Homagama Development Plan
2019 - 2030

Volume I

Urban Development Authority
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Homagama Development Plan

2019–2030

Green Expert City

A Global Gateway Emerging Within A Country Landscape

Volume I

Urban Development Authority
Ministry of Megapolis and Western Development

Homagama Development Plan 2019 - 2030 – Volume I

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Website - www.uda.gov.lk
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Homagama Development Plan 2019 – 2030 mainly consists of two parts and will publish as Volume II and I. Volume I comprises of two subsections divided as Part 1 and Part 2. The part one consists of the background of the development, the need for a development plan and the second part contains the vision, goal, and objectives of the development plan, the conceptual design, and development strategy strategies in Volume I of this Document. The Volume II of the document is a separate publication and it contains the Planning and Building Regulations and zoning regulations pertaining to the planning boundary for the period of 2019 – 2030.
Homagama Development Plan 2019 - the Western Province Division, Urban Development Authority, has prepared 2030. This has been done with the advice and guidance of various sections and resource persons of the UDA.

Supervision

Dr. Jagath Munasinghe, Chairman - UDA, Eng. S. S. P. Rathnayake, Director General - UDA, Plnr, K. A. D. Chandradasa, Former Additional Director General - UDA, Plnr. D. M. B. Ranathunga, Additional Director General - UDA, M. P. Ranathunga, Deputy Director General (Planning), Plnr. Janak Ranaweera, Director (Development Planning and Research & Development Division) - UDA, Plnr. Lalith Wijerathna, Former Director (Development Planning Division) - UDA, Y. A. G. K. Gunathilake, Director (Western Province) - UDA

Planning Team

Plnr. Sugath Premasiri, Deputy Director- Planning (Western Province Division) - UDA, D. K. S. P. Sandaruwan, Assistant Director - Planning, (Western Province Division) - UDA, K. K. G. P. Mayuri, Assistant Planning Officer (Western Province Division) - UDA, N. L. C. P. Liyanage, Assistant Planning Officer (Western Province Division) – UDA

Supportive Team

Environment and Landscape Division - UDA
GIS Division - UDA
Research and Development Division - UDA
Development Planning Division - UDA

Acknowledgment

The Western Province Division and the Chairman of UDA have taken the lead with other professionals in the divisions provided the supervision for the preparation of the development plan. It is to strengthen the Sri Lankan economy through massive technological developments and to create a sustainable and facilitated Green Resident City 2019 – 2030 in order to provide the necessary guidance for the development of Homagama area with modern technology.

Honorable Minister Patali Champika Ranawaka is felicitated on behalf of the planning team and the authority on his guidance and support given for the preparation of this development plan with the understanding of the necessity of formulating a proper development plan. In addition, the special appreciations to the staff of the Ministry of Megapolis and Western Development, who contributed to the success of the plan, and gave their fullest support.

Special gratitude offered on behalf of the planning team and UDA, to the Chairman, Homagama Pradeshiya Sabha and the staff, Secretary, Homagama Divisional Secretariat and the staff for their generous support given for the successful completion of this development plan. In addition, the authority wants to thank for the support to the Divisional Secretary and the staff of the Divisional Secretariat, Padukka.

Also, special appreciation on behalf of UDA offered to Central Environment Authority, Road Passenger Transport Authority, Road Development Authority, Ceylon Electricity Board, National Water Supply and Drainage Board, Irrigation Department, Department of Agrarian Development, Land Reform Commission, Sri Lanka Land Reclamation and Development Corporation, Land Use Policy Planning Department, Department of Census and Statistics, National Building Research Organization, Ministry of Science, Technology and Research, National Solid Waste Management Service Division, National Disaster Management Institute, Divisional Health Office, Zonal Education Office, University of Moratuwa, University of Sri Jayewardenepura, Mahinda Rajapaksa National School, Sri Lanka Institute of Nanotechnology, Sir Arthur C Clarke Institute, Industrial Development Board, Sri Lanka Export Development Board and Ministry of Development and Commerce for giving data and directives required for the preparation of this plan.

Government and non-government organizations, Community based organizations, Grama Niladhari Officers, Residents in Homagama PS area and all professionals who has given their fullest support on this task by providing necessary data and information, sharing their professional experiences & guidance, suggestions, granting permissions and active participation to the process of preparation of the Homagama Development Plan shall respectfully appreciate on behalf of the authority.

Appreciatively thankful to Hon. Chairman of Urban Development Authority, Dr. Jagath Munasinghe who has a new vision, especially with regard to the development plans drawn up by the Urban Development Authority, through an innovative way and the result of deep technical and practical studies. At the same time, Eng. S. S. P. Rathnayake, Director General, UDA, Plnr. K. A. D. Chandrasada, Former Additional Director General, UDA, Plnr. D. M. B. Ranathunaga, Additional Director General, UDA, Plnr. Janak Ranaweera, Director of Development Planning Division and Research & Development Unit, UDA, Plnr. Lalith Wijayarathna, Former Director Development Planning Division, UDA, Y. A. G. K. Gunathilake, Director Western Province, UDA, also offered appreciation on behalf of the planning team for their incomparable courage, guidance and welcoming support.

In the end, Director, Environment and Landscape Division and staff, Director, GIS Division and staff, Director, Research & Development Unit of UDA, specially Ms. G. C. Darshani, Assistant Planning Officer, Research & Development Unit, UDA, and all other divisional heads and staff members of all divisions are gratefully appreciate on behalf of the planning team for their support to the successful completion of this task.

Honorable Minister's foreword

Having been established under the provisions of the Urban Development Authority Law: Act No 41 of 1978, the Urban Development Authority by now complete 40 years of service contributing to planned urban development in Sri Lanka. At this moment, the UDA marks another milestone by completing a comprehensive Development Plans for all urban development areas in the Western Region.

This development plan has been prepared for the implementation of the envisaged integrated development of the Homagama Pradeshiya Sabha area. Homagama Development Plan (2019–2030) for Homagama PS area has been underway following the initiative of UDA. This has a major concern on the utilization of the new technology for development to open a way for the development of the country in growing the Sri Lankan economy and to create a Green City with all necessary facilities by open up the gateway to innovative urban planning era. The development plan has made a significant effort to take the outlook of development through new development initiatives in the current context, identifying Strengths, Weaknesses, Opportunities, and Threats across the region.

My understanding is that the preparation of this plan involved extensive consultation with professionals, experts, stakeholders, and the communities while engaging modern methods, sound techniques, and innovative approaches. In this regard, I appreciate the extraordinary efforts of the Chairman, Director General, Planning Team and all staff of the Urban Development Authority those who have contributed in numerous ways to successfully complete this work. I also appreciate the support and contribution of relevant local authorities, state and private sector agencies and the public by working equally on the same platform to make the Homagama Development Plan a success.

Patali Champika Ranawaka
Hon. Minister of Ministry of Megapolis and Western Development

Honorable Chairman's foreword

Today the Urban Development Authority (UDA) is the apex planning and 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 and implementation in order to promote and 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 8A [1]) the Urban Development Authority has been mandated to prepare Development Plans for the Urban Development Areas, declared by the Minister – in – charge. The development plan for Homagama Pradeshiya Sabha has been prepared and enforced under such provisions. Because of the declaration of the Homagama as an urban development area, the Urban Development Authority initiated the preparation of Homagama Development Plan considering physical, economic, social and environmental aspects of the Homagama and its surroundings.

For the implementation of this plan, we have not forgotten that our path is not as smooth as silk, but as rough as gravel, full of challenges, filled with uncertainty and fouled by vicious intents. Yet the UDA Today is equipped with necessary systems, tools, and strategies to face such challenges, withstand those uncertainties and to make the Homagama area: the "Green Expert City".

I take this opportunity to offer my sincere gratitude to the Team of the UDA who had to work hard and was committed to deliver this comprehensive work and also to all those who have supported and contributed with various means towards its formulation and hope the equal and continuous support of all of them will be there towards its successful implementation.

Dr. Jagath Munasinghe
Chairman
Urban Development Authority

Homagama Pradeshiya Sabha Chairman's foreword

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

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

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

Sampath Jayasingha
Hon. Chairman
Homagama Pradeshiya Sabha

Preface

The entire Homagama Pradeshiya Sabha area has been declared as an urban area by the special gazette no 1084/20 of 1999. Accordingly, attention was drawn to prepare a new development plan for the Homagama area on the need of updating the Homagama Development Plan of 2008-2020, prepared for the entire Homagama Pradeshiya Sabha area.

The basis for the preparation of development plan can be identified as the data collection in relation to the years 2012, 2015, 2016, 2017 & 2018 and the data collected from the field surveys carried out. Moreover, analysis of collected data by using the scientific methods of analyzing and coming to the conclusions upon them. Accordingly, the new development plan for Homagama has been prepared for the 2019-2030 period, by utilizing the results and the decisions have been taken at various times in the development planning process and with the practical process and mixing of the same with the practical aspects of the Homagama area.

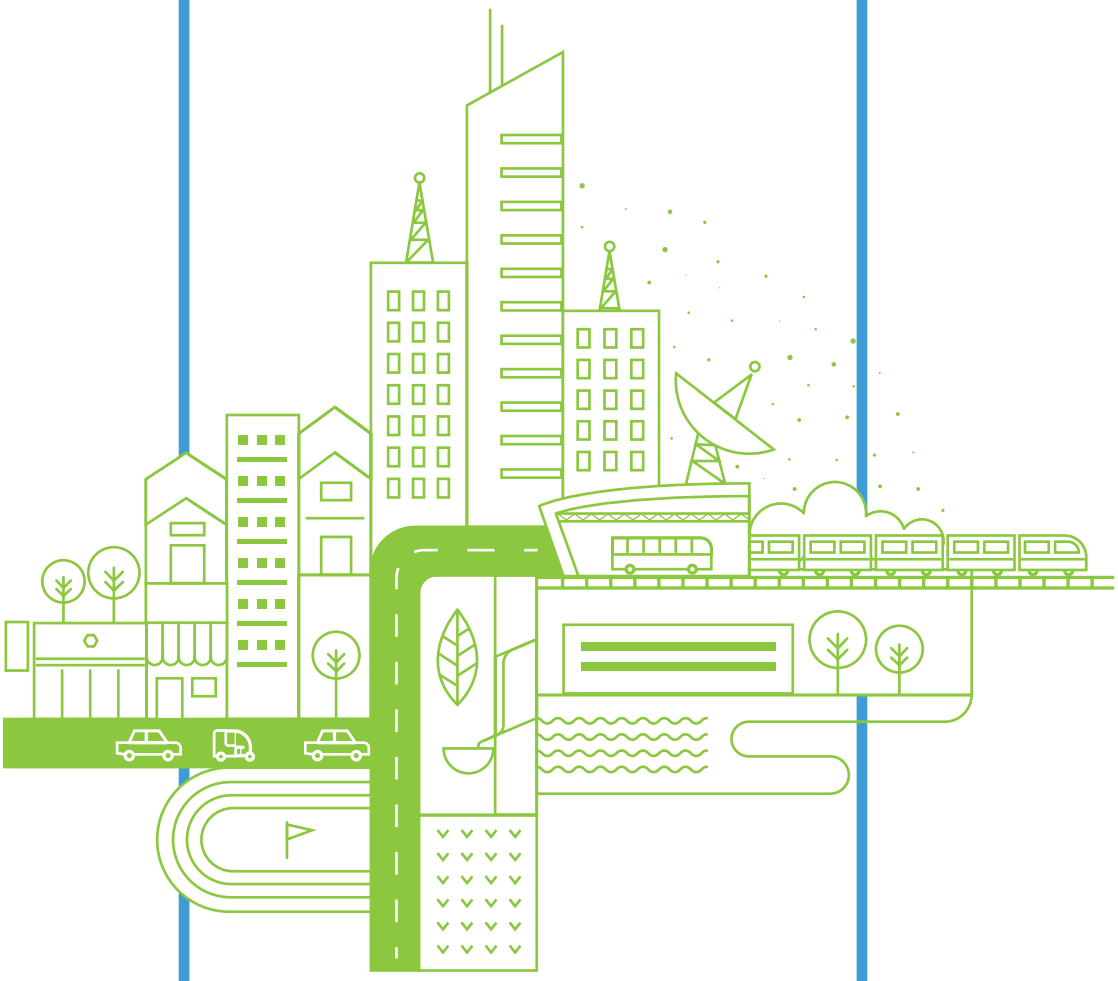
Homagama Development Plan 2019-2030 consists of two main sections such as Volume I and Volume II and will be published separately. Volume I of the plan consists of two subsections such as Part I and Part II. Volume II of the Development plan will be separately published and will include the Planning and Building regulations and Zoning regulations to be imposed for the period of 2019-2030.

Part I of the Volume I described the background of the study and further detailed out the meaning of the term development plan, its legal context, the stakeholders of the plan, its context and the planning process followed. Second and third chapters of the part I respectively include the planning area, history of the area, boundary delineation of the area and need of the plan in detail. Chapter IV of Part II consists of Vision, Goals, Objectives, and Strategic Plans while Chapter V includes the detailed description of the baseline SWOT analysis for each Goal. Further, Chapter VI of the plan describes the conceptual plan and proposed land use development plan. Under that, the main strategic plans of the Homagama Development Plan such as Road and Transport Development strategy, Sustainable Environment development strategy, Economic development strategy, Infrastructure development strategy, and implementation strategy has been detailed out as subsections.

Similarly, Chapter I of Volume II has been dedicated to describing the identified zones and zoning regulations, Chapter II of Volume II incorporates the Planning, and Building Regulations pertaining to the considered planning area as a legal document under the planning process followed.

Thus, the intention of this Authority and the Government of Sri Lanka is to implement the Homagama Development Plan 2019-2030 in the near future.

Content



Part I

01

Chapter

Background of the Study

Chapter 01
Background of the Study

Introduction

1.1. Introduction

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

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

Accordingly, considering the legal provisions pertaining to the preparation of a development plan, Homagama area has been declared as an Urban Development Area under the Gazette Notification, No 4/1 dated 30 September 1978. Homagama area consists of seven GN divisions. Later, as per the Gazette No 56/6 dated 01 October 1979 coverIng Athurugiriya area, Gazette No 234/7 dated 01 March 1983 covering Maththegoda area and Gazette No 1084/20 dated 17 June 1999 covering present Homagama administrative area including all above covering 138km2 of the area declared as an urban development area.

The Urban Development Authority has been prepared a draft development plan for 15 years spanning from 1986 – 2001 in the Homagama area in 1986 under the guidance of the Ministry of Local Government, Housing and Construction with focus on economic, social, physical and environmental aspects of the area. Soon after, the Urban Development Authority prepared a development plan for the Homagama Pradeshiya Sabha for 2008 – 2020 period with the guidance of the Ministry of Urban Development and Sacred City Development.

The rapid development of this area is expected due to the Tech City Development project in Homagama Mahenwattha area under the Western Region Megapolis Development plan. The Homagama Development Plan aims to transform the area in a planned manner during the 2019 – 2030 period in order to compliment this rapid development and make provisions for the necessary infrastructure.

1.2. Stakeholders of the plan

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

The Urban Development Authority organized a question and answer session on 6 November 2018, so that its various Stakeholders would be engaged with properly. The following categories represent the grouping of the Stakeholders according to their involvement within the preparation of this development plan.

Main Stakeholders

1. *Homagama Pradeshiya Sabha*
2. *Homagama District Secretariat Office*

Advisory Bodies/ Resource Persons

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

Other Stakeholders

1. *Trade Union*
2. *All Island Three-Wheeler Driver's Union*

Planning Committee

The Western Province Division, UDA was responsible for the preparation of this development plan. The planning team can be listed as follows.

- *Deputy Director (Planning) - Mr. Sugath Premasiri*
- *Assistant Director (Planning) - Mr. D. K.S. P. Sandaruwan*
- *Assistant Planning Officer - Ms. K. K. G. P. Mayuri*
- *Assistant Planning Officer - Mrs. N. L. C. P. Liyanage (for her assistance in compiling the Volume I, part II and Volume II of the plan)*

While this development plan has been prepared under the guidance and supervision of the Development Planning Division, the following parties have also contributed to it in many ways

- *Environment and Landscape Division - for assisting with the development of the PORS Plan for the area*
- *Geographical Information System Division - for providing the data relevant to the development plan*
- *Mrs. G. Culesha Darshani - Assistant Planning Office - Research and Development Division (for assisting with developing the scope and ambition of the development plan)*

The Director of Development Planning Division and Research & Development Unit – Plnr. Janak Ranaweera, gave additional supervision for the preparation of this development plan. Special supervision was also provided by the Chairman, UDA – Dr. Jagath Munasinghe, Director General, UDA – Eng. S. S. P. Rathnayaka, Additional Director General – Plnr. D.M.B. Ranathunga, Deputy Director General (Planning) M.P. Ranathunga and Former Director, Development Planning Division – Plnr. Lalith Wijayaratne.

Supportive Team

1. *Environment and Landscape Division - UDA*
2. *GIS Division - UDA*
3. *Research and Development Division - UDA*
4. *Development Planning Division - UDA*

1.3. Scope of the Development Plan

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

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

The development plan for 2019 – 2030 aims to raise the living standards of the inhabitants by developing residential areas in the planning area, further to developing environmental sensitive areas while preserving its natural resources. In planning Homagama for residential developments, the development plan strategies promote low, medium and high-density residential zones. Emphasis has been given to achieve the planned urban form of the area without just allocating space for residences. In order to attain successful development of the different density based zoning through the Land use and Physical Development Strategy, the development of the Homagama, Kahathuduwa, and Godagama towns have been prioritized. The plan proposed special projects within the framework of current regulations and laws in order to achieve the proposed development of the area by considering the environmental factors. The development plan does not expect to limit the land use into a particular area; instead, land use policy will be governed by the needs of residential purposes and the vision of the development plan.

This plan also aims to accommodate novel developmental needs, which are expected to crop up in the area under the proposed projects in the Western Province Megapolis Development Plan. A significant aspect of this plan is given to create a planning platform for the proposed Mahenwatta Tech City Development Project, which was first presented in 2016, Western Province Megapolis Development Plan.

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

However, the development plan for 2019 – 2030, does not provide specific instructions for the development of guide plans for the area. Instead, it has been designed as a comprehensive plan targeting main town centers in that area.

It can be stated that the preparation of the Homagama Development Plan for 2030 was mooted by the ambition of creating sustainable development encompassing commercial, physical, social and environment considerations through long term and short term development projects under Roads and Transport Development Strategy, Sustainable Environment Development Strategy, Infrastructure Development Strategy, Economic Development Strategy, Project Implementation Strategy and Planning and Building Development Regulations.

1.4. The Planning Process

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

Background Studies

The background studies for this development plan included primary and secondary data collected through new technologies, such as with the help of drone survey, high detail photography, and satellite information. Insufficient connectivity between the third parties who were providing such data, and shortfalls in how that information is distributed, contributed to some of the difficulties, which were met at this stage.

Scope

Because of the revisions made into the policies and regulations as well as the analysis of the new projects in the face of present, past and future development goals, the need of a development plan for this area has been emphasized. Accordingly, the collected data was primarily analyzed and identified the direction to be followed in the development plan and this has paved the way for the formulation of the vision and new development projects.

Problem Identification

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

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

Designing of the Development Vision, Purpose and Goals.

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

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

Data analysis

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

Preparation of development strategies

Preparation of strategies deals with the identification of the ways in which the physical, social, economic and environmental aspect should be developed in a timely manner within the planning area, in order to achieve the vision, goals, and objectives. Several special plans have been set in order to answer the question of "How to achieve the Vision via its goals and objectives?" The Hoamgama development plan 2019 - 2030 has endeavored to put forward plans for zoning, roads and transport, town center developments, environmental management, and infrastructure development.

Planning laws and regulation design phase

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

Approval process

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

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

The presentation of the development plan to the main planning committee

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

Approval process and publication

The following steps were taken during this phase:

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

02

Chapter

Preliminary Study

2.1. The Planning Area

Homagama Pradeshiya Sabha is situated in the east of the Colombo district, Western Province. Homagama town located 21km away from Colombo and connected mainly via High-Level road. The total planning area is about 138 square km, which is composed of 91 Grama Niladari Divisions. Homagama Pradeshiya Sabha area includes Homagama District Secretariat Division and 10 Grama Niladari Divisions from the Padukka District Secretariat Division. Homagama Pradeshiya Sabha was founded in 1988 under the Pradeshiya Sabha Act No. 15 of 1987. Homagama is bounded by Kalani River of the Gampaha district in North while the Kaluthara district boundary in South. Hanwella and Padukka District Secretariat Divisions lie in East and Kaduwela, Maharagama and Kasbewa District Secretariat Divisions lie west of the study area. It is geographically located between 109.2 and 190.7 degrees north, and 173.2 and 122.8 degrees east. (Annexure 4)

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

2.2. Planning and Situation Context

The Homagama Development Plan 2008 – 2020 was prepared in order to develop the Homagama area as a residential and industrial base city by enhancing its residential and industrial capacity. This area, which retains some village qualities, has become an ideal location for its inhabitants who have been attracted to the area due to its close proximity to Colombo, and this fact is apparent due to the sheer number of land subdivisions in the area. Through the efforts of the government directives and the Ministry Of Megapolis And Western Development envisioned plans for a Technology City, a significant effort has been seen in horizontal and vertical development projects within this area, in order to achieve the infrastructure and transportation facilities that are required.

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

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

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

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

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

The areas economic, social, and administrative activates grew in a timely manner from its pressure town status due to the popularity of the Colombo area for land development. In 1948, the town planner Sir Patrick Abercrombie (Annexure 5) recognized the Homagama city as a "UPAGRAHI" city. During this time, a large amount of land use was dedicated to farming coconut and rubber crops and presence of efficient transport network and large land lots, which may have fueled the rapid development of the areas close to the city center during this special juncture in time.

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

The Metro Colombo Regional Structure plan (1972) (Annexure 6) lists Homagama area as a vast Hinterland of Colombo city, and recognized plots of land within the area that could be used for large-scale development projects. Due to this reason in an effort to develop Colombo city the Homagama area was used to develop industries, create jobs,

and provide residencies to the inhabitants of this area. The Metro Colombo Regional Structure Plan team has focused on the following key topics during their analysis.

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

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

Through the realization of the plan, the progress of the various development strategies has been effective in expanding the city characteristics to the areas outside of the Homagama city limits (Annexure 7). Even though a specific reason as to why this growth occurred could not be identified, some suggest that the recognition of Homagama by other regions of Sri Lanka as an area that is rich with employment opportunity and residential space contributed heavily.

The UDA's 2008 -2020 development plan (Annexure 8), the intention was to increase the quality of life for the residents of the area by improving the economic, physical, social and environmental aspects of that area. Through the introduction of a zoning plan, which was legal, sound the UDA has been able to manage the residential use as well as show others the way to conduct such management, even up until now.

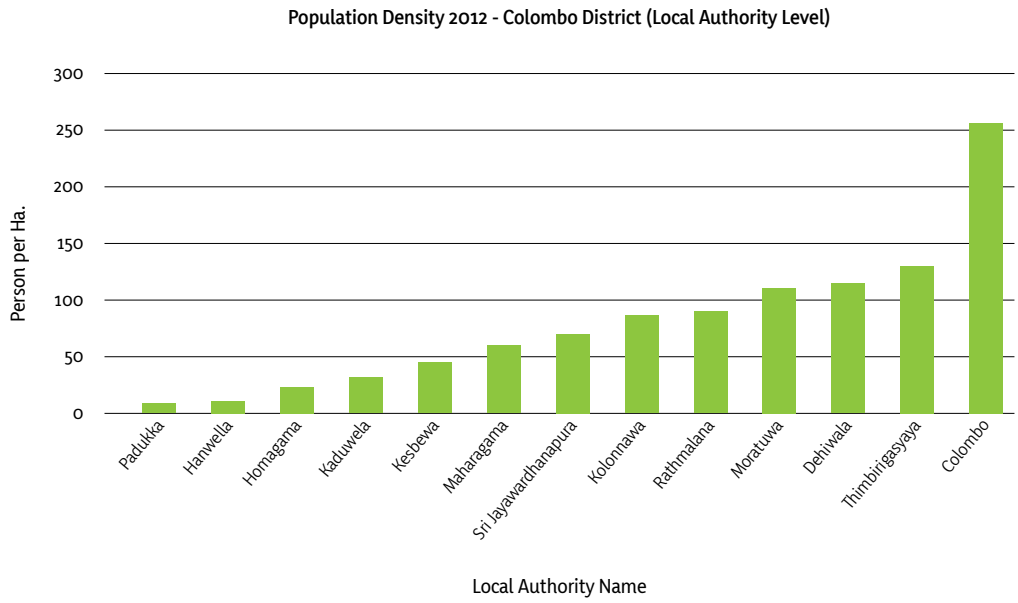
Presently, due to the efforts of the Ministry of Megapolis and Western Development, many development projects that are related to the Technology City Development project are in progress in the Homagama Area. Specially the development of the Diyagama International Sports Complex, construction of the Southern Expressway, construction of the Sri Lanka Institute of NanoTechnology (with the assistance of the UDA), the development of the Green University in Pitipana, the development of the Diyagama Technology University (ITOUM), and the increase in capacity to the private and public sector service providers in preparation for an influx of residents and jobs, were some of the prominent developments ongoing seen within the Homagama area.

At present, the technology developments within this area under Tech City development concept, which exceed those of the Malabe technological developments, have significantly influenced the technical university system, land users of the area, as well as the social, economic, and infrastructure of this area.

Therefore, it is important that focus must be placed on the economic, physical, social and environmental aspects. According to the data gathered by the Department of Census and Statistics of Sri Lanka in 2012, the total population of Colombo district was 40% of the total population in the Western Province. When translated to a numerical

value this is approximately 2,310,000 persons or more. Compared to the population of Colombo District, the population of Homagama Pradeshiya Sabha area is around 11%. The population of the Homagama Pradeshiya Sabha area in the year 2001 was 197,227, and it increased to 252,469 in 2012. Similarly, in the 2001 – 2012 period the population growth rate of Colombo district was 0.36%. When the Colombo District Secretariat Division level statistics are considered, the Homagama District Secretariat Division population growth rate was over 2.29%. The population growth rate of 1981 – 2001 showed a growth rate of 2.5%; comparatively, in the year 2012, the growth rate was higher.

According to the Department of Census and Statistics, the mean number of the occupant of one household is around four people. The normal population density is around 24 people per 1 hectare. Compared to the divisional secretariat divisions in the Colombo district, the population density of Homagama divisional secretariat division reports as a low-density area. However, the population density of the Seethawaka and Padukka divisional secretariat divisions are not similar to what is seen in Homagama. This is represented in graph 2.1 below.



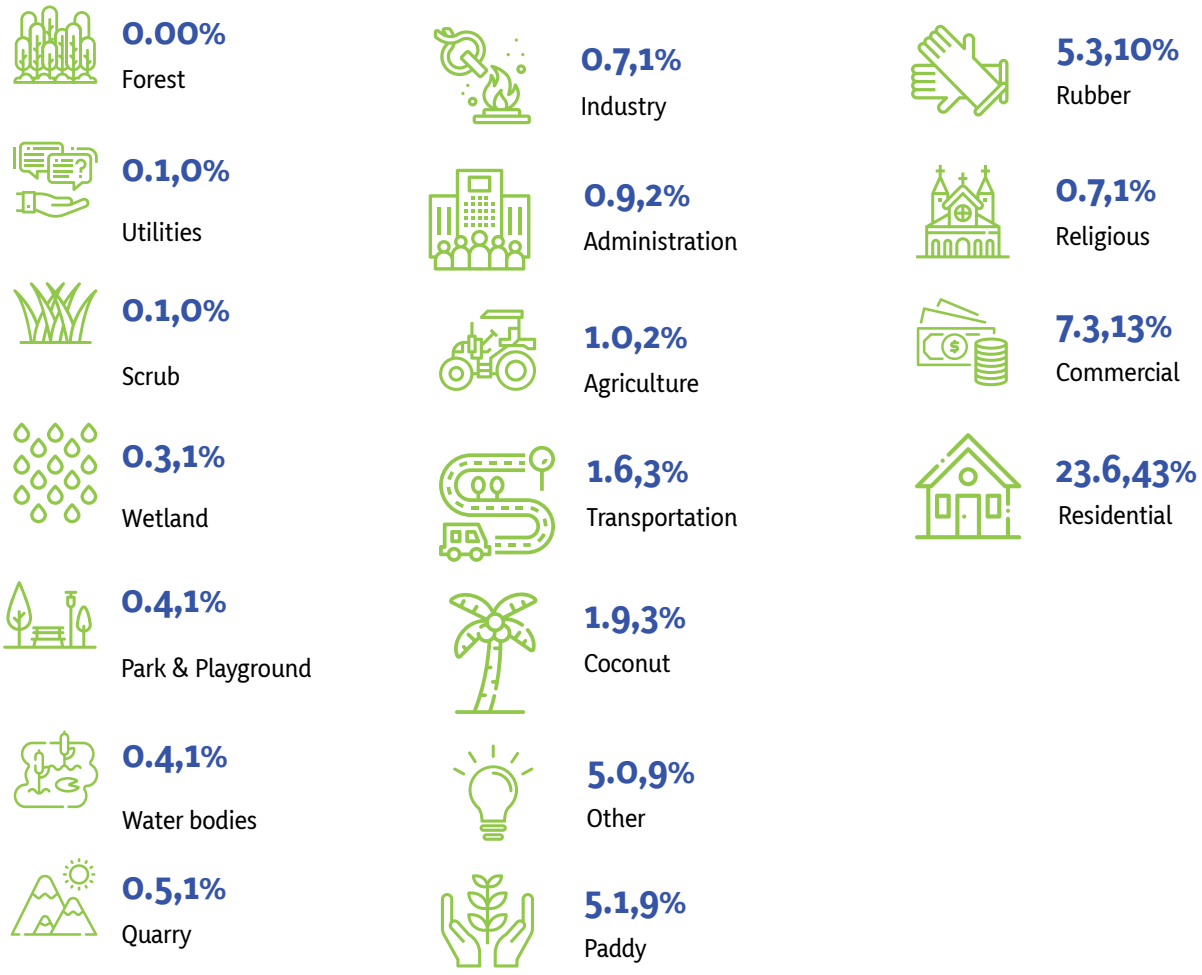
Graph 2.1 : *Population Density, 2012 - Colombo District (DSD)*
Source : *Department of Census and Statistics, 2012*

According to the Sri Lanka Department of Census and Statistics – 2012 reports, the total housing units in Homagama Divisional Secretariat Division was 61,505. 59,121 of that were considered permanent housing structures, and 2,282 were considered as temporary dwellings. The 102 other residencies were considered to be under construction.

The analysis was done on the land use pattern (Annexure 9) in 2017, illustrated the economic background of the Homagama area. According to that information, over the years the Homagama area became a highly populated area. It showed that 13% of the total land been used for commercial and service purposes, and 43% of land been used for residential use. The increase in demand for residential land has been met by the

development of largely agricultural land plots, which were used as far back as the 18th century. A closer inspection of the data reveals that the land used for the cultivation of rubber and coconut which is at 10% and 3% respectively, is much lower than that of the percentage of land used for residences. In this area, 9% of the total land is set aside as traditional paddy lands. There is also a distribution of green areas, which constitutes approximately 30% of the total land. This means that the Homagama area has a beauty that is more natural and is more suited to residential living than other places. The land use pattern of the area is indicated in the following graph 2.2.

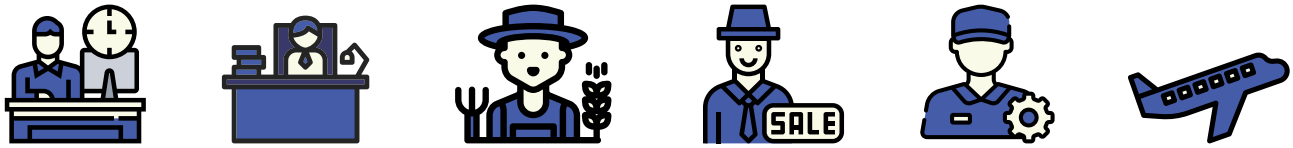
According to the Sampath pathikada report released by the Homagama divisional secretariat office in 2016, 9% of the families in this area are involved in agriculture.



Graph 2.2 : *Distribution of Land Uses in Homagama Planning Area - 2017* | ***Source :*** *Landuse data 2008 and 2017 year, GIS Division and Western Province Division, Urban Development Authority*

This means that in the year 2012 out of the 200,000 people living in this area, 8,000 – 12,000 families are involved in agriculture and that only 9% of the total land is used for paddy cultivation.

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



18% Government Employees

47% Private Employees

7% Agricultural Sector

12% Self employments

9% Foreign Employees

4% Labours

Figure 2.1 : *Distribution Of Employment In It's Nature - 2016*
Source : *Sampath Pathikada Report, 2016, Homagama DSD Office*

The Sampath Pathikada report released in 2016 by the Homagama district secretariat office shows that a majority of the commercial service providers are clustered around cities and that they cater primarily towards the residential needs of that area.

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

Table 2.1: *Distribution of Commercial uses in Homagama- 2016*
Source : *Sampath Pathikada, 2016, Homagama DSD Office*

Examination of the commercial uses within the Homagama town center shows that the many of the service providers are clustered towards the town center and that they are distributed on either side of the main roads (figure 2.2).

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

Figure 2.2 : *Activity aglomaration aroung Homagama Town and along Highlevel road*
Source : *Google Street View - 2015*

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

According to an analysis of the significance and width of the canals, the Kalani River, Pusweli stream and Maha stream, as well as Nudun canal are prominent waterways. The Kalani and Kalu river areas are also noted as the primary drainage sites. The main waterways of this region are shown in figure 2.3. The 200-acre Barawa Wetland area, as well as the 100-acre Badhuwilawatta environmental sensitive area, are key environmentally sensitive areas within the region. (Map 2.1)

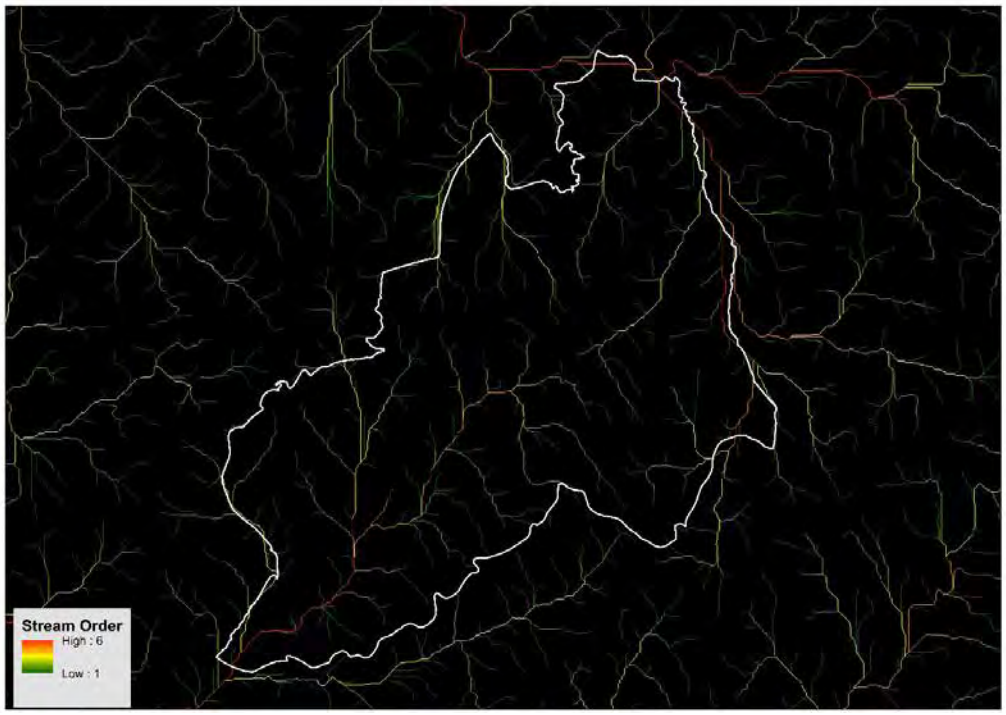
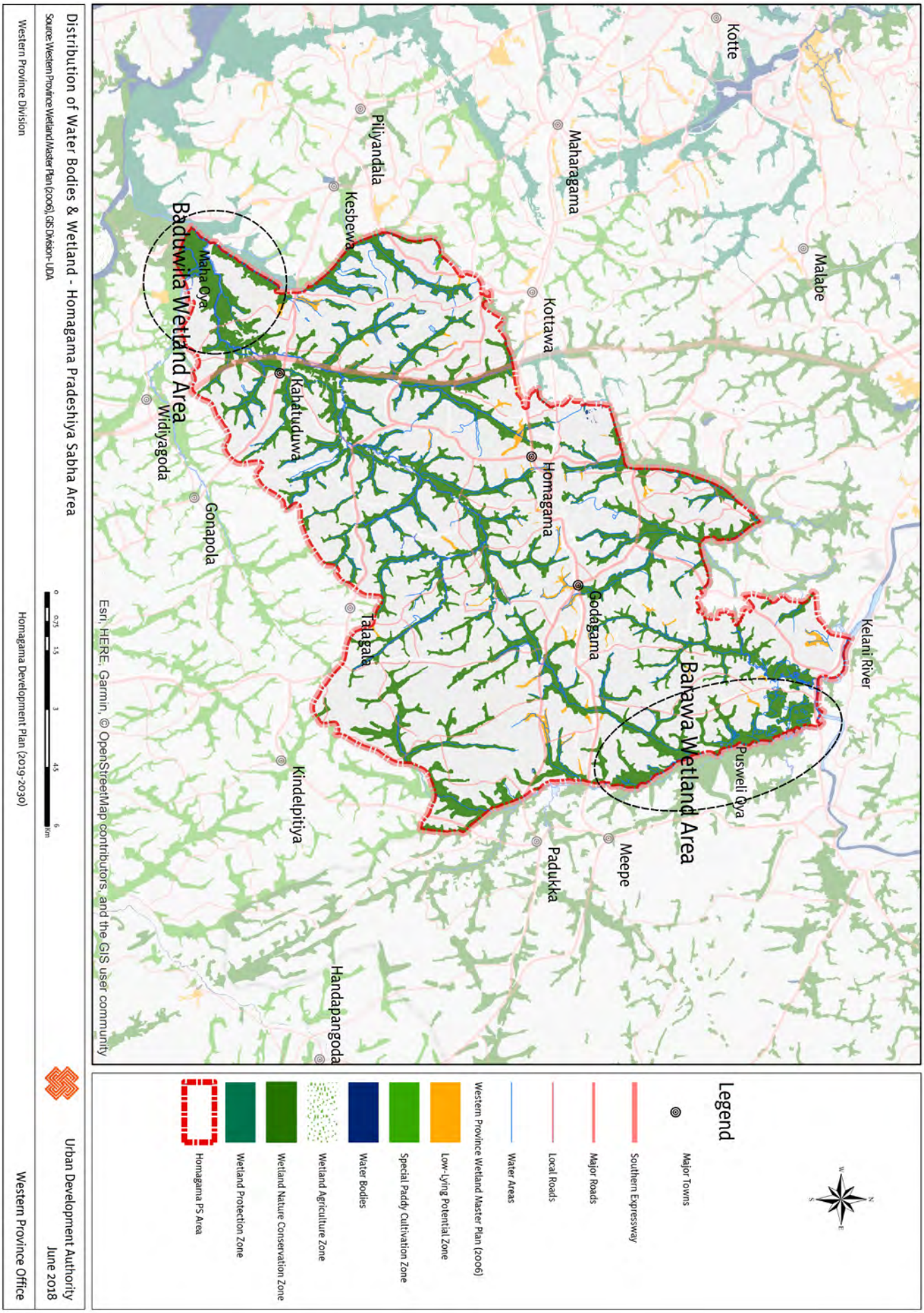


Figure 2.3 : Canal Distribution and Magnitude – Homagama Planning area
Prepared by : Western Province Division, UDA, 2018

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

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



Map 2.1: *Hydrology Network and Wetland Distribution- Homagama Planning area*

Prepared by : *Western Province Division, UDA, 2018*

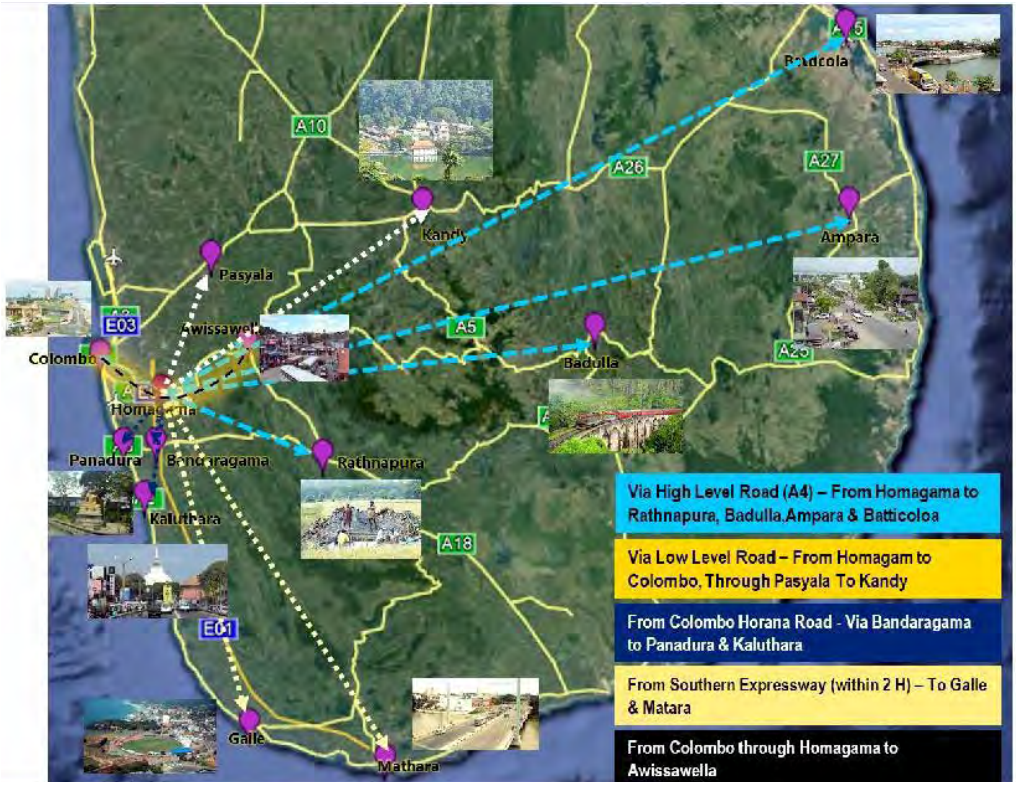
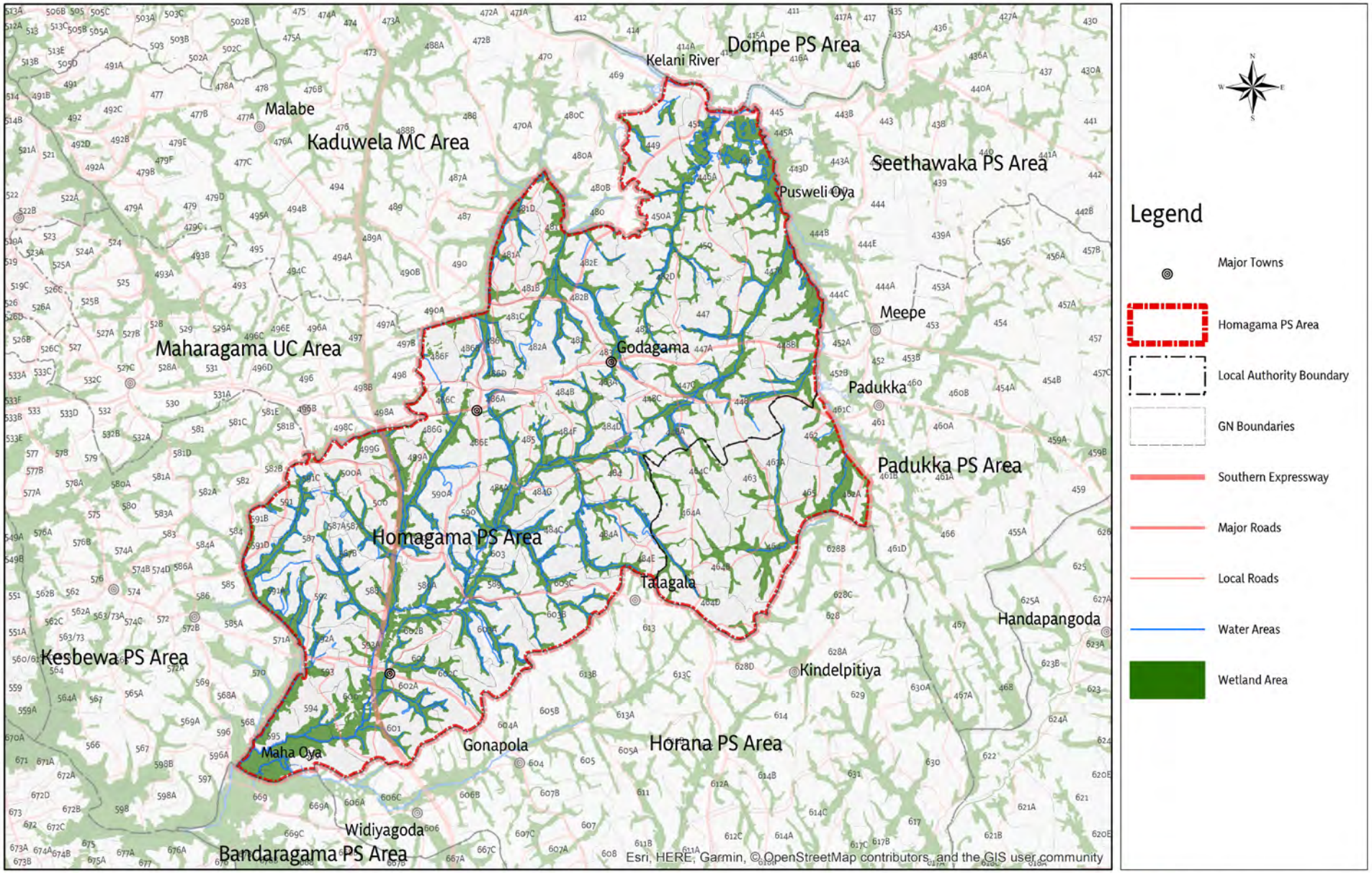


Figure 2.4 : Roads and Transport Network of Homagama Planning area
***Prepared by :** Western Province Division, UDA, 2018*

2.3. Delineation of the Planning Boundary

The Homagama Pradeshiya Sabha covers Homagama Divisional Secretariat Area, in addition to ten (10) Grama Niladhari Divisions (GNDs) within the Padukka Divisional Secretariat Area. The history of the developments within the Homagama planning area shows that there are developments within the whole Homagama pradeshiya sabha. The current development plan has been designed as an addition to the 2008 – 2020 development plan, aiming to extend the development until 2030.

On closer inspection of the magnitude of the Homagama planning area, it can be noted that it is comparatively smaller than adjacent pradeshiya sabhas. However, according to the data collected by the Survey Department of Sri Lanka the published planning area of Homagama is quite large at 138 square kilometers. Map number 2.2. Shows the layout and dimensions of the Homagama planning area.



Declared Planning Area - Homagama

Source:Western Province Wetland Master Plan(2006), GIS Division-UDA, Survey Department

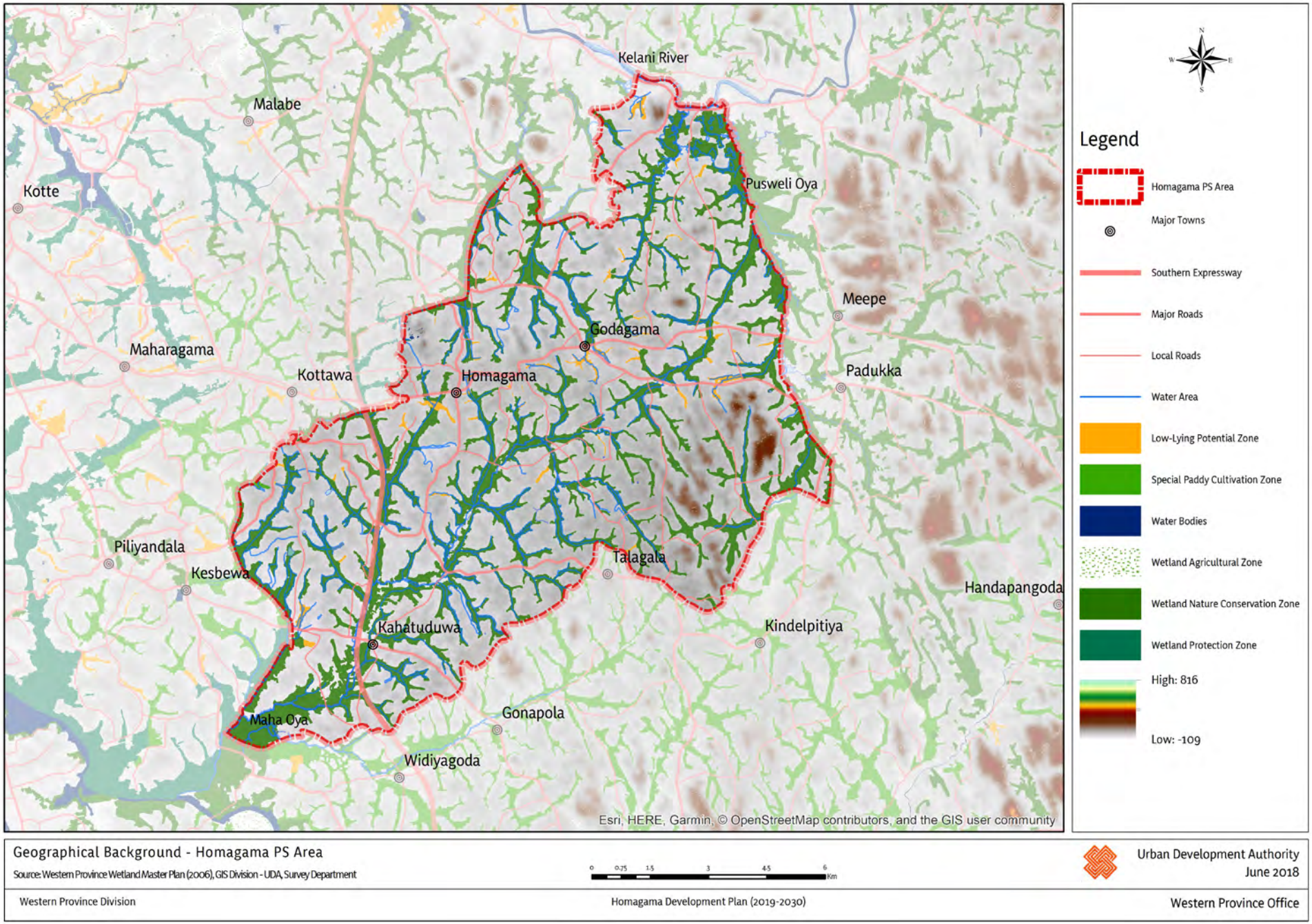
0 0.75 1.5 3 4.5 6 Km

Urban Development Authority
June 2018

Western Province Division | Homagama Development Plan (2019-2030) | Western Province Office

Map 2.2: *Declared Homagama Planning Area*

Prepared by : *Western Province Division, UDA, 2018*



Map 2.3: *Geographical Characteristics of Homagama Planning area*

Prepared by : *Western Province Division, UDA, 2018*

When the other planning areas within the Colombo District are examined, it is apparent that the areas close to Homagama such as Kaduwela, Maharagama, Kesbewa, Padukka, Horana, and Biyagama Urban Councils and Pradeshiya Sabhas are all included in Development Plans by the year 2030. Because Homagama Pradeshiya Sabha area is 138 square kilometers in extent, due to the mega-development plans such as the Tech City project, and due to the convenience in enacting the various laws and regulations, it has been decided that a Development Plan (2030) should be designed for the Homagama Pradeshiya Sabha area.

Another aspect considered was the geological characteristics of the area. The Maha Oya (stream) that branches off from the Kalu Ganga, the Pusweli Oya that branches off from the Kelani River and the Kalani River are some of the prominent geographical characteristics of the area. The current development plan has considered these characters, especially because the various canals provide a natural boundary to the area. Map 2.3 shows the geographical characteristics of this area.

The area of the Homagama Development Plan (2019 – 2030) is demarcated within the boundaries that were defined by a combination of the geographical characters of that area and the administrative boundaries of the Homagama Pradeshiya Sabha.

The Homagama planning area will constitute of 91 Grama Niladhari divisions. Since these 91 GN divisions are enveloped within the planning area, the new development plan has also integrated all of those 91 GN Divisions in its planning area.

The Homagama Development Plan (2030) aims to include the development plan previously prepared for Homagama Pradeshiya Sabha, this attempt either to compliment or to further the development efforts existed before. This is an important consideration. In order to define the active planning boundaries in the Homagama area that is within the Western Province, an analysis of the development pressure of the area was carried out. (Figure 2.6). Additionally, the changing pattern of land use in this area during the last few decades have also been considered and can be seen in figure 2.5.

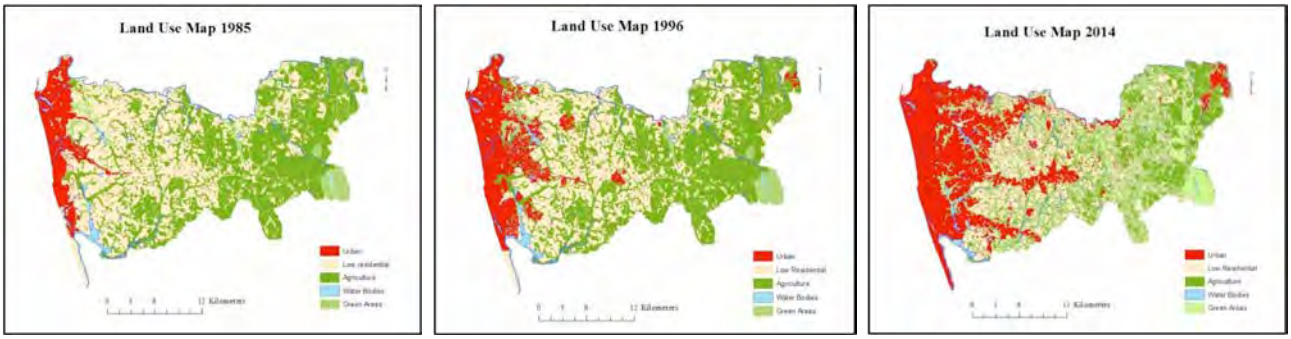


Figure 2.5 : Landuse Change – Colombo District
Source : http://article.sapub.org/10.5923.j.ajgis.20170603.01.html,2017

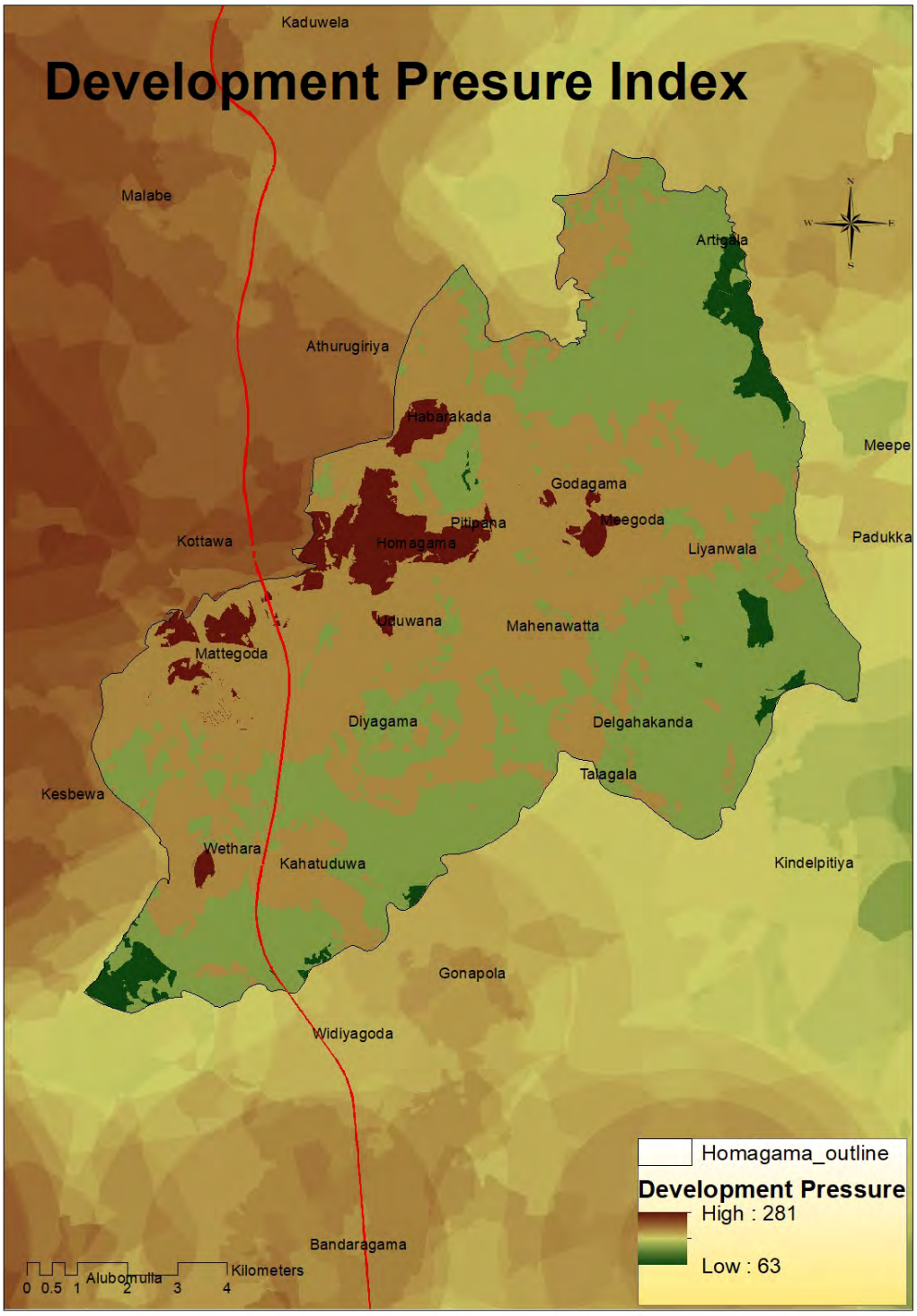


Figure 2.6 : Development Pressure Analysis
Prepared by : Western Province Division, UDA, 2018

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

Chapter 02
Preliminary Study

Delineation of the Planning Boundary

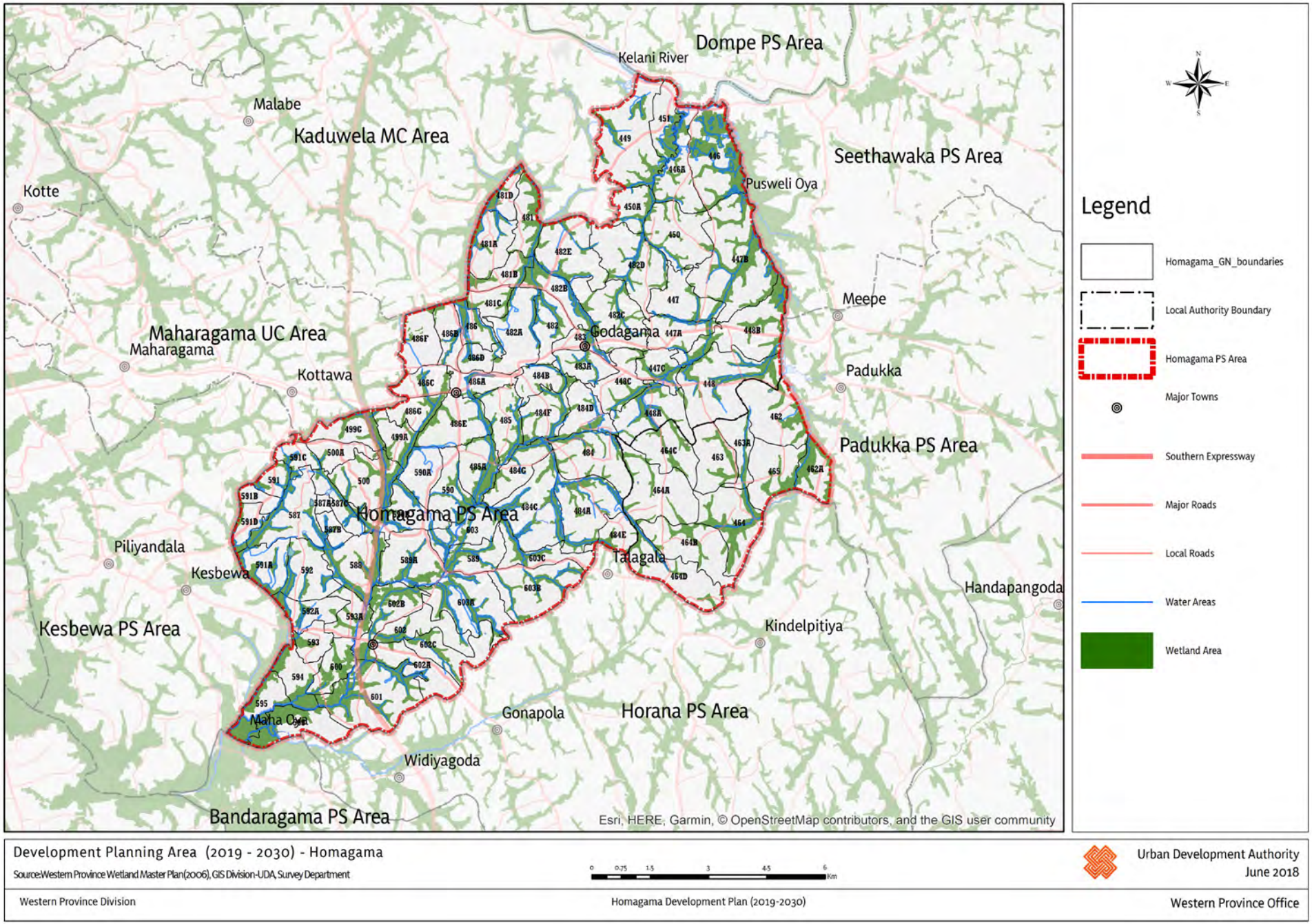
When identifying the results of the analysis that are relevant to the proposed development plan, the activities that spread from the Colombo district towards the Homagama and Godagama towns along the High-Level road is important.

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

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

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

It has been decided that such a plan should embrace the existing development plans designed for the peripheral areas. Accordingly, the Homagama Area defined geographically to consist of 132 km2 of land consisting of 91 GN divisions is considered the planning area for Homagama Development Plan 2019-2030. Planning Area of Homagama Development Plan (2018-2030) is shown in Map number 2.4 and (Annex 9) provides the list of GNDs of the Development Plan.



