

Kuruwita Development Plan 2023 - 2033

Susadi Shelter in Siripa Valley



KURUWITA DEVELOPMENT PLAN

2023 – 2033

“SUSADI SHELTER IN SIRIPA VALLEY”



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

Kuruwita Development Plan 2023-2033

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Kuruwita Development Plan (2023-2033) mainly consists of three sub-parts, which are referred as first part, second part and third part. The first part includes background study, preliminary studies and need of the plan, the planning framework, the SWOT analysis and the plan. The Part two consists of the Planning and Building Regulations, Zoning regulations, proposed road widths, building heights and reservations. The part three consists of the zoning boundaries with the coordinates and all the annexures.

The Kuruwita Development Plan (2023-2033) has been prepared by Sabaragamuwa Provincial Office Planning Division.

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Acknowledgment

The Ratnapura District Office of the Urban Development Authority first oversaw the preparation of the Kuruwita Development Plan 2023–2033.

By revitalizing the cultural and environmental landscape made up of waterfalls, rivers, the historical and religious background of Samanola Sirasa, and green surroundings, including Bopath Falls, which highlight the beauty of Sabaragamuwa province, the plan seeks to move towards a self-sustaining economy through well-managed physical development with social harmony. The Kuruwita Development Plan 2023-2033 has been prepared in accordance with the Government Policy Statement.

The Kuruwita Development Plan 2023–2033 has been approved by the Honorable Minister of Urban Development and Housing, Mr. Prasanna Ranatunga, in accordance with the terms of the Urban Development Authority Act No. 41 of 1978 as revised by Act No. 04 of 1982.

The Ministry of Urban Development and Housing's secretary, W.S. Satyananda, also gave the required direction and assistance during this procedure. We thank Mr. Satyananda on our behalf.

We would like to thank all the government representatives who contributed to the plan, including the Honorable Chairman of the Kuruwita Pradeshiya Sabha, Honorable Councilors and Officers, and the Kuruwita Divisional Secretary, on behalf of the planning team and the Urban Development Authority.

Especially to Mr. Nimesh Herath, Honorary Chairman of the Urban Development Authority, who gave courage and guidance to prepare this plan, Director General Plnr. N.P.K. Mr. Ranaweera, Additional Director General Archt. Mr. Mahinda Withanarachchi, Deputy Director General (Planning) - Zone 1 Plnr. Mr. M.P. Ranatunga, Director (Sabaragamu Province) Plnr. Mr. Sugath Pemasiri, and we would like to express our thanks to Plnr. Mrs. Priyani Navaratne, Director of Strategic Planning Division.

Finally, to the Director of Environmental and Landscape Division, Landscape Archt. Mrs. C.K.E. Kalupahana and to all the officers of the division, Plnr. J. P. S. Mrs. Somesekera of the Geographic Information System Division, and all the officers of that division, Mrs. Dayani Kirivantuduwa, Director of the Legal Division, Plnr. Mr. Anura Medawala, and Plnr. Mrs. Tushani De Alwis, former director of Sabaragamuwa Province, we would also like to express our heartfelt thanks to all the officers at the Ratnapura office.

Hon. Minister's Foreword



Towards realization of “Kuruwita” City Development..

In accordance with the President Ranil Wickramasinghe's manifesto, in order to effectively realize the goals and objectives to build a fully developed Sri Lanka by 2048, it is vital to implement new development plans to steer the country towards the right direction.

The Urban Development Authority implements and enforces Urban Development Plans taking into consideration the existing gaps and inconsistencies prevailing among the cities of same district as well as among the districts of same province as a result of the country's urbanization process.

Accordingly, Development Plans have been published so far for 30 priority cities identified by the Urban Development Authority and another set of Development Plans targeting 50 cities are currently in the process of preparation and are planned to be legalized within this year. Kuruwita Development Plan is also one such plans and preparations are in place to formulate more plans in the year 2024.

Priority has been given in the Kuruwita Development Plan for the residential population and the threshold population obtaining services from the Kuruwita town and there is potential to further develop it as a service centre. Also, the Development Plan has identified to utilize the existing environmental system as well as the places with economic value in a sustainable manner as it benefits the urban population.

The comments and suggestions of professionals, experts, stakeholders and community were obtained during the preparation of this plan and the planning approach adopted included utilization of modern analysis methods and technical tools.

The contribution made by the Chairman, Director General, Planning Team, and the relevant staff members of UDA who contributed to the Plan in numerous ways in order to successfully complete the plan is highly commendable. I believe that the Kuruwita Development Plan (2023-2033) will be successfully implemented through the cooperation and collective contribution of the relevant local authorities, state and private sector agencies and the general public.

Prasanna Ranathunga

Honorable Minister of Urban Development and Housing

Hon. Chairman's Foreword - Urban Development Authority



The Urban Development Authority is the main agency responsible for planning and implementation related to urban area management in Sri Lanka. The primary objective of the establishment of the Urban Development Authority in 1978 has been to promote and regulate the development of these areas through integrated planning and implementation.

Accordingly, the Authority has been empowered to prepare development plans under Section IIA, part 8 A (1) of the Urban Development Authority Amended Act No. 4 of 1982 for urban areas as declared by the minister in charge. Therefore, Kuruwita Development Plan has been prepared taking into account the physical, economic, social and environmental aspects of the area.

Kuruwita Development Plan has been prepared as to address the identified existing problems while optimally utilizing the potentials in order to ensure favourable development in the area through adopting strategic approach and introducing development zones and zoning regulations. Therefore, I request all the stakeholders and the public to contribute to the realization of the vision of this plan through implementation of the plan serving to the best interest of the public.

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

Nimesh Herath
Chairman
Urban Development Authority

Hon. Pradeshiya Sabha Chairman Foreword

Kuruwita Town provides its citizens with services as well as natural and cultural attractions as A special service town in the Ratnapura district. Kuruwita is currently undergoing rapid growth as a residential urban area with several well-known attractions, including the well-known Bopath Falls, Sri Pada Pathway, Delgamuwa Rajamaha Vihara, Batadomba Caves, Batathota Caves, Divaguhawa, Kuru Ganga, etc. Therefore, it is my important responsibility as the Pradeshiya Sabha chairman to ensure that the city's existing infrastructure and other essential facilities are available to both residents of the surrounding area and those who travel there for services.

I want to start by sincerely thanking the Urban Development Authority of the Ministry of Urban Development and Housing for creating and regularly publishing a development plan for the Kuruwita Pradeshiya Sabha area.

It is ideal for formal development to identify the issues and needs in the region and create a development plan that will benefit both the local population and the entire nation. Participants from a variety of sectors, including our perspectives, local residents, investors, and employees of government and non-government organizations working in the area, should be included in the drafting of this development plan.

I'm hoping that through accelerating local development, we'll have the strength we need to carry out this development plan successfully for the benefit of the local population.

Premaratne Malkekula
Chairman
Kuruwita Pradeshiya Sabha

Preamble

The creation of sustainable cities is the eleventh goal of sustainable development, and it is expected that the Kuruwita Development Plan will serve as guidance for the execution of future development activities in the Kuruwita Urban Development Area.

This plan, which covers the Kuruwita Urban Development Area and was launched in 2019 by the Sabaragamuwa Provincial Office of the Urban Development Authority, will be implemented from 2023 to 2033 while taking into account its economic, social, physical, environmental, and cultural aspects.

The Kuruwita Development Plan is divided into three sections, the first of which covers the background of the plan, the preliminary study, the necessity for the plan, the framework of the plan, and the SWOT analysis, containing chapters on planning and analysis. The zoning regulations, permitted uses, and special regulations for the planning area are included in Part II. Geo-global coordinates are presented in the third part together with zoning boundaries and other annexes.

The development plan, its formal framework, the stakeholders in the plan, the planning context, and the planning process are all described in the first chapter of the first part. The second and third chapters, respectively, each include a detailed description of the delineation of the planning area and the requirements of the plan. The vision, aims, and objectives are listed in the fourth chapter, and the following SWOT analysis are mentioned under the fifth chapter for each objective. Included is analysis. The main strategic plans for the Kuruwita urban area are described in detail under each section of the sixth chapter, along with the economic development strategic plan, sustainable environmental development strategic plan, social and physical infrastructure development strategic plan, and project implementation strategies.

Additionally, the development zones and zoning regulations are covered in the seventh chapter of the second half, and the zoning regulations are covered in the eighth chapter. The proposed road widths, building limits, and reserves are covered in chapter nine.

Finally, the Kuruwita Development Plan for the years 2023–2033 will be successfully implemented by this authority and the Sri Lankan government.

Approval of Hon. Minister

APPROVAL OF THE DEVELOPMENT PLAN FOR THE PRADESHIYA SABHA AREA OF KURUWITA

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the Pradeshiya Sabha Area of Kuruwita , after consideration of recommendation made by the Board of Management of the Urban Development Authority on 19th January 2023 by virtue of the powers vested in me under section 8(F) of the Urban Development Authority (Amendment) Act No. 4 of 1982.



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

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

.....20.02.2023



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PART I : SECTION (I) — GENERAL

Government Notifications

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE
PRADESHIYA SHABHA AREA OF KURUWITA**

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the Pradeshiya Sabha Area of Kuruwita, after consideration of recommendation made by the Board of Management of the Urban Development Authority on 19th January 2023 by virtue of the powers vested in me under Section 8(F) of the Urban Development Authority (Amendment) Act, No. 04 of 1982.

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

Ministry of Urban Development and Housing,
17th and 18th Floor,
“Suhurupaya”, Subuthipura Road,
Battaramulla,
20th February, 2023.



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

NOTICE is hereby given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8 (G) of the Urban Development Authority Law No. 41 of 1978 as amended by the Act, No. 04 of 1982 that I, Prasanna Ranathunga, the Minister in charge of the subject of Urban Development & Housing, by virtue of the powers vested in me under Section 8 (F) of the said Act, No. 04 of 1982 have approved the Development Plan for the Pradeshiya Sabha Area of Kuruwita prepared under Section 8 (A) of the said Act on the day of 20th February 2023.

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

Ministry of Urban Development and Housing,
17th and 18th Floor,
“Suhurupaya”, Subuthipura Road,
Battaramulla,
01st March, 2023.

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

PUBLIC are hereby informed that the Development Plan prepared for the Pradeshiya Sabha Area of Kuruwita under Section 8 (A) of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 04 of 1982, has been approved on 20th February 2023, by Hon. Prasanna Ranathunga, Minister of Urban Development & Housing, by virtue of powers vested on him under Section 8 (F) of the said Act.

NIMESH HERATH,
Chairman,
Urban Development Authority.

01st March, 2023.

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Part I

Data Analysis and the Plan

Chapter 01

Background of the Development Plan

Chapter 01

Background of
the Development
Plan

Introduction

1.1 Introduction

It is expected that the process of urban development will result in the mutually integrated sustainable development of the economic, social, physical, and environmental aspects of any urban area designated under Section 3 of the Urban Development Authority Act No. 41 of 1978. As a result, developing a development plan is extremely beneficial and a prime responsibility of the UDA in bringing about a formal and planned development in accordance with the future development potential of the identified area.

Under the Act No. 41 of 1978, The Urban Development Authority was established as the foremost institution dealing with urban development in Sri Lanka. In order to achieve the objective of sustainable development through urban development in Sri Lanka, the Authority has been assigned the sole power to prepare development plans for each urban area in accordance with the powers given by Section 8A of the said Act. Accordingly, this development plan is prepared based on the needs of the area and it is expected to provide a high standard of living to the residents who will benefit from the vision of the development plan along with the goals, objectives, and tactics

Examining the administrative structure, Kuruwita town area had functioned as a village council in 1980. Kuruwita was re-established as a sub-office under the District Development Council established under the Development Council Act No. 35 of 1981 and finally established as Kuruwita Pradeshiya Sabha under the Pradeshiya Sabha Act No. 15 of 1987, with effect from January 1, 1988.

The city of Kuruwita has been developed as the main service center in this administrative area, and with the aim of taking these development activities towards a regular and sustainable manner, it was declared covering an area of 39.198 hectares under the Urban Development Authority area by Gazette No. 821/23 dated May 2, 1994.

By studying the development trend and direction Kuruwita has been re-published with an area of 22.64 square kilometers as per the Special Gazette No. 1629/16 dated November 26,2009 with the aim of directing the city towards comprehensive development.

As a result of the declaration of Kuruwita Urban Development Area, a number of Urban Development projects have been implemented under the direction and supervision of the Urban Development Authority, resulting structural development has taken place in the city center area. The preparation of a comprehensive development plan for the Kuruwita Urban Area began in 2019 to meet the pressing needs of the town in line with development goals by 2033.

Accordingly, the development plan has focused on improving the physical, environmental, economic and social welfare in the next decade while taking care of the outstanding urban structure of Kuruwita city. To achieve these goals, development strategies and development guidelines have been introduced.

1.2 Stakeholders of the plan

A wide range of views and suggestions have been sought from the following stakeholders as a key part of the process of preparing the Kuruwita Development Plan.

1.2.1 Key Stakeholder

- Kuruwita Pradeshiya Sabha

1.2.2 Advisory bodies involved in monitoring activities

- Sabaragamuwa Provincial Council
- Ratnapura District Secretariat
- Kuruwita Divisional Secretariat
- Grama Niladharies attached to the Kuruwita Divisional Secretariat

Chapter 01

Background of
the Development
Plan

1.2.3 Economic Consultancy institutions

- Department of Agrarian Development
- Provincial Department of Agriculture
- Department of Export Agriculture
- Ministry of Plantation Industries
- Sri Lanka Tourism Development Authority
- Provincial Ministry of Tourism
- Department of Archaeology
- National Gems and Jewellery Authority
- Trade association
- Gem Trade Association

1.2.4 Consultancy agencies related to environmental affairs

- Geological Survey and Mines Bureau
- Irrigation Department
- Survey Department of Sri Lanka
- Department of Meteorology
- Forest Department
- Central Environment Authority
- National Building Research Organization
- Disaster Management Centre
- Department of Provincial Land Commissioner
- Land Reforms Commission

1.2.5 Infrastructure Consultancy Institutions

- Road development Authority
- Provincial Road Development Authority
- Ratnapura CTB Depot
- Road Passenger Transport Authority
- National Water Supply and Drainage Board
- Community Water Supply Project
- Ceylon Electricity Board
- Sri Lanka Telecom

- National Housing Development Authority
- Department of Health Services
- Provincial Education Office
- Sri Lanka Police

1.2.6 Social Consultancy Institutions

- Local religious leaders
- Community-based organizations
- Facebook social media network
- People with expertise in various fields
- General population (randomly and purposefully selected)

1.2.7 Sabaragamuwa Provincial Office - Urban Development

Authority Ratnapura District Planning Team

- Mr. Sugath Premasiri - Director, Sabaragamuwa Province
- Plnr. R. Gunathilaka - Deputy Director (Planning),
Rathnapura District
- Plnr. Miss Hasinee N. Atigala - Town Planner
- Miss. O.B.H.M. Olugala - Town Planner Training
- Mrs. H.K.D.M.K. Pathirana - Enforcement Planner
- Mr. Mahesh Jinadasa - Enforcement Planner
- Mrs. H.K. Neelika - Enforcement Planner
- Mr. Asela Nuwan Disnayake - Enforcement Planner
- Mrs. Nadeeka Gunawardana - Draftsman

1.2.8 Other Supportive Divisions of the Urban Development

Authority

- Strategic Planning Division
- Geographical Information Systems Division
- Environment and Landscape Division

Chapter 01

Background of
the Development
Plan

Scope of the
Development Plan

1.3 Scope of the Development Plan.

Kuruwita Development Plan is the vision of the future development of Kuruwita City. Here, development plan gives an idea about the what is the desired future vision of the city, current state of the city and how to identify its priorities, what should be done to carry out the desired changes.

The Development Plan indicates the current development status of Kuruwita City, the direction it should be taken and the most appropriate outlook for future development. Accordingly, through this development plan, a strategic plan has been made to make Kuruwita a economically effective, efficient and responsive city to all social segments by the year 2033.

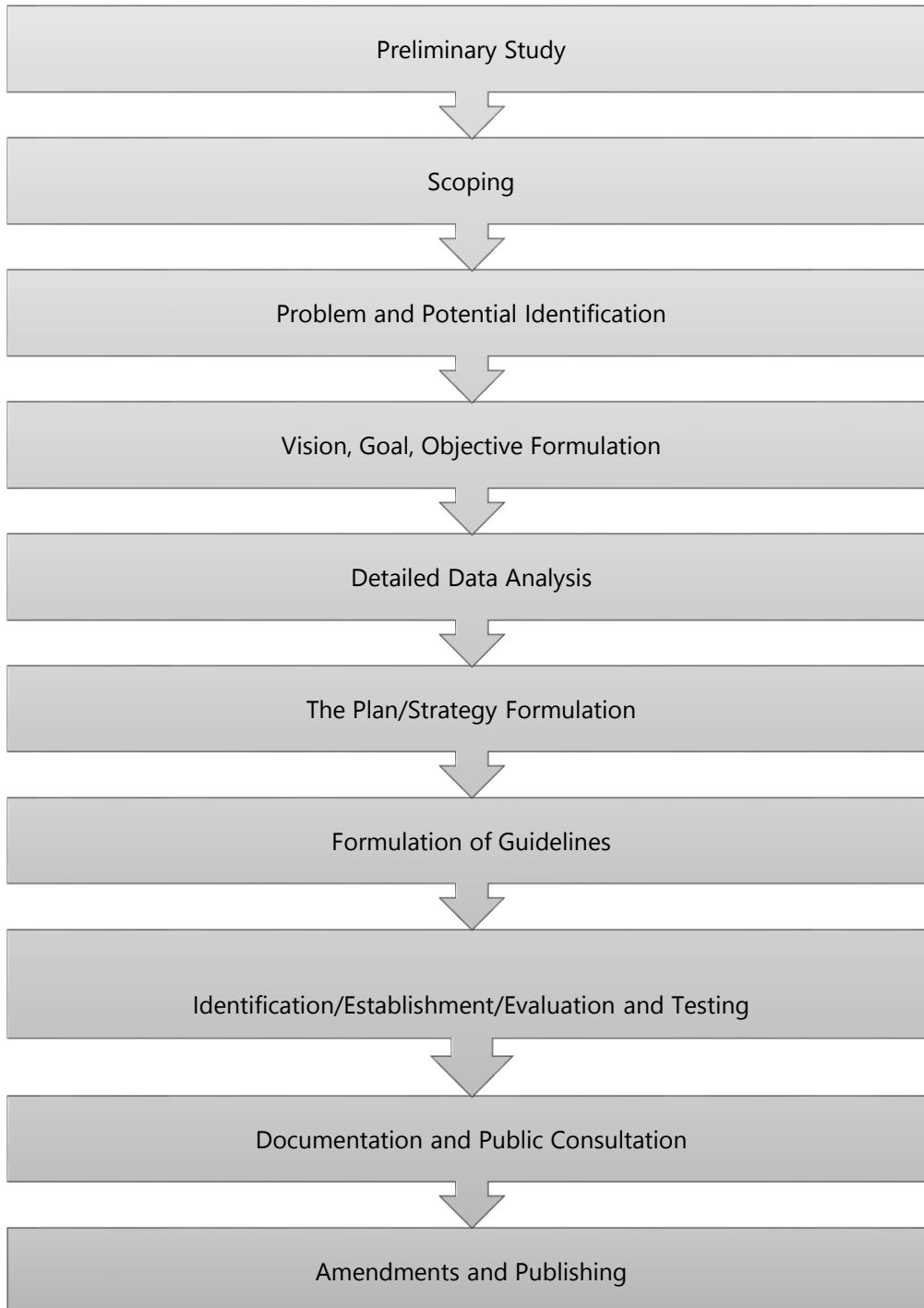
This development plan focuses on the Kuruwita urban jurisdiction, which encloses 22.64 square kilometers and 15 Gram Niladhari divisions.

These plans are intended to provide Kuruwita with the economic benefits of the tourism industry that has developed in and around the historical, archeological, and ecologically important places within the urban area

Accordingly, the ultimate goal of the Kuruwita Development Plan is to create a livable environment for the Kuruwita urban community that has economic, ecological and cultural value.

1.4 Planning Process

Figure No. 1.1 : Planning process



Source : Urban Development Authority, 2022

Chapter 01
Background of
the Development
Plan

Under the first phase of the planning process, the background of the region was studied and the relevant facts were collected in relation to the following points.

- Investigating basic information related to the study area.
- Identify the range of information.
- Updating data using field information and information obtained from secondary sources.
- Collecting other data related to information analysis.

Under the next step, the national and regional standards and regulations for the Kuruwita Urban Area are studied and the current performance of the Urban Area is considered. The time frame of October 2020 to November 2020 was set aside for gathering the aforementioned data and information, storing it in the geographic information system, and performing preliminary data analyses.

Accordingly, to study the operation of existing facilities in the region, to review land value adjustments, to study roads and traffic, and to evaluate the currently implemented and planned project period was extended from January 2020 to December 2020

Under the second step, researching the Kuruwita urban area's current policies and laws at the national and local levels, examining the distribution of infrastructure facilities to determine how the urban area is currently operating, examining changes in land values, and researching recent road and traffic activity. The months of November and December 2020 have been set aside for the assessment of completed and new project proposals.

In the third step, the problems and potentials unique to the city were identified and the opinions and suggestions of all the stakeholders related to the Planning area was obtained. Then, utilizing all these studies and ideas, the vision, ambitions and objectives are formulated. In accordance with it, the detailed analysis was done and various analysis such as Environmental

Sensitivity Analysis, Development Pressure Analysis, Connectivity Analysis, Livability Analysis and time was spent from December 2020 to February 2021.

The development strategy was established in accordance with the research and analysis mentioned earlier and implementation of necessary regulations of the development plan were also prepared at the same stage, along with land use plans, infrastructure facilities plans, economic development plans, the environment plan, heritage protection plans, and implementation plans. This part was performed and completed between February of 2021 and April of 2021.

In accordance with the above studies and analysis, strategy formulation was carried out during the period of February of 2021 to April of 2021. Identification of projects and the selection of appropriate locations took place in the same stage and prioritization of the projects were done based on the findings of the preliminary analysis with future goals of the Kuruwita Development Plan. The initiatives in this plan include both direct and indirect responses to the potential issues and problems that are associated with Kuruwita city. This phase of the project was conducted during the period from May 2020 to July 2020. Here, the most appropriate option among the alternatives was chosen, taking into account social, economic, and political concerns.

At the preliminary stage of the studies, public feedback was collected via both verbally and in writing; similarly, the proposal was open for public comments again at the very end. As a result, the city plan was kept in the Kuruwita Pradeshiya Sabha Office for this purpose for sixty days, during the same time the necessary adjustments had been made in accordance with the public comments. Coordination and revision activities are also carried out in the same period, such as coordination with stakeholders and planning committee, internal reviews and quality assurance, obtaining relevant approvals, and activities related to gazette notification. Furthermore, translation of the development plan into Sinhala, Tamil, and English languages, as well as page

formatting, was completed during the period from August 2022 to October 2022.

Chapter 02

Preliminary Study

Chapter 02 2.1 Study Area

Preliminary Study

Study Area

Kuruwita town has been established as the main sub-district town while providing services to the settlements in the north-west region. Kuruwita is located within the closest proximity to the Rainapura city, which is the main administrative and commercial town of Sabaragamuwa district. This town is accessible from Ratnapura-Colombo main road and is 14 km from Ratnapura town and 84 km from Colombo town.

The Kuruwita Eratna route was once the most convenient way to visit Sri Pada's temple in the Ratnapura region. The origin of the word Kuruwita is disclosed in old legends. This town is also known as a small service center that emerged due to the passage of Sri Pada pilgrims on this route. As a result, elephants were known as "Kuru" in prehistoric times. According to common belief, "Kurun aa Owita" eventually became Kuruwita and was an Owita where these Kuru elephants resided in the Kuruwita-Tambiliyana and Teppanawa region.

It is clear that Kuruwita urban area has a variety of distinctive qualities when compared to other urban regions in Ratnapura district. Kuruwita town shares this characteristic with the other towns in the region, as do the gem-rich areas that are present there. When comparing Ratnapura and Eheliyagoda cities, the abundance of natural disasters can be seen as an abstract characteristic of Kuruwita city. Kuruwita is rapidly growing as a residential urban region because of its proximity to Ratnapura, the provincial capital. According to the Pradeshiya Sabha's reports, it has been observed that the Ratnapura district's Kuruwita city borders have lately been designated as the urban area where land parceling for residential usage occurs. As a result, Kuruwita's reputation as a premier city for residential purposes can also be listed among its distinguishing features.

The growth of this residential use has also been influenced by the local climate and weather patterns. It is created between 20 and 500 feet above sea

level, between 6.46 and 6.48 north latitudes, and between 80.71 and 80.23 east longitudes, according to the location.

According to 2019 Kuruwita Divisional Secretariat “Sampath Pethikada” data, Kuruwita town has an annual temperature of about 29⁰ degrees Celsius, and a mean annual rainfall of more than 3000 mm. Due to this, a mild climate has been created with minimal natural disasters. A favorable climate has been developed for the production of profitable products like tea, rubber, and cinnamon as a result of this weather trend. Under that, large-scale plantation industries have dispersed the crops that are grown, and the majority of urban areas are household gardens. It makes up around 60% of the urban area's economy.

There are a variety of topographic characteristics in the urban area, including hills, rivers, valleys, and plains. In the meantime, the Kuru Ganga, which flows through the city and has developed into an environmental resource, has aided in the growth of the urban area by producing locally well-known waterfalls like Warnagala Falls and Bopath Falls in the northern part of the urban area. These waterfalls have aided in the development of the tourism sector because of their proximity to the city core. Local and international visitors to the waterfalls have promoted other tourism destinations and sites of archeological significance in the urban area, paving the way for the survival of the urban economy.

2.2 Boundary Delineation

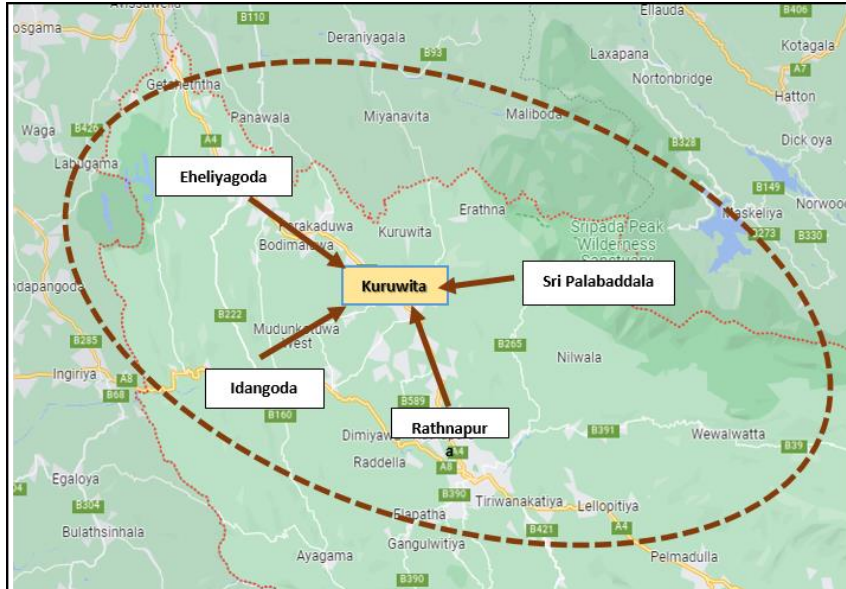
The planning boundary was determined in accordance with the following three points.

2.2.1 Functional Boundary

Observations were made from the Northern region to the Eheliyagoda boundary, from the Eastern region to the Palabaddala (Eratna) region, from the Southern region to the Ratnapura region, and from the Western region to

Chapter 02 the Idangoda (Kiriella) region when taking into consideration the functional
Preliminary area of Kuruwita town.
Study

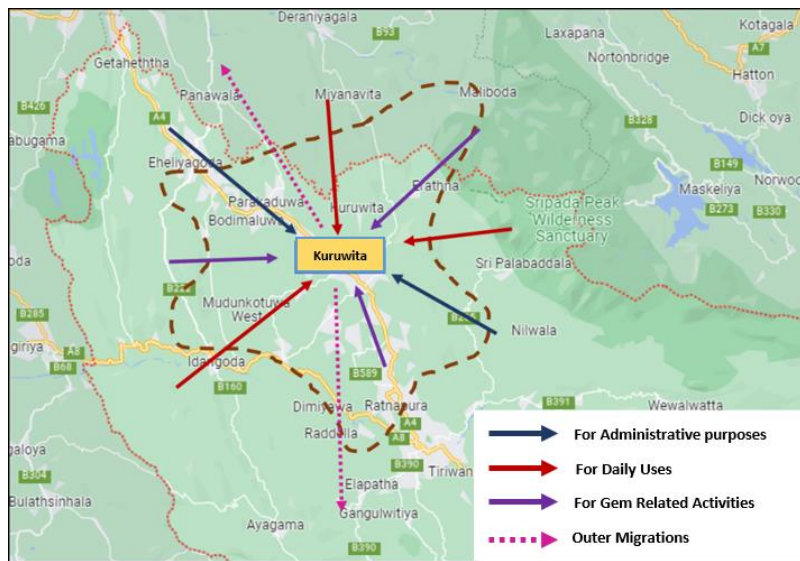
Figure No. 2.1 : Identification of Kuruwita Functional Boundary - Phase 01



Source : Urban Development Authority, 2022

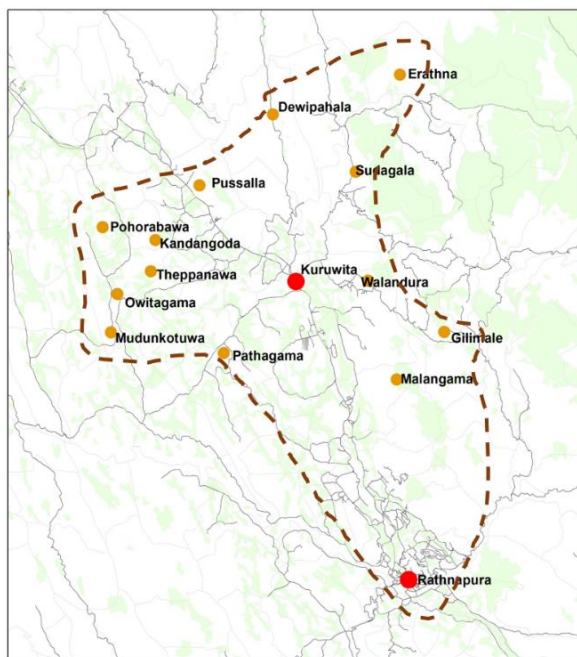
Accordingly, the limits of people coming to the city for administrative needs, daily needs and gem business needs were identified. It was also revealed that people going out of the city go towards Rathnapura and Colombo for those needs. After considering these facts, the first identified functional limit was gradually minimized and according to that information, the following limit was determined.

Figure No. 2.2 : Identification of Kuruwita Functional Boundary - Phase 02



Source : Urban Development Authority, 2022

Figure No. 2.3 : Identification of Kuruwita Functional Boundary - Phase 03



Source : Urban Development Authority, 2022

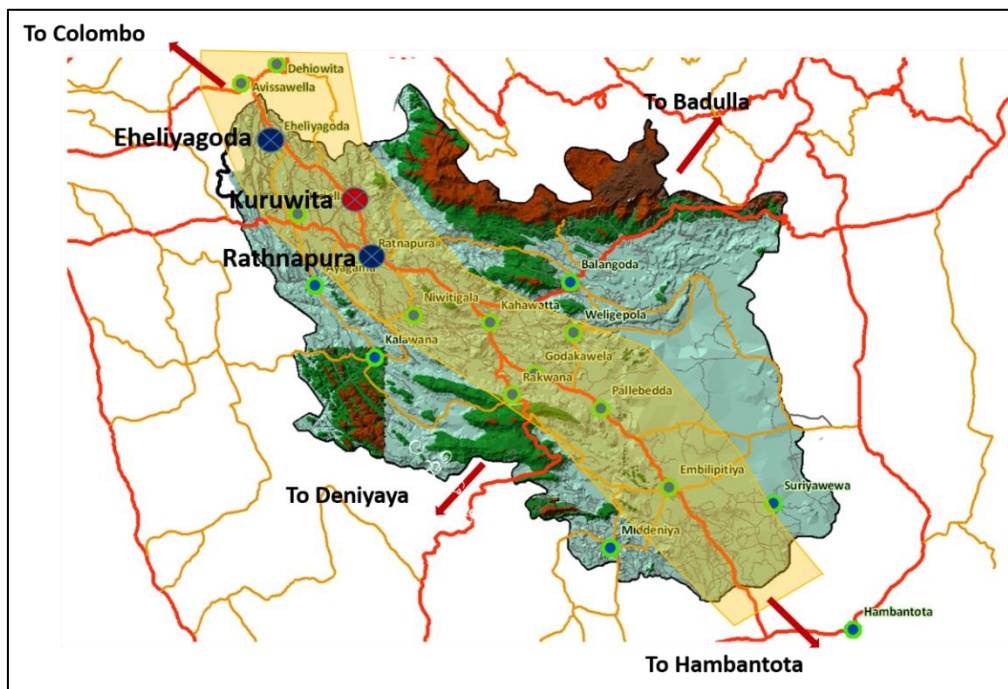
2.2.2 Geographical Boundary

Kuruwita town has lowlands and plains along the Kurugaga river basin, according to the topography. The town is situated between 20 and 100 meters above mean sea level, and when the Kuruwita Divisional Secretariat data is taken into account, it is situated between 20 and 500 meters above mean sea level. The Kuruwita Divisional Secretariat has a low-lying terrain in the west

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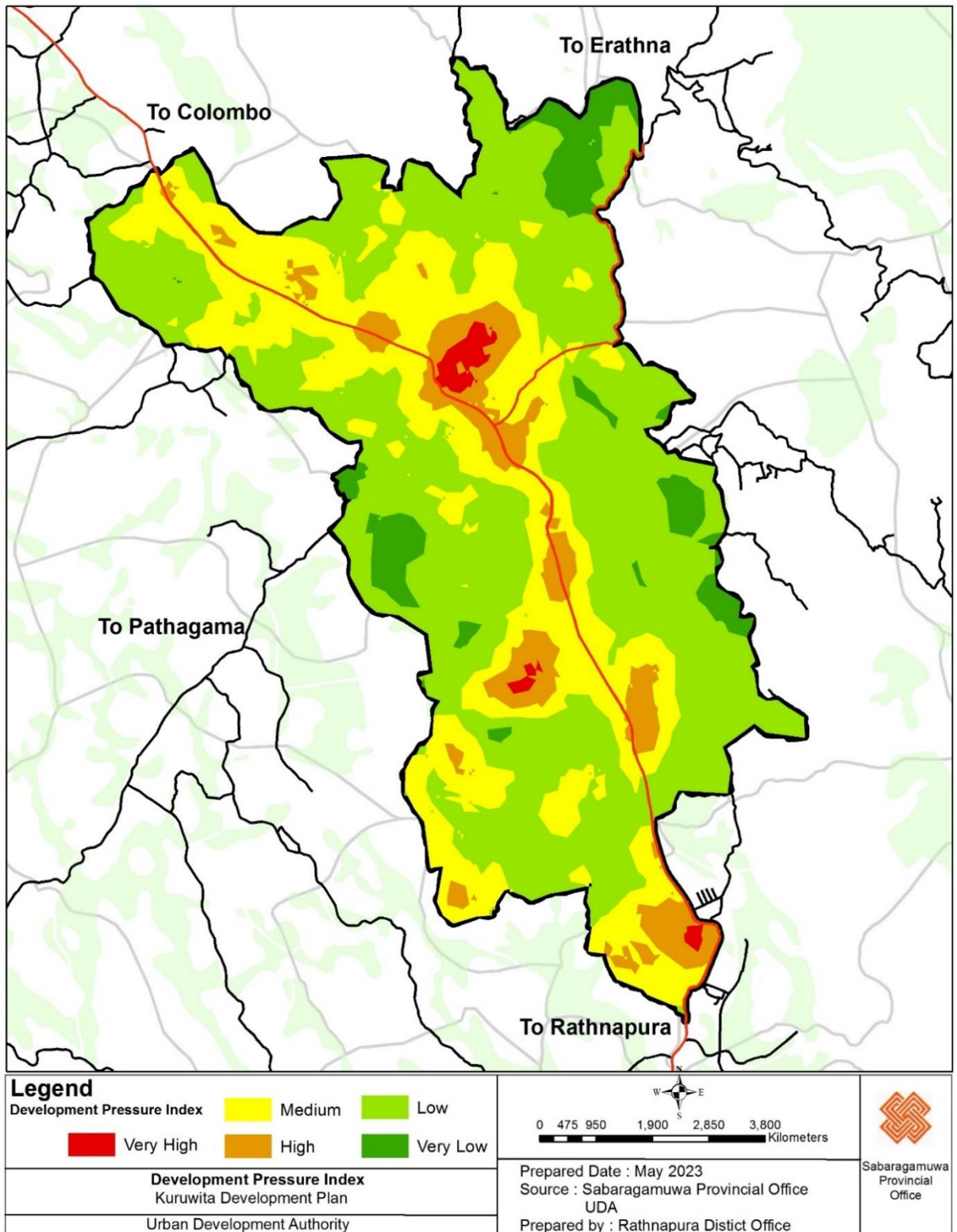
and a steep Eastern Part. The Kurugaga, which originates at the Samanala range at a height of more than 500 meters and runs through the heart of the city, is a good representation of that topography. It also adds to the environment by bringing in features like Warnagala Falls and Bopath Falls. These natural resources are essential to this town and the island as a whole. As a result, these regional factors were taken into account when creating the Kuruwita Development Plan. Analysis of development pressure led to the identification of development directions.

Figure No. 2.4 : Geographical background of Kuruwita town



Source: 2006/2010 student group of University of Moratuwa Town and Country Planning Department Regional study conducted in 2009 regarding Ratnapura district

Map No. 2.1 : Development Pressure Analysis



Source : Urban Development Authority, 2022

Chapter 02 2.2.3 Administrative Boundary

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A part of the Kuruwita Pradeshiya Sabha area, with a land size of 22.64 square kilometers and 15 Grama Niladhari Divisions, has been designated as the Urban Development Authority declared area. Thus, the 20,000 circulating population who come to Kuruwita town for a variety of needs as well as the 22,877 residents who will be living there by 2019 have been considered in the creation of the Kuruwita development plan.

Table No. 2.1 : Summary of information about the planning area

	Kuruwita Pradeshiya Sabha	Kuruwita Divisional Secretariat	Kuruwita Development Plan Effective Area (Urban Development Authority declared area)
Number of Divisional Secretariats	02	01	01
Number of Grama Niladhari Divisions	56	39	15
Land Size (Square. Kilometers)	263.10	172.82	22.64
Resident population	133,080	99,211	22,877
Expected population in the year 2030			29,080
Population growth rate			1.1
Circulating population			20,000
Expected circulating population in the year 2030			30,000

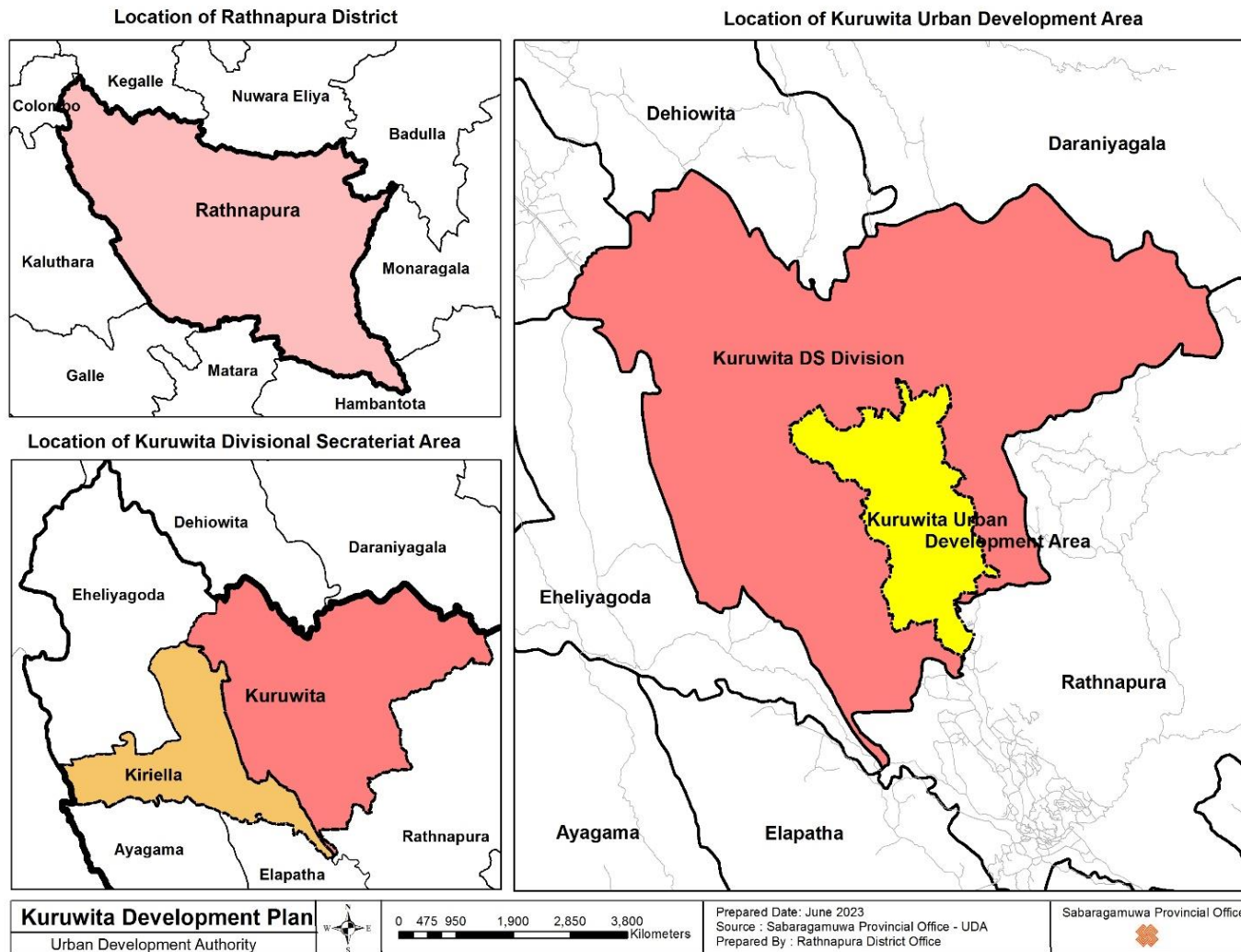
Source : Urban Development Authority, 2022

The planning boundary for the Kuruwita Development Plan was decided so that the expected benefits would be maximized, and the planning boundary itself would receive direct benefits while the region outside would receive indirect benefits.

2.2.4 Planning Boundary

The urban Development area that The Urban Development Authority declared in 2009 would be maintained and that the urban plan for Kuruwita had been prepared in relation to that boundary based on the study of functional, geographical, and administrative boundaries as well as the analysis of urban trends. Here, some Grama Niladhari Divisions are entirely and some are only partially bordered by urban boundaries. This is due to the fact that, in addition to administrative constraints, the geographic location is also considered when determining planning boundary.

Map No. 2.2 : Planning Area of Urban Development Authority



Source : Urban Development Authority, 2022

2.3 Planning and situational context

The present urban population of Kuruwita Town, which is classified as a fifth rank city by the Sabaragamuwa provincial city hierarchy is 22,877. A total of 15 Grama Niladhari Divisions make up this community. It is a distinctive characteristic of this city that the impact of the current development in that region has spread to the Kuruwita area as a result of the current disaster conditions in Ratnapura town and its collapse.

The National Physical Planning Department's National Physical Plan (2050) and National Physical Planning Policy both identify the town of Kuruwita as being in an extremely sensitive central environmental zone. This is done in an effort to preserve ecological harmony and safeguard water catchment areas. Therefore, these national policies and the basic necessities must be taken into account when planning the future development of Kuruwita Township. Likewise, when creating the Kuruwita Development Plan, it is important to take into account the fact that Kuruwita is situated in the sensitive central zone of the National Biodiversity Plan, which is a sub-plan, as well as the fact that Kuruwita is a part of the region designated for it in the mineral and mining-based industries sub-plan. Additionally, a tourism route that runs through Ratnapura on its way from Colombo to Badulla is suggested in the Sri Lanka Tourism Strategic Plan, so Kuruwita, which is close to Ratnapura, may also be impacted.

The Ratnapura Interchange of the Ruwanpura Expressway, planned in the National Physical Plan, will benefit Kuruwita, which is situated on the A 004 road between Colombo (West Coast) and Batticaloa (East Coast), an important road in Sri Lanka's southern regional internal road network. Therefore, due to the fact that Kuruwita town has been identified as one of the main stops on the Kelanivalley railway line, there is a possibility of creating new development trends locally as well as regionally.

Chapter 02 Kuruwita Town will have a circulating population of about 20,000 by the year
Preliminary 2019, and this city is unusual in that 90% of the circulating population
Study consists of local residents. It is also clear from the following details that these
wanderers visit Kuruwita Town.

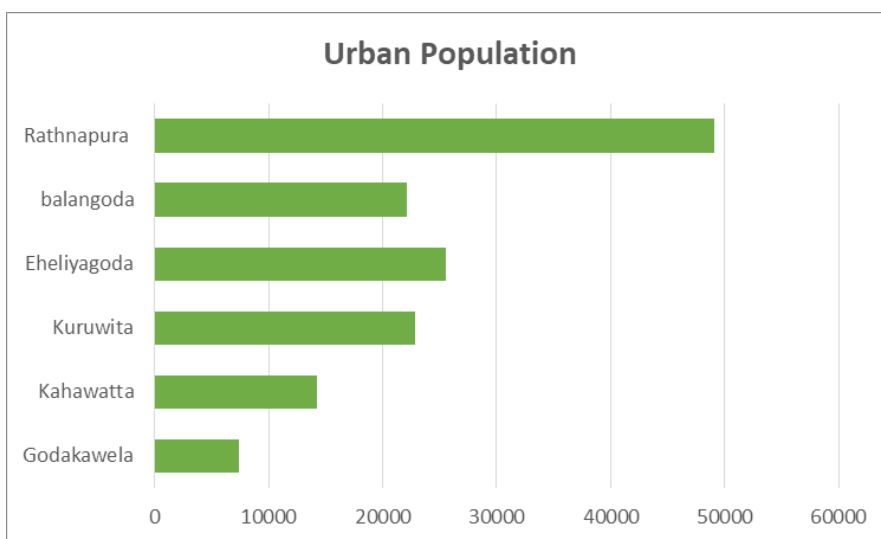
- Job opportunities
- Health and education facilities
- Economic purposes like gem business
- Transportation services
- Agricultural services
- Banking and financial facilities

The spatial distribution of Kuruwita's economic activities is focused on meeting basic needs, and it is clear that this city enjoys a good reputation among the nearby rural residents as a regional service hub. Kuruwita Town, a small-scale hub of numerous social and commercial services, is thus regarded as a 5th level service city in Sabaragamuwa Province.

2.3.1 Population

The current population of the Kuruwita Pradeshiya Sabha is 22,877 according to the statistical data of the 2011 census year. It is 23% of the population of the divisional secretariat and 2.1% of the population of the district. According to the population informed of that census year, the population growth of Kuruwita Divisional Secretariat is projected. This city is among the cities with the highest population growth in comparison to other cities in the Ratnapura district in terms of population growth.

Figure 2.5: Population in Urban Areas 2018



Source : Urban Development Authority, 2022

Urban population and area at Grama Niladhari level

Table No. 2.2 : Population and Land Area at Grama Niladhari Level

No	Grama Niladhari Division	Division No.	Total Land Area (Ha.)	Percentage of land area under urban limits (%)	Area covered by urban limits (Ha)	Urban Population (2018)
1	Kuruwita (Thambiliyanagama, Kuruwitagama)	155	576.18	80	460.37	3176
2	Delgamuwa	155 B	120.73	100	120.73	2831
3	Millawitiya	158 F	296.98	31	93.67	1125
4	Kandagoda South	157 A	224.05	62	138.58	1509
5	Kandagoda	157	158.74	50	78.97	1119
6	Nadukaradeniya	154 B	106.01	100	106.01	1920
7	Wathuyaya	159	109.48	100	109.48	1365
8	Udakada	159 A	57.72	100	57.72	811
9	Pussalla	158	624.29	2	11.87	66
10	Kahengama	154 A	415.85	88	366.02	3623
11	Eknaligoda	159 C	271.98	43	115.74	640
12	Eknaligoda North	159 B	298.40	53	159.58	721
13	Walandura	154	763.70	29	224.39	547
14	Kosgoda	154 E	166.99	71	118.25	2757
15	Keeragala	159 D	436.96	24	102.87	667
Total			4628.06		2264	22877

Source: Kuruwita Divisional Secretariat - 2018

Chapter 02 The population density of Kuruwita urban area is described under Table No. Preliminary Study 2.3 at the Grama Niladhari Division level.

Table No. 2.3 : Population Density by Grama Niladhari Divisions - Kuruwita Urban Area

Grama Niladhari Divison	Land Area Hectare	Urban Population	Population density Persons per 1 Hectare
1. Kuruwita	460.37	3176	7
2. Delgamuwa	120.73	2831	24
3. Millawitiya	93.67	1125	13
4. Kandagoda South	138.58	1509	11
5. Kandagoda	78.97	1119	14
6. Nadukaradeniya	106.01	1920	18
7. Wathuyaya	109.48	1365	13
8. Udakada	57.72	811	14
9. Pussalla	11.87	66	6
10. Kahengama	366.02	3623	10
11. Ekneligoda	115.74	640	5
12. Ekneligoda North	159.58	721	5
13. Walandura	214.9	547	2
14. Kosgoda	118.25	2757	23
15. Keeragala	102.87	667	7
Total	2264	22877	10

Source :- Divisional Secretariat - Kuruwita – 2018

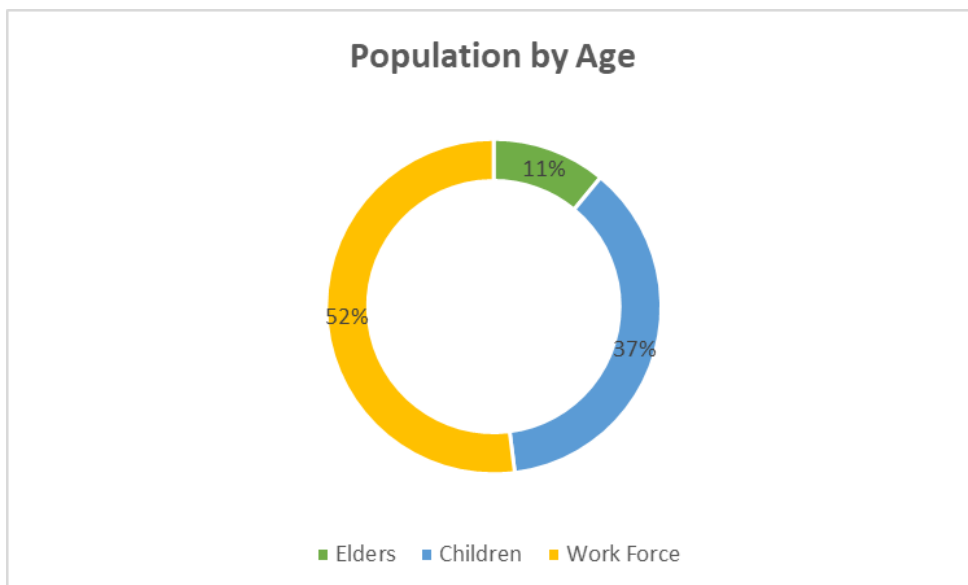
The Grama Niladhari Divisions of Delgamuwa, Kosgoda, and Ndukaradeniya have the highest population densities in the urban region, while Keeragala, Walandura, Eknaligoda, Pussella, and Kuruwita have the lowest densities. The city's population density is unique in that it shows low population density in the areas around the city center, such as Kuruwita and Eknaligoda, and higher population density in the areas outside the city, such as Delgamuwa, Ndukaradeniya, and Kosgoda. It is a result of the expansion of the Grama Niladhari Divisions close to the city center, the expansion of

only the city center's commercial services, and the expansion of the city center's railway reserve land.

The abundance of government land in the Kosgoda and Ndukaradeniya divisions, the fact that a large number of people have built homes and settled in those lands, Paradise Industrial zone, and the construction of a large number of houses near to the main road and the surrounding areas are all contributing factors to the growth of the population in the areas outside of the city. Because industrial zone employees have access to neighboring housing options.

When the population is broken down by age groups, infants and the elderly make up 48% of the population, while people in their working years make up 52%. The tendency to direct the working age population toward an economically and socially effective development, then, increases the tendency toward an effective development for the urban area, even though there isn't much of a difference between the population at the subsistence level and the labor force. And demonstrating the special ability of 37% of the child population. It is important to create educational activities in this manner.

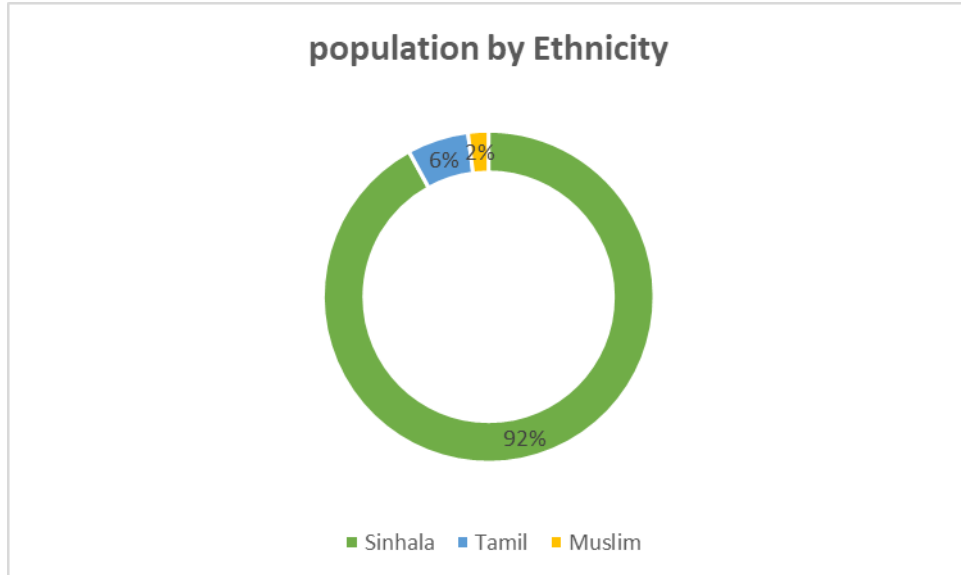
Figure 2.6 : Population by Age 2018



Source: Divisional Secretariat- Kuruwita - 2018

Chapter 02 There are 98 male for every 100 females in Kuruwita urban region. The figure
Preliminary below provides information on the urban area's inhabitants by ethnicity.
Study

Figure 2.7: Population by Ethnicity 2018



Source: Divisional Secretariat- Kuruwita - 2018

The Kuruwita urban area is made up of 92% Sinhalese and 8% members of other races, as shown in the chart above. Additionally, it is clear that a multi religious community makes up more than 91% of the city, with Buddhism serving as the primary religion.

The following table provides details about population projections in more detail. The population of 22,877 in 2018 is based on estimates from the Department of Census Statistics that, given the population growth rates observed over the previous decades, this city's population will increase by 1.2%. As a result, there will be 29,080 people living there in 2030.

In addition, the growth of this city's population has taken into consideration development trends like becoming a tourist destination, being located on the Hambantota-Colombo main road, rapid residential development to the northwest of Ratnapura, and fragmentation of land suitable for development.

Table No. 2.4: Projected Population (2018 – 2030)

Year	Total Population
2011	22,877
2016	24,291
2021	25,793
2026	27,387
2030	29,080

Source: Urban Development Authority 2018 - Survey Reports

2.3.2 Land use pattern

According to the field survey carried out in 2018, the land use in the Kuruwita urban area has been divided into various uses, as shown in the table below. The land use pattern in the Kuruwita urban area has been determined based on physical, economic, social, and environmental factors. Additionally, table number 2.5 demonstrates the region's trend of land utilization.

Table No. 2.5: Existing Land Use Pattern -2018

Number	Land Use	Land Size in Hectares	Land Area %
1	Residential	968.7	42.8
2	Commercial	22.6	1.0
3	Government and Semi-Government	46	2.0
4	Industries	46.2	2.0
5	Paddy land	582	25.7
6	Mixed crops	123.2	5.5
7	Agricultural	342.2	15.1
8	Religious	4.5	0.2
9	Parks and Playgrounds	2.6	0.1
10	Cemeteries	2.3	0.1
11	Roads	74.7	3.5
12	Water sources	49	2.0
	Total	2264	100

Source- Field Survey- Urban Development Authority, 2018

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According to the table above, most of the land use is devoted to non-agricultural activities. It is 46% and includes the combination of paddy land, mixed cropping and non-agricultural uses shown in the table. It is a prominent feature of the urban area. 1.0% of the total area is reserved for commercial use. In general, commercial activities have spread in a linear manner on both sides of the Colombo-Ratnapura main road. There has been little expansion of commerce into the hinterlands. In the city center, commercial activities are spread parallel to the main road and parallel to the railway reserve and the railway line.

About 46 hectares, or 2% of the overall land use in the urban area, is dedicated to industrial use. Only 85 acres of ground have been designated for the Nalanda Ellawala Paradise Industrial Zone, and Hydramani Industries, a significant apparel manufacturer in Sri Lanka, is close by. In addition, tea factories and other local factories have been created both outside and inside the city. However, the existing industries are developing slowly because there are only about 800 new job possibilities connected to this industrial park and there isn't enough infrastructure to support them.

Approximately 46 hectares, or 2% of the total land, is designated for governmental, educational, and charitable organizations. The land that is being used for this in the urban area is already a Udakada region, where the Divisional Secretariat Office, the Pradeshiya Sabha, and the Department of Agrarian Services Development are presently located.

Paddy land is allocated on 582 hectares of the overall area, or 25.7%. More property is designated for this use in addition to residential use. This territory, which comes under urban area, is scattered throughout the region.

123.2 Ha, or 5.5% of the overall area, is designated for mixed cropping. Minor export products are also planted in the region as part of this practice, in addition to the major ones like tea, coconut, rubber, coffee, pepper, nutmeg, cloves, arecanut, etc. Residential activities are also spread in the meantime. Tea, rubber, and coconuts, which are the primary export crops, have all been

used as agricultural crops. 342 hectares, or 15.1%, of urban property is used for this purpose. Due to the local climate, tea and rubber are the most important agricultural products to be grown, and these plantations are widely spread throughout the agro-industrial plots of plantation companies.

4.5 hectares of the urban area, or 0.2%, are set aside for religious activities. This region is also home to the revered Delgamuwa Rajamaha Vihara, where Sri Dantadhatu spent 43 years in hiding, as well as other sacred institutions that are spread throughout the area.

2.6 hectares, or 0.1 acres, of land will be used for this. Around the public stadium in the middle of Kuruwita, a number of school playgrounds have been built, but they are not sufficient for ideal use. Cemeteries occupy 2.3 hectares of an urban area or 0.1%. As a result, this also applies to the Pradeshiya Sabha's Pussella Crematorium. The facilities are presently sufficient because of the new crematorium.

Road construction will take place on 74.7 hectares, or 3.5%, of Kuruwita declared urban area. The use of this property is restricted to major, provincial, regional, and other types of roads. A significant issue is a lack of funding for road construction.

49 hectares of the total area and 2.2% of the land as a percentage is allocated to the urban area for water sources. Its main source is Kuru Ganga. Other rivers and canals are spread over the area.

As periodical changes in land use,

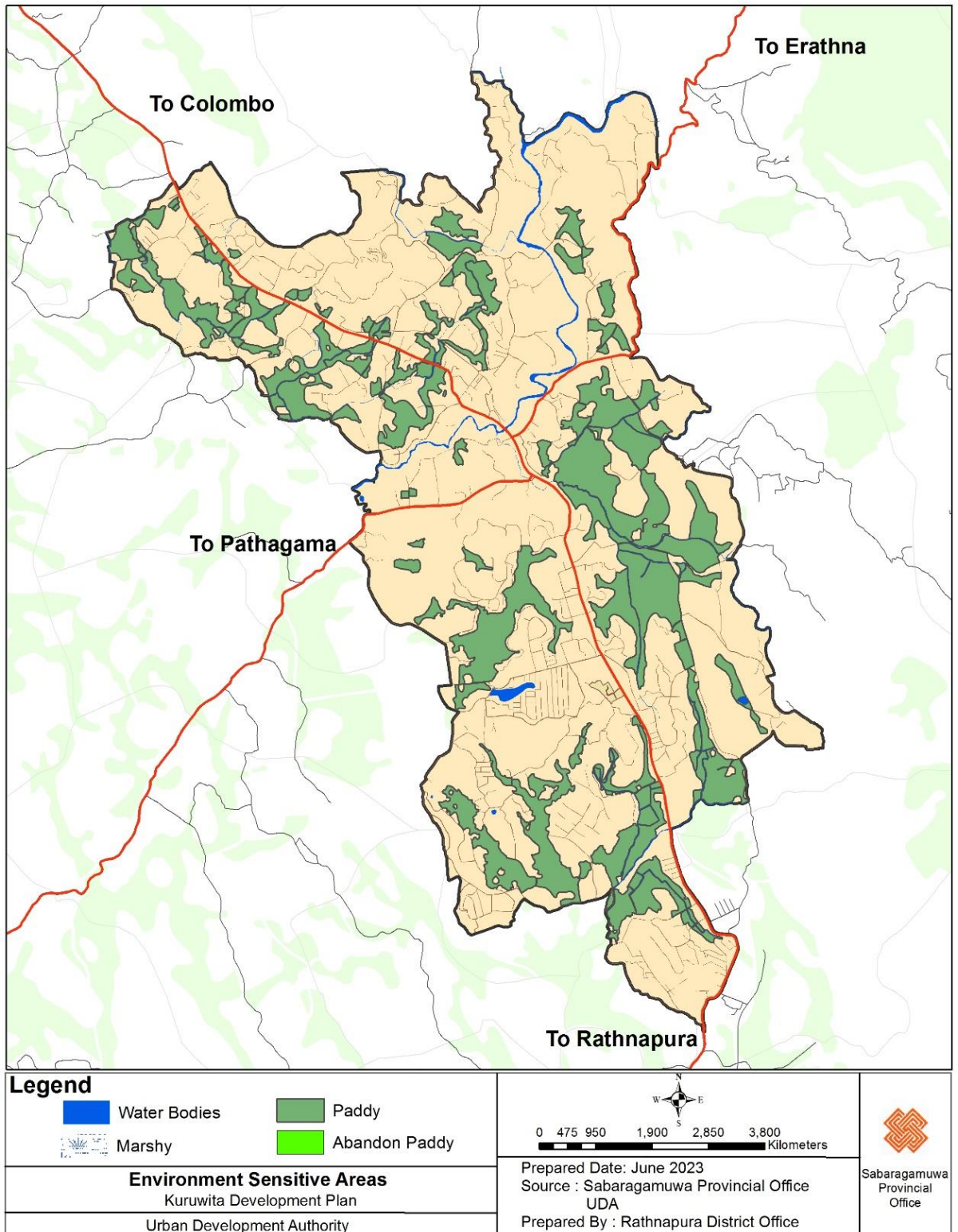
- With the growth of commercial use on both sides of the main road, there has been a tendency to see sub-commercial areas in areas like Paradise Junction, Millavitiya Junction etc.
- Gradual conversion of residential to commercial activities on both sides of the main road

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- Out-of-town expansion of residential uses due to road development beyond the urban area;
- A trend of rapid residential development is observed
- The main road has a tendency to divide suitable plots of land.
- Development of commercial land can be detected in a linear pattern on both sides of the main road.

Map No. 2.3 : Sensitive Zones within the Kuruwita Urban Area



Source : Urban Development Authority, 2022

Chapter 02 2.3.3 Land Value

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The present land value of Kuruwita has been significantly influenced by the city's physical location and the distribution of waste disposal infrastructure. The values of the property have been established in accordance with the table below.

Table No. 2.6: Distribution of Land Values - 2018

Land Value Zone	Land Value Range Price of 1 Perch (in Rs.)
Zone 1 (City Center Area)	1000,000 More
Zone 2 (up to 1 km on both sides of the main road outside the city center)	1000,000-500,000
Zone 3 (up to 2-3 km on both sides of major roads around urban areas)	500,000-250,000
Zone 4 (Both Interstates)	250,000-100,000
Zone 5 (in rural areas)	100,000 Less

Source :- Valuation Department-2018

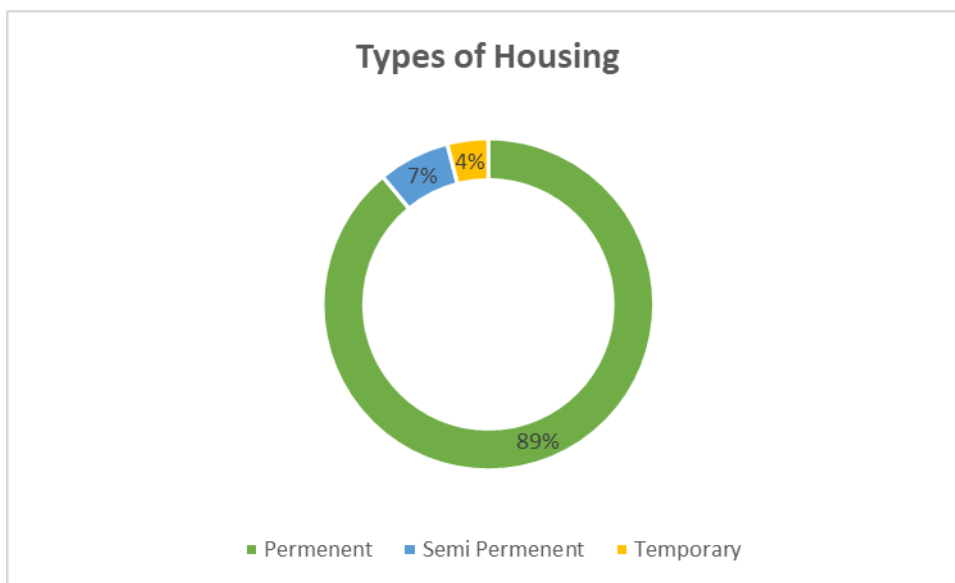
The land facing and next to the major road has been assigned the highest land values in the city. The areas of Pathagama, Gonapitiya, and Keeragala, which are low-lying and gently sloping terrains with the fewest infrastructure facilities, have been found to have the lowest land values. Moderate land values also stretch to the land areas connected to the byways located beyond.

2.3.4 Housing

The classification of houses within urban areas is displayed in the accompanying table. The 5176 houses recorded in 2018 were split between railway reserve lands and river reserve areas, with 89% of them being permanent houses, 6.7% semi-permanent houses, and 4.3% temporary houses. Nadukaradeniya and Delgamuwa areas can be considered to have the greatest housing densities. The Kosgodra, Kadangoda, Vathuyaya, Udakada, and Millavitiya divisions have greater housing densities than the other ones.

The spread of infrastructure facilities, the fact that government land is settled in small plots of land on a long-term lease basis and that land is suitable for disaster-free residential activities, and the smaller size of government lands are all contributing factors to the increase in housing density in these areas.

Figure 2.8: Classification of Housing 2018



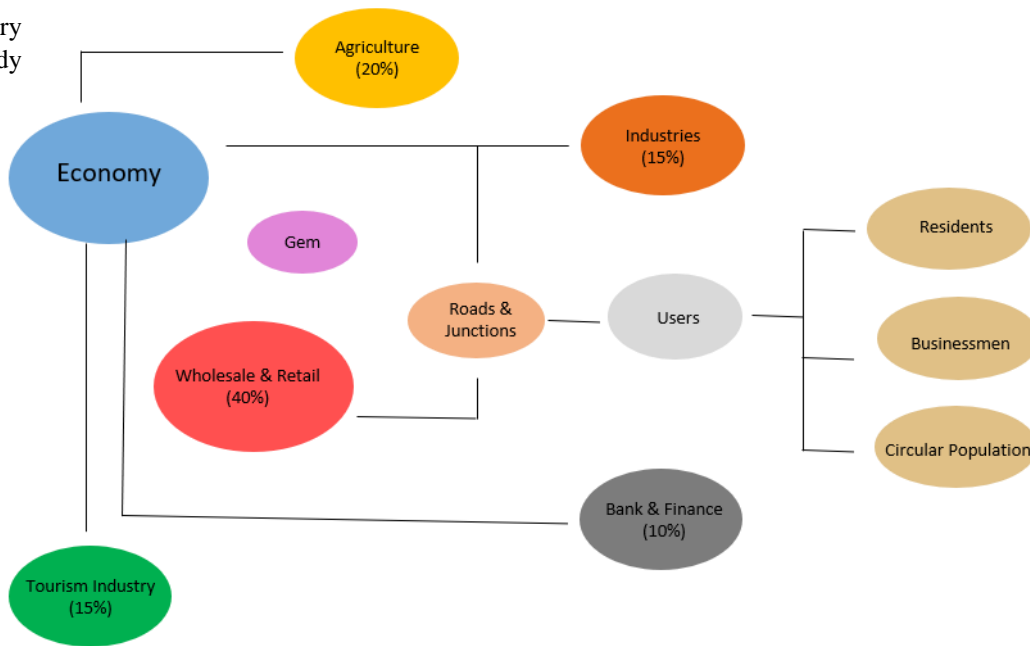
Source :- Divisional Secretariat 2018

2.3.5 Economic Activities

The city's economy is developing in a number of different directions. That is, the development of business and trade in the city's core, the growth of financial institutions and governmental organizations, and the creation of industries such as tourism, agriculture, and the gem industry close to the city.

Chapter 02 *Figure 2.9: Economic Structure*

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Source: Urban Development Authority, 2022

There are 385 wholesale and retail service locations and 11 hotels in terms of trade and commerce. It is obvious that more pieces are distributed among retail sales. The city's weekend market is crucial for both wholesale and retail commerce. Every Saturday there is a fair. Customers within the Kuruwita Divisional Secretariat will be able to obtain services thanks to this. On a workday, the town receives about 5000 customers and accommodates 500 retailers.

2.3.6 Tourism Activities

There are several historic and natural scenic locations in the Kuruwita Divisional Secretariat that draw both domestic and international visitors. The provincial council has suggested designating this area as a tourist zone, and Kuruwita will serve as the entrance to these locations.

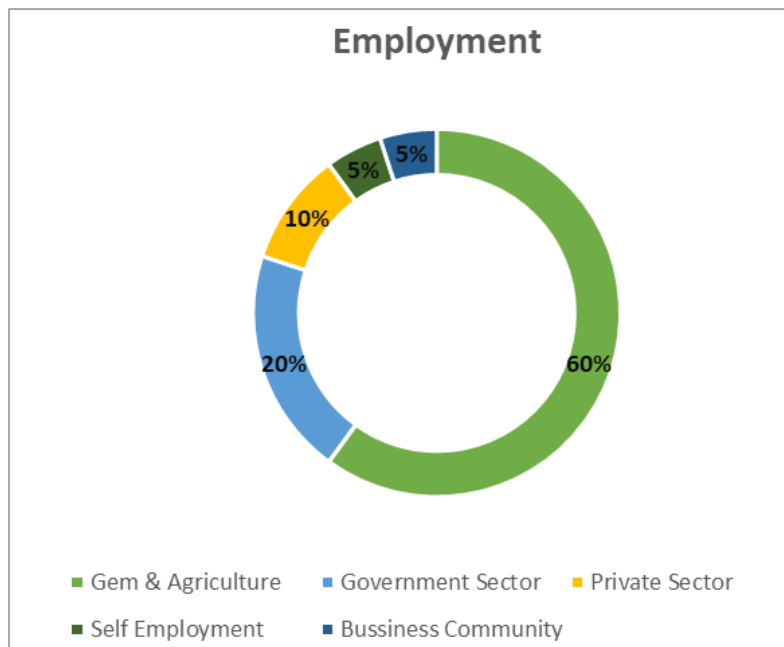
By using it for Sripada worship through Kuruwita Eratna during Sripada season, the Kuruwita town has historically gained national attention. In addition, visitors must return frequently to the city in order to see the Bopath ella Waterfall, Batadomba Caves, and Batatotalena. The city's economy benefits annually from the influx of domestic and international visitors, and

field surveys have shown that more than 50% of those passing through the city explore the tourist attractions in the Kuruwita area.

2.3.7 Employment

Taking into account the distribution of employment in the urban area including different government jobs, private sector jobs, self-employment, agro related jobs, jobs related to the gem industry, business sectors, plantation workers, casual wage earners, underemployed people, and overseas workers, etc.

Figure 2.10: Employment 2018



Source:- Divisional Secretariat Office, 2018

2.3.8 Road and Transport Facilities

The Colombo-Ratnapura road, “A” graded road that passes through Kuruwita town, is the primary route into the community. The "C" grade roads are Kuruwita-Eratne, Kuruwita-Teppanawa, and Kuruwita-Devipahala; all other roads are Pradeshiya Sabha roads and side roads. The amount of land currently consumed for this reason is about 3.5%. The entire length of the city's road system is about 50 km, of which 30 km are paved roads. The Road Development Authority is responsible for maintaining about 10 km of paved

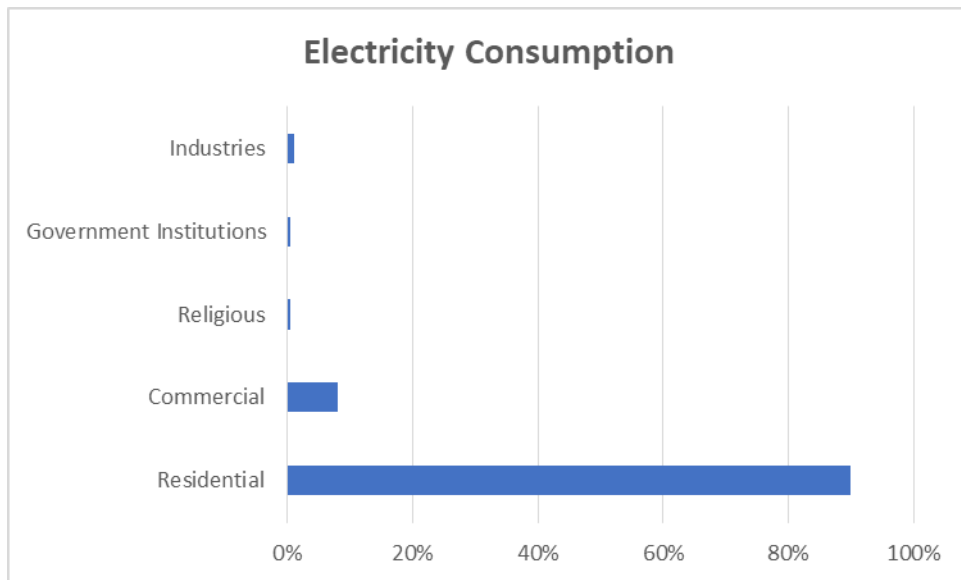
Chapter 02
Preliminary
Study

roads, the Provincial Council is responsible for about 20 km, and the Pradeshiya Sabha is responsible for about 20% of the remaining roadways. Private and public transportation services are primarily responsible for providing passenger transit services in the city.

2.3.9 Electricity Consumption

Electricity in urban areas is largely provided by the Ceylon Electricity Board. The distribution of electricity utilities within the urban area is illustrated in the chart below.

Figure No. 2.11: Electricity Distribution 2018



Source:- Electricity Board 2018

2.3.10 Water supply

The small town water supply system built on Kurugaga is the primary source of piped water supply in the city. Canals for rivers and well water have also been located. Wells and community water supply initiatives provide water to remote areas of the community. The small town water supply project's tank capacity is about 125,000 liters, and the daily average water usage is currently around 2,745,240 liters. By 2018, 1623 customers, 213 businesses, 18 schools, and religious locations had access to water facilities thanks to this initiative. Additionally, 50% of the current population has access to water and suggests that 50% of the population today lacks access to water. 13 millions

of gallons of water are needed daily for that. The small town water supply project suggests building a brand-new water tank with a capacity of 50,000 gallons to satisfy that water requirement. Additionally, the community water supply projects and the use of spring water in places like Millavitiya, Nadukaradeniya, Valandura, Kosgoda, Kahengama, etc. meet the area's water requirements.

Additionally, the National Water Supply and Drainage Board will soon begin a project to construct a new water route connecting New Town to Millawitiya.

2.3.11 Sewage systems

About 72% of the city's designated urban area uses flush toilets, and there is no centralized sewerage system in place. Kuruwita has constructed a public restroom system in the city center, but about 28% still use other unsafe ways. Currently, the Pradeshiya Sabha, the Office of the Medical Officer of Health, and the Physical Planning Department are planning to implement a sewage recycling project for the city center area, remove temporary restrooms, and build water-tight restrooms for areas outside the urban area.

Table No. 2.7: Use of Health Safe Toilet Facilities - 2018

Types of Toilets	Amount	Percentage %
Watertight toilets	3726	72
Pit Toilets	1242	24
Other	208	4
Total	5176	100

Source :- Divisional Secretariat - Kuruwita 2018

Chapter 02 **2.3.12 Drainage and Drainage System**

Preliminary
Study

Cement drains have been built to drain rainwater only on the Colombo-Ratnapura main road because there is no normal drainage system for the city. For other side roadways leading out of the city, no drains have been built. There are now drainage issues as a result of the poorly maintained soil drains on those roadways.

Currently, only about 70% of roadways have drains, and only about 20% of urban areas have cement drains built. The city's polluted water also enters the Kurungaga and other canals through these natural waterways, which is an issue for the environment because this water drains into them.

2.3.13 Solid Waste Management

The Kuruwita urban area is primarily responsible for disposing of and cleaning up solid waste in the Kuruwita Pradeshiya Sabha. Garbage is primarily gathered in weekly fairs and other areas of the city. Organic matter makes up the majority of the collected debris. Recycling is simple, then. 9 permanent employees and 3 temporary employees of the Pradeshiya Sabha are currently employed for this reason. In the entire Pradeshiya Sabha area, two tractors are used to collect solid waste, and one tractor is used to collect non-perishable items. The waste is delivered to a Pradeshiya Sabha facility for management, and the Public Health Inspector's office collects non-biodegradable solid debris. In the assessment area, only a tractor is used to gather decomposable solid waste, and two tractor loads are collected daily.

The solid waste is transported to the Kuruwita prison's recycling program. The sewage is managed by the prisoners, and the organic fertilizers made there are sold at the neighborhood committee office. The Pradeshiya Sabha also makes money through the collection of non-perishable materials.

The prison composite project is being carried out as a long-term upkeep project, and it is suggested that the provincial council allocate funds for the storage of the collected garbage. At present, the local council's labor shortage

and dearth of garbage collection vehicles have hindered the gathering of garbage.

2.3.14 Telephone and postal services

There has been a rapid growth in telephone service in recent times. Accordingly, the following table shows the published telephone usage within the Kuruwita urban area.

Table No. 2.8: Distribution of Telephone Connections - 2018

Type of Use	Number of Connections	
	Amount	Percentage %
1. Residential	3168	61.2
2. Commercial	481	9.3
3. Office	16	0.3
4. Religious	11	0.2
Total Amount	3676	71

Source:- Sri Lanka Telecom 2018

In the Kuruwita urban region, residential use accounts for 61.2% of phone usage, while 10% is devoted to other services. In addition to the overall residential phone penetration, there has been a significant increase in the use of mobile phones by people as a result of the installation of mobile phone networks close to the city center. Mobile phones are used by about 70% of urban residents.

2.3.15 Postal service

In the city, there is one main post office, eight subpost offices, and five representative post offices all operated by private businesses. This satisfies the region's need for postal delivery.

Chapter 02 2.3.16 Educational facilities

Preliminary
Study

In the Kuruwita urban area, 13 schools have been established, two of which are in the city's core: a central college and a Muslim college.

There are approximately 7032 students enrolled in schools in the urban region, and 333 teachers work in this profession. There are only 6324 students living in the urban area as a whole. An essential aspect of that is that there are students who attend schools in the urban area from the surrounding areas in addition to those who live nearby.

There are several private educational institutions that have started pre-schools and Sunday schools in the urban region, but the requirements for professional education are not being sufficiently met, which is a problem. A computer training facility has been built, and the majority of students who graduate from equivalent levels enroll in vocational training programs close to Ratnapura town. International schools are not widely spread in urban regions.

2.3.17 Health facilities

When thinking about the local medical facilities, Kuruwita Central Dispensary, which is administered by the state at the local level, is essential. In addition to this health center, the city also has two Ayurvedic medical clinics, a specialist medical service center, and ten private clinics that offer health services. There is a tendency to go to Ratnapura General Hospital, the primary government hospital close to the city, as well as Pussella and New Town Ayurvedic Hospital because they are both reachable at a minimal distance of 13 km.

2.3.18 Sports and recreation facilities

There is only one public arena in the city, and it is ill-equipped. The city's sole movie theater also has fewer amenities. A library is also present in the community. Although there isn't enough room in the city for leisure and sporting facilities, there is still a chance to provide these amenities indirectly

because 46% of the area isn't used for agricultural production and 15% of it is paddy land.

Kuruwita town is a modestly sized business hub. Additionally, it is a tranquil metropolis situated in a attractive setting. As a result, the development of this city with resources for tourism and a tendency toward residential development calls for the progress and quality improvement of all the sectors discussed above.

Chapter 03
Need of the
Development Plan

Chapter 03

Need of the
Development
Plan
Introduction

3.1. Introduction

The Kuruwita Development Plan was created with the intention of resolving issues and enhancing potential within the study area. The problems and potentials with the present and future development have been identified. The objectives of this are to identify strategic solutions to those problems and to emphasize the opportunities. Through stakeholder meetings and focus groups, issues in the study area were identified, and the final list was created while taking the planning team's opinions into consideration. This chapter thoroughly examines the identified problems and potentials and compiles them in order of nature, significance, and magnitude. Accordingly, in the Kuruwita Development Plan needs can be identified as follows.

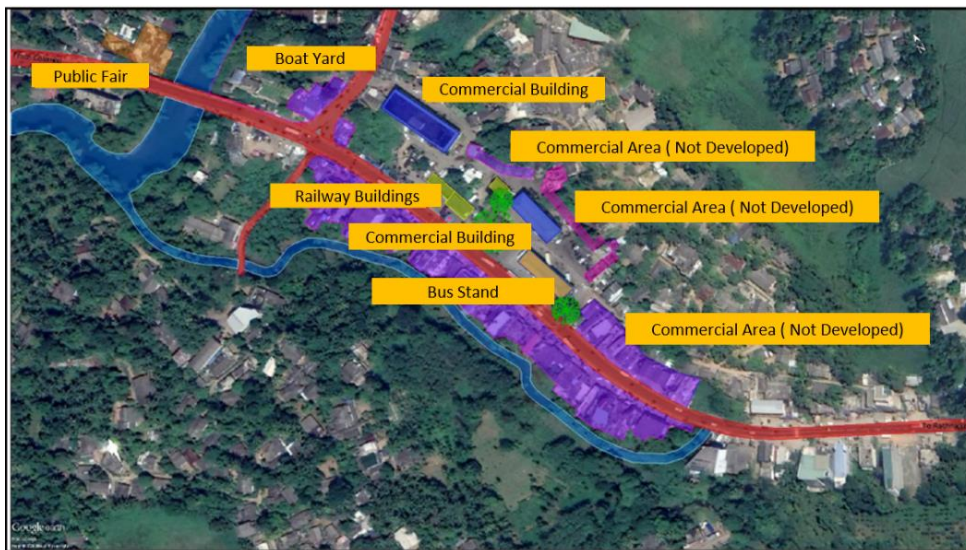
Problems
Identification

3.2. Problems Identification

3.2.1. The physical location of the city being a limitation of city expansion

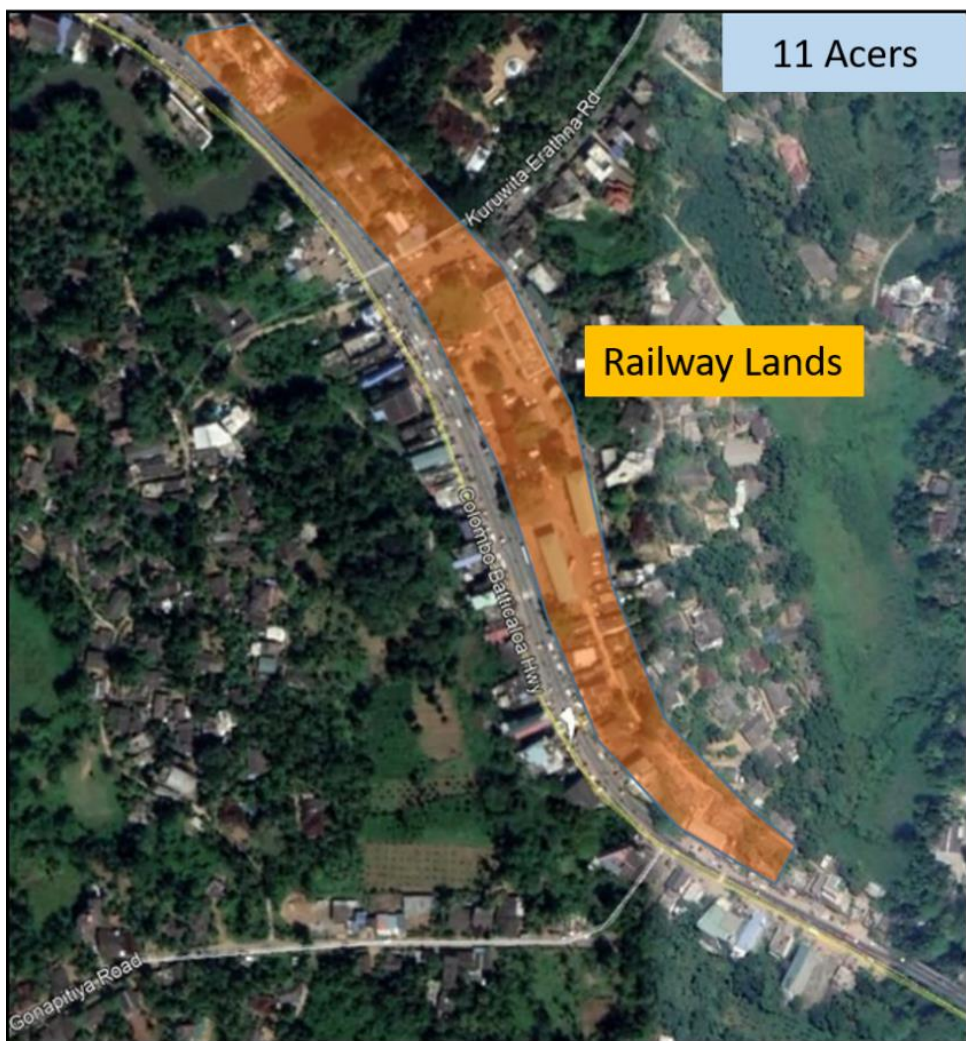
Kuruwita town is situated along the A004 highway between Eheliyagoda and Ratnapura. However, given that the railway department holds 11 acres of land in the city center, it is clear that the development activities there are scattered and informal. The linear expansion of the city towards Eheliyagoda and Ratnapura is a problem for Kuruwita town because commercial operations cannot spread in this area.

Figure 3.1 : Commercial activities distribution of Kuruwita town



Source: Urban Development Authority, 2021

Figure 3.2 : Existing railway lands in Kuruwita town



Source: Urban Development Authority, 2021

Chapter 03

3.2.2. Lack of recreational spaces within city limits

Need of the
Development
Plan

The Urban Development Authority studies state that recreational area 0.414 sq. km. (41.4 hectares) is needed in Kuruwita town. However, the city's recreational area is only 0.0178 sq. km. (1.78 ha). This value presents a challenge for Kuruwita City's growth because the city is a tourist destination with a growing residential population. Although there are streams, rivers, lakes, and waterfalls within the urban area, 25% of the land is used for paddy farming, so the real amount of recreational space is needed within the Kuruwita urban area. Even though it can be more than 0.0178 sq.km. (1.78 ha), it still falls short of the entire requirement, which presents a challenge for urban planning.

