

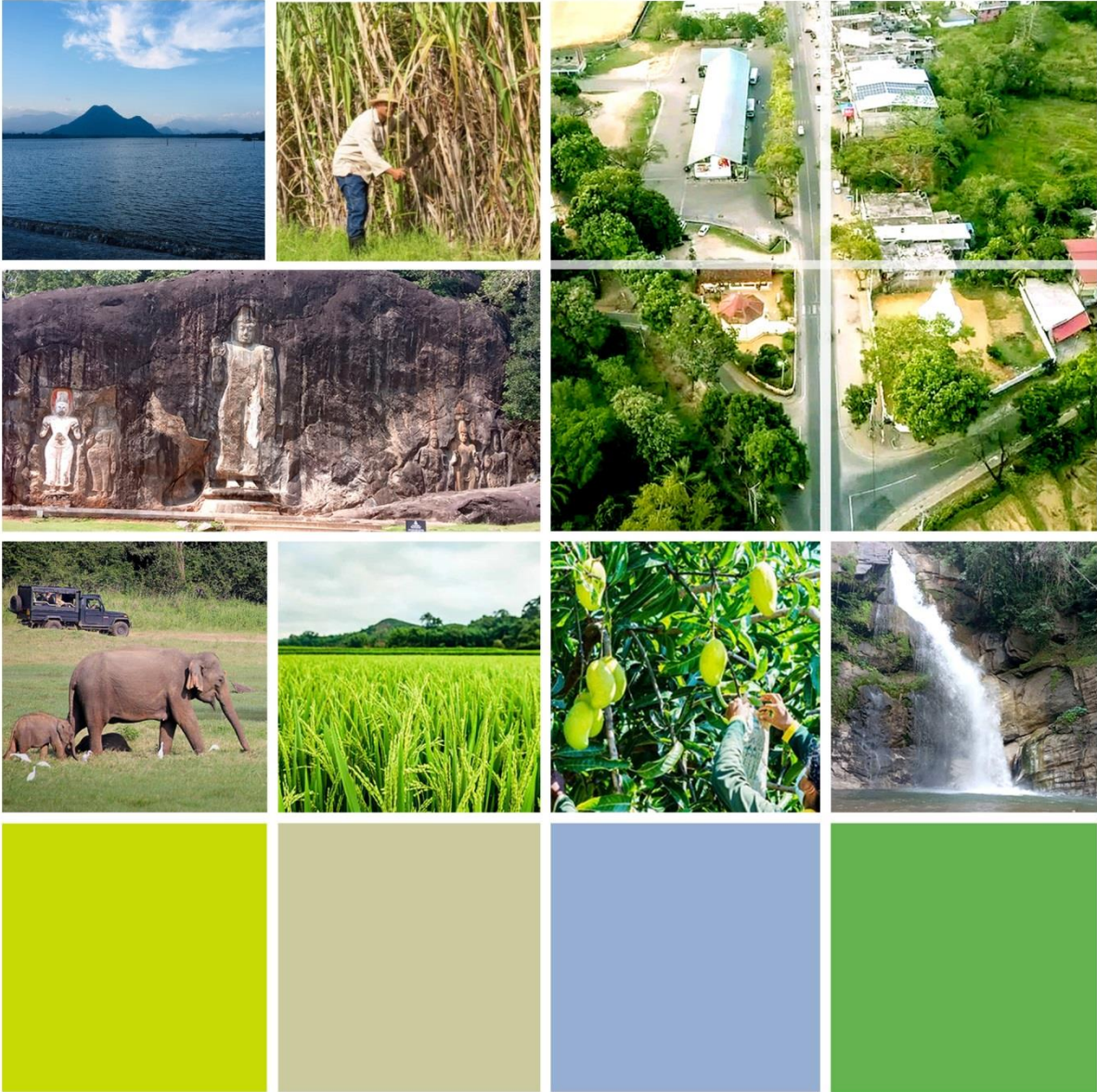
Wellawaya

Development Plan

2023-2033



Urban Development Authority
Ministry of Urban Development & Housing



Wellawaya Development Plan 2023-2033

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Wellawaya Town Development Plan 2023-2033 mainly consists of two parts as part I, part II and part III. The part I consists of the background study, preliminary studies, the need of the plan, the planning framework and the SWOT Analysis and the part II consists of Planning and Building guidelines and Zoning guidelines, proposed roads width, building lines and reservations and the part III consists with the zoning boundaries, coordinates and with all the annexures for the period of 2023-2033.

Wellawaya Town Development Plan 2023-2033 has been prepared by the UVA Provincial Office, Urban Development Authority. This has been done with the advice and guidance of various sections and the resource persons of the Urban Development Authority.

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Environmental & Landscape Division – UDA (Preparation of the PORS, DRR, Conservation, Cultural & Heritage Plans

Acknowledgement

The preparation of the Wellawaya Development Plan (2023-2033) has been done under the supervision of the Strategic Planning Division of the Urban Development Authority.

The aim of this plan is to develop the city by using the resources available in the city such as agriculture industry, tourist attractions, transportation network etc. with the vision of **"Uva Wellassa Agricultural Production Hub"** and enriching the lives of the city dwellers. The Wellawaya Development Plan 2023-2033 has been prepared according to the Government Policy of the Democratic Republic of Sri Lanka.

First, our sincere gratitude is extended to the Honorable Minister of Urban Development and Housing Mr. Prasanna Ranatunga, for giving approval for the Wellawaya Development Plan 2023-2033 under the provisions of the Urban Development Authority Act No. 41 of 1978 as amended by Act No. 04 of 1982, Hon. Ministers of the Monaragala District, the Hon. Governor of Uva Province, Hon. former Chairman R.D.Haramanis of the Wellawaya Pradeshiya Sabha, and all the public representatives of the Pradeshiya Sabha.

Further, our special gratitude is extended to the Secretary of the Ministry of Urban Development and Housing W.S. Sathyananda, who gave the necessary guidance for the successful completion of this plan. Furthermore, our special thanks are expressed to all government officers of the Wellawaya Divisional Secretariat office, Pradeshiya Sabha who contributed to this plan by giving information and ideas.

And, our special thanks are extended to Mr. Nimesh Herath, Chairman, Urban Development Authority, Plnr. N.P.K. Mr. Ranaweera, Director General, Urban Development Authority, Plnr. & Archt. Mr. Mahinda Withanarachchi, Additional Director General, , Urban Development Authority, Plnr. M.P.Ranatunga Deputy Director General (Planning) Zone 1, Urban Development Authority, Plnr. Lalith Wijyaratne Deputy Director General (Planning) Zone 2, who gave encouragement and guidance to complete this plan.

Also, special thanks are extended to Plnr. Rupa Ranjani, Director, Strategic Planning Division, and all the officers of the division, landscape Archt. Chandana Kalupahana Director, Environmental and Landscape Division, and all the officers of the division, Plnr. J.P.S. Somesekara Director, Geographic Information System and all officers of the division, Lawyer. Dayani Kiriwaththuduwa, Acting Director, Legal Division, all Provincial Directors, Plnr. Samantha Kumara Director (Uva Province), Plnr.Y.A.G. .K Gunathilaka, Plnr. Sugath Pemasiri, Plnr. Sisira Disanayake, Plnr. Anura Medawela former Directors, UVA Province, as well as all the employees working at the Uva Provincial Office.

Finally, we would like to express our sincere gratitude to the government, semi-government and private institutions, various resource persons and the public who have supported us directly and indirectly at all stages of the preparation of the Wellawaya Town Development Plan (2023-2033) from the initial stage of data collection to publication in the Gazette.

Hon. Minister's Foreword



“Towards realization of “Wellawaya” 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. Wellawaya 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 Wellawaya Development Plan for the residential population and the threshold population obtaining services from the Wellawaya town and there is potential to further develop it as a service center. 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 Wellawaya 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.

Honorable Minister Prasanna Ranathunga

Ministry of Urban Development & Housing

Hon. State Minister's Foreword



The Urban Development Authority is an institution that performs a pioneering mission in the development activities of Sri Lanka, and its legal background has also been disclosed in accordance with 8 A (1) Section 8, Part II A, of the Amended Act No. 04 of 1982. It has been emphasized that it is essential to prepare development plans under that legal guidance.

The development plans prepared under this background should be done for the realization of the currently announced vision of "an entirely developed Sri Lanka in the year 2048". Accordingly, to achieve the aim of a developed Sri Lanka, the objectives, goals and activities should be aligned as needed. For that, a re-urbanization plan should be prepared by involving all government departments to build a satisfied, virtuous society and a prosperous country with happy citizens. I believe that the Urban Development Authority should take the lead for the development and regulation of urban areas through that plan.

Therefore, I express my heartfelt gratitude to the planning team who played their role very responsibly in preparing this plan and to everyone who supported me in any way, and I hope that you all will contribute to create a fully developed Sri Lanka.

Honorable State Minister Thenuka Widanagamage

Ministry of Urban Development and Housing

Hon. Chairman's Foreword – Urban Development Authority



The Urban Development Authority is the main agency which is responsible for the planning and implementation of 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 for urban areas as declared by the Minister in charge under Section II A, Part 8 A (1) of the Urban Development Authority Amended Act No. 4 of 1982. Therefore, **Wellawaya Development Plan** has been prepared, taking into account the physical, economic, social and environmental aspects of the area.

The Urban Development Authority has prepared **Wellawaya Development Plan** using modern planning strategies to be effective from 2023-2033. **Wellawaya Development Plan**, by identifying the existing problems in the planning area, uses potentials optimally to ensure the favorable development of the area through adopting a strategic approach and, further development zones and zoning guidelines are guided by the development plan. Therefore, I request all the stakeholders and the public to contribute to the realization of the vision of this plan through the implementation of the plan that serves the public interest.

I would like to express my heartfelt thanks to the planning team of the Urban Development Authority for their support in completing **Wellawaya 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

Secretary's Foreword – Wellawaya Pradeshiya Sabha



First, I would like to express my heartfelt thanks for preparing such a city development plan by the Uva Provincial Office of the Urban Development Authority, based on the urgent need for a formal development plan for the city of "Wellawaya".

Wellawaya city can be identified as one of the unique cities within the Uva province.

The main objective of this plan is to expand the commercial agriculture in the area and develop all required infrastructure facilities and it is a great help to the development of the city since a large percentage of the population is engaged in agricultural sectors of this area. Also, Wellawaya city, which consists of all residential, commercial, agricultural, industrial, transport and tourism sectors, is also important as the center for interconnect the Eastern, Southern, Uva and Central provinces.

Based on these facts, this development plan prepared by the Uva Provincial Office of the Urban Development Authority for the period of 2023-2033 with the vision of "**Uva Wellassa Agricultural Production Hub**" is enormously important. We all align to create a planned city for the future development of the city and the citizens.

T. W. A. A. Kumarasinghe

Secretary

Wellawaya Pradeshiya Sabha

Preface

Due to the current development trends in Wellawaya city, the need for a formal development plan has emerged in order to face the challenges successfully. Accordingly, the Wellawaya Development Plan has been prepared with the aim of achieving the goal of creating a sustainable city by analyzing the existing economic, social, physical and environmental conditions of the city. Furthermore, it is expected to provide guidance for the implementation of future development activities in the Wellawaya Urban area through this plan.

Part I consists of background study. Preliminary studies, the need of the plan, the planning framework, the SWOT analysis, and the plan. Part II consists of the Planning and Building Regulations and zoning regulations pertaining to the planning boundary, proposed road width, building lines and reservations for the period of 2023 – 2033. Part III consists of the zoning boundaries with the coordinates and all the annexures.

Part One - Chapter 1 of the plan detailed out the meaning of the term development plan, its legal context, the stakeholders of the plan, its context and the planning process followed chapter 2 & Chapter 3 respectively include the planning area, history of the area, boundary delineation of the area and need of the plan in detail. Chapter 4 Vision, Goals and Objectives and Strategic Plans while Chapter 5 include the detailed description on the baseline SWOT analysis for each Goal. Further, Chapter 6 of the plan describes the conceptual plan and proposed land use development plan. Under that the main strategic plans of the Wellawaya Development Plan such as physical and social infrastructure development strategies, economic development strategies, sustainable environmental development strategies and implementation strategies have been detailed out as sub sections.

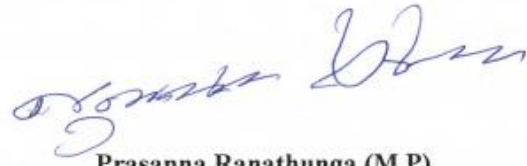
Similarly, Part Two - Chapter 7 has been dedicated to describing planning & Building regulations and in chapter 8 described the identified zones and zoning regulations and Chapter 9 included proposed road width, building line and reservations.

Finally, the intention of this Authority and the Government of Sri Lanka is to implement the Wellawaya Development Plan 2023-2033 in near future.

Approval of Hon'ble Minister

APPROVAL OF THE DEVELOPMENT PLAN FOR THE LIMIT OF PART OF WELLAWAYA PRADESHIYA SABHA

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the limit of part of Wellawaya Pradeshiya Sabha, after consideration of recommendation made by the Board of Management of the Urban Development Authority on 3rd August 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

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

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

.....14.12.2023

Gazette Notification



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The Gazette of the Democratic Socialist Republic of Sri Lanka

EXTRAORDINARY

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(Published by Authority)

PART I : SECTION (I) — GENERAL

Government Notifications

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE
LIMIT OF PART OF WELLAWAYA PRADESHIYA SABHA**

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the limit of part of Wellawaya Pradeshiya Sabha, after consideration of recommendation made by the Board of Management of the Urban Development Authority on 03rd August 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,
12th Floor,
"Sethsiripaya" Stage II,
Battaramulla,
14th December, 2023.

EOG 12 - 0337/1



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PART I : SEC. (I) - GAZETTE EXTRAORDINARY OF THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA - 22.12.2023

**NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE
PART OF PRADESHIYA SABHA LIMIT OF WELLAWAYA**

NOTICE is hereby given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8(G) of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 4 of 1982 that I, Prasanna Ranathunga, the Minister in charge of the subject of Urban Development & Housing, by virtue of the powers vested in me under Section 8(F) of the said Act, No. 4 of 1982 have approved the Development Plan for the Part of Pradeshiya Sabha Limit of Wellawaya prepared under Section 8(A) of the said Act on the day of 14th December, 2023.

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

Ministry of Urban Development & Housing,
12th Floor,
"Sethsiripaya" Stage II,
Battaramulla,
15th December, 2023.

EOG 12 - 0337/2

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE
PART OF PRADESHIYA SABHA LIMIT OF WELLAWAYA**

PUBLIC are hereby informed that the Development Plan prepared for the part of Pradeshiya Sabha Limit of Wellawaya under Section 8(A) of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 4 of 1982, has been approved on 14th December 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.

15th December, 2023.

EOG 12 - 0337/3

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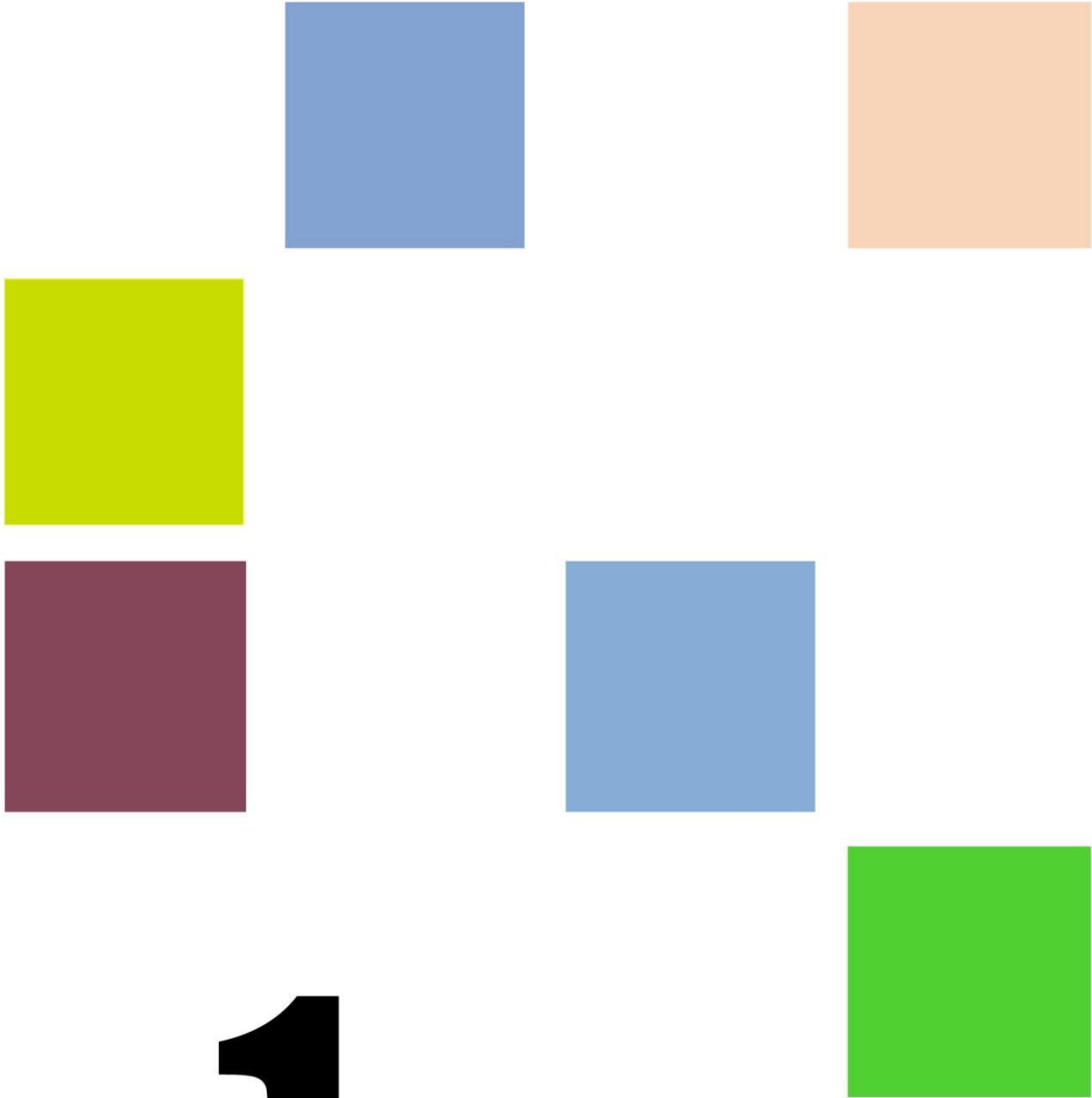
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1 Chapter

Background of the Development Plan

Chapter One

Background of the Development Plan

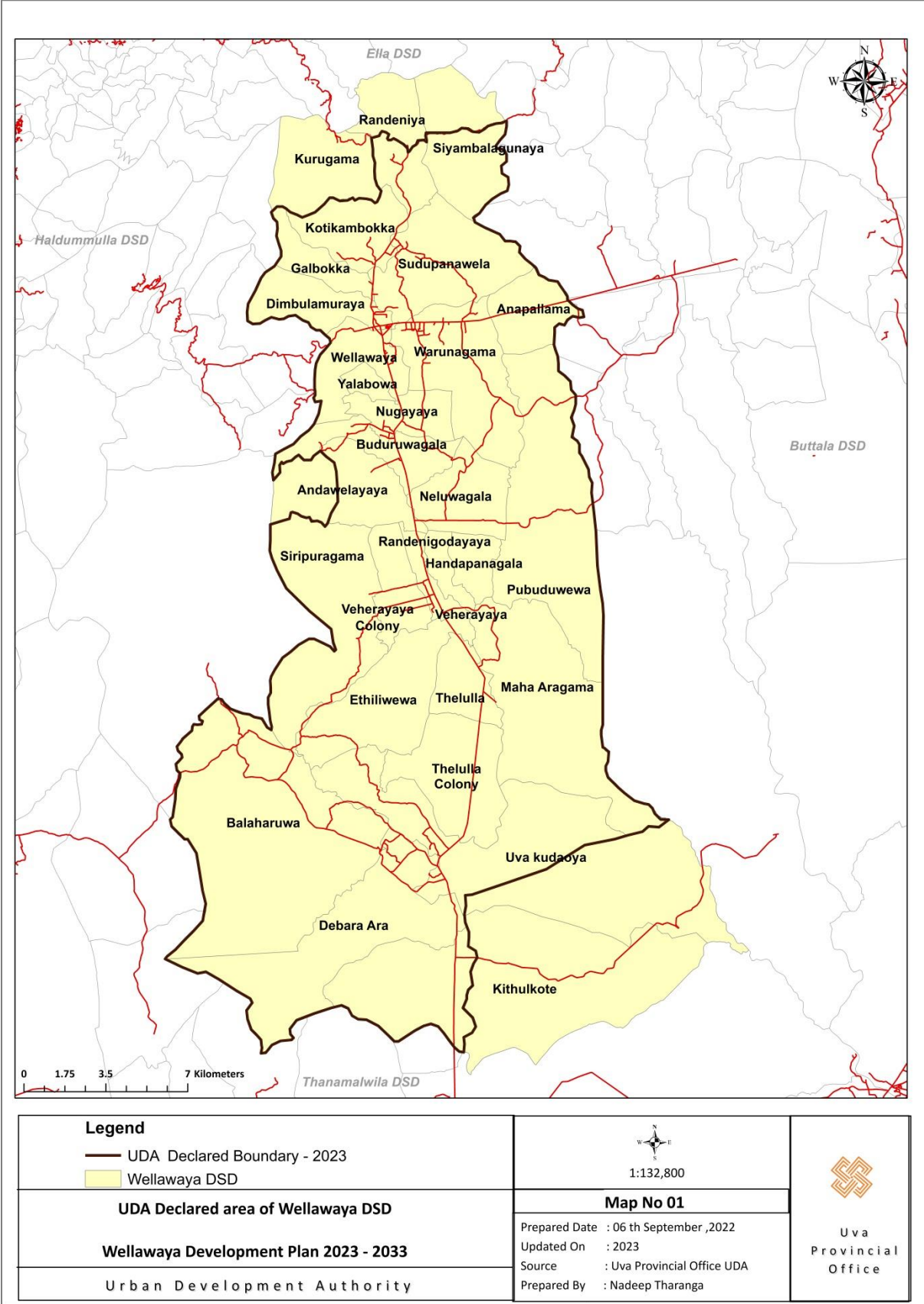
1.1 Introduction

The Urban Development Authority was established in 1978 under the Urban Development Authority Act No. 41 of 1978, and its main objective is to promote integrated planning and implementation of economic, social, environmental, and physical development of certain areas as may be declared to be "urban development areas" under this authority. According to Section 3 of the said Act, in the case where the Minister is of the opinion that any area is suitable for development, that area may be declared as an urban development area, and the specific land and boundaries for that development area must be delineated. Accordingly, section 8 "A" to 8 "G" of the (Amendment) Act No. 04 of 1982 lays down the procedure for preparing development plans.