Map 2.4 : *Homagama Planning Area 2018 - 2030*

Prepared by : *Western Province Division, UDA, 2018*

03

Chapter

The Need of the Plan

Chapter 03
The Need of the Plan

Key Concern - 01

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

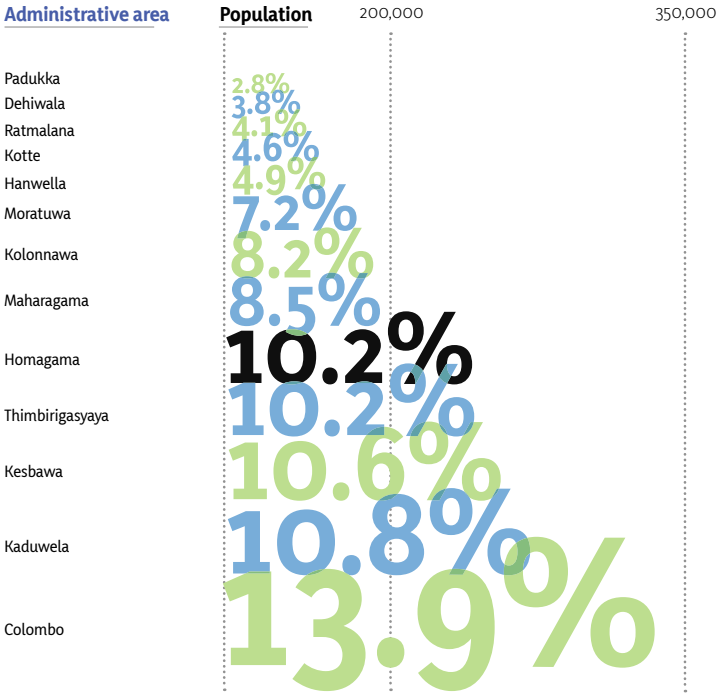
The increasing urbanization of the area has been caused for the attraction of large-scale development projects and this motive has affected the natural environment negatively. This has posed major area-specific concerns with the ever-increasing population of the area.

Key Concern - 01

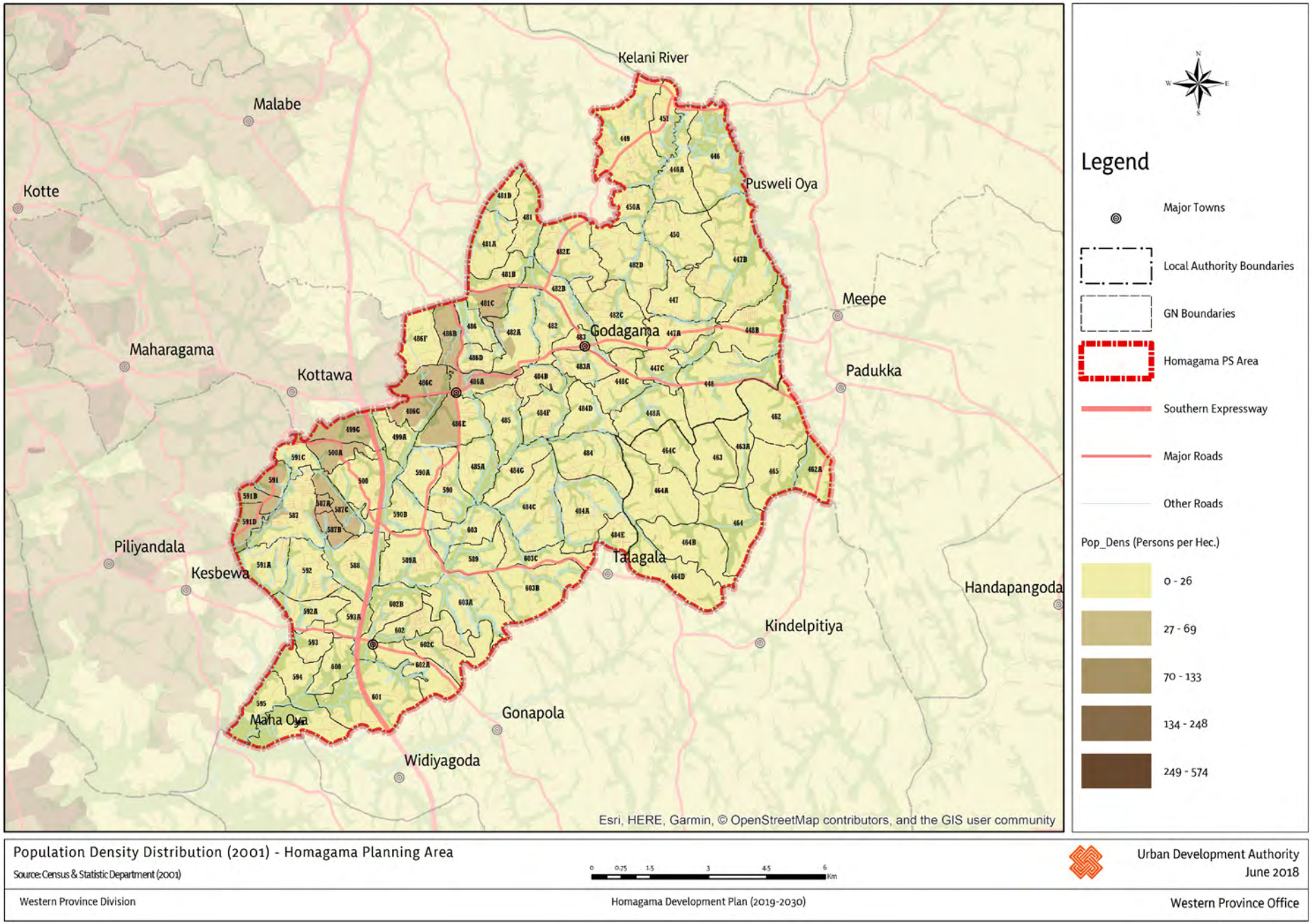
It is necessary to take action to mitigate the threat to the environment sensitive areas due to the increasing trend of the spread of current residential activities to environmentally sensitive areas.

The Colombo district has grown rapid urbanization and development since the last few decades up until now. The different areas within the Colombo district, the Homagama area comprises 11% of the total Colombo District population, which in itself contributes to 40% of the total Sri Lankan population. Therefore, the 252,469 or so individuals that live in the Homagama Pradeshiya Sabha area makes that second most populace Pradeshiya Sabha within the Colombo district. The following graph 3.1 shows the distribution of the residential population within the Colombo district.

Population Distribution - Colombo District 2012

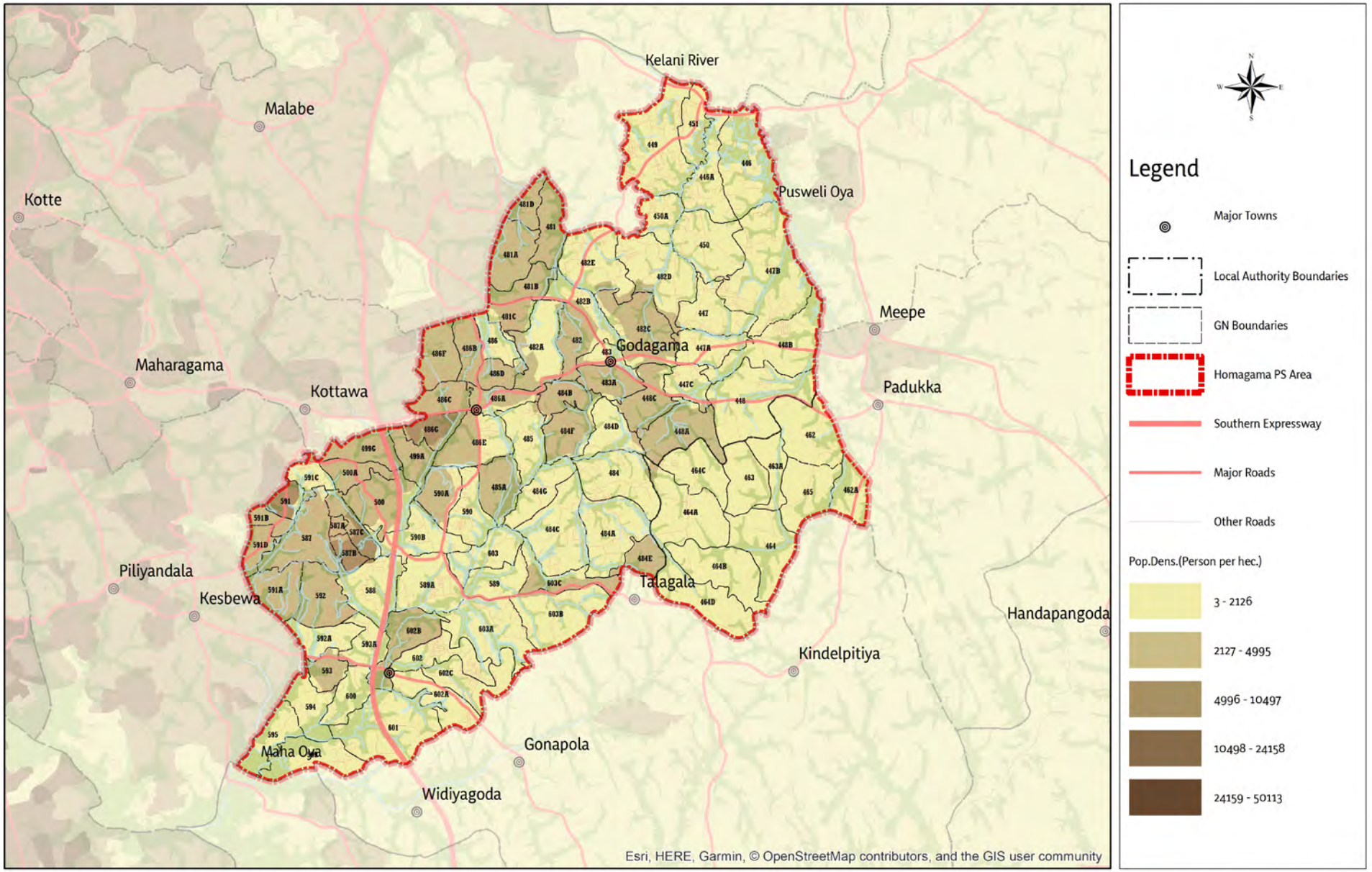


Graph 3.1 : *Population Distribution – Colombo District 2012*
Source : *Department of Census and Statistics, 2012*



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

Source: *Department of Census and Statistics, 2012*



Source : *Department of Census and Statistics, 2012*

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

The highly populated Homagama area has seen a population growth rate of 2.29% in the 2001 – 2012 time period. Additionally, the population density data shows that in 2012 population density has increased in areas near the Homagama town such as Godagama, Meegoda, and Kahathuduwa. When the data from 2001 is compared to 2012 it is apparent that the population density has increased in the city and town areas as well as in the village areas. Maps 3.1 and 3.2 above show the population density in the Western province in 2001 and 2012 respectively..

The total land area within the Homagama area, 43% of the land is being used for residential purposes, while 13% and 1% of the land is used respectively for commercial, and industrial purposes that provide services to the residential population. Graph 3.2 shows the land use data within the Homagama pradeshiya sabha area.

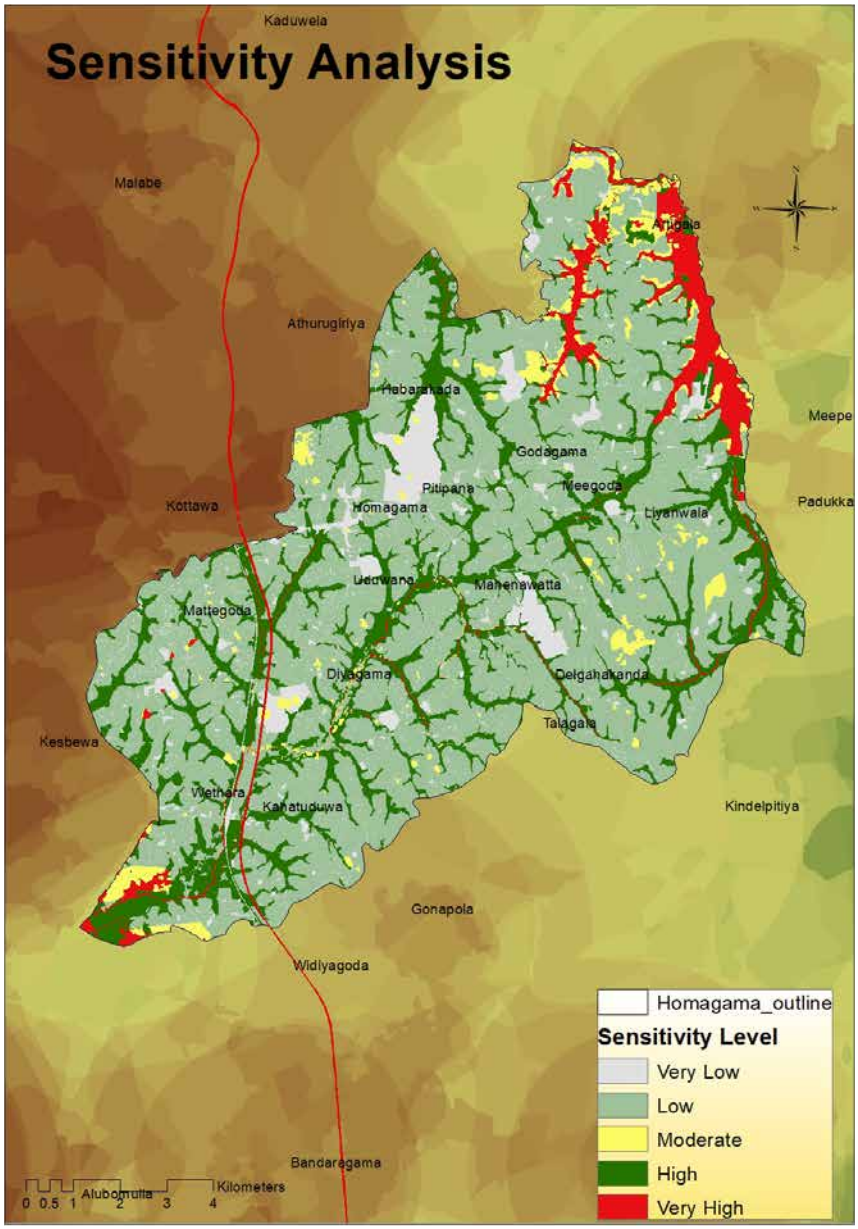


Figure 3.1 : Distribution of Environmental Sensitive areas
Source : Western Province Division, UDA, 2018

Chapter 03
The Need of the Plan

Key Concern - 01

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

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

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

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

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

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

Table 3.1: Flood affected Houses and population – Homagama area
Source : Disaster Management Centre, Sri Lanka, 2017

The planning team has undertaken several studies in areas are significant in terms of population distribution, growth rate, increasing land value, land sales, with a view to establishing the reasons for the above. The results of this analysis suggested that the reason for the increasing number of residences within the environment sensitive areas was due to the low land values in that area, as well as the influx of people to Homagama who have the capacity to invest in land. According to the analysis, approximately 600,000 people are expected to inhabit the Homagama area by the year 2030, and some of these people will likely choose to settle in environmentally sensitive areas. Therefore, there is a need for a solid development plan, which can guide future development efforts while maintaining the natural environment of this area.

Key Concern - 02

It is necessary to take necessary actions to develop the area to counter any potential impacts and constraints to arise from the proposed Tech City Development Project of the Government of Sri Lanka..

migrated to Homagama 45% had done so for employment opportunities within the private sector and has higher educational qualifications as well. Furthermore, 57% of the individuals within this area earn more than 80,000 rupees per month. Therefore, the Homagama planning area is considered a residential area that has a strong labor force that has a considerable economical capacity.

The Tech City Initiative recognized in 2016 by the Government of Sri Lanka that will center on Homagama extends to Homagama Mahenawatta, Malabe, and Athurugiriya city limits. The current progress of the Tech City Initiative shows that the Homagama Mahenawatta town area's developments have far exceeded those of the other two towns; the opening of the Sri Lanka Institute of Nanotechnology and Green University in this area support the claim.

Chapter 03
The Need of the Plan

Key Concern - 02

The technology city is expected to provide 22,660 employment opportunities, and 29,400 residences as well as being able to attract 114,500 people from other areas of the country in the near distant future according to their predictions over their project.

According to the current statistics and data pertaining to the rate of population growth, the population in the Homagama area is expected to increase to at least 400,000 persons by the year 2030. However, when the influx of population due to Tech City Initiative is added onto the current population growth rate, the population in Homagama is expected to reach almost 600,000 by the year 2030.

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

- *Is the current water supply adequate to supply the proposed technology city, and if it isn't what would be the alternative?*

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

- *Sewage Management of Homagama Area*

At present, there is no comprehensive septic waste management system in place within the Homagama Area. It is apparent that either the current inhabitant's deposit such waste in drainage areas or in certain cases; waste is dumped in areas such as the city centers or environmentally sensitive areas. Some are disposed of into waterways.

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

Solid Waste Management of Homagama Area

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

Power Supply in Homagama Area

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

The failure of the previous technology city initiative in Malabe is important for this plan in going forward. It is valuable to understand why such a large-scale development project would fail. It is also important to identify previous similar projects, for example the technology city project in Bangalore. In investigating that project, it is clear that the extent of the project area that was developed under such a large-scale project was quite large, and the changes were drastic. The developments seen specifically in the population density, relocations to that area, land use, and the building architecture were quite visible. Furthermore, the developments also corresponded with a higher need for transportation facilities, and also affected the traffic in that area.

There is a need for a new plan that would enable the Homagama area to be developed through a technology city initiative by 2030. This plan should focus on achieving the positive aspect and goals or previous such projects whilst discouraging or avoiding detrimental effects to the area.

The above data explains how the distribution of industries within residential areas can contribute to environmental issues in such areas. According to evaluation of the population density in the Homagama area it is clear that the Homagama City, Matthegoda, Godagama, Kahathuduwa, and Mahenwattha areas are of high density.
On comparing the data from the population density studies with the data provided by the Central Environmental Authority it is clear that there is an overlap of the placement of A, B, and C type industries in the high population density areas.

Since there is a high likelihood that there will be more industries emerging in this area due to the technology city initiative, the Homagama Development Plan is required in order to identify where to locate them.

All of the above-mentioned factors have contributed to the decision to move forward with the 2019 – 2030 Development Plan in order to develop the Homagama area in accordance with the government policy to bring the country under an overall development framework. This Development Plan further aims to improve infrastructure to support the expected future growth of industries and residential zones. It will be essential due to those future industries and residential zones being equipped with better facilities and technologies. It further aims to provide protection for environmental sensitive areas whilst ensuring the conservation of floral diversity within this area.

Key Concern 03

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

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

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

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

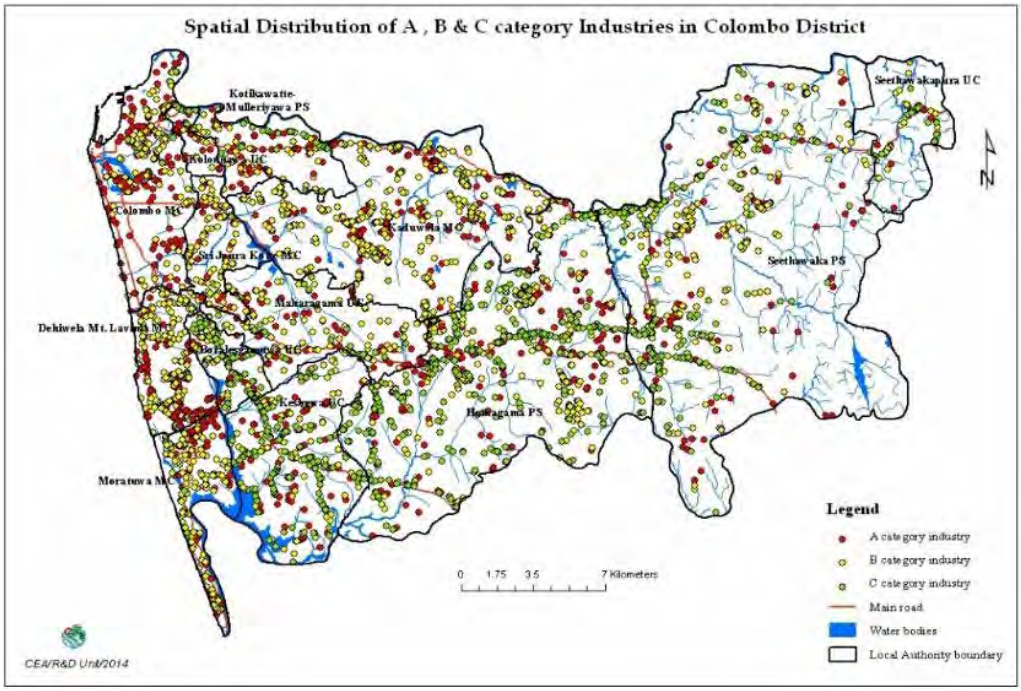


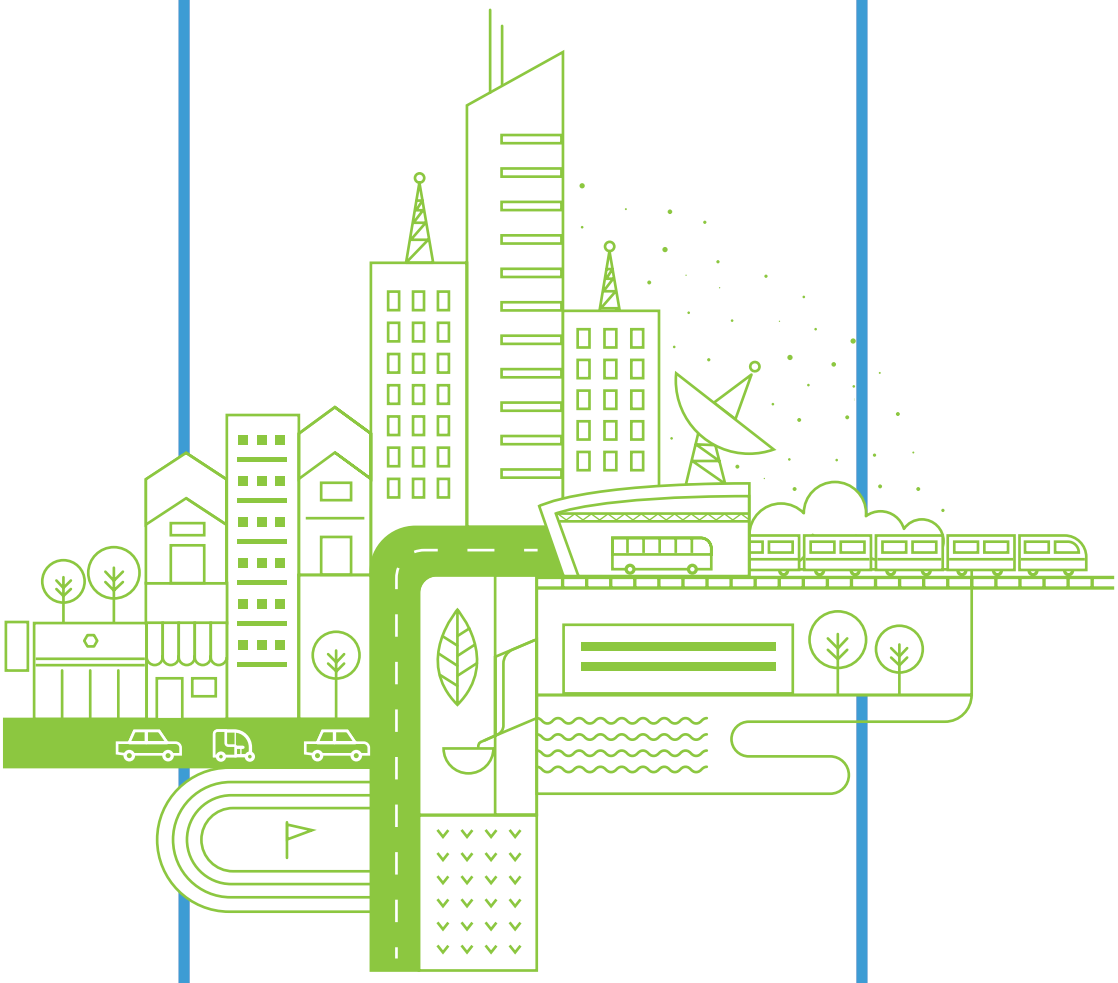
Figure 3.2 : Distribution of Type A,B and C industries – Colombo District, 2014
Source : CEA, 2014

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

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

Therefore, as the possibility is high that there could be more and more industries to be established in the area under the proposed Technology City Development project, it is essential to have a new development plan.

Having considered all the above facts, it has been concluded that this development plan for the period 2019-2030 should be prepared and implemented to reflect the development policy of the government and the Homagama Development Plan should be more directed towards creating an enabling environment to facilitate the development based on new initiatives while protecting the environmental sensitive areas, and the residential areas with better infrastructure.



Part II

APPROVAL OF THE DEVELOPMENT PLAN FOR THE HOMAGAMA PRADESHIYA SABHA AREA

I, Patali Champika Ranawaka, Minister of Megapolis and Western Development do hereby approve the Development Plan for the Homagama Pradeshiya Sabha area, having considered the recommendation made by the Board of Management of the Urban Development Authority on 09th 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,
17th and 18th Floors,
"Suhurupaya",
Sri Subhuthipura Road,
Battaramulla.

Date: 01st August, 2019.

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The Gazette of the Democratic Socialist Republic of Sri Lanka

EXTRAORDINARY

අංක 2135/25 - 2019 අගෝස්තු මස 06 වැනි අඟහරුවාදා - 2019.08.06

No. 2135/25 - TUESDAY, AUGUST 06, 2019

(Published by Authority)

PART I : SECTION (I) — GENERAL

Government Notifications

NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE HOMAGAMA 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 Homagama Pradeshiya Sabha area on the 01st day of August, 2019.

PATALI CHAMPIKA RANAWAKA,
Minister of Megapolis and Western Development.

Ministry of Megapolis and Western Development,
17th and 18th Floors,
"Suhurupaya",
Subhuthipura Road,
Battaramulla.
01st 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 HOMAGAMA 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 Homagama Pradeshiya Sabha area has been approved on 01st 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.

Date: 01st August, 2019.

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04

Chapter

The Planning Framework

4.1. Vision

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

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4.2. Vision Statement

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

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

In keeping with the vision of the Development Plan of Homagama (2019–2030), the Pradeshiya Sabha area planned to develop with Green parks alongside with residential density development represents the physical and environmental characters similar to what has been defined as a Green City.

Here, the word 'City of Experts' is being used in the vision of the Development Plan to embody the potential areas of development which could be considered towards the present and future development of Homagama area allied with the vision. Especially with a view to integrating the initiatives such as the Technology City, with the support of the state policies, and since the majority of the development efforts in this area constitutes the development of residencies. It has been decided that the development plan (2018–2030) to be designed to reflect the objective of enhancing the density of the resident population as one of the key indicators in its guide towards a Green City. Furthermore, the green city objectives cannot be accomplished only through the support of the City of Experts. There should be an intelligent resident population in order to reinforce this objective. Failing to do so mean that there could be the emergence of shanties and underserved housing, which would misdirect the way towards the accomplishing the goal of the Green City.

Accordingly, the Vision of the Development Plan upholds Homagama as the 'the Green City of Experts'.

4.3.1.3. Goals and Objectives

The Vision of Homagama Development Plan 2019 – 2030 will be achieved through 04 main Goals

Goals 01

A safeguarded environment, A Green City

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

Goals 02

An Affluence City, A Comfortable Neighborhood

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

Goals 03

An Efficient Infrastructure Network, Covering The Entire Area

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

Goals 04

Promote a Tech Corridor, Accommodating High Tech Industries and Service

This intention is to plan the Homagama area in order to implement the Tech City Development Project and its related services.

4.4 Goals

Goal 01

A safeguarded environment, A Green City

Objectives

1. To Protect the wetlands in Homagama planning area which are identified under the Western Province Wetland plan in 100% by the year 2030
2. To protect the all Waterbodies which is 1% of total landuse in Homagama planning area in 100% by the year 2030
3. To promote green area redevelopments through the plan in accordance with the proposed Gren developments within the Tech Corridor development form Malambe to Mahenawatta
4. To create Kelani River reservation, Mahaoya Stream and Pusselioya Stream reservations as Green zones and recreational spaces by the year 2030
5. To open up the residential area of about 3370 hectares around Barawa Sensitive area for eco-friendly developments and to take planning directives to enhance the land value of those lands
6. To redevelop the identified roads within the city limits as Boulevards by the year 2030.
7. To enhance the legibility of town centers and to represent the Green concept in town centers by creating Green Parks in main towns namely Homagama, Godagama and Kahathuduwa by the year 2030

Goal 02

An Affluence City, A Comfortable Neighborhood

Objectives

1. To develop Homagama and Kahathudawa towns as main neighborhood centers by the year 2030
2. To provide recreational and open spaces to cover the entirety of the Homagama area 50% by the year 2030
3. To promote density based development in the planning area based on the road hierarchy via the development plan by 2030
4. To promote facilities to improve walkability within 500m buffer zone from the town centers of Homagama and Kahathuduwa envisioning a comfortable city for all by 2030

Goal 03

An Efficient Infrastructure Network, Covering The Entire Area

Objectives

1. To develop a well-connected road network in parallel to Tech city development which covers the entire planning area and enhances the connectivity of the area by selecting road developments in priority basis by 2030
2. To integrate Transport facilities and other urban facilities in Homagama, Godagama, Kahathuduwa and Meegoda towns by 2030
3. To cater for the Potable water demand of the area 100% covering entirely through the National Water Supply and Drainage Board by 2030
4. To fulfill the electricity demand 100% with Ceylon Electricity Board covering the entire planning area by 2030
5. To establish a planning framework for solid waste management by incorporating Aruwakkalu Solid Waste Management Project of Ministry of Megapolis and Western Development by 2030
6. To establish a sewage management mechanism for the planning area by the sewage management plan of Mahenwatta Tech City Development project by 2030

Goal 04

Promote a Tech Corridor, Accommodating High Tech Industries and Service

Objectives

1. To develop Godagama as the main town center in the tech Corridor by connecting via Meegoda town by 2030
2. To strengthen the industrial corridor from Malambe to Mahenawatta and Millewa by developing the industrial zones of Mahenwatta, Meegoda, and Templeburg by 2030
3. To strengthen the connectivity among Mahenwatta, Meegoda, and Templeburg industrial zones by improving the transportation network within the proposed tech corridor by 2030

05

Chapter

SWOT Analysis

A SWOT was undertaken to assess the objectives of the plan in the accomplishment of the vision of Homagama Development Plan 2019 – 2030. The success of this analysis was based on the detailed analysis of collected data and information.

Goals 01 A safeguarded environment, A Green City

S Strengths ශක්තීන්

- 25% of the lands identified are suitable for a green area development according to the data of the land use plan prepared for the year 2016
- 1% of the land could be identified as surface water area according to the data of the land use plan prepared for the year 2016
- At least 03 tanks enhancing the natural beauty could be found in the densely populated areas.

W Weaknesses දුර්වලතා

- 12 % of the Population tend to reside in more environmentally sensitive areas as per the population figures between the years 2001 to 2012.
- Paddy lands located close to the city area are being indiscriminately reclaimed.
- The main canal network is being dilapidated due to the lack of maintenance

Table 5.1 : SWOT Analysis- Goal 01
Prepared by : Western Province Division, UDA, 2018

O

Opportunities
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- Lowlands of the Homagama area has been identifying as wetland conservation areas in the wetland master plan of Western Province by the relevant institutions.
- The 400-acre Wetland along Pussali Oya has been included in the wetland conservation area in which Barawa Wetland Park also has been identified by the plan prepared by UDA for 2008 - 2020.
- 50 feet on either side of Kelani River (From the edge of the river bank)has been proposed as a flood protection area and suitable for environmentally friendly activities

T

Threats
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- The proposed mega projects to be implemented in Homagama area targets 13% of the green area.
- Several private sector land developers engaged in land sales target the areas of environmentally sensitive and Green areas.

Goals 01

පරිසරය සුරකින, හරිත නගරයක්
A safeguarded environment, A Green City

Strengths

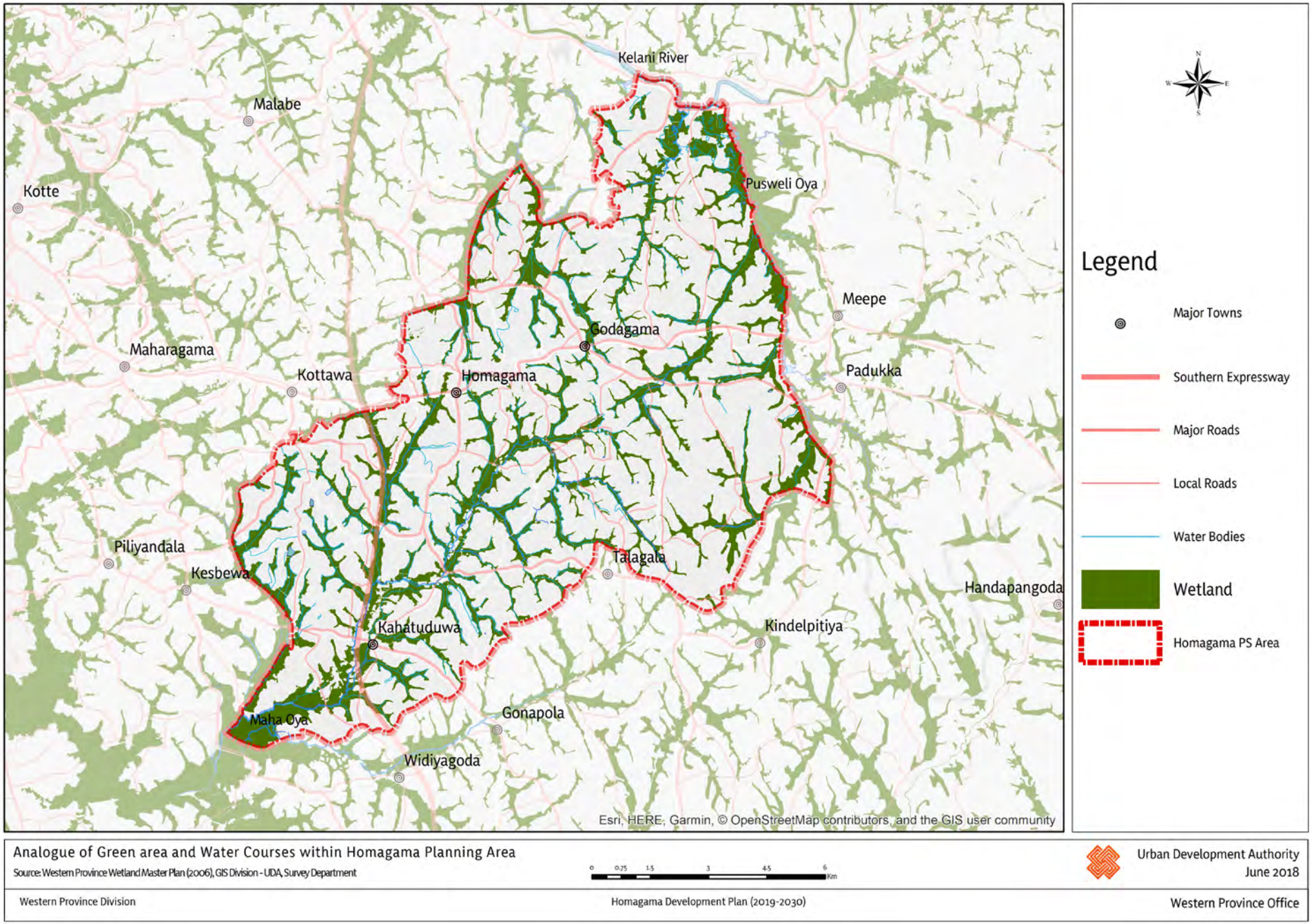
1. *25% of the land could be identified suitable for the green area according to the data of the land use plan prepared for the year 2016*

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

The objective of the Homagama new development plan for the period 2019–2030 is to create a complete Green City. Existence of 25% of the total land cover as a green area, in the above context, is a major strength.

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

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



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

Prepared by : *Western Province Division, UDA, 2018*

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

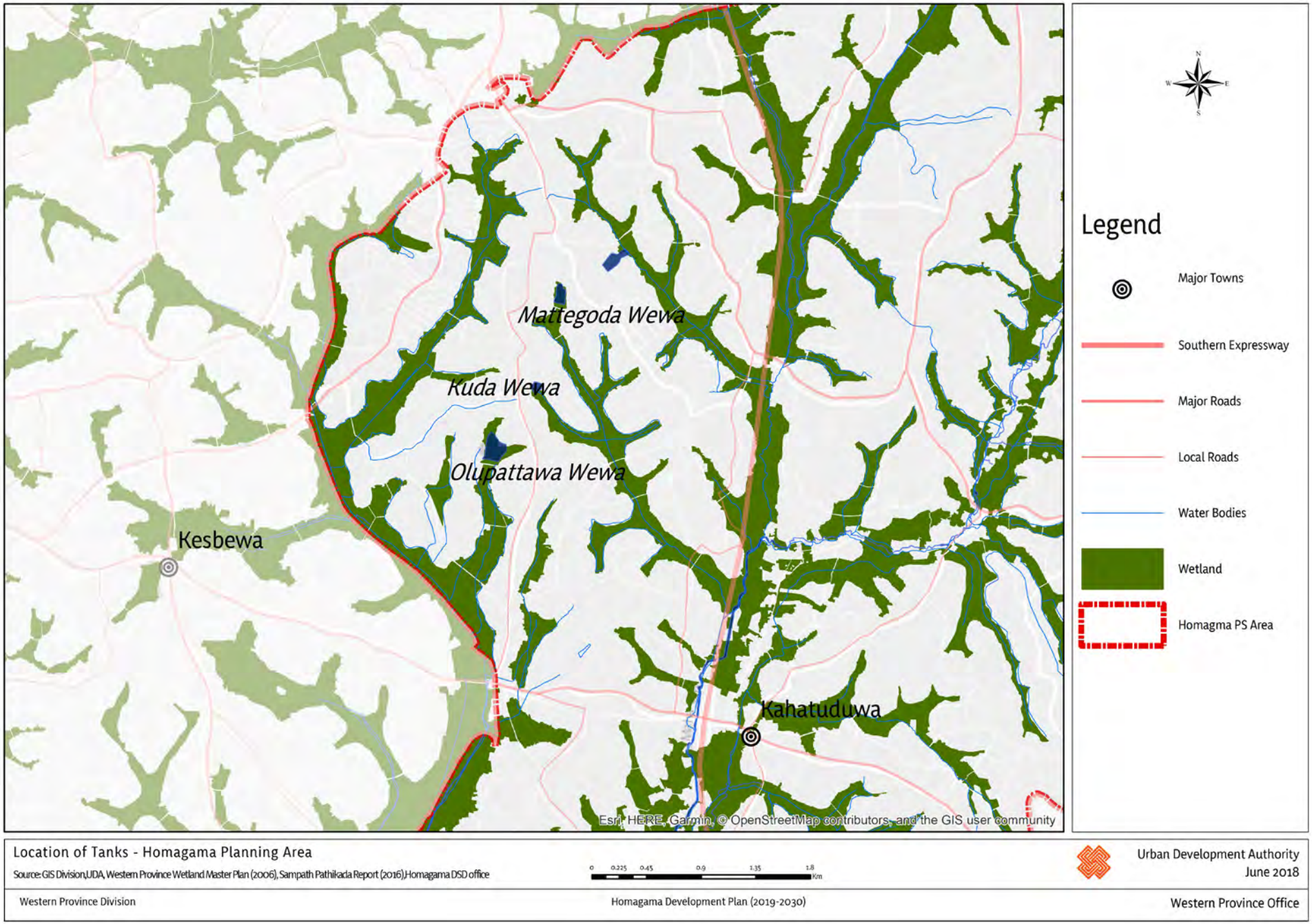
Homagama can be identified as an area with an increasing demand for residential purpose. According to the data of the Population and Housing Census (2001–2012), the population growth in this area is recorded at 2.4%. Relative to the densely populated areas in the Colombo District, Homagama can be considered as the third most populated area (with 11% of the population residing in the area). When creating a Green City, it is essential that environmentally protected ecosystems such as tanks are present. The importance of the presence of the Tanks is further enhanced with the 15 m wide conservation zones along with tank reservations by 2008 – 2020 plan (Tank Bund).

Maththegoda Tank

Olupattawa Tank

Kuda Tank

Figure 5.1 : *Tanks around Homagama area*
Source : *Environment and Landscape Division, UDA, 2018*



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

Prepared by : *Western Province Division, UDA, 2018*

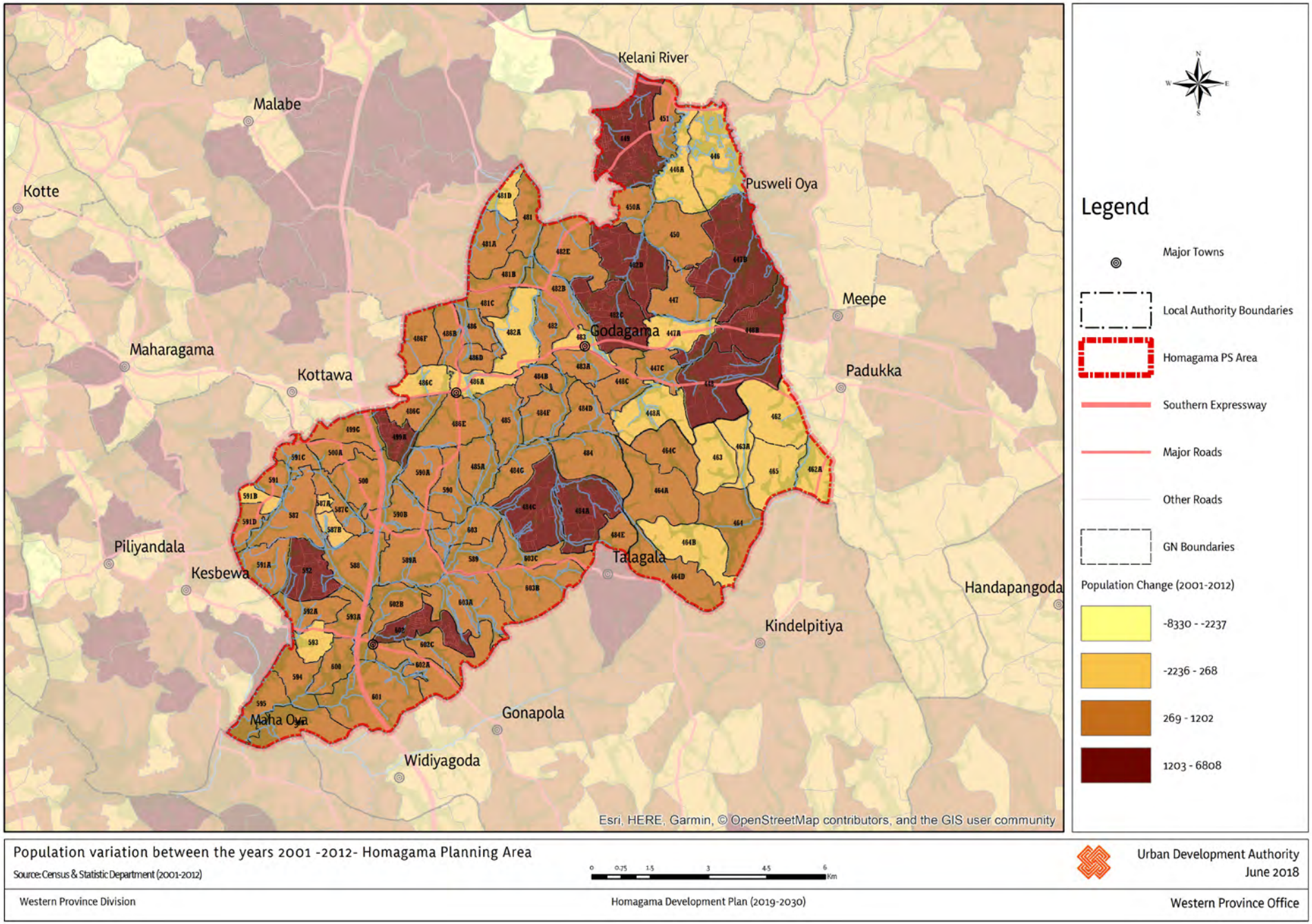
Weakness | Goals 01

1. *The 400-acre Wetland on either side of Puswali Oya has been included in the wetland conservation area in which Barawa Wetland Park also has been proposed to be identified in the development plan 2008 -2020 of UDA (Annexure 08).*

According to the data analysis and as per the population affected by the Floods, it is estimated that the population so affected constitute 12% of the total population in Homagama Area. The population Maps no 5.3 and the sensitivity analysis is shown in figure no 3.1 indicate that the population variation occurs due to increase in the population of Homagama area, which can be a negative character when considering the area to be developed as a green City 2001 – 2012

Figure 5.2 : *Unauthorised Landfilling near Homagama town area*
Source : *Google Earth*

Figure 5.3 : *Unauthorised Landfilling near Godagama Town area*
Source : *Google Earth*



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

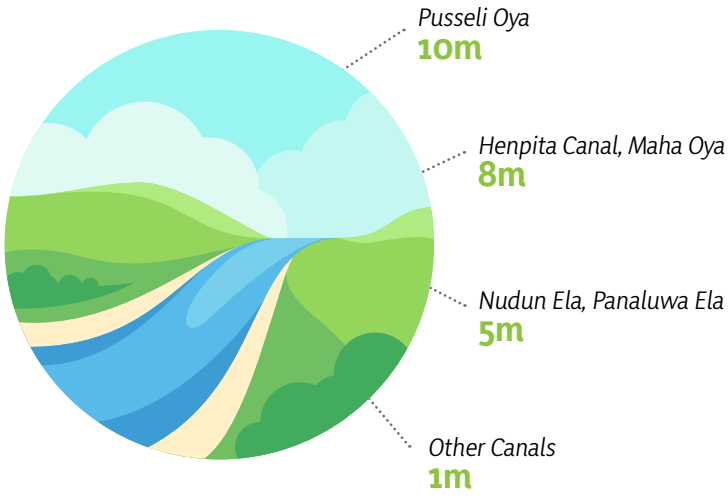
Prepared by : *Western Province Division, UDA, 2018*

Figure 5.4 : Unauthorised Landfilling along High Level road
Source : Google Earth

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

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

Figure5.5 : Main Streams – Homagama PS area
Source : Environment and Landscape Division, UDA, 2018



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

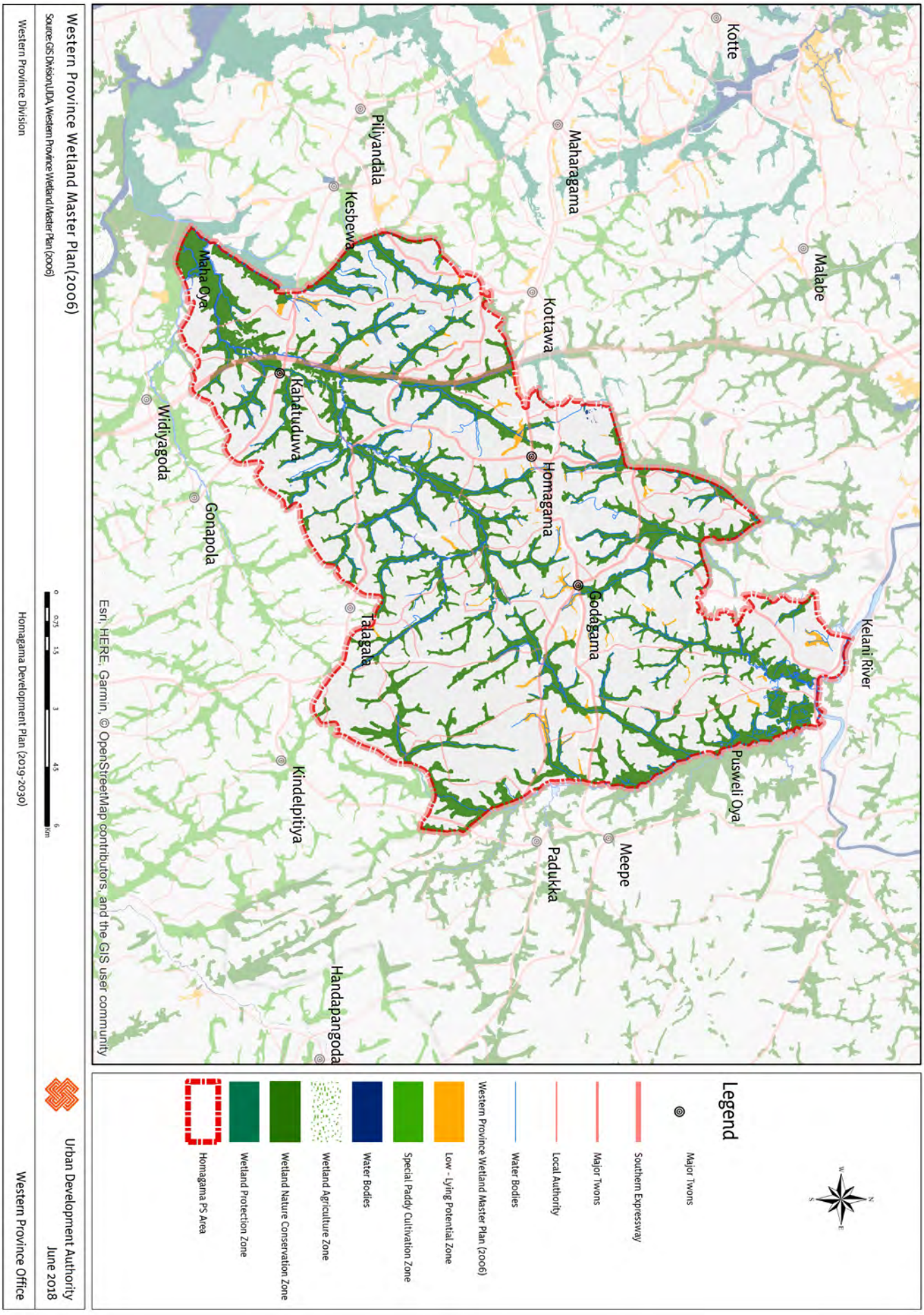
Table 5.2 : Reservations - Homagama Development Plan 2008 - 2020
Source : Homagama Development Plan 2008 – 2020, Western Province Division, UDA

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

Opportunities | Goals 01

1. *Majority of the Lowlands of the Homagama area has been identified as wetland conservation areas in the wetland master plan of Western Province by the relevant institutions (Map 5. 4).*

The task of establishing a Green City cannot be an entrusted to a single agency/ institution. The identification of the western province Wetlands Conservation areas by a team of institutions can be considered a strong opportunity. The Wetland Master Plan identifies 10% of the wetlands in Homagama Area as conservation zones including a majority of the low lands in this area.



Map 5.4 : *Wetland Master Plan, Western Province, 2006*

Prepared by : *Western Province Division, UDA, 2018*

2. *The 400-acre Wetland on either side of Puswali Oya has been included in the wetland conservation area in which Barawa Wetland Park also has been proposed to be identified in the development plan 2008 -2020 of UDA (Annexure 08).*

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

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

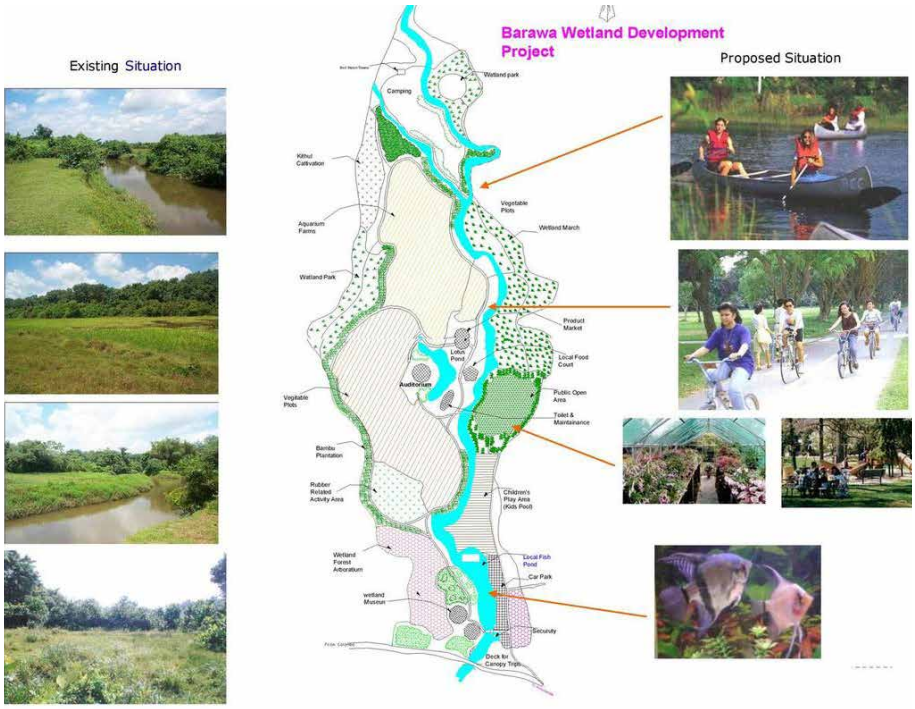


Figure 5.6 : *Barawa Ecological Park Development Project*
Source : : *www.skyscrapercity.com/showthread.php?p=136622389, Homagama project, Sukhithapurawara Programme, 2015*

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

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

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

The present outlook of the surroundings of Kelani River looks but a cluster of large concrete buildings, which obscure natural beauty of the river. There are several objectives of creating a Green City. Among them is the ability to absorb the rising temperature and to provide space for sustainable natural beauty are the main objectives. Therefore, it is proposed to create more spaces for ventilation and mitigate the rising temperature of the area through a project along the Kelani River and its reservation of about 132 Km2.

The Green City would enable to create more openings through which there could be more breeze, which can control the rising temperature along the Kelani River and its embankments that fall within the 132 km2 stretch of the land area. There will be legal protection for the conservation area thus mushrooming of buildings will be stopped. This is a strong opportunity.

Figure 5.7 : *Building Character along Kelani River*
Source : *Google Street View, 2007*

Threats | Goals 01

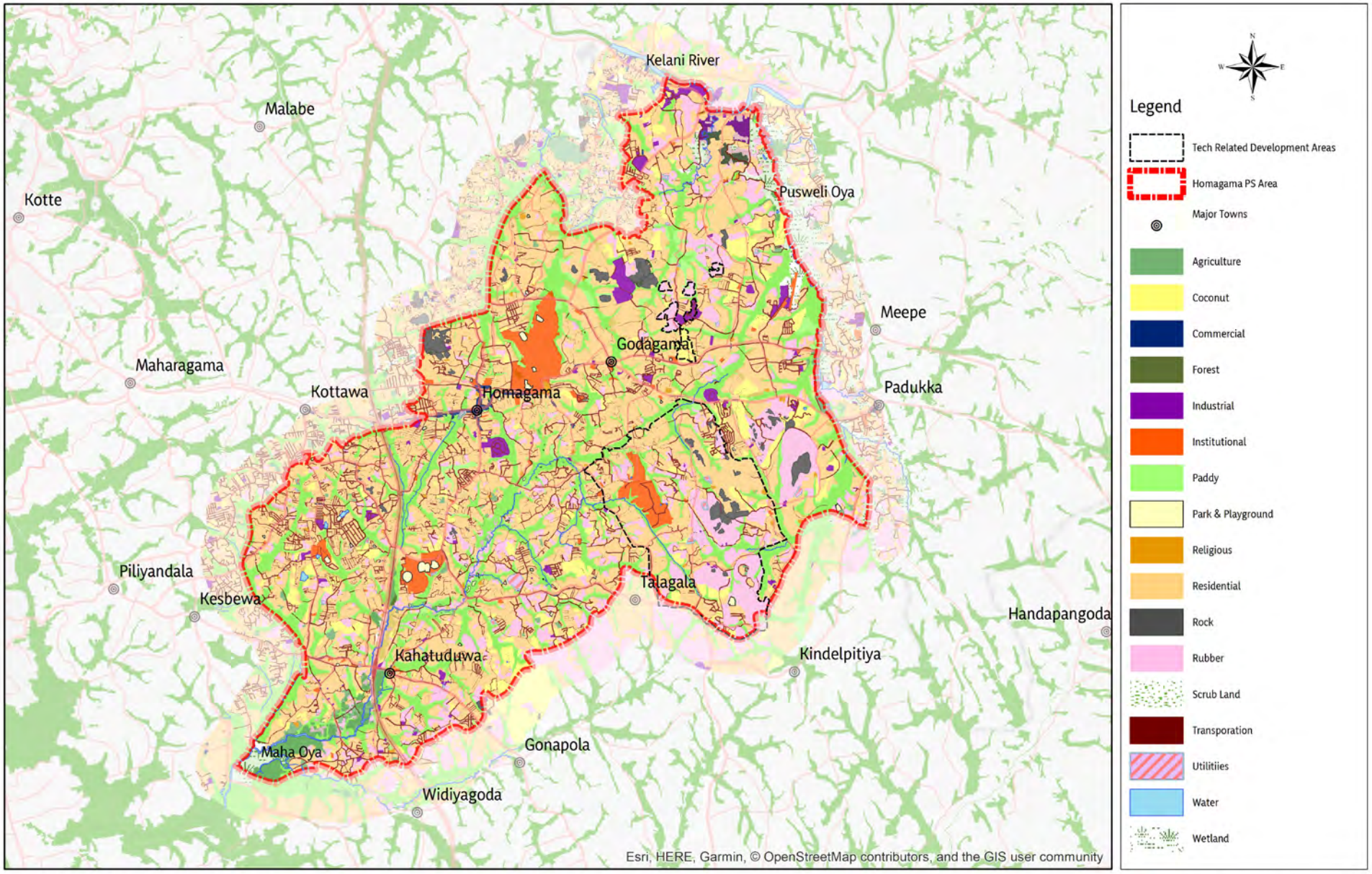
1. *Nearly 13% of the green area will be occupied by the proposed mega projects earmarked to be established at present in Homagama area.*

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

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

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

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



Identified Land for the Development Projects Implementation (2017) - Homagama Planning Area

Source: Data (2008), GIS Division-UDA,Inspection, Inspection Data (2017), Western Province Division,UDA

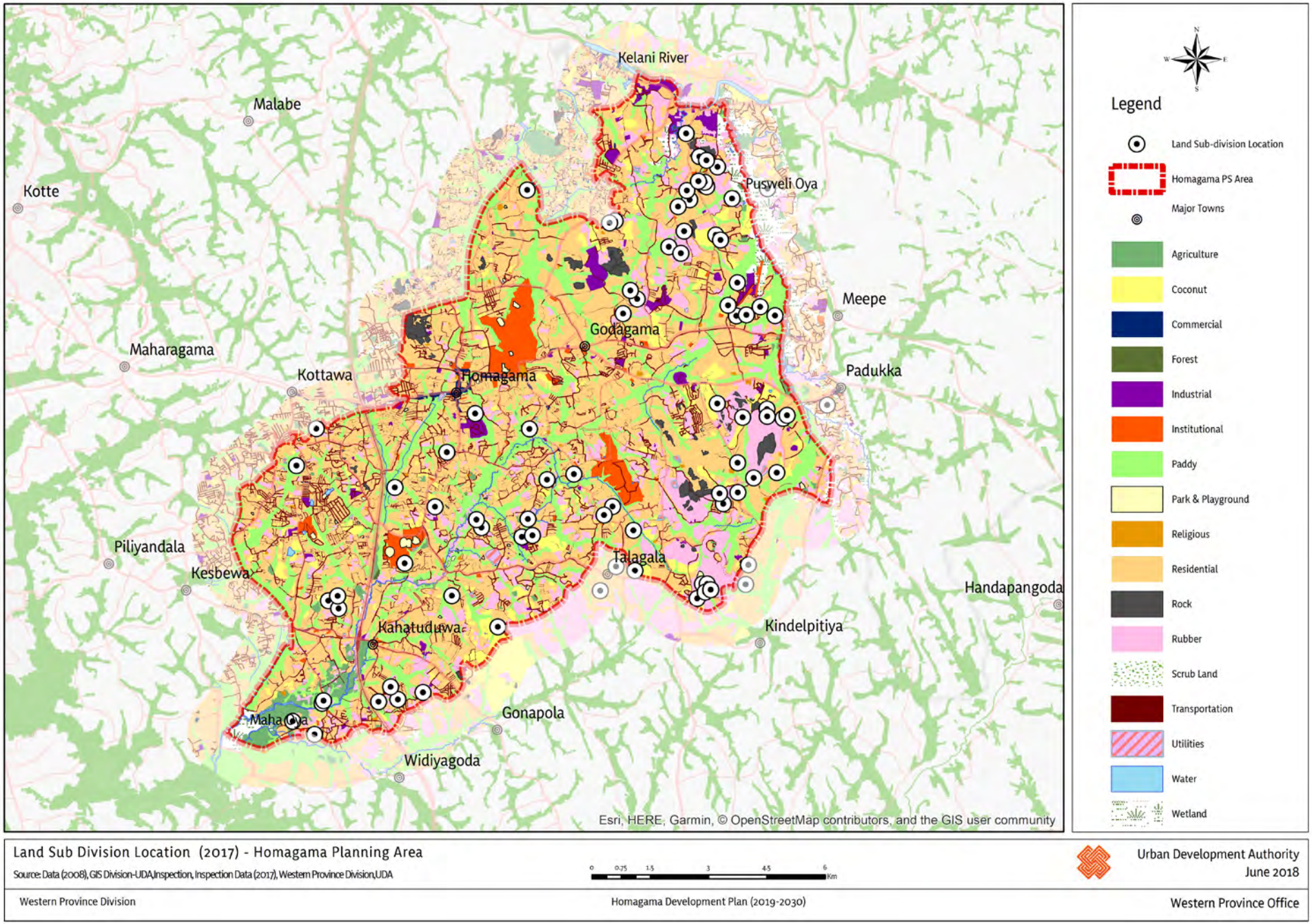
0 0.75 1.5 3 4.5 6 Km

Urban Development Authority
June 2018

Western Province Division | Homagama Development Plan (2019-2030) | Western Province Office

Map 5.5 : *Lands proposed for project implementation*

Prepared by : *Western Province Division, UDA, 2018*



Map 5.6 : *Land Subdivisions, Homagama area - 2017*

Prepared by : *Western Province Division, UDA, 2018*

Goals 02 An Affluence City; Comfortable Residential Area

S Strengths ශක්තීන්

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

W Weaknesses දුර්වලතා

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

Table 5.3 : SWOT Analysis - Goal 02
Prepared by : Western Province Division, UDA, 2018

O

Opportunities
අවස්ථා

- A higher level of residential uses which is proposed to be attracted through the proposed Technology City project
- The attraction for residential use of the area through the increased number of employment opportunities (22600) that will be created through the proposed Technology City Project.