Table No. 3.1 : Playgrounds, Parks and Public Outdoor Recreational Facilities in Kuruwita Urban Area

No.	Name	Amount (Hectare)	Amount (sq. km.)	Grama Niladari Division	Garden Type
01.	Batuhenawatta Volley Ball Ground	0.1	0.001	Kosgoda	Very small gardens
02.	Kahengama Ground	0.12	0.0012	Kahengama	Very small gardens
03.	Lakeside Children's Ground	0.14	0.0014	Kahengama	Very small gardens
04.	KPA Jayatissa Ground	0.05	0.0005	Kuruwita	Very small gardens
05.	Ndukaradeniya Children's Park	0.06	0.0006	Nadukaradeniya	Very small gardens
06.	Ndukaradeniya Children's Park	0.03	0.0003	Nadukaradeniya	Very small gardens
07.	Ndukaradeniya Volleyball Ground	0.15	0.0015	Nadukaradeniya	Very small gardens
08.	Open lands	0.07	0.0007	Kandagoda South	Very small gardens
09.	Public Ground	1.06	0.0106	Delgamuwa	Parks nearby
Total		1.78	0.0178		

Source: Field survey data, 2019

Table No. 3.2 : Places where indirect recreational facilities located in Kuruwita Urban Area

No.	Facilities	Number
01.	Community halls	35
02.	Libraries	03

Source: Kuruwita Divisional Secretariat (Resource Profile) - 2018

3.2.3. Tourism market is not developed

There are many tourist sites both inside and outside the boundaries of the Kuruwita urban area, and it has been estimated that 20,000 tourists travel to Kuruwita each month to enjoy these locations. Additionally, each month during the Siripa season, an additional 5000 individuals are added to this total.

However, there are no facilities offered for this group based in Kuruwita, and it is not feasible to observe the delivery of tourist-oriented goods or services.

Figure 3.3: Tourism industry-based goods and services



Source: Urban Development Authority, 2021

3.3. Potentials Identification

3.3.1. Historical, religious and natural identity of the City

Kuruwita has acquired national significance as one of the three entrances to the Sri Padaya sacred site, the location of the Delgamuwa Rajamaha Vihara, which preserved Sri Dantha Dhatu for 43 years, and the site of the Bopath Falls. Additionally, Batadombalena and Batatotalena (Divaguhawa) are situated very close to the city limit, within two kilometers (2 km). Due to its religious, historical, and natural identity, Kuruwita town has the potential to develop.

Figure 3.4 : Main paths leading to Sri Padha shrine



Source: Urban Development Authority, 2021

Figure 3.5 : Delgamuwa Rajamaha Viharaya

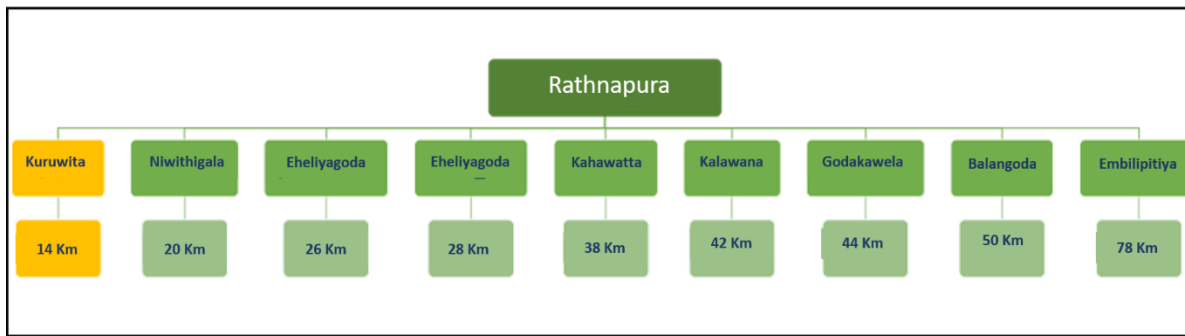


Source: Field Survey, Urban Development Authority, 2019

3.3.2. Living-friendly Environment

Kuruwita town is the nearest city to Ratnapura, which is the capital city in Sabaragamuwa Province. This has resulted to a capacity of the Kuruwita urban community's social and physical infrastructure facilities within the Ratnapura city boundaries.

Figure 3.6: Distance to provincial capital (Ratnapura).



Source: Urban Development Authority, 2021

When looking at the disaster periods, it is not feasible to see the occurrence of disasters every year. However, when looking at the flood and landslide disaster areas, the disaster areas can be identified close to the boundaries of the urban limits. Additionally, as noted through the analysis, about 80% of the region is made up of plains, and only about 70% of the land is suitable for development. Additionally, 15% of this area is valued between Rs. 700,000 - Rs. 300,000, and another 45% is under Rs. 300,000 in value. Availability of land depends on the community's ability to effort.

Additionally, the Kuruwita urban region has a suitable environment for the community to live in due to the water flow pattern, the fact that about 25% of the area is paddy land, and because of unique environmental elements like the Kuru Ganga, Bopath Falls, and Paradise Lake. This circumstance is advantageous for growth.

3.3.3. Nalanda Ellawala Industrial Estate

In Sabaragamuwa Province, there are three industrial estates: Galigamuwa, Kuruwita, and Embilipitiya. The biggest industrial estate is Nalanda Ellawala Industrial Estate, which is 83 acres in size and falls under the Kuruwita Pradeshiya Sabha. It is clear that Nalanda Ellawala Industrial Estate is effective when Kuruwita Industrial Estate is compared with Embilipitiya and Galigamuwa Industrial Estates. However, a strategic approach is necessary to utilize the area for its best use and the city's commercial and social advancement.

Also, the city has no gazetted development plan. A development plan is needed to develop the city without affecting its physical location, to restore the city's character, and to use the underutilized land in the city core to create a beautiful city. A development plan must be created for the Kuruwita urban area in order to capitalize on the underutilized tourist potential, provide the amenities required for the expanding residential use, and strengthen the city's economy through the industrial park.

Chapter 03

Need of the Development Plan

Chapter 04
The Planning
Framework

Chapter 04 4.1 Vision

Planning
Framework

Vision

“Susadi Shelter in Siripa Valley”



Statement of Vision

4.2 Statement of Vision

The town of Kuruwita is one of the major entrances to the Siripa monument and is situated in the Siripa Valley. At present, the population coming to Kuruwita for residential facilities is growing, so one day in the future, Kuruwita should be made a comfortable place for that population among the cities situated in the Siripa Valley. Likewise, Kuruwita should be developed as a stopover hub that offers tourists amenities for a quick break between Colombo and Balangoda cities and a city with the potential to acquire lodging facilities when required. As a result, the vision of the Kuruwita Development Plan is to transform the town into a comfortable entrance to the Susadi Shelter in the Siripa Valley.

4.3 Objectives

Objective 01 - Developing Kuruwita as the best location for residential facilities along the Ratnapura-Avissawella corridor.

Objective 02 - Establishing Kuruwita as an attractive tourism service center within the Minipura Tourism Zone.

4.4 Goals

Objective 01 - Developing Kuruwita as the best location for residential facilities along the Ratnapura-Avissawella corridor.

Goals:

1. Increase Livability within the planning area by the year 2033.

Sub Goals:

- Ensuring the availability of suitable land for the construction of houses (affordable housing)
- To meet the recreational needs of the estimated population
- Ensuring access to quality healthcare within the city limits
- Strengthening city economy by adding value to agriculture and gem industry
- Supporting the economy by addressing underutilized economic potential
- Creation of a support network including industrial zone, training centers, prisons and military base
- Provision of transport and other infrastructure as per estimated requirement

Objective 02 - Establishing Kuruwita as an attractive tourism service center within the Minipura Tourism Zone.

Chapter 04 Goals:

Planning
Framework

1. To create 10,000 economic opportunities by the year 2033 through the development of tourism in Kuruwita.
2. Provide livelihood diversification options related to tourism to 3,500 people by the year 2033.
3. To increase the benefits of the tourism sector by the year 2033 and give the advantage of those benefits to the local community.

Chapter 05

SWOT Analysis

Chapter 05 5.1 Abbreviated SWOT Analysis

SWOT Analysis

Abbreviated SWOT Analysis

A Strength, Weakness, Opportunities, Threats (SWOT) analysis is a vision-based initial assessment. In order to reach the vision, Kuruwita City has considered the opportunities and threats that exist internally and externally. This chapter has analyzed the strengths, weaknesses, opportunities, and threats for the development of Kuruwita town as a ‘Susadi Shelter in Siripa Valley’.

Objective 01 – Developing Kuruwita as the best location for residential facilities along the Ratnapura-Avissawella corridor.

Table No. 5.1: SWOT analysis for the first objective

Strengths	<ul style="list-style-type: none"> ➤ Availability of developable land at affordable prices ➤ Being an area with low disaster risk ➤ Availability of water resources ➤ Presence of green areas and high air quality in the area ➤ Availability of agricultural land ➤ Availability of gem lands and national focus to promote mining-based industries ➤ Being able to make a high contribution to the economy through the Nalanda Ellawala Industrial Park ➤ Presence of railway land in the city center ➤ Adequacy of educational facilities
Weaknesses	<ul style="list-style-type: none"> ➤ Unexpected expansion of the town along the A004 road ➤ Lack of recreational facilities to meet urban needs ➤ Inadequacy of existing health facilities to meet urban needs
Opportunities	<ul style="list-style-type: none"> ➤ Alignment with national policies ➤ Being very close to the provincial capital ➤ Having pre-planned projects

	<ul style="list-style-type: none"> ➤ Proposed Ruwanpura Expressway and Kelani valley Railway ➤ Consolidation of security services through army base and prison
Threats	<ul style="list-style-type: none"> ➤ City may become invisible due to development in adjacent cities

Source: Urban Development Authority Planning Team, 2022

Objective 02 - Establishing Kuruwita as an attractive tourism service center within the Minipura Tourism Zone.

Table No. 5.2 : SWOT analysis for the second objective

Strengths	<ul style="list-style-type: none"> ➤ Availability of tourist attractions ➤ Presence of Gem mining areas ➤ The city center has interchangeable railway buildings. ➤ The location is situated on the A004 road
Weaknesses	<ul style="list-style-type: none"> ➤ The tourism facilities for tourists are not diversified and inadequate. ➤ There is a lack of accommodations. ➤ In the city center, there are no food stalls or sanitation facilities. ➤ There are no souvenir shops. ➤ Tourism promotion is not supported by any awareness programs. ➤ Tourists are not able to use transportation facilities. ➤ Not conforming to shopping standards to attract tourists.
Opportunities	<ul style="list-style-type: none"> ➤ The location of the entrance to the Peak Wilderness area that is sensitive to the environment in relation to the Sri Pada corridor. ➤ The entrance to Minipura Tourist Zone.

Chapter 05

SWOT Analysis

	<ul style="list-style-type: none"> ➤ Being recognized since ancient times. ➤ Conservation areas can be identified through the National Physical Plan. ➤ The Ministry of Tourism and Ruwanpura Expressway will be responsible for the development and identifying the suitable travel route ➤ Being able to use prison inmates as a labour force ➤ The military base as a facilitator of marketing activities
Threats	<ul style="list-style-type: none"> ➤ Impact on the arrival of Sri Pada tourists when other entry points are developed with more facilities ➤ The possibility that the number of tourists visiting the area will decrease when another tourist destination becomes popular in the region.

Source: Urban Development Authority Planning Team, 2022

Detail SWOT
Analysis

5.2 Detail SWOT Analysis

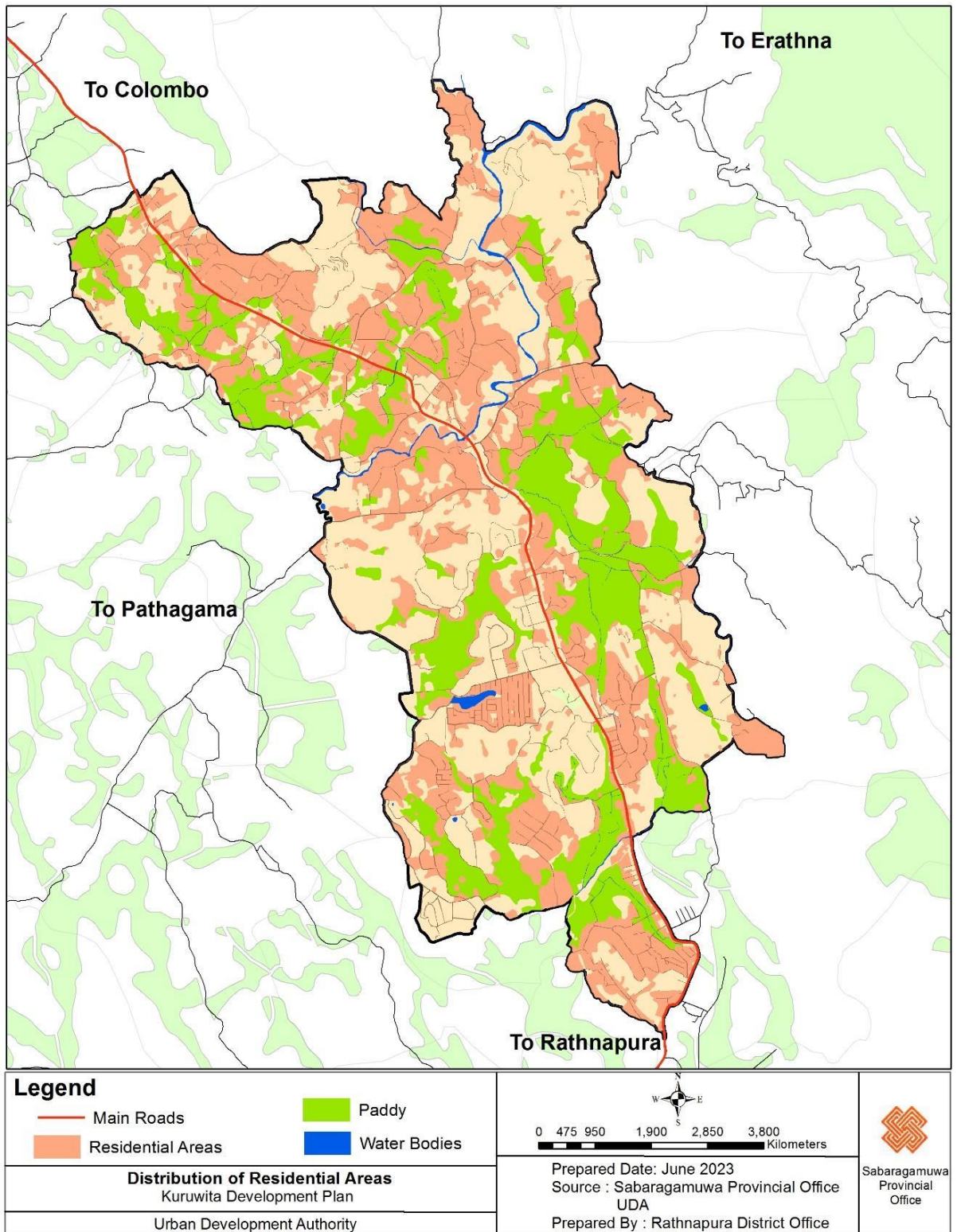
Objective 01 - Developing Kuruwita as the best location for residential facilities along the Ratnapura-Avissawella corridor.

• **Strengths**

1. Availability of developable land at affordable prices

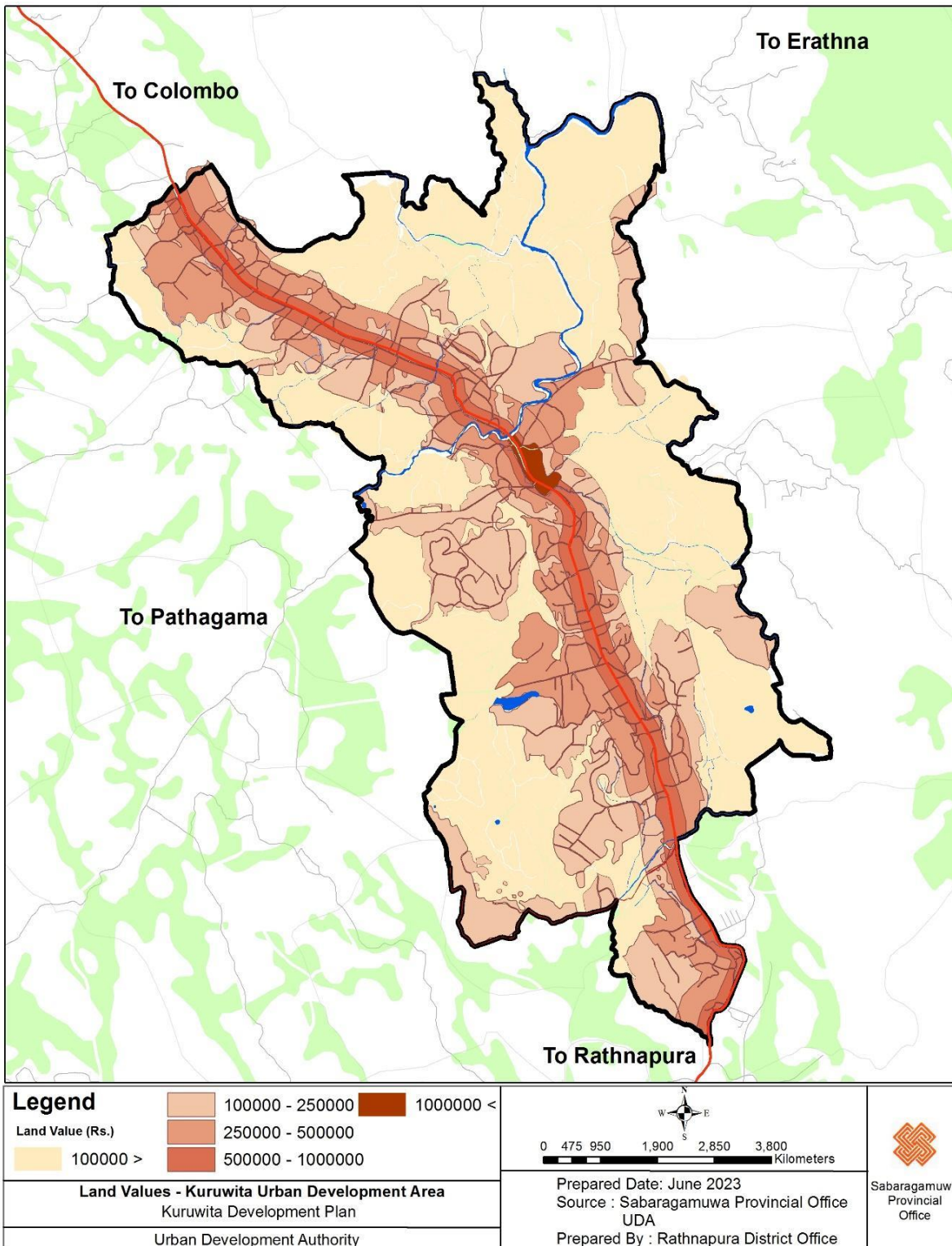
According to the Valuation Department reports for the year 2019, a land outside the city center is worth less than 10 lakhs even though it costs more than a land in the city center. In many places, property is worth between Rs. 250,000 and Rs. 500,000 as well. As a result, people are able to purchase residential property in the suburb of Kuruwita, which is situated close to the provincial capital.

Map No. 5.1 : Distribution of Residential Areas



Source : Urban Development Authority, 2022

Map No. 5.2 : Value of land

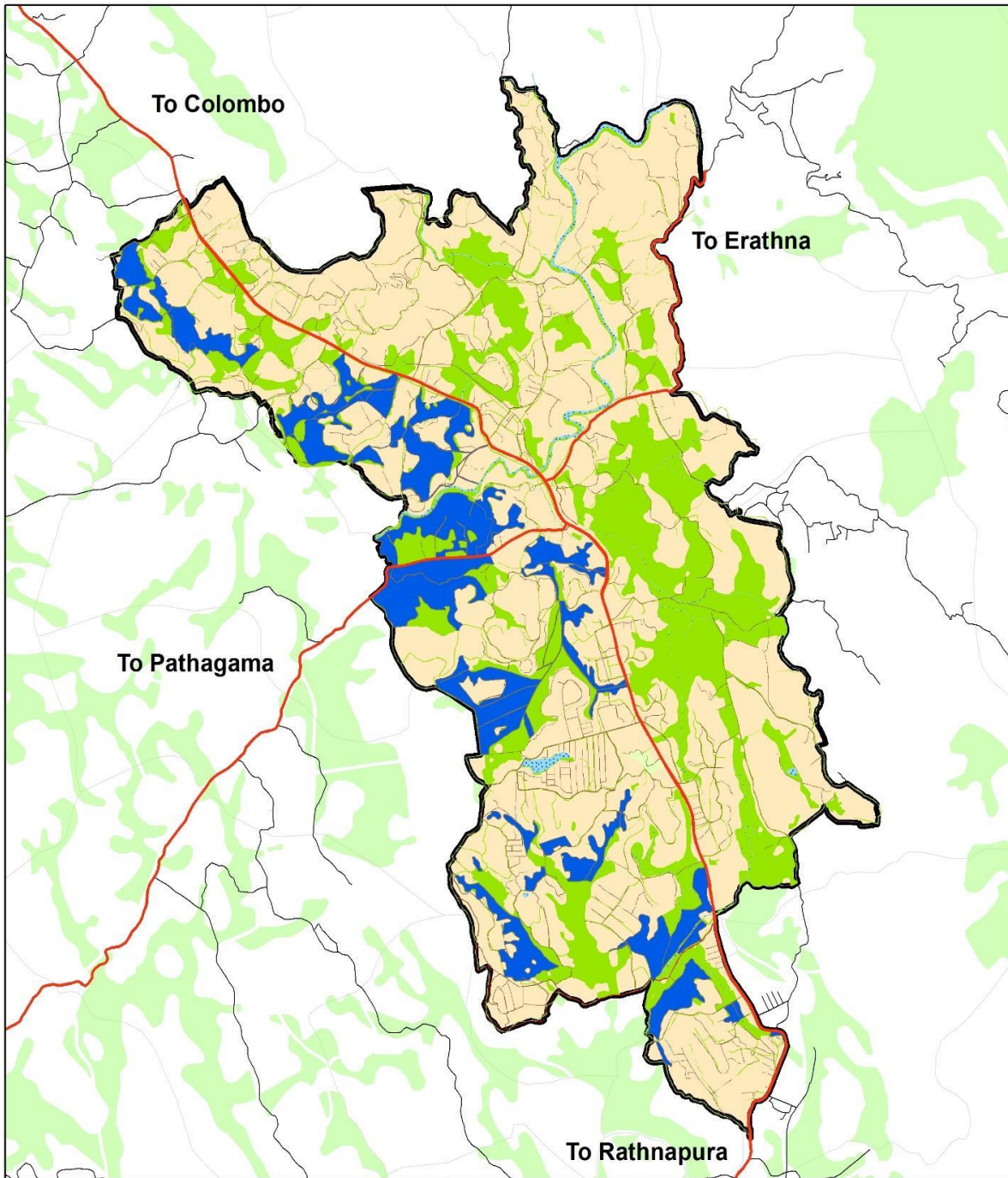


Source : Urban Development Authority, 2022

2. Being a low disaster risk area

Ratnapura district has been identified as having a high risk of disaster, but when taking into declared urban areas that have been designated in this district, the Kuruwita area has the lowest risk. As a result, this region has a significant amount of land that is safe from natural disasters and suitable for residential use.

Map No. 5.3 : Flood-prone areas



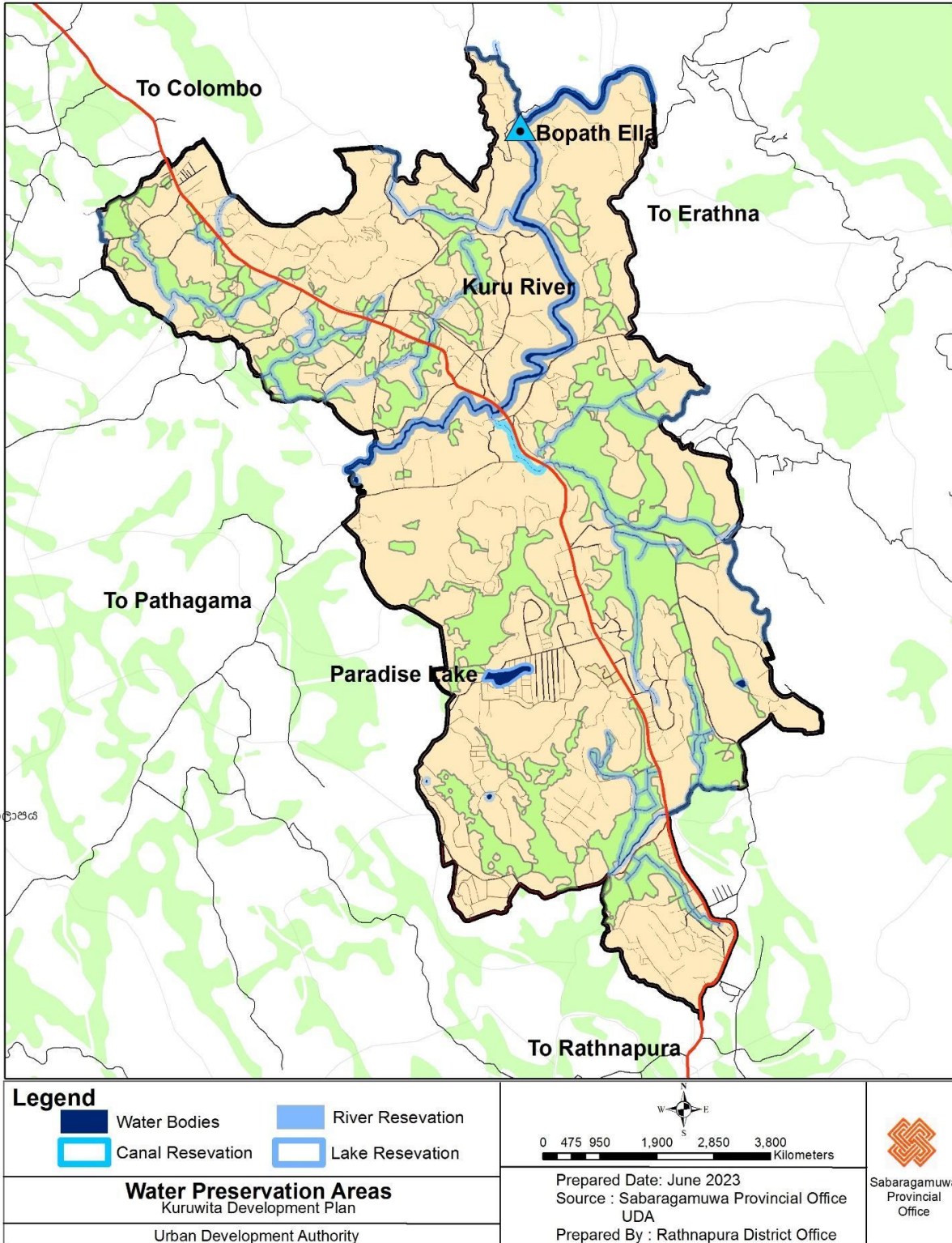
Legend Main Roads Other Roads Paddy Flood affected areas Marshy		 0 475 950 1,900 2,850 3,800 Kilometers	 Sabaragamuwa Provincial Office
Flood Affected Areas Kuruwita Development Plan Urban Development Authority		Prepared Date: June 2023 Source : Sabaragamuwa Provincial Office UDA Prepared By : Rathnapura District Office	

Source : Urban Development Authority, 2022

3. Availability of water resources

Since the city is situated in the Siripa Valley, the majority of the clean water springs are found there, and it is evident that village-level community water projects are carried out using these water sources. Additionally, this area will be covered by 2022 under the major metropolitan water supply scheme. As a result, Kuruwita's urban area has the ability to acquire clean water in the quantity needed to support the forecasted urban population by 2033.

Map No. 5.4 : Distribution of water sources



Source : Urban Development Authority, 2022

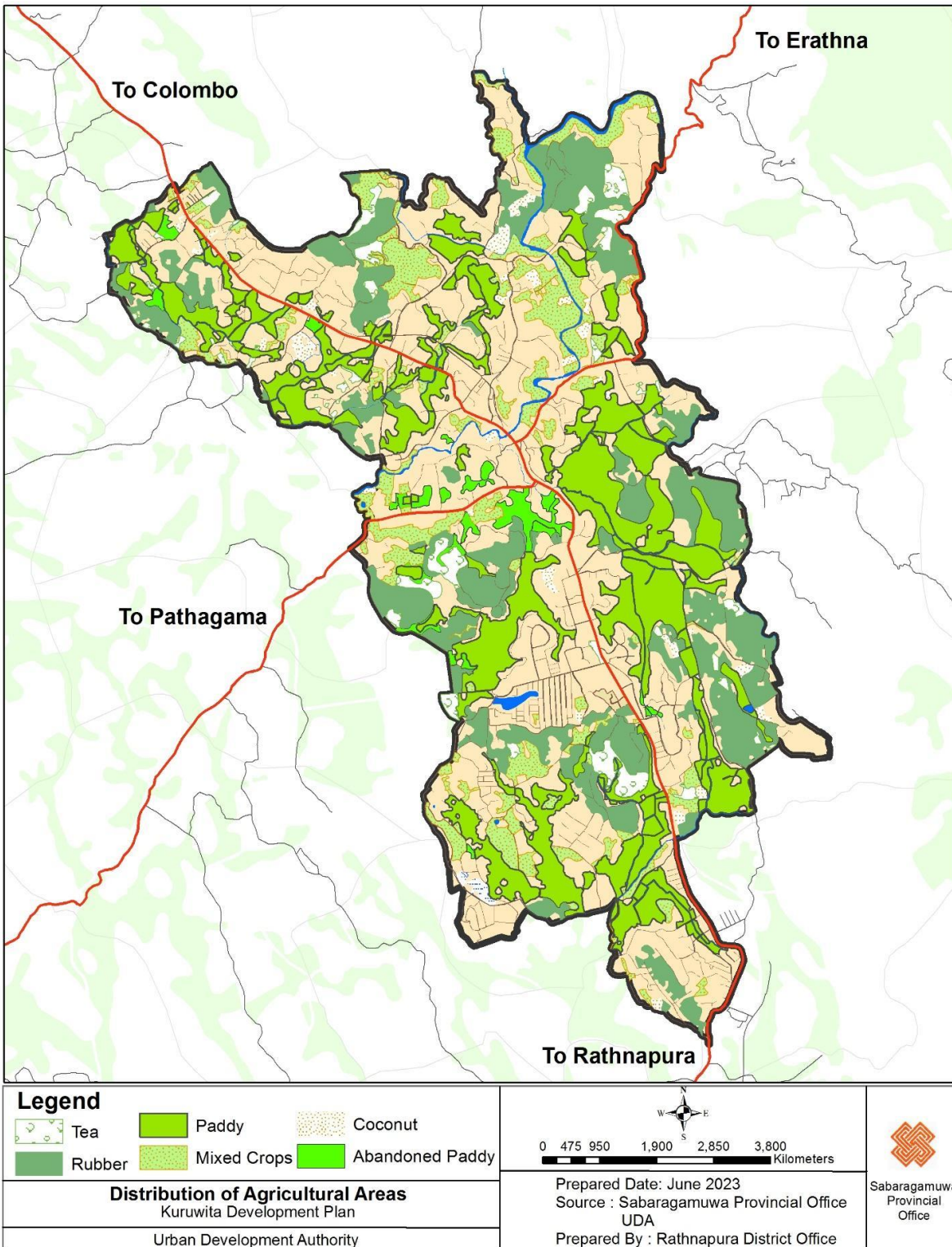
4. Presence of green areas and breathing spaces

Due to its location in the Kalu Ganga valley and proximity to an environmentally sensitive region of Sri Lanka, Kuruwita City is surrounded by a number of green spaces. Additionally, the city and its surroundings have plenty of open places for people to breathe. This potential will be more beneficial in transitioning Kuruwita into a city best placed for housing amenities.

5. Availability of agricultural land

The fact that paddy fields cover over 25% of the city limits and are only cultivated periodically has produced a free environment for city residents and will help Kuruwita town advance toward becoming a sustainable city with residential facilities.

Map No. 5.5 : Distribution of Agricultural Areas

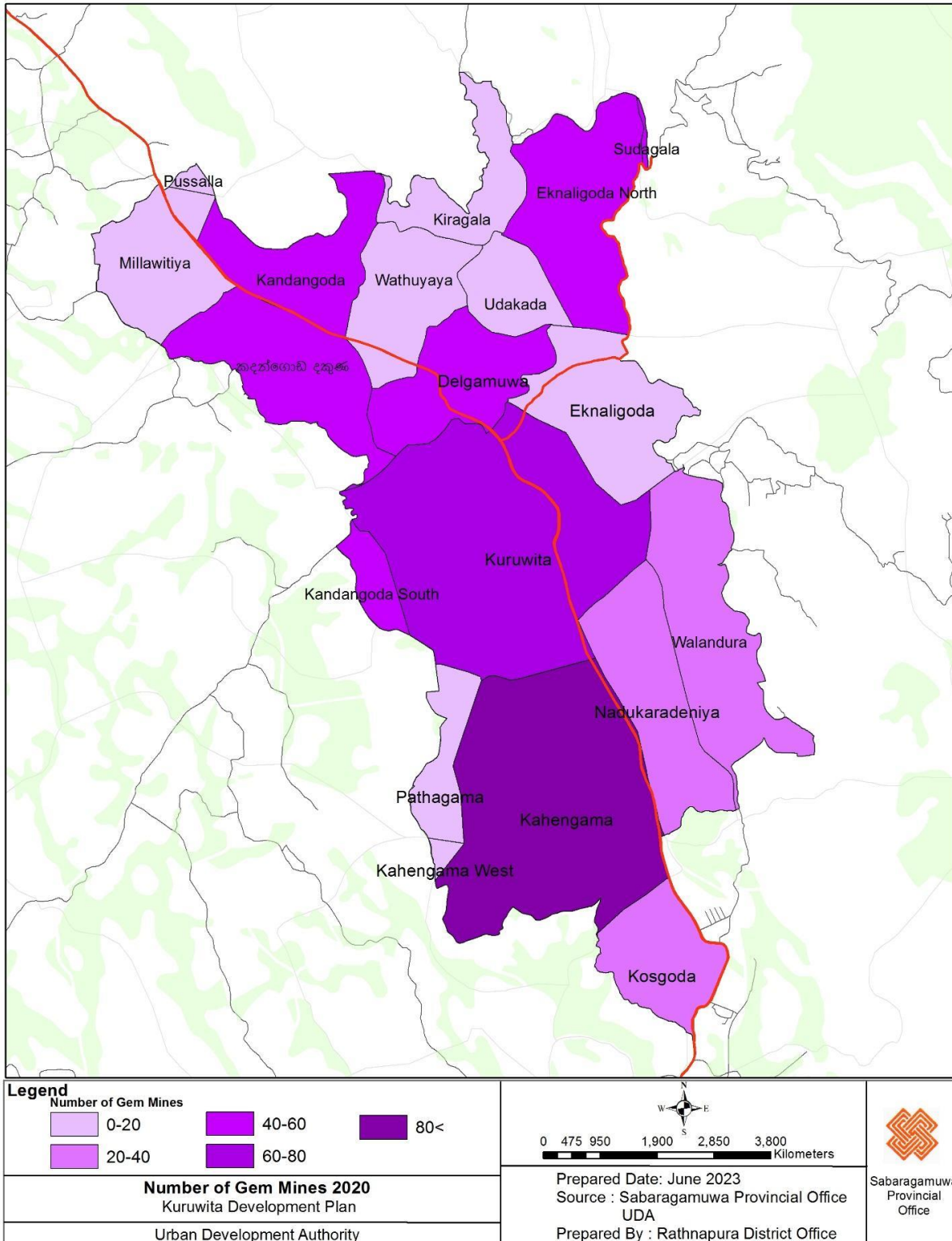


Source : Urban Development Authority, 2022

6. Availability of gem lands and national focus to promote mining based industries

Kuruwita town is located in a region that is rich in mineral deposits and industries linked to mining, according to the proposed National Physical Plan – 2050. Among these, the availability of gem fields and the town's reputation as a mining center have increased the value of Kuruwita and the regions around it. As a result of the availability of gem lands and the promotion of mining-based industries, the city of Kuruwita has drawn interest from all over the country. This will significantly aid in expanding the city's employment possibilities and promoting it as a residential area.

Map No. 5.6 : Amount of Gem Mines



Source : National Gems and Jewelry Authority , 2019

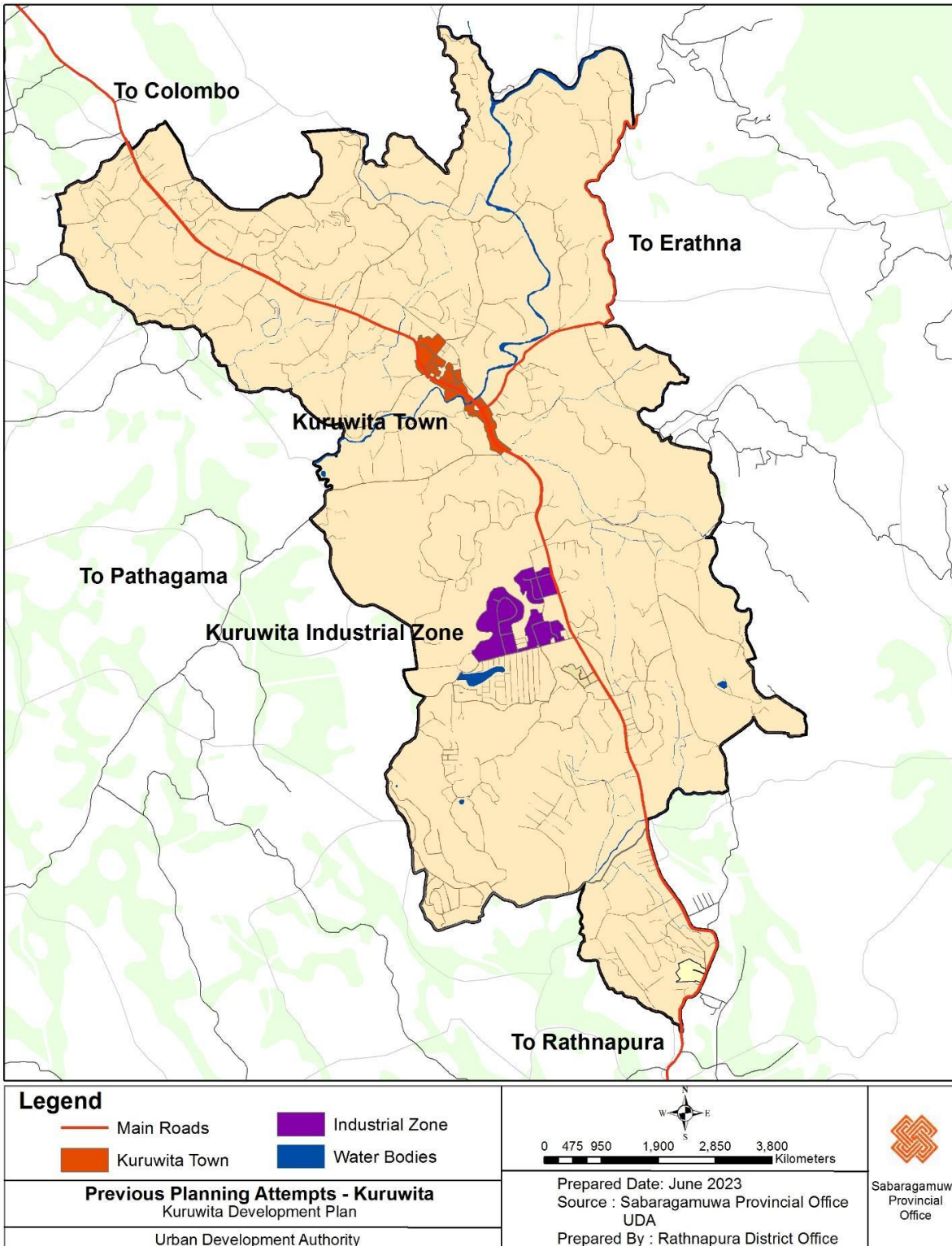
7. Being able to get a high contribution to the economy through Nalanda Ellawala Industrial Park

Chapter 05

SWOT Analysis

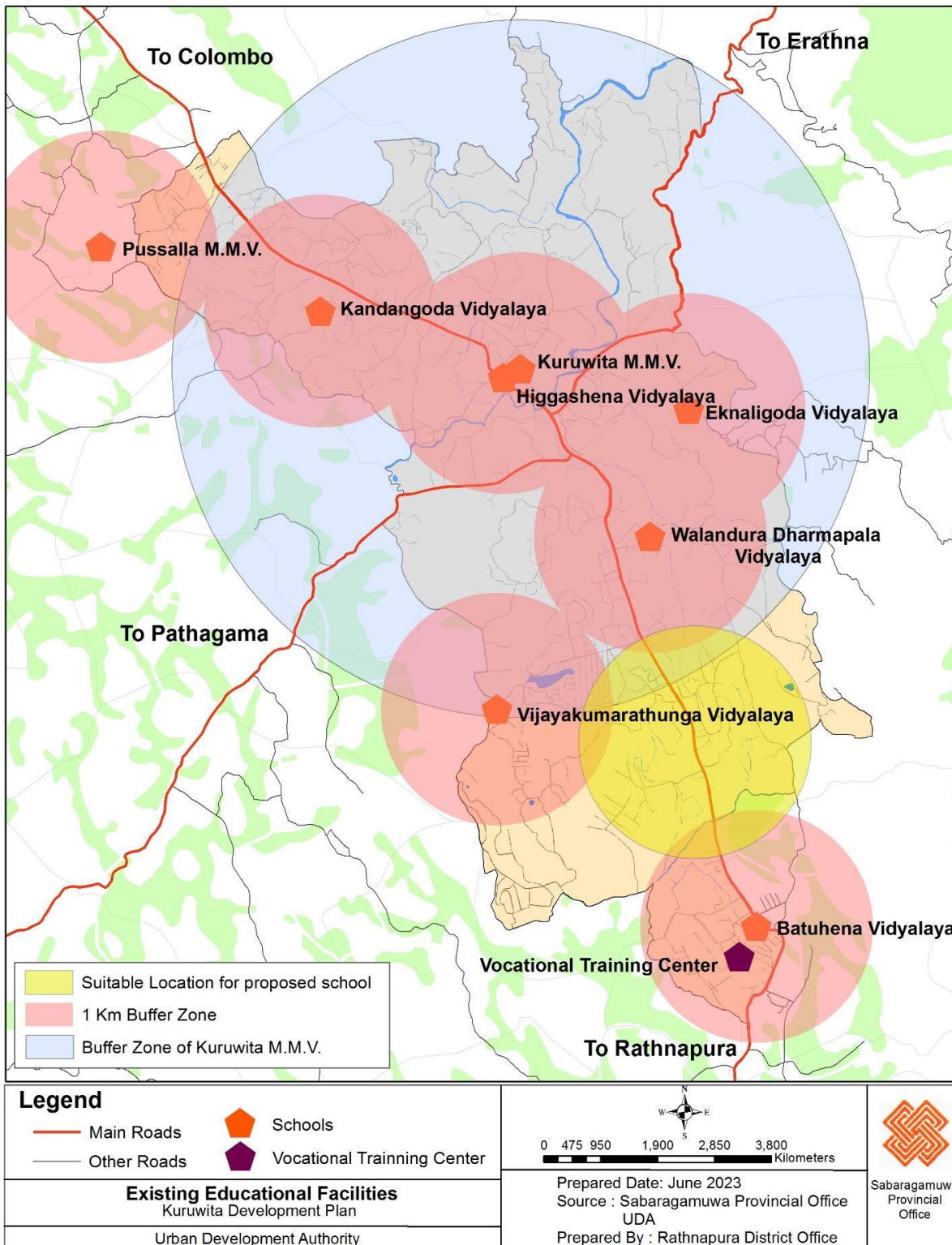
Within the Kuruwita city limits, the Nalanda Ellawala Industrial Park, which has 42 operating industries spread across 83.3 acres, represents another possibility to develop. Currently, more than 300 employment have been generated and by 2033, 1,010 jobs are expected to have been generated. Numerous direct and secondary advantages brought about by this industrial park will contribute to the development of the sustainable residential city envisaged by the Kuruwita Development Plan.

Map No. 5.7 : Location of Industrial Park



Source : Urban Development Authority, 2022

Map No. 5.8 : Distribution of existing schools



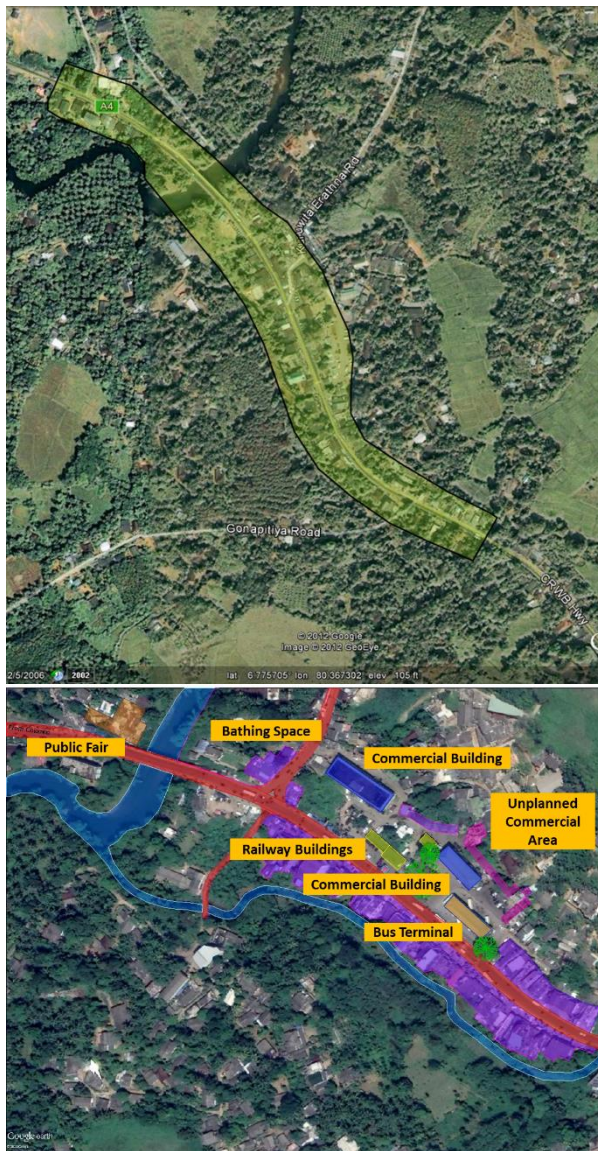
Source : Urban Development Authority, 2022

- Weaknesses

1. Unexpected expansion of the city along the A004 road

Given its geographic position, the town of Kuruwita shows a linear development that runs primarily parallel to the A004 road. The major causes of this are the abundance of agricultural territory behind the city and the proximity of many important urban services and commercial operations to the A004 road. Due to this, the city's physical location is constrained, and it is distributed linearly and irregularly along the main road. This is a weakness in making the city a sustainable city and promoting residential facilities.

Figure No. 5.2 : Linear expansion of the city



Source : Urban Development Authority, 2021

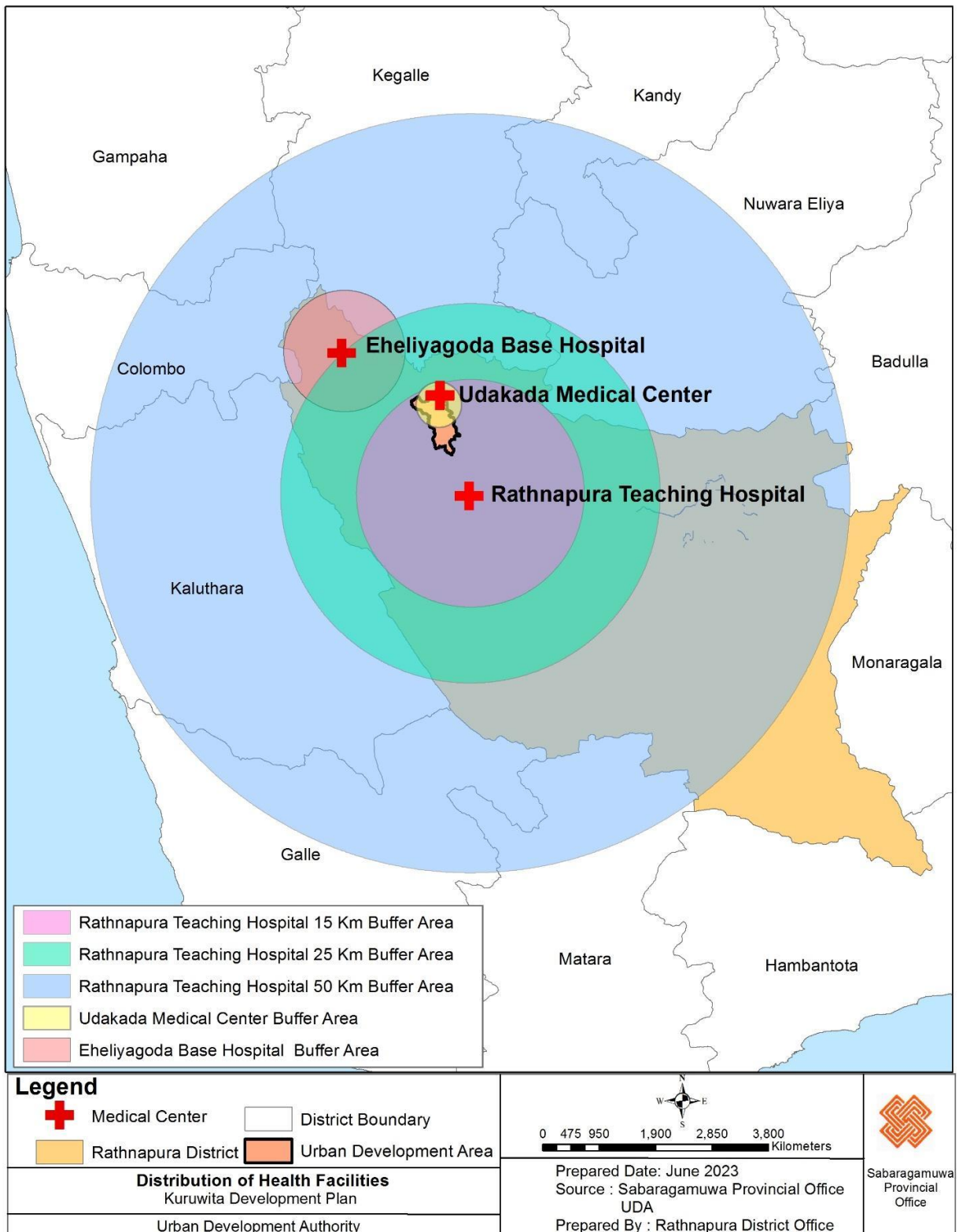
Chapter 05 2. Inadequate recreational facilities to meet urban needs

SWOT Analysis The absence of adequate recreational facilities to meet urban requirements is another flaw preventing Kuruwita from developing into a residential city. In other words, even though the city's inhabitants and tourists need 41.4 hectares of recreational space, there is only a small amount of 1.78 hectares available right now. Additionally, 52.5 hectares of recreational space will be required by 2033. As a result, another flaw in the city is the absence of recreational amenities, which are crucial to a habitable residential city.

3. Inadequacy of existing health facilities to meet urban needs

Kuruwita lacks of adequate medical services despite being a fifth-class city with residential activities. The city's requirements can only be met by one central dispensary, which also lacks of resources and a sufficient number of specialized physicians. As a result, the residents of Kuruwita Town frequently have to journey to one of the two major cities, Ratnapura or Eheliagoda, in order to access healthcare services. This is yet another flaw that works against Kuruwita becoming a viable residential community.

Map No. 5.9 : Distribution of Health Facilities



Source : Urban Development Authority, 2022

Chapter 05

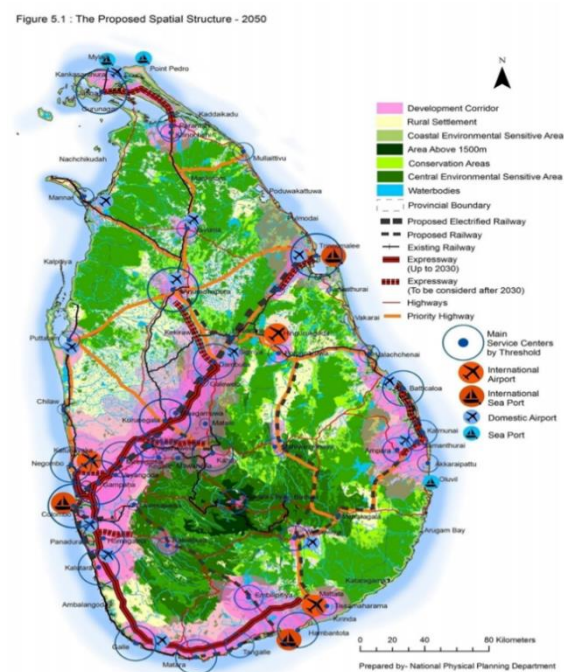
● Opportunities

SWOT Analysis

1. Alignment with national policies

One of the main opportunities that can be identified in the formulation of the Kuruwita Development Plan is the national alignment with policy. Accordingly, that is the policy statement of the government and the National Physical Plan – 2050 coming out of the strategy of the railway line and so on. The City of Kuruwita is prepared through linked development strategies and guidelines helps in making it a residential city.

Figure No. 5.3: National Physical Plan - 2050

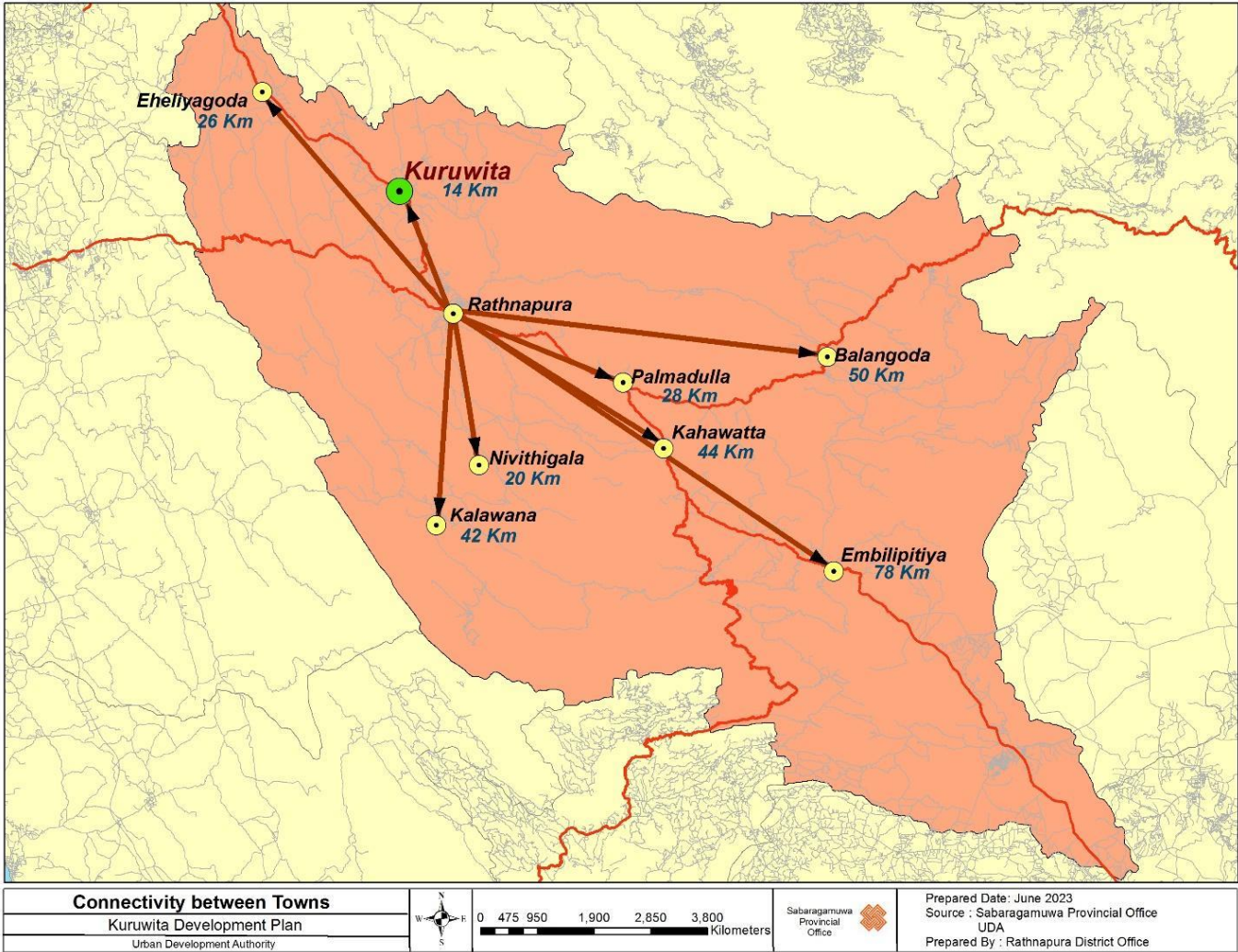


Source: National Physical Plan – 2050

2. Being very close to the provincial capital

The Kuruwita town is located within first 15 km from Ratnapura town, the capital of the Sabaragamuwa region in the largest service center. Additionally, since Kuruwita is the main city nearest to Ratnapura, there is a high demand for its housing options. Due to this, having Ratnapura nearby provides a significant opportunity for Kuruwita to grow into a sustainable residential city.

Map No. 5.10 : Connection between cities

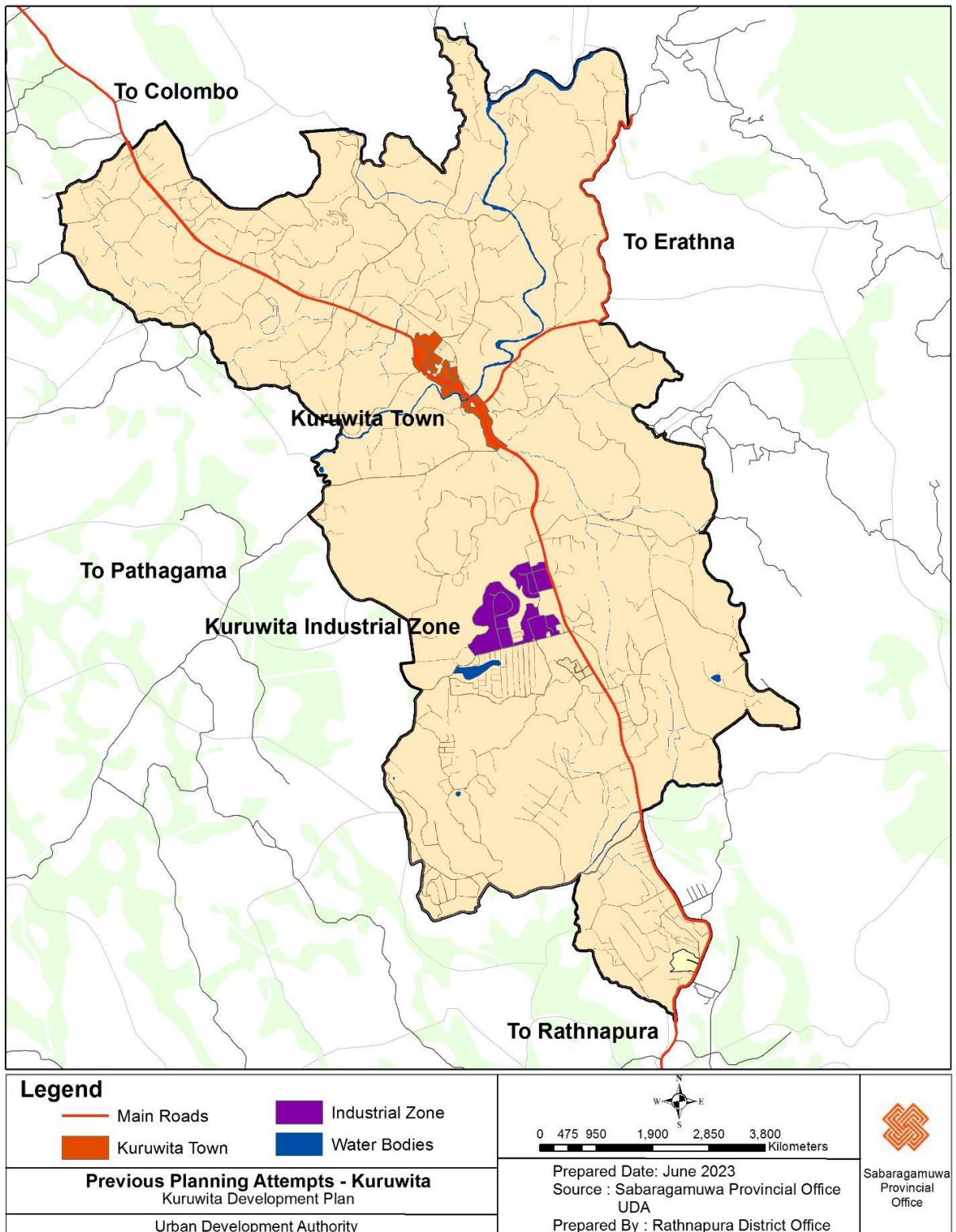


Source : Urban Development Authority, 2022

Chapter 05 3. Having pre-planned projects

SWOT Analysis Kuruwita city has seen the implementation of a number of development projects over the past few years, and many of them have helped to make the city more pleasant for urban residents. Among them, development initiatives like the Nalanda Ellawala Industrial Park in year 1992, the shopping center in year 2010, and the bus station in year 2012 are significant because they helped the city develop its service facilities and job opportunities.

Map No. 5.11: Previous Plans in Kuruwita Town



Source : Urban Development Authority, 2022

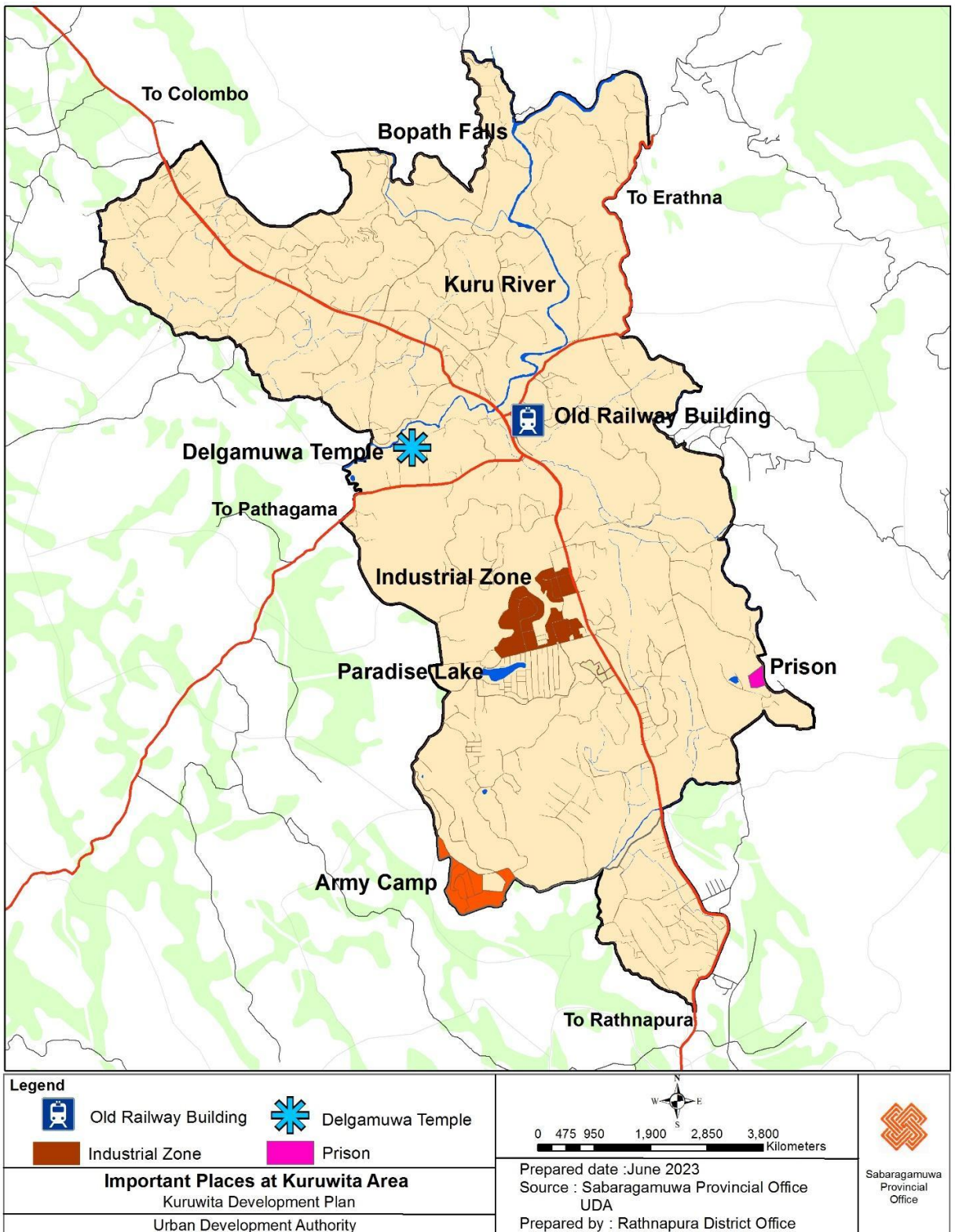
Chapter 05 4. Proposed Ruwanpura Expressway and Kelanivalley Railway

SWOT Analysis Since the planned Ruwanpura Expressway would span a total of 73.9 km from Kahathuduwa Interchange to Pelmadulla, the expansion of road connectivity would greatly improve the city's accessibility. The new expressway will be crucial for the business community and should cut the journey time between Ratnapura and Colombo to 45 minutes. Additionally, thanks to the railway route connecting Avissawella and Hambantota via Suriyawewa, local activities for moving people and goods will be streamlined. The local and regional economies will be significantly impacted by the re-establishment of this railway route.

5. Consolidation of security services through army base and prison

The Kuruwita Prison, which provides the required security services in case of an emergency, as well as the regimental headquarters of the Gemunu Hewa Brigade of the Sri Lankan Army are both located close to the city of Kuruwita. The transformation of Kuruwita town into a viable residential community depends on this.

Map No. 5.12: Important places in Kuruwita area



Source : Urban Development Authority, 2022

Figure 5.4 Army Camp and Prison



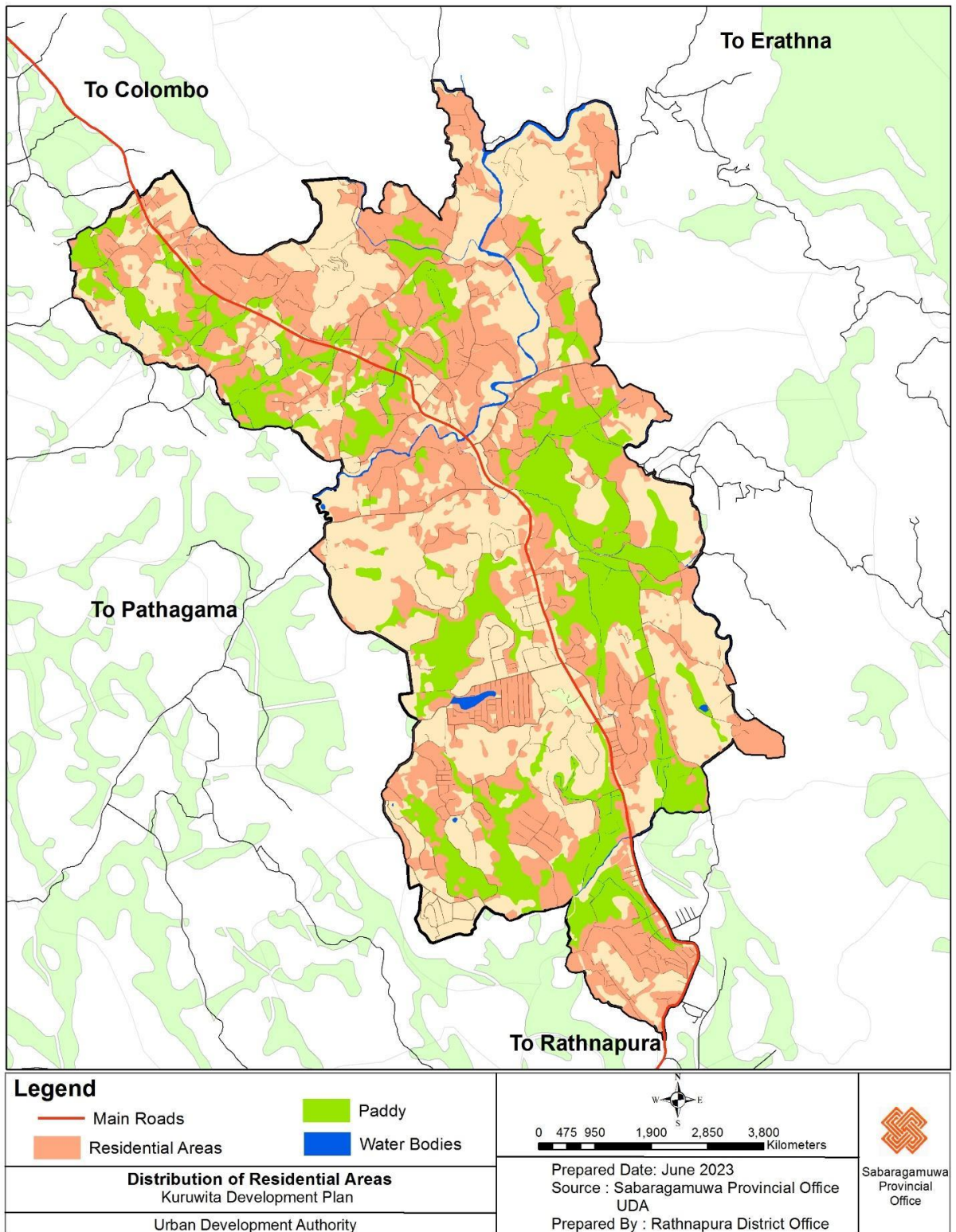
Source : Urban Development Authority, 2021

- **Threats**

- 1. The city may become invisible due to the development of adjacent cities**

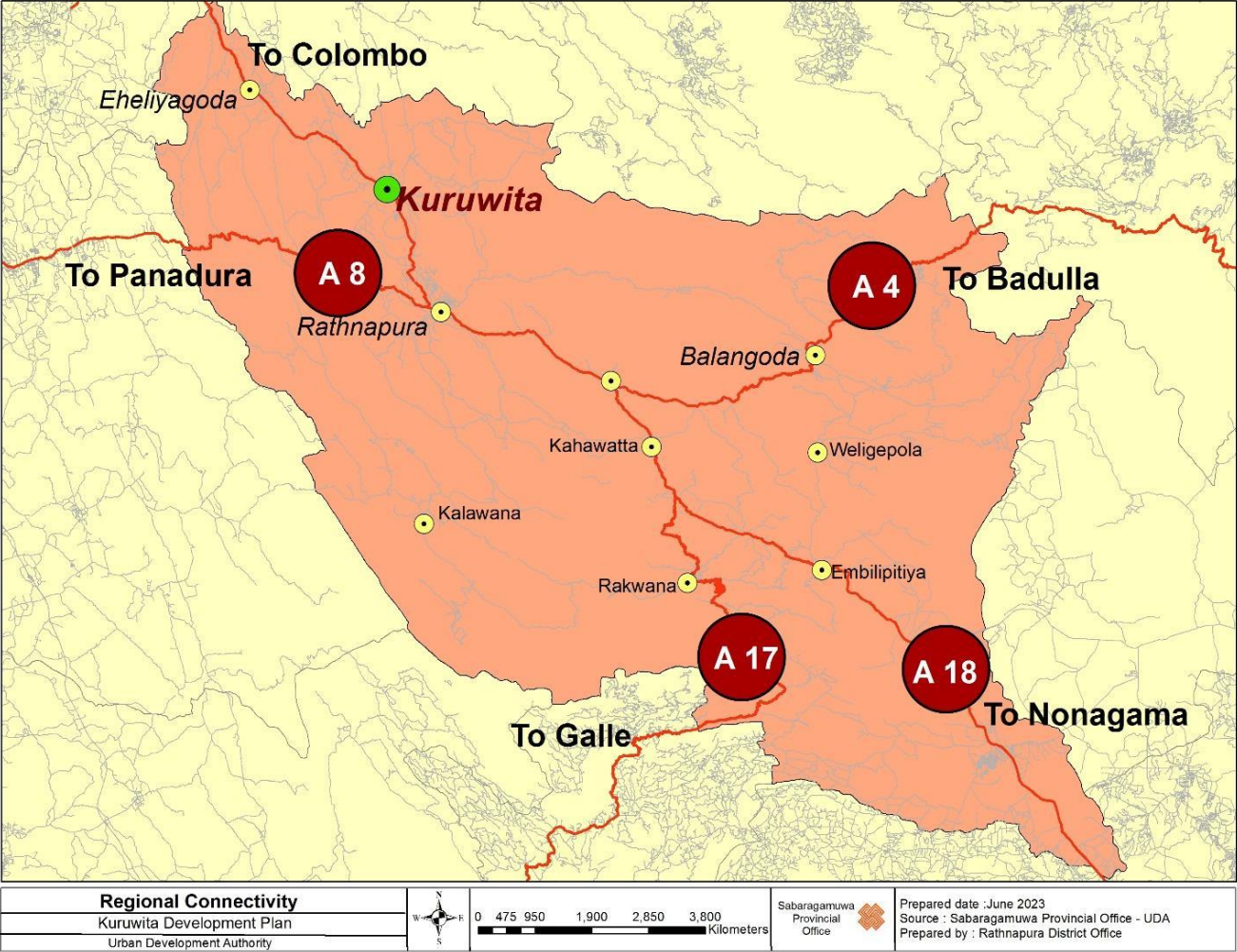
Kuruwita City is situated between the two significant towns of Ratnapura and Eheliyagoda, which are both growing quickly. There is a chance that the city may lose its visibility as a result of the growth of these nearby cities, which would decrease the number of development projects and domestic demand that are drawn to the city.

Map No. 5.13: Distribution of Residential Areas



Source : Urban Development Authority, 2022

Map No. 5.14: Regional connectivity



Source : Urban Development Authority, 2022

Objective 02 – Establishing Kuruwita as an attractive tourism service center within the Minipura Tourism Zone.

Chapter 05
SWOT Analysis

- **Strengths**

- 1. Availability of tourist attractions**

The city of Kuruwita is home to numerous tourism destinations. There are numerous national and international tourism destinations, including the Delgamuwa Rajamaha Viharaya, Bopath Falls, and Batadomba Caves. Therefore, Kuruwita's development as a desirable tourist service center in the Minipura tourism zone is greatly aided by these already-existing historical, ecological, and cultural tourist attractions.

- 2. Availability of gem mining fields**

Kuruwita is a significant gem mining town in the Ratnapura district, where the majority of the mining and gem trading operations associated with the gem business in Sri Lanka are concentrated. Nearly all Grama Niladhari divisions in the planning area engage in gem mining, with significant Grama Niladhari divisions like Kahengama, Kuruwita, and Walandura. The existing gem industry will be crucial in making Kuruwita an attractive tourist service hub in the Minipura tourism area and can easily draw the attention of local and foreign traders and tourists.

- 3. Availability of railway buildings in the city center which can be used for alternative uses**

In 1912, a narrow railway line under British colonial was constructed, running from Kuruwita to Colombo via Avissawella, Ratnapura, and Opanayaka. Even though it is no longer in use, the historical and culturally significant railway station structure is still present in the city center. The building and grounds are readily accessible and face the A004 road, making them valuable and adaptable to other uses. Renovating this building in a way that preserves its tourist attraction as well as its value will also increase its historical, cultural, and economic value.

Chapter 05 *Figure 5.5: Old buildings in the city center*

SWOT Analysis



Source : Urban Development Authority, 2021

4. Located along the A004 road

The Kuruwita city is situated along the A004 road. Due to the fact that the A004 road is easily accessible from many locations, Kuruwita is seeing a significant amount of daily city traffic. As a result, Kuruwita can be marketed as a temporary service station for travelers and tourists, which is crucial for developing Kuruwita into a desirable tourist service hub in the Minipura tourism area.

● Weaknesses

1. Tourism facilities for tourists are inadequate and not diversified

Despite the fact that Kuruwita is home to numerous tourist sites with historical, cultural, and environmental significance, the city's tourism infrastructure is lacking and undiversified, which limits the growth of the local tourism industry. To say,

- Absence accommodation facilities and low quality of existing facilities
- Absence of food outlets and sanitary facilities in the city center
- Absence of souvenir shops for promotions
- Absence of awareness programs for tourism promotion
- Lack of transportation facilities for tourists

Due to reasons such as not complying with shopping standards to attract tourists, there are weaknesses in the creation of Kuruwita town as an attractive tourist service center in the Minipura tourism zone.

- **Opportunities**

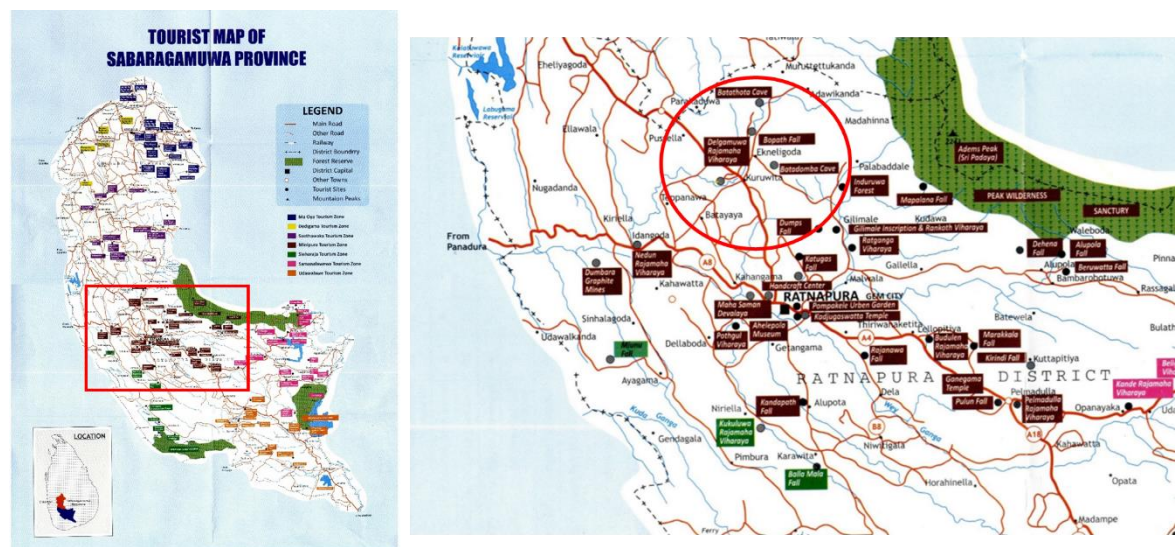
1. Entry Point to the Sripada Area of Environmental Sensitivity (Peak Wilderness) around the Sri Pada

The main entrance to the Peak Wilderness of the Sripada is in the town of Kuruwita. As a result, Kuruwita has drawn the interest of both national and international tourists as well as environmentalists. Kuruwita also has religious, cultural, and environmental significance.

2. Entrance to Minipura Tourist Zone

The towns of Ratnapura and Kuruwita in the Sabaragamuwa Province are included in the Minipura Tourism Zone, one of Sri Lanka's five tourism zones. The major entrance to this Minipura tourist zone from Colombo is Kuruwita town. The development of the tourism industry in Kuruwita and making Kuruwita a desirable tourist service center in the Minipura tourism region will be crucial because there isn't a significant tourist center before entering Kuruwita city.

Figure No. 5.6: Minipura Tourism Zone



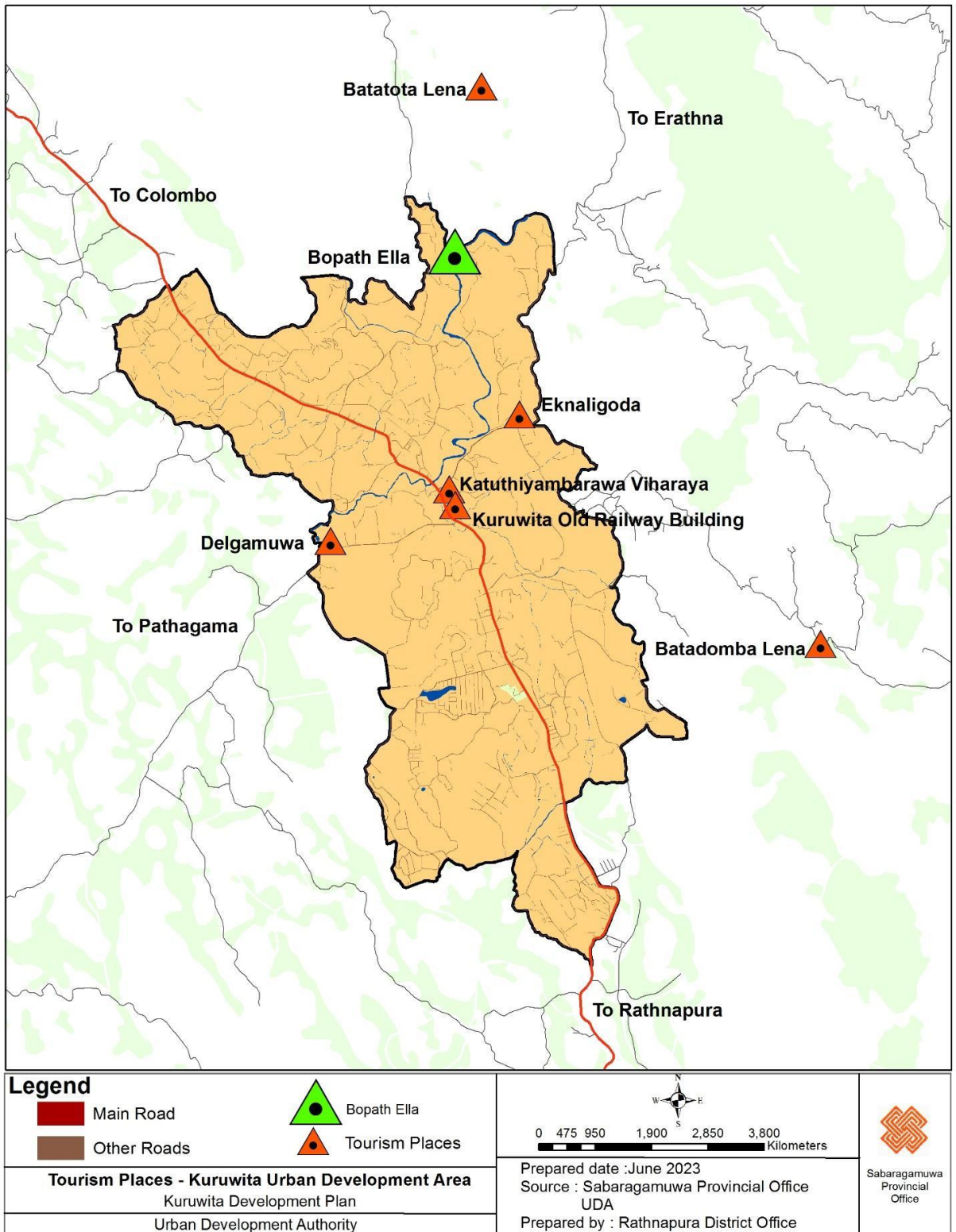
Source : Ministry of Tourism - Sabaragamuwa Provincial Council (2020)

Chapter 05 3. Being a city recognized from ancient times

SWOT Analysis The city of Kuruwita is home to a variety of well-known historical sites with significant archaeological worth. As a result, archaeologists have determined that Kuruwita Batadombalena is the location of the remains of Sri Lankan man as he has developed over time. Even though Batatotalena is a well-known archaeological site, its shrine, also known as Divaguhawa, is of even greater religious significance. Additionally, this region is home to the Delgamuwa Rajamaha Vihara, where Lord Dalada spent 43 years hiding. Additionally, one of the three major entrances to Sri Pada is situated in the city of Kuruwita, which also offers the famous Bopath Falls.

As a result, it will be crucial in expanding Kuruwita's tourism sector and making Kuruwita a desirable tourist destination in the Minipura tourism area.

Map No. 5.15 : Tourist Places

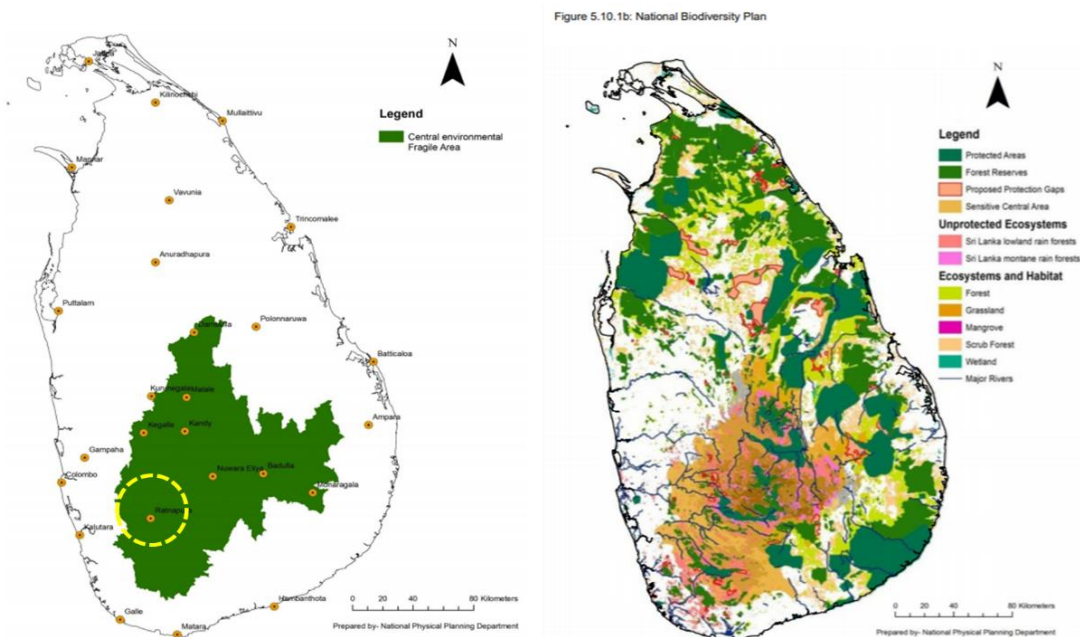


Source : Urban Development Authority, 2022

Chapter 05 **4. Areas to be conserved have been identified through the National**
SWOT Analysis **Physical Plan**

Kuruwita has been designated as an area that needs to be preserved through the National Physical Plan because it is situated in Sri Lanka's environmentally sensitive region and has ecological and biodiversity value. As a result, this will facilitate in promoting Kuruwita's eco-tourism sector and, as a result, play a significant role in making Kuruwita a desirable tourist service hub in the Minipura tourism zone.

