072" N
345	80° 14' 51.701" E	7° 29' 31.133" N
346	80° 14' 45.488" E	7° 29' 29.498" N
347	80° 14' 37.669" E	7° 29' 38.734" N
348	80° 14' 38.192" E	7° 29' 46.811" N
349	80° 14' 41.860" E	7° 29' 37.349" N
350	80° 14' 51.710" E	7° 29' 35.481" N
351	80° 15' 0.006" E	7° 29' 49.629" N
352	80° 15' 12.000" E	7° 29' 30.685" N
353	80° 15' 35.114" E	7° 29' 48.260" N
354	80° 15' 39.699" E	7° 30' 0.034" N
355	80° 14' 59.802" E	7° 29' 38.629" N
356	80° 14' 59.909" E	7° 29' 42.131" N
357	80° 14' 56.465" E	7° 29' 35.851" N
358	80° 14' 59.802" E	7° 29' 38.629" N

359	80° 13' 35.539" E	7° 30' 3.601" N
360	80° 13' 35.498" E	7° 29' 59.400" N
361	80° 13' 42.414" E	7° 29' 59.329" N
362	80° 13' 38.789" E	7° 29' 54.629" N
363	80° 13' 53.444" E	7° 29' 33.221" N
364	80° 13' 54.503" E	7° 29' 21.625" N
365	80° 13' 50.486" E	7° 29' 34.942" N
366	80° 13' 41.084" E	7° 29' 36.870" N
367	80° 13' 37.161" E	7° 29' 49.443" N
368	80° 13' 33.035" E	7° 29' 40.356" N
369	80° 13' 31.497" E	7° 29' 52.439" N
370	80° 13' 36.024" E	7° 29' 55.553" N
371	80° 13' 27.808" E	7° 29' 57.600" N
372	80° 13' 29.396" E	7° 30' 3.267" N
373	80° 13' 35.539" E	7° 30' 3.601" N
374	80° 13' 44.119" E	7° 29' 40.721" N
375	80° 13' 44.895" E	7° 29' 41.078" N
376	80° 13' 44.017" E	7° 29' 41.179" N
377	80° 13' 44.119" E	7° 29' 40.721" N
378	80° 13' 32.242" E	7° 30' 13.685" N
379	80° 13' 33.157" E	7° 30' 11.552" N
380	80° 13' 31.636" E	7° 30' 11.741" N
381	80° 13' 32.242" E	7° 30' 13.685" N
382	80° 14' 21.268" E	7° 30' 15.493" N
383	80° 14' 22.878" E	7° 30' 7.104" N
384	80° 14' 17.141" E	7° 30' 5.448" N
385	80° 14' 14.370" E	7° 29' 54.138" N
386	80° 14' 19.525" E	7° 29' 7.638" N
387	80° 14' 11.508" E	7° 29' 9.967" N
388	80° 14' 16.407" E	7° 29' 22.767" N
389	80° 14' 5.927" E	7° 29' 32.226" N
390	80° 14' 12.806" E	7° 29' 35.056" N
391	80° 14' 11.902" E	7° 30' 5.544" N
392	80° 14' 20.072" E	7° 30' 20.112" N
393	80° 14' 21.268" E	7° 30' 15.493" N
394	80° 14' 20.367" E	7° 30' 27.970" N
395	80° 14' 11.237" E	7° 29' 58.944" N
396	80° 14' 9.028" E	7° 30' 9.112" N
397	80° 14' 18.191" E	7° 30' 16.498" N
398	80° 14' 20.367" E	7° 30' 27.970" N
399	80° 14' 29.605" E	7° 30' 29.847" N
400	80° 14' 35.614" E	7° 30' 13.764" N
401	80° 14' 53.017" E	7° 30' 1.799" N
402	80° 14' 40.532" E	7° 30' 0.939" N
403	80° 14' 28.423" E	7° 30' 21.266" N

