

# Kelaniya Development Plan 2019 - 2030

Volume I



Urban Development Authority  
August 2019



# Kelaniya Development Plan 2019–2030

Volume I



Ministry of Megapolis and Western Development  
Urban Development Authority

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Kelaniya Development Plan – 2019 - 2030 is delivered through a series of publication; Volume I and II. Volume I contain the situational analysis and the planning framework of vision, goals, objectives, strategies and the strategic action projects and the implementation mechanism. Volume II is a separate document which contains both Special Planning and Building Regulations applicable to Kelaniya Pradeshiya Sabha area within the period of 2019 – 2030. Kelaniya Development Plan – 2019 -2030 was prepared by Gampaha District Office with consultation of relevant stakeholder agencies.

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## Acknowledgement

It is our duty to recognize with duly respect of all institutions and sectors who give their support directly and indirectly to prepare the Development Plan for Kelaniya Pradeshiya Sabha area for period of 2019 -2030 by identifying future development trends incorporating physical, economic, social and environment sectors in the Kelaniya area.

First of all, we would like to give our sincere appreciations to the Ven. Prof. Kollupitiya Mahinda Sangharakkhita, the Chief Incumbent of the Kelaniya Viharaya and temple members whose gave their fullest contribution to successes the Development plan.

And also, our special thank goes to Ms.W.D.S.Kumudhini, Chairman and Community leaders of Kelaniya Pradheshiya Sabha, who gave their fullest contribution to success the development plan while developing the area. As well as, the Secretary and the staff who assisted the provision of data and information for the analysis of the present situation as the initial background of the development plan should also be specially mentioned.

Special thanks for the Divisional Secretary, Assistant Secretary and staff of Planning Division of Kelaniya Divisional Secretary's Office for giving data and information. Other than that, our special gratitude goes to all institutions representors and people who live in this area to give contribution at the beginning of the Kelaniya Development plan.

Similarly, our appreciation and sincere thanks go to the top management of the Urban Development Authority Hon. Chairman, Director General, Additional Director General, Deputy Director General (Planning) and Development Planning Division, Research & Development Unit, Western Province Division, Geographic Information System Division, Environment & Landscape Division and all other divisions who supported for this. Furthermore, we remember with thanks at this moment, the Director, Deputy Director and all staff of the Gampaha District office of the UDA.

## Minister's Foreword



Urban Development Authority was established under the Act No. 41 of 1978, when reach to year 2018 Urban Development Authority act as a responsible authority to prepared development plans for the prescribe urban areas since 40 years. Urban development Authority prepared Town development plan for the declared urban areas in Sri Lanka according to the 2018-2022 strategic plan vision of "Planned physical Development of the Urban Areas". Kelaniya Development Plan going to gazette under these two years wide process.

Kelaniya is a prominent hub of Sri Lankan historical evolution and later as a suburban of the capital city of Colombo and the administrative city. The current Kelaniya is a leading educational centre and Kiribathgoda is a key trading hub in the region. It is much appreciated to prepare a plan which have specific vision by considering above mention factors.

Handling the physical environment of the area, conduct the historical religious centres, improve the life quality of the city dwellers and establish efficient and sustainable city while providing infrastructure facilities for the city is the main objectives of the Kelaniya Development plan 2019-2030. This planning intervention will solve the urban issues and guide to get benefits from the development potentials to achieve the future vision of the area.

Finally, I would like to give my appreciations to the chairman, director general, planning team of the Gampaha Urban development authority to give their contribution for succeed the plan. And also, my special gratitude goes to the local authority staff and general public of the Kelaniya area to provide their involvement for this development plan.

I wish to success the Kelaniya Development plan at the future decades with the contribution of other participants.

Patali Champika Ranawaka,  
Minister  
Ministry of Megapolis & Western Development

## Chairman's Foreword



Today, the Urban Development Authority (UDA) is the apex planning & plan implementation body in Sri Lanka that is responsible for managing the state of the urban environments of the nation. The authority was established in 1978 with the objective of introducing integrated planning & implementation in order to promote & regulate the developments for the common benefit of all inhabitants of the urban areas.

Under the Amendment Act. No. 04 of 1982; Part II – section 8 A (I) the Urban Development Authority has been mandated to prepare Development Plans for the Urban Development Areas, declared by the Minister-in-charge. Accordingly, by 2020, the UDA is planning to develop a comprehensive development plans covering all urban areas, with the objective of “Planned physical development in all urban areas”.

For the implementation of these development plans, we are not forgotten that our path is not smooth as silk, but as gravel, full of challenges, filled with uncertainties, and fouled by vicious intents. Accordingly, the UDA focused on developing strategic plans through modern technologies, tools and strategies. As a result, the urgent need for a development plan for the Kelaniya PS Area has been identified and it has been proposed to develop with the objective of creating efficient green urban area by utilizing the current urban development trends while maintaining the high urbanization of the sacred area considering Kelaniya Sacred Area as a Centre point.

I extend my sincere gratitude to the Urban Development Authority (UDA) Planning Team and all those who have contributed to the success of this comprehensive planning work and look forward to similar support for the implementation of this Plan.\

Dr. Jagath Munasinghe  
Chairman  
Urban Development Authority

## Local Authority Chairman's Foreword



The Urban Development Authority, which has been a pioneer in the development of Sri Lanka's urban development for four decades, joined hands with local authorities and aligned to create benevolent towns to live in all urban areas with a proper landuse pattern. More weight for quality & balance of development in the physical, economic, social and environmental sectors have been added to the Urban Development Authority due to the declaration of Kelaniya Pradeshiya Sabha area in 2001 as an urban development area and belongs to the Colombo Core Area from 2017. The Pradeshiya Sabha also plays a significant role in this development process as administrative institution and completely accomplished their responsibilities for general welfare of the public.

Accordingly, Kelaniya Urban Development Plan for the period of 2019 - 2030, has been prepared by the Gampaha District Office of the Urban Development Authority and further, development intensity of the area has been focussed into better direction under the legal framework. It targets the future residential community as well as the urban commuting population coming for their daily needs and integrates economic & social benefits through existing development potentials. Not only that this development plan will guide Kelaniya, towards the high urbanized green city with proper infrastructure facilities while protecting its sacred sense. I, and community leaders will give our fullest cooperation to achieve this vision at near future.

W.D.S. Kumudhini  
Chairman,  
Kelaniya Pradeshiya Sabha

## Preface

Kelaniya urban development area declared by the Urban Development Authority under the Gazette Notification No. 1771/10 in 13th February 2001 as urban development area and recently area belongs to "Core area of the Metro Colombo Development Region". Accordingly, Kelaniya Development Plan has been prepared for the time period of 2019 –2030 and that has published as two separate ; Volume I & II. Volume I consist with two parts; part 01 & part 02. Part 01 includes with three chapters; Background of the development plan, Preliminary Survey & Need of the development. Part 02 includes the chapters of Planning Framework, Detail SWOT Analysis & The Plan.

Chapter one, background of the development plan describes the Introduction, stakeholders of the plan, scope of the development plan and the planning process. Second chapter of preliminary survey includes the study area, planning and situational context and the delineating the planning boundary. Chapter three describes the two main problems that implies the planning need of the area with scientific studies and logical base.

Part 02 Of the development plan started from fourth chapter that describes the planning framework which giving the sustainable development direction through the vision, goals & objectives while establishing the Sense of Kelaniya Sacred areas for the purposed of protecting its character and sacredness while potentially using new development trends with the high urbanization trends to achieve the vision of 'Urban Locus of Divinity'. Chapter five includes the summarized & detailed SWOT analysis done based on the three main goals of the development plan.

Chapter six consist with the plan that strengthen the proposed future vision of the area and describes the concept plan, proposed landuse structure plan and the strategic sectoral plans. In here Infrastructure development, Economic and Environmental management and Sacred area Development plans are three major strategic plans of the development plan and under that describes the proposed strategic projects and institutional setting.

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# PART I





# 01

## CHAPTER



## BACKGROUND OF THE DEVELOPMENT PLAN

Chapter 01  
Background of The  
Development Plan

Introduction

Stakeholders of the  
Development Plan

## 1.1. Introduction

It is expected to prepare a methodical Development Plan for a selected area in keeping with the identification of potentials of the area specifying future vision whereby physical, social and economic improvement of the people are achieved. Urban Development Authority of Sri Lanka is the authorized institution for preparing Integrated Development Plans for development areas declared under UDA Law No. 41 of 1978. It is also empowered to UDA to prepare integrated development plans with the provision under Section 8 a (1) of UDA Amendment Law No. 4 of 1982.

Accordingly, Kelaniya area within the Kelaniya Divisional Secretariat part of 1987 was established as a Divisional Secretariat Division and also declared as an urban development area under Section 3 of UDA Law No. 41 of 1978, as per Extra Ordinary Gazette No. 1171/10 dated 13th February 2001. Yet there is no proper Development Plan which prepared until 2018. Hence as per strategic plan for the period of 2018–2022 of the Urban Development Authority, it is decided to prepare a Strategic Plan for Kelaniya Pradeshiya Sabha area. Accordingly, an attention has been focused in preparing a Physical Development plan for urban development areas and also considering the complexity of urbanization and decided to prepare a Strategic Plan for Kelaniya Pradeshiya Sabha Area. Accordingly, a Strategic Plan has been prepared for Kelaniya Pradeshiya Sabha Area as a divisional level plan covering the period of 2019 – 2030. This Development Plan Intends to minimize urban congestion, protecting natural environment and heritage of Kelaniya Sacred Area and development of socio-economic development expedient.

## 1.2. Stakeholders of the Development Plan

All responsible officials of all state and private agencies and communities were linked for preparing Kelaniya strategic development plan for the period of 2019 – 2030. Thus it was expected to obtain instructions and proposals from relevant organizations of the areas.

### Key Stakeholders

1. *Kelaniya Pradeshiya Sabha*

### Key Instructive Organizations

2. *Kelaniya Temple*
3. *Kelaniya Divisional Secretariat Office*
4. *National Physical Planning Department*
5. *Road Development Authority*
6. *Sri Lanka Land Reclamation & Development Corporation*
7. *Wildlife Conservation Department*
8. *Archaeological Department*
9. *Central Environment Authority*

10. *Irrigation Department*
11. *National Housing Development Authority*
12. *National Water Supply and Drainage Board*
13. *Ceylon Electricity Board*
14. *Sri Lanka Electricity Private Company*

## Chapter 01 Background of The Development Plan

Stakeholders of the  
Development Plan

(Annexure No.01: Main Consultative Institutions).

### Stakeholders Groups

15. *Zonal Education Office*
16. *Road Passenger Transport Authority*
17. *Trade Union – Kiribathgoda*
18. *Kiribathgoda Sinhala Trade Union*
19. *Bus Saviya/ Three-Wheeler Association*
20. *Agrarian Service Center*
21. *Department of Export Agriculture*
22. *Kelaniya Police Station*

### Urban Development Authority Planning Team

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25. *Deputy Director (Planning), Western Province - Miss Dayani Francis*
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31. *Planning Officer, Gampaha District Office – Mrs. Samanlatha Kodithuwakku*
32. *Strategic Planning Officer, Gampaha District Office – Miss. A.M.C Samanthilaka*
33. *Strategic Planning Officer, Gampaha District Office – Mrs. K.M.I Pathirana*
34. *Strategic Planning Officer, Gampaha District Office – Miss W.M.D.A Wasala*

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2. *Director General, Urban Development Authority - Eng. S.S.P. Rathnayake*
3. *Additional Director General - Plnr. D. M. B. Ranathunga*
4. *Additional Director General (Former) - Plnr. K.A.D. Chandradasa*
5. *Deputy Director General (Planning) - Plnr. M. P. Ranathunga*
6. *Development Planning Division*
7. *Western Province Division*
8. *Research & Development Unit*
9. *Geographic Information Systems Division*
10. *Environment & Landscape Division*

Chapter 01

Stakeholders of the  
Development Plan

Scope of the  
Development Plan

### 1.3. Scope of the Development Plan

Kelaniya is located at the urban fringe of Colombo CBD from the past. Location of Historical Kelaniya Rajamaha Vihara is one of the main Buddhists Viharas in Sri Lanka and a most hereditary values to the area. Consequently, the urban problems are emerging in this area which should be address through planning intervention. However, minimizing physical and social improvement in this area is essential land as a result attention has been focused to prepare a Strategic Urban Development Plan for the Kelaniya Pradeshiya Sabha Area.

Vital attention is focused to this plan to create an urban greening city in protecting sacred and hereditary of Kelaniya Sacred Area with directing modern development with efficient transport facilities. Planning has been prepared taking accounts of cultural and heritage. This is a divisional level strategic plan prepared considering as Kelaniya Divisional Secretariat area. Although vision was up to the year 2030 which may go beyond 12-year period though attractive development would be considered. However historical, cultural and religious specification, more attention would be taken for its genetic limitations.

## 1.4. The Planning Process

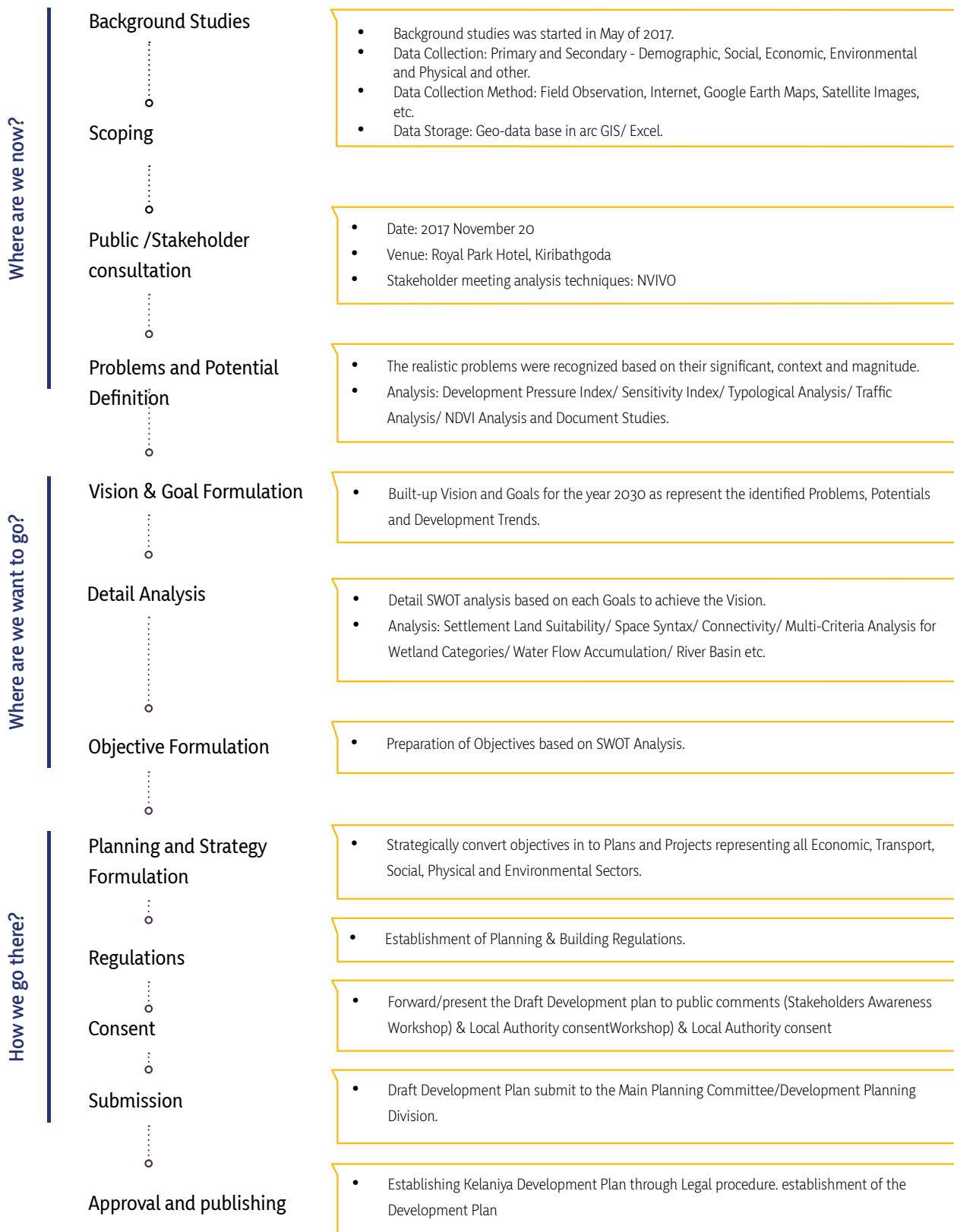


Figure 1.1 Planning Process

Source: Planning Team – Gampaha District Office, 2017

## Chapter 01

### Stakeholders of the Development Plan

#### The Planning Process

As per Figure 1.1, an entire planning process of the Kelaniya divisional secretariat area is shown mainly under 3 stages. Firstly, where are we now? Secondly, where we want to go and Thirdly, how we go there?

Accordingly, within the month of May 2017 as a first stage of the planning process: existing situation and identification of development plan have been identified. Data related to historical, social, economic, environment and physical factors have been collected with the use of Google area Map, photograph etc. Especially data of Kelaniya Divisional Secretariat Division and Pradeshiya Sabha are the main sources. For this, data has been stored in Geographical Information System by using GIS data and observation of spreadsheets, Google maps have been analysed in a zonal context. After such studies of stake holder's public hearing sessions held on 20th November 2017 at Royal Park Hotel, Kiribathgoda.

All stakeholder perceptions were analysed using NVIVO technique. It was fully conducted cooperating with Development Planning Division. The realistic problems were recognized based on their significant, context and magnitude though the NVIVO analysis, Development pressure, Space syntax, Sensitivity, Typological analysis, Traffic, NDVI and literature reviews etc.

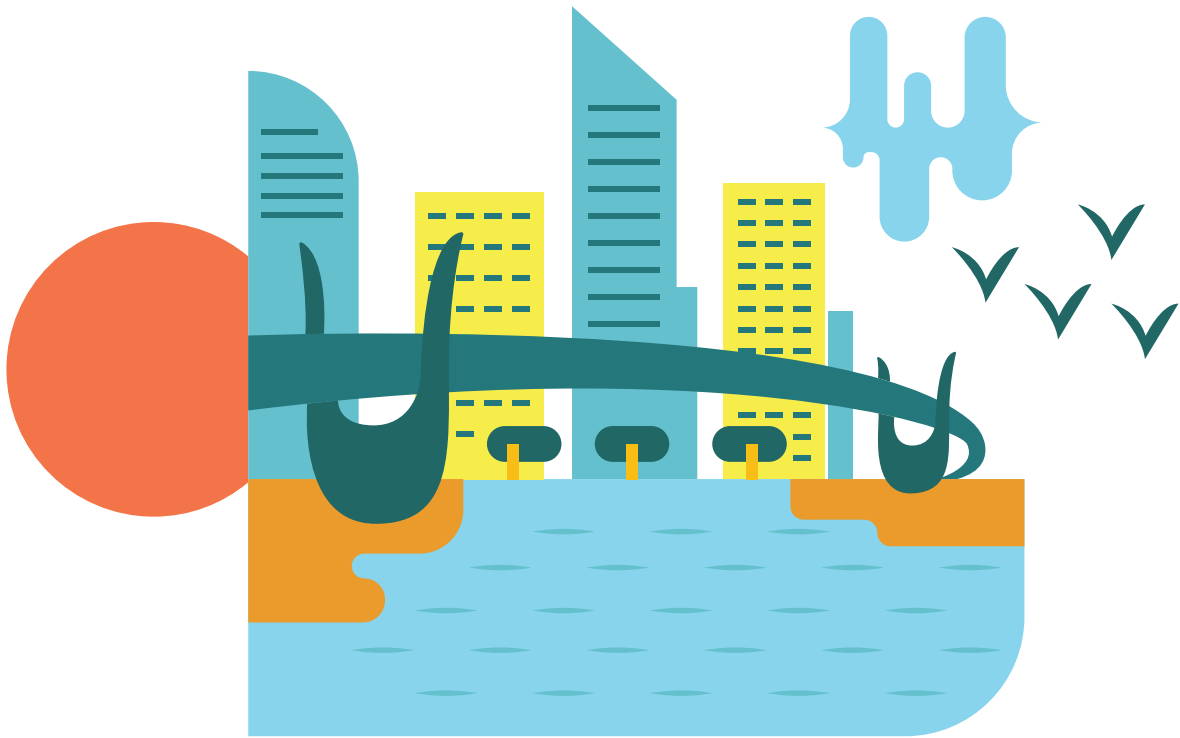
As a second stage, where we want to go & managing potentials and development trends aims at timely urban development. Accordingly, to achieve the vision, there are three purposes. As per next stage under comprehensive analysis SWOT- SWOT analysis was done. Accordingly, purposes were adjusted in order to avoid weaknesses and threats. Ascertaining of strength and opportunities in the Zone, all opportunities under this planning process are integrated with the above stages.

Under final stage, preparation of strategic planning road and transport, historical inheritance, economic, social, and physical and environment components have been transformed into strategic physical planning. Accordingly, it is expected to order of strategic priorities implemented practically. Finally, in order to implement these proposals in the real landuse planning and regulations suite to above planning process has been established.

Under obtaining approval for the draft development plan on local government officials and public have been submitted. Public opinion and permission of divisional authority had been obtained through a workshop held for stakeholder's awareness meetings. Obtaining ideas and proposals as above, necessary adjustments have been inserted and finally draft plan is submitted to main planning committee of development planning division. After this process, development plan for 2019-2030 Kelaniya Pradeshiya Sabha area legally established and declare for implementation.

# 02

## CHAPTER



## PRELIMINARY SURVEY

02 CHAPTER

## 2.1. The Study Area

PRELIMINARY SURVEY

The Study Area

Kelaniya area is located at Siyane Korale Adhikari Patththuwa in Gampaha District in the Western Province. It is 12Km from the Colombo commercial city and also 8Km from Sri Jayawardenepura Kotte, the Administrative Capital City. Kelaniya area is administratively under Kelaniya Divisional Secretariat Division and it is one of two local government authority areas in that Divisional Secretariat Division.

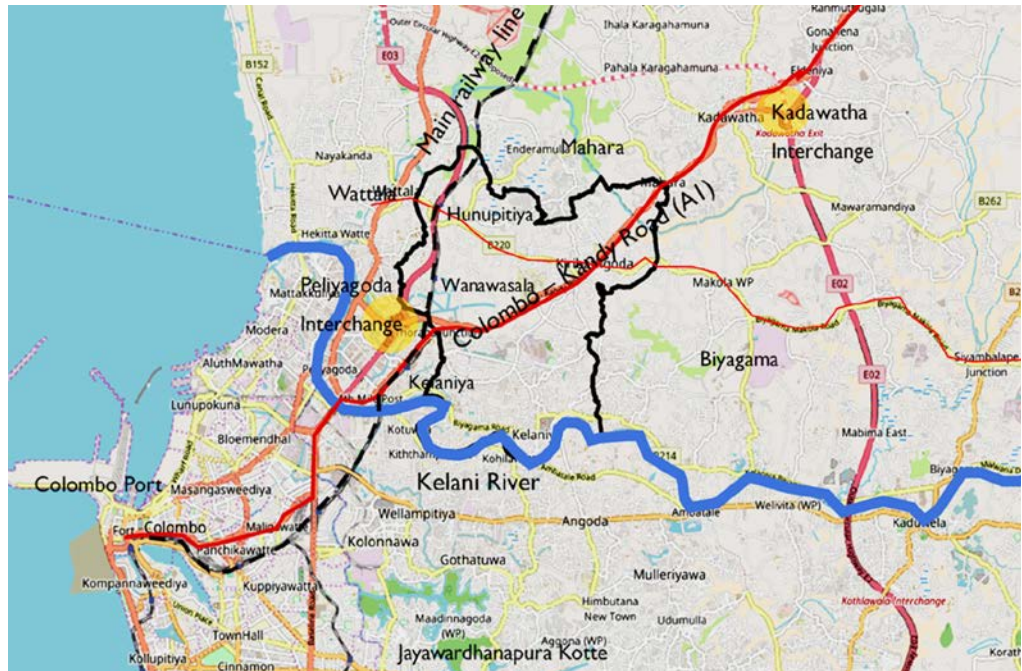


Figure 2.1 Study area

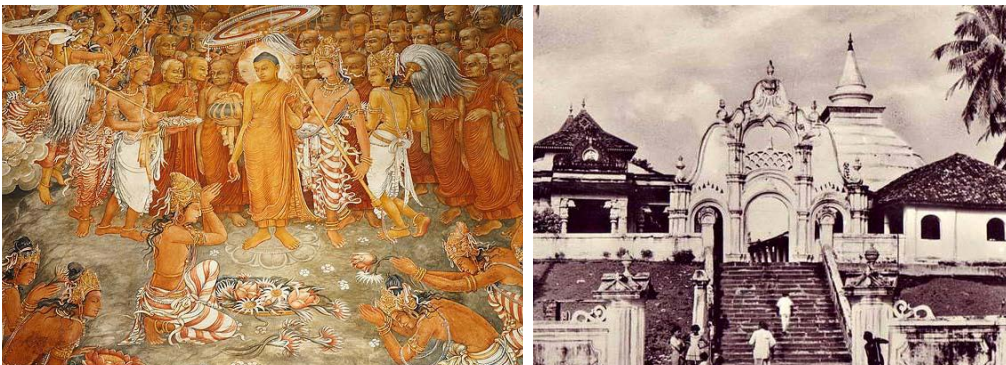
Source: Google Map/ Planning Team – Gampaha District Office, 2017

Kelaniya area belongs to low country wet zone in the south western plains. Mainly southern part of the planning area is bounded by Kelani river which flowing from Samanala Mountain. Apart from that from eastern Biyagama Pradeshiya Sabha limits, from northern Mahara Pradeshiya Sabha limits, the Wattala and Peliyagoda Urban Council limits are located around the Planning area. Thus, the Kelaniya Pradeshiya Sabha has consisted with 30 Grama Niladhari Divisions as mention in map 2.1.

## 2.2. Planning & Situational Context

Kelaniya area is a long historical inheritance which may even go above Anuradhapura and Polonnaruwa Kingdoms. It runs up to 6th Century B.C. According to Mahawansa Legend, early community in Sri Lanka lived in areas associated in Kelaniya River and Nagadeepa (Nainathiev). Naga community was there in these areas and it identified as "Kelani Nagar"

After 8 years of enlighten Gautama Lord Buddha has arrived Sri Lanka on his 3rd and Final tour. Kelani Nagar claimed highly historical and religious significant. At that time, Maniakkitha Naga King's invitation, Lord Buddha arrived Kelaniya and settled the quarrel between Chullodara and Mahodara brothers for a Gem embossed Chair. And later, that gem embossed chair had been kept safe in a (Chethiya) Pagoda of this premises which is presently known as a Kelaniya Chethiya Nationally & Internationally thereby millions of people pay highly as respected Buddhist religious premises. Relevant photographs are shown in figure 2.2. After pressure of this historical religious background, entire Western coastal belt had been ruled by King Kelanithissa. Subsequently, this kingdom was transformed into Kotte Kingdom.



*Figure 2.2 History of Kelaniya Vihara and arrival of Lord Buddha*  
*Source: Lankapura Website, 2010*

With the historical and cultural pressure in the statistics of Kelaniya Temple indicate that there are 10,000 to 20,000 people arriving to Kelaniya Temple daily and it increase up to 75,000 to 100,000 people during the full moon day. And also, Kelaniya Duruthu Maha Perahara holds annually as a cultural festival event for which more than 200,000 people gather conjointly. Thus, Kelaniya is recognized as a historical and Holy Township could be identified as a highly significant announcement.

Although this area is very much closer to Colombo city, there was a natural physical constrain of the Kelaniya River. After early 19th Century with the construction of Colombo- Kandy main road, Kelaniya Bridge and Main Railway Line Kelaniya is more interrelated to Colombo city than Gampaha town although Kelaniya is within the Gampaha Administrative District. As a result, during the year 1948 the plan prepared by

02 CHAPTER

PRELIMINARY SURVEY

Planning &  
Situational Context

Patrick Abercrombie and Greater Colombo Plan of 1978 include Gampaha and Kalutara districts are integrated in Colombo Metropolitan area in addition to Colombo District. Although this area is belonged to Gampaha District, the physical, social, economic and functional linkages are combined with the Colombo city. It further cleared that urban planning done for Colombo city is allied to Gampaha districts as well.

As mention in annexure 03, Possibilities are existed to link with National road network which runs Colombo- Kandy main Highway and main railway line linking through Hunupitiya, Wanawasala and Kelaniya closest railway stations. Apart from that the expressway interchanges of Kaduwela, Kadawata and Peliyagoda in Colombo – Katunayake and Outer Circular Expressway are located closer to the planning area while providing easy linkages to many regional centres in the Island. Since direct influence of various transport means, this area is highly linked with national and regional areas. In addition, Kiribathgoda, Hunupitiya and Makola 'B' class roads network has close relationship with the towns in the region. Further Sirimewan Kelaniya Bridge helps a close linkage with the administrative capital with the distance of 8Km. This bridge also backings the connections with Egoda Kelaniya and Megoda Kelaniya. Thus, this locational advantage leads for attracting and accommodating high residential population specially who employed Colombo and adjacent areas and also Peliyagoda, Biyagama & Katunayake industrial Zones.

Thus, in the year 2017, Kelaniya Divisional Secretariat area counts a total population of 137,339. This represents 5 % from the total population in Gampaha District and it is spreading over 23.1 Sq.km land area. Population data revelled that high density of population exists in Kelaniya Divisional Secretariat area from whole DSDs in Gampaha district. Population density of Gampaha District is about 1,700 people per Sq.km. whereas population density in Kelaniya Secretariat Division is about 5,945 people per Sq.km. It has mention in figure 2.3 and 2.4. But Kelaniya Pradeshiya Saba area which consist with 17.9 sq.km, has recorded 6,218 persons per sq.Km.

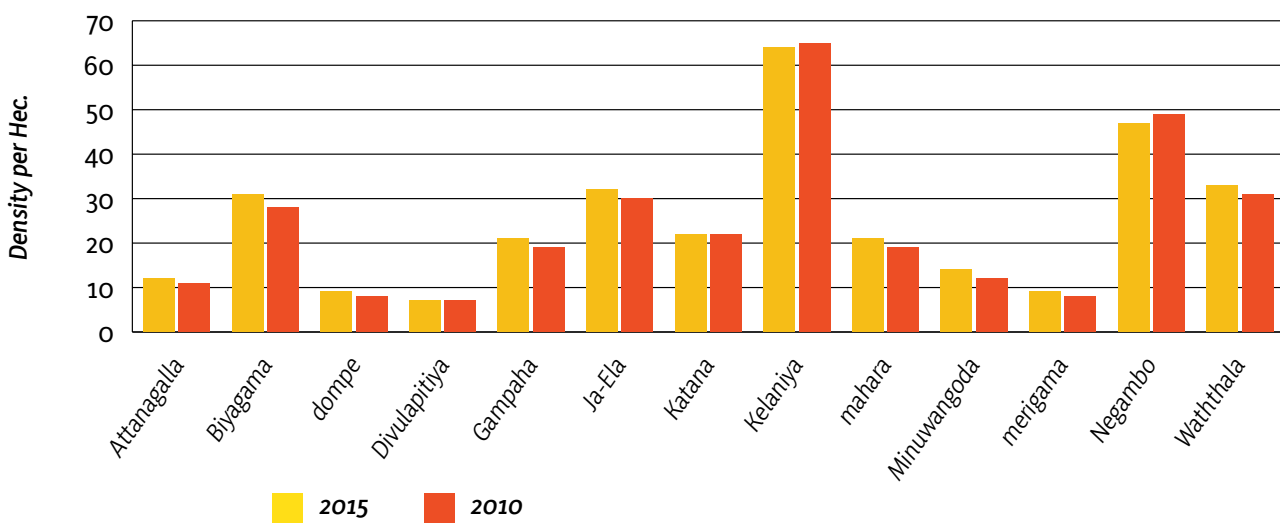


Figure 2.3 Population Density (2010-2015) in Divisional Secretariats of Gampaha District  
Source: Department of Census and Statists,2015/ Planning team-Gampaha District Office, 2107

## O2 CHAPTER

### PRELIMINARY SURVEY

Planning &  
Situational Context

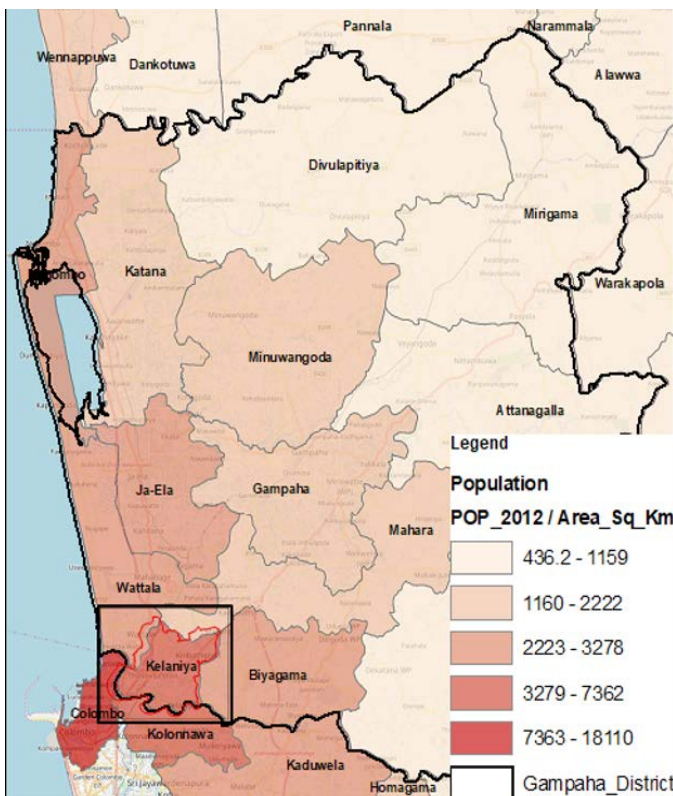


Figure 2.4 Population Density of Divisional Secretariat Areas (2010-2015)

Source: Department of Census and Statistics, 2015/ Planning team-Gampaha District Office, 2107

As per Annexure 04, high density could be visible in Grama Niladari divisions of Hunupitiya, Nahena, Eriyawatiya and Wanawasala areas where there are about 80-100 person per hectare. With the expansion of commercial, industries and stores a thin population density is prevalent Kiribathgoda, Thalawathuhenpita South, Thalawathuhenpita North and Wedamulla which are somewhat closer to Colombo-Kandy main Highway. This area consists of various communities and religious groups out of whom Buddhist are the major religious group thereby Buddhist counts 75%, Catholic community counts 19% and 6% counts other religious communities.

Population Growth Rate from 2001 to 2012 was 0.75 % in Sri Lanka and Gampaha District Population Growth Rate was 1.05% as reported in Census and Statistical data overall natural growth rate is 0.45 % in Kelaniya Divisional Secretariat Area also there is a trend of increasing population growth rate from 1981 to 2016 as mention in table 2.1, considering the natural growth rate, the total population would be 117,000 during the year 2030.

**02 CHAPTER**  
**PRELIMINARY SURVEY**  
Planning &  
Situational Context

Year	Natural Average Growth Rate	Population
1981 - 2001	0.23	104544
2011	0.45	107853
2016	0.45	109603
2030	0.45	117135

**Table 2.1 Population Growth Rate - Kelaniya Divisional Secretariat Areas**  
Source: Dept. of Census and Statistics – 2011 and Resource Profile, 2016

This area consist with high population density and also a high population increasing trends. As a result of that 58% from the landuse of Kelaniya Pradeshiya Sabha area is covered by residential use as shown in Annexure 05. The availability of well-connected regional and national road network, favourable living environment and availability of higher educational facilities affect to attract and accommodate more students and employers in this area. Thus, housing density in the planning area is 1,463 persons per sq.km.

<i>Kelaniya DSD</i>	<i>Housing Units</i>	33404
	<i>Housing Density-per Sq.km</i>	1876
<i>Kelaniya Pradeshiya Saba area</i>	<i>Housing Units</i>	26339
	<i>Housing Density-per Sq.km</i>	1463

**Table 2.2 Housing units and Residential Density - Kelaniya (2016)**  
Source: Resource Profile Kelaniya Divisional Secretariat 2016

Although overall housing density counts 1463 units per sq. Km, as it shows in Annexure 06, It indicates that housing density in Nahena, Hunupitiya, Eriyawetiya, and Sinharamulla has increased by more than 2,000 housing units. Data reports of Divisional Secretariat revealed those temporary and semi-permanent housing units' counts 8%. Many temporary housing units are visible mostly in Pilapitiya, Nilamegewatta, Mahena, Kelaniya River north bank, and Railway reservation areas.

Attention has been focused further increase of population at national context. According to Draft National Physical Plan 2018-2050 prepared by the National Physical Planning Department, the Kelaniya Planning area is falls into East and West Economic Corridor out of four main economic corridors proposed under National Physical Plan, 2050. As mention in Annexure 07 further, it has proposed to increase the population by 20% - 25% in East- West economic corridor. Accordingly, based on this proposed population density, 6000 – 10000 of persons per sq.km is expected in east- west economic corridor and Kelaniya Pradeshiya Saba area also belongs to this economic corridor. It may give direct impact to rest of other areas in this region. Also based on other regional planning interventions, as express in annexure 08 Western province regional structure Plan – 2030, the area within the Outer circular expressway has identified as a high-density area.

Considering economical functional of the area, Kelaniya could be known as commercial and service-oriented centre in the region due to the location of Kiribathgoda town. According to the Colombo Metropolitan Regional Structural Plan (CMRSP) of 1998, Kelaniya area is included to Biyagama Growth Centre. And Kiribathgoda is a 4th order town in the region as mention in Annexure 09. Accordingly, it has proposed to develop Kiribathgoda as an Urban Service centre. As per Annexure 10, Kiribathgoda is branded as 2nd order town centre among the towns in the Gampaha District according to Gampaha hierarchical of town centres. In considering road correlation in the region Kiribathgoda is analyzed as 1st order towns as it revealed in Annexure 11. According to the figure 2.5, in the year 2016 Kiribathgoda town is publicized as upcoming regional and national commercial centre where large number of major readymade garments trade complexes are available during the day and night. Thus, Kiribathgoda town was noted as growing commercial centre in the Western Region. In addition, Hunupitiya, Tire Junction and surrounding area of Kelaniya Campus, Makola Road, Kelaniya Sacred area, are lengthened commercial activities and 5% from total land extent of the area is consist with commercial uses.



Figure 2.5 Commercial centres in the Western Region

Source: Lang LaSalle Report, 2016

## 02 CHAPTER

### PRELIMINARY SURVEY

#### Planning & Situational Context

Western Province Regional Metropolitan Plan (CESMA) 2004 reveals that this region known as different economic zone specifying Peliyagoda industrial, stores & warehouse development. Vital of Industries and warehouses which located based on the Colombo Port and Colombo – Katunayake Expressway interchange has become one of the major economic bases in the area. According the annexure 12, considerable amount of industries is in Kelaniya DSD area. Among them 400 of metal production and equipment industries are in this area. Larger scale industries such as Tire, Kelani Cables, Akbar Brother etc. and Small industries like polyethylene, brass, food processing etc are stretched mostly in this area. It is only about 6% of land area is consisted with industrial use which represents medium scale industrial usage in the Gampaha District. These industries meet the supply towards local and international level demand in the country. Due to lack of high land area for industries, many of low-lying land areas are now converted into warehouses & stores in order to meet high demand for the spaces for such activities. This high demand adversely affects causing many land areas are developed haphazardly even close to the sacred area of Kelaniya.

Presently, the areas used for industrial activities were highly made use of clay industries in the past. Now National shilpa Sabhawa owned a Clay Factory established placing Galborella and Sinharamulla in 1925 as per information available at this Centre. It is one of 200 such shilpa Sabhas in the entire country. It should be noted that this place is the 1st Clay Factory in the country. The clay industries are vastly carried out by villagers concentrating Kelaniya Sacred area is presently weakened vastly. Today only around 35 villagers are engaging in clay industrial activities and have relationship with the Shilpa Sabhawa. This industry is purely playing a somewhat a minor role in meeting economic stability in the area.

As stated in Annexure 13, the employment ratio in this area is 94% and 58% from the total employer is in the private sector. The location close to the Colombo CBD, Industrial areas and Free Trade Zone, such as Biyagama, Sapugaskanda, Kerawalapitiya and Katunayake are the reason for accommodating this kind of employment rate within this area.

Kelaniya University holds specialty sphere under social and physical infrastructure in the area. A remarkable change in the field of national education has been shown with the establishment of Kelaniya University in this area. In addition, about 23,509 students are engaged in 10 secondary schools and in 9 primary schools within the Kelaniya Divisional Secretariat Division.

With the congregating many people seeking accommodation in the area around Kelaniya, there seems to be a threat to Buddhist religious performances even though Lord Buddha arrived Kelaniya in the past as described in the background of this chapter. At the same time, Kiribathgoda town exists as a service providing centre thereby there is a trend for reclaiming low-lying lands for the purpose of expanding industries and stores activities.

Geographically, Kelaniya is in the South Western Low Country Plain. Kelaniya River flow southern edge of the divisional secretariat area and 6km length of river front is included to Kelaniya Pradeshiya Saba area. And this whole area belongs to Kelani river basin. This area is very much closer to Western coastal Area of Sri Lanka having a large area of Marshy lands. When consider the contours of the area as express in annexure 14, 20% from the entire land area is below the sea level and other lands are only 7-15 feet above the sea level.

As an area which closer to sea level, 15 % of entire land consists of wetlands. It has shown in annex 15. In considering soil in the area, its expansion contains red, yellow, alluvial soil in the river basin. Average annual rainfall is about 2,219mm and gets rainfalls from monsoon and inter monsoon annually. Average temperature is 280c. However, with the existing high urbanization, it may increase in the future as well. As per factor of environment indicates, this area could be considered as high & medium environment sensitive area. It has shown in Annexure 16.

Apart from that except 15 % wetlands and 2 % water areas, 83 % of the entire land could be considered as developable lands. Accordingly, this developable land of 83 % is a mixture of residential, commercial, industries, educational, religious and open lands. Annexure 05 shows that 58 % of the entire land area is mainly covered with residential use in the year 2017.

## 2.3 Delineation of the Planning Boundary

Attention has been fascinated in considering delineation limits of physical & geographical, administrative and nature of functions in determining the perimeter of development planning.

As functional character, Kiribathgoda town is functioning as a main town centre with essential services for both local and regional area. Kadawatha and Peliyagoda town also functioning as main town centres both side of Kelaniya PS area. It has mention in Annexure 18. According to the Annexure 17, when consider the development pressure of the area, it is mainly agglomerate in and around the Kiribathgoda, Peliyagod and Kadawatha main town centres as different segments. Therefore, based on the Kiribathgoda high development pressure area which spread toward the Hunupitiya and Makola areas, Kelaniya PS area can clearly identified as the local area which functioning with the Kiribathgoda urban service centre. Due to the location of Kadawatha and Peliyagoda interchanges close to Kelaniya area, directly connected with the national road linkage with short distance.

## 02 CHAPTER

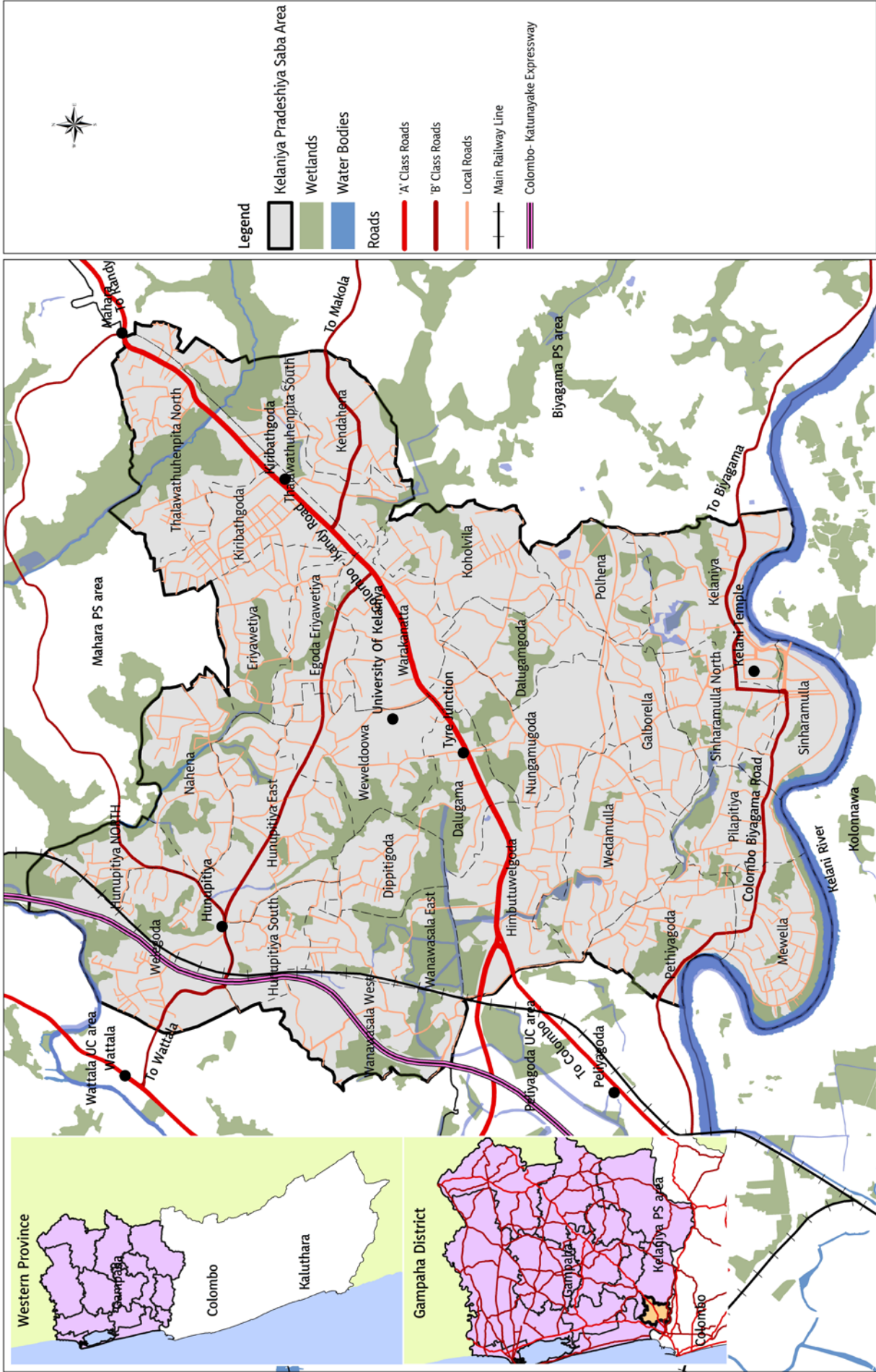
### PRELIMINARY SURVEY

#### Delineation of the Planning Boundary

In geographical and environmental aspect, Southern part of the area is bounded by Kelani River and north eastern side of the area is bounded by Kalu Ela as a main environmental feature.

In the administrative aspect, before 1977 Kelaniya DSD area is consisted with whole Peliyagoda, Kelaniya and Biyagama areas. But due to the spatial case regarding the establishment of Biyagama export processing zone, Biyagama was administrated as a separate DSD area. Therefore, at the present, Both Peliyagoda UC area and Kelaniya PS area is included to Kelaniya DSD area. The present, Kelaniya PS area is declared in 12.05.1987 under the extraordinary gazette No. 453/6 as a Pradeshiya Sabha area.

According to that, based on all environmental, physical, functional and administrative aspects, Kelaniya PS area is identified as the Planning area considering the administrative convenience. Because southern and north east boundaries of the PS area is naturally demarcated by the Kelani river and Kalu Ela respectively and both Peliyagoda and Biyagama area has a different character as a close connection with Colombo capital and as a specific industrial area respectively. The area is bounded by Wattala UC & Mahara PS area from north, Biyagama PS from east, Kelani River from south and Peliyagoda UC from west. The Kelaniya PS area is consisting with 17.9 km<sup>2</sup> of total land extent with 30 of GN divisions. According to the Global Positioning System Coordinates, the city is in 6 54' – 6 59' North Latitude and 79 53' – 79 57' East Longitude.



Map 2.1 Planning Area



# 03

CHAPTER



## NEED OF THE DEVELOPMENT PLAN

## 03 CHAPTER

### NEED OF THE DEVELOPMENT PLAN

#### Declining of the 'Sense of Place'

Kelaniya is a highly developing area with close connectivity in and around Colombo commercial capital. Kelaniya Divisional Secretariat area is the highest densely populated area out of all divisional secretariat areas in the Gampaha District and it counts around 5,900 persons per sq.km. This area is a large residential roaming end with the easy accessibility to main employment generating areas of Colombo, Biyagama, Peliyagoda and Katunayaka. Complexity and steadiness of Kelaniya urban area is increasing with the location of Colombo – Katunayaka Expressway and Kadawata interchanging exist with Southern Expressway linking south and central regions through Colombo Outer Circular Expressway. Because of that, whole Kelaniya PS area is included to the Core Area of the Metro Colombo Development Region which gazette under the extraordinary gazette no. 2049/11 – 11th December 2017.

Under this complexity, there are also hidden potentials for development in this area. Therefore, in order to manage these potentials, there is a need for a development plan to overcome existing and arising issues. Planning need has identified based on the stakeholder's discussion of the issues and suggestions. The list of stakeholder views has mention in Annexure 19. Subsequently, based on those ideas and basic studies, needs of the development plan can be analysed as follows.

### 3.1. Declining of the sense of place which created the identity of the Kelaniya due to its Religious, Cultural and Historical importance.

Kelaniya is the Aryan Settlement even overrunning the history of chronological towns such as Anuradhapura and Polonnaruwa. It was a historical religious and culturally precise valued town in the island with the arrival of Lord Buddha's as 3rd visit to Sri Lanka. Sri Lanka gained values and identification to this country along with religious and cultural heritage for the entire country. Further, Kelaniya Duruthu Maha Perahera which holds annually is known as one of the major cultural events in the country that could be a national identification.

According to planning point of view, Place of Attachment, Place of identity and Sense of Place would illustrate the quality and personal relationship with the place in considering history and religion. Comparing old cities like Kandy, Anuradhapura, Kataragama, Mahiyanganaya, Nagadeepaya and Kelaniya herein mentioned as it well shows clearly & pure, but when entering to the Kelaniya Sacred area such sacred sense does not come into mind compare to other such sacred towns. Because, although Kelaniya is a major religious, religious and historical place in Sri Lanka, haphazard development with the complexity of the urbanization and inequality of the physical structure surrounding it, it hinders the sense of a sacred city.

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#### NEED OF THE DEVELOPMENT PLAN

Declining of the 'Sense of Place'



Figure 3.1 Kelaniya Viharaya

Source: <https://www.srilankaview.com>



Figure 3.2 Kelani Perahera

Source: <https://www.srilankaview.com>

This historical sense which people feel about this place gives a value to it. Problem with the Sense of Kelaniya Sacred area is, though it feels the sacred sense as a historical, cultural and religious place where even visit by the load Buddha, it not felt when visit this sacred place like Kandy, Anuradhapura and etc.

Incompatibility of Visual performance, the visual performance of the area highly influences to feel the sense of place by 'Place Attachment' which physically attached with this place. But the Kelaniya area which located in the highly urbanising area is influencing for declining the physical characteristics which helps to strengthen the sense of place in Kelaniya sacred area. It can be further elaborate by defining urban pattern and characteristics that create a unique sense of place. Physical characteristics which further analysis through a typological analysis has revealed that how the place characters have influenced to declining the sense of sacred area. Physical parameters which effect on sense of place such as Size, Scale, Components, Diversity, Texture, Decoration, Colour, and Noise which can be elaborate in line with the Kelaniya sacred area.

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Declining of the  
'Sense of Place'

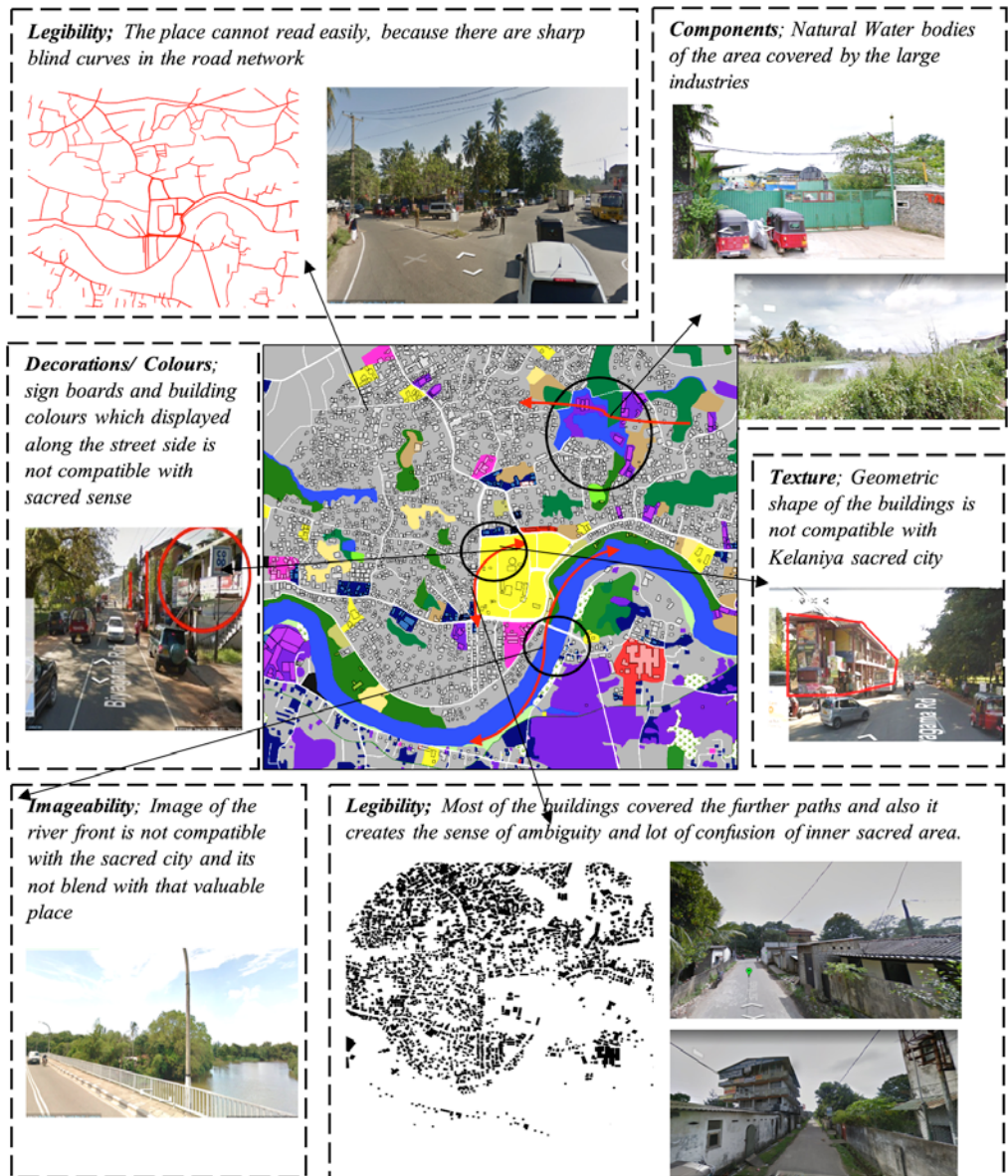


Figure 3.3 Composite Typological Analysis

Source : Planning Team - Gampaha District Office, 2017

As express in the literature,

“In cities, factors such as rapid development and gentrification, mobility, migration, and blurred boundaries between the natural and built environment complicate sense of place”

-Source: <https://www.thenatureofcities.com> -

In view of sacred areas in Sri Lanka and in other countries, cultural relationship with water sources could be highlighted. It is evident that Katharagama is integral with the Menik Ganga (river) and similarly Kandy Sacred city is integral with Nuwara Wewa (tank) and Kalutara Sacred area is linked with Kaluganga (river). Though Kalaniya is located close to important water resource of Kelaniya River, it does not have interrelationship with the river culturally or emotionally indeed. Location of slums & shanties along the Kelaniya Riverbank will go away or disturb the possibility towards connecting Sacred area with the River. Hence, it is refining the essentiality of planning involvement in kind and safeguard the history by genetics approach.

### 3.2. Environment inconvenience emerging with “Environmental Disequilibrium” due to flash flooding and urban heat

The present flood vulnerability and high urban heat of the area creates an inconvenience environment for both city dwellers and commuters.

Approximately 28% of land area out of total land area as per survey done in the year 2000 has been devoted as low-lying area. However, during the year 2017 this percentage has been reduced to 46% for the period of 17 years. Presently total percentage of low-lying wet land area is limited to 15% only. Analysis of NDVI techniques under Arc GIS usage will clearly indicate the truth. As mention in the figure 3.4, it shows that how is the green cover has changed with the time from 1992 to 2017, using the aerial photographs taken during the years 1992, 2004, 2010 and 2017. The green colour patches show the green areas and red and yellow colour shows the construction areas (brown field areas).

In deliberation of land values in the area as mention in annexure 20, land value of the low-lying lands in the area are generally low. This trend is badly affected in converting low lying area for development purposes legally or illegally. It will severely make threats to water ways related low lying lands. All these will get result of sudden flooding, enhancing of urban heat and creating discomfort to residents and commuters who make use of these urban lands. Some areas are inundated with the slight rain due to this situation.

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Environment inconvenience emerging with “Environmental Disequilibrium” due to flash flooding and urban heat

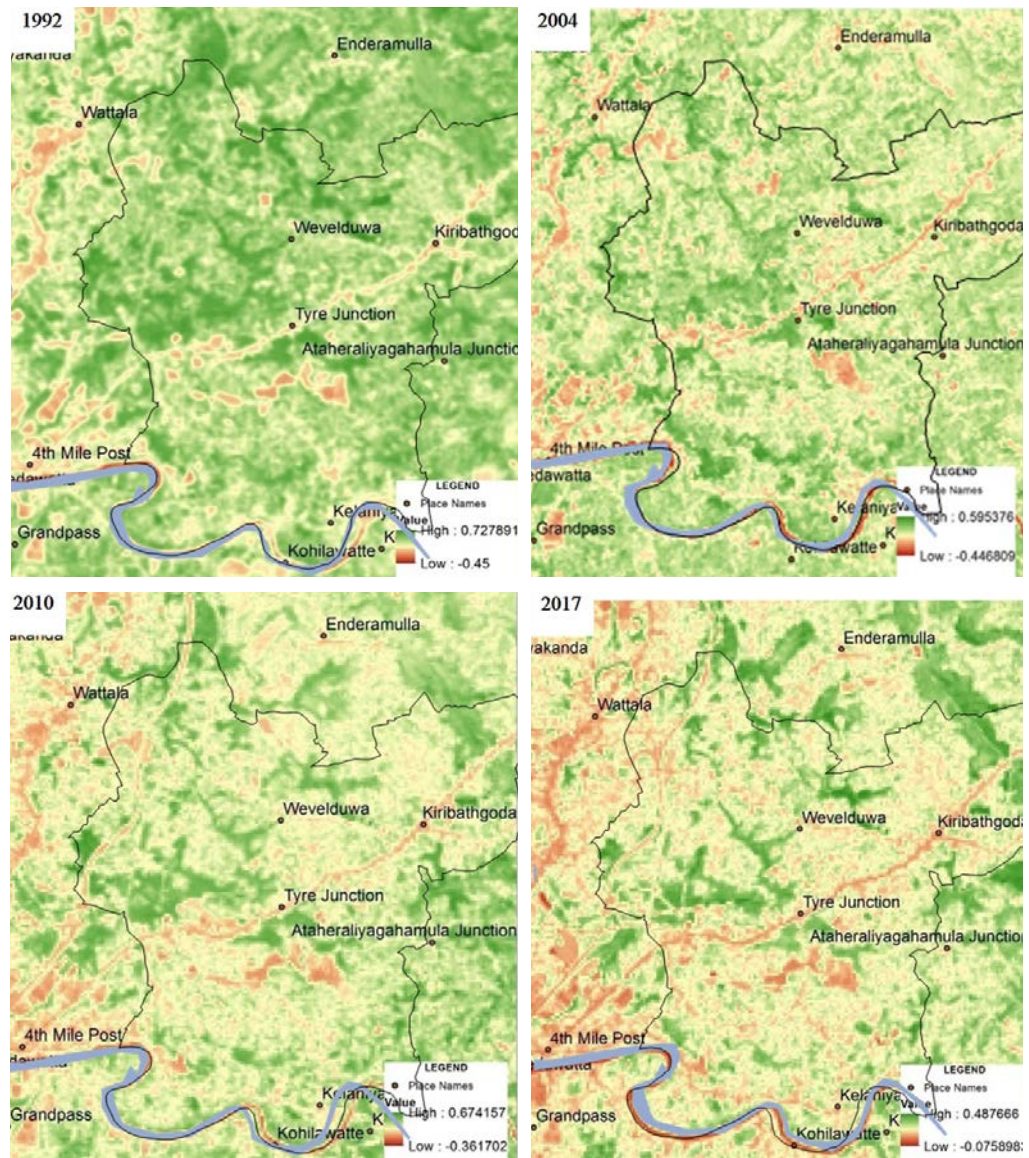


Figure 3.4 Deterioration of Green coverage (NDVI Analysis)  
Source : Planning Team - Gampaha District Office, 2017

Note: The dark green area shows the green cover, and the areas indicated in yellow and red are areas of construction.

**Flash Flood:** This area is inundated by flood even in the slight rain. This area included to the Kolonnawa flood zone in Kelani river basin. Therefore, Mudun Ela area which close to Peliyagoda is affected for the Kelani river flood and other areas frequently affected for the flash flood. As an area which provide the living space for the people who work in Colombo CBD and its suburb, it is a highly densified area. Therefore flood hazard may be a disaster by affecting the people with the property damages. As mention in annexure 21, Yearly Wanawasala, MudunEla, Kholvila, Mewalla and unauthorized settlements in the Kelani River north bund affected for the flash flood and river rain flood while displacing number of people with the property damages. According to the figure 3.5, more than 20,000 of people are affected for flood annually.