Figure No. 5.7: Areas to be conserved

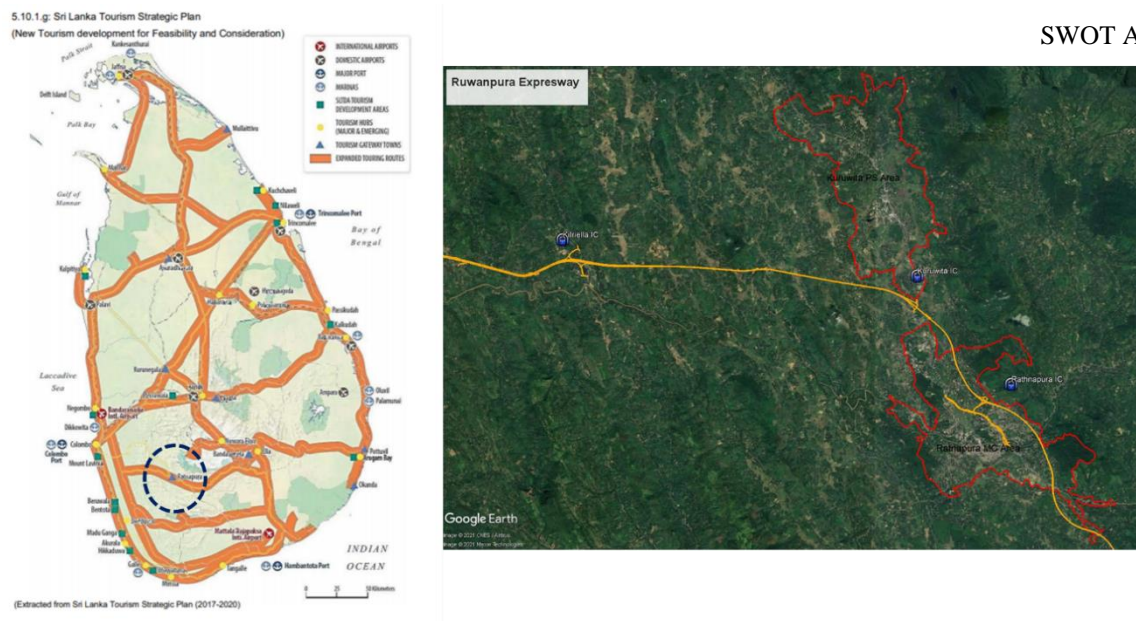


Source : National Physical Plan- 2050

5. The tourist route to be developed by the Ministry of Tourism and Ruwanpura Expressway has been identified

Kuruwita town is proposed to be the route for the Ruwanpura Expressway and the Ministry of Tourism, which will be important for making Kuruwita a desirable tourist service hub in the Minipura tourism area.

Figure 5.8: Tourism Plan and Ruwanpura Expressway Location



Source : National Physical Plan- 2050

6. Being able to employ prisoners as laborers

One of Sri Lanka's largest prisons, Kuruwita Prison, is situated inside Kuruwita's city boundaries and houses an invisible workforce of prisoners. Their labour can be successfully utilized to produce souvenirs, handicrafts, etc. required to promote Kuruwita city's tourism industry. As a result, the city's economy will be helped and the prisoners' labour will be put to productive use.

● Threats

1. When other entry points are developed with more facilities, there will be an impact on the arrival of Sri Pada tourists

When other alternative access points are developed with more facilities, there is a risk that the number of tourists entering Kuruwita from Sripada will decrease and Kuruwita will no longer be an attractive tourist service center in the Minipura tourism zone. A higher percentage of tourists access Kuruwita through the city as a Sripada access road will be seriously affected while being created.

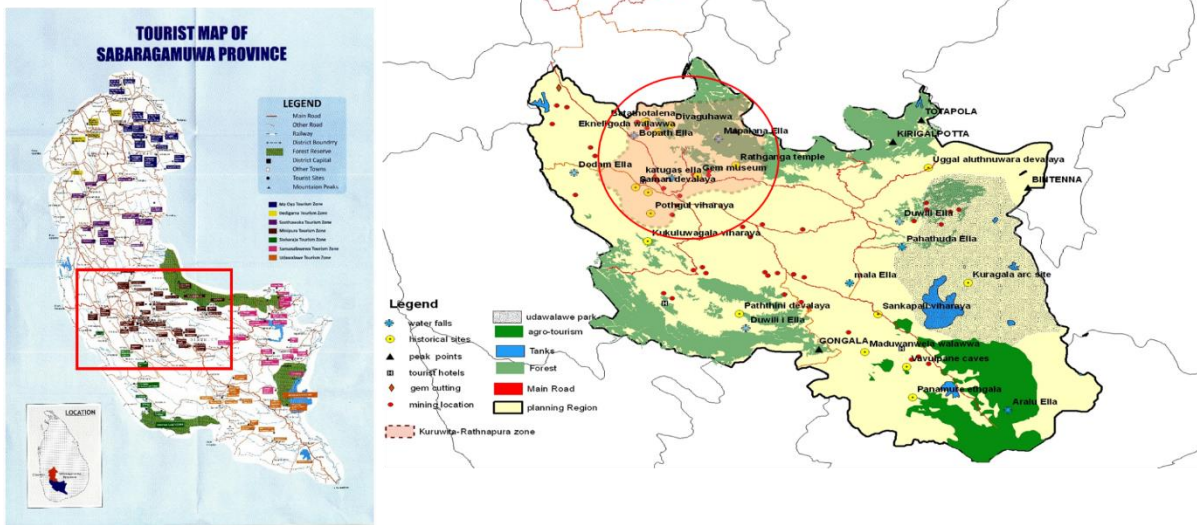
Chapter 05
SWOT Analysis

2. The possibility that the number of tourists visiting the area will decrease when another tourist destination becomes popular in the region

Given the historical, economic, cultural, and environmental significance of the Minipura tourism zone, which also contains Kuruwita, there is a risk that Kuruwita will lose some of its appeal as a tourist destination if another hot spot in the area becomes more well-known. In the process of creating, will suffer.

Figure No. 5.9: Minipura Zone

Minipura Zone (Ratnapura – Kuruwita)



Source : Ministry of Tourism - Sabaragamuwa Provincial Council (2020)

Chapter 06

The Plan

Chapter 06

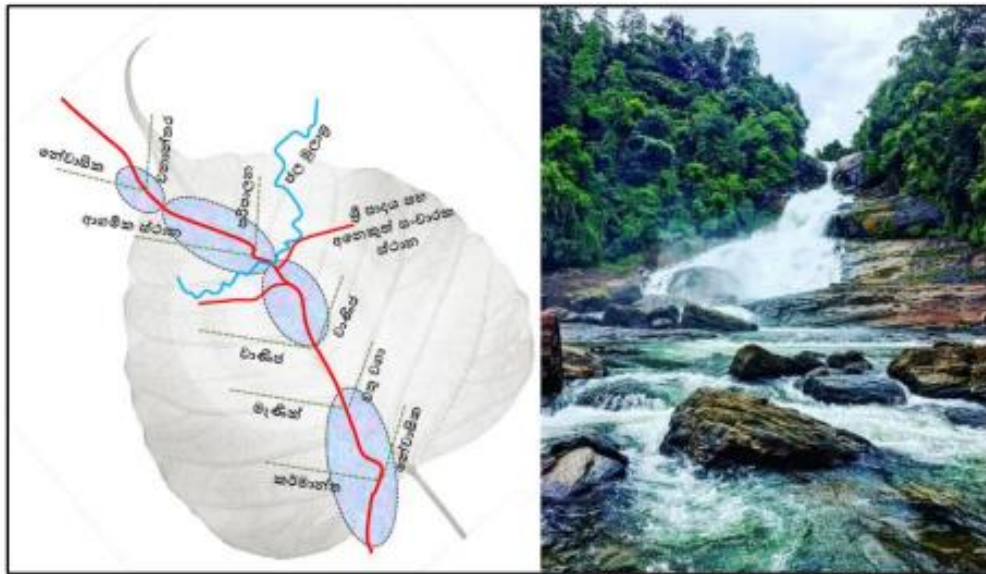
6.1 Concept Plan

The Plan

Concept Plan

The Kuruwita Development Plan's concept of Bo Patra views Kuruwita as the Susadi Shelter in the Siripa Valley by the year 2033. The plan concept is the Bo leaf. The economic, administrative, industrial, plantation activities, the gem industry, environmental, religious, tourism, and residential development possibilities are concentrated to the Colombo-Ratnapura main road as the main vein of the bo leaf which are absorbed into the four regions as the city center area, the Higgashena region, the Delgamuwa region and the Paradise region. Then those development opportunities are spread throughout the entire area through the road network which can be identified as the vein system of the leaf to nearby small towns such as Eratne, Pathagama, Millavitiya, Valadura etc. with Kuruwita city serving as the principal. Bo Patra is also symbolically compatible with the development plan's concept, as the famous Bopath Falls, which are situated nearby.

Figure No. 6.1 : Concept Plan and Bopath Falls

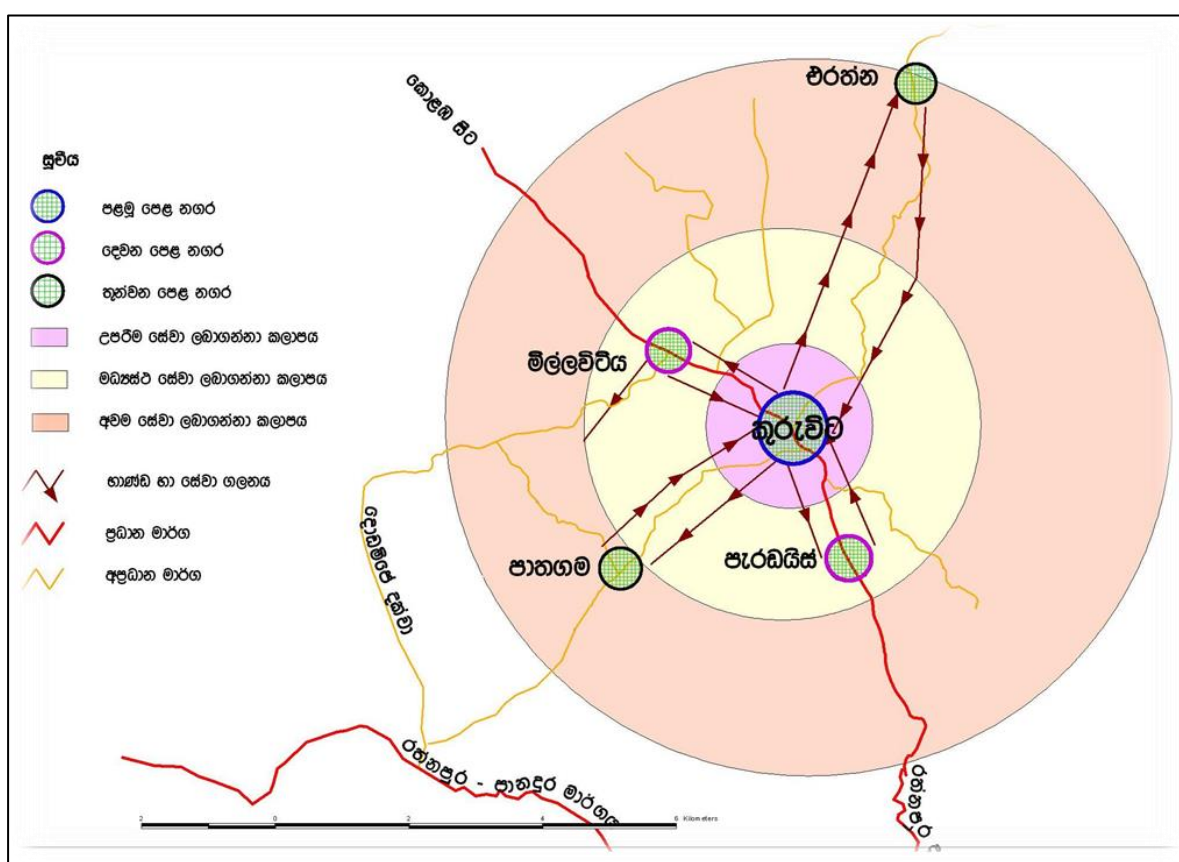


Source : Urban Development Authority Planning Team, 2021

In the future, Kuruwita town as a small town on the suburbs of Ratnapura - the capital city of Ratnapura district,

- To make it a safe residential area,
- To be a regional service center,
- As an entrance for tourism activities and to properly direct the future development of Kuruwita through a zoning plan prepared using various technical strategies,
- Identifying two layers for the development of Kuruwita and improving the urban value by strengthening those two layers is the background of this planning concept.

Figure No. 6.2 : The Concept Plan works by Suburban Areas



Source : Urban Development Authority Planning Team, 2021

By 2033, Kuruwita will be developed according to zoning regulations and strategic land use plans direct into seven main zones. In connection to the plan, the strategic projects that were used for those have also been identified. By 2033, the tendency of growth in commercial, residential, environmental, administrative, conservation, and other activities will be directed away from the core and toward the most suitable areas in order to promote sustainable

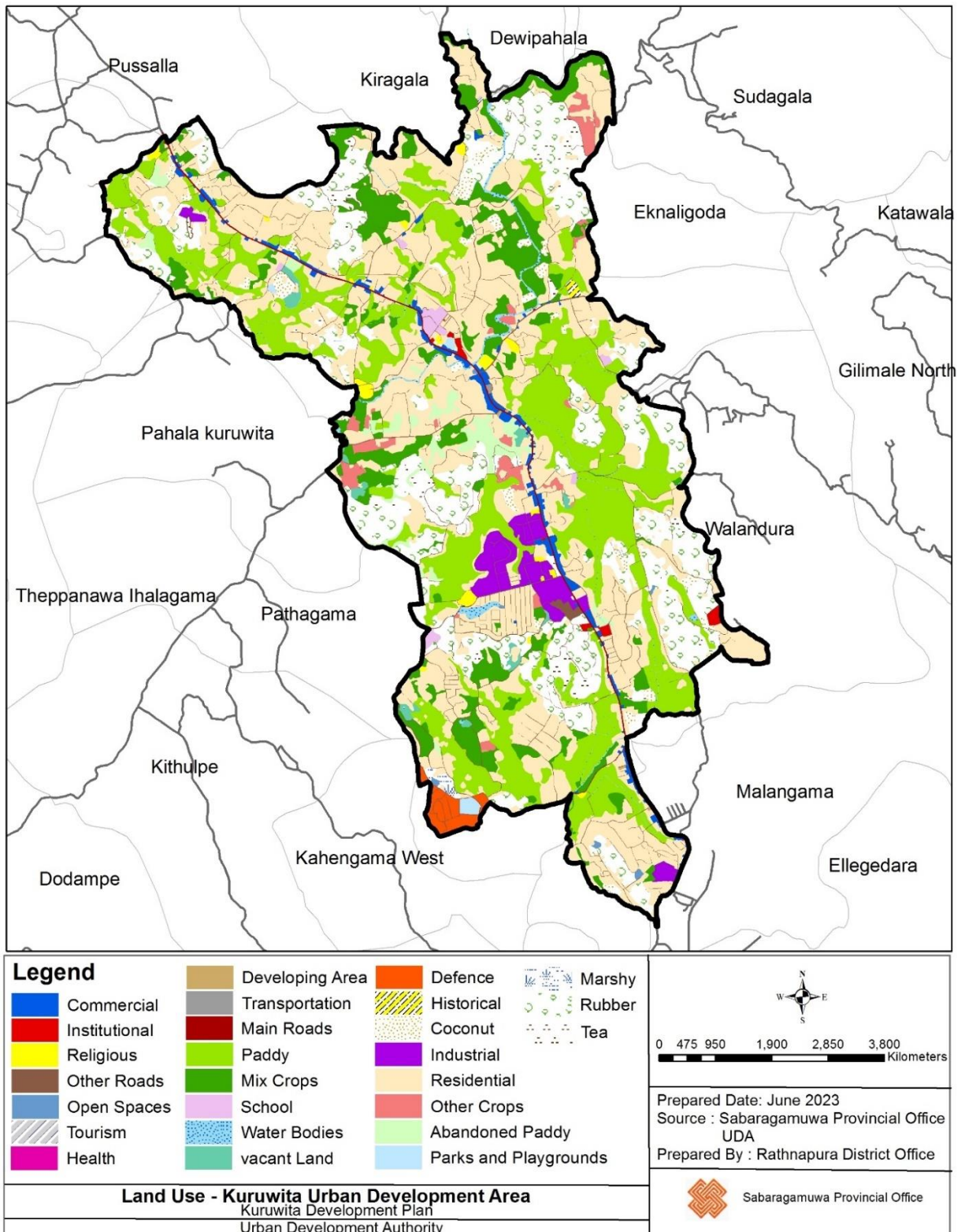
Chapter 06 development. Consequently, it is anticipated that by utilizing the paddy fields,
The Plan neighborhoods, rivers, and waterfalls spread throughout the planning area, the interior will be transformed into a comfortable shelter under the seven zones. The plan is anticipated to succeed in achieving the goals of enhancing income-earning opportunities through diverse economic activities, creating a livable destination by increasing residential facilities for residents in the Ratnapura - Avissawella corridor, and transforming into an attractive tourism service center in the Minipura tourism zone.

Proposed Land Use
Plan

6.2 Proposed Land Use Plan

The growth of Kuruwita town appears to spread along the Colombo-Ratnapura main road, and the ideal living environment can be found in the town center, according to the analysis of development pressure and connectivity analysis. The opportunity for physical growth as well as social, cultural, environmental, and economic development has been made possible by the development benefits that flow through the regional connection and the connection between the small villages in the area, which are based on the A 004 road.

Map No. 6.1 : Existing land use



Source : Urban Development Authority Planning Team, 2022

Chapter 06 The least natural hazards surrounding Kuruwita town, the most suitable environment for residential activities, the distribution of developable land, the population and other factors that may affect were taken into consideration in preparing the proposed land use plan. Accordingly,

The Plan

- Development of Kuruwita town as a gateway town in the Minipura tourism zone by prioritizing residential needs in order to achieve future development goals through proper utilization of existing development trends and resources.
- A proposed land use plan for the year 2033 was prepared to utilize the available land and resources at an optimal level while achieving economic benefits through proper utilization of the area's ecological potential.

At present, Kuruwita can be identified as a town that shows significant development trends without any intervention. While preparing the development plan of Kuruwita, it is expected to make the future Kuruwita and the surrounding area into a comfortable, functional and organized unit for the residents. For that, several strategies were identified under the proposed land use plan.

Strategy 1. To support and uphold both the current and the desired practices, concentrating those efforts separately in each area.

Strategy 2. Making the city center a welcoming environment for the promotion of the tourism and gem sectors as well as regional economic activities.

Strategy 3. Provide for residential requirements to balance pressure from highly populated areas like Ratnapura, Avissawella, and Colombo, etc.

Strategy 4. Conserve the present-day green-blue natural environment to increase economic potential.

As a result, Kuruwita will change into a town that offers all the accommodations, transit, and other services that its citizens could possibly

need, along with a pleasant and healthy environment. In the meantime, it is anticipated that the new possibilities presented focused on the Bopath Falls in relation to the tourism industry will give the area the experience of a diversified economic approach. Kuruwita will also continue to develop the city center area so that residents, entrepreneurs, people in the neighborhood, and the community that uses the services as well as those who provide them can easily meet their needs in terms of economic, banking and financial, tourism, and gem industries, as well as service needs. Additionally, the conveniences that the providers need will be made available.

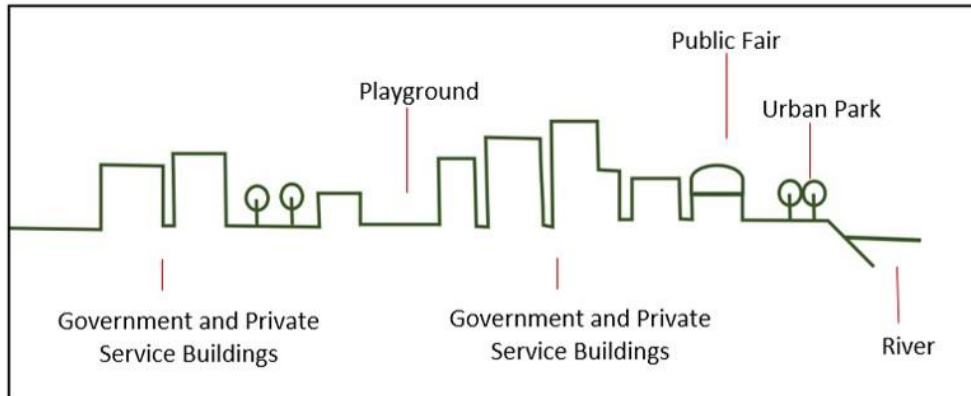
The overall urban model presented by the development plan creates a green environment by covering the blue network with rivers, streams, waterways, and lakes and the green network with agricultural plantations like parks, paddy fields, tea, rubber, and forests. Additionally, it can see how the construction has been done around while remaining the scenic viewpoints in that environment.

When entering from the northern direction, an area with other services spread primarily with residential facilities appears and there is a low spread of buildings. On both sides of the A 004 main road, you can see the mountain ridge in the east and a developed area bordered by paddy fields in the west, while the regionally spread paddy areas and plantations are able to create a healthy freedom for the residents as well as the circulating people. Slowly moving towards the center, one passes the Kuruwita central school and reaches the Delgamuwa area, which has a higher density and building height. It primarily comprises of related activities as a service area and you can see a lot of administrative buildings related to many services there, including education, government institutions, finance, security, etc. Additionally, a lot of activities based on the Kuruwita Public Market are being implemented on the Kamburawa Road as the basis, and this can be seen as a crucial component in boosting the local economy based on the sale and purchase of the locals' agricultural products. You will pass by locations with park amenities, areas for physical fitness, and stadium amenities for leisure in the breathtaking environment with Kuru River as you head in the direction of Ratnapura.

Chapter 06

The Plan

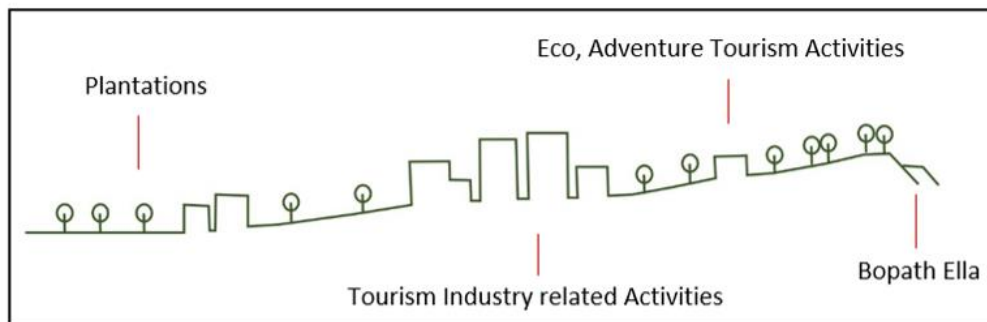
Figure No. 6.3 : Proposed Skyline 2033 - Delgamuwa Region



Source : Urban Development Authority Planning Team, 2022

The natural environment with tea, rubber, and other minor crop plantations as well as small forests can be enjoyed while traveling on the Udakada road from the Colombo-Ratnapura main road towards the north-east. You can also sit and take in the area's uniqueness while enjoying food and drink, culture, industries, and other activities. In addition, there are camping grounds, eco-adventure tourism activities, hotels, accommodation, cabanas, etc., as well as a region with experiences that blend in with the natural environment. Visitors will be able to take in the natural beauty of the designated green environment as well as an amenity area with waterside activities related to the Bopath Falls.

Figure No. 6.4 : Proposed Skyline 2033 - Bopath Falls Tourism Zone



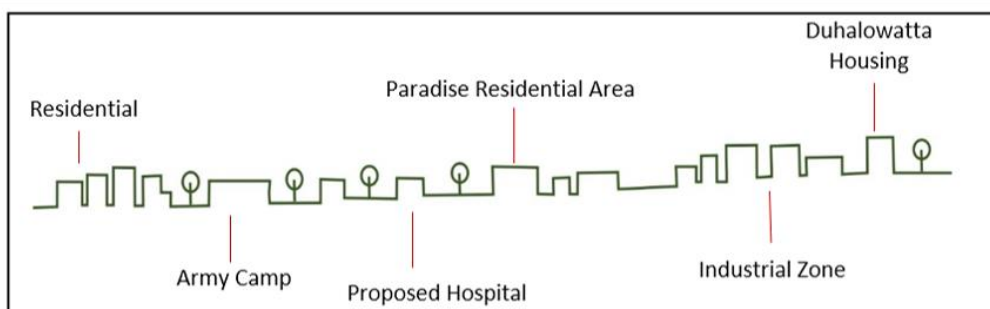
Source : Urban Development Authority Planning Team, 2022

When approaching the Kuruwita planning area from the south, it is possible to see a region with high residential use and a high building density. Along the Edandawala road, in an area with a mixture of paddy, tea, rubber, and residential uses, is where the military camp, which has been designated as a unique feature within the development area, is situated. Paddy fields, rubber

and tea plantations, as well as small canals, can be seen on both sides of the road when it travels from A 004 road towards Kuruwita town. Low-rise residential structures are most common in areas like Edandawala, Welihinda, and Siambalagahayata.

On reaching the Paradise area, one can spot the local hospital premises which help to meet the local health needs and the existing mixed developments like garment, tea, fertilizer, factories, main petrol station, warehouses, restaurants and other shops etc. can be seen. Locally, Paradise Junction is one of the key locations in the planning area and a high-density building spread can be identified around it. The residents who are incorporated with the natural environment have been given access to park amenities around Paradise Lake for leisure and recreation activities, physical wellness activities, etc. when traveling along the road from Paradise Junction towards the west. Additionally, a medium-density residential project area has been established around it to satisfy the demand for increasing residential facilities. The spread of paddy, tea, and rubber plantations throughout the area serves as a defining characteristic of the region, and on the Ratnapura-Colombo route further into Kuruwita town, the Nalanda Ellawala industrial estate is visible on the left side of the road. Similarly, the Duhalowatta housing project area is seen on the left side of the main road as an area with a high density of buildings, and on the right side, when traveling eastwards from the Malawa Junction, there is a mixed area of residential and agricultural land and another special feature of the area is the Kuruwita Prison premises.

Figure No. 6.5 : Proposed Skyline 2033 - Paradise Zone



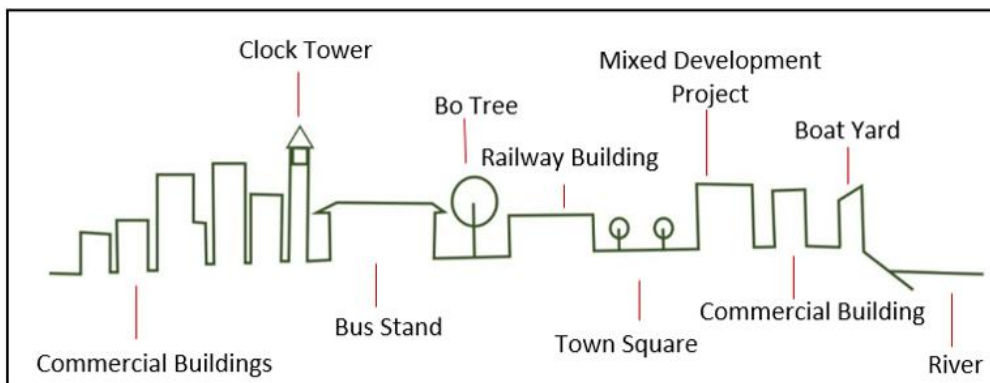
Source : Urban Development Authority Planning Team 2022

Chapter 06

The Plan

High urban features can be seen as you travel through that area, and once you reach the Kuruwita town boundaries after the Malawa junction, you'll notice an increase in building height and density. As you continue forward, you will come across luxury shopping centers, banks, financial institutions, high-rise office buildings, and the Kuruwita bus stop. As one approaches the center, an organized urban space can be seen, which includes the developed old railway buildings, Gem Square area, and open space area. This organized urban space can be seen next to the Kuruwita bus stop. The area with the multi-story commercial structure and the road going to Eratne are to the right of the main road. While following the same path, you will come across a commercial area with parking spaces and be able to enjoy the restaurant facilities with the boat yard bordering the Kuru River while admiring the beauty of the natural environment of the river. Urbanites have the option to spend their time in a purposeful manner thanks to the commercial structure with parking spaces on the left side of the main road and the theater facilities. Also, the by pass road running from the Thambiliyena Road through Pathagama will join the main road near the Malawa Junction for avoiding vehicular traffic. Also, the Walundura Ela, which runs as a branch of the Kuru River, and the existing walking paths enable people to enjoy the natural beauty and carry out their tourism activities.

Figure No. 6.6 : Proposed Skyline 2033 - Town Center



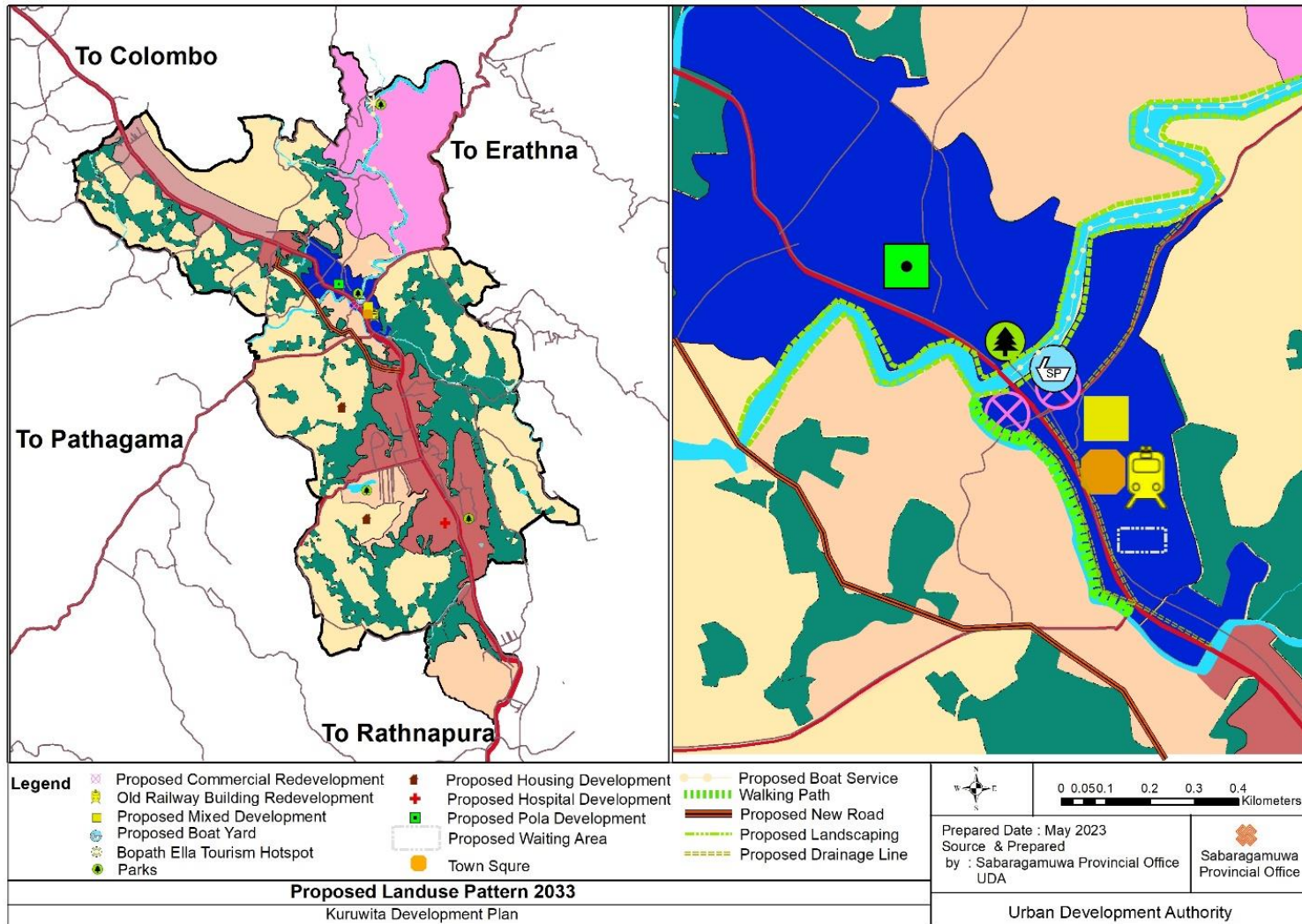
Source : Urban Development Authority Planning Team, 2022

Although there are many activities along the Ratnapura-Colombo main road, one can see a pleasant with sidewalks, well-organized drainage systems, and garden beautifications to reduce urban congestion.

When approaching the area from both directions, the residential features, which include green spaces on both sides of the main road, point out its distinctiveness. As one approaches the town center gradually, the distinctiveness of the urban model can be seen in the variety of activities going on there. As a result, Kuruwita will surely appear as a populated, lively city with designated green spaces, agriculturally and commercially active zones. The buildings, activities, and spatial characteristics of those zones, such as Paradise, Higgashena, and Delgamuwa, and the form of the unique according to these zones can also be recognized.

As a result of all the information provided above, it is implied that through the development of Kuruwita town and the proposed land use plan, it will be feasible to enjoy an urban model that reflects the urban vision of "Susadi Shelter in Siripa Valley" by the year 2033.

Map No. 6.2 : Proposed Land Use Pattern



Source : Urban Development Authority Planning Team 2022

6.3 Social and Physical Infrastructure Development Strategies

Chapter 06

The Plan

Social and Physical
Infrastructure
Development
Strategies

6.3.1 Social Infrastructure Development Strategic Plan

6.3.1.1 Residential Facilities

Finding appropriate residential areas for residents and appropriate residential projects is one of the most crucial aspects of Kuruwita town development. One of the major objectives is to direct the housing needs of the residents who are mainly in the surrounding areas of Ratnapura to the residential areas around Kuruwita. According to the analysis conducted by the Urban Development Authority using data from the Kuruwita Divisional Secretariat, the total number of existing houses by the year 2021 is 4467. They are made up of 89% permanent houses, 7% semi-permanent houses, and 4% temporary houses.

The region surrounding the Kuruwita town center shows a high population density and correspondingly high density of homes due to the accessibility of access to infrastructure. The high housing density in Delgamuwa and Nadukaradeniya Grama Niladhari Divisions is similar, and it appears that this is because there are lack of natural hazards there, infrastructure services are nearby, and land is cheap.

In calculating the shortage of housing facilities,

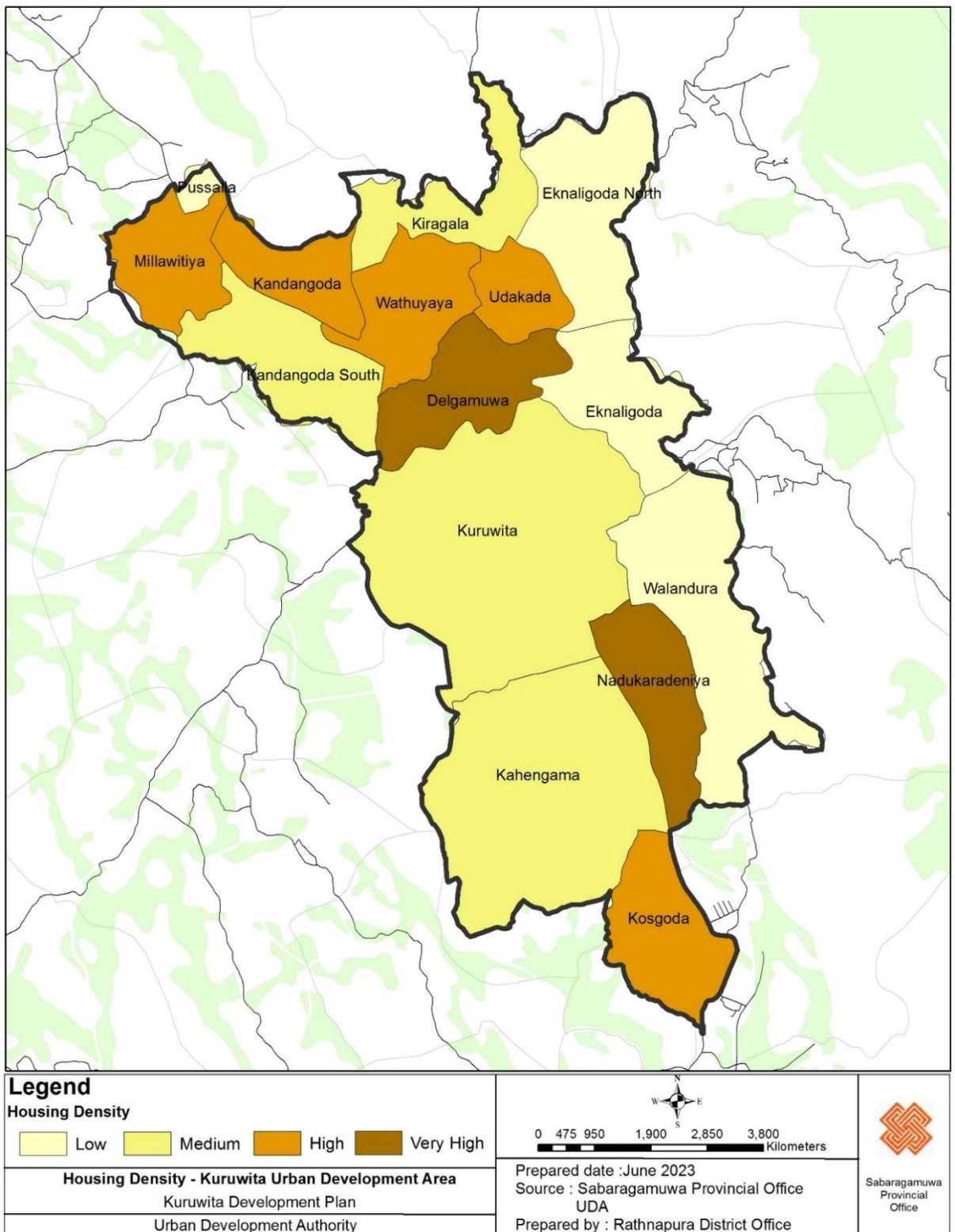
- Population growth rate
- Number of members living in a family
- Annual housing growth rate
- Annual housing depreciation rate

were used.

According to the data analysis of the Urban Development Authority for the expected population of 38,304 by the year 2033, the expected number of houses is 8,256 and only 256 houses have been identified as housing shortage.

Chapter 06 In order to meet everyone's future housing needs at reasonable, safe, and
The Plan affordable prices with basic services, as well as to house the projected
population growth, draw in more residents and give them a better quality of
life, it is important to identify potential sites for housing development. There
were suitable initiatives for housing facilities found.

Map No. 6.3 : Housing density

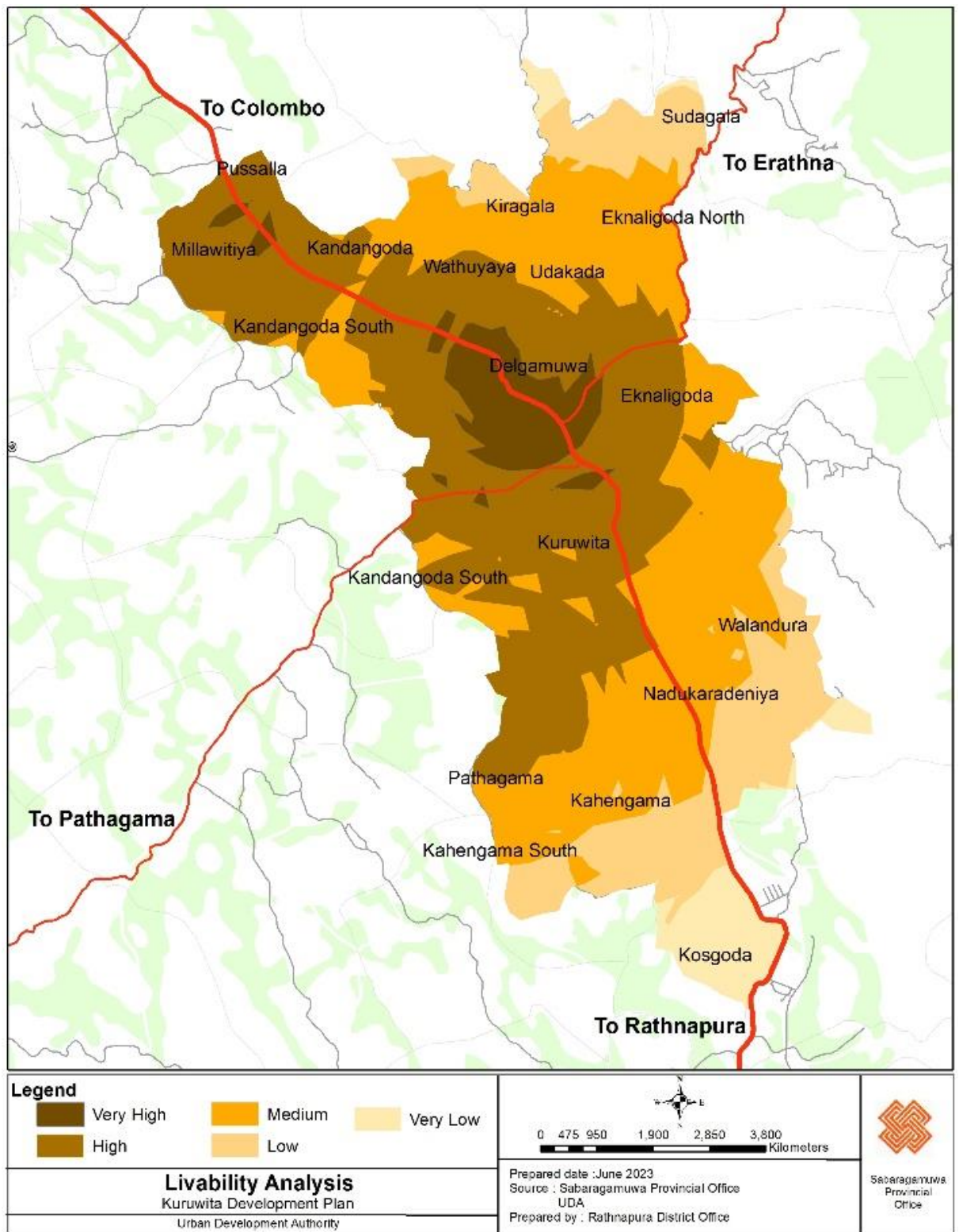


Source : Urban Development Authority Planning Team, 2022

Chapter 06 The site chosen for the planned middle class housing project is close to
The Plan Paradise Lake, which is also a residential area. One of the region's most recognizable water sources is Paradise Lake. It is suggested to build a walking track around the lake because it will aid in leisure, beautification, and ecological harmony of the area. By achieving physical and emotional wellness, the locals will enjoy a comfortable residential experience. As a side effect, the environment around the lake will be protected.

By identifying residential promotion areas and introducing zoning regulations, it is also anticipated to provide amenities for residents who are drawn to the area. The medium-density residential zone and the low-density residential zone were defined through zoning and based on future residential trends, growth, etc.

Map No. 6.4 : Livability map



Source : Urban Development Authority Planning Team, 2022

Chapter 06 Strategy 1

The Plan Identifying housing projects to meet the distinguished housing need for the resident population

1.1 Approaches

1. Paradise - Proposed Middle Income Housing Project
2. Duhalo Estate - Proposed Housing Project (Rehabilitation/Low-Income Housing)

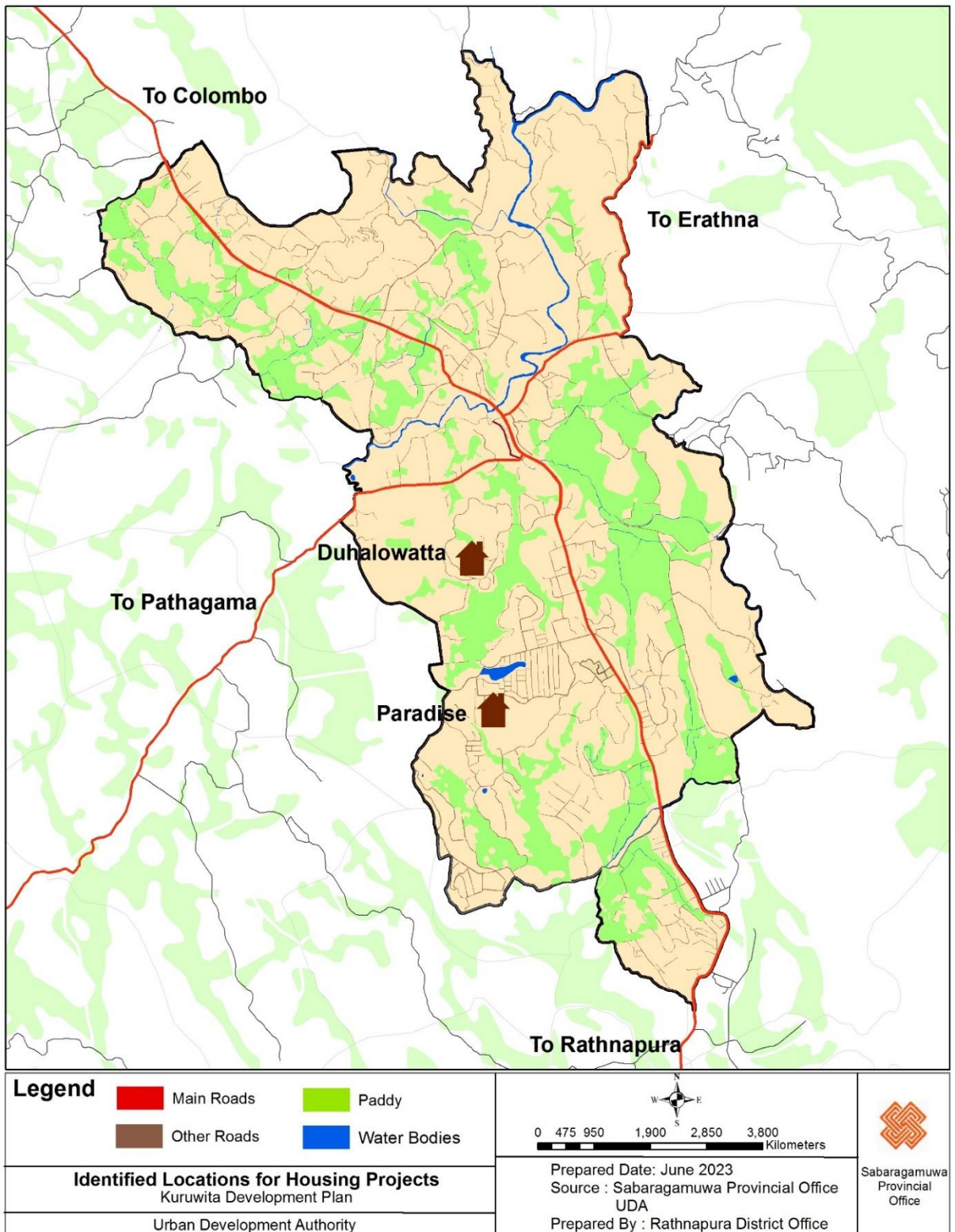
1.2 Approaches

1. Creating a walking track around Paradise Lake

Strategy 2

Identify residential development areas and introduce zoning guidelines for the same

Map No. 6.5: Locations identified for proposed housing development



Source : Urban Development Authority Planning Team, 2022

Chapter 06 6.3.1.2 Educational Facilities

The Plan There are 13 schools located throughout the Kuruwita area, serving a total of about 7032 pupils. It is significant that there are roughly 708 students who attend the schools from the surrounding areas in addition to the students who reside in the urban core. The primary institution offering secondary education is Kuruwita Central College, and Secondary education services are provided in an area of about three kilometers, covering a sizeable part of the development area.

If there are no schools to get primary education in an area of 1 km. and if there are no schools to receive secondary education within the area of three km. new schools should be built and facilities should be provided and developed for schools with less facilities. As a result, it was determined that there are enough schools in the region after looking into the facilities and expansion of the current schools. The location of the nearby communities of Nadukaradeniya and Eknaligoda, Keeragala, and Udakada, as well as the location of the transportation facilities, least of natural disaster, contributed to the identification of this area as the most appropriate location to meet the need for a new school, should one be required in the future.

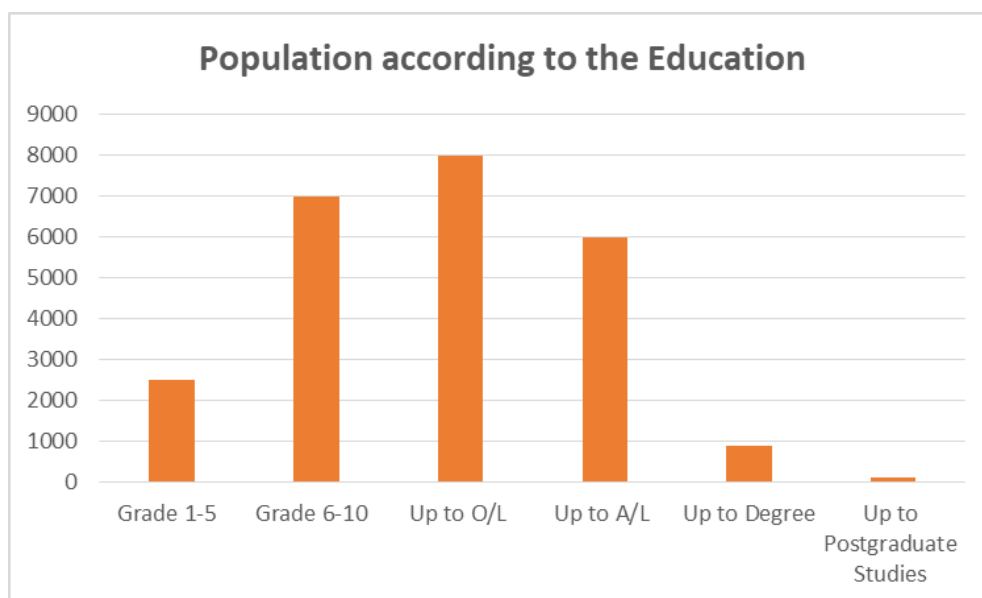
6.3.1.2.1 Tertiary Education

To realize Kuruwita's long-term goals, tertiary education improvement is very important. When examining the development of the region, it can be said that tertiary education facilities are one of the major factors influencing the development of the economy. However, it appears that very few people pursue tertiary education after passing the advanced-level examination. To offer tertiary education to school dropouts located in the Kuruwita area, the Delgamuwa Bamboo Wood Industry Training Center, Batuhena Vocational Training Center, and other institutions have been established.

It is recommended in the development plan to effectively introduce new courses to the apprentices who want to join the agriculture and tourism industries with formal education in the existing training centers in order to create a new generation that will contribute to the economy. The vocational

training there is founded on the prison and the military camp, and by utilizing the physical and human resources offered in those facilities, it is possible to teach the village apprentices new skills. Through that, Kuruwita Town, the tourist region around Bopath Falls, Industrial Park, and other nearby cities will receive commercial and social benefits.

Figure No. 6.7 : Population by Level of Education



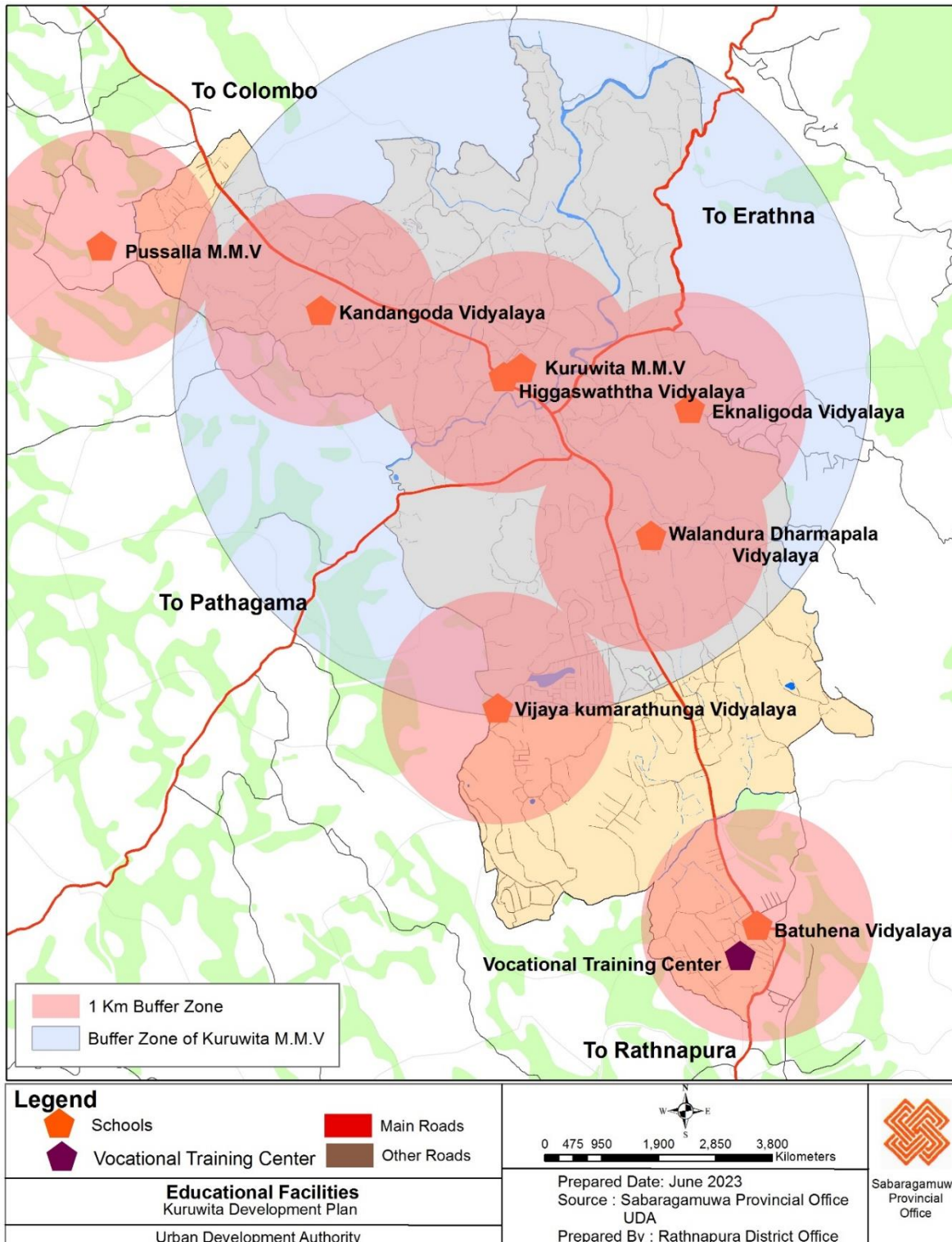
Source: Kuruwita Resource Profile (2019)

Table No. 6.1 : Training Centers and Course Details

Grama Niladhari Division	Center Name	Center	Courses conducted	Number of students
Delgamuwa	Bamboo Wood Industry Training Centre	Jatika Shilpa Sabha Kuruwita	Fancy Bamboo Wood Training Course	10
			Batik Training	24
Batuhena	Vocational Training Centre	Batuhena Kosgoda	Fashion Design Course	19
			Motor Winder	21
			Radio and TV Repair	11
			Electrician	17
			Aluminum Fabricator	21

Source: Kuruwita Resource Profile (2019)

Map No. 6.6 : Areas covered by existing and proposed schools



Source : Urban Development Authority Planning Team, 2022

6.3.1.3 Health Facilities

Around 250 patients visit Udakada Central Dispensary facilities daily for treatment, making the primary health facilities in the development area. However, problems have arisen due to a shortage of physicians and resources.

Table No. 6.2 : Central Dispensary Kuruwita - Facilities and Staff

Number of patients treated per day	Number of employees	Number of clinics held per month	Number of patients visiting clinics
200	Doctors 1 Microscope 1 Dispensing Officers 1 Attendant 1 Family health workers who come outside for clinics only 3	Children's Clinic 2 Pregnancy clinics Family health Clinic 1	300 35-40 40-50

Source : Urban Development Authority Planning Team, 2022

However, local and regional healthcare is provided by Ratnapura Teaching Hospital and Eheliyagoda Base Hospital, and people can access these major hospitals for medical services.

A location in the Nadukaradeniya area has been chosen for the construction of a base hospital to provide sufficient and high-quality healthcare for the current and future populations by 2033. Kuruwita, which is a neighborhood-centered area, will be able to meet the health requirements without requiring residents to travel to Ratnapura or Eheliyagoda to meet their local needs. Additionally, it is hoped that recreation, this development plan will help to improve the environment and improve people's mental health by offering sufficient facilities for outdoor. A balanced population with respect to physical and mental health will result from the area's development, which will have numerous direct and indirect advantages.

Chapter 06 Strategy 1

The Plan Identifying land in Nadukaradeniya area for the development of base hospital premises to secure health facilities

Strategy 1

To create a better environment for improving the mental health of people by providing adequate facilities related to outdoor recreation

1.1 Approaches

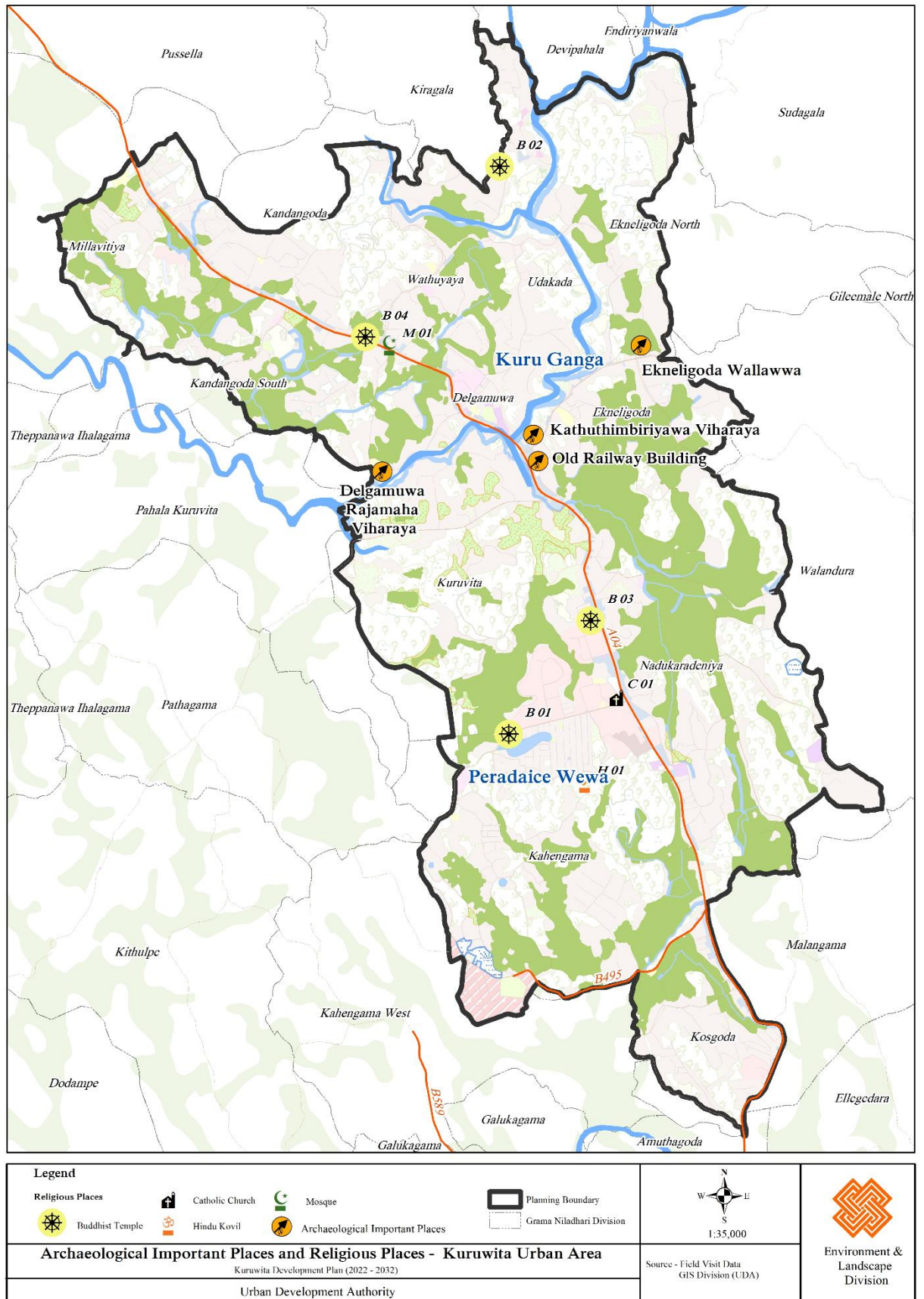
1. Nadukaradeniya to secure health facilities - Construction of new hospital premises (2 acres)

6.3.1.4 Cultural, religious and heritage Management Plan

6.3.1.4.1 Religious places

In the Kuruwita area, where a multireligious population resides, it appears that the suitable environment and facilities to conduct their religious activities are widely available. People of all religions coincide in the Kuruwita planning area, with more than 91% of residents being Buddhists. According to 2021 statistics from the Kuruwita Divisional Secretariat regarding the distribution of religious sites, there are approximately six Buddhist temples in the region, with one location for each type of other religions.

Map No. 6.7 : Religious places



Source : Urban Development Authority Environment and Landscape Division, 2022

Chapter 06 6.3.1.4.2 Heritage sites

The Plan 1. Delgamuwa Raja Maha Vihara

The Delgamuwa road leads to the Delgamuwa Raja Maha Vihara, which is close to the Kuruwita town center and has roughly 400 years of cultural heritage. The fact that Sri Dalada relics were protected for 43 years (1549–1592) by a sizable rock adds historical worth to this Raja Maha Vihara. The Rajamaha Viharaya is a well-known destination for pilgrims and is currently undertaking restoration and conservation work. On 20th November 2002, this temple was designated as a protected archaeological site.

Figure No. 6.8 : Delgamuwa Raja Maha Viharaya and Kurahan Gala



Source : Retrieved from the Internet

2. Eknaligoda Walawwa

The Department of Archeology designated this historic structure, which is situated along the Kuruwita-Eratna road, as an archaeological protected landmark on 18th January 1974. Archaeologists claim that model of Panduwasnuwara, which was first constructed by King Parakumba I, is very similar to the design of this Walawwa, an important architectural monument that has been in existence for almost two decades. The Eknaligoda Walawwa burial site and the earth wall that borders Eratna Road have both been declared as monuments under the Archeology Act, and the area surrounding the Walawwa has been developed as a natural forest. The well is privately held and was constructed in 1829. The structure is in the same condition as the Walawwa, and it should be kept in its historic status.

Figure No. 6.9 : Eknaligoda Walawwa



Source : Retrieved from the Internet

3. Katuthiyambarava temple

The old temple with statues and paintings at this Buddhist shrine, which is 300 meters from Kuruwita village on the Eratna-Kuruwita route, has gained it recognition as a site of historical significance. On 22nd January 2002, the Department of Archeology designated it as a Protected Archaeological Monument.

4. Kuruwita railway station

It is said that the more than 110-year-old Kuruwita railway station in the center of Kuruwita City was one of the stops when the train traveled. This archaeological site is believed to have been built in 1908 and the building with the water tank that supplied water to the train, the Pilgrims Rest and the warehouse can still be seen there. At present, one of those buildings has been renovated by the Urban Development Authority to preserve its old appearance and given to the urban people.

Through cultural heritage management, the historical, cultural, and educational values of those locations are protected and promoted in addition to the development of the tourism industry and revenue generation. The UNESCO defines places with historical and natural significance, building complexes that fall under the category of physical monuments, and characteristics like traditional music and dances that are derived from oral customs as heritage. It is suggested to protect these archeological and

Chapter 06 conservation values during development activities and to attract economic opportunities by enhancing the social and cultural values to improve the living conditions of the urban population. The culture of this area is based on the Saman God, the gem industry, and local beliefs. Furthermore, the Kuruwita Development Plan's cultural and heritage strategies have been mainly designed to pass along those inheritances to future generations through ongoing preservation and management of the designated archaeological and cultural spaces.

The Plan

Making Minipura a center for services for tourists in the tourism region and making the destination as the most suitable place for residents to live are the two primary goals of this plan, on which the strategy for culture and heritage was established.

Strategy 1

Protection and preservation of the character of archaeological buildings and sites

Strategy 1.1

Protecting the archaeological and conservation values of the planning area by introducing regulations and approved uses for currently identified cultural and heritage sites

Strategy 1.2

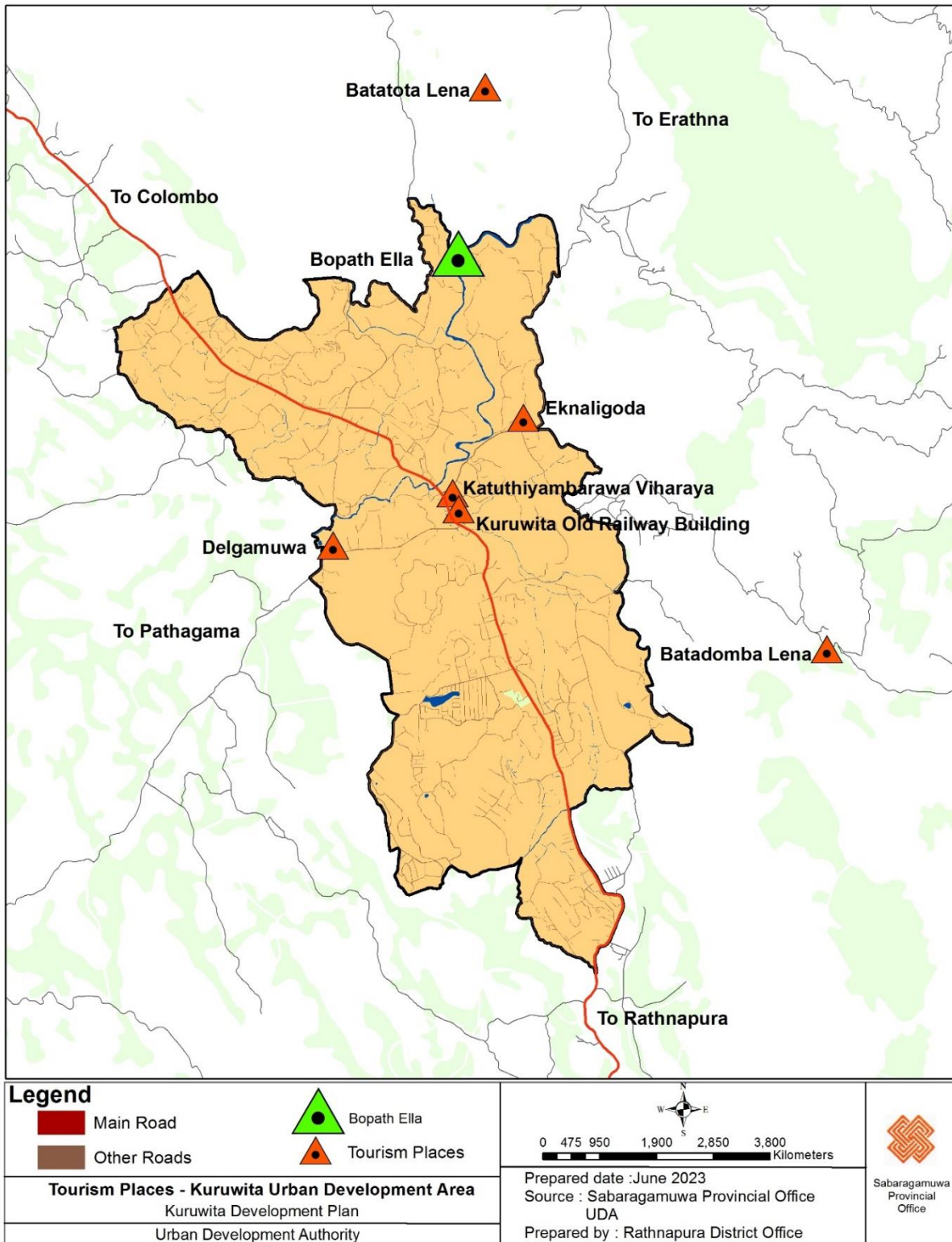
Continue to maintain and manage identified archaeological and cultural sites in Kuruwita

The development plan aims to further safeguard that structure by acknowledging the values associated with the cultures linked with Sri Pada and God Saman, the gem industry, as well as the cultures identified with historical structures. Here, it is suggested to carry out the necessary development works in a manner that preserves and emphasizes the value of these highlighted. Additionally, no changes may be made in areas connected to conservation, and those that are changed must be done so under the strict

control of the Department of Archaeology. However, the urban economy will profit and there will be a greater attraction for tourists if these religious, cultural, and archaeological heritage are preserved properly. Furthermore, the Kuruwita area residents' pride and sense of identification will be preserved.

Under the strategy of protecting and preserving the locations like Eknaligoda Walawwa, Delgamuwa Raja Maha Vihara, and old railway building can be developed in a manner that does not damage the values of the structures. The Urban Development Authority has developed the former railway structure as part of the Hundred city development project. The UNESCO World Heritage sites Sri Pada Padmaya, Bata Domba Lena, and Bata Tota Lena, which are all close to the Siripa site, are also outside the planning area, but their protection and preservation will have an effect both locally and regionally.

Map No. 6.8 : Proposed and existing tourist spots



Source : Urban Development Authority Planning Team, 2022

Strategy 2

Utilization of archaeological sites and buildings for other uses to preserve their value

Strategy 2.1

Attracting economic opportunities and benefits to the Kuruwita area by enhancing social and cultural values

Although there aren't many historical structures in the Kuruwita region, there is an enormous amount of potential to benefit the urban population by modifying and adapting the few existing structures for business, administration, or tourism. The buildings that have already been identified are not being used properly and do not bring any extra-economic advantages. Therefore, it is anticipated that the development and use of those structures will both help the economy and social fabric while preserving the historical significance of the area.

Approaches 2.1**Renovation of railway buildings**

The old railway building next to the Kuruwita Clock tower was renovated as part of the Hundred Cities project run by the Urban Development Authority. In the renovation process, not only the building itself but also the area next to it were created with attractive landscape designs, and it is suggested that this area be set aside for restaurants and commercial activities. Additionally, it is suggested that the area next to Kuruwita railway building located near by Bo Tree be renovated and turned into a hub for activities connected to gems and archaeology. One of the primary goals of the development plan is to turn Kuruwita into a significant tourist service hub in the Minipura tourism region. By doing so, it is hoped to increase the economic benefits of the locals by making the area a high tourist attraction.

Chapter 06 *Figure No. 6.10: Renevated Old railway building*

The Plan



Source : Urban Development Authority Planning Team, 2022

6.3.2. Physical Infrastructure Development Strategic Plan

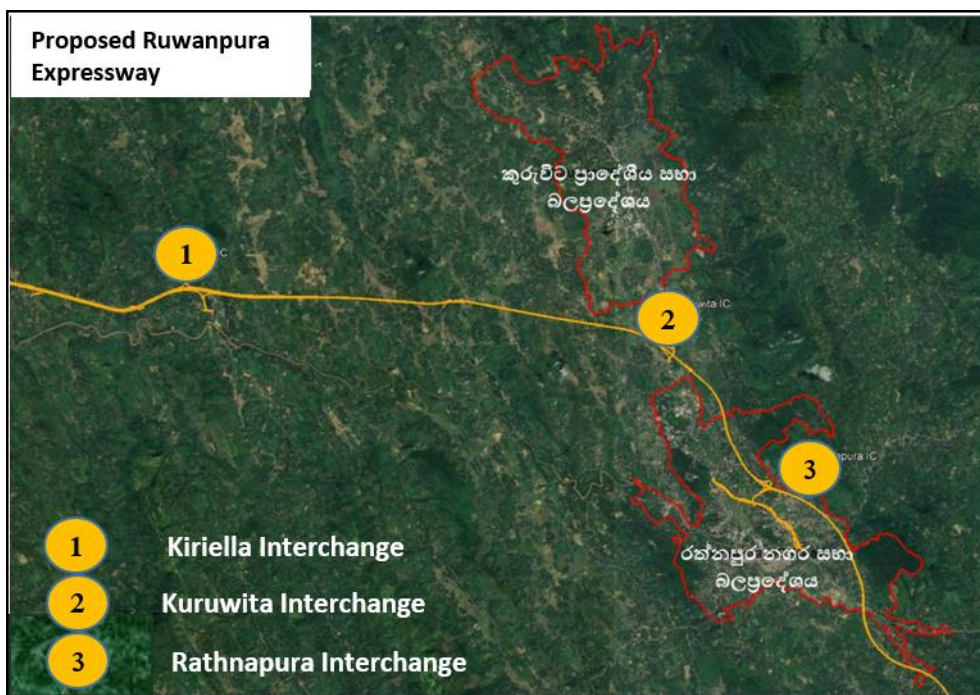
6.3.2.1 Transportation Service

The Kuruwita urban area has a distributed road network, and the A 004 Colombo-Ratnapura main route passes through the center of Kuruwita. The rest of the road network is connected to minor roads that connect to the main roads, and both the main and minor roads and the rest of the road network significantly add to traffic and transportation activities. According to the Urban Development Authority's study of road connectivity, the A 004 Colombo-Ratnapura main road, Dewipahala road, Udakada road, and Paradise road show high connectivity, while the remaining roads, which primarily deviate from the main road, show minimal connectivity.

Ratnapura is traversed by the proposed Ruwanpura Expressway, which will have a major effect on the Kuruwita Planning Area. An increase in the intensity of connectivity and service flow seen in the current road network can be expected as a result of the planned Ruwanpura Expressway. Kuruwita Interchange, which would be located within the planning area at a distance of 6 km on the expressway leading to Kuruwita Town, is proposed except for

the Weralupa Interchange, which is 9 km away. The expressway's construction will also include transportation for the Kiriella Interchange, which is 30 km away.

Figure No. 6.11: Proposed Ruwanpura Expressway



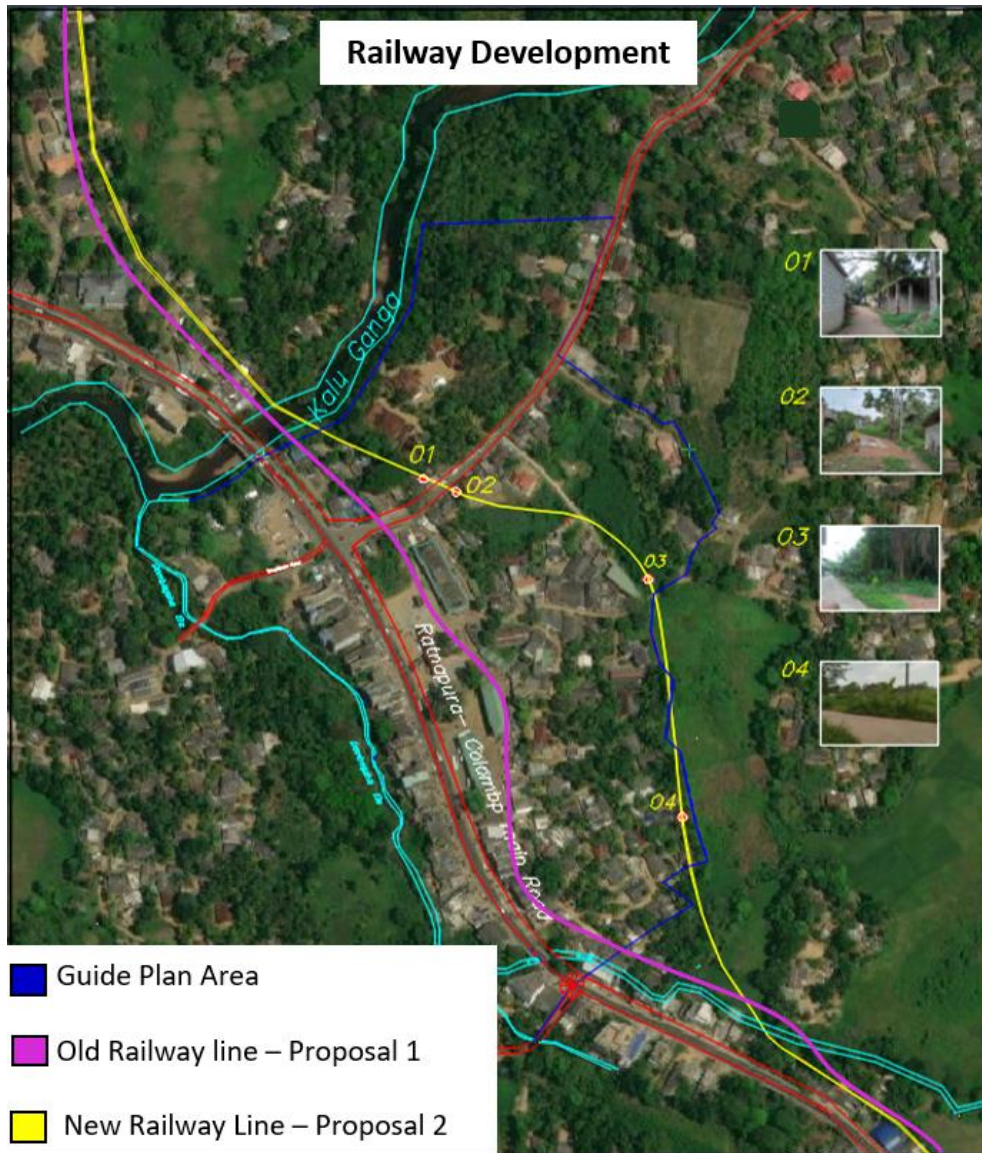
Source : Urban Development Authority Planning Team, 2022

When analyzing the average daily passenger traffic in Kuruwita town, the two major modes of transportation are private bus services and public transportation. Data from the Central Bus Station show that private buses handle 70% of daily passenger flow and public transportation services handle 30% of the facilities for transportation.

Kuruwita town has been chosen as one of the major stops on the proposed railway line from Avissawella to Hambantota via Suriyawewa. The identified railway route from Avissawella town to Eheliyagoda town has been completely surveyed. According to the Kuruwita Development Plan, a nearly 3.7-acre plot of land will be used to build the proposed railway station, and passageways will be used to link it to the current bus stop. Similar to the expressway, the railway line that will pass through Kuruwita town will have a significant effect on the entire development area as well as Kuruwita town.

Chapter 06 *Figure No. 6.12 : Proposed railway line*

The Plan



Source : Urban Development Authority Planning Team, 2022

Table No. 6.3 : Average daily passenger traffic in the town area

Mode of transportation	Number of traveled routes	Total number of buses deployed	Number of trips per day	Number of passengers	percentage %
Private bus services	8	22	78	4680	70%
Publicly Owned Transport Service	9	12	29	1740	30%
Total		43	475	6420	100

Source : Kuruwita Central Bus Stand 2020

The lack of alternate paths is a significant issue with traffic in Kuruwita town. It is challenging to avoid due to connectivity issues, a lack of development, and the limitations of the current alternative routes. According to the tendency in urban development, there may be an increase in unnecessary traffic in the future. It is suggested to add a different path that will go from Delgamuwa to Malawa Junction via Pathagama in order to address this issue. Also, some identified roads are proposed to be expanded through this plan.

Strategy 1

By streamlining road development, reducing traffic congestion in the center of the city and facilitating people who come to get services.

Strategy 2

Enhance connectivity within the planning area by widening and facilitating lanes on identified roads.

Approaches 1.1

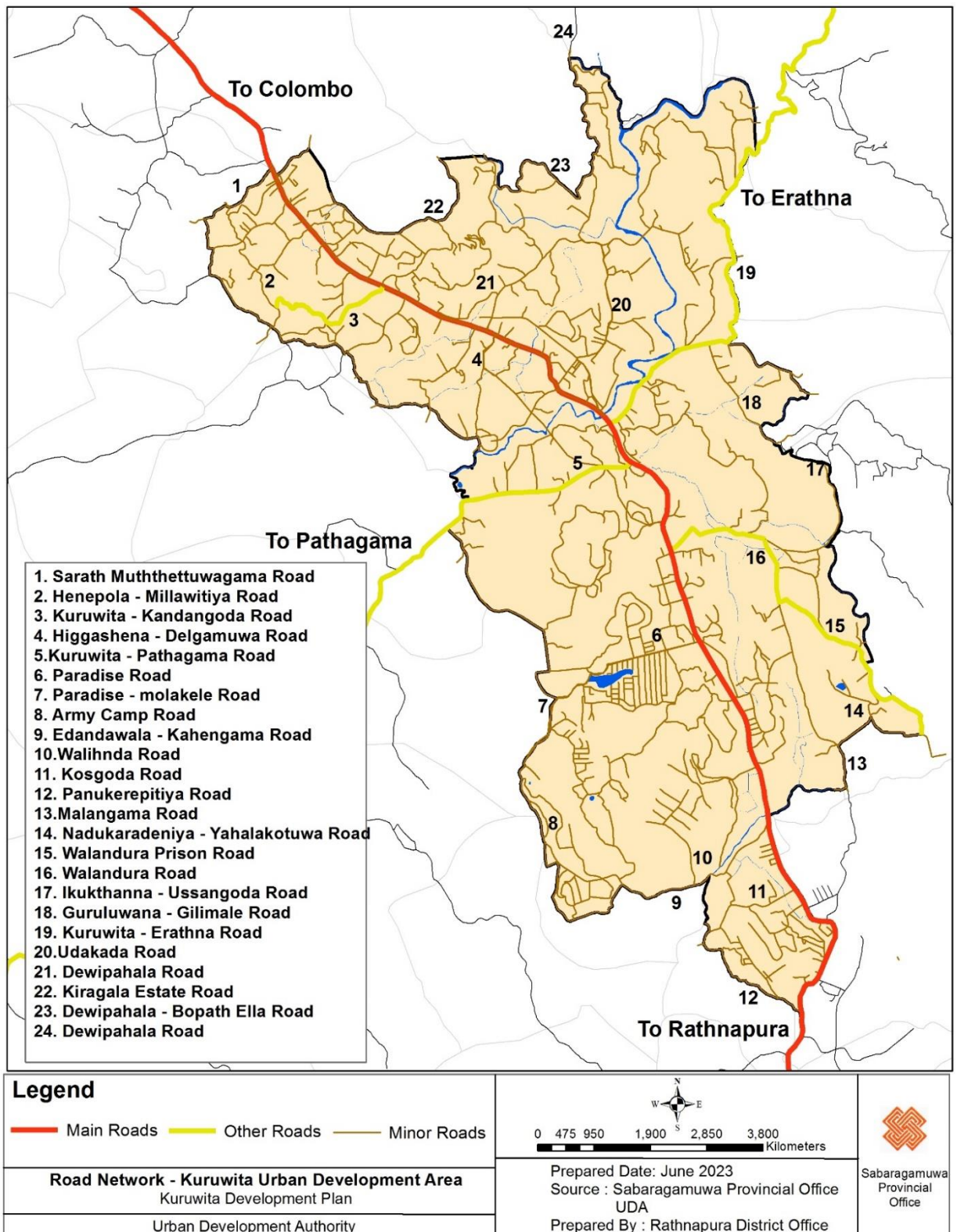
1. Construction of New Roads - Construction of a new alternative road from Delgamu to Malawa Junction via Pathagama.

Chapter 06 Approaches 1.2

The Plan 1. Expand and develop existing roads

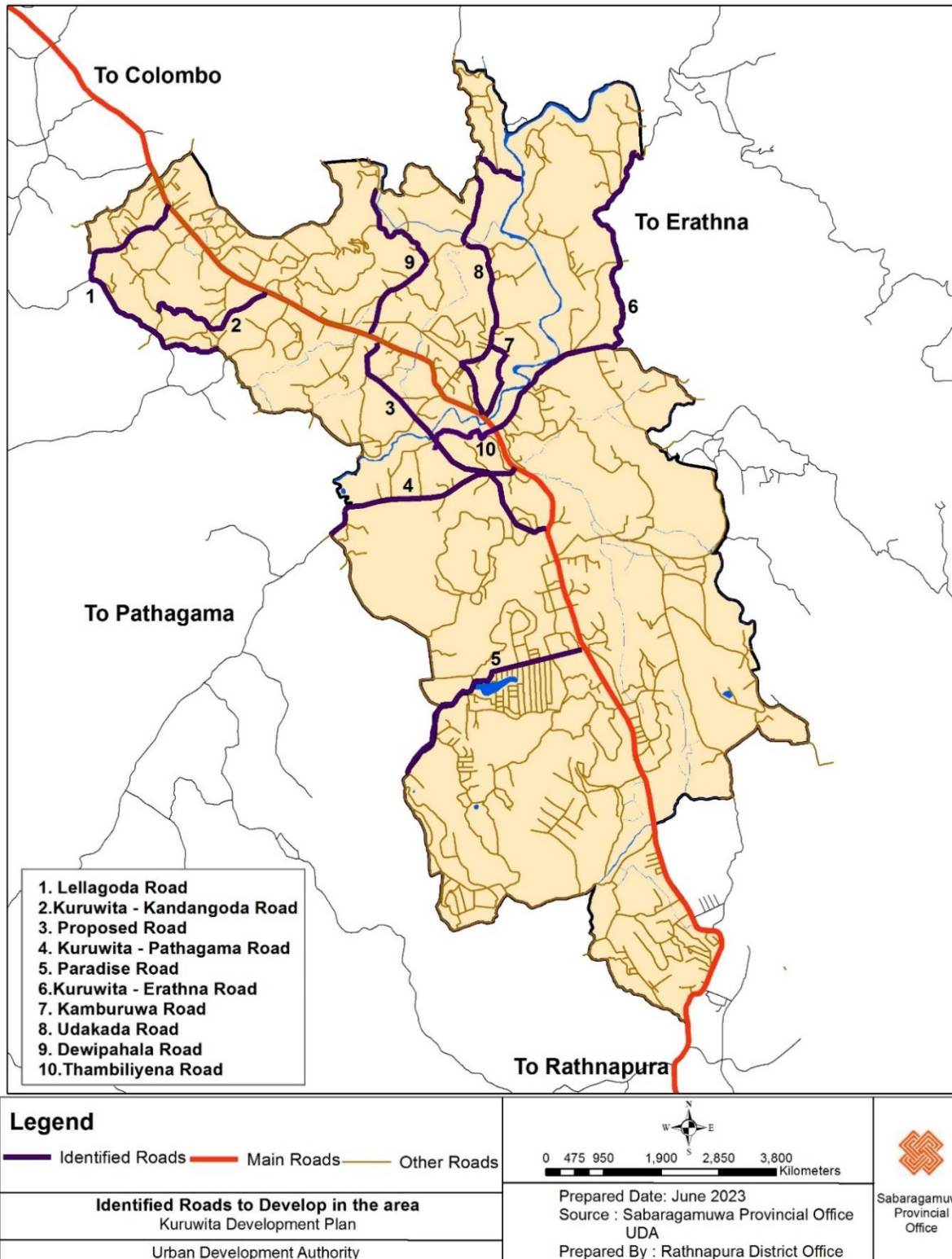
1. Lellagoda Road
2. Kuruwita - Kadangoda Road
3. Kuruwita - Pathagama Road
4. Paradise Road
5. Kuruwita - Eratna Road
6. Kamburuwa Road
7. Udakada Road
8. Devipahala Road
9. Thembiliyena Road

Map No. 6.9 : Road Network



Source : Urban Development Authority Planning Team, 2022

Map No. 6.10 : Roads identified for development



Source : Urban Development Authority Planning Team, 2022

6.3.2.2 Water Supply

The Kuruwita Planning Area is serviced by a small-town water supply system based on the Kuru Ganga. Remote areas are supplied with water facilities via rivers, canals, and community water initiatives. The small town water supply infrastructure only provides water to 50% of the current population, so the water deficit is also 50%. However, it is possible to estimate that the future residential population will need 3,447,360 liters of water, while everyday passengers will need 396,000 liters. Additionally, the 15,840 liters of water needed per day will need to be provided regardless of how many tourists visit the region in the future. Therefore, it can be predicted that the overall water consumption in the future will be close to 3,859,200 liters.