Accordingly, a part of the Wellawaya Pradeshiya Sabha area has been declared by Extraordinary Gazette No. 427/15 dated 13th November 1986, and 27 Grama Niladhari Divisions (07 in parts and 20 in full) of the Wellawaya Pradeshiya Sabha have been declared by Extraordinary Gazette No. 1605/41 dated 11th June 2009 under the Greater Hambantota Development Area and another 03 Grama Niladhari Divisions (02 in parts 1 in full) of the Wellawaya Pradeshiya Sabha have been declared by the Extraordinary Gazette No. 2321/67 dated 02nd March 2023 including area of 491.1 square kilometers as a whole.

The problems in each aspect have been identified through a comprehensive study of the physical, economic, social, environmental, tourism and archeological aspects of the city of Wellawaya. This development plan is expected to provide solutions to the identified problems and uplift the living standards of the people in and around the city based on the existing possibilities. This development plan is prepared in such a way as to facilitate all the commuter population, tourists and pilgrims who visit the city in order to strengthen the urban economy and improve the local and foreign tourism attractions. The plan aims to make the city a hazard-free residential and service city with all amenities. This plan has been compiled as a local level plan for a time period of 10 years.

Map No. 1.1. UDA Declared area of Wellawaya DS



Source : UVA Provincial office, Urban Development Authority 2022

1.2. Stakeholders of the Development Plan

The development plan prepared for the Wellawaya Urban Development Area was prepared by the Uva Provincial Office, Urban Development Authority, based on the views, suggestions and recommendations of the following institutions.

The Key stakeholders

- Wellawaya Pradeshiya Sabha

Main Consultancy institutions

- Monaragala District Secretariat Office
- Wellawaya Divisional Secretariat Office
- Central Environmental Authority
- Road Development Authority
- Provincial Road Development Authority
- Ceylon Electricity Board
- National Water supply and Drainage Board
- National Housing Development Authority
- Department of Irrigation
- Assistant Commissioner of Agricultural Services
- Department of Forest Conservation
- Department of Wildlife
- Land Reform Commission
- Pelwatta Sugar Company
- Industrial Development Board

Other Stakeholders

- UVA Provincial Council office
- Assistant Commissioner of Local Government office
- Department of Archeological
- Land Use and Policy planning Department
- Uma Oya Multi-purpose Project
- Geological Survey and Mines Bureau

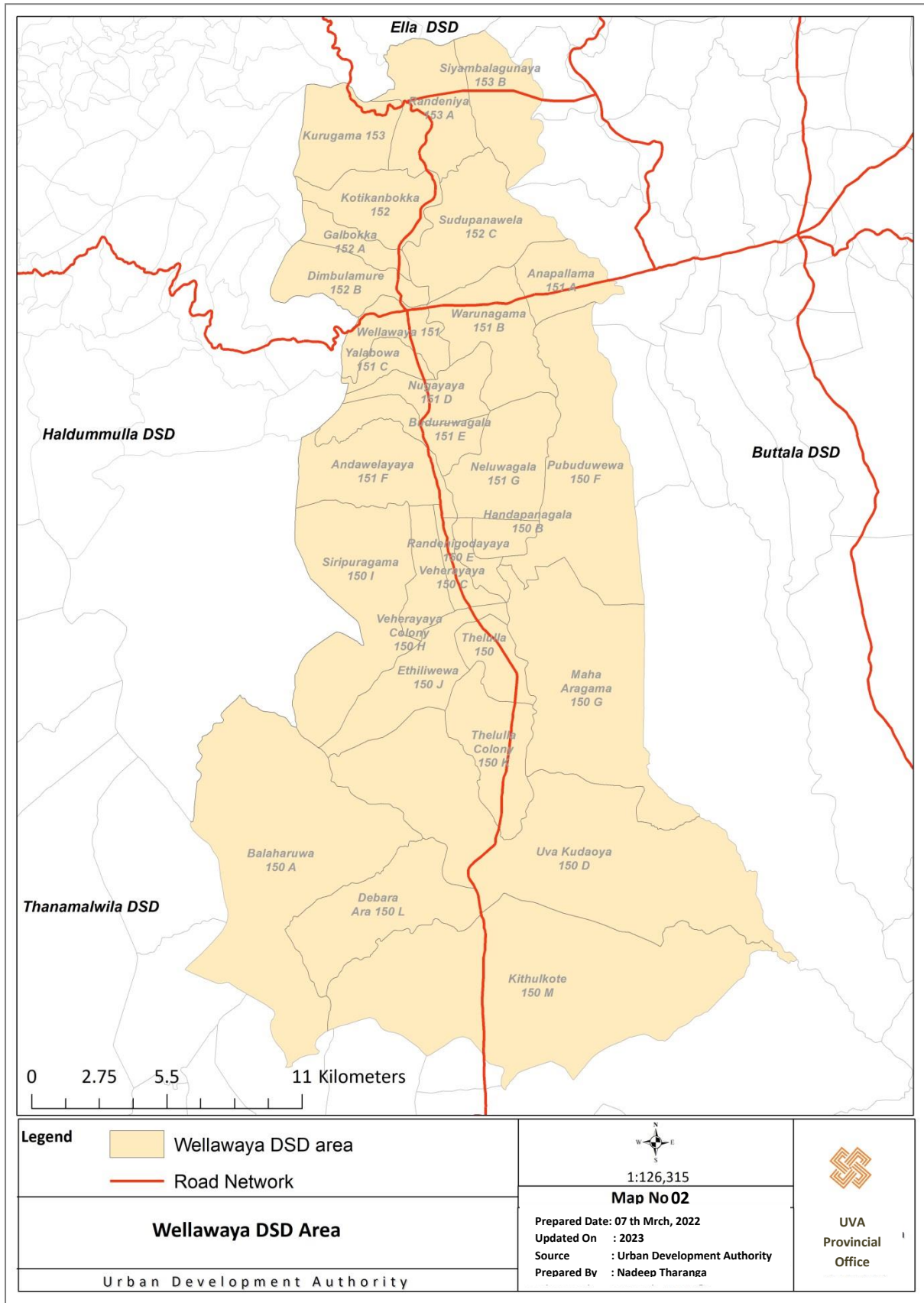
- Disaster management Center
- Base Hospital, Wellawaya
- Medical Officer of Health Office, Wellawaya
- Ayurvedic Hospital, Wellawaya
- Vocational Training Authority
- National Youth council
- Zonal Educational Office
- University of UVA Wellassa
- Department of Agrarian Service
- Police Station, Wellawaya
- Police Station, Kudaoya
- Sri Lanka Transport Board
- Road Passenger Transport Authority
- Central Cultural Fund
- Trade Association, Wellawaya
- Farm Association, Wellawaya
- Village Development Associations, Wellawaya

1.3. Scope of the Development Plan

The Wellawaya town is located in Monaragala district at the junction that meet the the A2 road that runs from Colombo - Hambantota - Wellawaya, the A4 road that runs from Colombo - Ratnapura - Batticaloa and the A23 road that extends from Ella to Wellawaya. The Wellawaya town is located regionally as a center that can easily make interrelationships between the Southern Province, Sabaragamuwa Province and the Central Province.

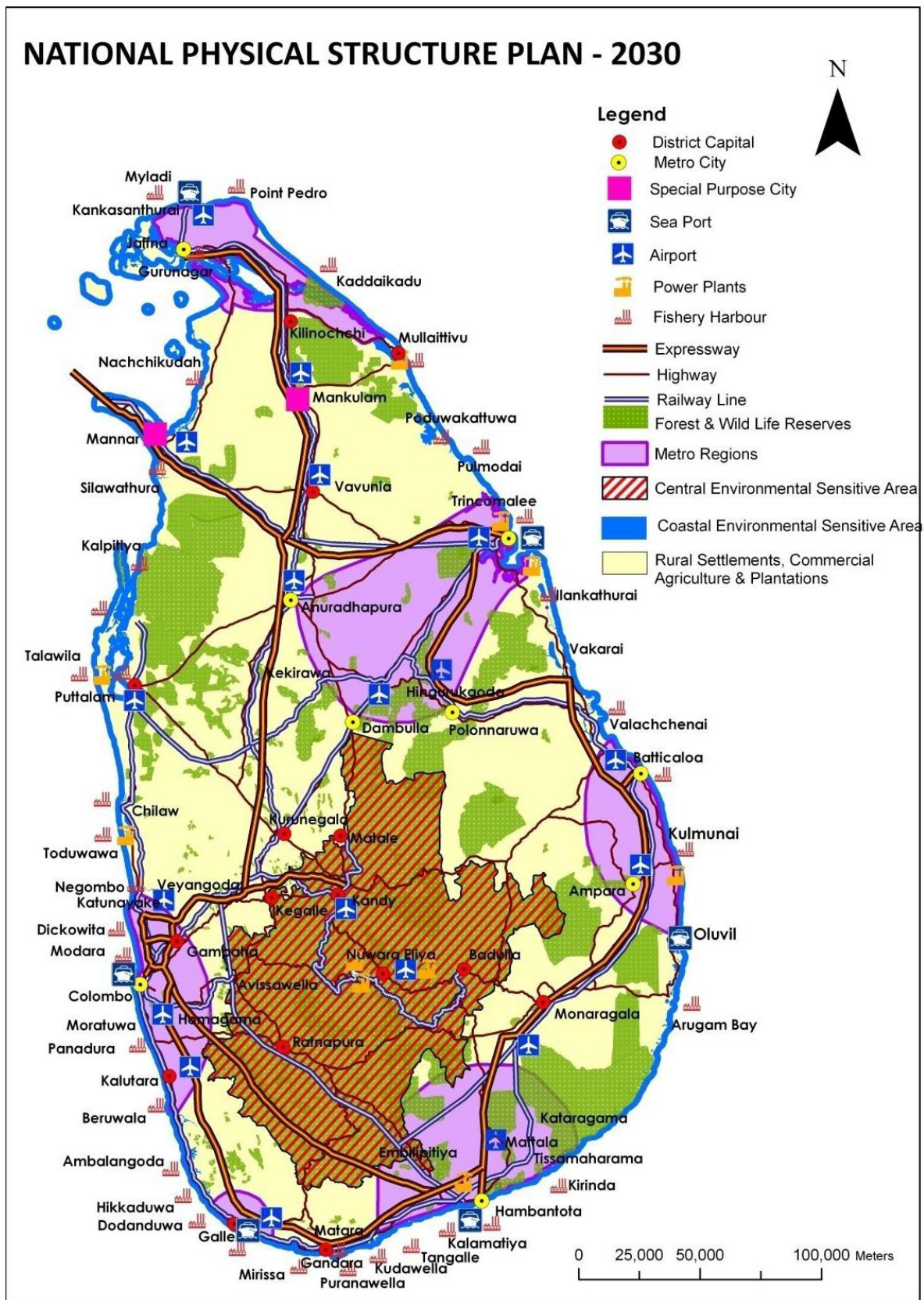
Through the National Physical Plan, Wellawaya city has been recognized as a second order city in Uva province and as a third order city nationally. According to the Uva Regional Development Plan 2010-2030, the Wellawaya area has been identified as a region suitable for commercial, agricultural development and eco-tourism industry, and this development plan has also focused on it.

Map No. 1.2 Location of Wellwaya Divisional Secretariat Division



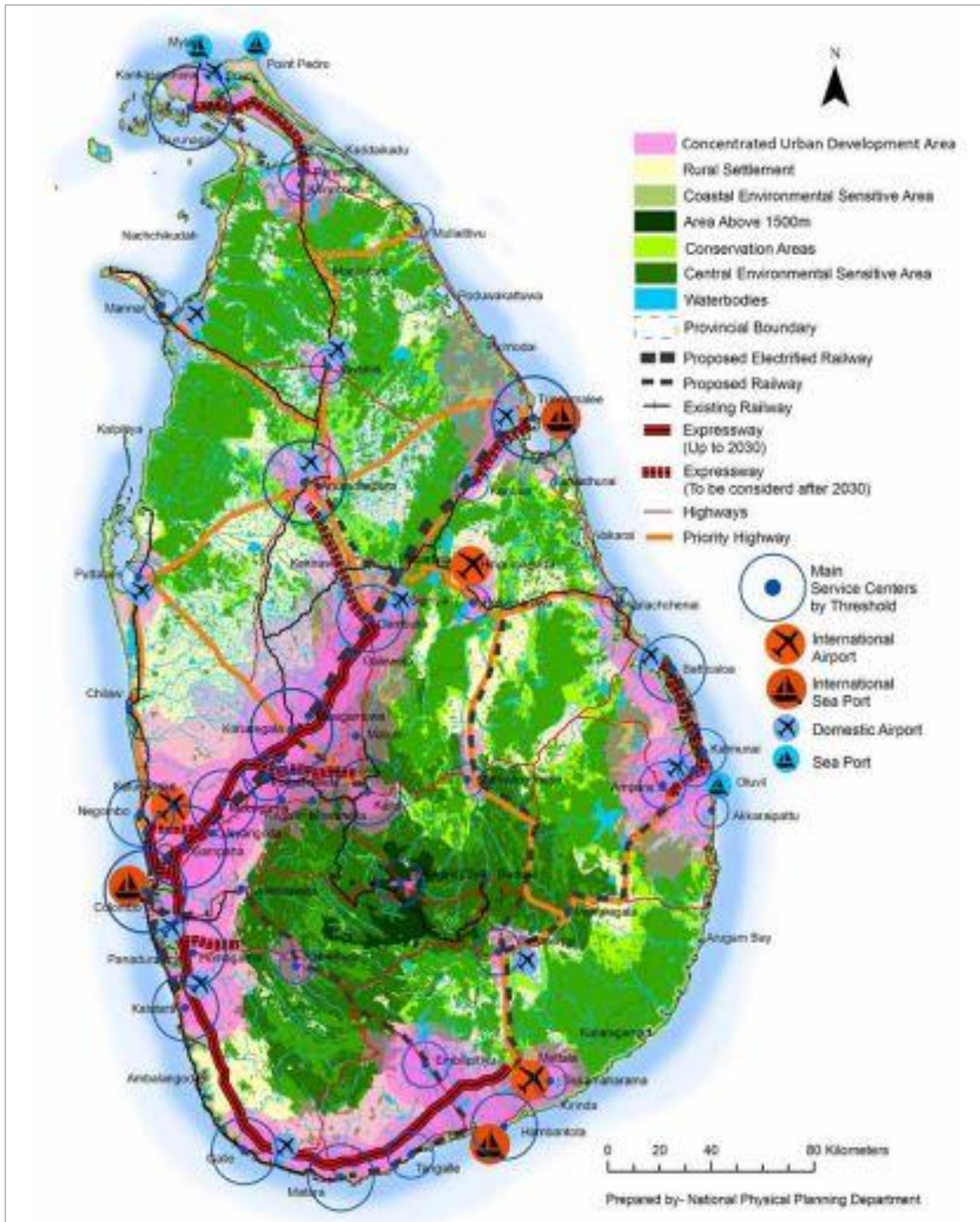
Source : Uva Provincial Office, Urban Development Authority, 2023

Map No. 1.3 : National Physical Plan 2030



Source : National Physical Planning Department, 2022

Map No. 1.4 : National Physical Plan 2017-2050



Source : National Physical Planning Department, 2022

The strategic planning approach focuses on the development as a residential town, an eco-friendly industrial town linked with commercial agriculture and service town and a tourism service hub. Further it is expected to have an environmentally friendly city development while protecting the natural ecosystem of the area.

It is expected to meet the needs of residents, economic, physical and social development of the area, and to manage and conserve the ecosystem while maintaining sustainable environmental development..

The proposed service plan will provide the service needs for the urban community and residents in the vicinity of the main town of Wellawaya and the other 04 small towns of Hadapanagala, Ethiliwewa, Kuda Oya and Balaharuwa.

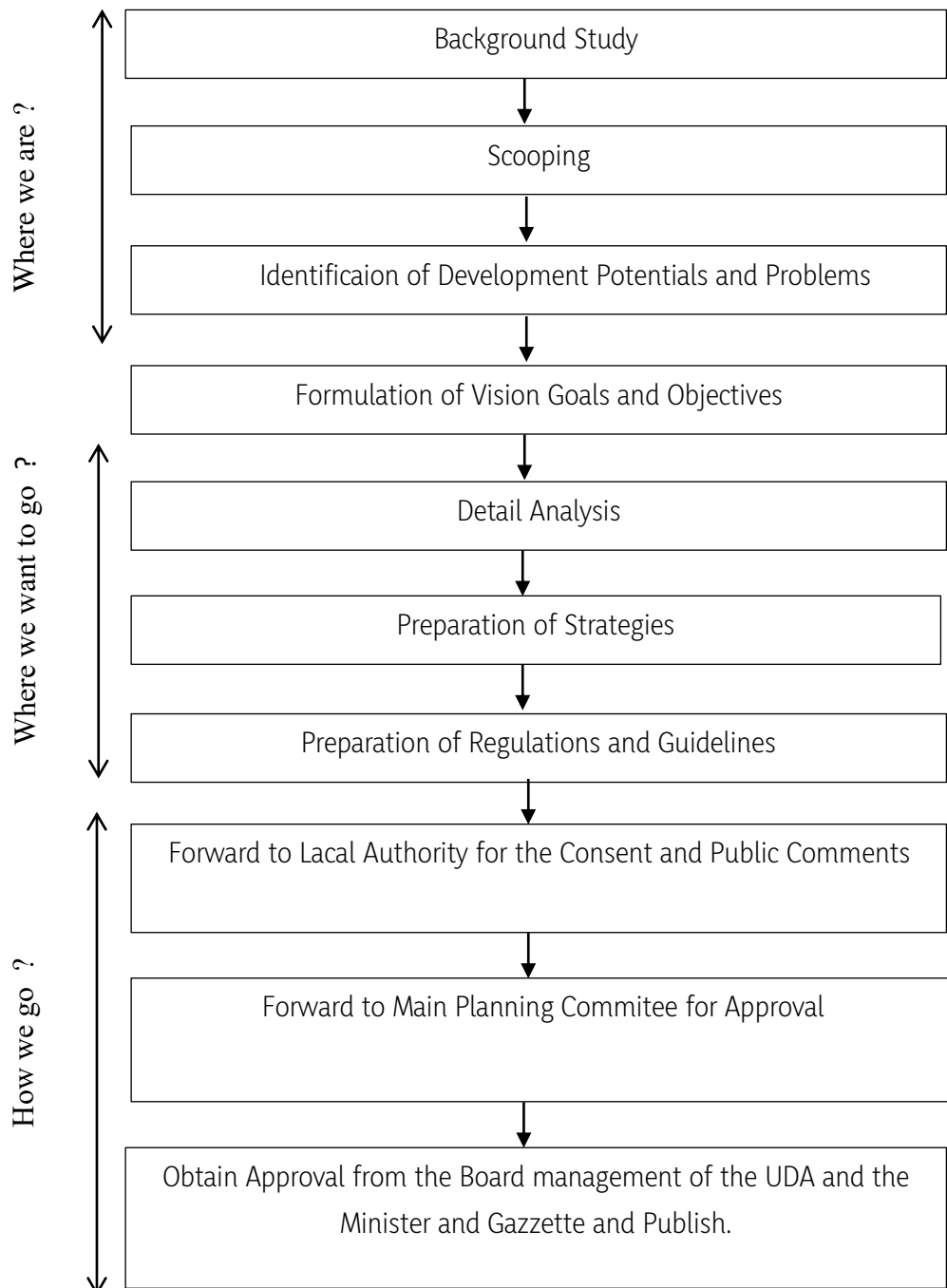
The proposed economic plan and the infrastructure development strategic plan will enhance and provide land, water, electricity and other physical infrastructure facilities that are required for economic development and industrial promotion. Also, through the environmental conservation and management plan, the natural disasters of the area are properly controlled and the Wellawaya area is developed as a livable city by creating a blue green sensitive ecosystem.

Through this development plan, the entire urban development area of Wellawaya has been covered, and through the overall strategic plans, it is expected to create a develop prosperous agricultural service and manufacturing city consisting necessary infrastructure facilities with stable economic, environment friendly environment, using the potential of the region effectively by the year 2033.

1.4. Planning Process

The following steps have been taken for the preparation of the Wellwaya Town Development Plan. The process is summarized as in Figure O1.

Figure No. 1.1 Planning Process



Source: Planning Team, Urban Development Authority, 2022

i. Background Study

The relevant study area has been identified to prepare the Wellawaya development plan as the initial phase. Moreover, a comprehensive understanding of the physical, economic, environmental and social sectors of Wellawaya area was taken through data obtained from the primary and secondary data. Also, information on population, housing, employment, infrastructure, topography, land use patterns, archaeological and cultural values and environmental conditions were studied, and trends related to those sectors were studied.

ii. Identification of Scope and Limitation

The National Physical Plan, the Uva Regional Structure Plan, the national and international importance and relations of the local and province of Wellawaya and the government's policies related to this area have been considered in addition to the study of primary and secondary data in order to identify the scope and limitations of the development plan. The objectives expected to be achieved have been identified through the development plan prepared for the currently declared urban area of 491.1 square km for the period of 2023-2033.

iii. Identification of Problems and Potentials

Among the problems related to the area, the specific and major problems which were disturb to the smooth functioning of the city have been identified through field surveys and analytical methods within the study of the background information related to the Wellawaya development plan. For the situational analysis, problems and opportunities were identified from the perspective of the planners and from the perspective of the stakeholders of the area. In addition, the NVIVO analysis was also used to analyze the issues and potentials of the area, and related information was obtained from governmental and non-governmental organizations and the stakeholder meeting held on March 05, 2020.

iv. Formulation of Vision, Goals and Objectives

The vision was determined as per the direction in which the Wellawaya area should be developed. Also, the future vision for the development of Wellawaya city has been prepared through the balance of the physical, economic, social and environmental aspects, while avoiding the existing problems in the area by using the development potentials in the area, and the goals and objectives have been prepared in order to achieve the Vision.

v. Detail Analysis

The vision for the development of Wellawaya city and the goals and objectives to achieve that vision, have been formulated based on the detail analysis of strengths, weaknesses .

vi. Formulation Objectives and Strategies

It was explained how the identified strategies and development potentials to achieve the decided goals should be achieved within a specific time frame and thus the vision should be achieved through achieving the problems in the area in a more constructive way.

In the preparation of this strategic plan, the strategies for the goals and objectives developed to implement the vision created to preserve the identity of the Wellawaya area are as follows.