T

Threats
තර්ජන

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

Goal02

පොහොසත් නගරයක්, සුවපහසු නේවාසික ප්‍රදේශයක්
An Affluence City, A Comfortable Neighborhood

Strength | Goals 02

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

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

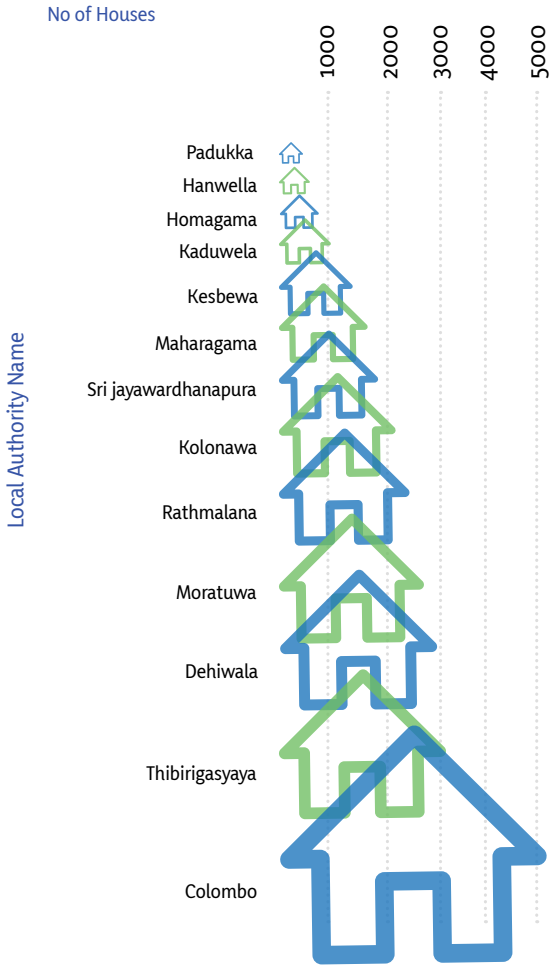
It is essential to observe the behavior of the population growth pattern when establishing a Residential area. When examining the population data of the Colombo District in 2001 and 2012, it is observed that the population growth is higher in the Pradeshiya Sabha area of Homagama relative to other areas.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

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

Table 5.4 : *Population Growth rate- Colombo District Administrative divisions, 2001 - 2012*
Source : *Department of Census and Statistics 2001 – 2012*

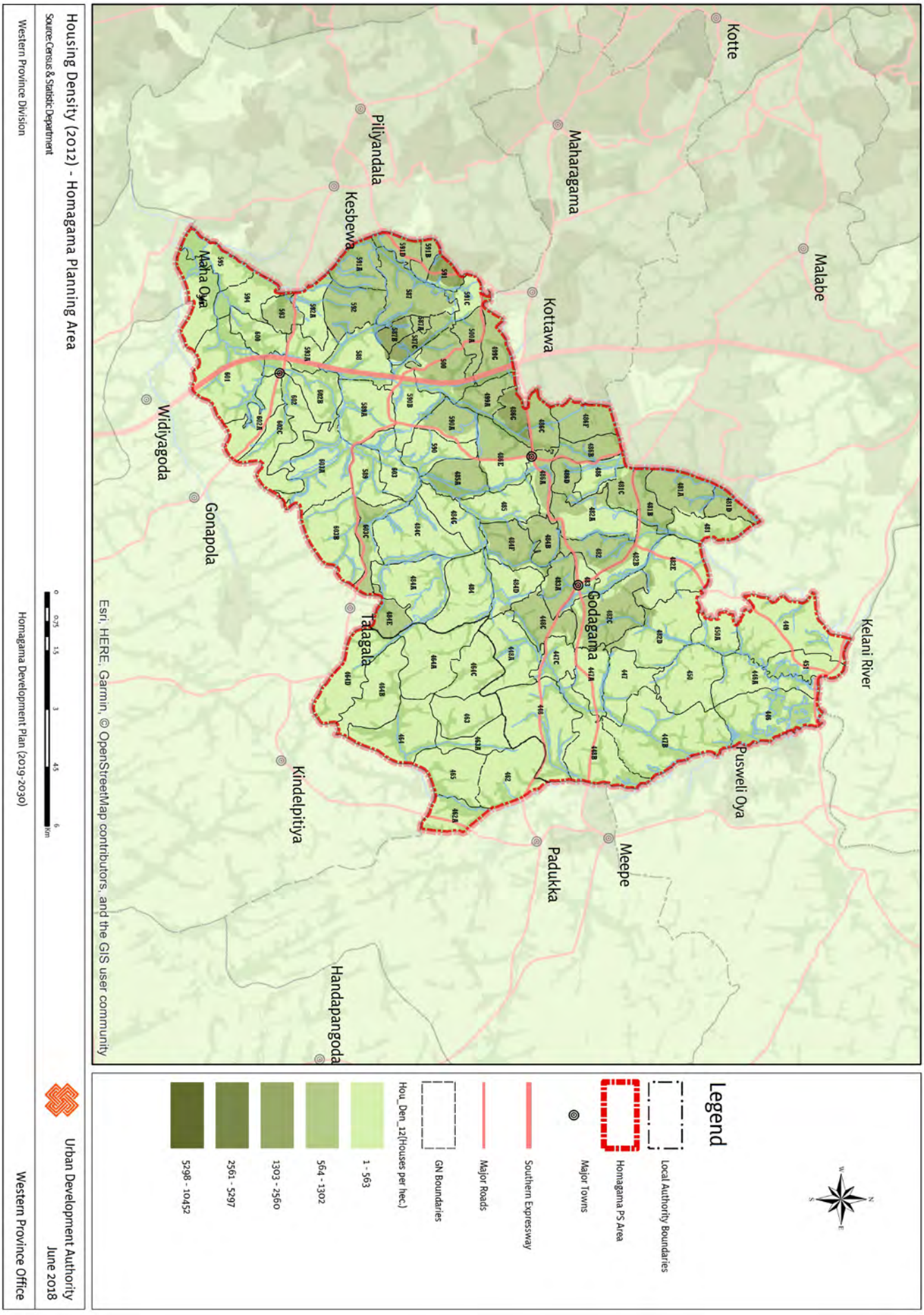
Even population growth is comparatively high, it can be considered as a fact in an area to be developed as a residential city, the prevailing low population density and low housing density in Homagama area is a good opportunity since the population density is dependent on the land extent.
(Graph 2.1, 5.1 and Map 5. 7).

Housing Density (2012) - Colombo District



Graph 5.1 : *Housing Density 2012 - Western Province*
Source : *Department of Census and Statistics 2012*

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



Map 5.7 : *Housing Density 2012 – Western Province*

Source : *Department of Census and Statistics 2012*

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

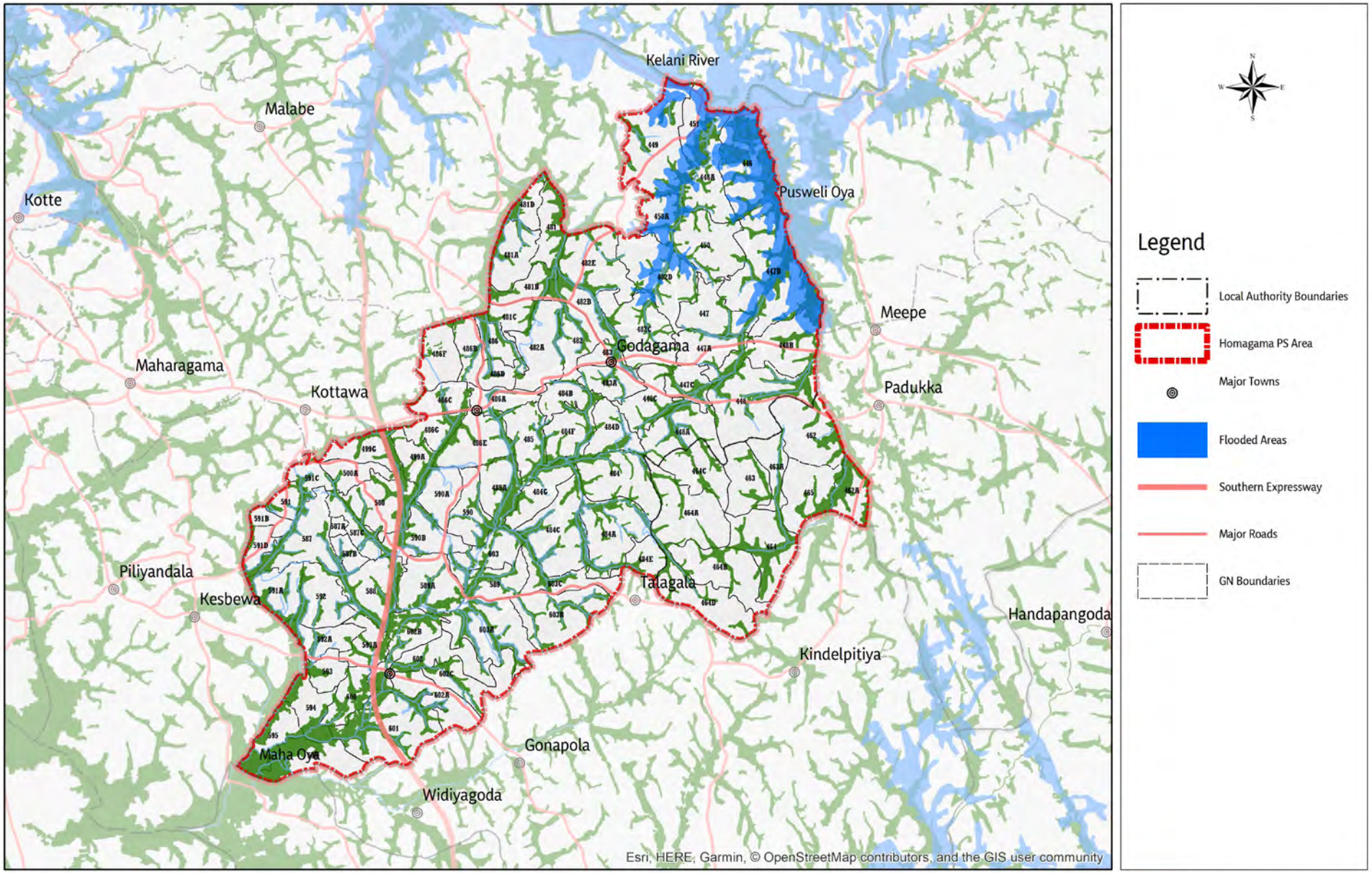
The Development Plan for the period 2019-2030 envisages establishing an Affluence City and a Comfortable Residency area in Homagama. In that context, an environment free from natural disasters is qualified to be a comfortable resident area.

Homagama falls within the wet zone of the country above 10 m MASL. It can also be protected from water sources. In such a locality, one of the frequent natural phenomena could be the floods. Colombo is subject to floods very often and it paves way for the outbreak of diseases. Having Homagama located within Colombo District, it is very remote that Homagama is subject to any frequent floods. This is a strong point when creating Homagama as An Affluence City and a Comfortable Residency.

Research carried out by the Disaster Management Center (DMC) revealed that Floods could affect Homagama. Therefore, it is essential to identify those flood-prone areas. Especially the areas on either side of the Kelani River is subject to be affected by floods caused by a river overflowing. Of the 92 GNDs, this situation arises in the GNDs of Atigala (North), Panaluwa, Nawalamulla, Jalthara, Henpita, Watareka, Walpita, and Nawalamulla. More population in this area have been affected by floods since the year 2000. The areas along Pusseli Oya can be seen about 15 feet under water at least two to three times a year.

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

These factors tend to conclude that Homagama is an area minimally affected by natural disasters, which is a strong strength. (Map 5.8).



Flood Prone Area in Homagama - 2014

Source: Disaster Management Centre,Desinventra DataBase, 2017

0 0.75 1.5 3 4.5 6 Km

Urban Development Authority
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Western Province Division

Homagama Development Plan (2019-2030)

Western Province Office

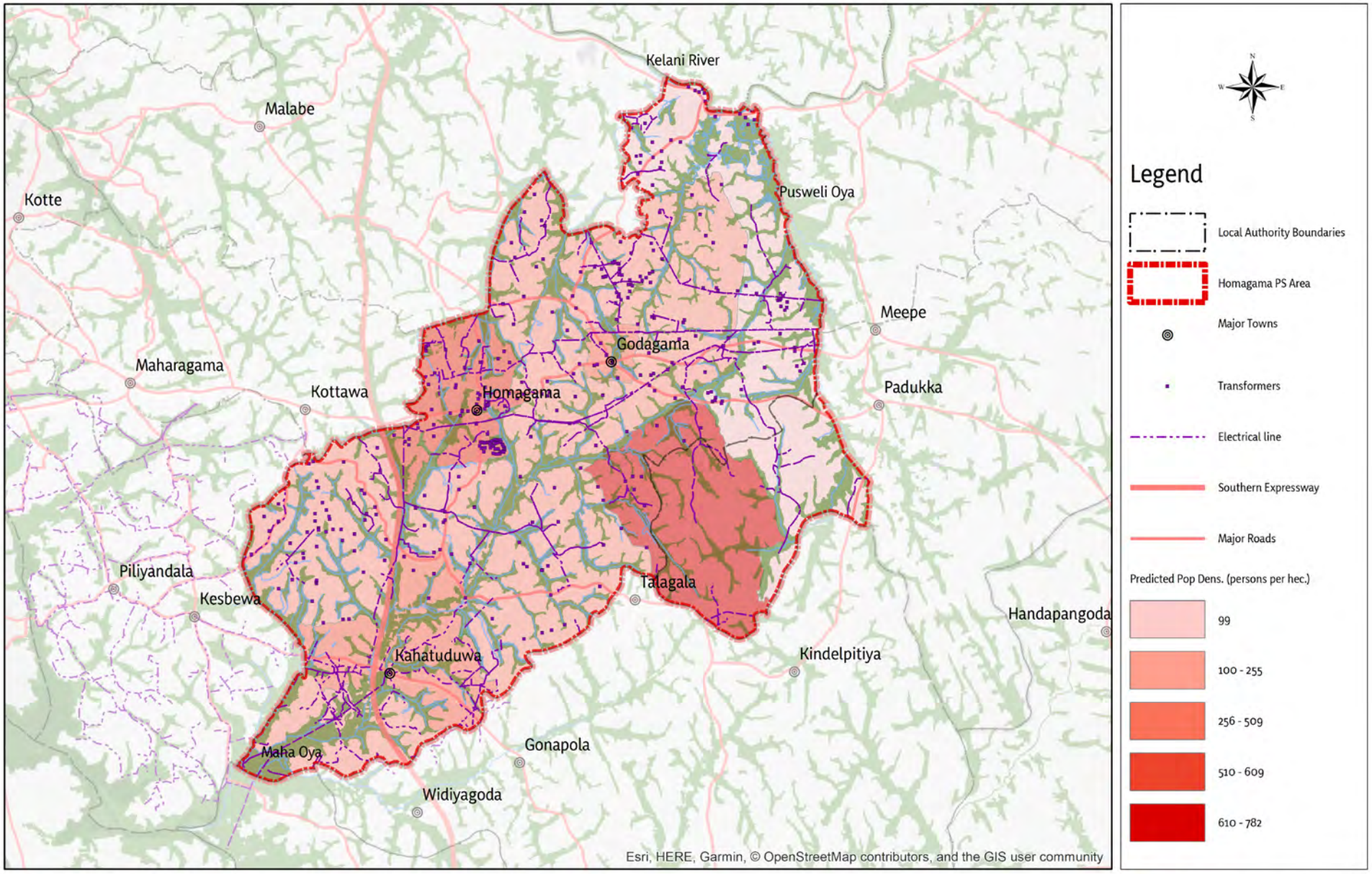
Map 5.8 : *Flood prone areas - 2014*

Prepared by : *Western Province Division, UDA, 2018*

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

The Resource Profile, as well as other surveys carried out, have indicated that the population in Homagama areas is close upon to 400,000 in 2016. The records also show how the electricity, pipe-borne water networks, and other infrastructure facilities have been extended throughout the area. While the majority of the population use the shallow wells for drinking water those who live close to the city center depending on the piped water. According to the data provided by the CEB, 100% of the population has access to electricity. In terms of health, there is a good network of health facilities including Homagama Base Hospital, Wetaraka District Hospital among others. As far as educational facilities are concerned, Homagama area has such schools as Homagama Mahinda Rajapaksha National School, Vocational Training School, Pali and Buddhist University, Nano Technology center and other primary and secondary education centers.
This is a good indication of the availability of the infrastructure facilities for the population, which is expected to be increased to around 600,000 by the year 2030. The New Development Plan intends to establish Homagama an Affluence City and a Comfortable Residency Area. Therefore, the present level of infrastructure availability is a strong strength.

The present distribution of electricity, pipe-borne water, educational facilities, and health facilities are shown in Map 5.9, 5.10, 5.11 and 5.12.



Distribution of Electricity Facilities - Homagama Planning Area

Source: Sri Lanka Electricity Board (2017)

0 0.75 1.5 3 4.5 6 Km

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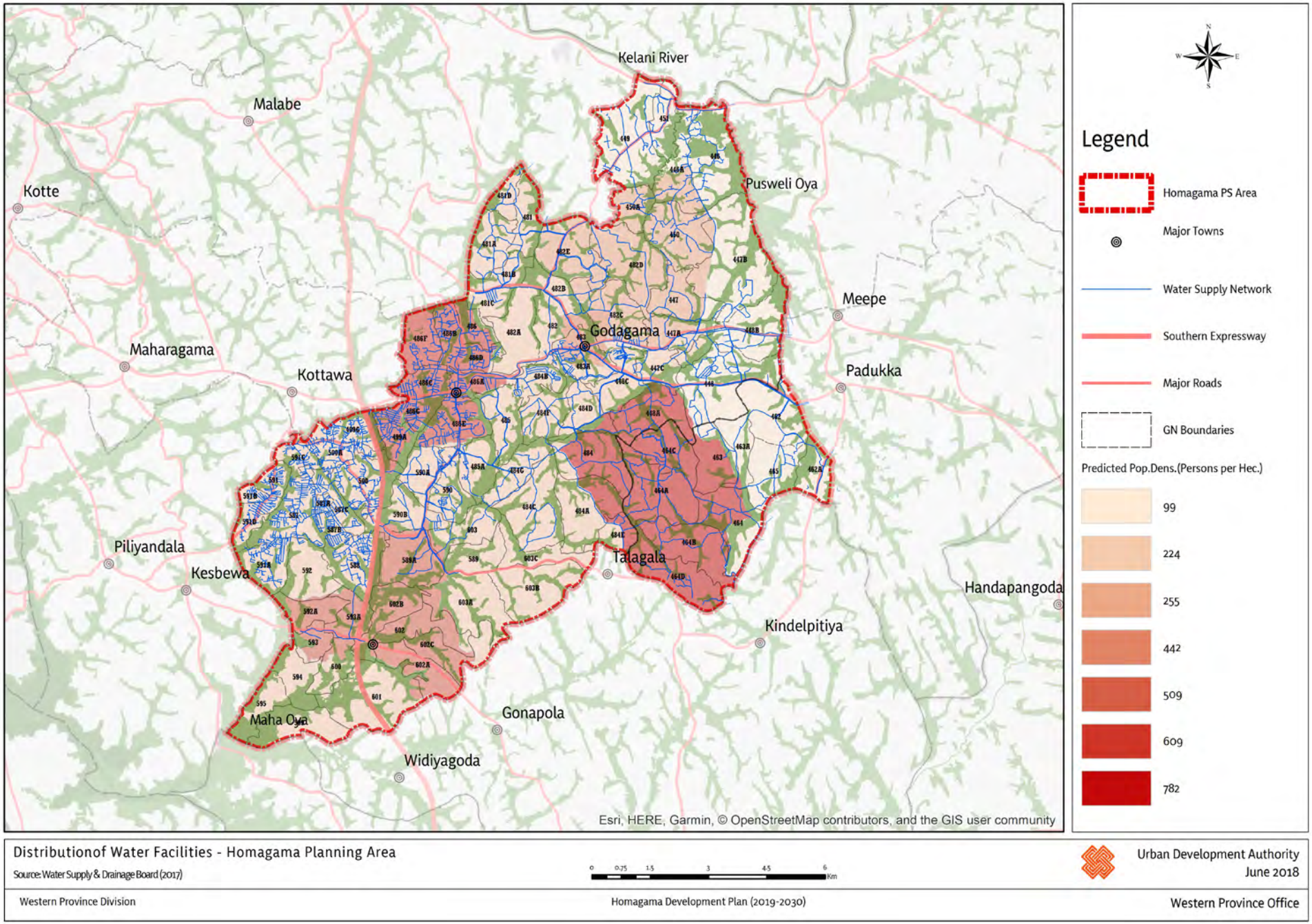
Western Province Office

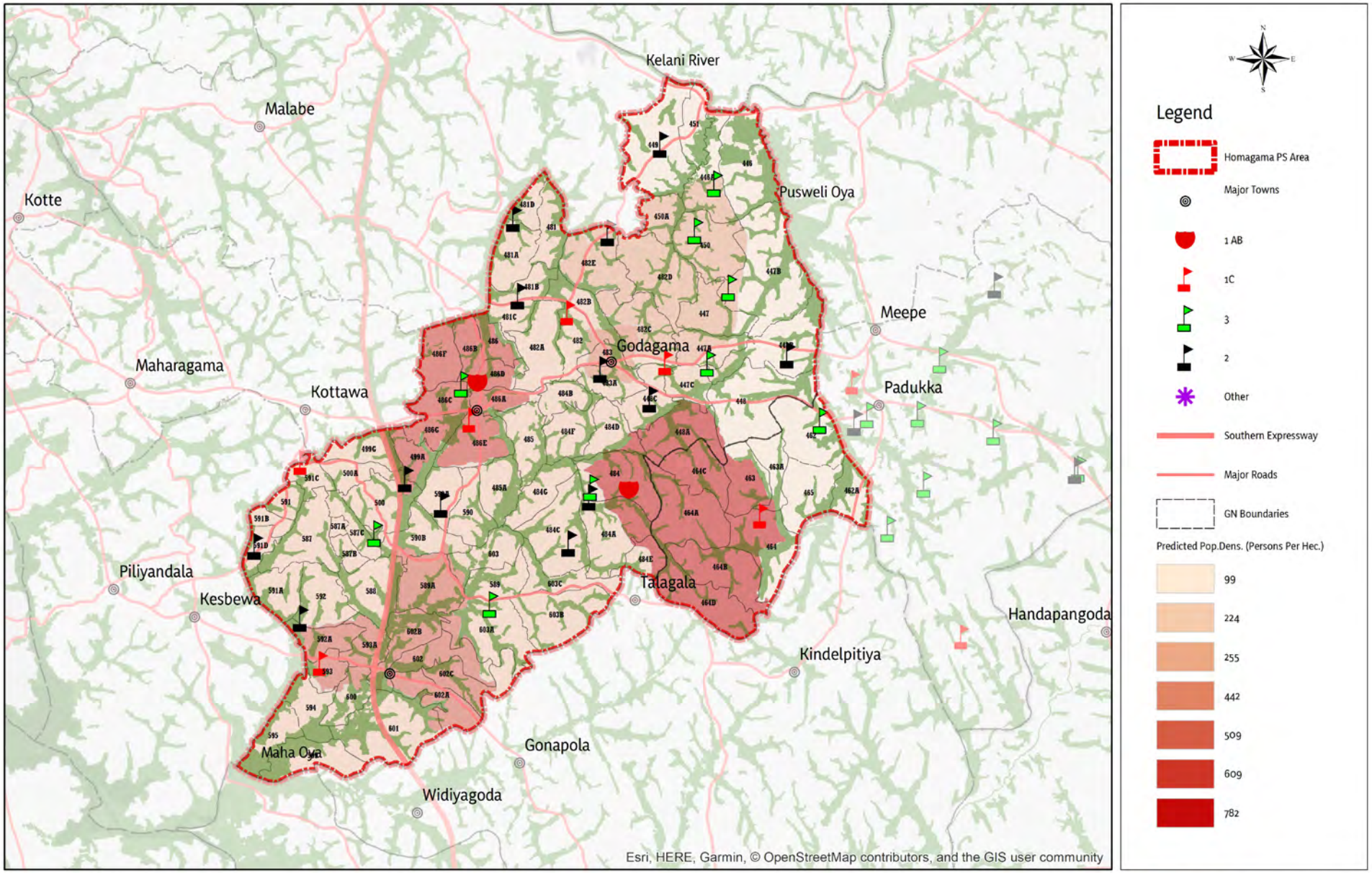
Map 5.9 : *Electricity Supply Distribution – Homagama planning area - 2016*

Prepared by : *Western Province Division, UDA, 2018*



Map 5.10 : *Piped Borne Water Supply Distribution – Homagama planning area - 2016*

Prepared by : *Western Province Division, UDA, 2018*



Distribution of Education Facilities (2016) - Homagama Planning Area

Source: Zonal Education Office, Homagama (2016)

0 0.75 1.5 3 4.5 6 Km

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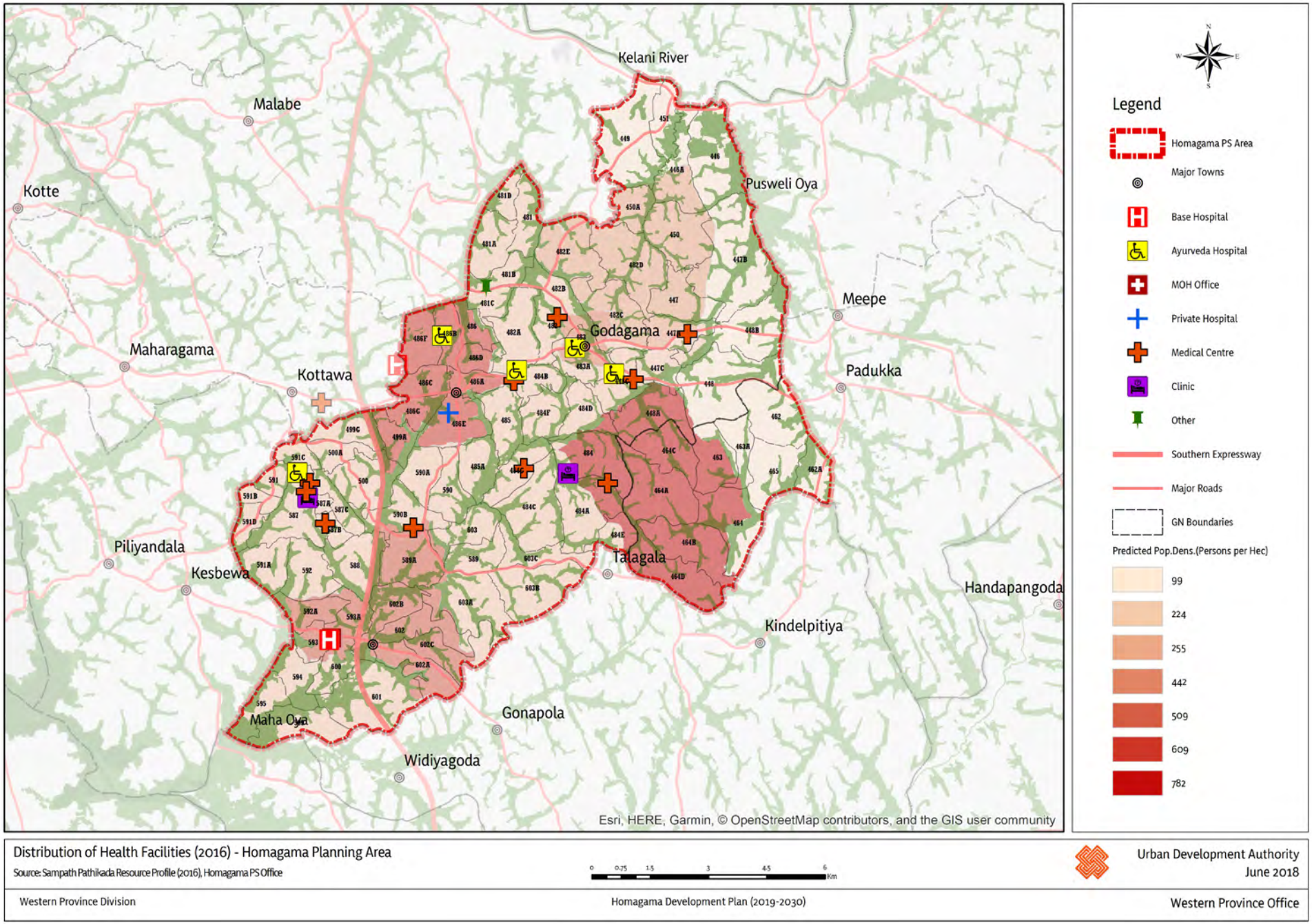
Western Province Office

Map 5.11 : *Distribution of Educational Facilities – Homagama planning area*

Prepared by : *Western Province Division, UDA, 2018*



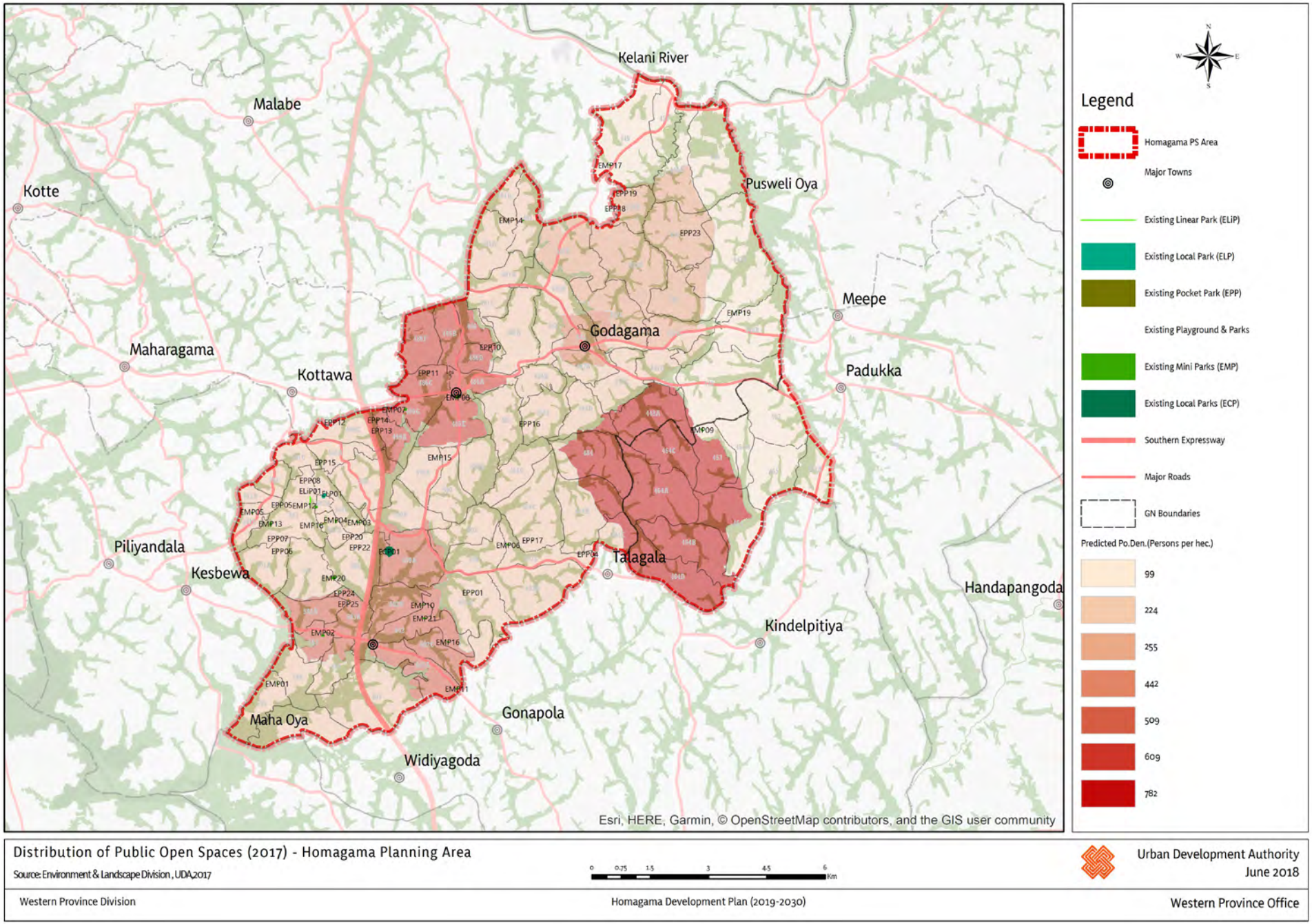
Map 5.12 : *Distribution of Health Facilities – Homagama planning area*

Prepared by : *Western Province Division, UDA, 2018*

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

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

Figure 5.8 : *Public Parks around Homagama area*
Source : *Environment and Landscape Division, UDA, 2018*



Distribution of Public Open Spaces (2017) - Homagama Planning Area

Source: Environment & Landscape Division , UDA,2017

0 0.75 1.5 3 4.5 6 Km

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Homagama Development Plan (2019-2030)

Western Province Office

Map5.13 : *Distribution of Public Park in Homagama area*

Prepared by : *Western Province Division, UDA, 2018*

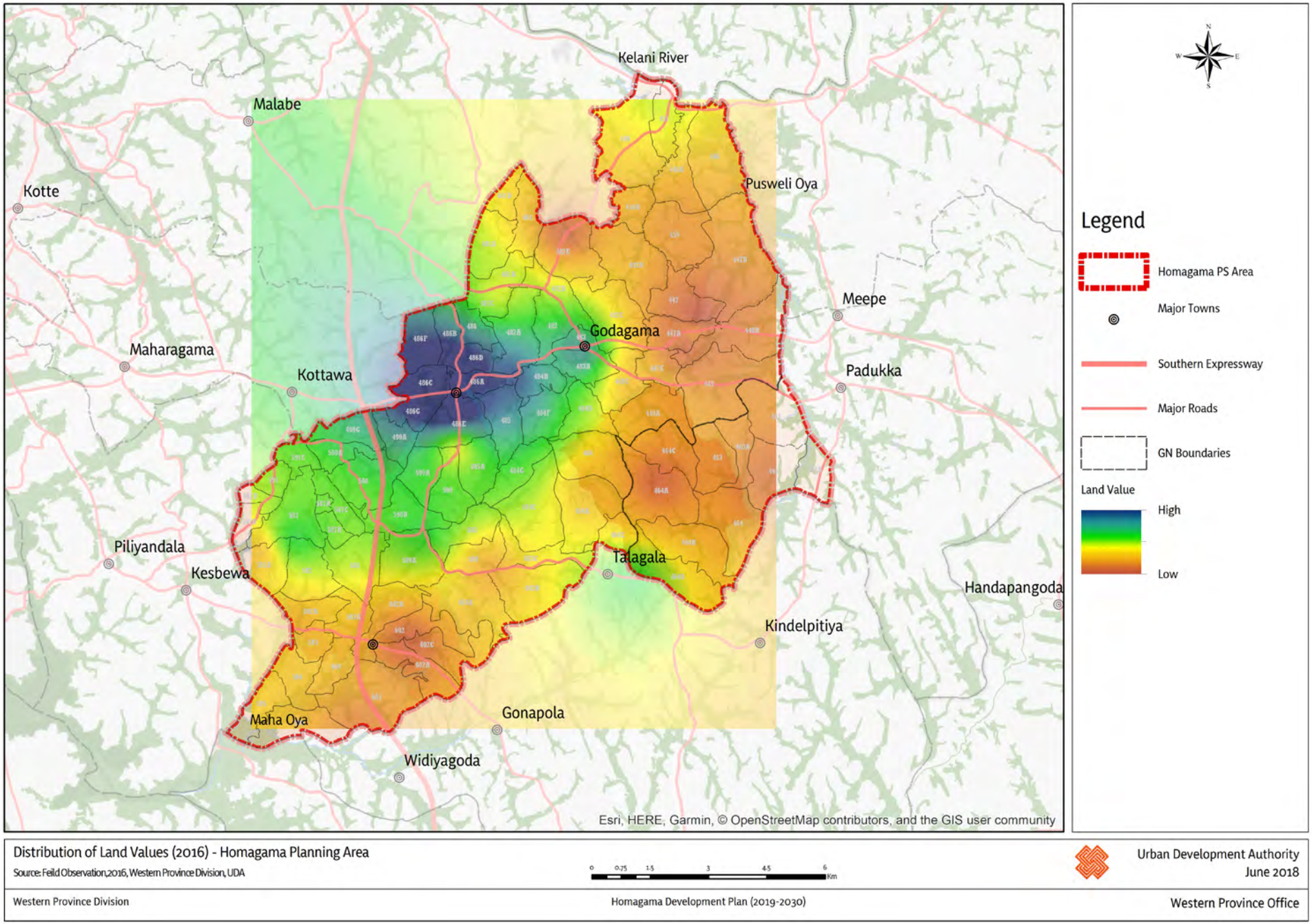
Weaknesses | Goals 02

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

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

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

the identified environmentally sensitive areas are shown in Fig. 3.1 and the relatively land prices distribution shown in Map 5.14.



Map 5.14 : *Land Value Distribution, 2016 Homagama Planning area*

Prepared by : *Western Province Division, UDA, 2018*

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

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

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

.

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

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

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

The available facilities for walking and other related urban facilities distribution and its condition is shown in Fig. 5.9, 5.10, and the distribution of public open spaces shown in Map 5.13 below.

Figure 5.9 : Location and sprawl of Homagama area
Source : Google Earth, 2018

Figure 5.10 : Homagama Town – Inadequate Walkability Facilities
Source for Google Earth, 2018

Opportunities | Goals 02

1. *A higher level of residential uses, which is proposed to be attracted through the proposed Technology City project.*

Homagama area should be a city to be catered to the rich and intelligent segment of the population while discouraging the expansion of shanties. Under circumstances of inadequate infrastructural facilities to achieve the same, it is an opportunity that the mega projects such as Tech City are planned in this area to attract the resident population. It is expected that at least 114,000 people will be attracted to the residential areas of Homagama through the Tech City. This will be done under three scenarios namely; Residential zones of low density, moderate density, and high density. The housing program that is planned to be constructed can be explained as follows.

Classification	*Area (,000 m2)*	*%*	*Number of Units*
Total	*2,632*	*100.0*	*29,380*
Mixed Houses (High Density)	*482*	*22.4*	*6,584*
Apartments (High Density)	*701*	*30.6*	*8,980*
Urban Housing (Moderate Density)	*1,332*	*46.4*	*13,628*
Individual dwellings (Low Density)	*117*	*0.6*	*188*

Table 5.5 : *Proposed Housing, 2030 – Tech City Development Project*
Source : *Master Plan for Science and Technology city Development, Colombo, 2017*

2. *The attraction for residential use of the area through the increased number of employment opportunities (22600) that will be created through the proposed Technology City Project.*

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

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

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

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

Table 5.6 : *Forecasted Labour Force 2030 – Tech City Development Project*
Source : *Master Plan for Science and Technology city Development, Colombo, 2017*

Goal 03 Efficient Infrastructure Network covering the entire planning area

S Strengths ශක්තීන්

- Availability of large Land parcels which has the potential for development initiatives at affordable prices
- Availability of crown lands within the close proximity to Homagama suburban area and the possibility of using state lands for upcoming development purposes.

W Weaknesses දුර්වලතා

- Non-availability of a suitable environment for the people to walk around due to the narrow and substandard internal road network.
- Inadequate utility services such as electricity, potable water, and solid waste and sewage disposal in relation to the increasing population

Table 5.7 : *SWOT Analysis - Goal 03*
Prepared by : *Western Province Division, UDA, 2018*

O

Opportunities
අවස්ථා

- Ability to identify new projects to improve Transport Services associated with Homagama area.
- The Multi-Modal Transport Hub being constructed in Makumbura by the UDA.
- The solid waste management project being implemented in Karadiyana and Aruwakkalu by the Ministry of Megapolis and Western Development.

T

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

Goal 03

සමස්ත ප්‍රදේශයම ආවරණය කෙරුණු, කාර්යක්ෂම යටිතල පහසුකම් පද්ධතියක්
An Efficient Infrastructure Network, Covering The Entire Area

Strengths | Goal 03

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

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

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

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

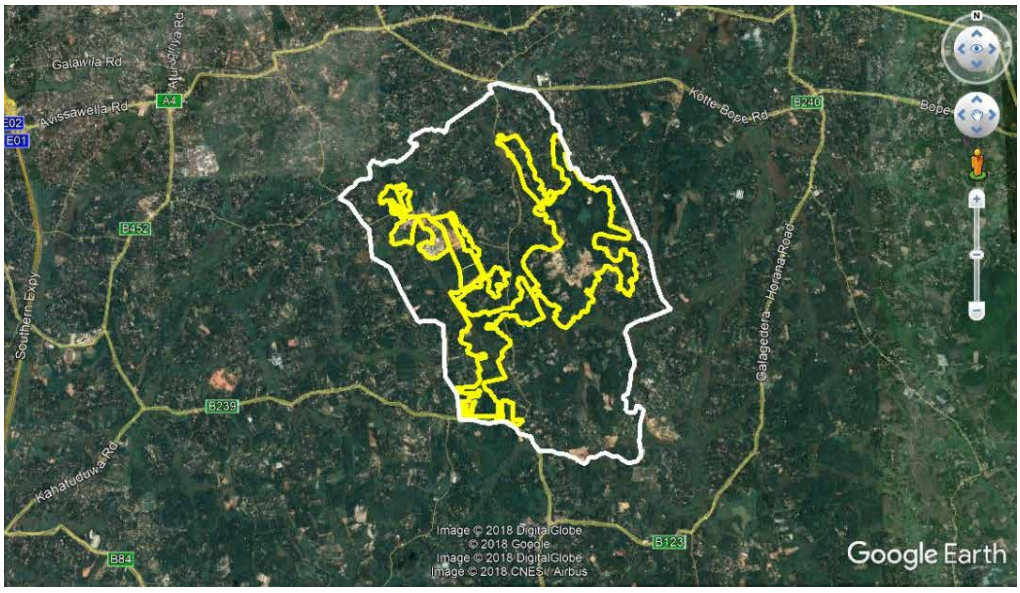


Figure 5.11 : *Proposed Lands for Tech City Development Project*
Source : *Tech City Development Project, Ministry of Megapolis and Western Development, 2018*

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

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

This will not be adequate when the resident population will be increased up to 600,000 by 2030 as per the new development plan. The land will be required to improvise infrastructure facilities to cater to the large townships to improve them as rich and of high-quality townships.

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

Figure5.12 : *Homagama New Town Development Project*
Source : *Google Earth, 2018*

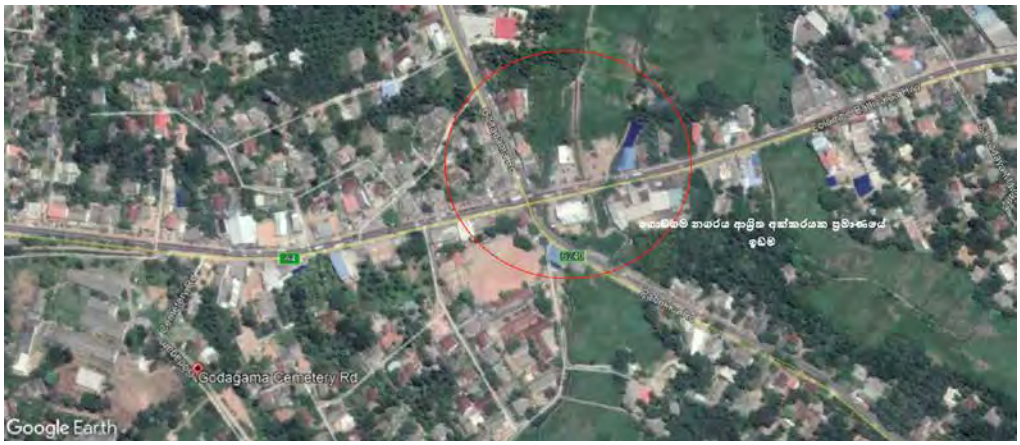


Figure 5.13 : *Godagama New Town Development Project*
Source : *Google Earth, 2018*

Weaknesses | Goal 03

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

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

In addition, it is forecasted that by 2030 there will be a floating population of around 85,000 using these internal roads. The resident population is expected to rise to 600,000. The above situation is considered a bold weakness in the light of the proposed plan to design Homagama City as an exemplary Residential Area and in the light of the proposed Technology City Development project in Homagama area. This fact has already been proved further during the field investigations as well as during the stakeholder consultations

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


Uduwana Road


Kahathuduwa road


Leyland Road via Templeburg Industrial Zone


Padukka Road


Inadequate Walkability facilities for pedestrians in Homagama


Inadequate Walkability facilities for pedestrians in Godagama

Figure 5 14: *Present condition of the existing road network*
Source : *Google Street View, 2014*

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

Here, more attention was paid to the population that is expected to increase due to the Technology City Development Project. Emphasis is made to the demand for services such as Water, Electricity, Sewage Disposal, and Soils Waste Disposal.
The demand calculation for Electricity & Water supply, Sewage, and Solid Waste Management for 2030 as follows. (Table 5.8, 5.9 and 5.10)

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

Table 5.8 : *Predicted Water Demand - 2030*
Source : *Tech City Project, 2018*

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

Table 5.9 : *Predicted Sewerage Generation - 2030*
Source : *Tech City Project, 2018*

Description	*Total developable lands (m2)*	*Assumptions (Kwh/ m2)*	*Capacity (MWA)*	*Total electricity demand (GWh/yr)*
new housing demand	*29378 (houses)*	*1.2 (KW per unit)*	*43.1*	*77.8*
tech city zone	*2921082*	*35*	*125*	*225.7*
commercial zone	*362769*	*35*	*15.5*	*28*
public utility zone	*4322120*	*10*	*52.8*	*95.4*
educational facilities	*160594*	*20*	*3.9*	*7.1*
industries	*302743*	*35*	*13*	*23.4*
Total electricity demand			*253.3*	*457.4 estimated electricity demand 2030*
(Transformer capacity)	*457.4*			
estimated electricity demand 2030				

Table 5.10 : *Predicted Electricity Demand - 2030*
Source : *Tech City Project, 2018*

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

Opportunities | Goal 03

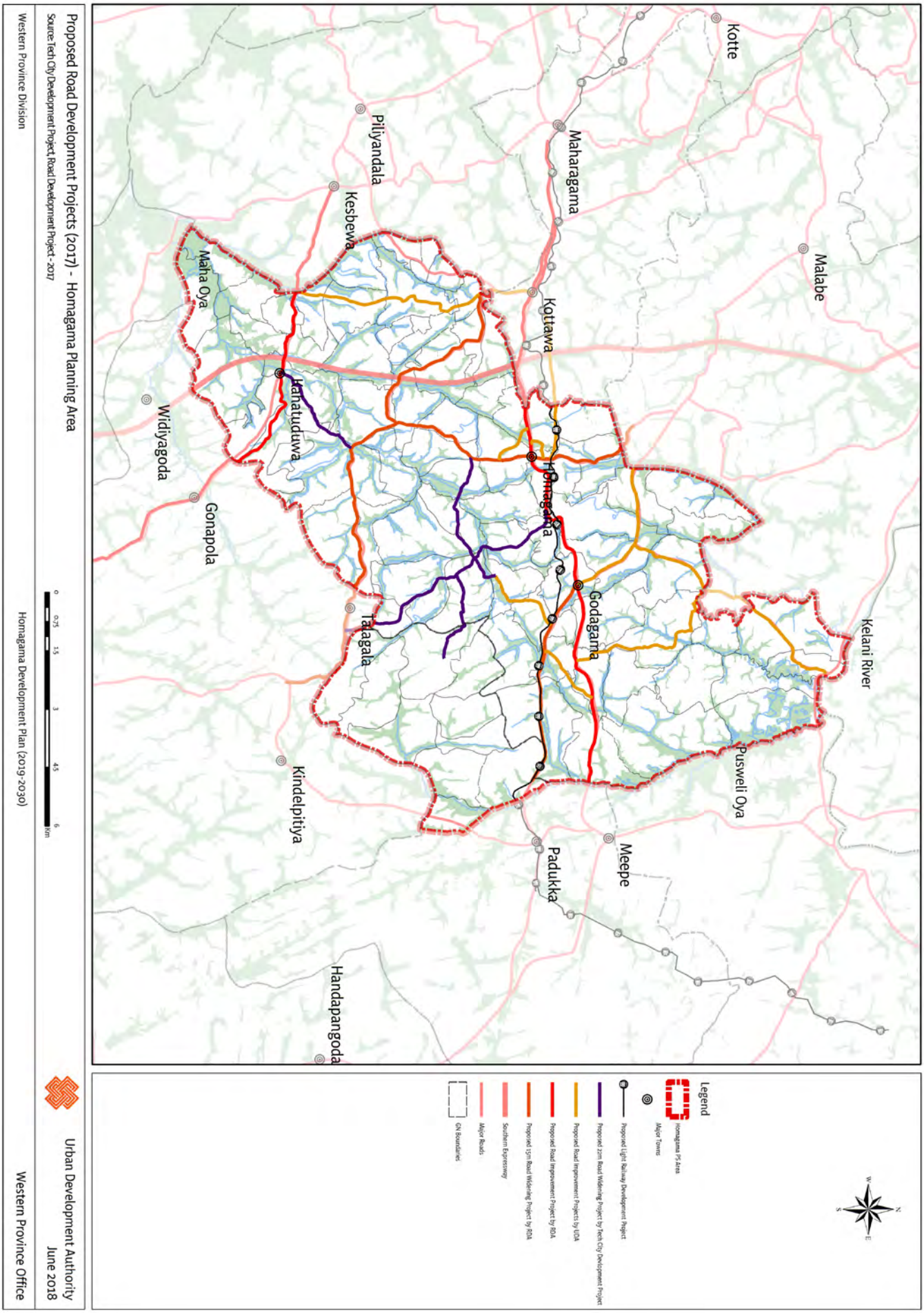
1. *Ability to identify new projects to improve Transport Services associated with Homagama area.*

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

Widening of the existing roads (to be made them 22 m wide)

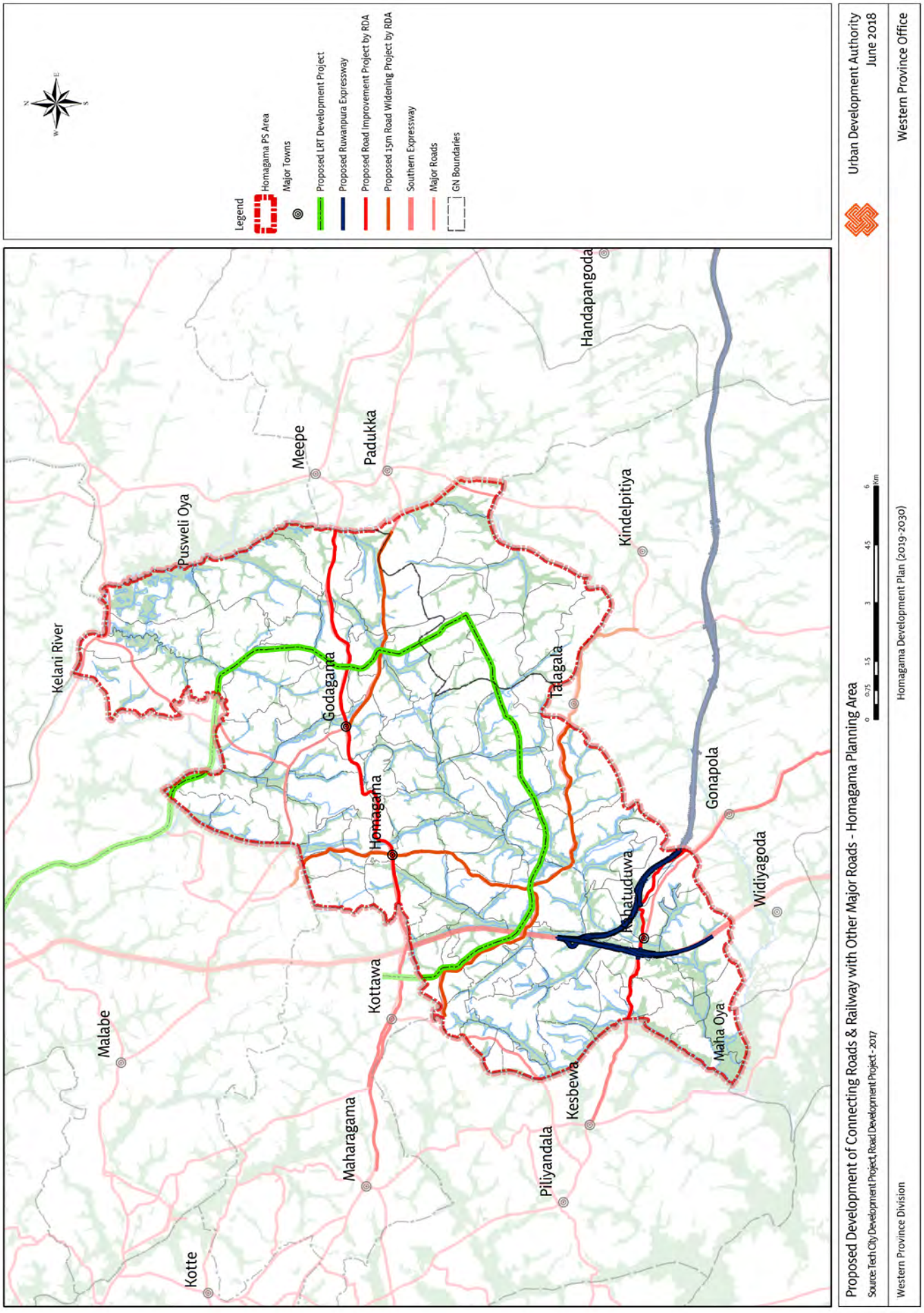
- *Kahathuduwa Road*
- *Uduwana Road*
- *Pitipana – Thalagala Road*
- *Dampe – Pitipana Road*
- *Makumbura Multi-Purpose Transport Hub and the proposed Eclectic rail line that connects Mahenawatta and Meegoda.*
- *Interchange at Kahathuduwa and Ratnapura Proposed expressway connecting the Rathnapura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

The above-mentioned road and railway proposals are shown in Map 5.15 and 5.16 below.



Map 5.15 : *Identified roads to develop under Tech City Project*

Source : *Western Province Division, UDA, 2018*



Map 5.16 : *Proposed Road Improvement project connecting Homagama town and surrounding town centers*

Prepared by : *Western Province Division, UDA, 2018*

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

Figure 5.15 : *Makumbura Muliti-Modal Transport Hub* ***Source :*** *https://www.pressreader.com*

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

3. *The solid waste management project being implemented in Karadiyana and Aruwakkalu by the Ministry of Megapolis and Western Development*

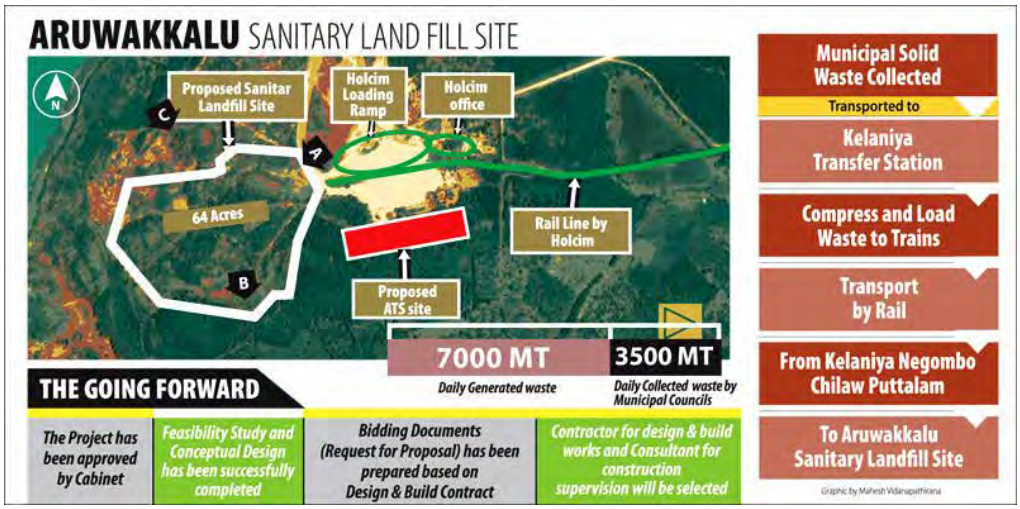


Figure 5.16 : *Aruwakkalu Solid Waste Management Project*
Source : *http://www.dailynews.lk/2017/06/27/local/120173/puttalam-landfill-ready-2019*

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

Similarly, Solid waste management project to be implemented in Aruwakkalu is also considered a good opportunity. This can be considered a long-term viable solution to manage solid wastes, which is a pertinent problem with Colombo District. Through this project, it will allow the disposal of wastes to be generated by a population of about 600,000 in Homagama area by 2030.

Threats | Goal 03

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

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

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

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

Table 5.11 : *Traffic load in Main Corridors – Colombo*
Source : *CoMTrans study, ORIENTAL CONSULTANTS CO., LTD., 2014*

Goal 04 Technological Corridor that accommodates high tech industry and services

S Strengths ශක්තීන්

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

W Weaknesses දුර්වලතා

- High Density in Housing to be observed in the proposed Technology City Zone.
- Non-availability of facilities that characterize an affluent City, which can provide utility services to the proposed Technology City Zone.
- Inadequacy of the transport and main road network associated with the operations of the Technology City.
- The private landowners hold most of the land within the Technology City Zone.
- Non-availability of industries and service sector organizations that can attract business entrepreneurs to the proposed Technology City Project

Table 5.12 : *SWOT Analysis- Goal 04*
Prepared by : *Western Province Division, UDA, 2018*

O

Opportunities
අවස්ථා

- Proposed Multi-Modal Transport Hub at Meegoda
- Proposed Railway and road transport development projects that connect Homagama and regional cities.
- Proposal to create an Economic and Business zone to be developed under the proposed Technology City Development Project.
- Proposed Research Center and Industrial Zone to be implemented under the Technology City Development Project.
- Proposed water Distribution Center, Electricity Distributions Center, Solid Waste Management and Seepage Management facility proposed under the Technology Development Project.
- Other regional development activities, which support the Technology City Development Project.

T

Threats
තර්ජන

- Possible public opposition against the setting up of the Technology City Development Zone
- Political instability

Goal 04

විද්‍යාව හා තාක්ෂණය පදනම් කරගත් නවෝත්පාදන හා සේවා සඳහා තාක්ෂණ තීරයක්
Promote a Tech Corridor, Accommodating High Tech Industries and Service

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

Space for the following should be created in order to make a Technology City a success, according to the document entitled 'What makes a City A Tech City' (https://www.whatsnextcw.com/about-whats-next/) prepared by the team called What's Next Cw.

1. INSTITUTIONS OF HIGHER LEARNING - Leading universities that provide creative impetus, research, and that lead to creation of new companies.

2. VENTURE CAPITAL - The capital to take those ideas and turn them into companies.

3. TECH WORKERS - An ample supply of workers within a market's technology industry; leaders within tech who understand the requirements of the sector.

4. KNOWLEDGE WORKERS - An available workforce with the skills to work in a tech-focused company. These workers are in occupations that support a tech environment, including legal, accounting, and other knowledge-driven occupations.

5. EDUCATED WORKERS - A high-level of education is essential to supporting the growth of these companies.

6. GROWTH ENTREPRENEURSHIP - Starting a company is one thing. Creating a growth engine is something else. Cities that have a higher concentration of growth engines are great tech locations.

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

Strengths | Goal 04

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

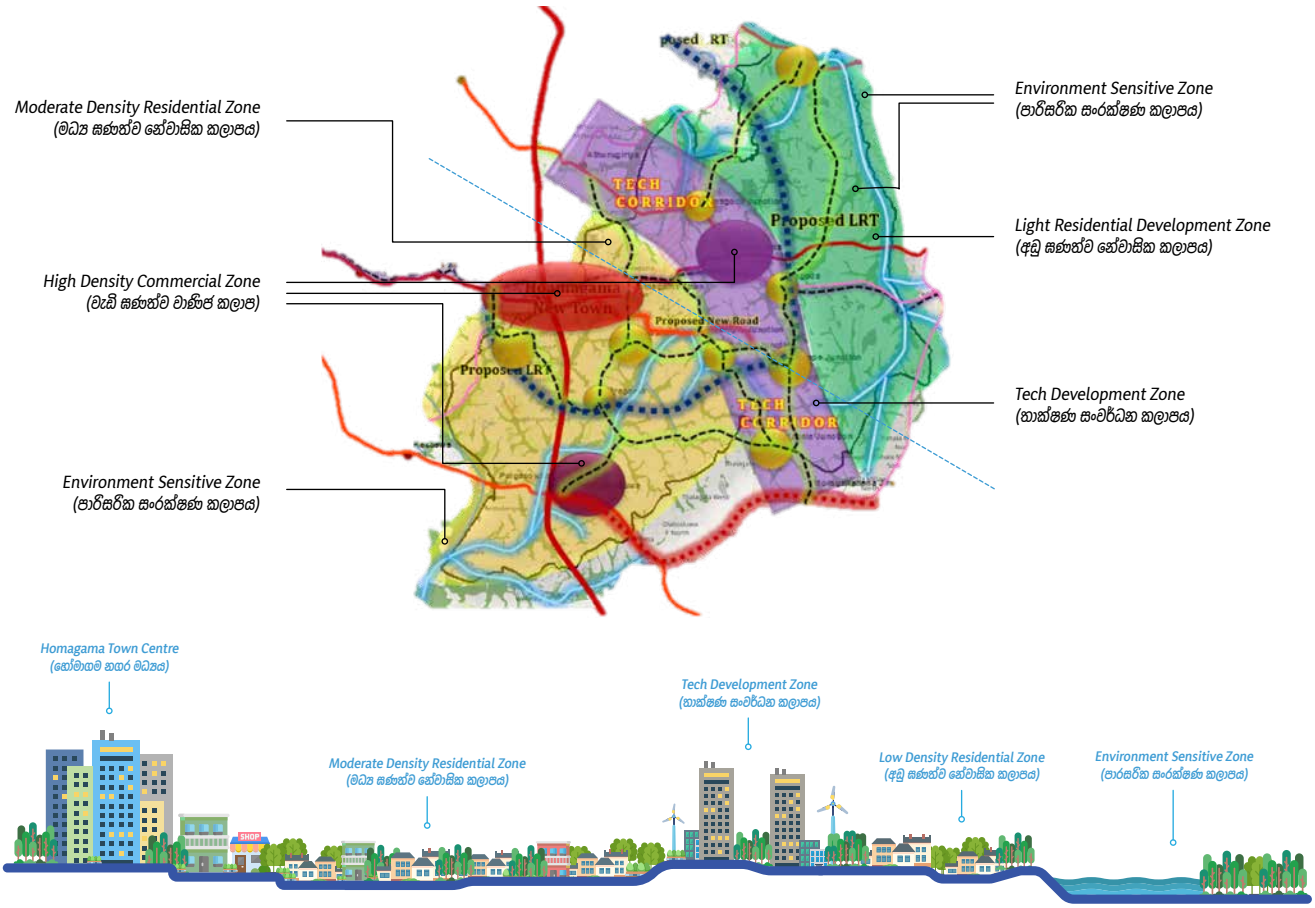


Figure 5.17 : *Planning Concept, Homagama Development Plan 2018 - 2030*
Prepared by : *Western Province Division, UDA, 2018*

The concept of the Homagama Development plan (2018-2030) is represented in the above. As per the concept, both the existing industry as well as the new technology city will operate in this zone. There are 30 industries already being operated in this zone, as per the data collected at the stakeholder meeting on 08.11.2017, and as per the records maintained by the Western Province Office of the UDA. The industries include that of Leyland Bus assembling industry, which is quite significant

2. *The total Labor force in Homagama area is 40% of the total Population of Homagama and 30% of that is composed of Professionals.*

According to the population and housing data published by the Department of Census and Statistics in the year 2012, the total population in Homagama Pradeshiya Sabha area is about 237,905. The active labor force in the same area is considered 100,144.
The professional labor shall also constitute a considerable proportion, which is a strength when considering the resources needed for the implementation of the development plan.