Table No. 6.4 : Water Requirement

2022	Quantity	Water Requirement Liters	Quantity	Water Requirement Liters
Resident population	29,610	2,664,900	38,304	3,447,360
Regular Travelers	22,000	396,000	22,000	396,000
Tourists	800	19,440	800	15,840
Total water requirement		30,80,340		3,859,200

Source : Urban Development Authority Planning Team, 2022

Strategy 1

Ensuring continuous water supply, adequate capacity and quality to the projected resident and commuting population.

Strategy 2

Implementation of new community water projects using quality small water sources

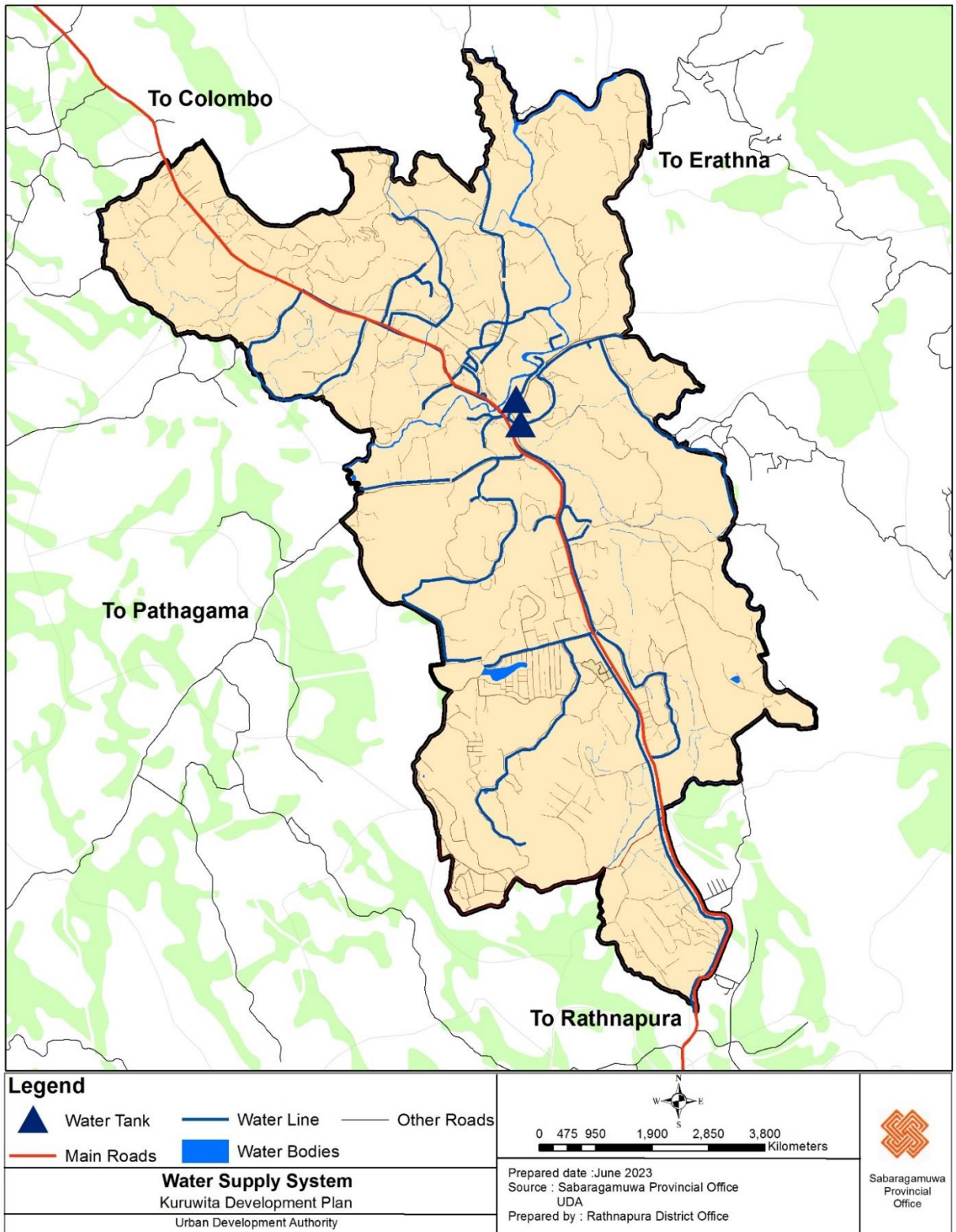
The predicted water requirement is to be satisfied by the year 2033 through small town water projects, community water projects, and the substantial

Chapter 06 Ratnapura water supply project because the current water supply is
The Plan inadequate. By 2025, the complete development area will have access to
water supply to the significant Ratnapura water supply project.

The following recommendations have been identified for increasing water demand.

- A new 50,000-gallon water tank will be built as part of the Small Town Water Supply Project, which will also provide water service to neighborhoods near the center of the town.
- Spotting community water supply initiatives to give water to rural communities like Millavitiya, Ndukaradeniya, Valadura, Kosgoda, Kahengama, etc.
- Covering the entire urban area with the Greater Ratnapura Water Supply Project

Map No. 6.11 : Area covered by proposed water supply system



Source : Urban Development Authority Planning Team, 2022

Chapter 06 6.3.2.3 Electricity Supply

The Plan There must be an uninterrupted power supply for urban activities to operate regularly and continuously, Information from the electricity board indicates that roughly 95% of the region's homes have access to electricity. Additionally, according to the Electricity Board 2019 data, residential requirements account for the majority of electricity usage, followed by commercial needs as they relate to the use of electricity in urban areas.

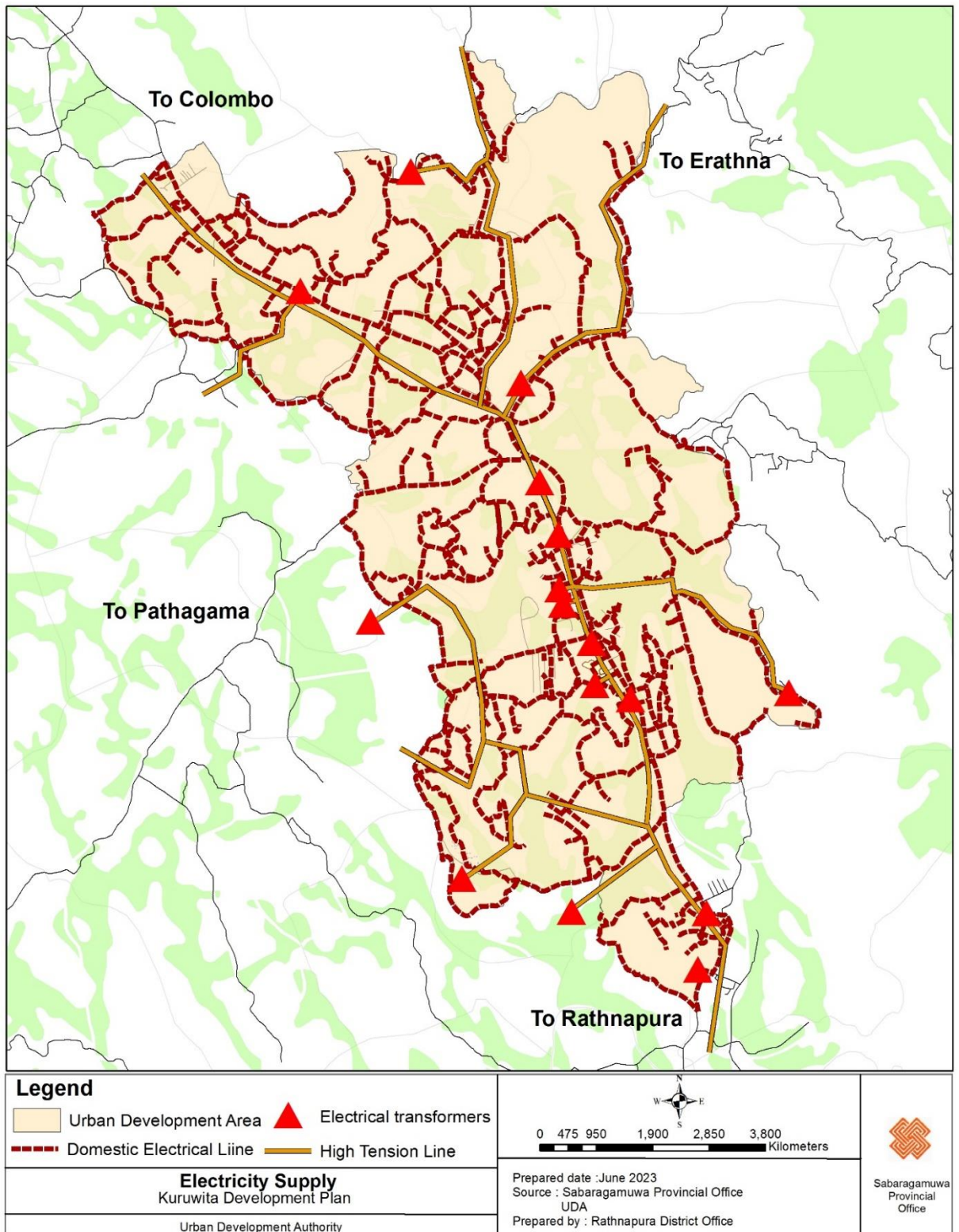
Table No. 6.5: Electricity consumption

Use	Amount	Percentage
Houses with electricity	4953	95.7%
Houses without electricity	223	4.3%
Total	5176	100%

Source: Ceylon Electricity Board (2019)

However, it was discovered that the region's requirements can be met by the current electricity supply. As a result, when approving construction plans and carrying out projects, the Development Plan has specified the installation of high-voltage power lines in accordance with the research data and suggestions of the Electricity Board.

Map No. 6.12 : Existing Electricity Supply



Source : Urban Development Authority Planning Team, 2022

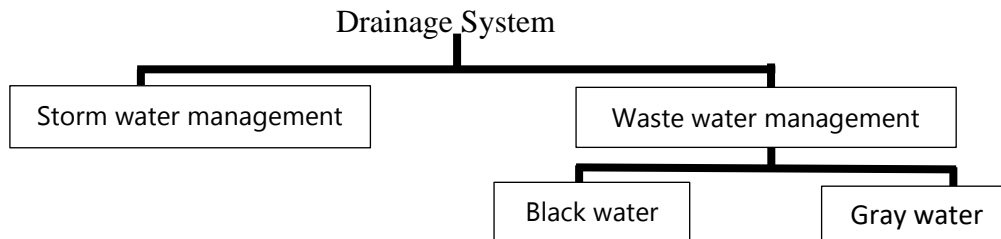
Chapter 06 6.3.2.4 Wastewater and Sewerage

The Plan

6.3.2.4.1 Storm water and drainage system

Waste water is collected and disposed using drainage tunnels or canal networks. Drains are primarily used to handle waste water and rainwater.

Figure No. 6.13 : Wastewater Management in Urban Areas - Drainage System



Source : Urban Development Authority Planning Team, 2022

In the Kuruwita Planning Area, the water management section can be planned according to several parts.

- Waste Water Management in Town Center
- Waste Water Management in relation to tourism promotion zone
- Waste Water Management around the industrial estate

Water sources like Kuru Ganga, Waladura Canal, etc. have been contaminated as a result of unauthorized waste water discharges and connections while attention has been placed on managing waste water in the core. In order to treat and dispose of water as it leaves the urban region, a primary treatment center with a modest network was determined to be necessary. As a result, an appropriate spot was found close to the Kuru Ganga Bridge, close to the west direction. Additionally, it was decided to build a treatment facility with a limited network in the center and close to the designated tourist promotion zone. The area's water discharge will likely rise in the future as a result of anticipated tourism-related activities, but by managing it, it is expected to reduce environmental harm.

Systems like septic tanks to manage domestic waste water and to establish individual treatment units according to industries to manage industrial waste

water are used in the area surrounding Nalanda Ellawala Industrial Park, which can be identified as a significant location in the Kuruwita planning area can be suggested.

Given that the area has not experienced a significant flood in 30 years due to rain and that the planned area is sloping toward the west, the natural subsidence can be recognized. This scenario indicates that rainwater drains through natural channels, with the Kuru River serving as the primary rainwater carrier. Sub-drainage drains and feeder canals can also be seen all over the area.

The Colombo-Ratnapura main road has cement drains constructed on both sides of it in the center of Kuruwita because there is currently no organized drainage system for rainwater in Kuruwita Town.

Table No. 6.6 : Rainwater drainage network

Drain Type	Length (km)	Percentage%
Cement/ Concrete drains	10	20
Earth drains	5	10
No drains	35	70
Total	50	100

Source : Kuruwita Pradeshiya Sabha (2020)

Currently, 20% of the drains in the urban area are concreted and 70% of the drains are not available, according to Kuruwita Pradeshiya Sabha data.

Based on these problems, it can be recognized that the water absorption is very high even though the capacity of the drainage system in the area is minimal. Because most of the drains spread over the area are terrestrial. It is enough to manage the flowing water.

It is necessary to build and maintain a drain system on both sides of the road in the center in order to avoid the above problematic situations. Also, by introducing treatment plants for the urban areas identified in the development

Chapter 06 plan, the accumulation of contaminated water in the water sources is essential
The Plan to avoid from environmental problems.

Strategy 1

Minimize and ensure water pollution in the identified development intensity of town center and area with high tourist activity

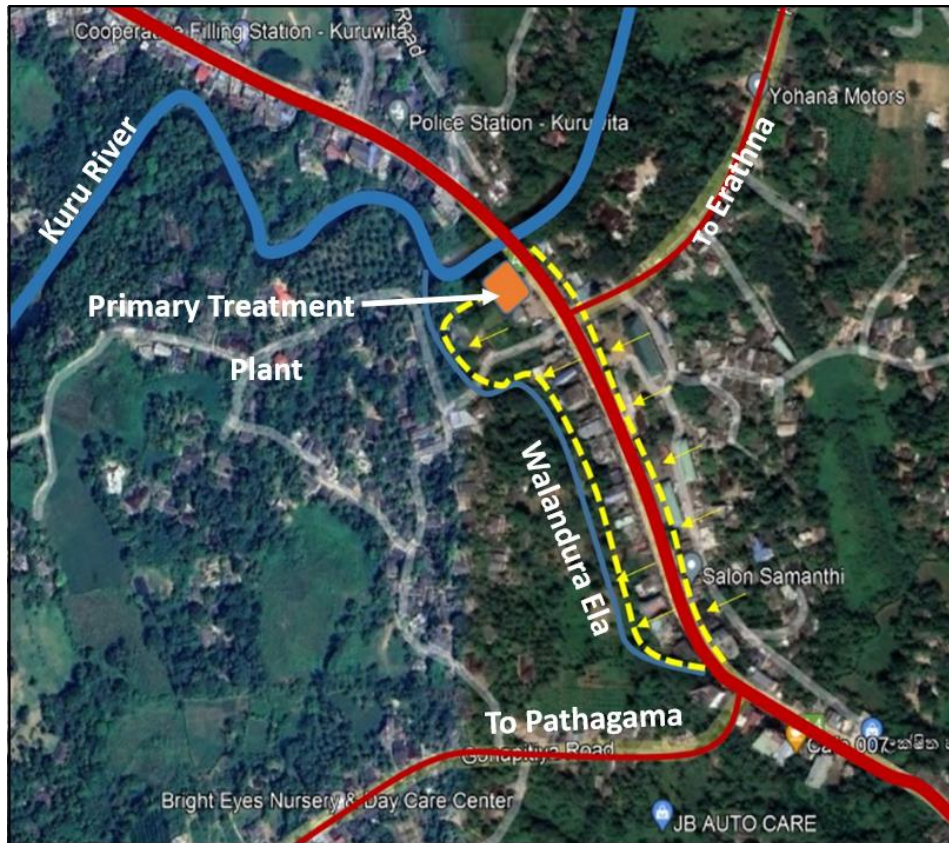
Strategy 2

Improvement of stormwater drainage system in the town center and management of natural watersheds for stormwater runoff

Approaches 2.1

Installation of a small wastewater conveyance system and primary treatment plant for wastewater management in Kuruwita town center and tourism zone.

Figure No. 6.14 : Proposed Treatment Plant – Town Centre



Source : Urban Development Authority Planning Team, 2022

6.3.2.5 Solid Waste Management Plan

Three tonnes of solid waste are collected each day in the urban area. The local authority mainly collects the non-biodegradable waste from that waste, and a long-running project called the Prison Compost Project processes the organic fertilizer. Solid waste management in the area is mainly handled by the Kuruwita Pradehiya Sabha, the Public Health Inspector's office, and the prison.

In accordance with the goals of the Kuruwita Development Plan, a location in the Pohorabawa area was chosen in addition to the current disposal sites as a solution to the growing amount of waste that needs to be disposed of every day due to the anticipated future growth in residents and facilities. The waste disposal site is outside the planning region, and this location has been designated as being 17 km from Kuruwita town. Here within the planning area that has adequate room for the waste disposal process and an area outside the planning area was chosen for this purpose by considering the effect on the environment and locals. Additionally, by managing solid waste in the planning region,

- Minimize waste generation
- Maximize resource recovery
- Facilitate appropriate waste treatment technologies that are eco-friendly, and economically viable for treatment of all non-biodegradable wastes.
- The preparation of awareness programs regarding solid waste disposal etc. is expected to be achieved.

Strategy 1

Proper collection, management and disposal of non-biodegradable waste in the urban area

Chapter 06 Strategy 2

The Plan Promote the conversion of all short-term decomposable wastes into compost and seek community participation to ensure sustainable compost production in out-of-town areas.

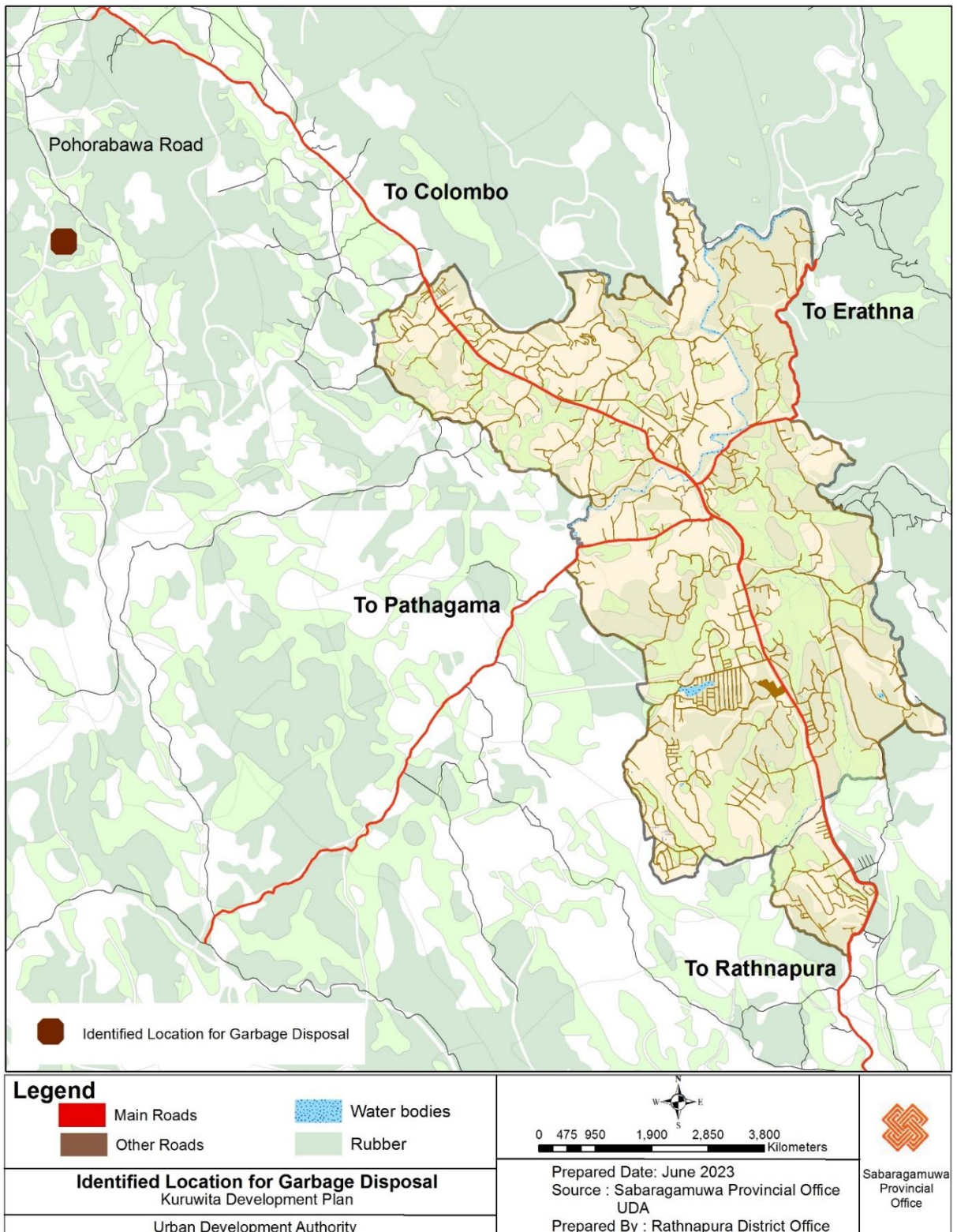
Strategy 3

Improving waste collection and transportation in town centers and other highly urbanized areas

Approaches 1.1

1. Identification of a location for waste disposal - Pohorabawa area

Map No. 6.13 : Location identified for waste disposal



Source : Urban Development Authority Planning Team, 2022

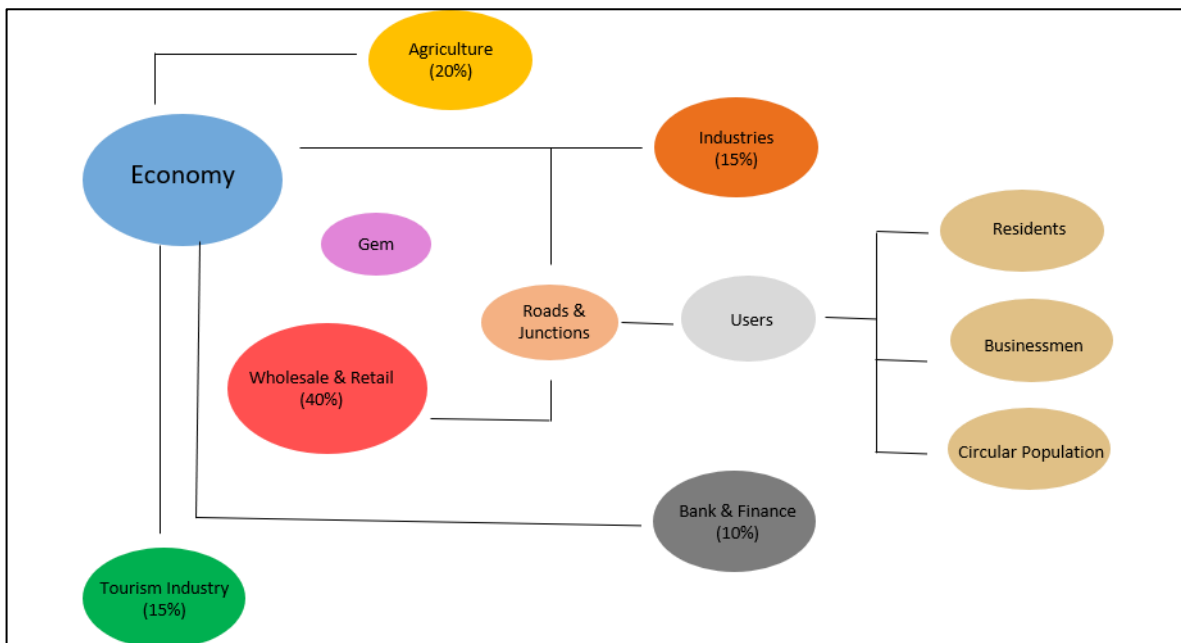
Chapter 06 6.4 Economic Development Strategies

The Plan

Economic
Development
Strategies

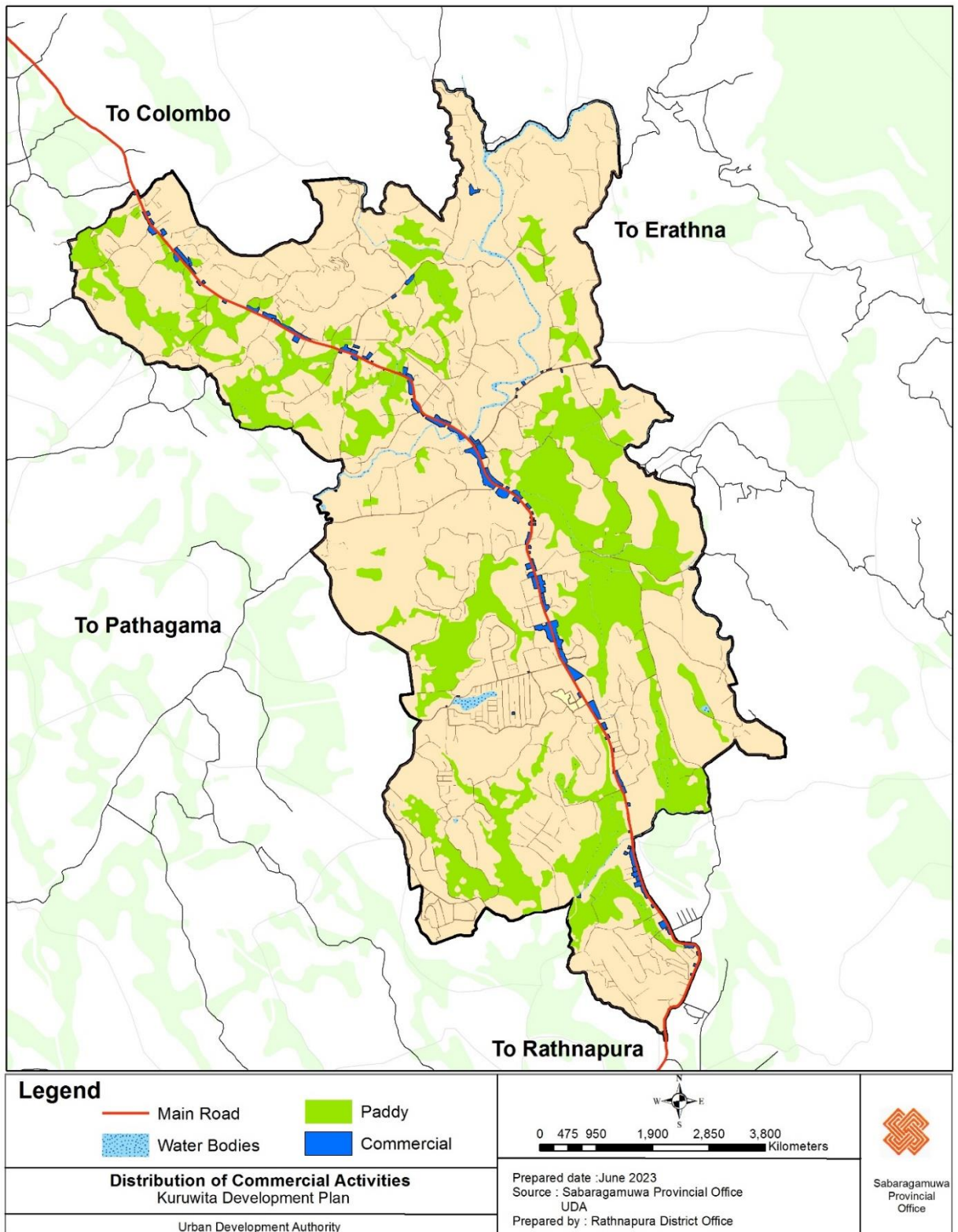
The Kuruwita Development Area's economy is largely dependent on the town of Kuruwita. Agriculture, tourism, the gem business, wholesale and retail trade, industry, banking, and finance make up the bulk of the economy. These economic activities are dispersed to citizens, companies, and commuters both inside and outside via the road network and intersections. It is significant that through it, a framework of particularly Kuruwita-specific economic activities has been established. (Refer to Chapters 3 and 5 for more details)

Figure No. 6.15 : Economic Structure of Kuruwita Town



Source : Urban Development Authority Planning Team, 2022

Map No. 6.14 : Distribution of Commercial Activities



Source : Urban Development Authority Planning Team, 2022

Chapter 06 The development plan's strategies should enable residents of and visitors to
The Plan the town to capitalize on their shared environmental, cultural, and
membership identities to the region's economic advantage.

There are three main groups that gain from the commerce. That applies to locals, business people, and commuters. Additionally, visitors from both domestic and foreign countries can be considered a component of the region's thriving economy. Accordingly, the development plan for 2033 will establish an economic environment to support the above-mentioned four parties, and under the economic development strategy, Kuruwita's economy is anticipated to grow under three sectors.

Strategy 1

Promotion of Gem Industry

One of the goals of the development plan is economic development, which the gem industry significantly adds to. By providing facilities for this industry, which is presently taking place on a small scale locally, it is anticipated that the industry will grow. When comparing the amount of gem mining in Ratnapura district, the Kuruwita area is stated to have the second-highest amount of mining at 15% after the Pelmadulla-Kahawatta area. There are a lot of people in the region who work in mining. Although there isn't much gem trading in the area, the development of this industry is crucial for the region's income because of the contribution of the district's gem industry. As a result, the development plan has been designed to produce a welcoming environment for both physical facilities connected to the gem industry and trade activities involving gems.

Strategy 1.1

Introducing regulations to streamline gem mining activities in the area according to the specificities identified through zoning.

Strategy 1.2

Facilitating trading activities by providing enough space for open gem trading areas in Kuruwita town center.

Strategy 1.1

Construction of seating facilities by creating a space for gem trading activities near Bo Tree.

The current location of gem selling is close to Bodhi, which is in the heart of Kuruwita. Although the gem trade community gather there and do business, it is discovered that the location lacked the essential amenities. Therefore, it is suggested that the area of about 10 perches between the renovated old Kuruwita railway station building and the old railway department store building close Bodhi to be transformed into an open gem market with seating facilities. Also, the public will be able to use it as a resting place or a place to stay when gem trades are not taking place.

Strategy 2**Development of tourism industry**

Making the Kuruwita region a desirable tourist service hub within the Minipura Tourism Zone is the second goal of the Kuruwita Development Plan. The primary goal of this is to significantly boost the local economy by promoting a friendly environment for tourists and other service providers who suppose to spend two to eight hours in Kuruwita. It is hoped to increase awareness of Bopath Falls, Kuru River, and Siripa sites among visitors as a location where numerous new environmental experiences can be had as well as experiences connected to religious and historical sites, which will help the economy. By developing Kuruwita into a desirable tourism service hub, it the anticipated to draw about 300,000 tourists annually by the year 2033. The improvement of urban residents' economies is an indirect goal that is anticipated to be accomplished due to the number of direct and indirect employment created by this tourism industry. Additionally, thanks to the changes made to promote tourism, Kuruwita will draw visitors as well as residents of nearby cities, and the increased daytime and nighttime activity will foster a lively, safe environment.

Chapter 06 Strategy 2.1

The Plan Bopath Falls and the surrounding area will be designated as a zone for tourism promotion and the development of tourist attractions by enhancing tourism service facilities.

It is hoped that Bopath Falls' domestic and international tourist attractions and the surrounding landscape will be acknowledged as a region designated for tourism, and by providing facilities for those activities, the economy will profit both directly and indirectly. The relevant area was primarily designated as a low-density tourism zone in the zoning plan, and special requirements as well as suggested uses were specified taking into account the region's unique characteristics and environment. There, plans will be made to raise the economic status of the population by attracting visitors to the eco-tourism sector, allowing them to take in the area's natural beauty, and extending its physical, economic, and environmental aspects. Through this zone, the area expands, enabling a variety of eco-friendly elements like observation cabins, adventure tourist activities, cabanas, waterside activities, etc. Facilities for tourists, such as access roads, lodging, recreational opportunities, etc., have been recognized and developed as unique in this area.

Approaches 2.1.1

Development of Bopath Falls as a destination for tourism

The development plan hopes to introduce new activities by further developing the area centered on Bopath Falls, which is still highly attractive for tourism. The aim is to improve the tourist attraction both locally and abroad. Here,

- Creation of a trail around Bopath Falls
- Introducing water-based activities
- Introducing a boat service between Bopath Falls and the town centre
- Introduction of souvenir shops in Bopath Falls premises
- Establishing a children's park at the Bopath Falls premises
- Introducing accessibility for people with disabilities

- Introduction of community-based tourism related to gem mining activities targeting low-cost solo travelers (backpackers).
- Introduction of Community Tourism Entrepreneurship Training Program from NAITA
- To introduce a tourist guide training program from NAITA for personnel and three wheel drivers to establish a well-maintained taxi service etc., is proposed to be introduced.

Figure No. 6.16 : Activities related to the tourism industry



Source : Retrieved from the Internet

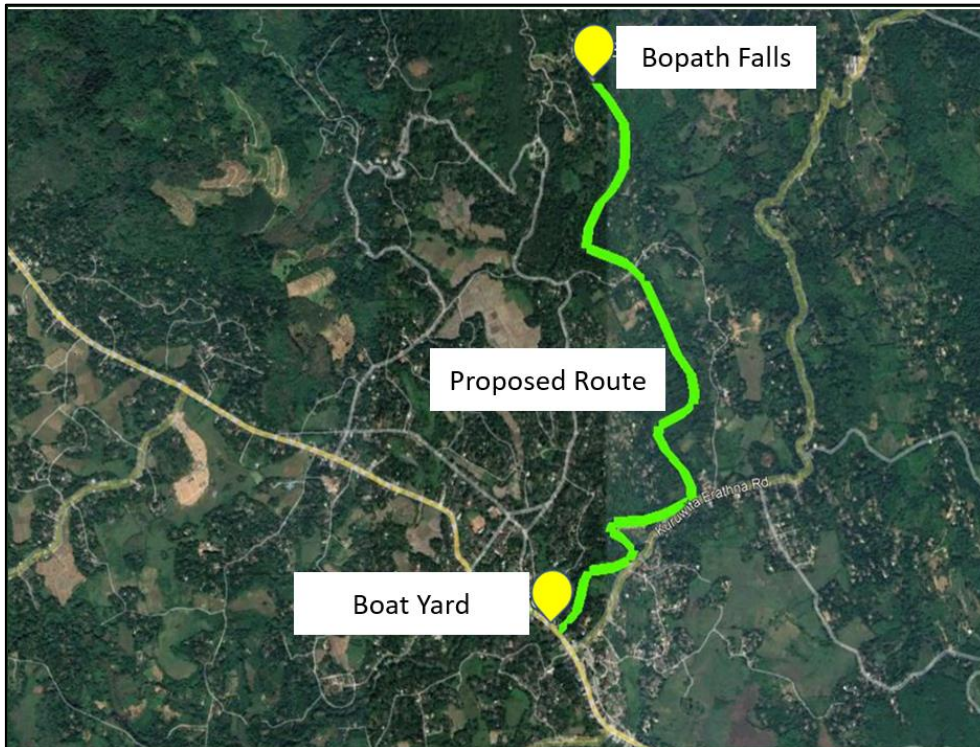
Approaches 2.1.2

Starting a tourist route between Bopath Falls and Kuruwita town along the Kuru River

Bopath Falls, the primary tourist destination, and Kuruwita town, the major settlement in the development area, can be reached by setting up a route for travel that connects them. The designated path for this is roughly 3.5 km. There will be boat services, floating restaurants, traditional bamboo rafts, and a variety of new experiences available based on the tourist route designated along the Kuru River. As a direct result, this will boost tourism attraction and economic benefits; job creation will be a side effect.

Chapter 06 *Figure No. 6.17 : Proposed Tourist Route*

The Plan



Source : Urban Development Authority Planning Team, 2022

Approaches 2.1.3

Construction of a viewing booth to view the starting point of Bopath Falls

Bopath Falls' starting point is currently only well-known among those who live nearby, and getting there is presently a challenging task. This can be described as an unusual experience that involves taking lengthy walks to appreciate the beautiful surroundings and Bopath Falls up close. One of the key areas under the plans to grow the tourism sector is Bopath Falls. This method for achieving the development plan's financial goals is suggested to increase the number of local and foreign visitors to the Bopath Falls tourist area and the region's economic benefits. Since no precise route has yet been determined, the planning team came up with a simple route to get to Bopath Falls' starting point. It is suggested to transform it into a road fit for vehicular traffic and to create a trail accessible to the Bopath Falls' starting point.

Figure No. 6.18 : Proposed viewing Booth

Source : Retrieved from the Internet

Approaches 2.2

Strengthening the city economy by enhancing the town center beautification and tourism facilities highlighting the urban identity.

The center of Kuruwita, which looks like the planning area's beating heart, is ideal for attracting tourists in order to meet their service needs while holding them there for an extended period of time, inform them about the region's diverse tourism offerings, meet their needs until they arrive at their destination, and get them ready for their next destination. In the city core, a number of appealing locations were found. A tourist or archaeological information center, a town square where visitors can relax, and a renovated railway building with tourist stalls and restaurants are just a few of the physical developments planned. Additionally, in order to provide visitors with a unique experience, a space development plan has been established to enhance their visit to the Bopath Falls, which are an extension of the Kuru River, through activities associated with the planned tourist route via the Kuru River.

Approaches 2.2.1

Starting a boat service along the Kuru River with a tourist boatyard

The development plan for the designated location of the bathing platform that is presently found in Kuruwita town is to be developed as a boat yard. The idea is to create a boat yard with restaurant facilities there and renovate the area's dilapidated buildings. The tourist population who wish to enter the city

Chapter 06 and exit it in the direction of Bopat Ella will benefit from this.

The Plan

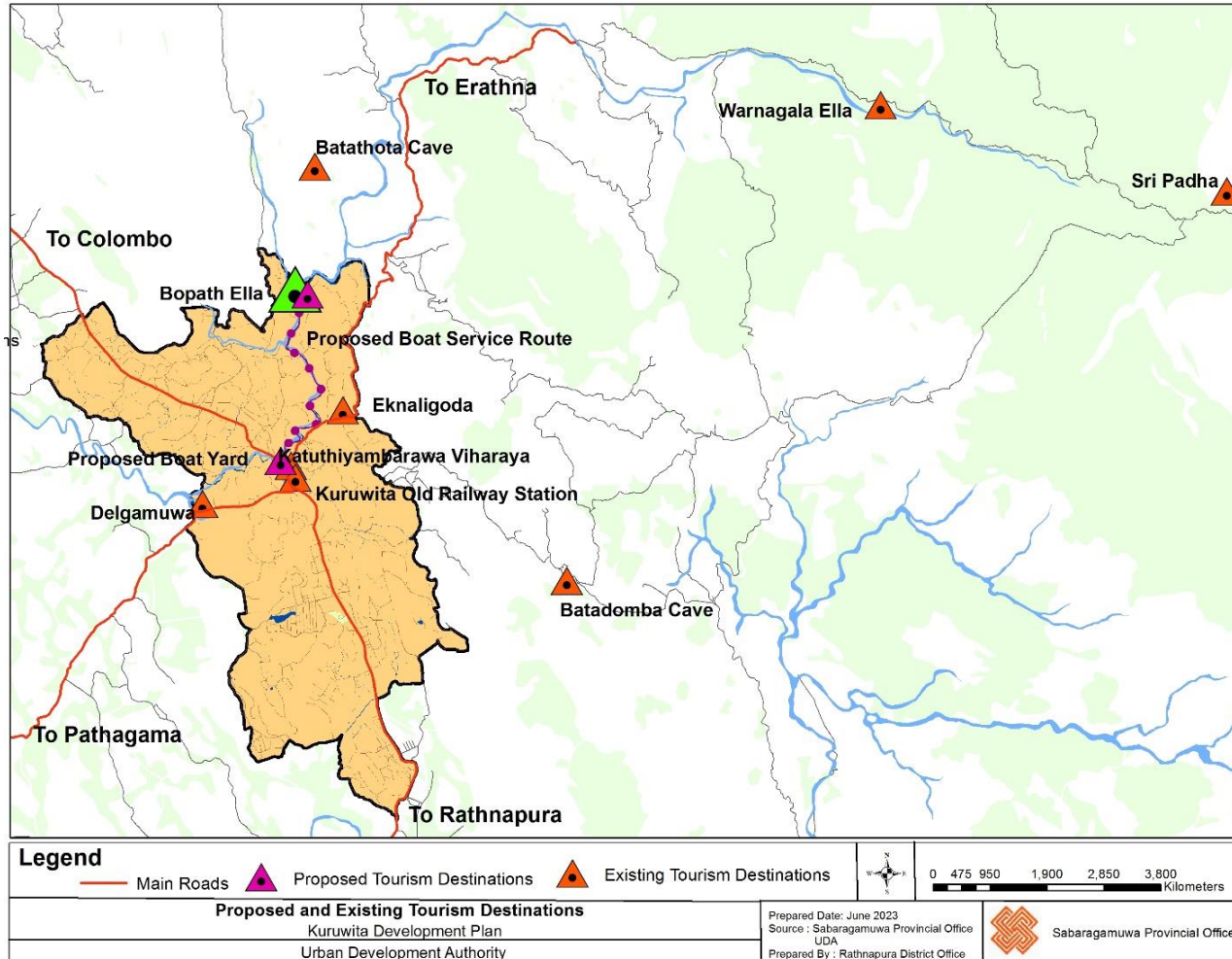
Through the projects already in place or that are being considered for installation in the city center, it is also intended to attract visitors and bring economic benefits to the development area. The old railway building in Kuruwita was renovated as part of the Urban Development Authority's Hundred City program, and it is also suggested that the railway station warehouse building be put to use for alternative purposes that target visitors. Commercial activities, cooperative services, a small museum, a gem and tourist information center, as well as retail establishments selling tourist-related products, were selected for installation in those buildings. Additionally, by establishing a location for gem trading activities close to Bodhi, the building of seating facilities and landscaping work will be used to promote the tourism industry. Due to more people staying in the city for longer periods of time, this will make the city more welcoming, secure, and attractive to both residents and visitors.

Strategy 2.3

Development of nature trails and cultural trails connecting tourist destinations

Another tactic for growing the tourism sector is the creation of trails that link popular tourist destinations inside and outside the planning area. Within the planning area, there are locations like Delgamuwa, Kuruwita Old Railway Station, Katuthimbiriyawa Vihara, and Eknaligoda Walawwa, as well as places like Bata Thota Cave, Bata Domba Cave, Warnagala Falls, and Sri Padaya that are outside the planning area. The historical and archeological significance of tourist destinations like Delgamuwa Temple, Katuthimbiriya Temple, Kuruwita Old Railway Station, and Eknaligoda Walawwa contributes to the development of the cultural trail. It is suggested to incorporate Bopath Falls, Sri Pada Site, and Warnagala Falls, which have ecological values, into this trail and to implement a strategy that will boost the economy by strengthening the bond between people and the environment and by providing facilities.

Map No. 6.15 : Proposed and existing tourist spots



Source : Urban Development Authority Planning Team, 2022

Chapter 06 Strategy 2.4

The Plan Utilization of tourism resources (natural/historical) for economic development

The region is home to numerous significant historical and archaeological sites, as well as popular tourist destinations with outstanding natural beauty, all of which have the potential to significantly increase the local income. Even today, the Kuruwita region's economy benefits from natural tourist resources like the well-known Bopath Falls in the locality. Additionally, one of the primary routes to Sri Padaya, a famous destination for both domestic and international travelers as well as pilgrims, has been established through the Kuruwita. Consequently, strategies have been identified through the development plan to further develop the increasing tourist attraction during the Sri Pada season's contribution to the development of the city's economy. The development plan's economic strategies are intended to transform historically significant locations like Eknaligoda Walawwa and Delgamuwa into tourism hotspots and convert their existing archaeological and historical value into economic value.

Strategy 3

Preparation of local economy optimization program

As the major trading, Kuruwita is connected to the village areas surrounding the city limit. The economy of Kuruwita is built on the community both inside and outside the city limits. As a result, it is crucial to develop a long-term strategy that will support the local economy. Through the identified strategies, it is anticipated that more space will be allocated for the local economy, the necessary infrastructure facilities will be provided, new job opportunities will be created, and a quantitative and qualitative space will be created for business activities.

Strategy 3.1

Urban trade that is classified by designated specializations (zoning) facilitating trends and activities.

Strategy 3.2

Introducing community-based tourism to experience gems and low-country agriculture

Due to its attraction for gem mining activities, the town of Kuruwita has the potential to become well-known as one of the elements that attract tourists. By allowing tourists to observe and participate in gem mining activities, it will be possible to support the development of the regional economy. Experiences with low-country agriculture, tea, rubber, and other associated activities will be made possible by community-based tourism. Tourism that is rooted in the community gives visitors the chance to engage in real cultural exchange. Its focus is on low-cost independent travelers and is founded on supporting regional initiatives that directly benefit both the local community and tourists (Backpackers).

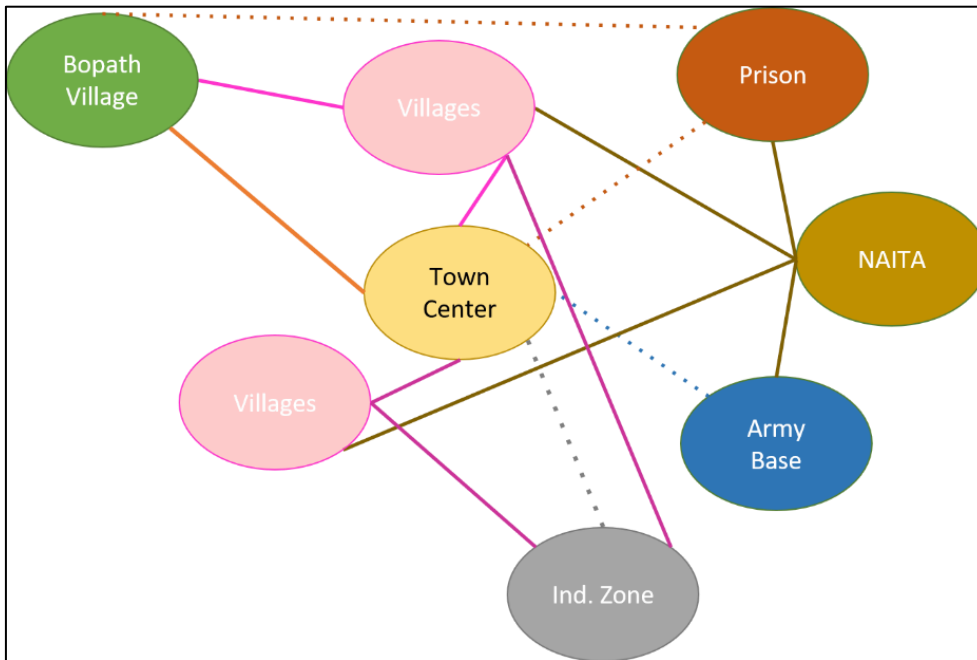
Strategy 3.3

Creating economic opportunities for rural people through institutional networking

The Bopath Falls, the industrial estate, and the surrounding villages are all linked to the National Apprentice and Industrial Training Authority, which provides education based on rural people in the villages surrounding Kuruwita town. Because of this, rural residents will expand their economic activities and disseminate the knowledge's advantages. By directing services to the city center, the Kuruwita Prison, the Industrial Estate, and the Army Camp, it is suggested that the effect of the economic opportunities generated by the rural people will be channeled throughout the area.

Chapter 06 *Figure No. 6.19 : Institutional Networking*

The Plan



Source : Urban Development Authority Planning Team, 2022

Strategy 3.4

Strengthening Nalanda Ellawala Industrial Zone with regionally identified product development and value-added industries

It is anticipated to strengthen the Nalanda Ellawala Industrial Zone and maximize the local economy by identifying new products and putting them in place. For this, it is anticipated that regionally unique products, such as value-added goods based on Raga - kitul base products, will be installed in the industrial park. The goals are to strengthen the local economy, benefit the locals, establish a new economic area, and promote local businesses and goods.

Figure No. 6.20 : Raga production

Source : Retrieved from the Internet

Several assumptions were made in order to determine livelihood diversification using the 2019 Kuruwita resource profile employment data. By the year 2033, 1021 individuals could be brought into the agricultural sector, based on the assumption that 20% of those employed in it can diversify their sources of income while they are not engaged in it. Additionally, it was determined that 1915 individuals could be referred by the year 2033 based on the assumption that 5% of the self-employed population could be assisted. Another assumption is that 50% of women in agricultural families can diversify their sources of income, and in 2033, it was discovered that 2553 women have the ability to increase their socioeconomic status through such diversification.

25% of students from non-agricultural backgrounds who left school work in the industry. On the assumption that they can be included, 5745 people can be referred to it. 11,234 people are expected to start their careers overall. A total of 3574 different types of livelihoods are anticipated. This is the economy of the future. It is a crucial resource for growth, and the Kuruwita Development Plan has highlighted this strategy as a key component of the planned economic development strategy.

Strategy 3.5

Introducing new agricultural and tourism-focused training programs in vocational training institutes

Chapter 06

The Plan

Physical
Development
Strategies

6.5 Physical Development Strategies

Kuruwita planning area is a region that combines both urban and rural characteristics. The neighborhood's development is significantly influenced by the economic, industrial, residential, agricultural, and cultural activities that take place there. Another important tactic in the Kuruwita Development Plan is physical development. Urban zones, urban centers, and rural places all have development strategies. Urban planning has detailed the development strategies in such a way that they complement one another through the services and activities already present in the designated urban areas. The developing area's focal point, Kuruwita Town Center, is designed to enhance urban activity through physical development strategies. There, strategies for connecting the development of the town center with the surrounding areas and providing services were found. The physical development strategy gave consideration to the development of rural areas, and it is suggested that in order to meet the development area's future planning objectives, the rural areas that are farther away from Kuruwita town should take advantage of the development strategies that have been implemented there.

Strategy 1

Town Center Development

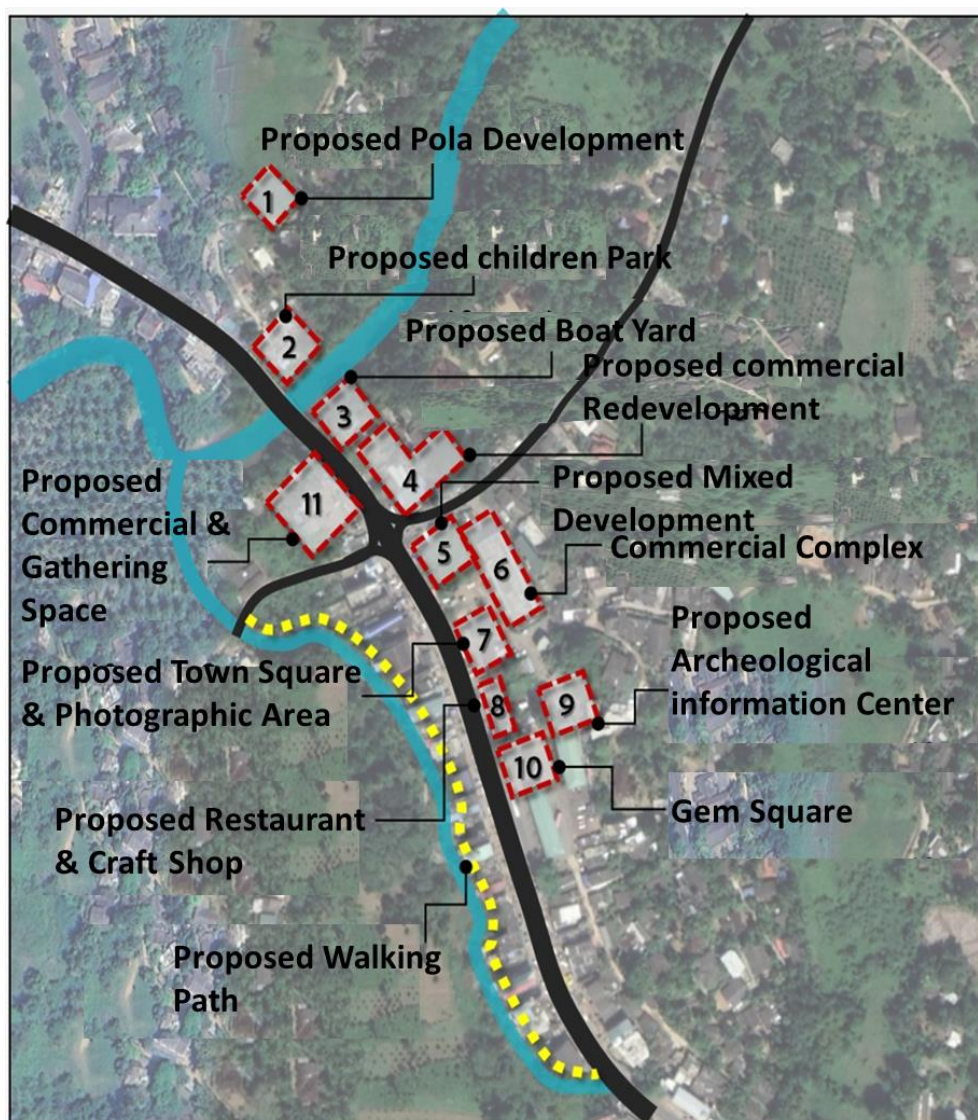
The focal point of the region for development planning is the Kuruwita town center. The economy and physical growth are based on various factors, including commerce, transportation, and services. Both urban areas and people who travel from various locations for various activities are working to meet people's needs. Through this plan, development strategies were chosen so that the surrounding villages of the town center would also profit from the development. It is anticipated that by implementing a formal plan primarily under a master plan for the town center, the nearly 11 acres of land owned by the railway department can be used more effectively and the appeal increased. Additionally, the development has received attention in a manner that makes it possible to attribute its influence to the Kelanivalley railway line, which will one day pass through Kuruwita town. By implementing the identified

projects for physical development and realizing the development aspirations, the objective is to achieve the future goals linked to the Kuruwita development area.

Strategy 1.1

Incorporating fundamental service infrastructure to make it easier for visitors to the city to fulfill their everyday needs.

Figure No. 6.21 : Town Center Development Projects



Source : Urban Development Authority Planning Team, 2022

Chapter 06 Strategy 1.2

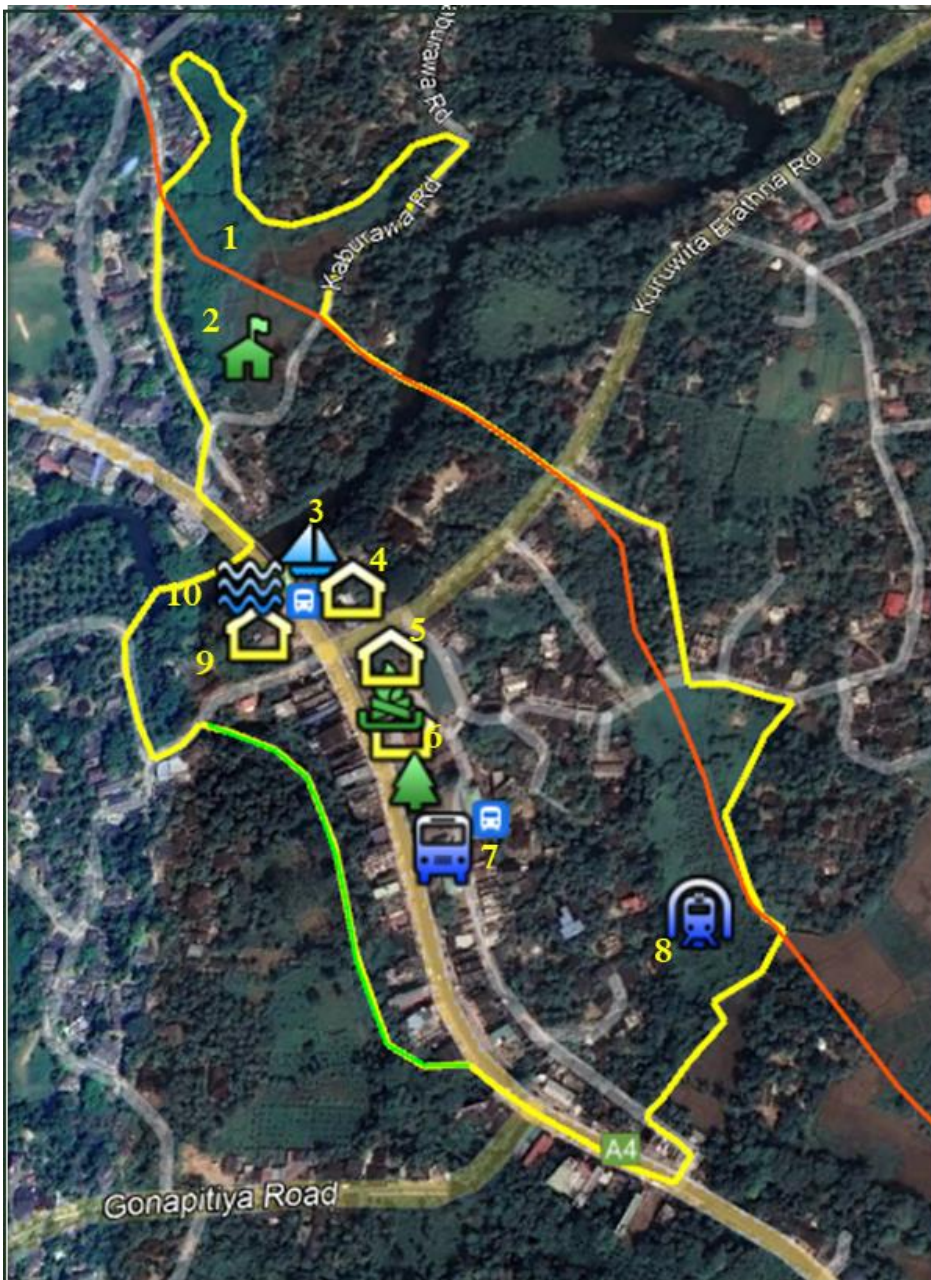
The Plan Optimizing commercial services by converting underutilized land in the city center to productive uses.

Strategy 1.3

To improve the beautification of the city center and the formality of the city by introducing a guide plan for the city center area

The specified project area, which includes the installation of the railway station, is anticipated to be developed by developing the urban structure and connection through a guide plan, in addition to the eleven projects listed here.

Figure 6.22 : Area identified for guide plan



1. Railway Line
2. Pola Development
3. Boat Yard
4. Commercial Redevelopment
5. Mixed Development
6. Town Square, Railway Building & Gem Square near Bo tree
7. Kuruwita Bus Station
8. Identified Land for Railway Station
9. Commercial Area
10. Primary Water Treatment Plant

Source: Urban Development Authority Planning Team, 2022

Chapter 06 Strategy 2

The Plan Development of Urban Zones

Strategy 2.1

Determining zoning and permitted uses in identified urban areas in accordance with uses and trends.

The Kuruwita development Plan strategies have been broken down into four urban zones with recognizable characteristics. The four areas were named Higgashena, Delgamuwa, Kuruwita, and Paradise, and they were divided up based on how the unique characteristics of each zone were distributed. The zones of Kuruwita, which is the center, Delgamuwa, which is a service-oriented zone, and Paradise, which is a zone focused on tourism and industry, were all identified as emerging zones. It is suggested that zoning and the initiatives in the development plan help to facilitate these zones. Based on current activities and services between zones, it is anticipated that regions will expand by connecting and facilitating one another.

1. Higgashena Zone

Along the Colombo-Ratnapura main road, small-scale commercial activities has increased in this area, and notable religious sites like the Peththavila Bodhi have also been built. In the area, there are both business and residential activities in abundance, as well as community-based establishments like banquet rooms, lodges, dispensaries, and pharmacies.

Figure No. 6.23 : Distribution of various activities in the Higgashena zone



Source : Urban Development Authority Planning Team, 2022

2. Delgamuwa Zone

The Delgamuwa zone is mainly known for its service sector. The fact that all of these services are concentrated on just one side of the main Colombo-Ratnapura road is an exceptional feature. Commercial activity is growing on the other side of the major Colombo-Ratnapura road. You can find government agencies, Lanka Sathosa, public markets, shops, pharmacies, and financial institutions like Bank of Ceylon, People's Bank, as well as educational services like Kuruwita Middle School and Higgaswatta Primary School, Kuruwita despesary, Phamasy, Kuruwita Pradeshiya Sabha, the Police Station and others. The Kuruwita Development Plan suggests methods for enhancing these widely dispersed service facilities in the Delgamuwa area in order to better serve the locals.

Chapter 06 *Figure No. 6.24 : Various activities are spread in Delgamuwa Zone*

The Plan

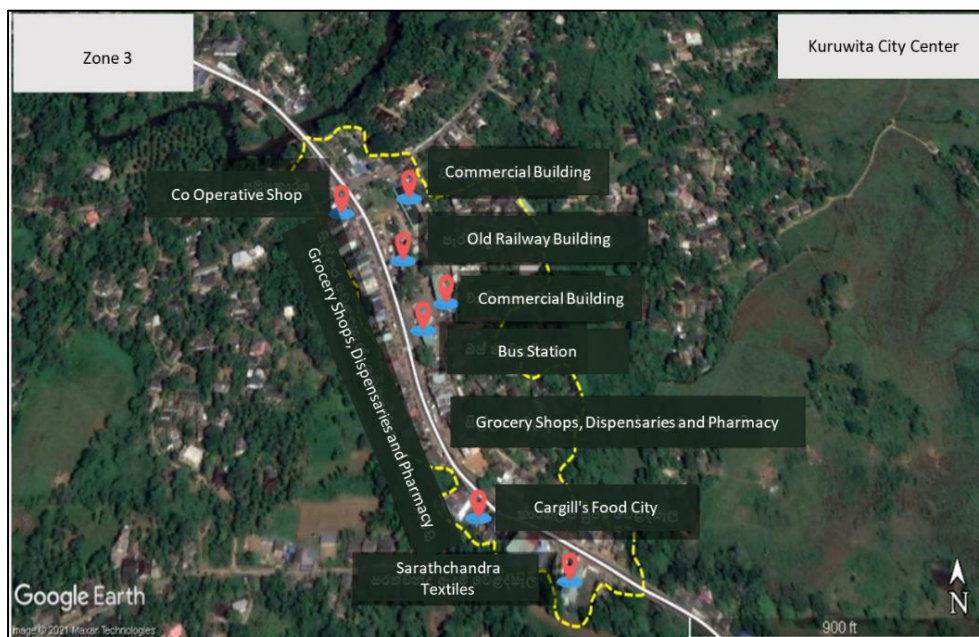


Source : Urban Development Authority Planning Team 2022

3. Kuruwita Town Center

The Kuruwita Town Center is a hub for a variety of town services. This area is home to a wide variety of commercial activities, and this zone also has historical structures with archaeological significance, like the old railway building. Kuruwita Bus Station, the primary transportation hub in the zone, offers transportation services from the town center of Kuruwita to both rural and urban regions. Numerous projects that are aimed at the town center area have been found through the development plan.

Figure No. 6.25 : Distribution of various activities in the Kuruwita town center zone



Source : Urban Development Authority Planning Team 2022

4. Paradise Zone

The Paradise area is primarily known for its industrial and hospitality sectors, and Nalanda Ellawala Industrial Park significantly boosts the local economy. Manufacturing businesses like Hydramani Garment Factory, Lanka Fertilizer Corporation, and Sri Lanka Textile and Garment Institute are growing in addition to the businesses in Nalanda Ellawala Industrial Estate. Additionally, locations for hospitality-related businesses like restaurants, hotels, and lodges can be found. It is suggested to create opportunities through the Kuruwita Development Plan for residential uses, hospitality, and local economy-supporting industries.

Chapter 06 *Figure No. 6.26 : Distribution of various activities in the Paradise zone*

The Plan



Source : Urban Development Authority Planning Team 2022

Strategy 3

Peripheral Area Development

Strategy 3.1

Current connectivity with peripheral areas are identified to be improved by connecting existing primary roads with the town center and other important service areas.

Strategy 3.2

Implement zoning and uses in peripheral areas in accordance with diversity in tourism and other fields.

The designated urban areas of Higgashena, Delgamuwa, Kuruwita, and Paradise are surrounded by numerous villages. The physical development plan places a strong emphasis on the development of these peripheral regions, and each urban area benefits the villages nearby. The initiatives outlined in the village development plan will also help to realize the development goals. Here, the goal is to spread the advantages of the physical development already taking place throughout the development zone, minimizing the imbalance in how those advantages are distributed between urban and rural areas.

6.6 Sustainable Environmental Development Strategies

Chapter 06

The Plan

Sustainable
Environmental
Development
Strategies

Due to the fact that Kuruwita town was built along the Kuru Ganga and is made up of natural environment areas, Paddy zones, and sensitive central environmental zone, Kuruwita town protects its special environmental conditions in order to preserve the ecological balance of the zone. This planning area with a biodiversity that includes flora and fauna endemic to the Kuruwita area, as well as the Kuru River, Paradise Lake, Bopath Falls, and the location of Sri Pada Reserve, is intended to replace damaged ecosystems through environmental management strategies. In the development plan, it is also anticipated that the local ecosystems will be strengthened even more.

Future inhabitants of Kuruwita will be competing with the environment for land, so this conflict between the two will be visible. In order to protect human and commercial interests as well as the environment, it's critical to find a balance between these two factors. The development plan's environmental management strategies seek to give the locality the economic and social advantages that come from achieving that environmental security. According to the development plan, this sustainable environmental development strategy directly contributes to the achievement of the main goal of making the community a livable resident. Environmental conservation, landscape management, and public open spaces are given top priority under this strategy.

6.6.1. Environment Conservation Plan

Strategy 1

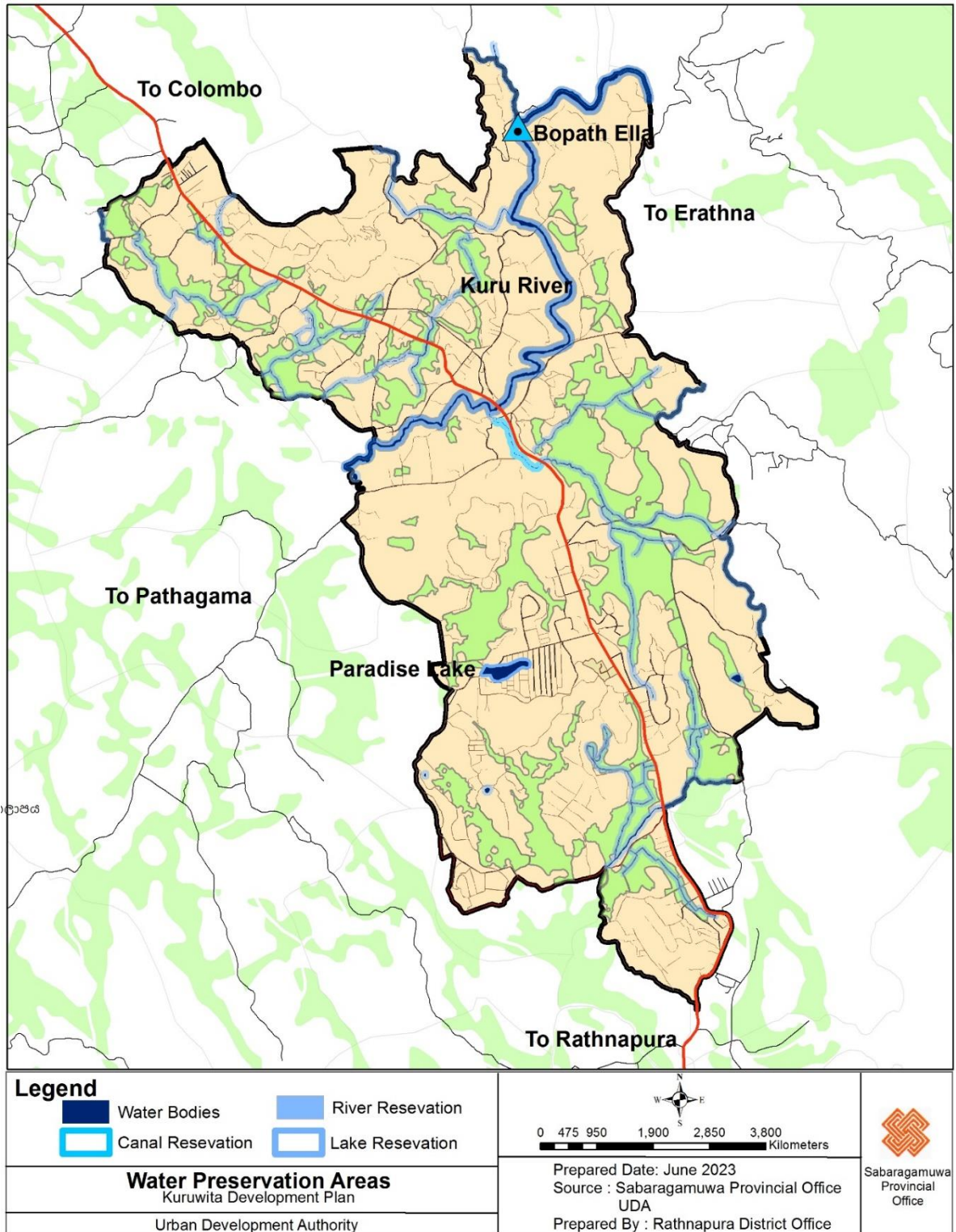
Sensitivity of natural features and their preservation in ecologically delicate regions like paddy fields, the Kuru Ganga, etc.

Chapter 06 Strategy 1

The Plan Establishing reservations for the Kuru River and other water bodies in order to protect the ecosystem surrounding the water bodies.

Almost 5 Sq. Km. areas of paddy, abandoned paddy fields belonging help to the region's agricultural output and serve as water catchment areas. The plan suggests concentrating on the preservation of these places while attempting to lessen the harm brought on by minor floods. Additionally, it is anticipated that by implementing this conservation plan, the effect on these paddy fields will be lessened as demand for residential attractions rises in the future. The practices, regulations, and requirements included in the agriculture zone for such areas shall be effective in the event that any area categorized under the agricultural land and wetlands category mentioned in the zoning activities is included in other development zones. This conservation plan is suggested to lessen the harm done by physical development and also to conserve the Kuru River, Paradise Lake, and other major water sources. As a result, paddy fields and abandoned paddy lands are included in the agricultural zone, and in accordance with the zoning plan, permitted uses are noted. Here, the Agricultural Services Act should be observed, and development activity rules should be adhered to. The zoning plan has defined Kuru Ganga and its reservations, natural canals and other fresh water waterways, as well as the Paradise Lake, and the boundaries of each reservations have been specified. Development activities should be carried out in accordance with the appropriate regulations and the recommendations of the relevant institutions.

Map No. 6.16 : Water Conservation Zone Map



Source : Urban Development Authority Planning Team, 2022

Map No. 6.17 : Paddy and wetland zone map



Source : Urban Development Authority Planning Team, 2022

6.6.2. Landscape Management Plan

As a small town in the Ratnapura district, it is crucial to improve the town's beauty in order to preserve Kuruwita town's local identity and develop its attraction from tourist. Additionally, in accordance with the development plan's second goal, the city should be transformed into a tourist destination based on the future Kuruwita. It is hoped that the landscape management plan will facilitate this transformation and help the residents become a behavior and make a city memorable among people.

Approaches 1.1

Carrying out landscape management in identified urban areas

In the urban zones designated by the development plan, it is suggested to implement landscape management through different projects and plans. Therefore, it is essential to conduct landscape work as necessary, particularly in and around Kuruwita's city limits, as this has a direct bearing on the activities of the neighborhood and the lives of its residents. Through city center development-related projects like renovation of the old railway building, the town square, the boat yard, the gem market area, and the Waladura canal lane, it is suggested to improve urban beautification and landscape. Additionally, the city of Kuruwita has been made aware of the landscape management initiatives surrounding Paradise Lake by the development plan.

Approaches 1.2

Landscape management along riverbanks and alternative route

Kuruwita Town's Kuru Ganga Bank plays a significant role, and this specific screen is a part of the Kuru Ganga Reserve. Therefore, it's crucial to start projects like linear parks, watershed development, etc. as appropriate conversions of the reserve's area. Additionally, it's crucial to carry out development initiatives without harming the area's natural beauty by correctly adhering to the Ganga reservation regulations. The planned alternative road from Delgamuwa to the Malawa junction is one example of how the

Chapter 06 landscape plan aims to decorate the sides of roads in accordance with the
The Plan green strip idea and to create a welcoming environment for pedestrians using
the road network.

Approaches 1.3

Landscape Management of Paradise Lake

Approaches 1.4

Landscape Management of Walundura Canal Banks (Identified Sector)

6.6.3. Spatial plan for public outdoor recreation activities

Urban parks, playgrounds, and landscaped outdoor spaces can all be created and maintained, which has many advantages. The creation of security among the urban residents will help reduce the temperature of the city, manage carbon emissions, support improvements in the physical health of the population, strengthen existing relationships between people and nature, and provide opportunities for those who are constantly moving through to enjoy nature. Urban parks will be crucial in bringing about a number of advantages, including a decrease in crime and an increase in business possibilities. In designated open areas, it is advised to establish these public spaces with suitable landscaping. The ability of locals to use public open spaces and lead balanced lives while keeping their free time and good health is equally essential to achieving one of the main goals of the development plan, which is to make Kuruwita a more livable city for inhabitants is significant. In Kuruwita Town, there are currently 1.78 hectares of community parks, playgrounds, and organized outdoor spaces, while the area needed is 41.4 hectares. Although there is a great need, the natural environment in the Kuruwita region, including the sources of the Bopath Falls, Kuru River, etc., will help to meet that need if we compare the need to the current situation. In addition, development strategies for Bopath Falls, Paradise Lake, and the city center area were found through the development plan; these strategies will help create public open landscapes.

Strategy 3

Use, categorize, manage, and direct recreation facilities at all currently available playgrounds, playable areas, and public open spaces.

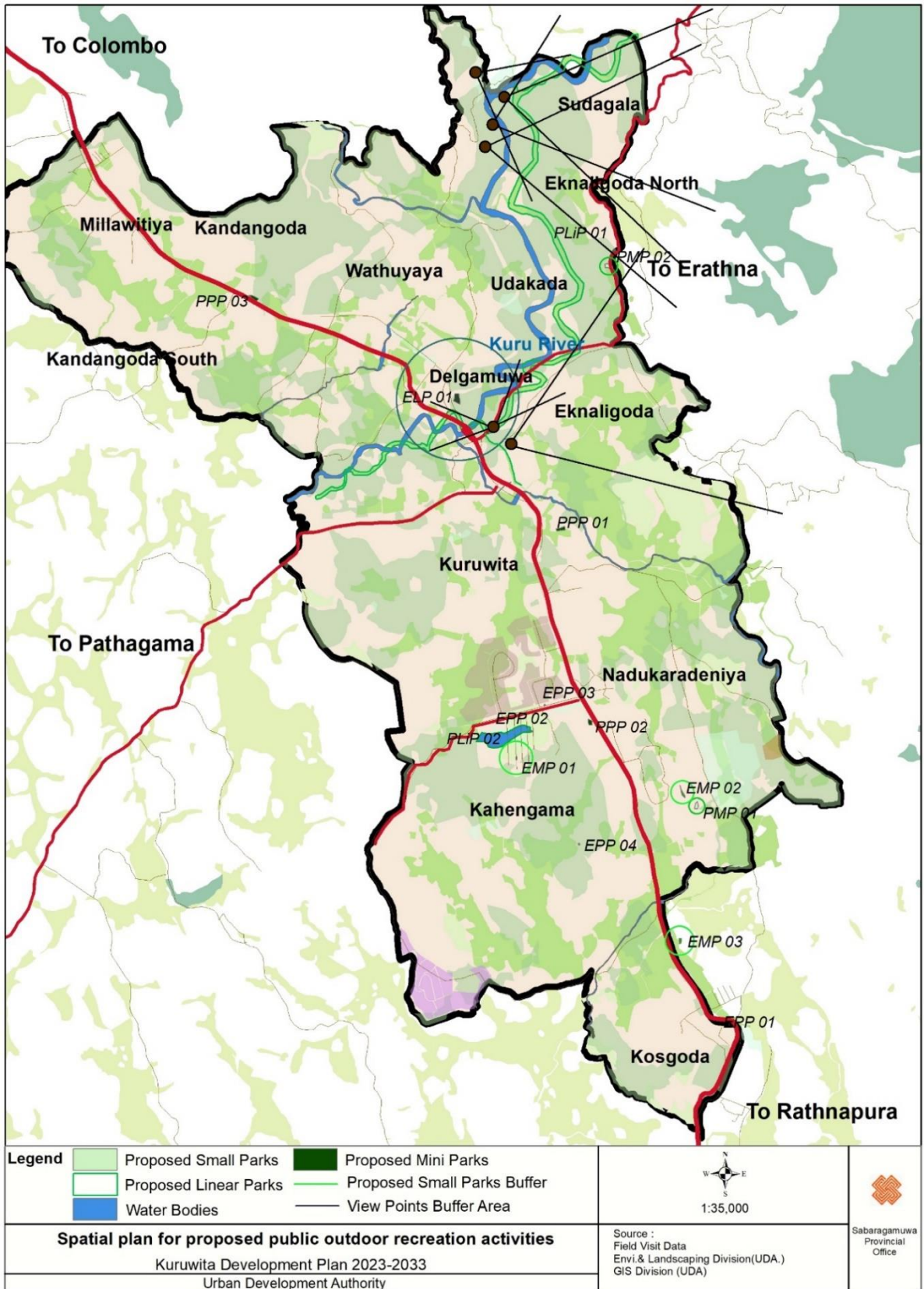
1. Proposed development around Bopath Falls
2. Proposed town center development
3. Park development around the proposed Paradise Lake
4. Redevelopment of all existing playgrounds and play areas - Paradise Children's Park, Paradise Playground, Ranavirugama Playground
5. Development of Urban Parks and Open Spaces - Park development around Paradise Lake, Proposed Commercial Premises and Public Assembly Premises, Proposed Urban Square, Proposed Children's Park

Map No. 6.18 : Existing parks and playgrounds



Source : Urban Development Authority Environment and Landscape Division Team, 2022

Map No. 6.19 : Proposed recreational activities



Source : Urban Development Authority Planning Team, 2022

Chapter 06

The Plan

Project
Implementation
Strategies

6.7. Project Implementation Strategies

6.7.1. Strategic projects and other projects

Short term projects		
No.	Project	location
1	Development of urban park with seating facilities	Kuruwita City Centre (Present market premises)
2	Creation of space for gem trading activities and construction of seating facilities	Kuruwita City Centre
3	Construction of observation cabins	Bopath Ella
4	Construction of a town square	Kuruwita City Centre
5	Construction of boat yard	Kuruwita City Centre (Kuru Ganga)
6	Renovation of railway building	Old railway building
7	T ourism development of Bopath Falls as a targeted location	Bopath Falls

Medium Term Projects		
1	Public Market Development Project	Kuruwita City Center (Near Kamburawa Road)
2	Mixed Development Project	Kuruwita Center
3	Redevelopment of commercial space with parking facilities	Kuruwita City Center (Near Thambiliyena Road)
4	Redevelopment of commercial area	Kuruwita City Center (Near Ferry)
5	Project to introduce a sewage treatment plant	Kuruwita City Center
6	Suggested boat service	Bopath Falls – Kuru Ganga

7	Conversion of Old Railway Building into Archaeological Information Center and Gem Activity Center	Old railway warehouse building
8	Creating a walkway	Walandura Ela
9	Park Development Project	Paradise Lake

Long term projects		
1	Middle Income Housing Project	Paradise
2	Identified road development project	Kuruwita
3	Hospital Premises Construction Project	Nadukaradeniya
4	Housing project	Duhalo Watta
5	Proposed Road Development Project	Kuruwita – Malawa Junction

6.7.2. Priority projects

Through an analysis of the projects and the opinions shared by the stakeholders in the second stakeholder workshop, a list of project priorities was established based on the nature of the projects, after taking into account the time required to complete them, after classifying the identified projects into short term, medium term, and long term. Greater emphasis was put on achieving the Planer's vision when these projects were prioritized. Particular consideration was given to urbanites' acceptance as well as the viability of the various stakeholders from a fiscal, social, etc. perspective. As a result, 10 projects out of the ones that were recognized were chosen for the priority list, and quick project planning reports have been created for those projects.

- Public Market Development Project
- Mixed Development Project
- Commercial space redevelopment project with parking facilities (Near Thambiliyena Road)
- Paradise Middle Income Housing Project
- Project to develop urban park with seating facilities
- Commercial area redevelopment project

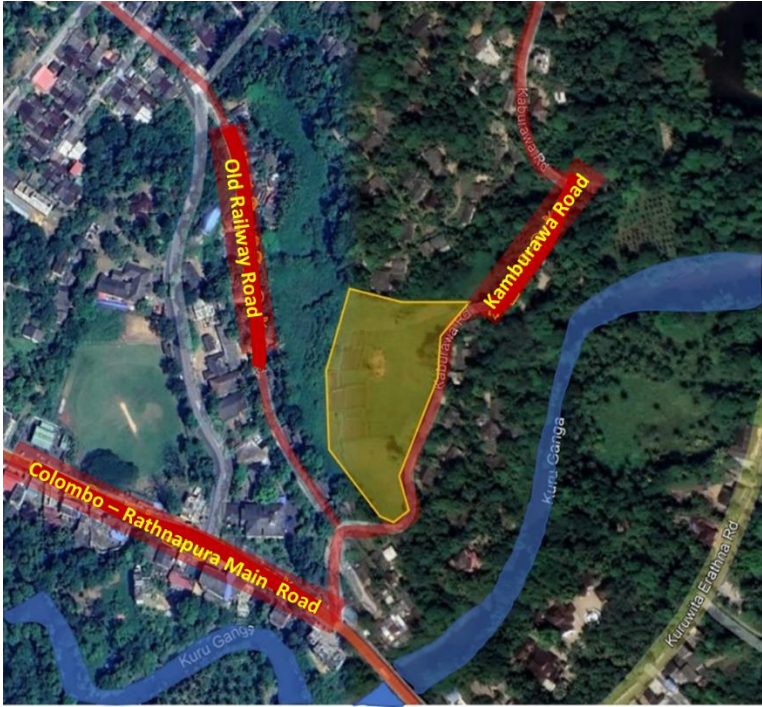
Chapter 06

The Plan

- Boat yard development project
- Duhalowatta Housing Project
- The project to develop Bopath Falls as a destination for tourism
- Project to construct observation cabins near the starting point of Bopath Falls

6.7.3. Project Details

Project 01

Project Topic	Public Market Development Project			
Project title	Creating a convenient space for the local people and trade community to meet their economic, goods and service needs			
Location	Province	District	Divisional Secretariate	Local Authority
	Sabaragamuwa	Ratnapura	Kuruwita	Kuruwita Pradeshiya Sabha
Access	Pradeshiya Sabha Road (Kamburawa Road)			
Location map				
The current use	Barren paddy area			
Land Ownership	Private			
Land Size	Acres 1 .4			

Relevance of the project

Numerous issues, including a lack of space, inadequate parking spaces, a lack of water and restroom facilities during the rainy season, and a lack of water and restroom facilities in the current public market area, make it difficult for customers of the public market and members of the trading community to

Chapter 06 meet their needs. There isn't enough room for the 500-person commercial
The Plan community to park the vehicles that transport their goods, let alone find
appropriate commercial plots. As a result, the city is now experiencing traffic
congestion and an informal environment.

Based on these flaws, it has been determined that developing the public fair
grounds is necessary to formalize the urban model by giving the public market
grounds sufficient facilities, which have a direct and indirect impact on the
local economic situation.

Project Objectives

By developing a public market in Kuruwita, it will be possible to increase the
accessibility of local trade activities and basic agricultural products, as well
as to formally provide trade and commercial facilities for both urban residents
and those living in the villages nearby.

Benefits provided by the project

- Development of market premises with parking facilities
- Establishment of water and sanitation facilities in the market premises
- Management of sewage and wastewater through proper drainage system and garbage disposal system.
- Providing properly arranged space for traders to carry out trading activities


Financial plan

Contents	Rs. million
Kuruwita Public Market Development Project	100

Project implementation and maintenance

The maintenance and running of the project after completion will be done by
the Kuruwita Pradeshiya Sabha.

Project 02

Project title	Mixed Development Project			
Project proposal	Fulfilling the commercial needs of the urban population in one place			
Location	Province	District	Divisional Secretariate	Local Authority
	Sabaragamuwa	Rathnapura	Kuruwita	Kuruwita Pradeshiya Sabha
Access	Road Development Authority Road (Colombo - Rathnapura Main Road) Eratna Road			
Location map				
Current usage	Vacant lot with few constructions			
Land Ownership	Department of Railways			
Land size	30 Perch			

Relevance of the project

This project has been chosen to fill the need for non-commercial facilities like auditorium facilities, library facilities, etc. in the city of Kuruwita, which has been identified based on the development trend of commercial activities in the city. It is anticipated that all of these requirements will be combined into one location because the region requires both an auditorium with sufficient listening facilities and a suitable space for a library with facilities. This mixed development building will be built to meet all of these needs.

Chapter 06 Additionally, there are no adequate parking facilities for visitors to the city.

The Plan As a result of this project, parking facilities will be made available, along with restaurants, exercise facilities, hearing facilities, and other commercial activities. Due to the planned mixed-use building's proximity to the currently under construction commercial building, a passenger bridge is anticipated to link the two structures and make it simpler for the public to access the services offered by these two locations. Increasing trade activity while preserving the strength of both locations is advantageous for the business community.

Project Objectives

Consolidating all the shopping needs of urban people in one place.

Benefits provided by the project

- Creation of proper parking facilities for parking of vehicles
- Availability of most of the marketing and other commercial needs of the urban population in one location
- Convenience of leisure time with seating facilities for urban dwellers
- Availability of auditorium and library facilities
- Contribute to the economic growth of the city


Financial plan

Contents	Rs. million
Mixed Development Project	250

Project implementation and maintenance

The maintenance and running of the project after completion will be done by the Kuruwita Pradeshiya Sabha.

Project 03

Project title	Commercial space redevelopment project with parking facilities			
Project proposal	Catering to the needs of the urban population with commercial and auditorium facilities at a single location			
Location	Province	District	Divisional Secretariate	Local Authority
	Sabaragamuwa	Rathnapura	Kuruwita	Kuruwita Pradeshiya Sabha
Access	Road Development Authority Road (Colombo - Ratnapura Main Road) Thembiliyena road			
Location map				
Current usage	Vacant lot with few commercial uses			
Land Ownship	Land Reform Commission, Private and Kuruwita Pradeshiya Sabha			
Land size	100 Perch			

Relevance of the project

In line with the city of Kuruwita's tendency of commercial expansion and development, this project has been chosen to meet the requirements of the local populace in terms of commerce. The land that is being proposed for this project belongs to the commercial zone, per the proposed zoning for the year 2032, and using it for commercial uses will give the chance to increase the land's value.

Chapter 06 And this project has been chosen as one that will contribute to the city's growth as an attractive for the locals while meeting the needs of the residents who move there in the best possible manner. The land has been chosen as the best location for this project because it is already being used for other purposes in the city's core and faces the major access road to Kuruwita town, the Colombo Ratnapura main road. During the regularization of the Kuruwita town center, this part of town was also designated for expansion. The installation of parking facilities, auditorium facilities, meeting spaces, and other entertainment-related buildings has been identified as being necessary for the area's commercial requirements. The proposed parking lot has been created in conjunction with this commercial location to aid in the provision of services to the public.

Project Objectives

Creating a formal space for the urban population to need commercial services.

Benefits provided by the project

- Formal development of commercial spaces for trade activities.
- Providing parking facilities to visitors for service needs.
- Providing theater and auditorium facilities for leisure and entertainment to urbanites.
- Proper drainage system
- Creation of urban beautification activities within the premises


Financial plan

contents	Rs. million
Commercial space redevelopment project with parking facilities	350

Project implementation and maintenance

The maintenance and running of the project after completion will be done by the Kuruwita Pradeshiya Sabha.