### 03 CHAPTER

#### NEED OF THE DEVELOPMENT PLAN

Environment inconvenience emerging with “Environmental Disequilibrium” due to flash flooding and urban heat

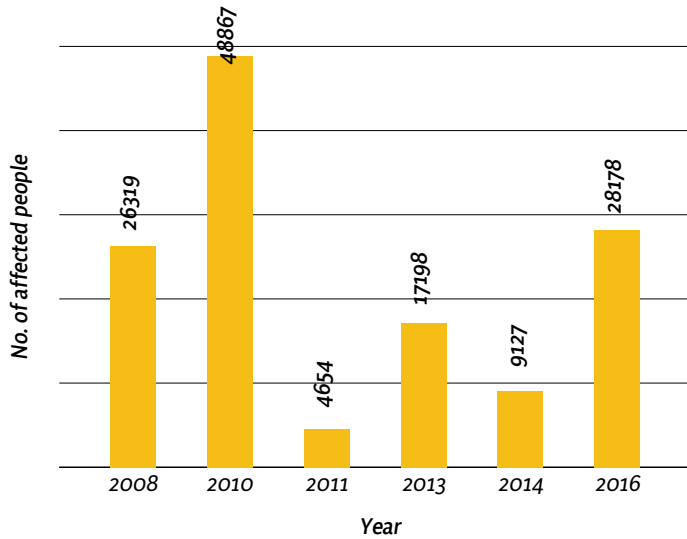


Figure 3.5 Flood affected Population in Kelaniya PS Area (2008-2017)

Source: <https://www.desinventar.lk> / Planning team – Gampaha District office, 2017

**Urban Heat:** Apart from the flood, with the massive development the people who living and deal with this area is vaccinated by the high urban heat. According to the research which conducted by the University of Ruhuna, land surface temperature of the Kelaniya area is increased compared to adjacent areas due to urbanization and industrialization. Heat island areas are rapidly increased with the time and highest amount of heat generation was to be occurred during 2009 - 2014 period as mention in table 3.1.

Category	2006	2009	2014
Heat island area (Km <sup>2</sup> )	0.76	4.61	13.69
Heat island area (%)	3.7	22.17	65.82

Table 3.1 Heat Island Expansion in Kelaniya (2006-2014)

Source: Development of thermal risk map case study, University of Ruhuna

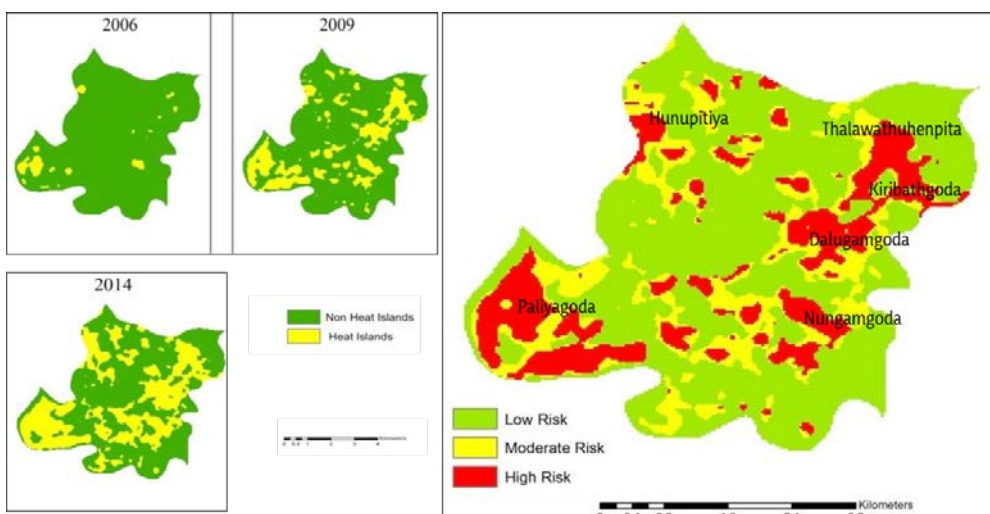


Figure 3.6 Thermal Risk Areas in Kelaniya DSD

Source: Development of thermal risk map case study, University of Ruhuna

### 03 CHAPTER

#### NEED OF THE DEVELOPMENT PLAN

Environment inconvenience emerging with “Environmental Disequilibrium” due to flash flooding and urban heat

Increasing Traffic Congestion

Accordingly, 65% of the total land area is in the thermal zone. 13.69 Km<sup>2</sup> extent of land from the total land extent in Kelaniya DSD is included to high risk urban heat areas. And around the high-risk areas there is a moderate risk of urban heat. As a result of this exposure to extreme heat, people in this risk areas are affected by the urban heat. Under this imbalance, in an area where the population is high, it is essential to manage a proper environmental management planning intervention to create an environmentally comfortable area for both residential and commuters.

### 3.3 Increasing Traffic Congestion

The planning area is located at the busiest transport corridor which connect the northern, Eastern and central part of the country with western region. Average vehicle movement in the Colombo Kandy main road is about 150,000 per day. Traffic congestion has been experiencing all over the day while creating uncomfortable for general public. When proximity to Colombo CBD via Colombo – Kandy main artery, it has become the main problem that waste the valuable time. Kiribathgoda town centre which functioning as the main town centre in the planning area highly congested by the traffic and further it is increased by the vehicle movement which come from the Makola road & Hunupitiya road.

Exceeding traffic capacity has influenced as a main factor to increase the traffic congestion. “Average daily vehicle movement is 100,000 to 150,000 at the Colombo Kandy road. It is recorded pcu value as 4400, which is second highest hourly vehicle capacity out of five main corridors to the city of Colombo” - (CMRS Master Plan, 2010). As mention in the table 3.2, the Colombo – Kandy corridor has recorded the highest peak hour traffic as 4400 pcu. And it exceeds the hourly capacity because hourly capacity is about 3300 pcu.

Corridor name	Peak hour vehicle capacity (pcu)	Hourly road capacity (pcu)
Kandy Corridor	4400	3300
Low-level corridor	2900	2200
Malabe	5100	4400
Galle	2900	2300
Horana	2200	2300
Negombo	4000	4400

Table 3.2 Peak Hour Road and Vehicle Capacity in Main Corridors

Source: Com-Trans study report, 2014/ Planning team – Gampaha district office, 2017

Comparison to the other transport corridors peak hour bus frequency and passenger flow also high in the Colombo- Kandy corridor. It has shown in annexure 22. As a result of that, it is emerged that there is a high traffic congestion in Kiribathgoda, Tire junction area in the Colombo – Kandy corridor. According to the Peliyagoda traffic police report vehicle speed is recorded as 10–15 km/h at the Kiribathgoda and Peliyagoda city centres. It has clearly mention in table 3.3.

From/To	Distance	Travel speed	Average Travel time
A1 Road (from Peliyagoda to Mahara)	8km	10-20 Km/h	40 min
Colombo-Biyagama Road (Peliyagoda to Kelani temple)	5km	20-30 Km/h	15 min
Waragoda Road	3km	Below 10Km/h	30 min
Makola – Hunupitiya Road	5km	20- 30 Km/h	15 min

Table 3.3 Peak Hour Average Travel Time in Kelaniya  
Source: Google Traffic Analysis and Com-Trans study report

According to the below google traffic image analysis, it also reveals the peak hour high traffic congestion in the Colombo – Kandy main artery and it is relatively highest from Mahara to Tire junction.

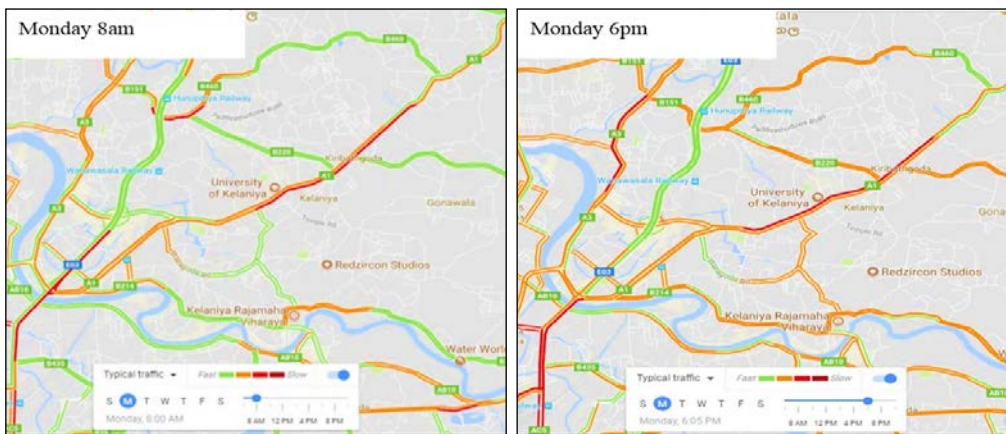


Figure 3.7 Peak Hour Traffic Congestion in Kiribathgoda (Monday 8am/ Monday 6pm)  
Source; Goole map traffic analysis, 2017

Accordingly, more than 40 minutes spend in the peak hours to travel a short distance, about 8km in this area. When consider the special integration of the road network in Kelaniya PS area as mention in figure 3.8, the Space Syntax Analysis reveal that the integration is highest at the Kiribathgoda and Tire Junction through the Colombo–Kandy Main road comparatively other roads. Waragoda road, Hunupitiya road and Biyagama road also emerged a moderate special integration.

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NEED OF THE  
DEVELOPMENT PLAN

Increasing Traffic  
Congestion

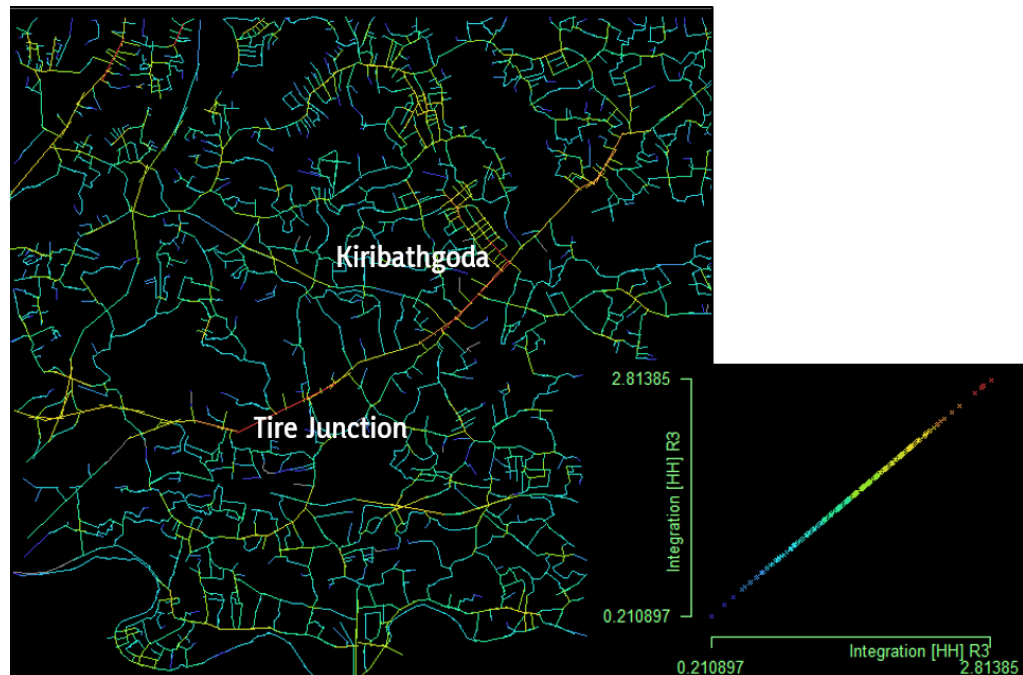


Figure 3.8 Spatial Integration in Kelaniya PS Area  
ource: Planning team - Gampaha District Office, 2017

The main transport corridor which passing through the planning area is connecting with huge part of the country such as Central, Eastern, North Central, and Northern provinces. And, number of existing urban centres are located with the connection of this main transport corridor such as Nittambuwa, Kadawatha and Kiribathgoda, etc. It directly affected to increase the traffic congestion in Kiribathgoda area as a main town centre in the Colombo – Kandy main artery which locate close to Colombo CBD. Though at the present this area is function as a main transit centre for the people who work in around employment centres, they are suffering from the high traffic congestion which affected to the loss of time and high cost.

In this way, based on the ideas and suggestions received from the stakeholders and scientific analysis, the need for a development plan can be analysed in detail over three major issues, and these three key questions further confirm with the comments as given in Annexure 23. Accordingly, a development plan is a necessity for the Kelaniya area to be converted into an efficient city.




## PART II



**APPROVAL OF THE DEVELOPMENT PLAN FOR THE KELANIYA PRADESHIYA  
SABHA AREA**

I, Patali Champika Ranawaka, Minister of Megapolis and Western Development do hereby approve the Development Plan for the Kelaniya Pradeshiya Sabha area, having considered the recommendation made by the Board of Management of the Urban Development Authority on 09<sup>th</sup> July, 2019 by virtue of the powers vested in me under Section 8F of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 4 of 1982.



.....  
**Patali Champika Ranawaka,**  
**Minister of Megapolis and Western Development.**

Ministry of Megapolis and Western Development,  
17<sup>th</sup> and 18<sup>th</sup> Floors,  
"Suhurupaya",  
Sri Subhuthipura Road,  
Battaramulla.

**Date: 01<sup>st</sup> August, 2019.**



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The Gazette of the Democratic Socialist Republic of Sri Lanka

EXTRAORDINARY

අංක 2135/29 - 2019 අගෝස්තු මස 06 වැනි අඟහරුවාදා - 2019.08.06

No. 2135/29 - TUESDAY, AUGUST 06, 2019

(Published by Authority)

**PART I : SECTION (I) — GENERAL**

**Government Notifications**

**NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE KELANIYA PRADESHIYA SABHA AREA**

NOTICE is given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8G of the Urban Development Authority Law, No. 41 of 1978 as amended from time to time that I, Patali Champika Ranawaka, the Minister in charge of the subject of Megapolis & Western Development, by virtue of the powers vested in me under Section 8F of the said Law, have approved the Development Plan for Kelaniya Pradeshiya Sabha area on the 01<sup>st</sup> day of August, 2019.

PATALI CHAMPIKA RANAWAKA,  
Minister of Megapolis and Western Development.

Ministry of Megapolis and Western Development,  
17<sup>th</sup> and 18<sup>th</sup> Floors,  
“Suhurupaya”,  
Subhuthipura Road,  
Battaramulla.  
01<sup>st</sup> August, 2019.



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PART I : SEC. (I) - GAZETTE EXTRAORDINARY OF THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA 06.08.2019

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE KELANIYA PRADESHIYA SABHA AREA**

PUBLIC are hereby informed that the Development Plan prepared under Section 8A of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 4 of 1982, for the Kelaniya Pradeshiya Sabha area has been approved on 01<sup>st</sup> August 2019, by Hon. Patali Champika Ranawaka, Minister of Megapolis and Western Development, by virtue of powers vested on him under Section 8F of the said amended Law.

DR. JAGATH MUNASINGHE,  
Chairman,  
Urban Development Authority.

01<sup>st</sup> August, 2019.

08 - 756

# 04

## CHAPTER



## THE PLANNING FRAMEWORK

04 CHAPTER  
THE PLANNING  
FRAMEWORK

The Vision

## 4.1. The Vision

*“The Urban Locus of Divinity”*



Figure 4.1 Conceptual Development Visualization of Kelaniya in the Year 2030  
Source: Planning Team – Gampaha District Office, 2017

## 4.2. Vision Statement

*“A Cavalcade of Urban Events in the Descending intensities of congestions towards a pinnacle of tranquilly”*

### *The Urban Locus*

The locus is a kind of site which can accommodate a series of events and itself constitutes an event as well. And also, the area is mixed development area which prominent for the living space. Therefore mainly, the area is function as a transit based residential area which provide the living space for people who work in the adjacent employment centre. The existing and proposed railway and LRT stations area the centres of high dense residential area. Along the Kandy corridor functioning as a growth corridor which accommodate the logistic, Education, commercial and urban services for the people who living in this area and entire region. Protect towards a green urbanized city based with transport facilities on high urbanization protecting Kelaniya Sacred town and its holiness and inheritance. It is intended to achieve a green urbanized city based with transport facilities on high urbanization protecting Kelaniya Sacred town and its holiness and inheritance in the year 2030. It is expected to provide services to inhabitants by using existing modern integrating the proposed new railway line and proposed light railway lines. It is expected to provide transport, commercial and urban services-oriented development to all communities inhabited in the region.

### *Divinity*

The vision of the Kelaniya Development Plan – 2030 is, to develop Kelaniya by focusing the Kelaniya Sacred area as the blessing point of the congested urban area as emerge the sense of sacred city while blending it with the Kelani River. Kelani temple and Kalaniya area connect together with the Kelani River which oriented from the peak of Samanala Mountain at this planning area. it is the uniqueness and character of the area. To protect this uniqueness and character, all the urban events of the area is arranged, as descending intensity of congestion of all the urban events toward the sacred area while upgrading infrastructure, economic and protecting environment of the area while establishing sacred sense which creates a blessing point for all pilgrims and for the entire region. It is expected to make this religious area for both local and foreign pilgrims and high dense urban site integrating the Kelaniya River as well reserving calm & quite environment in a place of highly built-up township. High urbanization including all urban activities which add inner-city density would be gradually weakened from north towards the sacred place.

04 CHAPTER  
THE PLANNING  
FRAMEWORK

Goals

Objectives

## 4.3. Goals

- Goal 01 Establish the sense of the sacred city while blending the contemporary image with Kelani River.
- Goal 02 Provide shrewd and effective network of mobility by targeting transit neighbourhoods.
- Goal 03 Creating an urban green city with smoothen canal system.

## 4.4 Objectives

- Goal 01 Establish the sense of the sacred city while blending the contemporary image with Kelani River.

Objective

1. To positioning the Kelaniya Rajamaha Viharaya as the centre point by promoting four direct access toward the sacred area from Colombo – Kandy corridor by 2025.
2. To demarcate the 105 hectares of land for outer sacred area covering 500m radius around the Kelani temple premises by 2025.
3. To open-up 1 km length of Kelani river face as visual beautification of the sacred city by 2025.
4. Establish visual network of historical & archaeological sites in the Kelaniya area by the year 2030.
5. To Promote domestic economic activities in relation to traditional clay industry prevailed in area linking with sacred city by the year 2030.

Goal

02

Provide shrewd and effective network of mobility by targeting transit neighbourhoods.

Objective

1. To establish efficient transport system through a hierarchical road network by the year 2030.
2. To promote six transit-oriented development clusters by linking railway and LRT stations by 2030.
3. To facilitate for 60% of population within transit-oriented development clusters by the year 2030.
4. To create mixed use commercial district in Kiribthgoda through facilitating shopping street and pedestrian oriented infrastructure developments by 2025.

Goal

03

Creating an urban green city with smoothen canal system

Objective

1. To minimize flooding distresses by using 300 hectares of wetlands in a systematic way by the year 2030.
2. To wise use of 140 hectares of wetland conservation area for public open recreation areas by the year 2030.
3. To manage 100% of continuous canal network by the year 2030.
4. To proceed towards a green city while collaborating with Kelaniya green university prescient by 2030.



# 05

## CHAPTER



## SWOT ANALYSIS

## 5.1. Summarized SWOT

Goal **01** *Establish the sense of the sacred city while blending the contemporary image with Kelani River.*

### S

- Location of Kelaniya Temple as a prime religious centre with Historical, Religious and Culturally valuable elements
- Place of worship for majority of local and foreign pilgrims. (100,000 pilgrims on Poya Days and 200,000 pilgrims on Kelani Pehara Day)
- 18 archaeological places including sacred Kelani temple had been identified by the Archaeological Department were situated within this area.
- Traditional Clay industries and Poison medical hospital were located closely to the Kelaniya sacred area.
- 6 km of river front in Kelani river were included to the planning area
- The North bund of the Kelani river mitigate flood in the sacred area.



### W

- 10% of land around the sacred area consisted with industries and warehouses.
- Traffic congestion and creating inconvenience environment in front of sacred area due to 1/3 of containers of Biyagama EPZ is flowing on Colombo-Biyagama road.
- Approximately 1200 shanties were spread over on the bank of Kelani River.



# O

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- Projects incorporating the Kelani River were included in the proposed sacred area plan prepared by the NPPD.
- According to the Western Region Plan, Kelaniya has been identified to be developed as Religious Centre.
- According to the Western Region Structure Plan 2030, Kelaniya Riverbank area identified as environmental conservation area.
- The vicinity of Kelani River identified as especial regeneration area by the financial town development plan for Colombo, 2030.
- According to the proposed Administrative Capital City Plan 2030, a vertical axis line has been proposed in between Kelaniya Rajamaha Viharaya and the centre of the Capital City.



# T

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- Distribution of industries to the sacred area might be possible since the area from Peliyagoda to Ragama has been identified as Logistic Corridor under the Western Region Megapolis Plan.



Goal **02** *Provide shrewd and effective network of mobility by targeting transit neighbourhoods*

# S

## Availability of TOD based Components

- **Accessibility and Connectivity,**  
Easy accessibility to the educational institutes and working places located at the city of Colombo and other suburbs.
- **Location close to main Transit Corridor and Transport Interfaces.**  
(A1 main Road, Interchanges of OCH Kadawatha & Peliyagoda, Wanawasala, Hunupitiya and Kelaniya Railway Stations.)
- **Density**  
Existing population density is 61 persons per hectare. and it is exceeded the normal population density for TOD concept. North part of the area will be suitable for development with higher density.
- **Mixed of Uses**  
Exercising mixed landuses within the area such as commercial, services, educational, housing and working places etc.  
(Approximate 100,000 commuters concentrate to Kiribathgoda for daily needs)
- **Compact Development**  
Higher development pressure from Kiribathgoda to Hunupitiya



# W

- **Traffic congestion on the Main Road**  
(Maximum speed in the rush hour is 10-15 kmph)
- **Lack of connectivity between multi-model transport systems and lack of pedestrian oriented facilities**
  - Low connectivity between train and public transport system
  - lack of space for vehicle parking, Narrow pedestrian paths



# O

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## Interfering of National and Regional Plans

- it is proposed to increase population at a rate of 20% to 30% according to the Draft National Physical Plan -2050 and it is demarcated as East - West economic corridor.
- Directly affected by proposed Public Transport Services. (Light railway system and new railway and railway electrification.)
- Draft Peliyagoda Development plan has proposed to develop a connectivity road linking administrative city for reducing traffic congestion.



# T

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- Nearly 20000 people affected to flood disaster.



Goal **03** *Creating an urban green city with smoothen canal system*

# S

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- This area belongs to Lower Kelani River sub basin with Kelani River as the main water source of the area which comprised with Canal network.
- 15% green wetlands remain from the total extent of the area.
- There are places to create a Green City (Kelaniya University, Kelani Temple, Kelani River North Bund Reservation zone)



# W

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- Under Served settlements are spread over reservations of Railway line and Kelani River.
- All canals are blocked more than 500 meters.
- No proper methods for solid waste management



# O

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- An environmental conservation zone has been identified along Kelani river by the Proposed Western Province Structure Plan-2030.
- University of Kelaniya has been identified as the first Green University in Sri Lanka.
- Existing Environmental preservative regulations stipulated by the SLLR&DC.



# T

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- Identified 65% of land extent as urban heat generated area.
- Threat to degenerate of wetlands,

From the total land area,

- In 2000 – 28% wetlands
- In 2017 – 15% wetlands



05 CHAPTER  
SWOT Analysis

Detailed SWOT Analysis

## 5.2.Detailed SWOT Analysis

### Goal 01

*Establish the sense of the sacred city while blending the contemporary image with Kelani River.*



#### Strength | Goal 01

1. *Location of Kelaniya Temple as a prime religious centre with Historical, Religious and Culturally valuable elements*

Kelaniya is an important historical specific place since it has been the holy locality by having been the 3rd and final tour of Lord Buddha to the Western Province of Sri Lanka as well. With the beginning of settlement, in this area became spiritual perception and action has been taken to declare the area as a holy site as far back as 1952 by the Parliament of Sri Lanka, an attempt has already been taken for legal sanction to establish its sacredness.

2. *Place of worship for majority of local and foreign pilgrims.*

Kelaniya Temple sources revealed that around 10,000 to 20,000 pilgrims arrive daily while they would increase between 75,000 and 100,000 pilgrims during full moon days. However, this will be going up to 200,000 pilgrims during the month of January Duruthu Poya Day because of the Perahara festival. Sri Lanka Tourist Board announces that Kelaniya Duruthu Maha Perahera is the opening of Sri Lanka cultural processions. Hence, it is very important that had been the existence of holy relationship with local and international pilgrims to develop this area as a sacred city.



Figure 5.1 Pilgrims in Full Moon Poya Days  
Source: <http://www.dailymirror.lk>



Figure 5.2 Pilgrims Arriving for Duruthu Perahara  
Source: <http://www.dailymirror.lk>

3. *Presence of 18 ancient sites that have been identified by the Dept. of Archaeology along with the Kelaniya Temple in this area.*

According to the Department of Archaeology, 18 archaeological sites have been identified within the Kelaniya Pradeshiya Sabha area. Locations and Photographs related to these places are given in annex 24. They represent 1% of total land area though it may be a slight percentage, but importance of such areas is much more as in the past & present.

4. *Existence of traditional clay industry and Snake Poison Hospital adjacent to sacred area.*

Traditional clay industries started in the year 1925 located in Galborella area gives strength historical identity as in the past. Clay industry is existed even today with relationship of the sacred site would enable to have sound links. Since poisons hospital & its College located very close to the area enabled Sacred area with domestic medicine.



Figure 5.3 Kelaniya Snake Poisonous Hospital  
Source: google map images, Chathuranga Ranathunaga, 2018

5. *6 km of river front in Kelani river were included to the planning area.*

In view of water resource areas, the annexure 25 shows that Kelaniya River seemed to be the main reserve and it locates very much closer to the Kelaniya Viharaya indeed. And also stretching the riverbank area towards 6km in the Kelaniya Planning area, provision is there to develop the area as sacred spot.

## 05 CHAPTER SWOT Analysis

### Detailed SWOT Analysis



Figure 5.4 Kelani River  
Source: Google street view, 2015

#### 6. The North Bank of the Kelani river mitigate flood in the sacred area.

Risks of flood in sacred area is much lesser due to structural blockade of the north bank. As per Annexure 26 shows that this area belongs to Kolonnawa flood zone, with the structural blockage in the north bank, flood risks will not so be affecting. Hence safe environment could be created to almost all pilgrims who travelled this holy area.



### Weaknesses | Goal 01

#### 1. Expansion of 10% land area for industries and warehouse activities within Sacred area.

In bearing in mind, the land usage within the area of 1 sq.km distance, it is clear that 10% of land area is used with industries and stores. In addition, as indicated under Chapter 3 and figure 3.3 combine analyse that the structures, shapes, colours, and sign boards are not compatible with holiness.

#### 2. Traffic congestion and creating inconvenience environment in front of sacred area due to 1/3 of containers of Biyagama EPZ is flowing on Colombo-Biyagama road.

Biyagama Export Processing Zone is connected with the Port City via Biyagama – Colombo main road. Therefore, more than 1/3 of containers of Biyagama EPZ is flowing in front of the Kelaniya temple. According to the special integration analysis shown in figure 3.8 in chapter 03 in part one, it has revealed that there is a considerable integration near the Kelani temple which may cause to traffic congestion and create an inconvenience environment with noise.

3. Location 1,200 of shanties along Kelaniya Riverbank.

Presently, there are around 1,200 of shanties along Kelani river north bank and its appearance is obstacle to the integrated approach on environment of the sacred city out of which about 62 shanties are very much near to the sacred area as mention in figure 5.5 and table 5.4.



Figure 5.5 Unauthorized housing units on North Bank of Kelaniya River

Source: Google satellite image, 2017/ Planning team – Gampaha district office,2017

Name of GramaNiladhari Division	Raw Houses	Shanties	Total housing units
Kelaniya	6	11	831
Mewella	72	46	1064
Pilapitiya	5	1	566
Sinharamulla	85	4	721

Table 5.4 Shanties on Kelaniya River North Bank in GND wise

Source: Dept. of Census & Statistic - GIS data, 2014/ Planning team – Gampaha district office,2017

05 CHAPTER  
SWOT Analysis

Detailed SWOT Analysis



**Opportunities** | Goal 01

1. *Projects incorporating the Kelani River were included in the proposed sacred area plan prepared by the NPPD.*

The plan prepared by the National Physical Planning department proposed an unauthorized free Sacred area and linking Egoda Kelaniya & Megoda Kelaniya through flowing boats, jetties and a hanging bridge as well. It extends the possibilities enhance the value of sacred site with the river. Thus, facilities could provide for pilgrims to use new proposed vehicle parks, and recreational areas. All such proposals of National Physical Planning Department are shown in Annexure 27.

2. *Western Region megapolis Plan has been identified to developed Kelaniya as Religious Centre.*

It is proposed to develop Kelaniya Sacred area as a Religious Centre development area. Hence it is important in further developing this area as a sacred zone.



Figure 5.6 Western Region Mega-Polis Plan  
Source: Draft Pelaiyagoda Development Plan, 2017-UDA

3. According to the Western Region Structure Plan 2030, Kelani Riverbank area identified as environmental conservation area.

As shown in Annexure 08, proposed 100-meter reservation area either side of Kelani River for environmental conservation. Thus, it will be an opportunity to integrate in creating landscape & environmental aesthetic atmosphere of Kelani river and its surroundings.

4. The vicinity of Kelani River identified as especial regeneration area by the Commercial City Development Plan for Colombo, 2030.

The areas of Hunupitiya, Wanawasala, and Nahena areas are included to Kelaniya Planning Zone, hence the entire views of the town would be "Aquarina" – the City in Water". As such Regeneration area of Kelaniya and surroundings are proposed as the City of Water. This would be an opportunity for connecting Kelaniya River with the Kelaniya Sacred area.

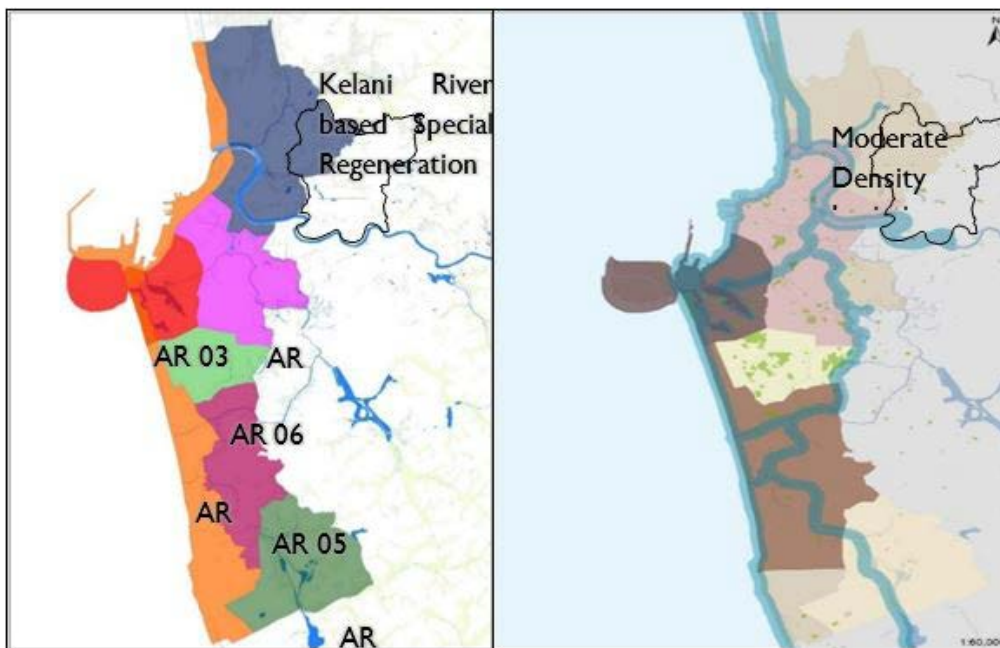


Figure 5.7 Draft Colombo Commercial City Development Plan – 2030  
Source: Draft of Colombo Financial City Development - 2030

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5. According to the proposed Capital City Plan 2030, a vertical axis line has been proposed in between Kelaniya Rajamaha Viharaya and the centre of the Capital City.

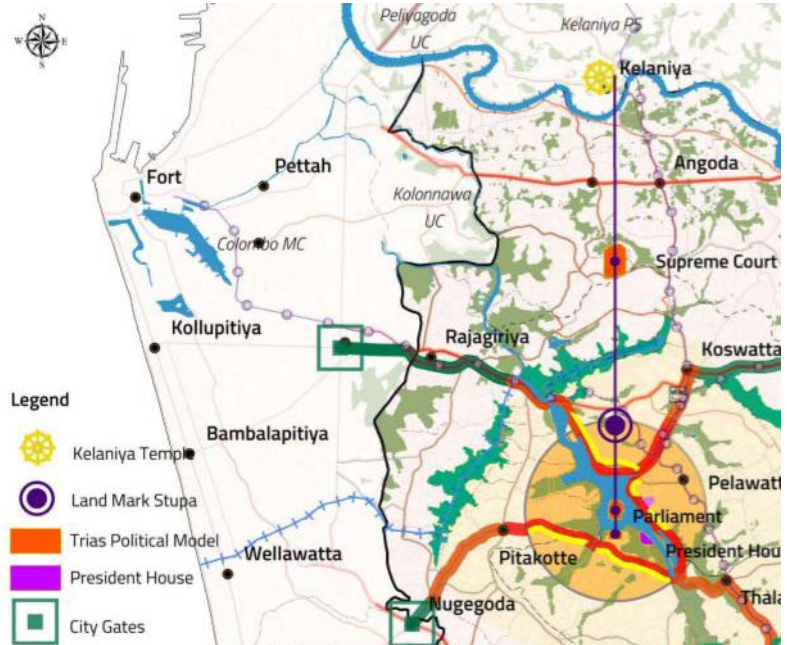


Figure 5.8 Draft Colombo Capital City Development Plan - 2030  
Source: Sustainable City, June Volume V

As shown in figure 5.8 it is proposed for connecting Colombo Capital City centring with Kelaniya temple. The area enhancing qualitative values of visual views, will be an opportunity to develop the area centring sacred area improve their utmost religious and historical importance.



**Threats** | Goal 01

1. Distribution of industries to the sacred area might be possible since the area from Peliyagoda to Ragama has been identified as Logistic Corridor under the Western Region Megapolis Plan.

It is proposed that Katunayaka, Peliyagoda and Kelaniya areas to be urbanized as areas of corridor of logistic activities as mention in figure 5.9. Accordingly, this area will be especially developing a location of stores& warehouses, container yards and middle of local level goods transportation. Hence here is a possibility or threat in converting lowland areas for stores & warehouses etc. up to Kelaniya Sacred area which will not be extended further.

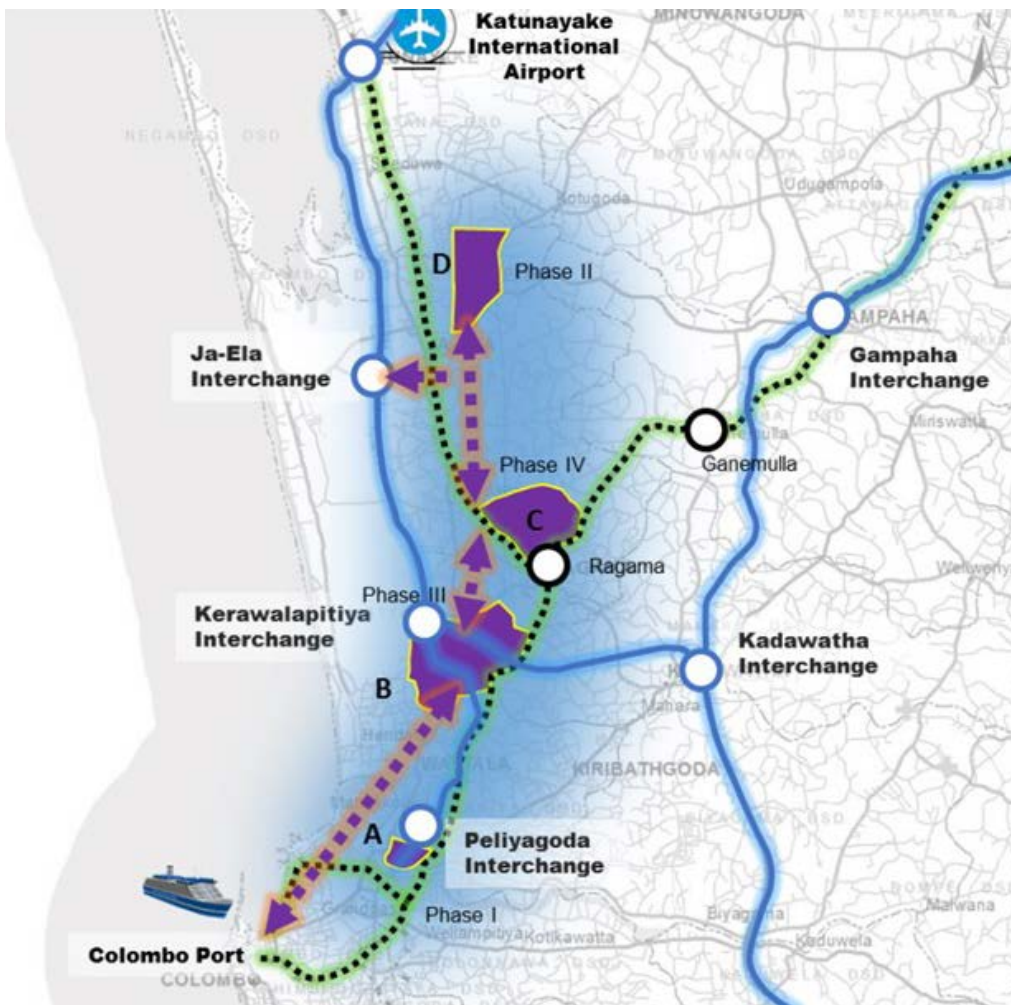


Figure 5.9 Impression of Mega polis Development Plan  
Source: Draft Peliyagoda Development Plan, 2017-UDA

05 CHAPTER  
SWOT Analysis

Detailed SWOT Analysis

Goal 02

*Provide shrewd and effective network of mobility by targeting transit neighbourhoods.*

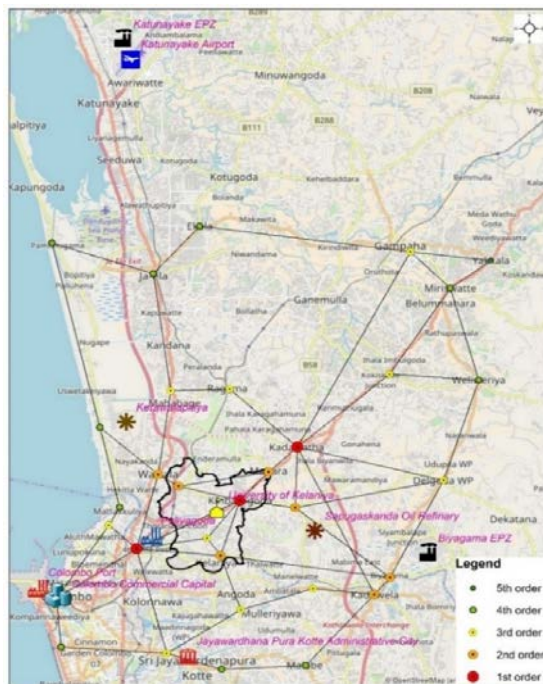


**Strength** | Goal 02

It is a strength in having transit-oriented development components in this area.

1. *Accessibility and connectivity*

Kelaniya is located in an easy accessibility & connectivity with employment generating and educational areas of Colombo and nearing fragments. Maximum time to employment & service centres would be 40 minutes. It has mention in figure 5.10. Hence this area will be accomplished as a residential location of employees in Colombo and suburbs.



- Location to Kelaiya University in the area
- Colombo port and commercial city - 14km
- Sri Jayawardenapura Administrative Capital - 8km
- Biyagama Trade zone - 13km
- Sapugaskanda oil refinery - 5.5km
- Katunayake Industrial Zone - 10km (via Expressway - 20 minutes)
- Kerawalapitiya Industrial Zone - 10km (via Expressway - 20 minutes)

**Road Connectivity & Accessibility to Employment Centres**

Figure 5.10 Road Connectivity and Accessibility to Employment Centres  
Source: Planning team – Gampaha district office, 2017

Thus, based on the road connectivity Kiribathgoda town could be recognized as 1st order town in the area Hunupitiya and Kelaniya could be recognized as 2nd order towns. It has express in annexure 11. There is a possibility of enabling towards developable area as Kiribathgoda town considering its locational advantage.

## 2. *Location close to main Transit Corridor and Transport Interfaces*

Location close to A1 main Road, Interchanges of OCH Kadawatha & Peliyagoda, Wanawasala, Hunupitiya and Kelaniya Railway Stations. This Planning area is directly linked with the A 1 Main Highway enabling high connection with the National Road network. As shown in Annexure 03, since through Kelaniya, Hunupitiya and Wanawasala Railway stations are easy access to main railway line. And also, this area is 3 km distance to Kadawata Expressway interchange Exist and with 2 km distance to Peliyagoda Expressway interchange enabling easy connectivity to numbers of transportation network as well.

## 3. *Density*

As per TOD theory, the minimum population density in a hectare is 40 people. As described in figure 2.3 in the Chapter 2, population density of Kelaniya DSD area is 61 person per hectare. It was also highlighted in annexure 05 that 58% of land area is used for residential purposes. Accordingly, it is now over exceeding of the maximum population density for planning a Transit-Oriented Development. It reveals that this area is suitable for high dense residential uses

## 4. *Mixed of use*

Use of services, shop complexes, Educational, housings and employment usages are the main uses in this planning area. Kiribathgoda as a main market centre, Keaniya University located in Dalugama as main educational centre, Peliyagoda adjacent area as industrial and transport activities, Kelani Viharaya as a main religious centre and this area consisting with mixed high residential uses. Landuse of 500 meters of either sides of the Main Road is shown in figure 5.11

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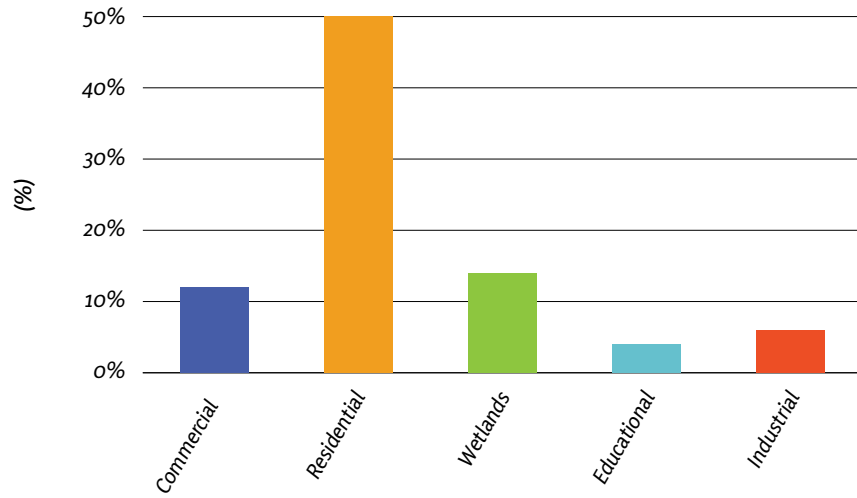


Figure 5.11 Landuse Along either side of A 1 Road  
Source: Planning team- Gampaha District office, 2017

Day time commuter population would be 100,000 per day for various requirements due to its mixed of uses. It has shown in figure 5.12.

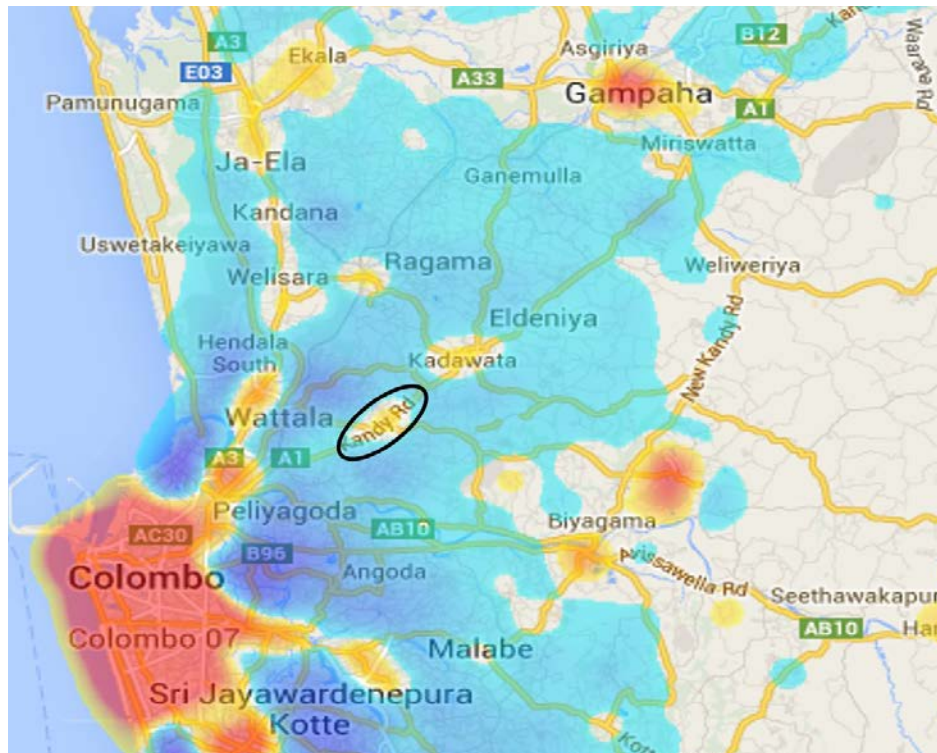


Figure 5.12 Day Time Population Sinking - Kiribathgoda Town  
Source: Draft Peliyagoda Development Plan, 2017

There is a possibility of developing Kiribathgoda town as a transport based mixed commercial centre and efficient & fruitful midpoint.

## 5. compact Development

It is essential to have compact development for TOD development. As per annexure 17, when consider the development pressure in Kelaniya area it shows that it is noticeable in Kiribathgoda town and Hunupiutiya, Makola areas. This condition if favourable for developing transit-oriented development centres with compact developed nodes.



### Weaknesses | Goal 02

#### 1. Traffic congestion on the Main artery (Maximum speed in the rush hour is 10-15 kmph)

Heavy traffic congestion along the Colombo – Kandy Road near Kiribathgoda town is a much interruption to vehicles as well as to the people who travel over the town. The maximum travel time from Peliyagoda to Mahara Junction is 15 km per hour and accordingly devoting over 45 minutes for a distance of 8 km.

Road	Distance	Travel Speed	Average Travel Time in Minutes
Colombo – Kandy Road (from Peliyagoda to Mahara)	Km 8	KMPH 10-20	40

Table 5.5 Maximum Travel Speeds Per Hour in Kiribathgoda Town

Source: Com- Trans Study Report,2014 and Google Map

#### 2. Lack of relationship with pedestrian oriented facilities and multi –model transport disturbance and unavailability of pedestrian facilities

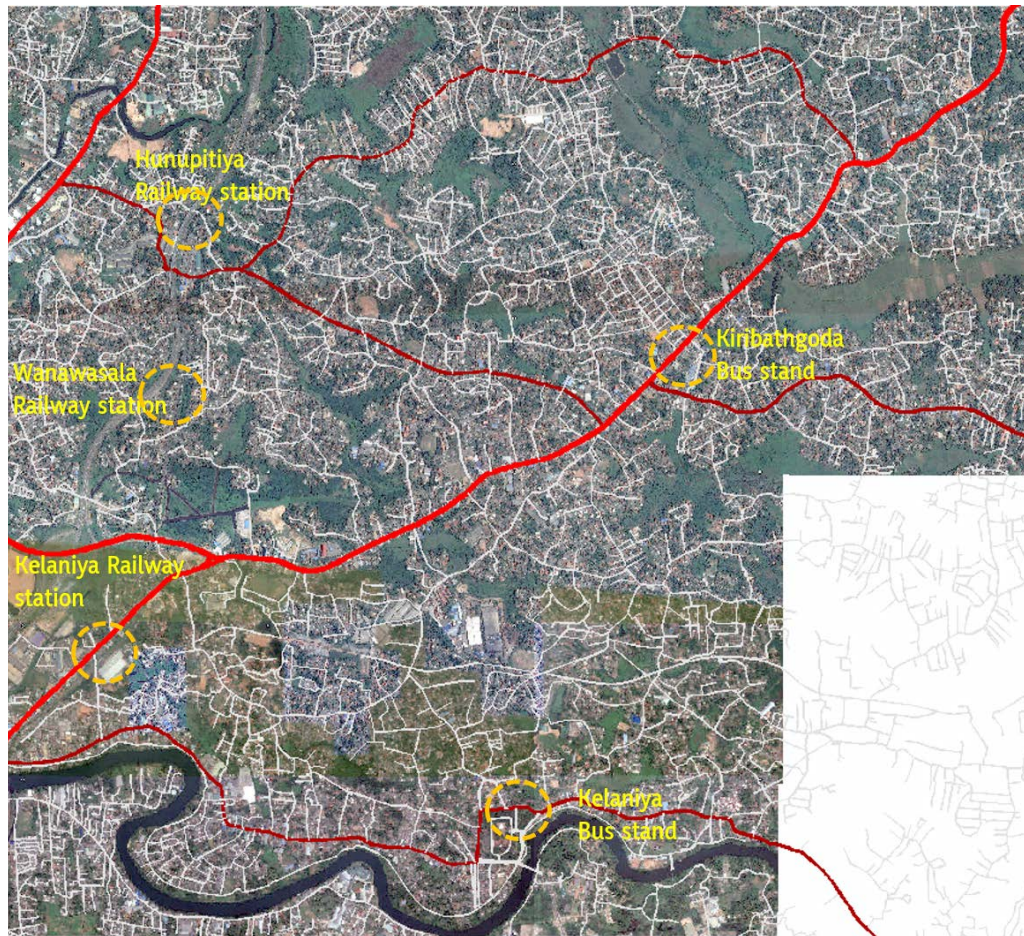
An appropriate relationship should be there for presence of multi model transport interference on transit-based development. But There is no relationship between existing railway stations and bus standards. The distances are far more than maximum travel distance (500-800 m) of a person. The existing distance among the bus stand and railway station has shown in figure 5.13 and table 5.6.

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**Detailed SWOT Analysis**

Detailed SWOT Analysis

<i>Transport Destinations</i>	<i>Hunupitiya Railway Station</i>	<i>Wanawasala Railway Station</i>	<i>Kelaniya Rail-way Station</i>
<i>Bus Stand – Kiribathgoda</i>	4.6 km	5 km	4.8 km
<i>Bus stand – Kelaniya</i>	6 km	5 km	4 km

*Table 5.6 Less Inter- Relationship of Multi-Model Transport Systems- Kelaniya*  
*Source: Planning Team- Gampaha District Office, 2017*



*Figure 5.13 Weaknesses of Multi-model Transport interlinks in Kelaniya.*  
*Source: Planning Team- Gampaha District Office, 2017*

Around 100,000 of daily commuters are gathering in Kiribathgoda town for the day to day needs under limited pedestrian facilities. Because width of pavement of Colombo – Kandy Road crossing Kiribathgoda Town is around 1 meter. It is also could mention that no recreational facilities provided to these people. It is important factor to be considered.



Figure 5.14 Narrow Pedestrian Pavements of Kiribathgoda  
Photograph by: KCL Jayaratne Perera

Further no vehicle parks provided for people who visit this town as a result there seemed lots of roadside parking. This makes traffic congestion.



Figure 5.15 Vehicle Parking along the Main Highway  
Photograph by: K.C.L. Jayaratne Perera

## 05 CHAPTER SWOT Analysis



### Opportunities | Goal 02

#### Detailed SWOT Analysis

There are direct and indirect benefits for transit-oriented development (TOD) stimulated on local & national participation aimed at transport made-up settlements in making efficient & fruitful township.

1. *Panning Area belongs to east and west economic corridor under National Physical Plan 2018 – 2050*

As per proposal of the National Physical Plan of 2050, Kelaniya area is belonged to the east & west economic corridor. It is expected to increase 20% - 30% population growth in this corridor. As mention in annexure 07 it has expected to promote population density of 6,000 to 10,000 persons per Sq.km in the Kelaniya DSD area. Hence this region will be an opportunity for transit-based development.

2. *Directly affected by proposed Public Transport Services. (Light railway system and new railway and railway electrification.)*

Railway service from Panadura to Veyangoda is proposed to be modernized. This is a proposal to be a project of immediately commenced and will be direct impact to the area. Three railway stations including Hunupitiya and Wanawasala apart from Kelaniya Railway Station found to be the closest station give direct input to the transport service. And also proposed new Biyagama – Kosgama Railway line would create a space as well. There is a necessary for new railway station also in this area. In addition, it is also identified as direct effected area with the recommended Light Railway Line. Accordingly, proposed Ragama – Narahenpita light railway line and Hunupitiya – Kottawa light railway line would link through this area. Thus; Hunupitiya, Manelgama, Tire Junction, Kiribathagoda and Polhena areas are planned as new light railway stations. In addition, Kelanimulla which is near southern part and Mahara Junction towards north eastern direction areas are proposed to be new light railway stations. All these new light railways, modernizations and new railway lines are indicated in annexure 29. As a result of general transport facilities, Peliyagoda is identified as multi-faceted transport centre at the Colombo Development Plan and also identify Hunupitiya as 3rd priority region. It has mention in figure 5.16.

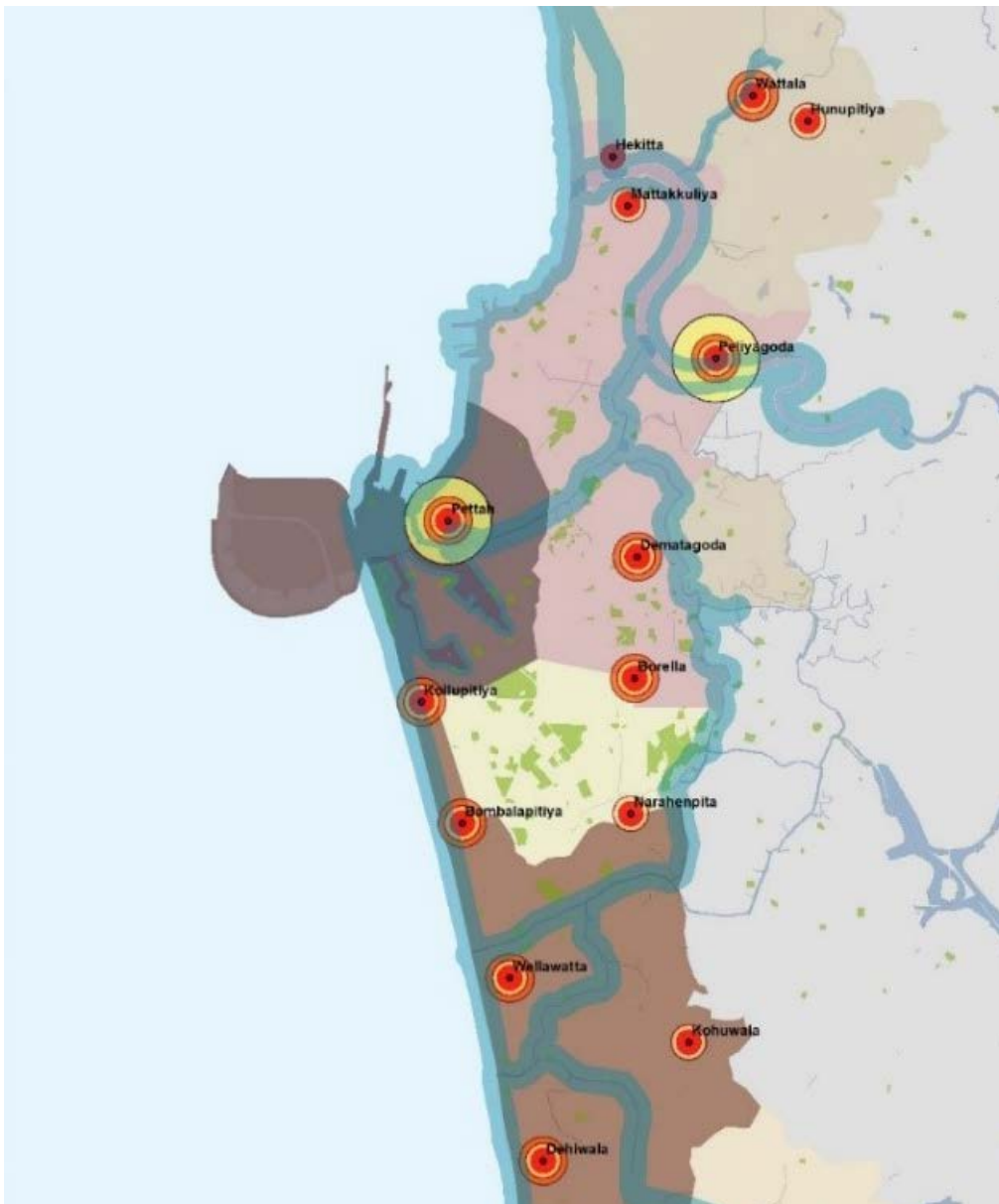


Figure 5.16 Proposed Plan of Colombo Financial City Development Plan – Hierarchy of Urban Centres  
Source: Draft Colombo Development Plan - 2030

In addition to Kiribathagoda as the key urban centre, Hunupitiya and Tire Junction areas are suitable sub centres for development

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3. As per Peliyagoda Draft Development Plan 2030, a road is proposed as a link road connecting administrative capital in minimizing road traffic congestions.

Establishing hierarchy of roads under Peliyagoda Development Plan, it is proposed to minimize traffic congestions and also suggested to reserve & improve the old Keaniya Bridge for goods transportation. It is proposed to widen the Peliyagoda – Kelaniya via the bridge crossing over the Kelaniya river approaching Colombo City. New proposals include a link road under hierarchical road network from Tire Junction to Kelaniya Viharaya. It is also suggested to establish a new Railway Station at Nungamugoda as well. As such these strategies would provide solution to problem of traffic congestion prevailed at present thereby an efficient and fruitful attempt for a sound urban setting is fulfilled. All these proposals included in Draft Peliyagoda Development Plan has mention in figure 5.17.

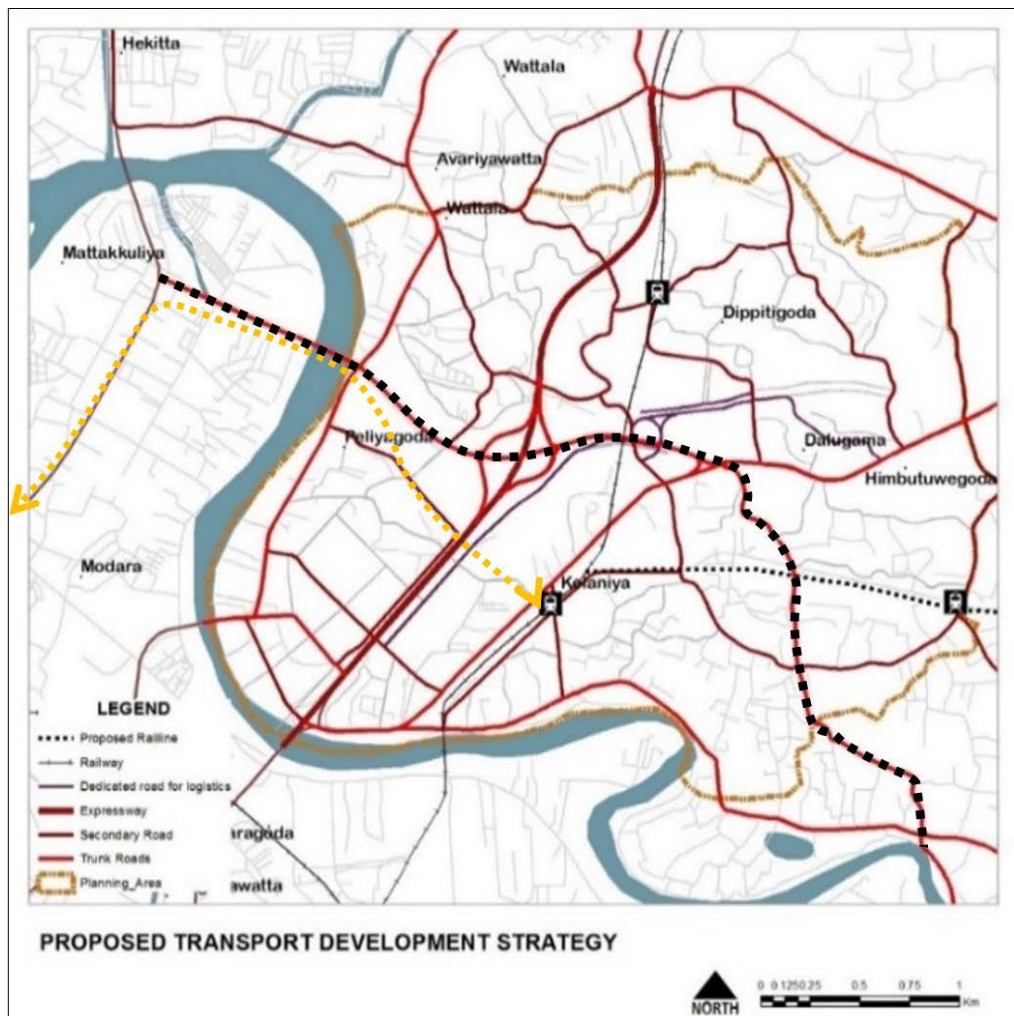


Figure 5.17 Proposed Road Development strategies - Draft Peliyagoda Development Plan  
Source: Draft Peliyagoda Development Plan - 2030



## Threats | Goal 02

## 05 CHAPTER SWOT Analysis

### Detailed SWOT Analysis

#### 1. *Nearly 20,000 people are affected for flood annually*

Kelaniya is highly affected for both flash and river rain flooding. As described in detailed in chapter 03, nearly 20,000 people are affected due to floods. It has shown in figure 3.5. The flooding area in Kelaniya shown in annexure 21, inundated by flood even in more than 150mm of slight rain. And it would cause drowning over some areas which may affect facing difficulties by employed people as well as school children in the area.

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Goal 03

*Creating an urban green city with smoothen canal system*



**Strength** | Goal 03

1. *Availability of Canal system mainly with Kelani River and including to lower Kelani river sub basin.*

As shown in annexure 30, Whole Kelani river basin has divided into 20 sub basins by the Survey Department. The planning area is belonged to low Kelaniya River sub complete area. Nearly 2% of land area is consist with water bodies. Thus, Kelaniya is the main water feature and apart from that as shown in annexure 25, there is a network of tributaries which connected with Kalu Ela as well. Accordingly KumbalOya, Natha Ela, Eri Ela, HapugahaWella , Mudun Ela and Mahara Mudunela are important which flow integrating through along watersheds of urban areas enabling to build up a favourable urban atmosphere .