Managers, executive officers, and Legal officers	professionals	Technical	Clerical	Trading	Farming and fishing	Artists	Machine operators	Primary industries	Not recorded	Tri-forces and nonclassified
10.2	8.5	11.0	8.1	6.6	3.3	21.0	13.8	11.4	2.9	3.1

Table 5.13 : *Employment data in Job Categories – Homagama PS area*
Source : *Department of Census and Statistics, 2012*

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

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

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

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

4. *Present Technology Development already existing in the proposed Technology City and associated facilities.*

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

Figure 5.18 : *Existing facilities around the proposed tech city area*
Source : *Master Plan For Science & Technology Based New Town Of Colombo, Sri Lanka, 2017*

- ## NSBM Green university

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

- ## Mahinda Rajapaksha National School

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

Figure 5.19 : *Mahinda Rajapaksha National School*
Source : *Master Plan for Science & Technology-Based New Town of Colombo, Sri Lanka, 2017*

- Sri Lanka Nano Technology Institute (SLINTEC)

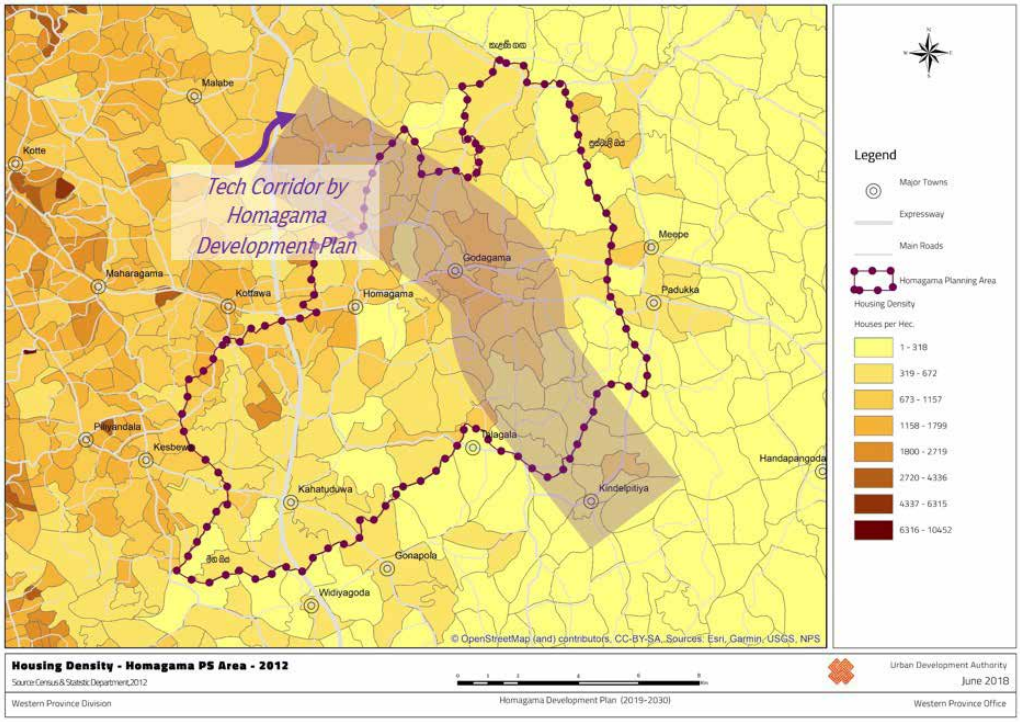
This was established in the year 2008. The institution is mandated to carry out research on nanotechnology and has been collaborating with a number of national and private sector institutions. The main aim is to produce Nano Technology based products for marketing. The Science Park as proposed in the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

- SLT Data Center (SLT Data Center)

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

Weaknesses | Goal 04

1. *High Density in Housing to be observed in the proposed Technology City Zone.*



Map 5.17 : High Housing Density within proposed Tech Corridor
Source : CoMTrans Study, ORIENTAL CONSULTANTS CO., LTD., 2014

Above Map 5.17 indicates the high-density Housing areas in the proposed Technology City Corridor as shown in the Development Plan for 2018–2030. This shows that the areas influenced by Meegoda Electronic Industry Zone and the proposed Technology City Corridor are high-density housing areas. At least 400-1000 houses are located per ha in this area.

In that context, it could be an issue to use the land for development purposes in this area and to persuade the residents towards technology development. This can be a formidable weakness.

Figure 5.20 : Tech City, Singapore

Figure 5.21 : Kuwalalampur and Malaysia

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

Figure 5.22 : Commercial Zone – Gurgoan City

Figure 5.23 : Commercial City of China

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

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

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

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

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

3. *Most of the land within the Technology City Zone is held by the private landowners.*

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

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

Details of Land Ownership

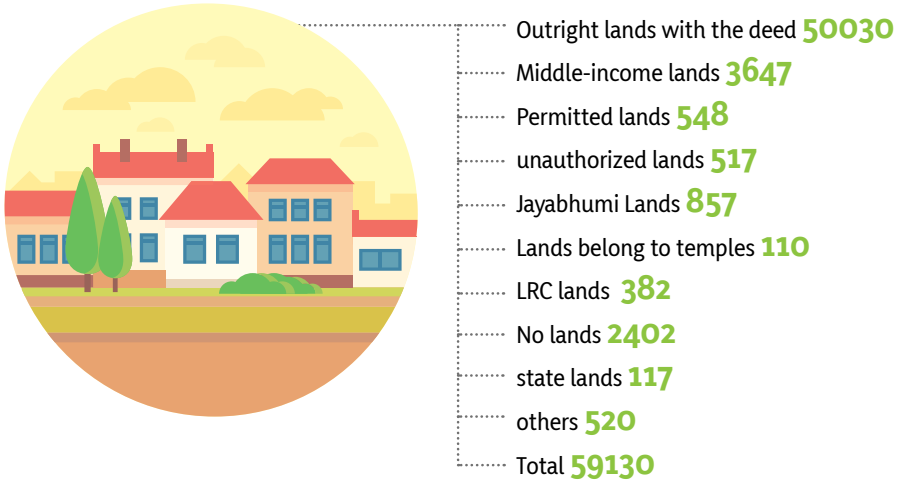


Table 5.14 : *Details of Land Ownership*
Source : *Sampath Pathikada, 2016*

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

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

Opportunities | Goal 04

1. *Propose Multi-Modal Transport Hub at Meegoda*

Figure 5.24 : *Proposed Meegoda Multi-Modal Transport Hub*
Source : *Master Plan For Science & Technology Based New Town Of Colombo, Sri Lanka*

This Transport Hub is proposed to be developed close to the railway station at Meegoda. The main purpose of this is to connect the proposed Light Railway transport system, which will run between Kottawa to Kaduwela through Diyagama and the proposed Electronic Railway, to the transport Hub in Meegoda. As of to date, due to the area not developed with required infrastructure such as an affluent business center, open space, and transport facilities, it is the intention of the project to cater to these needs. This will enable creating a comprehensive service infrastructure and transport facility to sustain the proposed Technology City

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

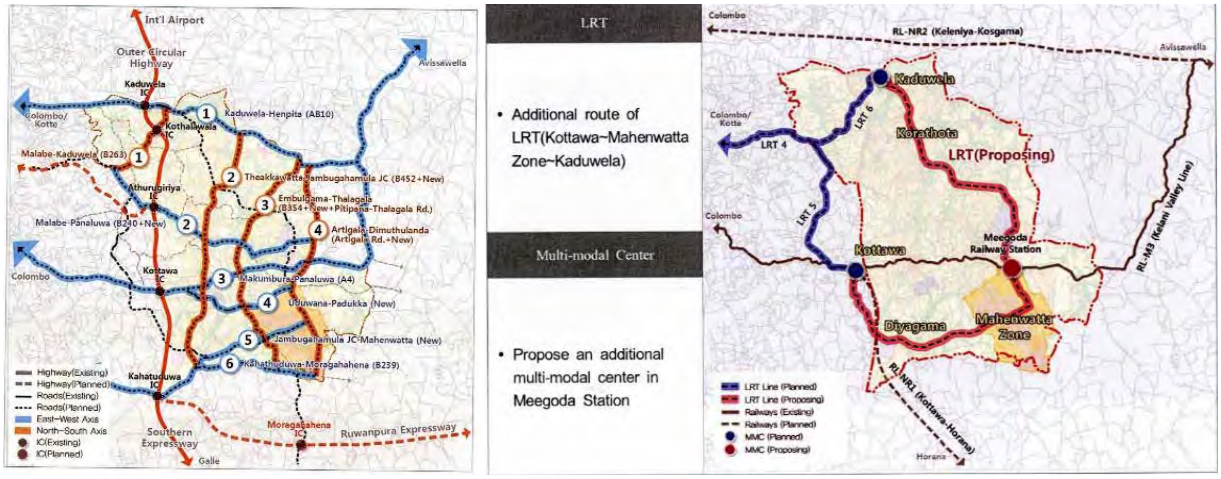


Figure 5.25 : *Proposed Railway and road transport development projects that connects Homagama and regional cities* | ***Source :*** *Master Plan For Science & Technology Based New Town Of Colombo, Sri Lanka,**2017***

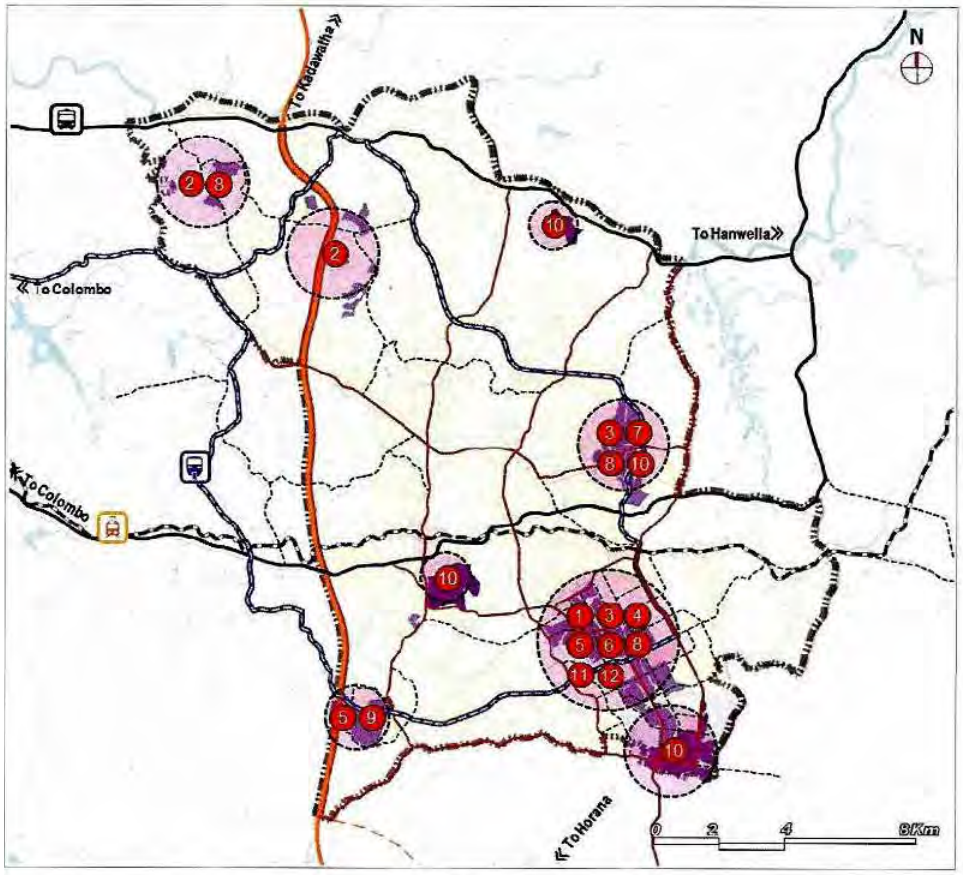
3. *The economic and Business zone under the proposed Technology City Development Homagama*

Figure 5.26 : *Economic and Business zone under the proposed Technology City Development Homagama*
Source : *Master Plan for Science & Technology-Based New Town of Colombo, Sri Lanka, 2017*

It is expected that this economic and business zone will serve as a center to facilitate international trade. It will create medium scale businesses enterprises in areas of transport facilities, meeting places for business activities and administration and management services. The center will also serve as a facilitating unit to serve all residents who are attracted to the technology city. The establishment of an affluent city center and an efficient city will be a potential opportunity to strengthen the proposed Technology Zone and to attract more Investors.

4. *Proposed Research Center and Industrial Zone to be established under the Technology City Development Project*

Technology City development is not a mere development based on the Homagama proposed Development Plan. The project integrates the overall technology cities to be established in Mahenawatta, Malabe, Diyagama, Katuwana, and Meegoda. As shown in Figure 5.27, the proposed Technology City project attempts to integrate both the research zones and the industrial zones, which will be a strong opportunity for the City to be characterized with the level of education required and technical people as well as a literate workforce.



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

Figure 5.27 : *Proposed Research Center and Industrial Zone to be established under Technology City Development Project* | ***Source :*** *Master Plan For Science & Technology Based New Town Of Colombo, Sri Lanka, 2017*

5. *Proposed water Distribution Center, Electricity Distributions Center, Solid Waste Management and Septage Management facility proposed under the Technology Development Project*

It has been discussed above that the infrastructure facilities to commensurate with the increasing population in this area are inadequate. More attention is therefore paid to develop the infrastructure mainly focusing on the Technology City Development.
It is proposed to strengthen the infrastructure services and facilities under this component, which is a strong consideration.

Figure 5.28 : Proposed WastewaterTreatment Project
Source : Master Plan for Science & Technology-Based New Town of Colombo, Sri Lanka, 2017

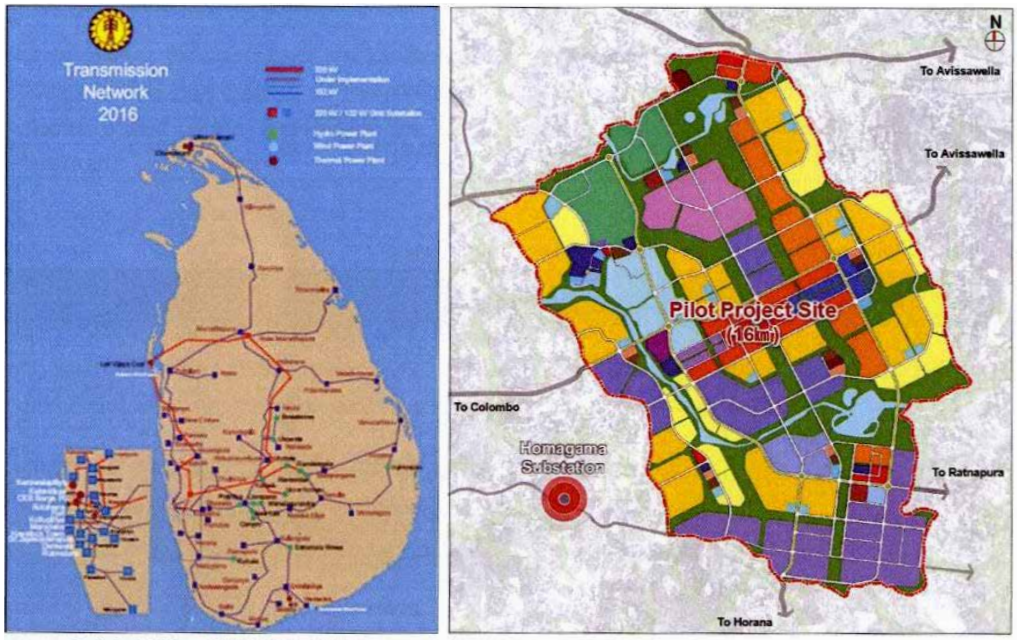


Figure5.29 : Proposed Electrivity Sustration grid
Source : Master Plan for Science & Technology-Based New Town of Colombo, Sri Lanka, 2017

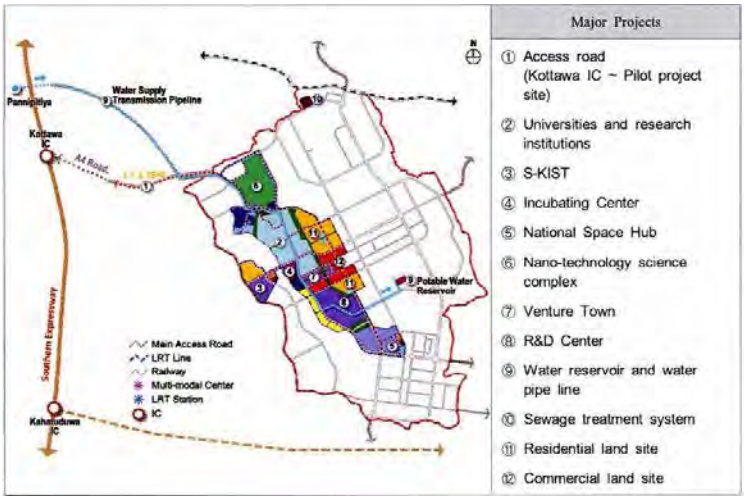


Figure 5.30 : Proposed Solid Waste Mgt. Project

Figure 5.31 : Proposed Seweage Teatment Centre

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

6. *Other Regional Development activities, which support the Technology City Development Project*

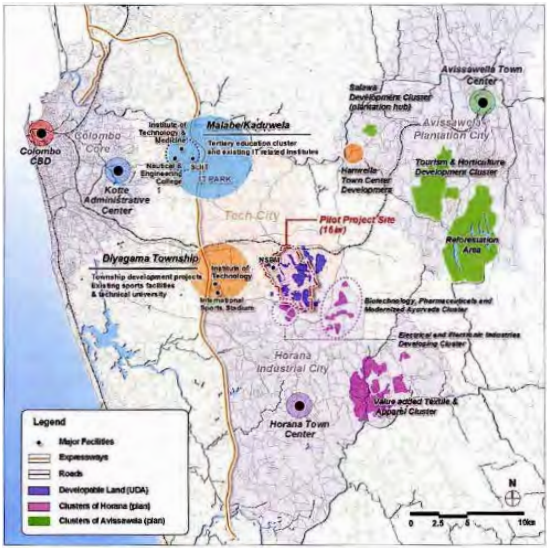


Figure 5.32 : Disstribution of other Regional Development activities which support the Technology City Development Project | Source : Master Plan For Science & Technology Based New Town Of Colombo, Sri Lanka, 2017

Attention has been paid here to those development activities such as that of Horana Industrial Zone, Avissawella Plantation Zone, and Malabe IT zone. Since Horana, Industrial Zone is 11 km away to Mahawenawatta Technology City. There will be Biotechnology, Pharmaceuticals, and Modernized Ayurveda Cluster, Electrical and Electronics industrial Development Clusters in this area

Further, the IT City of Malabe is located around 13 km away from Mahenawatta Technology City area. There will be zones for tertiary education and research centers. Similarly, the distance between the Plantation City of Avissawella to Mahenawatta Technology City is about 23 km. Attention has been paid to establish economic zones for value-added agricultural product processing in this area. Considering all the above, the proposed technology city development would be a strong opportunity.

06

Chapter

The Plan

Chapter 06
The plan

Introduction

6.1. Introduction

Homagama Development Plan area is extended through 13,800 hectares of land consisting of 91 GNDs with a population of 252,469 lives in this area as per the data collected by the Department of Census and Statistics, 2012. As per the Resource Profile, the population in the year 2016 has been recorded as 282,668. Population growth is considered around 2.4%. At this rate, the population projection by the year 2030 would be around 650,000. (Annexure 10)

Parallel to this, it can be clearly stated that at least 45% of the in-migrating population will reside in this area according to the studies of land use changes and the patterns of population migration. Field studies also revealed that there is a change of land use of residential land and abandoned lands into more purposes that are commercial. 30% of the land on either side of the main road has been so changed into commercial purposes
.
Considering these facts, it is evident that by the year 2030, at least a population of 40,000 who seek jobs in Homagama area would be permanently settled in this area. Combined with the natural population growth and the population expansion due to employment opportunities would make the total population will be around 688,000 by the year 2030
.
According to the goals and objectives of the 2019-2030 Homagama New Development Plan, it is recognized to establish Homagama as an Affluence City with Comfortable Residency. Therefore, there will be a substantial increase in the population, which is approaching the town area to meet their day-to-day requirements. According to the estimations, those who reach the town areas for various day-to-day needs could be considered around 85,914 by 2030.

This figure may rise as high as 265,945 according to the estimations when considering the population flowing into the Technology City Zone (11) of the Technology area being constructed. This includes the teacher and student population and the population seeking new employment opportunities in the Technology City.

In summary, considering the natural population growth and the population expansion due to employment opportunities, it can be forecasted that the total population of Homagama area could be around 773,631 including that of the population of 265,945, which is migrating into the city. In addition, there could be a commuting population of 85, 914 which moves in and out of the city for various other days today purposes with the new developments to be a cure in parallel to the Tech City Development project and the science and Technology zone II. This estimated floating population including mainly the teachers, academic staffs, students, graduates, professionals those who come for work and immigrated population for emerging job opportunities.

Considering this entire factor, it can be expected that the moving population in Homagama area will be around 982,000 and a total population living in the Homagama area will be around 688,000 by the year 2030. All the utility services and facilities should cater to this population by 2030. Availability of services such as Piped Water, Electricity, Sanitary facilities to commensurate with the rising population should be examined in detail.

6.2. Strategic Plans

Attention has been paid in this towards the strategies for the Development Plan (2019–2030) and how such strategies could be implemented. The objectives to realize the vision of the Development Plan and the strategies suitable to implement each of the objectives can be lined up as follows. These strategies proposed to implement under 06 main Strategic Plans.

Strategy. 1. Land & Building Development Strategic Plan

A detailed plan will be prepared including land and building development process and a parallel planning and building regulation process under the Zoning Plan proposed for the year 2030 under this Strategic Plan. Special attention will be paid to include a Land use plan to be associated with the proposed development projects.

This is considered as the Volume II of the Homagama New Development Plan and will include the Zones and regulation pertaining to zoning and other general regulations. This plan has been included in Volume II of Homgama Development Plan as Zoning and Zoning Regulations and Other General Regulations.

Strategy. 2. Transportation Development Strategic Plan

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

Strategy. 3. Sustainable Environment Development Strategic Plan

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

Strategy. 4. Economic Development Strategic Plan

This plan provides a comprehensive description of the economic contributions and benefits attached to the development Plan for Homagama (2019–2030) to the national economy. Special attention has been paid to describe the proposed projects that are aimed at ameliorating the economy in the next few years through the development plan

Strategy.5. Infrastructure Facilities Development Strategic Plan

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

Strategy. 6. Project Implementation Strategic Plan

This chapter addresses a detailed explanation of the matters that need to be considered during the implementation stage of the Homagama Development Plan (and 2019–2030) and the chronological order of the implementation plan.

6.3. The Concept Plan

6.3.1. Introduction

The long-term objective of Homagama Development Plan (2019-2030) is to bring about future development of Homagama by an integrated development process aligned with national policies in which such project as the proposed Technology City Development, High ways and Express Ways development, and other proposed initiatives are implemented after resolving all the constraints and threats that have been identified as stated in the aforementioned chapters. The Development plan embodies a long-term vision of 'The Green City of experts' to make this city affluence and comfortable residence. New technology and industries based on innovations, higher education centers, and associated institutions will be accorded high priority surrounded by green and lush areas, which is the vision of the Development Plan.

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

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

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

- It is essential to design the localities to absorb any impacts arising from the Technology City Development project proposed to be implemented in this area in keeping with the Government Policy;

The sole purpose therefore of the Development Plan (2019-2030) is to make the maximum use of the opportunities to make the City a successful one which would address the problem as mentioned above and to conform to all the facilities benefiting from proposed such as the Technology City, all other expressway and road development projects. Similarly, within the background of the long-term vision to call this a City of Experts, the Homagama Development Plan provides the basis for creating an Affluence City and to pave way for a center for innovations.

Chapter 06
The plan

The Concept Plan

Introduction

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

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

The future economic development scenario of Homagama planning area is expected to be associated with technological activities within a residential background. This is because there is a greater tendency to establish industries, service providing institutions, research and development institutions for science and technology and residential within the areas associated with the Development Plan. The residential areas have crept into environmentally sensitive areas, which constitutes around one-third of the land area. Efforts are made through this development planning concept to attract higher population from the environmentally sensitive areas to areas such as Kahatuduwa and Homagama, which have a less environment sensitivity. The Plan further emphasized establishing Technology Corridor including the areas of Malabe, Meegoda, Mahenawatta, and Millewa based on the Godagama Town. It is targeted to cluster local and Foreign Service providing institutions, industries, educational centers, and institutions promoting science and technology-based products and services. The low-density residential zone has been planned in the conceptual plan of the Homagama development plan 2019-2030 with a view to protecting the environmentally sensitive areas. Further, planning concepts that shall not have adverse impacts when developing the areas close upon to the natural water sources such as Maha Oya, Pusseli Oya, and Kelani River have been introduced.

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

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

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

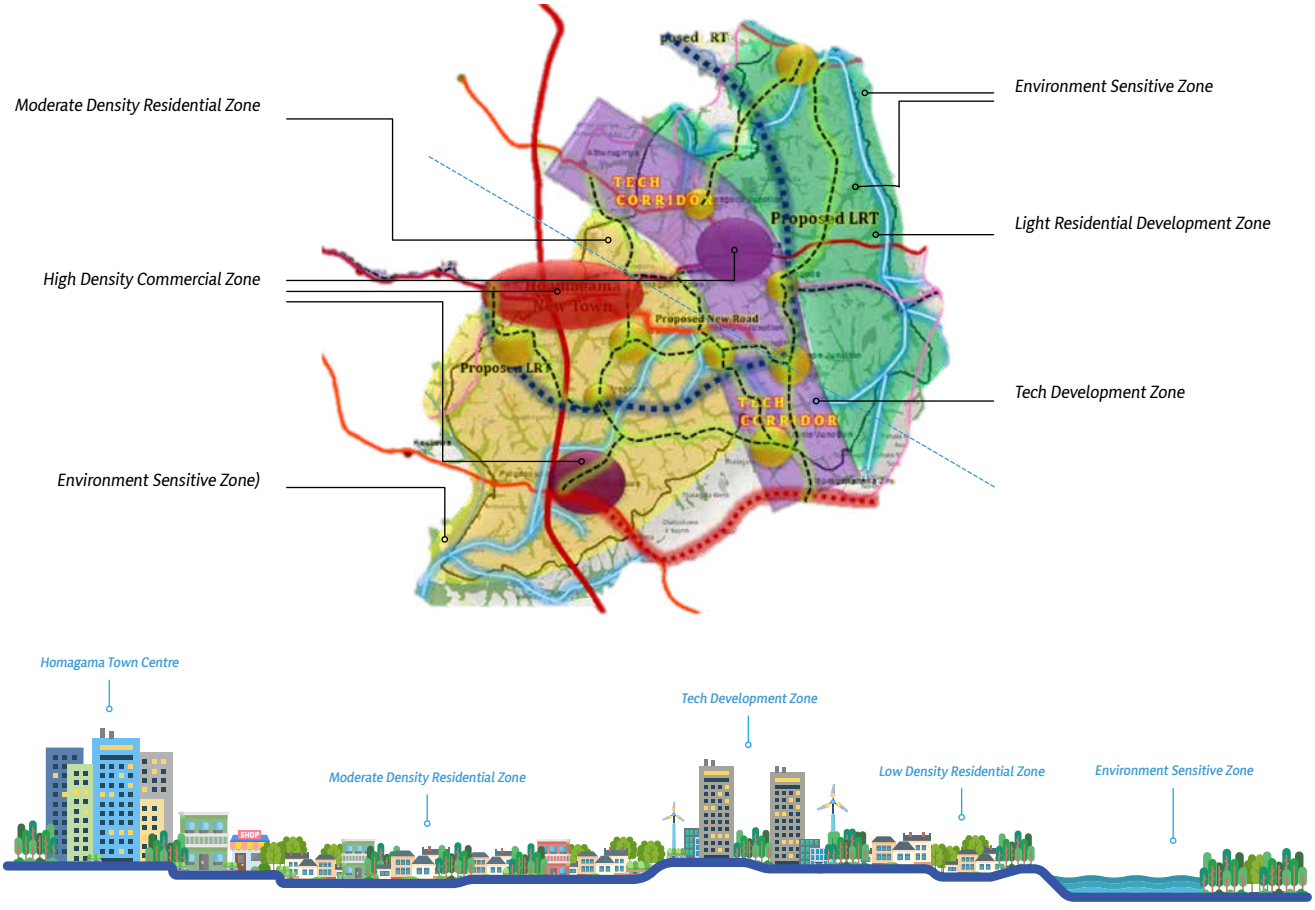


Figure 6.1 : Proposed Urban Form of Homagama Development Plan 2019-2030

6.4. The Proposed Landuse Plan

6.4.1. Introduction

The proposed Land use plan shall portray the land use of Homagama Area under the proposed Homagama Development Plan for2019-2030. Here, the future use of land is well explained in relation to the objectives that need to be accomplished under the Vision of the Development Plan.

The vision of the Development Plan for 2019-2030 mainly strives to create a city for the experts while ensuring a green city. Based on the Development Planning Concept the urban form will be unique which be developed based on the creation of three commercial zones, and a technology zone within a residential zone in a green area.

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

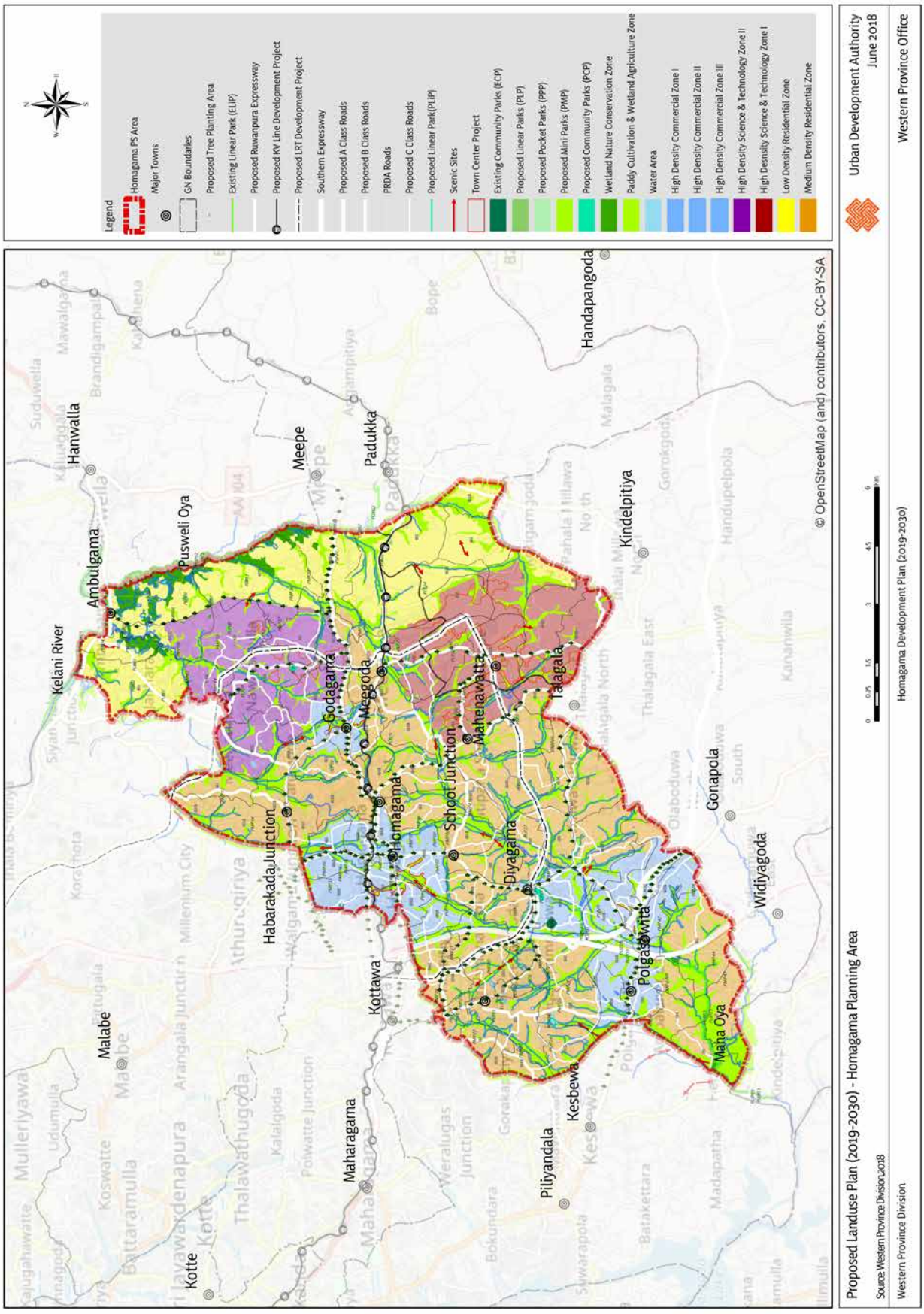
The commercial centers will be developed to have a feeling of the three commercial zones for those who travel either from Colombo, Piliyandala or from Padukka. The Road Development Hierarchy incorporated into the Road Development Plan has been considered the foundation of this development, which will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

Thereafter, the gradual progression from this area further into the interior shall allow the people to enjoy the roadside greenery, the scenic beauty of the paddy fields, which are conducive for the residential areas of modest density. The land use plan has accommodated such interventions as appropriate Road Hierarchy, proposed green park development, tree-planting programs, linear parks that would make the residential area more attracted. There will be specific objectives goals that will be realized from the proposed land use plan within the Homagama Development Plan 2019-2030.

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

Then, the low-density residential zone will be established as the lower level of the proposed urban form including larger wetland parks, Liner parks along with the reservations of Kelani river and Pusseli Oya. this will promote low dentistry calm and quiet nature which represent the countryside characteristics predominantly. Accordingly, the proposed Urban form along with the proposed landuse plan is shown below.

6.4.2. Proposed Landuse Plan



Map 6.1 : *Proposed Landuse Plan -2030*

Prepared by : *Western Province Division, UDA, 2018*

6.4.3. Future Urban Form

6.5. Transportation Development Strategic Plan

6.5.1. Road and Transportation Development Strategies

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

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

It is therefore very important to pay attention to the development of the road sector and transport sector within the Pradeshiya Sabha area of Homagama, being Homagama the center for such mega-scale development projects. It is necessary to plan for sustainable transport sector development taking into consideration the whole system of the road network within the Homagama area. Future population growth forecast already indicated that the population of Homagama will be around six hundred thousand by the year 2030. The floating population in Homagama to be around two hundred thousand. Therefore, efficient and precise road network and vehicle parking arrangements will be necessary. In this regard, it will be essential to develop infrastructure that can ease the road traffic with the focus on improving public transport systems and provide alternative roads and related infrastructure for the pedestrians.

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

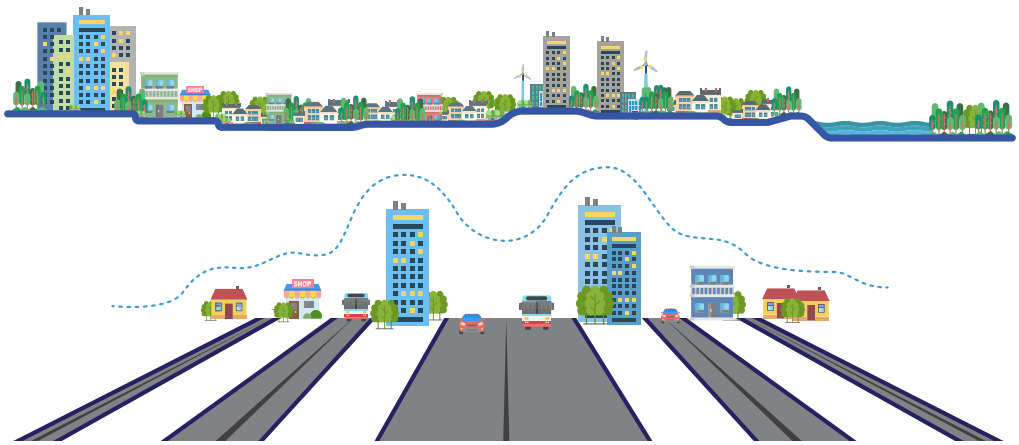


Figure 6.2 : Expected Urban Form
Prepared by : Western Province Division, UDA, 2018

Homagama can be identified as a resourceful area providing residential housing for a large segment of the urban labor force employed within Colombo District. At present, this area provides residential houses for a population of nearly three hundred thousand whilst those who seek employment in this area is at least 45% of the total migrant population. It is a distinct fact that the residential population will rise up to seven hundred thousand by 2030 according to the forecasts made under the Homagama Development Plan.

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

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

It is important to pay attention as to the type of development that needs to be considered to provide an efficient road transport systems, which should cater to the increased population that is expected by 2030 with the implementation of the Development Plan. The total population that may contribute to the traffic congestion will be around 1,909, 892 as per the transport studies which were conducted parallel to the preparation of the Homagama Development Plan. The hypothesis took under the development plan for the number of vehicles that may cause traffic congestion will be around 382, 805, per hour. Accommodation Capacity of the roads for such a number should be at least 1200 vehicles per day. This requires at least 324 road corridors in the future.

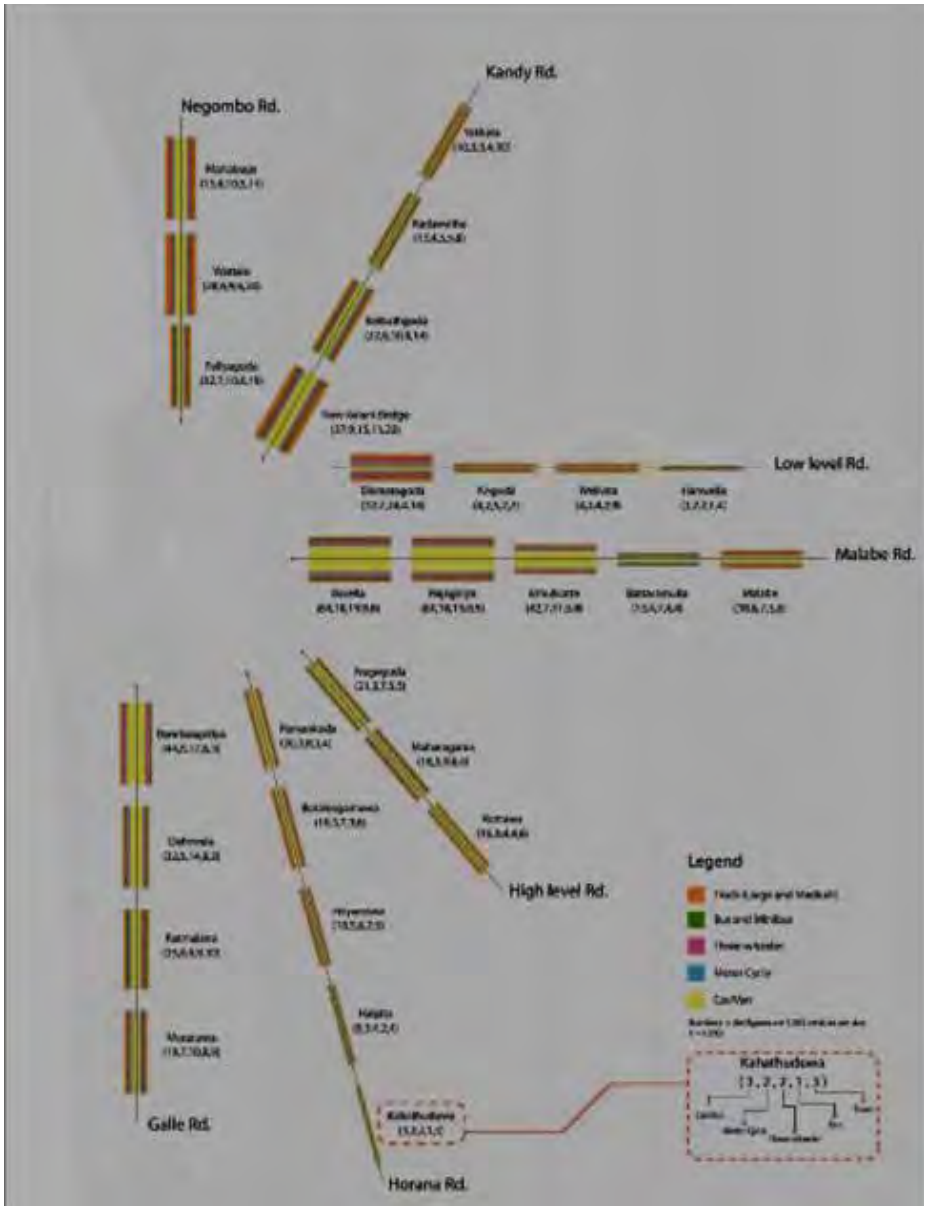
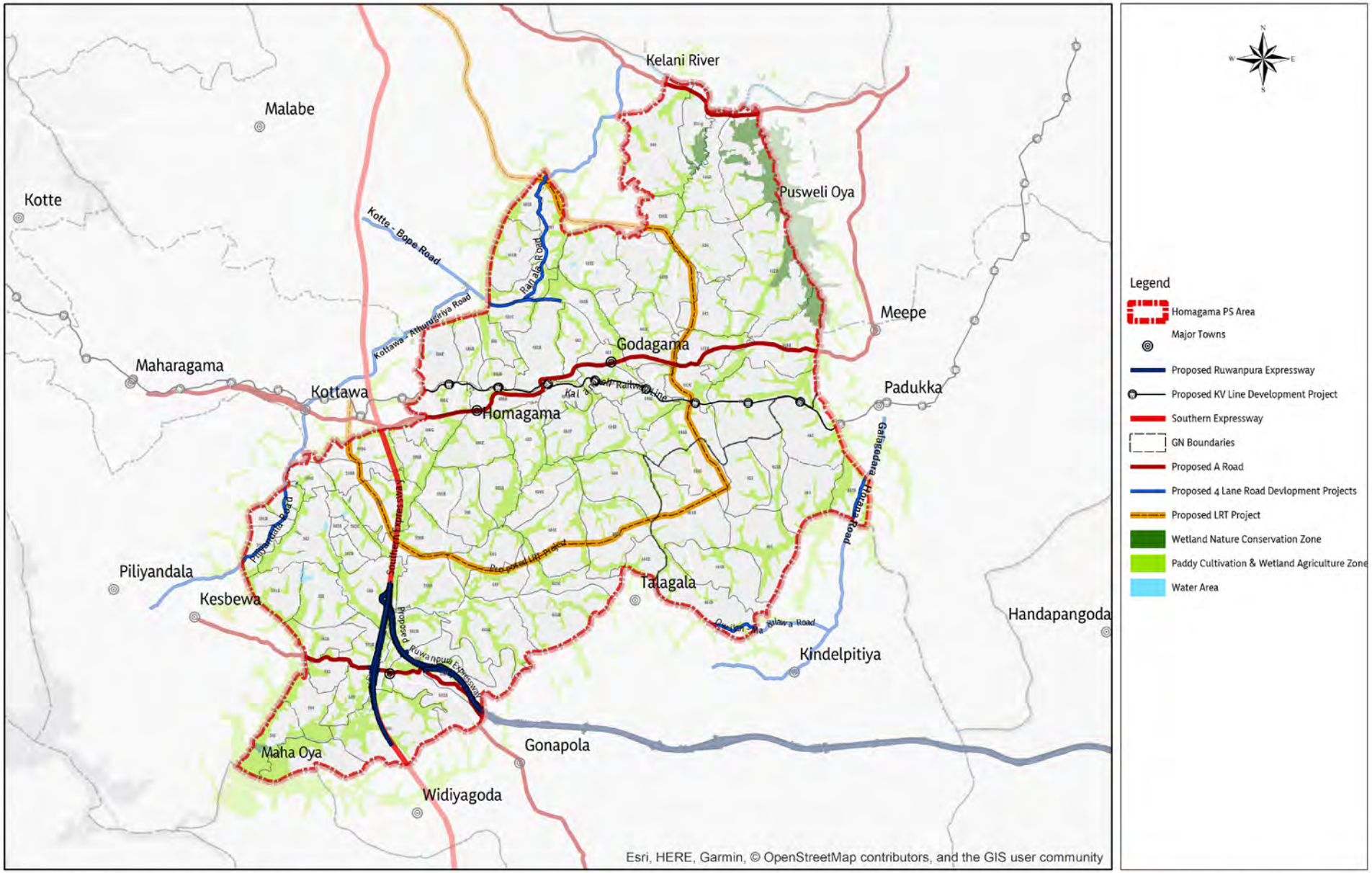


Figure 6.3 : Traffic analysis of 7 Main corridors of Western Province
Source : CoMTrans Study, ORIENTAL CONSULTANTS CO., LTD., 2014

It is essential to review the projects that are being planned in the Road and Rail sectors which are outside the Homagama Road and Transport Strategy before decision are taken. Therefore, attention was paid to a number of proposed development projects lined up by the Road Development Authority and the Department of Railways as well as those road development projects within the other urban areas of Colombo Region envisaged by the UDA as per the Development Plan for 2030. In addition, attention was also paid to the proposed road development work envisaged under the Tech City Development project and Industrial Zone project in Millewa. The Technology City development projects planned outside Homagama planning area were also considered.



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

Prepared by : *Western Province Division, UDA, 2018*

6.5.2. Proposed Road Hierarchy

6.5.2.1.Proposed developments in A and B class roads

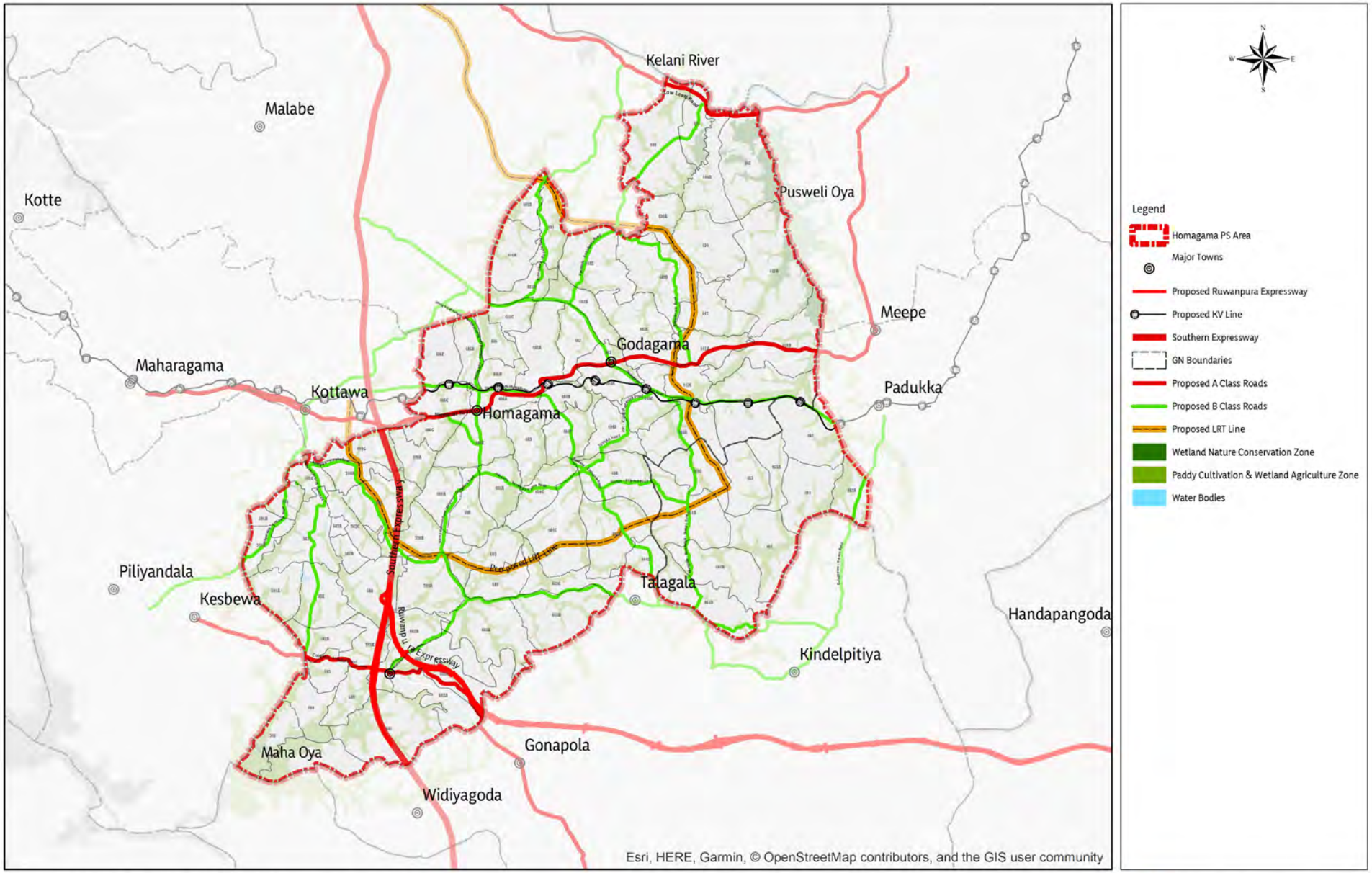
Road classification is identified under this category based on the density of the Buildings by the year 2030 and the proposed development of Intra-City highways and transport projects.

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

All highway with 04 lanes proposed to be developed under the Homagama Development Plan has been classified as B Class Roads. Those roads are lined up as follows: These roads, which have been identified based on the analytical study for (Connectivity, Integration, and Concept of Development Plan), that was carried out parallel to the preparation of the Homagama Development Plan, can be considered as the forerunner of the development of the area. These B Class roads serve as a grid to cover the development of areas of high density. They are namely

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

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



Proposed A & B Calss Raods (2019-2030) - Homagama Palnning Area

Source: Tech City Development Project, Road Development Authority-2017, Western Province Division, UDA, Homagama Pradeshiya Sabhawa

0 0.75 1.5 3 4.5 6 Km

Urban Development Authority
June 2018

Western Province Division

Homagama Development Plan (2019-2030)

Western Province Office

Map 6.3 : *Proposed A and B class road*

Prepared by : *Western Province Division, UDA, 2018*

6.5.2.2. C class roads to be proposed to develop

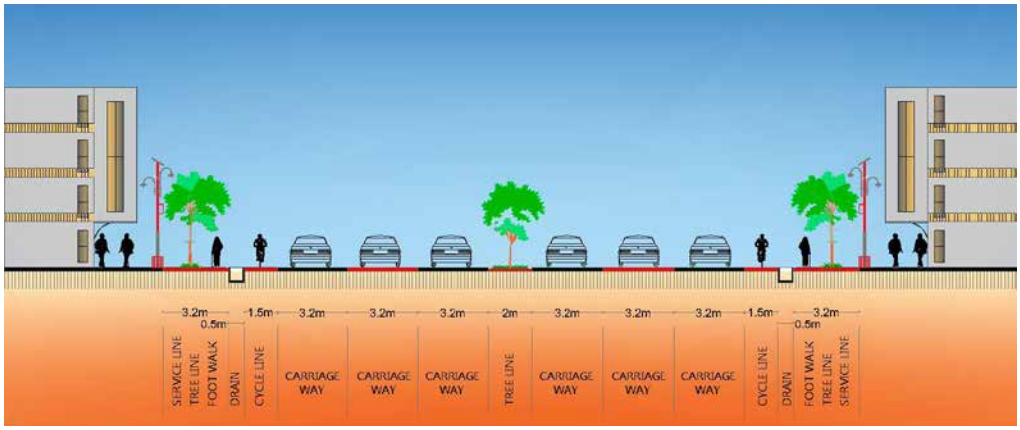


Figure 6.4 : *Proposed A class road design*
Prepared by : *Western Province Division, Urban Development Authority, 2018*

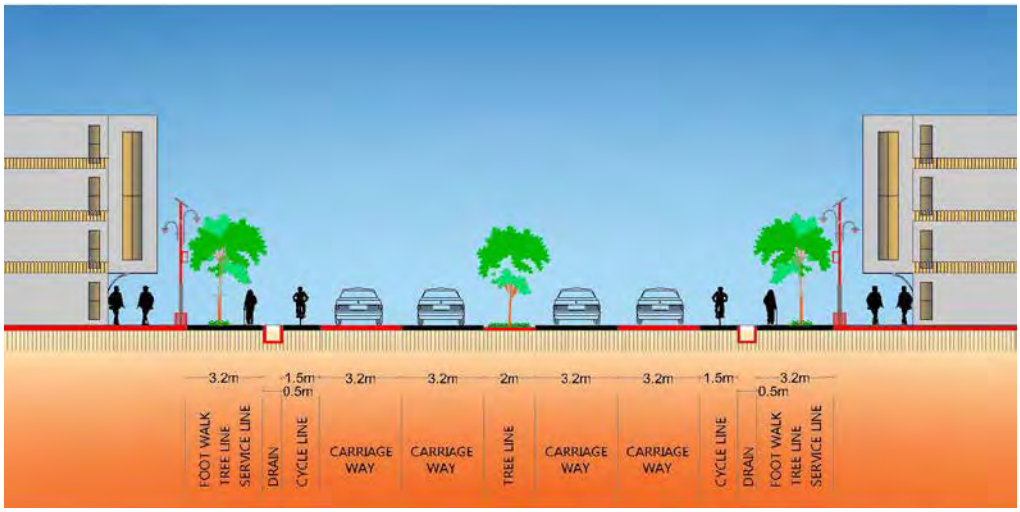
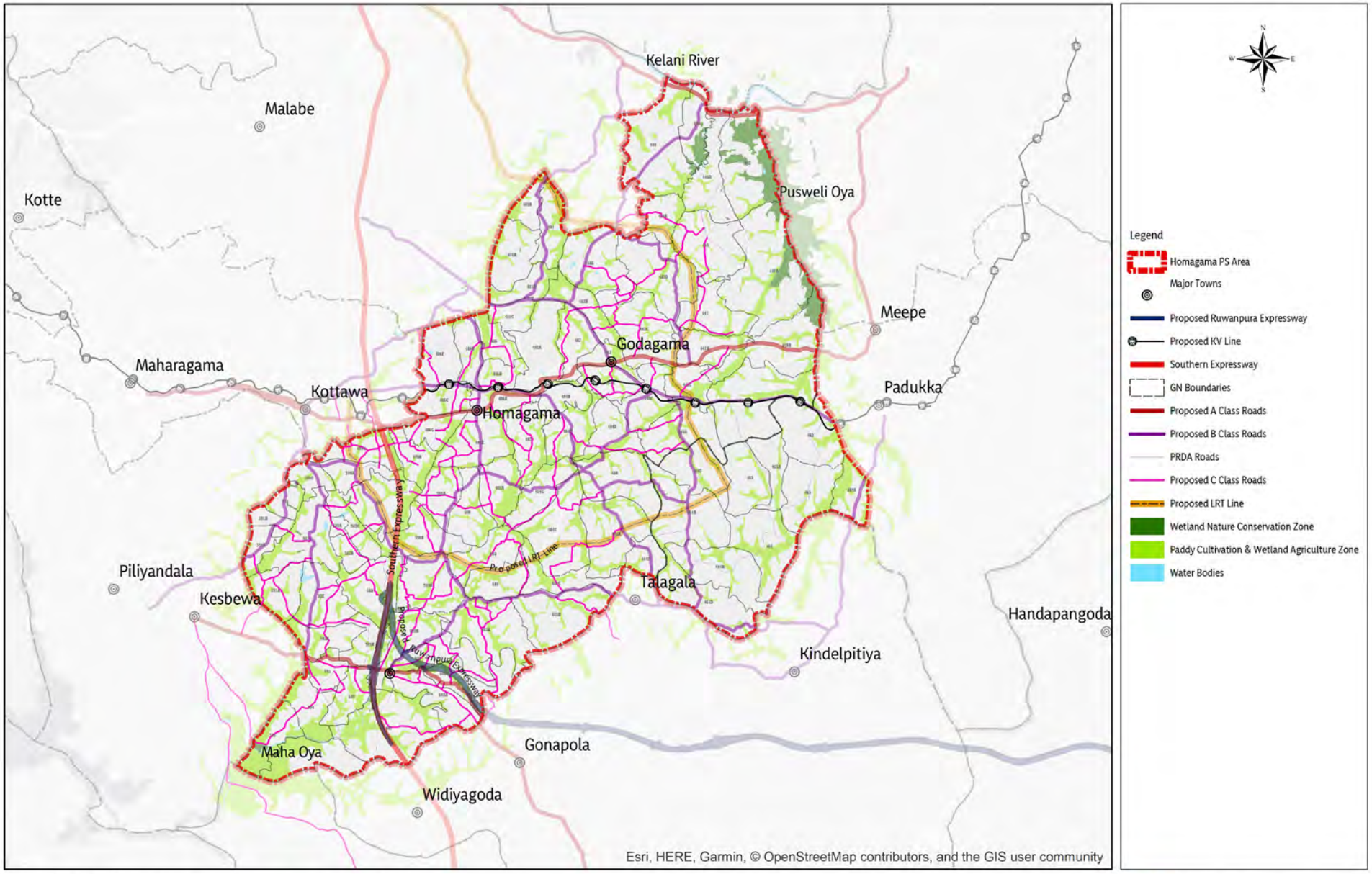


Figure 6.5 : *Proposed B class road design*
Prepared by : *Western Province Division, UDA, 2018*



Proposed C Calss Roads (2019 -2030) - Homagama Planning Area

Source: Tech City Development Project, Road Development Authority-2017, Homagama Pradeshiya Sabhawa, Western Province - UDA

0 0.75 1.5 3 4.5 6 Km

Urban Development Authority
June 2018

Western Province Division

Homagama Development Plan (2019-2030)

Western Province Office

Prepard by : *Western Province Division, UDA, 2018*

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

6.5.2.3. Road Structure and Planning guide for C class roads

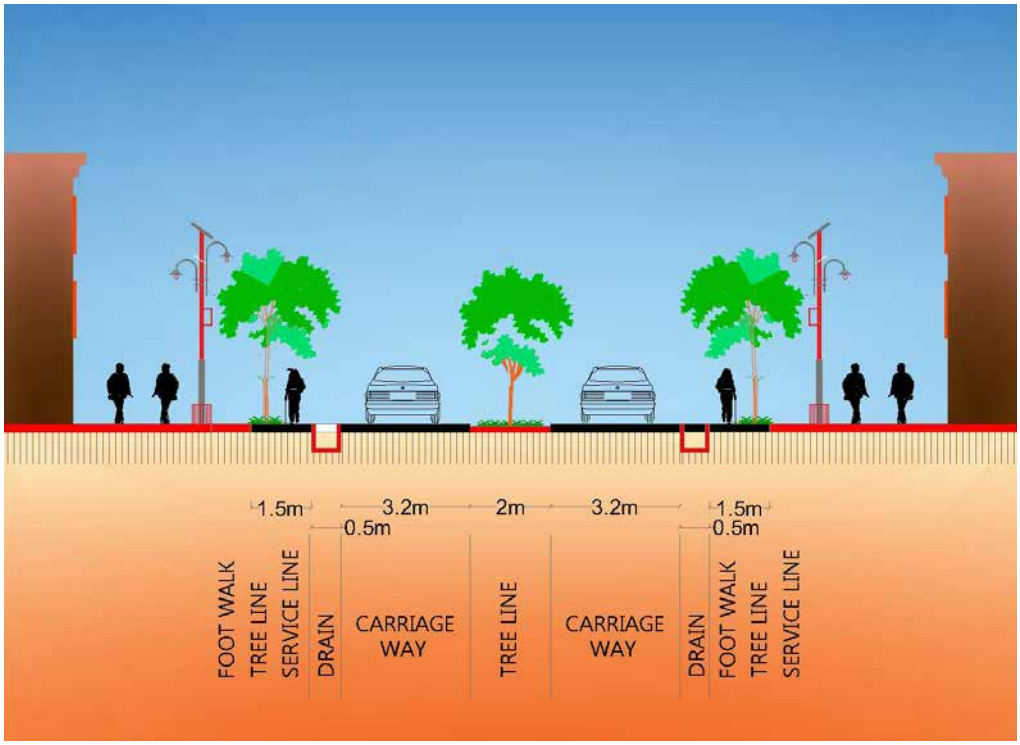


Figure 6.6 : Proposed C class road design
Prepared by : Western Province Division, UDA, 2018

One of the main objectives of the Homagama Development Plan (2019–2030) is to have improved by the road network and to increase the density of 'C' Class roads within the Development Zone. Through this intervention, it is expected to accomplish the expected development targets of the development plan. Similarly, these roads will be helpful to develop that town such as Homagama, Godagama, and Kahathuduwa, which have been given higher weight.

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

According to the present road characteristics, following roads can be classified as Class 'C' Roads:

- The roads with a width of 20 feet and that they are being maintained by Administrative Units:
- Those roads not having the 20 feet width, but can be built as connecting roads between Class 'A' and Class 'B' Roads;
- The roads which are being maintained by the Administrative Units, but those below the width of 20 feet are classified as 'D' Class Roads. The street line for such roads should be as follows;

D class roads classification is as follows.

I. *Above roads not included under B & C class and roads belong to Provincial Road Development Authority,*
II. *Private roads which cannot specify the ownership*
III. *Private roads which cannot specify the ownership*

As per the Table above, these roads within Pradeshiya Sabha areas should have the width of the roads and the building line. This is intended to accomplish the space for future development in the vision of the development plan.