404	80° 14' 23.160" E	7° 30' 19.517" N
405	80° 14' 24.610" E	7° 30' 28.433" N
406	80° 14' 29.605" E	7° 30' 29.847" N
407	80° 13' 17.946" E	7° 30' 30.964" N
408	80° 13' 20.407" E	7° 30' 25.810" N
409	80° 13' 18.675" E	7° 30' 24.728" N
410	80° 13' 17.946" E	7° 30' 30.964" N
411	80° 14' 34.974" E	7° 30' 29.443" N
412	80° 14' 32.068" E	7° 30' 30.408" N
413	80° 14' 35.990" E	7° 30' 31.133" N
414	80° 14' 34.974" E	7° 30' 29.443" N
415	80° 13' 28.135" E	7° 30' 26.414" N
416	80° 13' 32.839" E	7° 30' 22.730" N
417	80° 13' 42.869" E	7° 30' 25.299" N
418	80° 13' 39.437" E	7° 30' 21.138" N
419	80° 13' 43.299" E	7° 30' 12.795" N
420	80° 13' 31.439" E	7° 30' 18.328" N
421	80° 13' 23.613" E	7° 30' 14.264" N
422	80° 13' 19.596" E	7° 30' 24.322" N
423	80° 13' 24.298" E	7° 30' 24.072" N
424	80° 13' 24.958" E	7° 30' 31.505" N
425	80° 13' 28.135" E	7° 30' 26.414" N
426	80° 14' 28.156" E	7° 30' 36.317" N
427	80° 14' 29.881" E	7° 30' 37.367" N
428	80° 14' 25.292" E	7° 30' 40.126" N
429	80° 14' 28.156" E	7° 30' 36.317" N
430	80° 14' 44.584" E	7° 30' 40.841" N
431	80° 14' 36.915" E	7° 30' 33.578" N
432	80° 14' 30.455" E	7° 30' 37.131" N
433	80° 14' 44.584" E	7° 30' 40.841" N
434	80° 14' 28.294" E	7° 30' 42.181" N
435	80° 14' 26.393" E	7° 30' 40.848" N
436	80° 14' 26.753" E	7° 30' 44.260" N
437	80° 14' 28.294" E	7° 30' 42.181" N
438	80° 14' 27.824" E	7° 30' 45.806" N
439	80° 14' 25.500" E	7° 30' 45.784" N
440	80° 14' 27.014" E	7° 30' 46.558" N
441	80° 14' 27.824" E	7° 30' 45.806" N
442	80° 15' 6.684" E	7° 30' 36.590" N
443	80° 15' 12.753" E	7° 30' 44.321" N
444	80° 15' 20.003" E	7° 30' 28.589" N
445	80° 15' 8.854" E	7° 30' 34.695" N
446	80° 14' 59.642" E	7° 30' 30.063" N
447	80° 15' 11.015" E	7° 30' 11.586" N
448	80° 15' 27.209" E	7° 30' 15.793" N

449	80° 15' 18.629" E	7° 30' 8.248" N
450	80° 15' 21.532" E	7° 29' 57.484" N
451	80° 15' 12.454" E	7° 30' 7.029" N
452	80° 15' 11.363" E	7° 29' 59.343" N
453	80° 14' 53.706" E	7° 30' 25.222" N
454	80° 14' 49.674" E	7° 30' 23.650" N
455	80° 14' 49.929" E	7° 30' 12.230" N
456	80° 14' 47.107" E	7° 30' 19.478" N
457	80° 14' 35.515" E	7° 30' 24.855" N
458	80° 14' 38.672" E	7° 30' 31.155" N
459	80° 14' 49.551" E	7° 30' 28.426" N
460	80° 14' 51.953" E	7° 30' 35.046" N
461	80° 15' 0.267" E	7° 30' 33.686" N
462	80° 15' 2.010" E	7° 30' 47.150" N
463	80° 15' 6.684" E	7° 30' 36.590" N
464	80° 14' 22.003" E	7° 30' 51.432" N
465	80° 14' 24.717" E	7° 30' 46.934" N
466	80° 14' 19.261" E	7° 30' 49.681" N
467	80° 14' 15.766" E	7° 30' 46.016" N
468	80° 14' 15.492" E	7° 30' 54.092" N
469	80° 14' 19.721" E	7° 30' 56.293" N
470	80° 14' 22.003" E	7° 30' 51.432" N
471	80° 13' 38.867" E	7° 30' 52.285" N
472	80° 13' 35.622" E	7° 30' 42.339" N
473	80° 13' 50.190" E	7° 30' 28.103" N
474	80° 13' 30.353" E	7° 30' 42.828" N
475	80° 13' 34.451" E	7° 30' 57.284" N
476	80° 13' 38.867" E	7° 30' 52.285" N
477	80° 14' 15.786" E	7° 30' 55.057" N
478	80° 14' 13.568" E	7° 30' 58.136" N
479	80° 14' 15.050" E	7° 31' 0.563" N
480	80° 14' 15.786" E	7° 30' 55.057" N
481	80° 14' 13.556" E	7° 31' 3.969" N
482	80° 14' 12.365" E	7° 31' 0.618" N
483	80° 14' 11.780" E	7° 31' 3.800" N
484	80° 14' 13.556" E	7° 31' 3.969" N
485	80° 14' 9.202" E	7° 31' 4.350" N
486	80° 14' 10.598" E	7° 30' 57.453" N
487	80° 14' 4.625" E	7° 30' 56.196" N
488	80° 14' 9.202" E	7° 31' 4.350" N
489	80° 13' 18.381" E	7° 31' 5.023" N
490	80° 13' 20.780" E	7° 30' 52.157" N
491	80° 13' 18.074" E	7° 31' 0.645" N
492	80° 13' 10.939" E	7° 31' 3.384" N
493	80° 13' 18.381" E	7° 31' 5.023" N