1. Composite Plan
2. Land and building Development Strategy
3. Physical and Social Infrastructure Development Strategy
4. Economic Development Strategy
5. Sustainable Environmental development Strategy
6. Zoning Plan
7. Implementation Plan

vii. Preparation of Planning Regulations and Guidelines

The rules and regulations required for the enforcement of the development plan, as well as the rules and regulations related to land use, and the legal framework required to achieve the vision of the development plan, have been prepared.

viii. Consent of the Local Authority

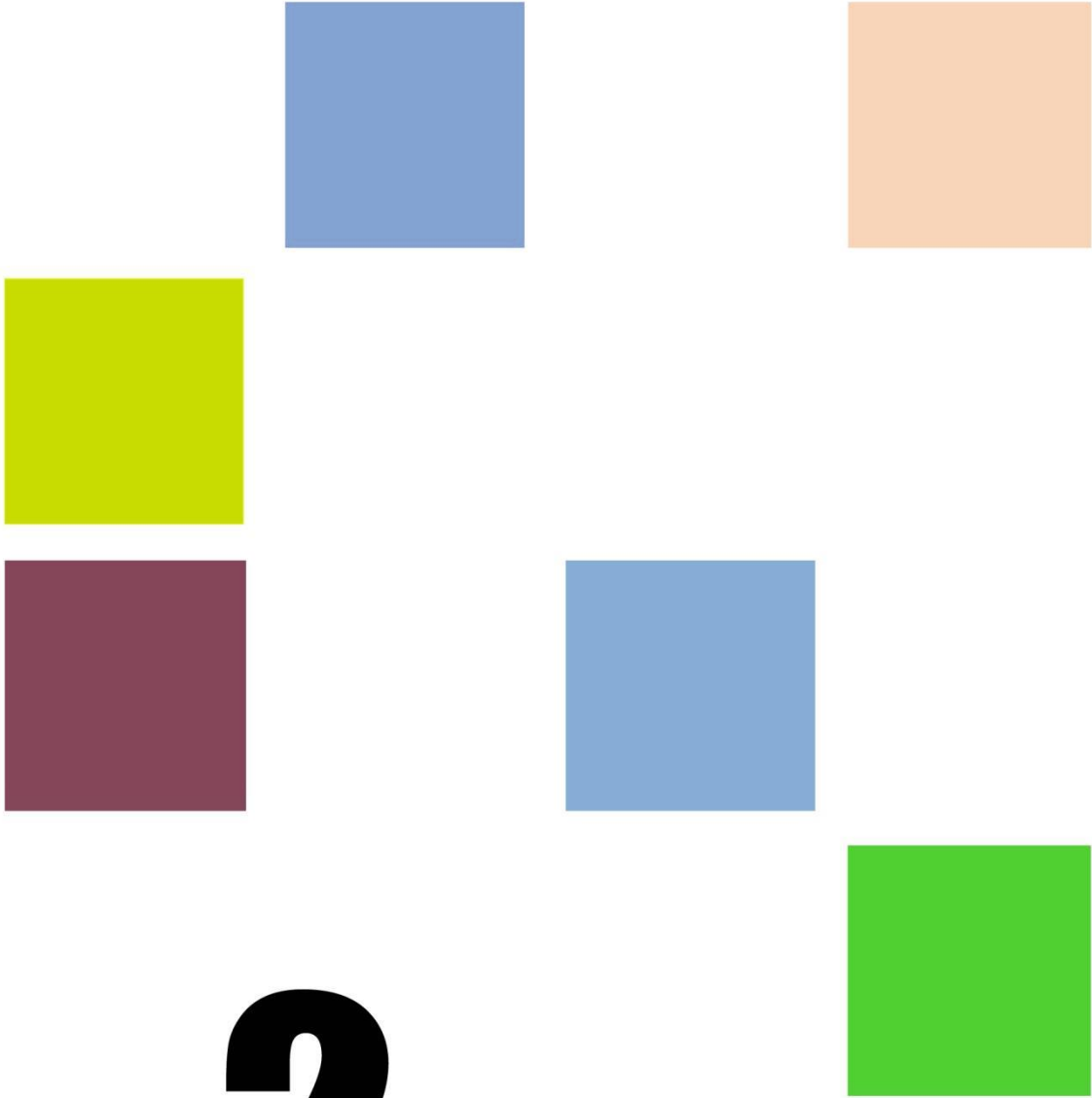
After preparing the development plans, the comments and suggestions of the public who are in accordance with the plan were obtained, and according to the public comments and the suggestions of the Local Authority, the necessary amendments were made in the plan.

ix. Forward the Development Plan to the Main Planning Committee

According to the comments and suggestions of the Local Authority, the revised development plan has been submitted to the Main Planning Committee of the Urban Development Authority for further corrections, comments and suggestions.

x. Approval and Publish

As per the comments given by the Main Planning Committee of the Urban Development Authority complete the report and forward to the Board Management of the Urban Development Authority and Minister in charge for the approval and publish by the Gazette notification.



2

Chapter
Preliminary Surveys

Chapter Two

Preliminary Study

2.1. Study Area

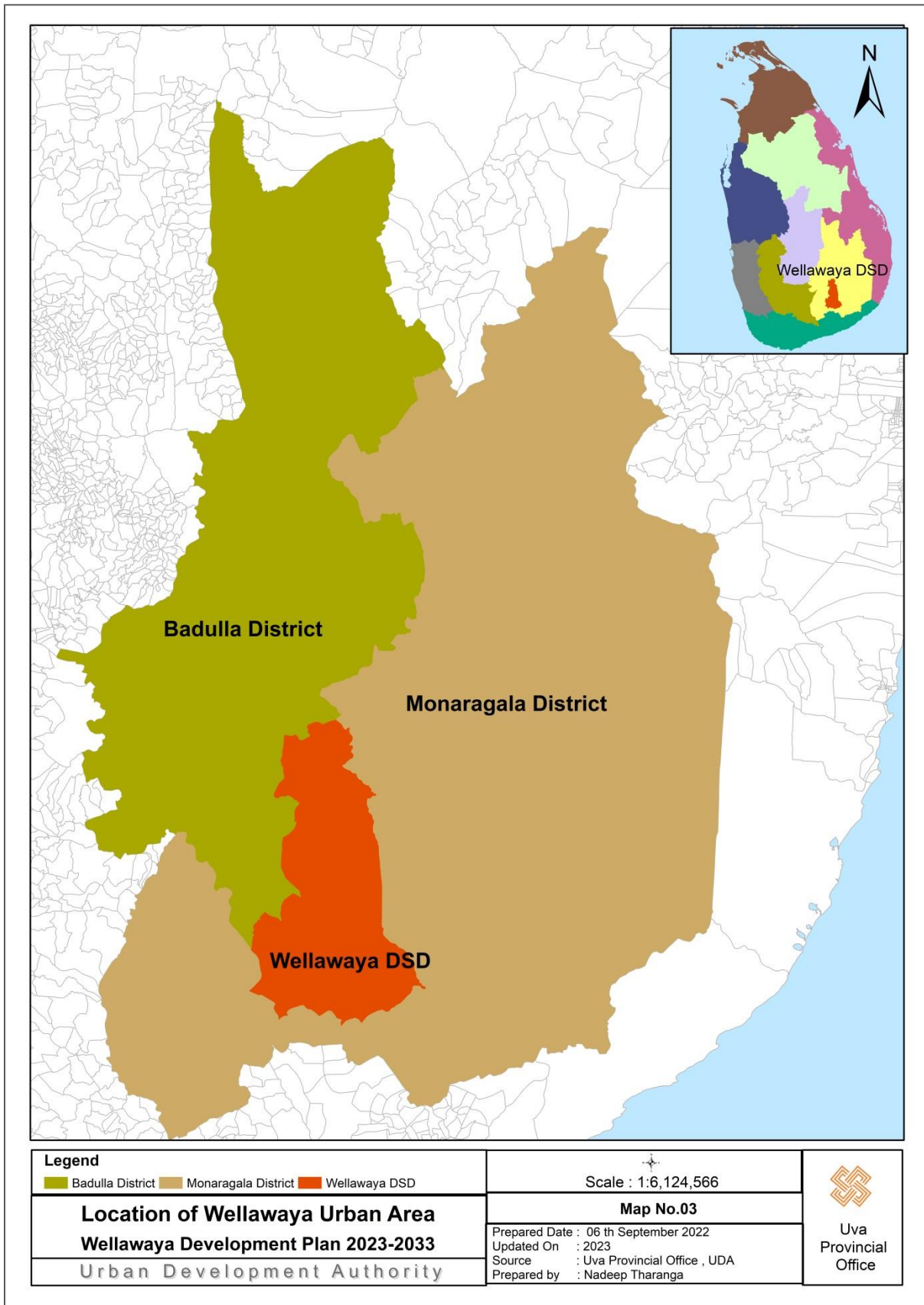
The Wellawaya urban area is located in Monaragala district of Uva province, which is important in terms of agriculture, archeology and tourism sectors. Tourist attractions such as Vehera Viharas, self-sustainable paddy fields, blue green mountain ranges, waterfalls like Ellawala and Visari falls, national parks like Hadapanagala and Lunugamwehera are located within the area, make people happy. The Wellawaya Divisional Secretariat are is consist of 577 square kilometers or 57,000 hectares and the area of 491.1 square kilometers (49,110 hectares) included to the Wellawaya Town Development Plan.

This region with a 29 Grama Niladhari Divisions is located between 6° 26' 45" 6° 26'50 North latitude and 81° 01'0" to 81° 14'30" East longitude. In terms of location, it is bordered by Badalkumbura Divisional Secretariat Division and Ella Divisional Secretariat Division in Badulla District in the North, Buttala Divisional Secretariat Division in the East, Thanamalvila Divisional Secretariat Division in the South and Haldummulla Divisional Secretariat Division in the West. And this area is covered by 1:50000 metric maps of Buttala, Badulla, Haputale, Kataragama and Thibolaketiya. This region belongs to the Wellawaya Pradeshiya Sabha and the Wellawaya Constituency.

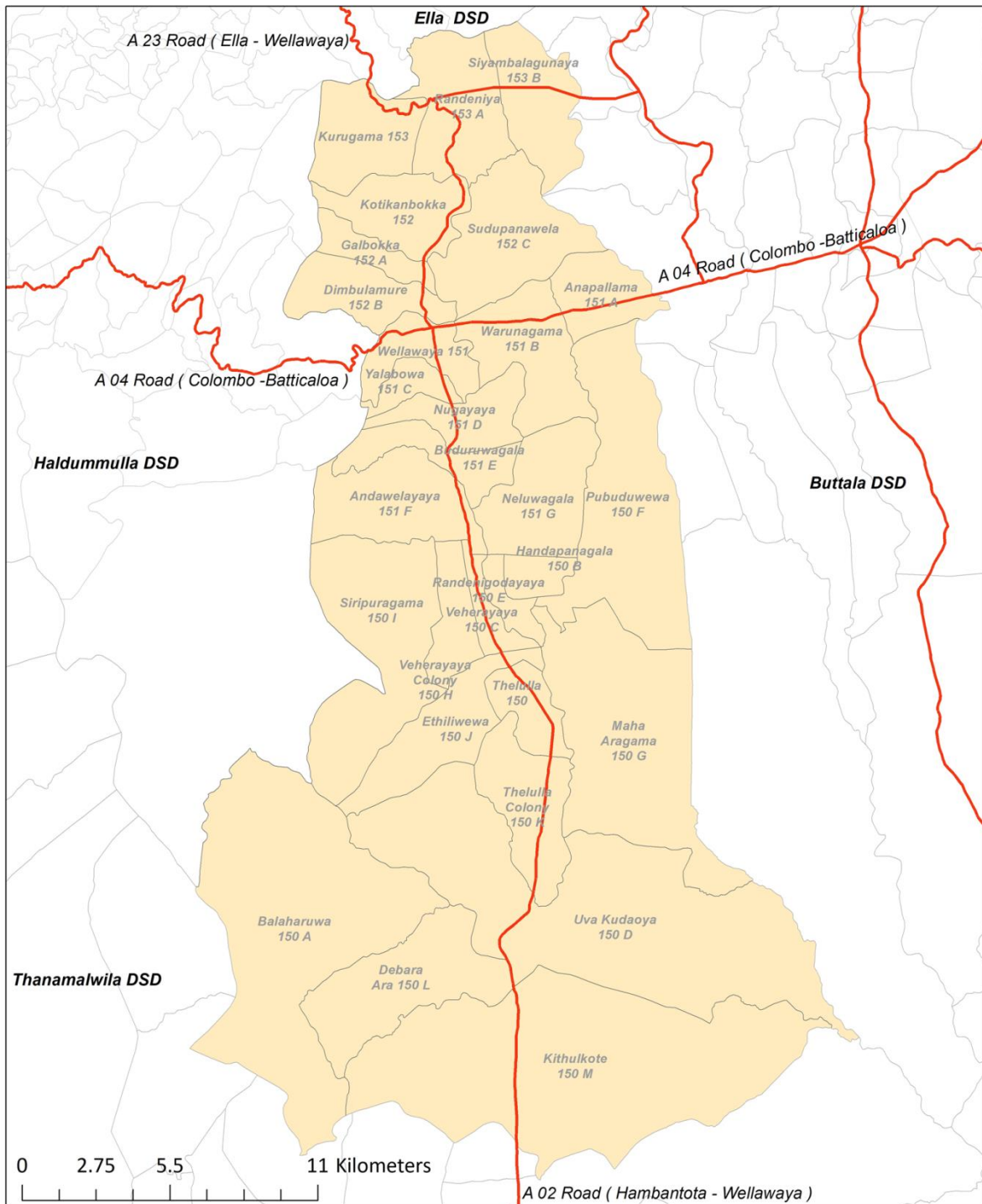
Wellawaya town is located at 223 km. from Colombo, 158 km from Kandy, 79 km from Hambantota. It can be reached the Wellawaya town via A 04 road from Colombo, through Ratnapura, Balangoda, Beragala and via A 02 road from Hambantota through Thanamalvila. (Map 2.1 - location of Wellawaya town).





This city is located at a height of about 190 meters above sea level and belongs to the dry zone and the mountainous wet zone. The annual average temperature is about 25 C° -33 C° and the annual rainfall is about 1500 - 2500 mm. with a dry and temperate climate.

Map No.2.1 Location of Wellawaya Urban Area



Map No. 2.2. Road Map -Access to Wellwaya



| | | |
|--|--|--|
| Legend  Wellwaya DSD area  Road Network |  1:126,315 |  Uva Provincial Office |
| | Map No. 03/01 Prepared Date : 06 th of September 2022 Updated On : 2023 Source : Uva Provincial office , UDA Prepared By : Nadeep Tharanga | |
| Main Access Road Map Wellwaya Development Plan 2023-2033 | | |
| Urban Development Authority | | |

Source: Uva Provincial Office, Urban Development Authority, 2022

2.2. Delineation of Planning Boundary

2.2.1. Introduction

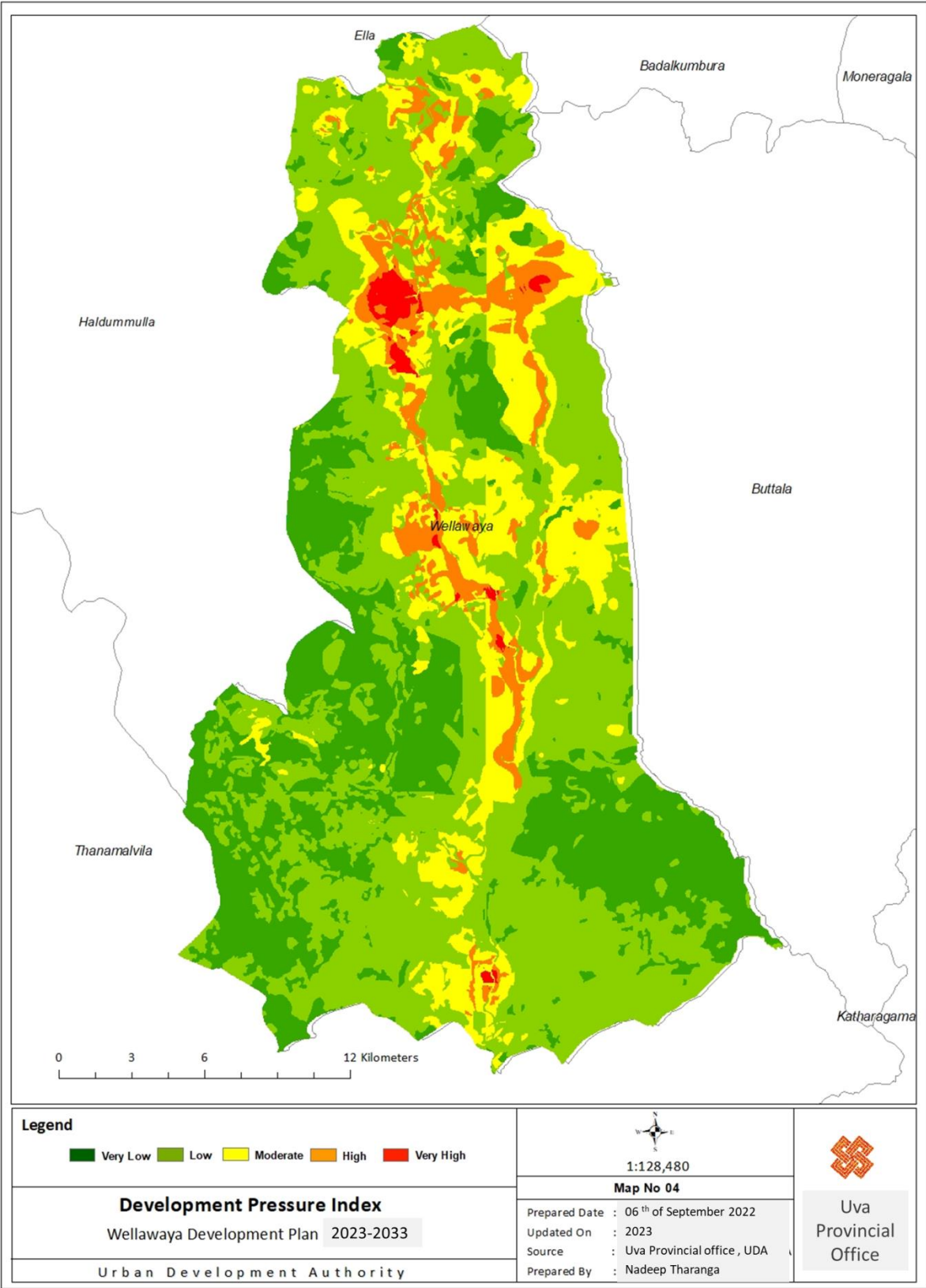
The physical background, social background, economic background and environmental aspects of the area are considered to determine the planning boundary. The most appropriate planning area is determined for the next ten years as per the importance of nationally, provincially, regionally and in accordance with the urban hierarchy. Planning boundaries were determined by considering the area identified through these three methods. After overlapping the areas identified by these three methods, the common area was selected as the planning area for the Wellawaya Town Development Plan 2023-2033.

- i. Functional Boundary
- ii. Geographical Boundary
- iii. Administrative Boundary

2.2.2. Functional Boundary

The Wellawaya urban area is created with a main urban center and three other sub centers, and Wellawaya town, Hadapanagala Sub center, Ataliwewa Sub center and Kuda Oya sun center are urbanizing very rapidly. Also, the Wellawaya Tanamalwila main road, Wellawaya-Buttala main road and Ella-Wellawaya main road can be seen very rapid urbanization growth from the city center. Considering this situation, various studies were conducted to determine the functional boundary of the city. Those are, development pressure analysis, road connectivity analysis, livability analysis, settlement pattern, land use pattern and land value of the area are among them. The study reveals that development pressure has spread beyond the city limits. According to the information obtained from the analysis and studies, it is clear that the functional boundary of the city spans over the area. Areas with more development pressure were used as the functional boundary, and the environmentally sensitive zones of the area and the zones with low development pressure were excluded from the functional boundary.

Map No. 2.3 Development Pressure Analysis



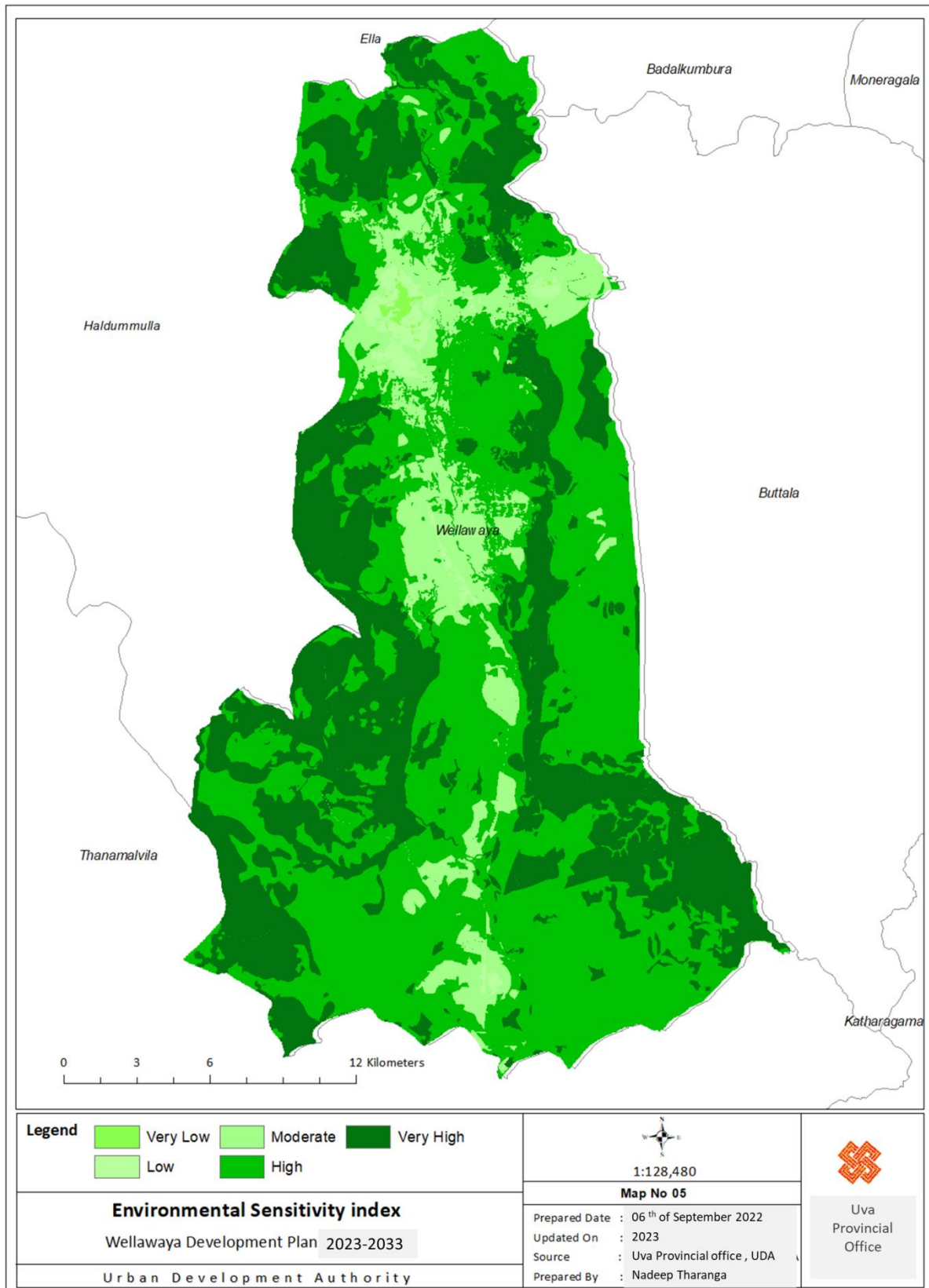
2.2.3. Geographical Boundary

The planning boundary has been determined by considering the Geographical location, drainage pattern, vegetation pattern and environmental sensitivity analysis of the area. The Bogahapatana mountain range to the North, the Tunkamhela mountain range to the East, the boundary of the Lunugamwehera National Forest Park and the Kuda Oya watershed to the South, and the Bibile Hela and Nikapitiya mountain ranges to the West were identified as boundaries in naturally formed. Ecologically sensitive areas have been included to the geographical boundaries in order to protect ecologically sensitive areas.