Building line Limit for the Roads and the Buildings			
Grade	*No.Lanes*	*Service Line*	*Proposed Road Width*
A	*6*	*Relevant*	*30.4 m*
B	*4*	*Do*	*23.4 m*
C	*2*	*Do*	*10 m*
D	*2*	*Not Relevant*	*No*

Table 6.1 : *Proposed Road width and Building line*
Prepared by : *Western Province Division, UDA, 2018*

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

6.5.3. Proposed Multistoried Parking

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

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

Table 6.2 : *Commuting population*
Source : *Western Province Division, UDA, 2018*

According to the traffic studies carried out, the number of vehicles plying per hour in those zones is calculated as 21,138, 2595 and 4888 respectively. In addition, it is important to pay special attention to provide for commuter and road transport services due to the integration of urban activities and the highway development and transport activities of Homagama, Godagama and Kahathuduwa as per the 'Integration Analysis and Gephi Analysis' carried out covering the proposed development projects

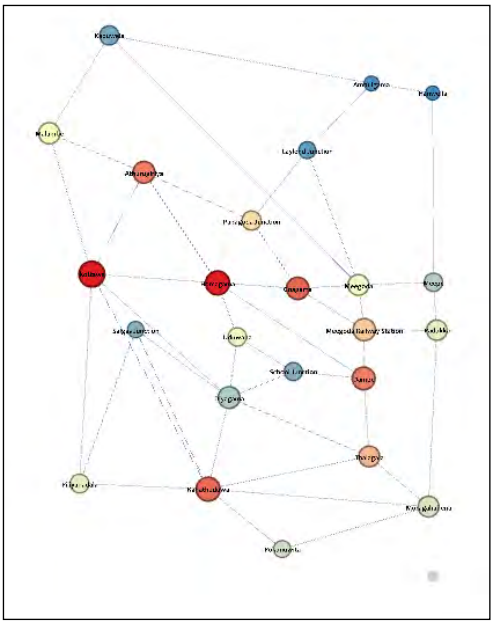


Figure 6.7 : *Gephi Analysis*
Source : *Western Province Division, UDA, 2018*

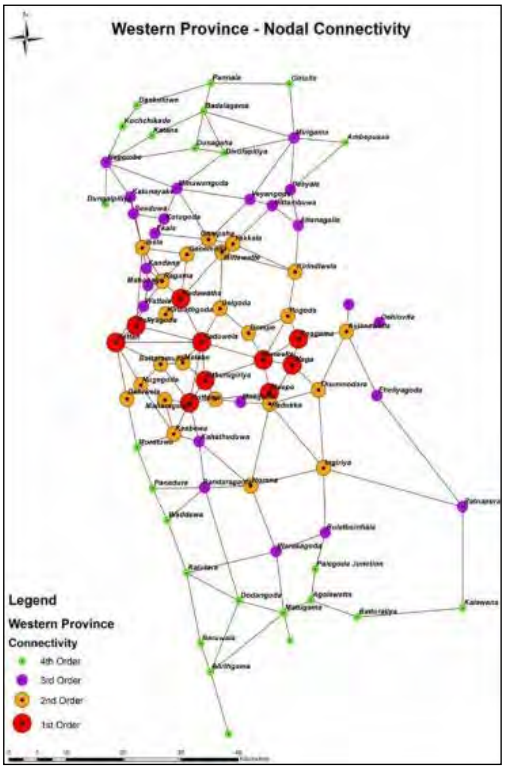


Figure 6.8 : *Connectivity Analysis*
Source : *Western Province Division, UDA, 2018*

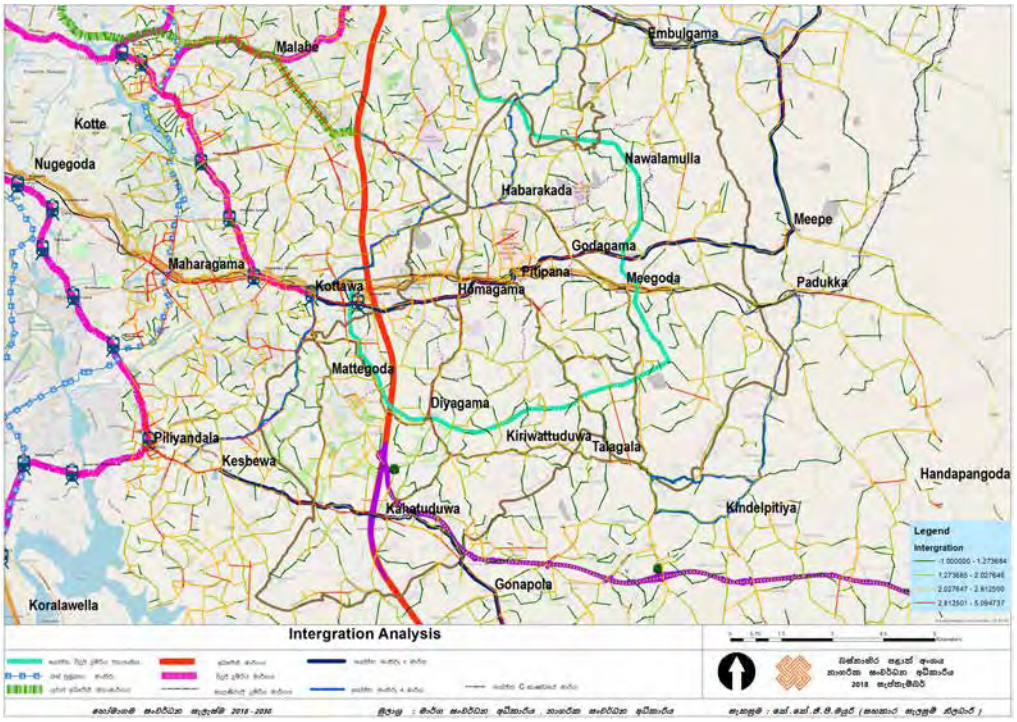


Figure 6.9 : Integration Analysis
Source : Western Province Division, UDA, 2018

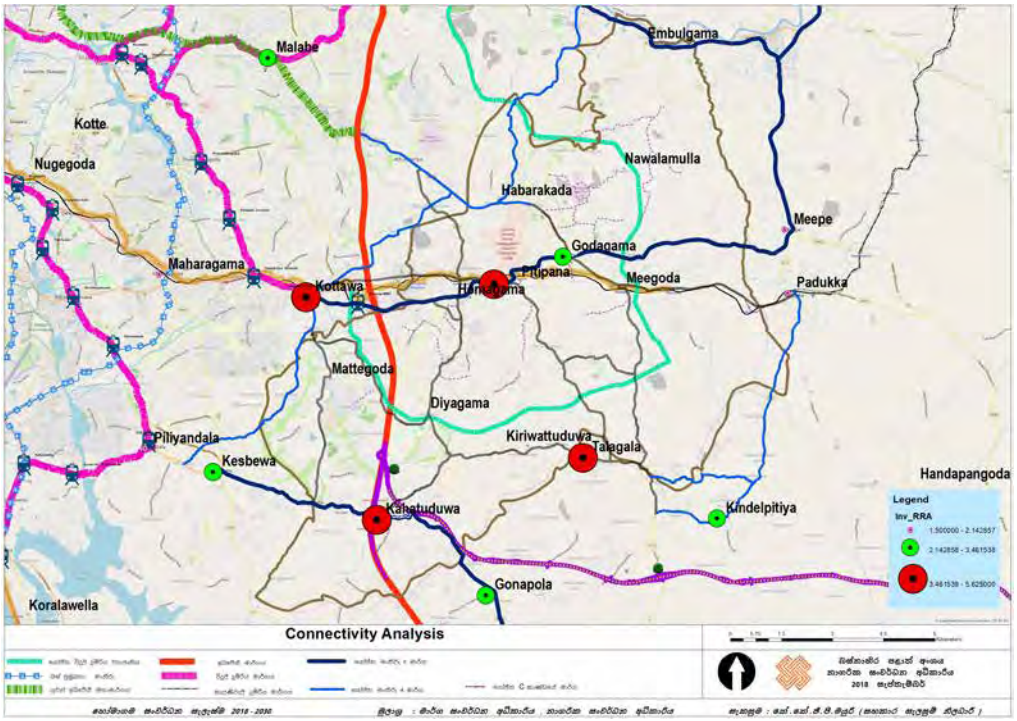


Figure 6.10 : Connectivity analysis
Source : Western Province Division, UDA, 2018

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

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

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

figure 6.11 : Homagama New Township - Proposed Multistory parking
Source : Western Province Division, UDA, 2018

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

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

Figure 6.12 : Homagama New Township - Proposed Multistory Parking
Source : Western Province Division, UDA, 2018

- *Kahathuduwa New Township Development - Proposed Public Parking*

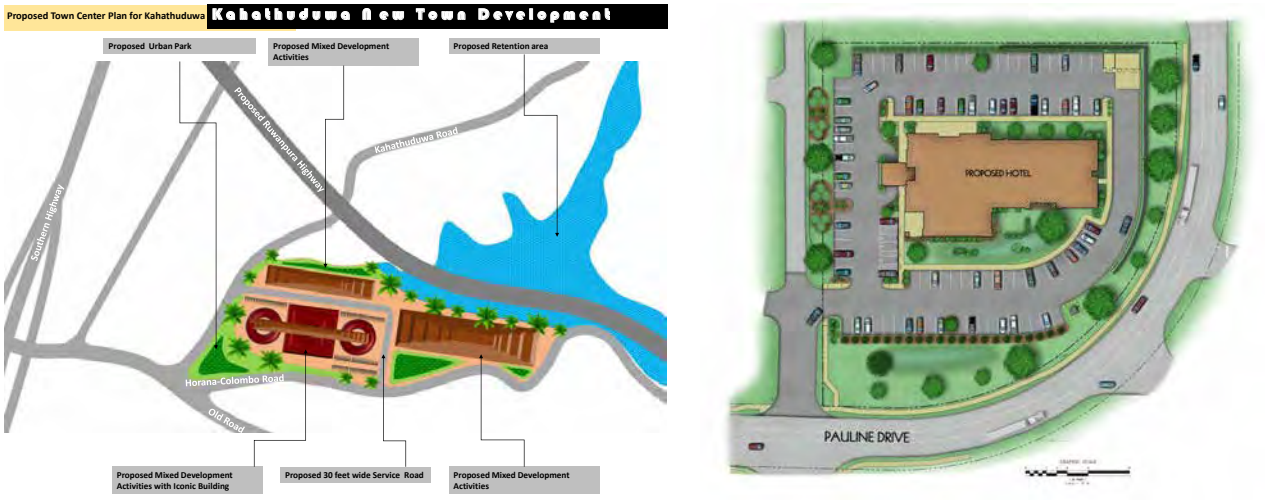


Figure 6.13 : Kahathuduwa New Township - Proposed Public Parking
Source : Western Province Division, UDA, 2018

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

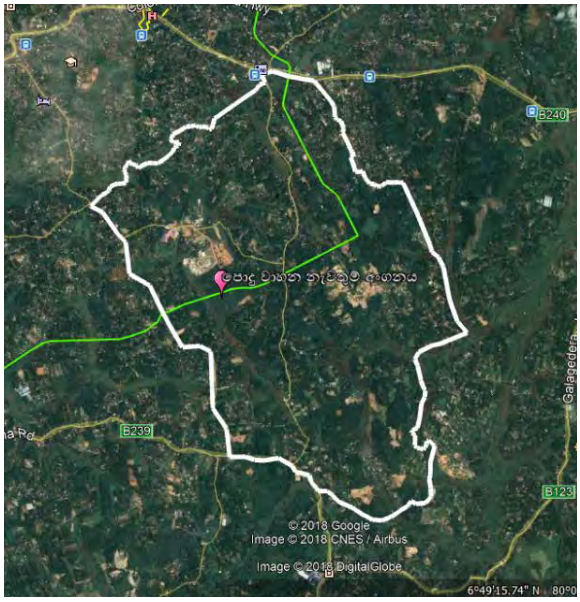
Figure 6.14 : Homagama Hospital - Proposed Public Parking
Source : Western Province Division, UDA, 2018

- *Proposed Multi storied parking in Tech City Project*

According to the analysis of passenger commuter and transport studies under the Technology City Development Plan, it is estimated that within the technology City zone will there will be at least 261, 685–vehicle movements per hour. There is a likelihood that an education cluster with several universities will be located around the Light Rail Station under the proposed Technology City Development Project. If one would estimate that of the total vehicles there could be at least 40% of the vehicles, which will be associated with the movements of the University Centers, the total vehicle movement to this area will be around 99,000.

There will be development work in connection with higher educational facilities under the first stage of the Technology City Center Development Project; attention is paid to the construction of a Multi Storied Vehicle Parking Yard

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



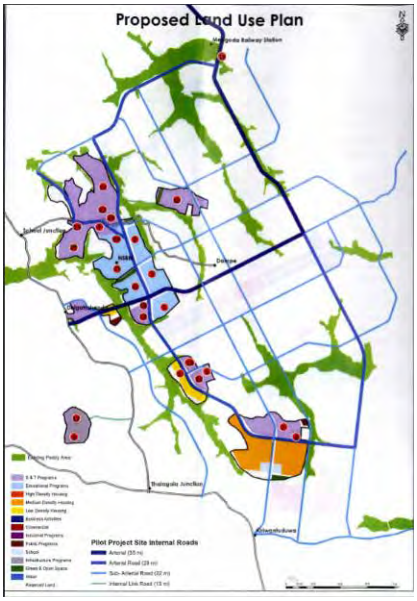


Figure 6.15 : *Proposed parking facilities - Tech City*
Source : *Tech City Development Project, 2018*

When examining the Homagama city area one would observe that the urban activities have been expanded over a span of at least an extent of two km2. Main Urban activities such as Homagama Base Hospital, Railway station, Public Market, Administrative Complex, The Court Complex, Main Bus station, The Police, Schools, Trade centers have been spread within this area as indicated in the Map 6.16 below:

Further, the high-Density Commercial Zone has been earmarked embracing the Homagama Township for development, under the Homagama Development Plan 2030. Therefore, with the objective of ensuring accessibility to the urban facilities within Homagama Township, the development of following bypass roads has been planned. This will also facilitate integration among the road network and improve efficient road transport system.

It is estimated that the population that moves around within the High-Density Commercial zone per day would be about 69,000 according to the Homagama Development Plan for 2030.

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

High-Level Road can be considered the main road through which one can access to the proposed Homagama Technology City Zone. The Road capacity, which existed in 2014, had been increased from 2300 (PUC/H) to 2000 (PUC/H) by now, according to the Con Trans Study. It is estimated that the number of vehicles that affect the traffic demand is in the range of 22,296 per hour due to the rapid development that is envisaged under the Homagama Development Plan 2030. Therefore, development of by Pass road network is emphasized to avoid possible traffic congestions and to access to the Technology City of Homagama by the public conveniently

- *Godagama Township*

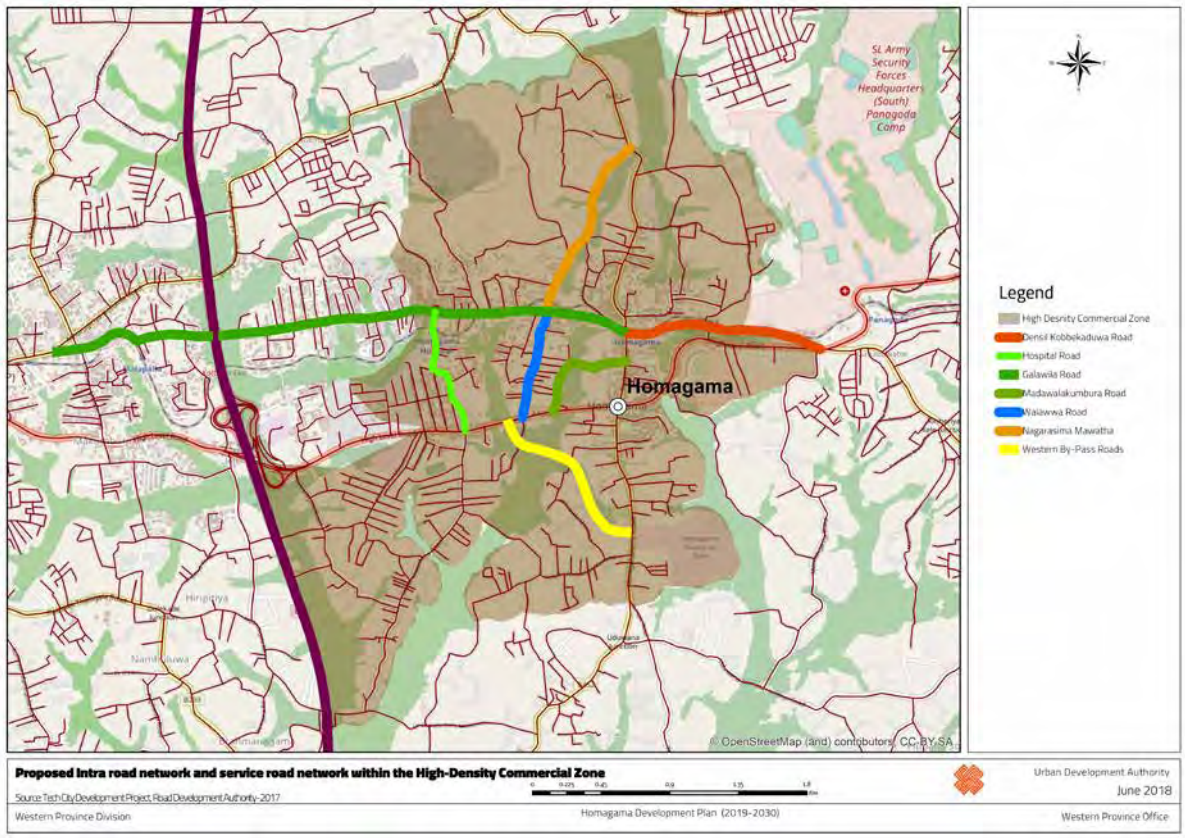


Figure 6.16 : *Internal roads and Service roads proposals*
Source : *Western Province Division, UDA, 2018*

	Name of the road	Length	Development proposal
1	Western Bypass road	1 km	4 lane
3	Madavilakumbura road	700 m	2 lane
4	City limit road	1 km	2 lane.
5	Hospital road	800 m	2 lane
6	Walawwa road	700 m	2 lane.
7	Galavila road	3 km	4 lane
8	Densil Kobbekaduva road	1.26 m	4 lane.

Table 6.3 : *Proposed internal and service roads - High-density Commercial zone 2*
Source : *Western Province Division, UDA, 2018*

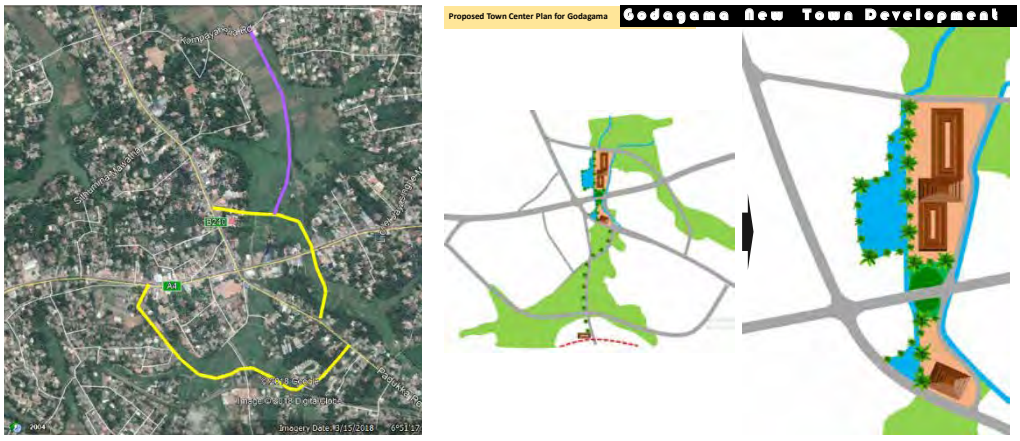


Figure 6.17 : *Godagama internal and service road developements*
Source : *Western Province Division,UDA, 2018*

- *Kahathuduwa Township*

	Name of the Road	Color	Length	Development proposal
1	New Bypass road 1		1 km	2 lane
2	New Bypass road 2		700 m	2 lane
3	New service road		700 m	2 lane

Table 6.4 : *Proposed internal and Sercive roads - Godagama*
Prepared by : *Western Province Division, UDA, 2018*

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

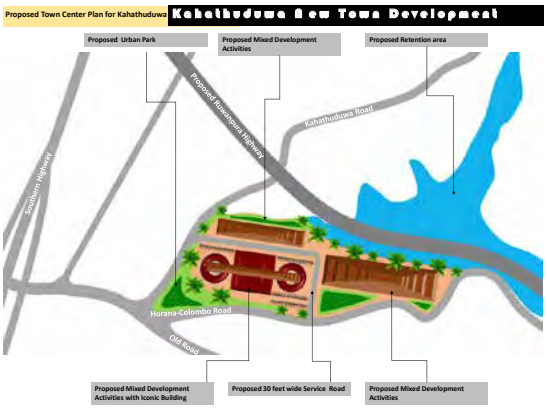


Figure 6.18 : Proposed service road - Kahathuduwa
Prepared by : Western Province Division, UDA, 2018

6.5.5. Proposed Transport Hub Development Project at Meegoda

Attention has been paid to develop a 6-acre land close to the Meegoda Economic Center and the Railway station, Meegoda. The estimated commuter population of Tech city is around 30446 per day and the immigration population to tech city those who seek their

Figure 6.19 : Transport Hub - Meegoda
Source : Tech City Project, 2018

commercial and other services will also be increased. Further, the Railway electrification project also was taken into consideration in terms of providing public transport facility.

6.5.6. Proposed Expressway Development Project at Makumbura

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

Figure 6.20 : Proposed Ruwanpura expressway
Source : Ruwanpura expressway project, RDA, 2017

6.6. Sustainable Environment Development Strategic Plan

6.6.1. Introduction

Sustainable Environmental Development strategic plan can be introduced as the most important chapter of the prosed development of Homagama Area as a Green City, under the prosed Homagama Development Plan 2019-2030. To bring forth the concept of Green City is the main objective as per the explanation is given in the Vision statement. In this sustainable Environmental Development Strategic Plan, an attempt is made to appraise the environmental and physical resources available within the Homagama area and explain in detail how such physical and environmental resources/areas can best be utilized sustainably. Being a city of experts providing space for technology development and innovations, especially, this plan embodies strategies to make the city rich with environmental ecosystems that support a peaceful environment.

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

The theme of the Homagama Development Plan 2019-2030 is the 'City of Experts'. One of the main objectives of the development plan is to create a Green City. Therefore, the development plan is founded on these two principles namely the creation of the Green City and to make it as the City of Experts.

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6.6.2. Environment Conservation Areas

The wetland found in Homgama can be classified as follows

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

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

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

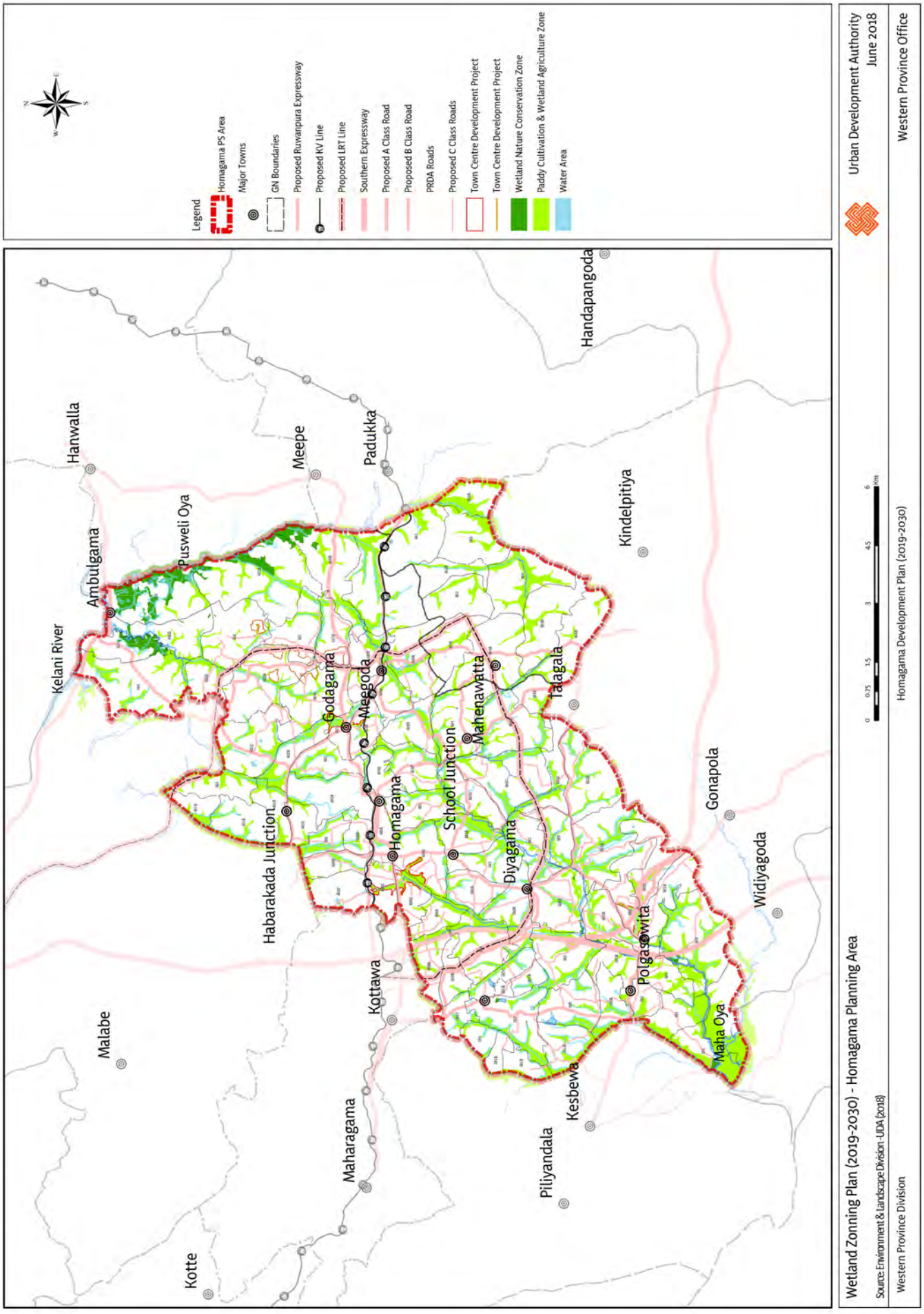
01. Wetland Nature Conservation Zone

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

02. Paddy cultivations and Wetland Agriculture Zone

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

There is a large extent of Paddy Fields, abandoned paddy fields. They should be conserved taking into consideration their ability to retain floodwaters and to contribute to surface water drainage purposes. (The map of Homagama Wetland Zonation Plan is provided in Fig. 6.4, whilst the regulation, conditions and guiding notes for development are included in the second edition of the Plan)



Map 6.5 : *Western Region Wetland Master Plan- Homagama Wetland Distribution 2019 -2030*

Source : *Environment and Landscape Division, UDA 2018*

6.6.3. Scenic view points

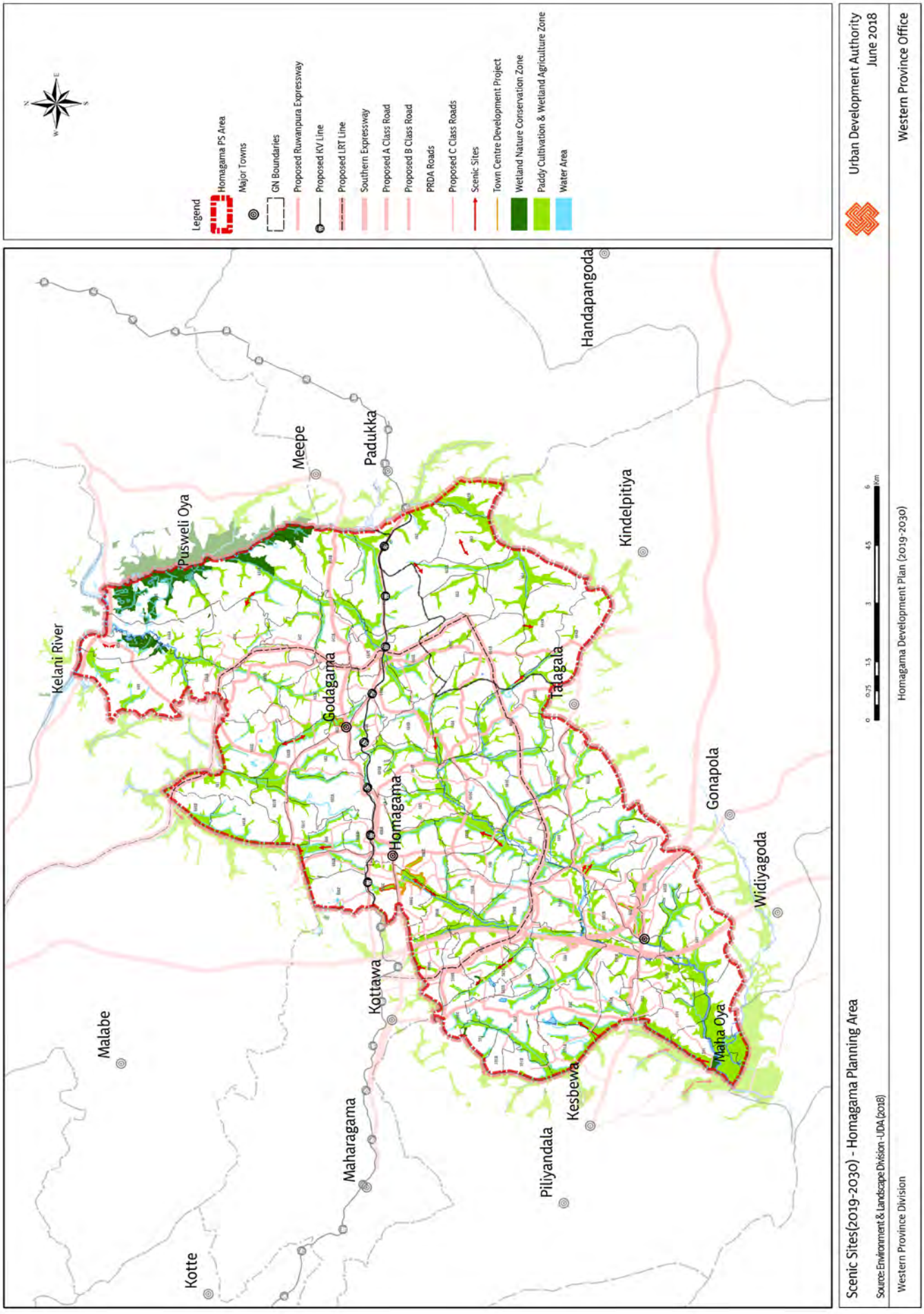
Several Scenic viewpoints can be found within the Homagama Pradeshiya Sabha area. Among them are the; the area where the historical Embalawa Raja Maha Viharaya is located, The area and its surroundings where Galagedara Bridge is situated; either side of Heraliyawala, Makandana Road and the area within the 5th lane of Matthegoda, Leenawatta and Kurugala can be cited. Development should be carried out ensuring the protection of those scenic areas.

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

6.6.4. The Disaster Risk Reduction Plan of Homagama PS Area

Existing Disaster Risk

Flooding is the major cause for any disaster risk in Homagama Pradeshiya Sabha Area. The topographical features of Homagama with impermeable surfaces is the contributing factor for Floods in the area. The Rivers, their tributaries and streams flowing within the Homagama DSD falls within two drainage basins. One of the drainage basins is the drainage basin in Kelani basin consisting of Pusseli-Oya flowing adjacent to Kelani River at the northern end and Hettige Ela small stream. The second is the Bolgoda Lake subdrainage system, which is the micro drainage system for Kaluganaga basin. This consists of two small stream tributaries such as Nadun Ela drainage basin connecting Bolgoda Lake. The marshy and water retaining area affected by the Canal network as mentioned above form the land suitable for Paddy cultivation, but still crop damages occur due to severe flooding. The areas affected by floods are illustrated in Map No. 6.21. The GNDs where the floods occur are given in Table 6.5 below.



Map 6.6 : *Scenic View points - Homagama Development Plan 2019 - 2030*

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

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

Table 6.5 : *Flood affecting areas - Homagama*
Source : *Irrigation Department - 2016*

More than 5266 people living close to Pusseli Oya were affected during the floods that took place in Homagama Pradeshiya Sabha Area in the year 2016 and three people were killed. 16 Houses were destroyed. Another 469 families were affected by the floods that occurred in May 2018. A number of people affected were 1827.

Similarly, due to the obstruction of drainage systems in the area a result of construction and extension of utility services and due to the formation of some areas as marshy lands, there had been small-scale floods at several places. Map 6.21)

- *Strategies*

I. *Zoning for low-density Houses*
II. *The natural real flow of the two drainage basins should be carefully the changes to the land use resulting from construction work in those areas should be studied in detail*
III. *Cleaning, desilting, and maintaining of all the canal network in the area*
IV. *Improvisation of the drainage system in the area and maintenance of the same regularly*
V. *Those low-lying areas to be identified after a slope study and to declare them as city areas*

Figure 6.21 : Flood affecting areas

Source : Irrigation Department - 2016

6.6.5. Public Open Space and Recreational Space Development Plan (PORS)

Though at least 01.4 ha of land for each 1,000 persons should be provided for when allocating public open space for recreational and leisure activities as per the standards stipulated by the Urban Development Authority, because of the scarcity of public land in Homagama Planning area it was decided to allocate about 1 ha of land for each 1000 persons. The population of Homagama Pradeshiya Sabha Area by the year 2017 was recorded at 251, 185 (according to Resource Profile). It is forecast that the population will rise up to six hundred thousand (600,000) by 2030, according to the data in the Homagama Development Plan. Based on that it is estimated that there should be at least 600 ha of land needed as open space for recreational and leisure activities by the year 2030

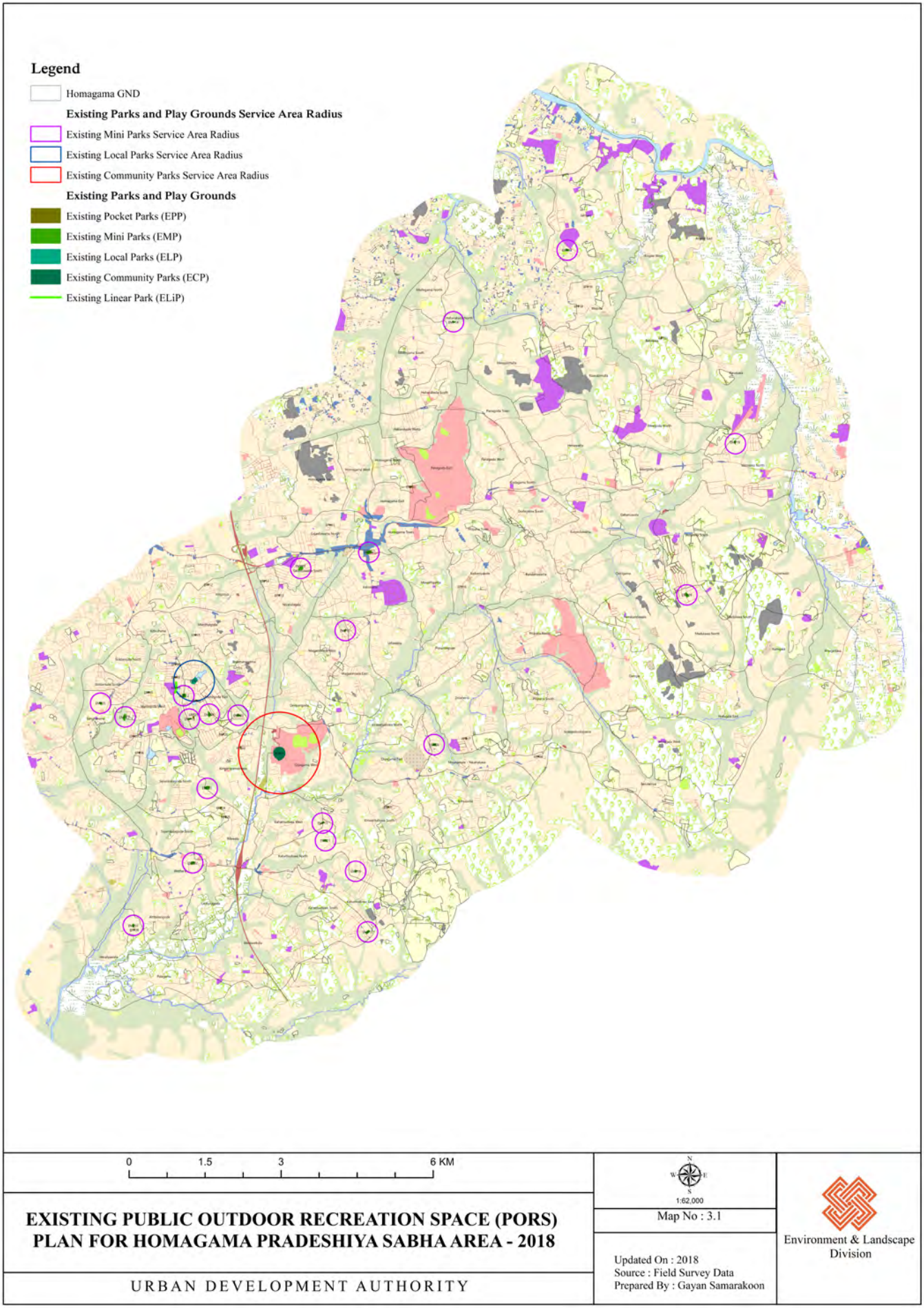
Recreational facilities can be categorized into two namely; direct and Indirect facilities. Direct recreational facilities for:

I. Sports
II. Swimming
III. Running
IV. Walking
V. Boating;
VI. Fishing (For example)

The existing facilities in Homagama Pradeshiya Sabha area for above needs is hardly adequate. The Table 6.6 and Image 6.22 below present the data about the existing facilities:

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

Table 6.6 : *Active and Passive PORS - Homagama*
Source : *Homagama PS office, DSD office, and Feild data, 2018*



Map 6.22 : *Existing PORS plan*

Prepared by : *Environment and landscape division, UDA, 2018*

According to the information provided in the Table: 6.7, there is 18 ha of land for open space within the Homagama Pradeshiya Sabha Area. Based on the present population, this figure should have been 251 ha. There is no adequate open space for the present population in the Pradeshiya Sabha area about 251185, while the existing open spaces are short of required facilities.

Indirect recreational facilities available within the e Homagama Pradeshiya Sabha area can be cited as follows.

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

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

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

46.	EMP 21	0.50	City of Life PlayGround	Kahatuduwa North
47	EMP 22	0.40	Meegodadeniya PlayGround	Meegoda North
48.	EMP 23	0.80	Galwalamulla Play Ground	Panaluwa
	Sub Total	**9.60**		
	Existing Local Parks (ELP)			
49.	ELP 01	1.10	Housing Complex PlayGround	Matthegoda Central (A)
	Sub Total	**1.10**		
No.	*Type of the open space for Parks and playgrounds*	*Ha*	*Present Use*	*GN Division*
	Existing Community Parks (ECP)			
50.	ECP (01)	4.90	Mahinda Rajapaksa International Ground	Diyagama (West
	Sub Total	**4.90**		
	Existing Linear Parks (ELiP)			
51.	ELIP (01)	0.10	Mattegoda Tank	Mattegoda West
	Sub Total	**0.10**		
	Total	**17.99**		

Table 6.7 : *Active and Passive PORS places - Homagama*
Prepared by : *Emvironment and Lnadscape division, UDA, 2018*

6.6.5.1. Proposed Plan for Development of Open space for Public recreation 2019 - 2030

It is forecast that the population will rise up to six hundred thousand (600,000) by 2030. Based on that it is estimated that there should be at least 600 ha of land needed as open space for recreational and leisure activities. However, depending on the availability of suitable land, 50% of this target will be met through the following plan

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

Table 6.8 : *Proposed PORS plan 2030 - Homagama*
Source : *Emvironment and Lnadscape division, UDA, 2018*

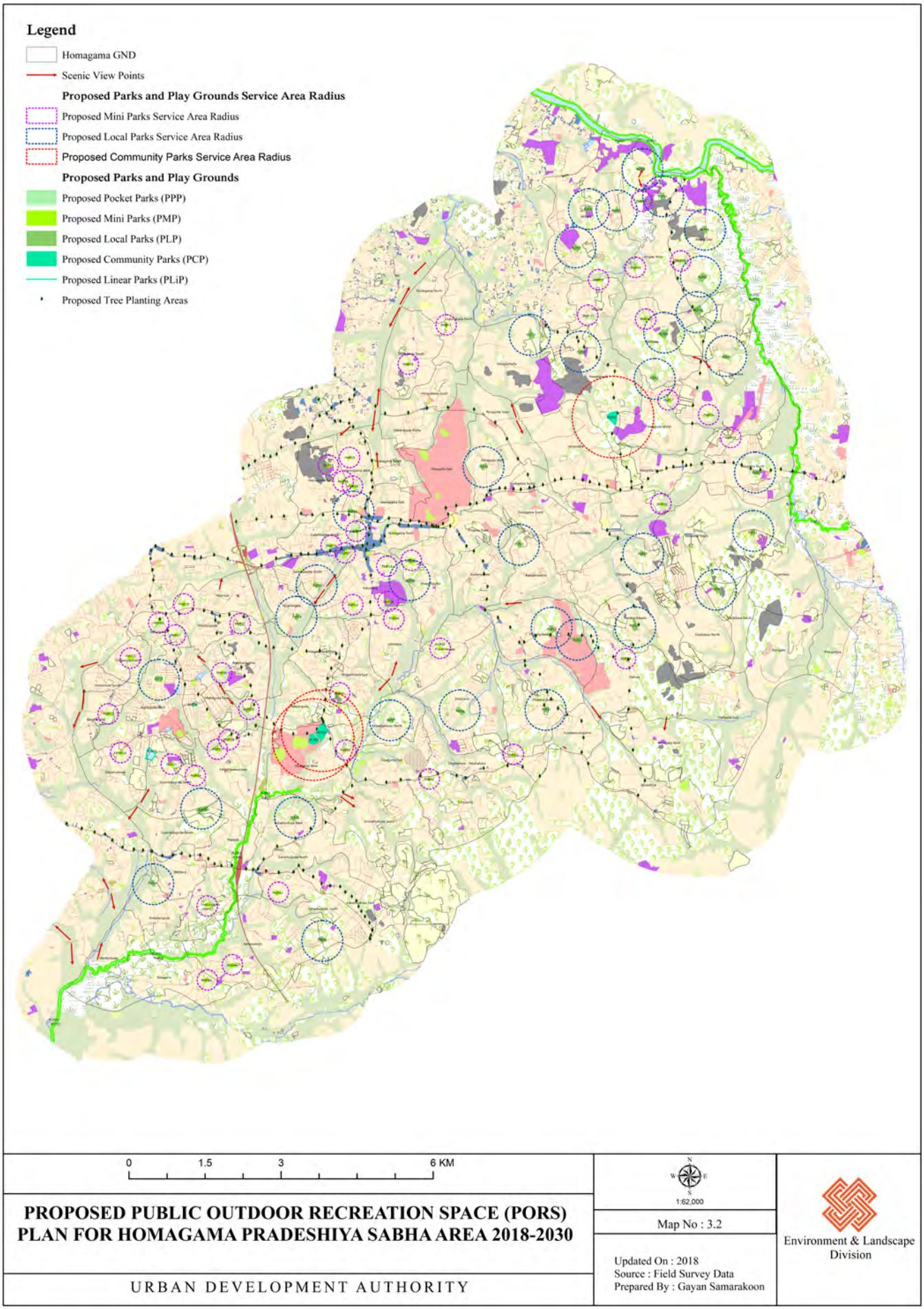


Figure 6.23 : Proposed PORS plan 2019–2030 Homagama *Source : Emvironment and Lnadscape division, UDA, 2018*

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

35.	PMP 33	0.4			Katuwana
36.	PMP 34	1.0			Homagama (West)
37.	PMP 35	0.4			Homagama (West)
38	PMP 36	0.6			Panaluwa
39.	PMP 37	0.8			Panaluwa
40.	PMP 38	0.3			Panaluwa
41.	PMP 39	0.5			Watareka (North)
42.	PMP 40	1.0	Rubber	Mini Parks	Mawathagama
43.	PMP 41	0.5			Prasannapura
44.	PMP 42	0.7			Kahathuduwa (South)
45.	PMP 43	0.6			Palagama
46.	PMP 44	1.0			Weniwelkola
47.	PMP 45	0.7			Magammana (East)
48.	PMP 46	0.7			Uduwana
49.	PMP 47	1.0			Undurugoda
	Sub Total	**30.3**			
	Proposed Local Parks (PLP)				
50.	PLP 01	1.8	Coconut		Pitipana (North)
51.	PLP 02	1.4			Jaltara
52.	PLP 03	1.0			Kalutara
53.	PLP 04	1.2			Henpita
54.	PLP 05	1.2			Atigala (West)
55.	PLP 06	1.1			Atigala (East)
56.	PLP 07	1.5			Jaltara
57.	PLP 08	2.4			Batawala
58.	PLP 09	2.1			Atigala (East)
59.	PLP 10	2.5			Panaluwa
60.	PLP 11	1.1			Panaluwa
61.	PLP 12	1.1		medium lower scale parks	Batawala
62.	PLP 13	1.3	Rubber		Galawilawatta (South)
63.	PLP 14	1.0			Niyandagala
64.	PLP 15	1.5			Matthegoda (West)
65.	PLP 16	1.0			Mawathagama
66.	PLP 17	1.2			Homagama West
67.	PLP 18	1.3			Panagoda (West)
68.	PLP 19	1.6			Meegasmulla
69.	PLP 20	1.1			Nawalamulla
70.	PLP 21	1.1			Watareka (North)
71.	PLP 22	1.0			Liyanwila
72.	PLP 23	1.1			Ovitigama

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

Table 6.9 : Proposed PORS plan.
Source : Environemnt snd Landscape division, UDA,2018

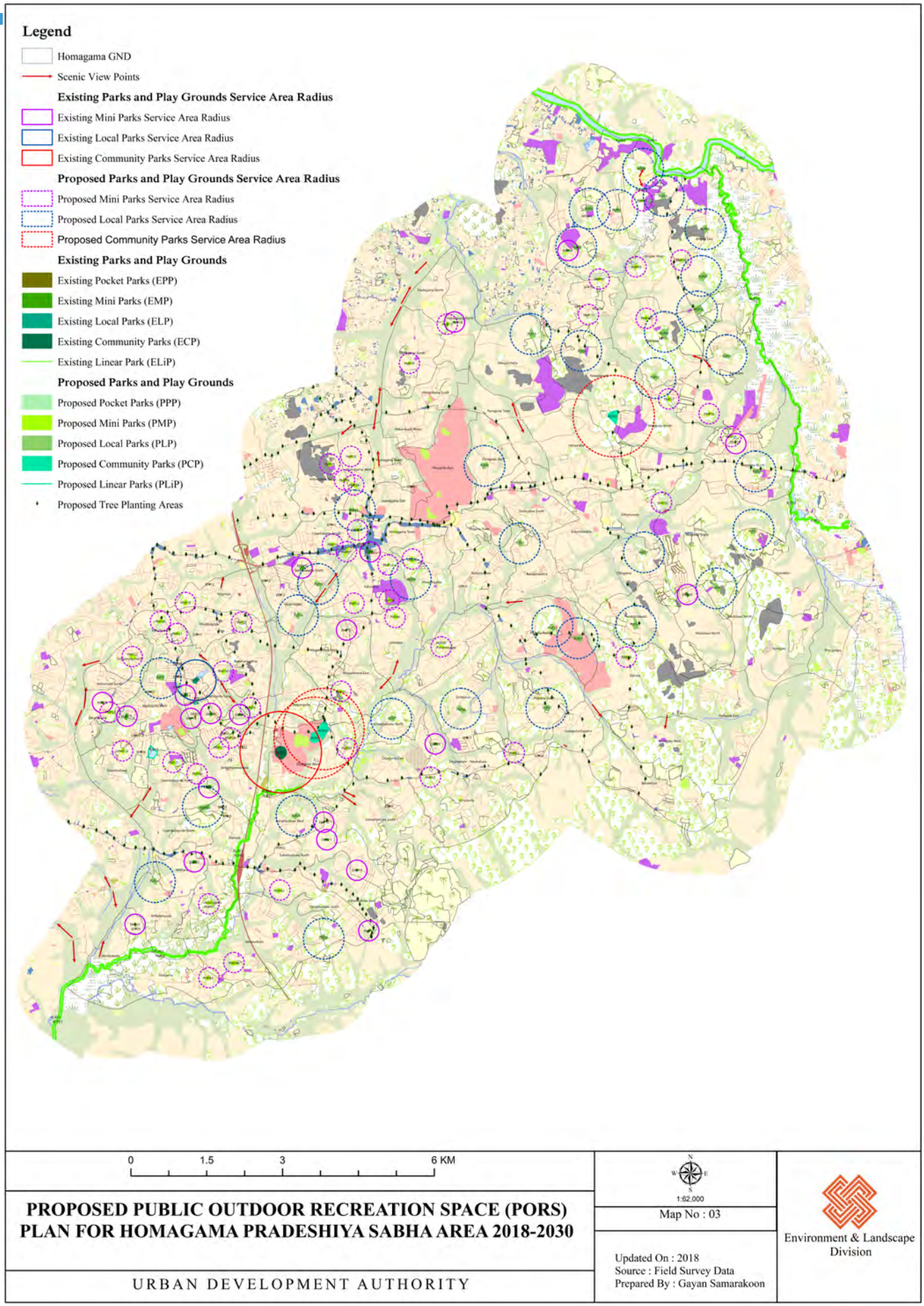


Figure 6.23 : Proposed PORS plan 2019–2030 Homagama *Source : Emvironment and Lnadscape division, UDA, 2018*

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

- 1.1 *Utilization of the existing play areas; potential areas which can be used for playgrounds and the areas which are already left unused (Open area) as areas for direct recreational purposes, their classification, rehabilitation, and maintenance*
- 1.2 *Rehabilitation of all the playgrounds in the area which are to be further improvised*
- 1.3 *Enforcement of regulations pertaining to setting aside of 10% of the land allotments from plotting of land (for selling) and utilizing such land only for purposes of developing recreational areas*
- 1.4 *Land identified for recreational area development purposes to be exclusively used for such purpose*

2. *Implementation of Concepts of Linear Parks*

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

Such areas as well as other environmentally sensitive areas will be devoid of any construction work and can be enhanced by planting more trees; (Image 6.24)

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

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

4. *Development of Roadside Tree Planting corridors*

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

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

XV. *Dampe-Pitipana Road, Homagama*
XVI. *Pitipana - Thalagala Road, Homagama*
XVII. *Atigala Road – Meegoda Road, Homagama.*
XVIII. *Lenagala, Nawalamulla Road, Homagama*

The selected trees for the roadside tree planting corridors are indicated in Annexure 13.

5. *Strategies to bring down the temperature by 2030*

a. *Construction of all state and semi-state building to be complied with Green Development Concepts and obtain Green Building Certificate.*
b. *Installation of Green Roofs on all office buildings and houses during construction and to introduce water sprinklers on such rooftops.*
c. *Increase awareness on the use of mild colors against bright colors when painting buildings.*
d. *Green parking areas to be introduced in all the proposed vehicle parking areas and to convert existing vehicle parking places into green parking areas.*
e. *When Interlocking to be used, methods allowing water intrusion into the ground to be adopted; mild colors to be used when painting interlocks*
f. *Plan and implement the development of all existing Play Grounds, proposed open areas, parks based on Green Concept.*
g. *Introduce Green Infrastructure Facilities*

6.6.6. Cultural, Religious and Ancient Places Management Plan

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

1. Kandegala Purana Viharaya

The temple is located at Panagoda town GN division. the location of this temple is at the highest rock head in Colombo district. the history records evidently that the sacred tooth relic was once kept hide in this temple place. Not only that there are monuments of ancient writings as well. There is a Hindu temple in the cave temple, two ponds and the pond which locates in the middle of the rock known as " Naga Pokuna".

2. Ebulgama Purana Viharaya

This temple located at Henpita GN division. Earlier this temple was named as Ambuluwa Temple and Ambili Temple. At present, it is known as Embulgama Temple. One of the Bodhi from Sri Maha Bodhi planted at this temple. as per the history records, this temple has the history up to Mihindu Period.

A cave which has cravings also can see in this temple. There is evidence that the ancient Buddha Statue has been destroyed and got valuable things inside. The ruins of that Buddha Statue is still there in the Cave Temple. The first temple was destroyed by the invaders. Second Cave created as Sapnatha vihara. The third temple faces to 293 bus route and it has improved with a new temple in 1948. This temple has dhamma halls and Sanghvasa which are 200 years old in dilapidated condition. There are ancient ruins and old coins in the caves.

3. Minumanwila Nidhangala

This is a heritage since the Sinhala Kingdoms period.

4. Meegoda Purana Viharaya

This has a history of about 150 years back.

5. Lenagala Rajamaha Viharaya

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

6. Sri Sudhrmarama Viuharaya

This temple located at Heraliyavala and there are special Buddha Statues made from Kaduru Timber. This temple has the architecture of Dambadeni period.

7. Kandepurana Viharaya

located in Panagoda area.

8. Sri Salawanodyaramaya

Diyakada East GND.

9. Sri Sailanthayathanaya

Habarakada south GND..

10. Magammana Purana Viharaya

Magammana west GND.

11. Sri Sudhrshanaramaya

Siyambalagoda south GND.

- *Strategies*

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

6.7. Economic Development Strategic Plan

6.7.1. Introduction

Following targets will be accomplished under the Economic Development strategies of the Development Plan 2019-2030.

G.1. A safeguarded Environment, A Green City

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

G.2. An Affluence City, A Comfortable Neighborhood

1. *Homagama and Kahathuduwa New Township Development as (Neighborhood Centers) by 2030 .*

G.4. Promote A Tech Corridor, Accommodating High Tech Industries and Service

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

It is best to have a better understanding of the economy of a city before understanding the economy of the Homagama planning area. The process, which entails from the production of a consumer item or service to the point of the item or service to be received at the hand of the consumer in a given city, can be termed as the economy of the city. It is also a significant fact to note that such process contributes to the country's gross domestic product. Of all production factors that influence the economy of any given area, the factors such as the location, infrastructure facilities, the nature of the existing resources, and quantities are important. In addition, the road transport systems the connectivity among the key urban centers through the road network, also are important factors. Following fundamentals have been considered therefore when designing the Homagama Economic Development Plan:

In the year 1998, Homagama was recognized as a grade IV City within the Western Province under the CSRMP. At that time, Homagama was considered a city, which was associated with both residential development and industrial development. At present, this area is a home for around 215 industries whereas it serves as the main center that provides residential facilities. In terms of contributions to the GDP, the Central Bank

reports (2015) say that the service sector contributes 56% and industrial sector another 34%. Homagama city can be considered one of the links in this read.

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

The employment rate based on the educational levels is 84% of the total labor force in the area and the unemployment stands as low as at 20%. This fact confirms that the Homagama Planning areas are associated with those supporting services required for the residential development and constitute people of high educational standards and in high-income brackets.

It is envisaged that Homagama Planning area can provide a strong economic contribution to uplift the economy of Sri Lanka in general through the Economic Development Zone to be established as per the Sri Lanka Physical Plan (2018-2050).

6.7.2. Main Economic Drivers

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

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

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

6.7.2.1. Homagama Technology City Development Project

The Homagama Technology City Development Project will be the prime economic driver of the Homagama area and is expected that it would contribute substantially to both the regional and national economy.

By 2030, this would serve as the main economic driver where it could be an opportunity to generate new employment opportunities, new productions, and innovations as well as new industries. The allied industries such as computer software products, products based on Information technology will be expected from the Technology Corridor proposed under this project

The following could be the main services expected from this project

A. *Creation of knowledge-based business opportunities.*
B. *Creation of Technology based industries.*
C. *Create a competitive environment to promote knowledge-based new innovations among similar business enterprise.*

Reduce social inequality, increase high income earning employment opportunities and improve the living condition through the development of innovations are main objectives.

Following economic targets are envisaged under the implementation of this project.

1. *Create 150,000 Employment Opportunities.*
2. *Attract at least 20 multinational companies and over 100 new enterprises by 2030.*
3. *Promote involvement in new innovations through small and medium scale enterprises.*
4. *By 2030, produce at least 1000 globally renowned scientists.*

The project will be implemented under three phases in order to ensure that its expected targets are achieved by 2030. Following are the subprojects under this:

All projects to be implemented under Phase (1) of the Technology City Development project will be implemented on lands that have not been occupied by the zones demarcated for high-density residencies and for high-density technology zones. (The Zones 1 and 2 of the zoning plan 2019-2030)

Under phase (1) development of land to an extent of 3.5 K2 around the proposed universities and research institutions will be considered. Development of Nano Technology institutions, development of education and research institutions and implementation of businesses enterprises will be considered. To enhance the economic benefits, it is proposed to improve transport services and road network between

Colombo based economic centers to that of Mahenawatta Economic center. Further, improvements in the utility services, as well as infrastructure, has been given due consideration.

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

Figure 6.25 : Western By-Pass road development
Source : Western Province Division, UDA, 2018

Attention has been paid to develop a new bypass with 04 lanes to Katwana Junction from the high-level road through Pinbima in order to provide an efficient and comfortable transport facility from Interchange at Makumbura Expressway to connect Colombo Economic centers to Mahenwatta Technology City.

II. Development of Uduwana Temple Road up to 4 lanes

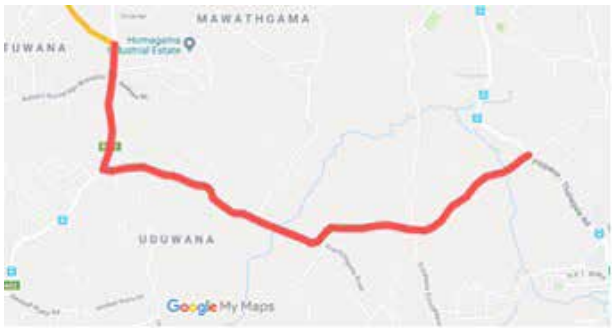
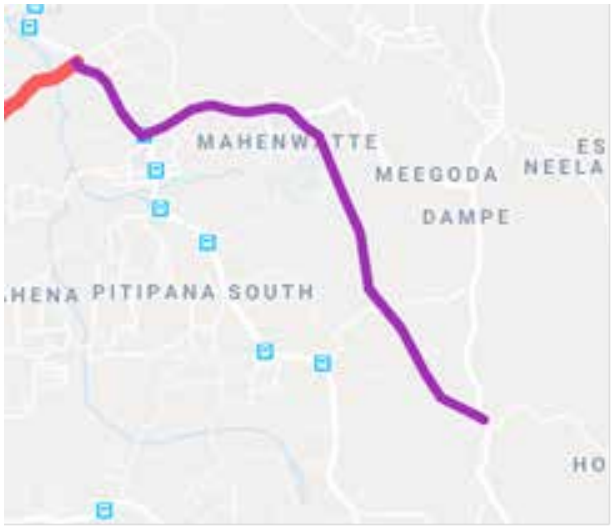


Figure 6.26 : Uduwana Temple road development
Source : Western Province Division,UDA, 2018

This road improvement project has proposed to enhance the connectivity through interconnecting with the western bypass road. This will give a direct connection to Mahenwatta Tech City and establish an efficient Road connection as well. Thus, Uduwana Temple road will develop up to 4 lanes from Homagama Katuwana to Temple junction in Pitipana Thalagama road

III. *Development of the proposed Road from Millewa Industrial Zone via Tech City*

similarly, this road will develop as 4 lane road from Temple junction, Pitipana Thalagama road up to School junction and then to Mahenwatta Tech city along Dampe Pitipana road



The objective of this road development is to establish direct connectivity between R&D center and other institutions in Tech city and Millewa Industrial zone. This will encourage the attraction of multinational companies and foreign investors.

Figure 6.27 : Road Proposal to connect Millewa industrial zone and Tech City
Source : Tech City project, 2018

IV. *University, Research, and Development institutes development zone*

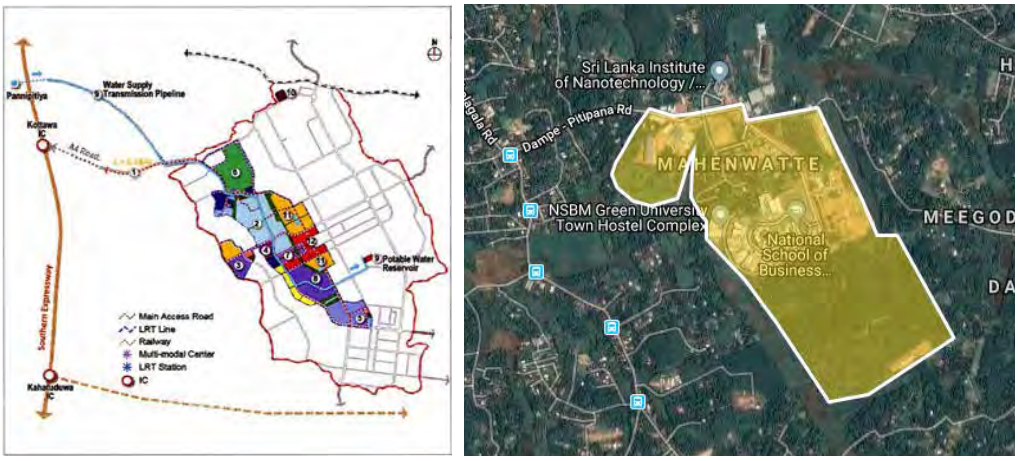


Figure 6.28 : Universities, R&D centers
Source : Tech City Project, 2018

The main objective of the Tech city is to promote leading 1000 Scientists through the Tech City Project. Therefore, it has been identified over 126 acres of lands in Mahenwatta area to allow Universities, R&D centers and etc. Accordingly, NSBM Green University, Jayawardena Pura University, Colombo and Moratuwa University has already established their Technical Faculties in the Proposed tech City area. This will be benefited for over 38,000 students and about 30,000 students in the R&D sector.

V. *Nano Technology and Science Complex*

One of the main objectives of the Tech City Development is to generate 150,000 of employment opportunities in 2030, attract Multi-national Enterprises and create scientists. The underline intention was to develop this as the intelligence center for establishing Scientific and Information technological expert knowledge base for the economic development of the country. Therefore, Mahenwatta will be developed as the center of New innovations and Experiments as well as the center for Asia in Economy.

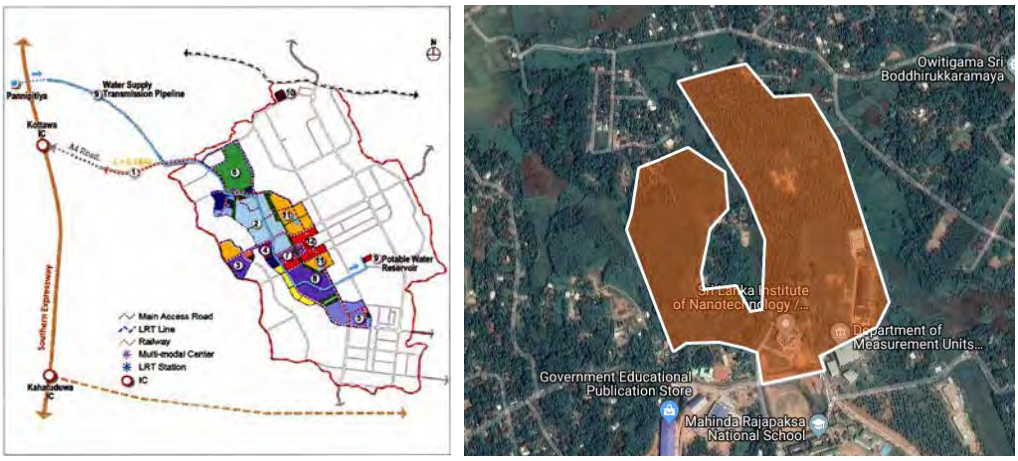


Figure 6.29 : *Nano technology science complex*
Source : *Tech City Project, 2018*

Following that lead, Nano Technology and Science Complex has been proposed for the export-oriented companies to get the expertise on Nanotechnological inventions to enterprise developments and strengthen the countries economy. Thus, 4 acres of land has been identified for this development

VI. *Bio-Technology Park Development Project*

There has been allocated 22 acres of land for the Bio-Technology Park Development. This project is providing a great space for Medical and related developments. Especially this has provided opportunities to developments in medical science and innovations and to create world recognized scientists.