2. *Existence of 15% of wetland area out of the entire land area.*

As shown in annexure 15, 15% of wetland areas from entire land area is yet available as watershed green area in the event even with the threat of reclaiming low-lying lands for residential purposes with closer to very high residential density prevailed in Colombo. It is a strength to reduce existing flood and problems of urban heat.

3. *Availability of pioneer locations for forming a green city (University of Kelaniya, Kelaniya Viharaya and Kelaniya River & conservation zone of north riverbank)*

Having Kelani Viharaya extending over 13 hectares of land area, Kelaniya University with a land area of 15 hectares and Kelaniya River and its north dam conservation zone of 35 hectares will be suitable areas for establishing a green city.



1. Availability of slums & shanties along Kelani riverbank and railway reservation areas.

743 of shanties & raw houses are mostly available in Kelaniya Pradeshiya Sabha area. The distribution of slums and shanties are shown in annexure 31. They are highly spread over the Kelani River reservation, railway reservation and low-lying land areas as shown in figure 5.18. As mention in annexure 32, 45% from the total slums & shanties are spread in area near by Kelani river north bund. Apart from that, 21% from the total shanties are spread in Hunupitiya North & South, Wanawasala and Welegoda railway reservation areas. All other shanties area located in low lying land areas.



Figure 5.18 Shanties of Watershed areas of Eriyawetiya and in Kelaniya River North Bank  
Source: Google street view, 2017 / Photograph by A. M. C. Samanthilaka

2. All canals in the area are obstructed by more than 500 meters

According to the Natural Water flow analysis of the area mention in annexure 33, Natural water ways of all canals are obstructed by more than 500 meters. This is a reason for the problems of immediate floods. The block length of all canals is shown in Table 5.7 and their photographs are shown in figure 5.19.

Name of Canal	Obstructed Length
Natha Canal (from Gonawala to Kalu Ela)	Km. 3
Eri Ela (from Eriyawetiya to Kalu Ela)	Km.3.4
Hapugaha Bund (from Kiribathgoda to Mahara Mudun Ela)	Km. 1.5
Mudun Ela	500 m
Kumbul Oya (from Pethiyagoda to Kelani River)	Km. 6

Table 5.7 Obstructed Canal Network in Kelaniya Area  
Source: Planning Team- Gampaha District Office, 2017/ Natural water flow analysis - GIS Analysis

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Detailed SWOT Analysis



Figure 5.19 Nature of Canal Obstructions in the Area  
Photographs by A.M.C. Samanthilaka

3. Lack of arrangements for solid waste management.

The information available at the office of Kelaniya Praeshiya Sabhawa, the total collection of garbage is 110- 120 tons per day. If arrangements are made to collect at least 80%, yet there is further problem of a space for disposing them since the capacity of Manelgama Land Filling Station has been exceeded at this moment. It has shown in figure 5.20.



Figure 5.20 Solid Waste Land and Compost Project at Manelgama  
Photographs by A.M.C. Samanthilaka



1. An environmental conservation zone has been identified along Kelani river by the Proposed Western Province Structure Plan-2030.

According to Annexure 08, under the proposed 2030 Western Region Structure Plan – 2030 has proposed to conserve 100m both side of the area as Environmental Conservation Area. Removal of unauthorized and irregular settlements will also enable them to create areas where water is being conserved as green open areas. This is ideal for creating a green city.

2. Kelaniya University is identified as the first Green University.



Figure 5.21 Kelaniya Green University  
Source: University of Kelaniya website, 2014

In 2014, the University of Kelaniya was named the first Green University of Sri Lanka. This is further confirmed by the above-mentioned newspaper articles in figure 5.21. This can also be done outside of the university premises to create a green city.

3. Existing Environmental preservative regulations stipulated by the SLLR&DC

As shown in Annexure 34, Gazette No 1662/17 of 14th July 2010 proposed reservation zone has been declared for open and closed canals under (Act No 35 of 2006) Land Reclamation & Development Corporation Act No. 15 of 1968, (Amendment No. 27 of 1976& No 52 of 1982) according to its width as mention in table 5.8. These are some legal enactments for the protection of watershed environmental systems.

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### Detailed SWOT Analysis

Canal	Surface Width (Meter)	Allocated Reservation	
		Open Canal (Meter)	Covered Area (Meter)
	1.0- 1.2	1.0	0.3
	1.3 – 3.0	2.0	1.0
	3.1 – 4.5	2.75	1.0
	4.6 – 6.0	3.5	1.5
Hapugaha Wella, Mahara Mudun Ela	6.1 – 9.0	4.5	1.5
Eri Ela, Natha Ela, Mudun Ela, Kumbul Oya, Kalu Ela	9 >	6.5	2.0

Table 5. 8 Regulation Available for Canal Reservations

Source: Sri Lanka Land Acquisition & Development Corporation Act (amendment) no. 35 of 2006 / Planning team-Gampaha District Office, 2017

These will have opportunities to minimize unauthorized acquisition, reducing flood sufferings in keeping with adequate canal reservations etc.



### Threats | Goal 03

#### 1. Identified 65% of land extent as urban heat generated area.

Heat extensive areas had been increased from 3% – 65% for a period of year 2006 – 2014. It is analysed for the Kelaniya Divisional Secretariat Division as per survey carried out by the University of Ruhunu. It has clearly mention in figure 3.6 in chapter 03 of this report. Accordingly, Kiribathgoda, Nungamugoda, Dalugama, Hunupitiya and Thalawathuhenpita areas are identified as high-risk heat generating settings.

#### 2. Threat to degenerate of wetlands

A substantial number of low-lying lands are discontinuing daily due to unauthorized fillings for various development activities. Because as given in table 5.9, there is a high demand for import export cargo services in this area. Accordingly, the survey carried by the Survey Department has revealed that, there is a 28% wetland in Kelaniya area out of the total land extent in the year 2000. But at the present in the year 2017 landuse analysis total wetland areas have been reduced to 15%. The series of this green cover encroachment from 1992 to 2017 has shown in figure 3.4. This will increase the threat of floods & urban heat.

Import Cargo		Export Cargo	
Region	Percentage	Region	Percentage
Kelaniya	21.6	Kelaniya	24.7
Colombo	17.0	Colombo	9.5
Wattala	7.7	Wattala	11.6
Dehiwela/Mt. Lavinia	6.0	Trincomalee	14.2
Ja – Ela	5.1	Ja – Ela	7.4
Kurunegala	4.2	Kurunegala	3.2
Biyagama	3.3	Biyagama	2.8
Kaduwela	3.2	Kolonnawa	6.6

*Table 5.9 Warehouse & Stores Facilities for Imports & Exports Cargo in Kelaniya Area*  
*Source: Draft Peliyagoda Development Plan, 2017/ Planning team – Gampaha District Office, 2017*

Industries have been immersed in adjacent area and expanded reclaiming low-lying lands with the development of industries in area of Peliyagoda. Presently Peliyagoda is known as highly facilitating areas for the provision of stores & warehouses. As a result, Industries & stores are spread-out low-lying areas due to the low land values. It has mention in Annexure 20. This will directly effective for discontinuing blue & green atmosphere.



# 06

## Chapter



## The Plan

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Concept Plan

## 6.1. Concept Plan

Concept Plan will briefly & simply specify the Kelaniya Planning Area at 2030. As such Kelaniya Sacred Area as the main juncture, Kiribathgoda high dense commercial centre as main economic & service centre locate in coupling the A 1 Main Highway, Kelaniya Green University area, Industries and stores towards Peliyagoda area, Hunupitiya, sub urban centre in minimizing Kiribathgoda high congestions, also all most all area for residential facilitating area for employed communities of Colombo & adjacent areas and will be proposed this area as transit-oriented development with the Modernization of Main Railway line and proposed Light Railway system.

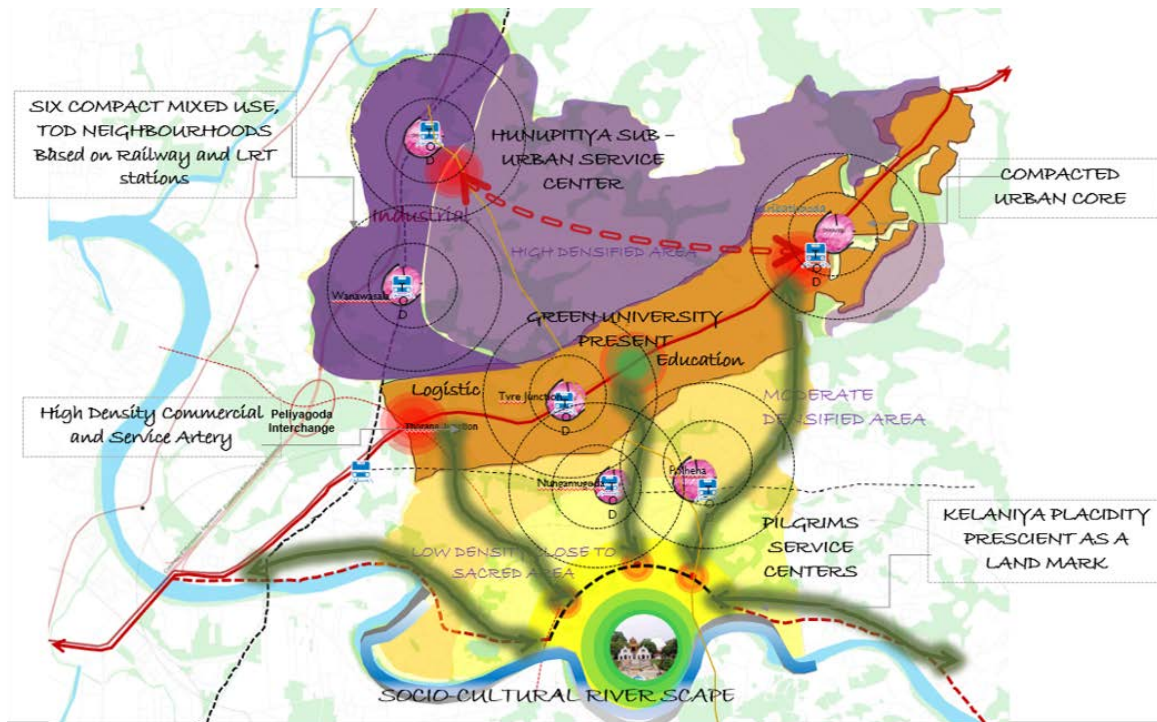


Figure 6.1 Concept Plan  
Source: Planning team – Gampaha District Office, 2017

Although the Kelaniya is one of the main Cultural and Historical sacred areas of Sri Lanka, now its importunacy is gradually weakening with existing urbanization. Though urban spirituality in relation to culture, history and treasured importance could be developed even with the high urbanization but in the case of Kelaniya, it is a difficult task with heavy & vicious urbanization stretching towards north from the Kelaniya Temple. It is conceptualized low level densification towards high urban densification. At the present Kelaniya Sacred area directly link via the Colombo – Biyagama road. But it is aimed to create direct linkages with the Colombo – Kandy Road in the year 2030, with a wider boulevard network relate to Kiribathgoda Commercial centre, Kelaniya

higher education centre and areas of Peliyagoda industrial centre deviating Kelaniya Sacred place from such an urbanized accomplishment for the purpose of protecting cultural, historical hereditary.

With the idea of 'Urban Locus', Kiribathgoda Commercial city through the A 1 Main Highway will be further continued as a zonal commercial generating centre minimizing the development pressure and it constrains to the area of Hunupitiya since it has been a trend and a requirement in developing that centre as a sub urban centre. It is expected that Concentrating Kelaniya University, Dalugama & its environs is to be thinking higher educational institutes locate there in the idea of developing the Kelaniya University as the Green University. Facilities should be provided to locate an area for industries & stores at areas of Wanawasala & Hunupitiya.

At present this area playing a main role as a residential area while covering 58% from the total land area as residential area by facilitating for the resident's commuters who worked in Colombo and adjacent areas. With the purpose of minimizing existing traffic congestion, it is also expected to provide facilities for residential communities while incorporating with proposed railway modernization and Light Railways (LRT) centring Hunupitiya, Wanawasala, Nungamugoda, Kiribathgoda, Tire Junction, and Polhena areas.

The aim would be to minimize difficulties due to urban heat and floods in creating a green city. It is proposed to control floods by improving low-laying areas such as Mahara Mudun Ela, supplementary areas of Wanawasala MudunEla and Kelaniya riverbank conservation areas. Improving canal reservations with a green line and all roads running towards Kelaniya Temple showing appearance of a wider boulevard, according to the Conceptual Plan of Kelaniya Divisional Secretariat area, Kelaniya Sacred City would be a juncture of blessings the entire township. Apart from lining up & location of various activities such as commercial, industrial & warehouse, higher educational institutes are spread along either side of Colombo - Kandy Main Highway and sub urban centres founded on transit neighbourhood nodes.

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Proposed Landuse Plan

## 6.2. Proposed Landuse Plan

Kelaniya could be identified as a High dense urbanized area. At present Kelaniya Divisional Secretariat area is the heaviest dense area of Gampaha District and projected density is 7878 persons per sq.km. This area had linked with national road network as in the past and now the area is more linked with other parts of the country through Express ways towards Katuunayaka and Colombo outer circular Expressway and also the Kandy Expressway which is being constructed. Acuity of relationships with other areas in the country is daily and gradually increasing presently the area is found to be a fruitful place within the area of Colombo inner core area.

Thus, the historical, cultural and religious importance is gradually diminishing. Presently, when consider the area of 1 km radius around the sacred area 10% of the area highly congested with industrial and related activities which may affected to diminish the value of sacred city. And also, it is recovered that entire low-lying areas are reclaiming used for unauthorized activities. A Plan has been underway for regulate landuse development by the year 2030.

As such it is important to have a comprehensive development plan taking all areas in identifying existing development potentials to prepare a future comprehensive physical Development Plan while protecting Historical Kelaniya. It should be prepared in a practical way that all buildings their height, density, shape, and colour should be compatible with historic Kelaniya and cliqued or stretched towards northern parts of the Kelaniya from the Kelaniya Sacred area as shown in figure 6.2. To further gradually establish this physical arrangement, the site should allow to expand only with approved uses which may compatible with the sacred area.



Figure 6.2 Cross-section of Proposed Special Physical Structure  
Source: Planning team- Gampaha District Office, 2018

Adjoining towns will be expected to be developed minimizing traffic congestion prevailed at present in Kiribathgoda town as well as along Colombo – Kandy Main Highway by properly handling and centralizing of over-all public transport services. Accordingly, further develop the Kiribathgoda town as the main commercial spot by promoting various commercial activities with the vertical development.

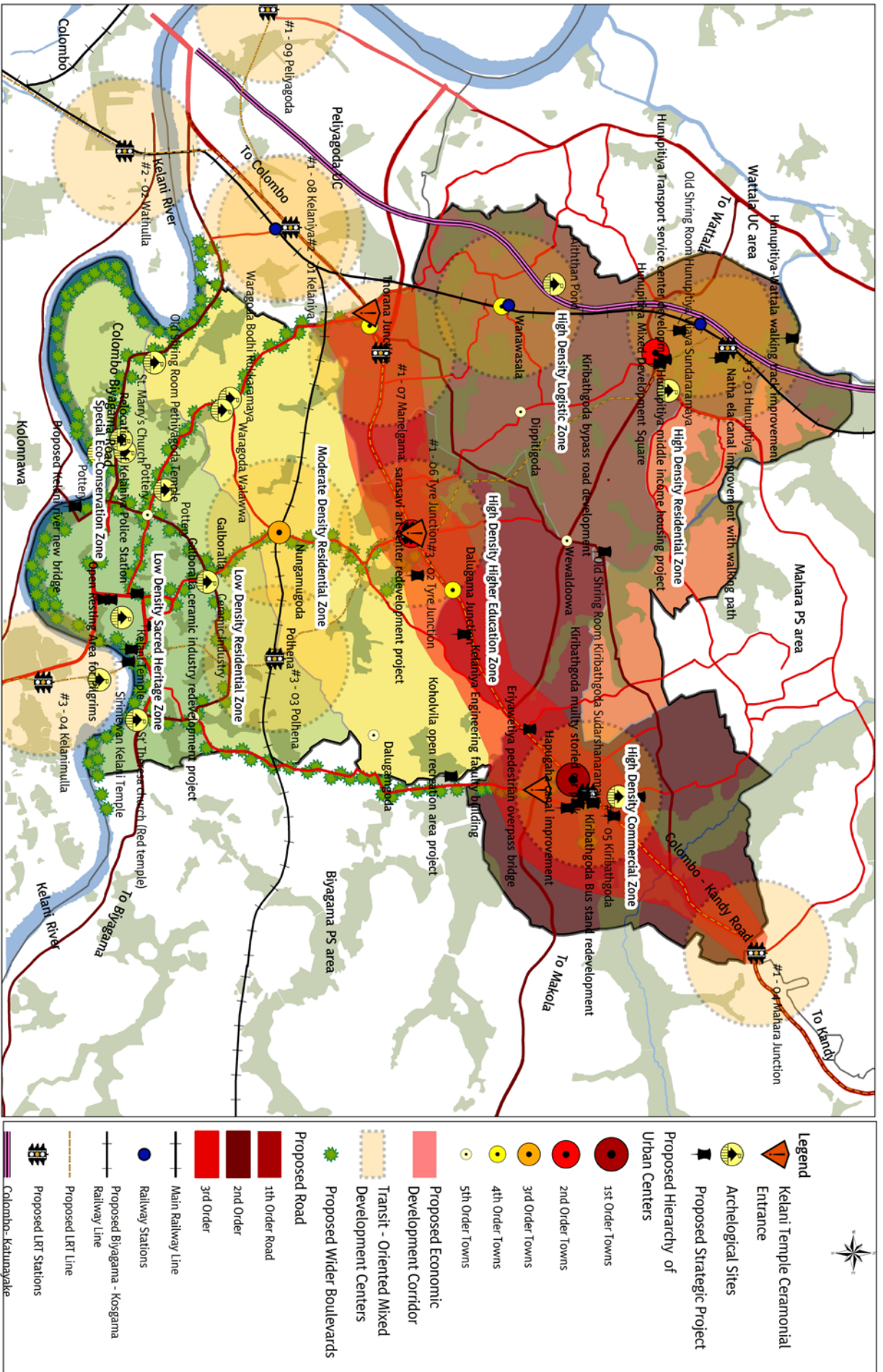
Hunupitiya will be developed as a 2nd category of township towards a road from Kiribathgoda to Hunupitiya and Wattala towns in considering the development trend towards Hunupitiya from Kiribathgoda. It is proposed to develop Hunupitiya as a sub centre with public transportation facilities while incorporating with electrification of Main Railway Line and newly proposed Light Railway Development. In addition, Wanawasala, Tire Junction, Nungamugoda and Polhena will be developed as small townships with centring the existing and proposed railway stations. Thus, these improvements would be expected to disperse commercial activities into hinterland. And also new housing schemes would be encouraged for improving housing expansion in Polhena, Koholvila, Nahena and Eriyawatiya areas.

It is expected a high dense development in northern part of the area. From northern part toward the sacred area should arranged as descending intensity of congestion of the urban characters from high dense to low dense when centring to the Kelaniya sacred area. Sacred area will further be layover it should be Kelaniya Temple be visible from Galborella area restraining high rise buildings expecting low dense housing stock in & around near space. Moreover, the Kelaniya sacred area will be connect with A 1 Main Highway through direct access with four wider boulevards from Kiribathgoda, Tire Junction, Thorana junction and Peliyagoda.

The area where currently experiencing frequent flooding of unauthorized and low-income housing adjacent to Kelani river north bank could be developed as a recreational area with socio-cultural river scape improvement while incorporating with Kelaniya Sacred Area Development Plan which prepared by National Physical Planning Department. It has proposed to link Egoda Kelaniya and Megoda Kelaniya via Kelani river. It may help to open-up the Kelani river north bank area for the purpose of attracting pilgrims and tourists while enhancing the sense of Kelaniya sacred city. Thus, it is expected to develop a Socio-Cultural River Scape Improvement at the Kelani river north bank while collaborating it with Kelaniya Raja Maha Viharaya.

An attention will be taken to conserve the green environment for the proper management of instant floods and in order to prevent the formation of high temperature zones while preserving the diminishing green shaded ecosystems in the region. It is being developed as a support to the green city concept based on the University of Kelaniya and the surrounding area, as an area for high density higher educational landuse with a green city concept.

According to the expected vision for the Kelaniya Pradeshiya Sabha, by 2030 "The Urban Locus of Divinity" will be achieved through proper management of landuses and densities as gradually change the intensity of congestion toward the sacred area from the north part of Kelaniya Pradeshiya sabha area. The sacred city is expected to be established as the main historical and spiritual blessing point of the region. And also, it is expected to minimize the traffic congestion prevailed at the Town Centre towards hinterland sub urbanized town centres through behavioural landuse changes.



Map 6.1 Proposed Landuse Plan

## 6.3. Infrastructure Development Strategies

### 6.3.1. Service Management Plan

Under the Proposed Service Management Plan, an attention will be focused on residential, dormitory, urban service centres, education, health, & trade requirements. At the year 2030, to achieve heavenly urbanized situation transit based targeted residential development generating efficient and fruitful township which is the objective of service plan under infrastructure development plan. Thus, under the projected qualitative & quantitative analysis services should thrive for projected population of 141,000 residents and 500,000 migrants.

#### 6.3.1.1. Proposed Housing Density

As per National Physical Plan, Kelaniya Divisional Secretariat area belongs to the proposed East-West Economic Corridor. It is expected a population increase by 20%-25% by the year 2050 throughout this area. Accordingly, the population density will be 6,000 -10,000 persons per sq.km in the Kelaniya Divisional Secretariat division. Based on this National Planning Intervention, the expected population growth is considered as 1.41% which is the Median Growth Rate of Population by counting the Grama Niladhari Divisions which present more than 1% population growth rate. Accordingly, the projected population will be 141,000 in the year 2030 and the expected population density will be 7,878 persons pre sq.km as clearly mention in the table 6.1. The existing population of 111,300 people will be increase by a total of 29,700 will be reaching a population of 141,000 in Kelaniya PS area in the year 2030. Apart from a percentage of 15% marshy lands, net density would be 9,271 per sq.km.

Hypotheses Population Density	Growth Rate	Year			Expected Population Density 2030	Expected Population Density 2050 (NPP)
		2011	2017	2030		
Natural Growth Rate	0.45	107,853	111,300	117,463	6,562	6001 - 10,000
Median value of Positive Population Growth Rate among GNDs	0.71	107,853	111,300	123,519	6,900	
Median Growth Rate of Population which are more than 1% Growth Rate	1.41	107,853	111,300	141,020	7,878	
Maximum Growth Rate among all GNDs	2.22	107,853	111,300	157,522	8,800	

Table 6.1 Projected Population Density for 2030  
Source: Planning team – Gampaha District Office, 2017

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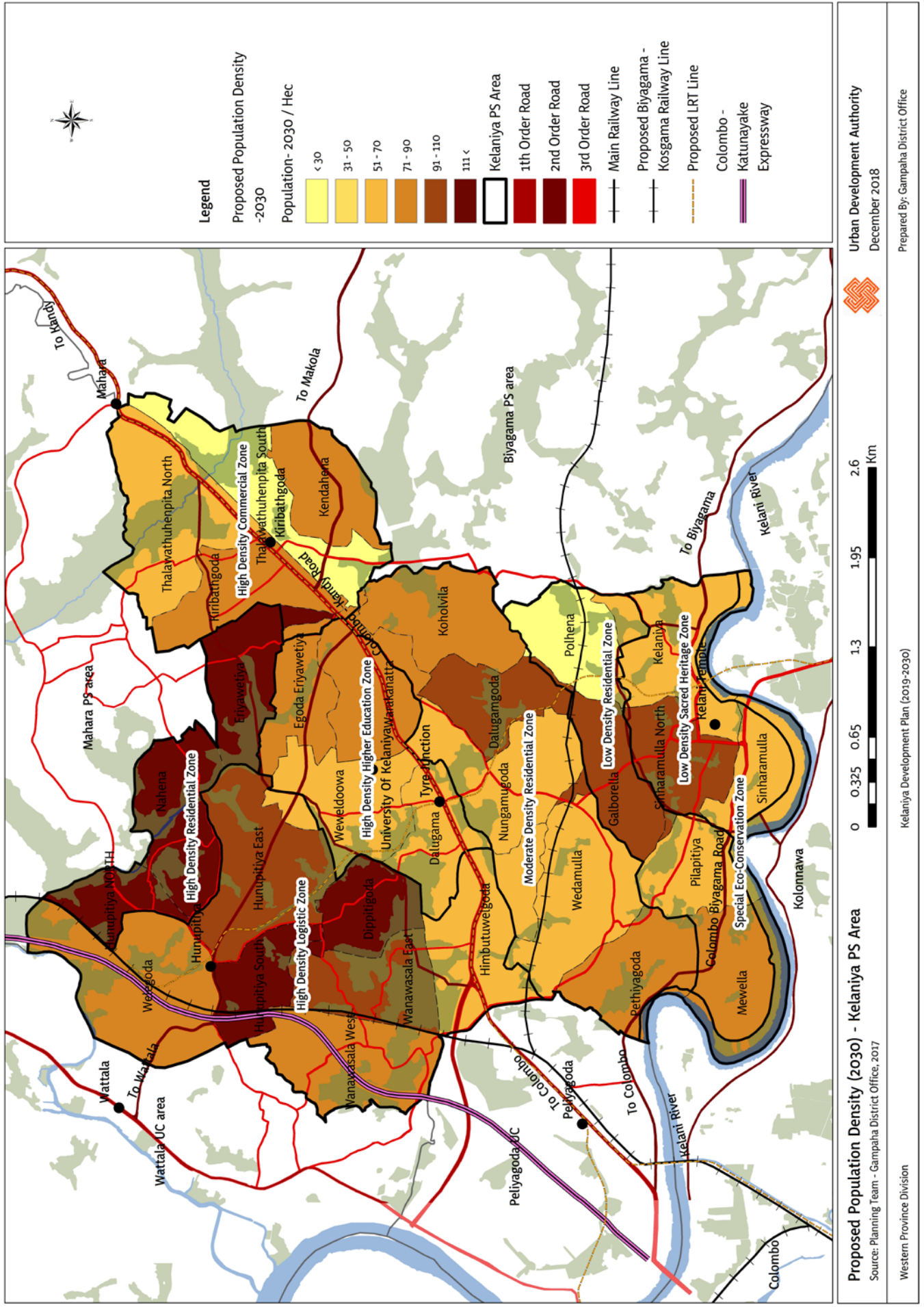
Service Management  
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As shown in table 6.2, projected population has distributed among the proposed zones based on conceptual plan, Development pressure and Potential, Sensitivity and suitability analysis.

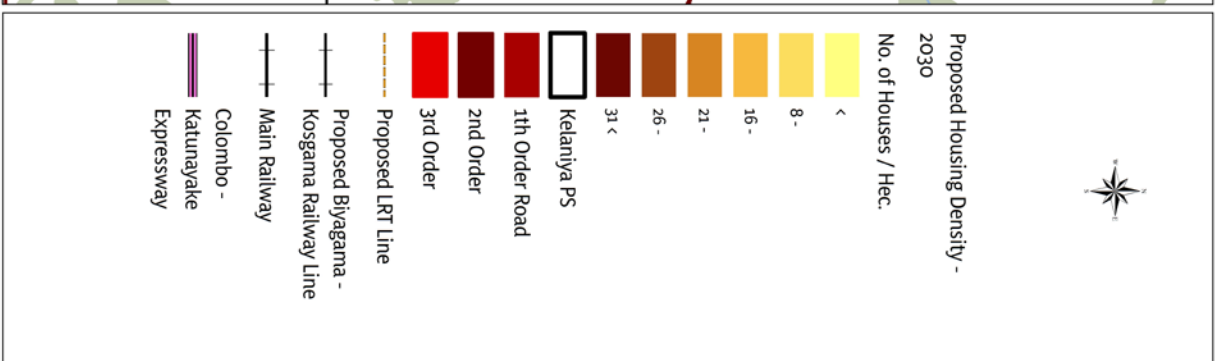
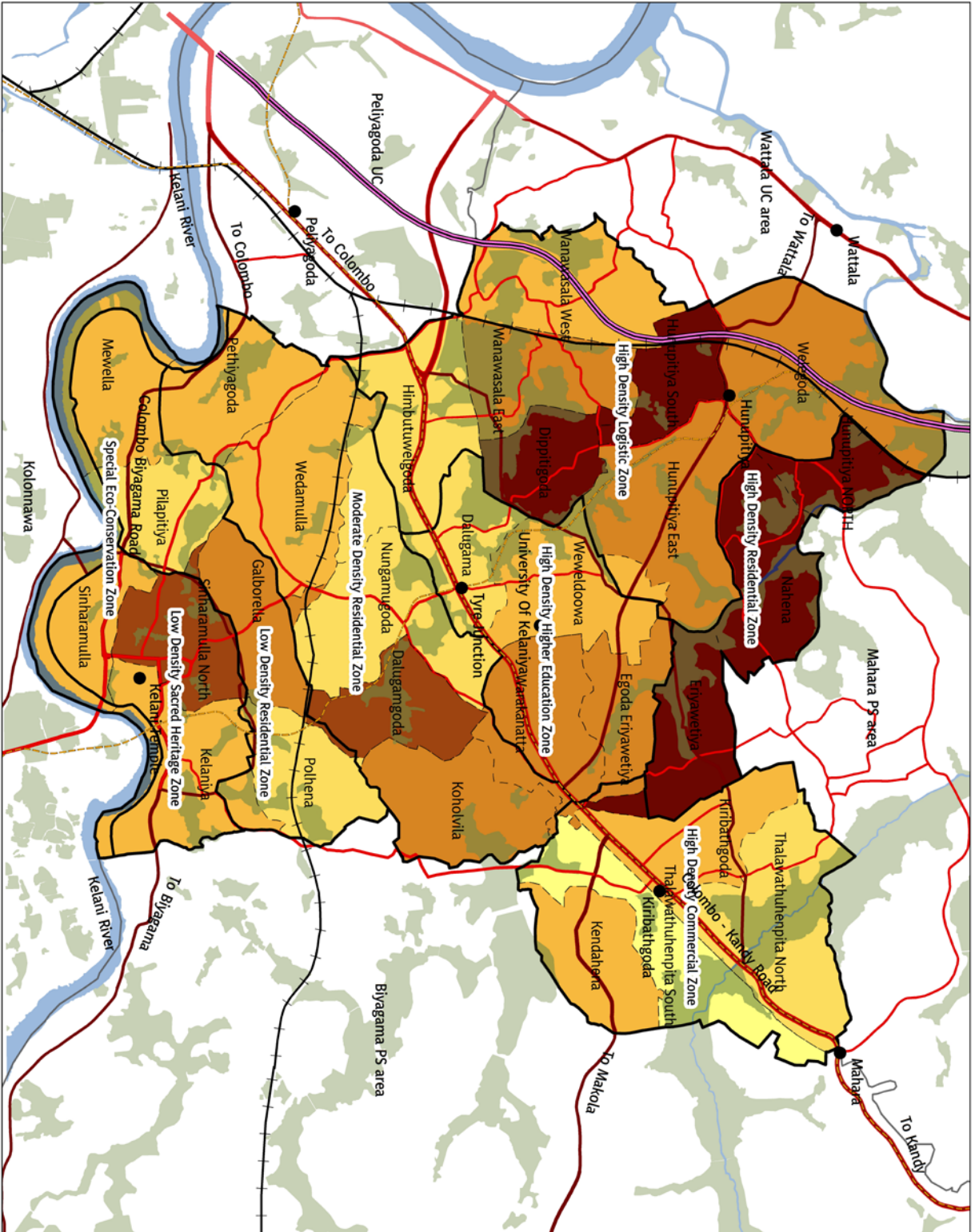
Zones	Proposed Name	Extent (Hec.)	Proposed Population 2030	Proposed Population Density (Hec.)	Proposed Housing Units	Proposed Housing Density (Hec.)
Zone I	High Density Commercial Zone	264.2	15778	60	3945	15
Zone II	High Density Higher Educational Zone	209.36	15170	72	3793	18
Zone III	High Density Logistic Zone	460.22	40218	87	10055	22
Zone IV	High Density Residential Zone	141.02	19633	139	4908	35
Zone V	Moderate Density Residential Zone	335.57	26229	78	6557	20
Zone VI	Low Density Residential Zone	177.08	12639	71	3160	18
Zone VII	Low Density Sacred Heritage Zone	148.59	11353	76	2838	19
Zone VIII	Special Eco-Conservation Zone	53.49	0	0	0	0
<b>Total</b>		<b>1789.53</b>	<b>141020</b>	<b>79</b>	<b>35255</b>	<b>20</b>

*Table 6.2 Projected Population and Housing Density Distribution According to the Proposed Zones*  
*Source: Planning Team – Gampaha District Office, 2017*

Present Housing Stock is 26,855 units in the area. With the increase of population, the projected housing stock would be 35,255 units in the year 2030 as shown in above table. The raw housing and shanties stock of 904 units increase should be 9,304 units. Accordingly, the propose housing stock will be determined allowing higher density distribution in high land areas accommodating healthy and free from natural hazards and low-density distribution of housing units in low lying land, canals and areas closed to archaeological areas. In achieving transit-based development, in keeping with targets of vision 2030, six (6) transit-oriented development clusters accommodating modernization of main Railways and also Light Railways will be in mind and provision is provided for 60% of population's requirement. As such railway stations as well as light railway stations adjacent areas of Polhena, Galborella, Nungamugoda, Wedamulla, Eriyawetiya, Koholwila, Welegoda and Dippidigoda will be the places of Housing development under the Plan. Thus, proposed housing and population distribution has shown in map 6.2 and 6.3. .



Map 6.2 Proposed Population Density Distribution - 2030



**Proposed Housing Density (2030) - Kelaniya PS Area**

Source: Planning Team - Gampaha District Office, 2017



Urban Development Authority  
December 2018

Western Province Division

Kelaniya Development Plan (2019-2030)

Prepared By: Gampaha District Office

Map 6.3 Proposed Housing Density Distribution - 2030

### Map 6.3.1.2. Proposed Urban Service Centers Priority Plan

Kiribathgoda Town can be identified as one of the main town centres in western region which providing urban service. Since Kelaniya & Hunupitiya also identify as service centres such areas are not up to satisfactory level and thus an attention is focused on for internal towns development for the purpose of providing facilities for the convenience of residents and commuters. The existing town centers and neighborhood nodes have prioritized based on their expected levels considering Development Pressure, Sensitivity, Residential Land Suitability, Potential and proposed projects as per annexure 36. Summary of the prioritized levels of town centers have mention in table 6.3.

<i>Proposed Priority Level</i>	<i>Town Centres</i>
<i>1st Priority Towns</i>	<i>Kiribathgoda</i>
<i>2nd Priority Towns</i>	<i>Hunupitiya</i>
	<i>Tyre Junction</i>
<i>3rd Priority Towns</i>	<i>Nungamugoda</i>
<i>4th Priority Towns</i>	<i>Thorana Junction</i>
	<i>Dalugama</i>
	<i>Polhena</i>
	<i>Wanawasala</i>
	<i>Galboralla</i>
<i>5th Priority Towns</i>	<i>Sinharamulla</i>
	<i>Kelaniya</i>
	<i>Wewalduwa</i>
	<i>Dippitigoda</i>
	<i>Dalugamgoda</i>

*Table 6.3 Proposed Hierarchy of Urban Centres*

*Source: Planning Team – Kelaniya Development Plan, 2017*

Kiribathgoda is fourth category town in the Western region at the present. According to the existing services, most of the public services such as a based hospital, a public market and a bus terminal is concentrated on Kiribathgoda city centre. Apart from that proposed Light Railway Station will be developed at Kiribathgoda town. Further based on all these potentials it is proposed to develop as the first priority city in the area which facilitate more than 220,000 commuters by 2030.

Development pressures concentrated in Kiribathgoda Town that potential trend reach towards Hunupitiya. In addition, direct impact of proposed Light Railway station, railway electrification also affects for Hunupitiya town. It helps to develop the area as transport service-based town centre. Apart from Hunupitiya, Tire junction is also expected to be developed as the second order city in the region due to the impact of

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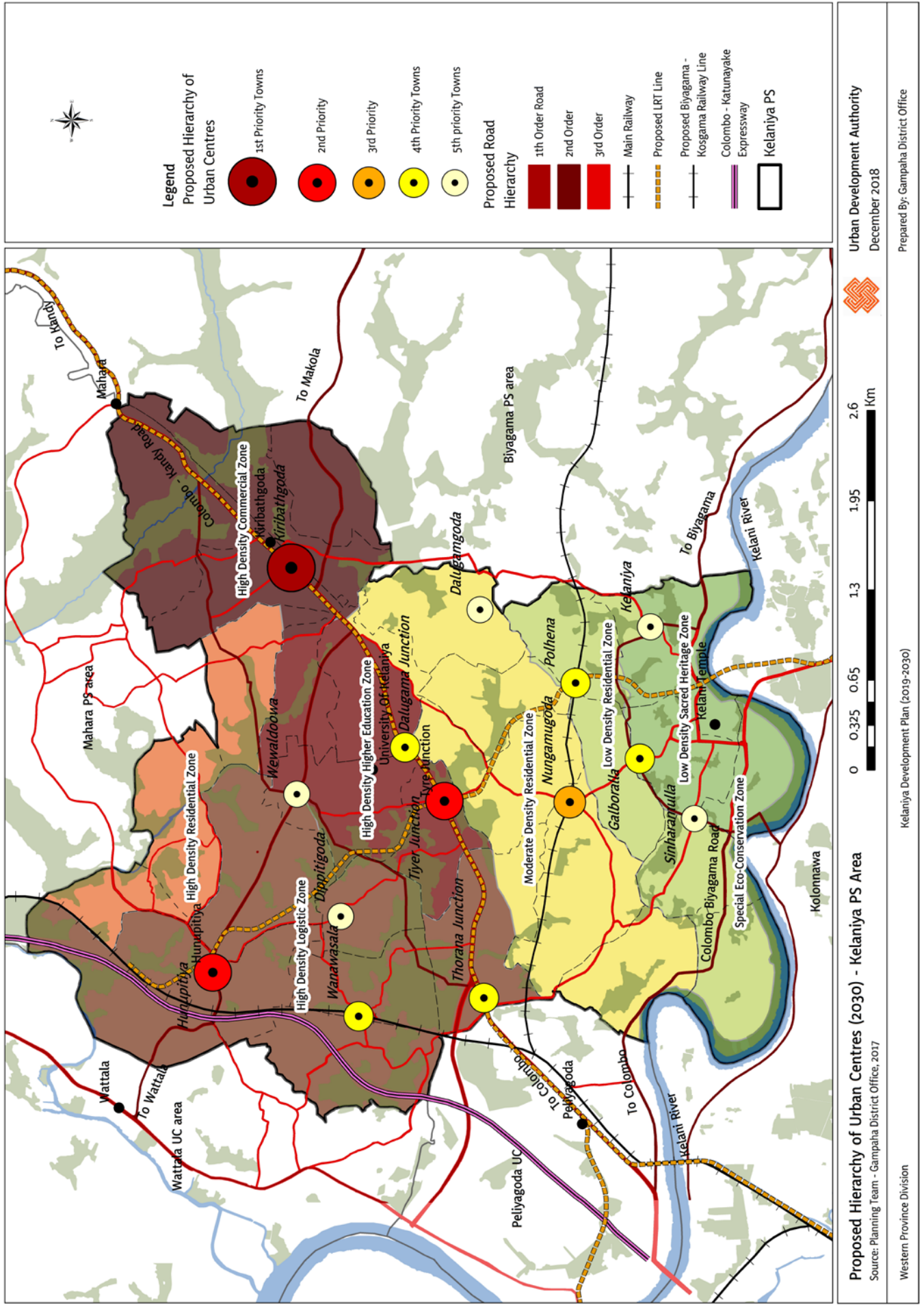
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proposed Light Railway station. Thus, according to the proposed density zone by 2030, such zone and its town centres which expected to accommodate 80,000-150,000 of commuter population is proposed developed as a second priority town centre. This second priority town may consist with a railway station or a Light Railway station or a combination of both which facilitate for both residents and commuters.

Nungugugegoda is expected to be developed as the third priority neighbourhood centre, covering less than 50,000 of the commuter population, which facilitate low and moderate Density Zones. The area is expected to develop with the proposed Biyagama-Kosgama railway line and its station. In addition, Thorana junction, Dalugama, Polhena, Wanawasala and Galboraella junction is expected to develop as the fourth priority town centres. These towns need to be developed to facilitate for less than 20,000 of the residential and commuter population. Accordingly, it is expected to provide day-to-day services specially with the transportation facilities.

Sinharamulla and Kelaniya nodes which included in to proposed Low Density Zone and Dalugamgoda, Dippitigoda and Wewalduuwa which included to High Density Zone also proposed to develop as small-town centres where retail, health services and others will be concentrated. It expected to accommodate less than 5,000 residential inhabitants.

Thus, when developing Kiribathgoda town as the main town centre in the areas, Hunupitiya and Tire junction will become as a second priority towns. Nungamugoda is also considered as the third priority city in the transit-oriented neighbourhood development cluster. And Thorana junction, Dalugama, Polhena, Wanawasala and Galboralla will be develop as Fourth Priority Town Centres. Here Galboralla is expected to function as a main centre in the Kelaniya sacred area which provide facilities for both local and foreign pilgrims. In addition, Sinharamulla, Kelaniya, Wewalduuwa, Dippitigoda, and Dalugamgoda centres will be developed as Fifth Order Town Centres while Kelaniya and Sinharamulla function as service commercial nodes which facilitate for pilgrims. The location of all these priority nodes are mention in map 6.4.



Map 6.4 Proposed Hierarchy of Urban Centres

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### 6.3.1.3. Educational Services Plan

When consider the existing education facilities in Kelaniya area which functioning as a main residential area, whole area included to Kelaniya Educational Zone. As shown in table 6.4, there are 25 of schools in Kelaniya Divisional Secretariat Division including 3 of National schools. At the present, 29,169 of students are accommodate within this schools.

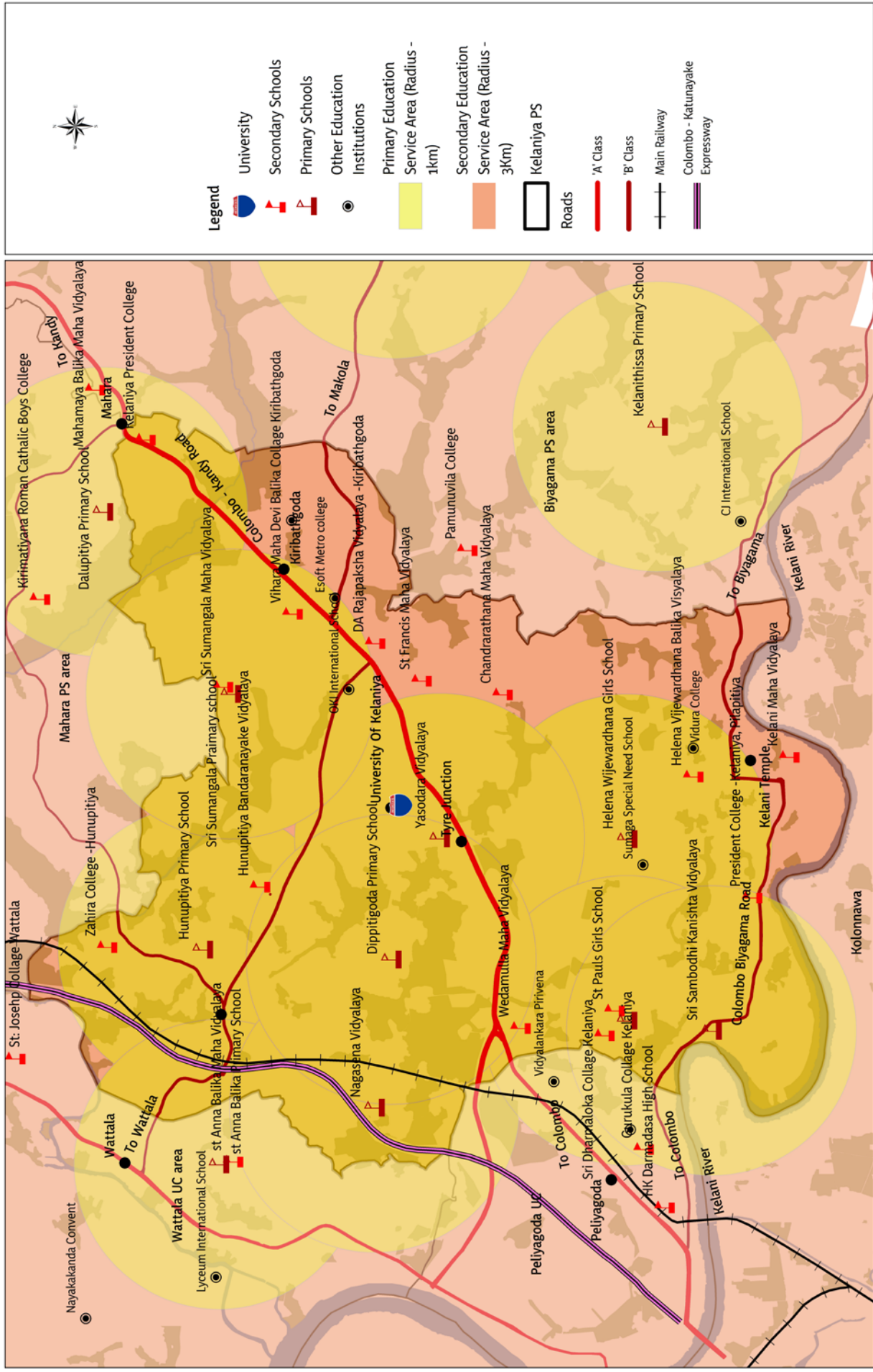
<i>DSD Name</i>	<i>National Schools</i>	<i>1 AB schools</i>	<i>1C Schools</i>	<i>2nd Grade Schools</i>	<i>3rd Grade Schools</i>	<i>Total</i>
<i>Kelaniya DSD</i>	3	2	9	5	6	25

*Table 6.4 Schools in Kelaniya DS Division*  
*Source: Statistics Handbook – 2016, Census & Statistics Department*

Out of the 25 of schools, 21 schools are located within the planning area including 2 Central College, 11 of Maha Vidyalaya. According to the existing population in Kelaniya Divisional Secretariat Division in the year 2016, can be identified 22% of are school age population as shown in annexure 37. Thus, 24,300 of school attending population in the planning area and 24,902 of students are accommodate within 21 of schools which are in this area including the students who come from the area outside of Kelaniya Pradeshiya Saba area. Based on the proposed population by 2030, the student population would be 27,192.

When consider the primary education, there are 7 primary schools spread in the planning area and 1 Km of their service range cover the whole area. There are also 84 preschools accommodating 1,500 children. In addition, there is a large trend for international schools in the area. In considering secondary education, 2 Central Colleges, 11 Maha Vidyalaya, are dispersed within the area and it has already covered their 3 Km radius of standard service coverage. Accordingly, as shown in map 6.5, Primary and Secondary educational institutions and their service coverage is quite enough for expected population by 2030. In addition, it is proposed to further improve the facilities in Hunupitiya Sahira College, Hunupitiya Primary School, Hunupitiya Bandaranayaka Vidyalaya, Sri Sumangala Primary School, Nagasena Vidyalaya, Dippitigoda Primary School, Yashodara Vidyalaya and Sri Sumangala Vidyalaya which included into the proposed High-Density Zone.

Considering the Higher education sector, the University of Kelaniya is located within the planning area and as per 2014 / 2015 annual report in the Kelaniya University it has providing the accommodation for 16,000 of students both local and foreign. And the number of external students is 41,100. Thus, this University has originated with 6 Faculties in the year 1975; yet it is now necessary to have an Engineering Faculty as well considering the projected 20,000 students in the year 2030. And it should be established in keeping with the Green University concept.



**Service Area of Education Facilities - Kelaniya PS**  
 Source: Education Department - Western Province /Google map  
 Western Province Division

**Urban Development Authority**  
 December 2018

Prepared By: Gampaha District Office

Map 6.5 Distribution of Educational Facilities

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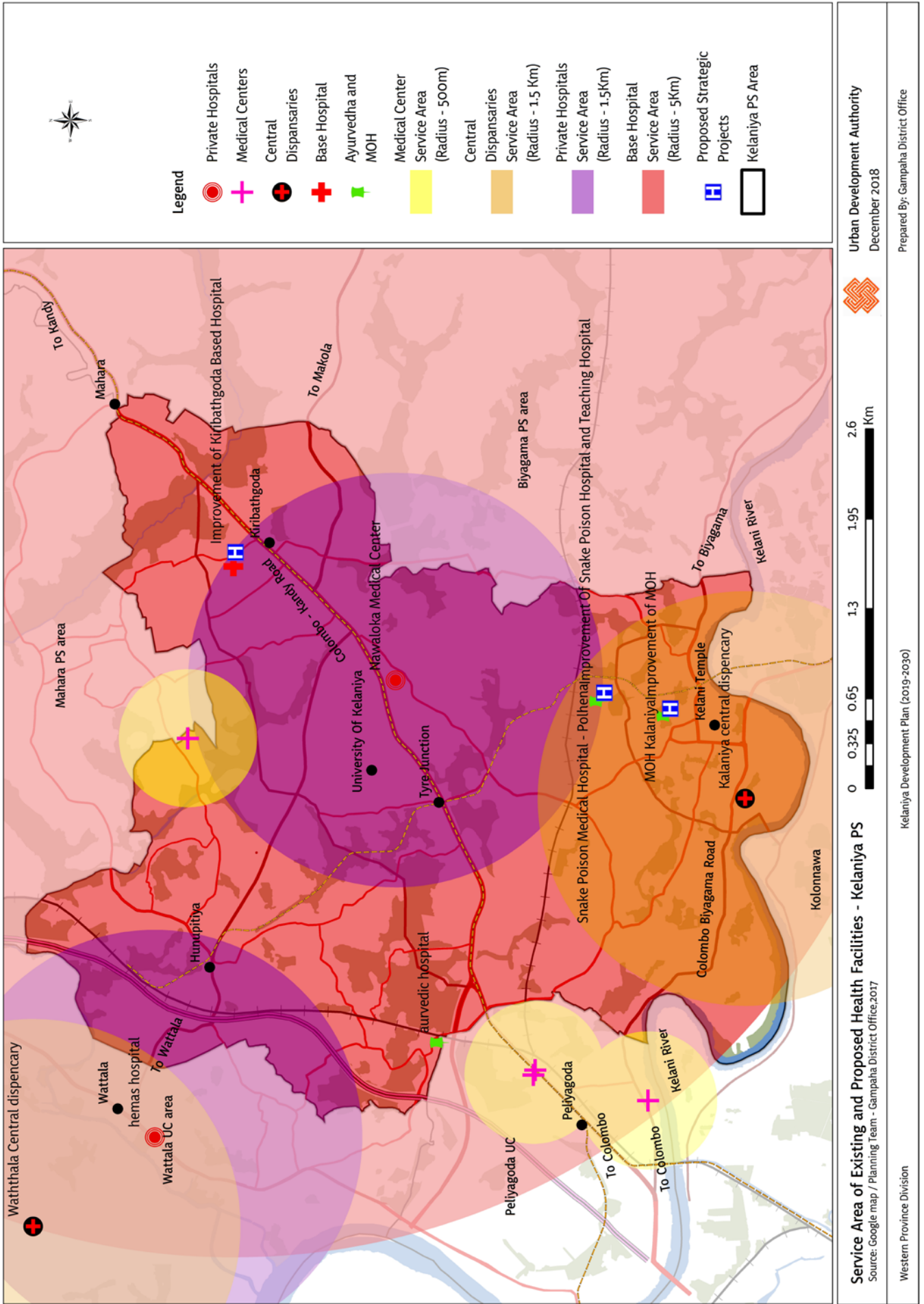
### 6.3.1.4. Health Facilities

In considering the Health Facility in the land area of 17.9 sq.km with a population of 111,300 persons in the year 2017 that the Kiribathgoda Base Hospital is vital importance. Presently among 3 of based hospitals in Gampaha District such as "A" Grade Base Hospital in Wathupitiwala, "B" Grade Base Hospital in Meerigamain and "B" Grade Base Hospital in Kiribathgoda, Kiribathgoda Based Hospital is in the Planning Area. It is consisting with 5 wards and has 81 beds. As per District Report of Census 2016, the Kiribathgoda Based Hospital has accommodating 16,508 of indoor and 149,423 of outdoor patients during this year. When consider the standard service coverage area of a based hospital as 5 Km radius, it has covered the whole Planning Area. Considering the Govt. Central Dispensaries, Kelaniya & Sinharamulla Central Dispensaries and also a network of private clinics covers entire health facilities in the region.

Kelaniya Ayurveda Dispensary and Kiribatgoda Ayurveda & Panchkarma dispensary are important in considering Ayurveda health care in the area. It is also very importance that national & internationally reputed Polhena Snake Poisons Hospital & College also located in this PS area. This poisons Hospital was established in the year 1984 in order to conserve local inheritance Ayurveda Snake poisons hospital at Polhena in the Kelaniya DS Division. At the present, this is the only Poisonous Healthy Institution in Sri Lanka which consist with poisonous medical college. Entrance to this college is limited to 20 – 25 students in a year out of 200 – 250 applicants. It is proposed to improve the capacity of this traditional hospital in the future.

Subsequently, health services facilities are rather up to the absolute level with the projected population of 141,000 persons in the year 2030, and it is appropriate to upgrade Kiribathagoda Base Hospital to A Grade Base Hospital accommodating 200 beds for indoor patients covering the land extent of 2.7 hectares. At the present whole Kelaniya PS area covered by the one MOH which located in Kelaniya Grama Niladhari Division. But based on the projected population in the year 2030, it should further develop to facilitate expected population. Specially, the existing Poisonous Hospital & Medical College also upgrade and modernized to facilitate for both residents, commuters and students.

Thus, all these proposals and existing service coverages are shown in map 6.6.



Map 6.6 Distribution of Health Facilities

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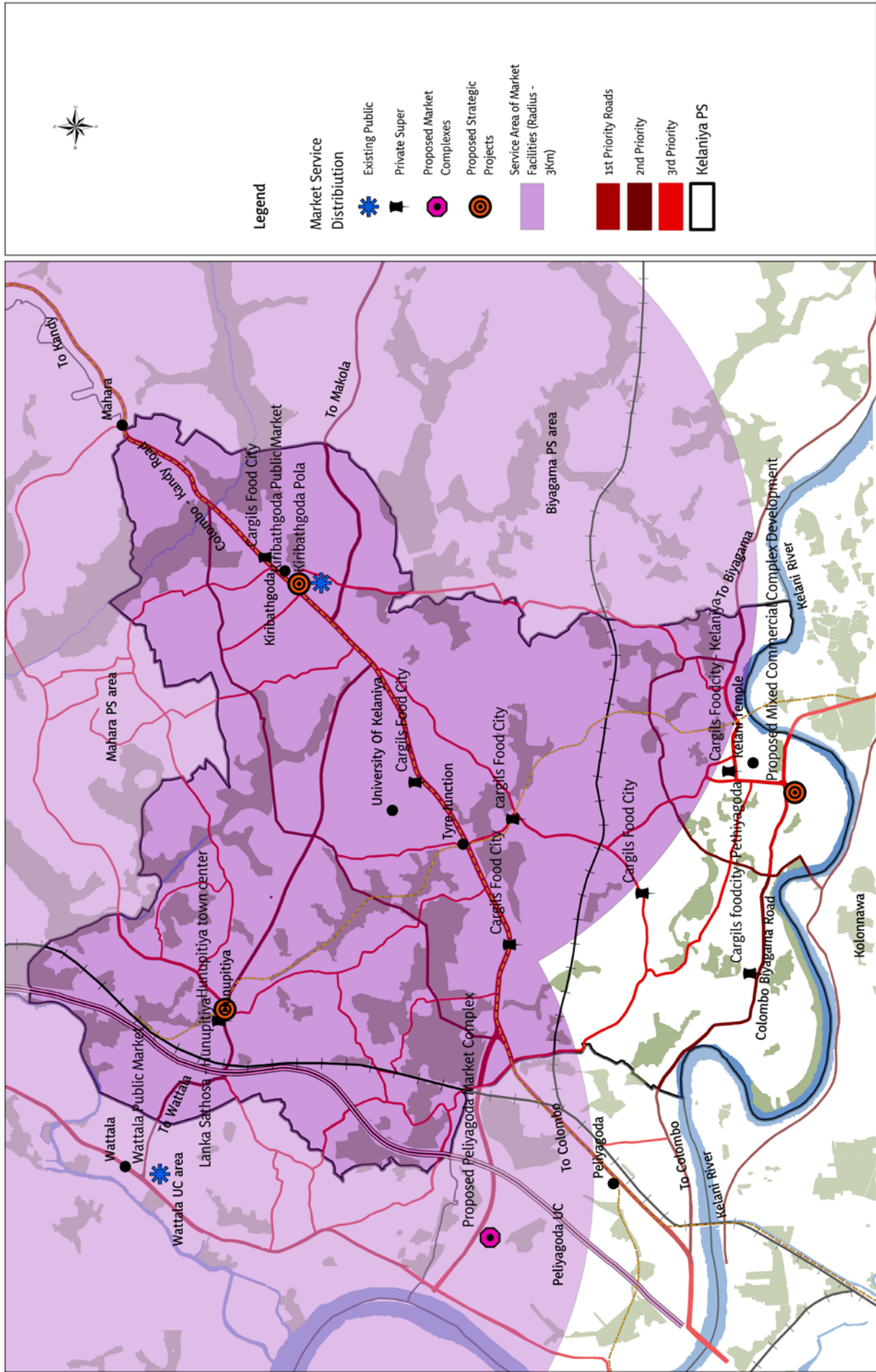
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### 6.3.1.5. Public Market Services

It is important to consider the common trade services for large number of internal and migrants' population who visit this region regularly.

Kiribathgoda Market and Weekly fair are catering common marketing for an internal population of 111,300 persons in addition to nearly 200,000 commuters who come daily to the town. When consider the 3 Km of service coverage in Public market, it has covered more than 2/3 of area apart from Mawella, Sinharamula and Pilapitiya areas in the southern part of Planning Area. At the same time, communities in Hunupitiya area get the market service from Wattala Market and also private sector trades stretched all around the area. However, Kiribathgoda Pubic Market centre together with the weekly fair is providing services to the entire region; yet there will not be satisfactory level for facilitating for the projected population of 141,000 in the year 2030. Since the upper floors of Public Market Building is not functioning due to its dilapidated condition. But when developing this area as a High-Density Commercial Zone, it is expected to re-develop this Public Market with the modern facilities.

It is also expected to encourage a Public Market complex at the Hunupitiya town as well in order to cater the existing market trends. Market extensions along the roadsides make a necessity for proving adequate spaces for such activities by forming a public market complex in this town. In addition, all the trade facilities are to be provided to communities within the proposed Transit-oriented service nodes. All these proposals and service areas are shown in map 6.7.



**Service Area of Proposed and Existing Market Facilities - Kelaniya PS Area**  
 Source: Google map / Planning Team - Gampaha District Office, 2017

Urban Development Authority  
 December 2018  
 Prepared By: Gampaha District Office

Map 6.7 Distribution Public Market Services

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### 6.3.1.6. Hostel Facilities

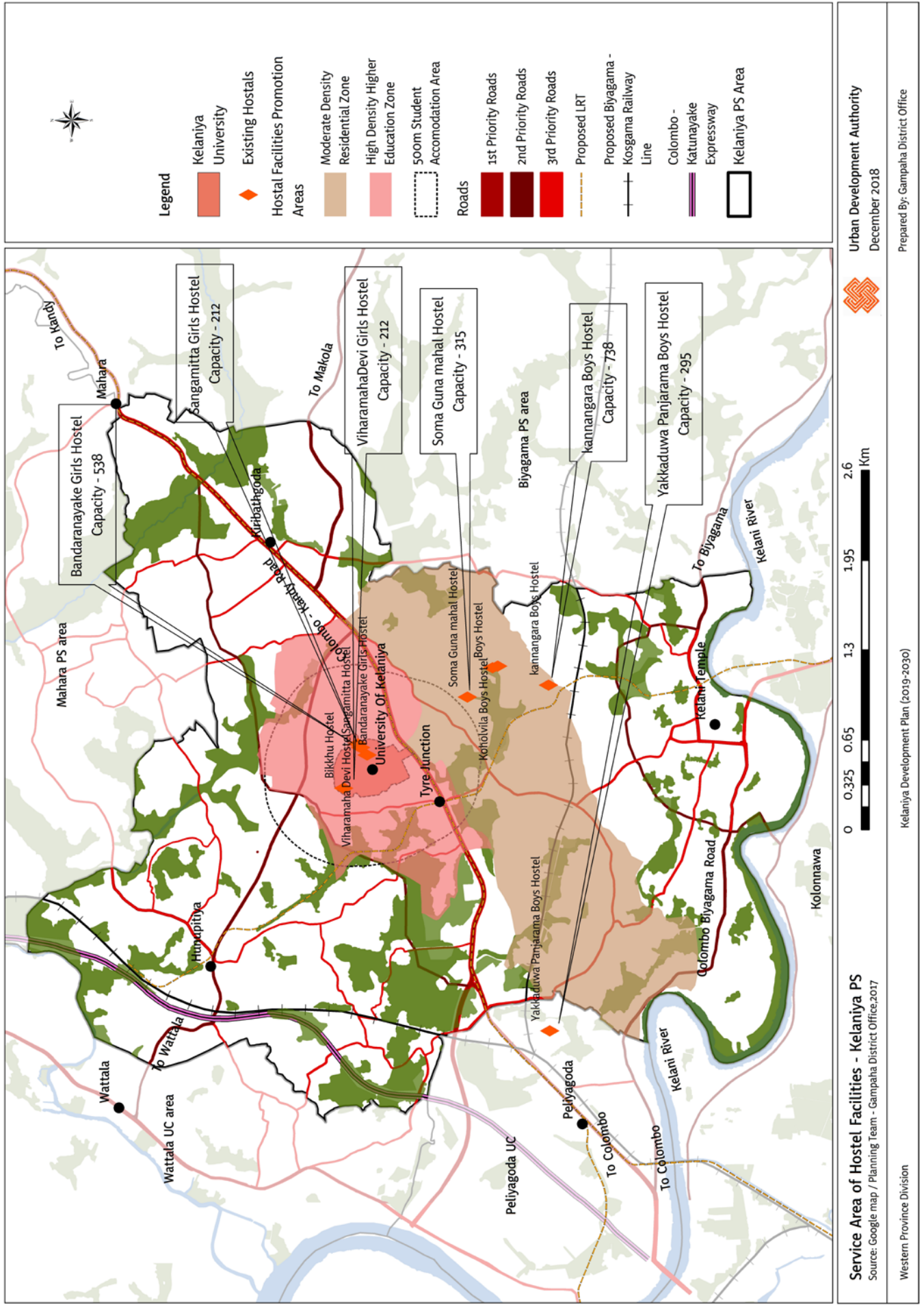
In the year 2017, 16,120 of students are accommodating in the University of Kelaniya. Out of these total students, accommodation facilities are providing for 3,958 of both male and female students. Others are accommodating in and around the region permanently or temporary.