494	80° 12' 51.018" E	7° 31' 11.321" N
495	80° 12' 51.794" E	7° 30' 59.587" N
496	80° 12' 48.141" E	7° 31' 7.015" N
497	80° 12' 51.018" E	7° 31' 11.321" N
498	80° 14' 48.306" E	7° 31' 10.549" N
499	80° 14' 43.129" E	7° 30' 56.925" N
500	80° 14' 34.026" E	7° 31' 0.002" N
501	80° 14' 48.306" E	7° 31' 10.549" N
502	80° 13' 52.336" E	7° 31' 12.524" N
503	80° 13' 50.212" E	7° 31' 13.770" N
504	80° 13' 50.999" E	7° 31' 15.959" N
505	80° 13' 52.336" E	7° 31' 12.524" N
506	80° 13' 42.006" E	7° 31' 20.317" N
507	80° 13' 41.644" E	7° 31' 19.549" N
508	80° 13' 41.238" E	7° 31' 19.765" N
509	80° 13' 42.006" E	7° 31' 20.317" N
510	80° 13' 44.589" E	7° 31' 27.723" N
511	80° 13' 57.342" E	7° 31' 19.994" N
512	80° 13' 42.078" E	7° 31' 20.850" N
513	80° 13' 44.589" E	7° 31' 27.723" N
514	80° 13' 19.609" E	7° 31' 40.154" N
515	80° 13' 44.306" E	7° 31' 28.482" N
516	80° 13' 43.039" E	7° 31' 11.672" N
517	80° 13' 36.679" E	7° 31' 9.157" N
518	80° 13' 37.880" E	7° 31' 15.574" N
519	80° 13' 31.925" E	7° 31' 19.703" N
520	80° 13' 25.963" E	7° 31' 6.755" N
521	80° 13' 21.363" E	7° 31' 9.392" N
522	80° 13' 26.856" E	7° 31' 27.898" N
523	80° 13' 22.153" E	7° 31' 31.770" N
524	80° 13' 20.065" E	7° 31' 21.543" N
525	80° 13' 12.191" E	7° 31' 17.788" N
526	80° 13' 17.627" E	7° 31' 25.987" N
527	80° 13' 13.570" E	7° 31' 30.911" N
528	80° 13' 20.444" E	7° 31' 35.440" N
529	80° 13' 15.855" E	7° 31' 40.538" N
530	80° 13' 19.609" E	7° 31' 40.154" N

Annexure 07

Map No 6.1. List of projects to be represented by (Proposed Land Use Plan- 2033)