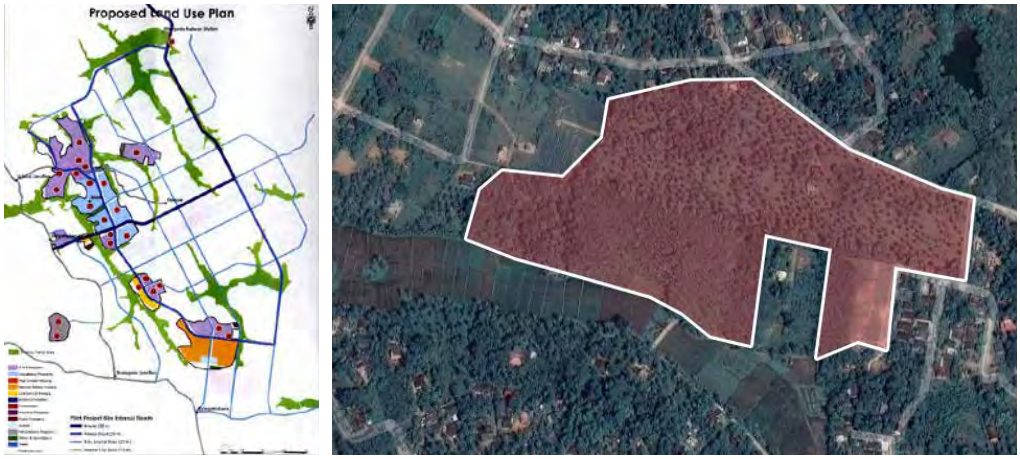


Figure 6.30 : Bio Technology Park
Source : Tech City Project, 2018

VII. *The multi-story parking development project*

Figure 6.31 : Proposed Multistory parking - Mahenwatta
Source : Tech City Project, 2018

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

VIII. *Proposed Meegoda Transport Hub and Commercial Center Development*

Figure 6.32 : *Meegoda Transport Hud and Commercial Complex*
Source : *Tech City Project, 2018*

The 6 acres of land surrounding Meegoda Economic Center and Railway Station has been identified for the above said proposed development. The predicted commuting population which cater for Tech city and related activities are 30446 per day. Therefore, this area is proposed to develop as a transport center which facilitates commercial and service activities in this area. The indirect objective is to generate economic advantages as well. such as generate about 760 of new employment opportunities.

Especially there can be seen an increase in land values in relation to the transportation improvement projects. Makumbura Multimodal Transport Hub has the influence to increase the land value up to 10 lakhs in and around as an example.

Accordingly, there can be land value increase in this area and also it will increase the demand for apartments and housing complexes developments. Therefore the estimations are done for economic development as well.

IX. *Proposed Commercial and Service Center Development*

The population prediction for the whole planning area reveals that the residential and floating population total of this area will be around 709,832 in 2030. The commuting population at present also increased nearly up to 100,000 with development of nano Technology center, Mahinda Rajapaksha School, NSBM Green University and other Universities. However, at present there are inadequate facilities for restaurants, Banking facilities, recreational and relaxing areas, and other related facilities in the area and also can be seen an increasing demand for such facilities.

Thus, UDA has identified the UDA land located facing to Dampe Pitipana road for this development and generate employment opportunities and economic benefit.

Figure 6.33 : Proposed Commercial and service center
Source : Western Province Division, UDA, 2018

X. *Electronic Production Research Center Development at Meegoda*

Homagama Development Plan 2019 – 2030 has proposed Science and Technolgy Zone II for Industrial developments with Templeburg industrial zone. Then the proposed Electronic Production Research Center Development will envision the economic

Figure 6.34 : Meegoda Electronic production R&D center
Source : Tech City Project, 2018

development of the area and about 150,000new employment opportunities through this kind of developments

XI. *Road Developments identified within the Science and Technology zone II*

The Homagama Development Plan 2019 – 2030 has identified that the internal road network in the above-said zone in dilapidated condition and need immediate improvements with the objective of attracting investors to the R&D sector and Science based Productions via better accessibility

Figure 6.35 : Road Developments - Homagama Hogh Density Commercial Zone
Source : Western Province Division, UDA, 2018

Here, the main roads going via this zone will improve and it will increase the land values around to attract investors to proposed developments.

6.7.3. Small Scale Economic Development Projects (NON –Based Sector)

6.7.3.1. Homagama New Township Development

THE DOWNTOWN "HOMAGAMA" - *The Classy Neighborhood Center Near Transit*

The Homagama New Township Development Project: Here the attention has been paid towards implementing suitable projects that support enhancing economic benefits. Accordingly, the Main City Development Project, Road Development Project, and Open Space Development Projects have been considered important. Following objectives will be accomplished through the implementation of the above project

- *To develop the main city as the center to provide all the required services efficiently by 2030*
- *Opportunity for further expansion of possible diversification of commercial use.*
- *The city center development is targeted in order to accomplish the above objectives*

Compared to those neighboring town such as Maharagama, Kottawa and Avissawella physically, socially and environmentally sound Homagama can be considered as an area which has all resources to meet the future development.

The town where there is a diversity of trading population who deals with agricultural, retail and wholesale trade is observed to be static due to lack of opportunity for its expansion. Considering this, with the guidance of the UDA, the expansion of the township more towards the east will be considered. Multiple Mega Scale Development such as Bus Parking Areas, Vehicle Parking Yards, Open Stadium is expected to be completed.

A 65-acre land has been identified from the eastern side of the City, which was an abandoned paddy land. There is a sign of several encroachments in the land area, but the UDA worked with the Agrarian Services Department to secure the land for the proposed development.

As a long-term solution to the traffic congestion due to heavy road transport and traffic in the town, there will be alternative roads developed and, one such would be the extension of the main road connecting Technology City along Pitipana -Mahenwatta road. The present road speed of 15 km per hour will be increased to 50km per hour during peak time accordingly. Through this, it is expected to reduce the impacts on the environment and substantially reduce the travel time taken.

As per the above, of the 65-acre land, it is expected to develop an extent of 60% of the area while the rest be kept as the water retention area.

The plan will constitute the development of a green area towards the western side of the land, transport hub towards the eastern side where there could be more commercial enterprises and to the south would be the mixed development to cater to all other service facilities.

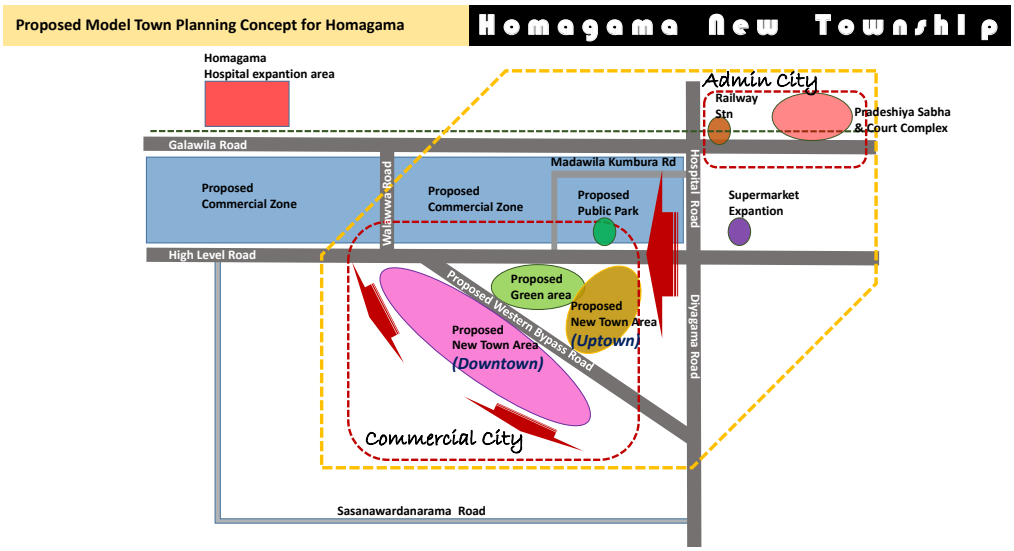


Figure 6.36 : Concept plan - Homagama
Source : Western Province Division, UDA, 2018

In the urban planning of the modern world, it recognizes that there should be open space in the middle of such planning areas. A 04-acre land in the center will be developed as an open stadium to enhance the freedom, leisure of the people living in this area. One would expect to see the largest open space area in this location as one is traveling wayward through the congested building of hectic Colombo. The scale of the proposed open stadium would be that it could accommodate at least 3,000 people and will be extended in areas of 10,000 sq. ft.

Under the second stage of the project, the commercial center will be developed in an extent of 80,000 sq. ft. which will be connected to the above facilities. This would consist of the most advanced facilities required for a modern commercial center to be seen within the Colombo area. The architectural plan would suit the Green areas located in front of the proposed open stadium and would be accessed by a 40 feet wide road which will be connected to proposed alternative roads and the High-level road.

Under the 3rd stage of the project, western bypass road will be developed as the alternative road which will have a width of 9 m and 29 m length. It will have 04 lanes and 02 service lanes and 02 Cycle lanes. The road is prioritized as quick access to the proposed Technology City and will be started from the High-level road up to Katuwana. Parallel to this development, several services roads will be constructed. Proposed mixed development and commercial projects will be centered around these roads. This road network will provide all necessary access to the above facilities.

Under the 4th stage of the project, a new commercial complex will be established to assist those trading community who will be affected by the acquisition of the proposed open area. Beyond the traditional land acquisition process, it is expected to award twice the land that communities would lose as compensation, with the agreement and consent of those who will be affected. This initiative is expected to make future development exemplary in terms of implementing participatory development processes.

Under the fifth stage of it is expected to build an iconic tower to symbolize the entrance to the commercial city. This will be undertaken with private sector involvement. An area of 3 acres of land will be set aside for this. The tower would be a 10-storied building, which equipped with modern technology.

Under the sixth stage, there will be a multi-storied vehicle park building which will be of 6 storied. It is expected that at least 300 vehicles will have parking facilities at this parking building at a time. This will have access to the Commercial center, Bus Stand and is expected that this would serve the need of not having an adequate vehicle parking area for the Homagama Town.

The rest of the land 40% will be developed as a water retention area with the recommendation by the LLC. It is expected that the land reclamation taking place illegally in the area can be arrested.

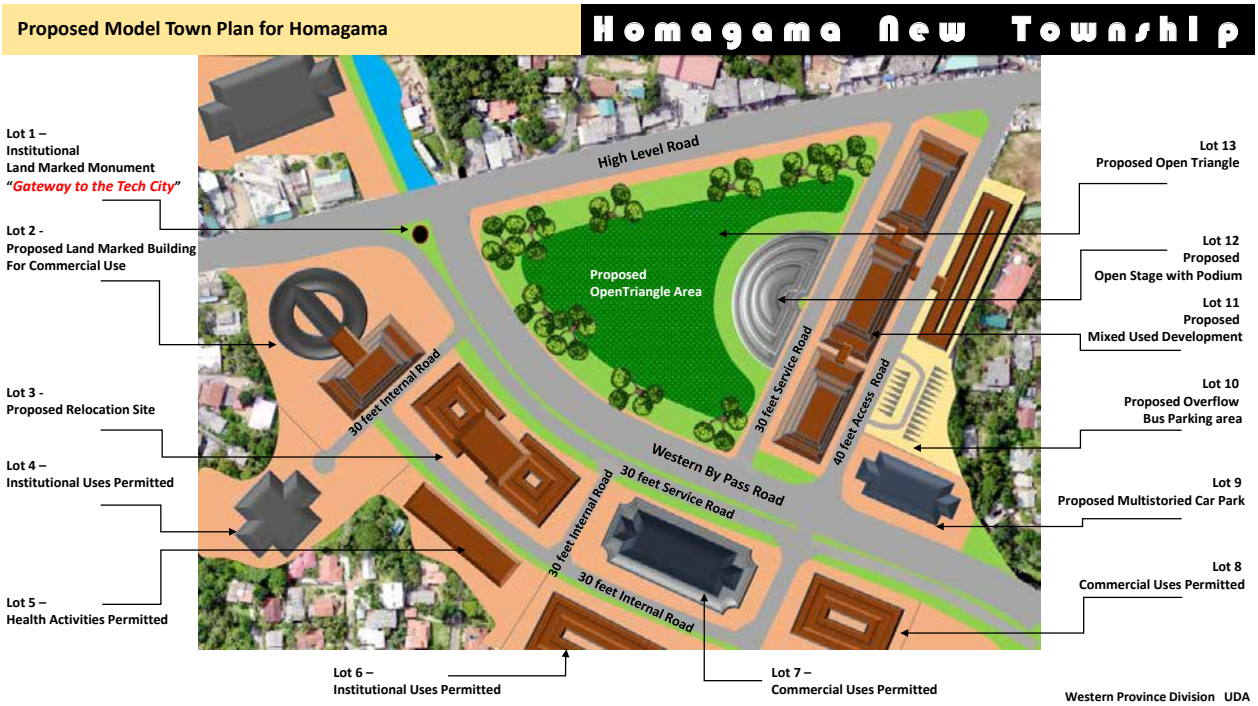


Figure 6.37 : Draft Paln - Homagama
Prepared by : Western Province Division, UDA, 2018

6.7.3.2.Godagama New Township Development - 2030

THE TECNO PARISH" - Godagama

If at all the traffic is concerned in Homagama, it is due to the traffic that is formed at Godagama Junction. The traffic that is during peak office time makes vehicles to run at 10 km per hour. This shows the necessity of having alternative roads. The distance between the railway station at Godagama along Kelanivally Rail and the Road is about 1 km. Therefore, it is the intention of Godagama Development plan to integrate rail and road transport. In order to encourage the passengers to use the Rail by designing the road with direct access to the Railway Station is expected.

In addition to the 04-acre land owned by the Railway authorities, a land to an extent of 49 acres will be acquired. There are several fallow paddy fields available that can be acquired from this area. A section of this land is already approved by the SLLRDC to be developed under a surface Drainage plan. Accordingly, of the land identified for mixed development, 49 acres of land lying between the High-level Road and Meegoda road will be developed as a mixed development area and the rest be kept as a water retention area.

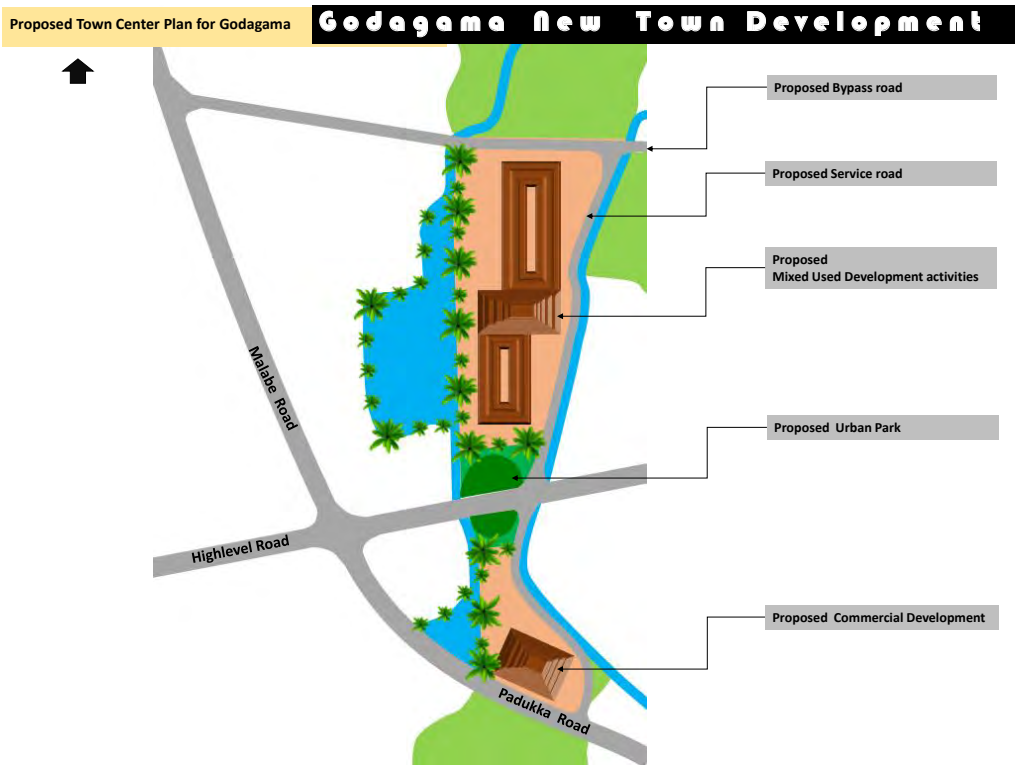


Figure 6.38 : *Godagama New town - Concept plan*
Prepared by : *Western Province Division, UDA, 2018*

Access to this project is planned through the 04 lanes proposed road connecting Malabe and High-level road. This is one of the two roads proposed to be developed under the Homagama Development Plan.

Initial studies have found that the land will be suitable for the construction of a building of 100,000 sq.ft with an underground vehicle parking yard. This will be implemented with the sponsorship of the private sector

6.7.3.3. Kahathuduwa New Township Development - 2030

THE OPPULENT CITY – *The Vibrant Neighborhood, Experience in Urban pleasure & leisure*

Kahathuduwa can be considered as a Green area, with rural characteristics and often affected by floods due to its location well below the mean sea level. As such, there is little room for the development of this area.

There are all the possibilities that the town could be developed as a full-fledged town with its present facilities such as the Interchange of Southern Expressway, although due to the low-lying areas, the natural watercourses and the expressway already constructed serve as barriers for its rapid development.

Having considered these factors as well as the future development potential, 49 acres of low lying land located about 1 km to the east from the interchange has been identified for development.

In keeping with the planning concept of the Homagama city center development 40% of the low-lying land will be put into development purposes and the rest be kept as the water retention area, under a proper drainage management system. There will be an open park designed under this development work proposed to be taking place towards Horana from Kahathuduwa interchange. This will serve as a leisure center for the people and would enhance the landscape of the area.

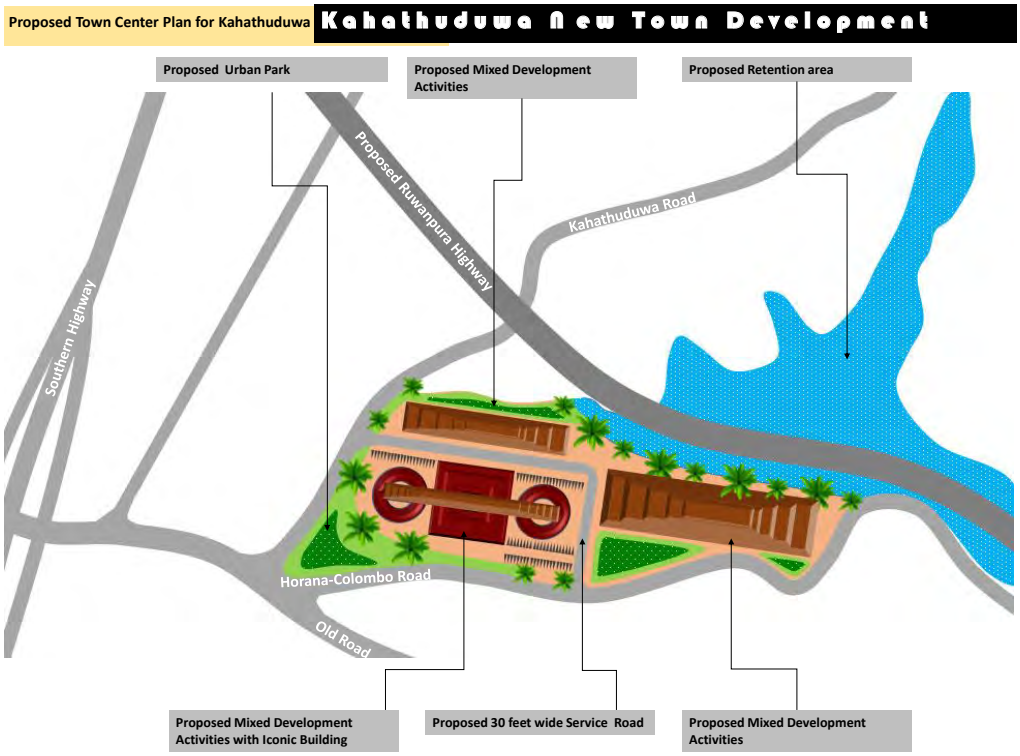


Figure 6.39 : Kahathuduwa New toen Draft plan
Prepared by : Western Province Division, UDA, 2018

The land price in Hamagama region is around Rs. 184,000. The research carried out by the NHDA due to the infrastructure development taking place in this area by 2030, the land price is expected to rise up to Rs. 500,000/=. There is a similarity of the NHDA estimates of the land prices of the land valuation rates considering the proposed Technology City Development, which is the forerunner of the economic development in the area. Considering the price fluctuations, of the land prices, it can be estimated that the land value will go up to one million per perch in the future. The land for the residential purpose will be between Rs. 750,000/= to Rs. 100,000/= according to the authorities.

The land for commercial purposes will vary twice the price of land for residential purposes. Accordingly, it is expected that parallel to the economic development projects in Homagama area, there is a corresponding value appreciation, of the land in Homagama. This explains that there is value addition during the course of development that will be taking place in this area towards a city with comfortable residency.

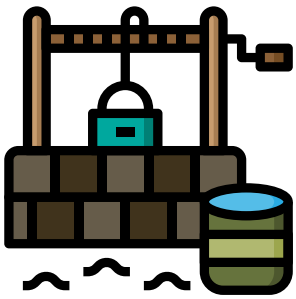
6.8. *Infrastructure Facilities Development Strategic Plan*

6.8.1. Water Supply Plan

The water supply network of the Homagama PS area has a different kind of water sources. According to the Census and Statistics data in 2012 the Drinking water need of Homagama PS area as follows.

Source of Water	*Percentage*
Protected wells in the area	*65.6*
Protected wells outside the area	*5.4*
Unprotected Wells	*0.9*
Pipe borne water in the service area from the main supply line	*18.6*
Pipe borne water outside the service area from the main supply line	*1.6*
Pipe borne water outside the area from the main supply line	*1.0*
Rural water supply projects	*6.1*
Tube wells	*0.4*
other	*0.3*

Table 6.10 : *Drinking Water Sources of Homagama Planning Area, 2012*
Source : *Sampath Pathikada resource profile 2016, Homagama Divisional Secretariat office*



65.6%
Protected wells in the area

5.4%
Protected wells outside the area

0.9%
Wells

18.6%
Pipe borne water in the service area from the main supply line

1.6%
Pipe borne water outside the service area from the main supply line

1.0%
Pipe borne water outside the area from the main supply line

6.1%
Rural water supply projects

0.4%
Tube wells

0.3%
other

According to the above statistics data, Majority of the houses in Homagama area (70%) fulfill their needs of potable water by using Protected wells and 20% using pipe-borne water. The main development project identified under the Homagama Development plan for 2019-2030 is the Tech City Development project. The Homagama Development plan has been done accommodating the expected parallel developments with Tech City Project.

The infrastructure facilities have to be developed along with this expected future development project. The main attention was paid to the water supply of the area and need for a pipe-borne water supply for all.

The population which contributes to the development of the area is estimated at 697,717 ක්by 2030. The population growth rate of the area compared to the other cities in Colombo district is 2.4%. At present, the population of the area is 282,668 as per the data in Sampath Pathikada.

According to the Tech city project estimations, there are 161,886 m3 of water demand for Tech city only. Then, National Water Supply & Drainage Board (NWSDB) has operated Welivita station for the water supply for this project and will establish a new reservoir with the capacity of 180,000 m3/day within the Tech City area to fulfill the total demand of water.

In addition, there is a need for a new water supply scheme for the Homagama area. As per the new projects identified by NSWDB, by 2040 entire Homagama area will be covered with piped borne water supply scheme. At present, Labugama, Kalatuwava reservoirs full fill the water demand of Homagama area and the existing capacity will be improved.

This project has the capacity to provide for 373,304 population as per their estimations. As the third phase of this project entire area of Homagama will be served with 150,100 m3 of water supply per day. Labugama and Kalatuwa reservoirs will be improved to meet this capacity and 36 GND areas will be covered.

As per the predictions of NWSDB, the daily need for water per person is 172 liters. accordingly, the water demand for the increasing population of Homagama is calculated as 95000m3 per day. Therefore, the water demand of Hoamagama for 2030 will be fully covered by the proposed projects of NWSDB and there is no planning intervention done through the Homagama Development Plan 2019 – 2030 on water supply.

6.8.1.1. The Proposed Water supply Project

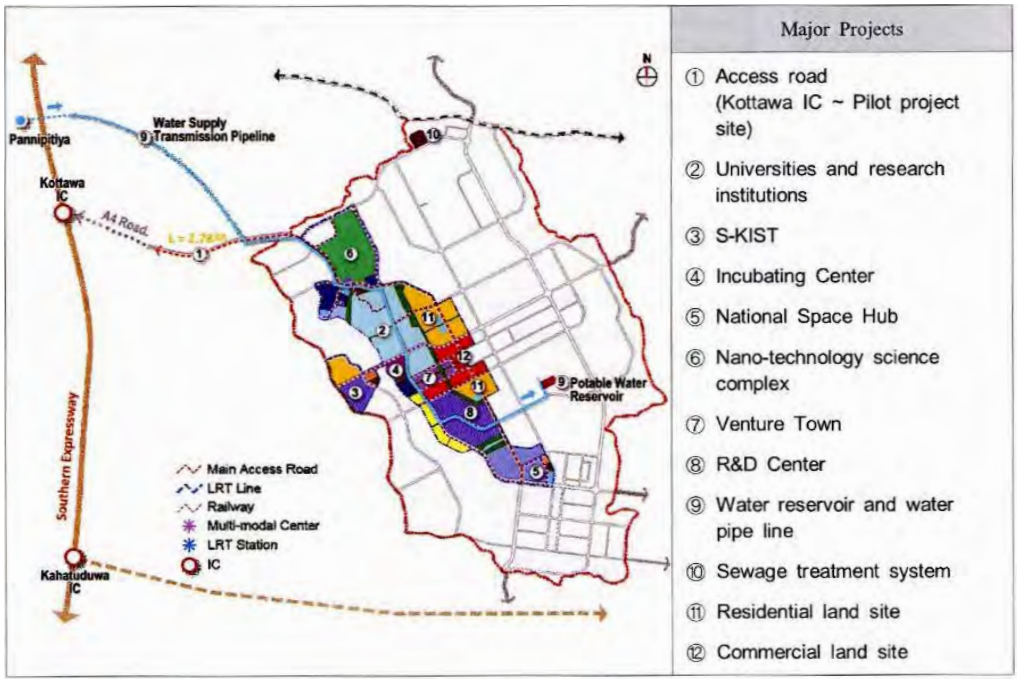


Figure 6.40 : The proposed water supply project by Tech City devolpment project
Source : Tech City Development Project, 2018

The water reservoir proposed to develop under Tech City project which has a capacity of 180,000 m3 per day is identified as an essential project

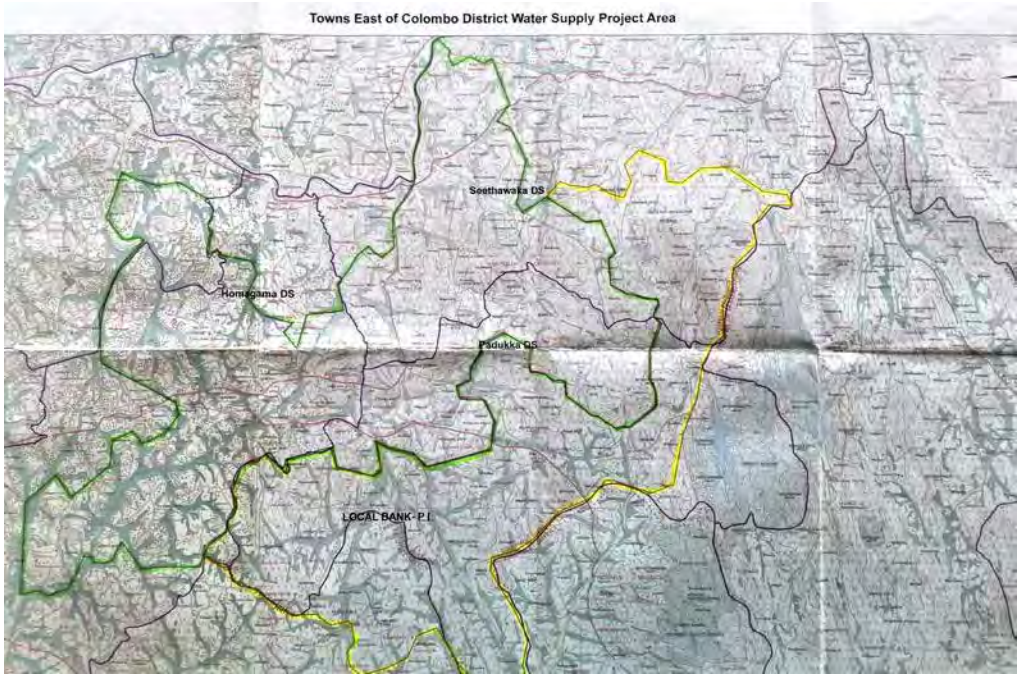


Figure 6.41 : Proposed Water Supply Project Area by Sri Lanka Water Board
Source : National Water Supply & Drainage Board, 2018

6.8.1.2. Strategies to strengthen the water supply, protect the water reservoirs and others

- *Establishment of Rain Water Management and Rain Water Harvesting is proposed in the low-density residential zone.*
- *Maintaining a buffer of 1 m from the wetland boundary for all wetlands spread throughout the area.*

6.8.2. Electricity Supply & Managemnt Plan

According to the existing landuse plan (2017) of Homagama Area, Total landuse has been divided as 43% of the area for residential uses, 13% of the area for commercial uses, 3% of the area for administrative uses, and 1% of the area for industrial uses. The Census and statistics data 2012 the electricity consumption within Hoamagama planning area as follows.

Electricity consumption as per the number of families						
Homagama PS area	*Total no of Households*	*from National Grid*	*from Rural Mini Hydroelectricity projects*	*Kerosene*	*Solar energy*	*others*
	65,926	*64,484*	*-*	*1402*	*7*	*33*

Table 6.11 : *Electricity Consumption Methods in Homagama Planning Area*
Source : *Sampath Pathikada Resource Profile, 2016, Homagama Divisional Secretariat Office*

According to the above table, 98% of the household fulfill their electricity need by National grid supply and the data reveals that 100% electricity coverage in the Homagama area.

In 2001 census data the area has about 187,202 of population and by 2012 it has increased to 252,469 and the calculated population growth rate is 2.4 %. According to Sampath Pathikada data, in 2016 the population if the area is 282,668. Assuming the average family size of 3.9 in Sri Lanka this area has a total of 70,667 households.

When estimating the Electricity consumption and the future demand for electricity for 2030, it depends on the total estimated population of the area. Here, following the above-mentioned growth rate the predicted population in 2030 will be around 600,000. This has around 70,000 of households and assumptions have made such as all living as separate families in separate houses and predictions for 2030 has 101, 000 of new households coming into the area. Therefore the new households of about 101, 000 shall be provided with electricity supply.

At present total area has covered with electricity supply by Ceylon Electricity Board (CEB). As per their estimations, monthly electricity consumption per house is 120kwh. based on this value it is estimated that there will be a total of 35.33mwh electricity demand for residential uses only.

Considering the new projects coming up by Homagama Development Plan 2030, all other related new projects and increasing population will have a total demand for electricity of about 85.96mwh. Therefore, There is a shortage of 50.63mwh of electricity demand by 2030.

In addition, there are 215 of industries already operating within the Homagama area and they demand 7962 MWh of electricity supply.

Homagama Tech City Development project has the main priority given as the mega development project and it has catered to huge development in and around the Homagama area. The electricity demand for Tech City has been already calculated by the CEB and it is about 76.3mwh as per the Tech city planning team calculations. Accordingly, CEB has two main strategies to provide this demand such as in preliminary stage 20mwh of electricity will be provided through the new Grid Substation established in Mahenwatta and rest of the demand will be catered from the supplied form Millewa Industrial zone.

The main proposed project of CEB is the new Grid Substation at Mahenwatta with the capacity of 90mwh. 70 MWh of electricity will be provided for Homagama residential uses demand for electricity. Therefore, the demand for 2030 of 50.63 MWh of electricity will be covered by the above-said projects of CEB.

6.8.2.1. Proposed Electricity Supply Projects

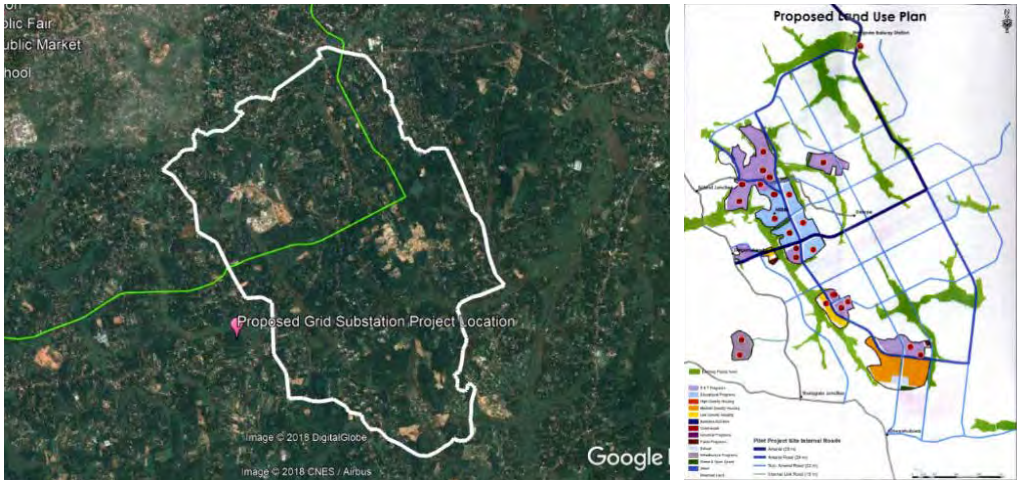


Figure 6.42 : Proposed Electricity Sub – Station (90 mwh capacity) Project by National Electricity Board
Source : Tech City Development Project, 2018

6.8.3. Solid Waste Management Plan

6.8.3.1. What is Solid waste ;

Those wastes which are not liquid but which are generated from the domestic activities, trading and commercial activities, agricultural, industrial activities and other public events are categorized as solid wastes. Food wastes, wastes from packaging materials, metal, plastic, glass clothes, garden sweeping, construction wastes, industrial wastes, etc. constitute solid wastes.

Due to the disposal of wastes haphazardly, there occurs health and environmental issues. The damage to the environment is considered to be very significant. Dumping of wastes on open lands with no control, and the leachate resulting from such waste dumps can cause pollution to groundwater and surface water which will be irreparable. Burning of waste on the open areas, air emissions from various equipment, industrial processes can cause air pollution. (Source: National strategy for Solid waste management, the year 2000).

6.8.3.2. Solid Waste Management

Generation, Collection, Storage, Transportation, Disposal in an environmentally friendly manner are components of Solid Waste Management Process.

6.8.3.3. The present situation in Homagama Pradeshiya Sabha Area

It is estimated that 36 tonnes of solid wastes are generated per day in Homagama Pradeshiya Sabha Area. Of that bio-degradable wastes is around 14 tons, the rest (22 tons) is considered non-biodegradable. Information on the point sources of wastes collected in this area is provided in table 6.12 below.

Source	*Percentage (%)*
Residential	*38*
Commercial	*15*
Hotels	*14*
Hospitals	*03*
Industries	*28*
others (Banks, Institutional Buildings)	*02*

Table 6.12 : *The Collected Solid Waste by There Generating Sources*
Source : *Sampath Pathikada Resource Profile, 2016, Homagama Divisional Secretariat Office*

The total solid waste collection contains 45% of biodegradable solid waste and 55% of Non-bio degradable solid waste. The wastes are collected by the Pradeshiya Sabha daily along the main roads and weekly along the by roads. Door to door collection system is carried out and the wastes are separated at the time of collection for both composting and for recycling. Separation is done for polythene, plastics, Glass, paper, etc. The Local Authority uses tractors and hand carts for this purpose.

There are about 30 bakeries, 150 hotels, 200 retail shops, 20 pharmacies, 12 supe3r markets, 02 fairs, 01 butchery, 05 fish stalls, one hospital, and 04 maternity centers are located in the Pradeshiya Sabha Area where there is a population of 1255,316 in 64,485 housing units.

Waste is collected using 10 tractors, 02 compactors, one hand cart and a lorry belonging to the local authority. 13 Public Health Inspectors, 03 Health Supervisors, 02 work supervisors,11 drivers, and 30 laborers have been engaged in the waste management process. Following graph 6.1 illustrates the types of wastes generated in the local authority area.

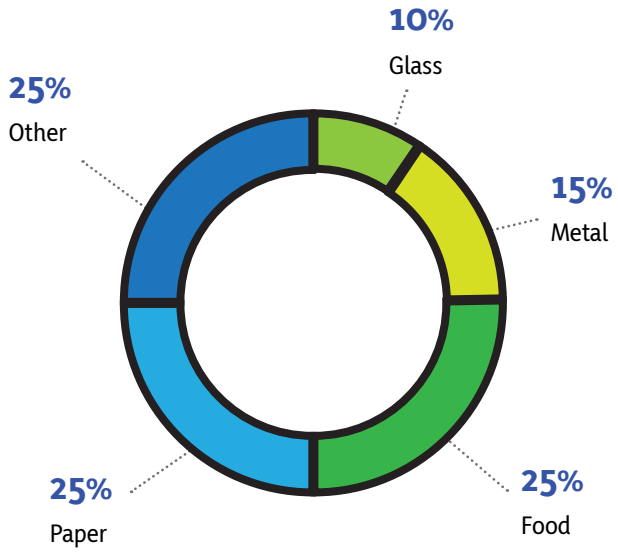
.

At present, the total solid wastes collected in the local authority area 28 tons are disposed at Karadiyana Waste Disposal Yard. This constitutes about 18-20 tons of separated wastes and 08-10 tonnes of mixed wastes. Any residual wastes after sending to Karadiyana are sorted at the 'Sampath Piyasa' at Homagama for plastics, polyethylene, paper, and Cardboard and disposed of through Holcim in bailed from. The Pradeshiya Sabha earns at least Rs 28,000- Rs. 30,000 monthly by selling the sorted wastes such as Plastic, metal, glass, paper, and cardboard to private vendors (Recyclers). Any residual wastes after

disposing of them through Holcim and to vendors are dumped at a 2-acre waste dumping site at Deuwawatta belonging to UDA. Once the waste is dumped, it is graded and compacted with a soil layer.

Since 2008, the Pradeshiya Sabha has been distributing Compose Bins on subsidized rates and the public is made aware of proper methods of waste management through awareness programs and through the distribution of leaflets.

Generated Solid Waste Composition



Graph 6.1 : *Generated Solid Waste Composition*
Source : *Sampath Pathikada Resource Profile, 2016, Homagama Divisional Secretariat Office*

6.8.3.4. Prediction by Future Scenario

The population growth in Homagama area is about 2.4%Based on that it w2as estimated that the population in the year 2016 would be around 282, 668. Based on this it is estimated that there could be 36 tons of solid wastes generated per day.

Based on the above, by the year 2030, there could be a population of 687,717 considering the population growth, as well as the possible influx of population into this area. A person living in an urban center generates at least 0.5km of wastes. This figure is about 0.3 km among those living in rural areas. A person engaged in an industrial activity generates 0.7 km of wastes. Based on the above hypothesis, it is estimated that by the year 2030, the wastes generated in the Homagama area could be around 400 tons per day. Of this, it is estimated that the Technology City could generate around 105 tons of wastes per day.

Aruwakkalu Solid waste management center (Landfill) in Puttalam and Karadiyana solid waste management site can be considered important arrangements when considering the facilities available for the disposal of wastes generated due to implementation of proposed Homagama Development Plan. Wastes can be disposed of in those two facilities.

There can be feasibility to establish waste to energy project using the wastes disposed of in Homagama and Kelaniya areas. Further following measures are proposed to adopt waste disposal methods to manage the waste generated from the Homagama Pradeshiya Sabha area.

6.8.3.5. Identified problems associated with the disposal of wastes in the area

1. *Haphazard disposal of wastes into the roadsides by the public.*
2. *Collection difficulties when the wastes are dumped for collection along by roads where the vehicle cannot reach*
3. *Improper burning of wastes by the public along the roadsides*
4. *Shortage of vehicles to be used for collection and for compaction*

6.8.3.6. Proposal and Need for the future

1. *Identification 04 acres of land in the GND of Homagama South, another plot of 0.84 acres in Meegasmulla GND for the future waste management activities. A plot of land with an extent of 80 perch belonging to Pradeshiya Sabha close to Matthegoda Housing Scheme also can be used.*
2. *Undertake to collect waste from all the GNDs where there are issues of wastes collection due to them not having such facilities at present.*
3. *Establish separate waste dumping sites for disposal of non-bio degradable wastes and establishment of a waste storage facility*

6.8.3.7. Solid Waste management strategies proposed for Homagama Pradeshiya Sabha Area

Strategy 01 - Waste Generation Minimization

I. *Introducing various measure to minimize generation of wastes in Houses, trade centers, industrial areas*

Example: Public awareness on waste minimization, school children can be made aware of through educational Programs on concepts of 3R("Reduce, Reuse, Recycle") and thereby to reduce the generation of wastes

Strategy 02 – Waste Recycling

I. *Waste separation at source*

E.g.: placing of colored waste bins to enabling the public to separate wastes into respective bins:,

a. *Organic waste – Green*
b. *Paper- Blue*
c. *Plastic and Polythene - Orange*
d. *Metal - Brown*
e. *Glass - Red*

VI. *Carry out awareness programs targeting Residents, trade centers, to make them aware of:.*

(A) *Compulsory separation of wastes for biodegradation and for recycling purposes;*
(B) *Introduce Principles of No Separation – No Collection*

Strategy 03 – Promotion of composting of all biodegradable wastes; Introducing of markets for composted wastes for encouraging public participation

I. *Domestic wastes and wastes generated at institutions can be composted at the site itself; Following methods can be used*

Provide compost bins, introduce pit system,

II. *Those Places where large scale wastes being generated such as Hotels, Hospitals*

Local Authority to undertake composting of wastes using simple technologies

III. *Introducing of composting Bins at every house and/or introduce simple technologies to promote the production of organic fertilizer and through them promote, organic agriculture and promote the market for organic produce.*

Strategy 04 - Biogas production in Hospitals and in other state agencies

I. *Food waste and biodegradable wastes, agricultural wastes, can be used for the generation of Biogas which can be used for cooking and lighting*

Strategy 05 – *Biodegradable waste and food wastes can be supplied to piggeries*

Strategy 06 – *Adopt suitable technologies to recycle wastes*

I. *Conduct awareness workshops for the public to nurture such concepts as Reuse.*
II. *Promote entrepreneurs, markets, for the purchase of recyclable materials such as glass, paper, metal.*
III. *Registration of those vendors who can purchase recyclable waste from the local authority and coordinate with them closely and disseminate information about them to the public.*
IV. *Waste fairs can be conducted for the sale of wastes such as coconut shells, metal and steel wastes, electrical items and for plastics.*

Strategy07 – *Establish an institutional framework to prevent clinical wastes to be mixed with the urban solid wastes*

I. *Make it compulsory to separate clinical wastes.*
II. *Prior to the disposal of clinical waste ensure that they sanitized.*
III. *Establish a system of clinical waste disposal facilities within hospital premises itself.*

Strategy 08 – *Improve the efficiency of collection and transportation of solid wastes*

I. *Improve door to door collection systems.*
II. *Local authorities should disseminate the time table of collection dates and the types of wastes collected in specific dates and quantities well in advance among the householders.*
III. *Introduce Bell collection systems of wastes.*
IV. *Provide local authorities to improve composting with composing yards and machinery.*
V. *Vehicles used for the collection of solid wastes to have specific compartments to store different types of separated wastes.*
VI. *Use hand carts along roads where the Tractors cannot reach for collection.*

Strategy 09 – *Establish Sanitary Landfills*

I. *Introduce a common sanitary landfill for a few local authorities as it will not be possible to have a sanitary land fil for each and every local authority.*

Strategy 10 – *Establishment of E-Waste Management Center*

I. It is necessary to introduce the registered vendors recommended by the CEA for the selling of E wastes such as old computers, keyboards, mobile phones w2hich should not be mixed with other solid wastes.

Strategy 11 – *Institute Follow up and Monitoring Committee*

I. *It is necessary to institute a monitoring committee for follow up work, by drawing officials from respective agencies*

6.8.3.8. Proposed Solid waste Sorting Centers

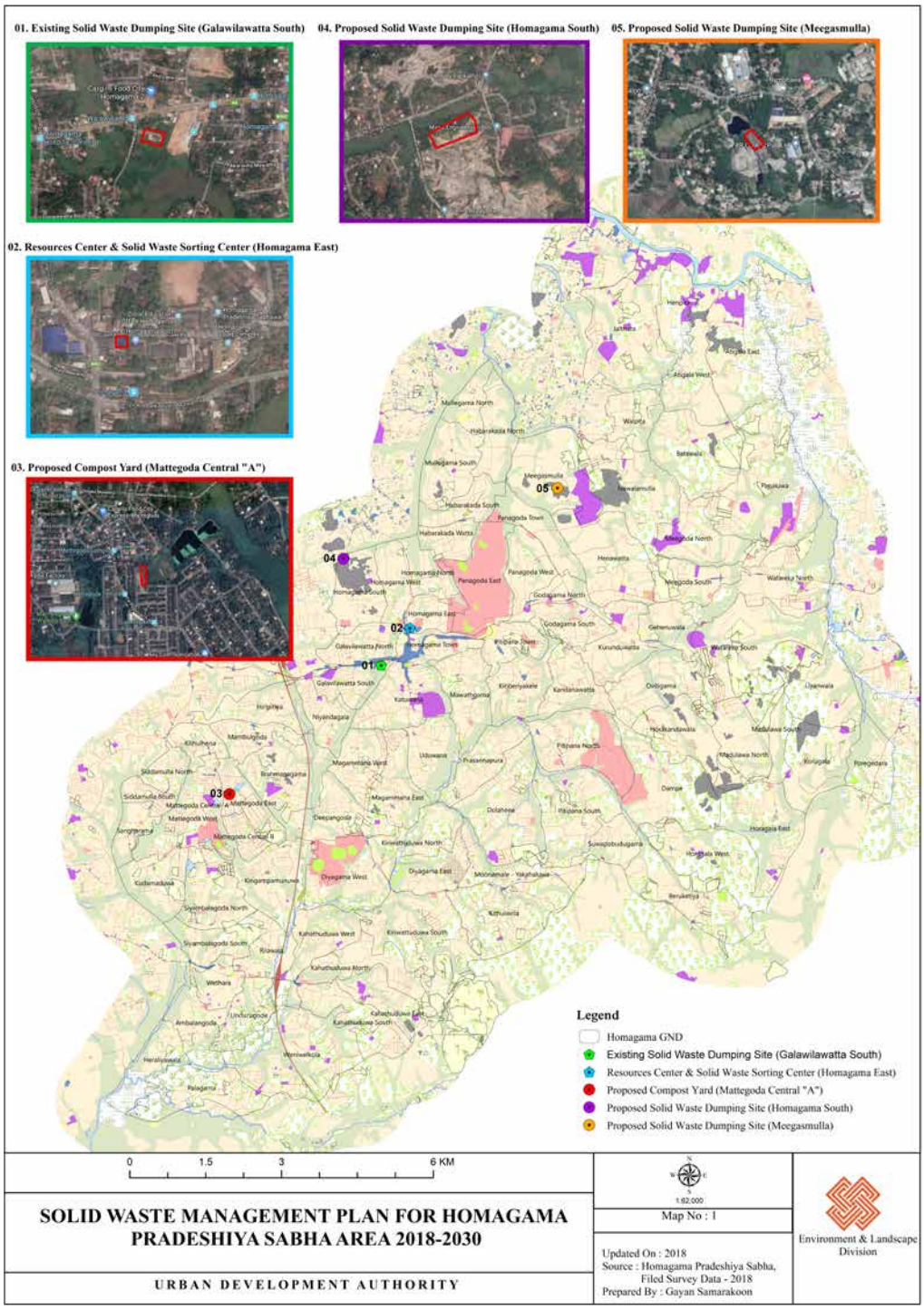


Figure 6.43 : *Proposed Solid Waste Sorting Centres*
Source : *Environment & Landscape Division, UDA, 2018*

6.8.4. Sewerage Management Plan

When examining the sewage management, the Homagama areas do not have extensive coverage of sewage coverage. The sewage system is confined to only a small area where there are a sewage pipe system and systems of sewage management from the domestic wastewater (Black). Individual toilet system with its own soakage pits can be often found in most of the residencies, in the area. Following types of toilets can be found (according to the resource Profile data of Homagama DSD.

Type of Toilets						
	Sealed type with soakage pit	*Sealed and connected to sewage pipes*	*Not sealed pit toilets*	*Direct Pit Toilets*	*Others*	*No Toilets*
No of Houses	*61,310*	*2,588*	*947*	*1,028*	*14*	*39*
%	*93.0*	*3.9*	*1.4*	*1.6*	*0.0*	*0.1*

Table 6.13 : *Types of Toilets Used in Homagama Planning Area*
Source : *Census & Statistic Department, 2012*

There is a population of 282, 668 at present in the Pradeshiya Sabha area and parallel to that a large number of commercial centers, industries other institutions are dispersed in the area. The total volume of wastewater generated from all these sources is about 72,0000 liters per day. Pradeshiya Sabha uses gully boozers to empty the wastewater and disposes of them.

The estimated total population by the year 2030 could be around 687,717 while the population that will be attracted as a result of the Technology City Development would be 150,000. Taken together the total population can be estimated at 792,021 whereas each person will generate at least 157 liters of wastewater per day. Assuming this is correct, by 2030, the volume of wastewater generated in this area per day would exceed 185,015 liters. This calls for an efficient wastewater management system.

There is already a proposal to install a sewage management system to cover the area which comes under Mahenawatta New Technology City, under the Technology City Development Project. It is essential to have a wastewater management system and sewage pipe network to cover the entire high-density zones of Homagama area.

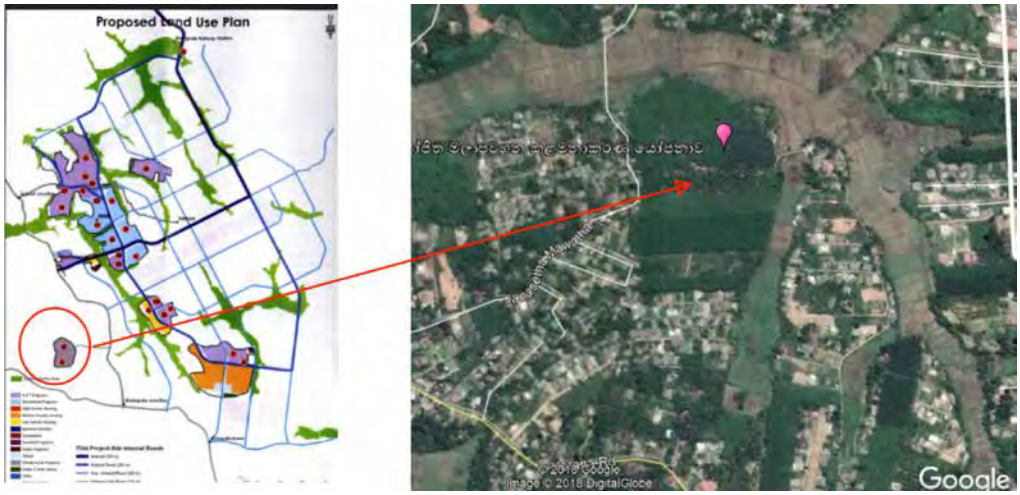


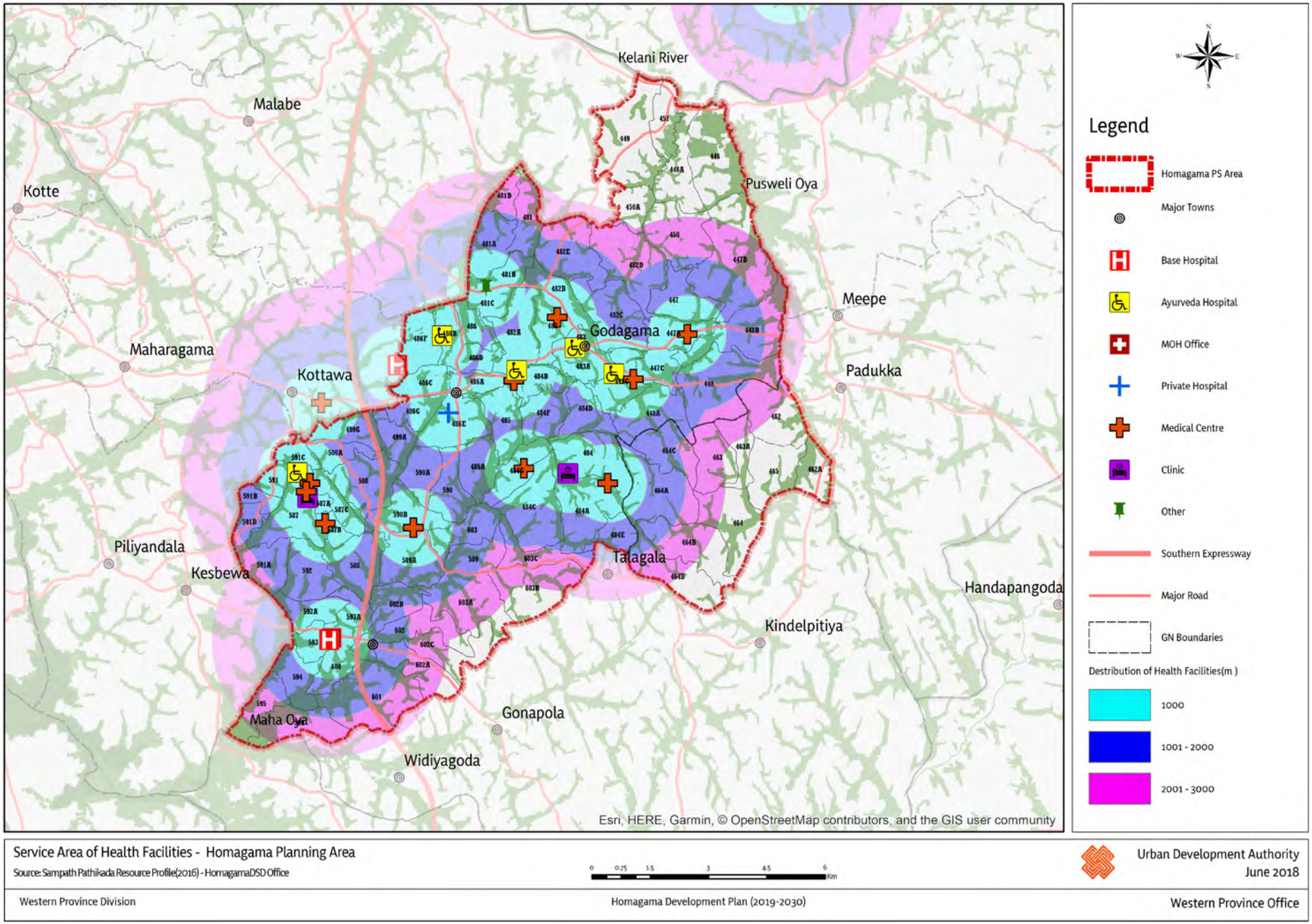
Figure 6.44 : Wastewater Treatment facility proposed to be set up under the Technology City Development Project.
***Source :** Tech City Development Project, 2018*

6.8.5. Services Management Plan

The service management Plan can be described as the strategy documented for the management of health facilities, educational facilities which need to be instituted under the Homagama Development Plan (2018–2030)

6.8.5.1. Health Services Facilities

When examining the health services facilities in Homagama Pradeshiya Sabha area, there are base hospitals, regional hospitals, Ayurveda Hospitals, private hospitals MOH offices and other clinics can be found dispersed all over the area. The Map (6.7) illustrates the dispersion of those facilities. Each hospital Government and private) provides service within a radius of 3 km while each clinical center provides services within a radius of 0.5 km. WHO stipulated that there should be 5 hospital beds to every 1000 persons. Presently there is a population of nearly 3000,000. The publication entitled 'Hospital and Bed Strength in Sri Lanka of 2010 showed that the Homagama Pradeshiya Sabha area has 477 hospital beds. It indicated that there was no satisfactory expansion of the health services in the Homagama area as at present. The number of hospital beds proportionate to the present population of 300,000 should be at least 1500. Nevertheless, there is no amount of hospital beds available.



Map 6.7 : *Service Area of Health Facilities in Homagama Planning Area*

Prepared by : *Western Province Division, UDA, 2018*

According to the estimates made under Homagama Development Plan for the year 2019 -2030 there could be a population exceeding 700,000 in the year 2030 and it requires at least 3000 hospital beds. Corresponding to this it is essential to improve the base hospital and regional hospital facilities in Homagama area. Further, there should be new hospitals established. It is more important to upgrade the Homagama Base Hospital and the Vetara Regional Hospital.

6.8.5.2. Educational Service Facilities

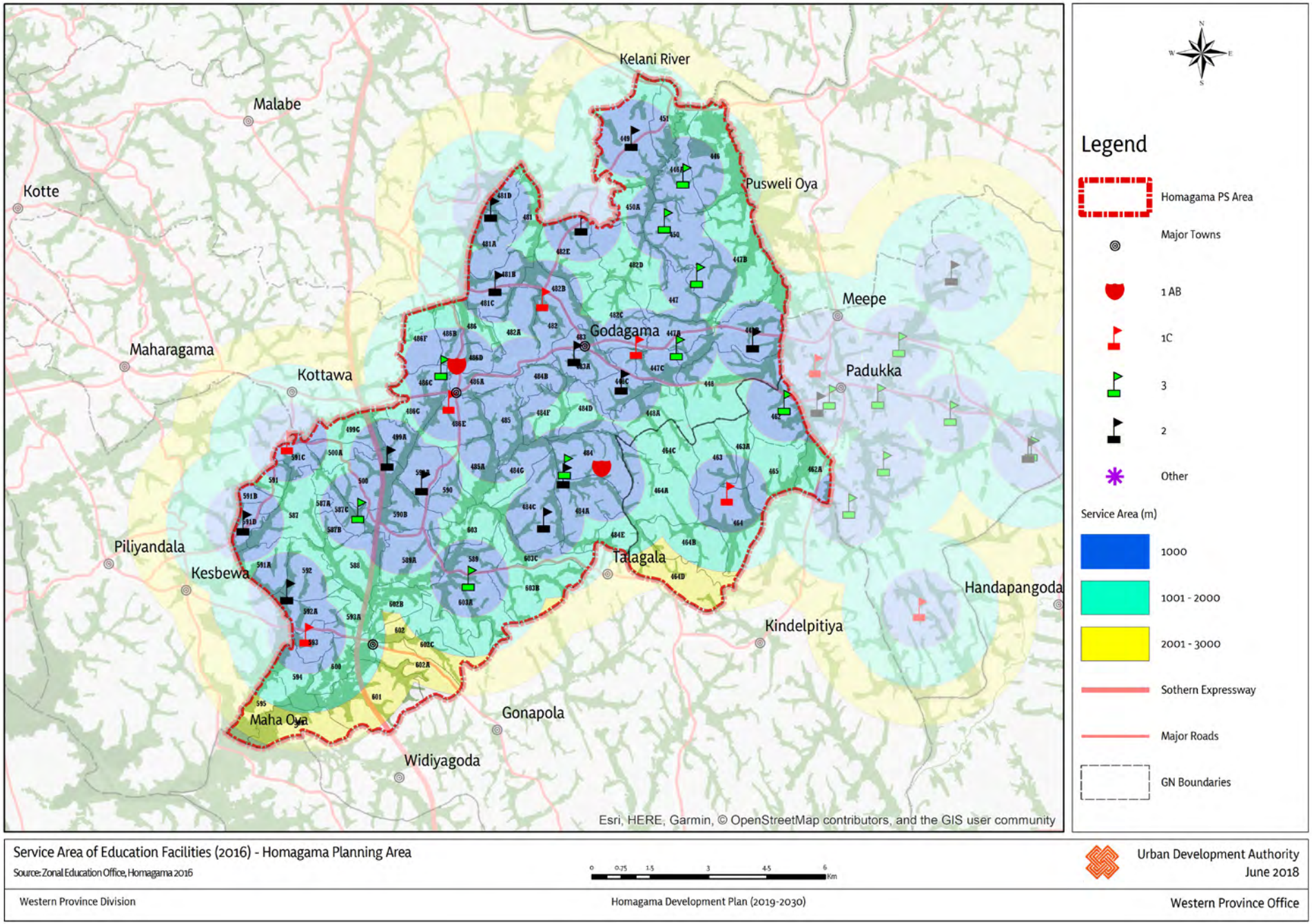
Following table 6.14 shows the number of educational service facilities available in Homagama area. There are 1500 teacher population in the area and student population is about 30,000

Classification of schools	*Number*
1. Madhya Maha Vidyalaya - Central Colleges (1AB)	*01*
2. Maha Vidyalaya - Colleges (IC)	*06*
3. Secondary Schools (TYPE2)	*22*
4. Primary Schools (TYPE3)	*08*
5. Special Education Units	*13*

Table 6.14 : *Classification of Schools in Homagama Planning Area*
Source : *Sampath Pathikada Resource Profile by Homagama Divisional Secretariat Office, 2016*

The norm for teacher-student population ratio (according to the Education Department) is 1:21. The present teacher-student population ratio too in Homagama is 1:21

The dispersion of secondary and primary schools in the area can be found to cover a radius of 3 km. Of the total population of 300,000 in Homagama at least 10% are in school going age. Based on the population growth estimates as discussed in this document, the student population will also grow correspondingly. If it is assumed that 20% of the population will be student population by the year 2030, there should be around 140,000 student population in this area.



Map 6.8: *Service Area of Education Facilities in Homagama Planning Area*

Prepared by : *Western Province Division, UDA, 2018*

Following are the proposed methods to cater to the needs of the student population by 2020

- *Improve the facilities available at the regional schools. Special attention should be given to those primary and secondary schools.*
- *It will be essential to improve such facilities as the existing school buildings, establish more vehicle parking areas, improve the pedestrian corridors and alternative roads.*
- *Take necessary action to establish vocational training schools parallel to the proposed Mahenawatta Technology City .*

6.9. Project Implementation Strategic Plan

6.9.1. Introduction

The project Implementation strategic plan under the Homagama Development Plan 2019-2030 identified several projects for initial implementation to be in line with the Development Vision. Based on the need and the importance, the projects have been categorized into three sectors namely

Those projects, which can be implemented as first priority projects; Second priority projects and Third Priority Projects.