Name	Year of Established	Capacity	Male/Female
Bandaranayake	1965	538	Female
Viharamaha Devi	1997	212	Female
Hemachandra Rai	2000	200	Female
Ediriweera Sarathchandra	1993	108	Female
EW Adikaram	2000	140	Female
Sangamiththa	1997	212	Female
Gunapala Malalasekara	1996	153	Female
Sir D B Jayathilaka	2015	495	Female
Yakkaduwe Paranganarama	2009	295	Male
C W W Kannangara	2005	738	Female
Soma Gunamahala		315	Female
Bulugaha Junction		200	Female
Seevali Mawatha		100	Female
Mahara Junction		100	Female
Seevali Mawatha		80	Male
Kethage Watte		72	Male/Female
		3958	

Table 6.5 Permanent Hostels – University of Kelaniya

Source: Annual Report 2014-2015, University of Kelaniya/ Planning Team – Gampaha District Office, 2017

Presently, if providing the accommodation facilities for 80% from the total student population it should provide 12,896 of students considering the students who come out of the western region. But prevailing capacity of dormitories is only for 3,958 students. Yet total number of students who reside outside of the university premises which counts about 8,900. In counting the total studentship with the proposed Faculty of Engineering in the year 2030 it would be 20,000 and out of which 80% internal dormitory facility is to be fulfilled. It is therefore expected to provide accommodation for around 16,000 students. Hence it is proposed to facilitate around 12,000 of additional new accommodation within the Higher Education Promotional Zone. All these proposals and service areas are shown in map 6.8.



Map 6.8 Distribution of Hostel Facilities

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## 6.3.2 Road and Transportation Plan

Kiribathgoda Town can be identified as a nearest town to the Colombo Commercial Capital among the town centres which concentrated to A1 Main Highway. A1 Main Highway which links to northern, eastern, north central and central part of the country containing with high traffic congestion all over the day. More than 150,000 vehicles a day reaching Colombo through this road. Traffic congestion is more effect in Kiribathgoda town and other nearby locations of Kelaniya University and Tire Junction of Dalugama as proximate area to the Colombo CBD.

Vision and targets created by the year 2030 is determined an efficient & fruitful town founded on smoothen traffic & transportation network. Accordingly, it has proposed to achieved the objectives such as to positioning the Kelaniya Sacred area as a centre point with direct accessibility toward the sacred area by the year 2030, to establish efficient transport system through a hierarchical road network by the year 2030, and to established 6 transit-oriented development clusters based on proposed railway electrification and new Light Railway through an efficient Road and Transportation Plan. For that there are 3 specific strategies under the Transportation Plan as described below.

### 6.3.2.1 Promoting an alternative road hierarchy connecting Colombo – Kandy Main Highway to overcome the existing traffic congestion

It is anticipated to improve & widened alternative roads, weakening road existed areas by developing linking new road hierarchy and new alternative road to be established in further while establishing the existing A 1 Main Highway as the First Priority artery.

As such it is proposed to construct an alternative road deviating Kiribathgoda Town as an alternative way to A 1 Road. It will be a Second Priority Road which link Peliyagoda and Mahara Junction via Dippitigoda, Wewalduwa & Eriyawetiya deviating the Kiribathgoda town. In addition, Hospital Road, Eroyawetiya Road, Wewalduwa Road, and Manalgama Road will be developed as 3rd Priority Roads which provide direct access for proposed alternative road.

At the same time, Hunupitiya Road will be developed with four lane road along with a service line as well. With the anticipated improvement in the year 2030, in centralizing & modernizing of Main Railways and Light Railways, together a transport services the Hunupitiya town to be developed as a sub town centre. It is also identified Hunupitiya and Wanawasala area of encouraging Logistic & Industrial Promotion Zone. Thus, roads in this area proposed to be improved as 3rd priority roads by providing up to two lanes.

Colombo – Biyagama Road will further continue as a 2nd priority road in increasing accessibility to Kelaniya Temple from Colombo – Kandy Road. A road system will be improved from Torana Junction to Kelaniya Temple, Tire Junction to Kelaniya Temple and Kiribathgoda to Kelaniya Temple as 3rd priority roads. There are two objectives in having these improvements. They are to improve the higher accessibility with A 1 Road

to Kelaniya Sacred Area and also connecting Kolonnawa allowing better linkage to Colombo and Battaramulla.

Since all these roads are concentrated & seemed congested closed to the Kelaniya Temple and more than 1/3 of vehicles which connected with Biyagama EPZ also travelling through the Colombo – Biyagama Road which laying proximity to Kelani Temple. Therefore, to overcome these inconvenience situations which may arise with traffic congestion and noise, it has proposed to develop new Kelani Valley Crescent Road via Pilapitiya, Galborella, Koholwila and hereafter linked to the Colombo – Biyagama Road again as a four-lane roadway.

This road hierarchy is shown in table 6.6 and map 6.9. And the Cross section of the expected situation of every road hierarchical structure is shown figure 6.3 to 6.8.

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#### Road and Transportation Plan

Road Hierarchy	Road	Existing Width (Meter)	Proposed Width (Meter)	Distance (Km)	
1st Priority Road	Colombo Kandy Road (Peliyagoda to Mahara 6 Km)		30m (4 Lanes / Centre Line for LRT/ Service Lane) • Carriage way – 14m • Parking Lane – 5m • Center Line (LRT)- 6m		
2nd Priority Road	'A' Category	Colombo – Biyagama Road (Peliyagoda to Kelaniya Red Temple – 5Km)		26m (4 Lanes / Service Lane) • Carriage way – 14m • Parking Lane – 2.5m • Center Line - 3m • Pedestrian, Service and landscaping – 2.25m	
		Proposed New Kelani Velly Crescent Road	New		
		Hunupitiya – Wattala Road	9 m		4.1 Km
		Kiribathgoda – Makola Road			
	'B' Category	Proposed New Bypass Road from Peliyagoda to Mahara via Wewalduwa , Eriyawetiya.	New	22m (4 Lanes / Service Lane) • Carriage way – 14m • Center Line - 3m • Pedestrian, Service and landscaping – 2.5m	4.75 Km
3rd Priority Road	'A' Category	Kiribathgoda Hospital Road	6.6 m	13m (2 Lanes / Service Lane) • Carriage way – 7m • Pedestrian Lane/ Landscaping and drainage – 6m	
		Eriyawetiya Road	6m		
		Wewalduwa Road	7m		
		Dippitigoda Road	6m		
		Wanawasala – Wattala Road	6m		
		Manelgama Road	6m		
	'B' Category	Thorana Junction- Kelani Temple Road	9m	14 m (2 Lanes / Service Lane) • Carriage way – 7m • Pedestrian Lane/ Landscaping and drainage – 6m • Center Line - 1m	
		Tire Junction – Kelani Temple Road	9m		
		Kiribathgoda to Kelani Temple Road via Koholvila	6.6 m		
4th Priority Road	All other roads including Pradeshiya Saba Roads should be maintaining minimum 7m of road width except proposed 1st to 3rd priority roads				

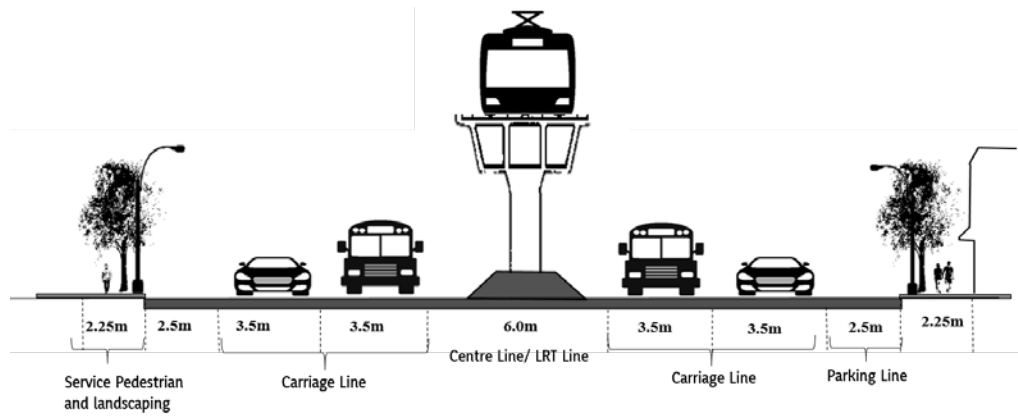
Table 6.6 Proposed Road Hierarchy

Source: Planning Team – Gampaha District Office, 2017

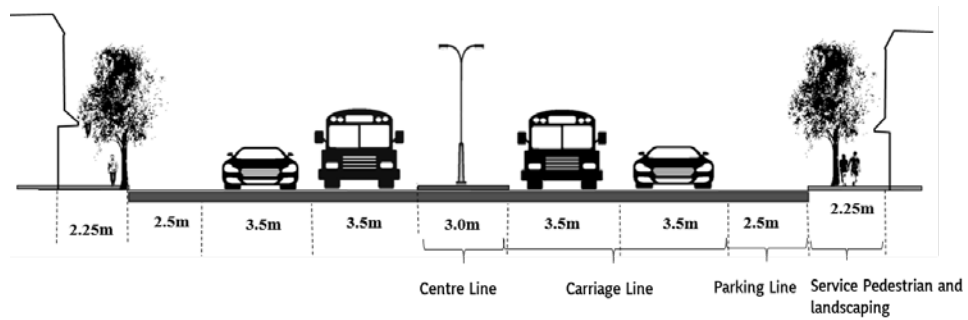
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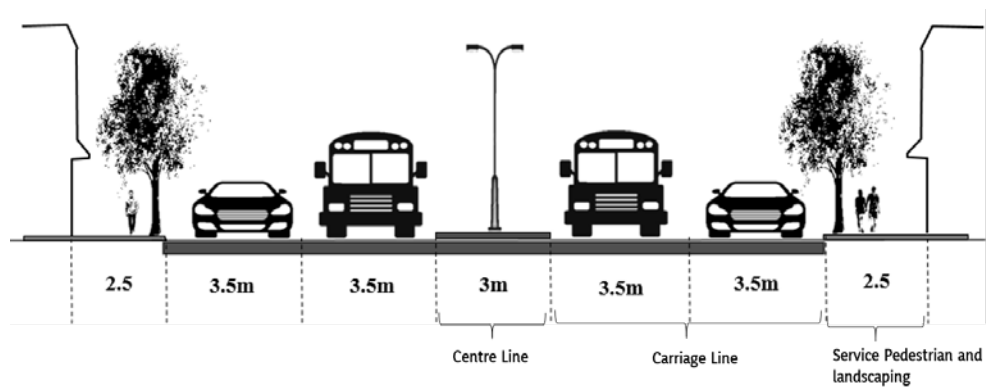
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*Figure 6.3 Proposed Road Section for 1st Priority Roads*  
*Source: Planning Team – Gampaha District office, 2017*



*Figure 6.4 Proposed Road Section for 2nd Priority "A" Category Road*  
*Source: Planning Team – Gampaha District office, 2017*



*Figure 6.5 Proposed Road Section for 2nd Priority "B" Category Road*  
*Source: Planning Team – Gampaha District office, 2017*

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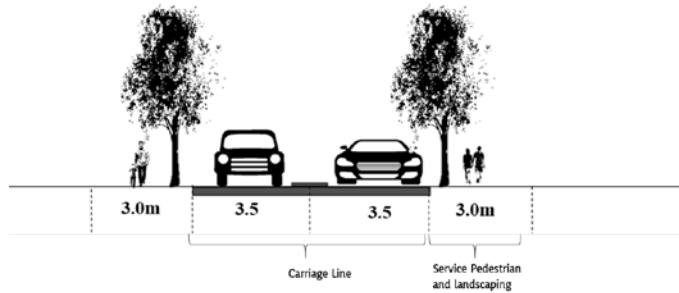


Figure 6.6 Proposed Road Section for 3rd Priority "A" Category Road  
Source: Planning Team – Gampaha District office, 2017

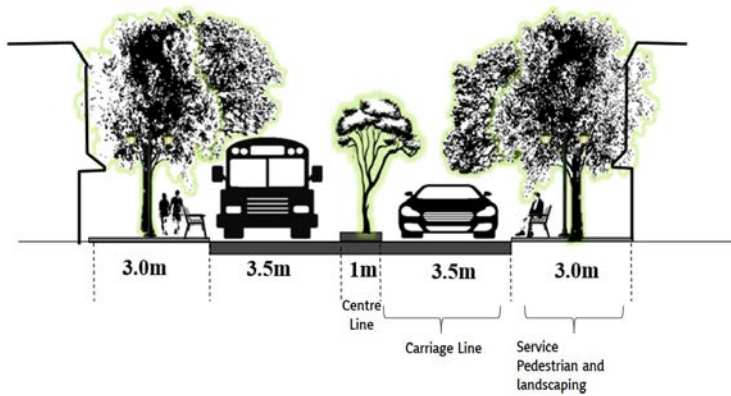


Figure 6.7 Proposed Road Section for 3rd Priority "B" Category Road  
Source: Planning Team – Gampaha District office, 2017

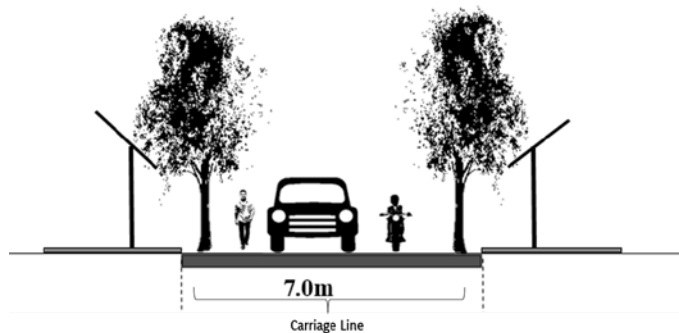


Figure 6.8 Proposed Road Section for 4th Priority Roads  
Source: Planning Team – Gampaha District office, 2017

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#### Road and Transportation Plan

### 6.3.2.2. Improve the Accessibility toward Colombo – Hanwella Low Level Road through Kelani River.

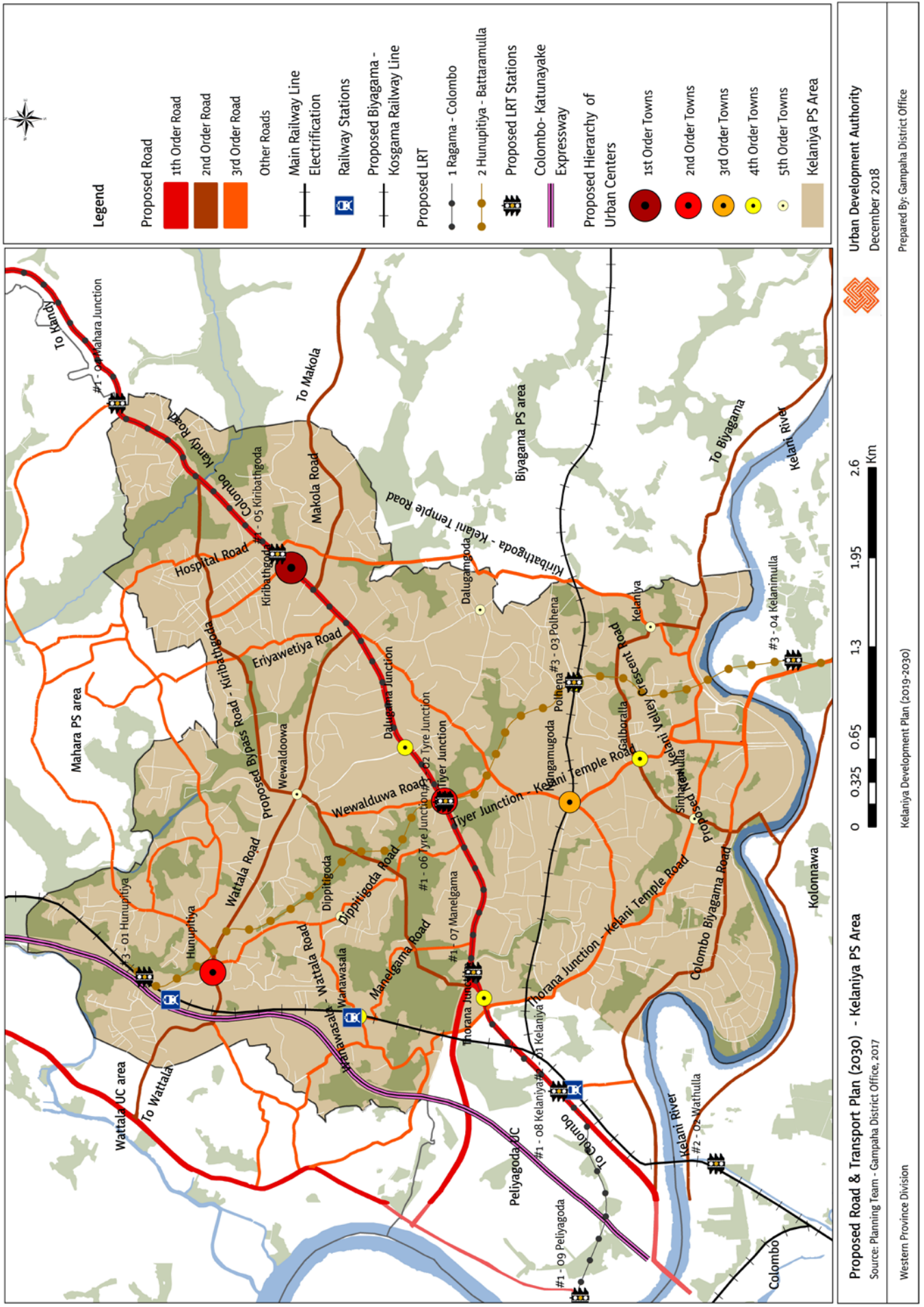
Presently, morning & evening in the Sirimewan Kelaniya Bridge appeared heavy traffic congestion. But it would be a solution to ease the existing traffic congestion prevailed along the Baseline Road and Colombo – Kandy Road allowing easy move of vehicles to Kotikawatta – Muleriyawa area through this bridge towards Egoda Kelanya. A new bridge over Kelaniya River is proposed from the area of Sinharamulla and Pilapitiya in order to increase accessibility to Kolonnawa crossing the river. Accordingly, through the proposed road network which connect the Colombo – Kandy Main Highway and Kelani Temple which proposed under the strategy of establishing a hierarchical road network would lead to increase the accessibility toward the Hanwella Low Level Road.

### 6.3.2.3. Promoting the Public Transportation Service while incorporating with Railway electrification and Proposed Light Railway Transportation service

As a third strategy, it has proposed to encourage the Public Transportation Service incorporating with proposed Railway electrification, new Biyagama – Kosgama Railway line and proposed Light Railway system. Under the Railway electrification, it has proposed to electrify the Main Railway Line from Panadura to Veyangoda, based on that Wanawala and Hunupitiya Railway stations which include to the Planning Area to be upgraded further with modernized transport facilities. And also new Railway station at Nungamugoda will be erected under the proposed Railway line from Kelaniya to Kosgama under the Proposed New Railway Modernization Plan for year 2020.

In addition to this Railway modernization, an attention has been focused on to incorporate the proposed Light Railway system as well. Considering the proposed Ragama – Narahenpita Light Railway track, Kiribathgoda and Tire junction and also Hunupitiya, Tire junction and Polhena nodes in line with the proposed Hunupitiya – Kottawa new Light Railway track will be develop as a Transit-oriented neighbourhood node. With this improvements Hunupitiya town centre will be further developed as a Transit Node which provide Railway, LRT and Bus services.

All these proposals and their locations are shown in map 6.9. The expected changes with all these proposals have competed with the existing situation using the Spatial Integration Analysis as shown in Annexure 38.



Map 6.9 Proposed Roads & Transport Plan

### 6.3.3. Water Supply Plan

There seems to be various water supply sources are existed at present. As per statistical data of the Dept. of Census & Statistic in 2012, around 72% of housing units used pipe borne water as shown in below table 6.7.

Kelaniya DSD Area	Drinking Water Sources					
	Safe well within the Area	Safe well outside of the Area	Pipe born water inside the Unit	Pipe born water sur-rounding area not in the Unit	Pipe born water usage outside of the Area	Pipe born water
	13%	1%	72%	11%	2%	1%

Table 6.7 Drinking Water Sources – Kelaniya DSD Area  
Source: Sampath Pathikada, Kelaniya DSD – 2015

According to the website report of the National Water Supply and Drainage Board in year 2018, 77.37% of houses were getting pipe borne water in Wattala and Kelaniya areas which included to Kelaniya water supply administrative zone.

According to the standard calculations as shown in table 6.8., there was a requirement of 17,785 m<sup>3</sup> for the consumption of residential, commercial, industrial, hospital purposes & for the daily commuters in the year 2017.

Current Water Demand – Kelaniya PS (2017)				
Category	Amount	Demand for 1 unit (LPCD)	Daily Water Demand (m <sup>3</sup> /day)	Supply
Residential	111,300	135	15,026	Distribution capacity of water per day 71,000m <sup>3</sup> for Kelaniya & Wattala Area
Residential students – University of Kelaniya	3,958	135	534	
Base Hospital – Kiribathgoda	81	350	28	
Employees in Commercial & Services	44,687	20	894	
Industry Workers	11,164	50	558	
Customers	133,900	5	670	
Pilgrims at Kelani Viharaya	15000	5	670	
<b>Total</b>			<b>17,785</b>	

Table 6.8 Current Water Demand in Kelaniya PS Area (2017)  
Source: Planning Team Gampaha District Office, 2017

Drinking Water requirement of the Kelaniya Area is supplied by the Kelani River South Bank Water Treatment Plant. The daily capacity of this treatment plant is 180,000 m<sup>3</sup> and it distribute drinking water for towers of Biyagama, Church Hill, Ragama, Kadawata, Welisara, JaEa, Kandana & Ekala. Among them the water requirement of Kelaniya and Wattala areas are fulfilling by the Church Hill Ground Water Tank and it distribute 71,000 m<sup>3</sup> of water capacity for these areas. As such adequate water supply is being carried out daily.

Considering the water demand for projected population in the year 2030, all sectors may require nearly 27,552 m3 per day of water requirement as shown in table 6.9.

<i>Water Demand for Forecasted Population - 2030</i>				
<i>Category</i>	<i>Amount</i>	<i>Demand for 1 unit (LPCD)</i>	<i>Daily Water Demand (m3 /day)</i>	<i>Supply</i>
<i>Residential</i>	141,020	135	19,038	<i>Proposed distribution capacity of water per day 108,000 m3 for Kelaniya &amp; Wattala Area</i>
<i>Residential students – University of Kelaniya</i>	16,000	135	2,160	
<i>Base Hospital – Kiribathgoda</i>	200	450	90	
<i>Employees in Commercial &amp; Services</i>	144,112	20	2,882	
<i>Industry Workers</i>	32,019	50	1,601	
<i>Customers</i>	336,262	5	1,681	
<i>Pilgrims at Kelani Viharaya</i>	20,000	5	100	
<b>Total</b>			<b>27,552</b>	

**Table 6.9 Water Demand for Forecasted Population in Kelaniya PS Area - 2030**  
*Source: Planning team – Gampaha District Office, 2017*

As per the table 6.10, figure 6.9 and 6.10, National Water Supply & Drainage Board will be able to fulfil the required demand in the year 2030, with the proposed Right Bank Water Treatment Plant Improvement Project – Stage II. Because it is expected to increased capacity up to 360,000m3 per day in the year 2020. With this capacity improvement, it has proposed to distribute 93,000 m3 of water per day for Kelaniya and Wattala areas in the year 2020. In addition, with the proposed Mabima water treatment project by the year 2030, the existing water distribution for the Biyagama area from the Kelani River Right Bank Water Treatment Plan will be discounted and distribution capacity for Kelaniya and Wattala areas will be up grade up to 108,000 m3.

Apart from increasing the capacity of Treatment Plant, this project has been proposed to evade the leakages of existing pipelines up to 100%. Accordingly, the National Water Supply and Drainage Board has already decided the arrangement for adequate water supply to meet the water requirements projected population by the year 2030.

<i>Year</i>	<i>Water Capacity of Kelani River Right Bank Water Treatment Plant</i>	<i>Daily Demand in Kelaniya PS</i>	<i>Distribution Capacity (for Ke-laniya and Wattala)</i>
2017	180,000	17,785	71,000
2020	360,000		93,000
2030	360,000	27,552	108,000
2040	360,000		129,000

**Table 6.10 Water Capacity of Proposed Projects & the Forecasted Water Demand**  
*Source: Western Province Water Supply Master Plan – Volume I-2013 / Planning Team – Gampaha District Office, 2017*

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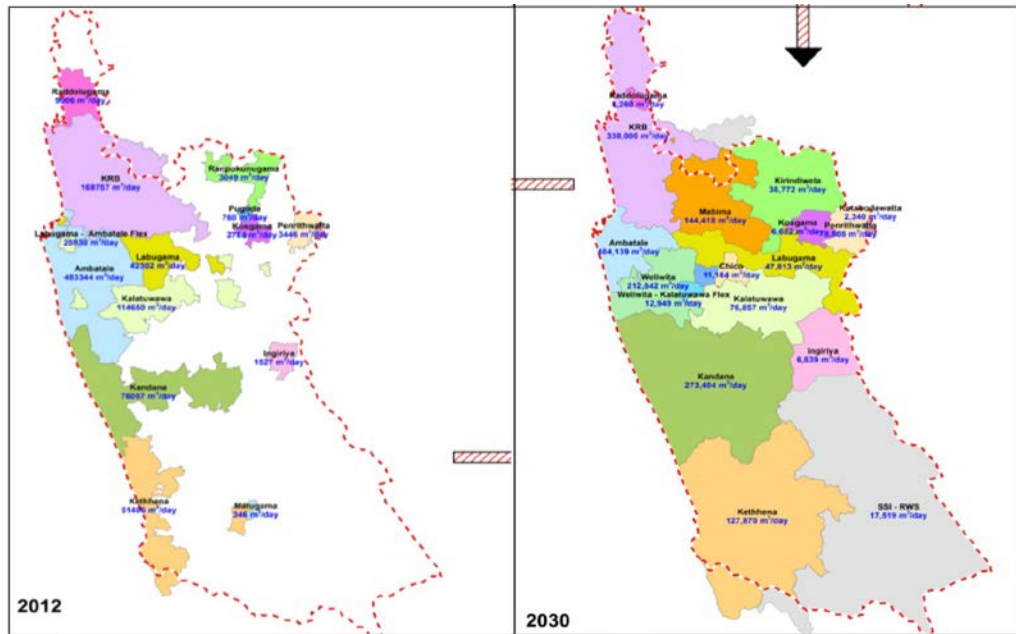


Figure 6.9 Increasing Water Capacity Relation to Proposed Projects  
Source: Western Province Water Supply Master Plan - Volume 1-2013

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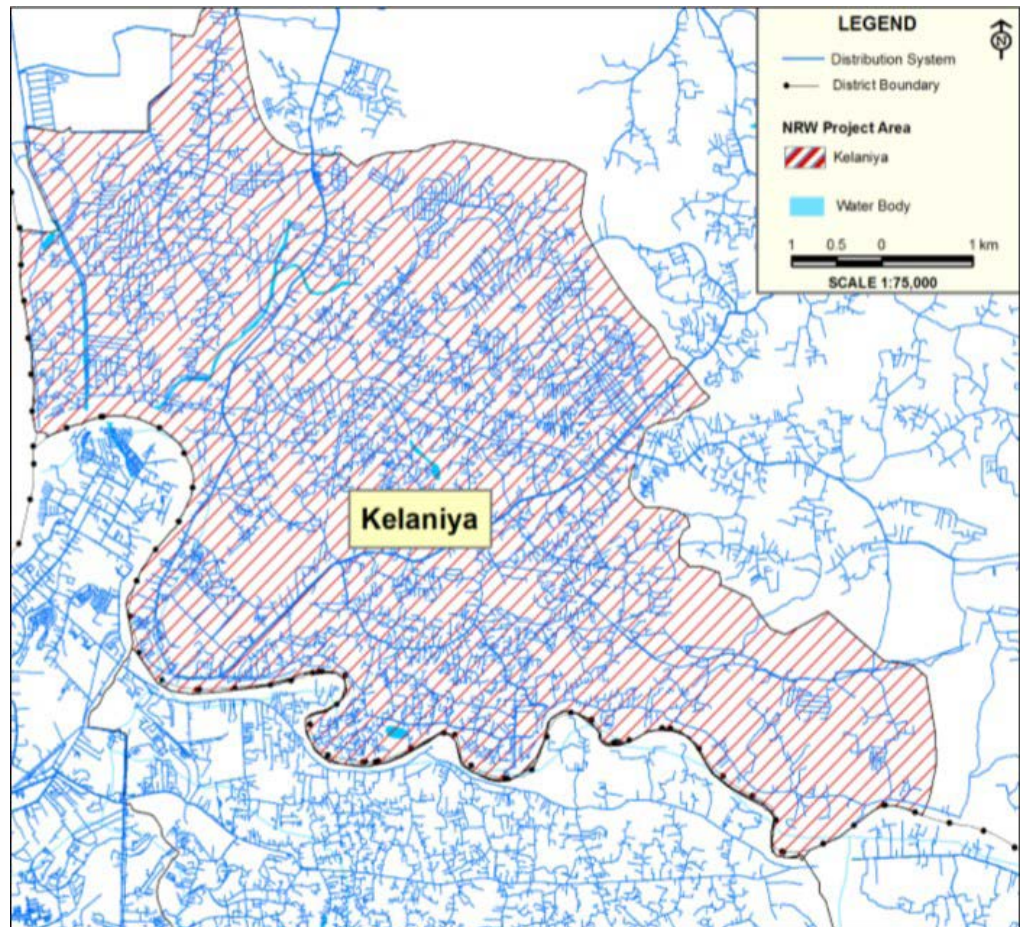


Figure 6.10 Increasing Water Capacity Relation to Proposed Projects in Kelaniya Area  
Source: Western Province Water Supply Master Plan -Volume 1-2013

### 6.3.4. Electricity Supply Plan

Discussions are carried on for the purpose of fulfilling electricity requirement under the Infrastructure Development Plan. Actions in relation to Supply of Electricity for Projected Electricity demand for residential, Services and Industries in the Kelaniya Planning Area has discussed. It is essential to have an efficient & fruitful supply of electricity for this proposed Transit-oriented development area and all other sectors to achieve the future vision. According to the Western Province Electricity Distribution Zoning, Gampaha District including Planning Area belongs to the Western Province – Northern zone and Kelaniya Planning area is belonging to Kelaniya Sub-Station. 98% of the electricity demand in Kelaniya area is covered by the National Electricity Supply System. The existing electricity distribution network has shown in figure 6.11.

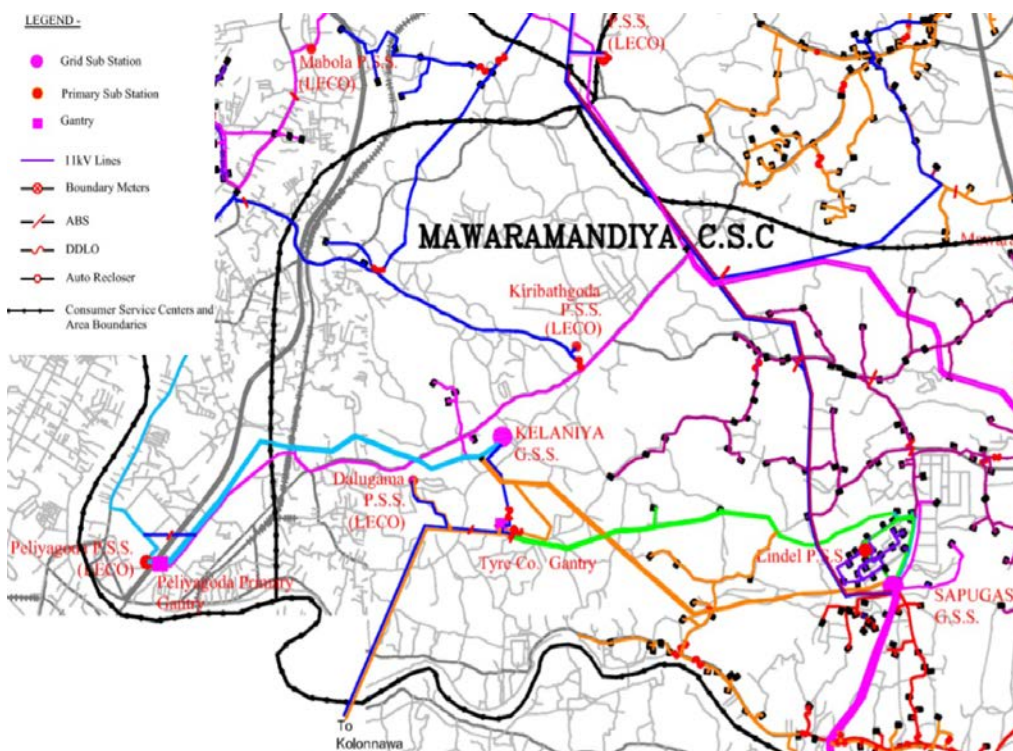


Figure 6.11 Existing Electricity Network in Kelaniya Sub-Station Area - 2017

Source: Ceylon Electricity Board, 2016

Accordingly, there was Kelaniya sub-station, Kelaniya primary sub-station and a Grant near Kelaniya Tire Co Ltd within the Planning boundary of Kelaniya Pradeshiya Saba area.

Numbers of projects are designed for fulfilling the future demand of electricity supply in the year 2030. According to the Megapolis Plan, it has proposed to supply 600 MW of electricity for the National Grid system by Proposed Kerawalapitiya next Stage Project. This will generate additional electricity for the power supply in the Western Province.

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In addition, steps have been taken to provide an optimum electricity supply to the area through short term and long-term projects under the proposed projects of 2016–2025 by National Electricity Board as shown in figure 6.12 and table 6.11.

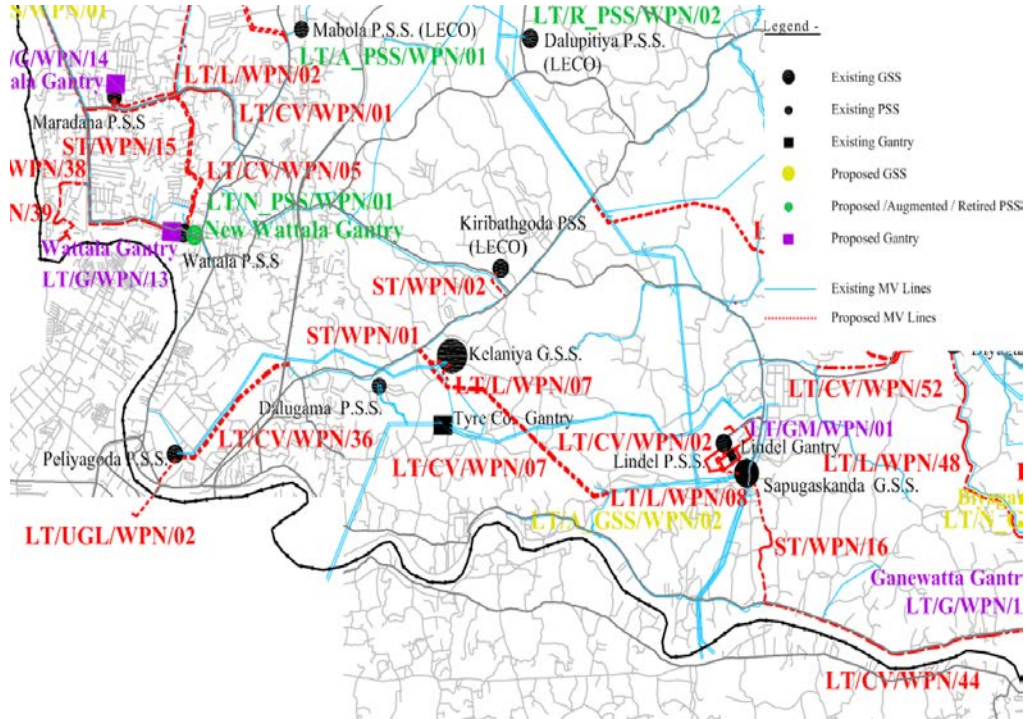


Figure 6.12 Proposed Electricity Distribution Lines 2016 – 2025  
Source: Ceylon Electricity Board, 2016

Project	Project No.	Description
Electricity Network	ST/WPN/01	From Kelaniya electricity substation to Kiribathgoda regional electricity substation (new 0.5km 33kV DC Lynx Tower line)
	ST/WPN/02	From Kiribathgoda regional Substation to Colombo – Kandy Road (New 0.8km 33kV SC Lynex Pole line)
	LT/L/WPN/07	From Kelaniya electricity substation to Kiribathgoda regional electricity substation (33kV SC Lynex Pole, distance km.0.2)
	LT/CV/WPN/07	From Old Kandy Road (Tyre Junction) to Gonawala (33kV DC Raccoon Pole/33kV DC Lynex Pole, Distance km. 3)

Table 6.11 Proposed New Electricity Network Projects 2016-2025  
Source: Ceylon Electricity Board – 2016

Thus, Ceylon Electricity Board has already proposed to achieve the probable demand for the year 2030 through the ways of new arrangements.

### 6.3.5. Drainage and Sewer Lines Management Plan

It is important to consider the Drainage and Sewer Lines Management in the area as a most densely populated area of the Gampaha District. According to the existing residential population and commuter population in the year 2017, it is generated 14,228 m<sup>3</sup> of wastewater per day if 80% from the consumption as wastewater.

Category	Amount	Demand for 1 unit (Lpcd)/(L/m <sup>3</sup> )	Daily Water Demand (m <sup>3</sup> /day)	Wastewater Generation (80% from Water Consumption - m <sup>3</sup> /d)
<b>2017</b>				
Residential	111,300	135	15,026	12,020.40
Residential students – Hostel University of Kelaniya	3,958	135	534	427.46
Base Hospital – Kiribathgoda	81	350	28	22.68
Employees in Commercial & Services	44,687	20	894	714.99
Industry Workers	11,164	50	558	446.56
Customers	133,900	5	670	535.60
Pilgrims at Kelani Viharaya	15000	5	75	60.00
<b>Total</b>			<b>17,785</b>	<b>14,227.70</b>
<b>2030</b>				
Residential	141,020	135	19,038	15,230.16
Residential students – Hostel University of Kelaniya	16,000	135	2,160	1,728.00
Base Hospital – Kiribathgoda	200	450	90	72.00
Employees in Commercial & Services	144,112	20	2,882	2,305.80
Industry Workers	32,019	50	1,601	1,280.76
Customers	336,262	5	1,681	1,345.05
Pilgrims at Kelani Viharaya	20,000	5	100	80.00
<b>Total</b>			<b>27,552</b>	<b>22,041.77</b>

Table 6.12 Daily Wastewater Generation - Kelaniya PS Area (2017 and 2030)

Source: Planning Team – Gampaha District Office, 2017

Presently, there is no proper disposal system for wastewater in the Kelaniya Pradeshiya Saba area. Under this scenario, considering the new development trends in the area, 141,000 of residential population and 532,000 of commuter population which proposed in the year 2030 will be generate 22,045 m<sup>3</sup> of wastewater per day. The below table 6.12 has summarized the estimated amount of sewage generation in the year 2017 and 2030.

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#### Drainage and Sewer Lines Management Plan

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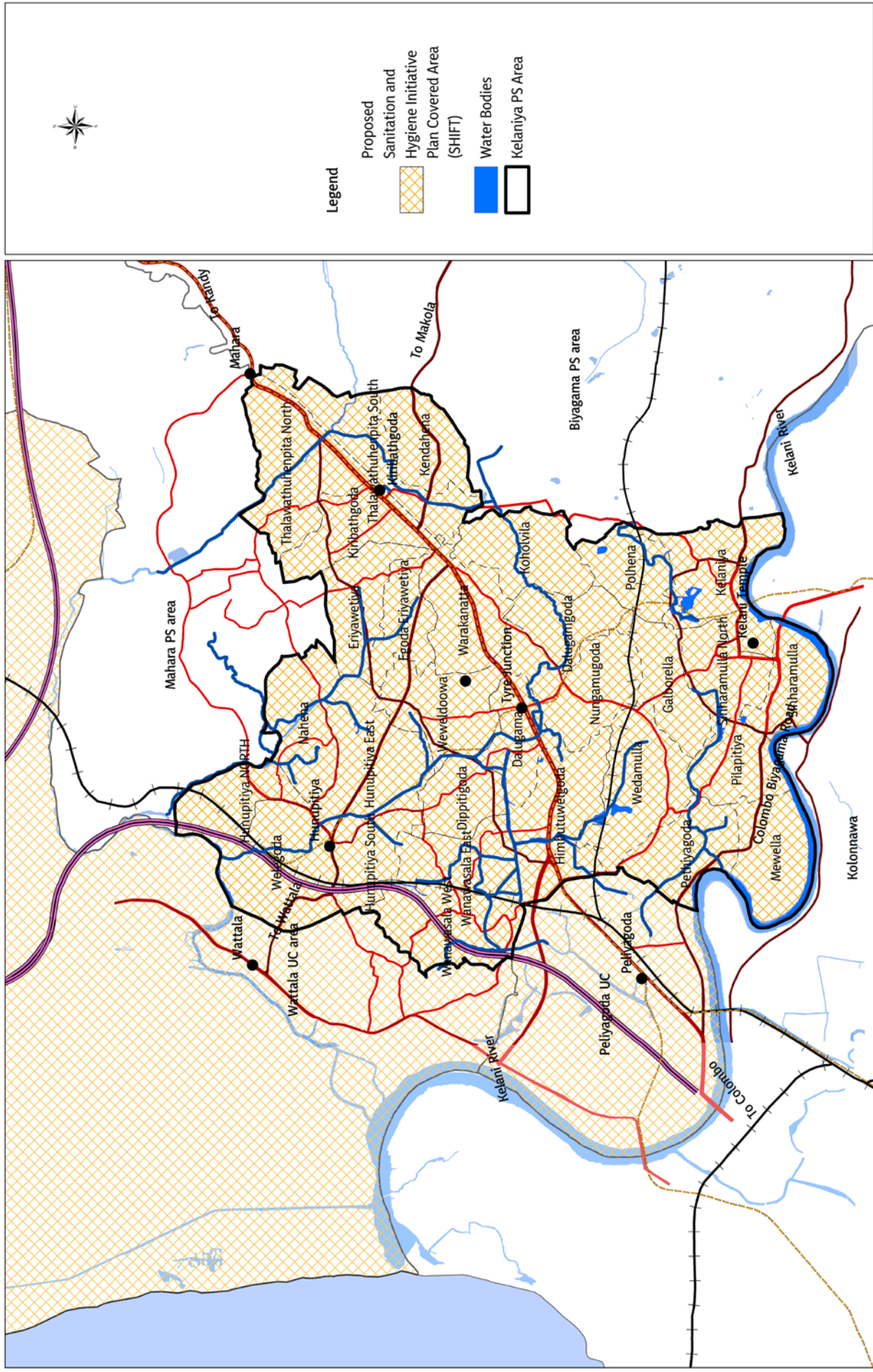
### Infrastructure Development Strategies

#### Drainage and Sewer Lines Management Plan

#### Solid Waste Management Plan

Peliyagoda Urban Council owned gully bourses are to be used in Kelaniya Pradeshiya Saba since there no proper drainage disposal system is functioning there. Thus, the problem of drainage disposal has been resolved by this method. The proposed project called Sanitation and Hygiene Initiative for Towns (SHIFT) proposed by the National Water Supply and Drainage Board (NWSDB), provides a solution for the problem of disposal of wastewater. This is a major contributor to the proposed industrial area in Peliyagoda, Kelaniya and also a technological solution can be obtained for the inefficiency of the waste disposal systems in the low altitude of the area. This project aims at collecting sewage, preventing water pollution, creating a healthier environment, improving the economic status and creating a safe environment. It has been proposed to construct 12.5 Km drainage line system, construct 7 drainage pumping stations, daily waste disposal facilities, 12000 m<sup>3</sup> waste treatment plant, office buildings, construction of official residences and household connections during the period of 2016- 2019. The covered area by the above mention project is shown in map 6.10.

In addition, there is a need to place an appropriate sewage system for the proposed High-Density Commercial Zone in Kiribathgoda, High Density Residential Zone and High-Density Higher Education Zone to facilitate both proposed residential and commuter population.



**Proposed Waste Water Management Plan (2030) - Kelaniya PS Area**  
 Source: National Water Supply and Drainage Board, 2018

Urban Development Authority  
 December 2018  
 Prepared By: Gampaha District Office

Map 6.10 Proposed Wastewater Management Plan

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Infrastructure Development  
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Drainage and Sewer Lines  
Management Plan

Solid Waste  
Management Plan

### 6.3.6. Solid Waste Management Plan

Solid waste disposal could be identified as one of the major components of Infrastructure Development. According to the existing residential and commuter population in the year 2017, the daily generation of solid waste is 133.36 tons. It is shown in table 6.13.

Zone	Residential Population	Daily Commuters	Residential Population + Daily Commuters	Daily Solid Waste Generation per person (0.4kg/d/person)	Daily Total Solid Waste Generation (Ton)
Low Density Sacred Heritage Conservation Zone	10708	17500	28208	0.4	11.28
Low Density Residential Zone	10565	5126	15691	0.4	6.28
Moderate density Residential Zone	20528	15387	35915	0.4	14.37
High Density Commercial Zone	11838	67859	79697	0.4	31.88
High Density Higher Education Zone	12627	66152	78779	0.4	31.51
High Density Industrial & Logistic Zone	30174	46778	76952	0.4	30.78
High Density Residential Zone	14730	3019	17749	0.4	7.10
Special Eco- Conservation Zone	0	418	418	0.4	0.17
<b>Daily Total Solid Waste Generation Quantity</b>					<b>133.36</b>

Table 6.13 Daily Generated Waste Collection in Kelaniya PS Area - 2017  
Source: Planning Team – Gampaha District Office, 2017

As mention by the Kelaniya Pradeshiya Saba, around 75 – 80 tons out of daily generated of wastes have being collected per day by the Kelaniya Pradeshiya Saba. Out of which 60% are degradable and 40% are non-degradable. Three days in a week are set a part for collection of degradable and two days are for in the collection of non-degradable wastes. In addition, the garbage collection from the Kelaniya University will be added by calling for tenders. The Pradeshiya Saba has 14 tractors, 03 compactors, 06 carts and a tractor. Apart from that as the manpower of waste management, Public Health Inspector, two health administrators, two work supervisors, 18 drivers, 88 workers are available at the Pradeshiya Saba. In addition, 21 unskilled servants with 9 persons are used for the purpose of Compost Fertilizer Project which continued in the Manelgama waste dumping site.

The estimated solid waste generation in the year 2030 is about 269.36 tons per day according to the proposed residential and commuter population. It has shown in table 6.14.

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### Infrastructure Development Strategies

### Drainage and Sewer Lines Management Plan

Zone	Residential Population	Daily Commuters	Residential Population + Daily Commuters	Daily Solid Waste Generation per person (0.4kg/d/person)	Daily Total Solid Waste Generation (Ton)
Low Density Sacred Heritage Conservation Zone	11353	22962	34315	0.4	13.73
Low Density Residential Zone	12635	6361	18996	0.4	7.60
Moderate Density Residential Zone	26229	26718	52947	0.4	21.18
High Density Commercial Zone	15778	221126	236904	0.4	94.76
High Density Higher Education Zone	15170	148304	163474	0.4	65.39
High Density Industrial & Logistic Zone	40218	91837	132055	0.4	52.82
High Density Residential Zone	19633	14346	33979	0.4	13.59
Special Eco-Conservation Zone	0	739	739	0.4	0.30
<b>Daily Total Solid Waste Generation Quantity</b>					<b>269.36</b>

**Table 6.14 Forecasted Daily Solid Waste Generation in Kelaniya PS Area - 2030**

Source: Planning Team – Gampaha District office, 2017

Manelgama waste Dumping Site is being presently used for the disposal of all 75–80 tons of solid wastes per day. However, this dumping site already filled fully and no more could be added and hence Kerawalapitiya Dumping Site has been selected wastes is presently being directed to it; but the cost involved for it seemed more costly and now this practice is too currently discontinued. Thus, disposal of solid waste is a problem to the area. In addition, it has continued the production of Compost Fertilizer under the 'Pilisaruru Project' which launched by the Government and it contribute to produce around 15 tons of compost fertilizer per month at Manelgama Dumping Site.

When consider this existing situation there is a requirement for proposer solid waste disposal system to dispose daily generated solid waste by the projected residents and commuter population. Accordingly, 269.36 tons of daily generated solid waste can be categorized based on the standard percentages of the different composition of solid waste in Pradeshiya Saba area as shown in table 6.15.

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Category	Amount %	Amount 2017 (Ton)	Amount 2030 (Ton)
Solid Waste (short term)	39.53	52.72	106.48
Solid Waste (long term)	11.06	14.75	39.73
Polythene & Plastics	7.37	9.83	19.85
Waste in relation to Apparel Industries	6.45	8.60	17.37
Waste from Meat & Fish Stalls	4.77	6.36	12.85
Waste from Construction Industries	6.88	9.18	18.53
Paper	6.44	8.59	17.35
Glass	3.41	4.55	9.19
Wood	8.00	10.67	21.55
Iron	3.56	4.75	9.59
Other	2.53	3.37	6.81
<b>Total</b>	<b>100</b>	<b>133.36</b>	<b>269.36</b>

Table 6.15 Composition of Waste Generated Per Day in Kelaniya PS Area (2017 and 2019)  
Source: Planning Team – Gampaha District office, 2017

Accordingly, under the proposed solid waste management plan for 2030, It is proposed to reconstruct the existing Compost Fertilizer Yards as a new Compost fertilizer plant with modern facilities using 106 tons of expected short term disposal solid waste in the year 2030.

In addition, it suggested that daily generating non degradable solid waste could be disposed to the Aruwakkaru Sanitary Land Filling Site. Further, 45 acres of land in Wanawasala Mudun Ela area has identified for accommodating a waste transfer station. And it is proposed to transfer the non-degradable solid waste to the Aruwakkaru Sanitary Land Filling Site via Wanawasala Railway Station. Manelgama existing waste disposal site & the proposed new modern compost fertilizer site are located proximity to this area.

All these proposals are shown in figure 6.13.

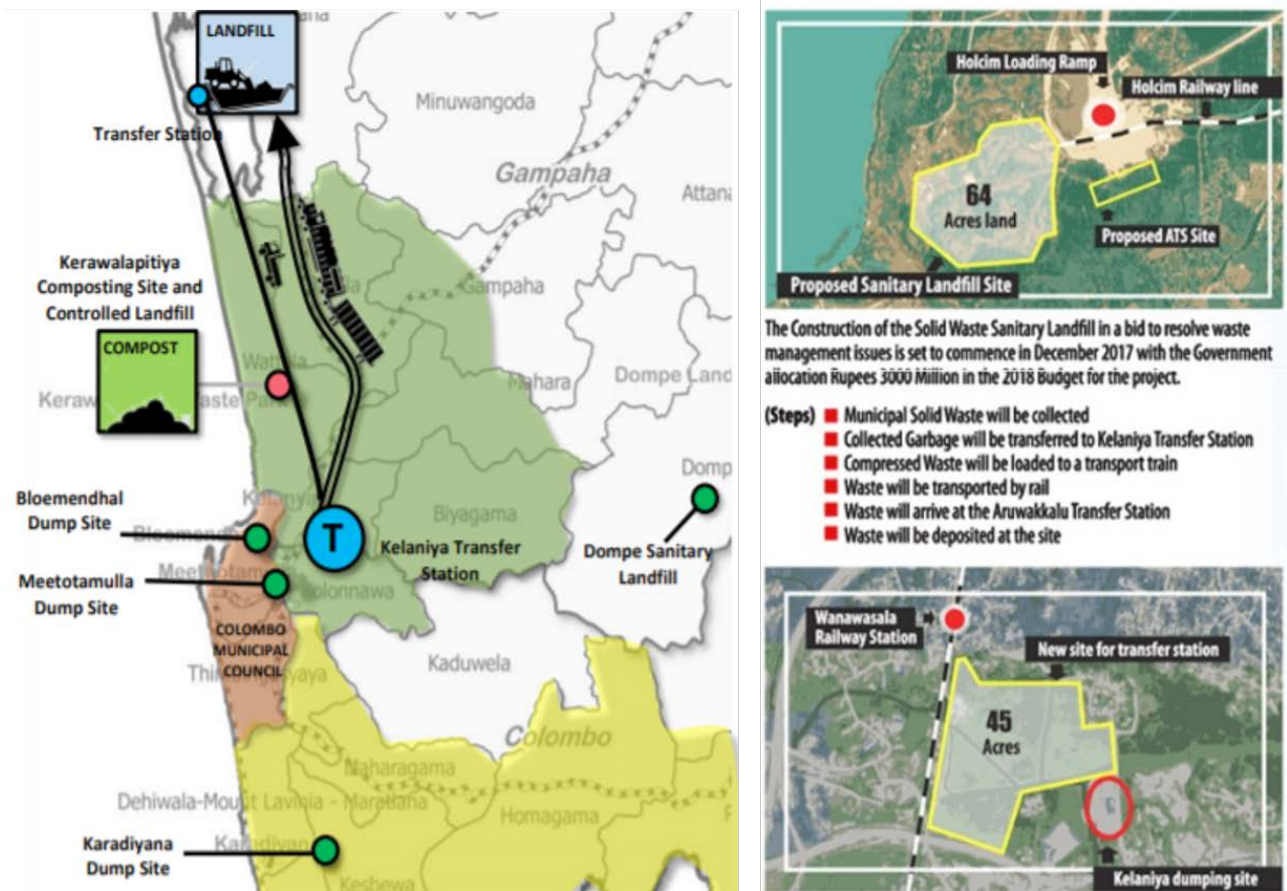


Figure 6.13 Proposed Solid Waste Management Project

Source: Sri Lanka Emergency Solid waste Management Project Report - Ministry of Mega polis & Western Development and Ministry of Local Government 2017 December

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Proposed Economic Plan

## 6.4. Economic Development Strategies

### 6.4.1. Proposed Economic Plan

According to the vision of the Kelaniya Development Plan for the year 2030 'Urban Locus of Divinity', it is expected to strengthen the regional and national economies through the development of the commercial & retail sector and local industrial sector combined with the Sacred area.

As per future vision to upgrade the existing urban locus toward an expected serene urban area, it is expected to establish the sense of the 'Kelaniya Sacred Area' while strengthen the local industrial sector in parallel with Sacred area. And the other things are creating an efficient and productive city while developing 5 transit-oriented development clusters which promote the public transportation and it is expected to uplift the regional economy through facilitating to developed Kiribathgoda City as an arcade type commercial investment belt which promote Middle End Retail and Shopping Street. All these strategies which described below, and their proposals are shown in map 6.11.

#### 6.4.1.1 Promotion of Pilgrim Tourism Based Development

The intension is to encourage the local economy of the area based on the pilgrim tourism development in association with Kelaniya Sacred Area. Number of pilgrims arrive this sacred area daily, monthly and annually for the purpose of worshipping the Kelaniya Temple. An attention has been focused to promote traditional local clay domestic industry prevailed in Kelaniya area in keeping with in achieving the vision of developing national economy in the year 2030.

This economic advancement intends to be implemented by encouraging traditional domestic clay industry which originated in the year 1925 at Gaborella local area associated in establishing or promoting related market stalls at adjacent areas of Kelaniya temple. It is proposed to open-up the outer sacred area for production and marketing of traditional goods specially in related to the Galboralla Ceramic Industry targeting the pilgrims who worshiped the Kelani Temple. The development of dedicated line for the Colombo – Biyagama road as Kelani Valley Crescent Road and the direct access road which connect the tyre junction and Kelani Temple will be provide the direct access toward the Ceramic Industry. At the present, the factory is in a dilapidated condition, accommodating around 35 families producing indigenous clay products and also provide training for 15 number of university students. Although there is a potential for marketing these traditional clay goods, only 3 or 4 trade stalls sited at Galborella area are also in operation for selling these goods. Therefore, it is necessary to redevelop the existing Ceramic industry in Galboralla with the modern facilities while creating the employment opportunities for unemployed youths of 450 persons in Galborella, Sinharamulla, Sinharamulla North and Pilapitiya area and promoting the trade stalls for marketing these goods in the vicinity of the Kelaniya Sacred area which may strengthen economic enhancement.

Meanwhile, it is expected to strengthen the economy through the opening the network of archaeological sites and attracting places which is spread over the area for the pilgrims and visitors which will promote the economy of the community. Further, in relation to the Kelaniya Sacred area, Pilapitiya, Galborella near Traditional Ceramic Industries and Kelaniya - Koholwila areas will be develop as three commercial service nodes adjacent to the proposed Kelani Velley Crescent based the Kelaniya Sacred Area to provide services to the pilgrims who visit the sacred area daily.

#### 6.4.1.2 Developing Middle End Retail and Shopping Street at Kiribathgoda

Kiribathgoda, is a major trading centre in the Gampaha District and also the main commercial city located in the Kelaniya area. This is not only an important service centre in the areas of Kelaniya, Peliyagoda, Hunupitiya, Mahara and Biyagama but also it is an attracting commercial space which famous for retail and ready-made garments located along the corridor of the Colombo – Kandy Main Highway. Further, in 2016 it is identified as an up-coming commercial city in the western region, with this the area will be able to achieve maximum economic development by providing necessary facilities to improve the market opportunities.

As per the Road & Transportation Plan, the alternative road form Peliyagoda to Mahara has proposed as a result for heavy traffic congestion existed at the Colombo – Kandy Main road corridor. And it will be helped to promote the commercial investments through the development of shopping street with pedestrian facilities. By now, the city of Kiribathgoda, which has been spread over two kilometers in extent, does not have to expand further with the lowlands. Therefore, the vertical development is expected to encourage by promoting through the zoning regulation.

At this moment, 500 meters either sides of Colombo – Kandy Road are consisted with 12% commercial activities of landuses. Out of which 40% is shops with textile & garment products. This potentiality stresses for developing arcade type commercial investment corridors.

Accordingly, either side of the main road starts from YMBA Junction to Hunupitiya Wattala road covering 800 m along the road with 2.5m width proposed for this shopping street development. This arrangement could be implemented through the cooperation with shop owners which may enhance the market attraction to the area concerned. Apart from main road, the road from Kiribathgoda to Makola town up to the distant of 500 meters is also expected with arched road development. The conceptual view of this proposed arched type shopping street is shown below in figure 6.14.

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*Figure 6.14 Expected View of Proposed Shopping Street Development in Kiribathgoda  
Source: Planning Team – Gampaha District office, 2017*

These exercises predict under-developed lands & buildings into utmost usage and occupy commercial activities efficiently and enhance opportunities for commercial development. And also, it is expected to attract more commuters by creating recreational and amusement opportunities for the daily commuters while properly managing low-lying lands attracting migrants. Further, Kiribathgoda will be developed as a main commercial centre while incorporating the potential of proposed Light Railway line from Ragama – Narahenpita and its railway station at Kiribathgoda. Thus, Kiribathgoda will become as a transit-oriented service node (TOD) with mixed development accomplishments.

### 6.4.1.3 Developing the Small Transit-Oriented Neighbourhood Centre (TOD) based on Public Transportation

Specially, Small Transit-Oriented Neighbourhood Centre (TOD) can be known as a mixed use and compacted town centre which facilitating for commercial, industries, office spaces and residential uses with the better public transportation linkages. The various transport media can easily reach jobs, shopping, workplaces and homes, and help neighbouring areas within a short period of time with this transit-based development.

Accordingly, it is intended to enhance the opportunity to establish markets and offices along with the development of proposed Light Railway from Ragama – Narahenpita, Hunupitiya- Kottawa main modernized new railway line from Biyagama to Kosgama allowing an opportunity for investment. Thus, investment opportunities will be improved for establishment of small townships enabling commercial and mixed development usages with the proposed centring of Railway Station and Proposed Light Railway Station connecting Wanawasala, Hunupitiya, Tire Junction, Nungamugoda and Polhena in addition to Kiribathgoda as shown in map 6.11.