2.2.4. Administrative Boundary

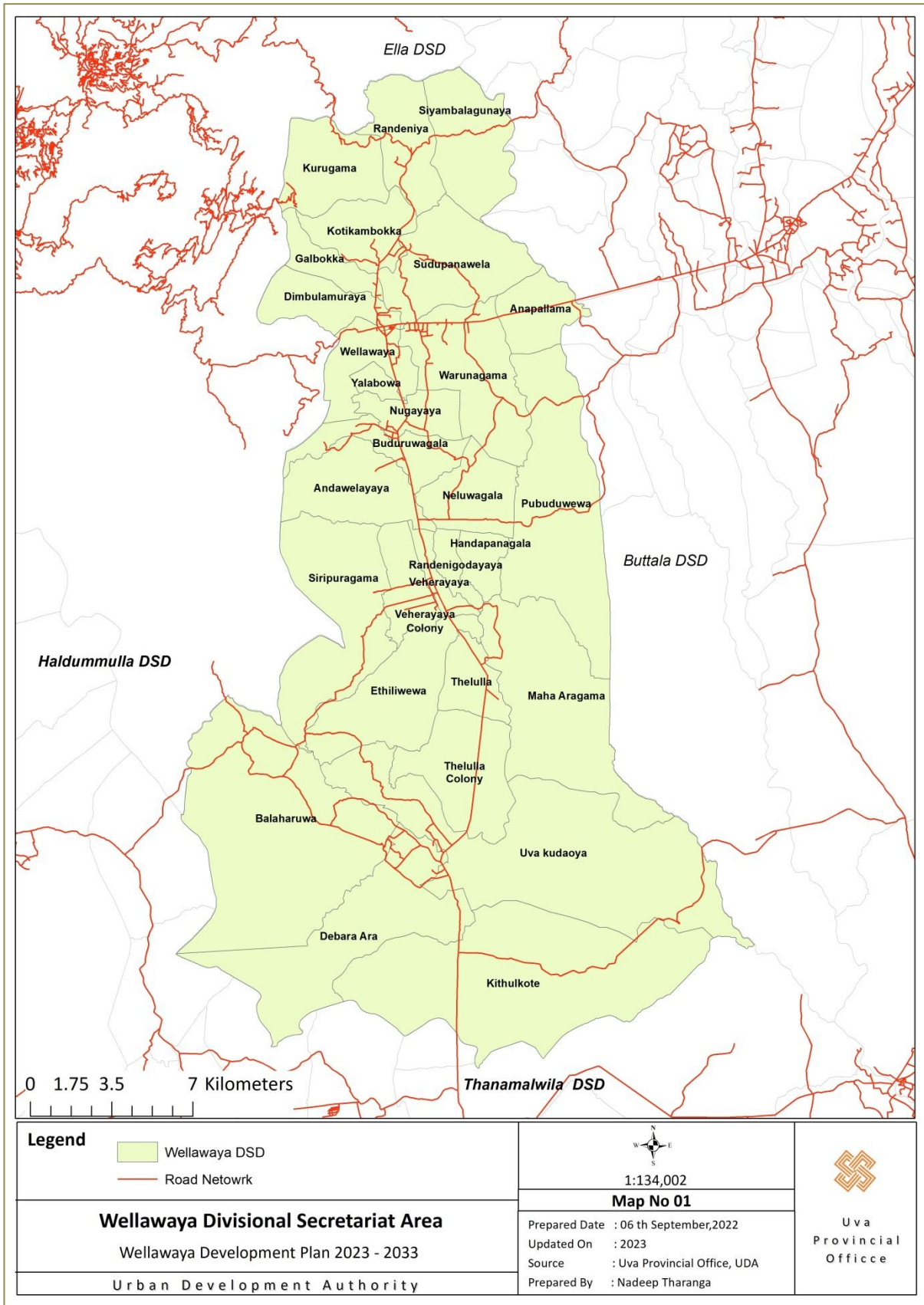
Wellawaya divisional secretariat area consists with 29 Grama Niladhari Divisions and 148 villages. The urban characteristics can be seen only in a very limited Grama Niladhari Divisions of the area. The entire divisional secretariat was identified as the administrative boundary for this development plan.

Map No.2.4. Environmental Sensitive Area – Study Area



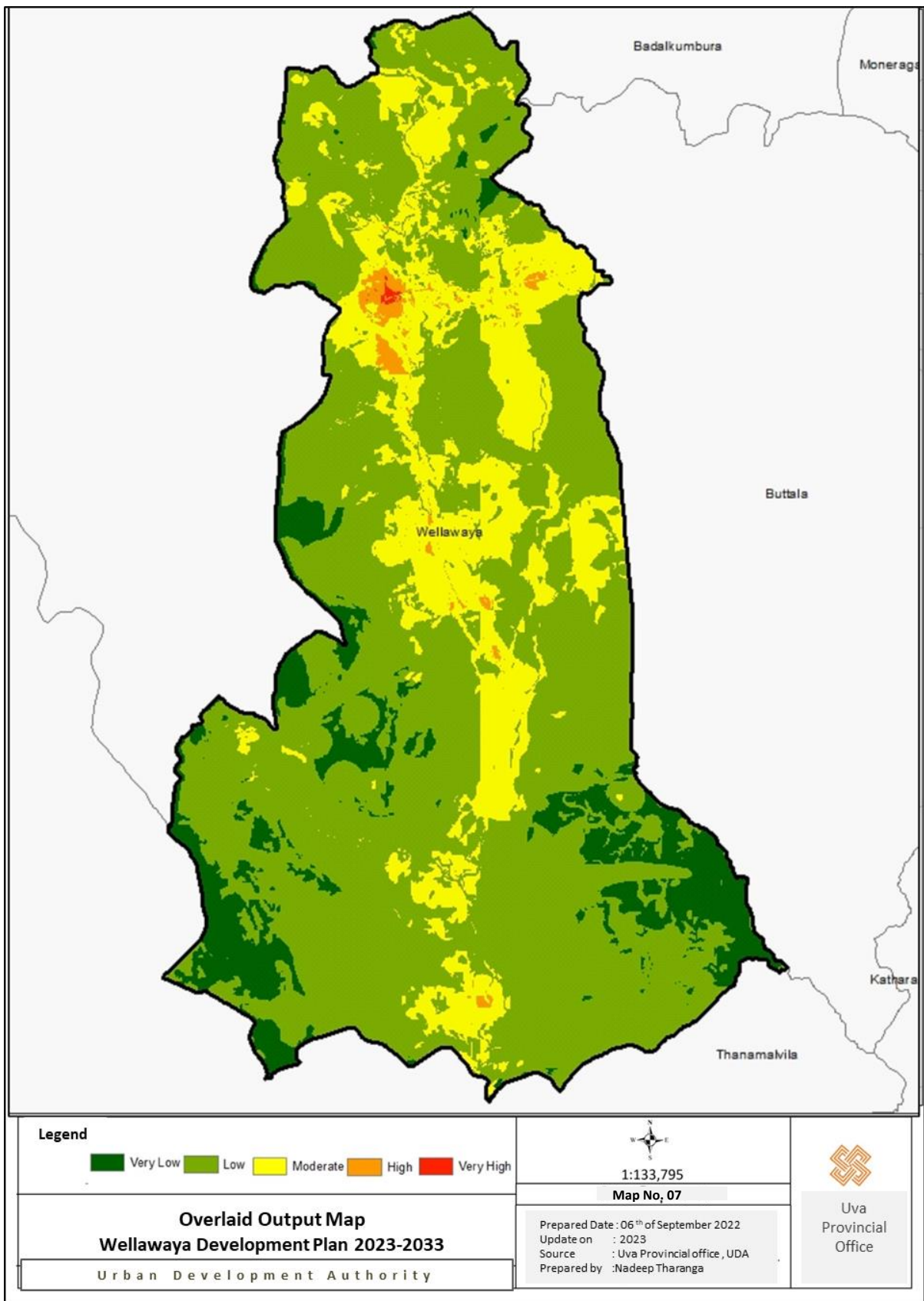
Source: Uva Provincial Office, Urban Development Authority, 2022

Map No. 2.5. Administrative Boundary – Study Area



Source: Uva Provincial Office, Urban Development Authority, 2022

Map No.2.6. Overlap Map of the Study Area

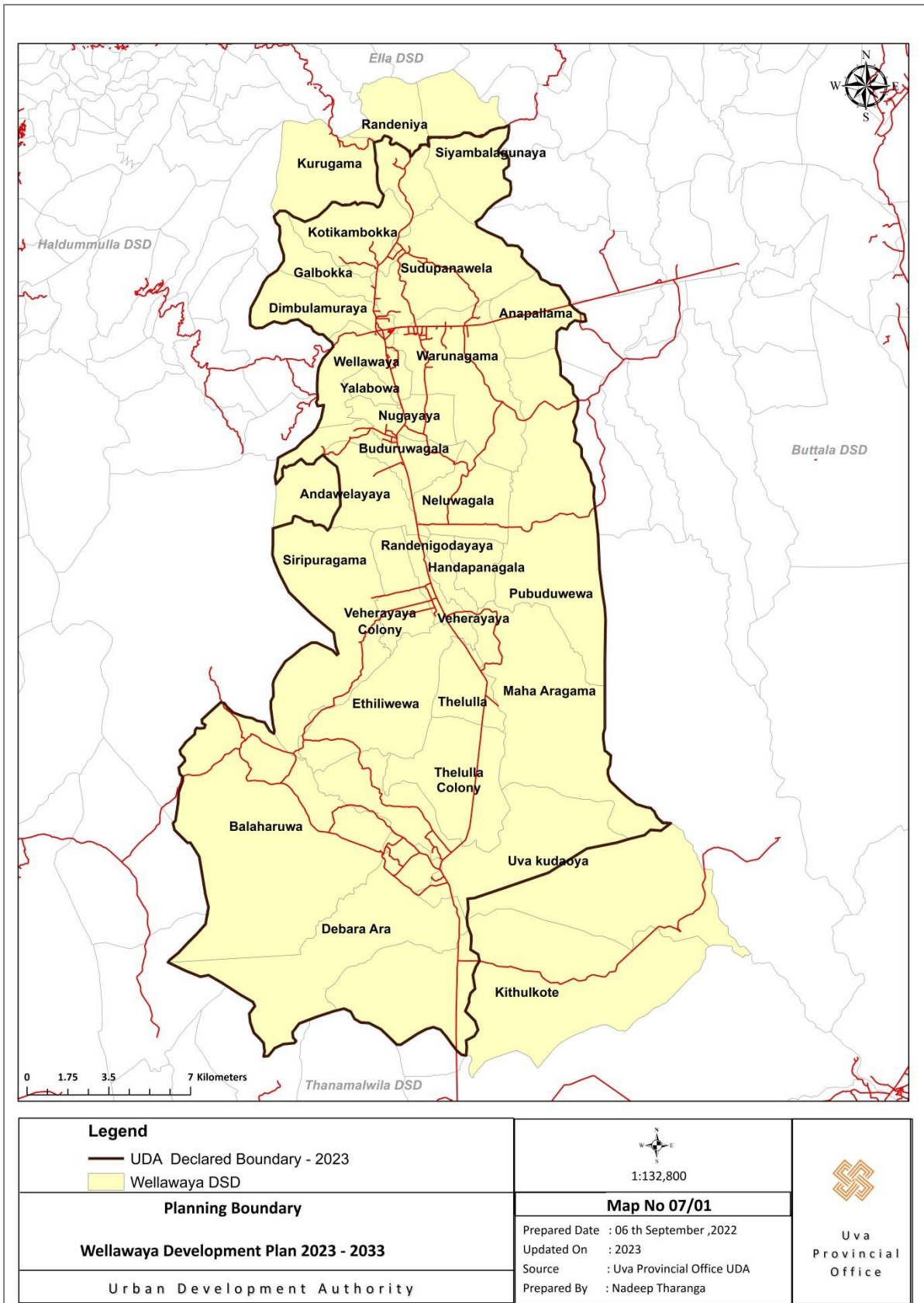


Source: Uva Provincial Office, Urban Development Authority, 2022

2.2.5. Planning Boundary

It has been observed through the analysis that there is a trend for commercial, industrial, agricultural and residential developments within the Wellawaya town and surrounding areas. However, when considering the “Development Pressure Analysis” it has been observed that the development activities of the city are taking place without a proper plan and enforcement mechanism. Therefore, it is essential to determine grama Niladhari Divisions nearby city and surrounding Grama Niladhari Divisions as the planning area to establish a formal enforcement mechanism, in order to make a safe and sustainable developed city while protecting the ecologically sensitive zones. Also, the planning boundary should be determined to make provisions for the developments proposed nationally and regionally. Accordingly, the declared urban area has been determined as a planning area for the Wellawaya area. The planning area comprises 491.1 square kilometers including 23 Grama Niladhari Divisions in total and 05 Grama Niladhari Divisions in parts.

Map No. 2.7. Planning Boundary – Wellwaya Urban Area



Source: Uva Provincial Office, Urban Development Authority, 2022

2.3. Planning and Situational Context

The Uva Wellassa Koralaya, which has a rich history, belongs to the Ata Dahas Rata region of the Ruhunu Rata, among the three regions of Ruhunu, Pihiti and Maya, which divided Sri Lanka in the past. The history of this area with the historical value goes back to the time when the Aryans came, and it is clear from historical sources that the settlements established surrounding Kiridioya and engaged in agriculture.

There is preliminary evidence that the settlement took place by constructing residences in the vicinity of Kirindi Oya around the 6th century B.C. Also, there are evidence that it was a territory of King Ravana and a center where military equipment was prepared for war. Evidence has been found that the Randeniya war between the Sinhala Upland rulers and the Portuguese started area called Randeniya near the town of Wellawaya around the year 1630. Also, the area around the town of Wellawaya can be identified as one of the strong military centers of the Uva Wellassa Rebellion of 1818. Also, the temples, tank embankments, agricultural lands and residences were renovated in the area.

Figure No. 2.1 Buduruwagala Stone Statue and Randeniya Monument



Source: Field observations, 2022

When considering the evolution of the Wellawaya the way in which the name of Wellawaya was born, is as follows,

වැල්ලේ + ලේ වැටුණු තැන = වැල්ලව්ව

There are different views about the birth of the village named Wellawaya. One view is that the place where the sand is located just like the salt mine or Lewaya was known as Wellawaya. In other legends, the origin of the village name Wella is due to the fact that Wella was wet with blood, so Welle - Lewaya was later known as Wellawaya. And according to the cliffs, rocks, rivers

and climate in this area have been given a lot of help for the natural beauty and independence of Wellawaya Koralaya.

Since Uva Province is located near the sea from the seven divisions that were divided in the beginning and because there are few sandhills in this part, it is said that a large village that touches the sea breeze (Wellewayuva) has been used for a long time. At that time, the place, which was a big sand port, was known as Weli + Varaya - Wellawaya.

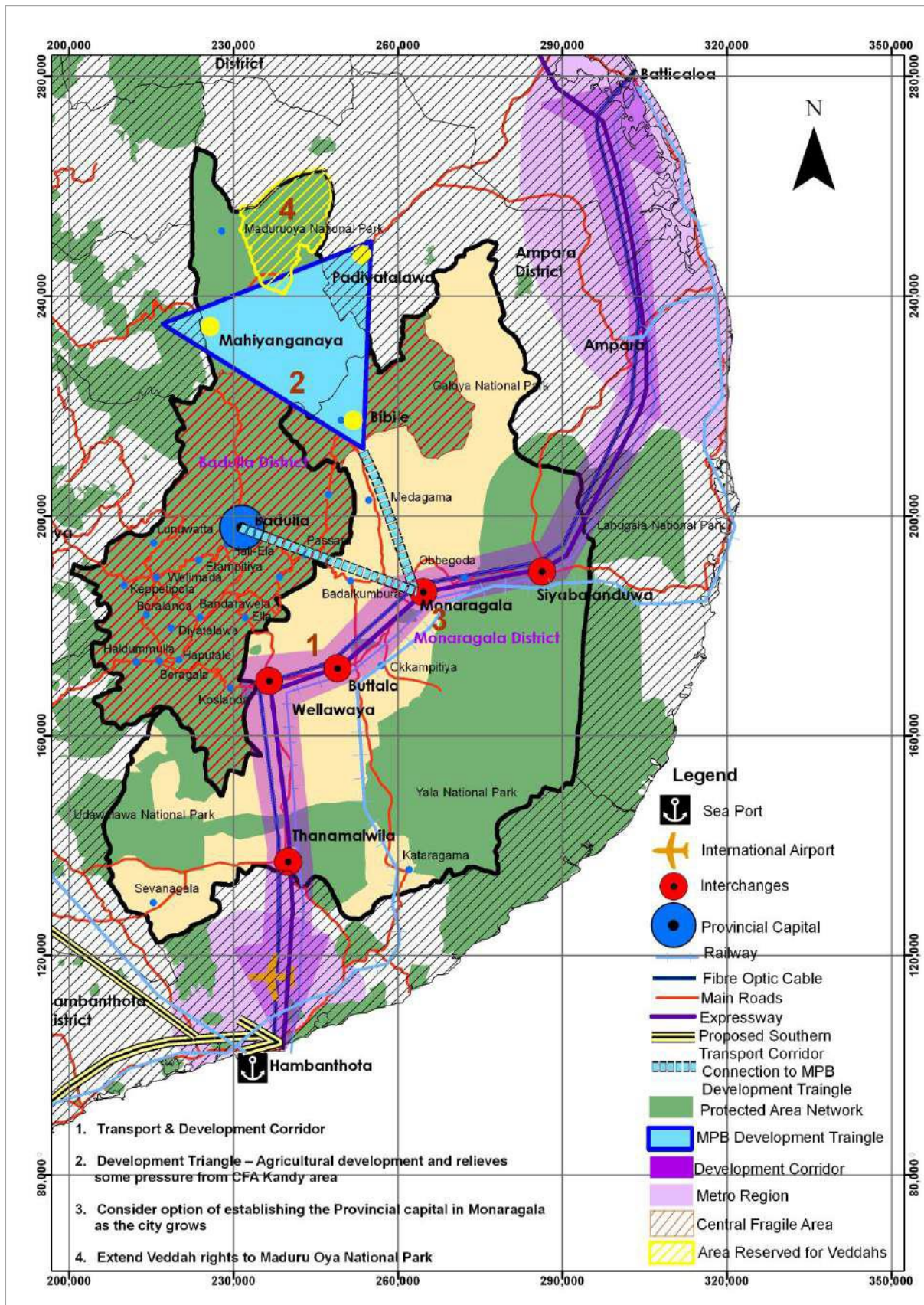
With the gradually expanding the Wellawaya area with the British rule, the city has become a wide city with a wide road system and settlement.

Under the Kataragama Gam Udawa Development Plan in 1987 and the Buttala Gam Udawa Development Plan of 1992, a great contribution has been made to the development of the infrastructure system in the area. In 1987, with the establishment of Ceylon Transport Board (Wellawaya Depot), have provided their service by using about 10 buses. With the expansion of the city, 98 daily routes are operating and 69 public buses and over 100 private buses have come together to provide service covering the entire island. Accordingly, the function of the city has grown.

The Wellawaya city became a live city due to the establishment of Wellawaya Base Hospital, Divisional Secretariat, Pradeshiya Sabha, Irrigation Office, Malwattawala College and other government institutions. At present, as a result of the above activities, the Wellawaya area has developed as the main city center and Atalivewa and Kuda Oya developed as sub-city centers with separate characteristics.

According to the Uva Provincial Development Plan of the National Physical Plan, the Wellawaya area is included in the development network zone. According to the urban hierarchy of Uva Province, Wellawaya is a second order city, and since Siambalanduwa, Monaragala, Buttala, Wellawaya and Thanamalvila have been identified as the main interchange cities of the proposed development axis connecting Hambantota - Batticaloa cities. Wellawaya is located in this development axis which is a development potential for the area. Also, since the towns of Kataragama, Buttala, Moneragala and Siambalanduwa have been identified as the main stops of the proposed railway line connecting Hambantota - Batticaloa, the fact that Wellawaya town is very close to those cities is also a development potential of Wellawaya area. Furthermore, it is unique that proposals have been submitted according to the Uva Provincial Regional Plan for the development of commercial agriculture and the promotion of the eco-tourism industry in the area.

Map No. 2.8. Zoning plan – UVA Region 2010-2030



The overall policy framework for the physical development of Sri Lanka and the Strategic National Physical Plan for the period 2017-2050 have been prepared in accordance with the powers and functions assigned to the national Physical Planning Department under the Sections 5A and 5B of the Town and Country Planning Ordinance by Act No. 13 of 1946 and as amended No. 49 of 2000.