Project 04

Project title	Middle Income Housing Project - Paradise			
Project proposal	Providing infrastructure for residents by meeting the housing needs of middle income earners.			
Location	Province	District	Divisional Secretariate	Local Authority
	Sabaragamuwa	Rathnapura	Kuruwita	Kuruwita Pradeshiya Sabha
Access	Road Development Authority Road (Colombo - Ratnapura Main Road) Paradise road			
Location map				
Current usage	An area with rubber plantations			
Ownership of land	Estate Company			
Land size	5.5 acres			

Relevance of the project

In order to make Kuruwita a desirable neighborhood for residents, it is critical to address the housing requirements of middle-class families. The need for this project has been determined because it will give the future residents of the area and the people who will be drawn there a safe residential experience in a peaceful environment with their own infrastructure. This area has been

Chapter 06 chosen with the intention of making it the ideal in terms of physical and social
The Plan needs in the future.

Project Objectives

Fulfilling the need for housing with all basic needs for middle income earners.

Benefits provided by the project

- Providing housing facilities for middle income earners
- Provision of other infrastructure related to housing facilities
- Attracting qualified workers etc. population to the area.
- Direct and indirect benefits to the local economy
- Rising land value


Financial plan

Contents	Rs. million
Middle Income Housing Project - Paradise	1000

Project implementation and maintenance

The maintenance and running of the project after completion will be done by the Kuruwita Pradeshiya Sabha.

Project 05

Project title	Project to develop urban park with seating facilities			
Project proposal	Creating a space for local people, commuters and tourists to fulfill their leisure and recreational activities			
Location	Province	District	Divisional Secretariate	Local Authority
	Sabaragamuwa	Rathnapura	Kuruwita	Kuruwita Pradeshiya Sabha
Access	Road Development Authority Road (Colombo - Ratnapura Main Road)			
Location Map				
Current usage	Used as public fair. Several houses are also located.			
Ownership of land	Department of Railways			
Land size	40 Perch			

Relevance of the project

The lack of a designated park area for recreation and leisure activities in Kuruwita is a significant drawback, leaving residents without a place to spend their free time, have a good time, and remain. It has been determined that the location of the fair will be transformed into a model with seating facilities, children's play facilities, landscaping, and minor flood resistant in order to make it an ideal in terms of physical as well as social requirements.

Chapter 06 Accordingly, locals and visitors will be able to pause and relax in the urban
The Plan park while taking in the beautiful scenery of the Kuru River, in addition to
those driving along the Colombo-Ratnapura road.

The need for this project has been acknowledged because it will organize the present informal area, boost urban attractiveness, and give the populace many amenities.

Project Objectives

- Improvement of leisure and recreation facilities for the urban population and itinerant population
- Prevention of unauthorized construction near Kuru Ganga and Kuruwita Bridge
- Develop along the existing Kuru River and improve the urban appeal
- Streamlining the town center.

Benefits provided by the project

- Urban park facility with seating facilities and children's play equipment/spaces
- Streamlined flood and waste water management through purifying system
- Increasing urban attractiveness
- Prevention of unauthorized construction
- Economic, social and physical advantages


Financial plan

Contents	Rs. million
Project to develop urban park with seating facilities	50

Project implementation and maintenance

The maintenance and running of the project after completion will be done by the Kuruwita Pradeshiya Sabha.

Project 06

Project title	Commercial Area Redevelopment Project			
Project proposal	Meeting the commercial needs of the urban population and trading community and streamlining the city centre.			
Location	Province	District	Divisional Secretariate	Local Authority
	Sabaragamuwa	Rathnapura	Kuruwita	Kuruwita Pradeshiya Sabha
Access	Road Development Authority Road (Colombo - Rathnapura Main Road) Eratna Road			
Location Map				
Current usage	Used as a commercial space with informal shops.			
Ownership of land	Railway Department			
Land size	15 Perch			

Relevance of the project

This project has been chosen as part of the commercial expansion and development trend in Kuruwita based on the requirements including giving enough space for the citizens of the to easily fulfill their needs, as well as the existing informal activities and the space not being adequately consumed. The

Chapter 06 land chosen for this project belongs to the commercial zone under the proposed zoning for the year 2033, and by standardizing the current commercial practices, the general public will have the chance to transform the attraction into a model city.

The Plan

Since it faces Eratna Road, the main entrance to Kuruwita town, and Colombo-Ratnapura Main Road, it has been determined that this plot of land is the most suitable for this project. It is anticipated that this land will best meet the needs of tourists, particularly during the Sri Pada season.

Project Objectives

To formalize and create the existing space to get the commercial services needed by the urban people.

Benefits provided by the project

- Formal development of trade spaces for trade activities.
- Providing parking facilities to visitors for service needs.
- Providing a space with -decorated seating facilities to the urbanites.
- Provision of proper drainage system and sanitation facilities.


Finacial Plan

Contents	Rs. million
Commercial Area Redevelopment Project	350

Project implementation and maintenance

The maintenance and running of the project after completion will be done by the Kuruwita Pradeshiya Sabha.

Project 07

Project Title	Boat Yard Development Project			
Project Proposal	To create a space for local people, circulating people and tourists to fulfill their leisure and entertainment activities.			
Location	Province	District	Divisional Secretariate	Local Authority
	Sabaragamuwa	Rathnapura	Kuruwita	Kuruwita Pradeshiya Sabha
Access	Road Development Authority Road (Colombo - Rathnapura Main Road)			
Location Map				
Existing use	Dilapidated abandoned structures and bathing piers			
Land Ownership	Railway Department			
Land size				

Relevance of the project

A new feature that will be added up to the Bopath Falls and be based on the Kuru River will begin to be implemented at the location of the presently decaying bathing pier in the middle of Kuruwita. The site, which currently contains a number of unimproved buildings, is anticipated to be developed into a wharf with a boat yard and used to encourage tourism. In addition, it is hoped to give metropolitan residents a comprehensive experience by adding

Chapter 06 extra amenities like dining options and sanitary facilities. By doing so, it is anticipated that more commuters and tourists will visit. Additionally, it has been determined that this project will lessen the unpermitted developments and activities in the region surrounding the Kuru Ganga, a significant resource for the city, and convert it into a dwelling area.

The Plan

By converting an underutilized area in the heart of the city into an attractive one, the project has been recognized as a crucial one for supporting the local transportation, tourist, and economic sectors.

Project Objectives

To give visitors to Kuruwita a fresh experience by giving them transportation options to Bopath Falls. In the meantime, it is intended to grow the local income by enhancing the tourist destination.

Benefits provided by the project

- Development of wharf with boat yard.
- Providing cafeteria and restaurant facilities to tourists.
- Attractive surroundings with sanitary facilities
- Commencement of boat service from Kuruwita town to Bopath Falls.

Financial plan

Contents	Rs. million
Boat Yard Construction Project	80

Project implementation and maintenance

The maintenance and running of the project after completion will be done by the Kuruwita Pradeshiya Sabha.

Section 02

Physical Development Strategies and Guidelines

Chapter 07

Development Zones and Zoning Guidelines

Chapter 07

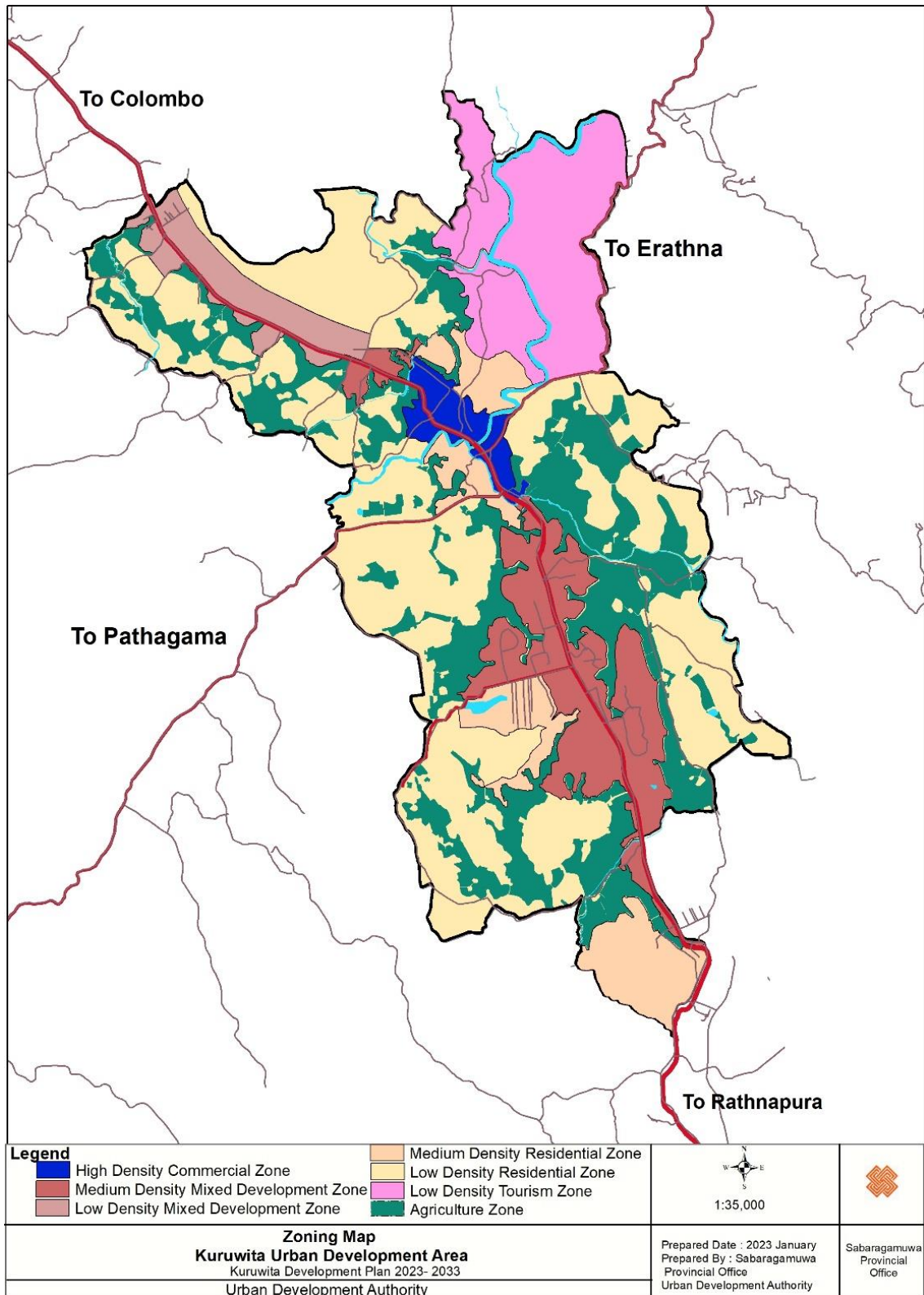
7.1. Introduction

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Introduction

To realize the goal of "Susadi Shelter in Siripa Valley" the Kuruwita Development Plan (2023–2033) has been prepared. The objectives and ambitions expected to be fulfilled over the next ten years have been identified through this development plan, and strategic plans have been developed in relation to them. The proposed land use plan developed with the year 2033 in mind, therefore, includes physical development strategies and regulations linked to it in this section. This zoning plan was created using data from a number of analyses, including Development Pressure Analysis, Sensitivity Analysis, Connectivity Analysis, Livability Analysis, and others, that were performed in relation to the planning area and its boundaries. In addition, vulnerability to natural hazards, amount of developable land, population distribution and other influencing variables were considered as well. The zoning process considered the above- mentioned analysis and strategy as well as each area's potential while marketing potential, and the uses for each area have been chosen in order to preserve that area's identity. In the Kuruwita Development Area, five major zones and four sub-zones have been identified, along with any associated special rules and approved activities.

7.2. Zoning Plan (2023-2033)

Map No. 7.1: Kuruwita Urban Development Area Zoning Plan 2023-2033



Source: Urban Development Authority, 2022

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7.3. Development Zones and Zone Factor

The Kuruwita Development Plan divides the Kuruwita urban development area into five major development zones, and within each of these main development zones there are sub-zones based on the expected development density. The expected development density and the area of developable land for that development zone were used to calculate the zone factor. (Table No. 7.1)

Table No. 7.1: Development Zones and Zone factor

Development Zone	Sub Development Zone	Zone Code	Zonal Coefficient
Residential Zone	Medium Density Residential Zone	R2	1.2
	Low Density Residential Zone	R3	1.0
High Density Commercial Zone		C1	2.0
Mix Development Zone	Medium Density Mixed Development Zone	MD2	1.5
	Low Density Mixed Development Zone	MD3	1.0
Low Density Tourism Zone		T3	1.0
Agriculture Zone		A	0.0

Source: Urban Development Authority, 2022

7.4. General zoning regulations in effect for the plan area

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General zoning
regulations in effect
for the plan area

- i. According to Section 3 of the Urban Development Authority Act No. 41 of 1978 No. 1629/16 and in the Special Gazette dated November 26, 2009, the Kuruwita Pradeshiya Sabha area has been designated as an urban development area, and these regulations apply to all areas within its administrative boundaries.
- ii. The Urban Development Authority has published the Planning and Building Rules/Regulations (General) Kuruwita Pradeshiya Sabha through Gazette No. 2235/54 dated July 08, 2021, which must be followed when carrying out any development activities. These regulations are in addition to the requirements of this zoning plan for related planning and development regulations regarding the Pradeshiya Sabha area.
- iii. The minimum plot size for subdivisions made before 10.03.1986 is Sq. m. 150 for areas that were considered urban areas prior to that date. For areas declared as urban areas after 10.03.1986, the minimum plot area subdivided before the date of declaration as an urban area is 150 Sq. m., and plots less than treated as existing plots. Less than 150 plots are considered as existing plots.
- iv. The Development Guide Plan's new regulations are applied to the development regulation areas. The zoning restrictions stated in this plan will also be applicable to those areas until those regulations are introduced. However, in order for the development works to be completed in the above-mentioned development regulatory areas, the Urban Development Authority's preliminary planning approval is required. The authority has the authority to decide which developments will occur according to the authority's draft development regulatory plan.

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- v. The entire plot will be taken into account for the allowable rate of payment for the proposed development if the owner of a plot of land grants the portion of land falling within the street line/proposed width of the road without compensation for the road. However, the balance of the plot should be taken into account instead of the area that is part of the street line or proposed road width when calculating the plot coverage percentage.
- vi. It may be occasionally considered to calculate the permitted development by using the total width of all the roads as the width of the access road when there are multiple roads facing the development area, each of which is connected to the main roads, has a minimum width of 6 meters or more, and has a legal right of access.
- vii. In cases where a plot of land is shown to fall into two or more zones, the zone falling within that plot is determined by the zone to which the main access road giving access to the plot belongs.
If the plot is accessed by two or more roads of the same width, the zone of the larger plot should be applied.
*This rule does not apply to Conservation Zones.
- viii. If any piece of land falls between two local government jurisdictions, the authority will determine the use of that piece of land in the main access zone, based on the agreement of the respective local government bodies.
If the said plot is accessed by two or more roads of the same width, the local government jurisdiction of the larger portion of that plot shall apply.
- ix. Where the zone boundary lines across the first plot of an access road, the zone boundary shall be considered as the last boundary parallel to an access road of that plot.

Where, however, the rear plots are merged with the first plot and approved as a single plot, the last boundary of that single plot shall be treated as the zone boundary.

- x. The planning committee of the Urban Development Authority will have the final decision in the event that the boundaries shown in the zoning plan are determined by both physical boundaries and geographic coordinates.
- xi. The authority has the authority to determine whether to approve uses that are similar to those that are allowed in the zone but are not listed in the zoning plan's category of permitted uses.
- xii. Permission is only considered in the proposed zoning plan for the continuation of current uses that aren't approved uses. However, approval for further expansion of the current practices will not be considered and if it is believed that it is harmful to continue the practice, it may be ordered to stop the practice.
- xiii. In addition to the organization own by the road, for the purpose of erecting boundary walls inside the building limits, approval could be taken into consideration, but only after signing a non-compensation agreement.
- xiv. In the building lines, road widening boundaries, and reserves on both sides of the intersection roads in the area, different religious statues, religious symbols, signs, or similar constructions are not permitted, and no compensation will be given for the removal of such constructions.
- xv. If any property is designated for a cemetery or crematorium, clearances from the relevant local authority should be obtained.

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- xvi. Before permitting low land, marsh land, paddy fields, wetland, owita, or other similar land that isn't listed in the development plan, it is best to get a clearance certificate from the Urban Development Authority.
- xvii. The institution that authorized the development must issue a permit with the suggestion of an experienced engineer and insurance if tower cranes are going to be used in the project.
- xviii. 50% of the land should remain undeveloped during the construction of structures for schools and children's homes.
- xix. If it is not feasible to provide traffic parking space on the development site itself, then, with the approval of the preliminary planning clearance, a site approximately 500 meters away may be used.
- xx. To protect the characteristics of the areas the Authority has designated, architecture and planning regulations may be imposed.
- xxi. The development of land or protected areas owned by government agencies departments or corporations, such as the Department of Archeology, Forest Conservation Department, Mahaweli Authority of Sri Lanka, Irrigation Department, Coastal Conservation Department, Agricultural Services Development Department, Land Development Corporation, Geological Survey and Mines Bureau, etc., is done in this planning area. Before beginning the job, recommendations and development suggestions from the appropriate institutions should be obtained.
- xxii. All excavation work should be carried out in accordance with the clearance from relevant organizations, such as the Geological Survey and Mines Bureau, and after the work is finished, the sites should be restored or appropriate actions should be taken in

accordance with the clearance from the aforementioned organization.

- xxiii. The Main Planning Committee of the Urban Development Authority has the final decision in any disputes involving any statutory planning, development, or building regulation, as well as their interpretation or practical implementation.
- xxiv. If a regulation pertaining to the land is relaxed or removed for any reason during the granting of development approval, the value of the land that is subject to that regulation is numerically calculated, and an amount not to exceed 30% of that value should be periodically charged to the authority.
- xxv. For every construction in this urban area, the clearance from the National Building Research Organization (NBRO) should be obtained regarding the suitability of the land and the construction, and the following regulations are applicable in the case of bank cuts higher than 1.5 meters and construction works on sloping land.
- It is mandatory to follow the recommendations of the National Building Research Organization in case of cutting banks of height more than 1.5 meters. In cases where the height of the bank to be cut is less than 1.5 meters even if it is freezing and no retaining walls are built for that cutting plane, a distance of at least 1 meter should be kept from the adjacent boundary to the starting point of the cutting plane.
 - When considering the minimum size of a lot on a sloping site, the minimum size of a lot specified in the zoning regulations and the minimum size of a lot specified by the National Building Research Organization shall prevail.
 - When calculating the land coverage percentage of a sloped land, the land coverage percentages specified by the planning and development regulations and zoning regulations mentioned in the

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Extraordinary Gazette Notice No. **2235/54-2021** dated **03 July 2021** shall be the land coverage percentages specified by the National Building Research Organization. The lower of the values takes effect.

- xxvi. In cases where the minimum plot size is not specifically mentioned in the zoning regulations, the minimum plot size of a plot should be 6 perches when granting approval for a piece of land for any development activity. However, at least 10 perches must be submitted for consideration of approval if there is no piped water facility in the area.
- xxvii. If there is no river or major canal, permission is granted for the construction of embankments subject to the recommendations of the relevant institutions. If boundary walls or other structures are built on the said embankments, the construction should be done with a maximum distance of 0.75 meters from the end of the embankment.
- xxviii. It is essential to grant permission for development activities that result in noise pollution, air pollution, underground or surface water pollution/road pollution, as well as development activities that are thought to be incompatible with social conditions, despite the uses that can be granted permission through zoning due to a non-residential development carried out in residential areas. Plans are considered as also being subject to resolution, and the authority has the authority to impose restrictions and refuse approval to control such development activities.
- xxix. All water-facing non residential constructions must submit a wastewater management plan, and development plans along relevant reserves and the Kuru River shall include a landscape plan.
- xxx. Building boundaries and planned minimum road widths related to existing footpaths, steps, and all roads inside the Pradeshiya

Sabha limits, as well as protected areas related to rivers and canals, must all comply with Chapter 09. Additionally, appropriate vegetation needs to be kept in protected areas near rivers and canals.

- xxxi. When developing a plot of land with a steep slope, the topography is taken into consideration, and accessibility is taken into account with a 1.5 meter step.
- xxxii. All mining operations in areas where authorization to mine for gems and other mineral materials has been granted by any person are subject to the safety standards outlined in Chapter 09.
- xxxiii. Additionally, a preliminary planning clearance should be requested from the Urban Development Authority for all mineral mining activities, including gem mining, that are carried out in the commercial zone and in all other zones.
- xxxiv. A green belt should be kept up to **100** meters from the boundary of the land used for the planned waste recycling centers, sanitary waste centers, or any other related purpose. No residential use should be permitted within the said green belt.
- xxxv. At the locations shown on Map No. 6.19 designated for visiting the noted points of interest within the urban area, no construction obstructing the view path shall be permitted. Constructions that do not obstruct the view path, however, shall be considered for permission subject to preliminary planning clearance.
- xxxvi. In case any area identified under paddy and wetland segment is included in other development zones, the guidelines and conditions included in the agricultural zone shall apply to such areas.
In addition to the above, the Planning and Building Orders/Regulation No. 55 (3) and Regulation No. 73 published

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- under Gazette No. 2235/54 on 08.07.2021 should be applied as follows when applying to the Kuruwita Urban Development area.
- xxxvii. The standard vehicle requirement for the first and second uses under No. 2 of Schedule 10 shall be one space per 100 square meters.
- xxxviii. Under No. 2 of Schedule 10, the standard vehicle requirement for 8th commercial use (salons, beauty salons, customer service points, barber shops) should be one space per 50 square meters.
- xxxix. Under vehicle stopping facilities, the relevant distances should be placed from the edge of the proposed road width or the road width included in the road widening proposal when placing the curbs in the access roads mentioned in (b) and (c) of sub-number **8** of No. **73**.
- xl. Submission of a Traffic Impact Assessment report pursuant to Subsection 16(a) of Section 73 of the National Road System may have an impact on traffic on the roadways. If surveillance is necessary, it should be done for developments listed in 16(a).
- xli. As per the 10th Schedule, when calculating the vehicle space requirement required for any development activity, the required square footage of the vehicle space requirement is 50% or less than the square footage for that vehicle space, the parking requirement, the proposed road width or road widening proposal including the road line and building boundary. Designing one vehicle space including existing space is considered.
- xlii. The building clearances referred to in Sub-No. 03 of the Regulation No. 55 under Open Space and building distance clearance except in the following cases where no building boundary or street line or any other road reserve is specified, a building clearance of 1 meter to that road/ should be placed from the roadside.

If a road is a closed road that ends at a distance of less than 50 meters or in case of access to only one plot and in the design of the respective building, the road is not an obstruction to the access road and in the buildings that are designed so that rain water does not fall directly on the road.

- xliii. Except for the land identified for a special project within this urban area, the land owned by the plantation companies will not be considered for any development without the approval of the Ministry of Plantation in the case of sub-division of more than **5** acres.

Chapter 08

Zoning Regulations

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8.1. Zoning Regulations

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Zoning Regulations

The Kuruwita Development Plan includes the zoning regulations that apply to the five major development zones under Kuruwita urban development area.

Table No. 8.1: Residential Zone

i. Main Zone	Residential Zone	
ii. Zonal characteristics	Medium Density Residential Zone	
	Medium density residential zone is known as the zone located near the A 004 road's proximity with a heavily populated and semi-urban characteristics. By giving close attention to the land use characteristics of the zone, the purpose of creating this zone is to increase its livability.	
	Low Density Residential Zone	
	Low Density Residential Zone refers to the region of low population density with rural characteristics and zone is a little away from the A 004 road. The purpose of creating this zone is to improve the capacity of the area to support both the housing trend and future regional needs.	
iii. Zone boundaries	Google Earth's Decimal Degree X (East Longitude) and Y (North Latitude), or the latitude and longitude coordinate planes (GPS-WGS - 1984), are stated in attachment no 12 for the zone boundaries.	
iv. Sub zone	Medium Density Residential Zone	Low Density Residential Zone
v. Zone Number	R2	R3
vi. Zone Factor	1.2	1

vii. Maximum Permissible Floor Area Ratio / Number of Floors	It should be performed as “A” and “B” mentioned in Schedule II and III under No. 8.3	
viii. Maximum plot coverage allowed	It should be performed as “B” and “E” mentioned in Schedule II and III under No. 8.3	
ix. Open spaces and maximum height	It should be performed as “E” mentioned in Schedule III under No. 8.3	
x. Minimum Subdivision Area	Medium Density Residential Zone	Low Density Residential Zone
	Sq. m. 150	Sq. m. 250
xi. Permitted uses	It should be performed as “F” mentioned in Schedule IV under No. 8.3	
xii. General regulations for the zone	Medium Density Residential Zone	
	I. During the renovation, the historical structures in this zone should only be used for the purposes specified in the same plan. In such circumstances, the authority may impose whatever conditions it considers appropriate.	
	II. Ayurvedic massage centers in the same area are considered in case of facing a main road subject to the preliminary planning clearance of the Urban Development Authority.	
	Low Density Residential Zone	
	I. When any land is located on the border of the agricultural zone, animal farms will be considered subject to the following conditions and obtaining a preliminary planning clearance from the Urban Development Authority.	

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	<ul style="list-style-type: none"> ● A strip of green cultivated land should be maintained. Other than the mentioned zone boundaries. <p>II. Ayurvedic massage centers in this region are considered in the case of facing a major road subject to the preliminary planning clearance of the Urban Development Authority.</p>
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Source: Urban Development Authority, 2023

Table No. 8.2: Commercial zone

i. Main Zone	Commercial zone
ii. Zonal characteristics	<p>Commercial activities are concentrated in the city area and commercial activities related to service facilities are concentrated in the Delgamuwa area. Both areas are included under the commercial zone in the zoning plan.</p> <p>Accordingly, the Kuruwita city center area belongs to the commercial zone. The purpose of establishing this zone is to act as a commercial center for the other areas of the declared urban area while preserving the identity of the Kuruwita city.</p>
iii. Zone boundaries	Google Earth's Decimal Degree X (East Longitude) and Y (North Latitude), or the latitude and longitude coordinate planes (GPS-WGS - 1984), are stated in attachment no 12 for the zone boundaries.
iv. Sub zone	High Density Commercial Zone
v. Zone Number	C1
vi. Zone factor	2
vii. Maximum permissible Floor Area Ratio / Number of Floors	It should be performed as "A" and "B" mentioned in Schedule I and II under No. 8.3

viii. Maximum plot coverage allowed	It should be performed as “B” and “E” mentioned in Schedule II and III under No. 8.3
ix. Open spaces and maximum height	It should be performed as “E” mentioned in Schedule III under No. 8.3
x. Minimum Subdivision Area	Sq. m. 150
xi. Permitted uses	It should be performed as “F” mentioned in Schedule IV under No. 8.3
xii. General regulations for the zone	<p>i. The project activities identified in the commercial zone under the Landscape Management Plan of the Sustainable Environmental Development Plan must be in accordance with that plan.</p> <p>ii. During the renovation of the historical buildings located in this zone, they should be used only for the uses mentioned in the plan and in such cases the authority may make such provisions as it deems fit.</p> <p>iii. Until a Development Guide Plan is issued for the purpose of development regulation, the regulations specified in the plan will be effective.</p>

Source: Urban Development Authority, 2023

Table No. 8.3: Mixed Development Zone

i. Main zone	Mixed Development Zone
ii. Zonal characteristics	Medium Density Mixed Development Zone
	The Mixed Development Zone includes the Paradise Zone, which is being developed next to the commercial area, is being built on the main road towards Ratnapura, and Higgashena Junction, which is being developed toward Colombo. While the

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	<p>Higgashena area becomes the emerging region, hospitality and industrial services are concentrated in the Paradise zone.</p> <p>Therefore, the creation of this zone is intended to facilitate commercial development in outlying regions as well as other uses to accommodate travelers passing through Kuruwita Town.</p>	
	<p>Low Density Mixed Development Zone</p>	
	<p>Beginning at Higgashena Junction and continuing along the main road in the designated zone toward Colombo to the development area boundary.</p> <p>Therefore, the creation of this zone is intended to facilitate commercial development in outlying regions as well as other uses to accommodate travelers passing through Kuruwita Town.</p>	
iii. Zone boundaries	<p>For the boundaries of this zone, Google Earth's Decimal Degree X (East Longitude) and Y (North Latitude) i.e. latitude and longitude coordinate planes (GPS-WGS – 1984) are mentioned in attachment no 12.</p>	
iv. Sub zone	Medium Density Mixed Development Zone	Low Density Mixed Development Zone
v. Zone Number	MD2	MD3
vi. Zoning factor	1.5	1
vii. Maximum permissible Floor Area Ratio / Number of Floors	<p>It should be performed as “A” and “B” mentioned in Schedule I and II under No. 8.3</p>	
viii. Maximum plot coverage allowed	<p>It should be performed as “B” and “E” mentioned in Schedule II and III under No. 8.3</p>	

ix. Open spaces and maximum height	It should be performed as “E” mentioned in Schedule III under No. 8.3	
x. Minimum Subdivision Area	Medium Density Mixed Development Zone	Low Density Mixed Development Zone
	Sq. m. 150	Sq. m. 250
xii. Permitted uses	It should be performed as “F” mentioned in Schedule IV under No. 8.3	
xiii. General regulations for the zone	Medium Density Mixed Development Zone	
	I. In the Nalanda Ellawala Industrial Zone located in this zone, the industries recommended by the Ministry of Industries will be permitted.	

Source: Urban Development Authority, 2023

Table No. 8.4: Tourism Zone

i. Main Zone	Tourism zone
ii. Zonal characteristics	The Bopath Falls area, other water sources, and mountain areas with tourist attractions are used to identify this specific zone. The creation of this zone is intended to support the development of tourism and other marketing initiatives that will help the enhanced income of the Kuruwita region.
iii. Zone boundaries	For the boundaries of this zone, Google Earth's Decimal Degree X (East Longitude) and Y (North Latitude) i.e. latitude and longitude coordinate planes (GPS-WGS – 1984) are mentioned in attachment no 12.
iv. Sub zone	Low density tourism zone
v. Zone Number	T3
vi. Zone factor	1

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vii. Maximum permissible Floor Area Ratio / Number of Floors	It should be performed as “A” and “B” mentioned in Schedule I and II under No. 8.3
viii. Maximum plot coverage allowed	It should be performed as “B” and “E” mentioned in Schedule II and III under No. 8.3
ix. Open spaces and maximum height	It should be performed as “E” mentioned in Schedule III under No. 8.3
x. Minimum Subdivision Area	Sq. m. 250
xii. Permitted uses	It should be performed as “F” mentioned in Schedule IV under No. 8.3
xiii. General regulations for the zone	<p>I. Buildings related to tourist activities that are being built in this area should have exterior colors that blend in with the surroundings and non-reflective materials applied to the exterior walls and roof.</p> <p>II. Boundary walls may only be built in the zone up to a height of 0.75 meters above the ground, with the remaining height authorized to be covered by a net fence or other open space safety fence.</p> <p>III. Projects designated in the Tourism Promotion Zone that fall under the Sustainable Environmental Development Plan's Landscape Management Plan must be compliant with that plan.</p> <p>IV. The construction should be carried out in accordance with the Urban Development Authority's planning resolution and should not obstruct the view path that is clearly visible to Bopath Falls. (Study Map No. 6.19)</p>

	<p>V. Ground-based communication towers should be built in a manner that allows them to adapt to their surroundings.</p> <p>VI. If all other requirements are met, regulations will be implemented taking into account the practices of the medium density mixed development zone when any piece of land approaches Dewipahala, Udakada, or Eratna roads.</p>
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Source: Urban Development Authority, 2023

Table No. 8.5: Agricultural Zone

i. Main Zone	Agricultural Zone
ii. Zonal characteristics	This area is made up of fallow land, farmed land, and land that has been abandoned. Agricultural areas and network systems with lakes and canals include connected places like Owita and wetlands.
iii. Zone boundaries	For the boundaries of this zone, Google Earth's Decimal Degree X (East Longitude) and Y (North Latitude) i.e. latitude and longitude coordinate planes (GPS-WGS – 1984) are mentioned in attachment no 12.
iv. Sub Zone	Subzones are not applicable.
vi. Zone Number	A
vii. Zoning Factor	0
vii. Maximum permissible Floor Area Ratio / Number of Floors	Not applicable.
viii. Maximum plot coverage allowed	Not applicable.

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ix. Open spaces and maximum height	Not applicable.
x. Minimum Subdivision Area	-
xi. Permitted uses	It should be performed as “F” mentioned in Schedule IV under No. 8.3
xii. General regulations for the zone	<p>i. The construction carried out in the available land in this zone should be made subject to a preliminary planning clearance of the Urban Development Authority.</p> <p>ii. The guidelines and conditions mentioned in 8.1.1 and 8.1.2 apply to all uses of this zone.</p>

Source: Urban Development Authority, 2023

8.1.1. Permissible uses for Agricultural Zone

Permissible Users	
Low Land /Paddy Land	High Lands
<ul style="list-style-type: none"> ▪ Paddy Cultivation Lands ▪ Other agricultural lands associated with wetlands ▪ Excavation (excavation of gems, clay, sand, soil and other minerals) carried out under the conditions of Geological Survey and Mines Bureau and Central Environment Authority and Gems and Jewellery Authority subject to the rehabilitation of informal land. ▪ Low impact eco-friendly tourism (eg mining related) 	<p>If there is any land in this zone only the following uses are allowed subject to 50% land cover.</p> <ul style="list-style-type: none"> ▪ Parks / open playgrounds (without structural horizontal construction) ▪ Residential Buildings - Minimum area of 500 sq.m. (20 Perches) ▪ Eco-friendly restaurants, lodges, function halls - minimum floor area of 1000 sq.m. (40 Perches)

<ul style="list-style-type: none"> ▪ Environmental education activities ▪ Research work ▪ Eco-friendly aquaculture ponds ▪ Wetland nature parks ▪ Outdoor Wellness Areas/Places with Physical Gym Facilities - (Minimum Area 1000 sq.m.) ▪ Government approved public works projects of national importance ▪ Construction of new irrigation canals/ Construction of dams for flood control ▪ Projects identified under Kuruwita Development Plan 	<ul style="list-style-type: none"> ▪ Small Scale Conference Halls - Minimum floor space of approx. 1000 sq.m. (40 Perches) ▪ Eco-friendly tourism activities - minimum land area 1000 (40 perches)
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8.1.1. Guideline for Agricultural Zones

- I. Maintenance of flood capacity and other development activities should be done in accordance with the decisions taken through the coordination of the institutions mentioned in the schedule, taking into account the increase in the intensity of extreme weather conditions caused by climate change and the intensity of rainwater flows due to the construction and construction of wetlands.

- II. Before developing fallow fields and cultivated fields, the Urban Development Authority and Schedule no. 01, 03, 05, 07 should get approval from the holding institutions.

- III. Any construction that interferes with drainage and flood retention capacity should be located in wetlands or waterways. But according to a master plan or a designed consultancy guide plan, the special

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projects approved by the urban development authority or the water flows and flood lifting capacities mentioned in the approved construction plan should not be disturbed schedule no. 01 bearing institutions and no. 02 to 22 can be done subject to the approval of the respective institutions.

- IV. No plants and animals other than alien invasive plants and animals should be removed from wetlands of ecologically sensitive value. (Except for invasive species adapted to new environments)
- V. In every approved use of wetlands where water holding capacity is particularly important, alternative sites must be appropriately installed to compensate for the loss of water holding capacity and (other impacts) impact on ecosystem services. For that, the approval of the relevant institutions mentioned in the schedule should be obtained.
- VI. Areas of clearly identifiable landscape / cultural / archaeological / biodiversity values should be preserved in any development activity permitted within this zone.
- VII. Approved works in this zone shall preserve or locate legal public footpaths, public bathing areas in the nearest suitable location.
- VIII. Developers should seek the services of professionally qualified professionals for planning and design and supervision.

Schedule

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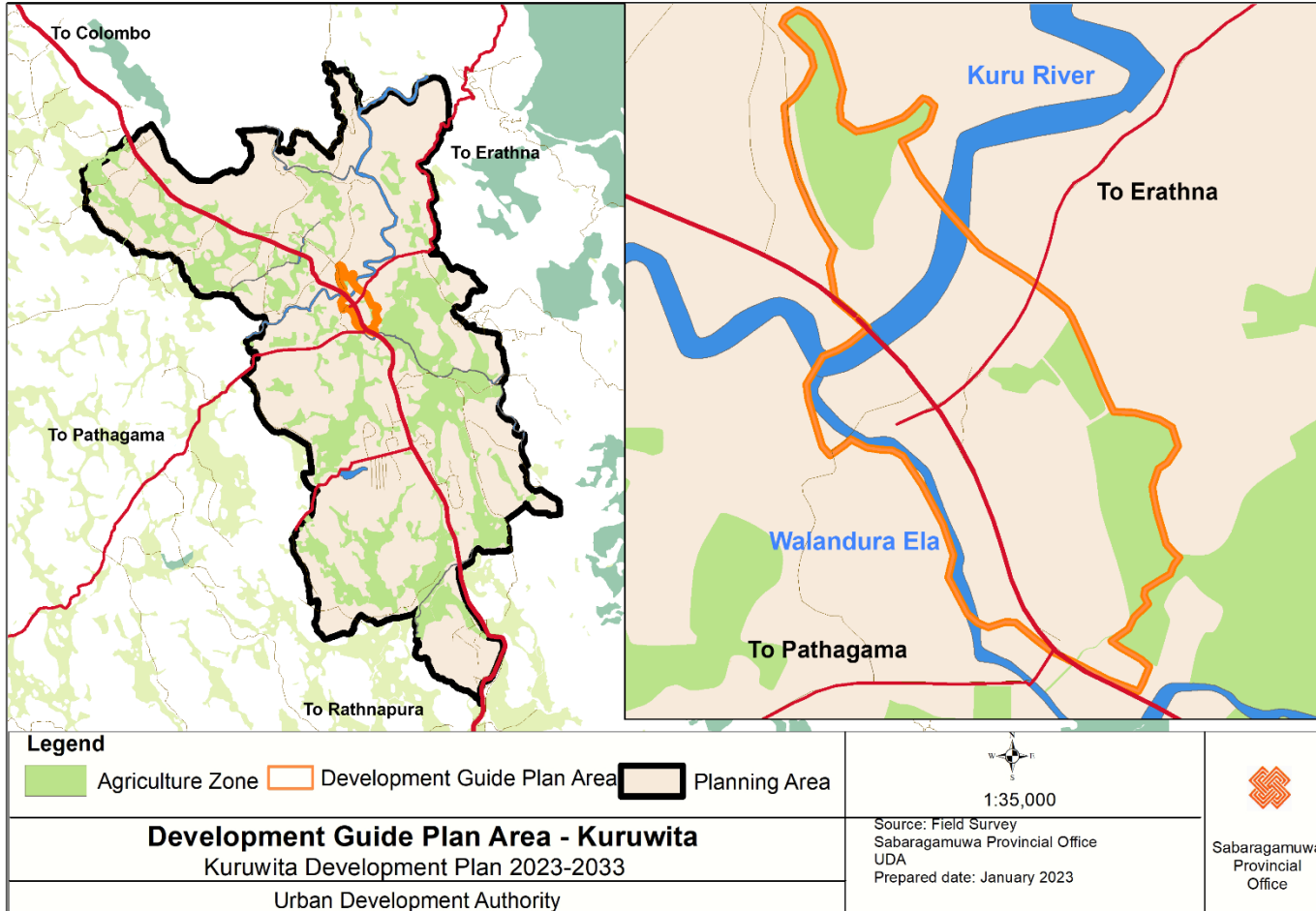
Zoning Regulations

Schedule

01. Sri Lanka Land Development Corporation,
02. Irrigation Department
03. Central Environment Authority,
04. Urban Development Authority,
05. Relevant Local Authority/Authorities
06. National Building Research Organization
07. Department of Agricultural Development
08. Archaeological Department
09. National Aquatic Resources Research and Development Authority
10. Geological Survey and Mines Bureau
11. Sabaragamuwa Provincial Council
12. National Water Supply & Drainage Board
13. National Aquaculture Development Authority
14. Sri Lanka Electricity Board
15. Sri Lanka Building Department
16. National Gems and Jewellery Authority
17. Road Development Authority
18. District Secretariat and Divisional Secretariat

8.2 Development Guide Planning Areas

Map No. 8.1 : Development Guide Plan Area - Kuruwita



Source : Urban Development Authority Planning Team

8.3 Schedules

SCHEDULE I, Form "A," Permissible Rate of Payment Published by the Urban Development Authority in Gazette No. 2235/54 on July 8, 2021,

Size of land (square meter)	Zone Factor = 0.50 - 0.74				Zone Factor = 0.75-0.99				Zone Factor = 1.00-1.24				Zone Factor = 1.25-1.49			
	Minimum width of road				Minimum width of road				Minimum width of road				Minimum width of road			
	**6m	9m	12m	15m & More	**6m	9m	12m	15m & More	**6m	9m	12m	15m & More	**6m	9m	12m	15m & More
150 – 250 Less	0.8	0.9	0.9	0.9	1.3	1.3	1.4	1.4	1.6	1.7	1.8	1.9	2.0	2.2	2.3	2.4
250 - 375 Less	0.9	1.0	1.2	1.3	1.3	1.6	1.8	2.0	1.8	2.2	2.4	2.7	2.2	2.7	3.0	3.3
375 - 500 Less	0.9	1.0	1.2	1.4	1.3	1.6	1.9	2.1	1.9	2.2	2.5	2.8	2.3	2.8	3.2	3.4
500 - 750 Less	1.0	1.1	1.3	1.5	1.4	1.7	2.0	2.2	2.0	2.3	2.7	3.0	2.4	3.0	3.4	3.5
750 - 1000 Less	1.0	1.2	1.4	1.7	1.5	1.8	2.2	2.5	2.1	2.4	2.9	3.3	2.6	3.0	3.6	4.0
1000 - 1500 Less	1.1	1.3	1.5	1.8	1.6	1.9	2.3	2.7	2.2	2.5	3.0	3.6	2.7	3.1	3.8	4.5
1500 - 2000 Less	1.1	1.4	1.7	2.0	1.7	2.1	2.5	3.0	2.3	2.7	3.4	4.0	2.9	3.4	4.2	5.0
2000 - 2500 Less	1.2	1.5	1.8	2.1	1.8	2.3	2.7	3.1	2.4	2.8	3.5	4.2	3.0	3.5	4.4	5.4
2500 - 3000 Less	1.2	1.6	2.0	2.4	1.9	2.4	3.0	3.6	2.5	3.2	4.0	4.7	3.1	3.8	4.7	5.8
3000 - 3500 Less	1.3	1.7	2.1	2.5	2.0	2.5	3.1	3.7	2.6	3.4	4.2	5.0	3.2	4.0	5.0	6.2
3500 - 4000 Less	1.4	1.8	2.2	2.6	2.2	2.6	3.3	3.9	2.8	3.6	4.3	5.3	3.3	4.3	5.5	6.6
4000 More	1.5	1.9	2.3	2.8	2.5	2.8	3.5	4.0	3.0	3.8	4.5	5.5	3.5	4.5	6.0	7.0

Size of land (square meter)	Zone Factor = 1.50 - 1.74				Zone Factor = 1.75-1.99				Zone Factor = 2.00-2.24				Zone Factor = 2.25-2.49			
	Minimum width of road				Minimum width of road				Minimum width of road				Minimum width of road			
	**6m	9m	12m	15m & More	**6m	9m	12m	15m & More	**6m	9m	12m	15m & More	**6m	9m	12m	15m & More
150 – 250 Less	2.4	2.6	2.7	2.8	2.8	3.0	3.2	3.3	3.0	3.4	3.6	3.8	3.0	3.4	3.6	4.0
250 - 375 Less	2.6	3.2	3.6	4.0	3.0	3.4	4.3	4.7	3.2	3.6	4.5	4.5	3.5	3.8	4.5	5.0
375 - 500 Less	2.7	3.3	3.8	4.2	3.2	3.5	4.5	5.0	3.4	3.7	4.8	5.2	3.6	4.5	4.7	5.5
500 - 750 Less	2.8	3.4	4.0	4.5	3.4	3.6	4.7	5.5	3.5	4.0	5.0	6.0	3.7	5.0	5.0	6.0
750 - 1000 Less	3.1	3.6	4.3	5.0	3.5	3.8	5.1	6.0	3.6	4.5	5.7	6.5	3.8	5.1	6.0	6.5
1000 - 1500 Less	3.2	3.8	4.6	5.5	3.6	4.0	5.4	6.5	3.7	5.0	6.1	8.0	3.9	5.3	6.5	8.5
1500 - 2000 Less	3.4	4.0	5.0	6.0	3.7	4.2	5.8	7.0	3.8	5.1	6.7	9.0	4.0	5.4	7.0	*10
2000 - 2500 Less	3.5	4.2	5.2	6.5	3.8	4.4	6.2	7.5	3.9	5.2	7.1	*10	4.0	5.5	7.5	*10.5
2500 - 3000 Less	3.6	4.4	5.5	7.0	3.9	4.6	6.5	8.0	4.0	5.3	7.4	*10.5	4.0	5.6	7.5	*11
3000 - 3500 Less	3.7	4.6	6.0	7.5	4.0	4.8	6.9	8.5	4.0	5.4	7.6	*11	4.0	5.7	8.0	*11.5
3500 - 4000 Less	3.8	4.8	6.3	7.7	4.0	5.0	7.3	9.0	4.0	5.5	7.8	*11.5	4.0	5.8	8.0	*12
4000 More	4.0	5.0	6.5	8.0	4.0	5.2	7.5	9.5	4.0	5.6	8.0	*12	4.0	5.9	8.0	*UL

Size of land (square meter)	Zone Factor = 2.50-2.74				Zone Factor = 2.75-2.99				Zone Factor = 3.00-3.24				Zone Factor = 3.25-3.49			
	Minimum width of road				Minimum width of road				Minimum width of road				Minimum width of road			
	**6m	9m	12m	15m & More	**6m	9m	12m	15m & More	**6m	9m	12m	15m & More	**6m	9m	12m	15m & More
150 – 250 Less	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0
250 - 375 Less	3.5	4.0	5.0	5.5	3.5	4.2	5.0	5.5	3.5	4.4	5.0	5.5	3.5	4.6	5.0	5.5
375 - 500 Less	3.6	4.6	5.2	6.0	3.6	4.7	5.2	6.0	3.6	4.8	5.2	6.0	3.6	4.9	5.2	6.0
500 - 750 Less	3.7	5.1	5.5	6.5	3.7	5.2	5.5	6.5	3.7	5.3	5.5	6.5	3.8	5.4	5.5	6.5
750 - 1000 Less	3.8	5.2	6.5	7.0	3.8	5.3	7.0	7.5	3.8	5.4	7.0	7.5	4.0	5.5	7.5	8.0
1000 - 1500 Less	3.9	5.4	7.0	9.0	3.9	5.5	7.5	9.0	3.9	5.6	7.5	9.0	4.0	5.7	8.0	9.0
1500 - 2000 Less	4.0	5.5	7.5	*10.5	4.0	5.6	7.5	*10.5	4.0	5.7	8.0	*10.5	4.0	5.8	8.0	*11
2000 - 2500 Less	4.0	5.6	7.5	*11	4.0	5.7	8.0	*11	4.0	5.8	8.0	*11	4.0	5.9	8.0	*11.5
2500 - 3000 Less	4.0	5.7	8.0	*11.5	4.0	5.8	8.0	*11.5	4.0	5.9	8.0	*11.5	4.0	6.0	8.0	*12
3000 - 3500 Less	4.0	5.8	8.0	*12	4.0	5.9	8.0	*12	4.0	6.0	8.0	*12	4.0	6.0	8.0	*12
3500 - 4000 Less	4.0	5.9	8.0	*12	4.0	6.0	8.0	*12	4.0	6.0	8.0	*12	4.0	6.0	8.0	*12
4000 More	4.0	6.0	8.0	*UL	4.0	6.0	8.0	*UL	4.0	6.0	8.0	*UL	4.0	6.0	8.0	*UL

Size of land (square meter)	Zone Factor = 3.50-3.74				Zone Factor = 3.75-4.00				UL - unlimited Regular parking charges are not calculated for the charge rate. The above floor area ratio is not applicable where floor size or floor area ratio is indicated under the zonal regulations. The above permissible floor area ratio may vary according to the slope of the land under the development plan When the slope of the land is more than 11 degrees, the approval of the National Building Research Organization should be obtained * A bearing ratio of 10.0 or more is permitted only for access roads with a minimum building setback of 12 meters (from the center of the road). Otherwise the maximum Plot Coverage Ratio should be limited to 9.0. ** Minimum road width is considered as 7 meters for roads identified as 7 meters wide in the development plan.
	Minimum width of road				Minimum width of road				
	**6m	9m	12m	15 m & More	**6m	9m	12m	15 m & More	
150 – 250 Less	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0	
250 - 375 Less	3.5	4.8	5.0	5.5	3.5	5.0	5.0	5.5	
375 - 500 Less	3.6	5.0	5.2	6.0	3.6	5.4	5.2	6.0	
500 - 750 Less	3.8	5.5	5.5	6.5	4.0	5.7	5.5	6.5	
750 - 1000 Less	4.0	5.6	7.5	8.0	4.5	6.0	7.5	8.0	
1000 - 1500 Less	4.2	5.8	8.0	9.0	4.5	6.5	8.0	9.0	
1500 - 2000 Less	4.2	6.0	8.0	*11	4.5	7.0	8.0	*11	
2000 - 2500 Less	4.2	6.2	8.0	*11.5	4.5	7.0	8.0	*12	
2500 - 3000 Less	4.2	6.4	8.0	*12	4.5	7.0	8.0	*12	
3000 - 3500 Less	4.2	6.5	8.0	*12	4.5	7.0	8.0	*12	
3500 - 4000 Less	4.2	6.5	8.0	*12	4.5	7.0	8.0	*12	
4000 More	4.2	6.5	8.0	*UL	4.5	7.0	8.0	*UL	

SCHEDULE II - FORM "B" Permissible floor sizes published by Urban Development Authority vide Gazette No. 2235/54 dated 08/07/2021

Number of Floors for 3 and 4.5 meter roads						
Minimum width of road	Minimum width of frontage of land	Plot Coverage Percentage*	Maximum Number of Floors			
			Zone Factor 0.5 - 0.74	Zone Factor 0.75 - 1.24	Zone Factor 1.25 - 3.49	Zone Factor 3.50 - 4.00
3.0 m	6 m	65%	1 (G)	2 (G+1)	3 (G+2)	3 (G+2)
4.5 m	6 m	65%	1 (G)	2 (G+1)	3 (G+2)	4 (G+3)
<p>The number of floors are given above including parking spaces</p> <p>The number of housing units for each route will not change</p> <p>* In cases where plot coverage percentages are not specified under zoning regulations</p>						

SCHEDULE III – Format “E”: Open Spaces published by Urban Development Authority vide Gazette No. 2235/54 dated 08/07/2021

"E" form - Open Spaces									
Building height (m)	Minimum Width of Land Frontage (Meters)	Plot Coverage Percentage*		Rear Space (m)		Side Space (m)		For walls that allow natural light and ventilation	
		Non-Residential	Residential	When this side does not get natural light and ventilation (m)	While getting natural light and ventilation from this end (m)	When this side does not get natural light and ventilation	While getting natural light and ventilation from this end (m)	Minimum Width (m)	Minimum Floor Area (Sq. m.)
7 Less	6	80%**	65%	2.3	2.3	-	2.3	2.3	5
7 – 15 Less	6	65%	65%	3.0	3.0	-	3.0	3.0	9
15 – 30 Less	12	65%	65%	4.0	4.0	1.0 m & 3.0 m	4.0	4.0	16
30 – 50 Less	20	65%	65%	4.0	5.0	3.0 m Both Sides	5.0	5.0	25
50 – 75 Less	30	50%***	50%***	5.0	6.0	4.0 m Both Sides	6.0	6.0	36
75 & More	40 More	50%***	50%***	5.0	6.0	5.0 m Both Sides	6.0	6.0	****

Height of Building - Height from the level of the access road to the level of the top floor or roof (including parking floors).

* In cases where plot coverage percentages are not specified under zoning regulations

** For fully non-residential development works

*** 65% coverage percentage can be allowed only for the Podium level not exceeding 20% of the building height or 12 floors whichever is less.

**** Minimum area shall be increased by 1 square meter for every additional 3 meter height

Schedule IV- Form "F": Minimum Floor Area applicable to approved uses

Main use	No.	Sub-Use	Minimum Plot Size (Sq. Meters)	High Density Commercial zone	Medium Density Mixed Development Zone	Low Density Mixed Development Zone	Low Density Tourism zone	Medium Density Residential Zone	Low Density Residential Zone	Agricultural Zone
Residential	1	Housing	150	150	150	250	250	150	250	
	2	Condominium housing complexes	150	150	150	250	250	150	250	
	3	Housing complexes	500							
	4	Housing projects	1000							
	5	Quarters/Staff Quarters	250							
	6	Service Apartments	500							
	7	Studio Housing	500							
	8	Dormitory	500							
	9	Hostels	150	150	150	250	250	150	250	
	10	Day care centers	500							

11	Ambulance Service Centers	500							
12	Elderly homes	500							
13	Children's homes	500							
14	Disabled Rehabilitation Homes	500							
15	Rehabilitation Homes/ Probation	1000							
16	Community halls	150	150	150	250	250	150	250	
17	Resorts/Tourist Bungalows	500							
18	Guest Houses	250	250	250	500	250	1000	1000	
19	Lodges	250	250	250	500	250			
20	Inns	1000							
21	Retirement halls	250							
22	Domestic tourism	150		150	250	250	150	250	
23	Estate houses			M.P.S is not applicable				M.P.S is not applicable	

Health	1	Hospitals	1000							
	2	Medical centers (with only one doctor)	150	150	150	250	250	150	250	
	3	Medical centers (with two or more doctors)	500							
	4	Sample collection centers	150	150	150	250	250	150	250	
	5	Laboratories	150	150	150	250				
	6	Pharmacy	150	150	150	250	250	150		
	7	Veterinary clinics	150	150	150	250		150	250	
	8	Veterinary Hospitals	500							
	9	Quarantine centers	500							
	10	Pediatric and Maternal/Family Clinics	250							
	11	Other medical institutions	250							
	12	Medical Consultancy Service Centres	500							
	13	Animal Shrinking Centre	500							
	14	Estate Hospitals	1000							
	15	Ayurveda hospitals	1000							

Office & Institution	1	Office	150	150	150	250				
	2	Professional offices	150	150	150	250	250	150*	250*	
	3	Office complexes (over 5000 square meters)	1000							
	4	Banks/Insurance Financial Institutions	150	150	150	250		150*		
	5	Other	150	150	150	250	250	150*	250*	
Commercial and services	1	Shopping malls	500							
	2	Retail stores	150	150	150	250	250	150*	250*	
	3	Wholesale stores	250							
	4	Department Stores/Supermarkets	500					**	**	
	5	Open market hall	150	150	150	250	250	150	250	
	6	Showrooms	500							
	7	Restaurants/Canteens (Take Away only)	150	150	150	250	250	150*	250*	
	8	Restaurants/ Canteens	250							
	9	Reception halls	1000							

10	Star class hotels	2000							
11	Hotels	500	500	500	500	500	1000	1000	
12	City hotels	500							
13	Clubs	500							
14	Motel	250	250	250	250	250	1000	1000	
15	Cabana Hotels	500		500	500	500	1000	1000	
16	Broadcasting stations	500							
17	Studios (Non-Broadcasting)	150	150	150	250	250			
18	Beauty Centers / Barber Shops	150	150	150	250	250	150	250	
19	Customer Service Centers	150	150	150	250	250	150*	250*	
20	Massage centers	150	150	150	250	250	150		
21	Tailor shops	150	150	150	250	250	150*	250*	
22	Funeral parlors	500							
23	Funeral Florist	150	150	150	250				
24	Laundries/Clothes Cleaning Centres	150	150	150	250	250	150	250	

25	Hardware/ Building Material Sales Stores	250	250	250	500		500**	500**	
26	Liquor stores	150	150	150	250	250			
27	Auto parts stores	150	150	150	250				
28	Taxi Service Centers	250							
29	Auto Service Centers Bicycle / Three wheeler	375							
30	Auto Service Centers Light vehicles	500							
31	Auto Service Centers heavy vehicles	1000							
32	Auto Repair Centers (Garages) Bicycle / Three wheeler	375							
33	Auto Repair Centers (Garages) Light vehicles	500							

	34	Auto Repair Centers (Garages) heavy vehicles	1000							
	35	Fuel stations	1000							
	36	Emission testing stations	500							
	37	Betting Centers	150	150	150	250	250			
	38	Bus terminals	1000							
	39	Presses	150	150	150	250				
	40	Vehicle Tire Selling and service centers	1000							
Educational	1	Preschools / Early Childhood Development Centers	500							
	2	Primary schools	4000							
	3	Secondary schools	8000							
	4	Tertiary schools	8000							
	5	Private Schools / International Schools	4000							

	6	Centers of Higher Education	2000						
	7	Public / Private Universities	4000						
	8	Technical Colleges / Vocational Training Centers / Training Centres	1000						
	9	Private tuition classes- less than 50 square meters	150	150	150	250	250	150	250
	10	Private Tuition classes - Between 50 sqm and 500 sqm	500						
	11	Private Tuition classes - More than 500 sqm	1000						
	12	Art Institutes/ Theater Institutes	1000						
	13	Other educational institutions	250					**	**

	14	Research and Development Centres	250					**	**	
Social & Religious	1	Religious places	500							
	2	Religious Education Centers	500							
	3	Museum	250							
	4	Social and cultural centers	500							
	5	Cemeteries / Crematorium	2000							
	6	Community Development Centres	150	150	150	250	250	150	250	
	7	Auditoriums	500							
	8	Conference halls	1000							
	9	Tourist Information Centres	150	150	150	250	250	150	250	
Industrial	1	Vehicle assembly/ component storage centers	500							
	2	Warehouses for distribution purposes	500							

3	Warehouses	1000							
4	Service industries	1000							
5	Domestic industries	150	150*	150*	250*	250*	150*	250*	
6	Packaging Industries	500					1000**	1000**	
7	Recycling industries	1000							
8	Value-Adding Industries	500					**	**	
9	Scrap collection centers	1000							
10	Bakery products wood fired ovens	500							
11	Bakery Products Electric	250							
12	Concrete related manufacturing industries	500							
13	Tile and brick industries	1000							
14	Industries related to wood products	500	500	500			1000*	1000*	
15	Mills	150	150	150			250*	250*	

	16	Lathes, welding shops	500							
	17	Other non-polluting industries (as defined by Central Environment Authority)	500					1000		
	18	Polluting Other Industries (as defined by Central Environment Authority)	1000							
	19	Tea and rubber factories	2000							
	20	Rice mills	500							
	Leisure	1	Indoor Stadiums	1000						
2		Open theaters	1000							
3		Libraries	250							
4		Bodybuilding centers	150	150	150	250	250	150	250	
5		Children's parks	500							
6		Open grounds	1000							
7		Cinemas	500							
8		Swimming pools	1000							

Other	1	Communication towers on the roof	150	150	150	250	250	150	250	
	2	Ground based Communication towers	250							
	3	Car parks	250							
	4	Electricity substations	-							
	5	Sand Mining/Mineral Mining/Washing	-							
	6	Quarrying	-							
	7	Excavation	-							
	8	Sanitary buildings	-							
	9	A.T.M machines	not applicable							
	10	Electric charging stations	not applicable							
	11	Compost facility/waste recycling centres	2000							

Legend

	Approved uses
	Unapproved uses
*	Maximum Floor Area is 50 square meters
**	Maximum Floor Area is 100 square meters
M.P.S.	Minimum Plot Size

NB: The minimum floor area noted in column 4 of the table is appropriate, particularly when the minimum floor area is not defined in the zones

Chapter 09
Proposed road width,
building lines and
reserves

Chapter 09

9.1. Proposed road width and building lines

Proposed road width, building lines and reserves

9.1.1. Main Roads

Proposed road width and building limits

Table No. 9.1 : Major Roads

No.	Road Name	Road classification	Proposed road width (m)	Proposed Building Limit (m.)
1	Colombo-Batticaloa Road A4	A		15

9.1.2. Local Authority Roads

Table No. 9.2 : Provincial Roads

No.	Road Name	Proposed road width (m)	Building Lines from center of the road in both sides (m)
1	Kuruwita – Erathna Road	9	7.6
2	Kuruwita – Pathagama Road	9	7.6
3	Kuruwita – Kadagoda Road	9	7.6
4	Walandura – Bandanagara Road	9	7.6
5	Kuruwita – Gonapitiya road upto Goraka Ela	9	7.6
6	Kuruwita – Higgashena Road upto Devpahala	9	7.6
7	Kuruwita – Udakada Road upto Bopath Ella	9	7.6
8	Edandawala – Kahengama Road	9	7.6
9	Paradise Isuru Pedesa Road	9	7.6
10	Kahemgama Road upto Karapincha	9	7.6
11	Millawitiya – Lellagoda Road	9	7.6
12	Eknaligoda Guruluwana Road	9	7.6
13	Paradise – Molakela Road	9	7.6

9.1.2. Roads belonging to Kuruwita Pradeshiya Sabha

Chapter 09

Proposed road width, building lines and reserves

Table No. 9.3 : Roads belonging to Kuruwita Pradeshiya Sabha

No.	Road Name	Proposed Road Width	Building Limit From Center to Both Sides of Road (Meters)
1	Batuhena-Kosgoda Road	9	7.6
2	Kamburuwa Road	9	7.6
3	Wilakoladeniya Road	9	7.6
4	Kahengama-Welihinda Road	9	7.6
5	Maragahayata-up to Welihinda Road	9	7.6
6	Isuru Place 1 st Lane	-	4.5
7	Isuru Place 2 nd Lane	-	4.5
8	Isuru Place 3 rd Lane	-	4.5
9	Isuru Place 4 th Lane	-	4.5
10	Isuru Place 5 th Lane	-	4.5
11	Isuru Place 6 th Lane	-	4.5
12	Paradise watta Road via up to Pathegama Road	9	7.6
13	Paradise Bate Road	9	7.6
14	Malawa-Shanthipura Road	-	6
15	Sarathmuththetuwegama Road	9	7.6
16	Ekneligoda Athwelpitiya Road	9	7.6
17	Thambiliyena Road	6	6
18	Delgamuwa Road (Dalada Mawatha)	9	7.6
19	Batuhena-Batuhenawatta Road	6	6
20	Nadukaradeniya-Walandura Road	9	7.6
21	Nadukaradeniya-Malangama Road	9	7.6
22	Malwaththowita Road	9	7.6
23	Saddathissa Mawatha	9	7.6

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24	Keeragala Estate Road	9	7.6
25	Sinamahala Road	9	7.6
26	Gamunu Mawatha	6	6
27	Samadhi Mawatha	6	6
28	Higgashena Temple Road	-	6
29	Walndura-Walangsma Road	6	6
30	Nadukaradeniya Maragahayata Road	9	7.6
31	Thambilyena 2 nd Lane	-	4.5
32	Gonapitiya Road		7.6
33	Walandura Yahalakottunna Road	9	7.6
34	Malawa Post Box Junction up to Walandura School	9	7.6
35	Malawa-Walandura Wilakoladeniya Road	9	7.6
36	Pitakadamulla-Paragalathenna Road	6	6
37	Walandura-Bogodella Eknaligoda Road	-	6
38	Thambiliyena-Gallalingoda Malawa Road	6	6
39	Gurubalkada-Eknaligoda Road	-	6
40	Kuruwita Thambiliyena Kakulangoda Road	6	6
41	Thambiliyena-Ihala Gangoda Road	6	6
42	Kandangoda-Lellagoda Road	9	7.6
43	Delgamuwa-Erathnamankada Road	9	7.6
44	Udakada-Agalawatta-Dewipahala Road	9	7.6
45	Udakada-Estate Road	9	7.6
46	Delgamuwa-Osusala Road	9	7.6
47	Kotuwattakade-Gonapitiya Road	9	7.6
48	Ovitigala-Mudunkotuwa Road	9	7.6
49	Eknaligoda-Athwalpitiya Erathnangoda Road	9	7.6

50	Eknaligoda Guruluwana Road	9	7.6
51	Malawa Post Box Junction - Road from Varadura College Road to Alapalawa Mahadeniya Velaya	-	6
52	From Malawa Junction, through Duhalo Estate, turn at Babige Kella to Wevedeniya Road.	9	7.6
53	Paradise Junction – Gewal Dahaya Road	-	6
54	Mangedara-Kahengama Road	-	6
55	Paradise Walandura Road	6	6
56	Theppanawa-Ihalagama Malgahapitiya Road	9	7.6
57	Millawitiya-Kokovita Road	9	7.6
58	Kokovita Road-Indola Road	-	6
59	Gonapitiya-Urupalawwa-Karapincha Road	9	7.6
60	Gonapitiya-Dahanakgewatta Road	-	6
61	Keeragala Uduwatta Anandapura Road	9	7.6
62	Devipahala Welihinda Indura Road	9	7.6
63	Devipahala Ihalagama Anandapura Road	9	7.6
64	Moramulla Bopathpitiya Road	-	6
65	Mangedara-Gabbela Road	6	6
66	Kandangoda Keeragala Henyaya Road	6	6
67	Hikgashena Badahalgoda Road	-	6
68	Eknaligoda-Sudagala Road	6	6

Chapter 09

Proposed road widths, building lines and reserves

Noted that:

1. For other roads not mentioned in the above document but gazetted by the Kuruwita Pradeshiya Sabha, a building limit of 6 meters from the middle of the road should be placed.

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Proposed road
width, building
lines and reserves

2. The building limits should be maintained 4.5 meters from the center of the roads maintained by the Kuruwita Pradeshiya Sabha and other public roads and estate roads are not included in the above list.
3. For a site adjacent to a step on any public footpath, the building line not less than 2.0 meters from the center of the footpath.
4. The building limit must be maintained at a distance of 9 meters from the proposed railway lines' boundaries, and the road reserve applicable to those lines must be set in accordance with the Railway Department's recommendations.
5. Allotment of space for the access road according to the proposed road width in any development work is essential only in the development work carried out for commercial purpose.

9.1.3. Proposed road width and proposed roads for building lines

Table No. 9.4 : Proposed Routes

No.	Road Name	Proposed Road width	Building lines from center of road to both sides (meters)
1	Proposed alternative route (from Malawa junction to Pathagama, Delgamuwa via Duhalo estate)	9	7.6

9.2. Building lines / River reservation for canals, rivers and reservoirs

Chapter 09

Proposed road widths, building lines and reserves

Building lines / River Reservation for canals, rivers and reservoirs

The Reserve Lines / Building Lines of Rivers, Canals, Lakes and Reservoirs mentioned in the Kuruwita Development Plan are applicable.

Table No. 9.5 : Building Lines for Rivers & Canals

Water ways	Building Line (m)
Kuru Ganga	15

All natural main canals, all secondary canals and all tributary canals draining or caused to drain or created for the purpose of drainage in the area, the distances from the border of the two banks of the canals as given in the following document corresponding to the surface width to be maintained as a reserve/building line.

Table No. 9.6 : River and Canal Reservations

Surface width of canal (m)	Reserve from the edge of the canal bank	
	For open channel (m)	For Surface Covered Canal (m)
1.0 - 1.2	1.0	0.3
1.3 - 3.4	2.0	1.0
3.5 - 4.5	2.75	1.0
4.6 - 6.0	3.5	1.5
6.1 - 9.0	4.5	1.5
More than 9.0	Half of the Width	2.0

Noted that:

1. No construction of buildings is allowed within the protected area shown in the table above and only constructions for public entertainment are allowed subject to conditions. (Projects for the development of ferries, linear parks, walking lanes, etc.)

Chapter 09

Proposed road width, building lines and reserves

Reservation requirements for Excavations

2. In case a reserve for a water source is gazetted by any organization, if the reserve limit exceeds this building limit, the said limit shall come into force.

9.3. Reservation requirements for Excavations

Table No. 9.7 : Reservation requirements for Excavations

Classification	Reservation Limits	
	Meters	Feet
Roads (from center line of road)		
A Road	45	150
B Road	20	66
C Road	13	44
Other ways	7	22
Private roads	3	11
Waterways (from bank)		
Rivers	10	33
Canals	7	22
Construction		
Bridge culverts	10	33
multi-story buildings	20	66
Other buildings	10	33
Playgrounds	10	33
Other constructions	3	10

Noted that:

For the above roads, waterways, buildings, the reservation limits decided by another institution, if they exceed these reservation limits, the higher reservation limit applies.

Part III

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Abbreviations

UDA : Urban Development Authority

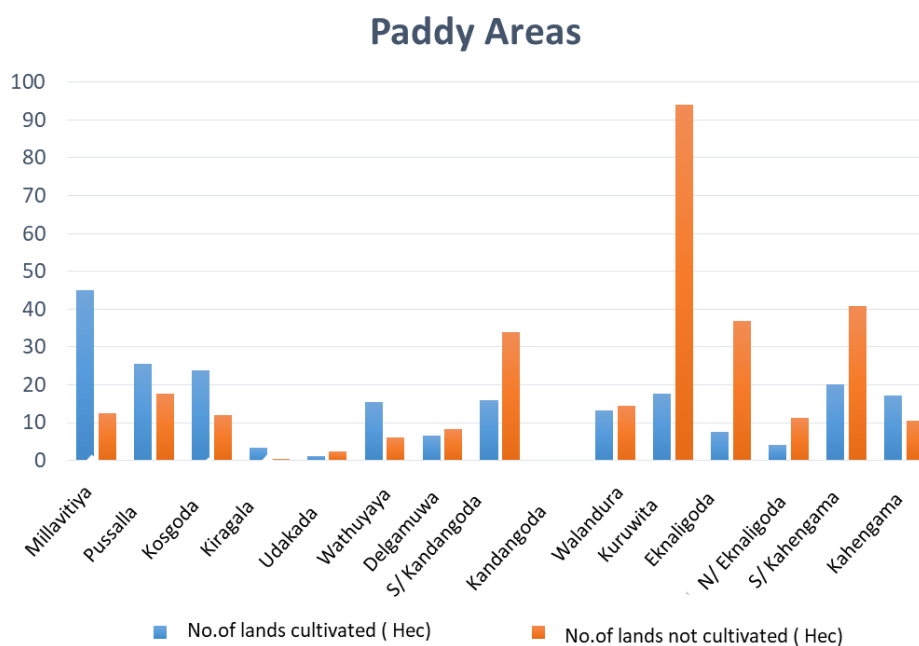
GND : Grama Niladhari Division

Annexure 01: Existing land use pattern - 2020

No	usage	Land extent (Sq.km)	Land presentage %
1	Residential	9.687	42.8
2	Commercial	0.226	1.0
3	Government and semi-government	0.46	2.0
4	Industrial	0.462	2.0
5	Paddy lands	5.82	25.7
6	Mixed courps	1.232	5.5
7	Aggriculture	3.422	15.1
8	Religious	0.045	0.2
9	Parks and play grounds	0.026	0.1
10	Cemetry	0.023	0.1
11	Roads	0.747	3.5
12	Water bodies	0.49	2.0
	Total	22.64	100

















Source : Field visits 2020 - Urban Development Authority

Annexure 02 : Distribution of paddy areas



Source : Based on data from Department of Population and Statistics and Resource Profile 2019

Annexure 03: Comparative analysis between Kuruwita, Embilipitiya and Galigamuwa industrial zones

	Kuruwita	Embilipitiya	Galigamuwa	When compared With Embilipitiya industrial Zone	When compared With Galigamuwa industrial zone
Year of installation	1992	2007	2008		
Land Size (Acres)	83.3	22.8	22.4		
Vacant Land Size (Acres)	5.5	4	-		
Extent of vacant land plots	04	07	-		
Active industrial size	42	4	10		
Number of jobs expected to be generated	1,010	831	791		
Number of current jobs	305	225	478		
Total Investment (Millions)	1027.81	151.95	674.40		

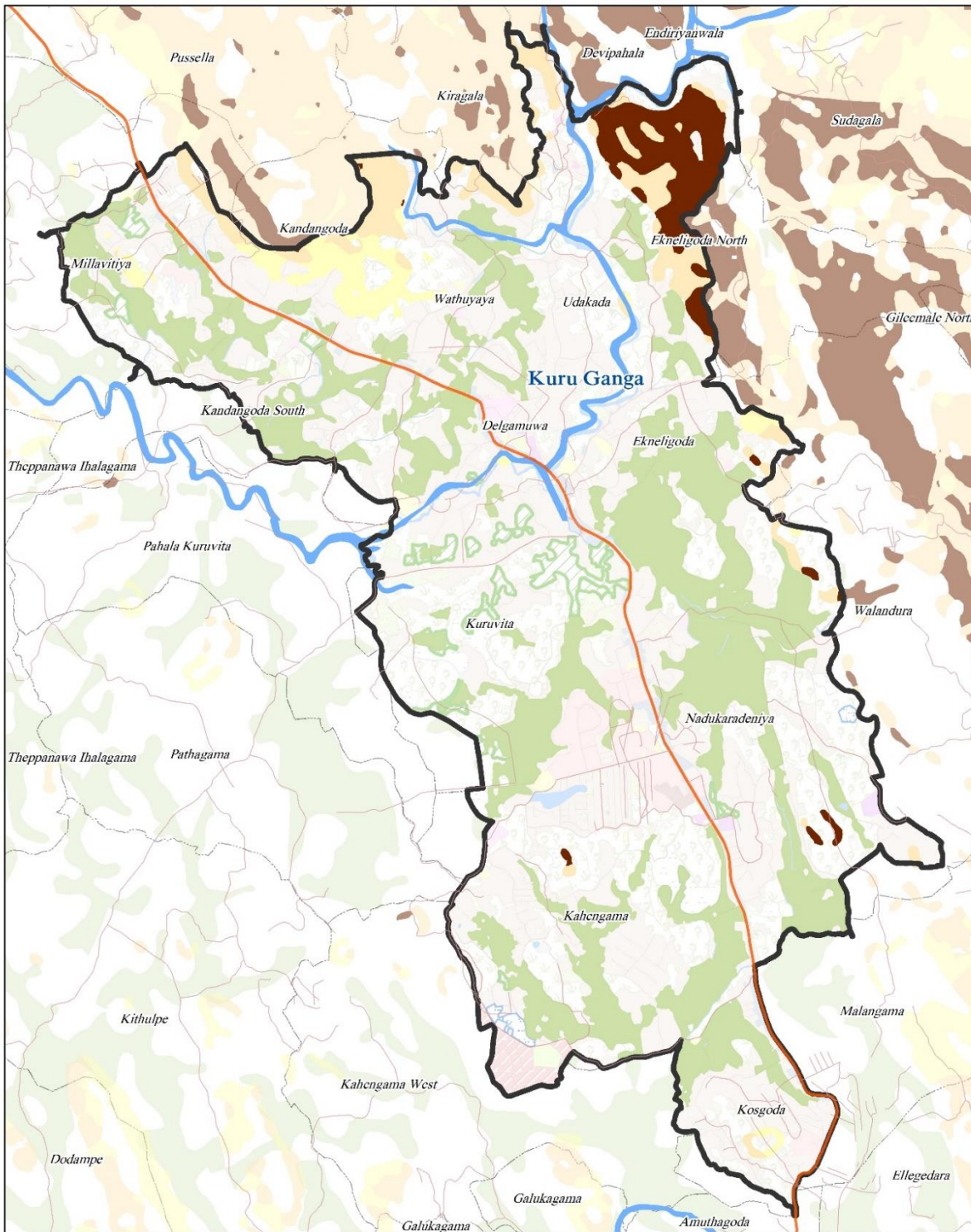
Source : Kuruwita industrial Zone 2021



Annexure 04: Tourist hotspots in the area and the number of tourists arriving

value	Name of the place	GN Division	Annual number of tourists	
			Local foreign	Local foreign
environmental	Tundola anvil	U/Eknaligoda	1, 000	-
	Dodam Falls	Devipahala	350	-
	Varnagala Falls	Sites	15, 000	600
	Bopath Falls	Keeragala	250, 000	30, 000
Religious	Bodhirajarama Temple	Kosgoda	850	
	Mahamevuna Asapuwa	Sites	4, 000	-
	Nagabodhi Temple	Bodhimalwa	6, 650	112
ancient/ Historical	Delgamuwa Rajamaha Temple	Delgamuwa	6, 000	250
	Eknaligoda Walawwa	Eknaligoda	550	100
	Divaguhava (Batathota Caves)		150, 000	7, 000
	Batadombalena Cave			
	Devipahala Na gasa	Devipahala	100	-

Source: Sampath Pathikada- Kuruwita - 2019

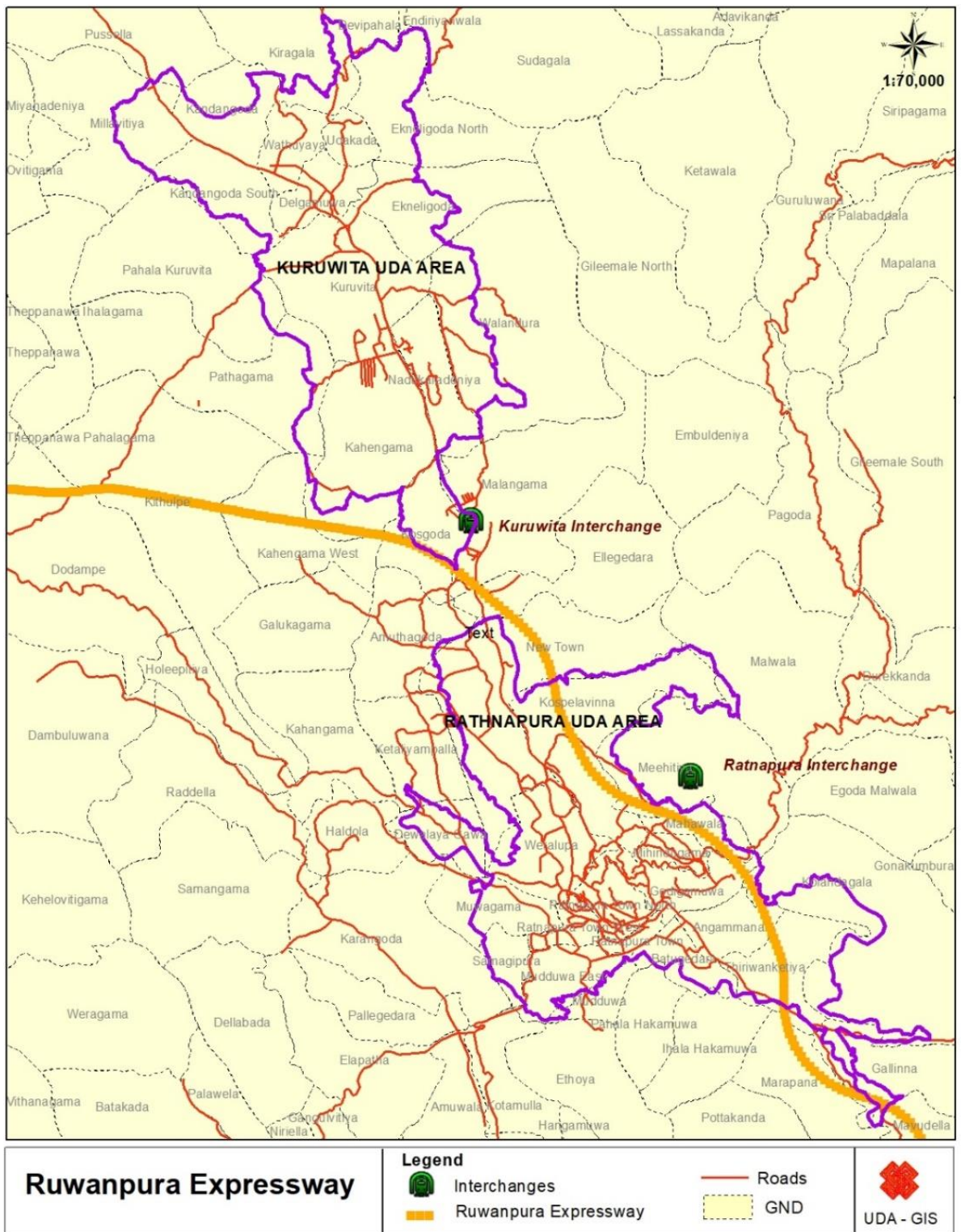
Annexure 05 : Landslide prone areas



<p>Legend</p> <p> High Medium Low Planning Boundary Grama Niladhari Division </p>	 <p>1:35,000</p>	 <p>Environment & Landscape Division</p>
<p>Vulnerable Area of Landslides - Kuruwita Urban Area Kuruwita Development Plan (2022 - 2032) Urban Development Authority</p>		

Source : Environmental and landscape division - Urban Development Authority

Annexure 06 : Information about Ruwanpura Expressway



Source: Geographic Information Systems - Urban Development Authority

Annexure 07 : 2022-2032 Information on the Public Outdoor Recreation Areas (PORS) Plan for the Kuruwita Urban Area (Environment and Landscape Division)

41.4 hectares (0.414 sq km) of public outdoor open land should exist as per Urban Development Authority standard.

There are currently about 1.78 hectares (0.0178 sq km) of parks and gardens within the Kuruwita Pradeshiya Sabh area and 48.4 hectares (0.484 sq km) are required as per the 2031 population forecast.

Table 01 - Existing playgrounds, parks and Locations where the public outdoor recreation facilities can be obtained

No	Name	Extent (Hectares)	Extent (Sq.Km)	GN Division	Park type
01.	Batuhenawatta Volley Ball Stadium	0.1	0.001	Kosgoda	<i>Pocket park</i>
02.	Kahengama Stadium	0.12	0.0012	Kahengama	<i>Pocket park</i>
03.	Lakeside Children's Stadium	0.14	0.0014	Kahengama	<i>Pocket park</i>
04.	KPA Jayatissa Stadium	0.05	0.0005	Kuruvita	<i>Pocket park</i>
05.	Ndukaradeniya Children's Park	0.06	0.0006	Nadukaradeniya	<i>Pocket park</i>
06.	Ndukaradeniya Children's Park	0.03	0.0003	Nadukaradeniya	<i>Pocket park</i>
07.	Ndukaradeniya Volleyball Stadium	0.15	0.0015	Nadukaradeniya	<i>Pocket park</i>
08.	Open land	0.07	0.0007	Kandagoda South	<i>Pocket park</i>
09.	Public Stadium 1.06	1.06	0.0106	Delgamuwa	<i>Near park</i>
Total		1.78	0.0178		

Table 02 - Spatial Plan of Proposed Public Outdoor Leisure Activities in Kuruwita Pradeshiya Sabha Area

No	Park type	No. of parks	Extent (Hectare)
01	PLiP(proposed linier parks)	02	26.27
02	PPP (proposed pocket parks)	03	0.33
03	PMP(proposed pocket parks)	02	0.41
04	Bopath falls tourisum zone		4.
Total			31.01

Table 03 -Proposed Pocket Parks (PPP)

No	Park type	GN Division	Extent (Hectare)
01	PPP 01	Kuruwita	0.15
02	PPP 02	Kahengama	0.05
03	PPP 03	Kadangoda-South	0.13
Total			0.33

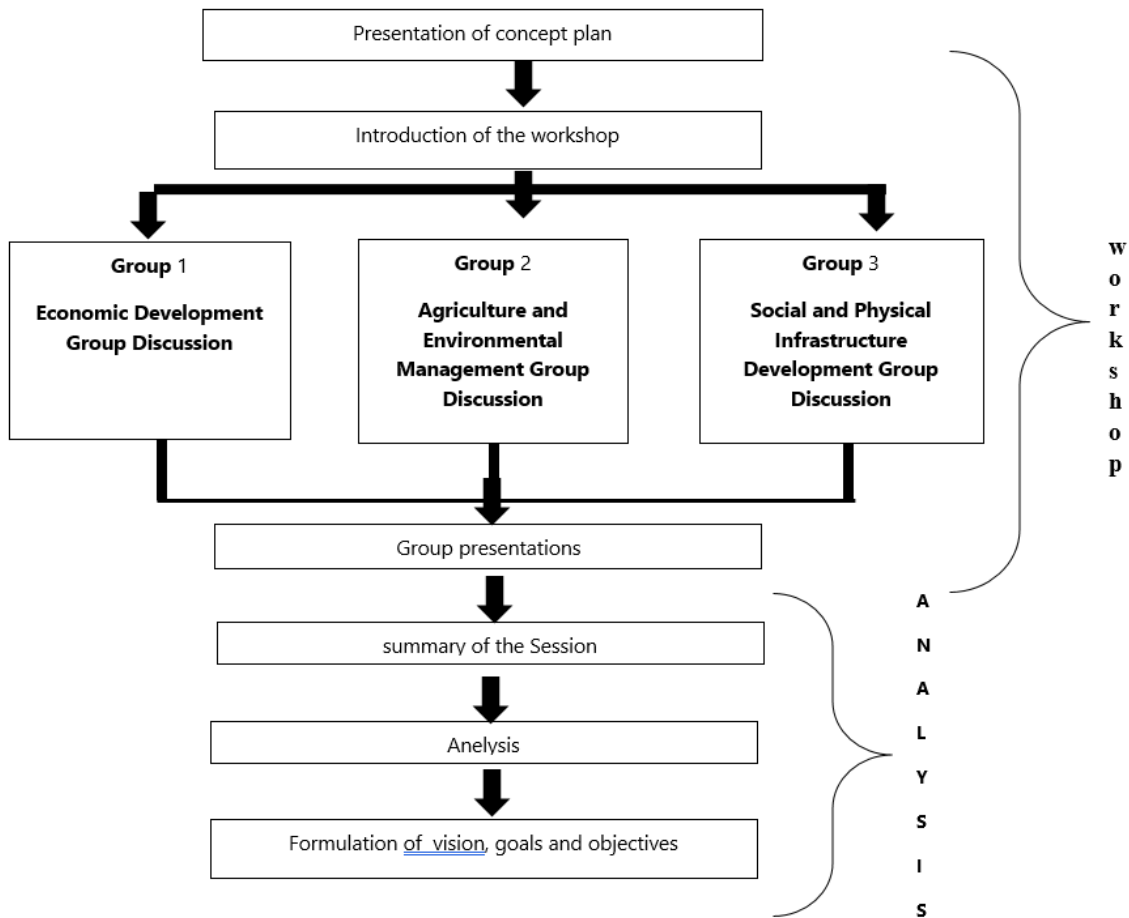
Table 03-- Proposed Mini Parks (PMP)

No	Park type	GN Division	Extent (Hectare)
01	PMP 01	Nadukaradeniya	0.20
02	PMP 02	Eknaligoda- North	0.21
Total			0.41

Table 03 -Proposed Linear Parks (PLIP)

No	Park type	Extent (Hectare)
01	PLiP 01	25.4
02	PLiP 02	0.87
Total		26.27

Annexure 08: Analysis Report of the First Stakeholders Meeting (NVIVO Analysis)
- Strategic Planning Division



Classification of groups

The Kuruvita Stakeholders Meeting was held on February 13, 2020 at the Kuruvita Grand Guardian Hotel with the participation of several government and non-governmental organizations. The stakeholders who participated in the meeting were divided into three groups and the group discussions mainly focused on the economic, social, physical and environmental aspects of the area.