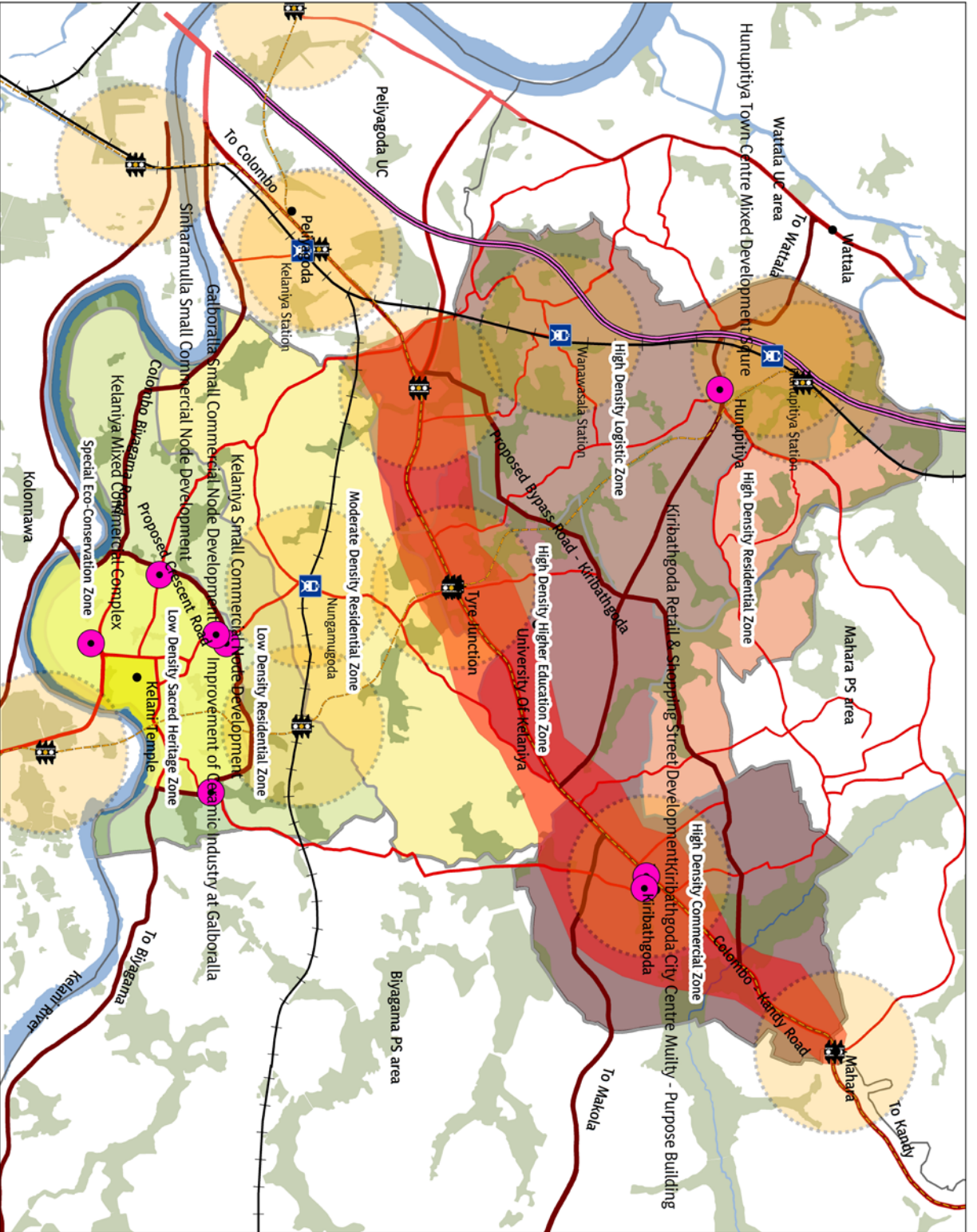
## 06 CHAPTER The Plan

### Economic Development Strategies

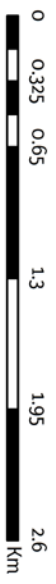
#### Proposed Economic Plan

Hunupitiya is proposed to develop as a sub urban centre based on the lengthy analysis of the Development Press Index, Sensitivity Index, Development Potential Index and Land Suitability Index. In this process, while incorporating the potential of spreading the development pressure towards Hunupitiya area which concentrated on Kiribathgoda, Wattala – Hunupitiya Road will be proposed to develop with four lanes intend to enhance the opportunity of developing market economic stabilization. Further, it is proposed to promote Hunupitiya and Wanawasala areas as Logistic and Industrial promotional areas avoiding expansion of haphazard industrial enlargement in low lying lands and Dippitigoda Road and Wanawasala – Wattala road will be widened to provide facilities for expanding industries and warehouses.

Kelaniya Tire Junction has identified as a proposed LRT Station and it will further be developed as a transport based urban service node, it would be helped to develop the Tire junction as a transit centre which prominent for the commercial activities while encouraging mixed development in related with the University of Kelaniya. Further Wewalduwa road which connected with Tire junction from the northern part and Tire corporation road which connected from the southern part will be widened and it helps to increase the intensity of development in this area. Thus, increasing investment opportunities may leads to improve the trade economy of the area. Furthermore, proposed Railway and LRT Stations at Nungamugoda, Polhena will be developed as small service nodes based on the transportation with the possibility of linking the Kelaniya Sacred area also.



**Proposed Economic Plan (2030) - Kelaniya PS Area**  
 Source: Planning Team - Gampaha District Office, 2017



Urban Development Authority  
 December 2018

Western Province Division

Kelaniya Development Plan (2019-2030)

Prepared By: Gampaha District Office

**Legend**

- Proposed Economic Development Corridor
- Proposed Pilgrim Tourism Development Area
- Inner Sacred
- Outer Sacred
- Strategic Economic Development Projects
- Transit-Oriented Neighborhood Development Nodes
- Railway Stations
- Proposed LRT
- Proposed Road
- 1st Priority Roads
- 2nd Priority Roads
- 3rd Priority Roads
- Kelaniya PS

Map 6.11 Proposed Economic Development Plan

## 6.5. Sustainable Environmental Development Strategies

The plan has proposed sustainable environment management strategies with purpose of mitigating flood affect and reducing urban heat through properly managing 15% of existing wetland area and water canal system as a part of achieving the vision for 2030 by creating an urban green city with smoothen canal network.

Under this, Proposed Environment Conservation Plan, Disaster Risk Reduction Plan, Landscape Management Plan and Public Outdoor Recreation Space Management Plan have been presented by incorporating 300 hectares of wetland areas to mitigate flood and incorporating 140 hectares of wetlands conservation areas opening only for their permissible uses. Apart from that, it is expected to manage 100% of continuous canal network by the year 2030 and to proceed towards a green city while collaborating with Kelaniya green university prescient by 2030 through this sustainable environment development strategies

### 6.5.1. Environment Conservation Plan

As per survey carried out by the Survey Department in the year 2000 at Kelaniya area, that 28 % from total land was wetlands. But it reduced up to 15% in the year 2017. Since it is located close to the Colombo port and surrounded by Biyagama and Peliyagoda industrial areas, demand for the expansion of industries, warehouses and also the residential rising expands into low-lying wetland areas.

The existing wetlands in the area has been zoned under the Proposed Environment Conservation Plan based on the GIS based multi-criteria analysis using the existing flood inundation areas, existing wetland area, existing water bodies, elevation of the area, sensitivity and development pressure as shown in annexure 39. The main objectives of this plan are to mitigate the existing flood risk and reduce 65% of urban heat risk area by properly managing existing wetlands while preventing the existing wetland encroachment. Accordingly, the wetlands in the area are categorized as follows and its location is shown on Map 6.12.

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Conservation Plan

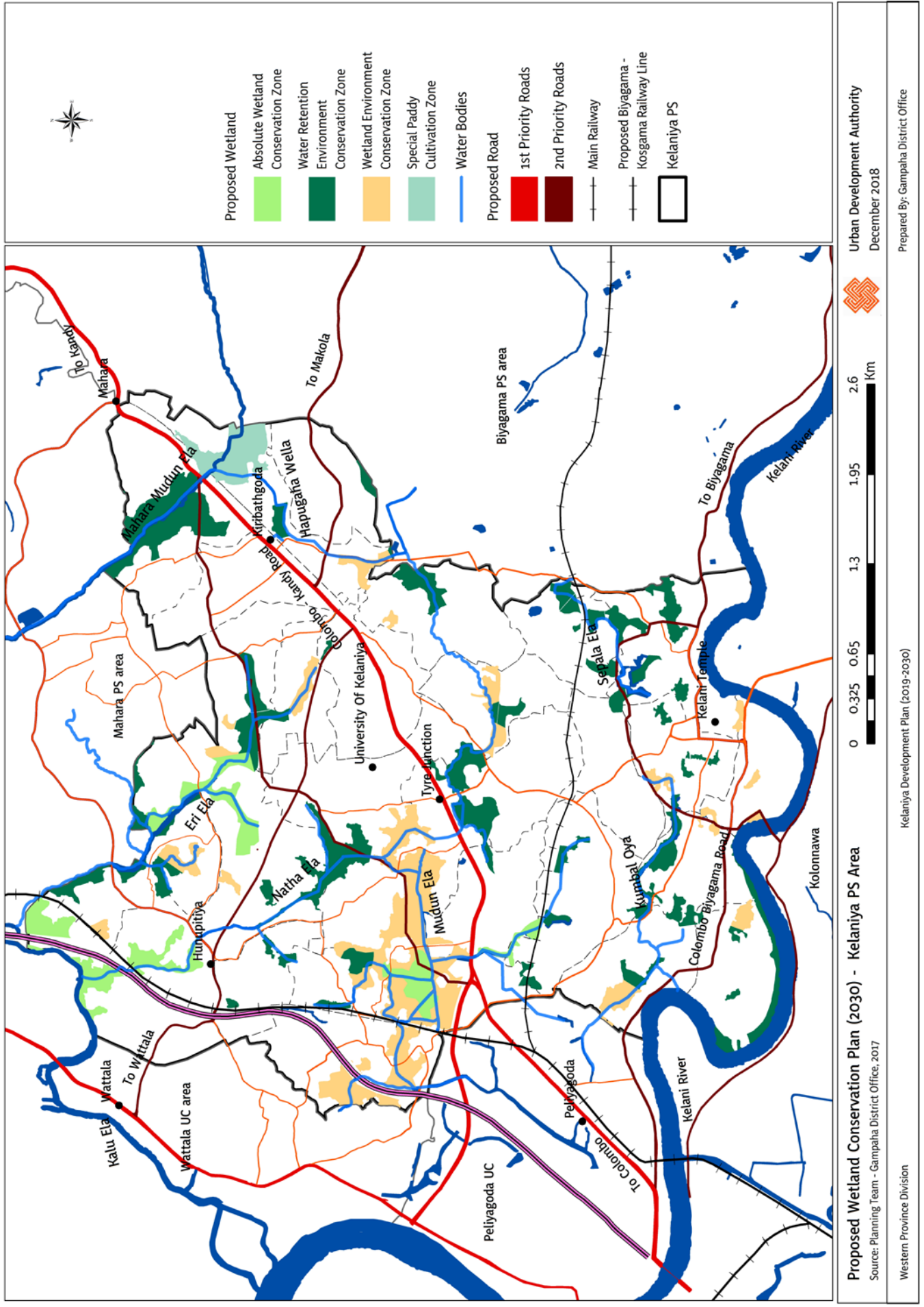
<i>Wetland Zones</i>		<i>extent (he.)</i>
	<i>Absolute Wetland Conservation Zone</i>	141.03
	<i>Water Retention Environment Conservation Zone</i>	93
	<i>Wetland Environment Conservation Zone</i>	43
	<i>Special Paddy Cultivation Zone</i>	15.34

**Table 6.16 Proposed Wetland Zoning in Kelaniya PS Area for 2030**  
*Source: Planning Team – Gampaha District office, 2017*

Although it has been categorized the existing wetland areas based on scientific analysis and field observation under this plan, there is a common Wetland Zoning Plan for the entire Western province which is prepared by the Urban Development Authority together with different responsible institutions. Accordingly, wetlands in the Kelaniya planning area are consisted with two zones.

1. *Wetland Nature Conservation Zone*
2. *Special Paddy Cultivation Zone*

Absolute Wetland Conservation Zone, Water Retention Environment Conservation Zone and Wetland Environment Conservation Zone which identified under the Kelaniya Development plan is included to the Wetland Nature Conservation Zone and the Special Paddy Cultivation Zone has been named as it is in the Western Province Wetland Zoning Plan. Regulations, guidelines and directives that apply to those zones will be clearly mention in Volume II.



Map 6.12 Proposed Wetland Conservation Plan

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Landscape  
Management Plan

## 6.5.2. Landscape Management Plan

One of the factors that induce in preparing a development plan is the fact that the high dense urbanization is already in existence thereby many problems like intensifying urban heat and air pollution has been created. Hence the main target would be a landscape plan in achieving a well facilitated township integrating with blue-greenery environment. This Landscape Plan has been originated through two key strategies.

### 6.5.2.1 Establishing Wider Boulevards for internal road network

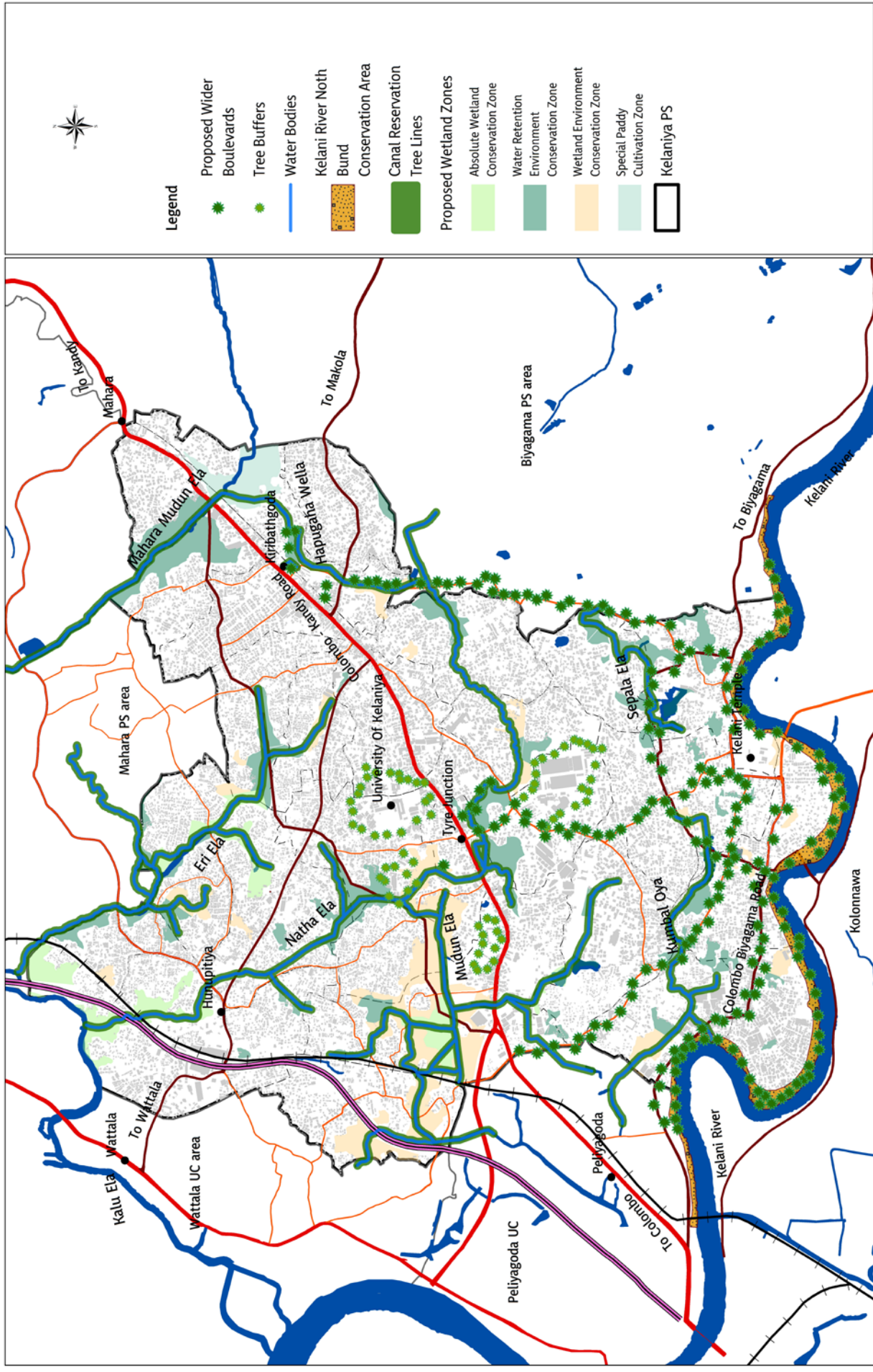
It is proposed to establish the selected road with Wider Boulevards as directly link the Kelaniya Sacred Area from Colombo – Kandy Road. The required space for establishing these green paths has allowed through the proposed road width by providing the space for service lane and landscaping also under the Road & Transportation Plan. Further, all internal roads and pathways in the green University area are to be developed with greenery.

### 6.5.2.2. Expansion of green paths for canal & river reservations and industrial buffer zones

The environmental equilibrium of this area has already damaged due to expansion of haphazard industrial improvements. To overcome this situation, it is proposed to maintain a 10m buffer zone with a green belt around each industry. Kelani River North bank area which included to the proposed Eco- Conservation Zone under the proposed Zoning Plan is expected to develop as green area. Further the green line should be maintained for each canal reservation based on the width of the reservation of these canals as mention in the gazette no 1662/17 dated 14.07.2010 of Sri Lanka Land Reclamation & Development Corporation. As per the recommended reservation based on the canal width is shown in table 6.17 and it has applied for each canal in Planning Area. It is expected to improve the visual quality of the area while protecting environmental equilibrium through this planning intervention. The proposed landscape Management Plan with these proposals is shown in map 6.17..

Canal Name	Width of Canal (m)	Width of Canal Reservation (m)	
		Open Canal	Closed Surface Canal
Hapugahawella, Mahara Mudun Ela	6.1 – 9.0	4.5	1.5
Eri Ela, Natha Ela, Mudun Ela, Kumbul Oya, Kalu Ela	More than 9.0	6.5	2.0

Table 6.17 Canal Reservation - Sri Lanka Land Reclamation & Development Corporation  
Source: SLRDC (Amendment) Act 2006 No 35/ Planning Team – Gamapaha District Office, 2017



**Legend**

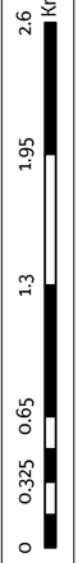
- Proposed Wider Boulevards
- Tree Buffers
- Water Bodies
- Kelani River Noth Bund
- Conservation Area
- Canal Reservation
- Tree Lines
- Proposed Wetland Zones
- Absolute Wetland Conservation Zone
- Water Retention Environment Conservation Zone
- Wetland Environment Conservation Zone
- Special Paddy Cultivation Zone
- Kelaniya PS

**Proposed Landscape Management Plan (2030) - Kelaniya PS Area**  
 Source: Planning Team - Gampaha District Office, 2017  
 Western Province Division



Urban Development Authority  
 December 2018

0 0.325 0.65 1.3 1.95 2.6 Km



Kelaniya Development Plan (2019-2030)  
 Prepared By: Gampaha District Office

Map 6.13 Proposed Landscape Management Plan

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Development Strategies

Disaster Risk  
Reduction Plan

## 6.5.3. Disaster Risk Reduction Plan

The most distressing natural disasters in the Planning Area is flooded during the rainy season. Though there are canals available in the area to flow the surplus water, they are mostly impassable and not timely repaired there by canals are blocked due to unauthorized land filling. The difference between the existing water flow and the natural flow accumulation is revealed that this obstructed canal network which may cause for flood inundation as shown in Annexure 33. Hunupitiya North, Hunupitiya South, Hunupitiya East, Welegoda, Nahena, Wanawasala, Himbutuwelgoda, Wewalduwa, Dalugamgoda, Warakanatta, Dippitigoda, Pethiyagoda, and Sinharamulla are usually affecting for floods.

In order to minimize damages occurred annually due to the floods, a development plan has been prepared an existing Canal Improvement Plan and a Flood Zoning Plan.

### 6.5.3.1. Existing Canal Improvement

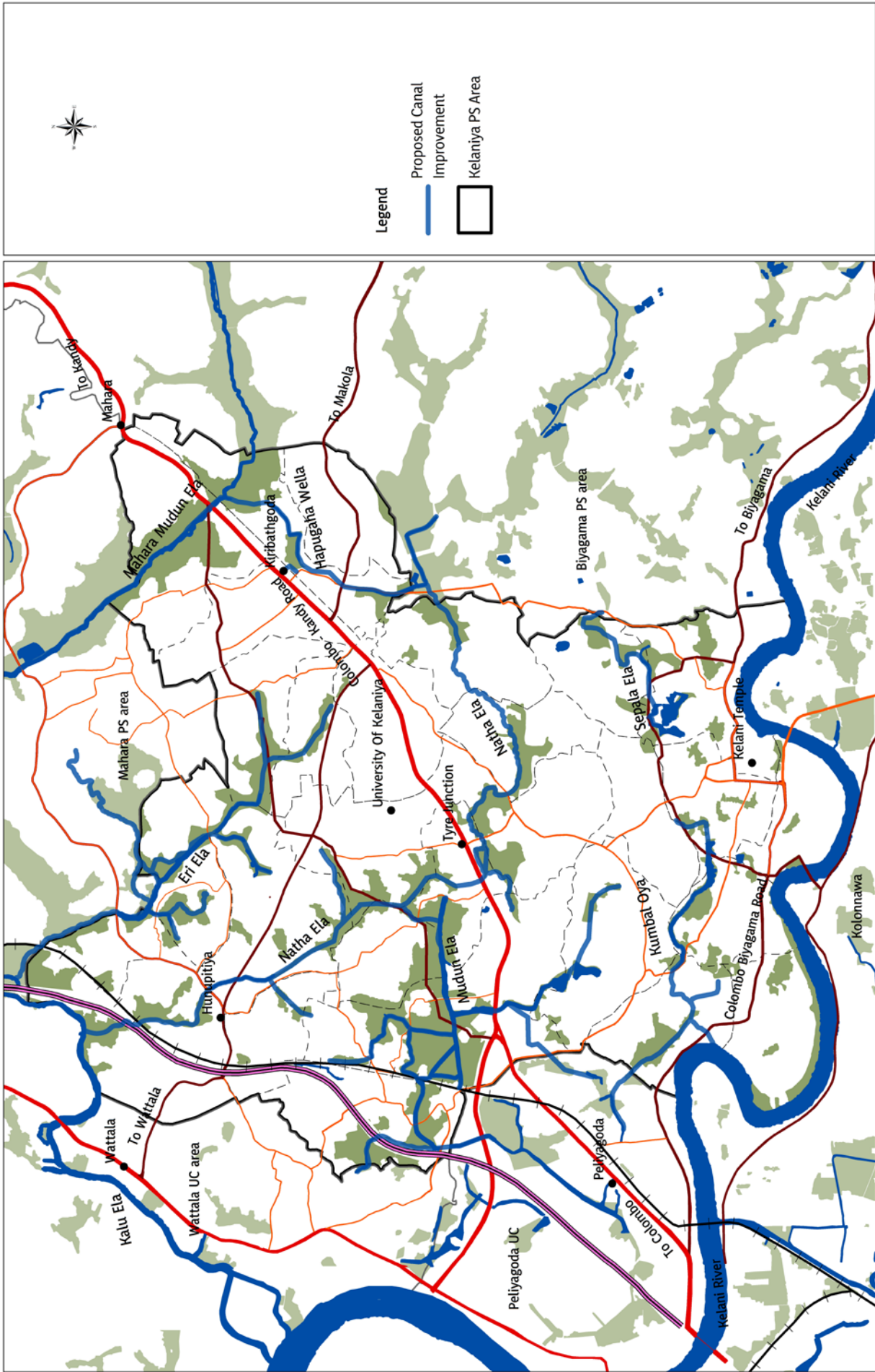
As per Annexure 33, the canal network which identified through the GIS analysis is proposed to be developed. Accordingly, the canals proposed for restoration has shown in table 6.18 with the obstructed lengths..

<i>Canal Path</i>	<i>Length (km)</i>
<i>Restoration of Natha Ela (from Gonawala to Kalu Ela)</i>	3
<i>Restoration of Eri Ela (from Eriyawetiya to Kalu Ela)</i>	3.4
<i>Restoration of Hapugahawella (from Kiribathgoda to Mahara Mudun Ela)</i>	7.3
<i>Restoration of Mudun Ela</i>	800 m
<i>Restoration of Kumbul Oya</i>	6

*Table 6.18 Proposed Reconstruction of Canals*  
*Source: Planning Team – Gamapaha District Office, 2017*

In addition to canal development strategy, the unauthorised slums and shanties in Kelani River North bank which usually affected for flood will be relocated with the Proposed Climate Resilient Improvement Project (CRIP) introduced by the Irrigation Department. Therefore, incorporating this plan, it is proposed to relocate 1200 of shanty houses in Kelani Riverbank.

Additionally, proposed water pumping station installed at Pethiyagoda initiated by the Department of Irrigation intense minimized flood treats in 33 hectares of land. Further it would protect the assets of valued to Rs. 5 million annually. Thus, it is proposed to improve the existing canal system as a proper water retention area which help to minimize the flood as shown in map 6.14.



**Proposed Canal Improvement Plan (2030) - Kelaniya PS Area**

Source: Planning Team - Gampaha District Office, 2017

Urban Development Authority  
December 2018

Prepared By: Gampaha District Office

Kelaniya Development Plan (2019-2030)

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Map 6.14 Proposed Canal Improvement Plan

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**The Plan**

Sustainable Environmental  
Development Strategies

Disaster Risk  
Reduction Plan

### 6.5.3.2 Flood Zoning

Two main categories of zone can be identified based the existing flood situation in the Kelaniya Pradeshiya Saba area. The relevant plan has shown in map 6.15

- Green Buffer Zone
- Water Retention Zone

#### I. *Green Buffer Zone*

60m of river buffer should maintain for the Kelani River while maintaining this open space as water retention area and also as public outdoor recreation areas.

#### II. *Water Retention Zone*

All the Wetlands, Marsh and Paddy area in Kelaniya PS area should maintain as Water Retention areas for prevent the flood inundation.

#### ***Permissible uses for proposed Zone***

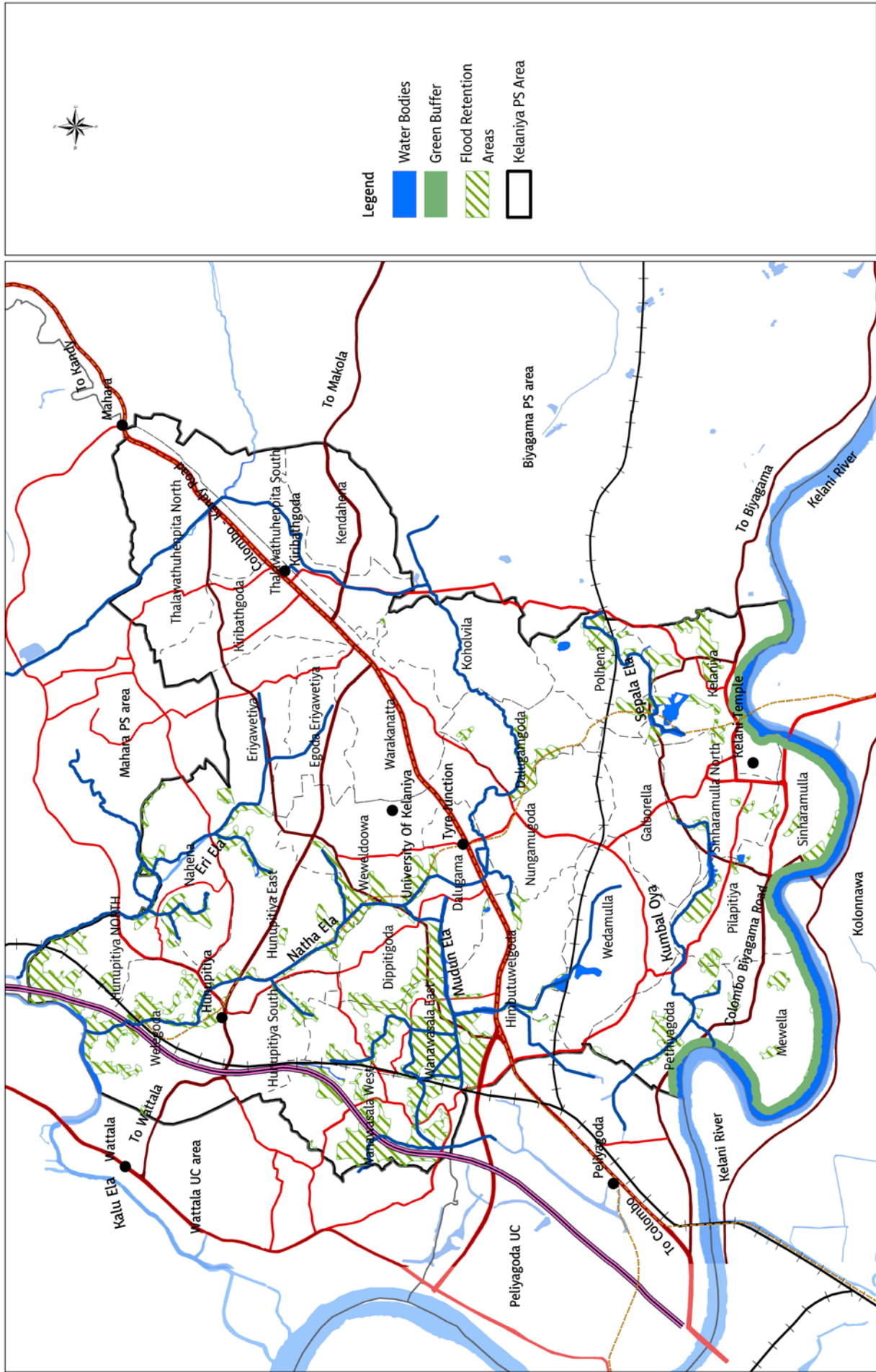
#### I. *Green Buffer Zone*

- a. Park and Playgrounds
- b. Informal amusement facilities
- c. Urban Forest
- d. Linear Park

#### II. *Water Retention Zone*

- a. Playground
- b. Children Park
- c. Linear Park
- d. Water retention ponds
- e. Informal amusement facilities
- f. Agriculturally based activities
- g. Slight construction on pillars for recreational facilities

The relevant plan has shown in map 6.15.



Map 6.15 Proposed Flood Zoning Plan

## o6 CHAPTER The Plan

### Sustainable Environmental Development Strategies

#### Disaster Risk Reduction Plan

#### Public Outdoor Recreational Space Plan (PORS)

### 6.5.3.3 Floods Prevention Methods

1. *Heave construction should be minimized in low-lying areas (this area can be promoted for low density settlement) while maintaining a proper water flowing network.*
2. *Constructing Flood Walls.*
  - a. *Reconstruction of existing anicuts and flood gates*
  - b. *Construction of new flood gated for identified canals to reduce the surplus water in rainy season.*
  - c. *Construction of pumping station to maintain surplus water in the rainy season. For that it has incorporate the proposed Pethiyagoda pumping station to minimize the flood damage.*
3. *Allow for the permissible uses in flood inundation areas*
4. *Construction of water retention areas*
5. *Forest restoration in catchment areas*

### 6.5.4 Public Outdoor Recreational Space Plan (PORS)

According to the Urban Development Authorities standards, every urban declared area should at least allocate 1 hectare of land for 1000 population, the use of direct and indirect recreation & amusement activities. In 2017, there are 111,300 populating have been identifying in Kelaniya Pradheshiya Sabha. According to the population prediction of development plan, it will be increased up to 141,000 in 2030. Therefore, when it comes to 2030, at least 141 hectares of land should allocate for recreation & amusement activities

Current direct & indirect recreational facilities in Kelaniya Pradheshiya Sabha Area

Two types of recreational facilities can be identified as Direct and Indirect Recreational Facilities. Under the direct recreational facilities, people need more space for actively engaged with the recreational activities. They are;

- *Sports*
- *Swimming*
- *Running*
- *Walking*
- *Rowing*
- *Traditional fishing*

## O6 CHAPTER The Plan

Sustainable Environmental  
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Public Outdoor  
Recreational  
Space Plan (PORS)

There are very limited places available in Kelaniya DS area for this facility. It has mention in annexure 40 and the summary of that shown in table 6.19.

No.	Category of Park	Extent (ha)
1	Very small Park, Pocket Parks (EPP)	0.52
2	Small Park, Mini Parks (EMP)	4.34
3	Medium Parks, Local Parks (ELP)	4.27
4	Jogging Track, Linear Park (ELiP)	0.56
<b>Total</b>		<b>9.69</b>

**Table 6.19 Existing Direct Amusement Facilities -2018**

Source: Environmental and Landscaping Division

As per above information, 10 hectors of land extend allocated for recreational facilities in Kelaniya Pradeshiya Sabaha. According to the future population (111,300), at least 111 hectors should be allocated for recreational activities. However, there is not enough land extend for such activities in this area and also existing land allocation for recreational facilities are not sufficient for fulfil the current demand.

Following are the possible areas where indirect recreational facility could be available in Kelaniya Pradeshiya Sabha Area.

Name of the Library	Available Books	Members
1. Kiribathgoda Public Library	17,710	2959
2. Kelaniya Public Library	14,393	2959
3. Mewella Public Library	5,736	653
4. Dippitigoda Public Library	3,537	99
5. Hunupitiya Public Library	6,897	909
6. Nahena Public Library	2,439	355
7. Polhena Public Library	3,014	434
8. Wevelduwa Public Library	1,711	209
9. Wanawasala Public Library	4,748	877
10. Himbutuwelgoda Public Library	1,495	114
11. Dalugamgoda Public Library	755	60

**Table 6.20 Public Libraries in Kelaniya PS Area**

Source: Work Program Budget – 2017

## 06 CHAPTER The Plan

### Sustainable Environmental Development Strategies

#### Public Outdoor Recreational Space Plan (PORS)

Projected population in the year 2030 will be 141,000. Therefore 141 hectares of lands should be allocated for direct & indirect recreational facilities in the year 2030. Accordingly map 6.16 and table 6.21 shows the proposed direct and indirect recreational facilities in Kelaniya Pradeshiya Sabha Area and their detail descriptions are provided in annexure 41.

No.	Category of Park	Extent (ha)
1	Proposed Pocket Parks (PMP)	0.66
2	Proposed Mini Parks (PMP)	10.64
3	Proposed Local Parks (PLP)	4.02
4	Proposed Central Urban Parks (PCUP)	29.47
5	Proposed Linear Parks (PLiP)	87.69
<b>Total</b>		<b>132.48</b>
6	Existing Public Open Spaces	9.69
<b>Grand Total</b>		<b>142.17</b>

Table 6.21 Proposed Direct & Indirect Recreational Facilities 2019 – 2030 for Kelaniya PS  
Source: Environmental and Landscaping Division

### 1. Strategic special plan for outdoor recreational facilities

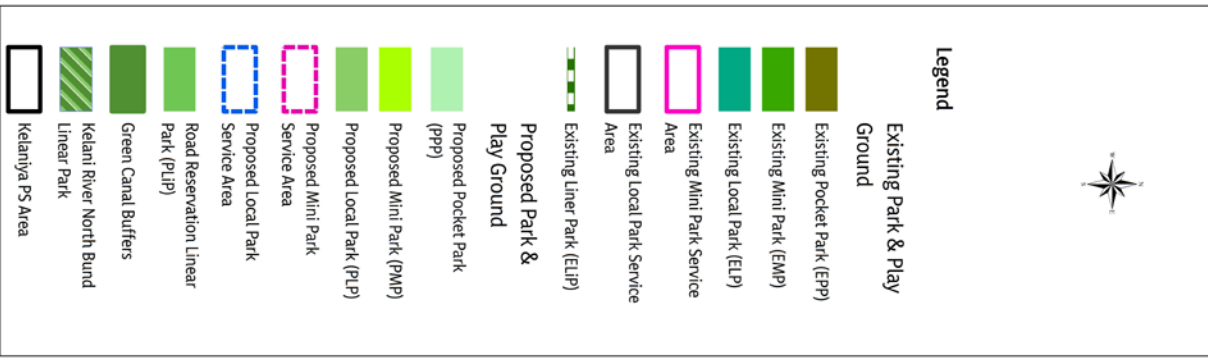
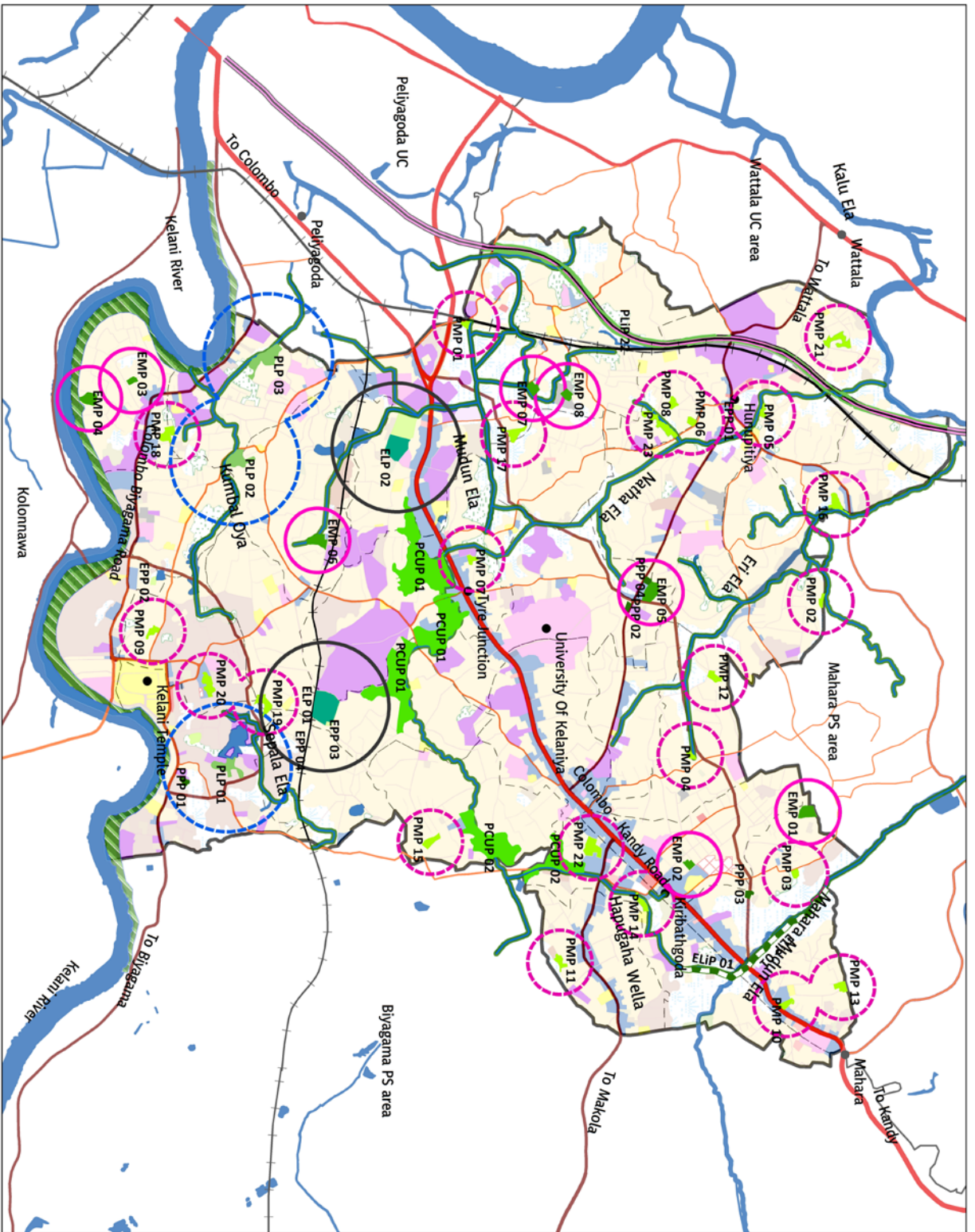
- 1.1. Currently available all sport lands and vacant public open spaces should be categorizing, redeveloping, maintaining and use for sports and direct recreational facilities.
- 1.2. Redevelop the currently available sports grounds in the area, with all the facilities.
- 1.3. Prescribe the 10% open space regulation for the subdivisions lands and use those land only for direct recreational facilities.
- 1.4. Social recreational facilities  
Provide international standards holiday resorts, bungalows, tourist hotels for the local and foreign tourist to fulfil their needs and wants.

### 2. Implementation of Linear Park Concepts

- 2.1. The canal, Oya and Ganges of the area should be developed as Linear Park and it should be providing adequate recreational facilities and control the flood occurring of the flood prone areas.

**3. Strategy in reducing urban heat – 2030**

- 3.1. *Make greenery of all government and semi-government buildings according to the Sri Lanka National Building Greenery system*
- 3.2. *Convert all building roof tops into greenery and encourage to use water sprinklers.*
- 3.3. *Make awareness about in colouring buildings*
- 3.4. *Introduce greenery concept for all proposed vehicle parks and conversion of all existing vehicle parks as greenery parks*
- 3.5. *Ground layering method should be encouraged to absorb water into the earth and aware about the colouring.*
- 3.6. *Maintain the current playgrounds, parks & open lands and implementing the proposed open lands grounded on greenery concept.*



Proposed Public Outdoor Recreation Space Plan (2030) - Kelaniya PS Area

Source: Environment & Landscape Division, UDA, 2018



Urban Development Authority  
December 2018

Western Province Division

Kelaniya Development Plan (2019-2030)

Prepared By: Gampaha District Office

Map 6.16 Public Outdoor Recreation Space Plan

## 6.6. Culture & Heritage Management Strategies

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#### Culture & Heritage Management Strategies

#### Sacred Area Development Plan

Kelaniya is an area which having its own inheritance & traditional line. The present landuse of the sacred area is completely incompatible uses which being changed or in existence due to fast development potentiality. As a result, the idea of confidentiality is disappearing in the adjacent premises and its historical surrounding environment is limited to the Kelaniya Temple though this place consists with the surrounding water sources which suitable for the Sense of Sacred Area. Kelaniya was gazetted as sacred premises in the year 1952 and 18 of archaeological sites have been identified around this area. Accordingly, it is proposed to properly manage the Sacred area as enhance its Sense.

It is important to establishing the Sense of Kelaniya Sacred area while blending it with the image of the Kelani river as a main objective of achieving the future vision for the year 2030. And to position the Kelaniya Raja Maha Viharaya as a centre point while connecting direct access toward the sacred area, to demarcate the 105 hectares of land for outer sacred area covering 500m radius around the Kelani temple premises by 2025, to open-up 1 km length of Kelani river face as visual beautification of the sacred city by 2025, and to establish visual network of historical & archaeological sites in the Kelaniya area by the year 2030 area the expected objectives which covered through this proposed Sacred Area Development Plan.

### 6.6.1 Sacred Area Development Plan

Sacred Area Development plan is developed on the two key strategies.

#### 6.6.1.1. Kelaniya Placidity Precinct Strategy

The area around the existing Kelaniya temple around 500m radius of area has identified to promote as Outer Sacred Area to overcome the expansion of incompatible landuse around the Sacred Area because of the sense of 'Kelaniya Sacred Area' has limited only to the existing temple premise at the present context. Accordingly, the Outer Sacred Area which covered an extent of 150 hectares of lands have been identified as Low Density Sacred & Heritage Conservation Zone under the proposed Zoning Plan. It is proposed to enhance the historical inheritance of the Kelaniya Sacred Area through the proposed zoning regulation specifically for the Sacred & Heritage Conservation Zone. According to the proposed density zoning in the Zoning Plan, the density will be increased toward the north part of the area from the Kelaniya Outer Sacred area.

As per indication made in the Roads & Transportation Plan and the Landscape Management Plan, Three Wider Boulevards have proposed as direct access way for the sacred area from Thorana Junction to Kelani temple, Tire Junction to Kelani temple, and Kiribathgoda to Kelaniya Temple. Further, the Sacred Area Plan has proposed to develop three Ceremonial Entrance in place which start the three Wider Boulevard. Accordingly,

## 06 CHAPTER The Plan

### Culture & Heritage Management Strategies

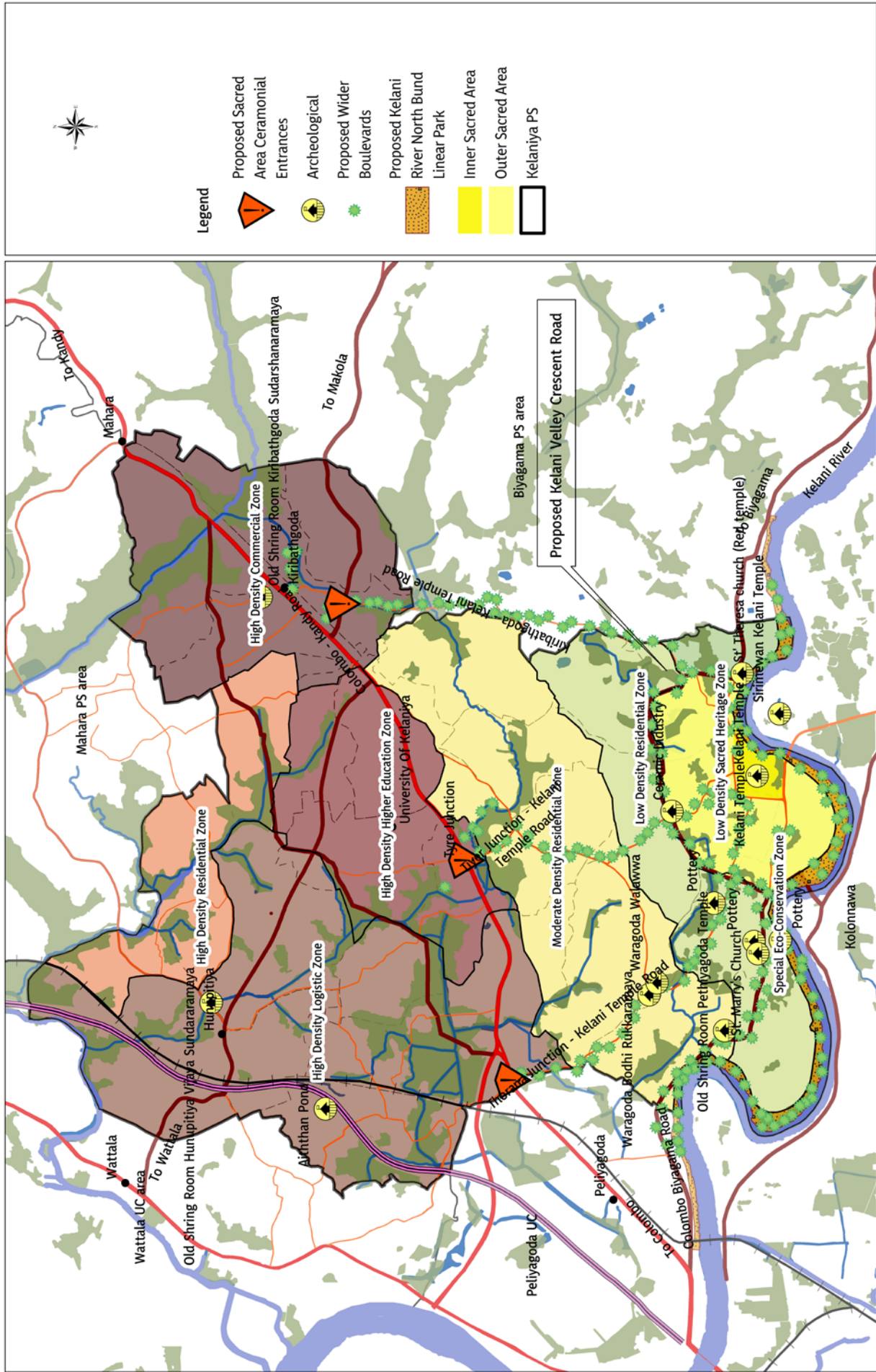
#### Sacred Area Development Plan

the existing ceremonial entrance at Thorana Junction should further redeveloped and two of other new ceremonial entrance should construct at Tire Junction and Kiribathgoda. The proposed Kelani Valley Crescent Road under the Transportation plan as a dedicated line for Colombo- Biyagama Road nearby Kelani Temple which proposed to overcome the inconvenience due to the traffic congestion and noise near the Kelani Temple has laid through Pilapitiya, Galboralla and Koholvila as a demarcated boundary for the proposed Outer Sacred Area covering 500 m of radius around the Kelani Temple.

The proposed special Zoning Regulation will help to control the uneven construction and incompatible landuses of this area because of it has regularized the compatible colours for the building and building construction regulations.

Promoting traditional Ceramic Industry while blending the sacred area and developing the network of archaeological sites as a Religious and Cultural Trail targeting pilgrims and visitors may help to increased historical 'Sense of the Kelaniya Sacred Area' while enhancing the local economy. Because as mention by the Department of Archaeology, there are 18 number of archaeological which identified within the Kelaniya PS area. By considering this as a potential it should be further improved declined monuments and should combined with the Network of Archaeological sites to open for visitors.

Thus, the proposed Kelaniya Placidity Precinct and Religious & Cultural Trail with its proposals are shown in map 6.16.



- Legend**
- Proposed Sacred Area Ceramional Entrances
  - Archeological
  - Proposed Wider Boulevards
  - Proposed Kelani River North Bund Linear Park
  - Inner Sacred Area
  - Outer Sacred Area
  - Kelaniya PS

Urban Development Authority  
December 2018



**Proposed Cultural & Heritage Management Plan (2030) - Kelaniya PS Area**  
Source: Planning Team - Gampaha District Office, 2017

Map 6.17 Proposed Cultural Heritage Management Plan

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The Plan

Culture & Heritage  
Management Strategies

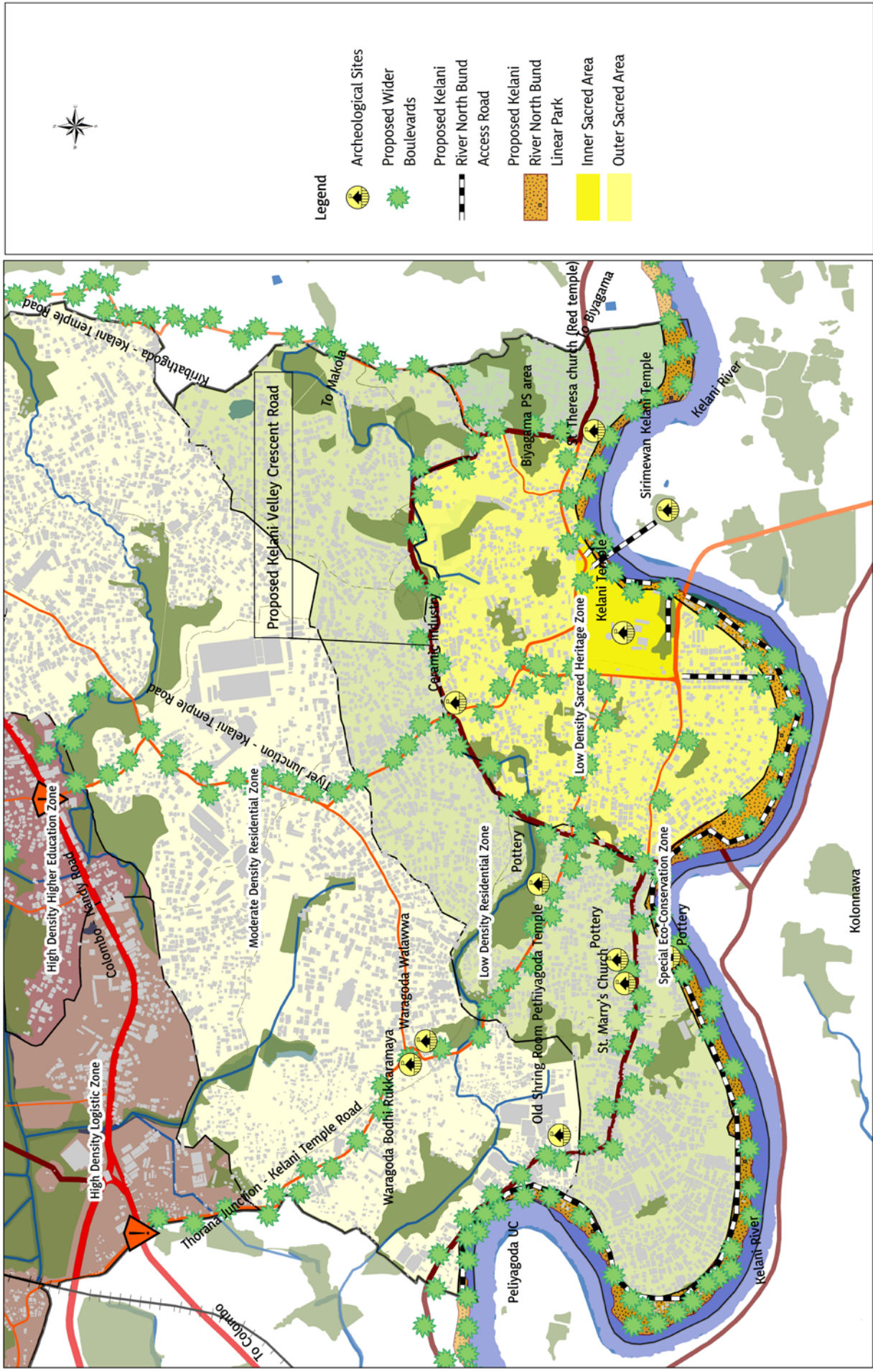
Sacred Area Development Plan

### 6.6.1.2. Socio – Cultural River Scape Improvement Strategies

As identified with the Need of the Development Plan, most of the Sacred Areas have established specially based on the Water Source in Sri Lanka and other countries. Kelaniya Temple also can be identified as a Sacred area which developed based on Kelani River water source. But because of its location proximity to the Colombo CBD, lot of unauthorized constructions have distributed all over the riverbank area with the increasing population. At the present Kelani riverbank which belongs to Kelaniya Pradeshiya Saba Area is consisted with 1500 of slums and shanty houses. Therefore, the combination between Kelani river the Kelaniya Sacred Area has decreased with this high intensity developments. Accordingly, to achieve the vision for the year of 2030, it is proposed to open-up 1 km length of Kelani river face as visual beautification of the sacred city by 2025 to enhance Sacred Sense of Kelaniya Sacred Area.

The Climate Resilient and Improvement project correspondingly carried out by the Irrigation Department along with the project of resettling shanties & slums located in the riverbank may allow pilgrims & tourists to feel the sacred Sense and enjoy the area surrounding. For that, it is proposed to develop the Kelani Riverbank as a Linear Park with the compatible landscaping for the sacred Area and it link with the proposed Religious -Cultural Trail by providing access paths towards the Kelani Riverbank from the Sacred Area.

At the same time the, the Kelaniya Sacred Area Development Plan which prepared by National Physical Planning Department also incorporated to this plan. Accordingly, it has proposed to link the Egoda Kelaniya and Megoda Kelani through the hanging bridge and provide the boat facilities. Apart from that, boat jetty, pilgrims resting areas etc. This Sacred area Plan prepared by The National Physical Plan is shown in annexure 27. And the above proposals are shown in map 6.18.



Map 6.18 Socio – Cultural River Scope Improvement Plan

**Proposed Socio - Cultural River Scope Improvement at Kelani River North Bund (2030)**  
 Source: Planning Team - Gampaha District Office, 2017

Western Province Division

Kelaniya Development Plan (2019-2030)

Urban Development Authority  
December 2018

Prepared By: Gampaha District Office

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The Plan

## 6.7 Implementation Strategies

Implementation Strategies

Strategic Projects and  
Other Projects

### 6.7.1. Strategic Projects and Other Projects

The vision of Kelaniya Development Plan 2018 – 2030 intended the achieving 'Urban Locus of Divinity' heavenly urban stability present image of Kelaniya sacred place integrating with the Kelaniya River will be established with its holiness. It will enable an efficient & fruitful town with Transit-Oriented targets aiming greenery & comfortable township. Accordingly, proposed new strategic projects and other projects are all compatible with the conceptual plan & objectives where feasibility of socio environmental matters area fixed as per priority basis & essentially implementable. This project prioritization has mention in annexure 43..

#### 1<sup>st</sup> Priority Projects

- *Multistoried Car Park Development at Kiribathgoda*
- *Proposed New bypass road for Kiribathgoda linking Peliyagoda-Mahara*
- *Transport Centre Development Project at Hunupitiya Town Centre*
- *Modernization of Hunupitiya Railway Station*
- *Small Bus Station*
- *Vehicle Park*
- *Commercial Complex*
- *Widening the Station Road*
- *Linear park development at Kelani river north bud and improve the access ways*
- *Proposed Canal Improvement*
- *Natha Ela reconstruction*
- *Hapugahawella reconstruction*
- *Eri Ela reconstruction*
- *Mudun Ela reconstruction*
- *Kumbal Oya reconstruction*
- *Development of fly over pedestrian corridors at YMBA Junction and Eriyawetiya junction*
- *Multi - functional commercial centre at Kiribathgoda (Kiribathgoda City Centre)*
- *Sacred area access roads improvement projects*
- *Torana Junction – KelaniyaaViharaya*
- *Tire Junction – KelaniyaViharaya*
- *Kiribathgoda – KelaniyaViharaya*
- *Improvement of Green parts toward the sacred area*
- *Establishment of new Kelani Valley Crescent Road*
- *Linear Park Development at Kiribathgoda town centre*
- *Establishment of a new holiday resort with information centre Kelani Temple premises*

## 2<sup>nd</sup> Priority Projects

- *Sopping Street Development at Kiribathgoda*
- *Hunupitiya – Wattala Road Development Project*
- *Internal road Development projects*
- *Kiribathgoda hospital road widening up to 12 meters*
- *Eriyawetiya road widening up to 12 meters*
- *Wewakduwa road widening up to 12 meters*
- *Dipitigoda road widening up to 12 meters*
- *Wanawasala-Wattala road widening up to 12 meters*
- *Meddle income housing with commercial complex development at Hunupitiya*
- *Sarasavi Art Centre Development at Tire Junction*
- *New Public Market Development at Hunupitiya*
- *Development of waste recycling plant and Modernization existing compost plant at Manelgama*
- *Redevelopment of Galborella Ceramic industry*
- *Development of Mixed commercial complex at Kalaniya*
- *Green linear development project along canal reservations*
- *Development of Linear Park at Hunupitiya*
- *Development of wetland park with walking track at Koholvila*
- *Sacred Area Ceremonial Entrance development at Thorana Junction, Tire junction and Kiribathgoda*
- *Relocation of Kelaniya Police Station*

## 3<sup>rd</sup> Priority Projects

- *Reconstruction of Kelaniya Bus Stand – (Nungamugoda TOD)*
- *Establishment of Polhengoda – Nungamygoda TOD link road*
- *Establishment of new Open Pilgrims Resting Place at Kelaniya Sacred area*
- *Establishment of Hunupitiya weekly Fare*
- *Establishment of New Engineering Faculty of Kelaniya University – at Dasa Building site*
- *Establishment of mixed development square at Hunupitiya Town centre*
- *Establishment of Kelaniya River Boat Jetty*
- *Establishment of hanging bridge linking viharas of Megoda Kelaniya and Egoda Kelaniya*
- *Reconstruction of new access bridge between Kelaniya and Hanwella low-level road*
- *Water Retention Area development with landscaping designs at Kelaniya*
- *Modernization of Kiribathgoda bus stand with Upper- floor urban park*
- *Development of walking track linking Hunupitiya – Wattala via KauEla canal bank*
- *Electrification of Main Railway Line (Kelaniya, Wanawasala and Hunupitiya station)*
- *Establishment of Light Railway of Ragama–Narahenpita (Kiribathgoda, Tire Junction and Manelgama Railway stations)*

## O6 CHAPTER The Plan

Implementation Strategies

Strategic Projects and  
Other Projects

## o6 CHAPTER The Plan

### Implementation Strategies

#### Strategic Projects and Other Projects

- *Establishment of Hunupitiya – Kottawa Light Railway line (Hunupitiya, Tire Junction and Polhena Railway stations)*
- *Development of Manelgama – Wanawasala waste transfer station and Aruwakkalu Sanitary Land Filling Station*
- *Establishment of Biyagama – Kosgama new Railway line (Nungamugoda station)*
- *Relocation of Unauthorized construction in Kelani river bank under the Climate Resilience Improvement Project*
- *Modernization of Kiribathgoda Hospital*
- *Redevelopment of Kelaniya Snake Poison's Hospital*
- *Pattiwila – Kelaniya River South bank water treatment plant - Stage II*
- *Peliyagoda – Kelaniya wastewater Management Project*
- *Establishment of Mabima Water treatment plant*
- *Establishment of Pethiyagoda pumping station*

#### *Other Projects*

- *Pubic Open area Recreational Projects*
- *Canal reservation green line improvement*
- *Expressway reservation area green line improvement*


## Project 01

<b>Name of the Project</b>	Kiribathgoda Multi-Story Car Park with Over Head Pedestrian Corridor
<b>Division of the Project</b>	Service Plan under the Infrastructure Development Strategy
<b>Project Description</b>	

Province	District	Divisional Secretary's Division	GN Division
Western Province	Gampaha District	Kelaniya	Thalawathuhenpita South

Location		
<b>North</b>	Colombo – Kandy Main Road	
<b>South</b>	Kiribathgoda Bus Stand	
<b>East</b>	Wetland	
<b>West</b>	Kiribathgoda Public Market	
<b>Land Extent</b>	0.5 Acres	

<b>Current Status / Landuse of the Surrounding -</b>	
	<p>This land is situated opposite side of the public market in Jinadasa Nandasena Mawatha which located in Middle of the Kiribathgoda town and Colombo-Kandy main road.</p>
<b>Land Ownership</b>	Government Lands

<b>Expected Status</b>							
<b>Type of Project</b>	<b>New</b>	<b>Improvement</b>	<b>Extension</b>	<b>Land Improvement only</b>			
	x						
<b>Project Category</b>	<b>Conservation (Environment or Archeological)</b>	<b>Commercial</b>	<b>Landscape &amp; Recreational Activities</b>	<b>Housing</b>	<b>Relocation</b>	<b>Infrastructure Development</b>	<b>Others</b>
						x	
<b>Rational of the Project</b>	<p>Kiribathgoda Town is directly connected with the National Road Network through Colombo - Kandy Road and located very closer to the main highway interchanges of Kadawatha and Peliyagoda and provide a high-level connectivity. In addition, approximately 100,000 commuters daily arrive to this area, through this road network. Further, Colombo – Kandy Corridor which is presently with a high congestion will be further increased due to increment of the requirement of public infrastructure facilities along with the proposed Ragama - Narahepita Light Railway. Therefore, there is a need to provide a multi-storeyed car park with overhead bridge, which facilitates to satisfy the requirements of the projected daily migrants of 221,000 by 2030s and thereby reduce the present traffic congestion.</p>						
<b>Project Objectives</b>	<ul style="list-style-type: none"> <li>Provide daily requirements of the future passenger community.</li> </ul>						
<b>Imaginary Situation</b>	<p>Imaginary Situation</p>  <ul style="list-style-type: none"> <li>Provision of Public car parks</li> <li>Attraction of more passengers</li> <li>Minimise the traffic congestion</li> <li>Provision of public security to attract more passengers</li> </ul>						
<b>Project Period</b>	Short Period (1>Year)		Middle period (1-3 Year)	x	Long Period (3< Year)		
<b>Project Related Zone</b>	High Density commercial Zone						

## Project 02

<b>Name of the Project</b>	New bypass road for Kiribathgoda linking Peliyagoda-Mahara
<b>Division of the Project</b>	Transport Plan of Infrastructure Development Strategy
<b>Project Description</b>	

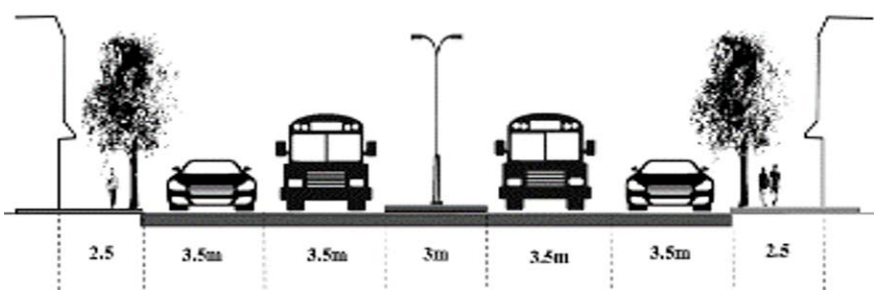
Province	District	Divisional Secretary's Division	GN Division
Western Province	Gampaha District	Kelaniya	Himbutuwelgoda, Daluga-ma, Wewalduwa, Egoda Iriyawetiya, Kiribathgoda, Thalawathuhenpita North

### Location

It is proposed to start from Peliyagoda up to Wanawasala, then along the boundary of Dippitigoda marshy land, across the Wewalduwa Road, from the Dingiywatta playground connecting Eeriyawetiya Road (Wetland boundary), across the Vihara Maha Devi Road and Vito Mawatha connecting Eeriyawetiya Road and Hospital Road across the northern boundary of Thalawathuhenpita wetland to connect with the Colombo – Kandy Main Road.