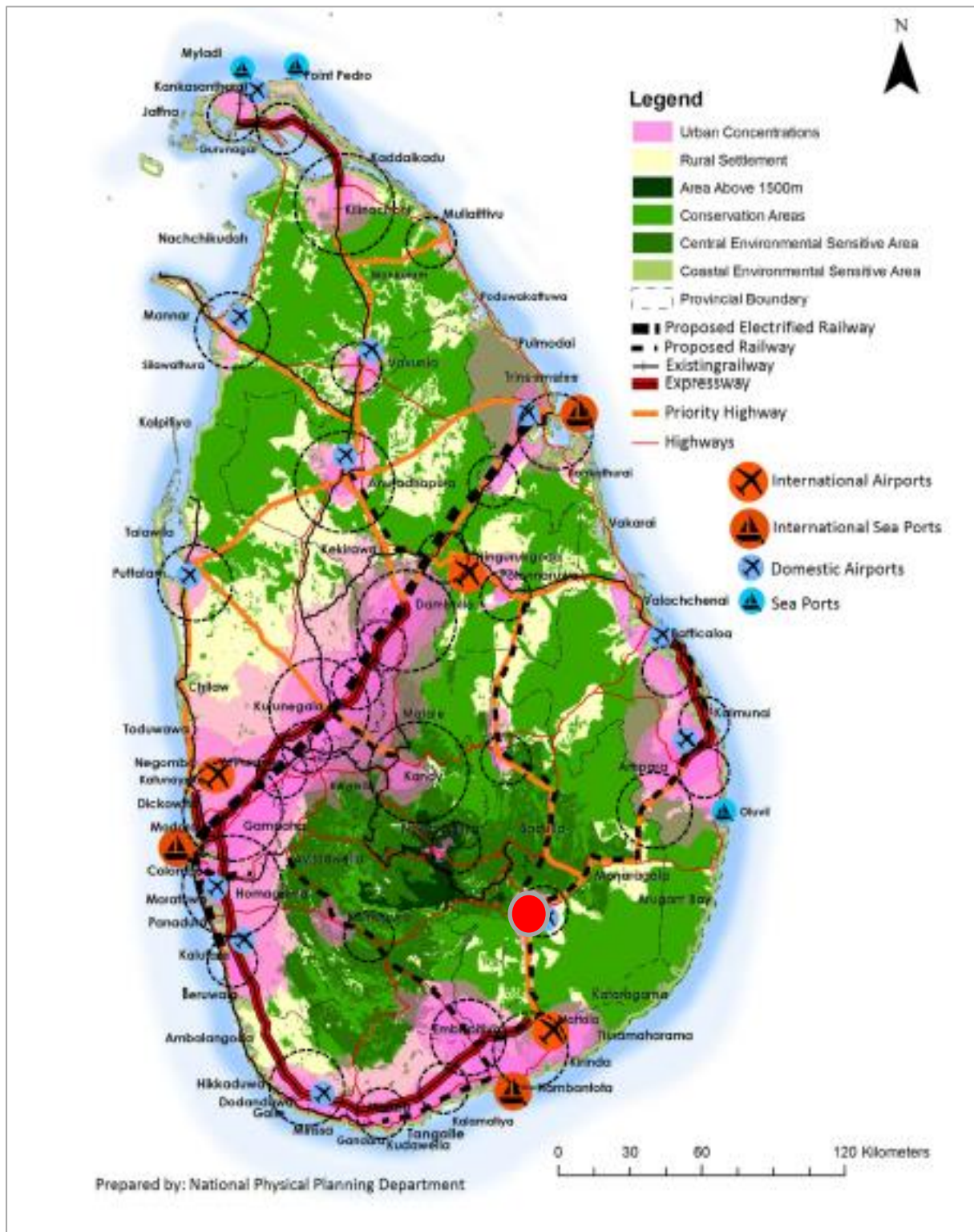
According to this framework, Wellawaya city has also been identified as one of the 09 major cities proposed to be developed out of the 04 urban networks that have been identified as suitable for initial investment to cover the entire country in the future, being close to the main population center of Hambantota. Also, the Wellawaya city has great potential in developing the transport network proposed in the National Plan Policy of Sri Lanka.

The proposed Mattala - Batticaloa Priority Road is also going to be extended to connect the towns of Thanamalvila, Wellawaya, Buttala, Monaragala and Ampara and Wellawaya is a city directly connected to the proposed priority road network. Also, the proposed Beliatta - Batticaloa railway line is going to be expanded connecting the cities of Hambantota, Wellawaya, Moneragala, Ampara and passing through the Wellawaya town is unique.

Also, according to the proposed National Physical Plan, it has been proposed to develop the cities of Mannar, Mulathiv, Vavuniya, Puttalam, Polonnaruwa, Nuwara Eliya, Ratnapura, Mahiyangana and Wellawaya as 09 independent urban areas with a population varying between 100,000-200,000. Wellawaya, which proposed as a major city, has been proposed to develop as an area with a population density exceeding 5000 per square kilometer. And also proposed to develop as a high-level service delivery center with relatively large economic activities, urban facilities and a concentrated residential population.

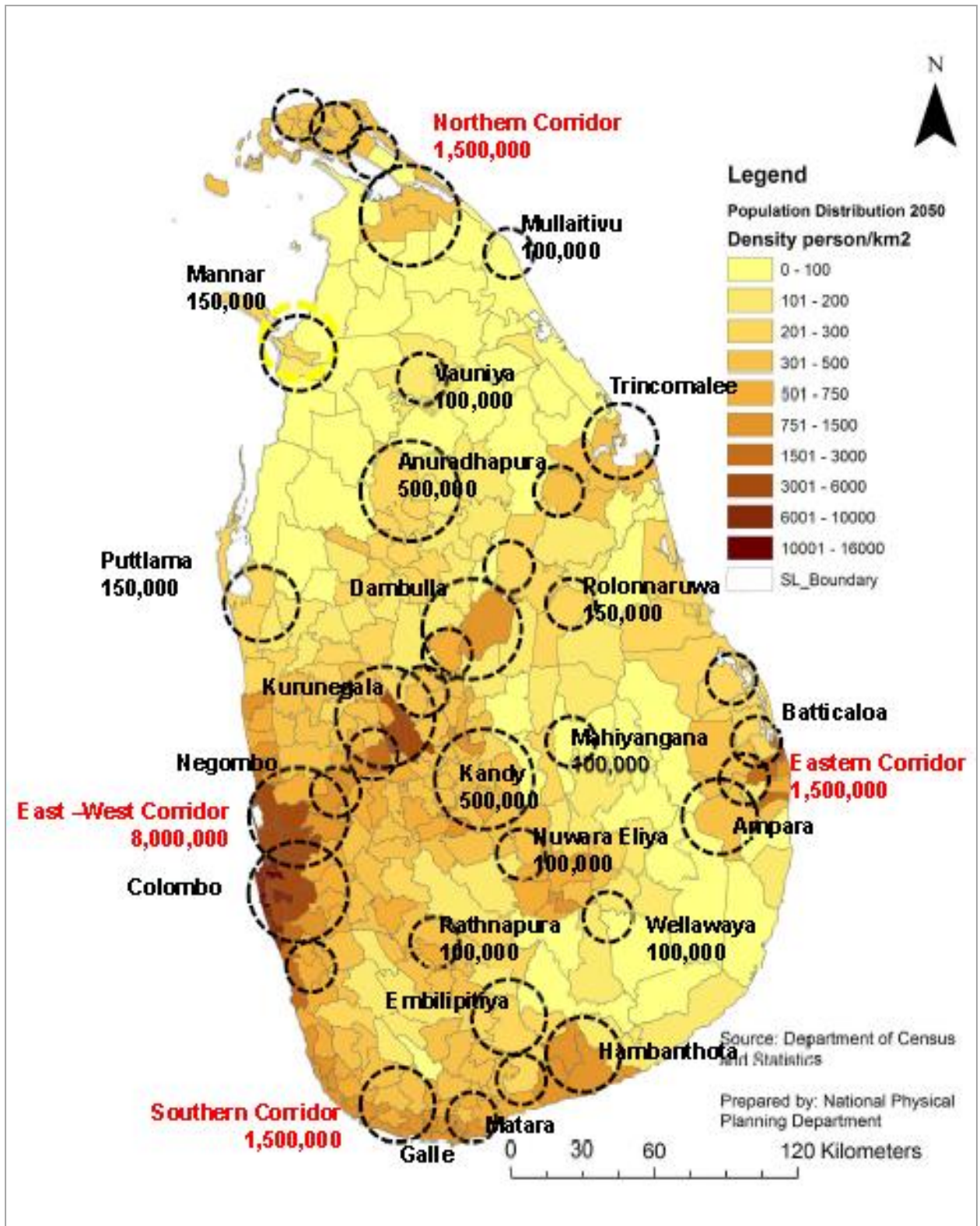
Further, a proposed domestic airport near the Wellawaya town is become a major impact for the future development of this city. Also, Wellawaya town is directly connected to the proposed economic development zone as per the proposed National Physical Plan. Accordingly, It has been proposed to develop light and small-scale industries, agriculturally based industries and knowledge-based industry clusters within the Wellawaya area. Wellawaya city has also been identified as a service center for economic development industry clusters. When these facts are considered, the city of Wellawaya can be recognized as a unique potential. All criteria will be aligned with the goals of the National Physical Plan.

Map No. 2..09 National Physical Plan 2017-2050



Source : National Physical Plan and Project 2017-2050 , National Physical Planning Department

Map No. 2.10 National Physical Plan 2017-2050



Source : National Physical Plan and Project 2017-2050 , National Physical Planning Department

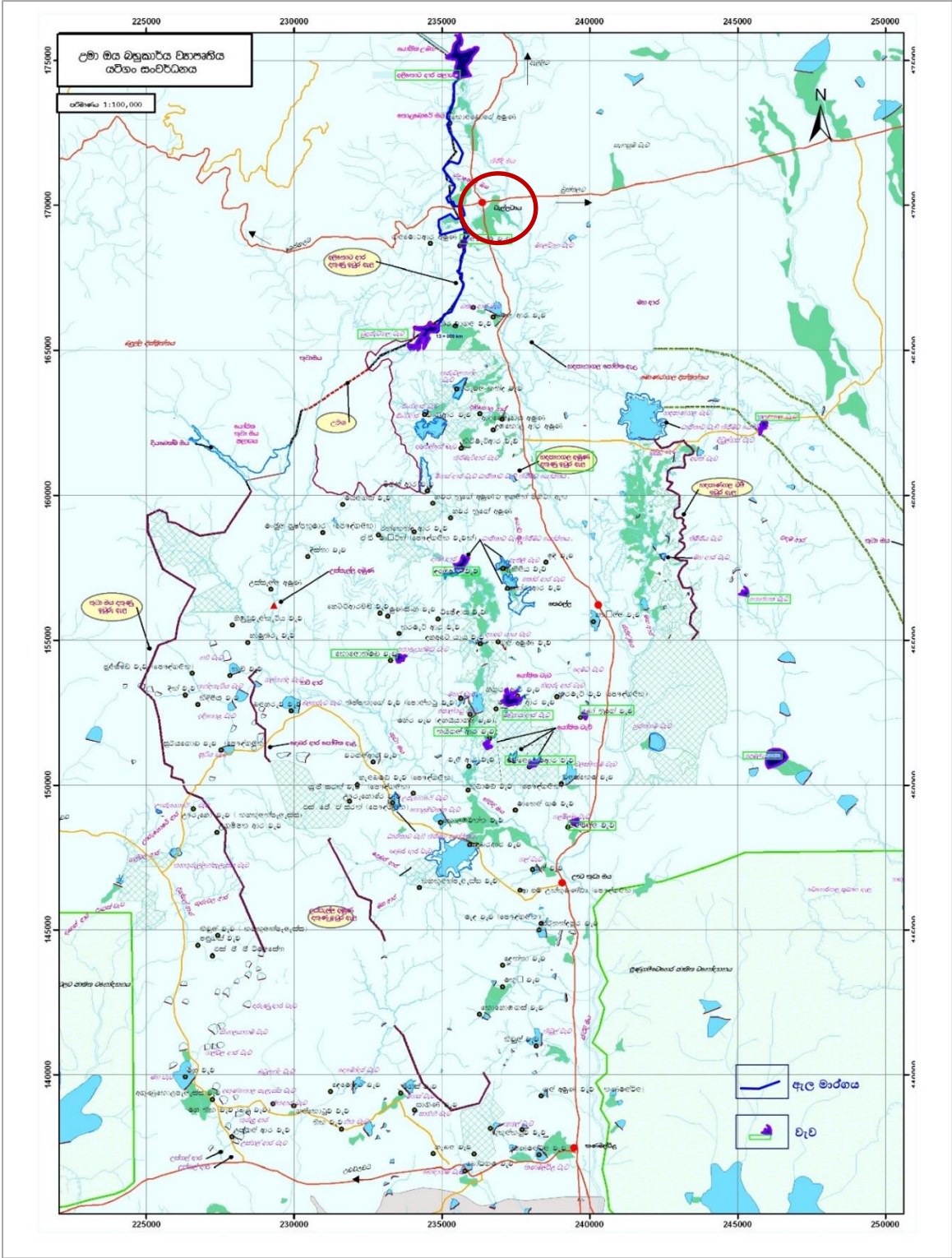
The Uma Oya Multi-Purpose Scheme implemented by the Sri Lanka Mahaweli Authority and the Irrigation Department in accordance with an agreement made by the Government of Sri Lanka and the Government of Iran in 2008 with the aim of providing the water needs of the low country dry zone of Sri Lanka is a large project that is currently being implemented. The direct impact of this project affects Wellawaya town, and its surrounding region and the Uma Oya Lower Valley Development Project has been planned with Wellawaya as its center. For those reasons, this is a great support for the water needs of this region and future plans.

Figure No. 2.2 Uma Oya Multi Purpose Project



Source : Field Observation, 2022

Map No. 2.11 Uma Oya Multi Purpose Project (Lower vally Development Project)



Source : Alikota Ara Lower Valley Development Project, 2021

2.4. Situational Analysis

Population

According to the 2021/2022 population census reports of the census and Statistics Department and Wellawaya Divisional Secretariat, the resident population of the study area is about 73,323, which is 0.34% of the total population of the island, 5.94% of the provincial population and 15.28% of the district population. Considering the population growth rates based on the population and statistical information of 2001, 2012 and 2021, the annual population growth rate of Wellawaya Divisional Secretariat is about 1.93%. Accordingly, the total population predicted in the study area for the year 2033 may be around 90,190.

The average population density of the study area is about 149 persons per 1 square kilometer and the gross population density is about 248 persons per 1 square kilometer for the year 2022. The highest population density is found in Yalabowa Grama Niladhari Division. In addition, it can be identified that a higher population density is spread within the Grama Niladhari Division of Weherayaya and Randenigodayaya.

About 36,342 (49.56 %) represent male population and about 36,981 (50.44 %) represent female population in the study area. From the total population of the study area, 96.90% are Sinhalese, 2.12% are Muslims, 0.93% are Tamils and 0.05% are Malays by the year 2022. From the total population, 96.66% are Buddhists, 2.16% are Muslims, 0.77% are Hindus, and 0.38% are Christians by the year 2022.

Chart : 2.1. Male Female Ratio

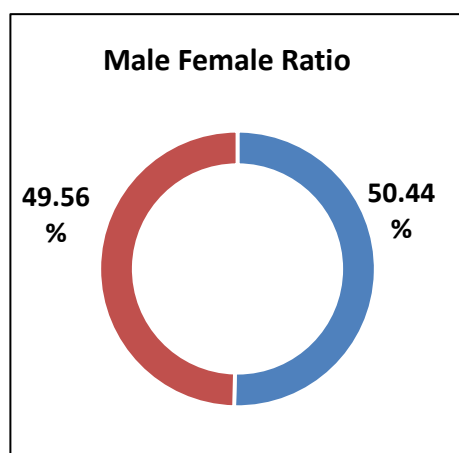
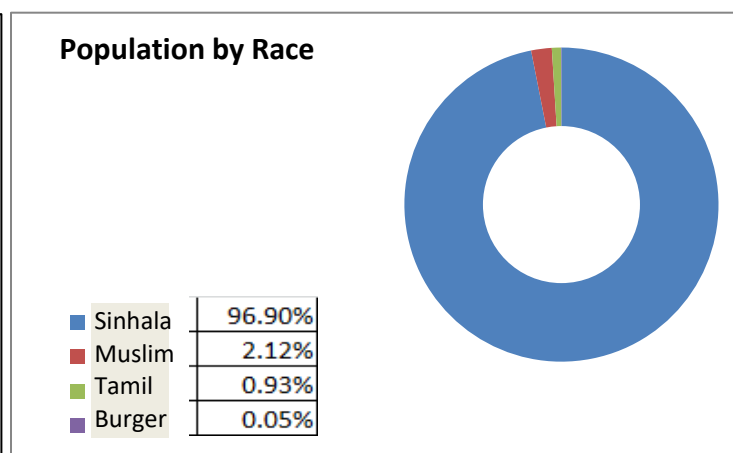


Chart 2.2. Population by Race



Source: Census and Statistic Department Sri Lanka , 2021

Resource Profile , Divisional Secretariat office, Wellawaya , 2021/2022

Chart No. 2.3. Population by Religious

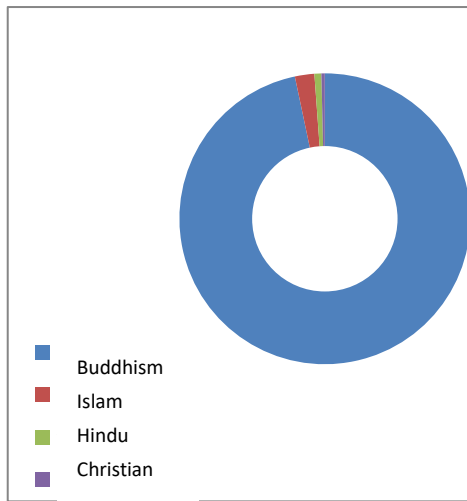
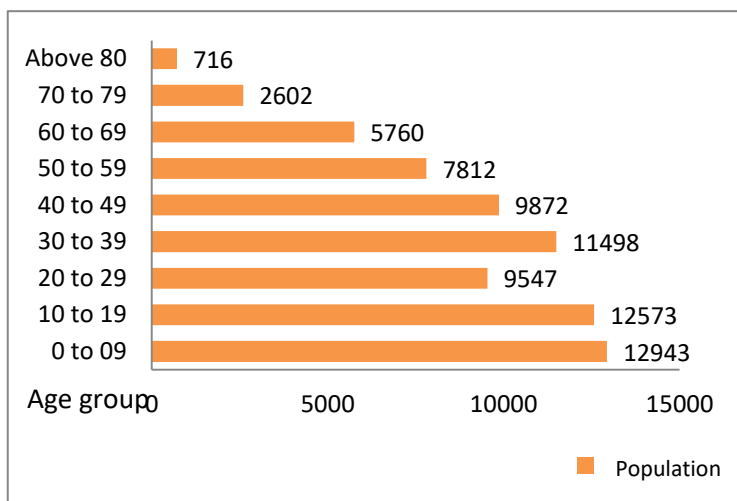
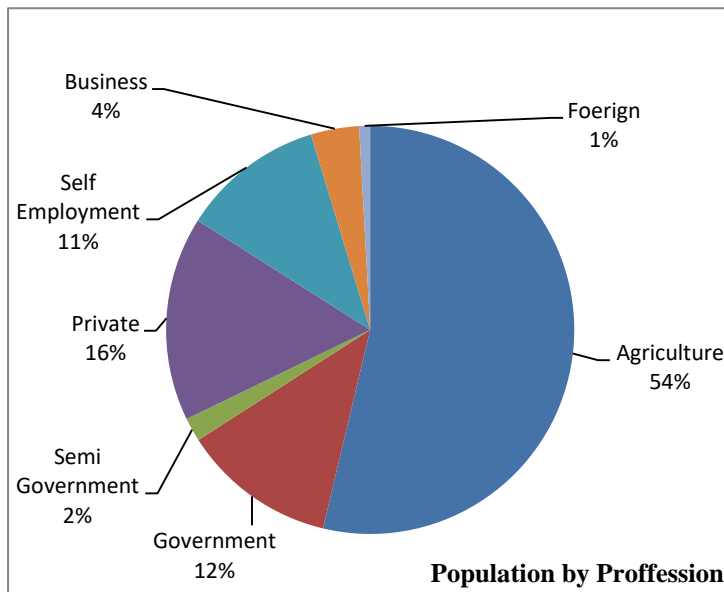


Chart No. 2.4. Population by Age



Source: Census and Statistic Department Sri Lanka , 2021
Resource Profile , Divisional Secretariat office, Wellawaya , 2021/2022

Chart No. 2.5. Population by Profession

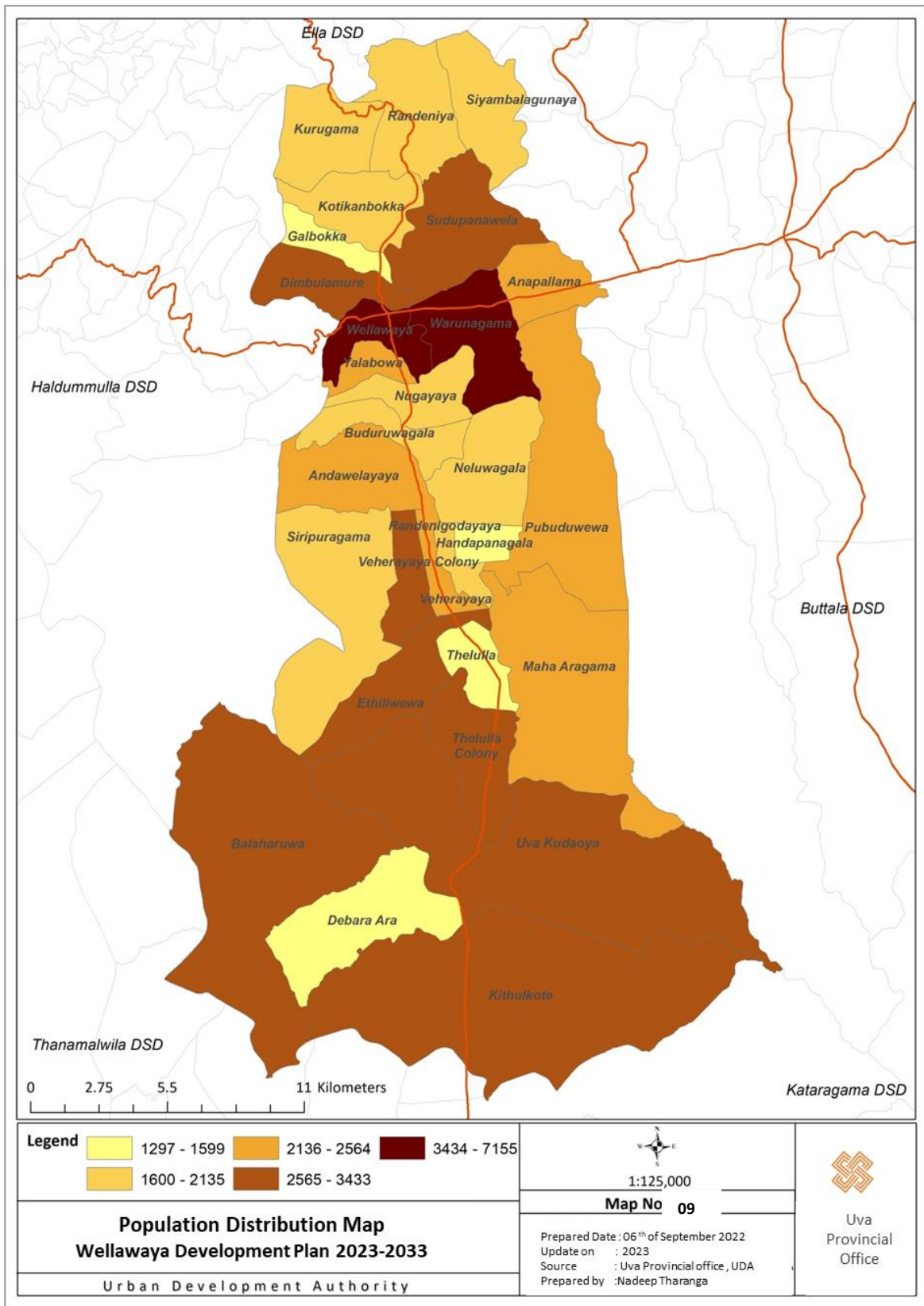


| Sector | Population |
|-----------------|------------|
| Agriculture | 18,071 |
| Government | 4108 |
| Semi Government | 631 |
| Private | 5447 |
| Self-Employment | 3810 |
| Business | 1285 |
| Foreign | 291 |

Source: Census and Statistic Department Sri Lanka , 2021
Resource Profile , Divisional Secretariat office, Wellawaya , 2021/2022

Further, about 33000 – 35000 commuter population visit to the Wellawaya town daily and 38% of them come to the city for commercial purposes. About 25% of people come to the city daily for work and 17.% for education. The remaining 20% come to government offices to get services, to get health facilities, for tourism and other needs.