Group 01- Economic Development

- National Gems and Jewellery Authority
- Kuruvita industrial Zone
- Provincial Ministry of Tourism
- Department of Archaeology
- Central Cultural Fund

- Sabaragamuwa Provincial Council
- District Secretariat- Ratnapura
- Pradeshiya sabha - Kuruwita
- Divisional Secretariat - Kuruwita
- Trade Association- Kuruwita
- Gem Society- Kuruwita
- Saman Devalaya
- Prof. Shiran Deraniyagala
- Sri Lanka Railways Department

Group 02- Agriculture and Environmental Resource Management

- Irrigation Department
- Geological Survey and Mines Bureau
- Department of Meteorology
- Forest Department
- Central Environment Authority
- Ministry of Agriculture- Sabaragamuwa Province
- Department of Agricultural Development
- Divisional Secretariat - Kuruwita

Group 03- Social and Physical Infrastructure Development

- Road development Authority
- Provincial Road Development Authority
- Provincial Council- Engineering Service
- Roads and Passenger Services Authority
- Sri Lanka Railways Department
- Water Supply and Drainage Board
- Electricity Board
- Sri Lanka Telecom
- Housing Development Authority
- Medical Officers of Health - Kuruwita
- Govt Medical Centre

- Provincial Education Department
- National Apprenticeship and Technical Training Authority
- Gamunu Hewa Balakaya, Sri Lanka ARMY
- Prison of Kuruwita
- Land Reforms Commission
- Private Bus Association
- Association of Three-wheeler drivers
- Sabaragamuwa maha Saman Devalaya
- Divisional Secretariat – Kuruwita

Analytical Results of Group 01- Economic Development

According to group 01 discussion analysis, the most discussed sectors are industrial and manufacturing. They have mainly focused on the fact that the industrial sector should be developed by utilizing the resources available in the area. There it was recognized that it is important to develop the facilities of Nalanda Ellawala industrial town and attract investors. When considering the manufacturing sector, more attention has been paid to bring more economic benefit to the area through value addition activities.



Analytical Results of Category 02 - Agriculture and Environmental Resource Management

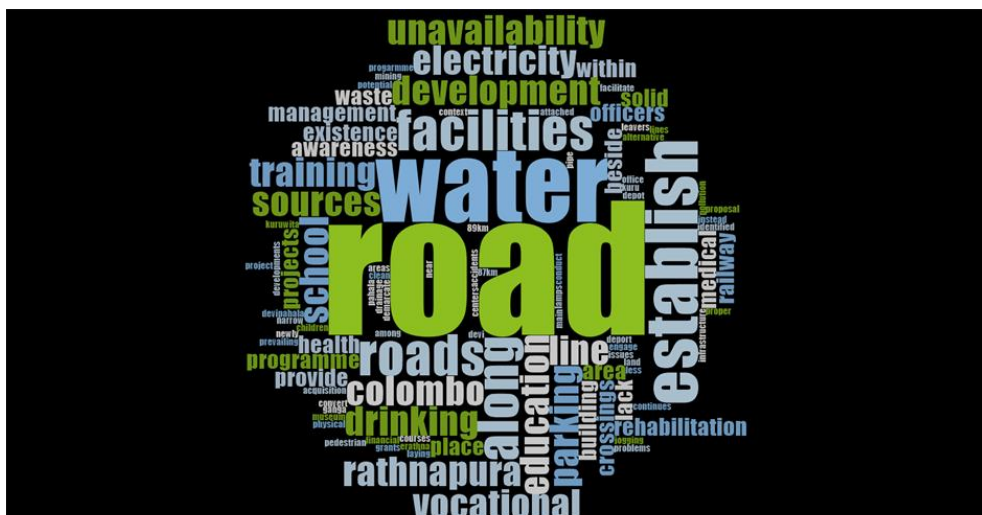
Group 02 is mostly focused on land management and mining land management as well as how to properly manage the drainage system and solid

waste management. They have also focused on more attention to the reduction of water pollution around the Kuru River. And they have identified the potential of the area.

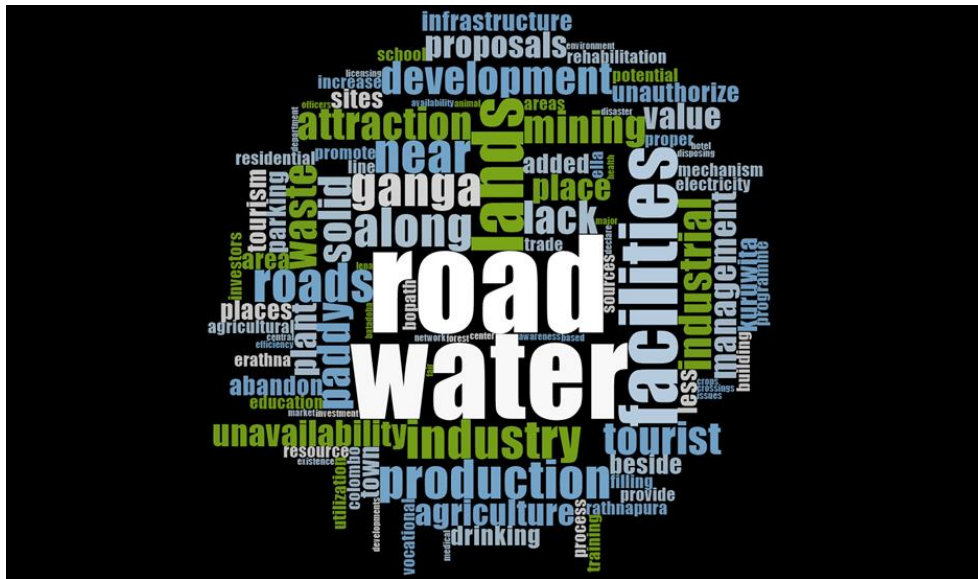


Analysis Results of Category 03 - Social and Physical Infrastructure Development

Group 03 was the most discussed sector related to road development and drinking water network. Their discussion focused on improving the connectivity of the internal road network and reducing contamination of water network sources. Also comments were made regarding the development of health facilities due to solid waste management and residential attraction.

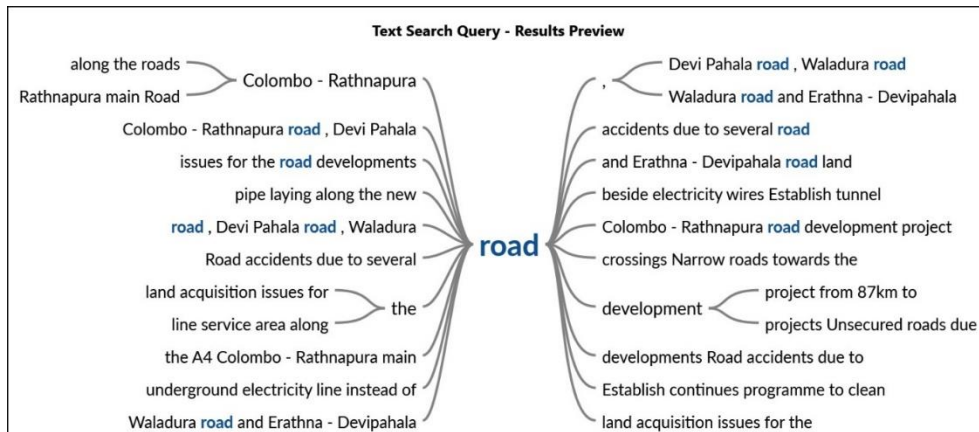


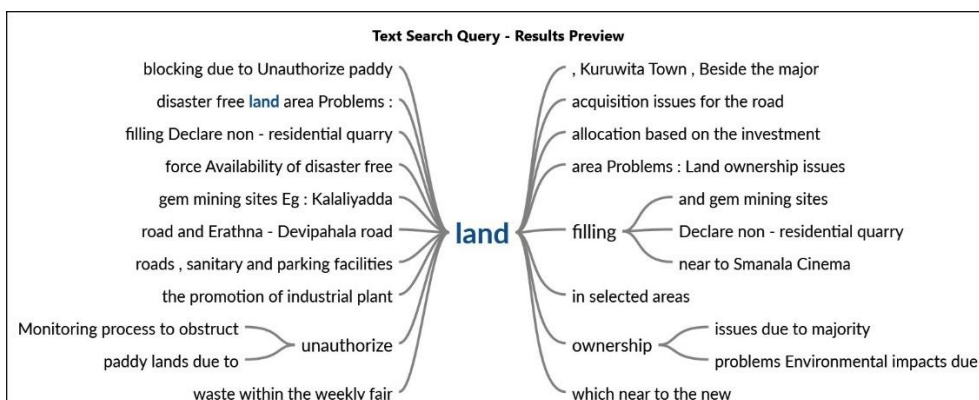
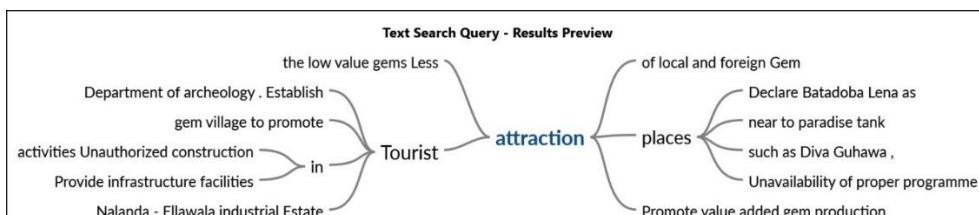
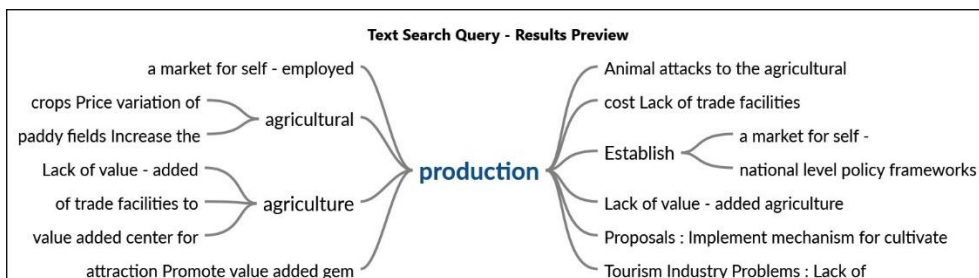
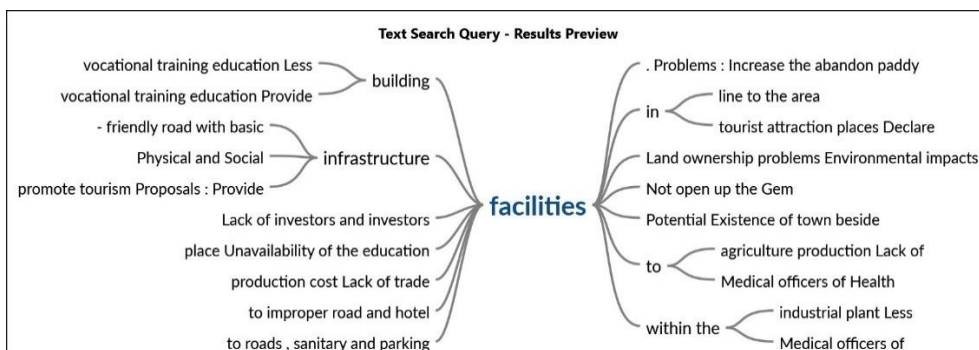
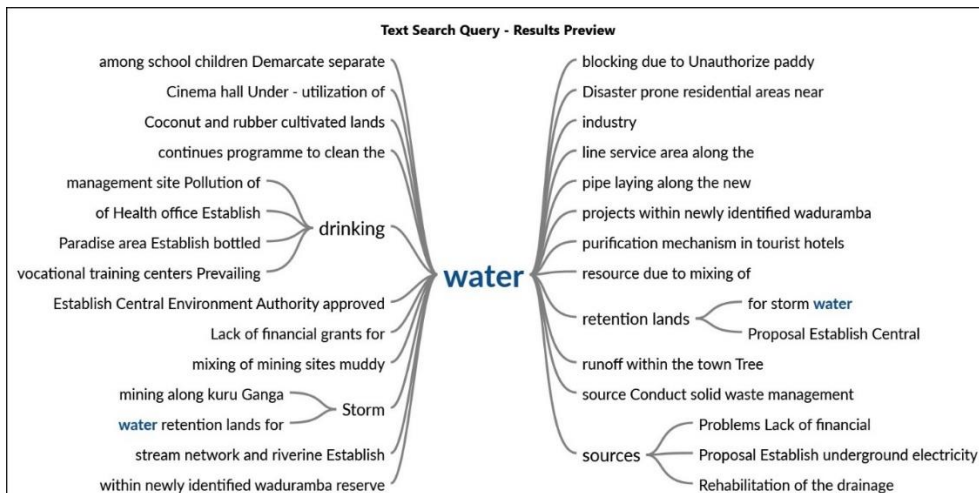
Word Cloud

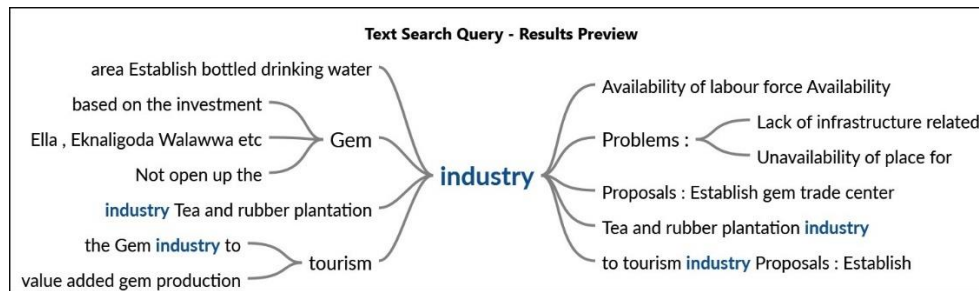


Areas highlighted for discussion by the entire word cloud of the NVIVO analysis include roads, water, facilities, land, industrial, manufacturing, tourist attraction, etc. Therefore, the proposed development plan has been analyzed to highlight key areas discussed.

word tree







Nodes

The following areas are identified as NODEs according to the overall word cloud. These areas should be highlighted in the proposed development plan.

- Road
- water
- Social and physical infrastructure
- Land
- industrial
- production
- Tourist attraction

Identified problems and potentials

problems

1. Absence of place for gem trading.
2. Absence of a formal promotion program for the of tourism.
3. Lack of places for waste management.
4. The water capacity of drinking water sources is not enough for the increasing population density in the next 10 years.
5. Narrowing of roads leading to residential areas

The possibilities

1. Being an established town on the Colombo-Ratnapura A4 road.
2. Existence of places with tourist attraction (Diva Guhava, Batadombalena, Delgamuwa, Bopatella, Eknaligoda walawwa etc.)
3. Nalanda Ellawala industrial zone.
4. Availability of disaster free land.
5. Availability of adequate workforce.

Conclusion of the Analysis

According to the analysis, to address the development of Kuruwita city can be identified under two main areas. In terms of commercial development, consideration should be given to creating, promoting and contributing existing resources to economic growth. Also, attention should be made to infrastructure development. Thus, Kuruwita gives an idea about how to focusing formulation of the vision, goals and objectives of the area.

Vision

- Safest Residential City in Sabaragamuwa Region
- Susadi tourist destination of Sabaragamuwa Region

Vision statement

Kuruvita is the best residential area in Sabaragamuwa with low disaster risk. The area's facilities are improved as a service provider to its residential population and its commuters. (Resilient medium in terms of bearing capacity of natural disaster)

purposes

1. Sustainable industrial based corridor running along the A4 road
2. Comfortable and livable environment
3. Safe blue green environment

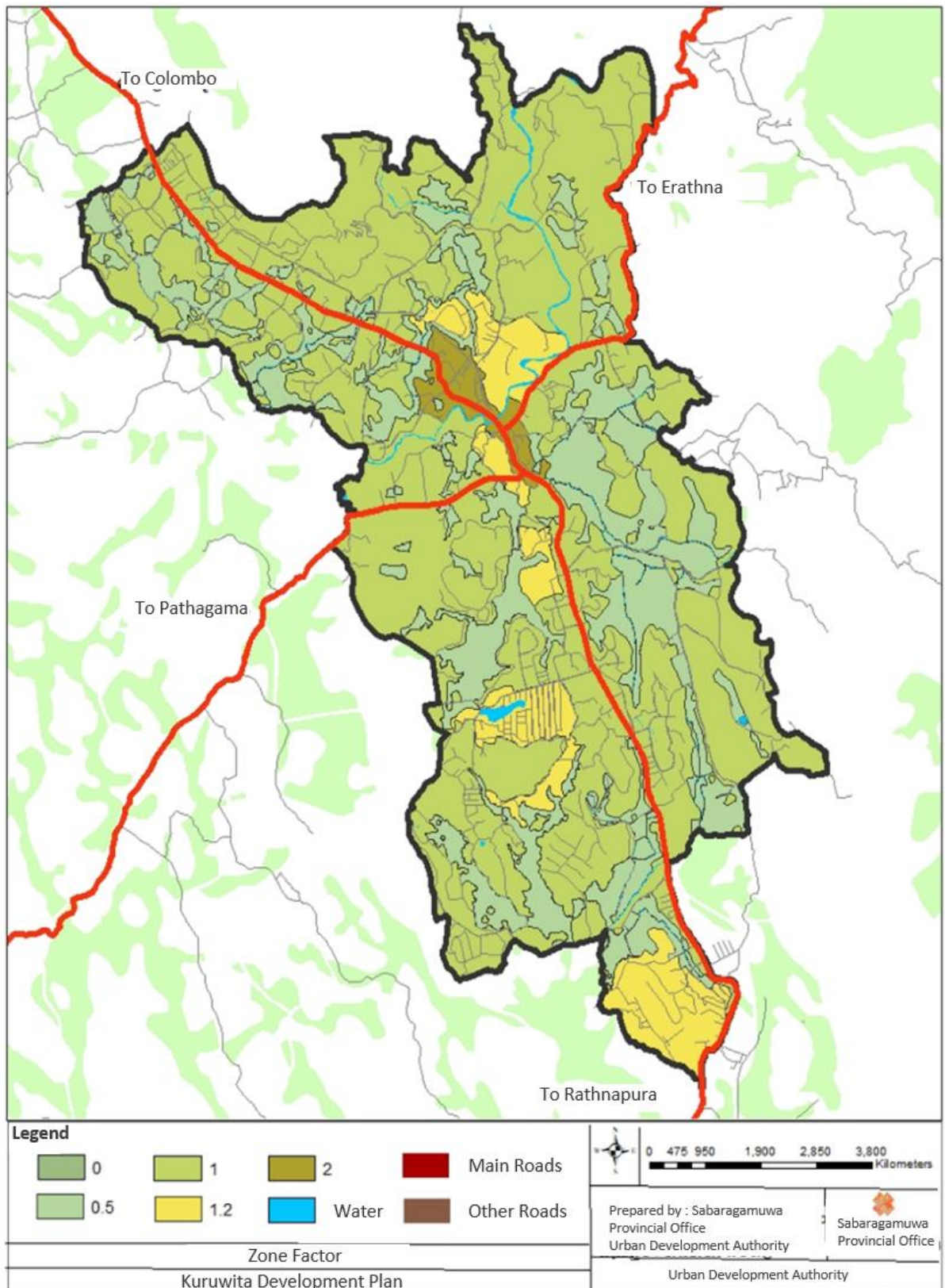
Annexure 09 : Preparation of Zoning Factor

Considering how the development of the area related to the Kuruwita City Development Plan is based on density by the year 2032, a high density development is expected in the commercial zone and a low density development is expected in the low density Residential zone. Because of the physical, social, environmental and economic aspects of a city should be balanced, the conclusions obtained through detailed analysis should be implemented in the area, where the purpose of development zones is determined as low density, high density and medium density.

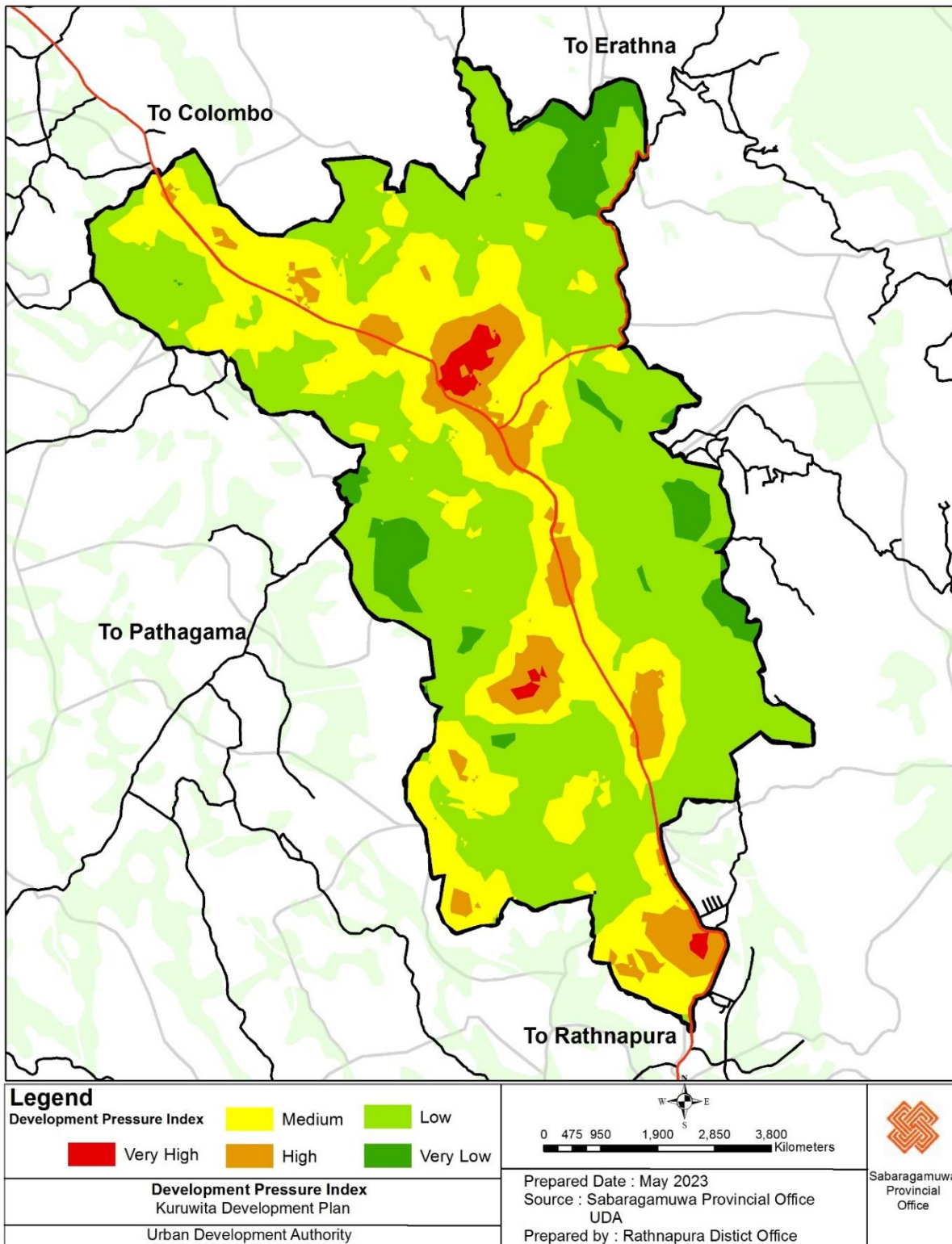
Zoning has been determined based on the aspects of environmental sensitivity, infrastructure expansion, development of commercial activities, intensity of development, geographical situation and population density, and regions with high regional factors reflect the concentration of infrastructure, high commercial development and high population attraction. However, if the area is an ecologically sensitive area or lacks infrastructure, developable land, etc., high population density is not expected for such areas.

The zoning Factor is calculated in a way that allows space for the desired development in accordance with the proposed densities of each density zone within the proposed zoning plan in the development plan and the zoning coefficient varies from a maximum value of 2.5 to a minimum value between 0 and 1.0. This value is higher than 2.0 in cases where there is very high development within the zones. A value between 0 and 1.0 provides space for very little or average growth rate and a value between 1.5 and 2.0 for medium density development.

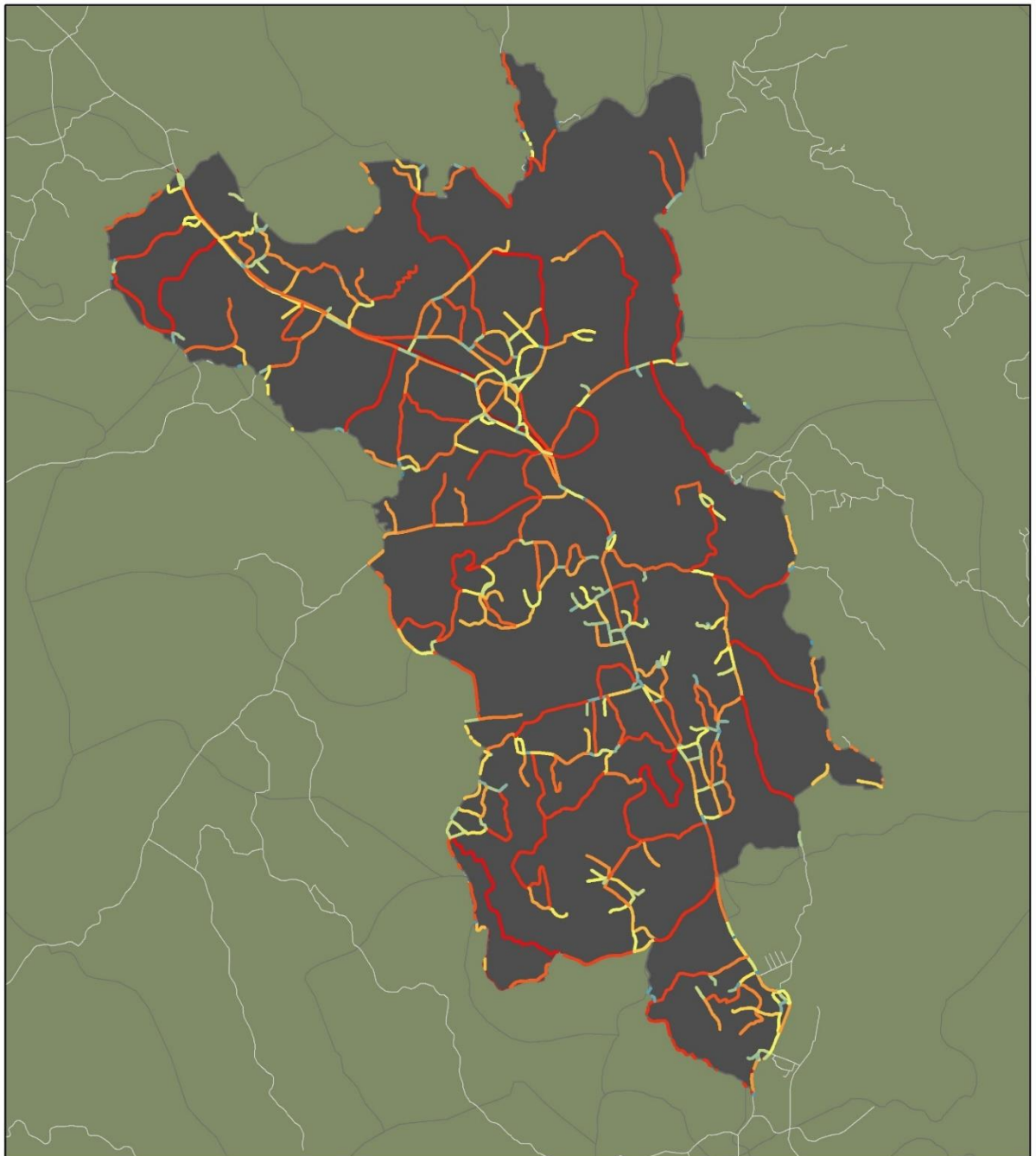
Map No. 01: Zone Factor



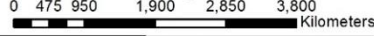



Map no. 02- Developmental pressure index

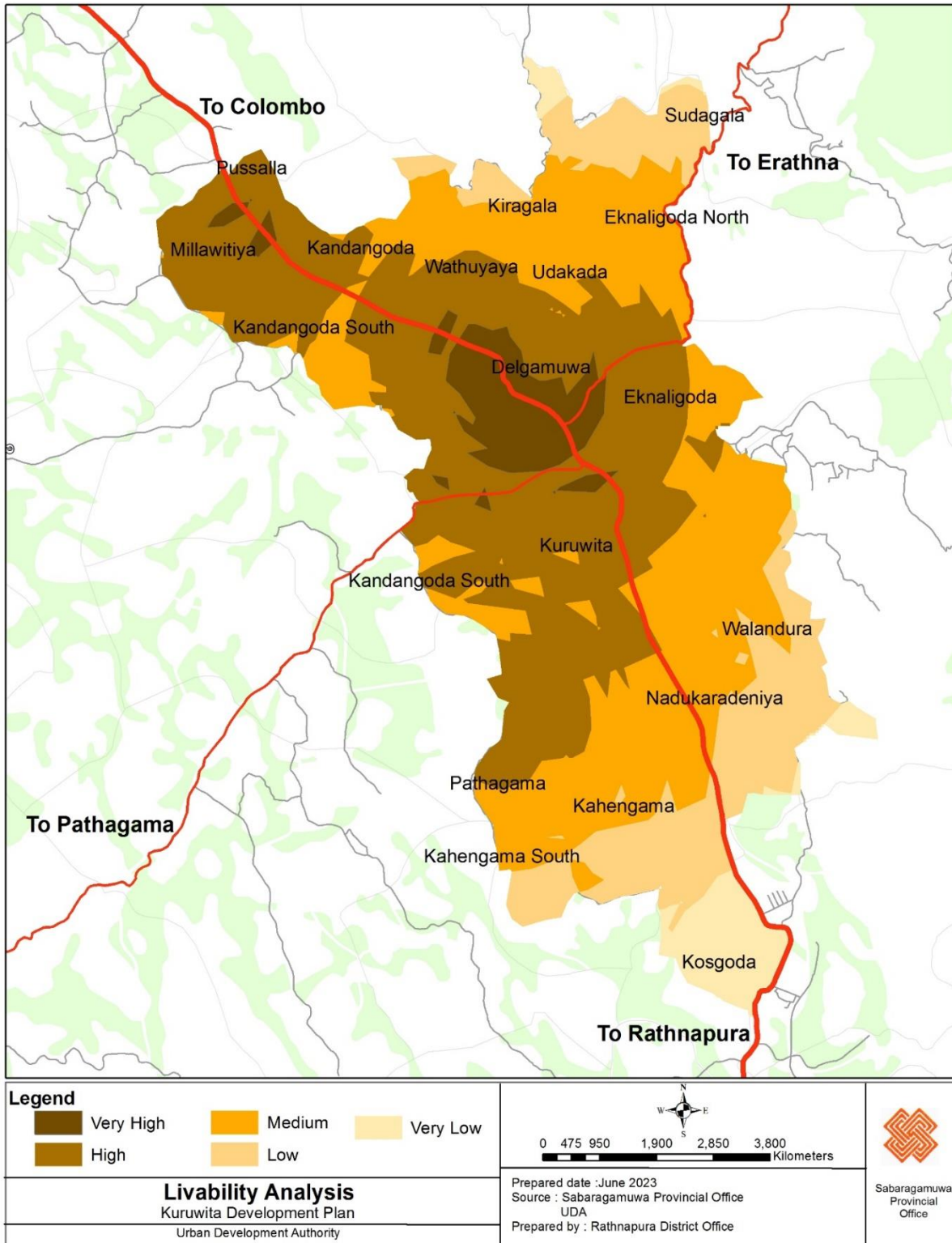


Map no. 03: Connectivity Analysis

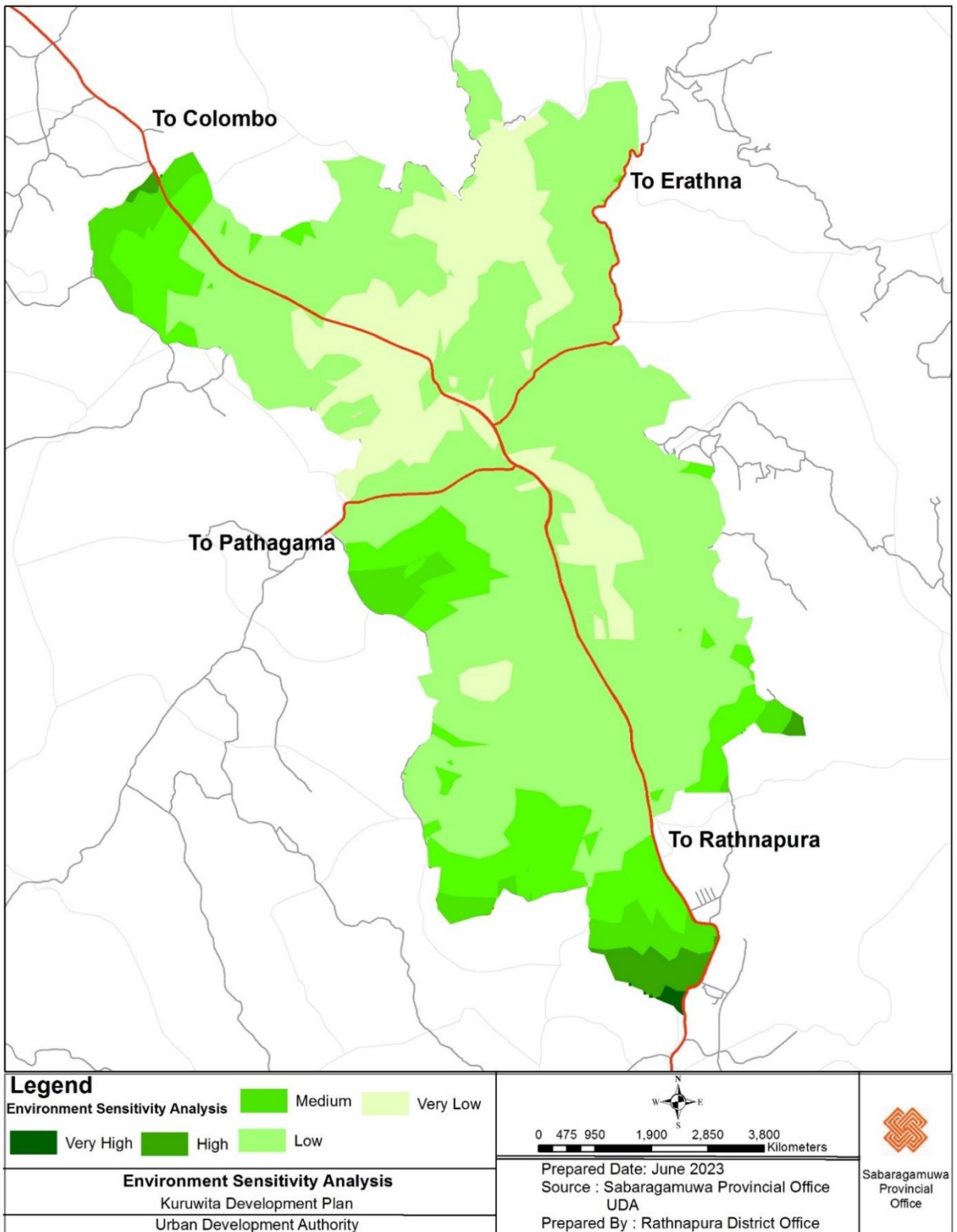


<p>Legend Connectivity Analysis - Colour Code  Low High</p>	<p style="text-align: center;">   </p>	
<p>Connectivity Analysis Kuruwita Development Plan Urban Development Authority</p>	<p>Prepared Date : June 2023 Source : Sabaragamuwa Provincial Office UDA Prepared By : Rathnapura District Office</p>	

Map No. 04: Land Suitability Analysis for Residential Zones



Map No. 05 : Analysis of Environmentally Sensitive Zones



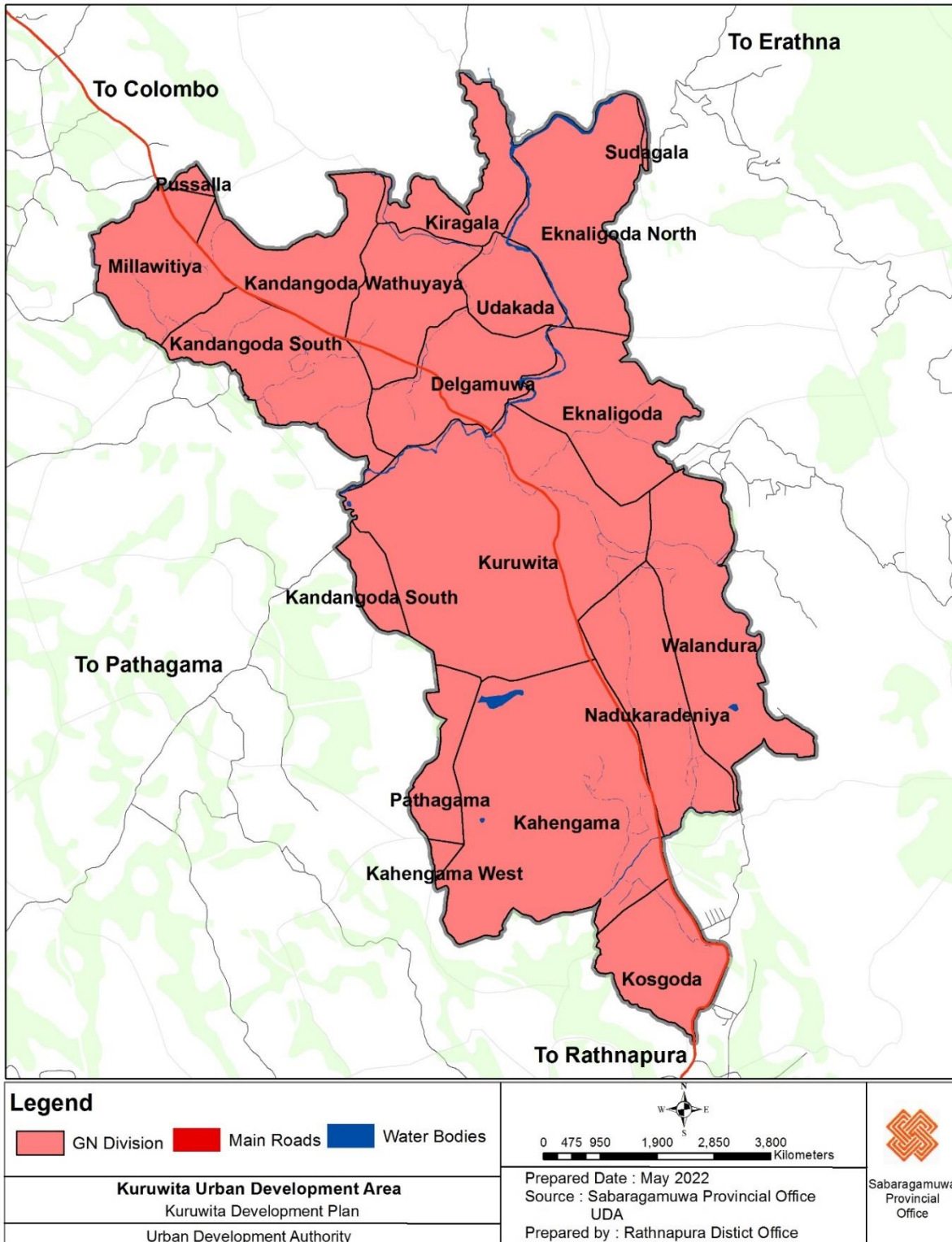
Basis for identifying density zones and promotional uses

Development Trend Analysis	Road Connectivity Analysis	Land Suitability Analysis for Residential Zones	Environmentally Sensitive Zone Analysis	Urban Level	Density	Promotional Use	Zone
High	High	High	low	Urbanized	High	Commercial	High Density commercial Zone
Medium	High	Medium	low	Semi-Urbanized	Medium	Commercial	Medium Density Mixed Development Zone
Medium	High	Medium	low	Semi-Urbanized	low	Commercial	Low Density Mixed Development Zone
low	low	low	Medium	Rural	low	Tourism	Low Density Tourism Zone
low	Medium	High	low	Semi-Urbanized	Medium	Residential	Medium Density Residential Zone
low	low	Medium	Medium	Rural	low	Residential	Low Density Residential Zone
low	low	low	Medium	Rural	-	Environmental	Agriculture Zone

Calculation of the Zoning Factor

Zone	Amount of land required for future development (ha.m.)	Amount of land that can be developed (ha.m.)		Zone Coefficient
High Density commercial Zone	916501	459696	1.99	2.0
Medium Density Mixed Development Zone	928874	638330	1.46	1.5
Low Density Mixed Development Zone	1750598	2328313	0.84	0.8
Low Density Tourism Zone	992932	1000395	0.99	1.0
Medium Density Residential Zone	1088596	964151	1.24	1.2
Low Density Residential Zone	3434882	4107231	0.84	1.0
agriculture Zone	-	-	-	-

Annexure 10 : Kuruwita Urban Development Area



Annexure 11

Project prioritization

Project Alignment	Cost and Time	Concept Achieving	Social Benefits	Environmental Benefits	Economic Benefits	Stakeholder Opinion	Prioritization
Public Market Development Project	4	3	4	2	5	5	3
Development of Urban Park with seating facilities (Present Market Premises)	4	3	5	4	2	4	4
Construction of Kuru Ganga Boat Yard (near the bridge)	4	5	3	4	5	3	2
Redevelopment of commercial area (near ferry)	3	3	4	3	5	4	4
Mixed Development Project (City Center)	4	4	4	3	5	5	1
Construction of Kuruwita Town Square	4	4	4	3	2	1	5

Project Alignment	Cost and Time	Concept Achieving	Social Benefits	Environmental Benefits	Economic Benefits	Stakeholder Opinion	Prioritization
Conversion of Old Railway Building into Archaeological Information Center and Gem Activity Center	3	4	3	2	4	1	5
Creation of space for gem trading activities and construction of seating facilities (city center)	4	4	3	2	4	3	4
Creation of a walkway along the Walundura canal (within the canal reserve)	3	3	4	4	2	1	2

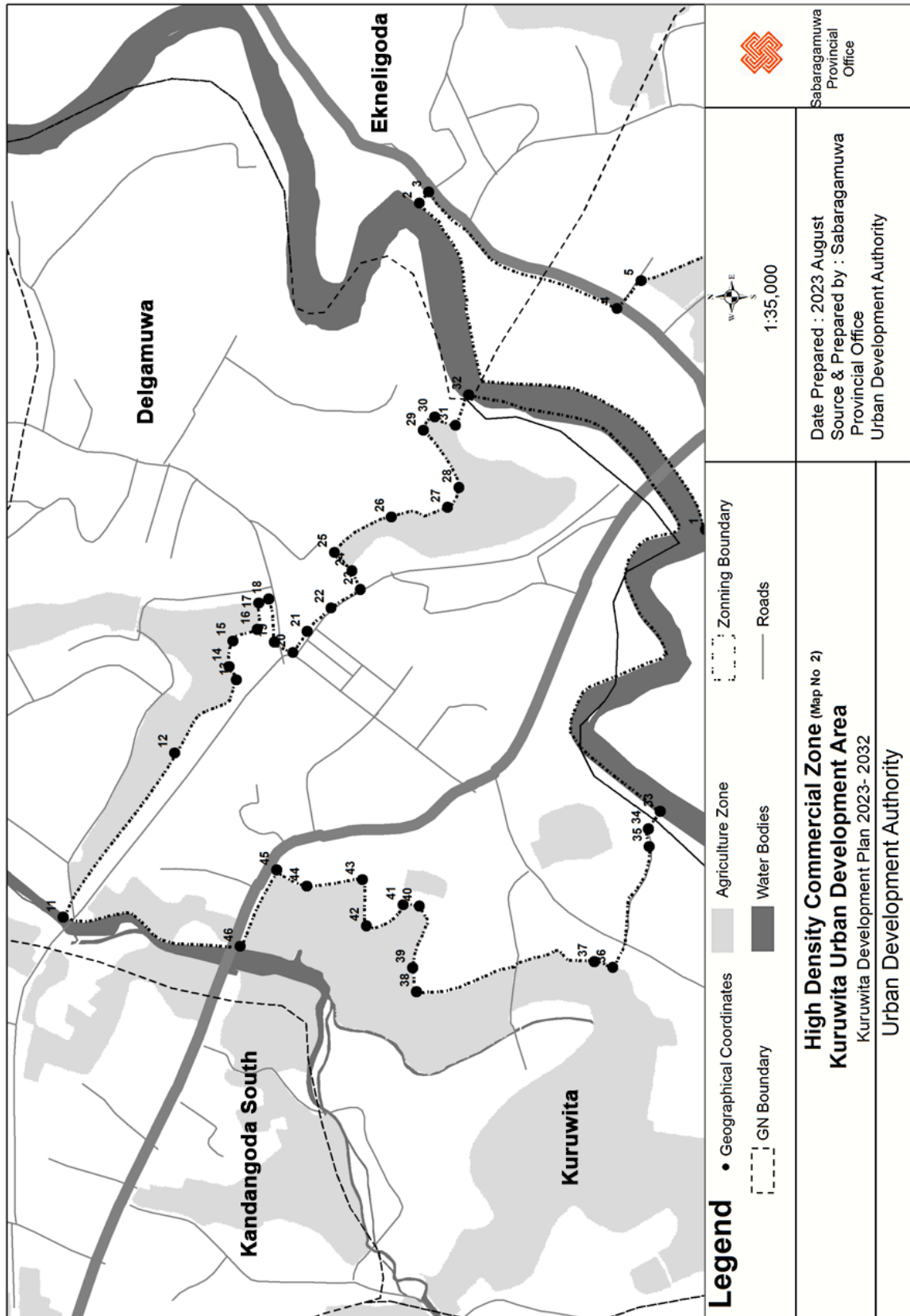
Project Alignment	Cost and Time	Concept Achieving	Social Benefits	Environmental Benefits	Economic Benefits	Stakeholder Opinion	Prioritization
Redevelopment of commercial space with parking facilities (near the Thambiliyena road)	4	3	4	2	5	5	3
Development of Bopath Falls as a destination for tourism	4	5	4	4	4	3	1
Kuru Ganga Proposed Boat Service	4	5	4	3	4	1	3
Construction of Bopath Falls viewing deck	3	5	3	5	4	3	2
Duhalowatta Housing Project	4	5	5	2	3	3	1
Paradise Middle Income Housing Project	3	5	5	2	3	4	1

Project Alignment	Cost and Time	Concept Achieving	Social Benefits	Environmental Benefits	Economic Benefits	Stakeholder Opinion	Prioritization
Proposed Hospital Premises Construction Project (Kahengama)	3	4	4	3	2	4	1
Road Development Project	3	4	4	2	3	4	1
Proposed Alternative Road Development Project (9m Width)	3	3	4	2	3	5	1
park development project around Paradise Lake	3	4	5	3	2	1	1
Identifying land to manage waste water	4	3	3	5	3	2	1

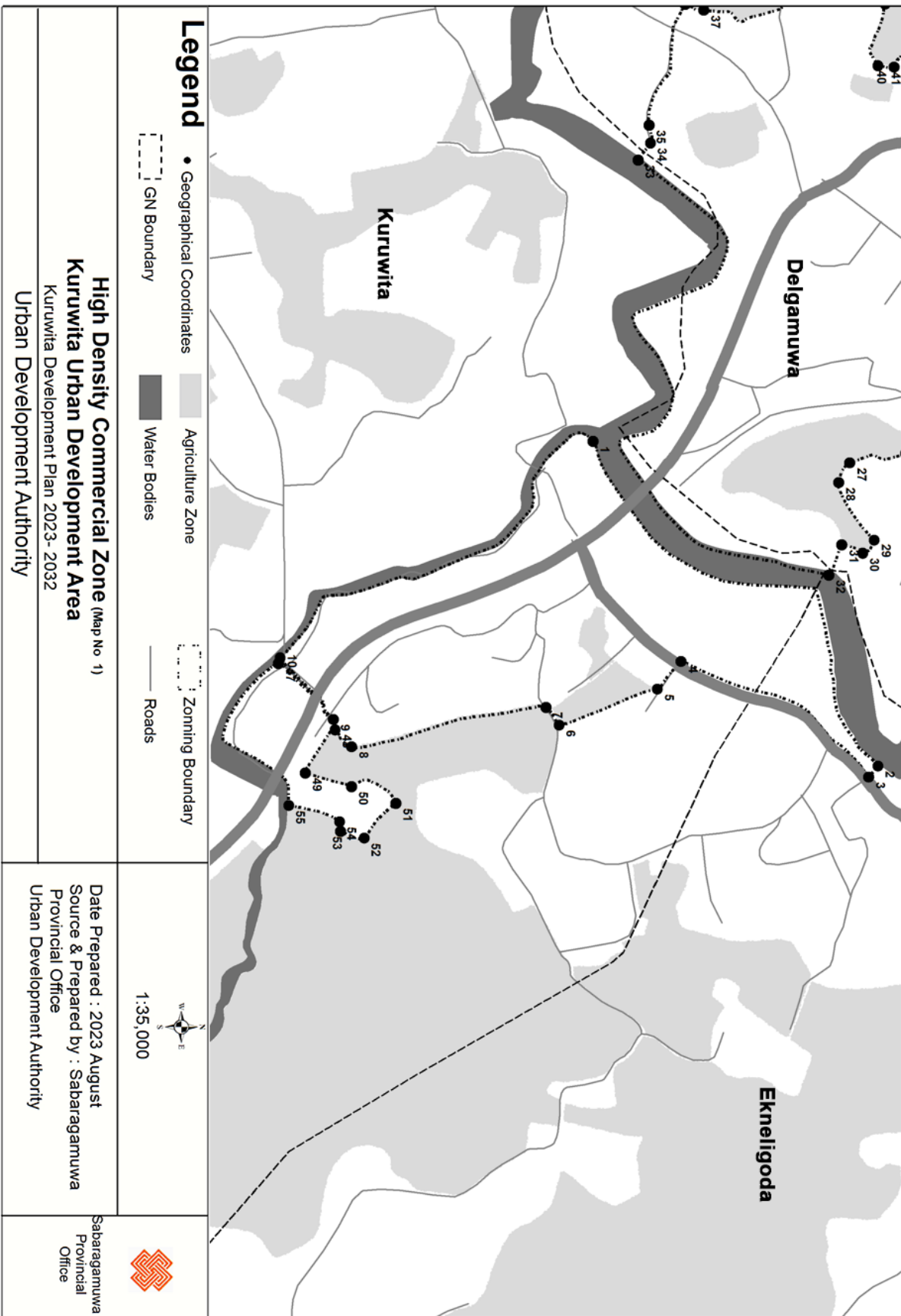
Annexure 12 : Zoning Boundaries

1. High Density Commercial Zone (C1)

Map No. 1.1



Map No. 1.2



Part 1

North :- The center line of Colombo - Ratnapura main road takes point 46 (80.36018, 6.782766) where the center line of Warakadeniya Canal intersects the center line of Warakadeniya Canal as the starting point and from there along the center line of Warakadeniya Canal in a northerly direction to point No. 11 (80.36053, 6.784896) and from there south-east direction No 12 (80.36251,6.783554) to point No. 13 (80.36339,6.782814) and from there in a north-easterly direction to point 14 (80.36355, 6.782902) and from there in an easterly direction 15 (80.36386,6.782852) up to

East :- From the last mentioned point in a southerly direction to point 16 (80.36399, 6.782561) and from there again a line drawn eastward to point 17 (80.36432, 6.782544) and from there again a line drawn southward to point 18 (80.36436, 6.782423) point, thence westward to point 19 (80.36385, 6.782353), thence southwestward to point 20 (80.36372, 6.782132), then southeastward to point 21 (80.36398, 6.781961), then again southeastward to point 22 (80.36372, 6.782132) 0.36426, 6.781671) and 23 (80.36448, 6.781321) to Point and thence north-eastwards to 24 (80.3647, 6.781421) and 25 (80.36493, 6.781631) Point,

Thence again south-eastwards 26 (80.36535, 6.780948) to 27 (80.36546, 6.78027) point and thence again, eastwards to 28 (80.3657, 6.780134) point and thence north-eastwards 29 (80.36639, 6.780564) point From there again to the southeast Towards the point where it meets point 30 (80.36655, 6.780425) and thence south to point 31 (80.36646, 6.780175) and thence south-east to the point where the center line of Kurugaga meets point 32 (80.36682, 6.780017) and thence East and North-East along the center line directionally 2 (80.36913, 6.780609) to the point where it intersects and from there again towards the south-east to the point where it intersects the center line of Eratna Road up to point 3 (80.36926, 6.780498) and from there south-west along the center lines of Eratna Road 4 (80.36787, 6.778232) lac and from there again in south-east direction to 5 (80.36819,6.777943) and 6 (80.36864, 6.776754) points and from there again in south-west direction to the meeting point 7 (80.36842, 6.776597) and from there again in south direction 8 (80.36864, 6.776597) 689,6.774248) until point is met

South: - From the last mentioned point in a south-westerly direction from 9 (80.36857, 6.774026) again in a south-westerly direction to point 10 (80.36782, 6.773382) where it intersects the center line of Waladura canal.

West :- From the last mentioned point north-west along the inner center line of Waladura to the point 1 (80.3652, 6.777166) where it intersects the center line of the Kuru River and thence along the center line of the said river north-west, south-west, north-west and again in a south-westerly direction 33(80.3618, 6.777711) to the point, and from there to the north-west again to the point 34 (80.3616, 6.777857) towards the west to the side road that connects to the Saddhatissa Mawatha road along the same road in a westerly direction from 35 (80.36138, 6.777845) to 36 (80.35992, 6.77828) Point and thence in a northerly direction from 37 (80.35999, 6.778504) to 38 (80.35963, 6.780644) to Point and from there again in East direction from 39 (80.35992, 6.780694) to 40 (80.36066, 6.780609) Point and from there again in Northwest direction from 41 (80.36068, 6.780807) 42 (80.36042, 6.781247) until you meet Point and there From there in an easterly direction until it meets point 43 (80.36098, 6.781299), then in a northerly direction to point 44 (80.36091,6.781966) and to point 45 (80.3611, 6.782328) which intersects the center line of the Colombo Ratnapura main road, and from there again on the same road. Northwest along the center line 46 (80.36018, 6.782766) in the direction is also to the starting point which intersects the point. (Except zones identified in agricultural zone)

Part 2

North: - From point 48 (80.36868, 6.774076) which is the starting point of the boundary of Walundura canal towards south-east to point 49 (80.3692, 6.773717)

East :- From the last mentioned point north-eastwards 50 (80.36938, 6.774276) to 51 (80.36957, 6.774813) point and thence again south-eastwards to 52 (80.37, 6.774427) point and from there south-west direction 53

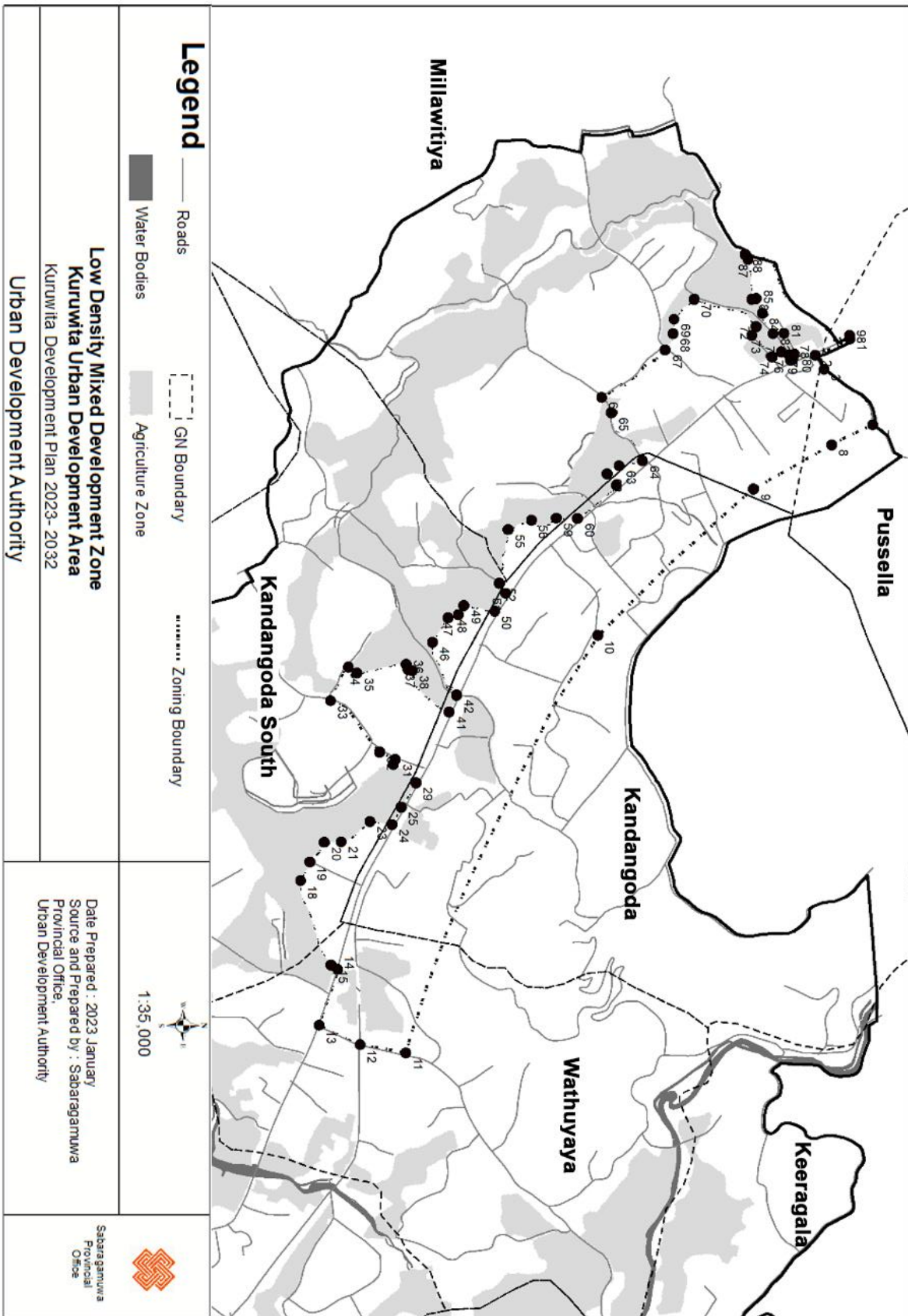
(80.36991, 6.774146) to the point and again westward to the point 54
(80.3698, 6.774131)

South: - From the last mentioned point in right direction to point No. 55
(80.36961, 6.773515)

West: - From the last mentioned point along the center line of the Walundura canal and north-westwards from point 47 (80.36787, 6.773402) and thence in a north-easterly direction to the starting point 48 (80.36868, 6.774076).
(Except zones identified in agricultural zone)

2. Low Density Mixed Development Zone (MD 3)

Map No. 2.1



North:- Starting point No. 67 (80.33702, 6.795281) which is the starting point of the northern boundary of the area declared by the Urban Development Authority, where the center line of Henapola Millavitiya Road and the center line of Sarath Muttettuwegama Mawatha intersect with each other and from there towards the northeast along the center line of Sarath Muttettuwegama Mawatha. From No. 68 (80.33692, 6.795226) 69 (80.33894, 6.797847) bearing line to the point where it intersects the center line of Colombo Ratnapura main road and from there along the center line of the said road towards the south-east to the center of Asweddum canal bearing numbers 1 (80.33906, 6.797872) and 2 (80.33944, 6.796981) line till meeting and from there along the center line of Asweddum canal towards north-east from No. 3 (80.33979, 6.797202) to 4 (80.34118, 6.798485) and from there towards south-east No.5 (80.34171, 6.797398) and 6 (80.3428, 6.795428) up to the point

East:- From the last mentioned point south-eastward to Nos. 7 (80.34648, 6.791499) and 8 (80.35699, 6.786673)

South:- From the last mentioned point in south and south-west direction to points No. 9 (80.35677, 6.785512) and 10 (80.35629, 6.784486) to the point where it intersects the center line of Colombo Ratnapura main road and from there westward along the center line of the said road. No. 11 (80.35488, 6.784951) to bearing point and from there in southwest direction No. 12 (80.35477, 6.784787) to 13 (80.35265, 6.784025) bearing point and from there in northwest direction No. 14 (80.35218, 6.784266) to the point and thence northwards to the point bearing No. 15 (80.3517, 6.784625) and from there in the north-west direction from No. 16 (80.35168, 6.785071) to 17 (80.35118, 6.785801) 18 (80.35126, 6.786329) to bearing point and from there in north-west direction from No. 19 (80.35082, 6.786556) to bearing point 20 (80.3502, 6.78694)

West:- From the last mentioned point to the south-west direction to the point bearing numbers 21 (80.34974, 6.786363) and 22 (80.34962, 6.786408) and from there towards the south-west direction numbers 23 (80.34941, 6.786009) and 24 (80.34813, 6.7847) 71 up to point also there From north-west to bearing point 25 (80.34727, 6.785218) and from there northward to bearing point No. 26 (80.34743, 6.785442) and from there northward to 27 (80.34721, 6.786681) and 28 (80.34733, 6.786724) and from there towards north-east no 29 (80.34737, 6.78683) to 30 (80.3484, 6.787761) point and thence north-westwards 31 (80.34798, 6.787951) to 32 (80.34665, 6.787342) point and thence again north-westwards 33 (80.34603,

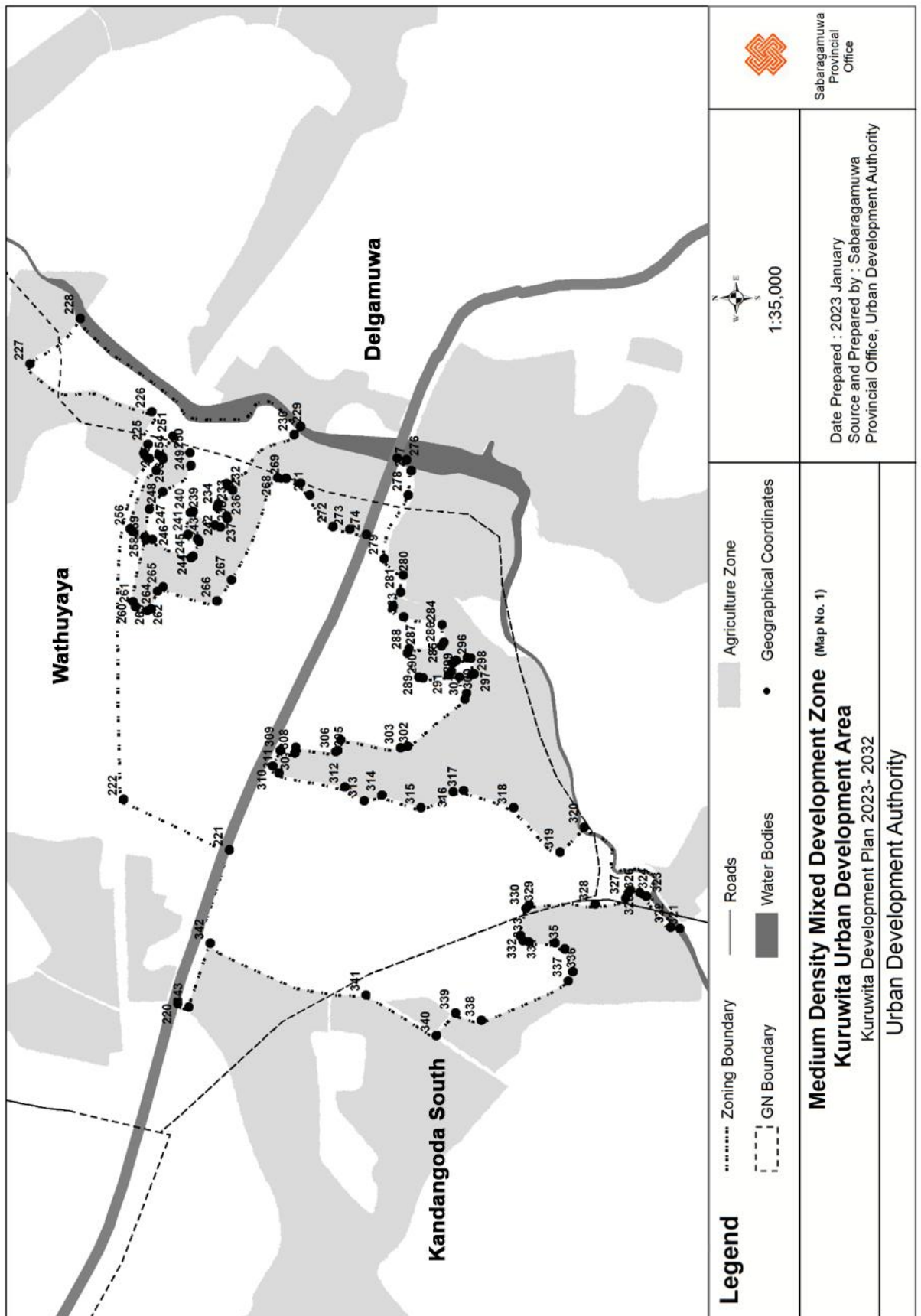
6.787727) and 34 (80.34596, 6.787984) to point and from there towards north 35 (80.34573, 6.788135) to 36 (80.34588, 6.788903) point and thence northwestward to 37 (80.34542, 6.789179) point and from there again westward from 38 (80.34517, 6.789016) to 39 (80.3438) point. 2, 6.789244) to point and from there north 41 towards number 40 (80.34357, 6.78983)

(80.34354, 6.790459) to bearing point, thence again north-westward to point 42 (80.34354, 6.790998) and 43 (80.34271, 6.791971) point, thence southwestward to point 44 (80.34242, 6.791744) point and thence northwestward to point 44 (80.34242, 6.791744) 5 (80.34222, 6.792039) and up to 46 (80.34209, 6.792633) point and thence south-westwards to 47 (80.3409, 6.79188) and 48 (80.34055, 6.791639) point and from there north-westwards to 49 (80.3393, 6.793203) point and from there to

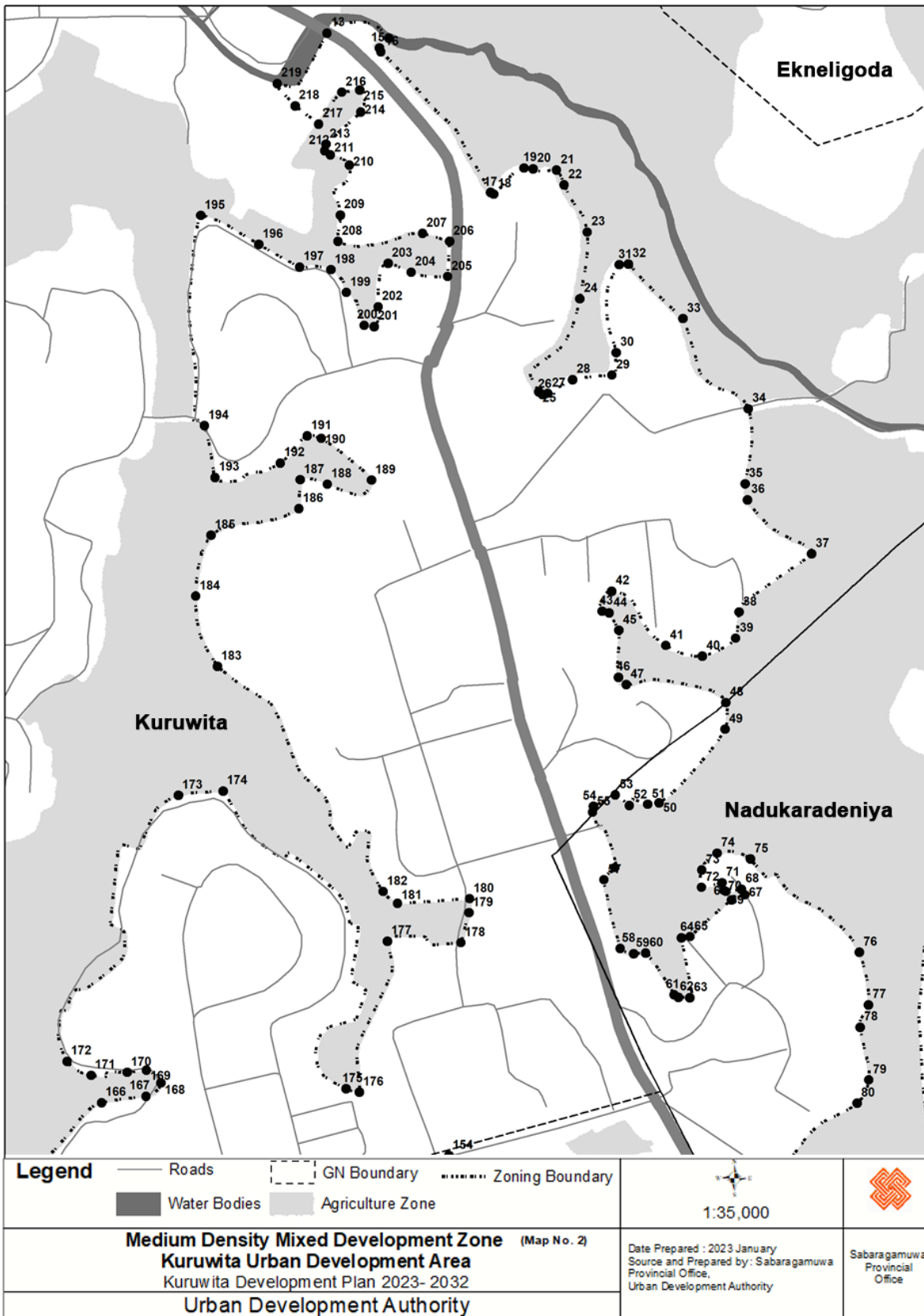
West:- 50 to direction (80.3389, 6.793401) and 51(80.33852, 6.793417) to Lakh and thence north-westwards to the point No. 52 (80.33803, 6.793932) and from there again in a northerly direction to No. 53 (80.33871 ,6.795497) Lakh and thence to the East No. 54 (80.33896, 6.795398) to Pointhya and from there North to point No. 55 (80.3395, 6.795907) West again to point No. 56 (80.33938, 6.796144) North again to No. 57 (80.33946, 6.796337) From there West again to No. 58 (80.33957, 6.796387) and South again to No. 59 (80.33955, 6.796426) and eastwards to number 60 (80.33948, 6.796392) and again north-westwards to number 61 (80.33943, 6.796476) and from there again to the west direction to point number 62 (80.33889, 6.796213) and again to the south to point number 63 (80.3389, 6.79591) and from there to the west to point number 64 (80.3384, 6.795665) and again to the southwest point number 65 (80.33802, 6.795504) and right to No. 66 (80.33802, 6.795382) and back to the starting point No. 67 (80.33702, 6.795281). (Except zones identified in agricultural zone)

3. Medium Density Mixed Development Zone (MD2)

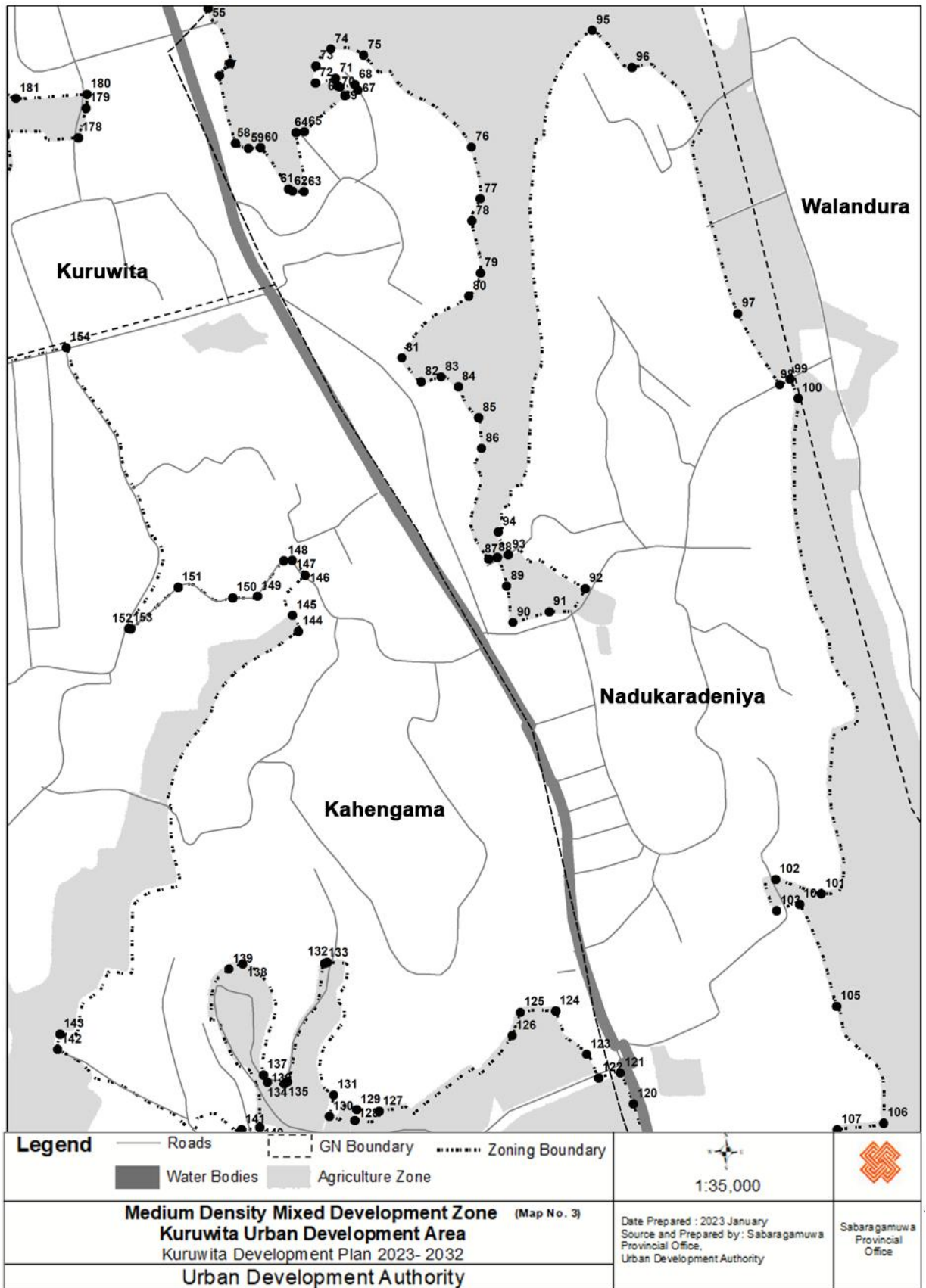
Map No. 3.1



Map No. 3.2



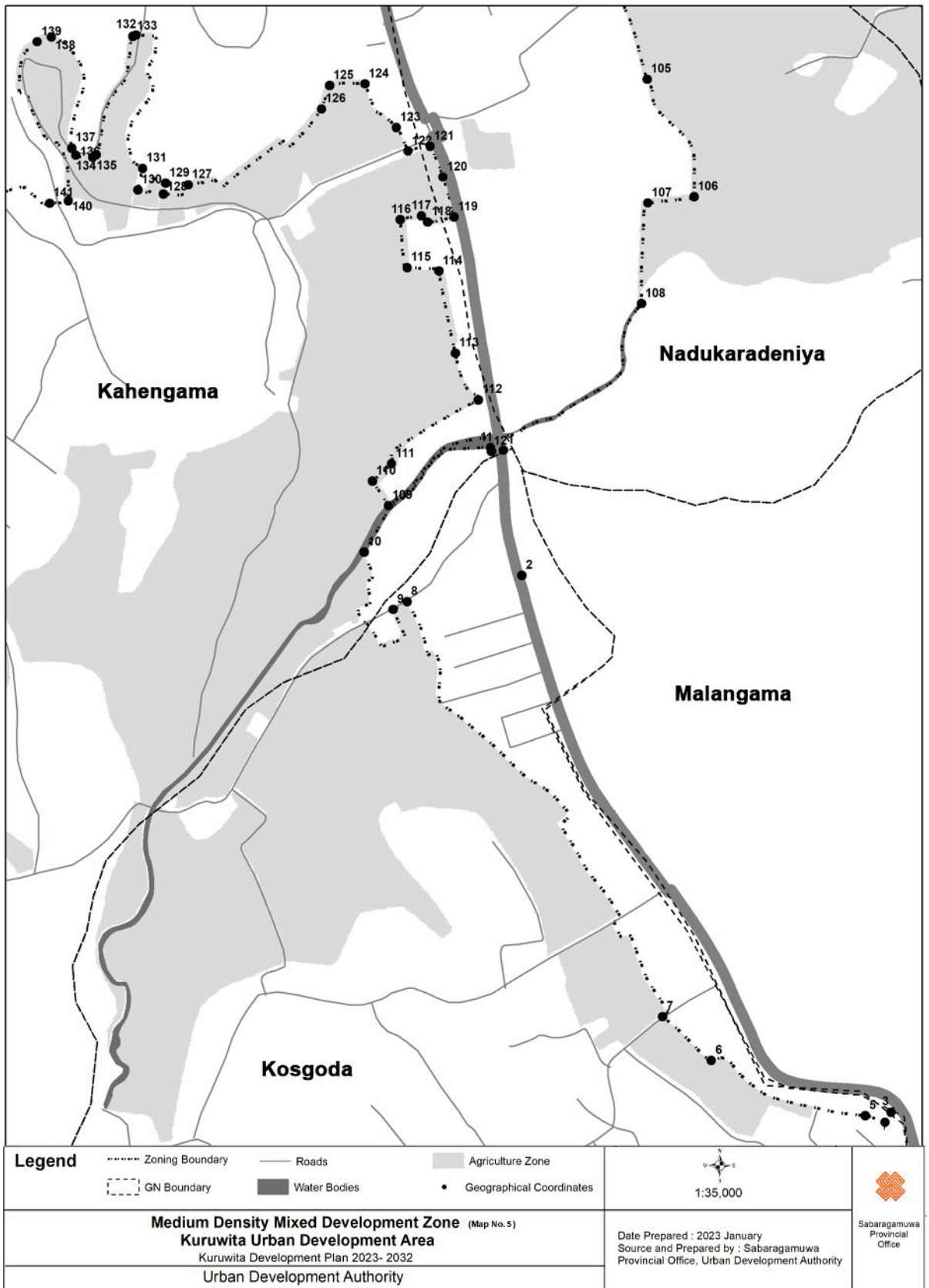
Map No. 3.3



Map No. 3.4



Map No. 3.5



Part 1

North :- From the center point of Colombo Ratnapura main road No. 220 (80.38105, 6.750184) along the center line of the same road in a south-easterly direction to the center point of Higgashena Devipahala road which is the center point of No. 221 (80.35633, 6.784507) and from there along the center line of the said road North-Eastern direction up to point No. 222 (80.3568, 6.785485) and from there in South-Eastern direction No. 223 (80.35994, 6.785245) to the center point of the old railway line and thence north-east along the center line of the said old railway line to the point bearing number 224 (80.35999, 6.785299) and thence in the south-east direction of number 225 (80.36008, 6.785259) to bearing point 226 (80.36031, 6.785195) and from there in the northerly direction from point No. 227 (80.36037, 6.785225) to 228 (80.36124, 6.785884) bearing center line of Varakadeniya canal up to the point.

East :- From the last mentioned point along the center line of the Warakadeniya canal in a south-westerly direction and again in a south-westerly direction to the point bearing No. 229 (80.36022, 6.783847) and thence in a north-westerly direction to the point bearing No. 230 (80.36015, 6.783906) and 231 and thence south-west. 232 (80.35963, 6.784471) in the direction and from there again in the north-west direction to the point bearing numbers 233 (80.35951, 6.784601) and 234 (80.35948 ,6.784614) and from there again in the southwest direction number 235 (80.3594, 6.784524) and 236 (80.35938, 6.784522) to point No. 237 (80.3593, 6.784585) in north-west direction and from there to point No. 238 (80.35931, 6.784632) and 239 (80.35944, 6.784833) to the bearing point and there From West to Pointhadweep Nos. 240 (80.35943, 6.784859) and 241 (80.35925, 6.78489) and from there again towards South West Nos. 242 (80.35918, 6.784793) and 243 (80.35916, 6.784779) and from there to North West No. 244 towards (80.35902, 6.784841) and 245 (80.35902, 6.784857) to Point bearing and from there towards north-east No. 246 (80.3592, 6.785217) to 247 (80.35929, 6.785266) and from there towards east 248 (80.3594 7, 6.785245) to bearing point and thence southeast Directionally from No. 249 (80.35964, 6.785124)

to 250 (80.35988, 6.784865) and from there towards North East No. 251 (80.36, 6.784872) and 252 (80.36015, 6.785028) to Darana Lakh and from there again in North-West direction to No. 253 (80.35998, 6.785158) and from there to South-West to No. 254 (80.35995, 6.785127) Lakh and from there in North-West direction to No. 255 (80.35983),6.785182) to 256 (80.35929, 6.785423) to the point and from there No. 257 to the south-west (80.35927, 6.785402) and 258 (80.35922, 6.785286) and thence west to 259 (80.35919, 6.785282) and from there west again to 260 (80.35859, 6.785393) and again southwest No. 261 (80.35856, 6.785369) and 262 (80.35853, 6.785261) to Point and from there south-east to Nos. 263 (80.35853, 6.785235) and 264 (80.35872, 6.785158) and from there southwards to No. 265 (80.35873, 6.785081) to 266 (80.35861, 6.784615) Point and from there again south-east direction No. 267 (80.35881, 6.784482) to 268 (80.35976, 6.784056) and then southwards No. 269 (80.35975, 6.783979) and 270 (80.3597, 6.783844) to bearing point and thence south-westwards No. 271 (80.3596, 6.783765) to bearing point 272 (80.3593, 6.783542) and again southwards to bearing point No. 273 (80.35928, 6.783389) to bearing point 274 (80.35923, 6.783237) and from there south-eastward to No. 275 (80.35928, 6.783389). 93, 6.78295) to bearing point.

South :- From the last mentioned point southwards to point bearing 276 (80.35992, 6.782863) and from there in a south-westerly direction to point number 277 (80.35982, 6.782823) and from there in a north-westerly direction to point number 278 (80.3596, 6.78285) to 279 (80.35902 . No. 283 (80.35847, 6.782894) to 284 (80.3584, 6.782536) to Darana point and thence westward to point No. 285 80.35823, 6.782519) point and from there north-west to point No. 286 (80.35821, 6.782547) and from there northward to point No. 287 (80.35818, 6.782836) 288 from (80.35815, 6.782861) to the bearing point and from there again to the south-west to the point number 289 (80.35791, 6.78275) and 290 (80.3579, 6.782711) and from there to the south to the point number 291 (80.35793, 6.782474) and from there to the south-east direction to the number 292 (80.35797, 6.782711). 782446) up to the bearing point Thence eastwards No. 293 (80.35804, 6.782437) to bearing point and thence south-eastward to point No. 294 (80.35807, 6.782407) and

from there southward to No. 295 (80.35809, 6.782304) and 296 (80.35809, 6.782273) and from there south-westward to No. 297 (80.35794, 6.78224) and thence to the north from No. 298 (80.35793, 6.78226) to 299 (80.35792, 6.782379) and from there to the southwest from 300 (80.35777, 6.78231) to 301 (80.3577, 6.782327) and again to the north-west No. 302 (80.35751, 6.78259) and 303 (80.35728, 6.782865) to bearing point and from there in the north direction No. 304 (80.35726, 6.782928) to 305 (80.35733, 6.783475) bearing point and from there to the west No. 306 (80.35723, 6.783507) and 307 (80.35722, 6.783531) to point and from there Again to the north to the point No. 308 (80.35726, 6.783886) and from there to the west to the point No. 309 (80.35721, 6.783897) and from there to the north to the point No. 310 (80.35723, 6.784029) and from there to the northwest No. 311 (80.35709, 6.784098) to the point and thence south-west to the point No. 312 (80.35703, 6.784043) and from there in the south direction to the point No. 313 (80.3569, 6.783468) and from there to the southwest 314 (80.35677, 6.783258) till point and from there No. 315 to South East (80.35682, 6.783065) and thence south to point No. 316 (80.35672, 6.782737) and again south-east to point No. 317 (80.35684, 6.782453) and again south to point No. 318 (80.35686, 6.78233) and from there south and southwest direction No. 319 From (80.35672, 6.781885) to point 320 (80.35629, 6.781449) and from there south-eastwards to the point where it meets the center line of Warakadeniya Canal which is point No. 321 (80.35653, 6.781224) and from there along the center line of the same canal No. 322 (80.35559, 6.78034) up to the holding point.

West:- From the last mentioned point northwards to No. 322 (80.35562, 6.780435) and thence north-eastwards to Nos. 323 (80.35589, 6.780651) and 324 (80.35593, 6.78071) and then northwards to No. 325 (80.35595, 6.78071) 98 to the point bearing No. 326 (80.35593, 6.780816) and 327 (80.35587, 6.780841) towards the northwest and from there northward to No. 328 (80.35583, 6.781132) to point 329 (80.35581, 6.781716) and from there to north-west to point 330 (80.35579, 6.781754) and 331 (80.35553, 6.781811) and from there south-west to point 332 (80.3554, 6.781404) 333 (80.35547, 6.781745) to the point and thence south Towards 334 (80.35546, 6.781491)

to the point and from there south towards No. 335 (80.3554, 6.781404) to 336 (80.35521, 6.781337) to point and from there again north-westward to No. 337 (80.35511, 6.781377) and 338 (80.35475, 6.782156) point and from there northward to No. 339 (80.35481, 6.782411) point and from there to North-West no. 340 (80.35461, 6.78259) to the center point of the Malwattowita road and thence northwards along the center line of the same road from No. 341 (80.355, 6.783246) to 342 (80.35547, 6.784685) point and thence north-westwards to point No. 343 (80.35488, 6.784882) on the northern boundary to the starting point No. 220 (80.35491, 6.784982) (Except zones identified in agricultural zone)

Part 2

North:- Point bearing No. 195 (80.36774,6.770935) is the starting point. Thence southeasterly to the point bearing No. 196 (80.3685,6.770562) and thence again southeasterly to the point bearing No. 197 (80.36903,6.770272) and thence eastward to the point bearing No. 198 (80.36942,6.770236) and thence again southeasterly to the point bearing No. 199 (80.36962,6.769941) until it meets point 200 (80.36986 ,6.769519) and then eastwards to point 201 (80.36999, 6.769505) and from there northwards to point 202 (80.37003, 6.769758) and to point 203 (80.37016,6.770319) and thence east to the point where it meets Colombo - Ratnapura main road No. 204 (80.37016,6.770319) and 205 (80.37093,6.770148) And from there along the same road towards north No. 206 (80.37096,6.770603) point and thence westwards from 207(80.37061,6.770704) to 208(80.36952,6.770601) point and from there again northwards to 209 (80.36947,6.771199) point and thence north-east 210 (80.36967,6.771583) lac 211 (80.36942,6.771717) and 212 towards northwest (80.36935,6.771771) to Darana Lakh and from there north-eastwards from No. 213 (80.36933,6.771871) to 214 (80.36987,6.772475) Point and from there again north-west and westwards from No. 215 (80.3698, 6.772551) to 216 (80.36987, 6.772475) 0.36958,6.77252) point and from there to the southwest to point No. 217 (80.36924,6.772133) and from there to the northwest to point No. 218 (80.36897,6.772345) and 219 (80.36874, 6.772633) until it meets the center point of the Walundura Canal. Colombo

towards the north-east along the center line of - 13 where Ratnapura main road meets (80.36938,6.773287) to the bearing point and thence along the center line of the said canal towards north-east and south-east to point No. 14 (80.37018,6.773224) and thence south-west to point No. 15 (80.37006, 6.773095) and from there to south-east No. 16 (80.37007,6.773047) to bearing point 17 (80.37149,6.771231) and thence north-eastwards to bearing point 18 (80.37153,6.771207) to bearing point 19 (80.37193,6.771545) and then eastwards to No. 20 (80.37204,6.771536) to point 21 (80.37234, 6.771517) and thence south-eastwards No. 22 (80.37244,6.771327) to 23 (80.37273,6.77072) point and from there south and south-westwards No. 24 (80.37264,6.769859) to 25 (80.37212,6.768662) up to Darana point and thence eastwards to point No. 26 (80.37217,6.768626) and 27 (80.37224, 6.768639) and from there again north-eastwards No.28 (80.37255,6.768817) point and thence eastward to point No. 29 (80.37306,6.768873) and from there in a northerly direction from No. 30 (80.37312,6.769166) to 31 (80.37315,6.770298) point and from there to East Towards No. 32 (80.37328,6.770309) up to the bearing point.