Following are the details under each category:,

1. *First Priority Project*
2. *Second Priority Project*
3. *Third Priority Project*

Those projects listed as bellow

1. *First Priority Project*

These projects have been considered a priority in view of their strategic importance and based on their geographical locations. Each project will have several more subprojects.

2. *Mahenawatta Technology City Development project (Zone 1)*
3. *Proposed Technology City Development project (Zone 2)*
4. *Homagama New City Development project*
5. *Kahathuduwa New City Development project*
6. *Godagama New City development project*
7. *Barawa Wetland Area Development Project*

2. *Second Priority Project*

1. Mahenawatta Technology City Development project (Zone 1)

Road Development Projects:

I. *Project to develop Western by Pass with 04 lanes*
II. *Project to develop Uduwana Temple Junction Road with 04 lanes*
III. *Project to develop Pitipana Thalagala Road with 04 lanes*
IV. *Project to develop Dampe Pitipana Road with 04 lanes*
V. *Project to develop Dampe Road running through Megoda with 04 lanes*
VI. *Project to develop Homagama Diyagama Road connecting Jambugahamulla Junction with 04 lanes*
VII. *Project to develop Gankanda Road (Kahathuduwa Road) with 04 lanes*

VIII. *Project to develop new road connecting Mahenawatta and Millawa with 04 lanes*
IX. *Project to develop Meegoda Transport Hub and Commercial Center.*

Other Projects

I. *Proposed Multi-story Public Parking facilities*
II. *Proposed Meegoda Transport and Commercial Center Development*
III. *Proposed Mahenwatta Commercial and Service Center Development*
IV. *Proposed Mahenwatta Water Supply Station*
V. *Proposed Mahenwatta Electricity Sub Grid Station*
VI. *Proposed Mahenwatta Sewerage Management Plant*

b. Proposed Science and Technology zone II Development

i. *Establishment of Meegoda Electronic production research*
ii. *Nawalamulla Lenagala road improvement from Nedunhena Bus stand to Welipillewa School junction up to 4 lanes*
iii. *Panagoda embulgama road improvement into 4 lanes*
iv. *Batawala road improvement project*

c. Secondary projects under Homagama New Township Development Project

I. *New Service Road Development for existing Madawilakumbura road, Homagama Railway station, and Homagama old town*
II. *Integrated Bus Bay development with landscaping at Homagama railway station to enhance the connectivity between Homagama railway station and Old town*
III. *The road which connects Homagama Hospital and High-level road improvement up to 2 lanes*
IV. *Galavila road development as 4 lane road from Kottawa to Pitipana Junction*
V. *Public Green Open Space development at Homagama New Township*
VI. *Multi-story public parking development at Homagama New Township*
VII. *Proposed Western Bypass road Development - 4 Lanes*
VIII. *High-level road development as 6 lane road with walkability facilities*
IX. *Homagama Diyagama road Improvement as 4 lanes road*
X. *Luxury Commercial Center Developments at Homagama Town*
XI. *Resettlement of Commercial activities along the High-level road*
XII. *Building development for offices and services*
XIII. *Development of the public parking area for Homagama Hospital*

d. Kahathuduwa New Township Development

I. *Kahathuduwa road improvement as 4 lanes with walkability improvements*
II. *Colombo Horana Road development as 6 lanes with walkability improvements*
III. *Service road development connecting Kahathuduwa road and Colombo Horana road as 4 lanes road*
IV. *Proposed Green parks*
V. *Proposed luxury commercial complex*
VI. *Iconic Commercial Building complex development*
VII. *Proposed Commercial and service center at Diyagama*

e. Godagama New Township Development

I. *Bypass road development connecting High-level road and Godagama station road via Dampe road (By Pass Road I)*
II. *Proposed Bypass road development from Dampe road to High-level road via Athurugiriya road (By Pass Road II)*
III. *Service road development connecting proposed bypass road ii and Godagama town*
IV. *Green Park in the town center along with Landscaping*
V. *Proposed Commercial Complex*
VI. *Proposed Commercial and service center for mixed-use*
VII. *Public parking facilities improvement*
VIII. *Bus stand development*

f. Barawa wetland Improvement Project

I. *Linear park development along with Kelani River reservation*
II. *Commercial and Dockyard developments in parallel to Kelani River Transportation project*
III. *Green Reservation development either side of the Pusseli Oya*
IV. *Barwa wetland improvem*
V. *Low-level road development as 6 lane road*
VI. *Iconic bridge development at Pusseli Oya where it crosses the Low-level road*

g. Linear park Development - Homagama

I. *Tank reservation development at Maththegoda tank, Kuda tank, and Ottapalu tank*
II. *-Linear park development at Kalu Ganga Substream*

h. Public open space development - Homagama (Table 6.7 and Table 6.9)

i. Proposed EMP08 Park Development
ii. Proposed PMP 35 Park Development
iii. ProposedPLP 17 Park Development
iv. Proposed PMP 01 Park Development
v. Proposed PLP 14 Park Development
vi. Proposed PMP 06 Park Development
vii. Proposed PLP 16 Park Development
viii. Proposed PMP 32 Park Development
ix. Proposed PLP 28 Park Development
x. Proposed PMP 42 Park Development
xi. Proposed PLP 34 Park Development
xii. Proposed PLP 80 Park Development
xiii. Proposed ECP 01 Park Development
xiv. Proposed ELP 01 Park Development
xv. Proposed PMP 11 Park Development

Should be considered: Refer public open space proposals of PORS plan

4. *Third Priority Project*

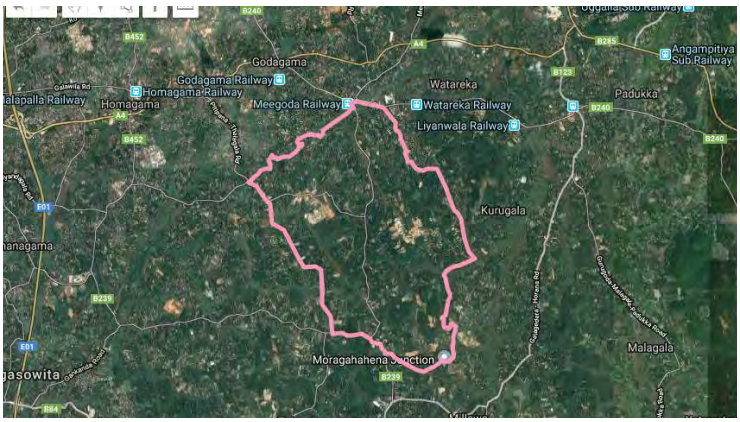
i. Kottawa Thalagala road development from Jambugasmulla junction to Thalagala junction
ii. Padukka Meegoda road development
iii. Polgasovita road development which connects Kottawa and Polgasovita Town
iv. Kottawa Bope road (Athurugiriya road)
v. Kottawa Thalagala road from Maththegoda Junction to Diyagama Junction
vi. Hospital road development
vii. High-level road development
viii. Colombo Horana road
ix. Pansala Junction Kajugahadeniya road development
x. Dolahena Munamale Watta road development
xi. Munamale watta road development
xii. Uduwana Temple road development

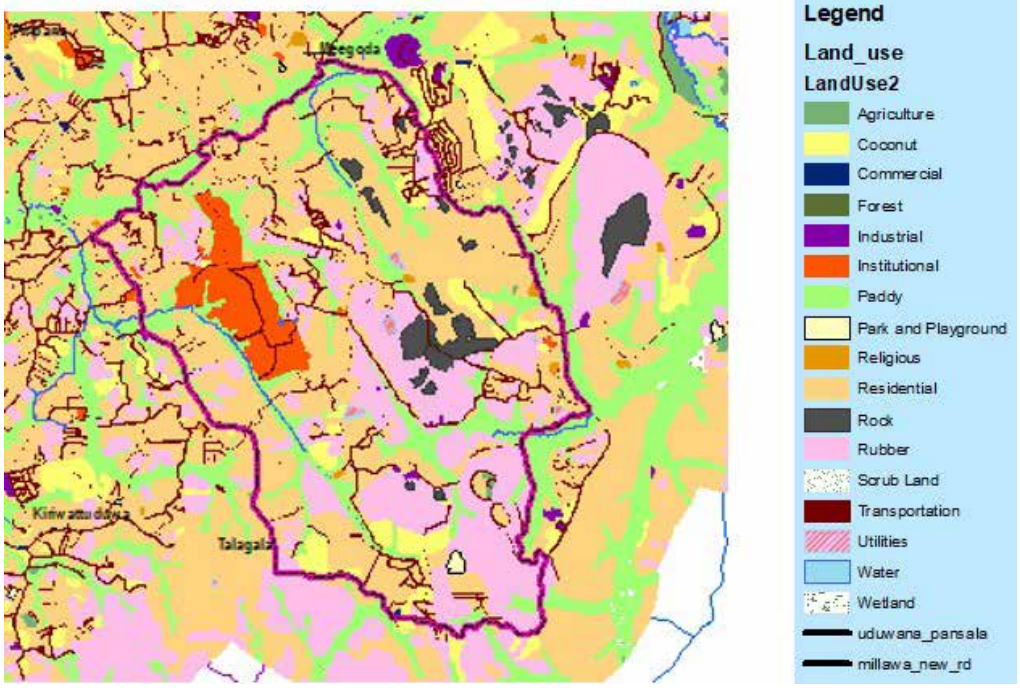
6.9.2. Action Projects

a. *Homagama Technology City Development*

<table>
<tr><th colspan="5">Identifie project</th></tr>
<tr><td>Name of the Project</td><td colspan="4">Homagama Technology City Development</td></tr>
<tr><td>The Project</td><td colspan="4">Homagama Technology City Development Stage (1)</td></tr>
<tr><td>The Project Proposal</td><td colspan="4">This project can be identified as the preliminary stage of the proposed Technology City Development. Under the Homagama Development Plan 2019-2030), this project has been accorded a high priority as a project contributing to uplift Sri Lanka's Technology-based products and services and also to contribute to increasing the exports. This project is considered the main component of the implementation of the Technology Corridor which has been designed under the concept of Homagama Development Plan.

Following projects have been identified:

• The Highway Development project ;
• Proposed Commercial and service center to be developed in the 3378 m2 land belonging to the UDA within the technology City of Mahenawatta;
• The multi Storied building complex and vehicle parking area proposed to be developed within the land allocated for the university in the Technology City area;
• Water Supply Scheme development project in Mahahenwatta
• Electricity substation project to be developed in Mahahenwatta,
• proposed effluent treatment facility to be constructed parallel to Technology City Development project
• Proposed solid waste management project to be constructed parallel to the Technology City Development project
• Project to construct the University and the Research and Development Institution
• Science Complex and Nano Technology Center development Project
• Construction of Bio-Technology complex
• Transport Hub in Meegoda and development of the commercial center</td></tr>
<tr><th colspan="5">Location of the Project:</th></tr>
<tr><td rowspan="2">location</td><td>province</td><td>Western</td><td>District</td><td>Colombo</td></tr>
<tr><td>Pradeshiya Boundaries</td><td>Homagama Divisional Secretariat Division</td><td>Administrative Unit</td><td>Homagama Pradeshiya Sabha</td></tr>
<tr><td rowspan="2">Access boundaries</td><td>North</td><td>East</td><td>South</td><td>West</td></tr>
<tr><td></td><td></td><td></td><td></td></tr>
<tr><td>Access</td><td colspan="4">Pitipana/Thalagala Route; Dampe Route; Kottawa/Talagala Route</td></tr>
<tr><td>Map indicating the location</td><td colspan="4"> 
</td></tr>
</table>

Land Use Plan	

Justification of the Project

Nature of the project	*New*		*X*	*To be Improvised*		*Protected*		*Land Development Only*	
Project Classification	*Conservation*	*Commercial*	*Resources*	*Heritage*	*Housing*	*Rehabilitation*	*Others*
		√	√		√	√	*Road Development*
Project target	*Enviorment*		*Economic*	√	*Social*	
Project targets	1. *Create 150,000 Employment Opportunities* 2. *Attract at least 20 multinational companies and over 100 new enterprises by 2030* 3. *Promote involvement in new innovations through small and medium scale enterprises* 4. *By 2030 produce at least 1000 globally renowned scientists.*						
Project Justification	*Proposed Mahenawatta Technology City can be identified as the trailblazer of economic prosperity in the present Homagama Planning Area. When considering the Gross Domestic Product (GDP) of Sri Lanka, the industrial sector contribution takes a low value of 28%. Sri Lanka's contribution to the high value and allied exports is as low as 1% for which Sri Lanka is one of the lowest among the Asian countries. (Source: the panel of the United Nations Commission on Science & Technology for Development- 28 to 30 Nov. 2017)* *In terms Science and Technology allied industry contribution, Sri Lanka's exports earnings is to the tune of 382.64 million. Science has pointed it out and Technology and innovations coordinating institutions that the people engaged in the computer technology production sector is very low, in an era where the demand for such products is very high. Therefore, setting up of the Mahenawatta Technology Development City is a national need.*						

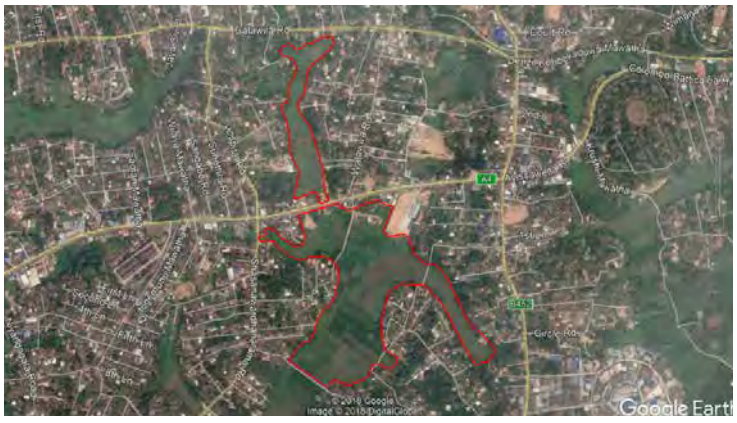
Description of the project's Assets									
Present Ownership of the Land	UDA	X	Private	X	State		Other		
The present state of the Land	The ownership of land identified for the stage (1) of the proposed Technology City is with the private holders and many of the land areas are planted with crops such as Rubber and Coconut.		Details of rehabilitation						
Survey Plan	Plan No.		Name of the Surveyor		Date	The extent of the Land			
						Acres:	Rs.	Perch.	
						4000			
Project Implementation									
Methods of Implementation	PPP		**Implementing Institution**		Ministry of MegaPolis and western Development	**Source of Funds**		Loans, Allocations from the Treasury, Investments from Local and Foreign Sources	
Infrastructure facilities'	**Water**	**Volume (required)**	161,886 m3/d		**Electricity**	**Required quantity**	76..3 mwh		
		Volume (existing)	180,000 m3/d			**Existing Quantity**	90 mwh		
	Solid waste disposal	Yes		No		**Proposed Solid waste management**			
Zone	Science and Technology City Development Zone				**Alignment with Zoning Plan**	Yes			
Sketch Plan									

Table 6.15 : *Homagama Tech city Development Project report*
Prepared by : *Western province Office of the UDA. The year 2018*

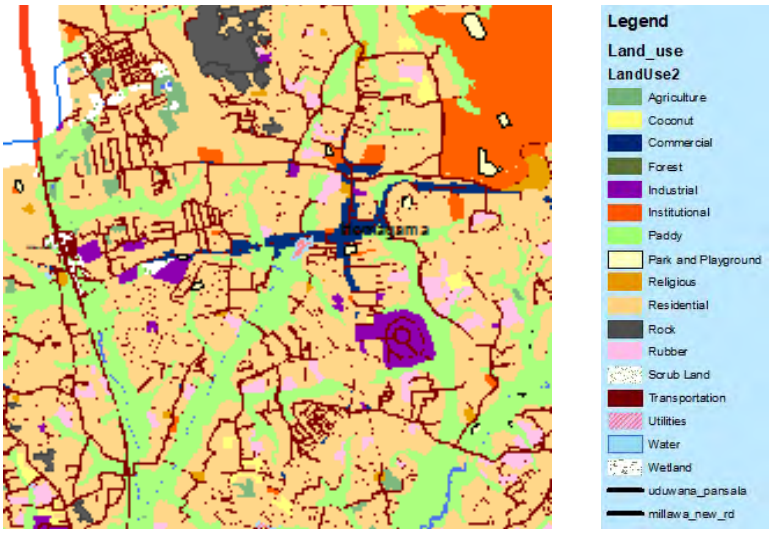
b. *Homagama New City Development Project*

<table>
<tr><th colspan="5">identifie project</th></tr>
<tr><td>Name of the Project</td><td colspan="4">Homagama Technology City Development</td></tr>
<tr><td>The Project</td><td colspan="4">Homagama Technology City Development Stage (1)</td></tr>
<tr><td>The Project Proposal</td><td colspan="4">This project can be identified as the preliminary stage of the proposed Technology City Development. Under the Homagama Development Plan 2019-2030), this project has been accorded a high priority as a project contributing to uplift Sri Lanka's Technology-based products and services and also to contribute to increasing the exports. This project is considered the main component of the implementation of the Technology Corridor which has been designed under the concept of Homagama Development Plan.

Following projects have been identified:

• The Highway Development project ;
• Proposed Commercial and service center to be developed in the 3378 m2 land belonging to the UDA within the technology City of Mahenawatta;
• The multi Storied building complex and vehicle parking area proposed to be developed within the land allocated for the university in the Technology City area;
• Water Supply Scheme development project in Mahahenwatta
• Electricity substation project to be developed in Mahahenwatta,
• proposed effluent treatment facility to be constructed parallel to Technology City Development project
• Proposed solid waste management project to be constructed parallel to the Technology City Development project
• Project to construct the University and the Research and Development Institution
• Science Complex and Nano Technology Center development Project
• Construction of Bio-Technology complex
• Transport Hub in Meegoda and development of the commercial center</td></tr>
<tr><th colspan="5">Location of the Project</th></tr>
<tr><td rowspan="2">location</td><td>province</td><td>Western</td><td>District</td><td>Colombo</td></tr>
<tr><td>Pradeshiya Boundaries</td><td>Homagama Divisional Secretariat Division</td><td>Administrative Unit</td><td>Homagama Pradeshiya Sabha</td></tr>
<tr><td rowspan="2">boundaries</td><td>North</td><td>East</td><td>South</td><td>West</td></tr>
<tr><td></td><td></td><td></td><td></td></tr>
<tr><td>Access</td><td colspan="4">High-Level Road, proposed by roads from the west.</td></tr>
<tr><td>Map indicating the location</td><td colspan="4">  </td></tr>
</table>

Land Use Plan	*Majority of the Land is identified as land for residential purposes and the rest is in low lying areas and/or are Rubber and Coconut Cultivated Lands*



Justification of the project

Nature of the project	*New*	*X*	*To be Improvised*		*To be rehabilitated*		*Land Development Only*					

Project Classification	*Conservation*	*Commercial*	*Resources*	*Heritage*	*Housing*	*Rehabilitation*	*Others*
		√	√		√	√	*Road Development*

Project targets	*Environment*		*Economic*	*X*	*Social*	*X*

Project targets	1. *intensifying the city legibility through the development of green garden.* 2. *Urban infrastructure development* 3. *To integrate the Technology City Development Project with the New Town Development Program in Homagama to pave the way for new developments* 4. *To provide new urban facilities and improve the intensity of their combination*
Project Justification	*Homagama New Town Development Project can be identified as the main entry point to the town of Mahenawatta. The main objective of the project is to provide services to suit the new development of a large scale project such as the City of Technology.* *Homagama New Development Plan 2019 - 20230 Development vision is 'The Green City of Experts'. In this manner, the green commercial gardens have been created in the heart of the city through major commercial township deIn addition, the Homagama New Town Development Project is focused on strengthening urban infrastructure and strengthening the integration of major public transport centers.velopment projects. The Urban Development Project will be implemented in the high density commercial zone identified under the Homagama New Development Plan, which will guide other commercial developments in the region.*

Description of the project's Assets

Present Ownership of the Land	*UDA*	*Part of the land belongs to UDA*	*Private*	*√*	*State*		*Others*	*Rest to be acquired*

The present state of the Land	*The main bus stand and financial institutions are functioning in the land belonging to the UDA while the rest of the area is spread as commercial use and low land.*	***Details of rehabilitation***	

Details of the Ownership						
Survey Plan	*Plan No.*	*Name of the Surveyor*	*Date*	*The extent of the Land*		
	-	-	-	*Acres:*	*Rs.*	*Perch.*
				65		
Project Implementation						
Methods of Implementation	*The land development and infrastructure development is done jointly with the Urban Development Authority and other government agencies and the development activities are available to investors through project proposals.*	***Implementing Institution***	*Ministry of MegaPolis and western Development*	***Source of Funds***	*Allocations from the Treasury,*	
Infrastructure facilities	***Water***	***Volume (required)***	*Not Estimated*	***Electricity***	***Required quantity***	*Not estimated*
		Volume (existing)	*Included in the new projects*		***Existing Quantity***	*Included in the new projects*
	Solid waste disposal	*Yes*	*Yes*	*No*	***Proposed Solid waste management***	
Zone	*High-Density Commercial Zone (1)*				***Alignment with Zoning Plan***	*Yes*
Sketch (Conceptual Drawing) Plan						

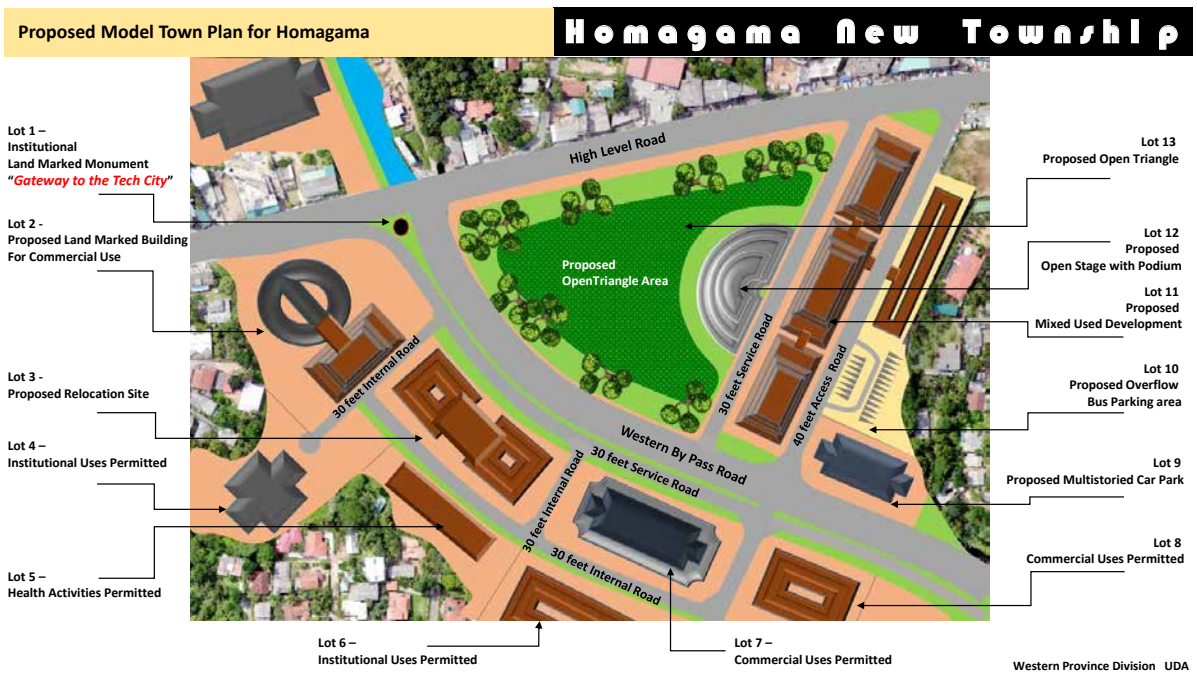


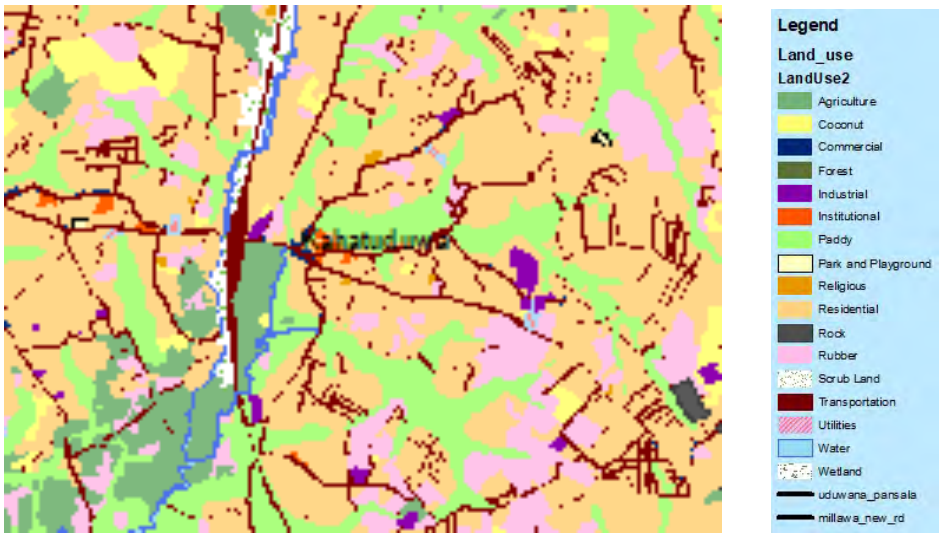
Table 6.16 : *Homagama Town Centre Development Project*
Prepared by : *Western Province Division, UDA, 2018*

c. *Kahathuduwa New Town Development Project*

<table>
<tr><th colspan="5">Identifie project</th></tr>
<tr><td>Name of the Project</td><td colspan="4">Kahathuduwa New Town Development Project</td></tr>
<tr><td>The Project</td><td colspan="4">Kahathuduwa New Town Development</td></tr>
<tr><td>The Project Proposal</td><td colspan="4">Following projects have been identified

• Establishment of public Green Areas (Parks)
• Development of service roads
• Mixed development project
• Development of Vehicle Parking Yard
• Development of the main Terminal Stand

40% of the land will cover the building footprint and the rest will be allowed to remain to be included in a proper surface drainage system</td></tr>
<tr><th colspan="5">Location of the Project:</th></tr>
<tr><td rowspan="2">location</td><td>province</td><td>Western</td><td>District</td><td>Colombo</td></tr>
<tr><td>Pradeshiya Boundaries</td><td>Homagama Divisional Secretariat Division</td><td>Administrative Unit</td><td>Homagama Pradeshiya Sabha</td></tr>
<tr><td rowspan="2">boundaries</td><td>North</td><td>East</td><td>South</td><td>West</td></tr>
<tr><td></td><td></td><td></td><td></td></tr>
<tr><td>Access</td><td colspan="4">Colombo Horana Road, Kottawa Thalagala Road, Kahathuduwa Road</td></tr>
<tr><td>Map indicating the location</td><td colspan="4"> 
</td></tr>
</table>

Land Use Plan	*Majority of the Land is identified as land used for residential purposes and the rest is in low lying areas* 

Justification of the project

Nature of the project	*New*		*To be Improvised*		*To be rehabilitated*	*X*	*Land Development Only*	
Project Classification	*Conservation*	*Commercial*	*Geo. Resources*	*Heritage*	*Housing*	*Rehabilitation*	*Others*
		√	√		√	√	*Road Development*
Project Type	*Environment*		*Economic*	√	*Social*	√

Project Targets	1. *mprove the reflectability of the city through the development of Green Areas* 2. *Urban infrastructure development* 3. *Improve connectivity among the urban service utilities* 4. *Development of the roads and guide future development through them*
Project Basis	• *This development will draw attention from other projects such as Millewa Industrial Zone, Mahenawatta Technology City Development Project, proposed Rathnapura Expressway development project and proposed Accessibility Improvement project to Kahathuduwa Express-way* • *Attention is paid to improve Kahatuduwa City Development project within the concept of New 2019-2030 Homagama Development Plan. One of the bases of the project, therefore, is the readability of the city will be through the development of Haritaha (Green) areas.* • *The zonation plan identified under the Homagama Development plan, this area has been identified for development as the 2nd High-Density commercial zone. The project will be a forerunner to other development activities.* • *Further, it also envisages enhancing the urban facilities.*

Description of the project's Assets

Present Ownership of the Land	*UDA*	*Part of the land belongs to UDA*	*Private*		*State*		*Others*	*Rest to be acquired*
The present state of the Land	*Spread out as low lands*		***Details of rehabilitation***					
Details of the Ownership								

Survey Plan	Plan No.	Name of the Surveyor	Date	The extent of the Land		
				Acres:	Rs.	Perch.
				49		

Project Implementation

Methods of Implementation	Land preparation and infrastructure development are carried out through the UDA and the other state agencies, the investors are invited to submit proposals for implementing the projects.	**Implementing Institution**	Urban Development Authority Land Reclamation Department	**Source of Funds**	UDA Allocations from the Treasury,
Land Reclamation Department	Urban Development Authority	**Source of Funds**	UDA Allocations from the Treasury,		

Infrastructure facilities'	**Water**	**Volume (required)**	Not Estimated	**Electricity**	**Required quantity**	Not estimated
		Volume (existing)	Included in the new projects		**Existing Quantity**	Included in the new projects
	Solid waste disposal	Yes	Yes	No	Proposed Solid waste management	

Zone	High-Density Commercial Zone (1)	**Alignment with Zoning Plan**	Yes

Sketch (Conceptual Drawing) Plan

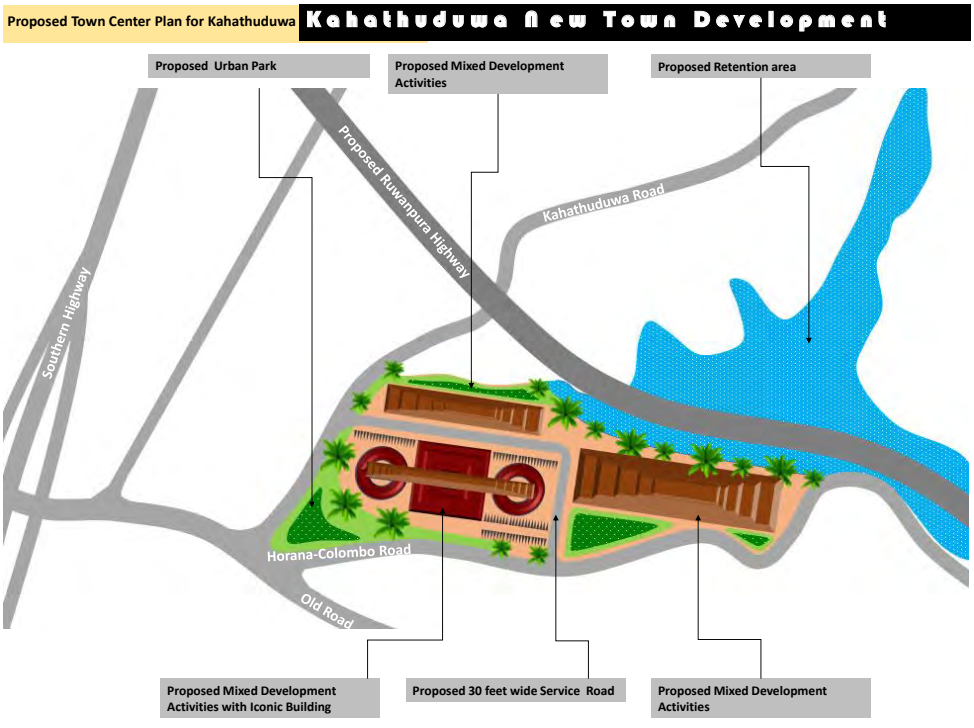
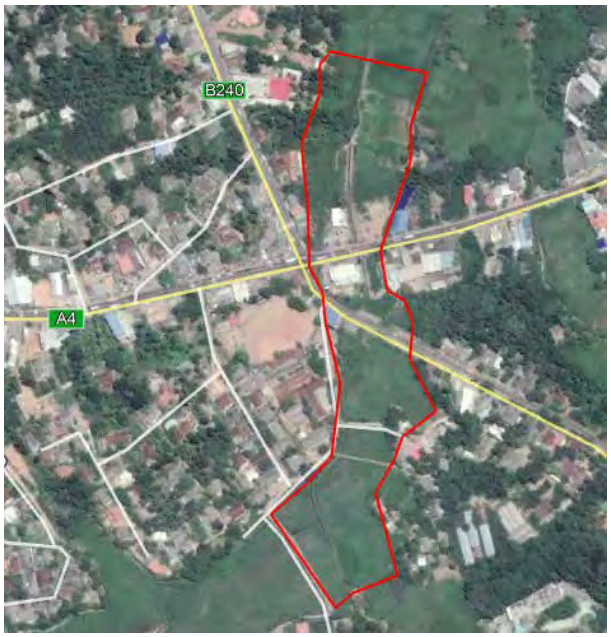
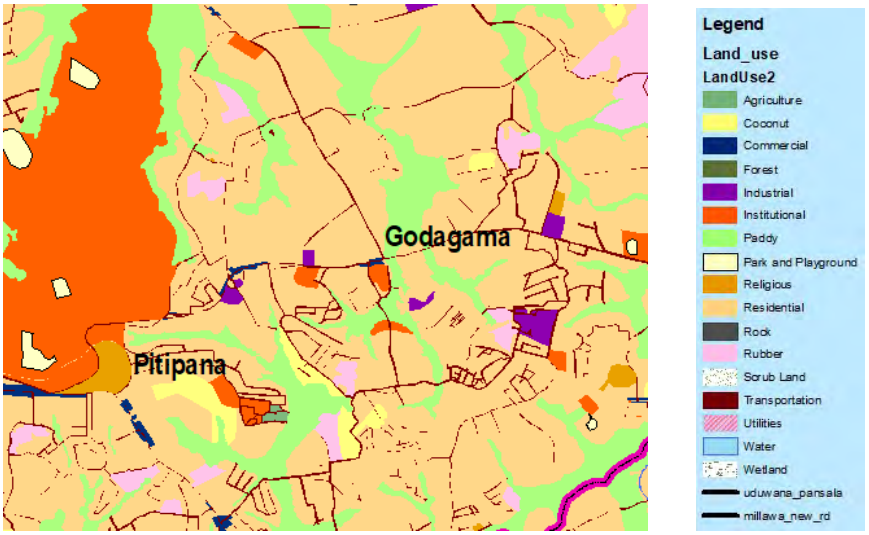


Table 6.17 : *Kahathuduwa Town Centre Development Project*
Prepared by : *Western Province Division, UDA, 2018*

d. *Godagama Town Development Project*

Identifie project				
Name of the Project	*Godagama New Town Development Project*			
The Project	*Godagama New Town Development*			
The Project Proposal	• *Technology Corridor has been proposed connecting Malabe, Mahenawatta and Mellewa Cities within the concept of New 2019-2030 Homagama Development Plan. Godagama City will be developed as the main service center. This will also be connected to Meegoda proposed transport hub. Following sub-projects have been lined up:* • *Proposed development of new by- roads* • *Proposed development of new service roads* • *Proposed mix development projects* • *Proposed development of Green Areas* • *Supporting projects parallel to commercial development;* • *Development of the Railway station Godagama and the railway line connecting to Godagama*			
Location of the Project:				
location	***Province***	*Western*	***District***	*Colombo*
	Pradeshiya Boundaries	*Homagama Divisional Secretariat Division*	***Administrative Unit***	*Homagama Pradeshiya Sabha*
boundaries	***North***	***East***	***South***	***West***
Access	*High-Level Road, 190 route number*			
Map indicating the location				

Land Use Plan	*Majority of the Land is identified as land used for residential purposes and the rest is in low lying areas*



Justification of the project

Nature of the project	*New*		*To be Improvised*		*To be rehabilitated*	*X*	*Land Development Only*	
Project Classification	*Conservation*	*Commercial*	*Geo.Resources*	*Heritage*	*Housing*	*Rehabilitation*	*Others*
		√	*√*				*Road Development*
Project targets	*Environment*		*Economic*	*√*	*Social*	*√*
Project targets	1. *Readability of the city through Green Area Development ;* 2. *Urban infrastructure development* 3. *Connectivity Improvement among the Urban services* 4. *Development of the roads and guide future development through them*
Project Basis	*•This development will be aligned with proposed projects such as Millewa Industrial Zone, Mahenawatta Technology City Development Project, Rathnapura Expressway development project and proposed Kahathuduwa Express-way access improvement project.* *•Attention is paid to improve Kahatuduwa City Development project within the concept of New 2019-2030 Homagama Development Plan. One of the bases of the project, therefore, is the readability of the city will be through the development of Haritaha (Green) areas.* *•The zonation plan identified under the Homagama Development plan, this area has been identified for development as the 2nd High-Density commercial zone. The project will be a forerunner to other development activities;* *•Further through the project, it is planned to improve the urban services;*

Description of the project's Assets

Present Ownership of the Land	*UDA*	*Part of the land belongs to UDA*	*Private*	*X*	*State*		*Others*	*Rest to be acquired*
The present state of the Land	*Dispersed as low-lying areas*		***Details of rehabilitation***		*No*			
Details of the Ownership								

Survey Plan	*Plan No.*	*Name of the Surveyor*	*Date*	*The extent of the Land*		
	-	-	-	*Acres:*	*Rs.*	*Perch.*
				39		

<table>
<tr><th colspan="8">Project Implementation</th></tr>
<tr><td>Methods of Implementation</td><td colspan="2">Land preparation and infrastructure development are carried out through the UDA and the other state agencies, the investors are invited to submit proposals for implementing the projects.</td><td>Implementing Institution</td><td colspan="2">Urban Development Authority

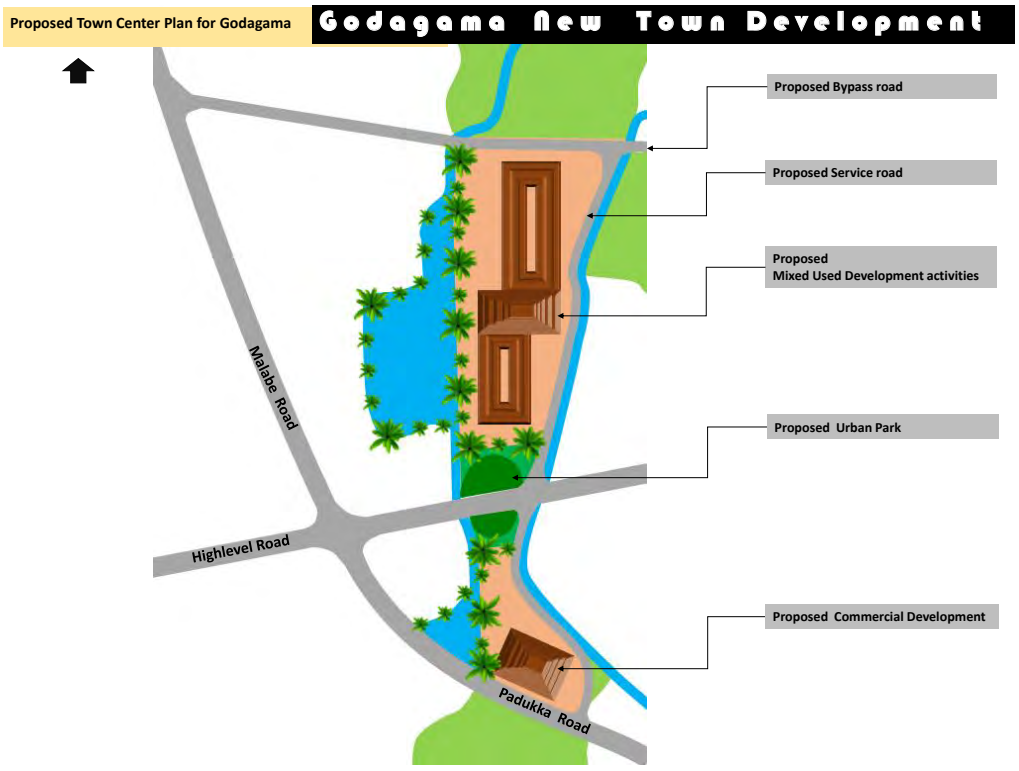
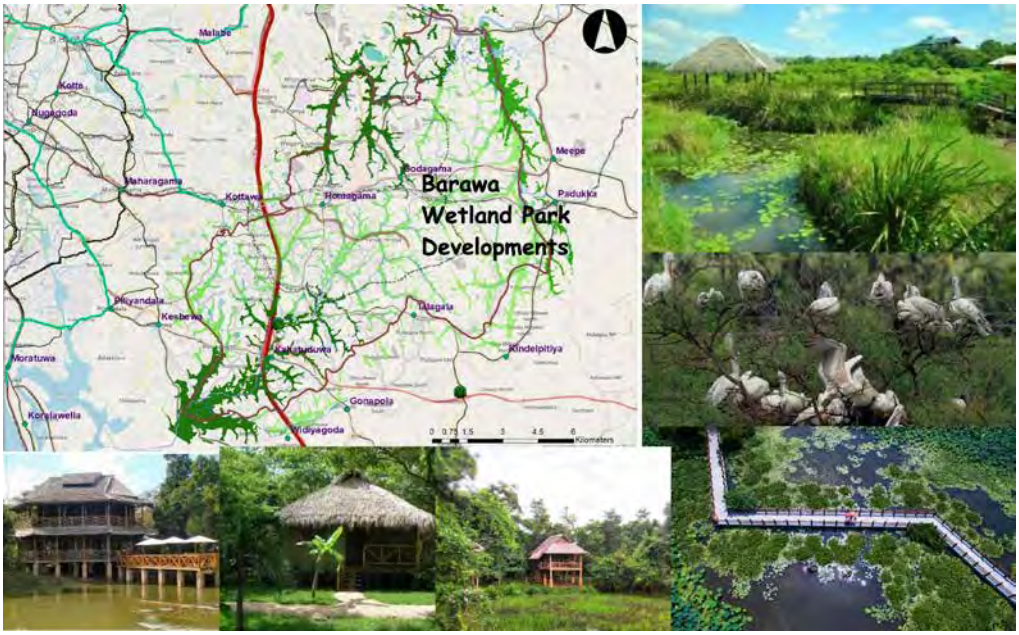
Land Reclamation Department</td><td>Source of Funds</td><td>Allocations of the UDA from the Treasury,</td></tr>
<tr><td rowspan="3">Infrastructure facilities</td><td rowspan="2">Water</td><td>Volume (required)</td><td>Not Estimated</td><td rowspan="2">Electricity</td><td>Required quantity</td><td colspan="2">Not estimated</td></tr>
<tr><td>Volume (existing)</td><td>Included in the new projects</td><td>Existing Quantity</td><td colspan="2">Included in the new projects</td></tr>
<tr><td>Solid waste disposal</td><td>Yes</td><td>No</td><td>Proposed Solid waste management</td><td colspan="2"></td></tr>
<tr><td>Zone</td><td colspan="2">High-Density Commercial Zone (1)</td><td colspan="2">Alignment with Zoning Plan</td><td colspan="2">Yes</td></tr>
<tr><th colspan="8">Sketch (Conceptual Drawing) Plan</th></tr>
<tr><td colspan="8"> 
</td></tr>
</table>

Table 6.18 : Godagama Town Development Project
***Prepared by :** Western Province Division, UDA, 2018*

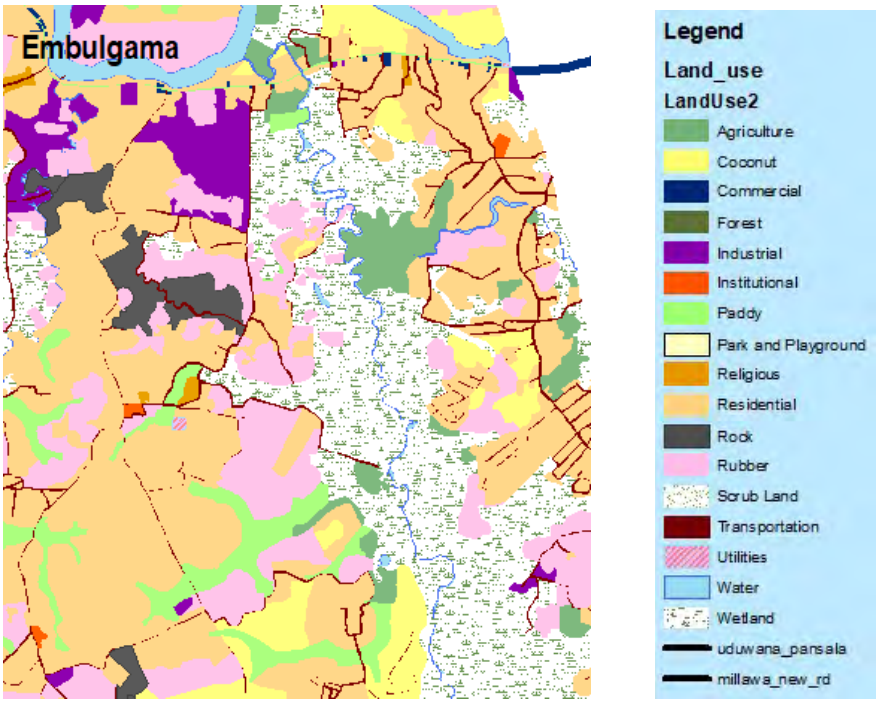
e. *Leisure and Recreational Area Development Project*

<table>
<tr><th colspan="5">Identifie project</th></tr>
<tr><td>Name of the Project</td><td colspan="4">Barawa Wetland Development Project</td></tr>
<tr><td>The Project</td><td colspan="4">Barawa Wetland Development</td></tr>
<tr><td>The Project Proposal</td><td colspan="4">According to Homagama New Development Plan 2019-2030, the vision of the development is to be the 'The Green Experts city'. Residential practices that have the potential to move towards environmentally sensitive areas need to be addressed. In addition, most of the green areas that are known as flood retention zones are found in these areas and have a unique ecosystem

In this manner, the Ecosystem will focus on the development of the CRIP Project and the proposed Park Development and Water Transport Project for the Kelani River Reserve.
Moreover, One of the objectives is to provide a comfortable residential environment to the residents through the development plan.

The infrastructure is proposed to be implemented by the Urban Development Authority (UDA) and the project is expected to be implemented through private investors. It also aims to provide a space for eco-friendly development through a legal framework enacted through the Homagama Development Plan.</td></tr>
<tr><th colspan="5">Location of the Project:</th></tr>
<tr><td rowspan="2">location</td><td>province</td><td>Western</td><td>District</td><td>Colombo</td></tr>
<tr><td>Pradeshiya Boundaries</td><td>Homagama Divisional Secretariat Division</td><td>Administrative Unit</td><td>Homagama Pradeshiya Sabha</td></tr>
<tr><td rowspan="2">boundaries</td><td>North</td><td>East</td><td>South</td><td>West</td></tr>
<tr><td></td><td></td><td></td><td></td></tr>
<tr><td>Access</td><td colspan="4">High Level Road</td></tr>
<tr><td>Map indicating the location</td><td colspan="4"> 
</td></tr>
</table>

Land Use Plan	*Majority of the Land is identified as land used for residential purposes and the rest is in low lying areas*



Justification of the project

Nature of the project	*New*		*To be Improvised*		*To be rehabilitated*	*X*	*Land Development Only*		

Project Classification	*Conservation*	*Commercial*	*Geo.Resources*	*Heritage*	*Housing*	*Rehabilitation*	*Others*
			√				මාර්ග සංවර්ධනයන්

Project targets	*Environment*	√	*Economic*	*X*	*Social*	*X*

Project targets	1. *to Wetland Conservation* 2. *Providing leisure and recreation facilities* 3. *Increasing economic growth in the area* 4. *Focusing on the development of green areas in keeping with the green city concept*
Project Basis	*According to the new development plan of Homagama, this area is intended to be developed as a safer area which will not be damaged by residential use.* *This area has been extended over the Pusweli Oya and has been identified as a major flood control area.* *The development of the area's economic benefits has become another basis for its integration with other development projects*

Description of the project's Assets

Present Ownership of the Land	*UDA*		*Private*	*Present Ownership of the Land*	*State*		*Other*	*Rest to be acquired*

The present state of the Land	*Wetlands and residential uses are available*	***Details of rehabilitation***	*A survey of the construction should be done*
Details of the Ownership			

Survey Plan	Plan No.	Name of the Surveyor	Date	The extent of the Land		
				Acres:	Rs.	Perch.
				180		

Project Implementation

Methods of Implementation	The land development and infrastructure development is done jointly with the Urban Development Authority and other government agencies and the development activities are available to investors through project proposals.	Implementing Institution	Ministry of MegaPolis and western Development Land Reclamation Department	Source of Funds	Allocations from the Treasury

Infrastructure facilities	Water	Volume (required)	Not Estimated	Electricity	Required quantity	Not estimated
		Volume (existing)	Included in the new projects		Existing Quantity	Included in the new projects
	Solid waste disposal	Yes	√	No		Proposed Solid waste management	

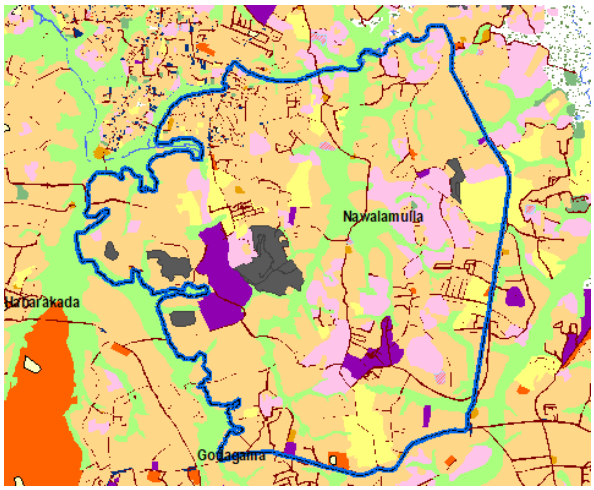
Zone	High-Density Commercial Zone (1)	Alignment with Zoning Plan	Yes

Sketch (Conceptual Drawing) Plan

Table 6.19 : Leisure and Recreational Area Development Project
Prepared by : *Western Province Division, UDA, 2018*

F. Second Stage of Homagama Technology City Development Project

Identifie project				
Name of the Project	*Second Stage of Homagama Technology City Development project*			
The Project	*Second Stage of Homagama Technology City Development*			
The Project Proposal	*•Proposed Mahenawatta Technology City Development can be considered the Phase (1) of this project. This project has been accorded high significance in view of its contribution to exports as well as its ability to uplift advance technologies. Therefore this project has been considered very important especially in view of the proposed establishment of the Technology Corridor* *•There are two existing projects already in the Technology development zone, namely the Templeburg industrial zone and the Meegoda Electronic products development zone, which will be integrated into this project considering the future needs of research and technology development.* *•It is expected that this project would enable to develop the technology corridor proposed in the development plan with high intensity.*			
Location of the Project				
location	***province***	*Western*	***District***	*Colombo*
	Pradeshiya Boundaries	*Homagama Divisional Secretariat Division*	***Administrative Unit***	*Homagama Pradeshiya Sabha*
boundaries	***North***	***East***	***South***	***West***
Access	*High-Level Road, Ebulgama road.*			
Map indicating the location				

Land Use Plan	*Majority of the Land is identified as land used for residential purposes and the rest is in low lying areas*  

Justification of the project

Nature of the project	*New*		*To be Improvised*		*To be rehabilitated*	*X*	*Land Development Only*	
Project Classification	*Conservation*	*Commercial*	*Geo.Resources*	*Heritage*	*Housing*	*Rehabilitation*	*Others*
		√			√		මාර්ග සංවර්ධනයන්
Project targets	*Environment*		√	*Economic*		*X*	*Social*	√
Project targets	1. *Create at least 150,000 employment opportunities* 2. *Create, by 2030 20 multi-national companies and at least 100 new business opportunities.* 3. *Promote new innovations among small and medium enterprises;* 4. *BY 2030 to produce at least 1000 world-renowned scientists;*							
මහානගරයේ පදනම	*•The proposed Mahenawatta Technology City Development Project can be identified as the main economic driver within the area coming under the Homagama Development Zone. Considering the gross domestic Product of Sri Lanka, the contribution from the industrial sector is as low as 28%. Similarly, the contribution of high-tech export products is as low as 1 %. This falls Sri Lanka into the lowest category in Asian countries.* *•Source: The panel of the united nations commission on science & technology for development 28 - 30 Nov. 2017* *•Annual export earnings from science and technology related industries in Sri Lanka is Rs. 383 million. The coordinating agency of Science and Technology innovation has identified that Sri Lanka does not have manpower commensurate with the demand that is available for the technology development sector in Sri Lanka, in an era where there is a great advancement in the computer sector and in other technological sectors.*							

Description of the Project's Assets

Pre. Ownership of the land	*UDA*	√	*Private*	√	*State*		*Other*	

<table>
<tr><td>The present state of the Land</td><td colspan="2">Most of the land identified for Phase (1) of the project are of Coconut and Rubber lands</td><td colspan="2">Details of rehabilitation</td><td colspan="3"></td></tr>
<tr><td>Details of the Ownership</td><td colspan="7"></td></tr>
<tr><td rowspan="2">Survey Plan</td><td>Plan No</td><td colspan="2">Name of the Surveyor</td><td>Date</td><td colspan="3">The extent of the Land</td></tr>
<tr><td></td><td colspan="2"></td><td></td><td>Acres:</td><td>Rs.</td><td>Perch.</td></tr>
<tr><td colspan="8">Project Implementation</td></tr>
<tr><td>Methods of Implementation</td><td></td><td>Implementing Institution</td><td>Ministry of Mega Polis and western Development</td><td>Source of Funds</td><td colspan="3">Allocations from the Treasury,</td></tr>
<tr><td>Land Reclamation Department</td><td>Source of Funds</td><td>Allocations from the Treasury,</td><td></td><td></td><td colspan="3"></td></tr>
<tr><td rowspan="3">Infrastru-cture facilities</td><td rowspan="2">Water</td><td>Volume (required)</td><td>Not Estimated</td><td rowspan="2">Electricity</td><td>Required quantity</td><td colspan="2">Not estimated</td></tr>
<tr><td>Volume (existing)</td><td>Included in the new projects</td><td>Existing Quantity</td><td colspan="2">Included in the new projects</td></tr>
<tr><td>Solid waste disposal</td><td>Yes</td><td>Yes</td><td>No</td><td>Proposed Solid waste management</td><td colspan="2"></td></tr>
</table>

Table 6.20 : *Second Stage of Homagama Technology City Development Project*
Prepared by : *Western Province Division, UDA, 2018*

6.9.3. Institutional background for the implementation of the proposed projects

Mahenawatta Technology City Development Project			
Road Development Projects			
	Proposed Project	*Coordinating Agency*	*Responsibilities*
1	*Development of Western By Pass Road with 4 Lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		RDA &	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
2	*Development of Uduwana Temple Road with 4 Lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		RDA &	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
3	*Development of Pitipana Thalagala Road with 4 Lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		RDA &	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
4	*Development of Dampe Pitipana Road with 4 Lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		RDA &	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
5	*Development of Road from Meegoda to Dampe with 4 Lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		Provincial Rood Development Authority	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
6	*Development of Homagama Diyagama Road (up to Jambugahamulla Junction) with 4 Lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		Provincial Rood Development Authority	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
7	*Development of Gankanda Road (Kahathuduwa Road) with 4 Lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		RDA	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*

8	*Development of the proposed Road from Mahenawatta to Millewa with 4 Lanes*	*Ministry of MegaPolis and Wester Development*	*Allocate necessary Funds*
		UDA	*Facilitate other agencies and lay the foundation for the implementation of the project*
		RDA &	*Allocate necessary resources and implement the pro*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
9	*Development of Meegoda Transport Hub and commercial center*	*Ministry of MegaPolis and Wester Development*	*Allocate necessary Funds*
		UDA	*Facilitate other agencies and lay the foundation for the implementation of the project*
		RDA	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
Other Projects			
10	*Multi Storied Public Vehicle Parking Yard*	*Ministry of MegaPolis and Wester Development*	*Allocate necessary Funds*
		UDA	*Facilitate other agencies and lay the foundation for the implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare the conducive environment to implement the project*
11	*Proposed Meegoda transport and commercial center*	*Ministry of MegaPolis and Wester Development*	*Allocate necessary Funds*
		UDA	*Facilitate other agencies and lay the foundation for the implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
12	*Proposed Mahenawatta transport and commercial center*	*UDA*	*Facilitate other agencies, allocate necessary Funds and implementation of the project,*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
13	*Development of a proposed water supply project at Mahenawatta*	*UDA*	*Facilitate other agencies, and lay the foundation of implementation of the project,*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
		Ministry of MegaPolis and Wester Development	*Allocate necessary Funds*
		NWS&DB	*Implementation of the project*

14	*Proposed electricity substation project at Mahenawatta*	*UDA*	*Facilitate other agencies, and lay the foundation of implementation of the project,*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
		Ministry of MegaPolis and Wester Development	*Allocate necessary Funds*
		CEB	*Implementation of the project*
15	*Proposed wastewater treatment project at Mahenawatta*	*UDA*	*Facilitate other agencies, and lay the foundation of implementation of the project,*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
		Ministry of MegaPolis and Wester Development	*Allocate necessary Funds*
		CEB	*Implementation of the project*
Proposed Technology City Development Phase11 project			
16	*Proposed Meegoda Electronic Research Center Development Pro*	*Ministry of MegaPolis and Wester Development*	*Allocate necessary Funds and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
		UDA	*Facilitate other agencies and lay the foundation for the implementation of the project*
17	*Development of Nawalamulla Road and lenagala Road running from Nedunhena main bus stand to Welipillawa School Junction with 4 lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		Provincial Road Development Authority (PRDA)	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
18	*Development of Panagoda Embulgama road with 4 lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		Provincial Road Development Authority (PRDA)	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
Homagama Town Centre Development Project			
20	*Development of a geo-referenced Bus Bay to improve the connectivity between the Homagama Railway Station and Old Homagama Town*	*UDA*	*Allocate funds, Facilitate other agencies and lay the foundation for the implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment and to implement the project*
21	*Development of the hospital road which connects high-level road and the Homagama Hospital as a 2 lane road.*	*UDA*	*Allocate funds, Facilitate other agencies and lay the foundation for the implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment and to implement the project*

22	*Development of road leading to Pitipana Junction from Kottawa as a 4 lane road.*	*UDA*	*Allocate funds, Facilitate other agencies and lay the foundation for the implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment and to implement the project*
23	*Establishment of Public Green area within Homagama New City area*	*UDA*	*Allocate funds, Facilitate other agencies and lay the foundation for the implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment and to implement the project*
24	*Construction of a multi-storied public vehicle parking building within Homagama New City area*	*UDA*	*Allocate funds, Facilitate other agencies and lay the foundation for the implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment and to implement the project*
25	*Development of High-level Road with 06 Lanes and Pedestrian corridor*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		RDA	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
26	*Development of Homagama Diyagama Road (which connects Athurugiriya Road and Kahatuduwa Road with 04 Lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		RDA	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
27	*Development of main commercial center within the Homagama Town*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
28	*Resettlement project of the vendors facing the high-level road*	*UDA*	*Allocate funds, Facilitate other agencies, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
29	*Construction of the Office Building for Office Requirement of the City*	*UDA*	*Allocate funds Facilitate other agencies and implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
30	*Construction of the public vehicle parking area around Homagama Base Hospital*		*Allocate funds Facilitate other agencies and implementation of the project*
			Public awareness and to prepare a conducive environment to implement the project
31	*Project for Construction of Public Parking Space based on Homagama Base Hospital*	*Urban Development Authority*	*Prepare the necessary infrastructure for the implementation of the project by mobilizing other relevant co-ordinators*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*

Kahathuduwa Town Centre Development Project			
32	Development of Kahathuduwa main road with 04 Lanes and Pedestrian corridor	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		RDA	Allocate necessary resources and implement the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
33	Development of Colombo Horana Road with 06 Lanes and Pedestrian corridor	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		RDA	Allocate necessary resources and implement the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
34	Development of new service road to connect Kahatuduwa and Colombo / Horana main road	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
35	The proposed establishment of Green Park	UDA	Allocate necessary, Facilitate other agencies and lay the four foundation implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
36	The proposed establishment of affluent Commercial Center	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
37	Construction of the Iconic Building for the mixed development activity	UDA	Allocate necessary, Facilitate other agencies and lay foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
38	Diyagama proposed commercial and service facility	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
Godagama Town Centre Development Project			
39	Proposed Bypass Road 1 connecting High-level road and Godagama Station road via Dampe road	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		RDA	Allocate necessary resources and implement the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
40	Proposed Bypass Road II connecting Dampe road and Athurugiriya road via High-level road	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		RDA	Allocate necessary resources and implement the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
41	Service road development proposal via Homagama New Township via proposed Bypass road II	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		RDA	Allocate necessary resources and implement the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project

42	*Town center Green Park Development and Landscaping project*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
43	*Proposed Commercial complex development with all necessary facilities*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
44	*Proposed Commercial and Service Center development for Mixed Use*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
45	*Public Parking Development Project*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
46	*Bus Bay Development Project*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
Barawa Wetland Park Development Project			
47	*Linear Park Development along with Kelani River reservation*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
48	*Kelani River Water Transportation and Commercial Development Project*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
49	*Green corridor development along Pusweli Oya*	*UDA*	*Allocate necessary, Facilitate other agencies and lay a foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
50	*Barawa Wetland Development Project*	*Homagama Pradeshiya Sabha*	*Public awareness and to prepare a conducive environment to implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
51	*Low-Level Road Development in 6 lanes*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		RDA	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
52	*Iconic Bridge Development across Pusseli Oya in Low-Level road*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*

Homagama Linear Park Development			
53	Tank Reservation Development at Maththegoda Tank, Kuda Tank and Ottapalu Tank	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
54	Linear Park Development at Kalu River Sub Stream	UDA	Allocate necessary, Facilitate other agencies and lay a foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
Homagama Public Open Space Development			
55	Proposed EMP08 Park Development Project	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
56	Proposed PMP35 Park Development Project	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
57	Proposed PLP17 Park Development Project	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
58	Proposed PMP01 Park Development Project	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
59	Proposed PLP14 Park Development Project	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
60	Proposed PMP06 Park Development Project	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
61	Proposed PLP16 Park Development Project	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
62	Proposed PMP32 Park Development Project	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
63	Proposed PLP28 Park Development Project	UDA	Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project

64	*Proposed PMP42 Park Development Project*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
65	*Proposed PLP34 Park Development Project*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
66	*Proposed PLP80 Park Development Project*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
67	*Proposed ECP01 Park Development Project*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
68	*Proposed ELP01 Park Development Project*	*UDA*	*Allocate necessary, Facilitate other agencies and lay the foundation, implementation of the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
Third Priority Project			
70	*Kottawa Thalagala Road Development from Jambugasmulla junc. To Thalagala Junc.*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		PRDA	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
71	*Padukka Meegoda Road Development*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		PRDA	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
72	*Polgasovita road Development connecting Kottawa and Polgasovita towns*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		PRDA	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*
73	*Kotte Bope Road Development (Athurugiriya Road)*	*UDA*	*Facilitate other agencies and lay the foundation for the implementation of the project*
		PRDA	*Allocate necessary resources and implement the project*
		Homagama Pradeshiya Sabha	*Public awareness and to prepare a conducive environment to implement the project*

74	Kottawa Thalagala road development from Maththegoda junc. To Diyagama Junc.	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		PRDA	Allocate necessary resources and implement the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
75	Hospital Road Development	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		PRDA	Allocate necessary resources and implement the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
76	High-level Road Development	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		PRDA	Allocate necessary resources and implement the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
77	Colombo Horana Road Development	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		PRDA	Allocate necessary resources and implement the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
78	Temple Junc. Kajugahadeniya road development	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		PRDA	Allocate necessary resources and implement the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
79	Dolahena Munamale Watta road development	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
80	Munamale Watta road development	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project
81	Uduwana Temple road development	UDA	Facilitate other agencies and lay the foundation for the implementation of the project
		Homagama Pradeshiya Sabha	Public awareness and to prepare a conducive environment to implement the project

Table 6.21 : *Institutions for the implementation of the proposed Projects*
Prepared by : *Western Province Division, UDA, 2018*

6.9.4. Prioritization of the projects

It should be stated that the projects within the Development Plan have been identified based on a well planned systematic manner. The projects have been identified based on the conclusions and objectives of the long term vision of the development plan. AHP methodology was adopted in the prioritization of the projects. The projects have been prioritized based on the main objectives of the development plan. Further, the AHP methodology was used to ensure the integration of the prioritized projects to one another and to minimize any social impacts. (Annex 11)

The prioritization of each project based on the ASH methodology can be illustrated as follows

- *Homagama City Development Project*

Index No.	*Name of the Project*	*Priority*
6	*Establishment of public Green Areas (Parks)*	*1*
4	*Development of the Galawila road*	*2*
1	*Madawala Kumbura Road*	*3*
2	*Development of the Homagama Rail station and the bus stand using geo indicators*	*3*
8	*Development of western by-pass roads*	*3*
7	*Development of multi-storied vehicle parking center for Homagama New City*	*4*
10	*Development of Homagama Diyagama Road*	*4*
12	*Resettlement of the existing commercial center project*	*4*
11	*Mix development Project*	*5*
3	*Development of the Hospital Road*	*6*
5	*Development of a vehicle parking yard for Homagama Base hospital*	*7*
9	*High-Level Road development Project*	*7*

Table 6.22 : *Prioritized Projects of Homagama City Development Project*
Prepared by : *Western Province Division, UDA, 2018*

- *Godagama Town Development Plan*

Index No.	Name of the Project	Priority
4	Establishment of public Green Areas (Parks)	1
1	Development of the proposed by-roads	2
6	Development of the Godagama Rail station and the bus stand using geo-indicators	3
7	Development of public vehicle parking facility	3
5	Development of Commercial Center	4
2	Development of new service roads	4
3	Mixed Development projects	4

Table 6.23 : *Prioritized Projects of Godagama City Development Project*
Prepared by : *Western Province Division, UDA, 2018*

- *Kahatuduwa City Development Plan*

Index No.	Name of the Project	Priority
4	Establishment of public Green Areas (Parks)	1
1	Development of Kahathuduwa Main highway in four lanes with pedestrian corridors	2
2	Development of Colombo Horana Main highway in six lanes with pedestrian corridors	2
3	Development of the existing road which connects Kahatuduwa road and Colombo Horana Road as a service road with 04 lanes and pedestrian corridor.	4
5	Development of a luxury commercial center	5
6	Construct Iconic Buildings for mixed development use	5

Table 6.24 : *Prioritized Projects of Kahathuduwa City Development Project*
Prepared by : *Western Province Division, UDA, 2018*

All subprojects envisaged under the Technology City Development Phase (1) and Phase (2), as well as other sub-projects, have not been given priority, but they were identified as essential sub-projects for implementation. Similarly, it is essential to implement those projects mentioned here in the plan which does not fall into the above categories.