<b>Land Extent</b>	This road is proposed to develop with 4 lanes (width of 22 m) up to distance of about 4.75 km
<b>Current Status / Landuse of the Surrounding</b>	The new alternative road is proposed along the marshy land from Peliyagoda up to Wewalduwa, then along the existing road across the Iriyawetiya and to connect with the Kiribathgoda Hospital Road. This area is presently a residential area and the road will run through the marshy area from Kiribathgoda Hospital Road and connect to Colombo - Kandy Main Road again through the marshy area close to Thalawathuhenpita.

<b>Expected Status</b>							
<b>Type of Project</b>	<b>New</b>	<b>Improvement</b>	<b>Extension</b>	<b>Land Improvement only</b>			
		x					
<b>Project Category</b>	<b>Conservation (Environment or Archaeological)</b>	<b>Commercial</b>	<b>Landscape &amp; Recreational Activities</b>	<b>Housing</b>	<b>Relocation</b>	<b>Infrastructure Development</b>	<b>Others</b>
						x	
<b>Rational of the Project</b>	<p>Nearly 150,000 vehicles passing through Colombo - Kandy road daily. Since Kiribathgoda Town is located very closer to Colombo City, it could be identified as a city which is directly affected by the traffic. Hence, heavy traffic can be seen throughout the day facing inconvenience to the passengers. Accordance to the survey conducted by the Com-trans study team in 2014, Colombo - Kandy corridor has been identified as the second - highest traffic lane out of the seven major lanes connecting the Colombo City. At present, Colombo - Kandy Main Road exceeds the average hourly capacity and the maximum hourly traffic capacity has been recorded as 4400 (pcu). However, it has a maximum hourly traffic capacity of 3300</p>						
<b>Project Objective</b>	<ul style="list-style-type: none"> <li>To meet the needs of the future daily passengers and to reduce traffic congestion on the Colombo - Kandy Main Road.</li> </ul>						
<b>Imaginary Situation</b>	 <p>The diagram shows a cross-section of a road with the following dimensions from left to right: 2.5m sidewalk with a tree and person, 3.5m car lane, 3.5m bus lane, 3m median with a street light, 3.5m bus lane, 3.5m car lane, and 2.5m sidewalk with a tree and person.</p> <ul style="list-style-type: none"> <li>The road starting from Peliyagoda up to Wanawasala along the boundary of Dippitigoda marshy land and connect to Wewalduwa road (Dalugama) with 4 lane road.</li> <li>The road which will be constructed with 4 lanes starting from Wewalduwa Dingiyawatta Playground connecting Iriyawetiya Road (Wetland boundary).</li> <li>Connect Iriyawetiya road and Hospital road via Vihara Maha Devi Road and Vito Mawatha.</li> <li>Connect Hospital Road and Colombo - Kandy Main Road through Northern marshy land of Thalawathugahawela</li> </ul>						
<b>Project Period</b>	Short Period (1>Year)		Middle period (1-3 Year)	x	Long Period (> 3 Year)		
<b>Project Related Zone</b>	High Density Industrial and Logistic Zone, High Density Higher Education Zone, High Density Residential Zone, High Density Commercial Zone						


## Project 03

<b>Name of the Project</b>	Transport Centre Development Project at Hunupitiya Town Centre.
<b>Division of the Project</b>	Service Plan of Infrastructure Development Strategy
<b>Project Description</b>	

Province	District	Divisional Secretary's Division	GN Division
Western	Gampaha	Kelaniya	Welegoda

Location		
<b>North</b>	Hunupitiya Railway Station	
<b>South</b>	Kiribathgoda - Hunupitiya Road	
<b>East</b>	Hunupitiya Community Centre	
<b>West</b>	Colombo – Katuna-yake Highway	
<b>Land Extent</b>	5 Ha.	

<b>Current Status / Landuse of the Surrounding</b>	It is proposed to use the existing Fertiliser Storage Complex land for Development of Transport Centre
<b>Land Own-ership</b>	Commercial Fertiliser Company

Expected Status							
Type of Project	New	Improvement	Exten-sion	Land Improvement only			
	x						
Project Category	Conservation (Environment or Archaeo-logical)	Commercial	Landscape & Recreational Activities	Housing	Relocation	Infrastructure Development	Others
						x	
Rational of the Project	<p>The proposal for electrification of the main railway line and the proposed Hunupitiya - Kottawa light rail line as well as the railway station to be located at Hunupitiya town, will directly affects the Hunupitiya area. Therefore, it has been proposed to develop Hunupitiya as a Transport Center which provide public transport facilities for the transit-based neighbourhood under the Kelaniya Development Plan. Because, there is no interconnection among transport related places such as railway stations, bus stands and parking areas as a Transport Hub. The main objective is to provide facilities for the passengers of the railway transportation. Similarly, around 90,000 people are expected to migrate along with future development proposals and therefore the Hunupitiya area is proposed to be developed as a Transport Hub for transport-based neighboring areas..</p>						
Project Objectives	<ul style="list-style-type: none"> <li>Develop Hunupitiya area as a transport hub for transit-based neighbourhoods.</li> </ul>						
Imaginary Situation -	 <ul style="list-style-type: none"> <li>Development of Hunupitiya railway crossing with pedestrian walkways.</li> <li>Modernisation of Hunupitiya Railway Station.</li> <li>Small scale Bus Stand.</li> <li>Parking Area</li> <li>Commercial Complex</li> </ul>						
Project Period	Short Period (1>Year)		Middle period (1-3 Year)	x	Short Period (> 3 Year)		
Project Related Zone	High Density Industrial and Logistic Zone						

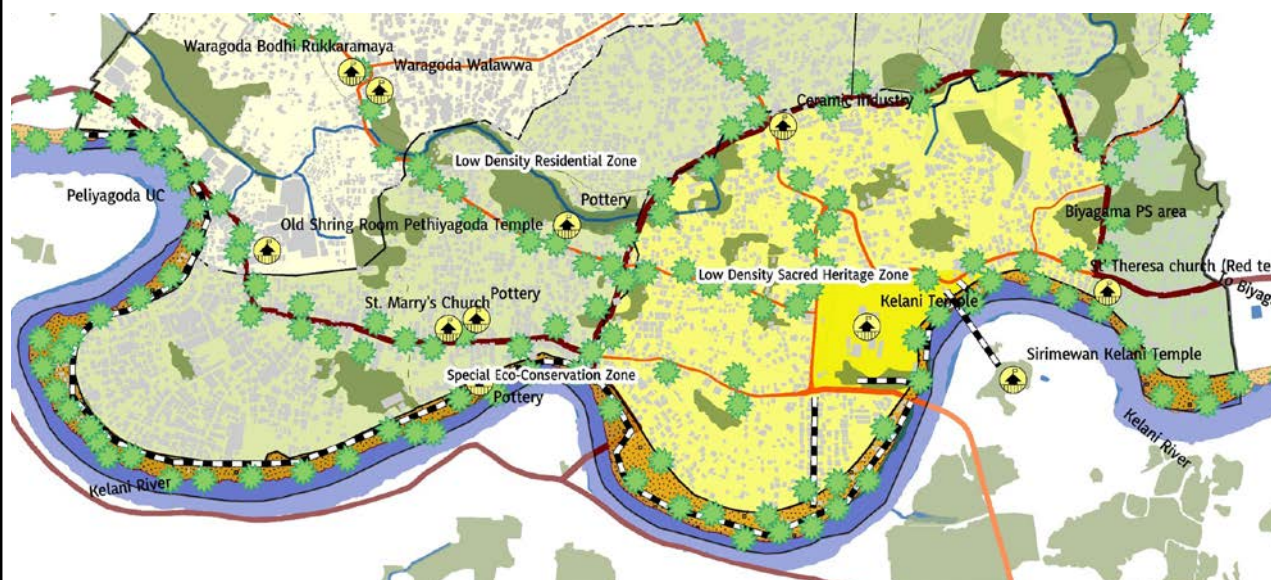
## Project 04

<b>Name of the Project</b>	Development of Linear Park at North bank of Kelani River and Access Way Development
<b>Division of the Project</b>	Sacred Area Plan under Cultural and Heritage Management Strategy
<b>Project Description</b>	

<b>Province</b>	<b>District</b>	<b>PS Division</b>	<b>GN Division</b>
Western	Gampaha	Kelaniya	Kelaniya, Sinharamulla, Pilapitiya, Mawalla, Pethiyagoda

### Location

The reservation area bounded by the northern boundary of Kelani river and the southern boundary of Kelaniya Pradeshiya Sabha Area has been proposed for this project.




<b>Land Extend</b>	53 Hectares
--------------------	-------------

<b>Current Status / Landuse of the Surrounding</b>	When consider the landuse of this area, it is noticed that there is a increase trend in slums and shanties in this area. Most of these unauthorized settlements could be seen in the northern boundary of the Kelani River
<b>Land Ownership</b>	Irrigation Department

### Expected Status

<b>Type of Project</b>	<b>New</b>	<b>Improvement</b>	<b>Extension</b>	<b>Land Improve-ment only</b>
	x			

Project Category	Conservation (Environment or Archeological)	Commercial	Landscape & Recreational Activities	Housing	Relocation	Infrastructure Development	Others
			x				
<b>Rational of the Project</b>	Kelaniya Raja Maha Viharaya contributes greatly to the sacred feeling of Kelaniya. However, this sacred feeling is decreasing with the urbanization of the region. Moreover, temperature of the surface area is higher than the other areas. In the long run, heat waves have rapidly increased and the generation of heat has been the highest in 2009 - 2014.						
<b>Project Objectives</b>	<ul style="list-style-type: none"> <li>Take action to increase the sacred feeling in the sacred area.</li> </ul>						
<b>Imaginary Situation</b>	 <ul style="list-style-type: none"> <li>Provide recreational facilities</li> <li>Landscape the area to protect the green cover</li> <li>Improve the road network</li> <li>Provision of toilets and rest rooms</li> <li>Increase the sacred feeling of the area</li> <li>Development of Access Roads</li> </ul>						
<b>Project Period</b>	Short Period (1>Year)		Middle period (1-3 Year)	x	Short Period (> 3 Year)		
<b>Project Related Zone</b>	Special Eco Conservation Zone						

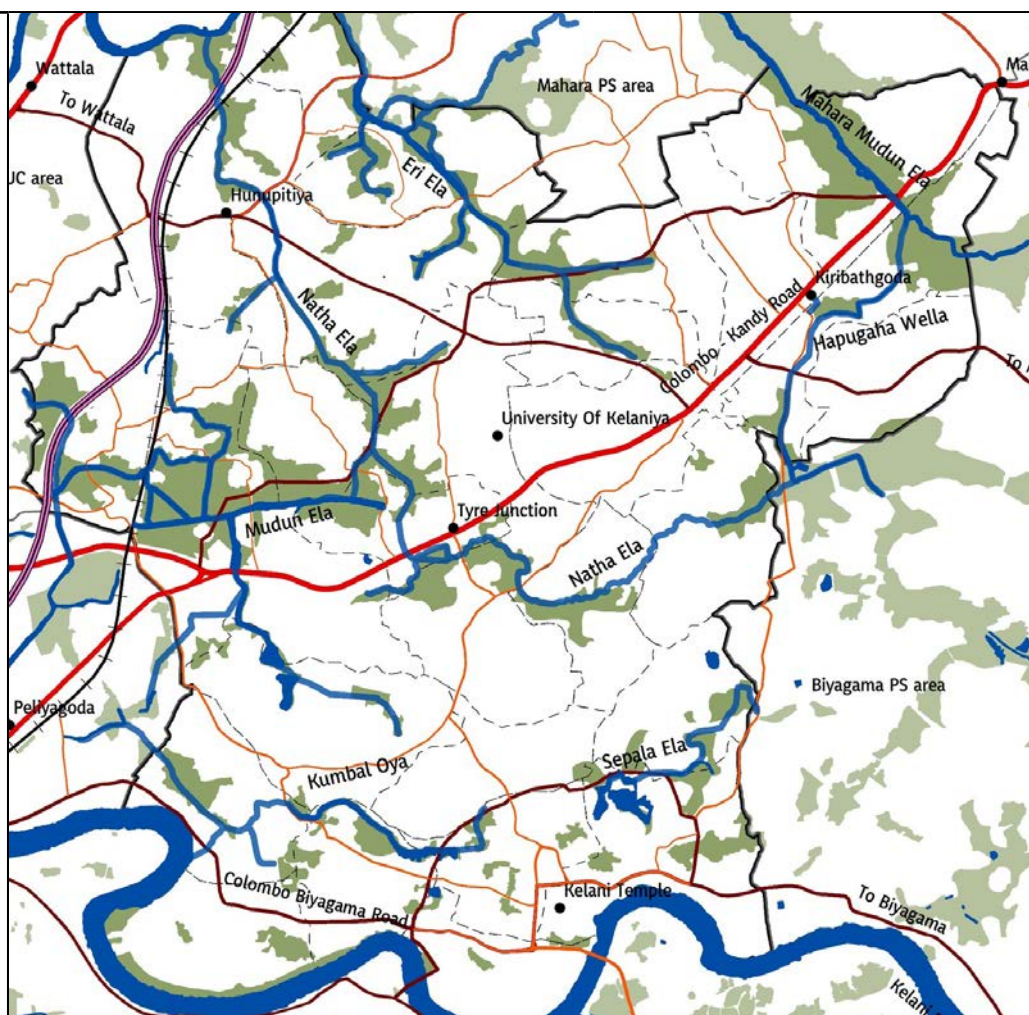
## Project 05

<b>Name of the Project</b>	Canal Development Projects
<b>Division of the Project</b>	Strategic Disaster Management Plan for Environmental Sustainability
<b>Project Description</b>	

Province	District	Divisional Secretary's Division	GN Division
Western	Gampaha	Kelaniya	

### Location


1. Restoration of Natha Ela (From Gonawala up to Kalu Ela – 3Km.)
2. Restoration of Iriya Ela (From Iriyawatiya up to Kalu Ela – 3.4Km.)
3. Restoration of Hapugahawella (From Kiribathgoda up to Mahara Mudun Ela – 7.3 Km.)
4. Restoration of Mudun Ela - 800m
5. Restoration of Kumbal Oya (From Gonawala up to Kelani River at Pethiyagoda – 6Km)



<b>Land Ownership</b>	Irrigation Department
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<i>Expected Status</i>							
Type of Project	New	Improvement	Extension	Land Improve-ment only			
			x				
Project Category	Conservation (Environment or Archeo-logical)	Commercial	Landscape &Recreational Activities	Housing	Relocation	Infrastructure Development	Others
	x						
Rational of the Project	The surface temperature in Kelaniya is relatively high when compared with the temperature of the surrounding area due to urbanization and industrialization. Heat islands are rapidly increased in relation to the time and the heat generation has been increased up to the highest in 2009-2014. Because of the above-mentioned challenges, the green colour of this area has been removed. Considering the above facts, it is proposed in the Kelaniya Development Plan to create a city integrated with green ecosystem.						
Project Objectives	<ul style="list-style-type: none"> <li>To minimize the temperature of the area and to increase the sacred feeling of the sacred area.</li> </ul>						
Imaginary Situation	<ul style="list-style-type: none"> <li>Development of Natha Ela</li> <li>Restoration of Eriya Ela</li> <li>Restoration of Hapugahawella</li> <li>Restoration of Mudun Ela</li> <li>Restoration of Kumbal Oya</li> </ul>						
Project Period	Short Period (1>Year		Middle period (1-3 Year)	x	Long Period > 3		
Project Related Zone	Whole Kelaniya PS area						

## Project 06

<b>Name of the Project</b>	Development of Overhead Pedestrian Corridor at YMBA Junction and Eriyawetiya Junction.		
<b>Division of the Project</b>	Service Plan of Infrastructure Development Strategy		
<b>Project Description</b>			
<b>Province</b>	<b>District</b>	<b>Divisional Secretary's Division</b>	<b>GN Division</b>
Western	Gampaha	Kelaniya	Kiribathgoda
<b>Location</b>			
<p>One of the overhead pedestrian bridges proposed in front of Public Market – Kiribathgoda.</p> <p>Other one is proposed at Eriyawetiya junction near the community hall in Colombo – Kandy Main Road</p>			
<b>Current Status / Landuse of the Surrounding</b>	These junctions are connected to the Colombo - Kandy road. About 150,000 vehicles are travelled through this area per day. Kiribathgoda Bus Stand, Kiribathgoda Public Market and YMBA Hall could be seen around YMBA Junction.		
<b>Land Ownership</b>	Road Development Authority		

<b>Expected Status</b>							
<b>Type of Project</b>	<b>New</b>	<b>Improvement</b>	<b>Extension</b>	<b>Land Improvement only</b>			
	x						
<b>Project Category</b>	<b>Conservation (Environment or Archeological)</b>	<b>Commercial</b>	<b>Landscape &amp; Recreational Activities</b>	<b>Housing</b>	<b>Relocation</b>	<b>Infrastructure Development</b>	<b>Other</b>
						x	
<b>Rational of the Project</b>	<p>This is considered as the second major corridor among the 5 major corridors to enter for the City of Colombo. Accordingly, there is a traffic jam of 4400 PCUs in Colombo – Kandy corridor. Normally a high PCU value is 3300 and, in this case, the PCU has been exceeded the maximum level. When compare the frequency of bus travel and passenger transportation of Colombo – Kandy Road with other transport corridors, there is an increase in this situation in Colombo – Kandy Road. This traffic congestion is mainly due to the 6 passenger lanes available from Kiribathgoda town up to Kelaniya University. Therefore, the drivers have to park their vehicles along these lanes. This delay will further increase the traffic congestion.</p>						
<b>Project Objectives</b>	<ul style="list-style-type: none"> <li>Minimizing the traffic congestion and Creation of a commercial area with a conducive environment for pedestrians.</li> </ul>						
<b>Imaginary Situation</b>	<ul style="list-style-type: none"> <li>Construction of Pedestrian Bridge at YMBA Junction.</li> <li>Construction of Pedestrian Bridge at Iriyawetiya Junction.</li> </ul>						
<b>Project Period</b>	<b>Short Period (1&gt;Year</b>		<b>Middle period (1-3 Year)</b>	<b>x</b>	<b>Period &gt; 3</b>		
<b>Project Related Zone</b>	High Density Commercial Zone						


## Project 07

<b>Name of the Project</b>	Multipurpose Commercial Complex at Kiribathgoda Town Centre
<b>Division of the Project</b>	Economic Development Plan
<b>Project Description</b>	

Province	District	Divisional Secretary's Division	GN Division
Western	Gampaha	Kelaniya	Thalawathuhenpita South

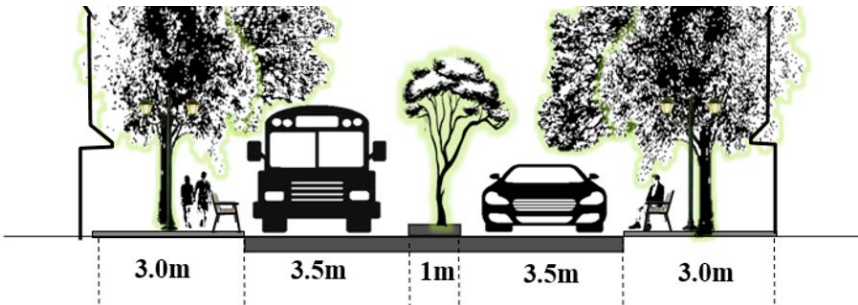
Location		
<b>North</b>	Colombo – Kandy Main Road	
<b>South</b>	Kiribathgoda Bus Stan	
<b>East</b>	Jinadasa – Nandasena Mawatha	
<b>West</b>	Kiribathgo-da Public Mar-ket /YMBA Hall	
<b>Land Ex-tend</b>	01 Ac - 2 R - 39 P	

<b>Current Status / Landuse of the Surrounding</b>	<p>Kiribathgoda town can be identified as one of the main commercial hubs adjacent to Co-lombo. Kiribathgoda which has inter-connections with Colombo-Kandy Road, Wattala and Makola road and located proximity to the Kadawatha, Peliyagoda and Kerawalapitiya Ex-pressway Interchanges provides easy accessibility in terms of regional context. Accordingly, Kiribathgoda presently functions as a major mixed commercial center in the Region. The area is well-known for its pre- defined ready-made clothes and related end products. The existing Public Market building in the city center is more than 20 years old and in a dilapi-dated condition. There are about 151 trade stalls functioning in this building and 41 tempo-rary outlets are located outside the building.</p>
<b>Land Ownership</b>	Kelaniya Pradeshiya Sabha

<b>Expected Status</b>							
<b>Type of Project</b>	<b>New</b>	<b>Improvement</b>	<b>Extension</b>	<b>Land Improvement only</b>			
	x						
<b>Project Category</b>	<b>Conservation (Environment or Archeological)</b>	<b>Commercial</b>	<b>Landscape &amp; Recreational Activities</b>	<b>Housing</b>	<b>Relocation</b>	<b>Infrastructure Development</b>	<b>Other</b>
		x					
<b>Rational of the Project</b>	<p>The facilities available in Kiribathgoda area is not at a satisfactory level to cater the commuting population of around 100,000 who come to obtain their variety of requirements. Further the predictions suggested that the commuting population will exceeds 200,000 dues to the future development projects such as Development of Light Railway. Considering these facts, it is planned to develop Kiribathgoda as a High-Density Commercial City Centre in the Development Plan prepared for the year 2030. For this purpose, it is proposed to restore the public market complex with modern facilities in same location.</p>						
<b>Project Objectives</b>	<ul style="list-style-type: none"> <li>• Provision of commercial space for investors</li> <li>• mproving the trade economy</li> <li>• Optimization of under-utilized lands within the town center.</li> <li>• Provision of facilities for daily commuters.</li> </ul>						
<b>Imaginary Situation</b>	 <ul style="list-style-type: none"> <li>• Relocation of existing Public Market temporarily.</li> <li>• Construction of a new Public Market Complex.</li> <li>• Connect Public Market Complex and the Proposed Multi - Storey Car Park through overhead pedestrian bridge.</li> <li>• Landscaping of the Area.</li> </ul>						
<b>Project Period</b>	<b>Short Period (1&gt;Year)</b>		<b>Middle period (1-3 Year)</b>	x	<b>Long Period (&gt; 3 Year)</b>		
<b>Project Related Zone</b>	High Density Commercial Zone.						

## Project 08

<b>Name of the Project</b>	Development of main access roads towards sacred area	
<b>Division of the Project</b>	Improvement of Roads Under Cultural and Heritage Management Strategies.	
<b>Project Description</b>		
<b>Province</b>	<b>District</b>	<b>Divisional Secretary's Division</b>
Western	Gampaha	Kelaniya
<b>Location</b>		
<ul style="list-style-type: none"> <li>• It is proposed to develop Eksath Mawatha, Pilapitiya Mawatha and Shramadana Mawatha. Road will be developed from Thorana Junction to Sacred area. From Thorana Junction to Sacred area (14m width)</li> <li>• Tyre Junction to Sacred area (From Tyre Junction to Sacred area -14m width)</li> <li>• From Kiribathgoda to Sacred area (14m width))</li> </ul>		
<b>Current Status / Landuse of the Surrounding</b>	At present, the direct access has been provided for Kelaniya Temple through Colombo - Biyagama Road. In addition, there is a possibility of entering through Thorana junction as well as Tyre Junction to the sacred area.	
<b>Land Ownership</b>	Road Development Authority	

Expected Status							
Type of Project	New	Improvement	Extension	Land Im-provement only			
		x					
Project Category	Conservation (Environment or Archaeo-logical)	Commercial	Landscape & Recreational Activities	Housing	Relocation	Infrastructure Development	Other
						x	
Rational of the Project	The Kelaniya Rajamaha Viharaya contributes greatly to the sacred feeling in the Kelaniya area. But due to the urbanization of this region, the sacredness of the region is abolishing. In order to overcome this situation, it is proposed to improve the access roads. Although the access to the sacred area presently provides through Biyagama - Colombo road, possibility of improving this sacred feeling is at a low level. Considering these facts, it is proposed to develop access roads to sacred areas.						
Project Objectives	<ul style="list-style-type: none"> <li>Improvement of the sacred feeling of the Kelaniya Sacred area.</li> </ul>						
Imaginary Situation	 <ul style="list-style-type: none"> <li>Resettlement of damaged houses</li> <li>Widening of Roads</li> </ul>						
Project Period	Short Period (1>Year)		Middle period (1-3 Year)	x	Long Period (> 3 Year)		
Project Related Zone	Moderate Density Residential Zone Low Density Residential Zone Low Density Sacred and Heritage Conservation Zone						


## Project 09

<b>Name of the Project</b>	Improvement of Green parts toward the sacred area
<b>Division of the Project</b>	Improvement of Roads Under Cultural and Heritage Management Strategies.
<b>Project Description</b>	

<b>Province</b>	<b>District</b>	<b>Divisional Secretary's Division</b>
Western	Gampaha	Kelaniya

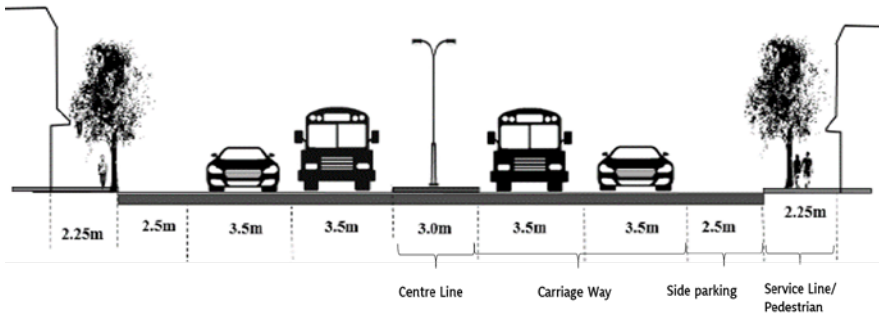
<b>Location</b>	
<p>It is proposed to establish green paths both side of the road from Thorana junction to sacred area, Tire junction to sacred area and Kiribathgoda to sacred area through the proposed road development.</p>	

<b>Current Status / Landuse of the Surrounding</b>	At present, the area does not feel the sacred value which blend with the Kelani temple. Access roads are very narrow and either side of the road congested with buildings.
<b>Land Ownership</b>	Road Development Authority



<i>Expected Status</i>							
Type of Project	New	Improvement	Extension	Land Improvement only			
	x						
Project Category	Conservation (Environment or Archeological)	Commercial	Landscape & Recreational Activities	Housing	Relocation	Infrastructure Development	Other
			x				
Rational of the Project	<p>Since the surface temperature in Kelaniya is relatively high due to urbanization and industrialization when compared with the surrounding area. Heat islands has been increased rapidly with time and the highest temperature generation has been recorded in 2009 – 2014. Due to the challenges mentioned above, green color of this area has been removed. Considering the above facts, it is proposed in the Kelaniya Development Plan to create a city integrated with green ecosystem.</p>						
Project Objectives	<ul style="list-style-type: none"> <li>To take action to minimize the temperature of the area in order to increase the sacred feeling of the sacred area.</li> </ul>						
Imaginary Situation	<div style="display: flex; align-items: center;">  </div> <ul style="list-style-type: none"> <li>Resettlement of damaged houses</li> <li>Widening of Roads</li> <li>Development of green belts</li> </ul>						
Project Period	Short Period (1>Year)		Middle period (1-3 Year)	x	Long Period (> 3 Year)		
Project Related Zone	Low Density Sacred and Heritage Conservation Zone						


## Project 10

<b>Name of the Project</b>		Establishment of New Kelani Valley Crescent Road	
<b>Division of the Project</b>		Improvement of Roads Under Cultural and Heritage Management Strategies.	
<b>Project Description</b>			
<b>Province</b>	<b>District</b>	<b>Divisional Secretary's Division</b>	<b>GN Division</b>
Western	Gampaha	Kelaniya	Pilpitiya, Galboralla, Kelaniya
<b>Location</b>			
<p>This road starts from Lio Road Junction and connected to Galboralla and Kohalwila area near Red Church of Kelaniya which is located along Colombo - Biyagama road</p> <p>Width of the road is 26 m (4 lanes with the service road) and length of the road is 4.1 Km.</p>			
<b>Current Status / Landuse of the Surrounding</b>	Kelaniya Raja Maha Viharaya is located near the proposed road and in addition there are small shops and houses		



Expected Status							
Type of Project	New	Improvement	Extension	Land Im-prove-ment only			
	x						
Project Category	Conservation (Environment or Archaeo-logical)	Commercial	Landscape & Recreational Activities	Housing	Relocation	Infrastructure Development	Other
						x	
Rational of the Project	The Kelaniya Rajamaha Viharaya contributes greatly to the sacred feeling in the Kelaniya area. But due to the urbanization of this region, the sacredness of the region is abolishing. In order to overcome this situation, it is proposed to improve the access roads. Although the access to the sacred area presently provides through Biyagama - Colombo road, possibility of improving this sacred feeling is at a low level. Considering these facts, it is proposed to develop access roads to sacred area.						
Project Objectives	<ul style="list-style-type: none"> <li>Formation of environmentally friendly area to improve the sacred feeling of the Kelaniya sacred area while minimizing traffic congestion.</li> </ul>						
Imaginary Situation	 <ul style="list-style-type: none"> <li>Resettlement of damaged houses</li> <li>Widening of Roads</li> <li>Development of green belt</li> </ul>						
Project Period	Short Period (1>Year)		Middle period (1-3 Year)		Long Period (> 3 Year)		x
Project Related Zone	Low Density Sacred and Heritage Conservation Zone						


## Project 11

<b>Name of the Project</b>	Linear Park at Kiribathgoda Town Centre		
<b>Division of the Project</b>	Public Open Space under Sustainable Environmental Strategies		
<b>Project Description</b>			
<b>Province</b>	<b>District</b>	<b>Divisional Secretary's Division</b>	<b>GN division</b>
Western	Gampaha	Kelaniya	Thalawathuhenpita South
<b>Location</b>			
<p>The land is located between the Main Road and the Hapugahawella canal adjacent to the Jinadasa Nandasena alternative Road at Kiribathgoda town has been proposed for this project. It is proposed to develop a Linear Park along the small canal located in the back yard of the Multi Storey car park up to Makola Road with 500m.</p>			
<b>Land Extent</b>	It is proposed to develop 500m long Linear Park.		
<b>Current Status / Landuse of the Surrounding</b>	 <p>At present, unauthorized shops are under construction along the canal and the canals are blocked. This is a great obstacle for the beautification of the city, and this may cause flooding.</p>		
<b>Land ownership</b>	Department of Irrigation		

<i>Expected Status</i>							
<i>Type of Project</i>	<i>New</i>	<i>Improvement</i>	<i>Extension</i>	<i>Land Im-prove-ment only</i>			
	x						
<i>Type of Project</i>	<i>Conservation (Environment or Archeo-logical)</i>	<i>Commercial</i>	<i>Landscape &amp; Recreational Activities</i>	<i>Housing</i>	<i>Relocation</i>	<i>Infrastructure Development</i>	<i>Other</i>
			x			x	
<i>Rational of the Project</i>	<i>This area provides interconnection among Colombo - Kandy Road, Wattala, Makola, Kadawatha, Peliyagoda and the proposed Kerawalapitiya Road Interchange. Since the transportation facilities are provide all over the region, daily commuting population of around 100,000 come to Kiribathgoda to get services. However, the existing facilities are inadequate to provide facilities for this population.</i>						
<i>Project Objectives</i>	<ul style="list-style-type: none"> <li>• Provide Entertainment facilities for the tourists and the commuters.</li> </ul>						
<i>Imaginary Situation</i>	 <p><i>This linear park consists of jogging tracks, food outlets, seating facilities, landscaping with tree lines.</i></p>						
<i>Project Period</i>	<i>Short Period (1&gt;Year)</i>		<i>Middle period (1-3 Year)</i>		<i>Long Period (&gt; 3 Year)</i>	x	
<i>Project Related Zone</i>	<i>High Density Commercial Zone</i>						

## Project 12

<b>Name of the Project</b>	Establishment of Information Centre and New Pilgrims Resting Area - Kelaniya		
<b>Division of the Project</b>	Cultural and Heritage Management Strategies.		
<b>Project Description</b>			
<b>Province</b>	<b>District</b>	<b>Divisional Secretary's Division</b>	<b>GN Division</b>
Western	Gampaha	Kelaniya	Kelaniya
<b>Location</b>			
<p>The old building adjacent to the Kelani River located behind the Kelaniya Raja MahaViharaya has been identified for this project. This is located between the Temple Road in front of the Kelaniya Temple and the northern bank of Kelani River.</p>	 <p>Information Centre and New Pilgrims Resting Area</p>		
<b>Current Status / Landuse of the Surrounding</b>	 <p>The existing old building in this temple land is not used for any activity. It is a single storey building, which is presently used for lodging place for dogs and Beggars</p>		
<b>Land Ownership</b>	Kelaniya Rajamaha Viharaya		

<i>Expected Status</i>							
<i>Type of Project</i>	<i>New</i>	<i>Improvement</i>	<i>Extension</i>	<i>Land Improvement only</i>			
	x						
<i>Project Category</i>	<i>Conservation (Environment or Archeological)</i>	<i>Commercial</i>	<i>Landscape &amp; Recreational Activities</i>	<i>Housing</i>	<i>Relocation</i>	<i>Infrastructure Development</i>	<i>other</i>
	x						
<i>Rational of the Project</i>	<p>More than 10,000 local and foreign pilgrims come to this area on Poya days to visit Kelaniya Raja Maha Vihara. Apart from that Over 200,000 pilgrims arrive for the Kelaniya Vihara Perahera which is the major cultural festival of the Kelaniya Temple. However, there is no adequate resting facilities for the pilgrims as well as information centres to get the details of the Kelaniya sacred place and it will become a problem.</p>						
<i>Project Objectives</i>	<ul style="list-style-type: none"> <li>• Provision of lodging facilities for the pilgrims as well as information about history of Kelaniya sacred place.</li> </ul>						
<i>Imaginary Situation</i>	 <ul style="list-style-type: none"> <li>• Development of Resting Places</li> <li>• Landscape and natural environment</li> <li>• Provision of Toilet facilities and resting areas</li> <li>• Development of information centers</li> </ul>						
<i>Project Period</i>	Short Period (1>Year)		Middle period (1-3 Year)		Long Period (> 3 Year)		x
<i>Project related Zone</i>	Low Density Sacred and Heritage Conservation Zone						

## 6.7.2.Responsible Agencies

Plan	Sub Plans & Operational Projects	Relevant Organizations	Liability of Implementing Organizations
Physical & Social Infrastructure Development Strategies	<b>Services Supply Plan</b>		
	1. Middle Income Housing Project and Commercial Complex at Hunupitiya	NHDA.	Prepare a Feasibility Study
		UDA.	Hand Over Land for the Project
	2. Climate Resilience Improvement Project – Relocation of Unauthorized Housing on Kelaniya River bund	Irrigation Dept.	Implementation of the Project Hand Over Land for the Project
		NHDA	
	3. Multi Storied Car Park with Fly overs for Pedestrians	UDA	Implementation of the Project
		Kelaniya PS	Hand Over Land for the Project
	4. Construction of Pedestrian Fly Overs at YMBA & Eriyawetiya Junctions	RDA	Implementation of the Project
		UDA	
	5. Modernization of Sarasavi Art Center at Tyre Junction	National Films Corporation.	Hand Over Land for the Project
		UDA.	Implementation of the Project
	6. Transport Complex Development Project at Hunupitiya Town Center	UDA	Implementation of the Project
		RDA	Prepare a Feasibility Study
		Railway Department	
7. Light Railway Station Development (Hunupitiya, Kiribathgoda, Tyre Junction and Polhena)	Railway Department	Hand Over Land for the Project	
	JICA	Implementation of the Project	
	RDA.		
	UDA.		
8. Re-habilitation of Kelaniya Bus Stand (Nungamugoda TOD)	Kelaniya PS	Hand Over Land for the Project	
	UDA.	Implementation of the Project	
	RDA		
9. New Public Commercial Complex at Hunupitiya	UDA.	Implementation of the Project	
	Kelaniya PS	Implementation of the Project	
10. Establishing Weekly Fair at Hunupitiya	UDA.	Prepare a Feasibility Study	
	Kelaniya PS.	Implementation of the Project	
11. Creation of Mixed Development Square at Hunupitiya Town Centre	UDA	Prepare a Feasibility Study	
	Kelaniya PS	Implementation of the Project	
12. Modernization of Base Hospital at Kiribathgoda			
13. Improvement of Snake Poisons Hospital			
14. Establishment of New Engineering Faculty for University of Kelaniya at Dasa Building Premises			

Plan	Sub Plans & Operational Projects	Relevant Organizations	Liability of Implementing Organizations
Physical & Social Infrastructure Development Strategies	<b>Water Supply Plan</b>		
	15. Water Purification Unit, ii Phase at South bank of Kelani River at Pattiwila	NWS&DB	Implementation of the Project
	16. Establishment of Water Purification Unit at Mabima	NWS&DB	Implementation of the Project
	<b>Solid Waste Management Plan</b>		
	17. Modernization of solid Waste Recycling & Compost Yard at Manelgama	UDA	
		Kelaniya PS	Implementation of the Project
	18. Manelgama – Wanawasala Waste exchanging Project and Sanitary Land filling Project at Aruwakkulu		
	<b>Wastewater Management Plan</b>		
	19. Peliyagoda – Kelaniya Wastewater Management Project	NWS&DB	Implementation of the Project
	<b>Roads &amp; Transportation Plan</b>		
	20. Alternative Road connecting Peliyagoda and Mahara	RDA	Implementation of the Project
		UDA	
	21. Widening of Hunupitiya – Wattala Road into 4 lanes	RDA.	Implementation of the Project
		UDA	
	22. Widening of Local Road (Inner Roads) Kiribathgoda Hospital Road/ Eriyawetiya Road/ Wevalduwa/ Dippitigoda/ Koholwila Roads and Wanawasala – Wattala Road	RDA	Implementation of the Project / Carry out Feasibility Study
		UDA	
	23. Development of Hunupitiya Railway Cross Road with Pedestrian Lanes	UDA	
		RDA	Implementation of the Project
		Railway Department.	Consultancy services for the implementation of the project
	24. Proposed road linking Nungamugoda and Polhena proposed Railway Stations	Railway Department / RDA / UDA	Consultancy services for the implementation of the project Implementation of the Project
	25. Electrification of main railway line	Railway Department.	Implementation of the Project
		UDA	
	26. Biyagama- Kosgama new railway line	Railway Department.	Implementation of the Project
		UDA	
	27. Construction of Ragama – Narahenpita Light Railway Line	JICA	Carry out Feasibility Study
		Railway Department.	Implementation of the Project
	28. Hunupitiya – Kottawa Light railway line	JICA	Carry out Feasibility Study
		Railway Department.	Implementation of the Project
	29. Construction of New Kelani Bridge – Kelaniya – Pahala Hanwella	UDA.	
UDA.			

Plan	Sub Plans & Operational Projects	Relevant Organizations	Liability of Implementing Organizations
Economic Development Strategies	<b>Economic Development Plan</b>		
	1. Regaining Clay manufacturing at Galborella	UDA.	Implementation of the Project
		National Crafts Council.	Consultancy services for the implementation of the project
	2. Mixed Commercial Complex at Kelaniya	UDA.	Implementation of the Project
		Kelaniya PS.	Obtain Funds
	3. Multi- functional commercial centre at Kiribathgoda	UDA	Implementation of the Project
		Kelaniya PS	quire lands for the project
	4. Development of Commercial corridors at Kiribathgoda	UDA.	Implementation of the Project
		Kelaniya PS	quire lands for the project
	Sustainable Environment Development Strategies	<b>Landscape Management Plan</b>	
5. Green Strips Development projects for sacred areas access roads		UDA	Implementation of the Project
		Kelaniya PS	Obtain Funds
6. Green Strips development projects for Canal conservation		Irrigation Department	Consultancy services for the implementation of the project
		UDA	Implementation of the Project
<b>Disaster Risk Management Plan</b>			
7. Canal Network development projects		Irrigation Department	Implementation of the Project
		Kelaniya PS	Obtain Funds
8. Construction of water pump house at Pethiyagoda		Irrigation Department	Implementation of the Project
<b>Open Spaces Plan</b>			
9. Linear park at the Kiribathgoda Town Centre		Irrigation Department.	Carry out Feasibility Study
		Kelaniya PS	Obtain Funds
		UDA	Implementation of the Project
10. Linear Park at Hunupitiya		Irrigation Department.	Carry out Feasibility Study
		Kelaniya PS	Implementation of the Project
		UDA	Implementation of the Project
11. Wetlands Park with Pedestrian Paths	Irrigation Department.	Carry out Feasibility Study	
	Kelaniya PS		
	UDA	Implementation of the Project	
12. Pedestrian lane linking Hunupitiya – Wattala Junctions on Kalu Ela bank	Irrigation Department.	Carry out Feasibility Study	
	Kelaniya PS	Obtain Funds	
	UDA	Implementation of the Project	

Plan	Sub Plans & Operational Projects	Relevant Organi-zations	Liability of Implementing Or-ganizations
	<b>Sacred Area Plan</b>		
Cultural and Heritage Management Strategies	1. Sacred Area access gates development project, Thorana & tyre Junctions, Kiribathgoda	Kelaniya PS	Obtain Funds
		UDA	Implementation of the Project
	2. Reestablishment of Police station – Kelaniya	SL Police Department.	Implementation of the Project
		NHDA	Obtain Funds
		UDA	Carry out Feasibility Study
	3. Construction of new Pilgrim's rest places and information centre at Kelaniya	Kelaniya PS	Obtain Funds
		UDA.	Implementation of the Project
	4. Construction of New Open spaces for pilgrims in Kelaniya	UDA	Implementation of the project
		Archaeological Department	Providing Consultancy Services for implementation of projects
	5. Development of Linear parks at North bund of Kelani river	UDA	Implementation of the project
Irrigation Department.		Providing Consultancy Services for implementation of projects	
6. Suspension Bridge linking Egoda Kelaniya and Megoda Kelaniya	NPPD	Implementation of the project	
7. Development of access road on the north bank of Kelani river	UDA	Carry out Feasibility Study	
8. Construction of piers for boats on the banks of Kelani river	NPPD	Implementation of the project	

**Table 6.22 Responsible Institutional Framework**  
Source : Planning Team - Gampaha District Office, 2017

## DEFINITIONS

### TOD – Transit Oriented Development

TOD, or transit-oriented development, means integrated urban places designed to bring people, activities, buildings, and public space together, with easy walking and cycling connection between them and near-excellent transit service to the rest of the city. It means inclusive access for all to local and citywide opportunities and resources by the most efficient and healthful combination of mobility modes, at the lowest financial and environmental cost, and with the highest resilience to disruptive events. Inclusive TOD is a necessary foundation for long-term sustainability, equity, shared prosperity, and civil peace in cities.

*Source: [www.itdp.org](http://www.itdp.org).*

## ABBREVIATIONS

DSD	Divisional Secretariat Division
GIS	Geographical Information System
GND	Grama Niladhari Division Hec. – Hectares
km	Kilo Meters
kmH	Kilo Meter Per Hour
Km <sup>2</sup>	Square Kilo Meters
Lpcd	Liter Percapita Day
LRT	Ligh Rail Transport
m	Meter
mm	Mili Meter
NDVI	Normalized Differences Vegetation Index
NPPD	National Physical Planning Department
SWOT	Strengths, Weakness, Opportunities, Threats
TOD	Transit Oriented Development

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# Annexures



## Annexure 01. Main Consultative Institutions

<i>Institution / Department</i>	<i>Designation/ Name</i>
<i>Kelani Temple</i>	<i>Chief Incumbent, Professor Kollupitiye Mahinda Sangarakkhita Thera</i>
<i>National Physical Planning Department</i>	<i>Plnr. A.O. Vijayawardhana Plnr. A.D. Chamila</i>
<i>Road Development Authority</i>	<i>Eng. A.N. Lokuge</i>
<i>Road Development Authority</i>	<i>Dept. Director (Highway Maintenance)</i>
<i>Sri Lanka Land Reclamation &amp; Development Corporation</i>	<i>Civil Eng. D. Jayarathne</i>
<i>Department of Wild Life Conservation</i>	<i>Dept. Director Upul Indrajith</i>
<i>Central Environmental Authority</i>	<i>Environment Officer, Tiranthi Ranasinghe</i>
<i>Irrigation Department</i>	<i>Eng. T.D. Vijesuuriya</i>
<i>National Housing Development Authority</i>	<i>District Manager, K.M.G.U. Jalitha</i>
<i>National Water Supply and Drainage Board</i>	<i>Regional Engineer</i>
<i>Electricity Board</i>	<i>Eng. B.S. Madusanka Eng. R.P.G. Wikramarachchi</i>
<i>LECO</i>	<i>Chief Eng./ Branch Manager, M.R Fenando</i>
<i>Archaeological Department</i>	

Annexure 02. Gazette notification of Colombo Core Area

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The Gazette of the Democratic Socialist Republic of Sri Lanka

EXTRAORDINARY

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No. 2049/11 - MONDAY, DECEMBER 11, 2017

(Published by Authority)

**PART I : SECTION (I) — GENERAL**

**Government Notifications**

URBAN DEVELOPMENT AUTHORITY ACT, No. 41 OF 1978

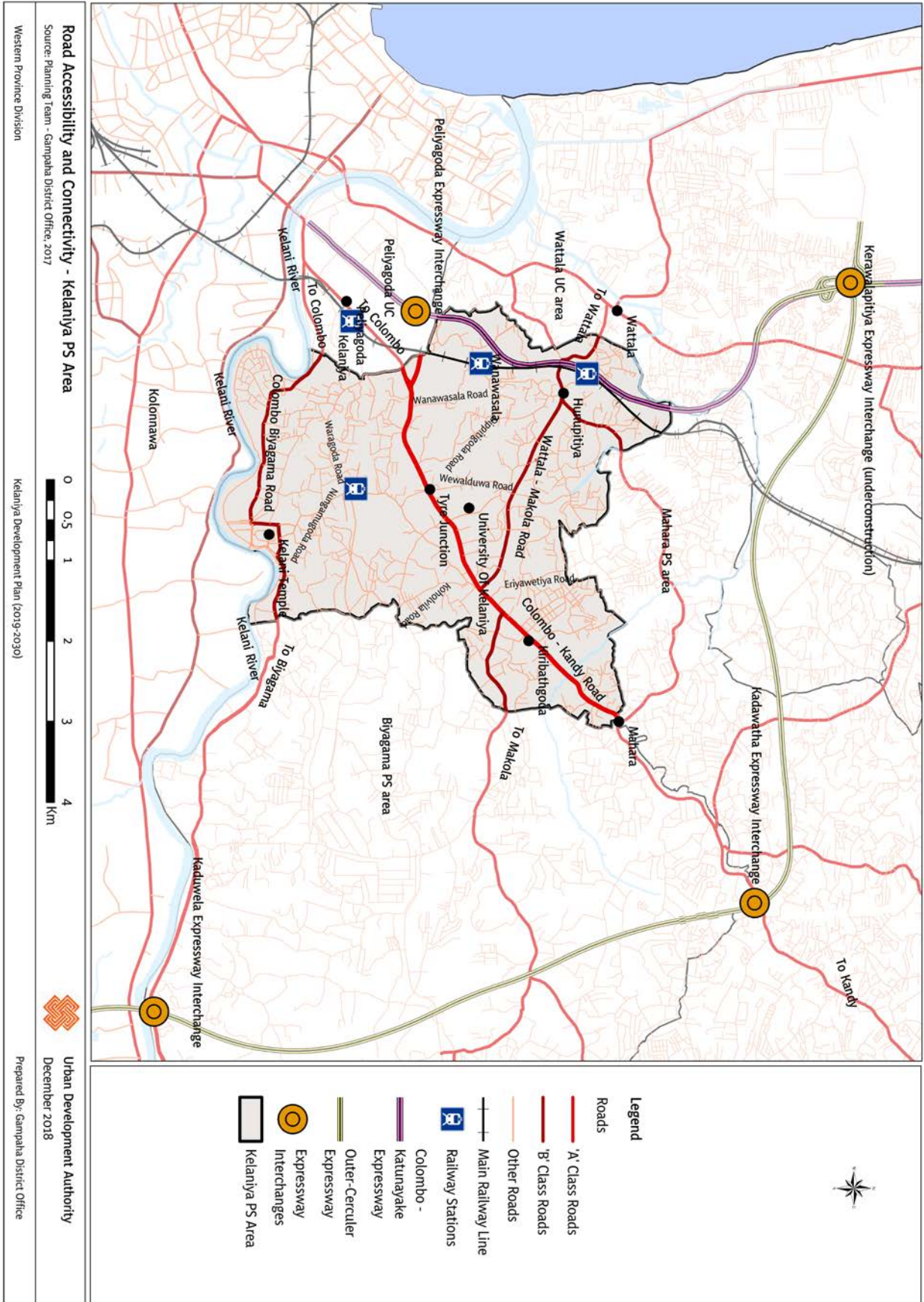
**The Prescription under Section 3**

I, Patali Champika Ranawaka, the Minister of Megapolis and Western Development, declare by this prescription by virtue of the powers vested in me by Section 3 of the Urban Development Authority Act, Number 41 of 1978 that as it is my opinion to name and develop the area comprising the 05 Municipal Councils, 07 Urban Councils, and 07 Pradeshiya Sabhas whose exclusive boundaries and borders have been marked clearly and definitely already by the Ministry of Provincial Councils and Local Government, and detailed in Columns I and II of the 1st Schedule here, as the **Core Area of the Metro Colombo Development Region**.

PATALI CHAMPIKA RANAWAKA,  
Minister of Megapolis and Western Development.

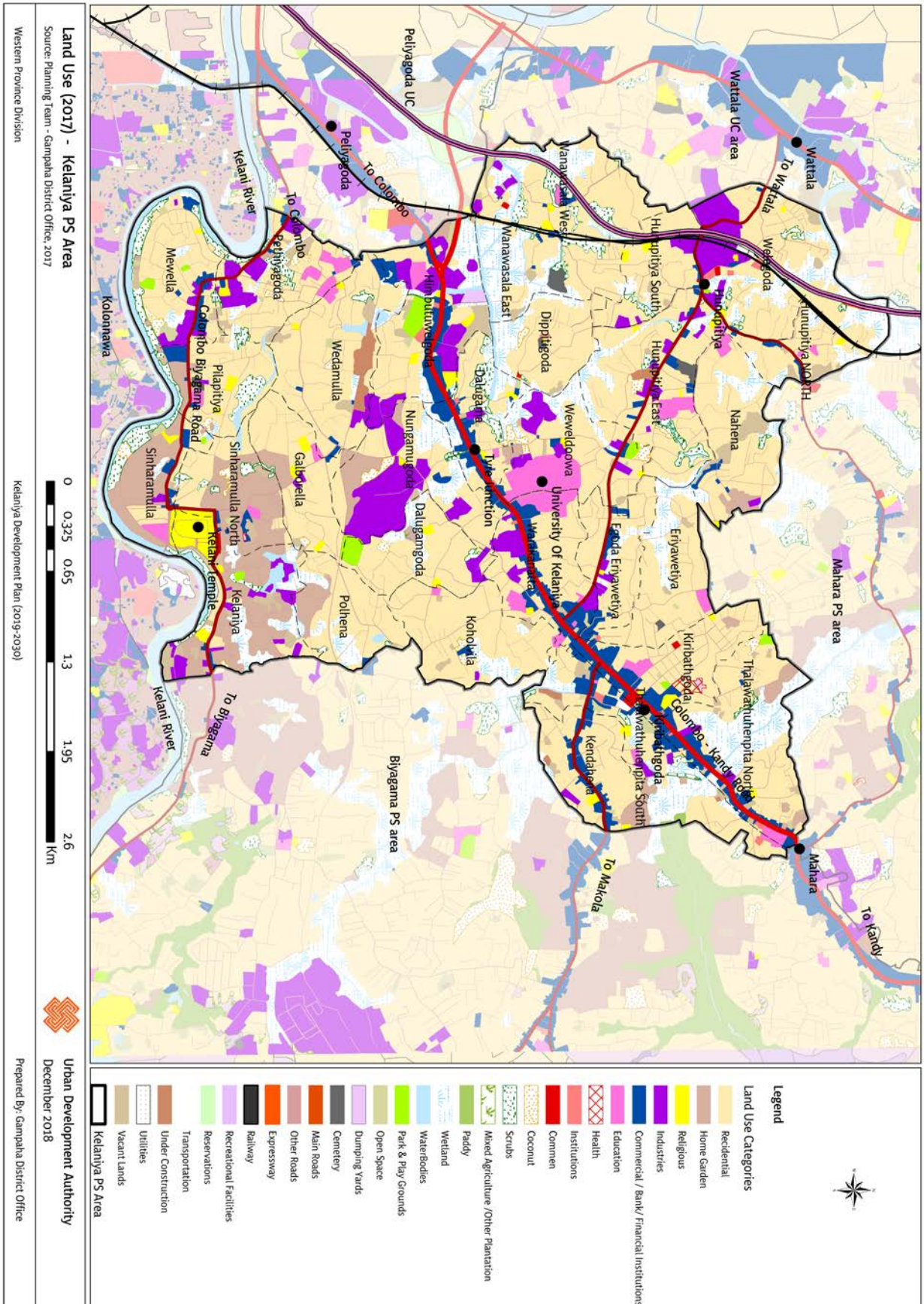
Ministry of Megapolis and Western Development,  
17 and 18 Floors,  
“Suhurupaya”,  
Sri Subuthipura Road,  
Battaramulla,  
08th December 2017.