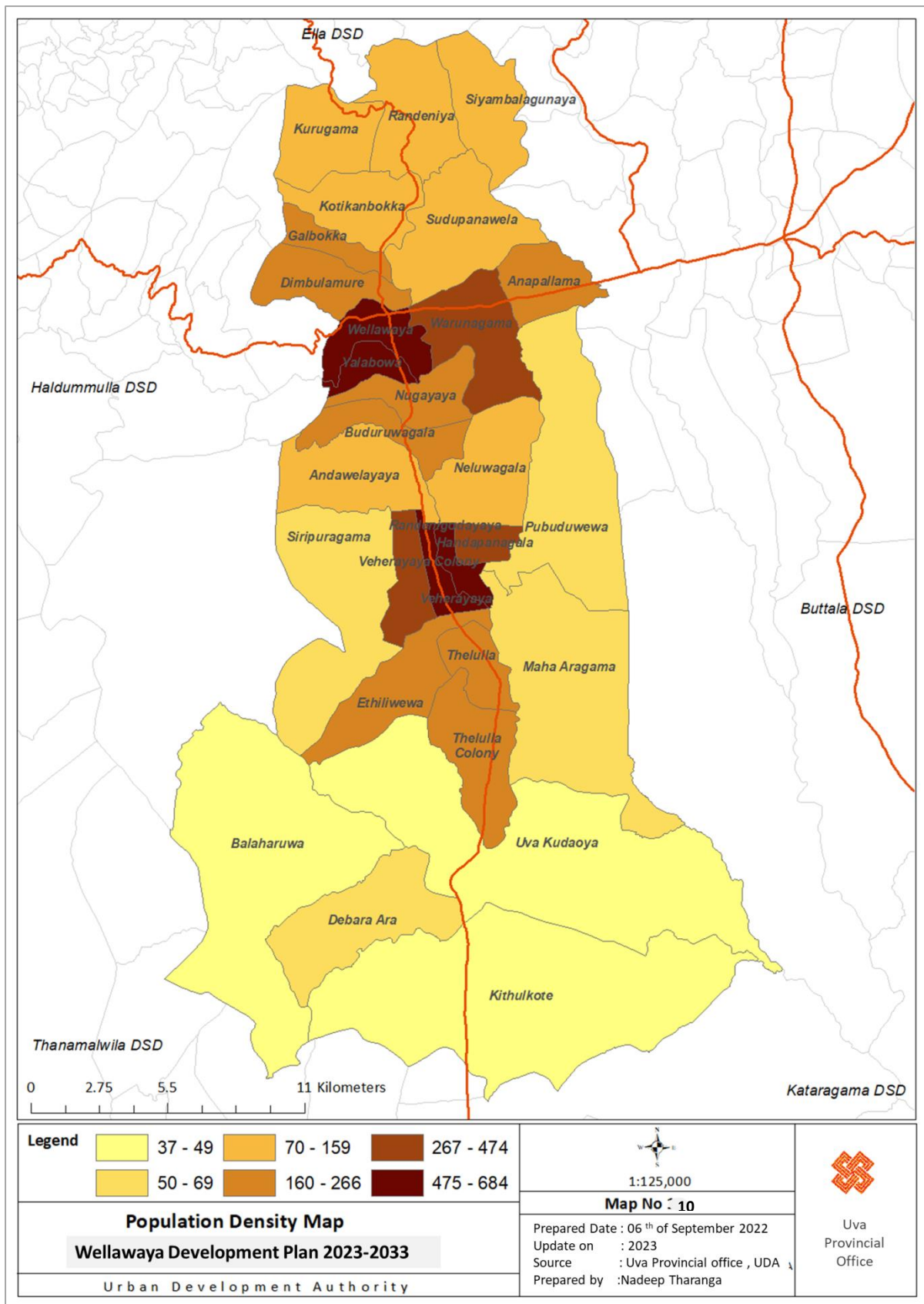
Map No. 2.12 Population Distribution of the Planning Area



Source: Census and Statistic Department Sri Lanka , 2021

Resource Profile , Divisional Secretariat office, Wellwaya , 2021/2022

Map No. 2.13. Population Density of the Planning Area



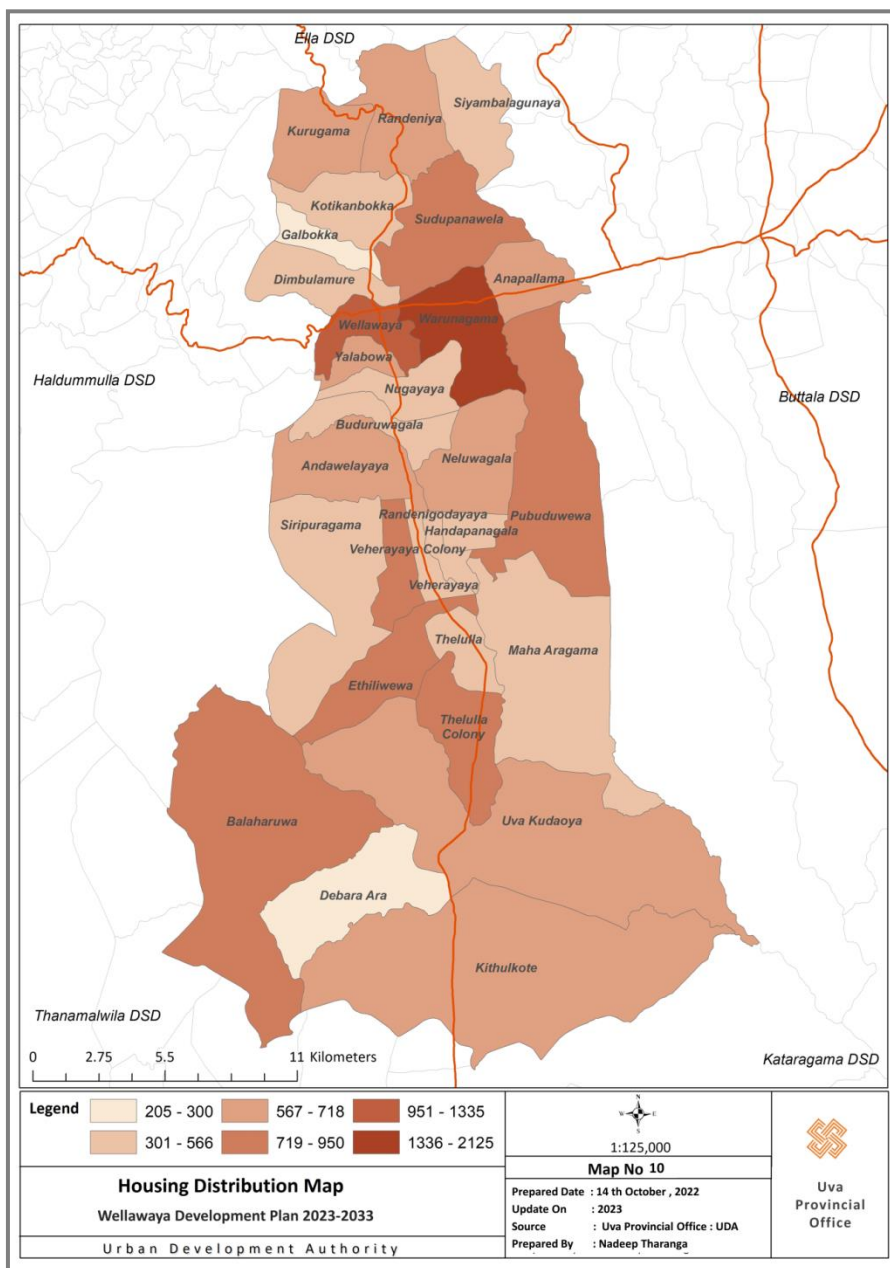
Source: Census and Statistic Department Sri Lanka , 2021

Resource Profile , Divisional Secretariat office, Wellawaya , 2021/2022

Housing Distribution

There are around 19,836 housing units within the study area by the year 2022. Out of the total housing distribution, the highest housing distribution can be seen within Wellawaya and Varunagama Grama Niladhari Division. 79.01% of the housing distributions in the entire area are permanent houses and 17.89% are semi-permanent houses. About 3.1% are in temporary housing. The number of homeless families in the planning area is recorded as 620. The number of families who do not have the financial strength to build a house is reported as 505. The number of families who do not have land to build a house is reported as 102.

Map No. 2.14. Housing Distribution of the Planning Area



Source: Census and Statistic Department Sri Lanka , 2021

Resource Profile , Divisional Secretariat office, Wellawaya , 2021/2022

Economic Situation

According to the data of the Department of Census and Statistics, the economically active population of Sri Lanka is about 49.41% by the year 2022 and it is a high figure of about 63.07% in the study area. It is higher than the national average. About 72.74% of the labor forces in the area are employed and about 27.26% are unemployed. The unemployment rate in the area is around 27.26%. The economy of the Wellawaya region has evolved as an economic pattern where agriculture is the mainstay since the past. According to the resource profile data of the Wellawaya Divisional Secretariat in 2022, about 54% of the people engage with agriculture sector as their main livelihood, while 16% engage with the private sector and 12% engage with the public sector. Also, 02% of the semi-government sector and 1% of foreign employment. But at present, the percentage of self-employed people has increased to 11% and businessmen up to 04%. This is being transformed into a new economic pattern, mainly based on agricultural products trade and the tourism industry. Contribution to Gross National Product is 0.7% from the Wellawaya Planning Area.

According to the resource profile data of the Wellawaya Divisional Secretariat by the year 2022, it can be identified that the monthly income of about 17.99% of people in the study area is less than Rs.4316. The monthly income of about 24.81% of people is between Rs. 4316 and Rs. 10,000. And about 25.90% can be identified as families with income between Rs.10001-20000. And about 22.37% of Rs. 20001 - 50000 and another 7.93% percentage of Rs. 50,000 monthly income people. And the number of families without any income is 207.

Chart No. 2.6. Population by Employment

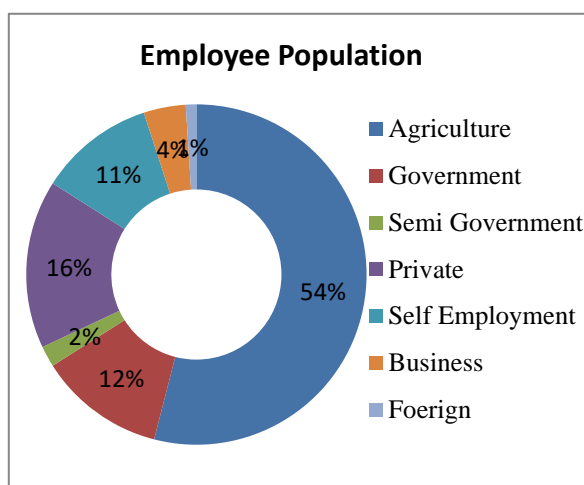
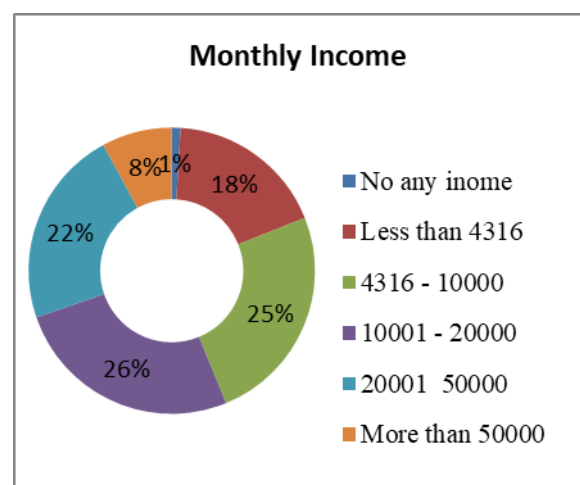


Chart No. 2.7. Average Monthly Income



Source: Resource Profile, Divisional Secretariat Office, Wellawaya, 2022

Education

Wellawaya Urban Area belongs to the Wellawaya Educational Zone. There are 31 schools within the area and nearly 14,186 students are studying. There are 02 national schools, 06 Maha Vidyalas, 15 secondary schools and 08 primary schools and there are 684 teachers. Considering the condition of all schools in the Wellawaya region, it is clear that the teacher-student ratio is at a level of 1:20. Requirement for teacher's quarters is 55. Also, Piriven, Vocational Training Authority, Youth councils are located within the planning area and about 1500-2000 students are enrolled with these institutes per year.

Health

The main health service center in Wellawaya and surrounding areas is the Wellawaya Base Hospital. Apart from this, services are also provided by the rural hospital located in Hadapanagala area. About 09 clinics are carried out by the Wellawaya Base Hospital and one clinic is held once a week.

The Wellawaya Base Hospital provides services covering the Wellawaya Police jurisdiction, and it has been identified that 450-500 patients receive treatment daily. Also, 05 residential patients and nearly 118 beds are available for patients, and 21 doctors provide medical services. According to the statistics of 2019, about 38% of the people in Monaragala district have received facilities from Wellawaya Base Hospital (162,699 patients) and 15,144 admissions have been recorded through the patient admission unit. It is about 9.30% of patient admissions.

In addition to the Wellawaya Base Hospital, there are 03 Ayurveda Centers managed by Ayurveda Department within the urban area, 01 Health Medical Office, 03 Dispensaries, 21 Channeling Centers and 01 Veterinary Centers, which provide services to the people of the area.

Water Supply

Piped water is the main means of drinking water supply in this area supplied by the National Water Supply and Drainage Board. 03 main water schemes are in operation in this region, and 02 water treatment centers have been established in Aispilla and Yalabowa area. Apart from this, Kirindi Oya, Kuda Oya and Alikota Ara Reservoir which flow through the Wellawaya area can also be identified as the main water sources of the area. About 9200 cubic liters of water is treated per day, and this amount meets the daily water needs of about 70.21% of the people in the area. Apart from this, 15.76% is getting from the Prajamula water supply project, 12.42% from well water and rainwater tanks and 1.60% from flowing water to get fulfilled daily needs. The number of families without having a water supply system or areas without permanent piped born

water facilities is 1228. Especially, about 925 families in Balaharuwa Grama Niladhari Division get drinking water through RO water filters.

90% of the total water connections in the study area are provided for residential needs, 8.2% for commercial needs and 1% for the needs of government institutions and the remaining 0.8% for religious places and other needs.

Irrigation Water Supply

There are 02 main rivers (Kirindi Oya and Kuda Oya), 03 main reservoirs (Alikota Ara Reservoir, Hadapanagala Reservoir and Kuda Oya Reservoir), 98 small size tanks and 63 dams for the agricultural needs of the area. About 23,400 hectares of land in the area have been supplied with water by this irrigation system. Also, the Uma Oya multi-purpose scheme, which is currently in operation, has a strong impact on the agriculture of the area.

Electricity and Telecommunication

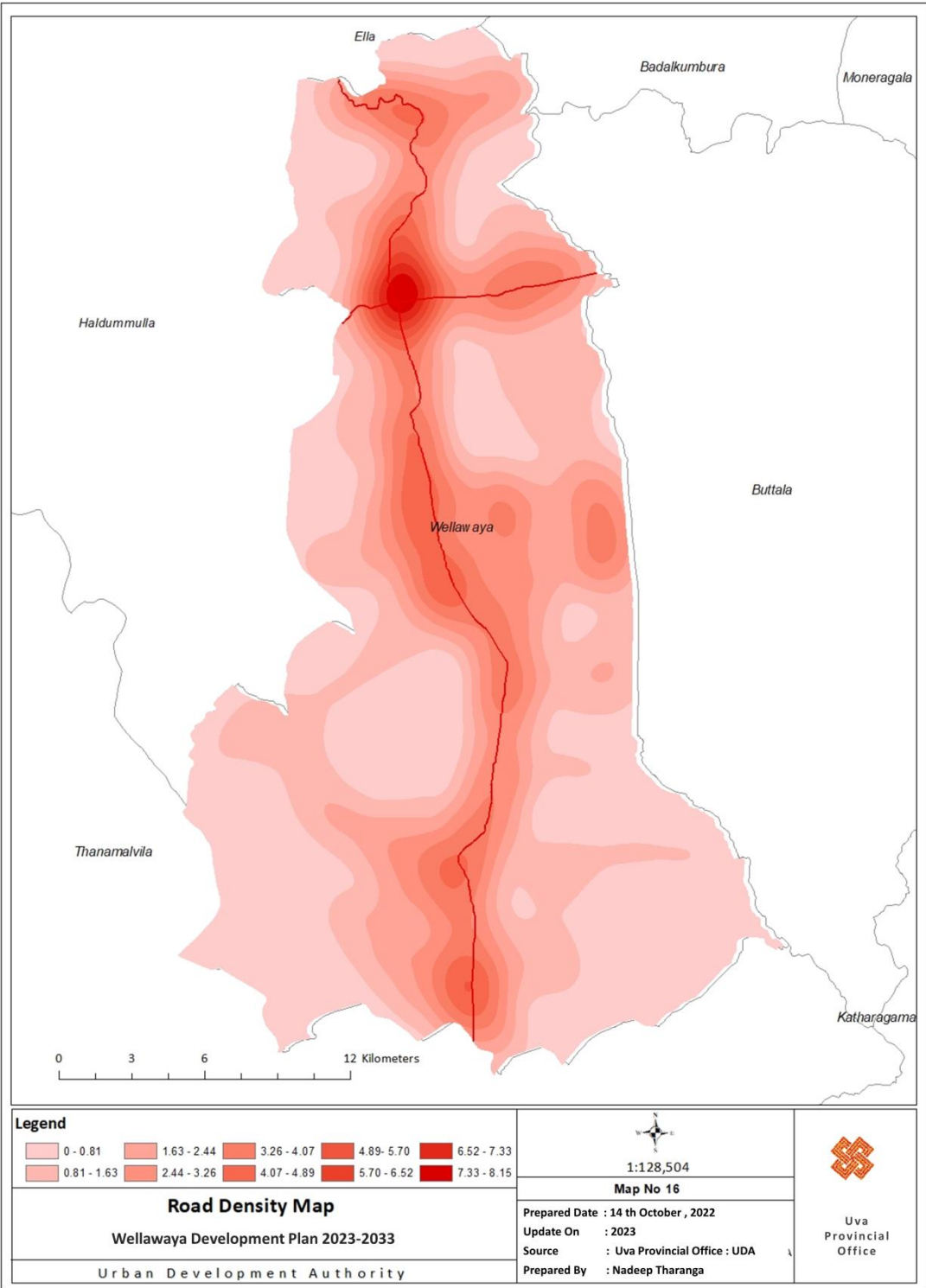
The electricity supply process is carried out throughout the Wellawaya area by the Maduru Katiya sub-station of the National Electricity System. 96.5% of the entire study area is connected to the electricity supply and 1.98% is facing difficulty in getting electricity connection due to economic difficulties and lack of permanent power lines. In addition, about 0.23% is used solar power and 1.2% is used kerosene.

In the telecommunication sector, Sri Lanka Telecom (SLT) has provided their service covering the entire city and around 21 private sector telecommunication towers are located in the area, with 4G coverage.

Road and Transportation

Considering the existing road network of the study area, there are 03 A grade major roads are directly connected with the Wellawaya Central Business District (CBD). The Colombo - Batticaloa (A04) road, the Wellawaya (A 02) road via Colombo - Galle - Hambantota, and the Ella - Wellawaya (A 23) road belonging to the Road Development Authority are connected. In addition to this, the roads belonging to the Provincial Road Development Authority and the Provincial Roads Department (grade B) and Pradhya Sabha roads (grade C) spread over the area are about 1396 km. Among the developed roads in the entire planning area, about 90% of A grade roads have been developed. About 85% of B grade roads and 19% of C and D grade roads have been developed in formally.

Map No. 2.15 Road Density



Source: Road Development Authority , 2022

Solid Waste Management

An average of 6.5 tons of garbage is generated within the Wellawaya urban area daily. This amount is collected by 02 tractors using about 20 workers by the Wellawaya Pradeshiya Sabha. Garbage is collected daily in the city limits and twice a week outside the city limits, and the amount of decomposable garbage is 75%, and the amount of non-decomposable garbage About 25%. It is clear that a large amount of waste is generated from the restaurants and weekly markets within the Wellawaya town. The garbage that is generated from this town is currently being formally managed by the Solid Waste Management Center established on the land of about 02 hectares belonging to the Anapallama Forest Conservation Department.

Waste Water Management

As there is no waste water management system in the Wellawaya city limits, this has been identified as a major problem in the area at present. The water and sewage discharged by the hotels and houses around the city are contaminating the aquatic ecosystem by connecting to the Kiridi Oya, the Randapola canal and other water sources. Also, the clinical waste of the Wellawaya Base Hospital is disposed within the hospital site itself. But, clinical waste gets added to adjacent water sources.

Tourist and Archaeological Attractions

There are more tourist attractions located within the planning area and the tourist and archaeological sites spread across the Wellawaya Divisional Secretariat area that add value to the area. The presence of the Buduruvagala statue, which is respected and sacred by local and foreign tourists, reflects well the Buddhist history of Wellawaya city. Apart from this, Thellulla archaeological sites, Rakkhita Kanda Rajamaha Viharaya, Bird Rock, Kanabiso Pond, Sellabawa Rajamaha Viharaya, Randeniya Monument and Kotaweheragala Ruins are very popular tourist spots among local and foreign tourists.