Definitions

Intergrity Analysis	Analysis of Road Integration
Urban Form	The way of interpretation of the way you see the town
Connectivty	Interrelationship among main cities and main junctions
Gephi Analysis	Analysis to see the town and its performances
Development Pressure Analysis	Analysis to measure the urbanization characteristics of a town
Sensitivity Analysis	Analysis is done to identify environmentally sensitive areas.
Livability Analysis	Analysis to identify the measures of quality of living in cities
Potential Space Analysis	Analysis to identify the areas which integrate all necessary infrastructure facilities.
COM Trans	Urban Transport System Development Project For Colombo Metropolitan Region And Suburbs
NVIVO	Analysis used for Qualitative data

Acronyms

UDA	Urban Development Authority
CMRSP	Colombo MetroRegional Structure Plan
NWSDB	National Water Supply & Drainage Board
WHO	World Health Organaization
RDA	Road Development Authority
PRDA	Provincial Road Development Authority
GIS	Geographic Information System
SDNA	Spatial Design Network Analysis
SWOT	Strengths, Weakness, Oportunities, Threats
AHP	Analytic Hierarchy Process
ITUOM	Information Technology University of Moratuwa
C.W.C.	Cooperative Wholesale Cooperation
UNDP	United Nations Development Programme

List of Maps

List of Tables

List of Figures

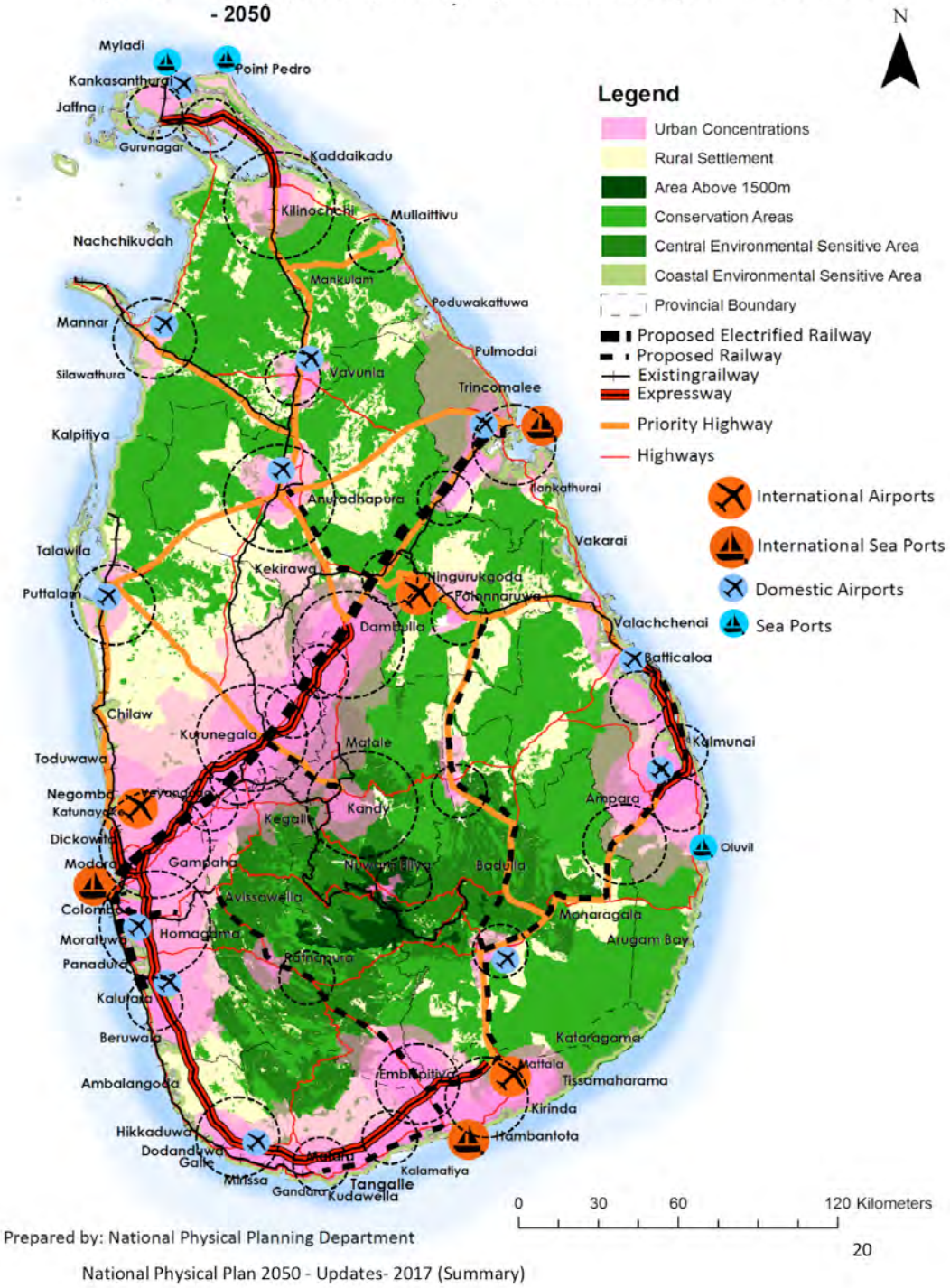
List of Graphs

List of Annexures

Annexures

Annxure 1: National Physical Plan 2050

Figure 5: The Proposed Spatial Configuration of the Physical Environment - 2050

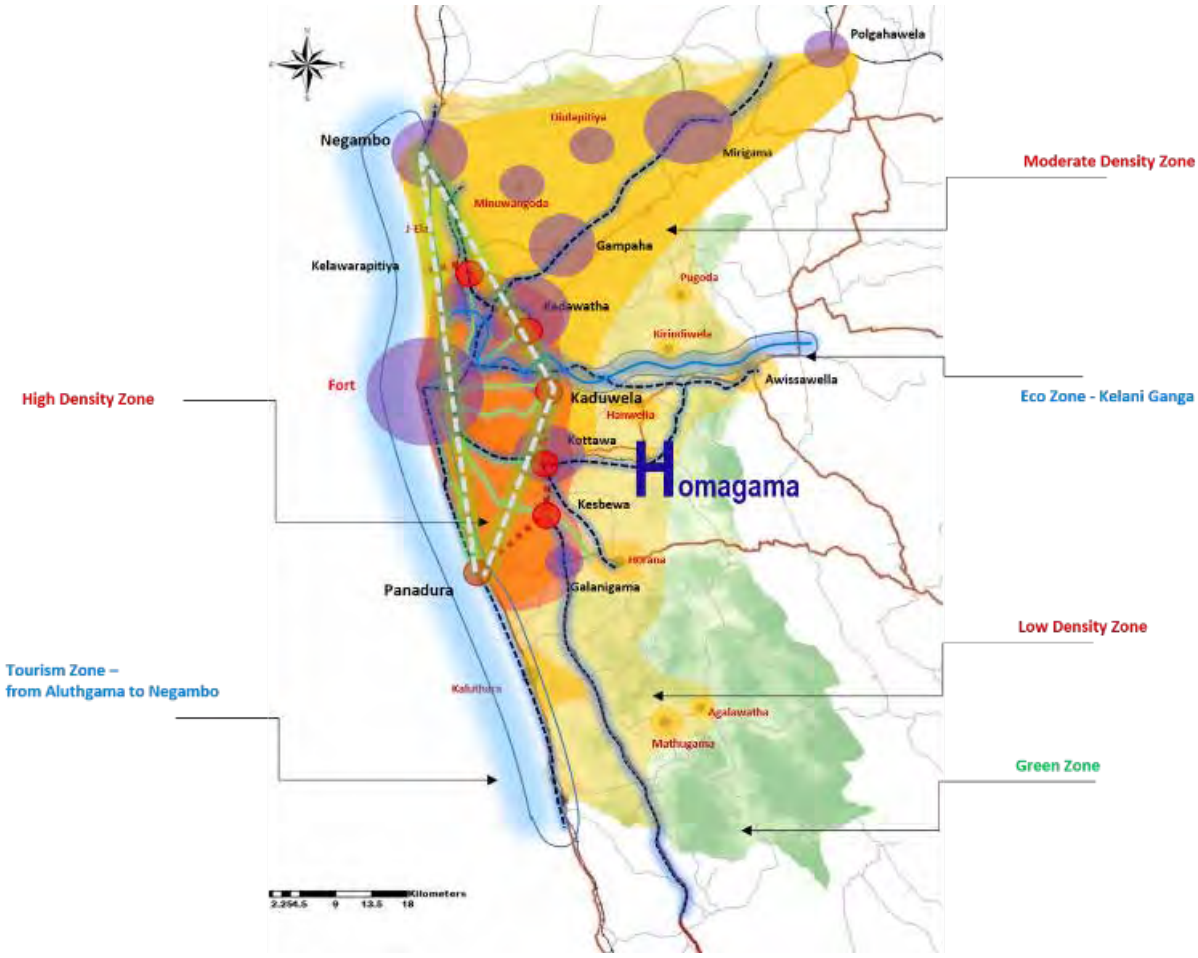


Prepared by: National Physical Planning Department

National Physical Plan 2050 - Updates- 2017 (Summary)

Source : National Physical Planning Policy -2050, National Physical planning Department- 2017

Annxure 02: Western Province Structure Plan- 2017

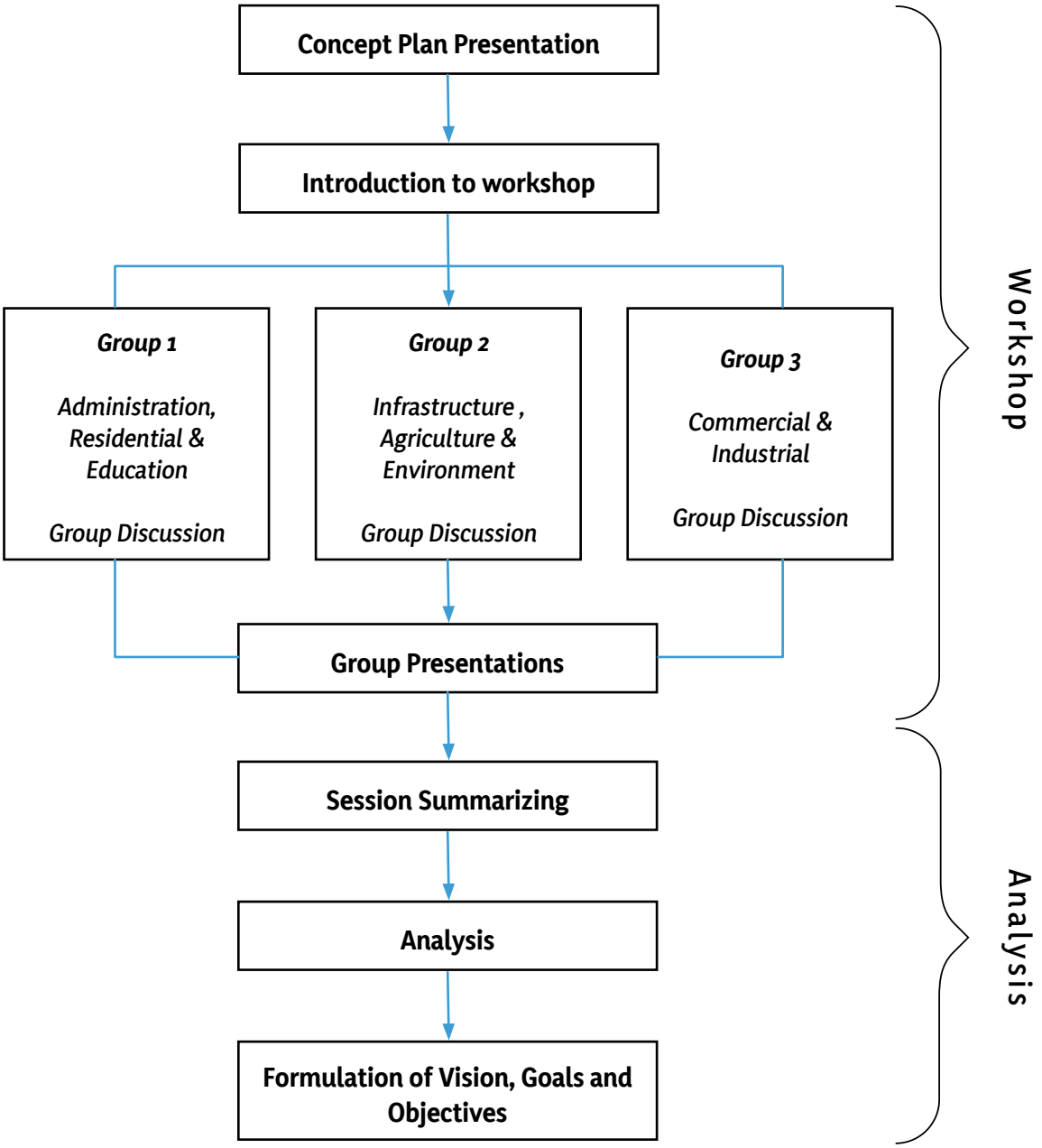


Source : Western Province Division, UDA, 2018

Annxure 03: NVIVO Analysis

Homagama Pradeshiya Sabha Stakeholder Meeting - 08/11/2017 NVIVO Analysis

PREPARED BY: DEVELOPMENT PLANNING DIVISION
Stakeholder Meeting Conducting Process



Group Categorization

Homagama stakeholder meeting was held on 6th of November and meeting conduct by separating stakeholders into three groups and each group discussions were analyzed according to their brain storming sessions. The analysis was based according to the identified problems and potential of Homagama by each group.

Group 01 – Administration, Residential, Education

- Land Reform Commission
- SLINTEC
- SLRDC
- Land use Policy Planning
- Census Department
- Secretary – Homagama Pradeshiya Sabha
- Homagama Divisional Secretariat
- University of Sri Jayawardhanapura
- NBRO
- Zonal Education office
- Minister's personal assistant
- Mahinda Rajapaksha Collage
- University of Moratuwa

Group 02 – Infrastructure, Agriculture, Environment

- Waste Management
- Disaster Management Center
- Medical Officer of the Health
- Central Environment Authority
- Road Passenger Transport Authority
- Irrigation Department

Group 03 – Industrial and Commerce

- SLINTEC
- Export Development Board
- Industrial Development Board
- Ministry of Industries and Commerce
- Trade Union
- Arthur C Clarke Institute
- Ministry of Science Technology and Research

Word Cloud Analysis

Group 01

Group 01 discussion directly focus on the residential development and further they have emphasis how residential and industries will collaborate in future.

Group 02

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

Group 03

According to the group 03 their focus area was industrial development and how that should arrange with all facilities. Further their main concentration was industrial

Overall Word Cloud

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

1. Industrial Development
2. Infrastructure Development
3. Residential City

Node Analysis

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

- *Residential City*
- *Industrial Development*

Through this analysis, can identified what are the key areas where every group has addressed and what are the key points that should be highlighted in future development plan.

Overall Word Trees Analysis Based on Node Analysis

This word tree analysis is basically focused on the node analysis and this analysis direct where truly city development should be focused in future and issues and potentials of the Homagama development area

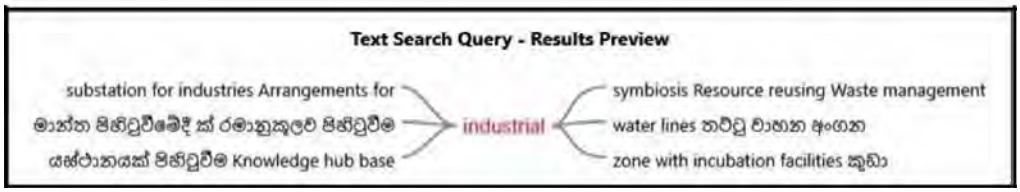
1. *Residential City*

Since Homagama area is prominent for residential development in future also that character should be protected while having other developments. Homagama can be identified as a one of the highly residential cities near to Colombo.

- Problem Identification
- Trend of mixing residential activities with industrial activities
    - Even Homagama area is prominent for residential development current upcoming trend is direct to the industries and the problem is haphazard development of it. Residential areas were polluted with industrial activities.
- Informal building constructions
    - Building developments are not develop as indicated by the standard and that is cause to the physical infrastructure improvement of the city, advance that will cause to disasters also
- Prime residential lands convert into industrial development areas
    - Since high attraction of industries to Homagama area high valued residential land plots are occupied by the investors for industries.

2. *Industrial Development*

Current development trend of Homagama development area is focused on industrial development and there is a potential for develop industrial zones within Homagama city boundaries.



- Problem Identification

- Lack of infrastructure for future industrial developments
  Existing environment of Homagama system is adapt for serve residential city. According to that existing infrastructure facilities also limited with that extent. In that case with the industrial influence that limited infrastructure facilities were not adequate for serving future industrial developments.

- Less attention and less land allocation for small and medium scale industries
  Industrial development of Homagama area is mainly focused on the largescale industries and with that small and medium scale industries losing the attention. though the trend of attracting industries to Homagama it is a residential city in that case promoting only large-scale industries not much success in this area and medium and small-scale industries should be get more priority.

- No proper zone allocation for upcoming industries
  Current situation of this area is about residential and industrial. The development is happening as a mixed development and that cause to limit the industries & residents' normal livelihood also interrupts.

Potentials

1. Availability of lands for future industrial expansions
2. High residential agglomeration center
3. Well-connected road network (high level road)
4. Proximity to southern highway interchange (Kottawa)
5. Trend of technology and education base industries

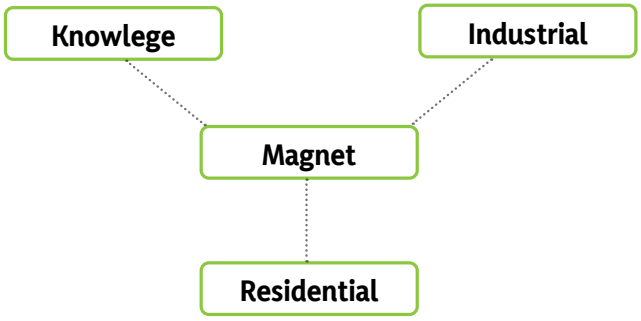
Conclusion of Analysis

Stakeholder meeting results can be concluding as main three sectors according to the analysis. Analysis interprets the way development plan should address Homagama development area. According to that city development as a residential city and industrial development should be the main considering areas of development plan. Through this overall analysis it shows the way that

Vision, Goals, and Objectives of the Homagama area should focus.

Vision

Knowledge Base Industrial and Residential Magnet



Vision Statement

A city where stand-in alone and self-sustained by attracting knowledge base activities, industrial developments and the residential activities while accomplishing the need of Colombo by absorbing the urban pressure.

Magnet – attracting activities
Knowledge Hub – educational institutions / research institutions
Industrial – every type of industries (small, medium and large scale)

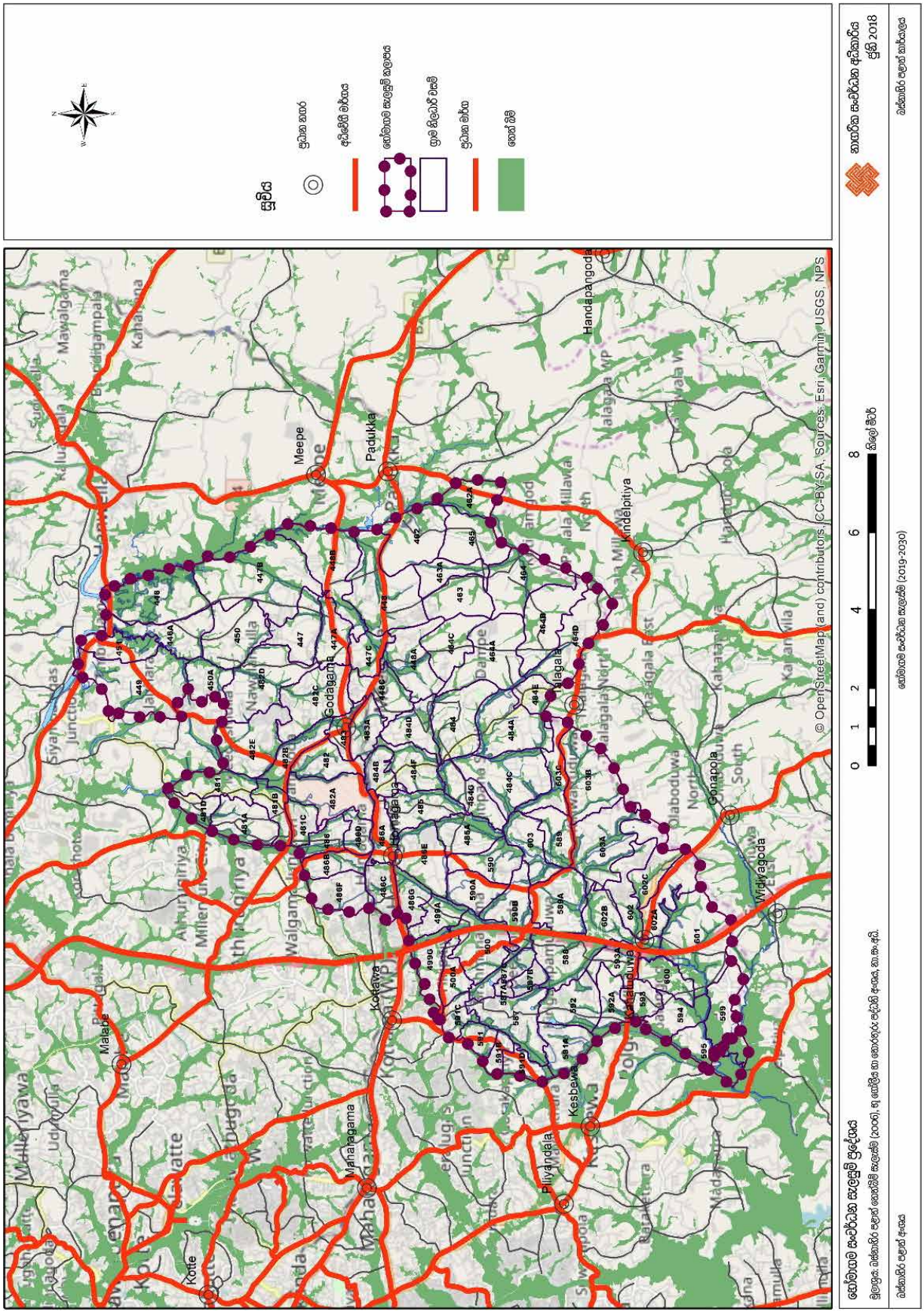
Goals

- Efficient and Beautiful Living Environment
- Make human settlements comprehensive, safe, resilient and sustainable
- Generate high contribution for city growth from industrial development

Objectives

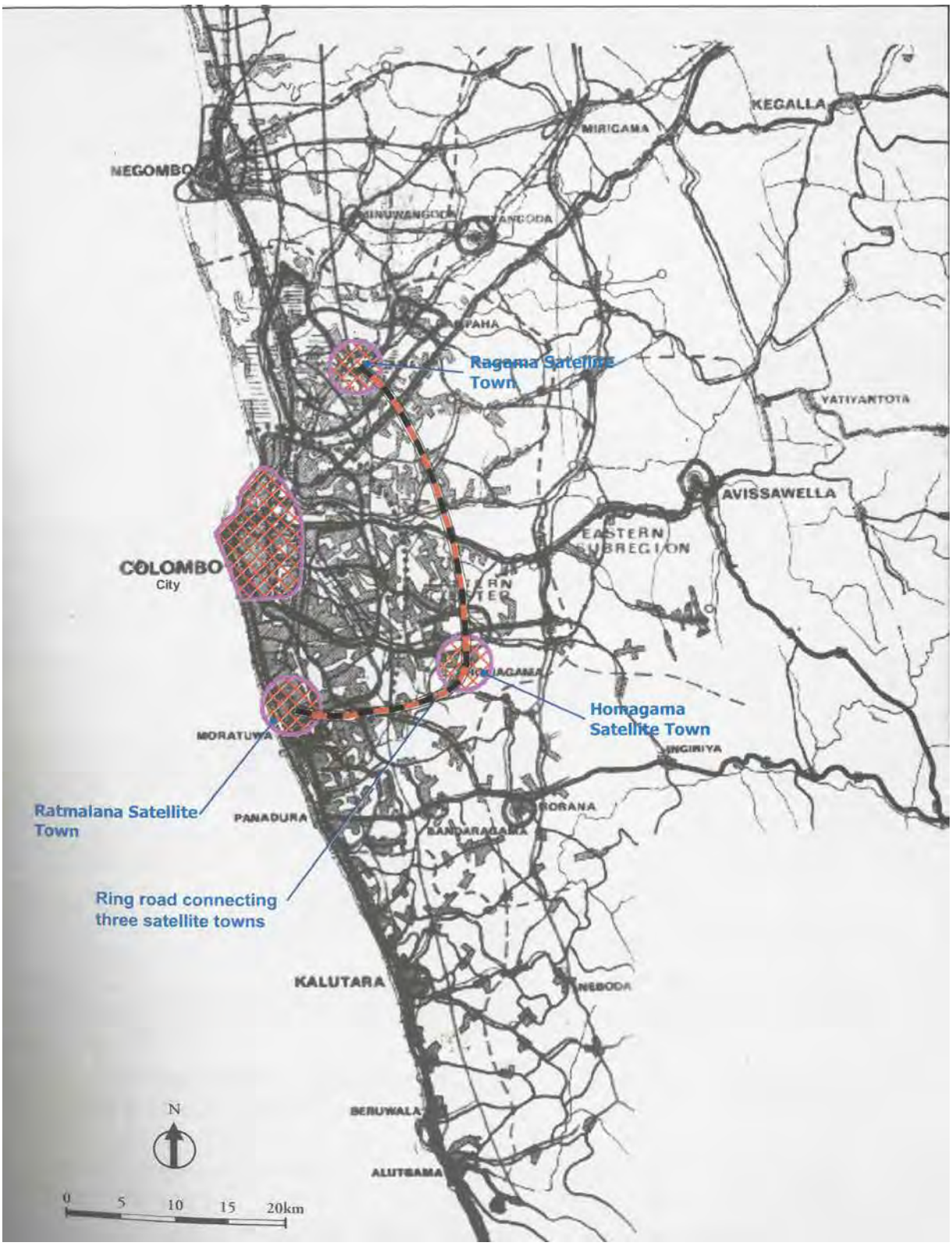
- To provide sustainable living environment while preserving existing city character
- To provide system base infrastructure facilities by considering residential and industrial sectors separately
- To conserve existing natural cover
- Using underutilized lands for future industrial developments

Annxure 04: Homagama Pradeshiya Sabha Area



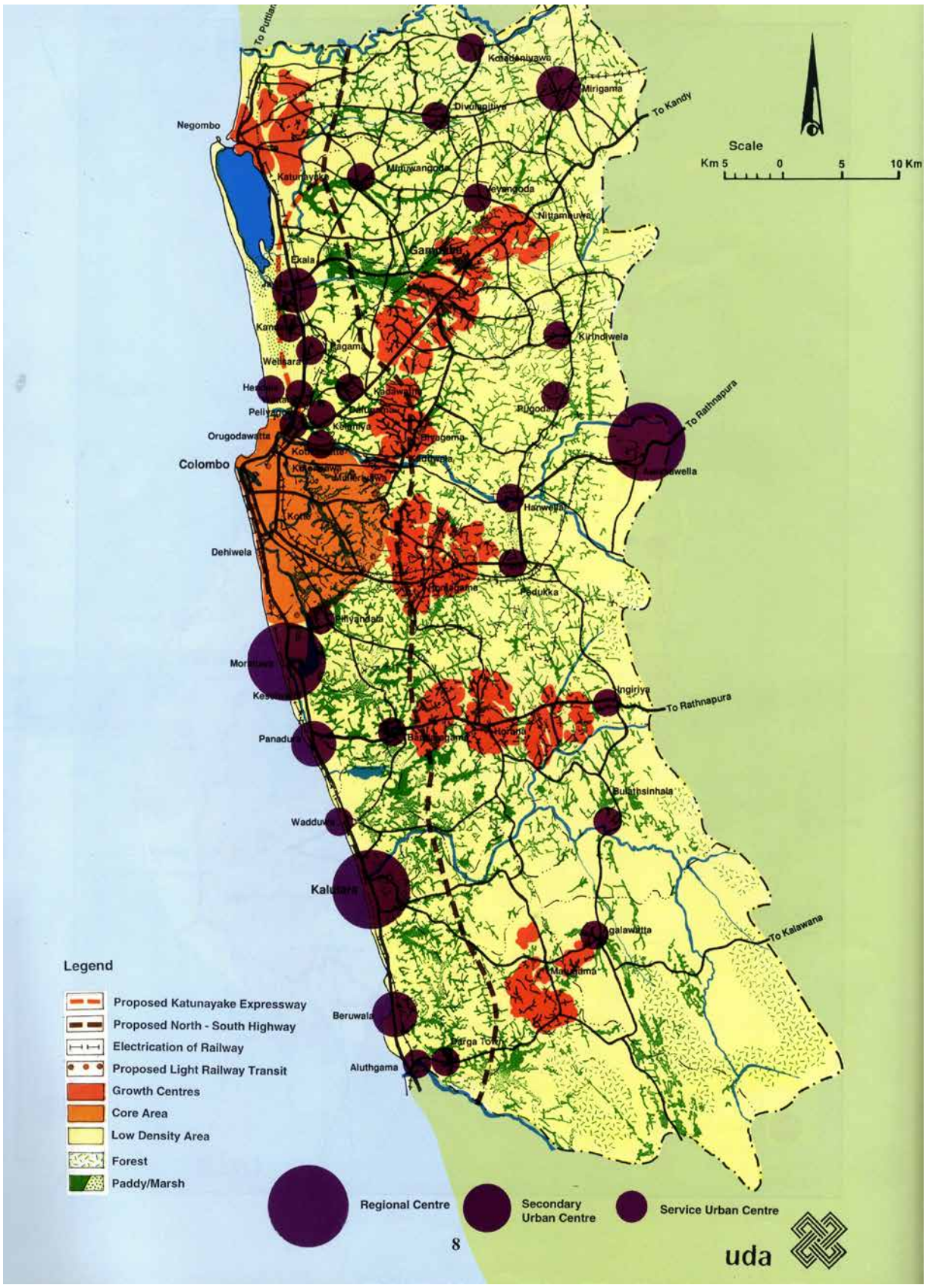
Source : *Western Province Division, UDA, 2018*

Annxure 05: Patrick Abercombe Plan (1948)



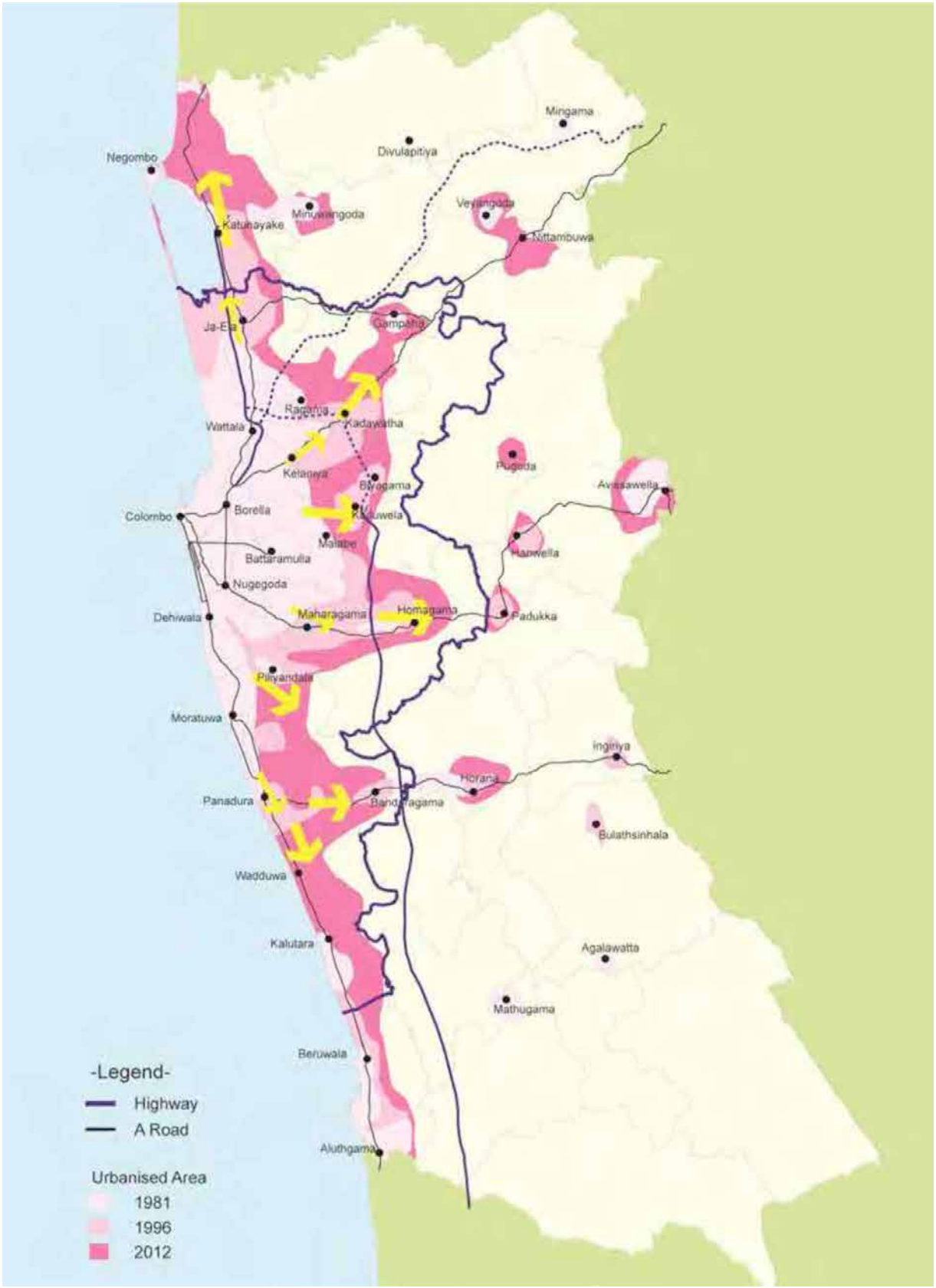
Source : Colombo Living High; A city in transition, N.P.Herath & D. Jayasundara,2007

Annxure 06: Metro Clombo Structure Plan 1972



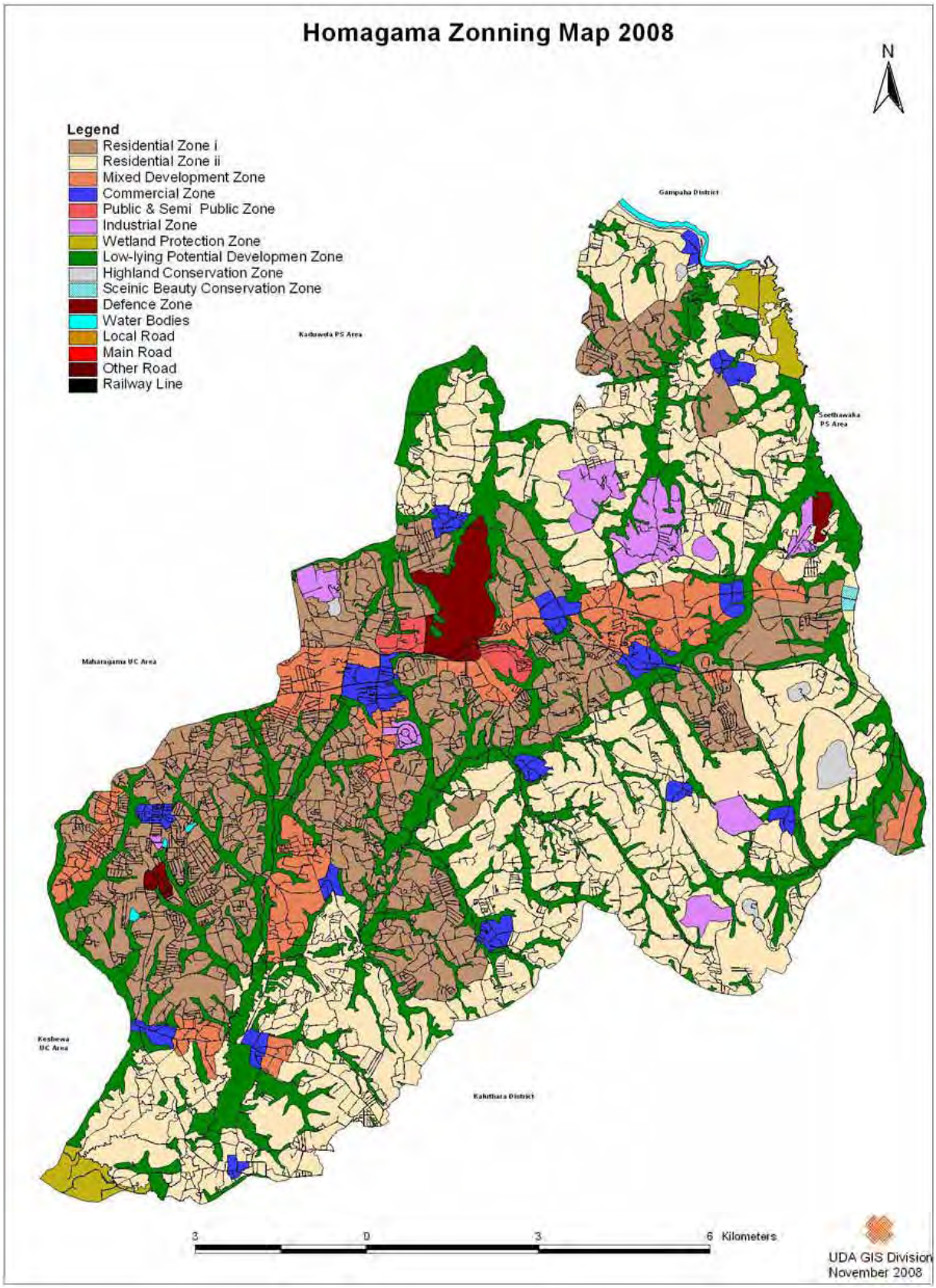
Source :Metro Colombo Structure Plan 1972

Annxure 07: Western Province Development Pressure Analysis 2014



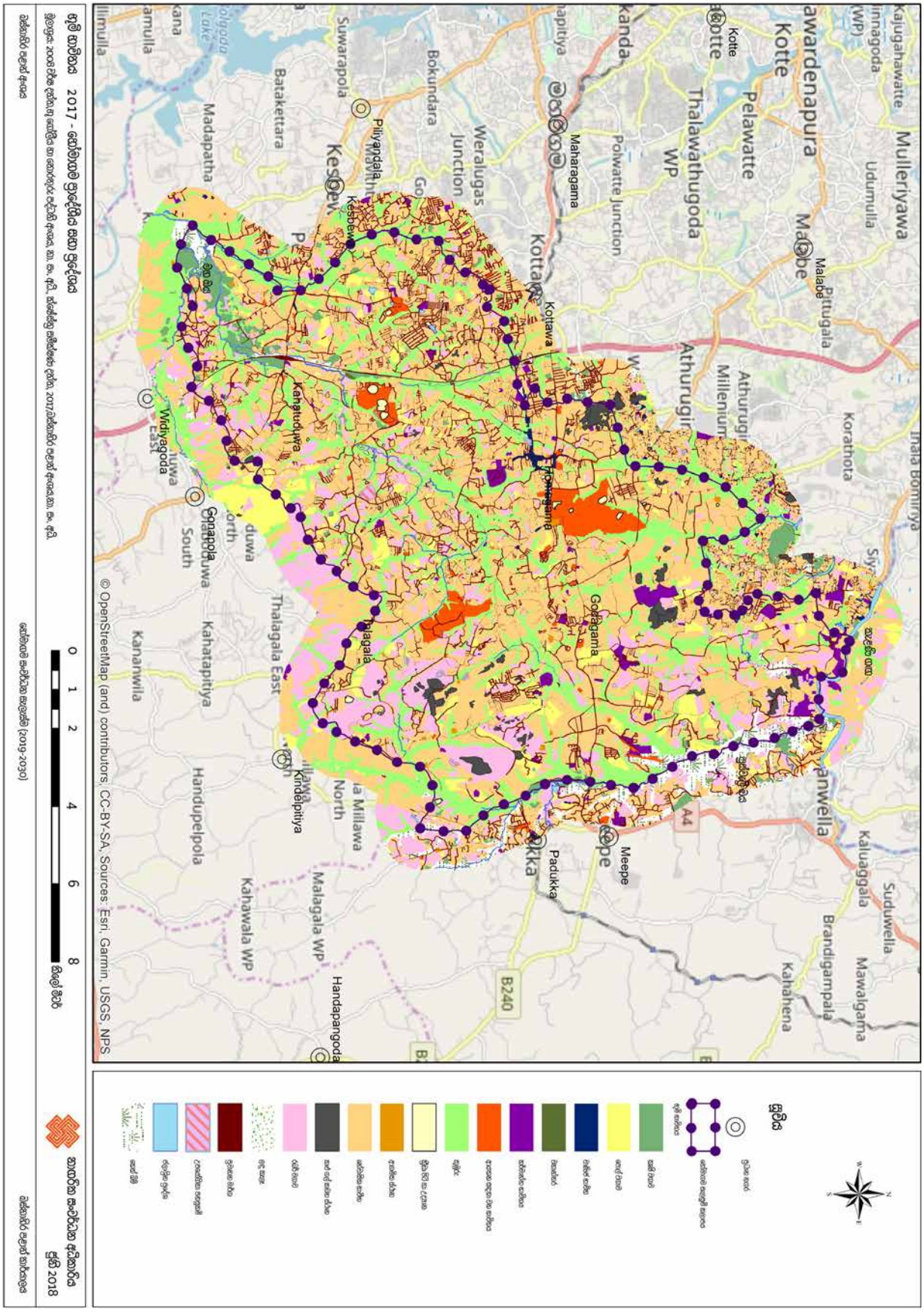
Source : COM Trans අධ්‍යයන, ORIENTAL CONSULTANTS CO.,LTD.,2014

Annxure 08: Homagama Zoning Plan 2008-2020



Source : Western Province Division, UDA, 2008

Annxure 09: Land Use Map 2017



Source : Western Province Division, UDA, 2008

Annxure 10: Grama Niladhari Divisions In Homagama Planning Area

1. 446, Atigala East
2. 446A, Artigala West
3. 447, Meegoda North
4. 447A, Meegoda South
5. 447B, Panaluwa
6. 447C, Gahanuwala
7. 448, Wataraka South
8. 448A, Ovitigama
9. 448B, Wataraka North
10. 448C, Kurunduwatta
11. 449, Jalthara
12. 450, Batawala
13. 450A, Walpita
14. 451, Henpita
15. 462, Liyanwala
16. 462A, Poregedara
17. 484 A, Pitipana South
18. 482 D, Nawalamulla
19. 482 E, Meegahamulla
20. 483, Godagama North
21. 483 A, Godagama South
22. 484 C, Dolahena
23. 484 D, Kandanawatta
24. 484 E, Suwapubudugama
25. 484 F, Kiriberiyakale
26. 484 G, Prasannapura
27. 485, Mawathgama
28. 485 A, Uduwana
29. 486, Homagama North
30. 486 A, Homagama Town
31. 486 B, Homagama West
32. 486 C, Galavila North
33. 486 D, Homagama North
34. 486 E, Katuwana
35. 486 F, Homagama South
36. 486 G, Galawilawatta South
37. 499 A, Niyandagala
38. 499 G, Hiripitiya
39. 500, Brahmanagama
40. 500 A, Mambulgoda
41. 587, Mattegoda West
42. 587 A, Mattegoda Central A
43. 587 B, Mattegoda Central B
44. 587 C, Mattegoda East
45. 588, Kirigampamunuwa
46. 603C,Moonamale-Yakahaluwa
47. 859, Diyagama east
48. 589 A, Diyagama west
49. 590, Magammana East
50. 590 A, Magammana West
51. 590 B, Deepangoda
52. 591, Siddhamulla North
53. 591 A, Kudamaduwa
54. 591 B, Siddhamulla South
55. 591 C, Kithulhena
56. 591 D, Sangharama
57. 592, Siyambalagoda North
58. 592 A, Siyambalagoda South
59. 593, Vathara
60. 593 A, Rilawala
61. 584, Ambalangoda
62. 595, Heraliyawala
63. 599, Palagama
64. 600, Undurugoda
65. 601, Weniwalkola
66. 602, Kahathuduwa North
67. 602 A, Kahathuduwa South
68. 602 B, Kahathuduwa West
69. 602 C, Kahathuduwa East
70. 603, Kiriwaththuduwa North
71. 603 A, Kiriwaththuduwa South
72. 603 B, Kithulawila
73. 463, Madulawa Nroth
74. 463A, Madulawa South
75. 464, Horagala East
76. 464D, Beruketiya
77. 464A, Dampe
78. 464B, Horagala West
79. 464C, Horakandawala
80. 465, Kurugala
81. 481, Habarakada North
82. 481A, Mullegama South
83. 481B, Habarakada South
84. 481C, Habarakadawatta
85. 481D, Mullegama North
86. 482, Panagoda West
87. 482A, Panagoda East
88. 482 B, Panagoda Town
89. 482 C, Henwatta
90. 484, පිටිපන උතුර
91. 484 B, පිටිපන නගරය

Source : Sampath Pathikada Resource Profile, 2016

Annxure 11: Population Projection for the Year 2030

Total Developable Space in Different Zones

Zone	Total Developable FA
High Density Zone(Homagama2)	18025024.33
High Density Zone(Kahathuduwa1)	6215069.64
High Density Zone (Godagama)	3805758.54
Moderate Density Residential Zone	50053364.59
High Density Science & Technology Zone	21481754.46
High Density Industrial Zone	13688590.82
Low Density Residential Zone	10599428.96

Developable Space distributed among major Landuses

Zone	Total Developable FA	Commercial	Residential	Industry	Institutional
High Density Zone (Homagama2)	18025024.33	2703753.65	14420019.46	360500.49	540750.73
High Density Zone (Kahathuduwa1)	6215069.64	621506.96	5407110.59	62150.70	124301.39
High Density Zone (Godagama)	3805758.54	228345.51	3501297.86	0.00	76115.17
Moderate Density Residential Zone	50053364.59	500533.65	47050162.71	0.00	2502668.23
High Density Science & Technology Zone	21481754.46	1074087.72	7948249.15	3866715.80	8592701.78
High Density Industrial Zone	13688590.82	109508.73	11252021.65	1163530.22	1163530.22
Low Density Residential Zone	10599428.96	63596.57	10005860.94	423977.16	105994.29

Predicted Population Serve the Total Developable Space Calculated

Zone	Commercial	Per person Space (sq.m)	Predicted Commercial Population	Residential	Per person Space (sq.m)	Predicted Residential Population	Industry	Per person Space (sq.m)	Predicted Industrial Population	Institutional	Per person Space (sq.m)	Predicted Institution population
High Density Zone	2703753.65	15	180250	14420019.46	50	288400	360500.49	40	9013	540750.73	25	21630
High Density Zone	621506.96	15	41434	5407110.59	50	108142	62150.70	40	1554	124301.39	25	4972
High Density Zone	228345.51	15	15223	3501297.86	50	70026	0.00	40	0	76115.17	25	3045
Moderate Density Residential Zone	500533.65	20	25027	47050162.71	70	672145	0.00	60	0	2502668.23	25	100107
High Density Science & Technology Zone 1	1074087.72	20	53704	7948249.15	50	158965	3866715.80	60	64445	8592701.78	25	343708
High Density Science & Technology Zone 11	109508.73	20	5475	11252021.65	80	140650	1163530.22	60	19392	1163530.22	25	46541
Low Density Residential Zone	63596.57	25	2544	10005860.94	80	125073	423977.16	100	4240	105994.29	25	4240

Calculation of Total Circulation Population for each Zone

Step 1

Zone	Total Circulation Population	Commercial % - 83		Industrial % - 3.7%	Institution % - 13%
		Retail	Office		
High Density Zone(Homagama)	210,893	35%	15%	100%	100%
High Density Zone(Kahathuduwa)	47,960	35%	15%	100%	100%
High Density Zone (Godagama)	18,268	35%	15%	0%	100%
Moderate Density Residential Zone	125,133	30%	20%	0%	100%
High Density Science & Technology Zone I	461,858	25%	25%	100%	100%
High Density Science & Technology Zone II	71,409	10%	40%	100%	100%
Low Density Residential Zone	11,023	30%	20%	100%	100%

Step 2

Zone	Commercial % - 83						Industrial % - 3.7%	Institution % - 13%		
	Retail	Office	Retail Working%	Retail Service Seekers	Office Working%	Office Service Seeker%			Working	Service Seeker
High Density Zone 1 (Homagama)	35%	15%	15%	20%	10%	5%	100%	100%	30%	60%
High Density Zone 2 Kahathuduwa)	35%	15%	15%	20%	10%	5%	100%	100%	30%	60%
High Density Zone 3 (Godagama)	35%	15%	15%	20%	10%	5%	0%	100%	30%	60%
Moderate Density Residential Zone	30%	20%	25%	15%	10%	10%	0%	100%	30%	70%
High Density Science & Technology Zone I	25%	25%	10%	40%	10%	10%	100%	100%	50%	50%
High Density Science & Technology Zone II	10%	40%	25%	25%	30%	10%	100%	100%	45%	50%
Low Density Residential Zone	30%	20%	10%	40%	5%	15%	100%	100%	20%	30%

Step 3

Zone	Commercial % - 83						Industrial % - 3.7%	Institution % - 13%		
	Retail	Office	Retail Working%	Retail Service Seekers	Office Working%	Office Service Seeker%			Working	Service Seeker
High Density Zone(Homagama2)	63088	27038	9463	12618	2704	1352	9013		6489	12978
High Density Zone(Kahathuduwa1)	14502	6215	2175	2900	622	311	1554		1492	2983
High Density Zone (Godagama)	5328	2283	799	1066	228	114	0		913	1827
Moderate Density Residential Zone	7508	5005	1877	1126	501	501	0		30032	70075
High Density Science & Technology Zone	13426	13426	1343	5370	1343	1343	64445		171854	171854
High Density Industrial Zone	548	2190	137	137	657	219	19392		20944	23271
Low Density Residential Zone	763	509	76	305	25	76	4240		848	1272

Summary

Total working Population	353,165
Outsiders coming to work	141,265.89
Total service seeking Population	311,697
Outsiders coming to services	124,679
visitor population	0
Total Commuter Population	**265,945**

single working	**families**	**1 person working**	**2 person working**
105949	105949	52975	52975
	26487	13244	13244

Total Residential working population	211899
Residents coming to services	187018
Total resident population	**132,437**

Calculation of Total Commuters of each zone with the purpose of visit

Zone	*Natural Population*	*Commuters -Retail*		*Commuters -Office*		*Commuters -Industry*	*Commuters -Institutes*		*Total Population 2030*
High Density Zone(Homagama2)	*47851*	*3785*	*1082*	*5047*	*541*	*3605*	*2596*	*7787*	*72,293*
High Density Zone(Kahathuduwa1)	*29869*	*870*	*249*	*1160*	*124*	*622*	*597*	*1790*	*35,280*
High Density Zone (Godagama)	*16686*	*320*	*91*	*426*	*46*	*0*	*365*	*1096*	*19,030*
Moderate Density Residential Zone	*27333*	*751*	*200*	*450*	*200*	*0*	*12013*	*42045*	*82,992*
Low Density Residential Zone	*44738*	*537*	*537*	*2148*	*537*	*25778*	*68742*	*103112*	*246,129*
High Density Industrial Zone	*346107*	*55*	*263*	*55*	*88*	*7757*	*8377*	*13962*	*376,664*
High Density Science & Technology Zone	*147000*	*31*	*10*	*122*	*31*	*1696*	*339*	*763*	*149,992*
Total	*659584*	*6348*	*2432*	*9409*	*1566*	*39457*	*93029*	*170556*	*982,380*

Total Population 2030 ***792,021***

Predicted Population 2030 ***687,717***

Annxure 12: Prioritized Project in Homagama Town Centre Development Project

Homagama Town Centre Development Project

Homagama New Town Center Development Project (A safeguarded environment, A Green City)															
		1	2	3	4	5	6	7	8	9	10	11	12		
1	Madawalakumbura Road Improvement		2	3	2	3	1	1	1	3	1	2	2	21	6
2	Homagama railway station development with landscaping and development of a bus station	2		3	2	3	1	2	1	3	2	2	2	23	5
3	Hospital road development	2	1		2	3	1	1	1	3	1	2	2	19	8
4	Galawila road improvement	3	2	3		3	1	1	1	3	2	2	2	23	5
5	Development of Public Parking place at Homagama Base Hospital	1	1	2	1		1	1	1	2	1	2	2	15	9
6	Public Green Park Development	3	2	3	2	3		3	3	3	2	3	1	28	2
7	Multistory public parking development at Homagama New Town Center	3	2	3	2	3	2		2	3	2	2	2	26	4
8	Western Bypass road development	3	2	3	2	3	3	2		3	2	3	3	29	1
9	High level road improvement	1	1	2	1	2	1	1	1		1	2	1	14	10
10	Homagama Diyagama road development	3	2	3	2	3	2	2	2	3		3	2	27	3
11	Mix development projects	1	1	2	1	2	1	1	1	2	1		2	15	9
12	Resettlement of existing commercial activities	2	1	3	1	2	2	2	1	3	1	2		20	7

Homagama New Town Center Development Project (Based on the Impact)															
		1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**		
1	Madawalakumbura Road Improvement		1	0	1	0	1	0	1	1	1	1	1	8	1
2	Homagama railway station development with landscaping and development of a bus station	1		0	1	0	1	0	1	0	1	1	0	6	3
3	Hospital road development	0	0		1	1	0	0	0	1	0	0	0	3	4
4	Galawila road improvement	1	1	1		0	0	0	1	1	1	1	0	7	2
5	Development of Public Parking place at Homagama Base Hospital	0	0	0	1		0	0	0	0	1	0	0	2	5
6	Public Green Park Development	1	0	0	0	1		1	1	1	1	1	1	8	1
7	Multistory public parking development at Homagama New Town Center	0	0	0	0	0	1		1	1	1	1	1	6	3
8	Western Bypass road development	1	0	0	0	0	1	1		1	1	1	1	7	2
9	High level road improvement	1	0	0	0	0	1	1	1		1	1	0	6	3
10	Homagama Diyagama road development	1	1	0	1	0	0	1	1	1		0	0	6	3
11	Mix development projects	1	1	0	0	0	1	1	1	1	0		1	7	2
12	Resettlement of existing commercial activities	1	0	0	0	0	1	1	1	1	1	1		7	2

Homagama New Town Center Development Project (Based On the Social Impact)															
		1	2	3	4	5	6	7	8	9	10	11	12		
1	Madawalakumbura Road Improvement		3	4	3	4	3	3	3	4	3	3	2	35	3
2	Homagama railway station development with landscaping and development of a bus station	4		4	3	4	3	3	4	4	3	3	2	37	3
3	Hospital road development	2	2		2	2	2	1	1	3	2	2	2	21	6
4	Galawila road improvement	3	4	5		3	3	3	3	4	3	3	3	37	2
5	Development of Public Parking place at Homagama Base Hospital	2	2	1	1		1	2	1	2	1	2	2	17	7
6	Public Green Park Development	4	4	4	4	4		3	3	5	3	4	4	42	1
7	Multistory public parking development at Homagama New Town Center	3	4	4	3	4	3		3	4	3	3	3	37	4
8	Western Bypass road development	3	3	5	3	4	3	3		5	3	4	4	40	3
9	High level road improvement	2	2	3	1	2	1	1	1		2	1	1	17	7
10	Homagama Diyagama road development	4	3	4	3	4	3	3	3	4		3	3	37	4
11	Mix development projects	3	2	4	3	4	2	3	3	4	3		3	34	5
12	Resettlement of existing commercial activities	4	4	4	4	4	4	3	3	4	3	4		41	4

Kahathuduwa Town Centre Development Project

Kahathuduwa New Town Center Development Project (Dependancy))										
		1	2	3	4	5	6	7		
1	Development of Kahathuduwa Main highway in four lanes with pedestrian corridors		1	1	1	1	1	0	5	1
2	Development of Colombo Horana Main highway in six lanes with pedestrian corridors	1		1	1	1	1	0	5	1
3	Development of the existing road which connects Kahatuduwa road and Colombo Horana Road as a service road with 04 lanes and pedestrian corridor.	1	1		0	1	1	0	4	2
4	Establishment of public Green Areas (Parks)	1	1	0		1	0	0	3	3
5	Development of a luxury commercial center	1	1	1	0		0	0	3	3
6	Construct Iconic Buildings for mixed development use	1	0	0	0	0	0		1	4

Godagama New Town Center Development Project (Dependancy)										
		1	2	3	4	5	6	7		
1	Development of Kahathuduwa Main highway in four lanes with pedestrian corridors		4	3	3	4	4	3	21	2
2	Development of Colombo Horana Main highway in six lanes with pedestrian corridors	3		4	3	4	4	3	21	2
3	Development of the existing road which connects Kahatuduwa road and Colombo Horana Road as a service road with 04 lanes and pedestrian corridor.	2	2		3	4	4	3	18	4
4	Establishment of public Green Areas (Parks)	4	4	4		4	4	3	23	1
5	Development of a luxury commercial center	3	3	2	3		3	3	17	5
6	Construct Iconic Buildings for mixed development use	3	3	2	3	3		3	17	5
7	Development of Kahathuduwa Main highway in four lanes with pedestrian corridors	3	3	4	3	3	3		19	3

Godagama Town center Development Project

Godagama New Town Center Development Project (Dependancy									
		1	2	3	4	5	6	7	
1	Development of the proposed by-roads		1	1	0	1	0	1	4
2	Development of new service roads	1		1	1	1	0	1	5
3	Mixed Development projects	1	1		0	1	1	0	4
4	Establishment of public Green Areas (Parks)	1	1	1		1	1	1	6
5	Development of Commercial Center	1	1	0	1		1	0	4
6	Development of the Godagama Rail station and the bus stand using geo-indicators	1	0	1	1	1		0	4
7	Development of public vehicle parking facility	0	1	1	1	1	0		4

Godagama New Town Center Development Project (Social Impact)									
		1	2	3	4	5	6	7	
1	Development of the proposed by-roads		5	5	2	5	3	3	23
2	Development of new service roads	3		4	2	3	2	2	16
3	Mixed Development projects	3	4		2	3	2	2	16
4	Establishment of public Green Areas (Parks)	4	5	5		4	4	4	26
5	Development of Commercial Center	3	4	4	2		3	3	19
6	Development of the Godagama Rail station and the bus stand using geo-indicators	4	4	4	4	3		3	22
7	Development of public vehicle parking facility	3	4	4	3	4	3		21

Annxure 13: Selected Plants for Street Plantation

- ## Large Size Plants

1. Azadirachta indica
2. Terminalia arjuna
3. Delonix regia
4. Cassia fistula
5. Mimusops elengi
6. Pisonia alba
7. Pterocarpus indicus
8. Pongamia pinnata
9. Madhuca longifolia

- ## Medium Size Plants

1. Bauhinia spp
2. Cassia spectabilis
3. Lagestromia speciose
4. Mesua ferrea
5. Saraca indica
6. Murraya paniculate

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