### Annexure 03. Road Accessibility and Connectivity

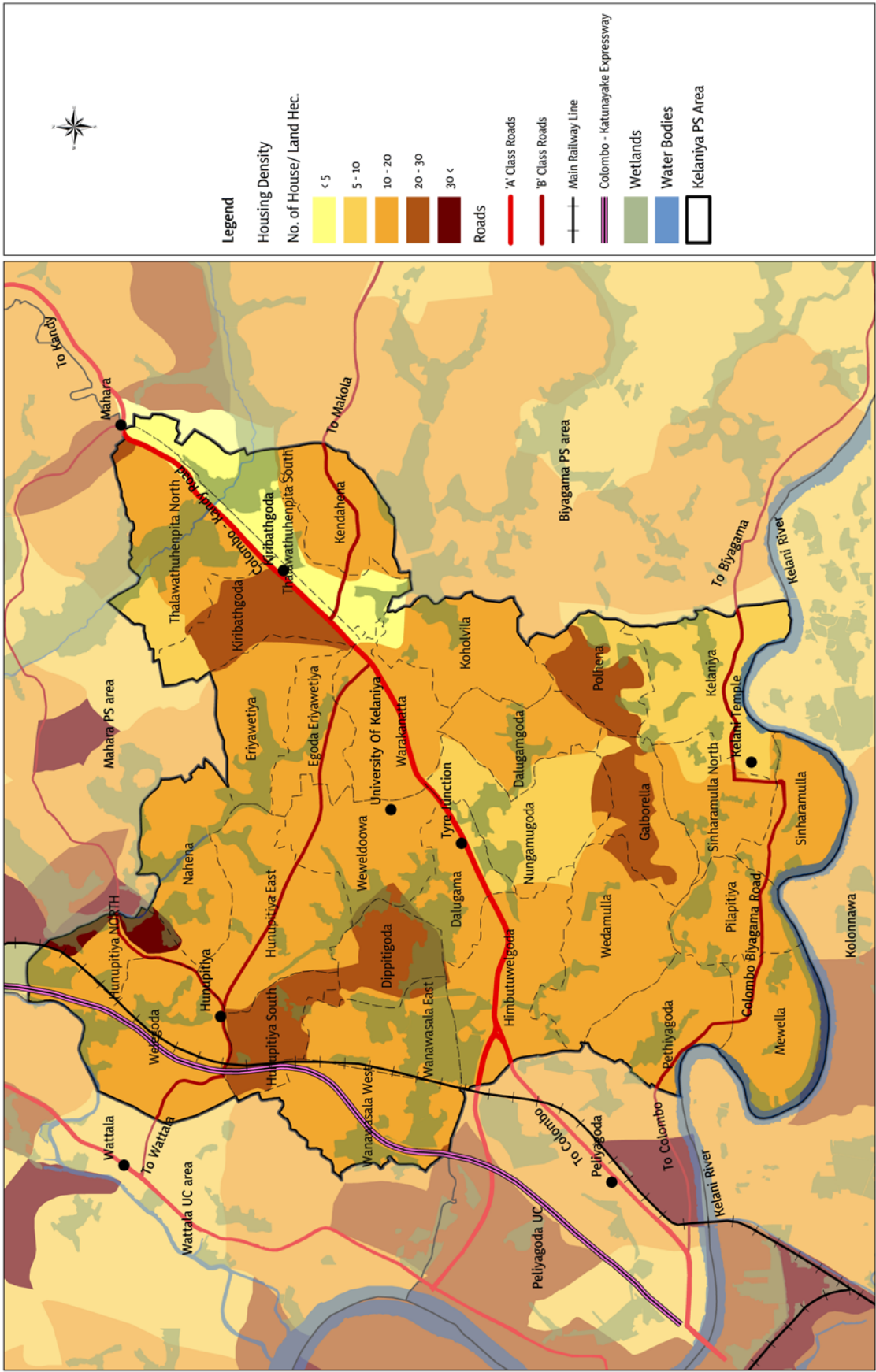




### Annexure 05. Landuse-2017



# Annexure 06. Housing Density-2011



**Legend**

**Housing Density**  
 No. of House/ Land Hec.  
 < 5  
 5 - 10  
 10 - 20  
 20 - 30  
 30 <

**Roads**  
 'A' Class Roads  
 'B' Class Roads  
 Main Railway Line  
 Colombo - Katunayake Expressway

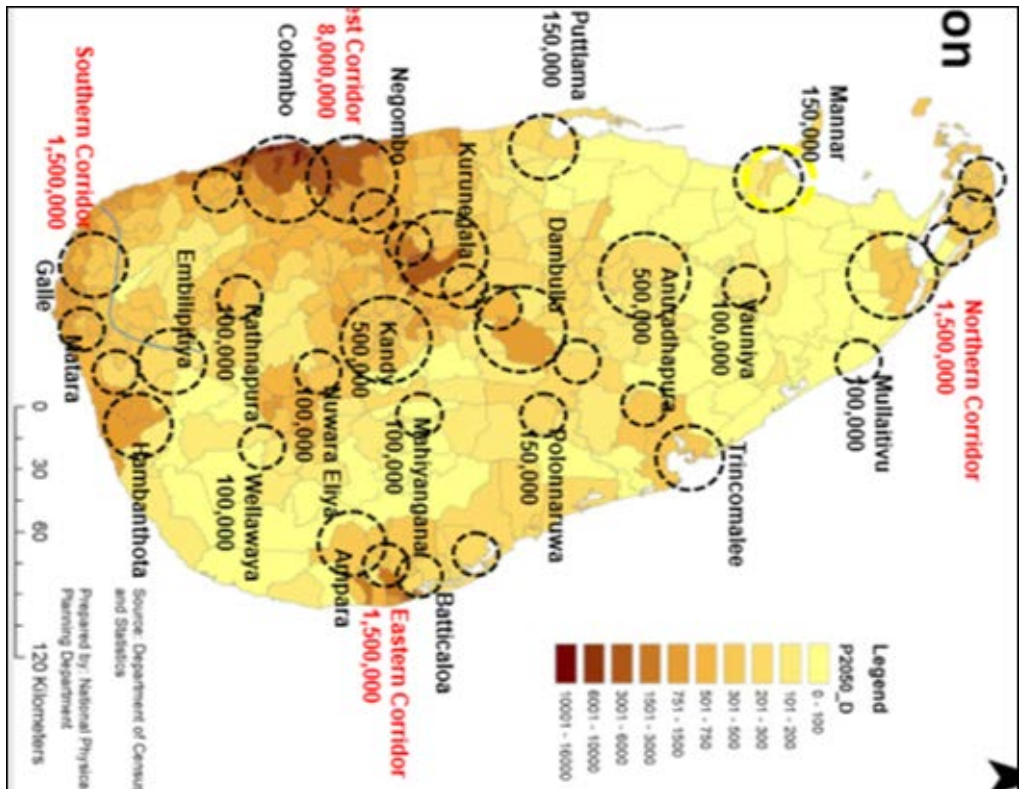
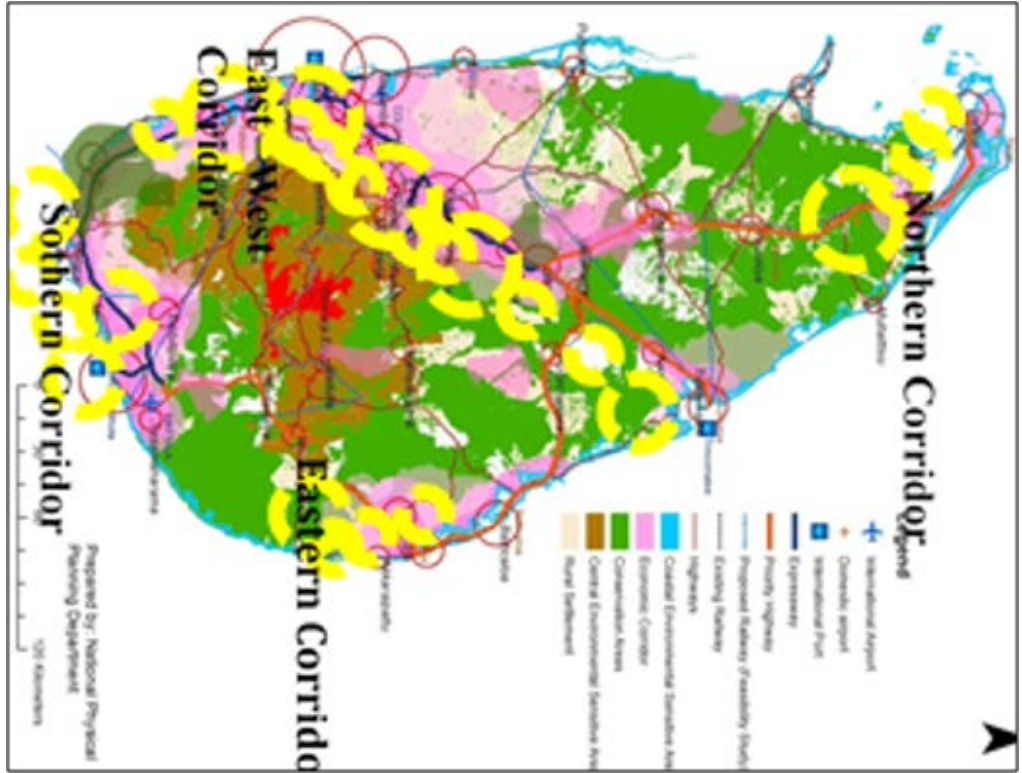
**Wetlands**  
**Water Bodies**  
 Kelaniya PS Area

**Housing Density (2012) - Kelaniya PS Area**  
 Source: Department Of Census And Statistics, 2014  
 Western Province Division

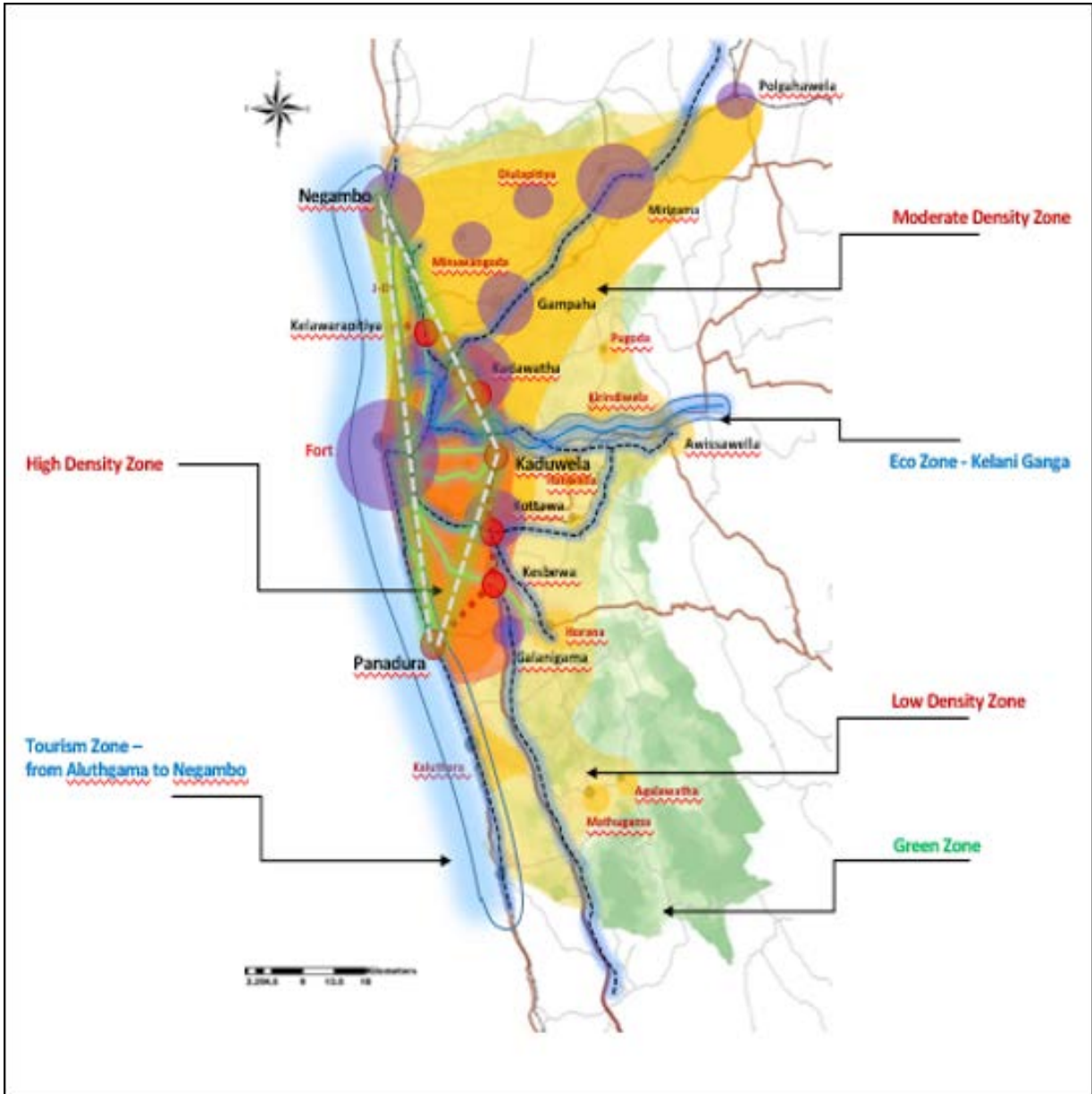
Urban Development Authority  
 December 2018  
 Prepared By: Gampaha District Office

Kelaniya Development Plan (2019-2030)

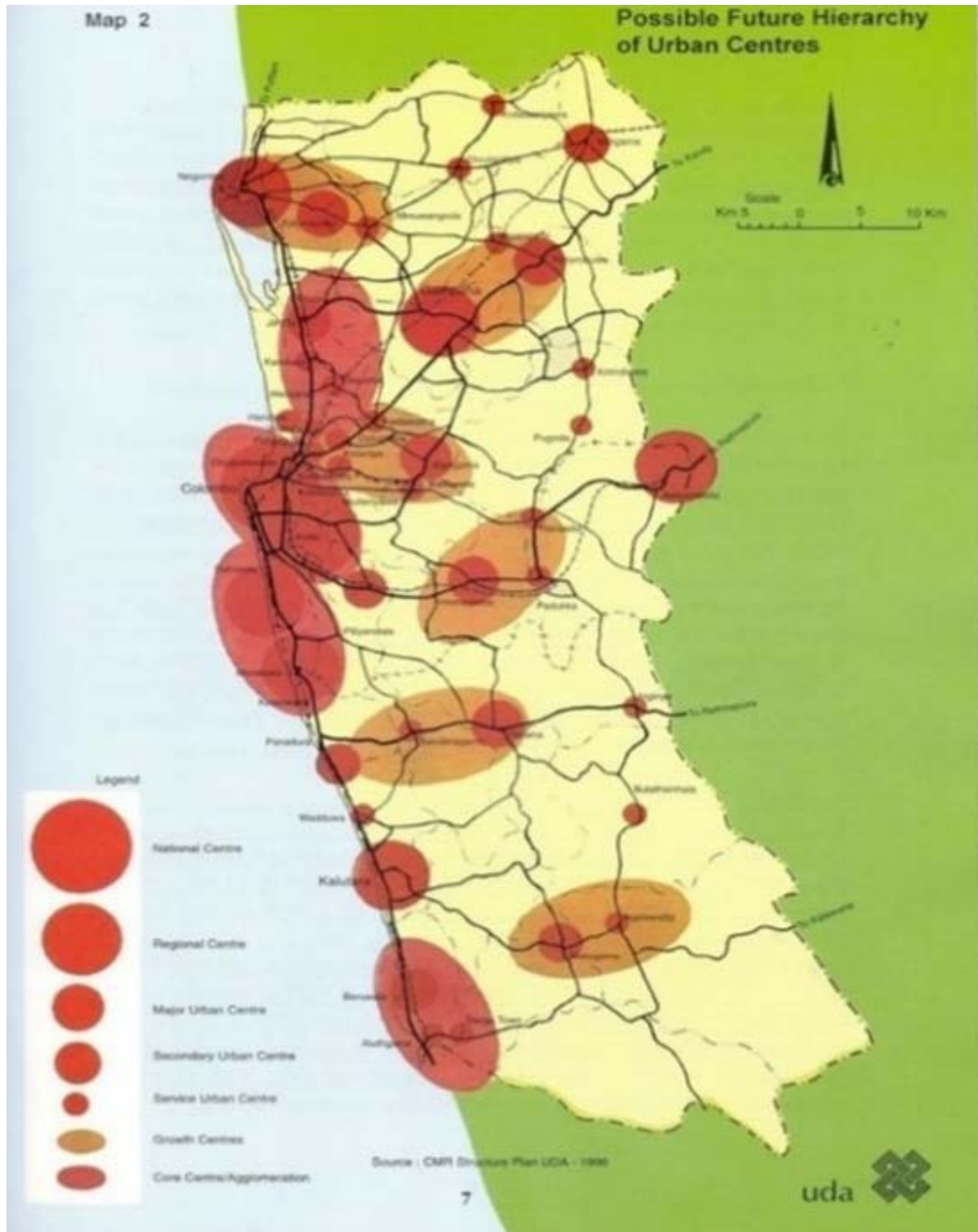
Annexure 07. National Physical Plan – Proposed Population – 2050



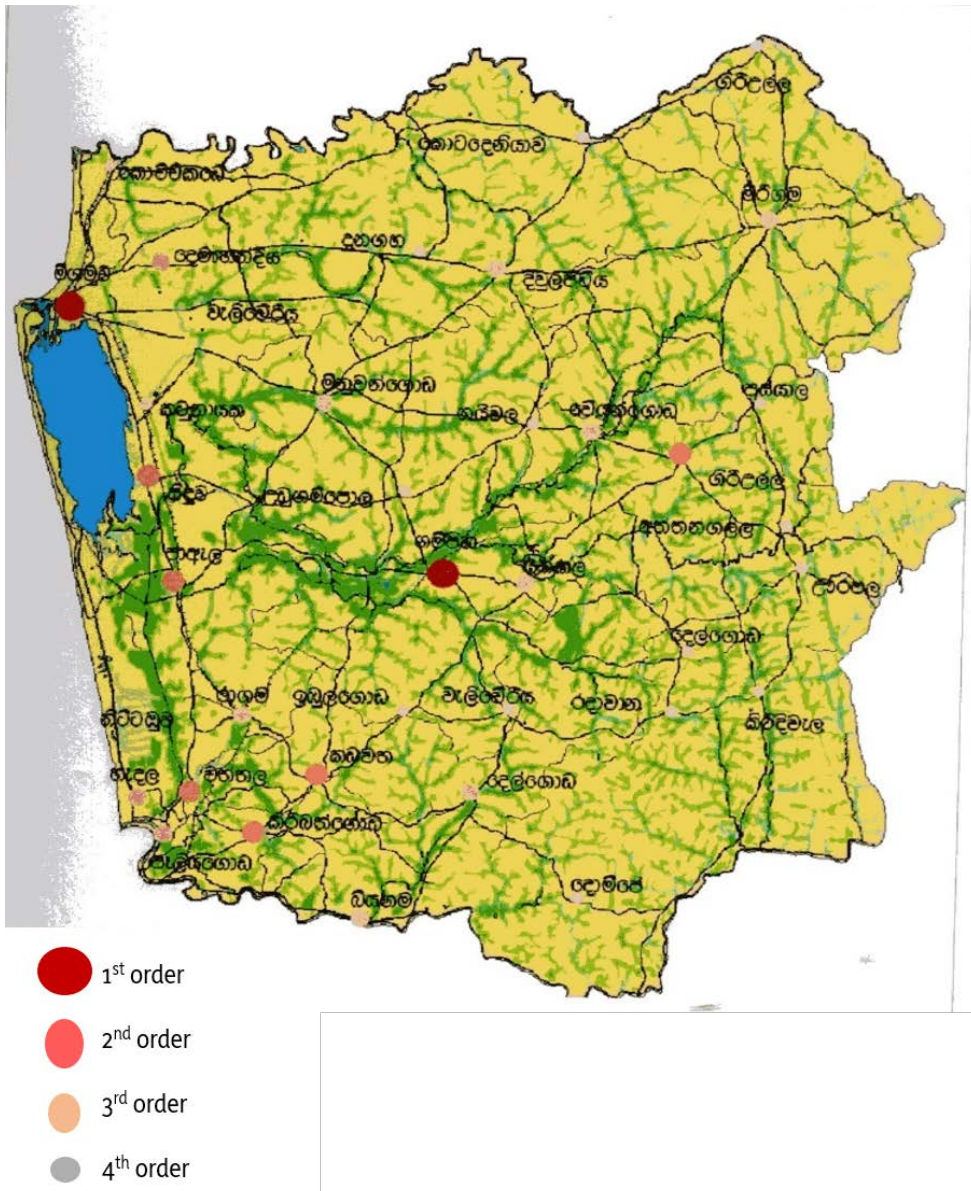
Annexure 08. Western Province Structural Plan – 2030



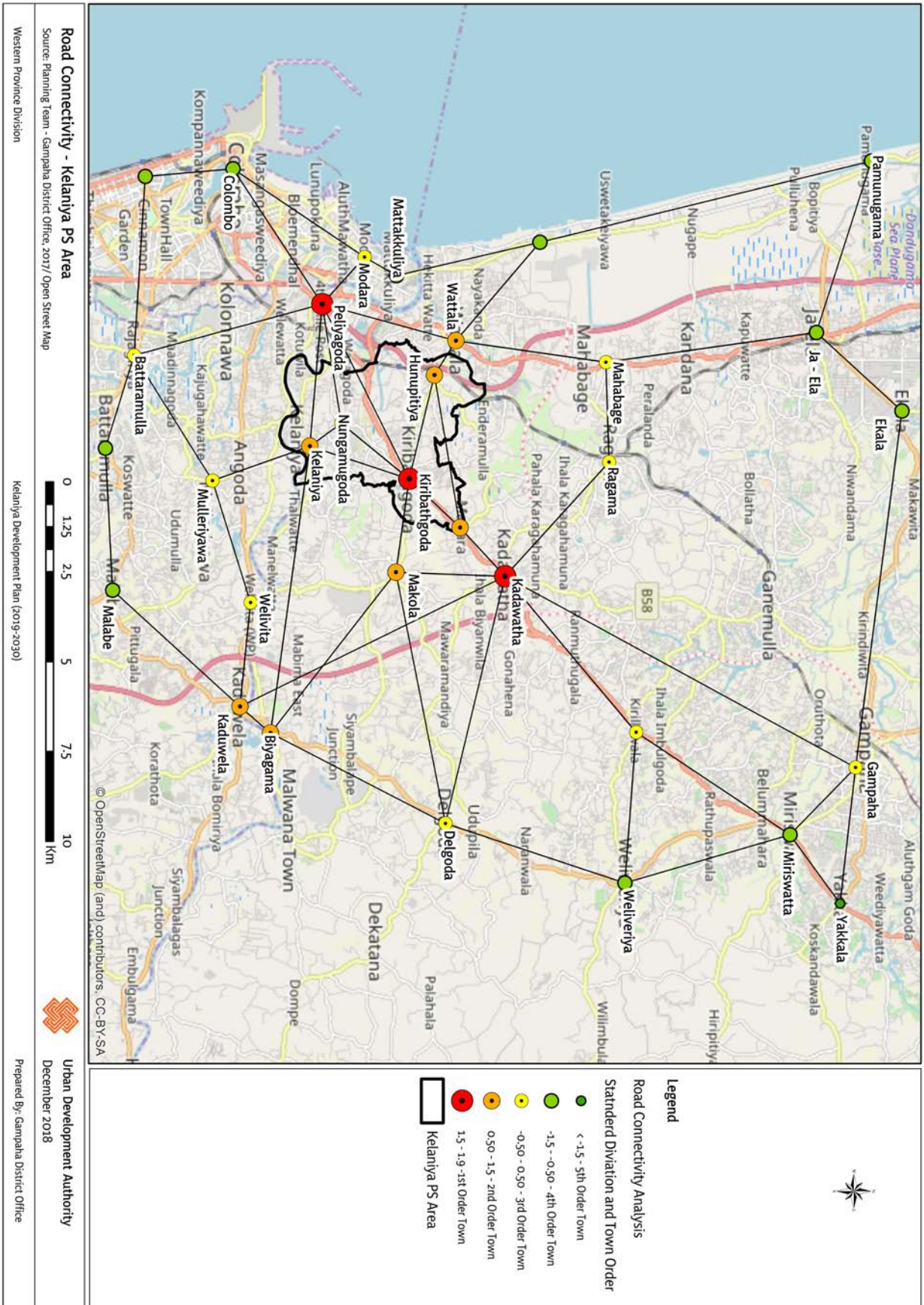
## Annexure 09. Hierarchy of the urban centers under the Greater Colombo Structural Plan – 1998



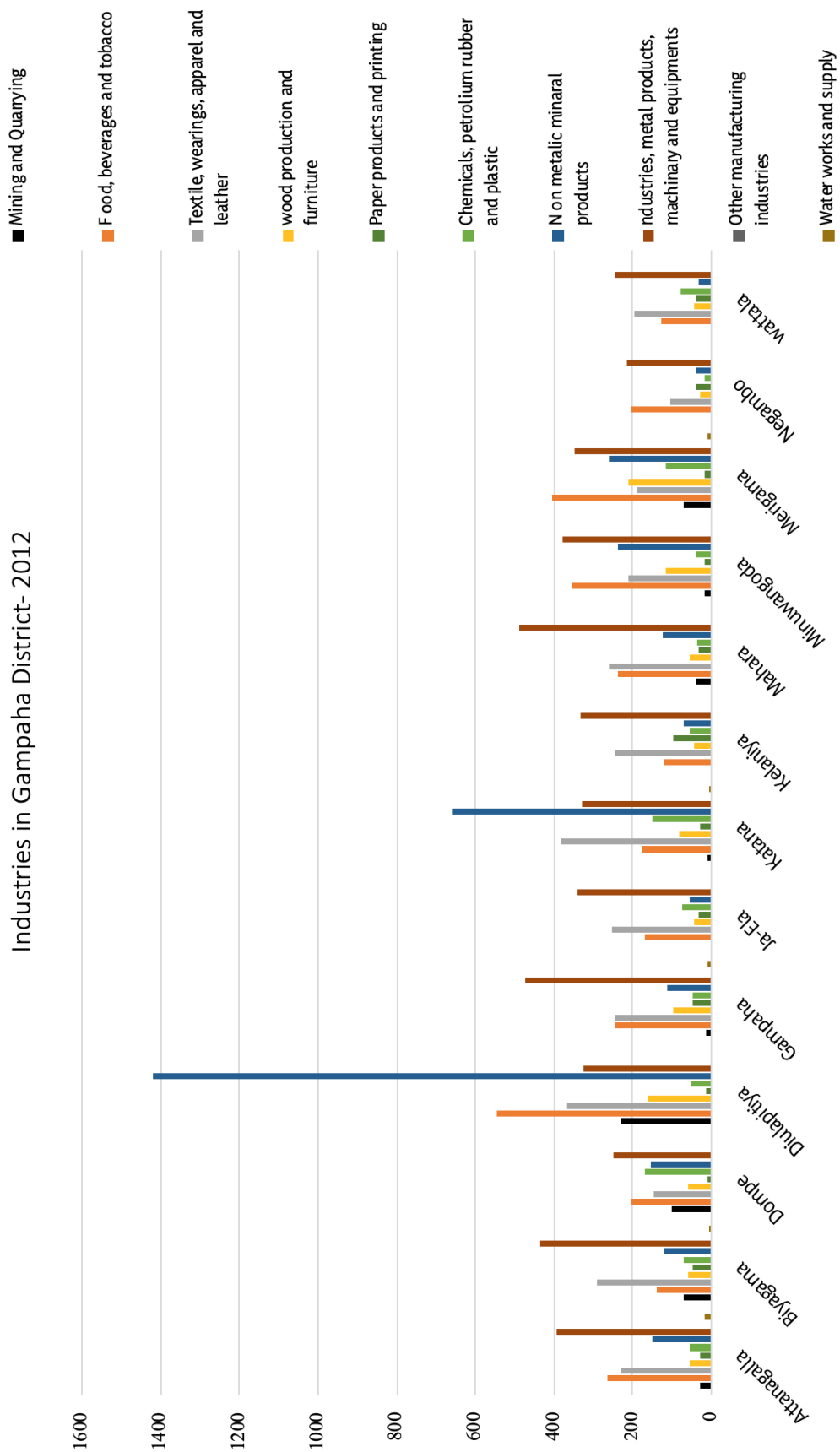
## Annexure 10. Gampaha District Town Hierarchy



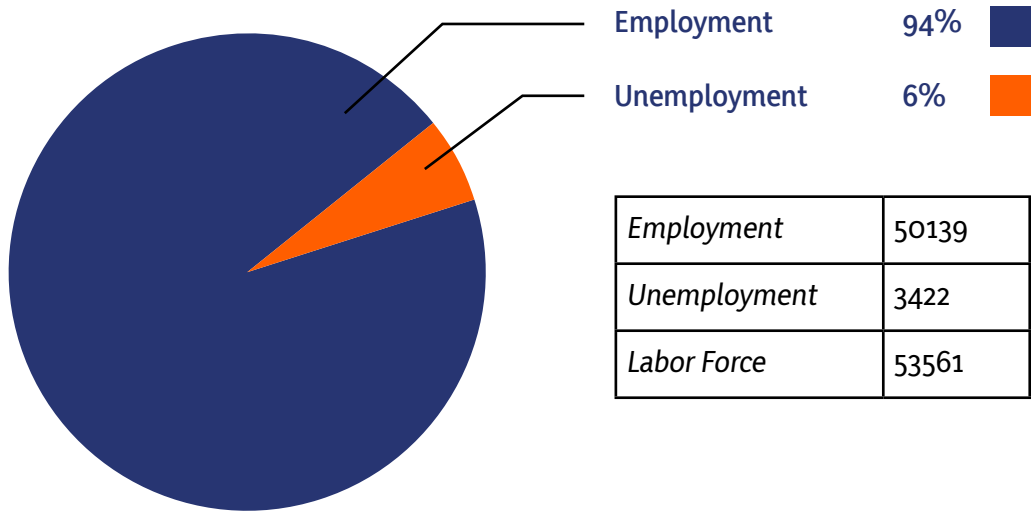
### Annexure 11. Road Connectivity Analysis



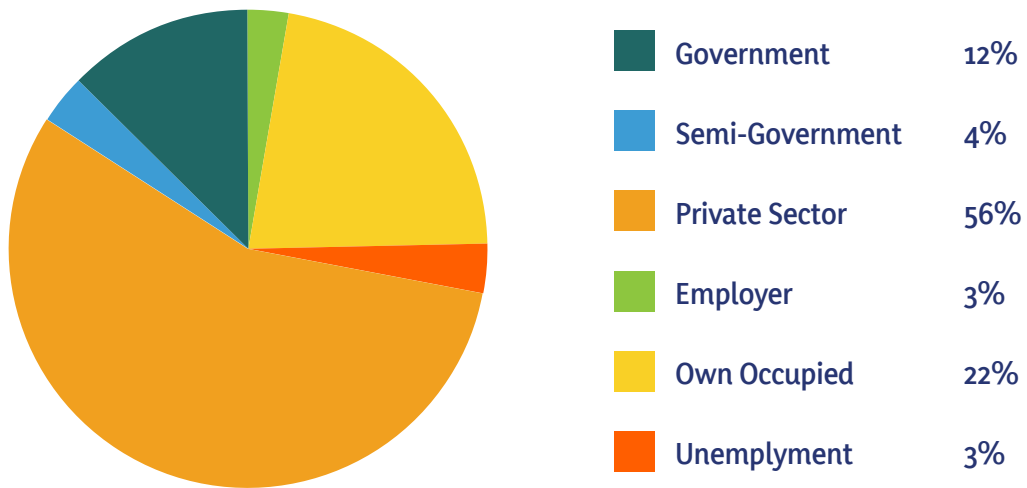
## Annexure 12. Industrial expansion in the Gampaha District – 2012



### Annexure 13. Employment rate

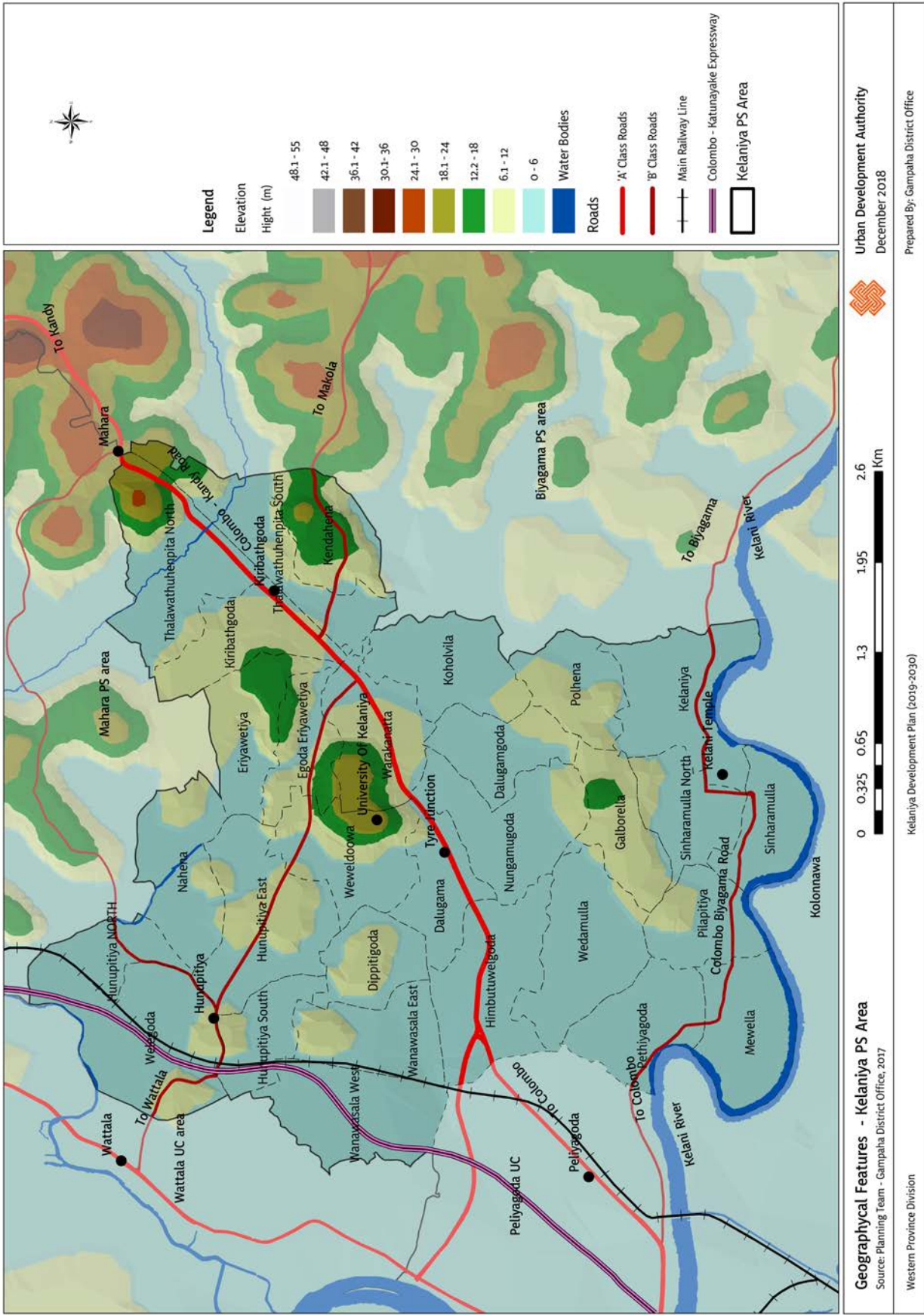


Source : Senses & Statistical Department 2012

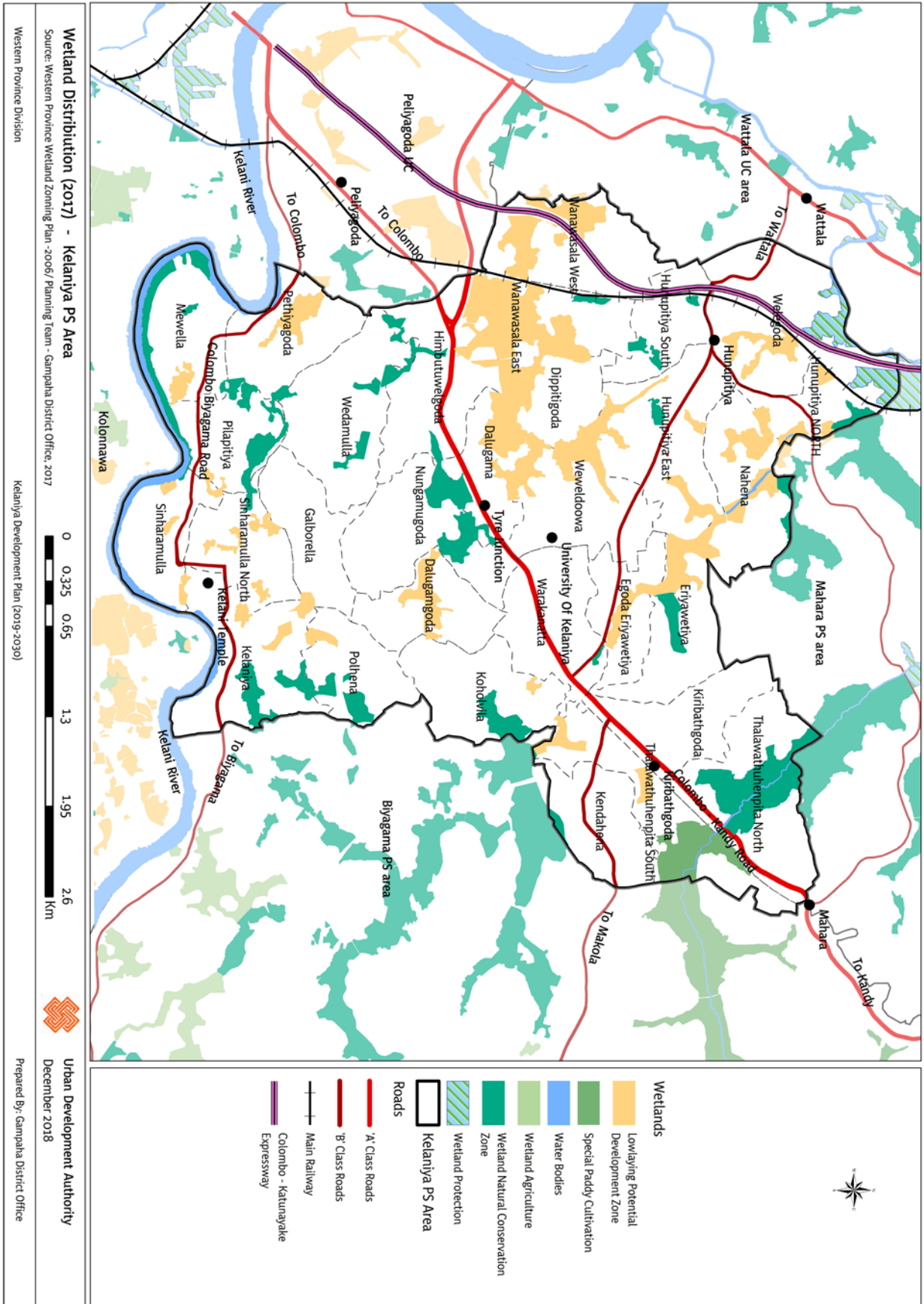


Source : Senses & Statistical Department 2012

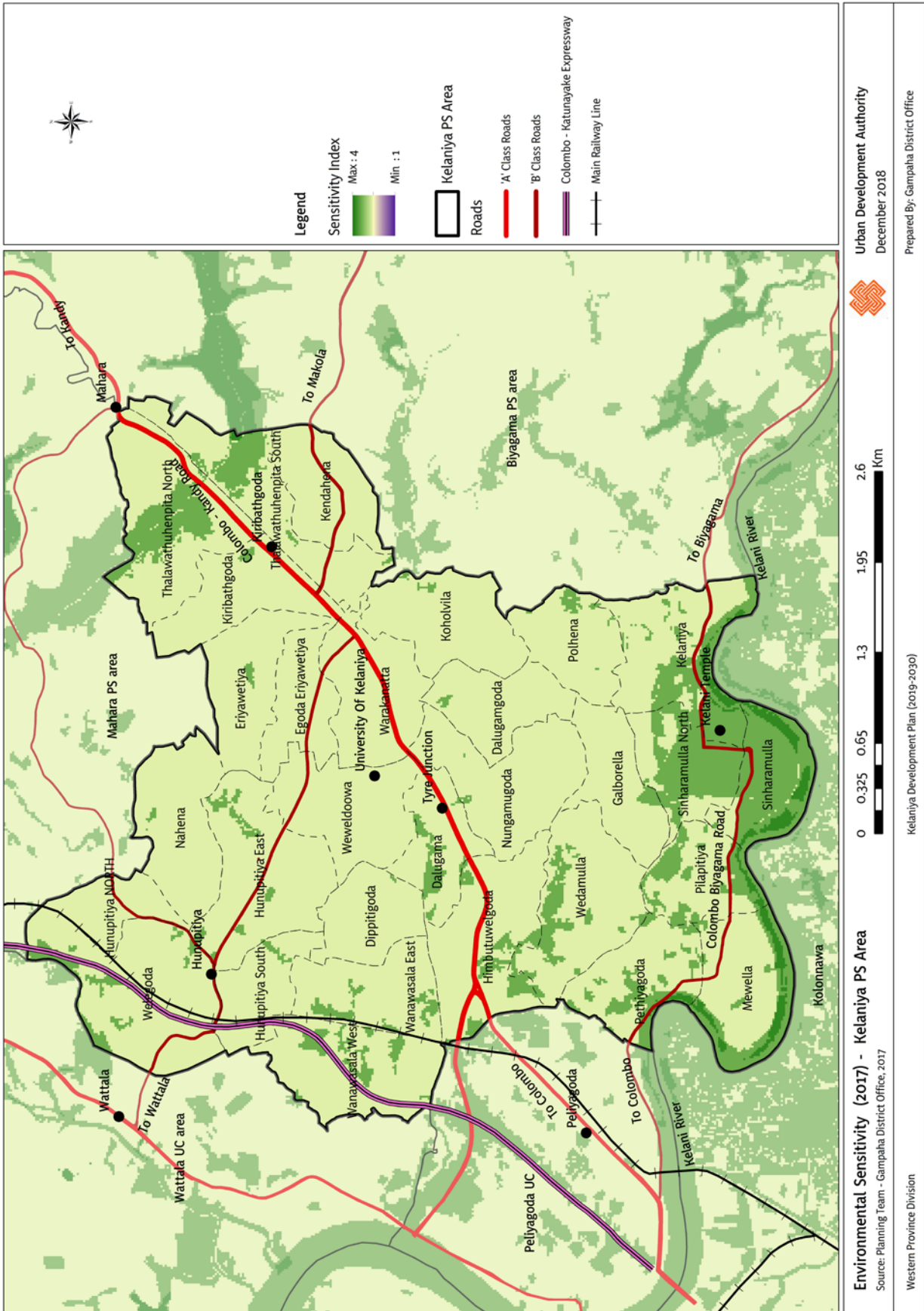
# Annexure 14. Geographical Features of the Area with Elevation



### Annexure 15. Wetland Distribution - 2017



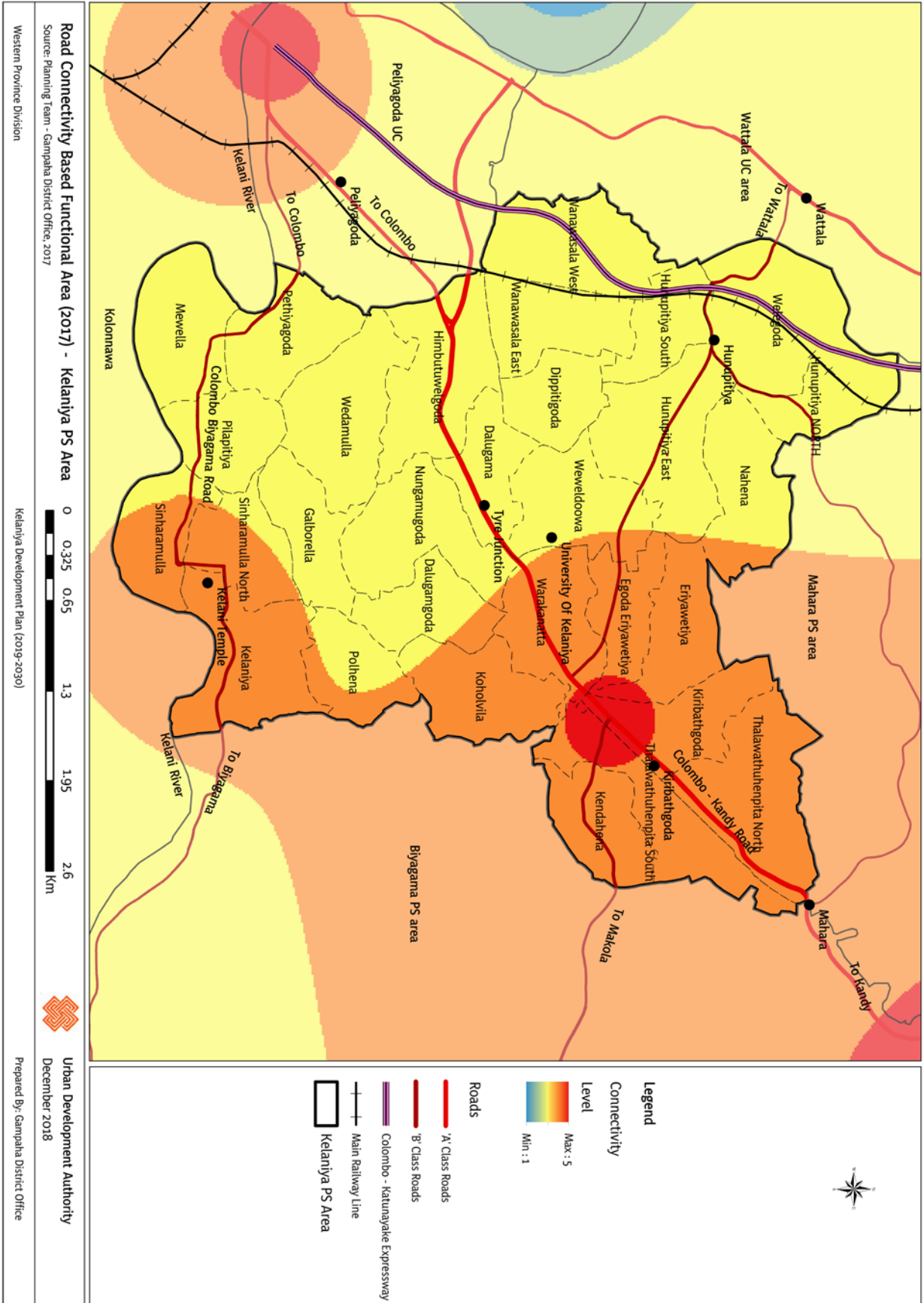
# Annexure 16. Environmental Sensitive areas





Basic Factors	Weight	උමිහිත්	Value	Grade
Accessibility Index	15%			
Main Roads (A class)		A & B class roads / railway	5	
		C class roads	4	
Other roads (B & C Class)		D class roads	3	
		E class roads	2	
Pradeshiya Saba Road		Pradeshiya Saba Road	1	
Connectivity Index (IDW)	25%	(Std Dev)		5-1
Population Index	30%			
Population Density	50%	Population Density	4.98 – 32.41	1
			32.4 – 40.206	2
			40.206 – 67.64	3
			67.64 – 164.28	4
			164.28 – 504.71	5
Population Growth	50%	Population Change (2011-2001)	(-15.59) – (-3.75)	1
			(-3.75) – (-2.00)	2
			(-2.00) – 0	3
			1.504 – 3.25	4
			3.25 – 6.68	5
Landuse Index	30%			
Landuse Categories	50%		Commercial	5
			Hotel and tourism	4
			Fishing	3
			Education	3
			Health	3
			Residential / Home garden	3
			Agriculture	2
			Forest/ Wetland / Water Bodies	1
Buildings	50%			5 - 1

### Annexure 18. Road Connectivity Based Functional Areas



## Annexure 19. Stakeholders' Views and Suggestions

### Group 01 : Commercial and Industries

1. Widening the road from Eeriyawetiya junction to Nimali Film hall to minimize traffic congestion.
2. Adding additional lands to increase the town area of the Kiribathgoda
  - Paddy behind the Lanka Pharmacy
  - Paddy behind the Keels Super Market
3. Connect Pradhesiya Sabha owned dry fish shops area and space along the Ela to Makola Road.
4. Create Parallel roads to the Kandy- Colombo road
  - Close to Laksala
  - Near the Glass Frame Shop and Gama
5. Create 8 stored shopping complex with all facilities in Kiribathgoda public fair land (Car parks, post offices, state banks, cinemas, lecture halls, children's parks etc.)
6. Maintaining and developing the Existing vacant land in Kiribathgoda (Near the Kiribathgoda old bus stand).
  - Pandora Exhibition
  - Outdoor Public meetings
  - Musicales show
7. Facilitate pedestrian crossings with tunnels or flyovers in main Kandy - Colombo road.
  - Shopping complex to YMBA
  - Koswatta road to Eriyawatiya Junction
8. Construction of a complete toilet system in Kiribathgoda town center
9. To maintain and register a limited number of three wheelers (2 or 3) in suitable places and introduce sticker to identify the three-wheel owner.
10. Provide suitable places for traditional Clay industry in Kelaniya area..
11. To develop industries through modern technological knowledge and equipment.
  - Connecting to the tourism industry.
  - Improving the handicraft industry.
  - Providing industrial village and common amenities.
12. Create two Retirement Resorts closer to the Kelaniya secret area.
13. Establishing a Pedestrian bridge from bus stand to Kelaniya temple.
14. Establishment of a petrol station at Kelaniya temple premises.
15. Establishing a library with facilities.
16. Construction of a commercial building at Kelaniya PS owned land.
17. Establishment of industries on both sides of Hunupitiya New Road.
  - Packing the cement.
  - Garment industry
  - Construction of shopping complex in PS owned land in Thorana Junction. (About 3 stories)
  - Establishing a male school inside the city.
  - Establishment of private hospitals in urban areas.

### *Group 02 : Services and Infrastructure Facilities*

1. Planning the land accurately
  - To control flood level at ground level
  - Zoning the homes, industries, services and landscapes correctly
2. Education
  - Discuss with the provincial and Government Ministries about the schools which need to be develop and identify them
3. Health
  - Convert Kiribathgoda base hospital into the national hospital.
  - The need of a private hospital with the all facilities
  - Establish Wastewater treatment system
  - Development of exercise areas in suitable places to prevent non-infectious diseases
4. Housing
  - Construction of apartment complexes as a response to housing demand flood, and unauthorized residents.
5. Roads

Solution for existing traffic condition,

  - I. Mahara Junction – Dalupitiya road- New Hunupitiya road – Wewalduwa road – Tayer cooperation Junction
  - II. Old Kandy road development, Alternative road development
  - III. Allocate pedestrian service lain for tunnel road systems in Kiribathgoda, University, Thorana Junction. – Electricity, water, petroleum, telecommunication.
  - IV. Construct Commercial complex with parking facilities.
  - V. Establishment of an Intercity Public Transport Service
6. Service Institutes – Develop the Electricity & Telecommunication according to the future plans
7. Waste Management
  - Informed people to separate waste
  - Adhering to a proper management system

### *Group 03 : Environmental and Historical*

1. Preservation of religious and environmental conditions based on Kelaniya Raja Maha Viharaya.

### **Problems**

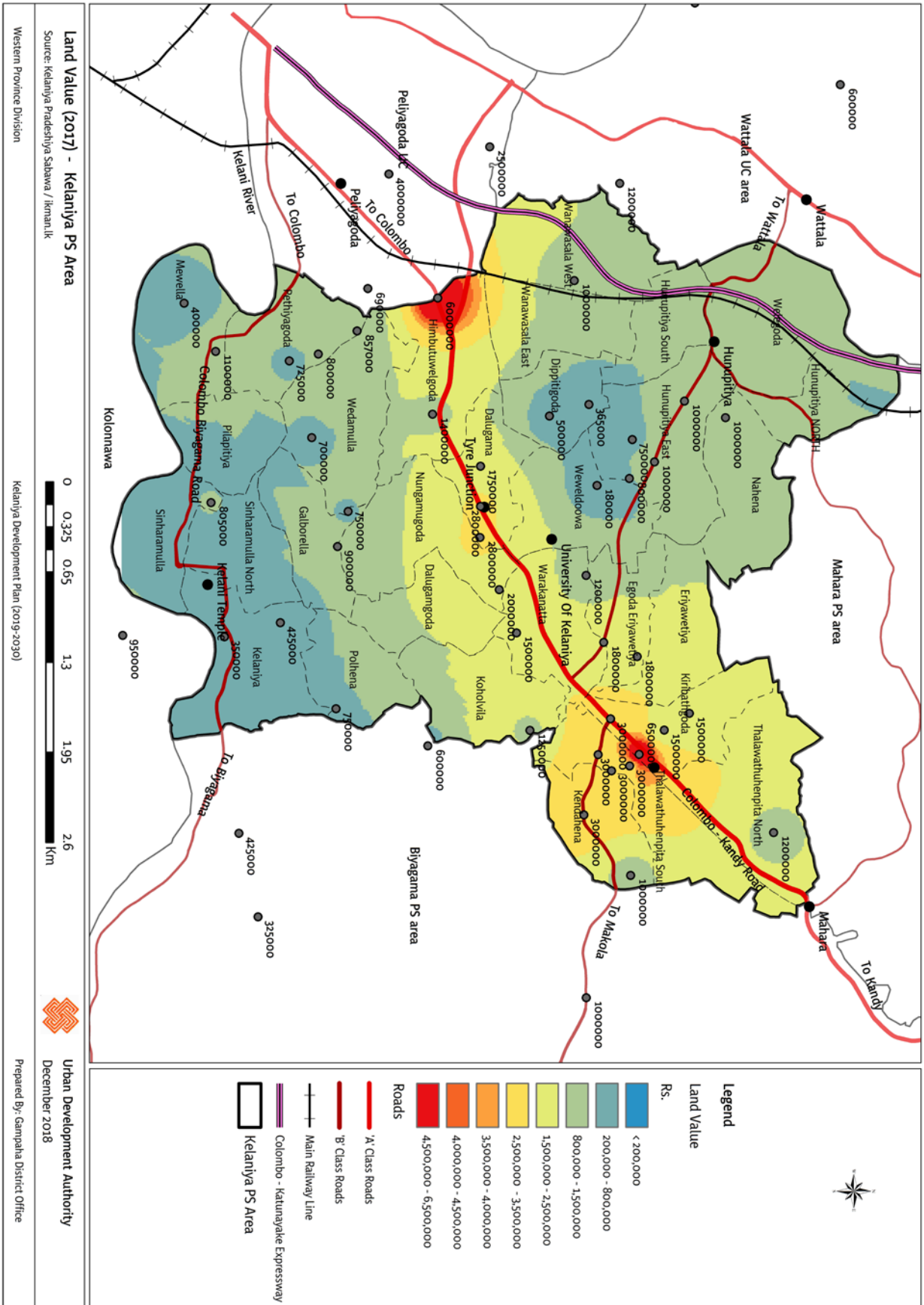
- Noise, conjunction and smoke inside the secret area.
- Unauthorized construction in the secret area – Merchandise and beggars, common place, trade stalls, bus stops
- Construction which are damage to the secret sense of the Viharaya - meat shops, fish stalls, restaurants, high buildings, lodges, clubs.

- Lack of accommodation for local and foreign devotees.
- Environmental imbalance, pollution
- Cultivation lands (paddy fields) could not be used
- Rectification of irrigation system / failure to implement
- Illegal constructions of the river reserve
- Canal reserve / low ground blocked
- Poor infrastructure in the region
- Waste, wastewater, lack of proper exclusion
- Destroy tide control methods
- Overflow
- Destruction of wildlife habitats.
- Human, wildlife and conflict.

## Proposals

2. Established "One way" system around the roads in Kelni Viharaya.
3. Shift the activities which are disturb to the secret sense of the temple.
4. Restriction for building heights (less than the Pagoda)
5. Rehabilitation of existing buildings and construction of a new Pilgrims Rest
6. Enhance the environmental balance and reduce pollution.
7. Establishment of a crop land regeneration system in partnership
  - Reconstruction of irrigation
  - Removal of Pollutants
8. Declaration of River Reserves
9. Marking the boundaries of the river boundary
10. Removal of unauthorized constructions and Residents
11. Removal of low-level blockages and Canal reservation
12. Planning the infrastructure facilities to fit the future
13. Establishment of a common wastewater refinery interconnection station
14. Construction and renovation of tidal walls
15. Construction of side bends on Kelani River
16. Construction of protected baths
17. Management of sub care centers properly
18. Construction of invasive plants
19. Removing telephone poles and electric poles and introducing alternatives
20. Cultivation of plants and crops
21. Eco tourism promotion

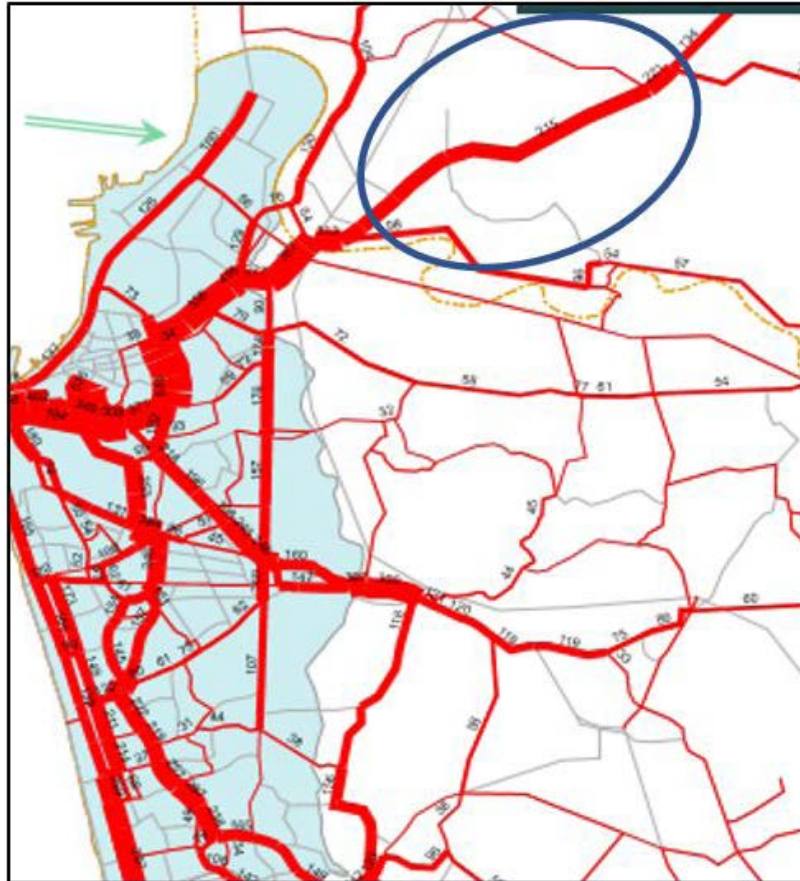
### Annexure 20. Land Values



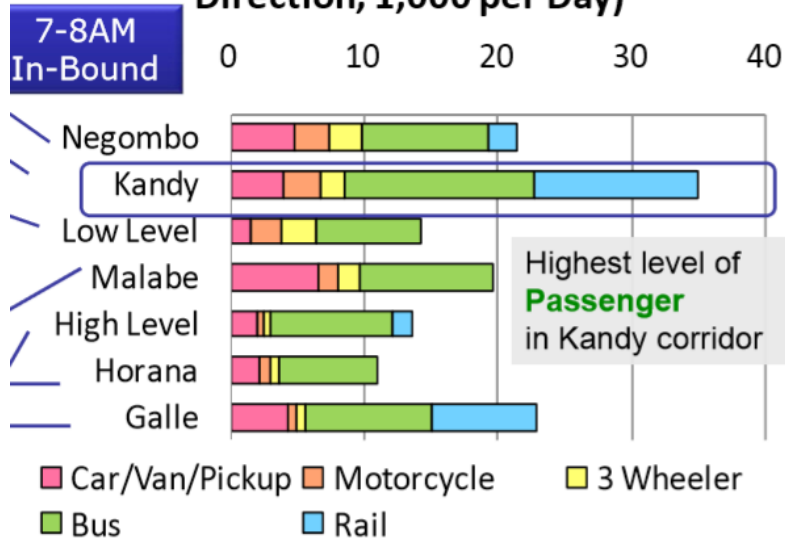


## Annexure 22. Kiribathgoda Peak Hour Bus Frequency and Passenger by Mode

### Kiribathgoda Peak Hour Bus Frequency



**No. of Passengers by Mode (One Direction, 1,000 per Day)**



Source : CoM-Trans study report, 2014

## Annexure 23. Stakeholders' Views on Computer-Related Analysis (Word Cloud Analysis )

Stakeholder meeting regarding this Kelaniya Development Plan was held on 20th November 2017 at Royal Park Hotel in Kiribathgoda. More than 60 of stake holders which was presented to the meeting were divided into three major group as Commercial and Industrial Development, Service and Infrastructure Development, and Cultural, Heritage and Environment. Issues, Potentials and proposals which was discussed in those three groups separately pertaining to this area ware further discussed at the meeting together with all three groups. Finally, Computer based Word Cloud Analysis were done for those discussions and analyzed the people perceptions and proposals. It has been expressed as follows.



### Group 01 - Commercial and Industrial Development

This group has directly focus on the Commercial and Industrial Development of the area. And further discussion was to improve the infrastructure facilities as a magnet for developing Commercial & Industrial uses.

### Group 02 – Service and Infrastructure Development



According to the group 02 they have focus on the infrastructure development, mitigation of flash flood and how-to full fill the future need of infrastructure facilities by considering lacking fragments of it and further how to manage it.



### Group 03 – Cultural, Heritage and Environment

The focus area was environment protection with culture and heritage further how that should arrange with all facilities. This discussion has round up the session with targeting environment protection.

Overall word cloud emphasized most highlighted areas of the three-brain storming sessions, so this conclude the overall discussion of each groups and through this analysis, thus this stakeholder groups have focused their discussion into 3 major areas.

- Environment Management
- Infrastructure Development
- Heritage conservation



### Node Analysis

The base of the Nodes was taken from overall word cloud. This word cloud emphasizes the main key sectors where whole brain storming session focused. .

- Environment Management
- Infrastructure Development



• Environment Pollution

Since industrial developments attracted to the Kelaniya, environmental pollution rate also getting high. The reason is these developments didn't develop according to the environmental standards. Most of them are locate in Kelani river reservation and waste is dumping to the river. That cause to create health issues and environmental issues as well.

02. Infrastructure Development

Current development trend of this area is focused on industrial based development and there is potential for develop industrial economy while protecting the environment in Kelaniya. Existing infrastructure developments are not facilitating the need of Kelaniya future development.



Problem Identification

- Not enough infrastructure facilities for future developments  
Trend of Kelaniya development has turned into the industrial focus and existing infrastructure facilities are not supporting for future need of the area. Further existing infrastructure facilities are supporting for developed sacred area base local pilgrims and tourism.
- No proper sanitary and hotel facilities for tourists and pilgrims, Because of Kelaniya sacred area this city attracted more tourists and pilgrims. But current city is not facilitating for this commuter population with the need of them. So that has cause to reduce international acceptance of the city.
- Failures in existing waste water drainage system  
Due to failures of existing drainage system this area is facing for flash flood and that is affected to the city dwellers living environment.
- Existing vehicle parks not support for the parking demand  
Kelaniya area is regularly having high range of commuter population within city boundaries. But the issue is existing vehicle parks were not creating spaces for this coming trend. So that has been a cause for increase traffic congestion of the area.

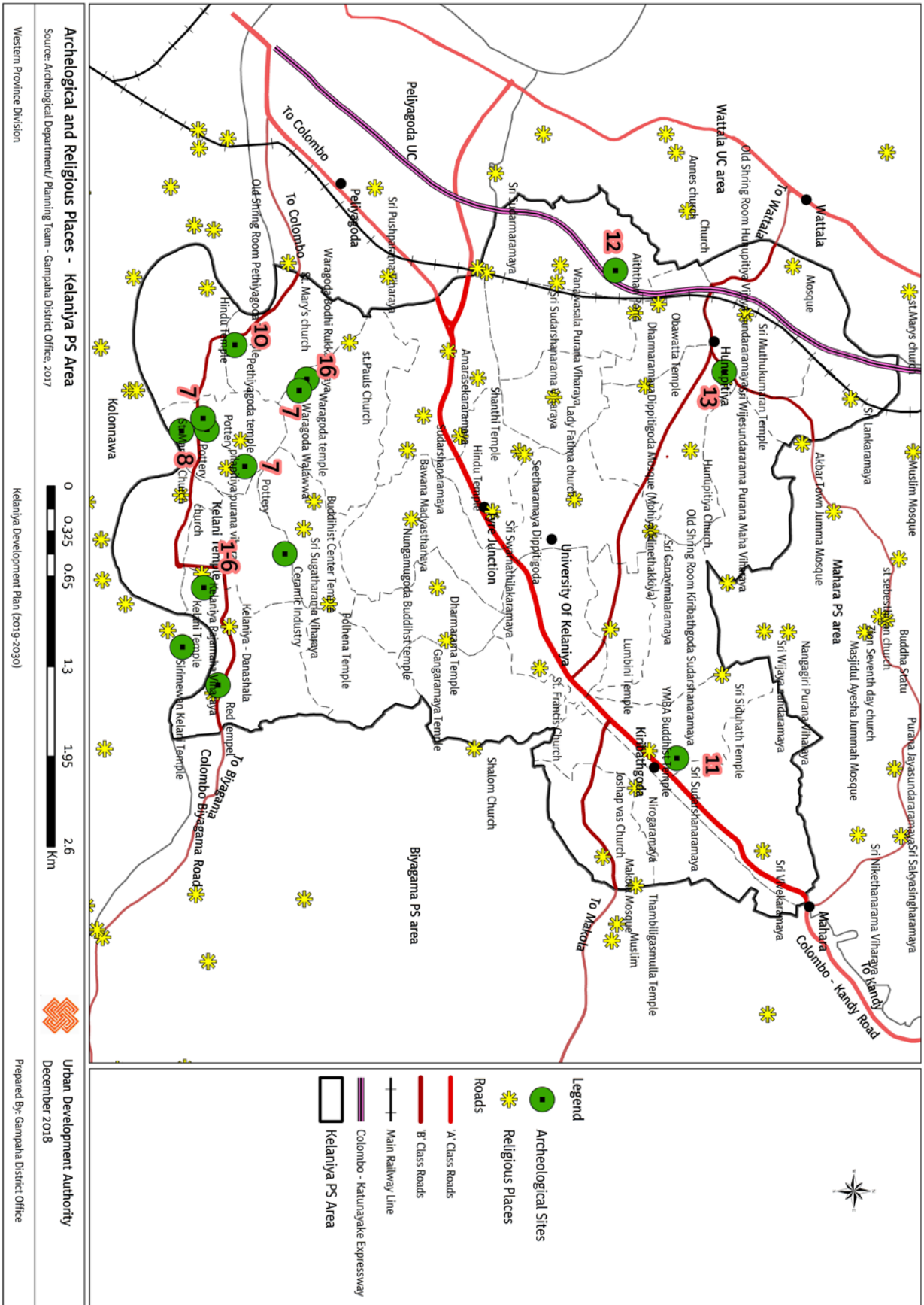
## Potentials

1. Strong religious culture base pilgrims and tourist attraction
2. Proximity to Colombo port
3. Having well connected road network
4. Popular commercial and industrial centre

## Conclusion of the Analysis

Stakeholder meeting results can be concluding as main two sectors according to the analysis. This whole analysis interprets the way development plan should address Kelaniya development area. Infrastructure developments for commercial and industrial developments is first sector where development plan should focus. The second sector is environment protection and preparing the landscape in Kelaniya temple area. The overall analysis can be explained as follows.

### Annexure 24. Archeological and Religious places in Kelaniya



1. Kelani Temple – Old Pilima Geya



2. Kelaniya Stupa



3. Old “Seemamalakaya”



4. Old Dharma Shala



5. Old Vibheeshana Dewalaya



6. Ancient inscriptions



7. Places of the ancient clay industry

- 300 meters from the Pilapitiya Viharaya (north of the Kumbal Oya)
- Pilapitiya Cemetry to 100 meters towards Kelani river
- Pilapitiya Cemetry to 10 meters towards west.