East:- From the last mentioned point south-east direction No. 33 (80.37399,6.769581) to 34 (80.37482,6.768437) upto the point and from there southwards to point No. 35 (80.37477,6.76747) and from there south-east No. 36 (80.3748,6.767263) to the point 37 (80.37563,6.766567) and thence southwest to point 38 (80.37469,6.765814) and thence south to point 39 (80.37465,6.765481) and thence southwest to point 40 (80.37422, 6.765249) and thence north-westerly from point No. 41 (80.37378,6.765365) to point 42 (80.37304,6.766089) and thence south-west to point No. 43 (80.37292,6.76583) thence southeasterly along No. 44 (80.37301, 6.765801) and thence in a southerly direction to the point bearing Nos. 45 (80.37313,6.765576) and 46 (80.37313,6.764971) and from there in an East and South-East direction No. 47 (80.37323,6.764876) to bearing point 48(80.37452,6.764652) and thence southward to point No. 49 (80.37451, 6.764307) and thence southwestward to point No. 50 (80.37366,6.76336) and thence northwestward No. 51(80.37351, 6.76334) to 52 (80.37328,6.763327) point and thence north-westwards to No. 53 (80.37309,6.763461) and from

there to south-west No. 54 (80.37281,6.763315) to the point and thence southwards to point No. 55 (80.3728,6.763237) to 56 (80.37309,6.762515) up to the point and from there south-west to point No. 57 (80.37296, 6.762357) and from there again southwards to No. 58 (80.37281,6.762357) 0.37319, 6.761458) to the point and from there towards the east towards No. 59 (80.37333,6.761414) and 60 (80.37352,6.761402) and from there towards the south-east towards No. 61 (80.37386,6.760881) and 62 (80.37391, 6.760849) and thence east again to point No. 63 (80.37405,6.760844) and thence north to point No. 64 (80.37395,6.761617) and then east again to No. 65 (80.37406,6.761631) to the point and thence north-eastwards No. 66(80.3746,6.762106) and 67(80.37476,6.762171) up to Lakh and thence north to point No. 68 (80.37472,6.762245) and then westward to No. 69(80.37452,6.762212) and 70 (80.3745,6.76223) to Lakh and thence northwards to point No.71 (80.37447,6.762329) and from there westwards to point No.72(80.37421,6.762268) and from there northwards to point No.73 (80.37421,6.762492) Thence north-eastwards no Up to point 74 (80.3744, 6.76271) and from there in south-easterly direction from point 75 (80.37483, 6.762632) to point 76 (80.37624,6.761447) and from there southwards to point 77 (80.37636,6.760771) Thence southwesterly No. 78 (80.37624, 6.760483) and thence south again to point No. 79 (80.37636,6.759799) and thence southwest to point No. 80 (80.37621,6.759501) to point 81 (80.37534, 6.758671) and thence southeast. Towards No. 82 (80.37559,6.758364) to the point and from there to the east to point No. 83 (80.37585,6.758427) and from there to the south-east from No. 84 (80.37608, 6.758281) to 85(80.37634, 6.757895) point and from there in a southerly direction to No. 86 (80.37638, 6.757492) to 87 (80.37646,6.756045) to Lakh and thence east to point 88 (80.37659,6.756069) and from there again to the south from No. 89 (80.3767, 6.755694) to 90 (80.37679,6.755222) and from there in north-east direction no. 91 (80.37726,6.75536) to 92 (80.37773,6.755663) till Lakh and from there again in north-west and south-west direction 93 (80.37672, 6.756102) to Lakh and thence again northwards from 94 (80.37659,6.7564) to 95 (80.37782, 6.762956) point and from there in south-easterly direction from 96 (80.37835,6.762473) to 97 (80.37973,6.759252). to the point and from there to the north-east no 98 (80.38027,6.758321) and 99 (80.38041,

6.758394) and from there again in right direction no.100 (80.38052,6.758143) to point 101 (80.38081,6.751681) and thence northwest to point 102 (80.38022, 6.751868) and from there south to point 103 (80.38023,6.751461) and then east to point 104 (80.38053,6.751545) and from there again 105 (80.38105, 6.750184) to 106 (80.38164,6.748686) in south-east direction.

South:- From the last mentioned point westward to point bearing No. 107 (80.38103,6.748601) and thence southward to point bearing No. 108 (80.38095, 6.747293) and from there in a south and south-westerly direction bearing No. 1 (80.37918,6.745355) go Up to the center point of Colombo - Ratnapura main road and from there along the center line of the said road in south-east and east direction from No. 2 (80.37942, 6.743729) to 3 (80.38422, 6.736742) point and from there in south-west direction 4 (80.38415, 6.736609) to Lakh and from there in West and North-West direction to the point bearing No. 5 (80.38389,6.736696) to 6 (80.38189,6.737414) and from there again in North-West, West direction No. 7 (80.38125,6.7379) 86) to 8(80.37792,6.743386) up to bearing point and thence south-west, south, west and north direction from 9 (80.37774,6.743283) to 10 (80.37737,6.744031) bearing point where the center line of Malangama Canal intersects the point from thence north-eastwards along the said center line No. 109 (80.37766, 6.744655) to bearing point and thence north-westerly No. 110 (80.37744, 6.744976) to the bearing point and from there in north-east direction No. 111 (80.37769,6.745199) to 112 (80.37883,6.746034) and from there again in the west and north direction No. 113 (80.37852,6.745199). 746641) and 114 (80.37831, 6.747707) to the point and from there towards west to No. 115 (80.3779, 6.747756) and from there to north to no.116 (80.3778,6.748379) and from there to east to no.117 (80.37811,6.748408) and from there to south-east no.118 (80.37816, 6.7 48346) too Thence eastwards No. 119 (80.3785, 6.748412) to the center point of the Colombo - Ratnapura main road and thence northwards along the center line of the said road to points 120 (80.37836,6.748929) and 121 (80.37819,6.749332) and from there westwards to No. 122 (80.377 91,6.749269) point and from there in north-west direction No. 123 (80.37778,6.749556) to 124 (80.37737,6.750123) point and from there westward to point No. 125 (80.37689,6.750122) and from there in

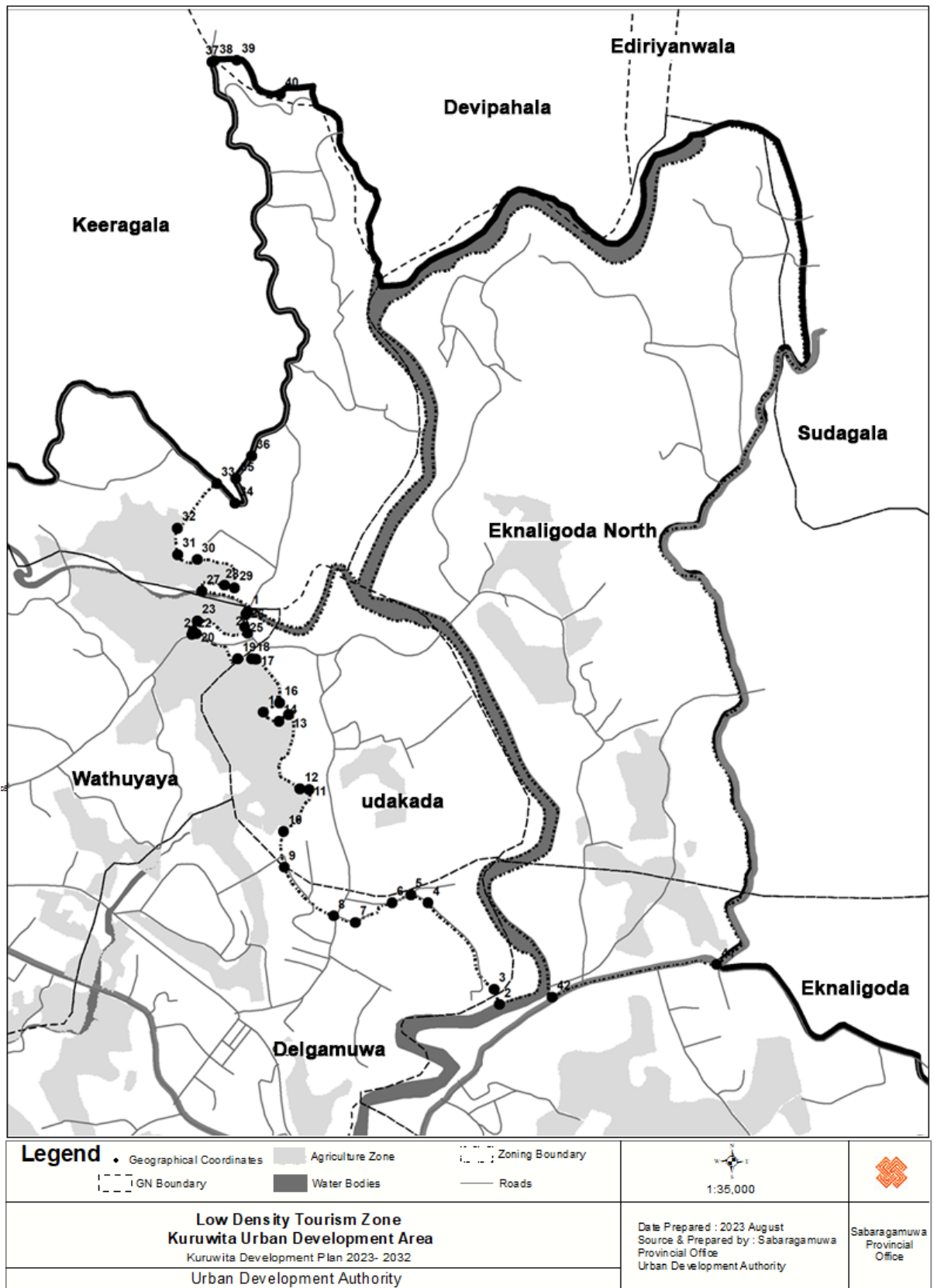
southwest direction No. 126 (80.37679,6.749816) from 127 (80.37504, 6.748828) and thence south and west to point 128 (80.37472,6.748709) and thence north and west to point 129 (80.37475,6.748851) to point 130 (80.37439, 6.748762) 131 again northwards (80.37445,6.749044) to bearing point 132 (80.37436,6.750781) and thence southwards from 133 (80.37432, 6.750765) to bearing point 134 (80.37384,6.749219) and thence westwards to bearing number 135 (80.3738,6.749189) from 136 (80.37358, 6.749213) to point and from there again in north and north-west direction 137 (80.37353, 6.749308) to 138 (80.37326,6.75075) point and from there again in south-west and south direction from 139 (80.37308,6.750684) to 140 (80.37348, 6.748622) and from there again in west, north-west and south-west direction Shanugathava 141 (80.37324,6.74859) From to point 142 (80.37083, 6.749636)

West:- North-east from the last mentioned point, in an easterly direction from point 143 (80.37087,6.74984) to point 144 (80.37399,6.755102) and thence north and north-eastwards from point 145 (80.37391,6.755309) to 146 (80.374 07,6.755834) 147 (80.3739,6.75603) and 148 (80.37379,6.756022) to Lak and from there towards the North-West to the point No. 149 (80.37344,6.755556) and from there to the West and North-West No. 150 (80.37312,6.7 55539) to 151 (80.37241,6.755673) to the point and from there south-west to point No. 152 (80.37179,6.755133) and from there again in north-east and north direction from No. 153 (80.37177,6.755139) to No. 154 (80.37098,6.75879) to the point and from there towards west No. 155 (80.36471, 6.75675) to bearing point and from there north-west direction No. 156 (80.36459,6.756862) to 157 (80.36414,6.757322) lakh and from there eastward No. 158 (80.36455,6.757347) and 159 (80.36472,6.757382) to the point and from there again 160 (80.3651,6.757969) and 161 towards North East (80.36527,6.758135) and from there north-westwards to No. 162 (80.36494,6.758585) and from there north-east and eastwards to No. 163 (80.36505,6.758769) to 164 (80.36557,6.758606) and from there north-eastwards No. 165 (80.36572,6.758728) to 166 (80.36647,6.759495) point and thence eastwards to point No. 167 (80.36705,6.759577) and from there north-east and north-west to Nos. 168 (80.36723,6.759749) and 169

(80.36705, 6.759913) and from there towards west from No. 170 (80.36681,6.759884) to 171 (80.36633,6.759847) and from there north direction from No. 172 (80.36603,6.760029) to No. 173 (80.36749, 6.763456) to the point and from there again From No. 174 (80.36806, 6.763511) to No. 175 (80.36966,6.759651) in East and South-East direction and from there again in North direction No. 176 (80.36983,6.759606) to 177 (80.37016,6.76157) and thence easterly to point No. 178 (80.3711,6.761547) and thence north again to No. 179 (80.37121,6.761934) and 180 (80.37122, 6.762116) and from there again towards the west No. 181 (80.37029, 6.762059) The north of the North Western direction to 182 (80.36797. 76220220) to 184 (80.36762626.76.75) and 185 (80.36788,6.766811) and thence north-easterly to point No. 186 (80.36902,6.767153) and thence north again to point No. 187 (80.36903,6.767523) and thence again south-east and north-easterly to point No. 188 (80. 36938,6.767468) to 189 (80.36995, 6.767519) up to the point and from there north-westwards No.190 (80.36931,6.768058) and 191 (80.36913,6.768091) to the point and from there in South West direction from 192 (80.36877,6.767741) to 193 (80.36794, 6.767556) point and from there again in North direction from No. 194 (80.3678, 6.768223) to initial point No. 195 (80.36774,6.770935) is up to (Except zones identified in agricultural zone)

4. Low Density Tourism Zone (T3)

Map No. 4.1



North:- Dewipahala Bopath Ella Road is the starting point at point 38 (80.36309,6.8064) where the Buwalla canal intersects. Thence along the center line of the Buwalla canal in an easterly and south-easterly direction 39 (80.36365,6.806415) and 40 (80.36475,6.805554) to the point where it meets the center line of the Devipahala Maha Canal and from there along the center line of the said canal in a northeast and east and southeast direction along the center line of the Kuru River in a northeast, southeast and again in a northeast, southeast direction.

East:- From the last mentioned point south along the center line of Sudagala Canal to the point where it meets the center line of Kuruwita Eratna road and from there again along the center line of the said road in a south-westerly direction till it meets point 41 (80.37579,6.783514)

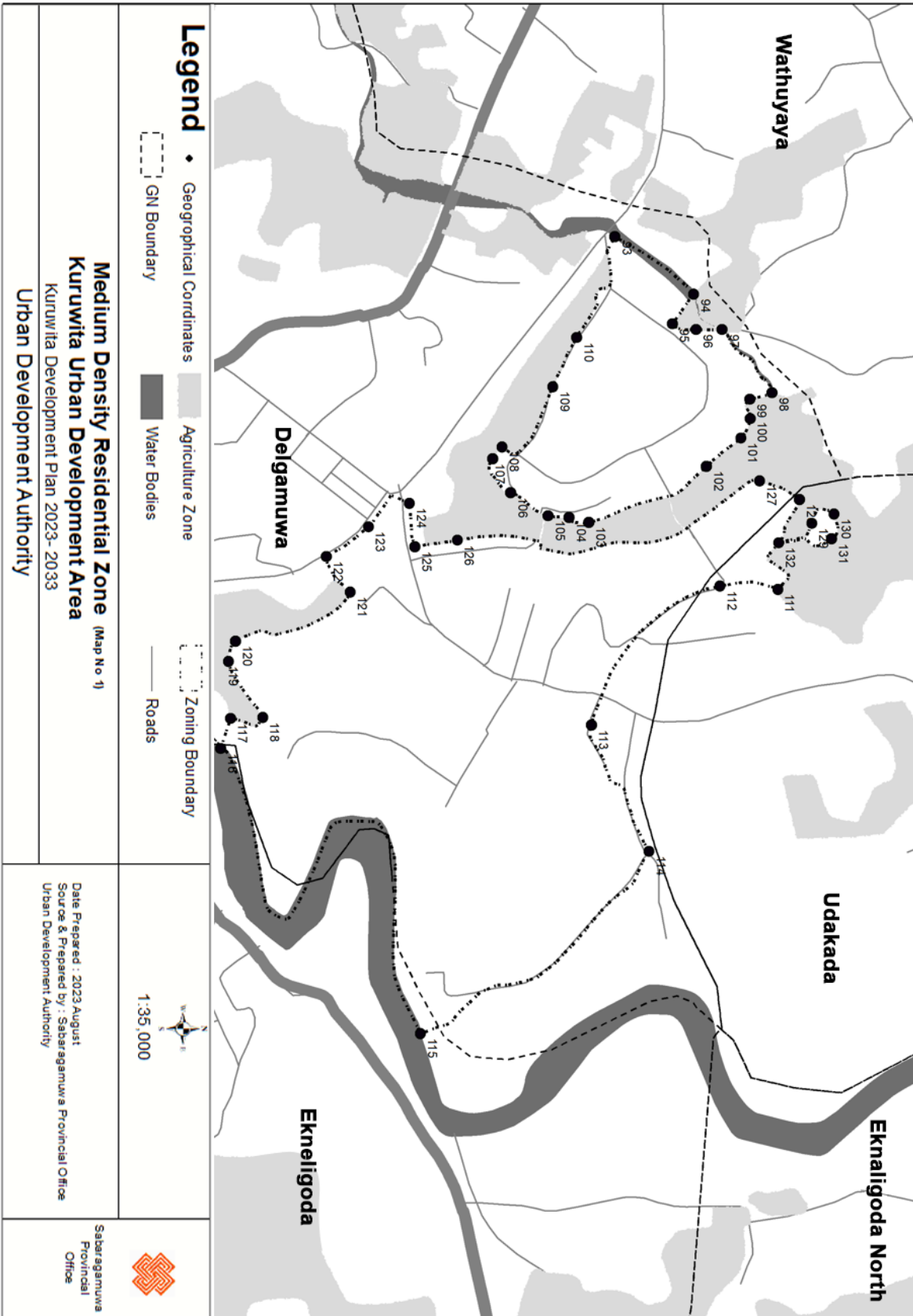
South:- From the last mentioned point westerly along the center line of Kuruwita Eratna Road to point 42 (80.3717,6.782724) which is the eastern boundary of the commercial zone and from there in a north-westerly direction along the center line of the Kuru Ganga to meet point 2 (80.37029,6.782506) in a southwesterly direction. 3 (80.37016,6.782889) to 4 in medium density residential zone in north and northwest direction. (80.36848,6.785083) point and thence again northwesterly to point number 5 (80.36806,6.785312) and then southwesterly direction 6 (80.36759,6.785099) to 7 point (80.36665, 6.784581) Thence again in a north-westerly direction to No. 8 (80.3661, 6.784749) and up to point 9 (80.36485,6.78598).

West:- From the last mentioned point in North and North East direction from 10 (80.36484,6.786885) to 11 (80.36548,6.787943) point and from there again in North West and North direction from 12 (80.36524,6.787963) to 13 (80.36496,6.789846) point 14 from there again in the south-west direction. (80.36472,6.789678) point and from there north-westwards to No. 15 (80.36433,6.789947) point and from there again in north-east north and north-west direction to 16 (80.36472,6.790145) and 17 (80.36414,6.791261) point. 18 in the west direction (80.36403,6.791269) to 19 (80.36367,6.791265) Point and thence to 20 (80.36263,6.791902) and from there towards West No.

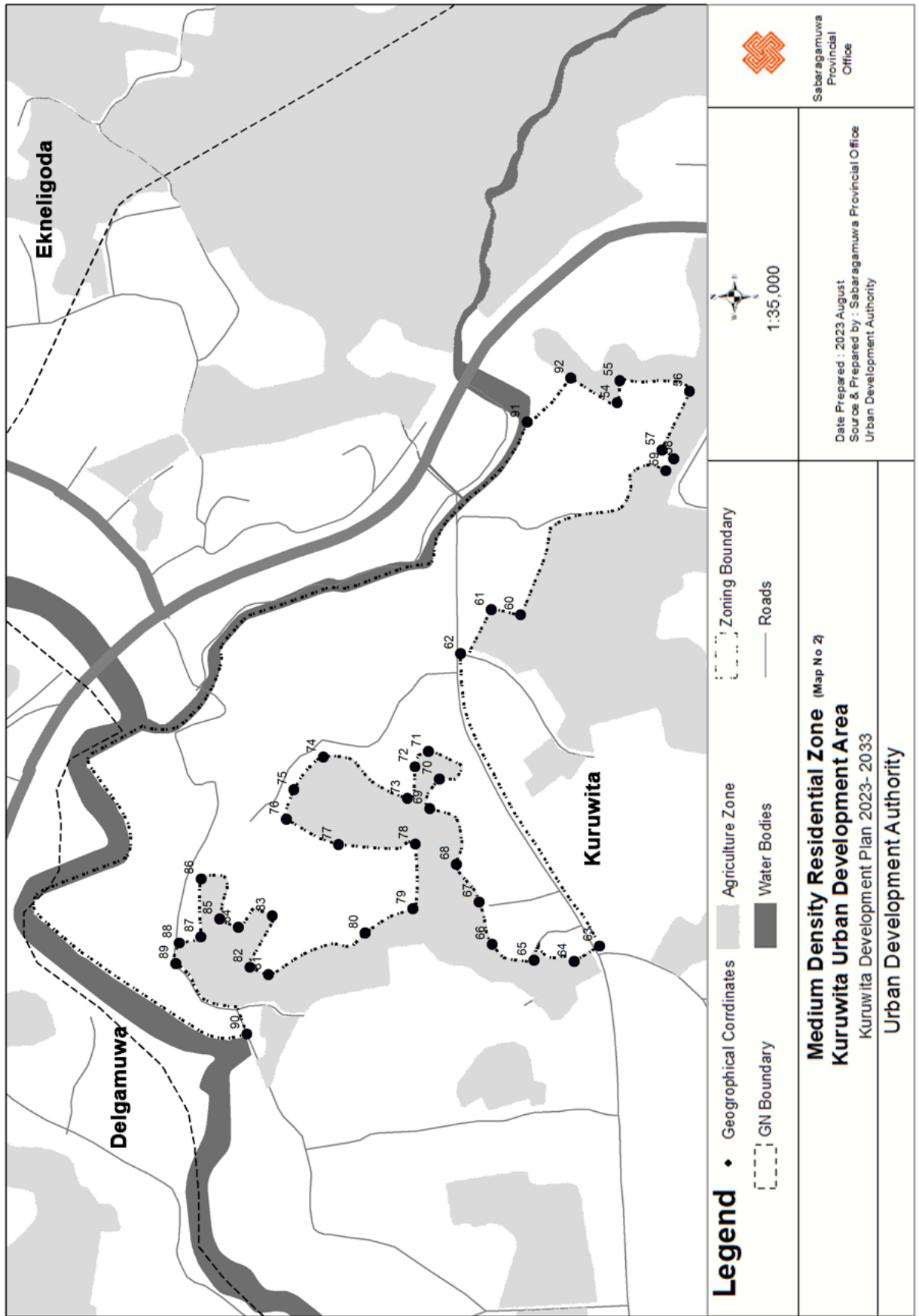
21 (80.36252,6.79188) and from there towards north-east to point No. 22 (80.36251,6.792002) and from there in east and south-east direction to point No. 23 (80.3626,6.792194) to point 24 (80.36388,6.791898) and from there in north direction No. 25 (80.3638,6.792054) to point 26 (80.36383, 6.792375) and thence again northwesterly 27 (80.36276,6.792968) point and from there in the East direction to 28 (80.36333,6.793118) point and from there in North East direction from 29 (80.36359,6.793056) point to 30 (80.36264 ,6.793772) point and from there in North direction No. 31 (80.36215, 6.793897) to 32 (80.36214,6.794569) and there 33 (80.36314, 6.795698) Point to the center point of Devipahala Bopath Falls Road and from there along the center line of Devipahala Bopath Falls Road in a south-easterly direction from No. 34 (80.3636,6.795198) to 35 (80.36362,6.795821) point and from there in a northerly direction No.3 6 (80.36402, 6.796393) to No. 37 (80.36302,6.806371) and thence to point 38 (80.36309,6.8064) where the center line of the Buwalla Canal intersects the starting point of this zone. (Except zones identified in agricultural zone)

5. Medium Density Residential Zone (R2)

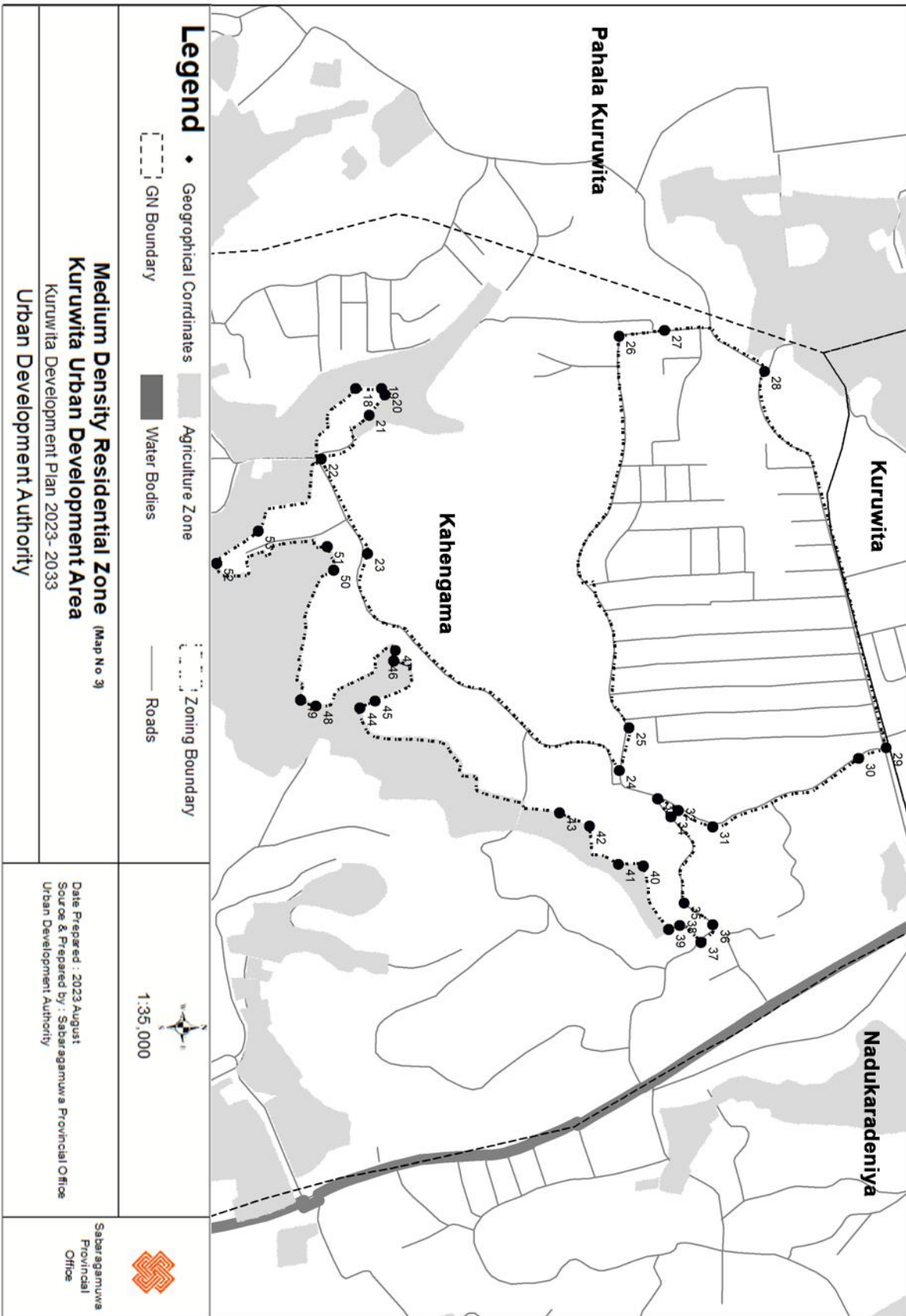
Map No. 5.1



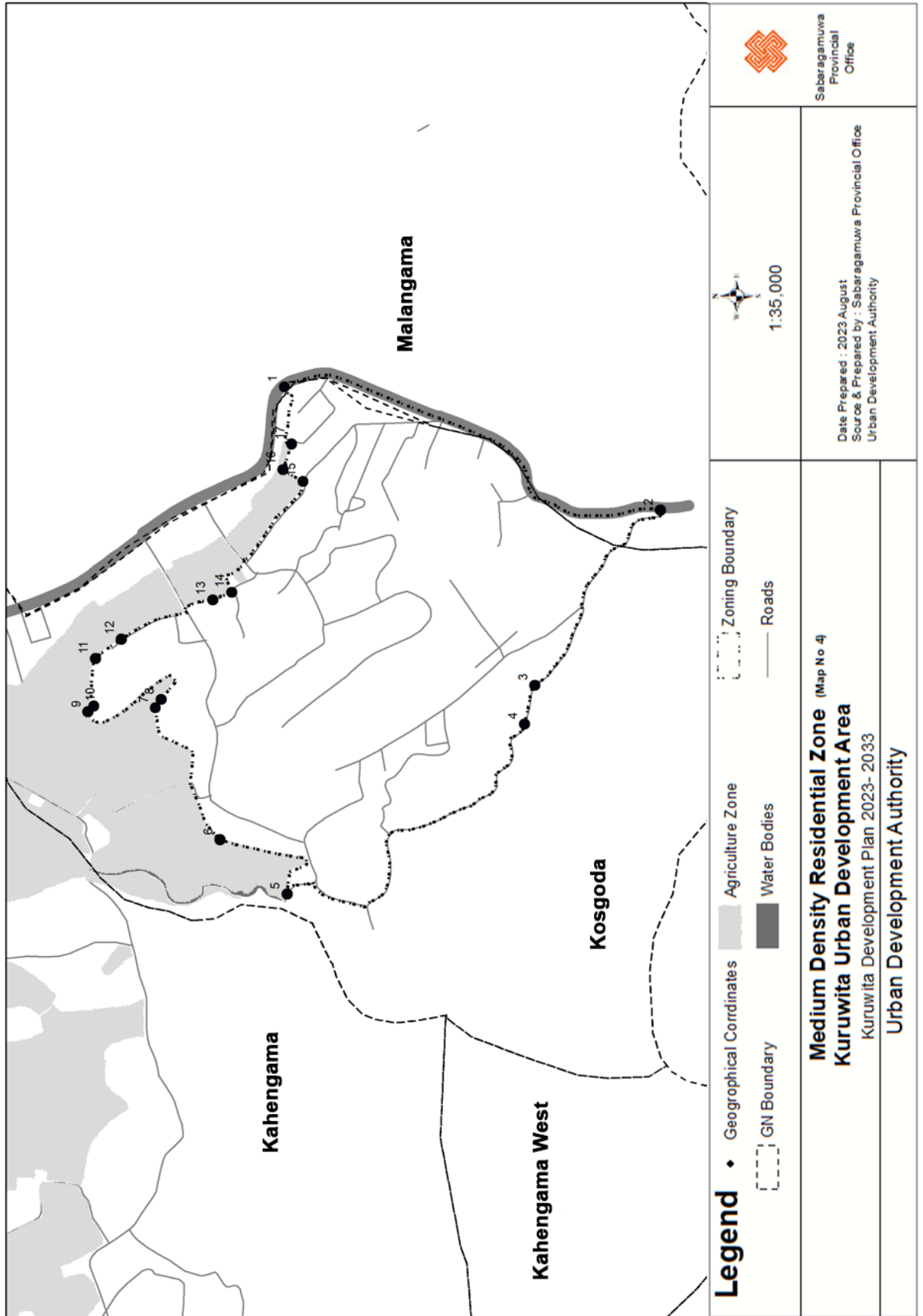
Map No. 5.2



Map No. 5.3



Map No. 5.4



Part 1

North:- Taking the point No. 97 (80.36168,6.786223) as the starting point and from there in the north-east direction to the point No.98 (80.36243, 6.786824) and from there towards the South to the point No.99 (80.36253, 6.786553), from there towards the East No.100 (80.36 276,6.78656) and thence in a south-easterly direction to No. 101 (80.363,6.786441)

East:- From the last mentioned point in south-easterly direction from No. 102 (80.36335,6.78603) to 103 (80.36403,6.784605) and from there southwards to No.104 (80.36395,6.784335) and 105 (80.36395,6.784064) up to point,

South:- From the last mentioned point in a south-west direction from No. 106 (80.36368,6.783636) to 107 (80.36326 ,6.783413) and from there again in a north-west direction from No. 108 (80.36311,6.783529) to 109 (80.362 37,6.78415) bearing up to point

West:- From the last mentioned point in north-westerly direction from point No. 110 (80.36177,6.784442) to point 93 (80.36053,6.784911) from the center point of Warakadeniya canal to point No. 94 (80.36124,6.785872) in north-east direction. From south-east direction no 95 (80.36161,6.785612) point and thence again in a northerly direction to the starting point from No. 96 (80.36168,6.785903) to 97 (80.36168,6.786223) point. (Except zones identified in agricultural zone)

Part 2

North:- Starting from the starting point bearing No. 299 (80.36353 ,6.786681) in North East South East North and West direction from No. 300 (80.36378,6.787164) to No. 301 (80.36403,6.787312) and from there towards North No. 302 (80.3639 4,6.78759) to the point , thence eastwards to No. 303 (80.36422,6.787562) to point, thence again south and north-east and again south-easterly to point 304 (80.36428,6.786898) to point 111 (80.36426,6.786917)

East:- From the last mentioned point in a south-easterly direction from No. 112 (80.36482,6.786195) to 113 (80.3666,6.78458) and from there in a north-easterly direction from No. 114 (80.36724,6.784904) to 115 (80.37029,6.78458). 782526) is the midpoint of Darana Kurugaga To the point of meeting

South:- West, South and South-East along the center line of Kurugagga, the last mentioned point, to the point bearing No. 116 (80.36681,6.780073), thence west and northwards to No. 117 (80.36642,6.780201) to 118 (80.3664, 6.780587)) to point and from there towards south-west No. 119 From bearing point (80.36574,6.780159) north and north-west direction No. 120 (80.36549, 6.780248) to bearing point 121 (80.36489,6.781669) and from there again to bearing point 122 (80.36446,6.781378) 123 (80.36409) to the north-west.

West:- From the last mentioned point eastwards to point No. 125 (80.36433,6.782462) and thence northwards from point No. 126 (80.36433,6.782462) to point 127 (80.36353,6.786681) to the starting point. (Except zones identified in agricultural zone)

Part 3

North:- Taking the point bearing No. 90 (80.36134,6.776044) as the starting point and from there along the center line of Kurugagga in the north-east and south-east direction to the point where it meets the center line of Varadura Canal.

East:- South-easterly along the mid-point of the last mentioned point, Varadura Canal, to the point bearing No. 91 (80.36874,6.772636), thence again in a south-easterly and south-westerly direction bearing Nos. 92 (80.36927, 6.772112) to 93 (80.36895,6.771579). to point, thence eastwards, thence southwards from No. 94 (80.36925,6.771506) to 56 (80.36913, 6.77067) point

South:- From the last mentioned point north-westwards to point No. 57 (80.3684,6.771006), thence north-westwards to point No. 58 (80.36829, 6.770865), thence northwards, thence in a westerly and north-westerly direction to No. 59 (80.36816,6.770973) to 60 (80.36641,6.772729) to point, thence northwards, thence north-west from No. 61 (80.36645,6.773088) to 62 (80.36594,6.773445) point, thence south-west along Gonapitiya road No. 63 (80.3624,6.771762) up to the point.

West:- From the last mentioned point in a north-westerly direction from No. 64 (80.36221,6.772071) to 65 (80.36221,6.772557) and thence north-eastwards from No. 66 (80.36242,6.773075) to 67 (80.36294,6.77323) bearing 68 (80.36338,6.773492) to 69 (80.36409,6.773844) point, thence towards South East and North East No. 70 (80.36442,6.773716) to 71 (80.36475, 6.773849) point, and thence westward from No. 72 (80.36457, 6.774008) to North-East 73 (80.36418,6.7741) to 74 (80.36469,6.775118)) bearing up to point, and from there North West from 75 (80.3643,6.775473) to 76 (80.36394,6.775568) point and thence southwards from No. 77 (80.36363, 6.774931) to 78 (80.36365,6.774003) point, from there towards West 79 (80.36285,6.774034) and thence north-west again from point No. 80 (80.36256,6.774611) to point No. 81 (80.36205,6.77578) and thence northward to point No. 82 (80.36218, 6.776004), since then southeast thence north again thence northwest again and north again 83 (80.36276,6.775734) to 84 (80.36263,6.776105) and thence again north east thence north again from No. 85 (80.36275,6.7763632) to 86 (80.36324,6.776579) point, thence again in a westerly and northerly direction to No. 87 (80.3625,6.77659) from 88 (80.36244,6.776865) point, thence again west and south-westerly to No. 89 (80.36219,6.776905) point to point, and thence north again to the beginning point No. 90 (80.36134,6.776044) point. (Except zones identified in agricultural zone)

Part 4

North :- Taking the road near the lake at Paradise Isuru Place bearing point No. 28 (80.36134,6.776044) as the starting point and from there in a north-

easterly direction until it meets the middle point of the Paradise side road which is point No. 29 (80.37093,6.758811).

East :- From the last mentioned point in a southerly direction from No. 30 (80.3711,6.758371) to 31 (80.37222,6.756024) point, and thence south-westwards from No. 32 (80.37196,6.75547) to 33 (80.37177,6.755142) point. And, thence in a northeasterly direction, thence in an easterly direction from No. 34 (80.37206,6.755351) to 35 (80.37344,6.755558) to point No. 36 (80.37379,6.756026) to point No. 37 (80.37408,6.755838), thence in a north-easterly direction, thence in a south-westerly direction to No. 38 (80.3738, 6.755496) up to the point and, thence south to point No. 39 (80.37387, 6.755316), thence westward to point No. 40 (80.37283,6.754904), then south to point No. 41 (80.3728,6.754504) to 42 (80.37224,6.754048) to point, thence south and south-west direction from No. 43 (80.37199,6.75356) to 44 (80.37031, 6.750362) point, from there in North-West direction, west and again to South, No. 45 (80.37019,6.750607) to 46 (80.36954,6.750893) point, again to the West, and from there in a south-east direction from No. 47 (80.36938, 6.750913) to 48 (80.37026,6.74964) point.

South :- From the last mentioned point in south-west, west and northwest direction from No. 49 (80.37016,6.749391) to 50 (80.36806,6.749926) and from there again in West and South direction from No. 51 (80.36771,6.74982) to 52 (80.36797) ,6.748043) to point, thence north-westerly, thence northerly, thence again west and north-westerly No. 53 (80.36745,6.74871) to 18 (80.36517, 6.750284) upto the point, from that point to northern point 19 (80.36517,6.750698) ☉ 20 (80.36526,6.750753) upto the point (80.36745, 6.74871) to 18 (80.36517,6.750284) point, and from there again northwards from No. 19 (80.36517,6.750698) to 20 (80.36526 ,6.750753) point

West :- From the last mentioned point in a south-easterly direction to the point bearing No. 21 (80.36559,6.750493) to 22 (80.36629,6.749726), thence in a north-easterly direction, thence again in an easterly and north-easterly direction, thence again in a northerly direction. 24 towards No. 23 (80.36781, 6.750473) (80.37129,6.754519) to the point, thence in a westerly and north-

westerly direction from No. 25 (80.37061,6.754676) to 26 (80.3643, 6.754513), thence northwards, thence north-eastwards to No. 27 (80.36421, 6.755251) to the starting point of this region which is 28 (80.36488, 6.756855). (Except zones identified in agricultural zone)

Part 5

North:- Taking bearing point No. 6 (80.37524,6.738075) as the starting point, thence north-east direction to bearing point No. 7 (80.37789,6.739376), from there in south-east direction, from there in north-west direction to No. 8 (80.37806, 6.739261) to 9 (80.37781,6.740734) point, from there in the East direction from No. 10 (80.37792,6.74061) to 11 (80.37888,6.740585) point, from there in the South East direction to No. 12 (80.37806, 6.74061). 37926,6.740061) From 13 (80.38006,6.738226) to point

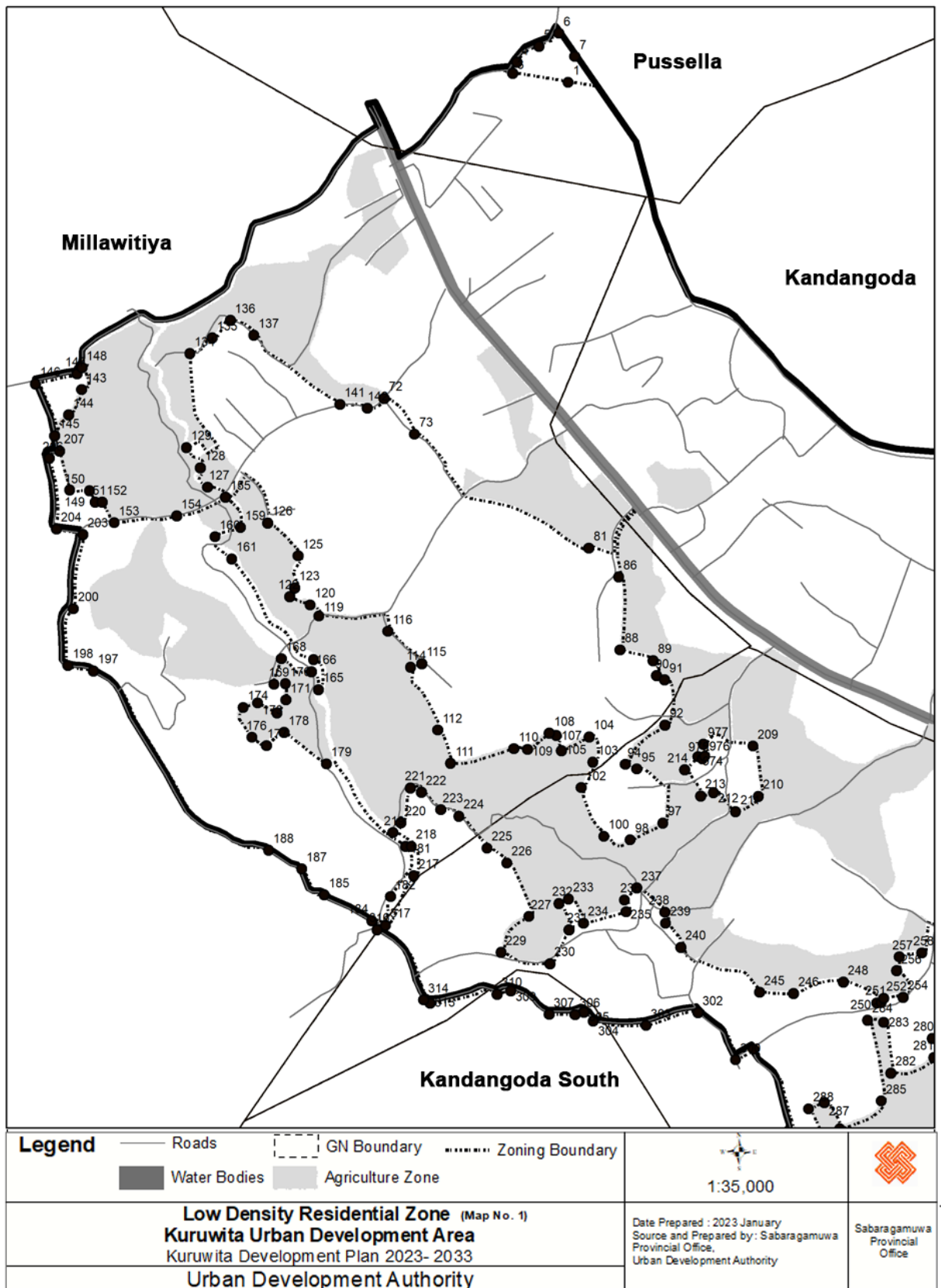
East:- From the last mentioned point towards north-east, thence in a south-easterly direction from 14 (80.38021,6.737842) to 15 (80.38245,6.736407) and thence north-east to 16 (80.38268,6.736813) Also, thence in an easterly direction No. 17 (80.38319,6.736634) to the point where it meets the center point of the Colombo-Rathnapura main road, bearing point 1 (80.38435, 6.73678), and from there in a south-westerly and southerly direction along the center line of the said road to bearing point 2 (80.38187,6.729218)

South:- From the last mentioned point in a north-westerly direction to point No. 2 (80.38187,6.729218) which is the boundary of the Urban Development Authority area declared by the Urban Development Authority to point No. 3 (80.37834,6.731744).

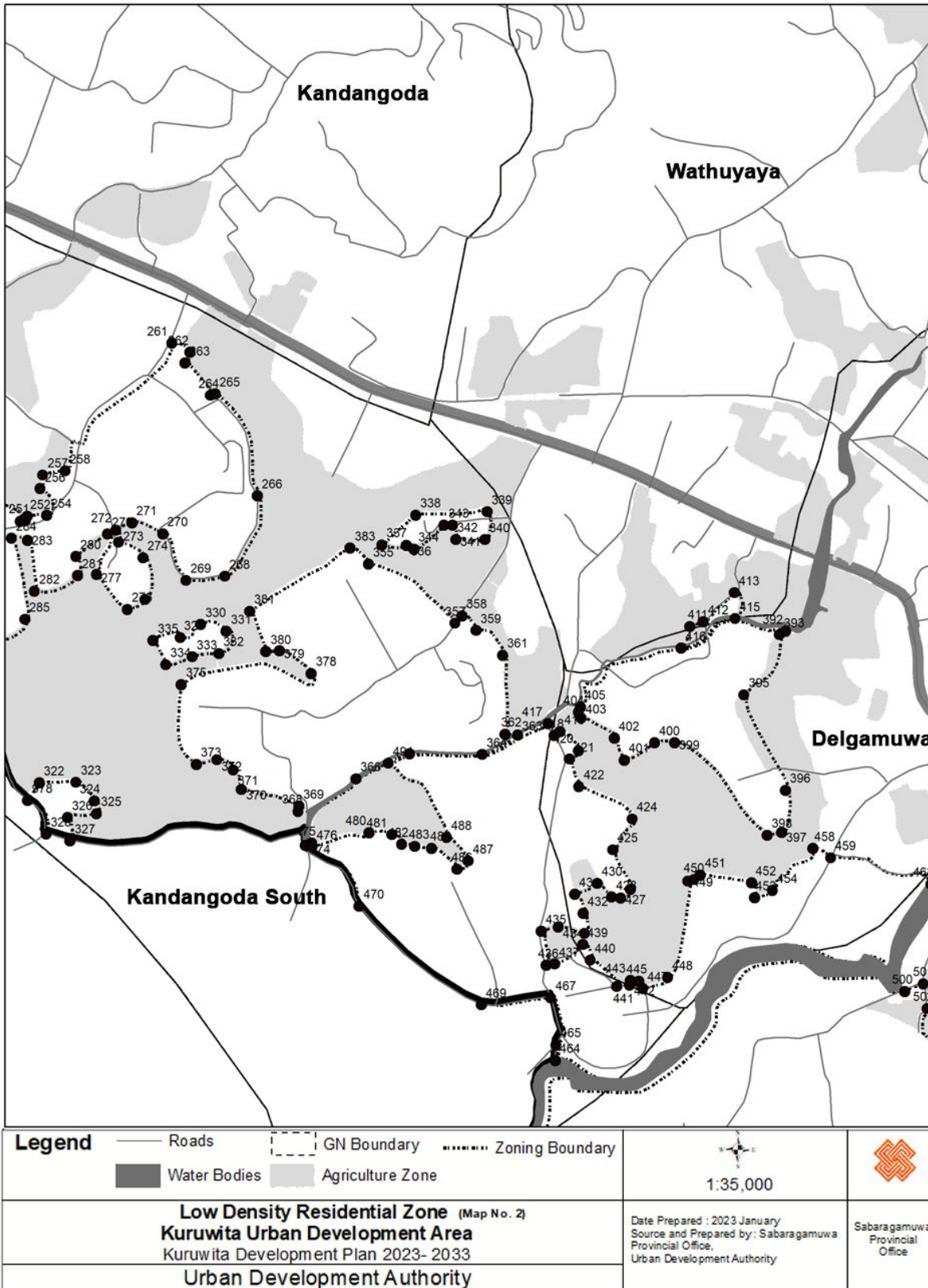
West:- From the last mentioned point in a north-westerly and northerly direction to the point bearing No. 4 (80.37756,6.731949) to 5 (80.37415, 6.736729) which is the boundary of the Urban Development Authority area, thence in an easterly, south-easterly direction and again in a northerly direction. Also to the starting point which is the bearing point number 6 (80.37524,6.738075). (Except zones identified in agricultural zone)

6. Low Density Residential Zone (R3)

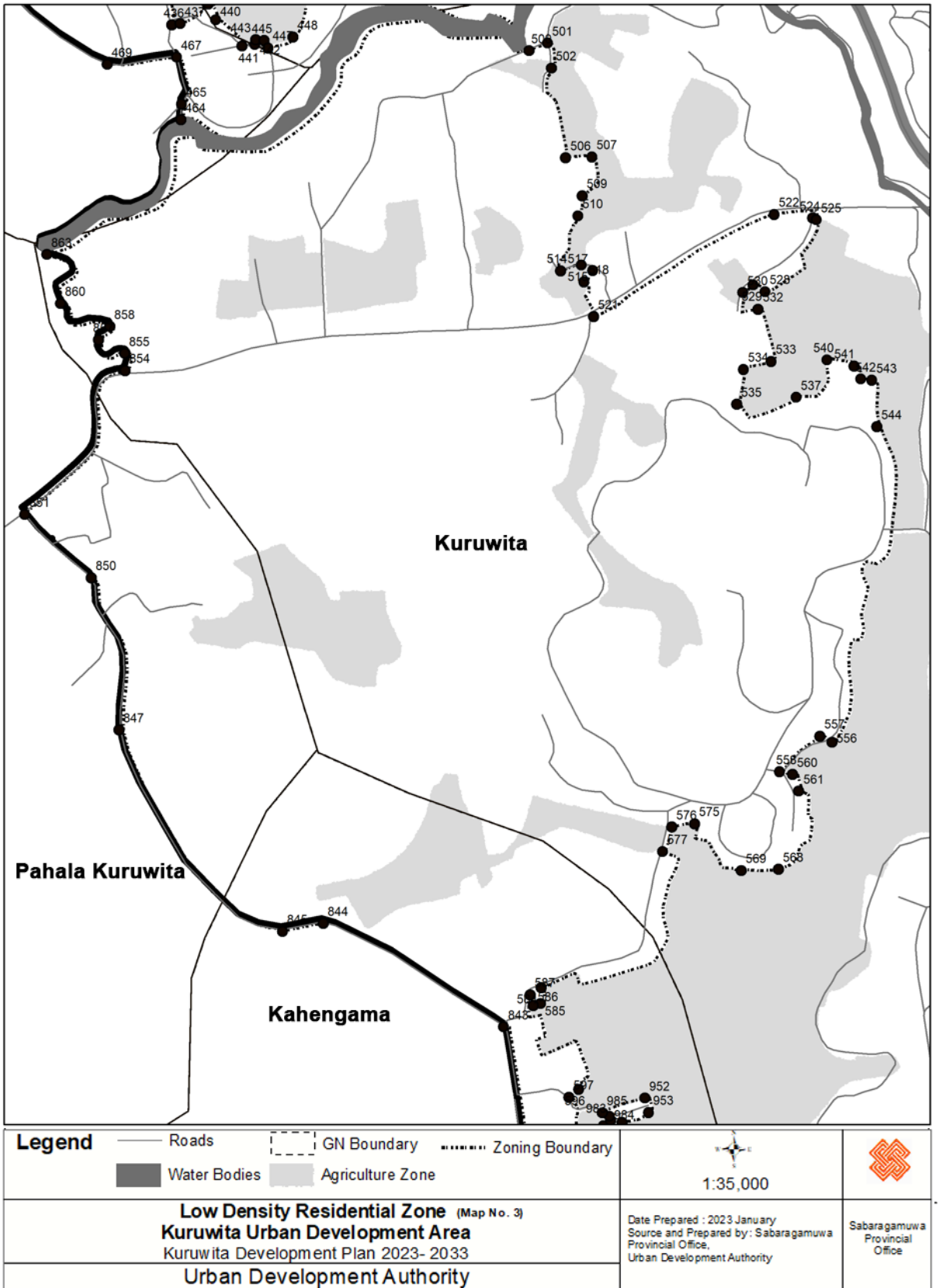
Map No. 6.1



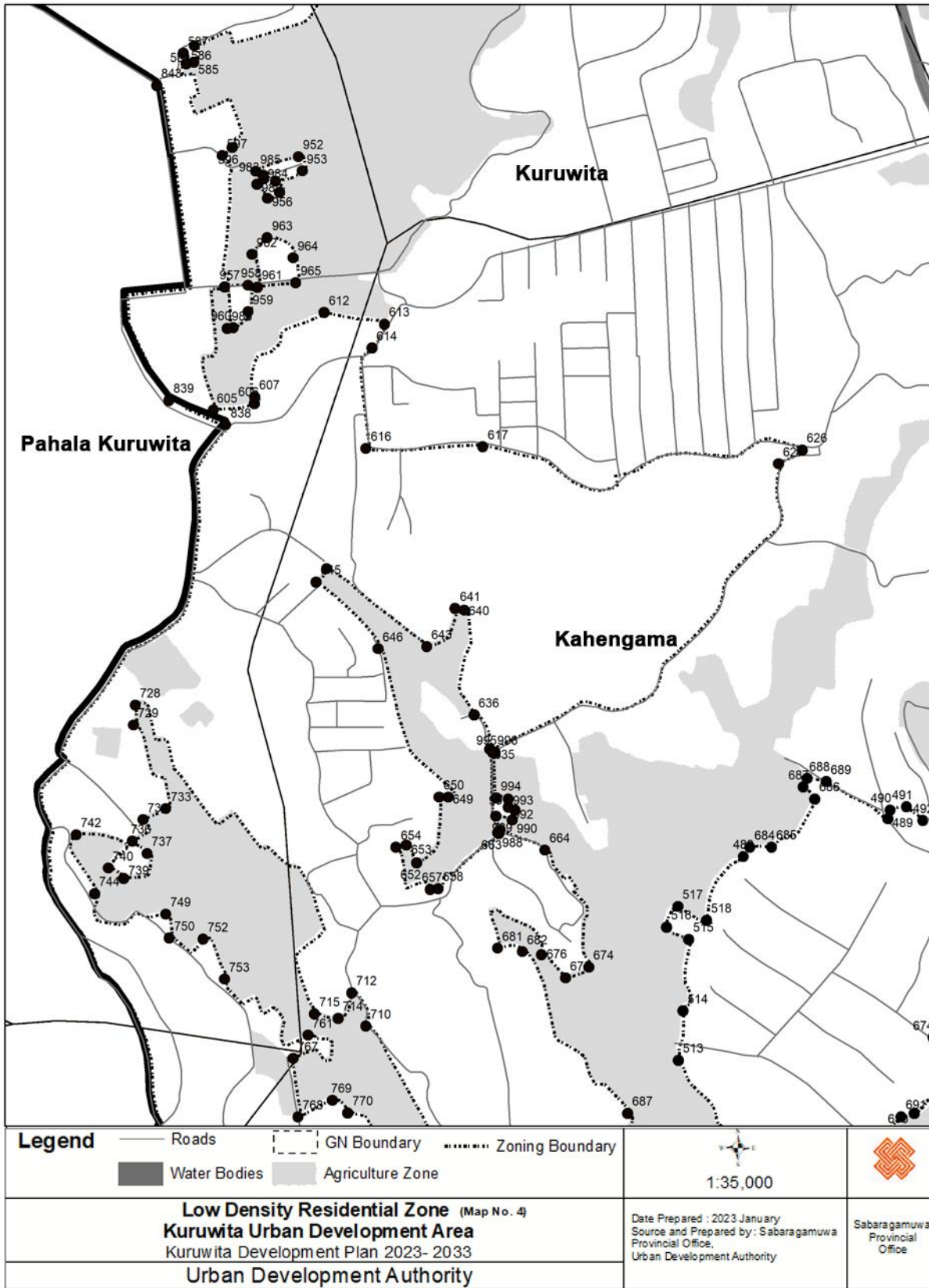
Map No. 6.2



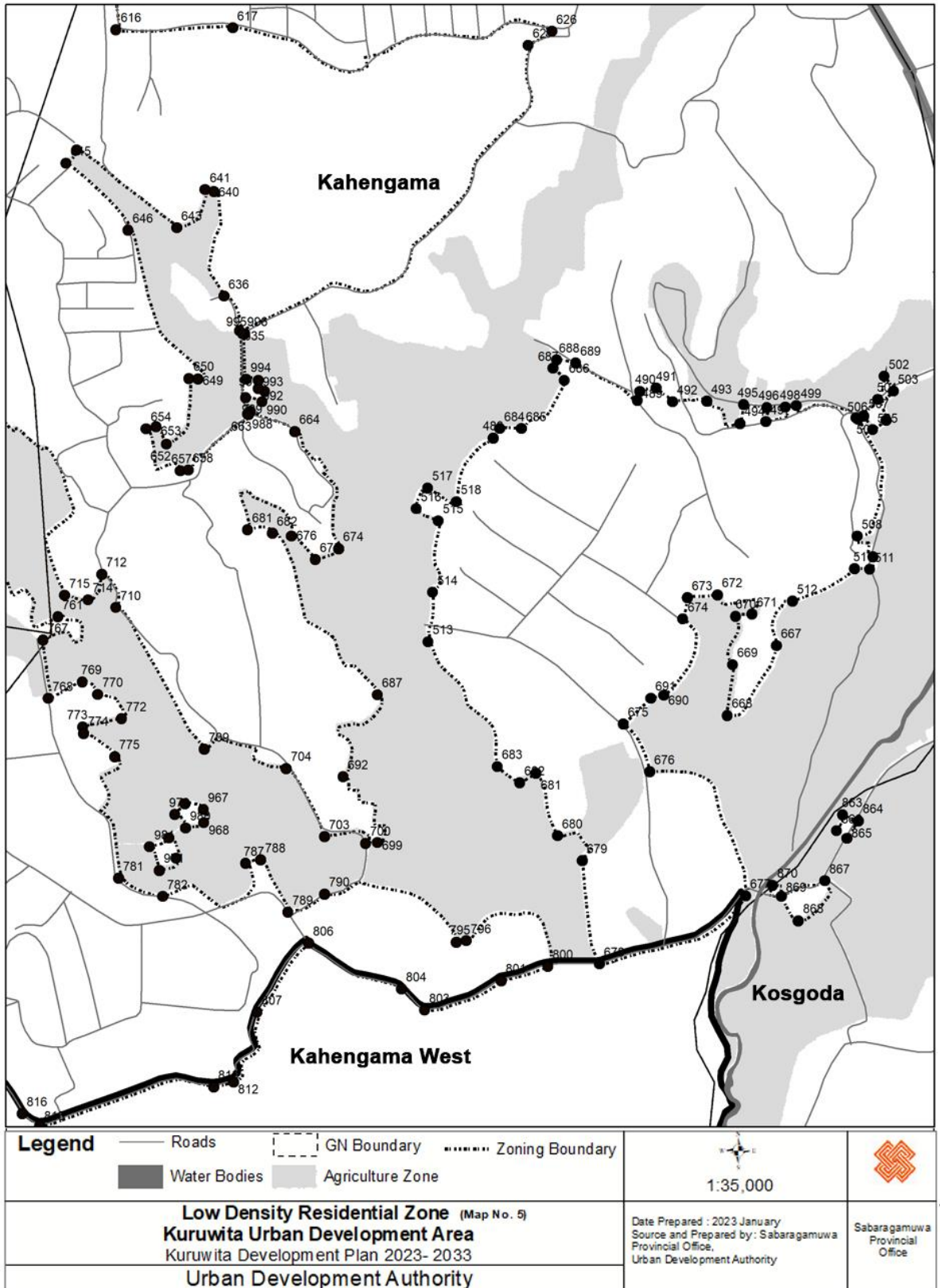
Map No. 6.3



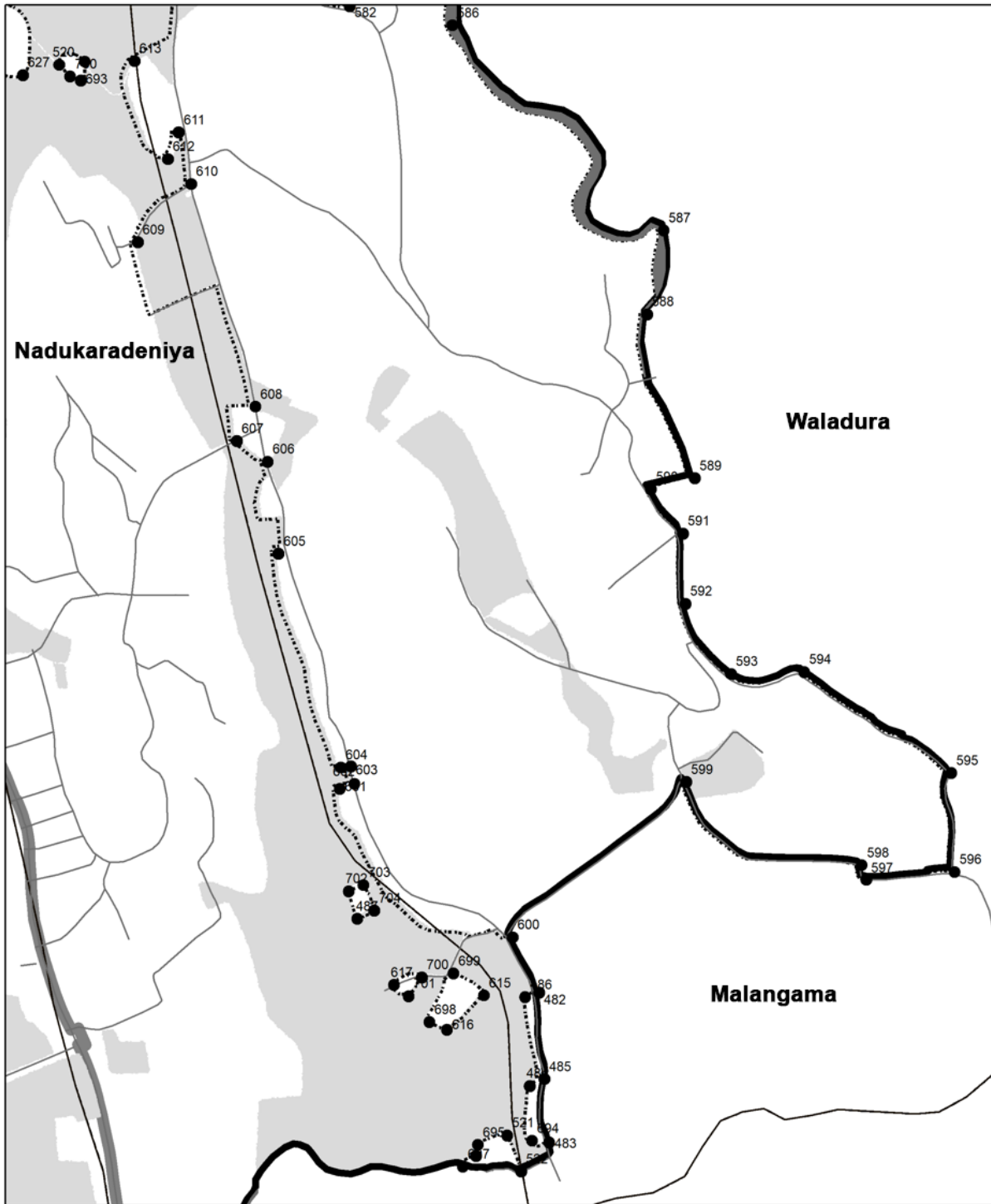
Map No. 6.4



Map No. 6.5

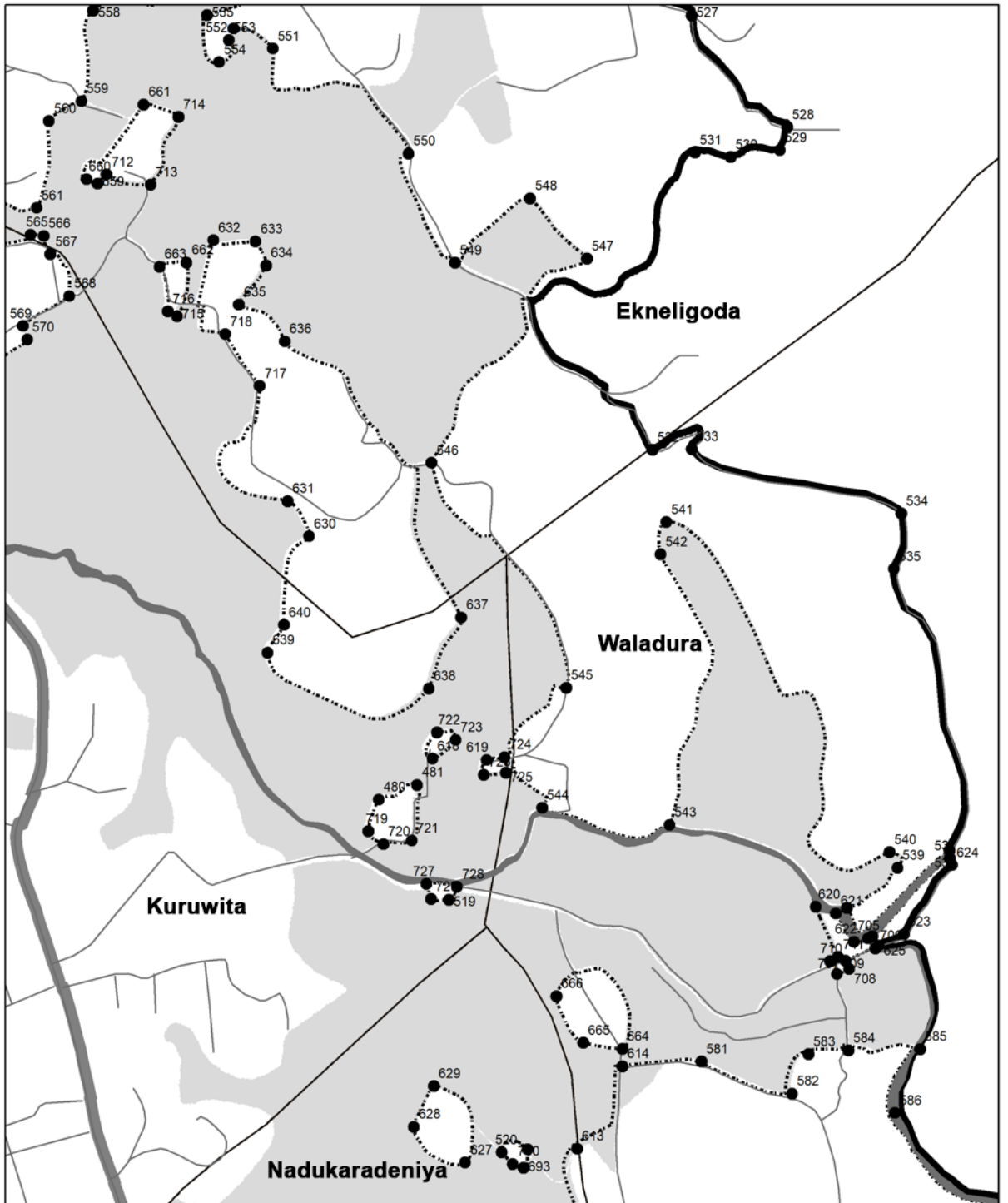


Map No. 6.6



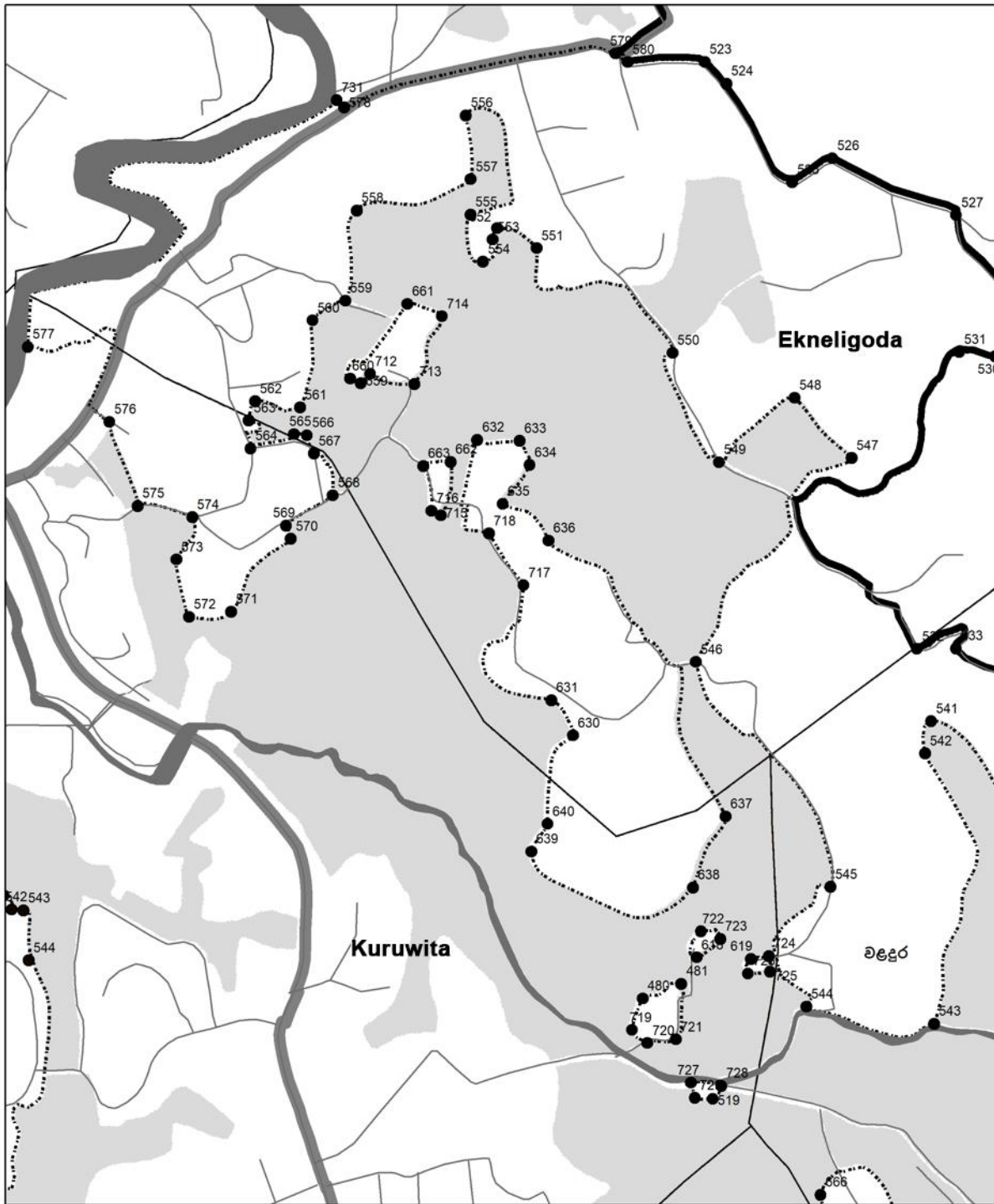
Legend Roads GN Boundary Zoning Boundary Water Bodies Agriculture Zone	 1:35,000	 Sabaragamuwa Provincial Office
Low Density Residential Zone (Map No. 6) Kuruwita Urban Development Area Kuruwita Development Plan 2023- 2033 Urban Development Authority		Date Prepared : 2023 January Source and Prepared by : Sabaragamuwa Provincial Office, Urban Development Authority

Map No. 6.7



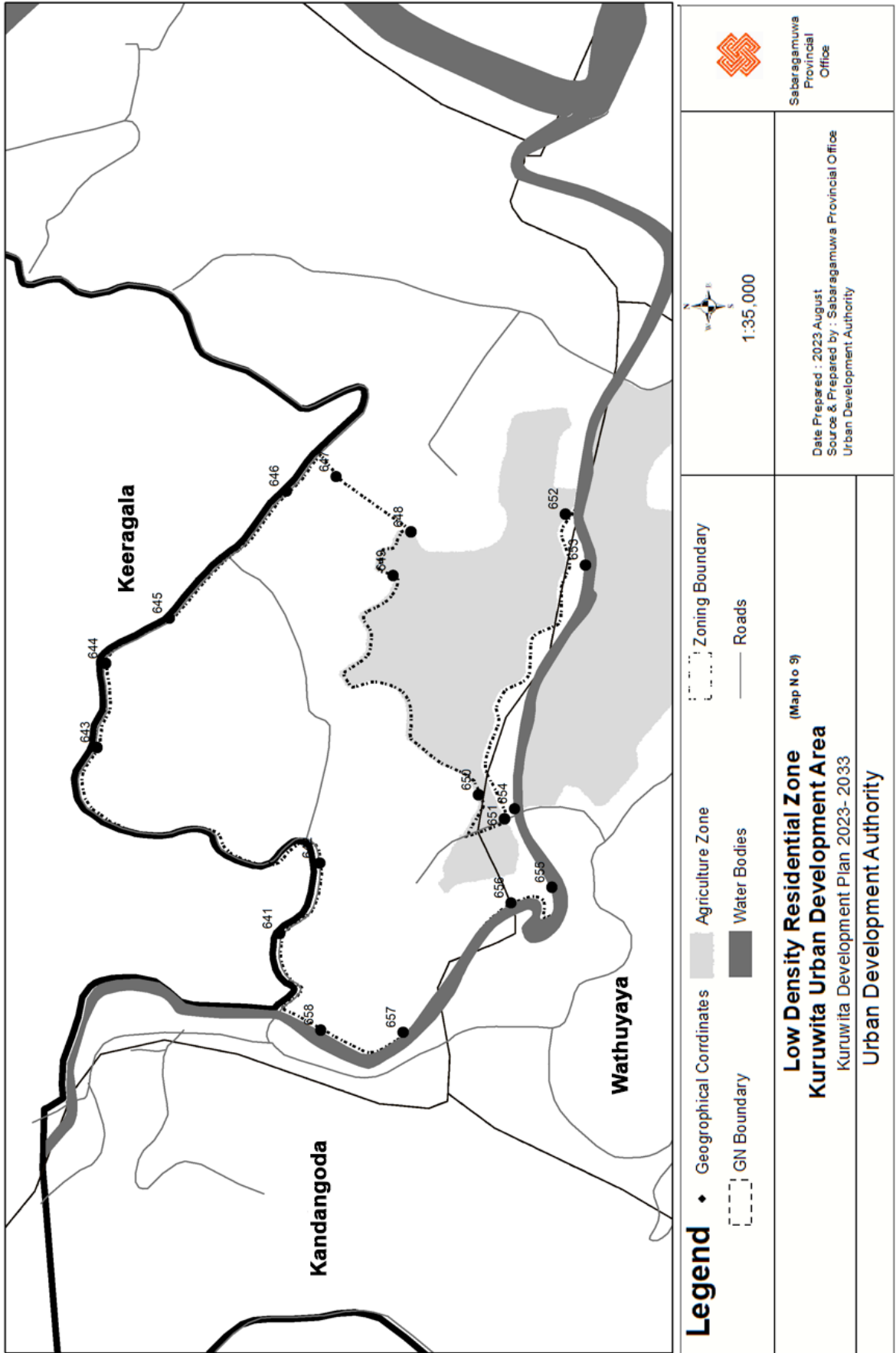
Legend Roads GN Boundary Zoning Boundary Water Bodies Agriculture Zone	 1:35,000	 Sabaragamuwa Provincial Office

Map No. 6.8



Legend Roads Water Bodies GN Boundary Agriculture Zone Zoning Boundary	 1:35,000	
Low Density Residential Zone (Map No. 8) Kuruwita Urban Development Area Kuruwita Development Plan 2023- 2033 Urban Development Authority		Date Prepared : 2023 January Source and Prepared by: Sabaragamuwa Provincial Office, Urban Development Authority Sabaragamuwa Provincial Office

Map No. 6.9



Part 1

North :- Taking point No. 52 (80.33369,6.79348) as the starting point and from there eastward to point No. 53 (80.33435,6.793637) and from there to North East to point No. 54 (80.33443,6.793738)

East :- From the last mentioned point southwards to point No. 49 (80.33443, 6.793383) and from there to point No. 50 (80.33422,6.792982) and 50 (80.33399, 6.792649)

West :- From the last mentioned point north-westwards to point No. 52 (80.33369,6.79348) to the starting point. (Except zones identified in agricultural zone)

Part 2

North :- Starting from the starting point bearing No. 90 (80.33383,6.792274) eastward to the bearing point No. 91 (80.33399,6.792393) and from there to the South to the bearing point No. 55 (80.33417,6.791767) and from there to the East bearing No. 56 (80.33448,6.791 753) till the point and from there to the right No. 57 (80.33457,6.791568) point and thence east to point No. 58 (80.33469, 6.791568) and thence southeast to point No. 59 (80.33488, 6.791238) and thence east to point No. 60 (80.33595,6.791361) and there to the northeast No. 61 (80.33674,6.79166) to the point

East :- From the last mentioned point south-east to point No. 62 (80.33692,6.79117) and thence west to point No. 63 (80.33651,6.791018), thence south-east to point No. 64 (80.33678,6.790667) to 65 (80.3381, 6.789041) to point and from there to the right No. 66 (80.33817,6.788563) to the point and thence North-West No. 67 (80.33805,6.788851) to 68 (80.33759, 6.789056) Lakh and thence South-West to No. 69 (80.33746, 6.788647) and thence East No. 70 (80.33764,6.788655) up to point and from there south to No. 71 (80.33765,6.788393) and 72 (80.33751,6.788188) point and from there to North-West No. 73 (80.33719,6.788349) point, thence

south-west to point No. 74 (80.33696,6.788274) then south to point No. 75 (80.3371,6.787794) and 76 (80.33733,6.787665) point and from there to north-east point No. 77 (80.3371,6.787794) .33761,6.787876) to point and from there south-east direction from No. 78 (80.33829 ,6.787372) to point 79 (80.33956,6.786061)

South :- From the last mentioned point southwards from No. 80 (80.33934, 6.78528) to 81 (80.33909,6.784872) point and thence north-west from No. 82 (80.33829,6.785263) to 83 (80.33793,6.78568) point.

West :- From the last mentioned point in north-west direction to point No. 84 (80.3374,6.785978) to point 85 (80.33453,6.788885) and thence west to point No. 86 (80.33413,6.788969) and from there in north direction to point No. 87 (80.334221 ,6.789879) to 88 (80.33437,6.791049) point and from there to the west No. 89 (80.33395,6.791139) and thence north again to the starting point which is the point bearing number 90 (80.33383,6.792274). (Except zones identified in agricultural zone)

Part 3

North:- Taking the point bearing No. 43 (80.33617,6.793965) as the starting point and towards north-east to the points No. 44 (80.33652,6.794215) and 45 (80.33681,6.794495) and from there in the south-east direction to No. 46 (80.3372,6.794257)) to 47 (80.33857 ,6.793148) to Lakh and thence East to point No. 48 (80.33901,6.793088) and thence North-East to point bearing No. 7 (80.33929,6.793247)

East:- From the last mentioned point south-east direction No. 8 (80.33977, 6.792672) to 9 (80.34258,6.790845) point and from there south direction No.10 (80.34305,6.790384) to 11 (80.34307,6.789213)) up to point also there East to Point No. 12 (80.34361,6.789044) and thence South to Point No. 13 (80.34366,6.788802) and then Southeast to Point No. 14 (80.34379, 6.788735) point and thence south southwest from No. 15 (80.3438,6.788009) to 16 (80.34316,6.787378) point and thence east and southeast from No. 17

(80.34334, 6.787304) to South No. 18 (80.34316,6.787378) 34376,6.78644) up to the point.

South:- From the last mentioned point south-west from No. 19 (80.34324,6.786169) and again north-west to No. 20 (80.34281,6.786226) to 21 (80.34245,6.787004) and thence to North-East No. 22 (80.34264, 6.787415) up to the point and thence north to point No. 23 (80.34258, 6.787819) and thence southwest to point No. 24 (80.34213,6.787596) point and thence north-west and north to point No. 25 (80.34206,6.787845) and 26 (80.34193, 6.787879) point and thence south-west to point No. 27 (80.34158, 6.78762) and then west to point No. 28 (80.34136,6.787629) and up to 29 (80.34035, 6.787395) point.