Ellawala Falls, Visari Falls, Kalu Wala, Vadinahela Mountain, Lunugamwehera National Forest Park and Handapanagala Forest Park can be identified as the main tourist centers of local and foreign tourists.

Wellawaya area can be identified as an active tourist area for domestic and foreign tourists due to the mountain climbing and adventure sports that take advantage of the mild climate and mountainous nature of the study area. Also, due to the plain nature of the road running from Wellawaya to Thanamalwila (AO2) in the southern part of the area, foreign tourists are cycling as a hobby.

There are about 47 restaurants and hotels, 35 hotels that can provide facilities of nearly 190 rooms for the tourists for their accomodation within the Wellawaya town. But according to the data of the Sri Lanka Tourism Development Board (2019), it is clear that there is a need high-quality hotels with more than 250 (Rooms) for tourist accommodation facilities in order to keep the tourists coming to Wellawaya and its surroundings for at least per day.

Table No. 2.1 Tourist and Archeological Attraction places of Wellawaya Planning Area

| No. | Grama Niladhari Division | Tourist Attraction place |
|-----|--------------------------|--|
| 1 | Uva Kudaoya | Wewewatta |
| 2 | Neluwagala | Handapanagala Reservior Keheliya Raja Maha Viharaya |
| 3 | Veherayaya Janapadaya | Ethiliwewa |
| 4 | Kurugama | Wisari water fall Kande Viharaya |
| 5 | Randeniya | Randeniya Monument |
| 6 | Galbokka | Kaluwala |
| 7 | Wellawaya | Aispilla Kaluwala |
| 8 | Kotagambokka | Alikota Ara Reservior Ellewala Water fall |
| 9 | Pubuduwewa | Kanabisawarama Temple Handapanagala Wewa |
| 10 | Dimbulamuraya | Galpotta |
| 11 | Nugayaya | Sellaba Raja Maha Viharaya |
| 12 | Buduruwagala | Buduruwagala Raja Maha Viharaya |
| 13 | Warunagama | Kotaweheragala Raja Maha Viharaya |

Source: Archeological Department, UVA Provincial Office, Urban Development Authority, 2022

Figure No. 2.2 Tourist and Archeological Attraction places of Wellawaya Planning Area



Source: Archeological Department, UVA Provincial Office, Urban Development Authority, 2022

Figure No. 2.3 Tourist Attractions Places -Wellwaya planning Area



Source : Field observation , 2022

Disasters

The landslides and dam breaks have been identified in Grama Niladhari Divisions such as Galbokka, Dimbulamura, Kotikambokka and Sudupanawela within the study area as disasters. According to that, the disaster management center has identified places with risk of landslides in the area, as places with moderate risk and places without risk. Also, flash flooding situations can be identified on both sides of Kirindi Oya in Yalabowa Grama Niladhari Division. Flash floods occur due to illegal constructions, dumping of waste in waterways and bank erosion along the waterways that flow as water sources in Kirindi Oya.

Figure 2.4 Ella Wellawaya Road – Landslides



Source: Field Observation, 2021

Also, during the period from March to September, forest fires can be found more in this region. Bibilehela Reserve, Ataliwewa Forest Reserve, Galbokka Reserve and Gampanguwa Reserve are constantly subject to fires. This is a man-made disaster and nearly 400 acres have been destroyed between 2019, 2020 and 2021. An earthquake with a magnitude of 2.3 on the Richter scale occurred On February 11, 2023 in Buttala, Wellawaya area and there was no emergency situation.

Figure No. 2.5. Forest Fire - Wellawaya (2021)

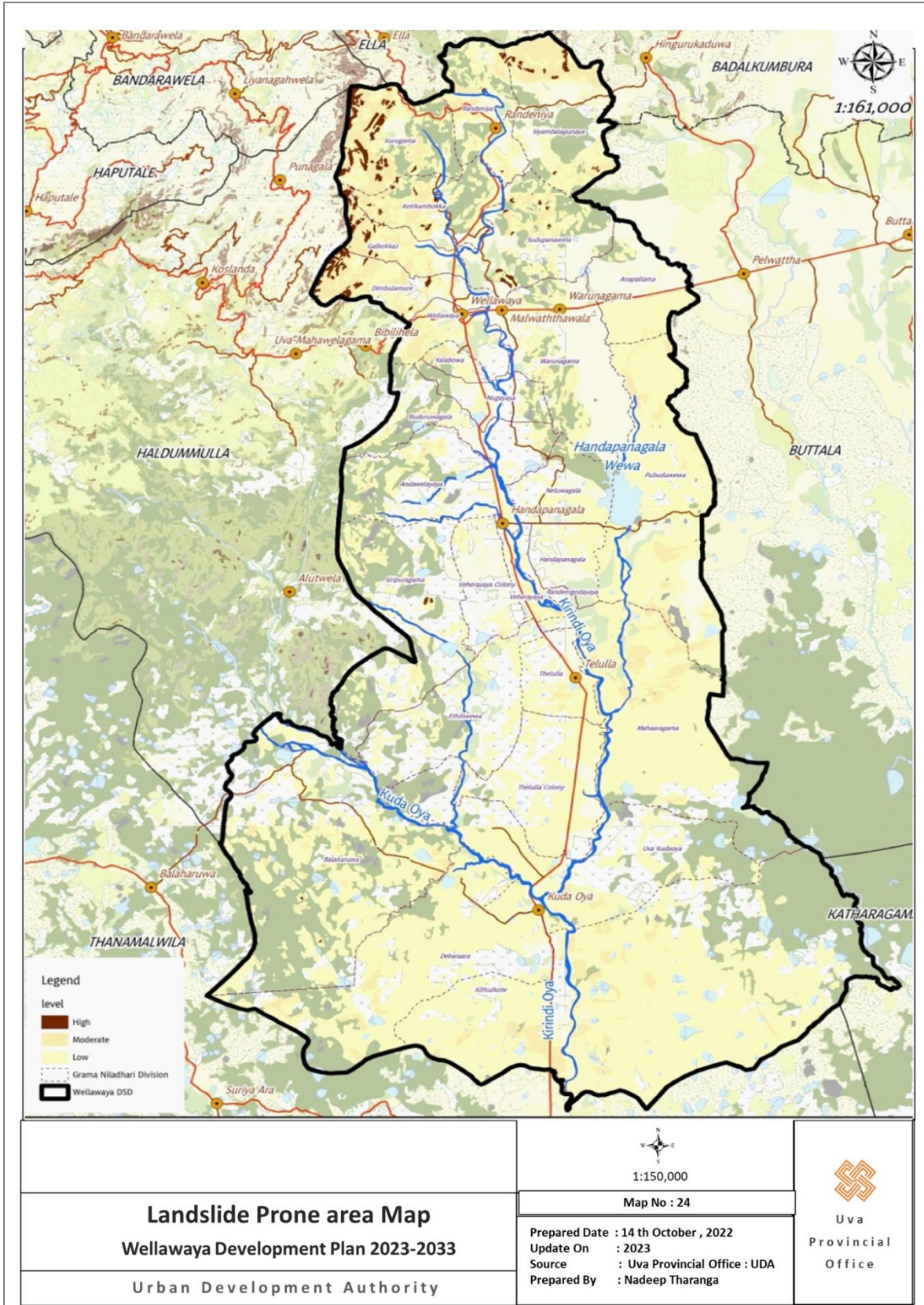


Fire breaks out in Wellawaya ...
hirunews.lk

Forest Fire in Wellawaya - FAST NEWS
english.fastnews.lk

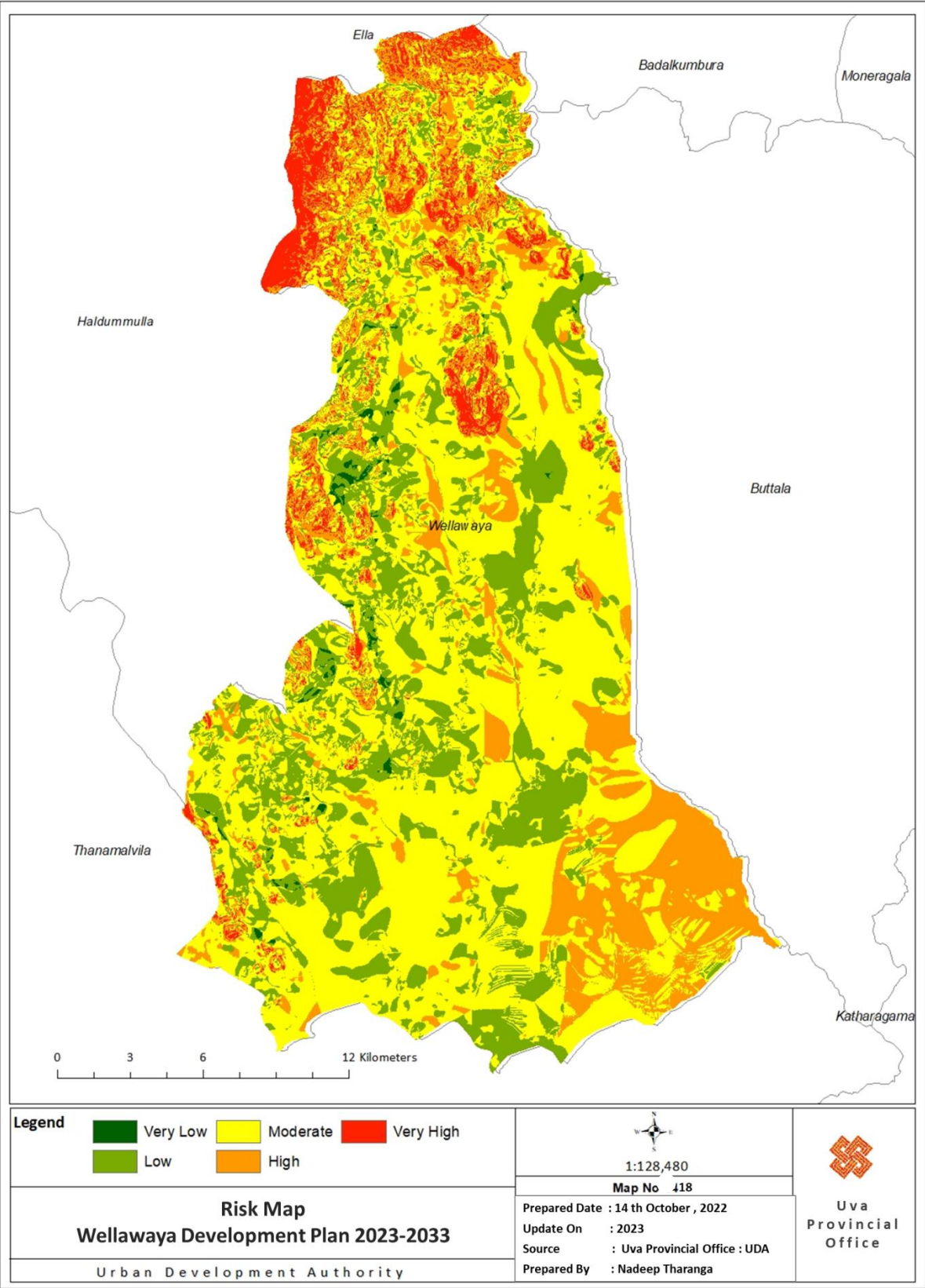
Source : www.hirunews.lk , 2021 / www.english.fastnews.lk

Map No. 2.16 Landslides Risk Map – Planning Area



Source: National Building Research Organization, 2021

Map No. 2.17 Disaster Risk Map – Planning Area



Source: National Building Research Organization, 2021

Human Elephant Conflict

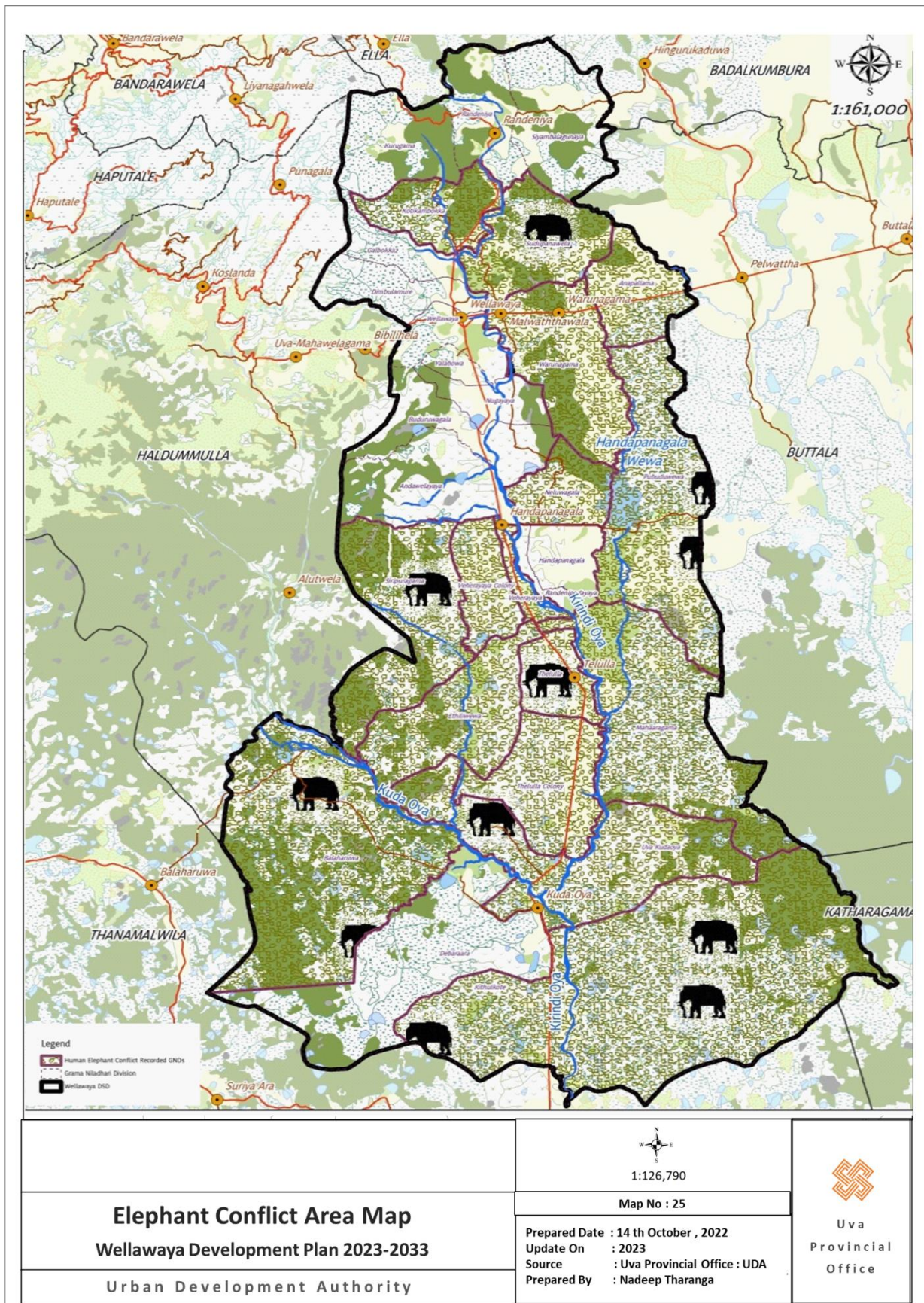
The elephant conflict can be identified as a major issue in the area. There are 50-60 male elephants and 300-350 female elephants living in Wellawaya and the surrounding area. Between 50 and 60 male elephants come from the forests to the villages for food during the period of April to October (the period of dry weather in this area). The area is entered from Yala Park along the Poramadilla road and from Tamilya, Vandama, from Udawalawa Park through Balaharuva, Athiliveva, from Lunugamwehera Park through Kithulkote and from Samanala Lake Reserve through Dimbulamura, Galbokka. These wild elephants destroy agricultural crops and property. It has been identified that there is a high human elephant conflict mainly in the areas of Thellulla, Anapallama, Siambalagunaya, Mahaaragama, Kitulkote, Uva Kuda Oya and Siripuragama in this region.

Figure No. 2.6 The places occurred Elephant Conflict



Source : Field observation, 2022

Map No. 2.18. The areas of Elephant Conflict

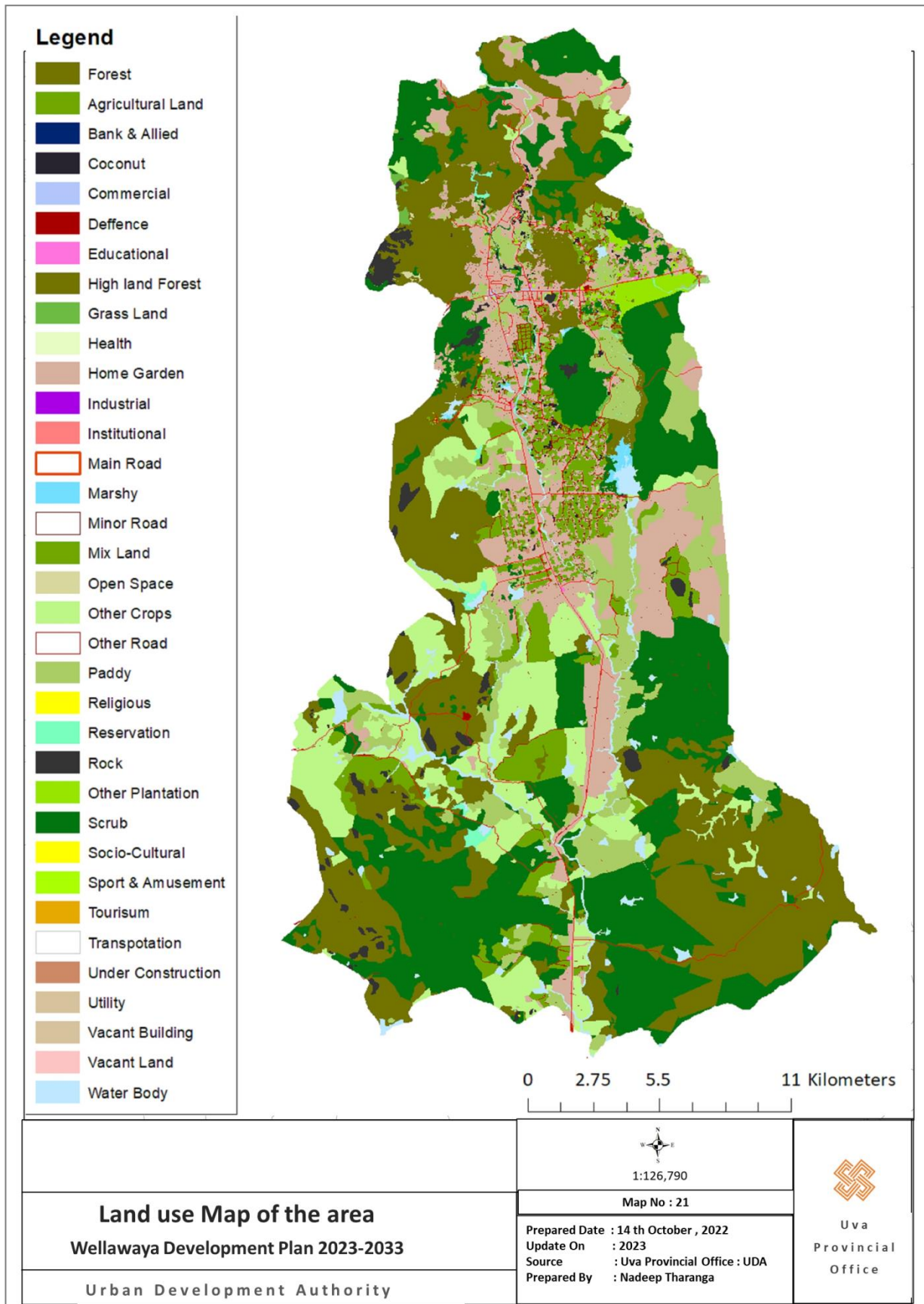


Land Use Pattern

Wellawaya Divisional Secretariat consists with area of 577 square kilometers. Out of that area of 30.54% is forest belonging to forest conservation and wildlife zones. In addition, 44% of the total land area is agricultural land. About 12% of the total land area is horticulture and built-up areas, and apart from ecologically sensitive areas, protected lands, archaeological sites and paddy lands, only 57.62% area can be developed.

Due to the location of Wellawaya city in the middle of a paddy field, the development intensity of the city has reached at a maximum level as a horizontal development in a limited space. There was a rapid change in the land use pattern of the area with the new infrastructure development projects implement after 2010. Due to this, the land use pattern of the area has been changed towards commercial agriculture such as large-scale mango plantations, banana plantations, drumstick plantations, spice-related crops and innovative projects related to agriculture.