1	Polgahawela Railway Station & Mix Development (Developments such as Post office, Railway Quarters, Sinama, Accommodation facilities, sanitary facilities & other commercial activities)
2	Restoration of Post Office and Proposed Bus Stand Project
3	Project to plant trees for passenger comfort on 1 km long road sections in the city centre area
4	Rest house Redevelopment Project
5	Project to Redevelop Storage Facilities
6	Development of the proposed multipurpose building with parking facilities in the existing bus stand premises.
7	Opening of paddy fields for commercial development
8	Development of a 9 meter wide linear park in front of the canal towards Kegalle road in the proposed paddy field area to be used for commercial development and the development of recreational facilities there.
9	Establishment of a Tourist Information Centre at the railway station
10	Renovation of canals and drainage systems to increase the speed and quantity of water discharge in canals and drainage systems
11	69 Launching of a scheme for the unauthorized residents of watta slum dwellers
12	Development of Green Pedestrian Secondary or by-roads (Kegalle Road and A6 Kurunegala Colombo Road Link)
13	Renovation of vocational centre and introduction of new courses
14	Redevelopment of the existing land in Godawela
15	Promotion of rubber manufacturing industry located in Udapola area
16	Initiating housing projects for udapola watta employee families (people living in line rooms)
17	Promotion of dairy industry in Edelawatta area
18	Initiating housing projects for Idallawatta employee families (people living in line rooms)
19	Redevelopment and establishment of old Mechanical Carpenter Training Institute in Panaliya
20	Restoration of the old library in Panaliya and construction of a building at the site for the welfare of the library and the people of the area.
21	Redevelopment of hospital with emergency health services - Polgahawela
22	Development of proposed multipurpose building with parking facilities - Weerambagedara
23	Polgahawela Proposed Middle Income Housing Project
24	Development of proposed multipurpose building with parking facilities - Pothuhera
25	Library & Pre- School Building Redevelopment Project - Weerambagedara

26	Malwatta Public Stadium Redevelopment Project - Pothuhera
27	Redevelopment of Railway Station - Pothuhera
28	Junction Beautification Project - Weeramugedera
29	Junction Beautification Project - Wadakada
30	Junction Beautification Project - Kalugamuwa
31	Junction Beautification Project - Piduruwella
32	Junction Beautification Project - Pothuhera
33	Redevelopment of Wadakada Library
34	Linear Parks along The Mahaoya Reserve
35	Development of linear gardens around Hilawagera Lake
36	Redevelopment of hospital with emergency health services - Weerambugedara
37	Identified Road Improvements
37.1	Extension of Road Development authority (RDA) Roads- A 6 line from Pothuhera, Diddeniya Junction to Yangalmodara Railway Gate to 04 lanes of 14.5 km. (Ambepussa- Trincomalee Road)
37.2	Extension of 2.6 km road section from Polgahawela to Kardana Bridge to 02 lanes on Road Development authority (RDA) Roads - A 19 road. (Polgahawela - Kegalle Road)
37.3	Extension of road development authority roads.- B247 Negombo - Kurunegala road from near North Western Technical College to 4 lanes of 9 kilometers to the point of turning to Kalipola Road.
37.4	Extension of provincial road development authority roads. - Pothuhera - Wadakada Road to 7.7 km 2 lanes
37.5	Extension of provincial road development authority roads. - Amunugama - Gepallawa Road to 6.5 km to 2 lanes
37.6	Extension of provincial road development authority roads. - Uhumiya - Mahapitiya Road to 5.6 km to 2 lanes
37.7	Extension of provincial road development authority roads. - - Kiralabokka - Wadakada Road to 6 km to 2 lanes
37.8	Widening of Mahapitiya - Algama- Udugama road to 3.5 km lane 2 road
37.9	Extension of road development authority roads. - Bemmuleghara - Kahawatta Canal to 10.6 km to 2 lanes
37.10	Development of 2.5 km of provincial road development authority roads. -- Panaliya - Thismalpola - Rambukkana Road and expansion to 2 lanes
37.11	provincial road development authority roads. - Piduruwella - Sandagala Road Widening up to 4.5 km 2 lanes
37.12	Extension of New Colombo Road (Polgahawela Railway Station - Puhuriya Road) to 3.5 km to 2 lanes
37.13	Pradeshiya sabhas - Road Development authority (RDA) Road. - Expansion of Hospital, Ganegoda Temple, Railway Station, Divisional Secretariat Road from Polgahawela Colombo Road to 1.6 km to 2 lanes
37.14	Development of 1.4 km of road from Pradeshiya sabha - Panaliya North Bogaha Junction, Kaduragolla, Welameda to Panamayahena

When there is contradiction between Sinhala and English terms ,the Sinhala language shall be enforced.



**Urban Development Authority
North Western Provincial Office**