8. St. Marys Church



9. Old building which held Waragoda Dibet



10. Pethiyagoda Paramarth Darmakara Old Temple



11. Kiribathgoda Sudarshanaramaya



12. Aiththam Pond



13. Hunupitiya Vijaya Sundararamaya



14. Dalugama Pond

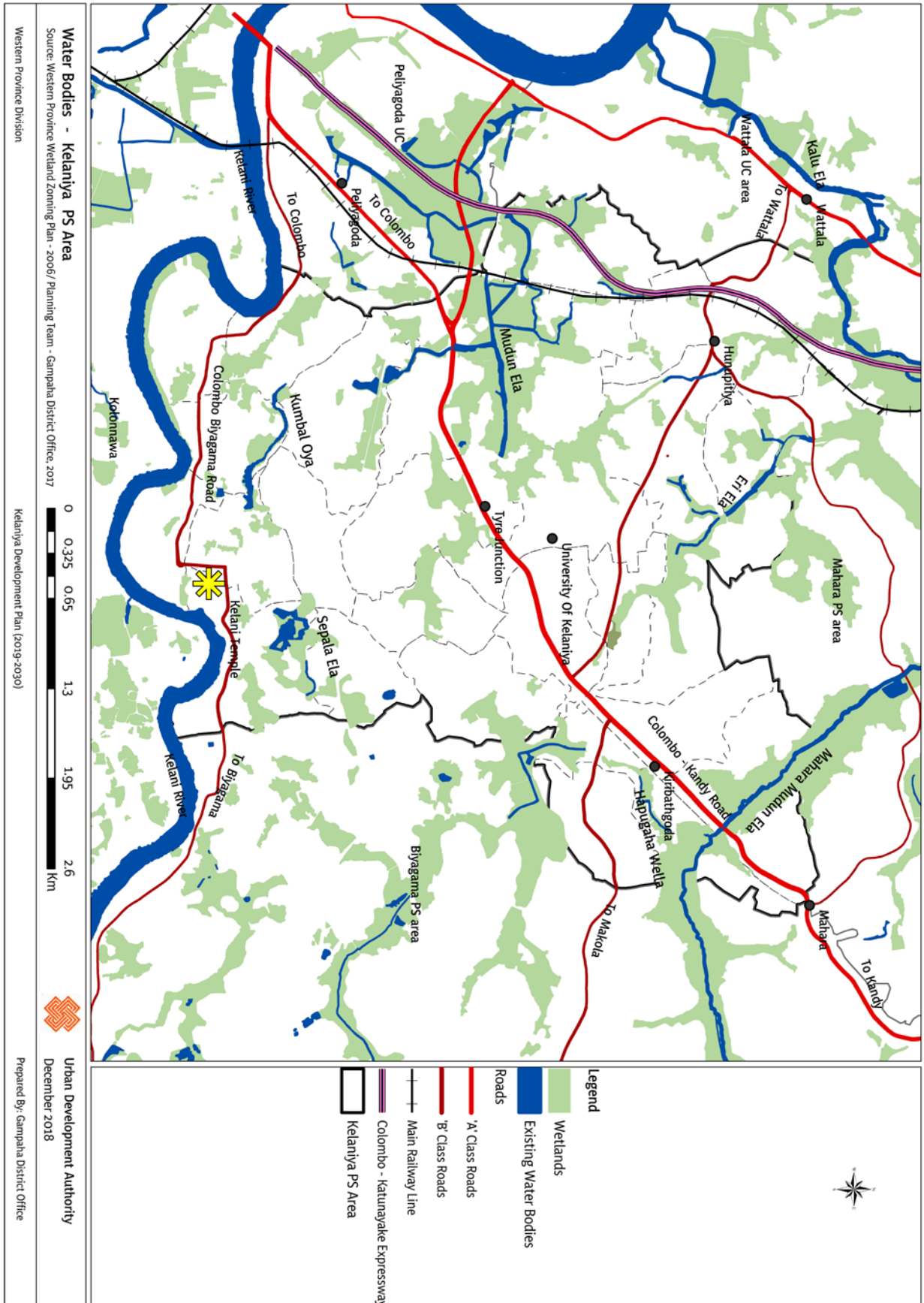


15. Waragoda Walawwa

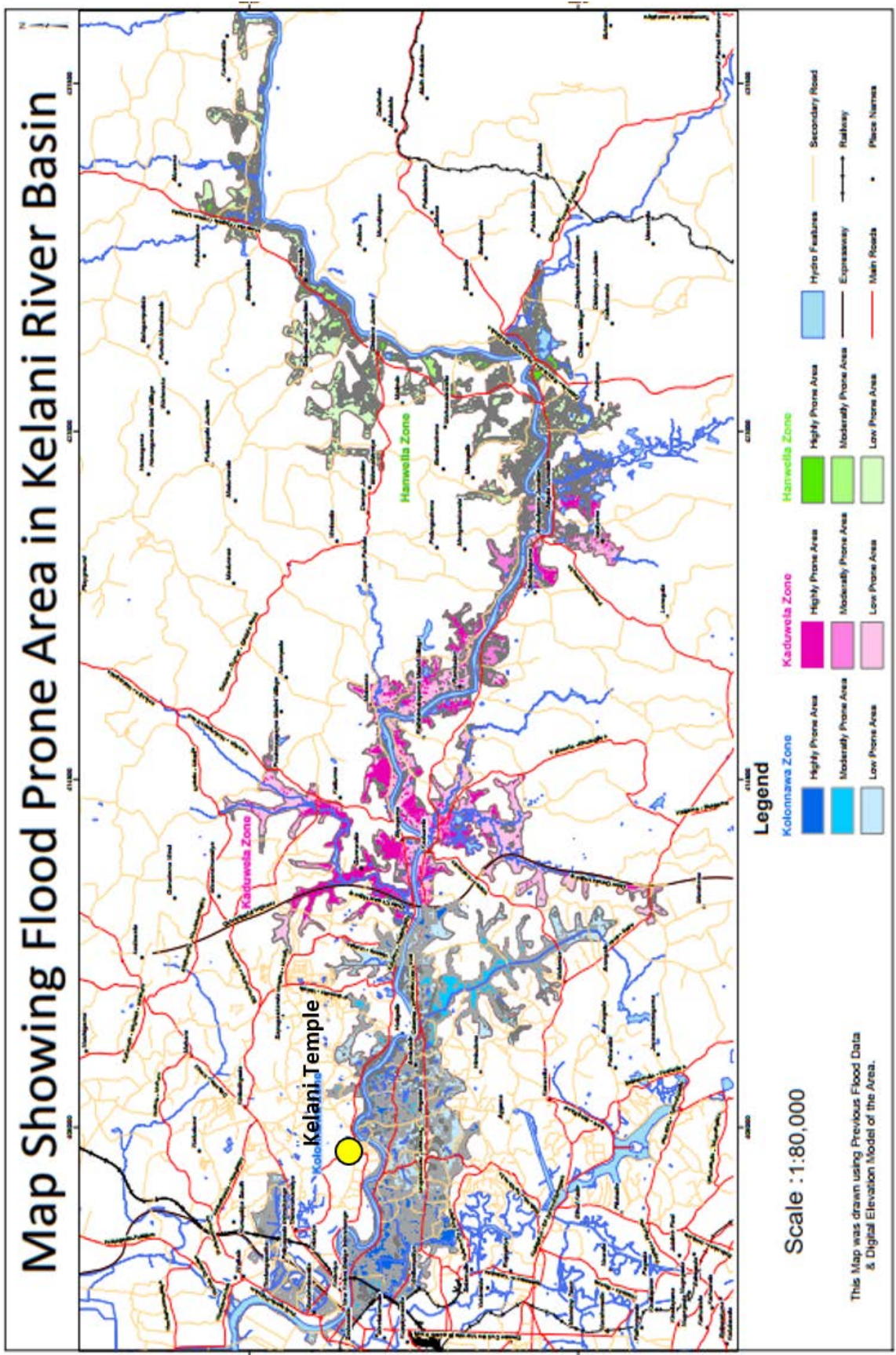


16. Waragoda Sri Bodhi Rukkaramaya

### Annexure 25. Water Bodies Distribution of Kelaniya

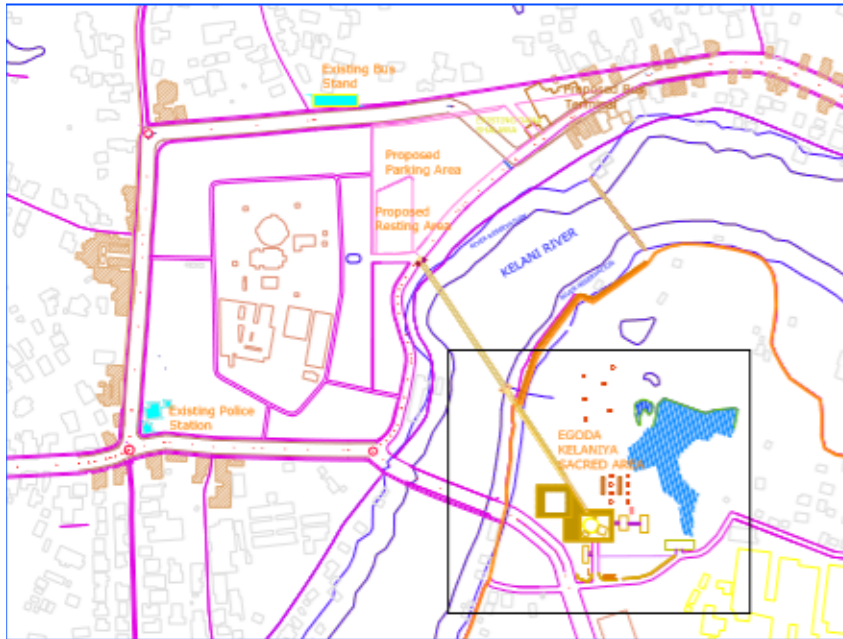


Annexure 26. Flood Effected Areas of Kelaniya -2016



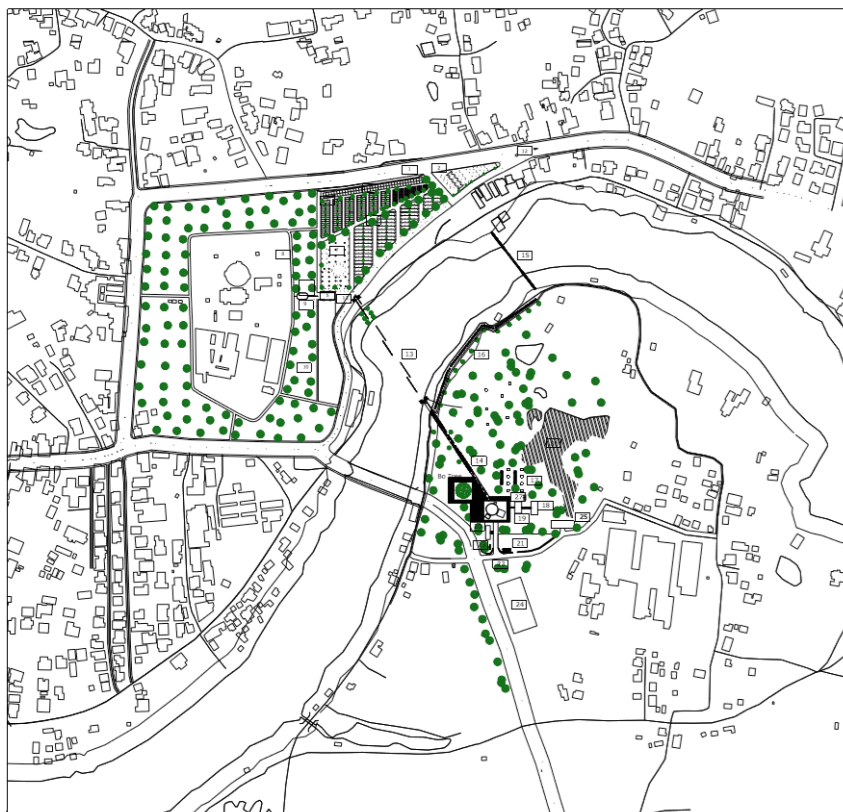
## Annexure 27. Proposed Kelaniya Sacred Area Plan- NPPD

# KELANIYA SACRED AREA MASTER PLAN N



### LEGEND

- Existing buildings to be Demolished
- Existing Wahalkada
- Existing Road (width 50')
- Proposed Road (width 60')



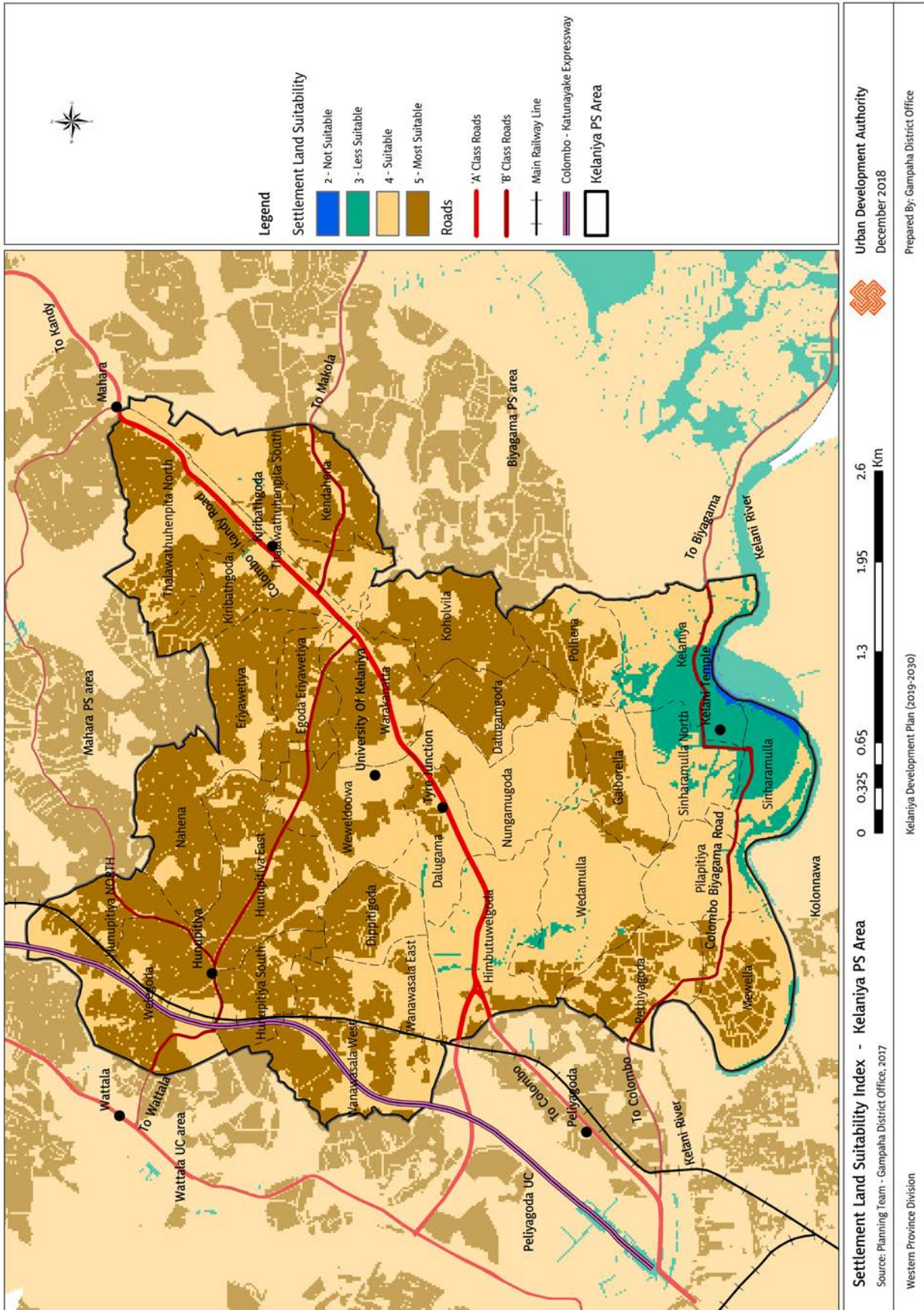
### Proposed Master plan for Kelaniya Sacred Area ↑

#### Legend

1. Strait the road section
2. Shift bus terminal
3. Parking area for the Kelani Raja Maha Viharaya
4. Toilet block 01
5. Flower stalls at the main entrance
6. Shops ( clay items)
7. Resting area for pilgrims
8. Upgrade and maintain the existing drainage system within the kelani vihara premises
9. Collecting point 01 (Slippers/ Helmets)
10. Landscape the kelani vihara premises (planting herbal trees)
11. Ceremonial square
12. Road design
13. "Paalam Paruwa" with jetty
14. Proposed route from Egoda kelaniya vehera to Kelaniya ferry entrance
15. Hanging bridge
16. Flower stalls and other shops along the footpath
17. Meditation area
18. Sanghawasa
19. Conference hall
20. Dana Shalawa
21. Parking area for the Egoda kelaniya temple with stalls
22. New entrance to Egoda kelaniya temple
23. Collecting point 02 (Slippers/ Helmats)
24. Relocation site
25. Pilgrims rest
26. Pond
27. Toilet block 02

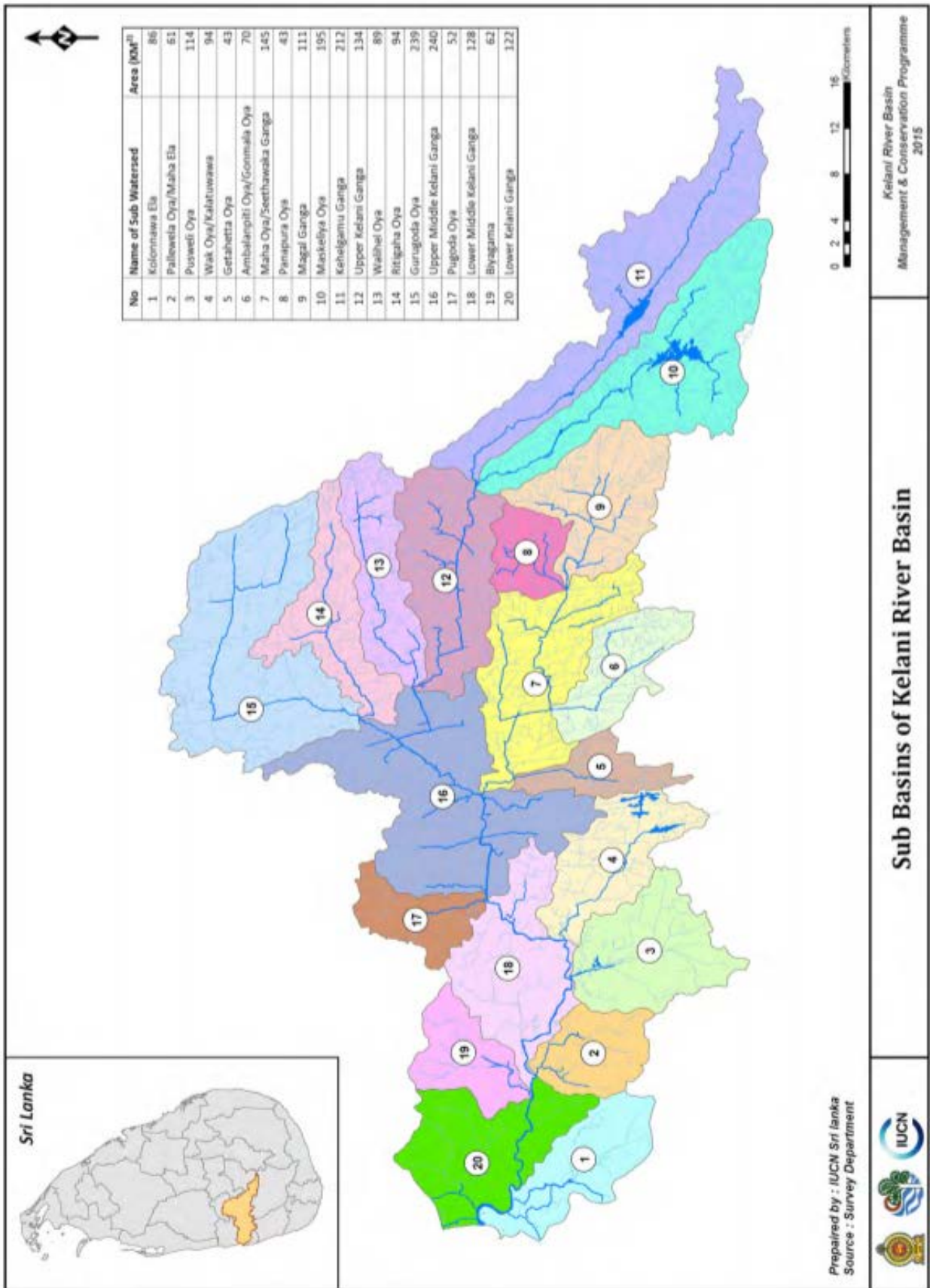
Source : National Physical Planning Department

# Annexure 28. Settlements Land Suitability Analysis

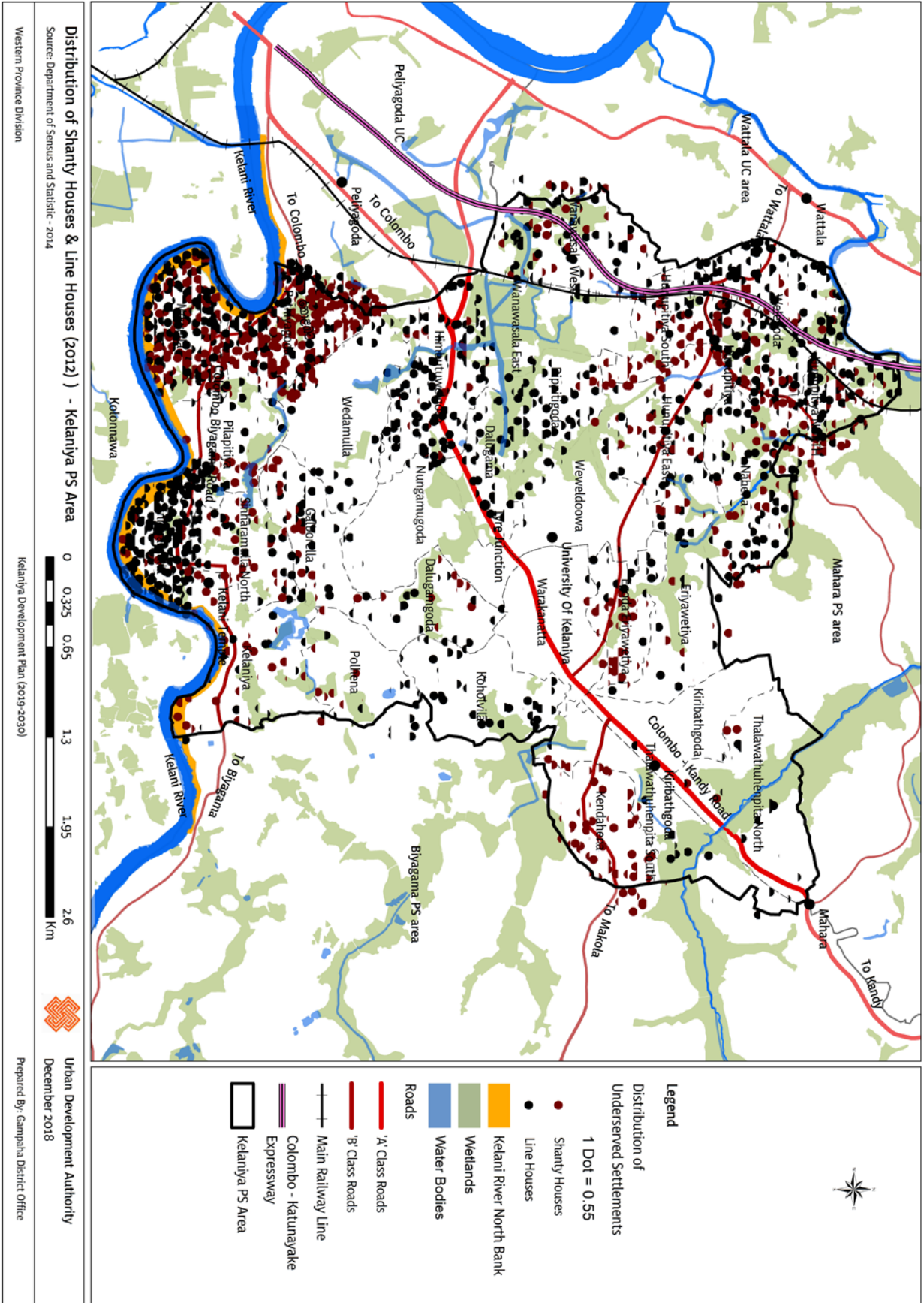




# Annexure 30. Sub-basins of the Kelani River



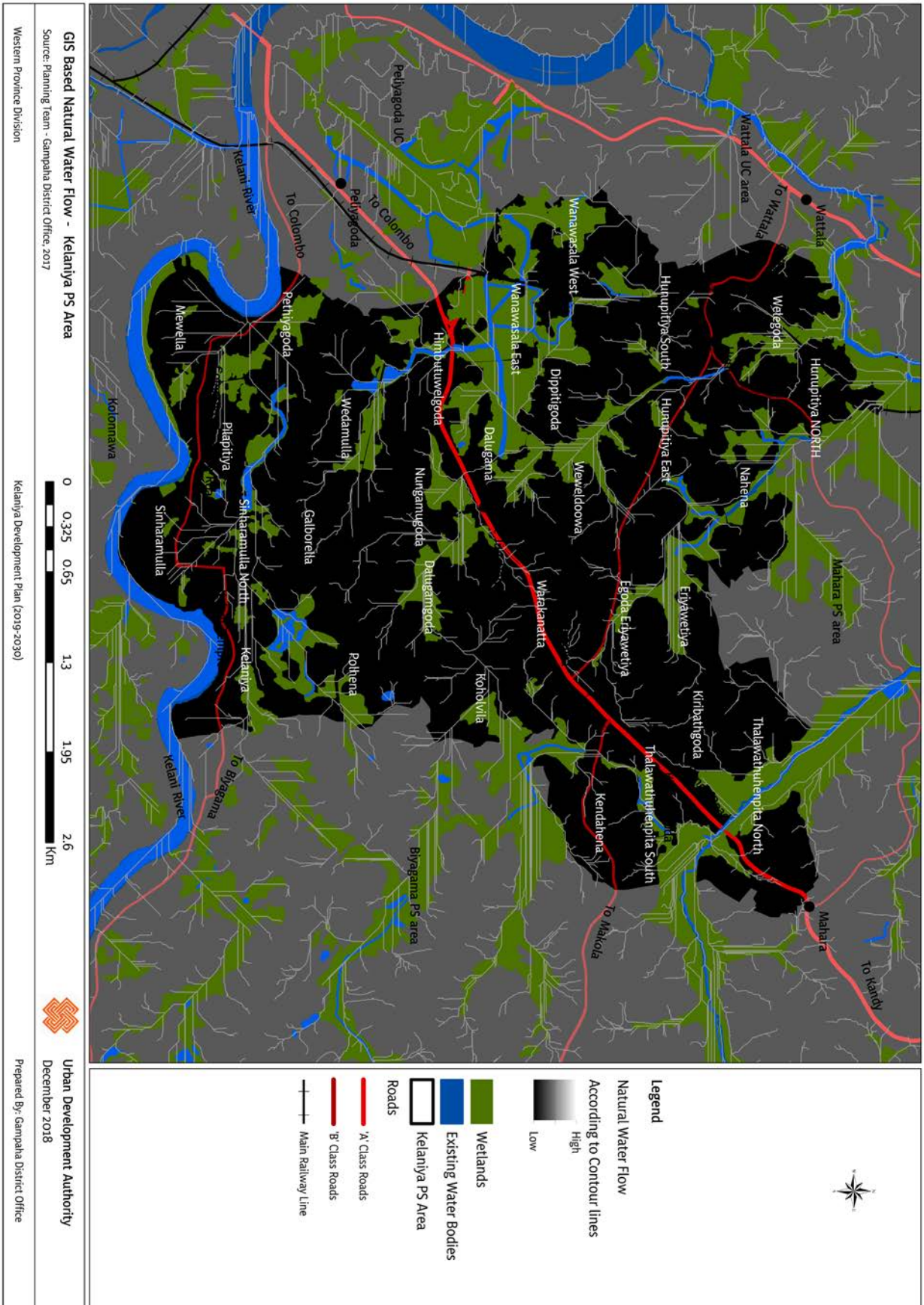
### Annexure 31 : Distribution of Shanty Dwelling and Linear Houses



## Annexure 32 : GN Division-wise Slums and Shanties Distribution

<i>GND</i>	<i>Twin Houses</i>	<i>Line Houses</i>	<i>Shanty Houses</i>	<i>Total Units</i>
Welegoda	5	69	23	1509
Hunupitiya North	13	4	11	713
Nahena	5	18	10	1379
Thalawathuhenpita North	0	3	0	392
Thalawathuhenpita South	18	4	1	982
Kiribathgoda	3	0	0	867
Eriyawetiya	7	5	3	1202
Hunupitiya North	6	17	15	1388
Hunupitiya South	0	7	12	859
Egoda Eriyawetiya	1	9	10	663
Wanawasala West	4	25	11	1001
Kandehena	1	0	18	1001
Wewalduuwa	0	0	0	765
Wanawasala East	0	1	0	859
Warakanatta	0	0	0	681
Dippitigoda	2	13	0	938
Koholvila	15	14	0	1018
Dalugama	1	10	0	481
Nungamugoda	0	0	0	699
Dalugamgoda	2	7	3	658
Himbutuwelgoda	15	43	6	849
Wedamulla	0	4	0	1150
Polhena	10	0	2	698
Kelaniya	4	6	11	831
Pethiyagoda	12	26	71	1054
Galboralla	1	6	0	789
Sinharamulla North	4	17	15	1078
Mewella	14	72	46	1064
Pilapitiya	11	5	1	566
Sinharamulla	7	85	4	721

### Annexure 33. GIS Based Natural Water Flow Analysis and Existing Water Bodies



Annexure 34. Land Reclamation and Development Act

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The Gazette of the Democratic Socialist Republic of Sri Lanka

EXTRAORDINARY

අංක 1662/17 - 2010 ජූලි 14 වැනි බදාදා - 2010.07.14

No. 1662/17 - WEDNESDAY JULY 14, 2010

(Published by Authority)

PART I: SECTION (I) — GENERAL

Government Notifications

SRI LANKA LAND RECLAMATION AND DEVELOPMENT CORPORATION ACT, No. 15 OF 1968 AS AMENDED BY ACT, No. 27 OF 1976, No. 52 OF 1982 AND SRI LANKA LAND RECLAMATION AND DEVELOPMENT CORPORATION (AMENDED) ACT, No. 35 OF 2006

Order under Section 4(a)1

By virtue of the powers vested in me under the Section 4(a)1 of the Sri Lanka Land Reclamation and Development Corporation Act, No. 15 of 1968 as amended by Act, No. 27 of 1976, Act, No. 52 of 1982 and Sri Lanka Land Reclamation and Development Corporation (Amended) Act, No. 35 of 2006, I, Mahinda Rajapaksa, Minister of Defence with the consultation with all the respective Local Government Institutions do by this order reservations are declared, for all main, sub canal and feeder canals where water flows, or led to flow or constructed with the objective of causing water flow, or as created naturally for the purpose, situated within the boundaries described below from the bank of the canal to the limits indicated in meters in the chart below. Any or temporary or/and other sort of buildings or structures could not be constructed in this canal reservation area and a permission should be obtained subject to the Terms and Conditions stipulated by the Sri Lanka Land Reclamation and Development Corporation in doing any sort of such activity.

MAHINDA RAJAPAKSA, Minister of Defence.

SCHEDULE

Corresponding to the surface width of all main canals, all sub canals and all feeder canals where water flows or used to flow water or canals constructed for the purpose of flowing water or those being created naturally for the purpose stated within the Western Province of the Democratic Socialist Republic of Sri Lanka and bounded at

- North by : Maha Oya ;
- East by : Areas in the Administrative District of Kegalle and area in the Administrative District of Ratnapura ;
- South by : Bentota Ganga and areas located in Galle District ;
- West by : Sea.

and lengths from the bank depicted in the chart below of either canal banks shall be canal reservations.

1662/17

2A [කොටස : (I) ඡේදය - ශ්‍රී ලංකා ප්‍රජාතාන්ත්‍රික සමාජවාදී ජනරජයේ අති විශේෂ ගැසට් පත්‍රය - 2010.07.14  
PART I : Sec. (I) - GAZETTE EXTRAORDINARY OF THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA - 14.07.2010

Surface width of the canal (meters)	Reservation from the canal bank	
	for open canals (meters)	For surface covered canal (meters)
1.0 — 1.2	1.0	0.3
1.3 — 3.0	2.0	1.0
3.1 — 4.5	2.75	1.0
4.6 — 6.0	3.5	1.5
6.1 — 9.0	4.5	1.5
More than 9.0	6.5	2.0

In case where lengths declared by the Urban Development Authority, Irrigation Department, Central Environment Authority, Agrarian Services Department and Local Government Institutions regarding the reservations mentioned above exceed the lengths given in this statement, the lengths declared by the said institutions shall be accepted.

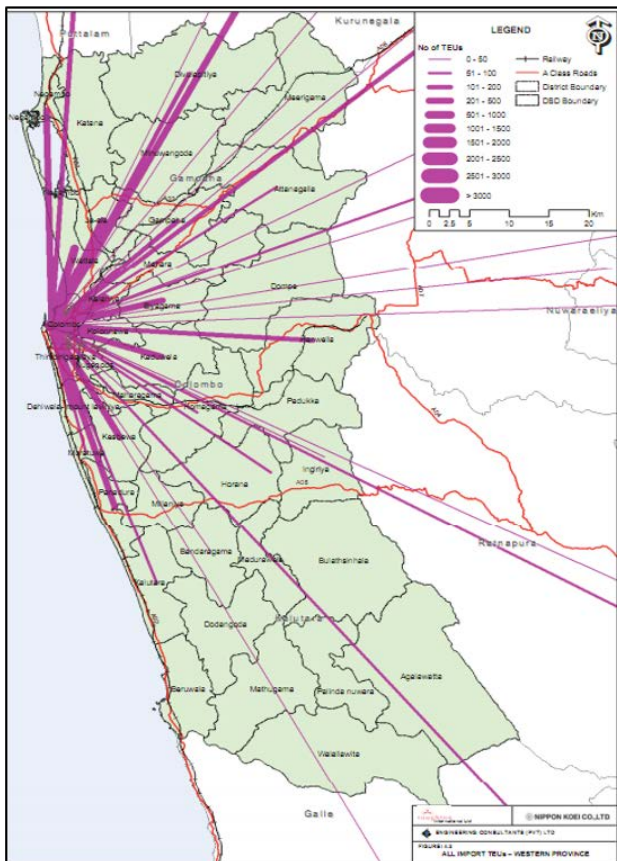
TERMS AND CONDITIONS.

- Construction of any sort of building or structure and (or) filling of land shall not be done within the area declared as a canal reservation without having a written approval of the chief Executive officer Sri Lanka Land Reclamation and Development Corporation.
- As described in the Schedule the minimum extent of reservation shall physically be available.
- Linking storm water drains, disposition of sewerage lines, industrial waste or throwing /disposition of any sort of object which cause corruption shall not be done or shall not take any attempt to do such as action.
- Canal reserve could be used as an access road only in an instance where an alternative is not available, but that way shall not be covered by tar, after paving stones or concreting or any other application.
- Any individual, Society Institution, or Local Authority, shall not lease the canal reservation for commercial activities or any other activity.
- Lands in the canal reservation shall not used for parking vehicles, garages and cultivations.
- The prior written approval of the Sri Lanka Land Reclamation and Development Corporation shall be obtained for any activity done within the declared canal reservations.
- Any individual authority by the Chief Executive Officer of the Sri Lanka Land Reclamation and Development Corporation for the Activities stipulated in the Act, shall have the power to access the declared area and anyone who disturb such access could be a convicted guilty under the provisions of the Act.
- Every individual who do not adhere to these terms and conditions is guilty under the Corporation Act.
- The terms and conditions and also the terms and conditions impose in this connection in the future shall be adhered to.

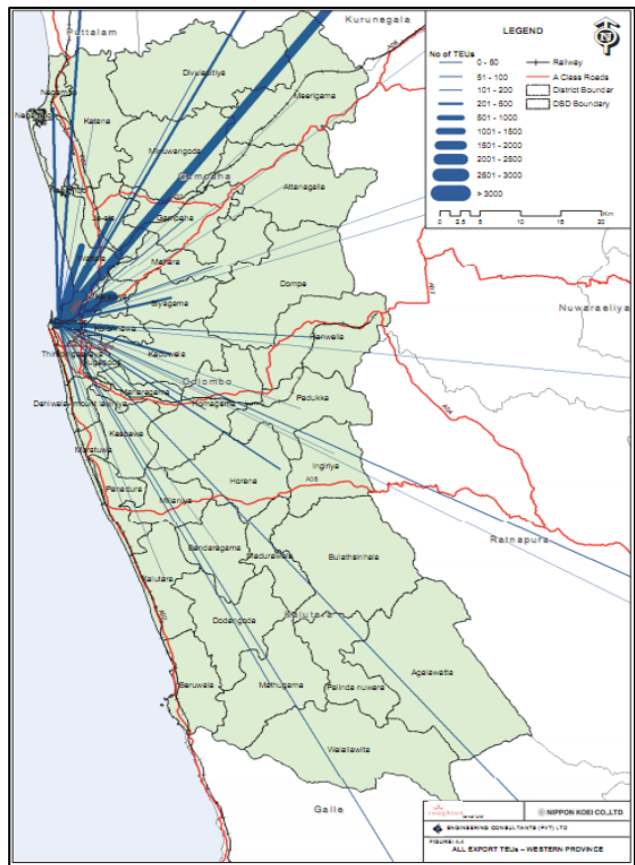
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# Annexure 35. Distribution of Export and Import Cargos

## Import cargos



## Export Cargos

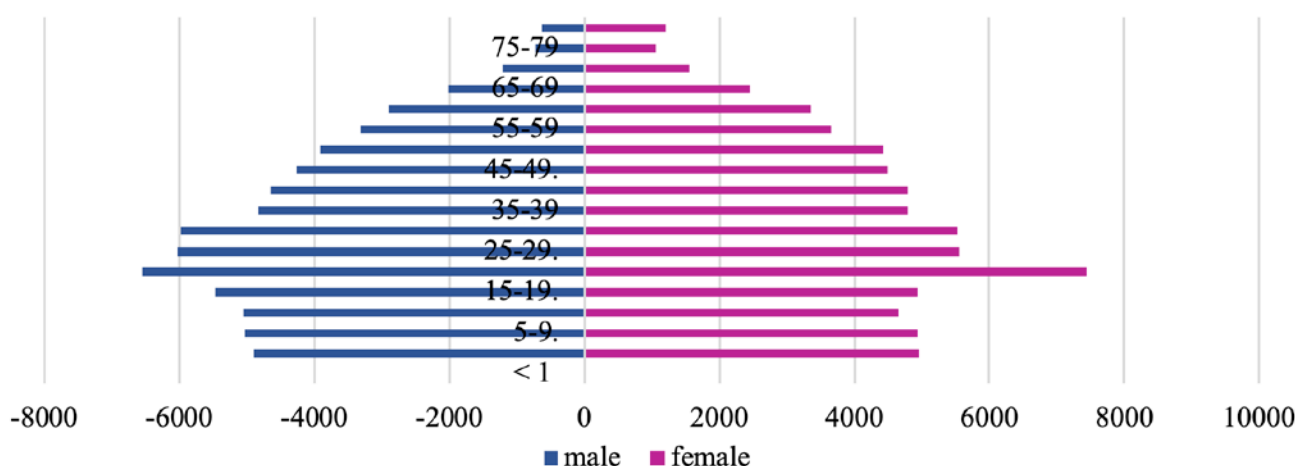


Source: Draft Peliyagoda Development Plan, 2017

### Annexure 36. Urban Service Centers Prioritization

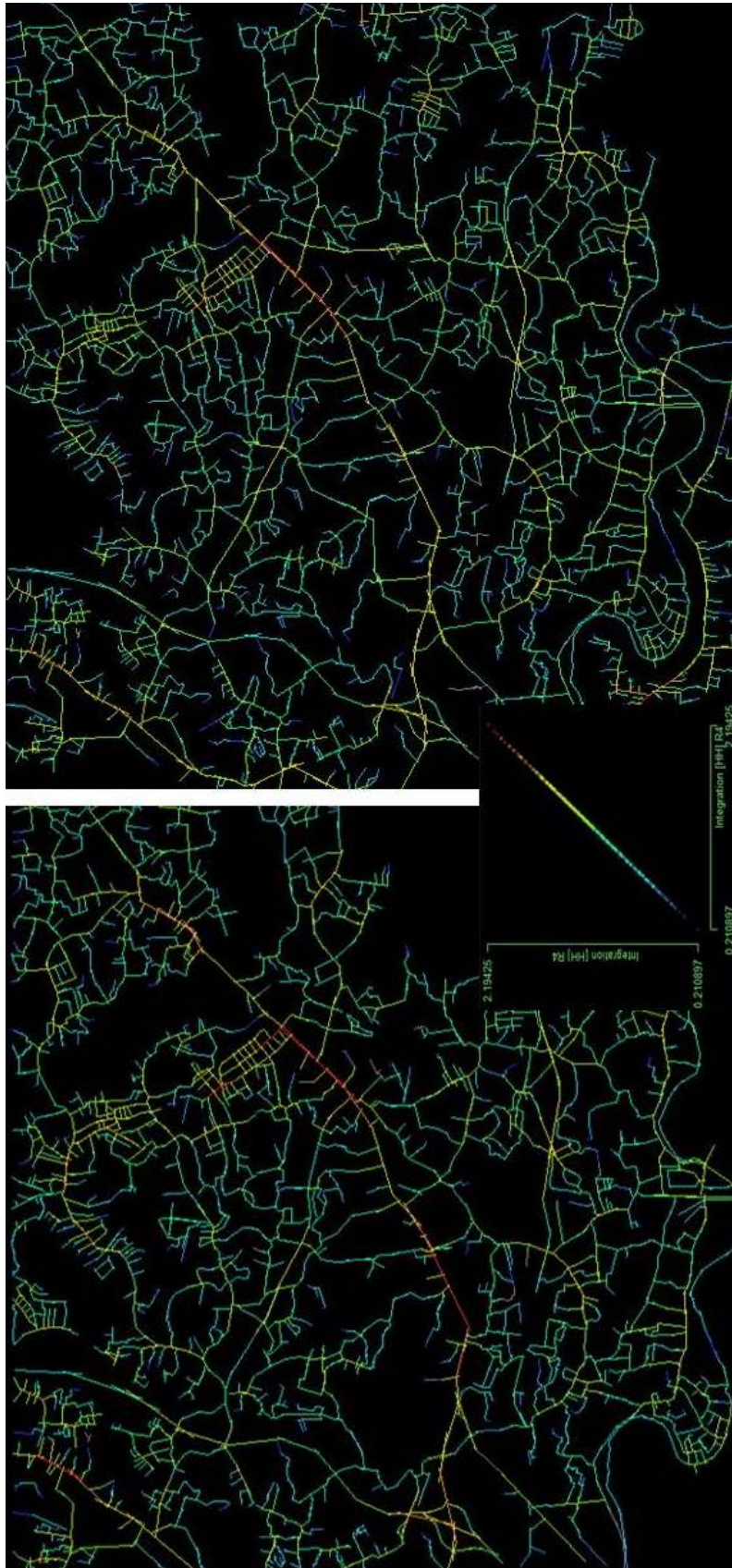
Town Cen-ters	Develop-ment Pres-sure Index	Livabil-ity In-dex	Poten-tial Index	Rail-way Sta-tions	Prop-osed LRT Sta-tions	To-tal	Sensitiv-ity In-dex	Total - Sensitiv-ity	Priori-ty Level
Kiribathgoda	5	5	4	0	1	15	1	14	1
Hunupitiya	4	5	4	1	1	15	2	13	2
Tire Junction	4	5	4	0	1	14	2	12	2
Nungamugo-da	3	4	4	1	0	12	2	11	3
Thorana Junc-tion	4	5	4	0	0	13	3	10	4
Dalugama	4	4	4	0	0	12	2	10	4
Polhena	3	5	4	0	1	13	2	10	4
Wanawasala	2	5	4	1	0	12	2	10	4
Galboralla	3	5	4	0	0	12	3	9	4
Sinharamulla	2	4	3	0	0	9	3	6	5
Kelaniya	3	4	3	0	0	10	3	7	5
Wewalduuwa	3	4	3	0	0	11	2	9	5
Dippitigoda	2	5	3	0	0	10	2	8	5
Dalugamgoda	2	5	3	0	0	10	2	8	5

### Annexure 37. Population according to age segment – 2016



Source: Sampathpathikada Kelaniya PS- 2016

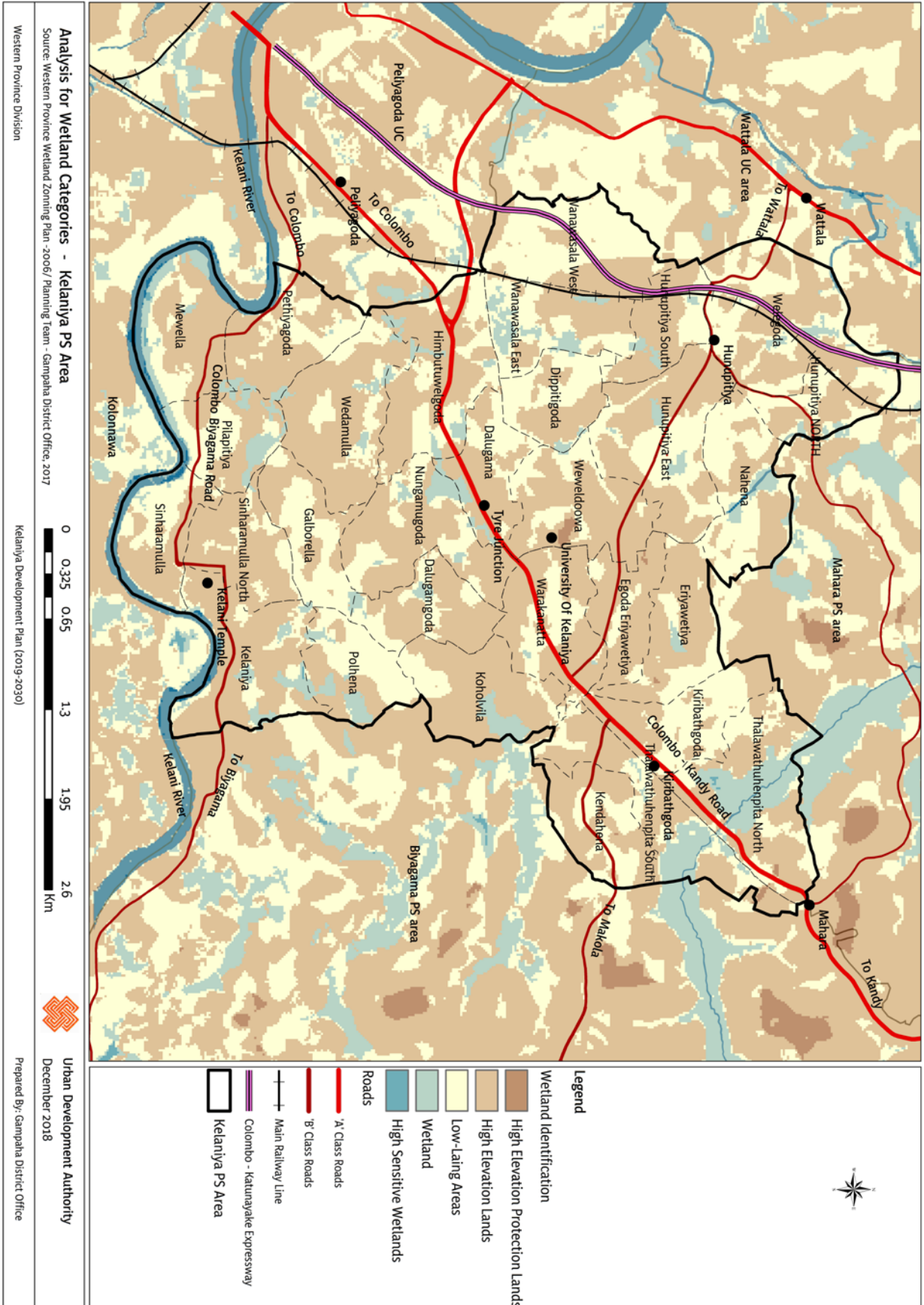
## Annexure 38. Spatial Integration Analysis



2030 - Spatial Integration Analysis under the Proposed Road Network

2017 - Spatial Integration Analysis under the Existing Road Network

## Annexure 39. GIS Based Multi-Criteria Analysis for Wetland Categorization



## Annexure 40. Places which have obtain Direct recreational Facilities in Kelaniya

No.	Category	Open space	GN Division	Extent (Hec.)
01	EPP 01	Rabarwatta Play Ground	Welegoda	0.18
	EPP 02	Uswatta Play Ground	Sinharamulla	0.17
	EMP 01	Sinhatharu Play Ground	Thalawathuhen-pita North	0.69
	EMP 02	Kiribathgoda Housing Scheme Play Ground	Kiribathgoda	0.28
	EMP 03	Pethiyagoda Housing Scheme Play Ground	Mewella	0.22
	EMP 04	Mewella Play Ground	Mewella	0.65
	EMP 05	Dingiyawatta Play Ground	Wewalduuwa	0.90
	EMP 06	Waragoda Play Ground	Wedamulla	0.79
	EMP 07	Wanawasala Play Ground	Wanawasala East	0.45
	EMP 08	Wanawasa Playground near cemetery	Wanawasala East	0.36
	ELP 01	Nawaloka Seewali Kelanithilaka Play-ground	Salugamgoda	2.58
	ELP 02	Siril Mathiv Playground	Himbutuwelgoda	1.69
	02	<b>Children Park</b>		
EPP 03		Children Park	Dalugamgoda	0.09
EPP 04		Polhena Housing Scheme Children park	Polhena	0.08
03	<b>Linear park</b>			
	ELiP 01	Mahara Linear Park (Width- 5m)		0.56
<b>Total Land Extent</b>				<b>9.69</b>

### Annexure 41. Proposed Direct and Indirect Recreational Facilities (2019 – 2030)

No.	Category	Extent (Hec.)	Proposed Use	GN Division
<b>01</b>	<b>Proposed Pocket Parks (PPP)</b>			
	PPP 01	0.19	Pocket Parks	Kelaniya
	PPP 02	0.14	Pocket Parks	Wewalduwa
	PPP 03	0.17	Pocket Parks	Thalawathuhenpita North
	PPP 04	0.16	Pocket Parks	Wewalduwa
	<b>Sub Total</b>	<b>0.66</b>		
<b>02</b>	<b>Proposed Mini Parks (PMP)</b>			
	PMP 01	0.2	Mini Parks	Himbutuwelgoda
	PMP 02	0.2	Mini Parks	Nahena
	PMP 03	0.22	Mini Parks	Thalawathuhenpita North
	PMP 04	0.22	Mini Parks	Eriyawetiya
	PMP 05	0.24	Mini Parks	Welegoda
	PMP 06	0.25	Mini Parks	Hunupitiya North
	PMP 07	0.25	Mini Parks	Dalugama
	PMP 08	0.32	Mini Parks	Hunupitiya North
	PMP 09	0.34	Mini Parks	Sinharamulla North
	PMP 10	0.34	Mini Parks	Thalawathuhenpita North
	PMP 11	0.38	Mini Parks	Kandehena
	PMP 12	0.39	Mini Parks	Eriyawetiya
	PMP 13	0.39	Mini Parks	Thalawathuhenpita North
	PMP 14	0.41	Mini Parks	Thalawathuhenpita South
	PMP 15	0.47	Mini Parks	Koholvila
	PMP 16	0.61	Mini Parks	Hunupitiya North
	PMP 17	0.62	Mini Parks	Wanawasala East
	PMP 18	0.64	Mini Parks	Mewalla
	PMP 19	0.72	Mini Parks	Kelaniya
	PMP 20	0.75	Mini Parks	Sinharamulla North
	PMP 21	0.83	Mini Parks	Welegoda
	PMP 22	0.92	Mini Parks	Thalawathuhenpita South
	PMP 23	0.93	Mini Parks	Hunupitiya South
	<b>Sub Total</b>	<b>10.64</b>		
	<b>Proposed Local Parks (PLP)</b>			
	PLP 01	1.14	Proposed Local Parks	Kelaniya
	PLP 02	1.18	Proposed Local Parks	Wedamulla
	PLP 03	1.7	Proposed Local Parks	Pethiyagoda
	<b>Sub Total</b>	<b>4.02</b>		

No.	Category	Extent (Hec.)	Proposed Use	GN Division
	<b>Proposed Central Urban Parks (PCUP)</b>			
	PCUP 01	21.34	Central Urban Parks	Himbutuwelgoda , Dalugama, Nungamugoda, Dalugamgoda
	PCUP 02	8.46	Central Urban Parks	Koholvila, Thalawathuhenpita South ,
	<b>Sub total</b>	<b>29.47</b>		
	<b>Proposed Linear Parks (PLiP)</b>			
	PLiP 01 – Sepala Ela Reservation (4.5m)	1.39	Linear Parks	
	PLiP 02 – Natha Ela Reservation (6 m)	8.64	Linear Parks	
	PLiP 03 – Mudun Ela Reservation (6 m)	2.01	Linear Parks	
	PLiP 04 – Mahara Mudun Ela Reservation (6 m)	0.97	Linear Parks	
	PLiP 05 – Kumbal Oya Reservation (7.5m)	4.43	Linear Parks	
	PLiP 06 – Hapugaha Wella Canal Reserva-tion (4.5m)	1.55	Linear Parks	
	PLiP 07 – Eri Ela Reservation (6 m)	3.54	Linear Parks	
	PLiP 08 – Canal Reservation (4.5m)	0.36	Linear Parks	
	PLiP 09 - Canal Reservation (7.5m)	0.33	Linear Parks	
	PLiP 10 - Canal Reservation (6 m)	1.28	Linear Parks	
	PLiP 11 - Canal Reservation (4.5m)	0.58	Linear Parks	
	PLiP 12 - Canal Reservation (6 m)	2.68	Linear Parks	
	PLiP 13 - Canal Reservation (6 m)	3.11	Linear Parks	
	PLiP 14 (width - 10m)	2.24	Linear Parks	
	PLiP 15 (width - 10m)	1.32	Linear Parks	
	PLiP 16 (width - 10m)	1.81	Linear Parks	
	PLiP 17 (width - 10m)	3.1	Linear Parks	
	PLiP 18 (width - 10m)	1.2	Linear Parks	
	PLiP 19 (width - 10m)	0.59	Linear Parks	
	PLiP 20 (width - 10m)	2.61	Linear Parks	
	PLiP 21 (width - 10m)	0.38	Linear Parks	
	PLiP 22 – Highway Reservation	8.17	Linear Parks	
	PLiP 23 – Kelani River Reservation (60 m)	35.64	Linear Parks	
	<b>Sub total</b>	<b>87.69</b>		
	<b>Total</b>	<b>132.49</b>		

## Annexure 42. Permissible Uses for Public Outdoor recreational Spaces

No.	Park Categories	Extent	Permissible Uses
01.	Pocket Park	< Hectare 2 (Acres 0.5)	<ul style="list-style-type: none"> <li>Scattered Play ground</li> <li>Resting Places</li> <li>Home Garden</li> </ul>
02.	Mini Park	Hectare 0.2-1.0 (acres 0.5-2.5)	<ul style="list-style-type: none"> <li>Children Park</li> <li>Mini Play ground</li> <li>Linear Park</li> <li>Recreational Park</li> </ul>
03.	Local Park	Hectare 1.0-3.0 (Acres 2.5-7.5)	<ul style="list-style-type: none"> <li>Children Park with football court</li> <li>Informal resting areas</li> <li>Mini urban forest</li> <li>Running tracks</li> </ul>
04.	Central Urban Park	Hectare > 8 (Acres > 20)	<p>It's separate here,</p> <ul style="list-style-type: none"> <li>Children Park with football court</li> <li>Informal resting areas</li> <li>Mini urban forest</li> <li>Running tracks</li> </ul>
05.	Linear Park	Decide based on the existing water bodies and reservations	<ul style="list-style-type: none"> <li>Jogging</li> <li>Bicycle Lines</li> <li>Natural Paths</li> </ul>

## Annexure 43. Project Prioritization

Kelaniya Identified Project Prioritization							
projects	Value of Concept Acheiving	Social Benifit	Environ-mental Benefit	Cost & Time period Variation	Total	Priority Level	
<b>Physical and social infrastructure development Strategies</b>							
	<b>Transport Plan</b>						
	<b>2nd piority road improvement</b>						
	Proposed New bypass road for Kiribathgoda linking Peliyagoda-Mahara	9	9	5	9	32	1
	Widening the Hunupitiya - wattala Road up to 4 lanes	7	9	5	9	30	2
	<b>3rd piority road</b>						
Hierarchical road improvement strategies	Widening Hospital Road up to 12 m.	7	9	5	9	30	2
	Widening Eriyawetiya road up to 12 m	7	9	5	9	30	2
	Widening Wewadoowa road up to 12m	7	9	5	9	30	2
	Widening Dippitigoda road up to 12m	7	9	5	9	30	2
	Widening Wanawasala - Wattala road up to 12m	7	9	5	9	30	2
	Polhena - Nungamugoda pedestrian-link road develop-ment	7	9	5	7	28	3
	Public transport Improvement	Hunupitiya station Road improvement	9	9	5	9	32
Main railway line Electrification		9	9	5	5	28	3
Biyagama - Kosgama new Railway line development		9	9	5	5	28	3
Ragama - Narahenpita LRT line		9	9	5	5	28	3
Hunupitiya - Kottawa LRT line		9	9	5	5	28	3
Low level road access improvement	New Kelani river bridge development	5	7	5	3	20	3
	<b>Service Plan</b>						
Settlement Development	Hunupitiya Middle income housing project	7	9	7	7	30	2
	Climate Resilience Improvement Project - Kelani river bund shanties relocation	9	9	9	1	28	3
(TOD) Urban service improvement	Kiribathgoda multi storied carpark	9	9	5	9	32	1
	Pedestrian Overpass bridge at YMBA junction and Eriyawetiya junction	9	9	5	9	32	1

<i>Kelaniya Identified Project Prioritization</i>							
<i>projects</i>		<i>Value of Concept Acheiving</i>	<i>Social Benifit</i>	<i>Environ-mental Benefit</i>	<i>Cost &amp; Time period Variation</i>	<i>Total</i>	<i>Priority Level</i>
<i>(TOD) Transit Oriented Development</i>	<i>Redevelopment of Kiribathgoda busstand with up stair urban park</i>	5	9	5	9	28	3
	<i>Development of Kiribathgoda LRT station</i>	9	9	5	3	26	3
	<i>Development of Tier junction LRT station</i>	9	9	5	3	26	3
	<i>Sarasavi Art Center redevelopment at Tyre junction</i>	7	9	5	9	30	2
	<i>Hunupitiya transport centre development project</i>	9	9	5	9	32	1
	<i>Development of Nungamugoda LRT station</i>	9	9	5	3	26	3
	<i>Relocation of Kelaniya bus stand to Nungamugoda</i>	9	7	5	7	28	3
	<i>Development of Polhena LRT station</i>	7	7	5	3	22	3
	<i>Development of Hunupitiya commercial complex</i>	7	9	5	9	30	2
	<i>Development of Hunupitiya sathipola</i>	5	9	5	9	28	3
	<i>Development of Hunupitiya mixed commercial squre</i>	5	9	5	7	26	3
<i>Health</i>	<i>Improvement of Kiribathgoda based hospital</i>	5	9	5	5	24	3
	<i>Snake subject hospital improvement at Polhena</i>	5	9	5	5	24	3
<i>Education</i>	<i>Kelaniya new Engineering faculty building - existing Dasa building</i>	5	7	5	5	22	3
<i>Water</i>	<i>Pattivila Right Bank water tratment plant stage II</i>	7	9	5	5	26	3
	<i>Mabima water treatment Plant</i>	5	9	5	5	24	3
<i>Solid Waste</i>	<i>Redevelopment of Manalgama compost yard with wast recycling plan</i>	7	9	7	7	30	2
	<i>Manalgama- wanawasala waste transition station development</i>	5	9	7	3	24	3
<i>Waste Water</i>	<i>Peliyagoda - Kelaniya waste water Project</i>	7	9	7	3	26	3
<b><i>Economic Development Strategies</i></b>							
	<b><i>Sacred area pilgrim tourism based development</i></b>						
	<i>Galboralla Ceramic Industry redevelopment project</i>	9	9	5	7	30	2
	<i>Commercial complex development at Kelaniya</i>	9	9	5	7	30	2

<b>Kelaniya Identified Project Prioritization</b>							
<b>projects</b>		<b>Value of Con-cept Acheiving</b>	<b>Social Benifit</b>	<b>Environ- mental Benefit</b>	<b>Cost &amp; Time period Variation</b>	<b>Total</b>	<b>Priority Level</b>
	<b>Kiribathgoda Shopping colonnade</b>						
	Multi - functional commercial centre at Kiribathgoda	9	9	5	9	32	1
	Kiribathgoda main road shopping street development	9	9	5	7	30	2
<b>Environment Sustainable Strategies</b>							
	<b>Landscape Improvement</b>						
	Tree line improvement toward the sacred area	9	9	9	7	34	1
	Canal Reservation tree line improvement	7	9	9	5	30	2
	<b>Disaster Management Plan</b>						
Canal improvement	Natha Ela improvement	9	9	9	5	32	1
	Hapugaha Wella improvement	9	9	9	5	32	1
	Eri Ela improvement	9	9	9	5	32	1
	Mudun Ela improvement	9	9	9	5	32	1
	Kumbal oya improvement	9	9	9	5	32	1
	Pethiyagoda Pumping station development	7	7	7	3	24	3
	<b>Public Open Recreation</b>						
	Hunupitiya liner park	7	9	7	7	30	2
	Urban park with walking track at Kiribathgoda - Koholvila	9	9	7	5	30	2
	Kiribathgoda town center liner park	9	9	7	7	32	1
	Wattala Hunupitiya walking track	7	9	7	5	28	3
<b>Cultural and Heritage Mangement Strategies</b>							
	<b>'Kelaniya Placidity precinct Strategy'</b>						
Road Improvement	Thorana Junction to Kelani temple road improvement	9	9	5	9	32	1
	Tyre junction to Kelani temple road improvement	9	9	5	9	32	1
	Kiribathgoda to Kelani temple road improvement	9	9	5	9	32	1
	New Kelani valley crescent road improvement	9	9	5	9	32	1
	Sacred Area Ceramional entrance improvement at thorana junction, Tire junction and Kiribathgoda	9	7	5	9	30	2
	Kelaniya Police Station Relocation	9	9	5	7	30	2
	Outdoor pilgrim resting area development at temple premises	7	9	5	5	26	3

<i>Kelaniya Placidity precinct Strategy'</i>							
<i>projects</i>		<i>Value of Con-cept Acheiving</i>	<i>Social Benifit</i>	<i>Environ-mental Benefit</i>	<i>Cost &amp; Time period Variation</i>	<i>Total</i>	<i>Priority Level</i>
	<i>Development of holiday resort with information center at Kelani temple premises</i>	7	9	7	9	32	1
	<i>Lake with landscape improvement at Kelaniya</i>	5	9	7	5	26	3
	<i>Parking area with mini bushalt development at Kelaniya</i>	9	9	5	5	28	3
	<i>Socio – Cultural River Scape Improvement strategies</i>						
	<i>Linear park development at Kelani river north bud</i>	9	9	9	5	32	1
	<i>Kelani River access way improvement Project</i>	9	9	9	7	34	1
	<i>Kelani River Boat Jatty development</i>	7	9	5	3	24	3
	<i>Hangging bridge connecting Egoda Kelaniya and Megoda Kelaniya</i>	9	9	5	3	26	3

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