West:- From the last mentioned point north-westwards from point No. 30 (80.34014, 6.787927) north to point No. 31 (80.33971,6.788936) and thence east to point No. 32 (80.33989,6.788994) and thence north-west, west From No. 33 (80.33935,6.78951) to 34 (80.33823,6.789753) point and from there north-west from No. 35 (80.3381,6.789935) to 36 (80.33777,6.79007) to point, thence North-East No. 37 (80.33784,6.79021) North-West direction No. 38 (80.3379,6.79072) South-West, South and West direction, thence South-East North-West No. 41 (80. 33633,6.792135) point and thence in a northerly direction from No. 42 (80.33611,6.792459) to 43 (80.33617, 6.793965) point to the starting point. (Except zones identified in agricultural zone)

Part 4

North:- Taking the point No. 459 (80.34444,6.787506) as the starting point and thence northwards to the point No. 460 (80.34441,6.787704) and from there to the North-East and from there towards the South-East to the point No. 92 (80.34521,6.787672) The

East:- From the last mentioned point southwards to the point bearing No. 93 (80.34529,6.786867)

South:- From the last mentioned point south-west to point No. 94 (80.34493, 6.78662) and thence north-west to point No. 95 (80.34457, 6.786928) and thence south-west to point No. 96 (80.34437, 6.786873)

West:- From the last mentioned point north-west to a point bearing No. 97 (80.34411, 6.787292) and thence north-east to a point bearing No. 457 (80.34432, 6.787502) and thence east to a point bearing No. 458 (80.3444, 6.787471). From north Also to the starting point which is point number 459 (80.34444, 6.787506). (Except zones identified in agricultural zone)

Part 5

North:- Taking bearing No. 102 (80.33971,6.787003) as the starting point, thence South-Eastwards No. 103 (80.33988,6.786932) to bearing No. 108 (80.34161, 6.784941) and thence South-Westwards No. 109 (80.34116,6.784365) to the bearing point Thence north-eastwards to point No. 110 (80.34194, 6.784184) and thence north-eastwards to point No. 111 (80.34225, 6.784728) and thence north-westwards to No. 112 (80.34209,6.78515) point and thence northeast to point No. 113 (80.34225,6.785221) and thence southeast to point No. 114 (80.34248,6.784833) and thence northeast to No. 115 (80.34317,6.785017) to the point and thence North on No. 116 (80.34314, 6.785205) and thence northeast to point No. 117 (80.34334, 6.785397) and thence southeast to point No. 118 (80.3438,6.785009) and thence south to No. 119 (80.3438,6.784832) point and thence south-east direction No. 120 (80.34405,6.784448) to 121 (80.34531,6.783724) point and thence east to No. 122 (80.34586,6.783706) point 123 (80.34666,6.783889) to the northeast Point and south-east of Ethan, thence south to point No. 124 (80.34719, 6.783551) and thence east to point No. 125 (80.34727,6.783561) and thence north to point No. 126 (80.34731,6.783629) point and thence east to point No. 127 (80.34762,6.783646) point and thence north to point No. 128 (80.34751, 6.784074) and thence northeast and north again to No. 129 (80.34756, 6.78429) and thence eastwards No. 130 (80.34792,6.784357) and

thence again in a northerly, easterly and northeasterly direction again to the point bearing No. 131 (80.34962,6.786406)

East:- From the last mentioned point south-east to point No. 132 (80.3499, 6.786258) and thence south-west to point No. 133 (80.34982, 6.786088) and from there again in a south-easterly direction to No. 134 (80.35023, 6.785568). and 135 (80.35031,6.785593) point and thence south to point No. 136 (80.35098,6.783973) and thence southwest to point No. 137 (80.35047, 6.782668)

South:- From the last mentioned point westward to point No. 138 (80.34985, 6.782606) and thence northward to point No. 139 (80.34948,6.783351) and thence again westward to point No. 140 (80.34898,6.783528) and thence south-westward. And Southwards to point No. 141 (80.34872,6.783412) and 142 (80.34877,6.783213) and thence south-eastwards to No. 143 (80.34916, 6.782967) and thence south to point No. 144 (80.34919,6.782299) and thence southwest to point No. 145 (80.34892,6.782141) and thence northwesterly No. 146 (80.34841,6.78 2702) to the point and from there northwards No. 147 (80.34859,6.783347) and thence South West No. 148 to the point (80.34808, 6.782986) and thence South No. 149 (80.34811,6.782681) and thence southwest to point No. 150 (80.34742,6.782431) and thence north to point No. 151 (80.34731,6.783244) and thence west to No. 152 (80.34705,6.7832) 8) to the point and thence to the right No. 153 (80.34727 ,6.781981) and thence southwest to point No. 154 (80.3466,6.781537) and thence northwesterly No. 155 (80.34635,6.781961) and thence southwesterly to point No. 156 (80.3461,6.781857) and thence southeasterly No. 157 (80.34641, 6.781144) to point 158 (80.34672,6.780364) thence west to point No. 159 (80.3462,6.780419); Thence northeasterly to point No. 160 (80.3463, 6.780561) and thence again northwesterly to point No. 161 (80.34602, 6.780794) to 162 (80.34522,6.782813) and thence southwest to point No. 163 (80.34492, 6.78264) and thence northwest to point No. 164 (80.34432, 6.783398) and thence southwest to No. 165 (80.34349,6.7831) 92) to a point and thence West No. 166 (80.34264,6.78326) and thence north-west to point 167 (80.34249,6.783409) and thence again south-west to 168 (80.34235,

6.783367) and thence West to No. 169 (80.34193,6.783369) and thence Northwest to No. 170 (80.34132,6.783751) and thence Southwest again to No. 171 (80.3411,6.783694) From to point 172 (80.34002,6.783548)

West:- From the last mentioned point in a north-westerly direction to point No. 173 (80.33992,6.783602) to point 174 (80.33917,6.784729) and thence in a north-easterly direction to point No. 98 (80.33976,6.785593) 99 to the north (80.33972, 6.786067) to the point and thence north-west 100 (80.33942, 6.786284) and thence northeast to point No. 101 (80.33955,6.786443) and thence north to point No. 102 (80.33971,6.787003) to the point of beginning. (Except zones identified in agricultural zone)

Part 6

North:- Taking point No. 189 (80.35278,6.782864) as the starting point, East to point No. 183 (80.34975,6.78169) and thence North-East to No. 184 (80.35009, 6.781899) and then South-East No. 1 85 (80.35049,6.781788) To the point

East:- South and South-West from the last mentioned point to point No. 186 (80.35038, 6.781431)

South:- From the last mentioned point westerly to point No. 187 (80.34995, 6.78138) and 188 (80.34953,6.781253)

West:- North-west from the last mentioned point to the point bearing No. 189 (80.34932, 6.781644) also to the point of beginning. (Except zones identified in agricultural zone)

Part 7

North:- Taking the point No. 176 (80.3475,6.779364) as the starting point and from there eastwards to the point No. 177 (80.34809,6.779374)

East:- From the last mentioned point south-eastward to point No. 178 (80.34838, 6.779073) and thence southward to point No. 179 (80.34841, 6.778871) and thence westward to point No. 180 (80.34795,6.778808) From south to point No. 181 (80.34799,6.778434)

South:- North-west from the last mentioned point to the point bearing No. 182 (80.34761,6.778545)

West:- From the last mentioned point in a north and north-westerly direction to the point bearing No. 461 (80.34731,6.779078) and thence north-east to the starting point bearing No. 176 (80.3475,6.779364). (Except zones identified in agricultural zone)

Part 8

North:- Starting from starting point No. 219 (80.35088,6.782111) towards North East to No. 220 (80.35248,6.783121) and from there in South East direction from No. 199 (80.35278,6.782864) to 200 (80.35416,6.78 1917) to point and since then North East to point No. 201 (80.35427,6.782036)

East:- Since the last stage of the last quote to the last point to no. 202 (80.3545, 6.7818) from 203 (80.35493,6.781406) to the point and from that point in south-east direction 204 (80.35497,6.780141) to the South, the year 205 (80.35516,6.780128) from to the East and to the point

South:- From the last mentioned point south-westwards to point No. 206 (80.3546, 6.779815) and thence westwards to point No. 207 (80.35343, 6.779832) and thence in a south-westerly direction to No. 208 (80.35258, 6.779428) to 209 (80.35165,6.778909) to bearing point, thence northward to bearing point No. 210 (80.35166,6.77899) and thence northwestward to bearing point No. 211 (80.35074,6.779253)

West:- From the last mentioned point northward to point bearing No. 212 (80.35061,6.779569) and thence westward to point bearing No. 213

(80.35035, 6.779729) and thence southwestward to point bearing No. 214 (80.35001, 6.77966) to and thence northwards to the bearing No. 215 (80.34978, 6.780937) and thence east, south-east, northwards to No. 216 (80.35186, 6.781114) to the bearing point and thence northwest to the bearing point No. 217 (80.35135,6.781479) and thence west to the bearing point No. 218 (80.35113,6.781467) and thence northwesterly to the bearing point No. 219 (80.35088,6.781479). 82111) which is the bearing point to the starting point. (Except zones identified in agricultural zone)

Point 9

North:- Starting from the bearing point No. 192 (80.35354,6.78365) and towards East to the bearing point No. 193 (80.35467,6.783703)

East:- From the last mentioned point southwards to the point bearing No. 194 (80.35463,6.783256)

South:- From the last mentioned point westwards to point bearing No. 195 (80.35416, 6.783255), thence northwards to point bearing No. 196 (80.35411, 6.783491) and thence westwards bearing No. 197 (80.35397,6.783488) No. 198 to the south-west direction from there (80.3535,6.783107) to bearing point No. 190 (80.35339,6.783168) and thence northwesterly to No. 190 bearing point (80.35339,6.783168) and then southwest and westward to No. 191 bearing point (80.35299,6.783174)

West:- From the last mentioned point north-eastwards also to the starting point bearing No. 192 (80.35354,6.78365). (Except zones identified in agricultural zone)

Point 10

North:- Taking Warakadeniya Canal as the starting point bearing point No. 291 (80.3531,6.779676) and from there towards North East to bearing point No. 239 (80.35565,6.78031) and from there towards South East to bearing

point No. 240 (80.35575,6.780119) and from there 241 (80.35584,6.780182) to the north-east and thence south-eastwards to 242 (80.35615,6.77988) to Darana point and thence south-westwards to point No. 243 (80.356,6.77974) and from there again south-eastwards to No. 244 (80.35616,6.779301) to 245 (80.35701,6.778786) and to Pointharana. No 246 (80.35669,6.778291) and thence south-east again to the point 247 (80.35698 ,6.777658) and thence south-west 248 (80.35683,6.777518) to the point and thence in a north-westerly direction from point No. 249 (80.35668,6.777536) to point 250 (80.35645, 6.777753) and thence south-westward to point No. 251 (80.35609, 6.777578) Thence in a southerly direction No. 252 (80.35622,6.777273) 253 (80.35625, 6.776952) up to Darana Lakh and from there in north-west direction No. 254 (80.35582,6.777058) to bearing point and thence south-west to point No. 255 (80.35555,6.776986) and from there south to point No. 256 (80.35563,6.776442) and from there east and northeast to No. 257 (80.35576, 6.7764) 59) to 258 (80.35621,6.776773) up to Darana Lakh and from there in south-east direction No. 259 (80.35634,6.776523) and 260 (80.35675, 6.776101) to point bearing and thence east to point No. 261 (80.35696, 6.776128) and thence north to point No. 262 (80.35698,6.776201) and thence eastward to point No.2 63 (80.35711 ,6.776189) to Darana Lakh and thence south to 264 (80.35718,6.776071) Lakh and from there north-eastwards No. 265 (80.35757,6.776247) and thence in a northerly direction to point No. 266 (80.3579,6.777787) and thence north-east to point No. 267 (80.358, 6.777812) and 268 (80.3581,6.777887) and from there eastward Number 269 (80.35892,6.777761) to bearing point and thence south to bearing point No. 270 (80.35897,6.777525) and from there in north-east direction to bearing point No. 271 (80.35925,6.777639) to 272 (80.3599, 6.778312) up to the point

East:- From the last mentioned point in a south-easterly direction No. 273 (80.36019, 6.778162) to 274 (80.3618,6.777741) to the point where it meets the center line of the Kuru River and thence in a south-westerly direction along the center line of the same river No. 275 (80.35577,6.774919) to bearing point also

South:- From the last mentioned point in a northerly direction to point No. 276 (80.35578,6.775169) to point No. 277 (80.35571,6.77592) and thence westward to point No. 278 (80.35459,6.775806) and then in a north-westerly direction to point No. 279 (80.35262,6.777385) to 280 (80.35176,6.778359) bearing point

West:- From the last mentioned point to point No. 281 (80.35186,6.778398) to the middle point of Warakadeniya canal and thence north-eastwards to point No. 282 (80.35188,6.778336) to point No. 283 (80.35278,6.778566) 284 to the East (80.35315,6.778533) up to Lakh and thence to the South-East No. 285 (80.35331,6.778379) up to bearing point and from there again in an easterly direction from No. 286 (80.35352,6.778347) to bearing point 287 (80.35379, 6.778315) and from there again in southeast direction No. 288 (80.35419, 6.777978) Up to Rana Point and from there again No. 289 to the North East (80.35438,6.778112) to the bearing point and thence in a north-westerly direction from No. 290 (80.35403,6.778488) to the starting point bearing 291 (80.3531,6.779676). (Except zones identified in agricultural zone)

Part 11

North:- Taking the center point of Warakadeniya Canal as the starting point, bearing point No. 233 (80.35617,6.780576) and along the center line of the said canal in the north, north-east and east direction up to the point bearing No. 221 (80.35946,6.78179)

East:- From the last mentioned point south-west to the point bearing No. 222 (80.35937,6.781735) and from there in a south and south-westerly direction to No. 223 (80.3588,6.780773) and from there in a south-easterly direction bearing No. 224 (80.35946,6.779243) hundred thousand and thence southwards to the point bearing No. 225 (80.3594,6.778573)

South:- West from the last mentioned point to the point bearing No. 226 (80.35917,6.778524)

West:- From the last mentioned point north-westward to point bearing No. 227 (80.35769,6.780008) and thence westward to point bearing No. 228 (80.35737, 6.780006) and thence southwestward to point bearing No. 229 (80.35688, 6.779726) And thence northwards to the point bearing No. 230 (80.35672, 6.780079) and thence north-westwards to No. 231 (80.35619, 6.7804) to bearing point and thence northwards to bearing point No. 232 (80.35615, 6.780494) and starting point No. 233 (80.35617,6.780576). (Except zones identified in agricultural zone)

Part 12

North:- Taking the point bearing No. 234 (80.35793,6.781866) as the starting point and thence north-eastwards to the bearing point No. 235 (80.35815, 6.781941) and from there again to the bearing point No. 236 (80.35864, 6.782407)

East:- From the last mentioned point in a southerly direction till it meets the center point of Varakadeniya Canal which is the point bearing No. 237 (80.35866, 6.781991)

South:- From the last mentioned point along the center line of Varakadeniya Canal in a westerly and south-westerly direction till it meets the point bearing No. 238 (80.35779,6.78152)

West:- North from the last mentioned point to the point bearing No. 234 (80.35793,6.781866) also to the starting point. (Except zones identified in agricultural zone)

Part 13

North:- Taking the center point of the Kuru River, bearing point No. 436 (80.35361,6.772757) as the starting point, and from there along the center line of the said river in a north-easterly direction to bearing point No. 292

(80.36137, 6.776025) and from there eastward to No. 293 (80.36168,6.776 146) up to the bearing point and from there in a southerly direction from No. 294 (80.36174,6.775748) to 295 (80.36196,6.774309) to point No. 296 (80.36239, 6.774324) and then southward again to point No. 297 (80.36223, 6.773701) and from there in a southwesterly direction No. 298 (80.36216, 6.773 377) to 299 (80.36188,6.772496) to Lakh and thence North East No. 300 (80.36222,6.772589) to 301 (80.3624,6.7725) point and from there south to No. 302 (80.36227,6.77232) to 303 (80.36242,6.77176) point and from there north-east direction to No. 304 (80.36227,6.77232) 6532,6.773402) to 305 (80.36594,6.773342) upto point

East:- From the last mentioned point south-west to point No. 306 (80.366, 6.773312) to point 307 (80.36518,6.772161) and thence north-west to point No. 308 (80.36498,6.772272) and thence south-west to point No. 309 (80.36481, 6.772161). 6.772144) to point and thence East to No. 310 (80.36506, 6.77188) point and from there South to No. 311 (80.36527, 6.771041) to the point and from there to the west to the point No. 312 (80.36482, 6.770915) and from there to the south to the point No. 313 (80.36472, 6.770354) to the point and from there to the northeast to the point No. 314 (80.36568,6.770464) to 31 5 (80.36617,6.771066) up to point and thence East No. 316 (80.36661,6.770969) to point and thence South No. 317 (80.36671, 6.770757) and thence East to No. 318 (80.36689,6.770741) and from there in a southerly direction to No. 319 (80.36697,6.769996) to 320 (80.36625, 6.764933) point and from there to North-West No. 321 (80.36605, 6.765029) 322 (80.36541,6.764459) to 323 to the south-west (80.36562, 6.764415) up to point and thence southward No. 324 (80.36572,6.764146) to 325 (80.36539,6.762895) and then westward No. 326 (80.36479,6.762872) to 327 (80.36400) 4,6.763624) up to bearing point Thence in a westerly direction to point No. 328 (80.36367,6.76357) and thence in a southerly direction to No. 329 (80.36353,6.763177) to point 330 (80.36157,6.760995) and from there south to point 331 (80.36156,6.760736) and from there west to point 332 (80.36144,6.760709) and from there north to point 333 (80.3614, 6.760881) from 334 (80.36217,6.759364) up to point and thence West and South No. 335 (80.36201,6.759237) to 336 (80.36188,6.755158) up to point

and thence East to No. 337 (80.36253,6.755264) point and from there North and North East to No. 338 (80.36253,6.755371) to 339 (80.36366,6.756724) point and from there East No. 340 (80.36462,6.756539) to the point and thence South West No. 341 to (80.36442,6.756156) point and thence South No. 342 (80.36433,6.754546) and from there in the east direction No. 343 (80.3662, 6.754574) to 344 (80.37132,6.75452) point and from there in the southwest direction No. 345 (80.37093,6.754297) to 346 (80.36631, 6.749726) up to bearing point Thence in a northerly direction from No. 347 (80.36606,6.750277) to 348 (80.3659,6.751956) and thence west and south to No. 349 (80.36575,6.751982) to 350 (80.3653,6.75137) point and thence North-West to No. 351 (80.36364,6.752582) point and from there South-West to No. 352 (80.36352,6.752406) point and from there to South-East Directionally No. 353 (80.36452, 6.751336) to the bearing point 354 (80.36564, 6.748956) and thence west from No. 355 (80.36549,6.748961) to 356 (80.36514,6.747905) to point and thence North West to No. 357 (80.36497, 6.748188) point and from there West to No. 358 (80.36481, 6.748156) to No. 359 (80.36536,6.747481) and from there again to North East No. 360 (80.36548, 6.747494) to 361 (80.36645,6.748381) point and from there in south-east direction from No. 362 (80.3672,6.748111) to 363 (80.36788, 6.746243) to point No. 364 (80.36752,6.746062) and thence westward to point No. 364 (80.36752,6.746062) and thence northwesterly to point No. 365 (80.36714,6.746438) to point No. 366 (80.36644,6.746537) Thence in an easterly and southerly direction no 367 (80.3668,6.746496) to bearing point 368 (80.36852,6.743895) and from there south and east direction no. 369 (80.36797,6.742585) to bearing 370 (80.36852,6.741528) and from there in west, north and northwest direction to bearing No. 371 (80.36833, 6.741518) to 372 (80.36767,6.741625) No. 373 in north-west and west direction (80.36706,6.742714) to 374 (80.36574,6.743024) point and from there again north-west direction No. 375 (80.36432,6.74529) to 376 (80.3641, 6.745825) to point and thence South-West to point No. 377 (80.36388, 6.745417) and from there North-West No. 378 (80.36349, 6.745488) to point No. 379 (80.36062,6.750432) and from there South 380 (80.3606 ,6.750116) to 381 (80.36111,6.748774) point and thence South-West, South and South-West again No. 382 (80.36075,6.748598) to bearing

point 383 (80.36057,6.748254) and thence south-east, south and west No. 384 (80.36081,6.748055) to bearing point 385 (80.36044,6.74766) and thence north-west and east Sanata No. 386 (80.36019,6.747822) to bearing point and thence west and south-west to bearing point No. 387 (80.35968,6.748355) and then southeast and eastward to point No. 388 (80.35997,6.747413) to 389 (80.36111,6.747085) and since then 390 to the south, south-east and north-east (80.36117,6.746702) to bearing point 391 (80.36171,6.746686) and from there in south-east and north-east direction from No. 392 (80.36205, 6.746041) to south east and west from No. 393 (80.36339,6.745145) to 394 (80.36315,6.744772) to point No. 395 (80.36324,6.743837) to point No. 395 (80.36324,6.743837) then north-east to point No. 396 (80.36378,6.744103) and then southeast to point No. 397 (80.36403,6.7439) to point No. 396 8 (80.3644, 6.743514) to point and thence South West to No. 399 (80.36379, 6.743382) point and from there South to No. 400 (80.3638,6.743278) point and thence south-east south and south-west and again in a southerly direction from No. 401 (80.36429,6.742905) to 402 (80.36436,6.740958) point and thence in an east, south-east, north-east and northerly direction to No. 403 (80.36429,6.742905) 0.36507, 6.740665) to point 404 (80.36641,6.741199) then east to point 405 (80.36662,6.741257) then southeast to point 406 (80.36708,6.740416) to the point and from there in North East, East to South East direction No. 407 (80.36761,6.740668) to 408 (80.36978,6.739936) point and from there in East North East and East direction No. 409 (80.36994,6.7 39957) to 410 (80.37125,6.739547) to point also

South:- From the last mentioned point westwards from No. 411 (80.37051,6.739318) to 412 (80.36928,6.738843) and thence north-westwards from No. 413 (80.3689,6.739185) to 414 (80.36741,6.739921)) bearing up to point Thence southwesterly No. 415 (80.36658,6.738813) to 416 (80.36621,6.737689) to point and from there in West South West direction No. 417 (80.36589,6.737617) to 418 (80.3631,6.736994) point and from there in North West direction No. 419 (80.36282,6.737187) to 420 (80.36205,6.741671) point and thence south-westwards to point No. 4213 (80.36134,6.741372)

West:- From the last mentioned point in a northerly direction from No. 422 (80.36116,6.743278) to No. 423 (80.36208,6.754921) and thence in a north-westerly direction from No. 424 (80.36116,6.755316) to No. 425 (80.36097, 6.754921). 760364) to the bearing point and thence north-westerly to the bearing point No. 426 (80.35806,6.762025) and thence westward to No. 427 (80.35741,6.761893) up to the point and from there in a north-west and north direction from the point bearing No. 428 (80.35477,6.765131) to the point bearing No. 429 (80.35432,6.767572) and from there in a north-west and north direction No. 430 (80.35326,6.767572). 768587) to 431 (80.35487, 6.770895) to point and thence again North and South-West to No. 432 (80.35487, 6.771168) to 433 (80.35445,6.771388) point and thence North-East and West to No. 434 (80.35463,6.771602) to the bearing point and thence north-west north-east and again north-westwards from No. 435 (80.35384, 6.771972) to the starting point bearing 436 (80.35361,6.772757) to the middle point of Kurugaga. (Except zones identified in agricultural zone)

Part 14

North:- Starting from the starting point bearing No. 451 (80.36543,6.742151) and towards East and South-East to the point bearing No.452 (80.36573, 6.74206)

East:- From the last mentioned point southwards to the point bearing No. 453 (80.36574, 6.741843)

South:- From the last mentioned point westerly to the point bearing No. 463 (80.36544, 6.741764)

West:- From the last mentioned point north-west to point No. 462 (80.36527, 6.74198) and thence north-east to point No. 451 (80.36543,6.742151) to the starting point. (Except zones identified in agricultural zone)

Part 15

North:- Starting from the starting point bearing No. 464 (80.36486,6.74146) towards the North-East to the point bearing No. 454 (80.36517,6.741603)

East:- From the last mentioned point southwards to the point bearing No. 455 (80.36527,6.741284)

South:- From the last mentioned point in South and West direction to the point bearing No. 456 (80.36502,6.741086)

West:- From the last mentioned point northwards also to the starting point bearing No. 464 (80.36486,6.74146). (Except zones identified in agricultural zone)

Part 16

North:- Taking the point bearing No. 468 (80.36256,6.758986) as the starting point and towards north-east to the point bearing No. 437 (80.36324,6.759222)

East:- From the last mentioned point southwards to the point bearing No. 438 (80.3633,6.758993) and thence south-west and south-eastwards to the point bearing No. 439 (80.36287,6.75883) and 440 (80.36293,6.758653).

South:- From the last mentioned point south-west to point bearing No. 441 (80.36275,6.758553) and thence north-west to point bearing No. 465 (80.36257,6.758777)

West:- From the last mentioned point north-eastwards to the point bearing No. 466 (80.36269,6.758864) and thence northwards to the point bearing No. 467 (80.36267,6.758926) and thence north-west to the point bearing No. 468 (80.36256 ,6.758986) Also up to the starting point. (Except zones identified in agricultural zone)

Part 17

North:- Taking point No. 447 (80.3625,6.757654) as the starting point, north-east to point No. 448 (80.36274,6.757921) and thence south-east to point No. 449 (80.36316,6.757597)

East:- From the last mentioned point southwards to the point bearing No. 450 (80.3632,6.7572)

South:- Westwards from the last mentioned point to the point bearing No. 446 (80.36258,6.757131)

West:- From the last mentioned point northwards to the point bearing No. 447 (80.3625,6.757654) also to the starting point. (Except zones identified in agricultural zone)

Part 18

North:- Taking the point bearing No. 442 (80.36205,6.757133) as the starting point and eastward to the point bearing No. 443 (80.36243,6.757161)

East:- From the last mentioned point southwards to the point bearing No. 444 (80.36243,6.756737)

South:- From the last mentioned point south-westwards to point bearing No. 445 (80.36219,6.756481) and thence westward to point bearing No. 469 (80.3621,6.756472)

West:- Northwards from the last mentioned point to the starting point bearing No. 442 (80.36205,6.757133). (Except zones identified in agricultural zone)

Part 19

North:- Taking the point bearing No. 687 (80.37127,6.749113) as the starting point and from there towards the North-East to the bearing point No.688 (80.37133,6.749246) and from there towards the South-East from No.689 (80.37164,6.749198) to 489 (80.37262,6.749246). 748601) bearing 490 to the north and from there to point (80.37267,6.748743) to the bearing point and thence northeast to the bearing point No. 491 (80.37292,6.748795) and thence southeastward to the bearing point No. 492 (80.37318,6.748575) and thence east to the southeast south to the east of No. 493 (80.37318,6.748575) 373,6.748588) to bearing point 494 (80.37427,6.74823) and thence north to 495 (80.37433,6.748533) to bearing point and thence east again to bearing point No. 496 (80.3747,6.748486) and thence again south east to north bearing No. 497 (80.37468,6.748258) to 498 bearing (80.37501,6.748482) Until and since then 500 from 499 (80.37518,6.748507) to East South North East and South East (80.37613,6.748322) to bearing point No. 501 (80.3765, 6.748612) thence north-east to bearing point No. 502 (80.37659,6.748984) and thence south-east to south-west thence southward No. 503 (80.3767 3,6.748745) to 504 (80.37662,6.748286) to bearing point and thence southwest to bearing point No. 505 (80.3764,6.748132) and thence northwestward to bearing point No. 506 (80.37616,6.748302) and thence southwesterly to bearing point No. 507 (80.37625,6.748302). 8351) up to bearing point is also

East :- From the last mentioned point west to point No. 508 (80.37614,6.746426) to point No. 509 (80.37641,6.746093) and thence south to point No. 511 (80.37635,6.745893) and then west to No. 510 (80.37611, 6.745906) up to bearing point and thence south-westwards No. 512 (80.37511, 6.745385) to bearing point and thence again in a south-westerly and westerly direction from No. 667 (80.37485,6.744673) to bearing point 668 (80.37406,6.743556) and thence in a northerly direction to No. 669 (80.37415, 6.74437). from 670 (80.3742, 6.745143) to the point and thence east north thence west and north-west No. 671 (80.37447,6.745178) to point no. 672 (80.37391,6.745486) to bearing point No. 673 (80.37343,6.74544)

and thence west to bearing point No. 673 (80.37343,6.74544) and thence south, south-east and southwest bearing No. 674 (80.37335,6.745098) to 690 (80.37304,6.74388) up to point thence West No. 691 (80.37284,6.74383) to bearing point and thence south-west to bearing point No. 675 (80.3724, 6.743416) and thence south-east to east and thence south-east to No. 676 (80.37282,6.742655) to 677 (80.37438,6.740758) to the bearing point

South:- From the last mentioned point in a south-westerly and westerly direction to the point bearing No. 678 (80.372,6.739601) From No. 679 (80.37173,6.74123) west to the point bearing No. 680 (80.37134,6.741626) and thence northwest again to the bearing point No. 681 (80.37099,6.742629) and thence southwesterly No. 682 (80.37074,6.74247) 8) Up to the bearing point Thence in a north-westerly direction No. 683 (80.37038,6.742737) to bearing point 513 (80.36926,6.744736) and thence in a northerly direction from No. 514 (80.36934,6.745526) to bearing point 515 (80.36943,6.746671) and from there north-westward to No. 51 6 (80.36907,6.746866) bearing point to and thence northwards No. 517 (80.36926,6.747196) to bearing point and thence south-eastwards to bearing point No. 518 (80.36971,6.746978) and from there again in north-easterly direction to Nos. 488 (80.37031, 6.747999) and 684 (80.37041,6.748149)) up to the point and from there east 685 in a north-easterly direction from there (80.37076,6.748149) to point bearing 686 (80.37145,6.748921) and thence north-westwards and thence northwards to point bearing No.688 (80.37133,6.749246) and No.687 (80.37127, 6.749113). (Except zones identified in agricultural zone)

Point 20

North:- Taking the bearing point No. 614 (80.37974,6.765416) as the starting point and from there towards the East to the bearing point No. 581 (80.38093, 6.765485) and from there towards the South-East to the bearing point No. 582 (80.38229, 6.765007) and from there to the North 583 (80.38254,6.765595) to bearing point and thence eastwards from No. 584 (80.38313,6.765651) to bearing point 585 (80.38421,6.765674)

East:- From the last mentioned point south and south-east direction to point No. 586 (80.38383,6.764717) to point No. 587 (80.387,6.761652) and from there south direction to No. 588 (80.38675,6.760395) and 589 (80.38747,6.75794) to bearing point No. 590 (80.38681,6.757777) and thence westward to bearing point No. 590 (80.38681,6.757777) and from there in a south-easterly and southerly direction from No. 591 (80.38729,6.757114) to bearing point No. 596 (80.39137,6.752048)

South:- From the last mentioned point westerly to the point bearing No. 597 (80.39004, 6.751938) and thence north again to the west and thence north-westwards to the point bearing No. 598 (80.38998,6.752147) to 599 (80.38734, 6.753394) And thence to the south-west and thence to the north-west and thence to the west and thence to the north-west from No. 600 (80.38474, 6.75107) to 601 (80.38215,6.753292)

West:- From the last mentioned point eastwards to point bearing No. 602 (80.38236, 6.753363) and thence north to point bearing No. 603 (80.38231, 6.75363) and thence westward to point bearing No. 604 (80.38216,6.753611) And thence in a northerly and westerly direction No. 605 (80.38123, 6.756809) to bearing point 606 (80.38106,6.75819) and thence in north-west and north direction to bearing point No. 607 (80.3806,6.758497) and thence in an east-north-west direction and thence southwest and thence in north-west direction No. 608 (80.38088,6.759009) to 609 (80.37911,6.761473) to bearing point and thence north-east and thence north and thence west to bearing point No. 610 (80.37991,6.762344) to bearing point 611 (80.37972, 6.763117) and thence southwesterly to No. 612 (80.37956,6.762718) bearing No. 613 till point and from there towards north-west (80.37907,6.764183) to the bearing point and thence northeasterly and thence northerly to the starting point bearing No. 614 (80.37974,6.765416). (Except zones identified in agricultural zone)

Point 21

North:- Taking the point bearing No. 666 (80.37875,6.766469) as the starting point and towards the North-East to the point bearing No. 670 (80.3742,6.745143)

East:- From the last mentioned point southwards to the point bearing No. 664 (80.37975,6.765676)

South:- Westwards from the last mentioned point to the point bearing No. 665 (80.37916,6.765766)

West:- From the last mentioned point north-westwards also to the point bearing No. 666 (80.37875,6.766469). (Except zones identified in agricultural zone)

Part 22

North:- Taking the point bearing No. 629 (80.37691,6.76512) as the starting point and south-east direction

East:- From the last mentioned point southwards to the point bearing No. 627 (80.37739,6.763976)

South:- From the last mentioned point north-westwards to the point bearing No. 628 (80.37662,6.764511)

West:- From the last mentioned point north-eastwards to the point bearing No. 629 (80.37691,6.76512) also to the starting point. (Except zones identified in agricultural zone)

Part 23

North:- Taking the point bearing No. 520 (80.37794,6.764129) as the starting point and from there towards North and East to the point bearing No. 692 (80.37832,6.764174)

East:- From the last mentioned point southwards to the point bearing No. 693 (80.37826,6.763896)

South:- Westwards from the last mentioned point to the point bearing No. 730 (80.3781,6.763954)

West:- From the last mentioned point north-westwards also to the starting point which is the point bearing No. 520 (80.37794,6.764129). (Except zones identified in agricultural zone)

Part 24

North:- Taking the point bearing No. 702 (80.38228,6.75176) as the starting point and towards the North East to the point bearing No. 703 (80.3825,6.751851)

East:- From the last mentioned point south-eastwards to the point bearing No. 704 (80.38265,6.75147)

South:- From the last mentioned point south-westwards to the point bearing No. 487 (80.38241,6.751348)

West:- From the last mentioned point north-westwards to the point bearing No. 702 (80.38228,6.75176) also to the starting point. (Except zones identified in agricultural zone)

Part 25

North:- Taking the point bearing No. 617 (80.38296,6.750357) as the starting point and towards North-East and Eastward to the point bearing No. 700 (80.38338,6.750471)

East:- From the last mentioned point south-westwards to the point bearing No. 701 (80.38317,6.750191)

West:- From the last mentioned point north-westwards also to the starting point which is the point bearing No. 617 (80.38296,6.750357). (Except zones identified in agricultural zone)

Part 26

North:- Taking the point bearing No. 699 (80.38385,6.750528) as the starting point and thence south-eastwards to the point bearing No. 615 (80.38431,6.750198)

East:- From the last mentioned point south-westwards to the point bearing No. 616 (80.38375,6.749689)

South:- From the last mentioned point north-westwards to the point bearing No. 698 (80.38348,6.749802)

West:- From the last mentioned point north-eastwards also to the starting point which is the point bearing No. 699 (80.38385,6.750528). (Except zones identified in agricultural zone)

Part 27

North:- Taking the point bearing No. 486 (80.38493,6.750174) as the starting point and thence north-eastwards to the point bearing No. 482 (80.38513,6.750241)

East:- From the last mentioned point in a southerly direction to the point bearing No. 483 (80.38528,6.747998)

South:- South-west and north-east from the last mentioned point to the point bearing No. 694 (80.38503,6.748024)

West:- From the last mentioned point northwards to point No. 484 (80.38499,6.748844) and thence north-eastwards to point No. 485 (80.38521,6.748945) and thence northwards to point No. 486 (80.38521,6.748945) also up to the starting point. (Except zones identified in agricultural zone)

Part 28

North:- Taking the point bearing No. 695 (80.38422,6.747961) as the starting point and thence north-eastwards to the point bearing No. 521 (80.38466,6.748107)

East:- South-east from the last mentioned point to the point bearing No. 522 (80.38486,6.747566)

South:- Westwards from the last mentioned point to the point bearing No. 697 (80.38399,6.747639)

West:- From the last mentioned point north-eastwards to the point bearing No. 696 (80.38419,6.747798) and thence north to the point bearing No. 695 (80.38422,6.747961) to the starting point. (Except zones identified in agricultural zone)

Part 29

North:- Starting from the starting point bearing No. 537 (80.38474,6.768501) to the south bearing No. 624 (80.38479,6.768387)

East:- From the last mentioned point in a south-westerly direction to the point bearing No. 623 (80.38406,6.767347)

South:- From the last mentioned point south-westwards to point bearing No. 625 (80.38367,6.767188) and thence north-westwards to point bearing No. 626 (80.38358,6.767328)

West:- From the last mentioned point north-eastwards also to the starting point which is the point bearing No. 537 (80.38474,6.768501). (Except zones identified in agricultural zone)

Part 30

North:- Taking the point bearing No. 620 (80.38278,6.767743) as the starting point and eastward to the point bearing No. 621 (80.38308,6.767642)

East:- From the last mentioned point south-eastwards to the point bearing No. 622 (80.38353,6.767292) and thence north-eastward to the point bearing No. 705 (80.38329,6.767257) and thence again in a south-easterly direction No. 706 (80.38364,6.767142) also up to the bearing point

South:- From the last mentioned point south-westward to point bearing No. 707 (80.3832,6.766959) and thence south-eastward to point bearing No. 708 (80.38326,6.766836) and thence south-westward bearing No. 709 (80.38307,6.766757) up to the point

West:- From the last mentioned point north-westwards to the point bearing No. 710 (80.38297,6.766951) and thence north-eastwards to the point bearing No. 711 (80.38308,6.767014) and thence north-westwards bearing No. 620 (80.38278,6.767743) also up to the starting point which is the point. (Except zones identified in agricultural zone)

Point 31

North:- Taking the middle point of Kuru Ganga bearing point No. 731 (80.3716, 6.782821) as the starting point and thence south-eastwards to bearing point No. 578 (80.37172,6.782711) and from there eastwards to bearing point No. 579 (80.37578,6.783518) and thence south to a point bearing No. 580 (80.37596,6.783389) and thence east to No. 523 (80.37712, 6.783391) up to bearing point and from there in south-easterly direction from No. 524 (80.37741,6.783063) to bearing point 525 (80.37848,6.781631) and from there towards North-East bearing No. 526 (80.37903,6.78195) to the point and from there again southeast directionally from 527 (80.38088, 6.781099) to 528 (80.3823,6.779474)

East:- From the last mentioned point south to point bearing No. 529 (80.38219, 6.779099) and thence westward to point bearing No. 530 (80.38147, 6.778983) and 531 (80.38093,6.779051) and thence in a south-easterly direction to point No. 532 (80.38029,6.774601) to the south-west from thence in a south-easterly direction and to the bearing point No. 533 (80.38088, 6.774612) and 534 (80.38403,6.77365) and from there in a southerly direction to No. 535 (80.38392,6.77 2816) to 536 (80.38474, 6.768622) to the bearing point and from there in the southwest-northwest direction to the bearing point No. 538 (80.38283, 6.767554)

South:- From the last mentioned point north-eastwards to a point bearing No. 539 (80.38393,6.768352) and thence north-westwards, thence south-westwards, thence north-westwards, thence northwards and thence north-westwards No. 540 (80.38383,6.768598) to bearing point 541 (80.38051, 6.77352) and from there again in south-east and south direction No. 542 (80.38042, 6.772979) to bearing 543 (80.38055,6.768988) thence westwards thence northwards thence north-westwards thence northwards thence north-eastwards thence northwards and eastwards No. 544 (80.37864,6.769245) from to bearing point 545 (80.37897,6.77105) and thence in a north-westerly direction, thence north-eastwards and thence northwards and thence north-eastwards and eastwards to No. 546 (80.37695,6.774421) to bearing point 547

(80.37926, 6.777455) and thence northwestward to bearing point No. 548 (80.37846, 6.778363) and thence southwestward to bearing point No. 549 (80.37733, 6.777399) Thence in a northwesterly direction and thence westerly and thence northerly to No. 550 (80.37663,6.779036) to 551 (80.3746, 6.780602) to bearing point and thence north-westwards to bearing point No. 552 (80.37401,6.780901) and from there towards southwest to bearing point No. 553 (80.37394,6.780731) and from there in south and south-westerly direction to No. 554 (80.37379,6.78 0402) to point and thence North North East and West No. 555 (80.37361,6.781107) to 556 (80.37354, 6.782591) to bearing point and thence south to bearing point No. 557 (80.37354, 6.781599) and thence westward to bearing point No. 558 (80.37196, 6.781256) and from there south to bearing point No. 559 (80.3717, 6.779833)) bearing point to and thence south-west to a point bearing No. 560 (80.37122, 6.779538) and thence south again to No. 561 (80.37099,6.778226) to bearing point and thence south and westward to bearing point No. 562 (80.37032, 6.778305) and from there in a southerly direction bearing No. 563 (80.37026, 6.778023) to 564 (80.37031,6.777671) from there to point also Eastward up to point bearing Nos. 565 (80.37093,6.77778) and 566 (80.37114, 6.777814) and from there in a southerly direction to point bearing Nos. 567 (80.37124,6.777544) and 568 (80.37154,6.776904) and from there south-westwards. No. 569 towards (80.37083,6.776482) to the point and thence south to the point bearing No. 570 (80.3709,6.776284) and thence south-west and westerly to the bearing No. 571 (80.37003,6.775216) and 572 (80.36939, 6.775082) up to the point

West:- From the last mentioned point in a northerly direction to the point bearing No. 573 (80.36919,6.775987) and thence north-east and northward to the point No. 574 (80.36945,6.7766) and thence in a westerly direction No. 575 (80.36863,6.776775) to the bearing point and thence in a north-westerly direction and thence in a northerly and westerly direction No. 576 (80.36818, 6.778017) to 577 (80.36698,6.779128) to the center point of Kurugaga and from there along the center line of Kurugaga in north, north-east, north-west and again north-east direction bearing 731 (80.35251,6.770478) Also up to the starting point . (Except zones identified in agricultural zone)

Point 32

North :- Taking the point bearing No. 661 (80.37262, 6.779833) as the starting point and towards South East to the point bearing No. 714 (80.37308, 6.779675)

East :- From the last mentioned point southwards to the point bearing No. 713 (80.37267, 6.77861)

South :- Westwards from the last mentioned point to the point bearing No. 712 (80.372, 6.778763) to 660 (80.37169, 6.778677)

West :- From the last mentioned point in a north-easterly direction to the point bearing No. 661 (80.37262, 6.779833). (Except zones identified in agricultural zone)

Point 33

North:- Taking the point bearing No. 663 (80.37283, 6.777427) as the starting point and from there eastward to the point bearing No. 662 (80.37321, 6.777457)

East:- From the last mentioned point southwards to the point bearing No. 715 (80.37309, 6.776649)

South:- Westwards from the last mentioned point to the point bearing No. 716 (80.37294, 6.776718)

West:- From the last mentioned point northwards to the point bearing No. 663 (80.37283, 6.777427) also to the starting point. (Except zones identified in agricultural zone)

Point 34

North :- Taking the point bearing No. 632 (80.3736,6.777788) as the starting point and from there eastward to the point bearing No. 633 (80.37428, 6.777728)

East :- From the last mentioned point south-eastwards to the point bearing No. 634 (80.37442, 6.777466) and thence south-westwards to the point bearing No. 635 (80.37402, 6.776803) and thence again in a south-easterly direction to No. 636 (80.37467, 6.776278) from 637 (80.37734, 6.772112) to point bearing

South :- South-west and north-west from the last mentioned point to point 638b (80.37688,6.771094) to point 639b (80.37445,6.771616)

West :- From the last mentioned point in a north-easterly and northerly direction to the point bearing No. 640 (80.37469,6.772026) to 630 (80.37502, 6.773322) and thence in a north-westerly and northerly direction from No. 631 (80.37482,6.773835) to 717 (80.37433,6.775597) to the bearing point and thence north-westwards and thence again in a northerly direction from No. 718 (80.37378,6.776386) to the starting point which is the bearing point 632 (80.3736,6.777788)

Part 35

North :- Taking the point bearing No. 722 (80.37694,6.770379) as the starting point and from there eastwards to the point bearing No. 723 (80.37725, 6.770277)

East :- From the last mentioned point south-westwards to the point bearing No. 618 (80.37689,6.770012)

West :- From the last mentioned point north-eastwards also to the starting point which is the point bearing No. 722 (80.37694,6.770379). (Except zones identified in agricultural zone)

Point 36

North :- Taking the point bearing No. 480 (80.37611,6.76941) as the starting point and thence north-eastwards to the point bearing No. 481 (80.37666,6.769636)

East :- From the last mentioned point southwards to the point bearing No. 721 (80.3766,6.768803)

South :- Westwards from the last mentioned point to the point bearing No. 720 (80.37617,6.768749)

West :- From the last mentioned point north-westwards to the point bearing No. 719 (80.37595,6.768942) and thence northwards to the point bearing No. 480 (80.37611,6.76941) to the starting point. (Except zones identified in agricultural zone)

Point 37

North :- Taking the point bearing No. 619 (80.37772,6.770005) as the starting point and from there eastward to the point bearing No. 724 (80.37799,6.770048)

East :- From the last mentioned point southwards to the point bearing No. 725 (80.37801,6.769813)

South :- Westwards from the last mentioned point to the point bearing No. 726 (80.37769,6.769786)

West :- From the last mentioned point northwards also to the starting point which is the point bearing No. 619 (80.37772,6.770005). (Except zones identified in agricultural zone)

Part 38

North :- Taking the point bearing No. 727 (80.37683,6.768151) as the starting point and from there eastwards to the point bearing No. 728 (80.37729,6.768106)

East :- From the last mentioned point south-westwards to the point bearing No. 519 (80.37716,6.767911)

South :- Westwards from the last mentioned point to the point bearing No. 729 (80.37689,6.767926)

West :- From the last mentioned point north-westwards to the point bearing No. 727 (80.37683,6.768151) also to the starting point. (Except zones identified in agricultural zone)

Part 39

North :- From point 643 (80.36008,6.798037) of Urban Development Authority planning boundary towards east to No.644 (80.36102,6.797926) and from there in south-east direction from No.645 (80.36143 ,6.797272) to 646 (80.36267,6.79 6096) up to point

East :- From the last mentioned point in south-east south-west direction to No. 648 (80.36234,6.794739) and from there in north-west west and south-west direction to No. 649 (80.36188,6.794923) to 650 (80.35957,6.794025) and from there in south-east direction. directionally No. 651 From (80.35932, 6.793752) in southeast and east direction to No. 652 (80.36259,6.792985)

South :- From the last mentioned point in a westerly and north-westerly direction from No. 653 (80.36194,6.792885) to 654 (80.35943,6.793644) and thence in a south-westerly direction to No. 655 (80.3586,6.793252).

West :- From the last mentioned point in a north-east and north-west direction from No. 656 (80.35844,6.793682) to 657 (80.35709,6.794819) and thence in a north-east and north-east direction from 658 (80.35731,6.7961) to 641 (80.35805,6.796103) and from there in south-east north-east and north direction from 642 (80.35886,6.795698) to 643 (80.36008,6.798037) point. (Except zones identified in agricultural zone)

Part 40

North :- From point No. 4 (80.34177, 6.79889) in the urban development area boundary to point No. 5 (80.34209, 6.799099) in north-east north and south-east direction.

East :- From the last mentioned point in south-east direction to point No. 6 (80.34235,6.798727)

South :- From the last mentioned point in south-east and east direction from No. 1 (80.34224,6.798312) to 2 (80.34135,6.798458)

West :- From the last mentioned point in north-east direction to point No. 3 (80.34142, 6.798633) and from there to the starting point No. 4 (80.3428, 6.79094). (Except zones identified in agricultural zone)

Part 41

North :- From starting point No. 479 (80.3663,6.749649) eastward to point No. 478 (80.36634,6.749649) and from there southward to point No. 477 (80.36636, 6.748919)

East :- From the last mentioned point eastward to point No. 476 (80.36655,6.748899) and thence south to point 475 (80.36655,6.748773) and again eastward to point No. 474 (80.36666,6.748727)

South :- From the last mentioned point southwards to point No. 473 (80.36662, 6.748562) and thence west to point No. 472 (80.36636,6.748628) and again south-west to point No. 470 (80.36642,6.748407)

West :- Northwards from the last mentioned point to the starting point which is No. 479 (80.3663, 6.749649)

Part 42

North :- Eastwards from the starting point No. 863 (80.3741,6.74171)

East :- From the last mentioned point to No. 864 (80.3743, 6.74161)

South :- Westwards from the last mentioned point to No. 865 (80.3741, 6.74133)

West :- From the last mentioned point northwards also to the starting point No. 863 (80.3741,6.74171)

Part 43

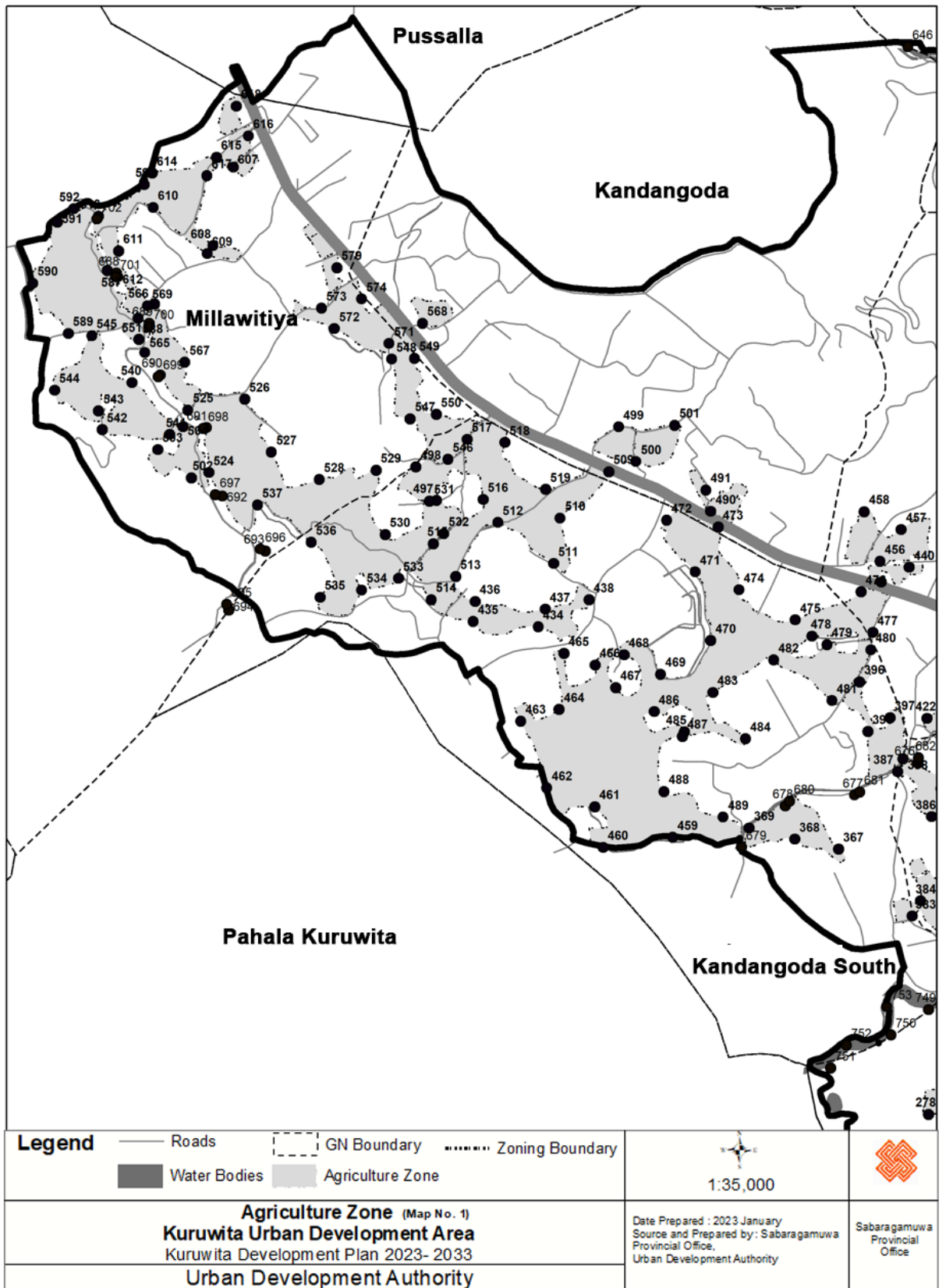
North :- Southwards from the starting point No. 867 (80.3738, 6.74065)

South :- Southwards from the last mentioned point to No. 868 (80.3733, 6.74001)

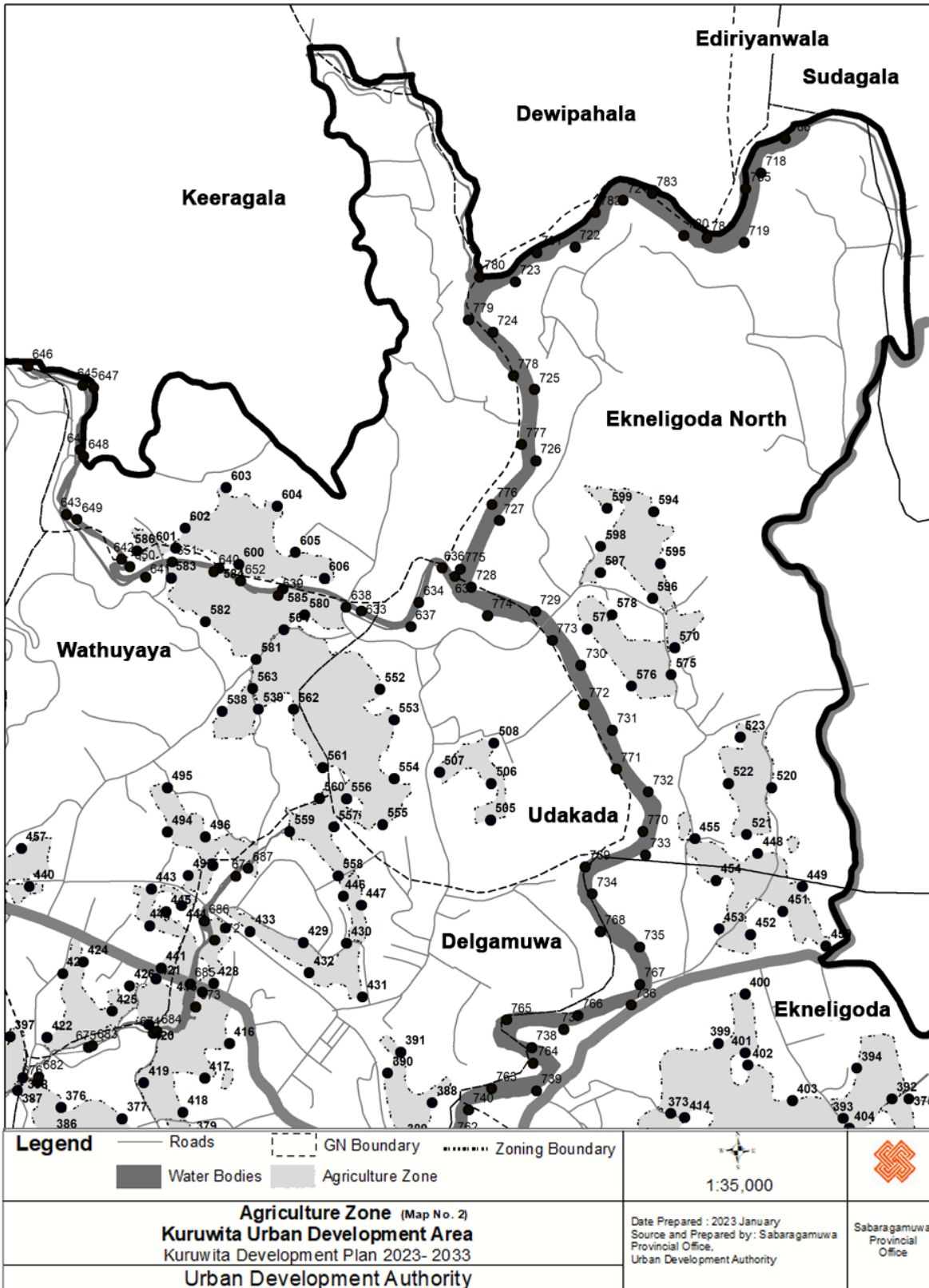
West :- From the last mentioned point to the West No. 869 (80.3731, 6.7404) and 870 (80.3729, 6.74058) Northward to the starting point No. 867 (80.3738, 6.74065)

7. Agricultural Zone (A)

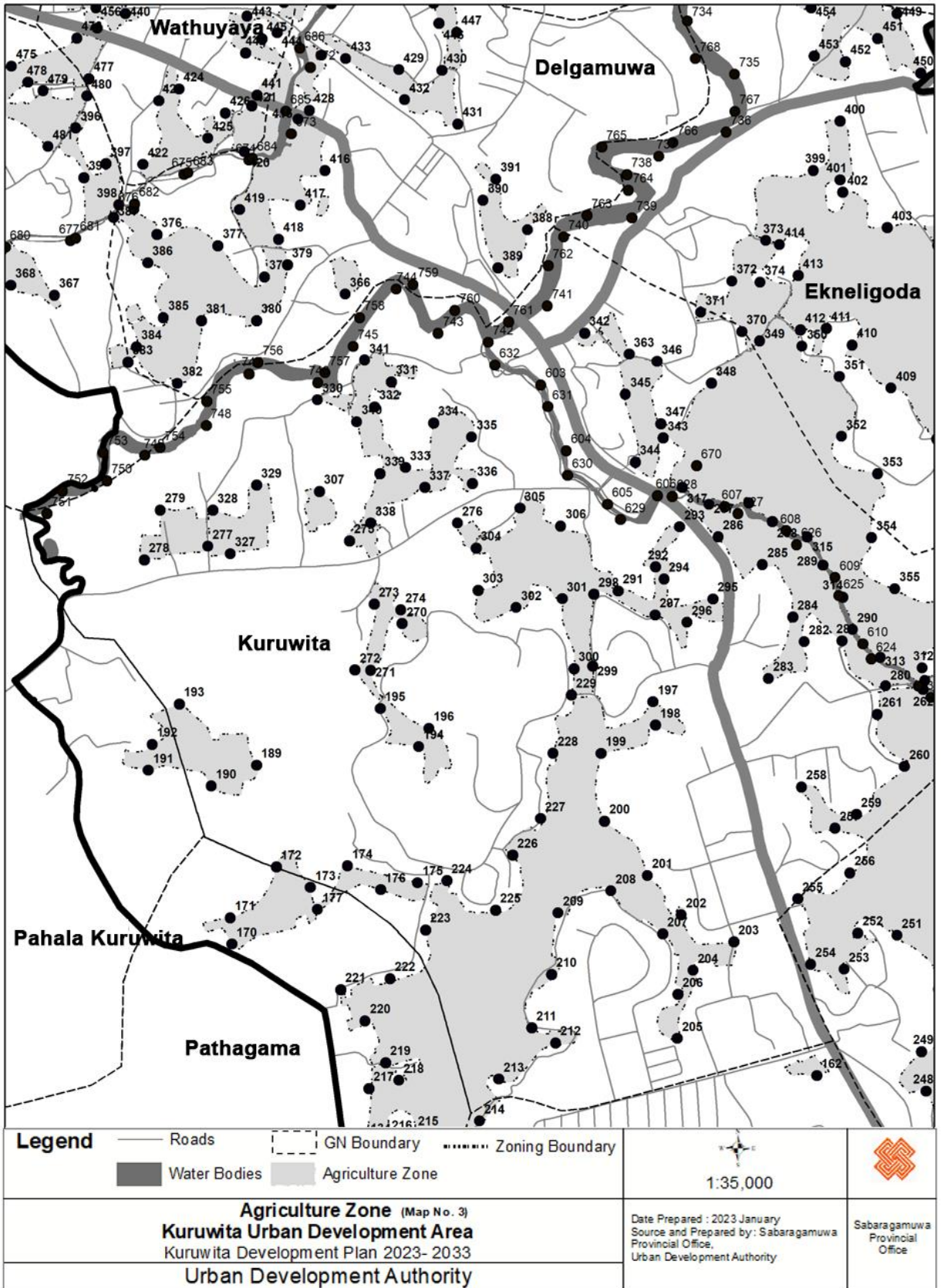
Map No. 7.1



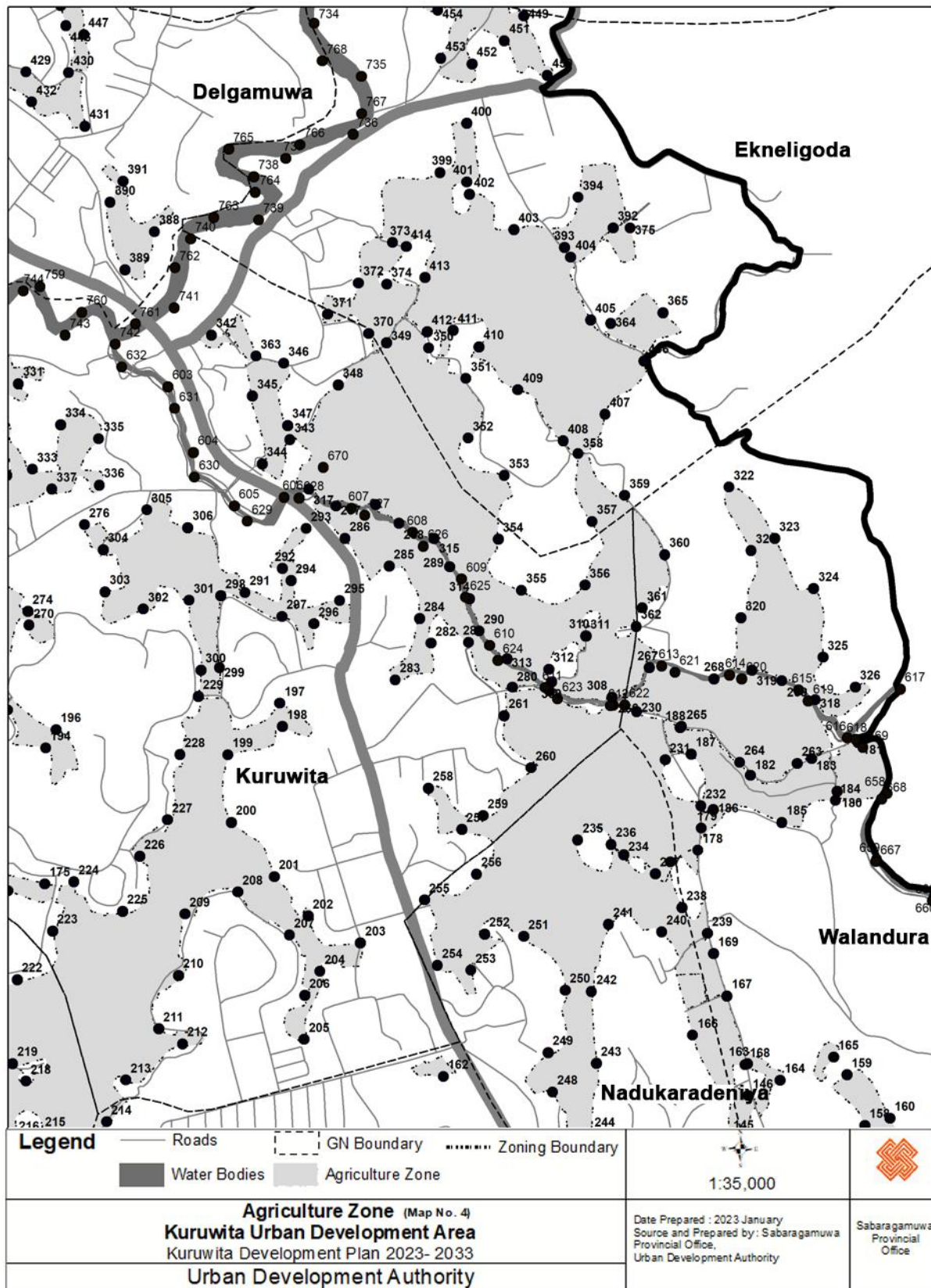
Map No. 7.2



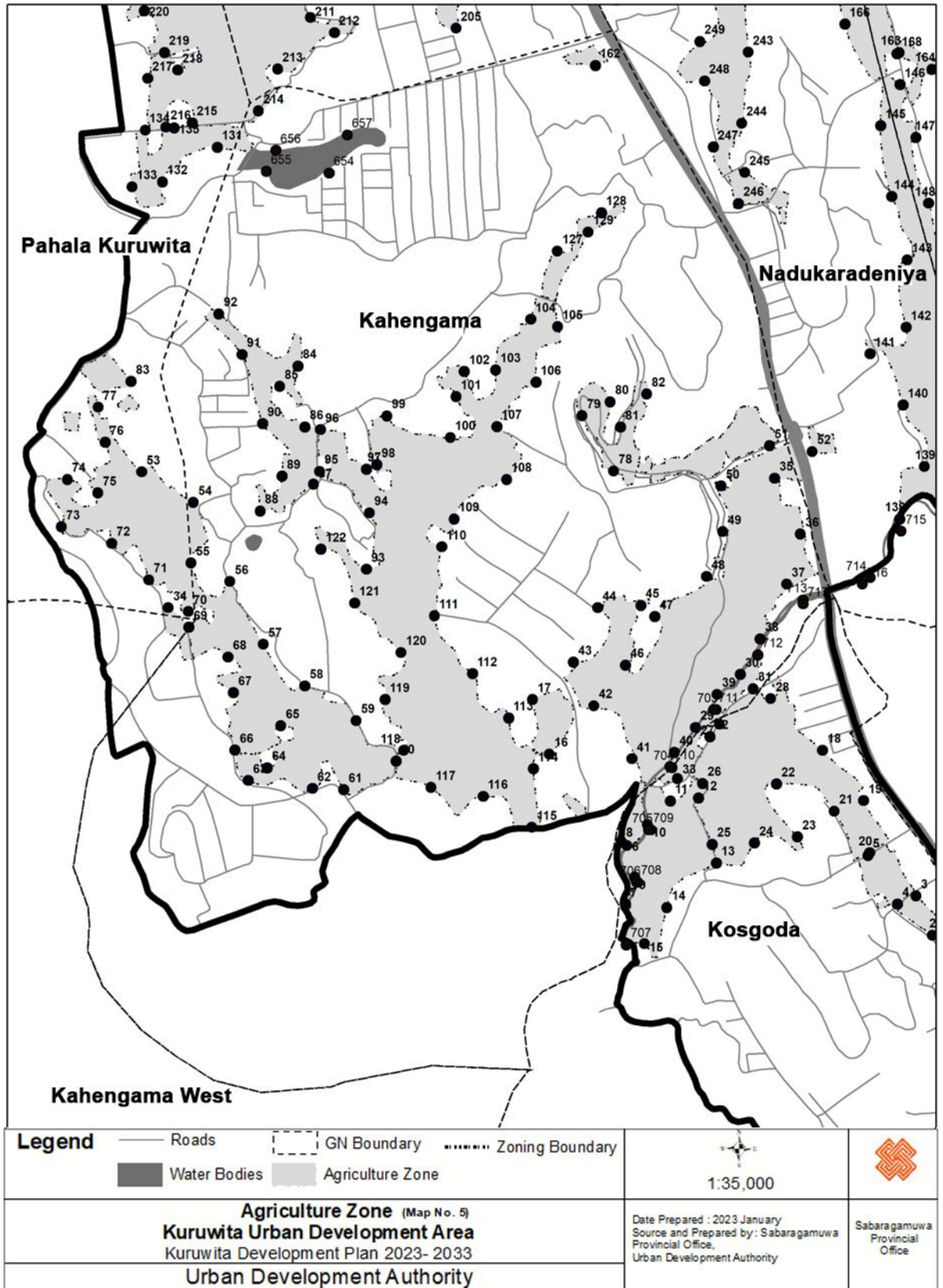
Map No. 7.3



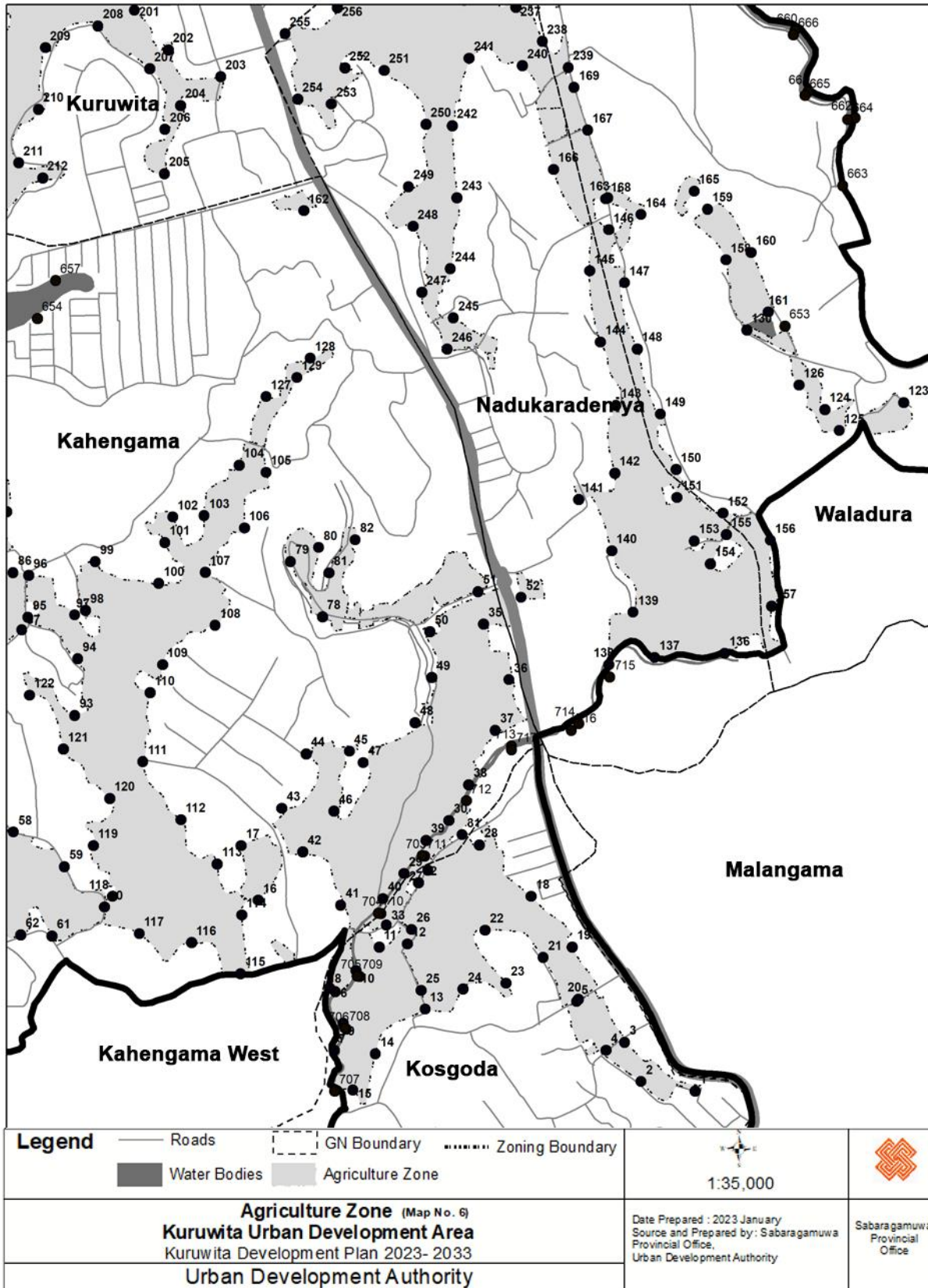
Map No. 7.4



Map No. 7.5



Map No. 7.6



Geo-coordinates related to agricultural zone

No.	X	Y	No.	X	Y	No.	X	Y
1	80.38311	6.736651	44	80.37335	6.7451	87	80.36623	6.748206
2	80.38175	6.736887	45	80.37444	6.745163	88	80.36488	6.74753
3	80.38135	6.737873	46	80.37405	6.743663	89	80.36543	6.748405
4	80.38088	6.737672	47	80.37479	6.74488	90	80.36495	6.749722
5	80.38014	6.738892	48	80.37608	6.745885	91	80.36443	6.751453
6	80.37409	6.73914	49	80.3765	6.747013	92	80.36385	6.752475
7	80.37405	6.737667	50	80.37646	6.748158	93	80.36755	6.746065
8	80.37395	6.739241	51	80.37767	6.749166	94	80.36763	6.747483
9	80.37428	6.738348	52	80.37875	6.74902	95	80.36638	6.748525
10	80.37461	6.739664	53	80.36191	6.748512	96	80.36639	6.749571
11	80.37518	6.740259	54	80.36321	6.747748	97	80.36755	6.748581
12	80.37589	6.740335	55	80.36316	6.746226	98	80.36781	6.748693
13	80.37634	6.738703	56	80.36413	6.74576	99	80.36807	6.749919
14	80.37509	6.737582	57	80.36496	6.744185	100	80.36967	6.749372
15	80.37453	6.736674	58	80.36601	6.743139	101	80.36981	6.750398
16	80.37215	6.741431	59	80.36729	6.742273	102	80.37001	6.751032
17	80.37173	6.742802	60	80.3683	6.741257	103	80.3708	6.751074
18	80.379	6.741529	61	80.36698	6.740537	104	80.37167	6.752337
19	80.38003	6.740262	62	80.3662	6.740568	105	80.37235	6.752157
20	80.38018	6.738954	63	80.36459	6.740768	106	80.37181	6.750762
21	80.3793	6.739998	64	80.36506	6.741088	107	80.37083	6.749649
22	80.37785	6.740681	65	80.3654	6.742141	108	80.37108	6.748322
23	80.37836	6.739352	66	80.36425	6.741531	109	80.36975	6.747333
24	80.37729	6.739204	67	80.36421	6.742971	110	80.36945	6.746632
25	80.37624	6.739171	68	80.36408	6.743867	111	80.36926	6.744902
26	80.37599	6.740698	69	80.36309	6.744614	112	80.37022	6.743449
27	80.37641	6.742185	70	80.36309	6.745007	113	80.37112	6.742341
28	80.3777	6.742819	71	80.3621	6.745803	114	80.37174	6.741062
29	80.37582	6.742098	72	80.36115	6.746719	115	80.37171	6.739594
30	80.37694	6.74343	73	80.3599	6.747137	116	80.37048	6.740371
31	80.37727	6.743074	74	80.36005	6.748325	117	80.36918	6.740596
32	80.37617	6.741869	75	80.36082	6.747987	118	80.36849	6.741523
33	80.37537	6.740813	76	80.36099	6.749255	119	80.36802	6.742801
34	80.36258	6.745101	77	80.36082	6.750134	120	80.36842	6.743982
35	80.3778	6.748352	78	80.37376	6.748536	121	80.36726	6.74522
36	80.37845	6.746955	79	80.37296	6.749923	122	80.36641	6.746571
37	80.37811	6.745692	80	80.37367	6.750271	123	80.38834	6.753902
38	80.37743	6.744326	81	80.37393	6.749635	124	80.38637	6.753728
39	80.37636	6.742931	82	80.37459	6.750466	125	80.38673	6.753198
40	80.37529	6.741472	83	80.36164	6.750782	126	80.38571	6.754339
41	80.37422	6.741312	84	80.36584	6.751171	127	80.37235	6.75405
42	80.37327	6.742643	85	80.36537	6.750658	128	80.37346	6.755015
43	80.37274	6.743737	86	80.366	6.749643	129	80.36726	6.74522

No.	X	Y
122	80.36641	6.746571
123	80.38834	6.753902
124	80.38637	6.753728
125	80.38673	6.753198
126	80.38571	6.754339
127	80.37235	6.75405
128	80.37346	6.755015
121	80.36726	6.74522
122	80.36641	6.746571
123	80.38834	6.753902
124	80.38637	6.753728
125	80.38673	6.753198
126	80.38571	6.754339
127	80.37235	6.75405
128	80.37346	6.755015
129	80.37312	6.75453
130	80.38441	6.755718
131	80.36381	6.756658
132	80.36243	6.755789
133	80.36168	6.755664
134	80.36201	6.757089
135	80.36273	6.757144
136	80.38386	6.747621
137	80.3821	6.747515
138	80.38094	6.747333
139	80.38156	6.748644
140	80.38102	6.750188
141	80.38019	6.751472
142	80.3811	6.752136
143	80.38113	6.753834
144	80.38074	6.75542
145	80.38046	6.757198
146	80.38094	6.758229
147	80.38134	6.756902
148	80.38166	6.755249
149	80.38224	6.753617
150	80.38264	6.752224
151	80.38266	6.751524
152	80.38381	6.751128
153	80.38309	6.750437
154	80.3835	6.749865
155	80.38389	6.750598
156	80.385	6.75045
157	80.38503	6.748805

No.	X	Y
158	80.38388	6.75748
159	80.38342	6.758752
160	80.38451	6.757663
161	80.38495	6.756168
162	80.3733	6.758711
163	80.38093	6.759034
164	80.38175	6.758615
165	80.38309	6.7592
166	80.37955	6.759746
167	80.38042	6.760733
168	80.38087	6.759006
169	80.38008	6.761801
170	80.35863	6.762012
171	80.35859	6.762671
172	80.35974	6.763946
173	80.3606	6.763433
174	80.36153	6.763976
175	80.36329	6.763552
176	80.36237	6.763376
177	80.36078	6.762877
178	80.37968	6.764395
179	80.37978	6.764955
180	80.38319	6.765881
181	80.38371	6.767106
182	80.38101	6.766274
183	80.38254	6.7667
184	80.38315	6.765647
185	80.3818	6.765097
186	80.38007	6.765423
187	80.37952	6.766818
188	80.37924	6.767479
189	80.35925	6.766503
190	80.35812	6.765981
191	80.35654	6.76637
192	80.35664	6.767025
193	80.35731	6.768039
194	80.36331	6.766969
195	80.36235	6.767923
196	80.36357	6.767427
197	80.36919	6.768092
198	80.36926	6.767509
199	80.36789	6.766799
200	80.36798	6.76651
201	80.36905	6.763731

No.	X	Y
202	80.3699	6.762743
203	80.37122	6.762068
204	80.3702	6.761348
205	80.3698	6.759641
206	80.36982	6.76075
207	80.36943	6.762268
208	80.36814	6.763344
209	80.36681	6.762793
210	80.36665	6.761251
211	80.36615	6.759909
212	80.36675	6.759533
213	80.36533	6.758618
214	80.36485	6.757569
215	80.36318	6.757267
216	80.36252	6.757164
217	80.36206	6.758385
218	80.36282	6.75859
219	80.36249	6.759036
220	80.36198	6.760087
221	80.36136	6.760867
222	80.3626	6.761145
223	80.36349	6.76237
224	80.36402	6.763604
225	80.36524	6.762864
226	80.36568	6.764241
227	80.36637	6.765161
228	80.36668	6.766803
229	80.36714	6.76826
230	80.37815	6.767882
231	80.37887	6.766667
232	80.37976	6.765514
233	80.37901	6.764102
234	80.37782	6.764288
235	80.37668	6.764652
236	80.37751	6.764543
237	80.37862	6.763805
238	80.37929	6.762955
239	80.37993	6.762305
240	80.37878	6.762346
241	80.37744	6.762534
242	80.37702	6.760844
243	80.37714	6.75904
244	80.37698	6.757258
245	80.37705	6.756025

No.	X	Y
246	80.37689	6.755244
247	80.37626	6.756664
248	80.37604	6.758319
249	80.37592	6.759314
250	80.37636	6.760878
251	80.37531	6.762229
252	80.37433	6.762229
253	80.37399	6.761381
254	80.37315	6.761504
255	80.37283	6.763146
256	80.37413	6.763801
257	80.37376	6.764923
258	80.37292	6.765958
259	80.3743	6.765265
260	80.3755	6.766466
261	80.37482	6.767779
262	80.37597	6.768394
263	80.38218	6.766579
264	80.38074	6.766604
265	80.37928	6.767507
266	80.37757	6.768044
267	80.37847	6.768988
268	80.38009	6.768705
269	80.38181	6.768653
270	80.36289	6.770057
271	80.36211	6.768888
272	80.36172	6.768892
273	80.36221	6.770545
274	80.36287	6.770401
275	80.36157	6.772132
276	80.36429	6.772576
277	80.35803	6.771994
278	80.35644	6.771654
279	80.35683	6.772908
280	80.37503	6.768497
281	80.37393	6.769621
282	80.37299	6.7696
283	80.37209	6.768677
284	80.3727	6.770217
285	80.37194	6.771539
286	80.37083	6.772232
287	80.3706	6.773044
288	80.37218	6.772622
289	80.37345	6.771521

No.	X	Y
290	80.3742	6.769907
291	80.36832	6.770874
292	80.36926	6.771478
293	80.36986	6.77248
294	80.36948	6.771174
295	80.37069	6.770672
296	80.37005	6.770087
297	80.36925	6.77027
298	80.36771	6.770794
299	80.36768	6.768994
300	80.36721	6.768925
301	80.36691	6.77068
302	80.36576	6.770458
303	80.36481	6.770893
304	80.36475	6.771952
305	80.36585	6.772948
306	80.36688	6.772507
307	80.36082	6.773376
308	80.37753	6.768246
309	80.37601	6.768627
310	80.37689	6.769783
311	80.37687	6.769779
312	80.37595	6.768943
313	80.37489	6.769205
314	80.37395	6.770721
315	80.37307	6.772233
316	80.3716	6.773084
317	80.36993	6.773477
318	80.38264	6.768176
319	80.38104	6.768919
320	80.38077	6.770237
321	80.38103	6.771926
322	80.38047	6.773521
323	80.38161	6.772234
324	80.38259	6.770974
325	80.38283	6.769245
326	80.38364	6.768496
327	80.35859	6.771809
328	80.35815	6.772904
329	80.35925	6.773531
330	80.36078	6.775671
331	80.36263	6.776124
332	80.36221	6.775493
333	80.36298	6.773972

No.	X	Y
334	80.36369	6.775091
335	80.36465	6.774741
336	80.36466	6.773575
337	80.36347	6.773473
338	80.36211	6.772575
339	80.36234	6.773822
340	80.36176	6.77512
341	80.36196	6.776679
342	80.36748	6.777345
343	80.36945	6.774717
344	80.36874	6.774112
345	80.36851	6.775812
346	80.36929	6.776634
347	80.36939	6.775073
348	80.37066	6.77609
349	80.37187	6.777152
350	80.37293	6.777017
351	80.37387	6.776255
352	80.37392	6.774754
353	80.37482	6.773817
354	80.37468	6.772214
355	80.37526	6.770931
356	80.37685	6.77106
357	80.37704	6.772657
358	80.37669	6.774366
359	80.37785	6.773312
360	80.37886	6.771828
361	80.3783	6.770486
362	80.37814	6.770022
363	80.36859	6.776817
364	80.3775	6.777638
365	80.37881	6.777911
366	80.36147	6.778327
367	80.35419	6.778301
368	80.35308	6.778547
369	80.35194	6.778834
370	80.37141	6.777385
371	80.37039	6.777865
372	80.37117	6.778655
373	80.37202	6.779672
374	80.37188	6.77862
375	80.37799	6.780031
376	80.35675	6.779823
377	80.35828	6.779542

No.	X	Y
378	80.35944	6.77876
379	80.36002	6.779059
380	80.35925	6.777662
381	80.35786	6.777663
382	80.35727	6.776085
383	80.35603	6.776621
384	80.35624	6.777001
385	80.35692	6.777739
386	80.35651	6.779114
387	80.35566	6.780245
388	80.36604	6.779943
389	80.3653	6.778989
390	80.36494	6.780684
391	80.36526	6.781212
392	80.37756	6.78004
393	80.37634	6.779549
394	80.37668	6.780809
395	80.35492	6.781252
396	80.35471	6.782498
397	80.35547	6.781601
398	80.3558	6.78057
399	80.37321	6.78143
400	80.37389	6.782669
401	80.37388	6.781195
402	80.37395	6.780885
403	80.37507	6.779995
404	80.3765	6.779303
405	80.377	6.777722
406	80.37833	6.776697
407	80.37736	6.775355
408	80.3763	6.774688
409	80.37517	6.775967
410	80.37418	6.777049
411	80.37354	6.777466
412	80.37289	6.777429
413	80.37283	6.778793
414	80.37237	6.779572
415	80.36029	6.78272
416	80.36096	6.781429
417	80.36035	6.780559
418	80.35981	6.779705
419	80.35883	6.780442
420	80.35895	6.781902
421	80.35913	6.783052
422	80.3564	6.78158

No.	X	Y
423	80.3568	6.78318
424	80.3573	6.783476
425	80.35802	6.78224
426	80.35847	6.782873
427	80.36087	6.784326
428	80.36057	6.782942
429	80.36282	6.783956
430	80.36389	6.783945
431	80.3643	6.782598
432	80.36296	6.783205
433	80.36149	6.784237
434	80.34666	6.783876
435	80.34502	6.78401
436	80.34508	6.78451
437	80.34683	6.784318
438	80.34793	6.784554
439	80.35526	6.784997
440	80.35596	6.785366
441	80.35926	6.783321
442	80.35897	6.784382
443	80.35901	6.785306
444	80.35976	6.784889
445	80.35938	6.784734
446	80.36382	6.785123
447	80.36427	6.784895
448	80.37421	6.786197
449	80.37532	6.78536
450	80.37591	6.783875
451	80.37483	6.784746
452	80.37402	6.784163
453	80.37324	6.784299
454	80.37315	6.785517
455	80.37263	6.786562
456	80.35522	6.785516
457	80.35575	6.786317
458	80.35483	6.786765
459	80.35003	6.778596
460	80.34828	6.778347
461	80.34808	6.779365
462	80.34688	6.779838
463	80.34622	6.781507
464	80.34718	6.781805
465	80.3473	6.783208
466	80.34808	6.782919
467	80.34859	6.782352

No.	X	Y
468	80.34881	6.783176
469	80.34972	6.782686
470	80.35098	6.783534
471	80.35059	6.785252
472	80.34988	6.786552
473	80.35117	6.786378
474	80.35169	6.784803
475	80.3531	6.784047
476	80.35474	6.784755
477	80.35504	6.783733
478	80.35352	6.783642
479	80.3539	6.783433
480	80.35499	6.783298
481	80.35402	6.782026
482	80.35256	6.783046
483	80.35103	6.782232
484	80.35185	6.781068
485	80.35032	6.781244
486	80.34956	6.781747
487	80.35027	6.781131
488	80.34982	6.77975
489	80.3513	6.779101
490	80.35098	6.786769
491	80.35086	6.787307
492	80.36054	6.785901
493	80.35993	6.785643
494	80.35941	6.786734
495	80.35941	6.787846
496	80.36037	6.786614
497	80.34411	6.787046
498	80.34359	6.787886
499	80.34867	6.788889
500	80.34911	6.788023
501	80.35007	6.78893
502	80.33796	6.787613
503	80.33712	6.788323
504	80.33776	6.788893
505	80.36751	6.787034
506	80.36753	6.787952
507	80.36623	6.788235
508	80.36759	6.788962
509	80.34843	6.787766
510	80.34721	6.786602
511	80.34705	6.785463
512	80.34565	6.78649

No.	X	Y
513	80.34459	6.785136
514	80.34398	6.784558
515	80.34402	6.785964
516	80.34528	6.787071
517	80.34487	6.788577
518	80.34582	6.788499
519	80.34684	6.787324
520	80.37455	6.787846
521	80.37392	6.786666
522	80.37346	6.787954
523	80.37376	6.78911
524	80.33841	6.787745
525	80.33788	6.789315
526	80.3393	6.789584
527	80.33997	6.78826
528	80.34117	6.787572
529	80.3426	6.787804
530	80.34283	6.786191
531	80.34393	6.787025
532	80.34429	6.786211
533	80.34315	6.785088
534	80.34224	6.7848
535	80.34119	6.784615
536	80.34097	6.785997
537	80.33962	6.786932
538	80.36079	6.789761
539	80.36169	6.789815
540	80.33647	6.790001
541	80.33742	6.788697
542	80.33573	6.78882
543	80.33564	6.789288
544	80.33454	6.789813
545	80.33547	6.791173
546	80.3444	6.788076
547	80.34344	6.789092
548	80.34299	6.790588
549	80.34356	6.790611
550	80.3441	6.789205
551	80.33665	6.791083
552	80.36474	6.790314
553	80.36509	6.789546
554	80.36509	6.788072
555	80.36481	6.786919
556	80.3639	6.787565
557	80.36359	6.786861

No.	X	Y
558	80.36369	6.785631
559	80.36247	6.786746
560	80.36322	6.787574
561	80.3633	6.788352
562	80.36258	6.789811
563	80.36155	6.790335
564	80.36234	6.79181
565	80.3368	6.790753
566	80.33704	6.791976
567	80.3378	6.790513
568	80.34376	6.79149
569	80.33687	6.791926
570	80.37212	6.791358
571	80.34293	6.790978
572	80.34155	6.791355
573	80.34122	6.791868
574	80.34223	6.792095
575	80.37202	6.790677
576	80.37104	6.790393
577	80.36993	6.791828
578	80.37055	6.792182
579	80.34161	6.792886
580	80.36285	6.792177
581	80.36164	6.791066
582	80.36037	6.792011
583	80.3595	6.793106
584	80.3607	6.79335
585	80.3623	6.792824
586	80.35865	6.793787
587	80.33585	6.792814
588	80.33663	6.79161
589	80.33488	6.791232
590	80.334	6.792491
591	80.3346	6.794032
592	80.33502	6.79436
593	80.33678	6.794967
594	80.37159	6.79477
595	80.37177	6.793471
595	80.37177	6.793471
596	80.37156	6.792595
597	80.37025	6.793241
598	80.37027	6.793895
599	80.37043	6.794848
600	80.36121	6.793453
601	80.35962	6.793857

No.	X	Y
602	80.35986	6.794356
603	80.36089	6.795374
604	80.36216	6.794909
605	80.36262	6.793749
606	80.36335	6.793097
607	80.33901	6.795405
608	80.3726	6.772525
609	80.37383	6.77135
610	80.37453	6.769687
611	80.37593	6.768628
612	80.37757	6.768166
613	80.37885	6.769171
614	80.38055	6.768943
615	80.38229	6.768564
616	80.38351	6.76736
617	80.38484	6.768589
618	80.38372	6.767323
619	80.38254	6.76829
620	80.38086	6.768847
621	80.37919	6.769008
622	80.37792	6.768186
623	80.37624	6.768342
624	80.37475	6.76931
625	80.37393	6.770894
626	80.37287	6.772178
627	80.37141	6.772954
628	80.36975	6.773392
629	80.36845	6.772803
630	80.36712	6.773915
631	80.36662	6.775641
632	80.3653	6.776683
633	80.36434	6.792414
634	80.36578	6.792635
635	80.36669	6.793281
636	80.36637	6.793501
637	80.36559	6.792024
638	80.36397	6.792514
639	80.36226	6.792811
640	80.36066	6.793412
641	80.35894	6.793263
642	80.35835	6.793719
643	80.35695	6.794841
644	80.3573	6.796463
645	80.35737	6.798088
646	80.35599	6.798566

No.	X	Y
647	80.35764	6.79802
648	80.35738	6.796306
649	80.35722	6.794713
650	80.35855	6.793531
651	80.35961	6.793647
652	80.36131	6.793168
653	80.38544	6.75596
654	80.36669	6.756149
655	80.36519	6.756201
656	80.36544	6.756757
657	80.36715	6.757103
658	80.38451	6.765962
659	80.38425	6.764305
660	80.3857	6.763374
661	80.38602	6.761836
662	80.38719	6.76118
663	80.38689	6.759481
664	80.38702	6.761134
665	80.38594	6.761739
666	80.38565	6.763265
667	80.38423	6.764247
668	80.38437	6.765825
669	80.38391	6.76712
670	80.37035	6.774158
671	80.3612	6.785763
672	80.36067	6.784162
673	80.36019	6.782491
674	80.35912	6.781827
675	80.35751	6.781473
676	80.35624	6.780604
677	80.35466	6.779799
678	80.35292	6.779526
679	80.35181	6.778492
680	80.35302	6.779646
681	80.35477	6.779873
682	80.35625	6.780734
683	80.3576	6.781509
684	80.35921	6.781877
685	80.36005	6.783059
686	80.3604	6.784639
687	80.3615	6.785957
688	80.33615	6.792888
689	80.33698	6.791625
690	80.33726	6.790334
691	80.33842	6.789011

No.	X	Y
692	80.33881	6.787296
693	80.33988	6.785918
694	80.33897	6.784444
695	80.33892	6.784581
696	80.33977	6.785966
697	80.33863	6.78733
698	80.33833	6.78899
699	80.33721	6.790289
700	80.33697	6.791547
701	80.33613	6.792795
702	80.33566	6.794243
703	80.3764	6.74268
704	80.37531	6.741238
705	80.37477	6.739663
706	80.37444	6.738348
707	80.37415	6.736785
708	80.3744	6.738363
709	80.37471	6.739668
710	80.37524	6.741247
711	80.37634	6.742687
712	80.37745	6.744061
713	80.37859	6.745434
714	80.38027	6.745996
715	80.38105	6.74716
716	80.38008	6.74583
717	80.37859	6.745342
718	80.37436	6.803408
719	80.37394	6.801663
720	80.37242	6.801842
721	80.3709	6.802726
722	80.3697	6.801557
723	80.3682	6.800678
724	80.36764	6.799414
725	80.36868	6.797979
726	80.36871	6.796187
727	80.3678	6.794687
728	80.3671	6.793018
729	80.36871	6.792403
730	80.36985	6.791059
731	80.37063	6.789428
732	80.37153	6.787877
733	80.37146	6.786299
734	80.37013	6.785321
735	80.37132	6.783989
736	80.3711	6.78253

No.	X	Y
737	80.36942	6.781925
738	80.36861	6.781469
739	80.36874	6.78038
740	80.36703	6.779901
741	80.36662	6.778171
742	80.36514	6.777256
743	80.36388	6.777483
744	80.36283	6.778593
745	80.36174	6.777152
746	80.36086	6.776245
747	80.35913	6.776466
748	80.35806	6.775165
749	80.35651	6.774418
750	80.35557	6.773781
751	80.35406	6.772954
752	80.35445	6.773526
753	80.35546	6.774488
754	80.3569	6.774607
755	80.35807	6.775776
756	80.35936	6.776753
757	80.36104	6.776488
758	80.36191	6.777879
759	80.36325	6.778709
760	80.3643	6.778058
761	80.36565	6.77777
762	80.36663	6.779181
763	80.36761	6.78044
764	80.36864	6.781077
765	80.36798	6.782158
766	80.36977	6.782268
767	80.37132	6.783051
768	80.37033	6.784376
769	80.36994	6.785997
770	80.3714	6.786887
771	80.37073	6.78845
772	80.36993	6.790075
773	80.36913	6.791683
774	80.36751	6.792302
775	80.36683	6.793468
776	80.36762	6.79509
777	80.36835	6.796596
778	80.36816	6.798325
779	80.36703	6.799723
780	80.36731	6.800798
781	80.36874	6.801414

No.	X	Y
782	80.37021	6.802419
783	80.37163	6.802897
784	80.373	6.801777
785	80.37397	6.803013
786	80.37496	6.804265

Annexure 13

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