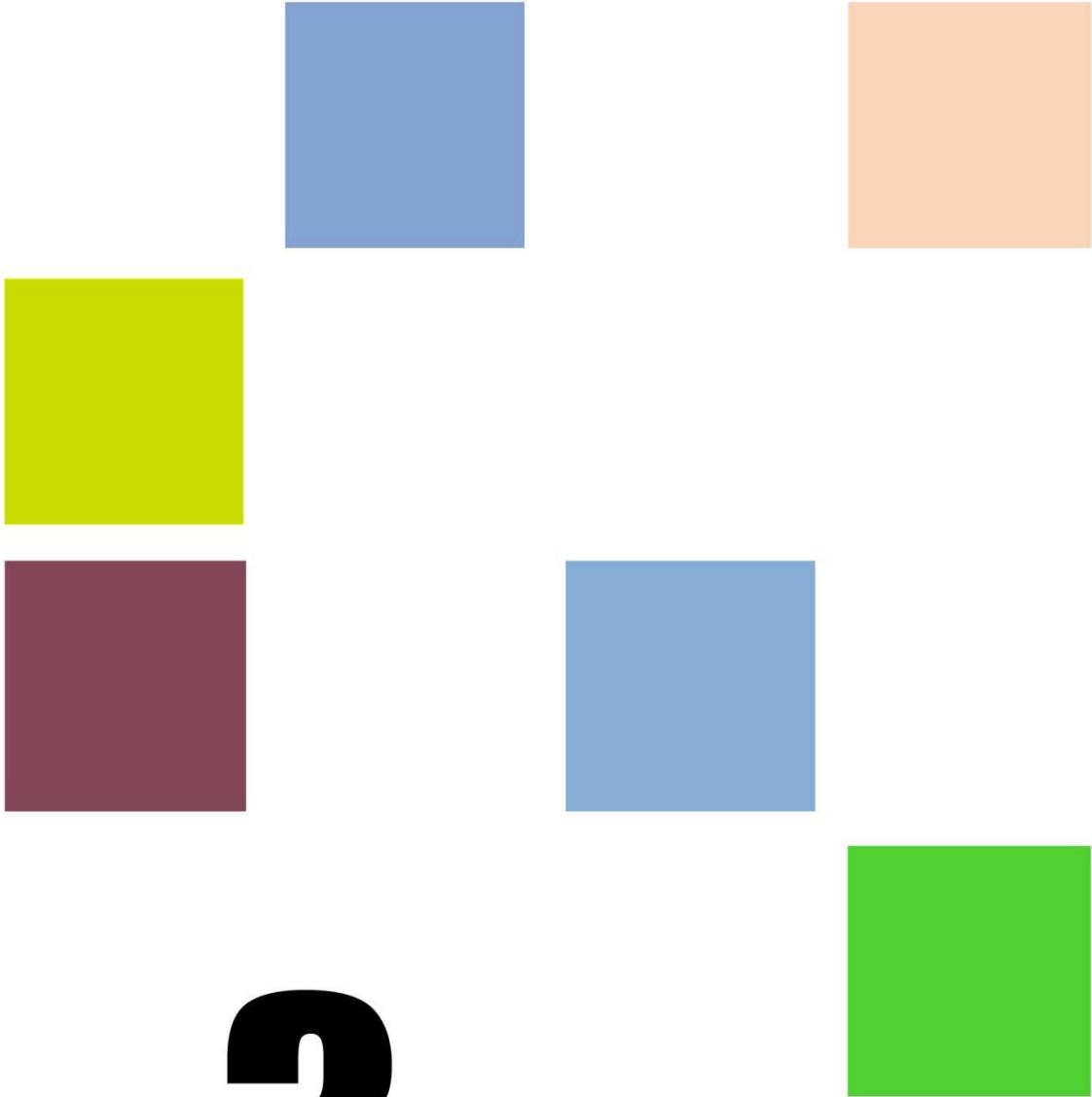
Map No. 2.19 land Use Pattern – Planning Area



Source: GIS Division, UDA, 2022

Lands Classification

Wellaway urban planning area is about 491.1 Sq.Km. As far as land ownership is concerned, about 41.35% is reserved as forests. Another 21.62% is unauthorized land. 17.5% land with Jayabhumi deeds and 6.40% freehold ownership. Freehold ownership lands are about 3.31% and 2.60% is with Swarana Bhoomi. Also, there are 0.77% of lands with Isuru Bhumi, Ratna Bhumi, and Ran Bima deeds. The LRC land in the area is 1.17%. In addition, marshy and low lands, government estates, private estates, abandoned paddy fields, water catchment areas and other lands have acquired 5.02% of the total land.



3

Chapter
Need of the
Development Plan

Chapter Three

Need of the Development Plan

3.1. Introduction

The intended purpose of preparing the Wellawaya Town Development Plan is to identify the potentials that are present in the city and utilize them to the maximum extent for future development. Also, by identifying the problems that are emerging and being experienced in the city, providing strategic solutions to those problems and managing future developments well. The formulation of strategic projects and regulations with the integration of physical, social, environmental and economic components of the area is also a requirement of this development plan.

In the preparation of a development plan for the Wellawaya urban area, the problems and potentials have been identified through the stakeholder meeting held on 05.03.2020 with the participation of stakeholders and professionals representing various sectors of the area and the data obtained from the background study of the area. Accordingly, the identified problems and potentials are as follows.

3.2. Identified Problems

The Wellawaya Pradeshiya Sabha area has been declared as urban development areas on three stages. Accordingly, a part of the Wellawaya Pradeshiya Sabha area has been declared by Extraordinary Gazette No. 427/15 dated 13th November 1986, and 27 Grama Niladhari Divisions (07 in parts and 20 in full) of the Wellawaya Pradeshiya Sabha have been declared by Extraordinary Gazette No. 1605/41 dated 11th June 2009 under the Greater Hambantota Development Area and another 03 Grama Niladhari Divisions (02 in parts 1 in full) of the Wellawaya Pradeshiya Sabha have been declared by the Extraordinary Gazette No. 2321/67 dated 02nd March 2023 including area of 491.1 square kilometers as a whole.

At present, it has been observed that the Wellawaya town and its surrounding areas are oriented towards commercial and mixed developments. Considering the development pressure analysis, the development of the city takes place without a proper plan and enforcement mechanism. Most of these areas consist of environmentally sensitive areas, there is a need for a formal development plan to control development and promote development through creating a legal

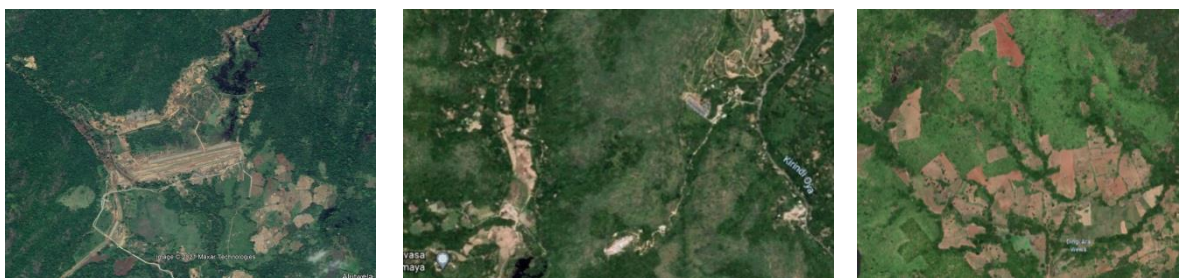
enforcement mechanism by protecting the sensitive areas in order to make the city as safe and sustainable city.

Wellawaya town is one of the main towns in Monaragala district. This town identified as an administrative center, a city on the tourist route, and an agricultural production center as well as a distribution center. According to the statistics, the daily commuting population of the area is between 30,000 and 35,000. Also, as the nearest service town to Ella tourist area, local and foreign tourists use this town as a transit town. And according to the National Physical Plan, prepared for the year 2050, between 100,000 and 200,000 residences are proposed to settle withi this area. Currently, the existing infrastructure in the area (drinking water, electricity, road system, health facilities, education facilities, public facilities, transportation facilities) is not sufficient to provide services to those people. This will affect not only the city but also the region. As a result, adequate infrastructure should be developed to improve the living conditions of the residents of the area, not only for the people who come to the city for services.

The main reason for the economic decline of this area was the destruction of the Wellassa (one hundred thousand paddy fields) associated with the "Mountain Water Management System" (one of the most sustainable water management systems of that time) associated with the rich irrigation civilization during the "Uva Wellassa Rebellion of 1818". and people became poverty. In the last 200 years there was no thought of getting that system and re-establishing the concept of "Vellassa". Accordingly, it is required a formal mechanism to update the concept of "Vellassa" by establishing the mountain water management system in this area and converting the barren land into paddy fields.

In terms of the need of the development plan, it was identified to reduce the environmental destruction and environmental pollution and conserve the sevsitive areas. Wellawaya area can be identified as a region with high environmental sensitivity. About the area of 24,378 hectares i.e. 42.22% of the total area is included in the ecologically sensitive zone. The sensitive ecosystem is being destroyed as the area is converted to commercial agriculture. Also, the ecosystem has been destroyed due to illegal mineral mining. The balance of the environment is also changed through illegal dumping of waste in forest conservation areas and water catchment areas. Therefore, there is a need for a legal development plan to protect and preserve such sensitive ecosystems.

Figure No. 3.1 Environmentally sensitive areas tending to commercial agriculture



Source : Google earth , 2022

The main economic source of the local people of this area is agriculture. According to statistical data,

about 54% of the total population is used to an agriculture-based economic pattern and a small number are employed in the public, private and semi-public sectors. Even though majority of the agricultural products are made, no value addition or final product is released to the market. Although agriculture is the main occupation estimated as at around 54%, the unemployment rate in the area is high. To avoid this, agriculture-based manufacturing industries should be established. Further, the whole area shows an undiversified traditional agricultural pattern. Also, there is a large amount of abandoned paddy land suitable for crop cultivation in the area. Also, the annual crop yield is about 128,577 metric tons (Resource Profile, Wellawaya Secretariat, 2021/22) and the main problem is that there is no market in the area for the collecting and sale of those products.

Table No. 3.1 Yields of major export crops

| Crops | Cultivated area (acres) | Annual yield (kg) 2021 |
|---|--------------------------------|-----------------------------------|
| pepper | 354.75 | 184,805 |
| Coffee | 40.5 | 2650 |
| Cinnamon | 34.25 | 1525 |
| Cocoa | 353 | 16000 |
| Other spices (turmeric, ginger, cloves) | 41.5 | 40,640 |
| Total | 824 | 245,620 |

Source: Resource Profile, Wellawaya Divisional Secretariat, 2021/2022

Table No. 3.2 Yield of major vegetable crops

| Crops | Cultivated area (acres) | Annual yield (kg) 2021 |
|------------------|--------------------------------|-------------------------------|
| Green chilies | 151.25 | 211833 |
| Red onion | 74.6 | 133525 |
| Capsicum | 117.5 | 239950 |
| Tomatoes | 126.25 | 578607 |
| Drumstick | 450 | 450,000 |
| Other vegetables | 1577 | 2571400 |
| Total | 2053.6 | 4,185,315 |

Source: Resource Profile, Wellawaya Divisional Secretariat, 2021/2022

Table No. 3.3 Yield of major grain crops

| Crops | Cultivated area (acres) | Annual yield (kg) 2021 |
|--------------|--------------------------------|-------------------------------|
| Paddy | 10232.25 | 57,843,043.3 |
| Ground nut | 3720.5 | 1497274 |
| Cowpea | 296 | 95976 |
| mung | 746 | 267067 |
| Sesam | 737 | 266330 |
| Corn | 253 | 214,215 |
| Kollu | 55 | 14680 |
| Kurakkan | 265.5 | 50081 |
| summer | 218.5 | 63512 |
| Total | 16,523.75 | 60,312,178.3 |

Source : Resource Profile, Wellawaya Divisional Secretariat, 2021/2022

Table No. 3.4 Yield of major fruits

| Crops | Cultivated area (acres) | Annual yield (kg) 2021 |
|--------------|--------------------------------|-------------------------------|
| Banana | 1088 | 6,345,371 |
| Oranges | 96.4 | 134,300 |
| pineapple | 21 | 33150 |
| Mango | 492 | 1,458,200 |
| Guava | 12.7 | 49075 |
| pomegranate | 20.95 | 80445 |
| papaya | 114.5 | 1,859,950 |
| Sweet melon | 94 | 263500 |
| Total | 1939.55 | 10,223,991 |

Source : Resource Profile, Wellawaya Divisional Secretariat, 2021/2022

Table No. 3.5 Yield of major cultivation

| Crop | yield (tons) – 2021 |
|--------------------|----------------------------|
| Paddy | 57,843.30 |
| Minor export crops | 245.62 |
| Vegetables | 3,742.81 |
| Fruit | 7,307.92 |
| Grains | 2,469.13 |
| Sugarcane | 53,610,000 |
| Total | 128,577,104.30 |

Source : Resource Profile, Wellawaya Divisional Secretariat, 2021/2022

And lack of water supply for agriculture is one of the main problems of the area. Especially, within the Grama Niladhari Divisions such as Anapallama, Varunagama and Mahaaragama there is no sufficient water supply for paddy cultivation, vegetable cultivation as well as commercial agriculture.

In addition to this, the percentage of self-employment has grown upto 11%. The labor force is about 63.07%, of which about 72.74% contribute to the active economic process. The remaining 27.26% does not contribute to any active economic process.

Wellawaya urban area is an area with the best mineral resources in the region. Granite, sand, gravel soil, gem, limestone, quartz and brick clay are the main minerals among them. But, these minerals spreaded over 1127 acres in the area are not used for formal sustainable economic development. The brick industry is one of the leading industries of the area. About 512 acres of brick clay deposits are located and no innovative production methods are used. Also, illegal mineral mining (sand, gravel soil, quartz and gems) is often carried out in the vicinity of Kiridi Oya. Therefore, a formal mechanism is required for this.

Mideniya, Sadinawela, Kotikambokka as production villages related to Kitul also have favorable climate and environmental factors for dairy farming villages, but very limited number of people are engaged in related industries. Also, freshwater fishing industry exists in the area and between 120 and 150 families are engaged in this industry. The supply of raw materials and human resources for the Palwatta Sugar Factory and Palwatta Milk Factory established near the planning area is mostly done from the Wellawaya area. It is possible to enhance the economy of the area in a sustainable manner by utilizing the relevant human resources and land, thereby contributing to the national economy. Although the tourism industry is a major economic component of the

area, but it is not oriented towards the sustainable economic development process. And there is a need to direct this region, which is self-sufficient with mass irrigation technology, to a formal agro-economic process.

Human-elephant conflict is one of the main problems in this area. About 87 properties have been damaged and 03 human lives and 04 elephant lives have been lost within the year 2022. The threat of wild elephants is mainly affect for the garama Niladhari Divisions such as Balaharuva, Anapallama, Pubuduveva, Uva Kuda Oya, Siripuragama, Neluwagala and Kithulkote. A formal sustainable development plan is required to minimize the damage and protect the agricultural environment and protect the lives of elephants.

Wellawaya is a quite natural disaster area. Kotaweheragalaya Reserve, Nikapitiya Reserve, Bibilehela Reserve and Vadinahela Reserve are subject to fires annually. Also, during the heavy rains, the lowlands around Kiridi Oya and Kudo Oya are flooded. Also, there is a minor risk of landslides in Kotikambokka, Siyambalagunaya Grama Niladhari Divisions along the Ella-Wellawaya road.

The main problems identified in this way are influencing the development of the Wellawaya urban area and if these problems have not been solved formally, there is a possibility of spreading these problems further.

3.3 .Identified Potential

There are 04 main access roads to access Wellawaya city as Hambantota - Wellawaya Road, Ella - Wellawaya Road, Colombo - Batticaloa Road and Buttala - Wellawaya Road.

Considering all the potential of the Wellawaya area as conditions for development, this region is located in an economic hotspot. The great economic resources spread over the area are the best example. These are granite, sand, gravel, limestone, quartz and brick clay spreading over an area of about 1127 acres, these deposits can be used for formal sustainable economic development.

According to the Tourism Strategic Plan (2017-2020), Wellawaya City is Strategically located in the Tourism Route. There are also a large number of historical, archaeological, wildlife, religious and ecological, agricultural tourist spots throughout the area. About 1.17% of the foreign tourists who come to Sri Lanka visit the Wellawaya area annually (Sri Lanka Tourism Development Board, 2019). Also, Wellawaya is the closest service town to Ella tourist area.

One of the main features of this area is that there is a self-sustaining irrigation system arranged in the hanging system. There are 98 small tanks, 63 dams, 02 main rivers and 03 main reservoirs.

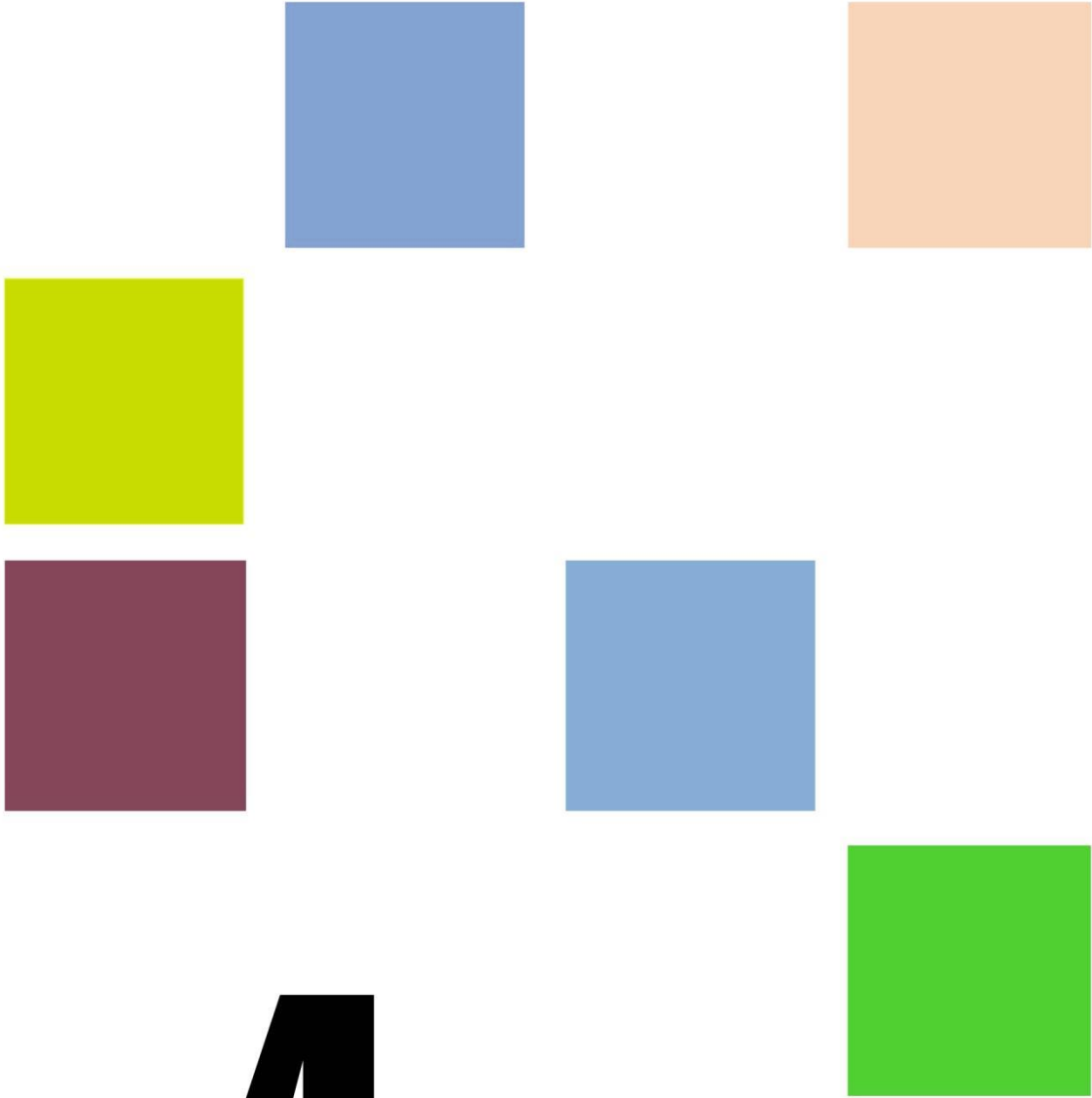
Also, the Uma Oya Lower Valley Development Program is spreading throughout the Wellawaya area. This irrigation system is a great help to strengthen the sustainable agricultural economy of the area. Also, the abundant agricultural lands spreaded throughout the area have also been identified as a major potential.

According to the National Physical Plan prepared for the period of 2017-2050, the city of Wellawaya is located in the development corridor. According to this plan, Wellawaya area is proposed to be developed as a population concentration zone (population between 100000-200000). Wellawaya town has been identified as one of the transit towns on the proposed main transport axis (priority expressway and railway) from Mattala to Batticaloa. It has been proposed to establish an internal airport in Wellawaya area for domestic aviation as well as tourism. Based on the potential of the area, this area has been identified as an economic development zone and an industrial promotion zone. Also, Wellawaya city has been identified to be developed as a connected city.

The Mattala entrance of the Southern Expressway and Mattala Mahinda Rajapaksa International Airport are located very close to Wellawaya city. (62 km) and Ruhunu Magampura International Port is also very close to Wellawaya town. (84 km). These large development projects can be considered as a great potential for the development of the area.

Furthermore, the National Economic Center proposed to be implemented in the Wellawaya Ethiliwewa area is a good market for the agricultural products of the area.

Accordingly, it is required to prepare a formal development plan for the area by identifying all the problems and potentials of the area and protecting the identity of the area. This development plan should be prepared in a manner that compatible with the strategic plans of the proposed National Physical Plan and the provision of service facilities related to those proposals, with the aim of providing optimal benefits to the residents and the people at local and foreign. Also, the existing economic resources of the area should be used for sustainable economic development. Also, there is a need to prepare the development plan with a strong enforcement mechanism by promoting the development and balancing the development while protecting the green ecosystem of the area.



4

Chapter
Planning Framework

Chapter Four

Planning Framework

4.1 Vision

“Uva Wellassa Agricultural Production Hub”

“ඌව වෙල්ලස්ස කෘෂි නිමැවුම් කේන්ද්‍රය ”

"**Uva Wellassa**" means the pride, identity and economic foundation of the province and city for centuries.

"**Agricultural**" means the area's lifeline and prosperity.

"**Production**" means the processing of products into a "finalized product".

"**Hub**" means a strategic area where all resources are concentrated.

4.2. Vision Statement

" Without changing the current form of the city, preserving the regional identity, making optimal use of the local resources and infrastructure, strengthening the city's economy, and protecting the natural ecosystem, making the area self-sufficient in agriculture, and creating an economically strong and prosperous commercial city. "

4.3. Goals

01. Create as a commercial agricultural & Logistic Service City by providing infrastructure Facilities.
02. Create as a strategic interchange tourism service center providing tourism services.
03. Create Wellawaya as an eco-friendly safe green zone.

4.4. Objectives

Objectives for the first Goal

“Create as a commercial agricultural & Logistic Service City by providing infrastructure Facilities.”

- Incorporate the Wellawaya area with the National Physical Plan 2017-2050 and their proposals for economic development.
- By the year 2033, establish the mountain water management system in this area and convert about 5,000 acres of abandoned land into paddy fields
- Create secondary agro economic zones of various density with infrastructure in areas identified as agro-export village, dairy farming, kithul product industry, Clay related products, lake fisheries Village and creation of 10,000 employment opportunities by the year 2033.
- Creation of around 25000 employment opportunities in selected areas by establishing agriculture-based service and manufacturing industries and value addition industries By the year 2033,
- Establish vocational education centers to promote commercial agriculture, tourism and value-added industries by 2027 and enroll about 500 students per year.
- Bring the water resources of the area to the optimum level and bring the cultivation percentage of agricultural lands to the maximum level by the year 2033.
- Cultivation of about 35,000 acres of diversified agricultural crops by the year 2033 based on the Uma Oya water project and the irrigation system of the area.

- Provision of urban services at optimum level covering the entire planning area. (water, electricity, telecommunications, waste management, road facilities and health facilities) By the year 2033.
- Establishment of mineral based value-added manufacturing industries in selected areas by the year 2033 and creation of around 3000 new jobs.
- Create a suitable environment for investors to invest in the area By the year 2025.

Objectives for the second Goal

02. Create as a strategic interchange tourism service center providing tourism services.

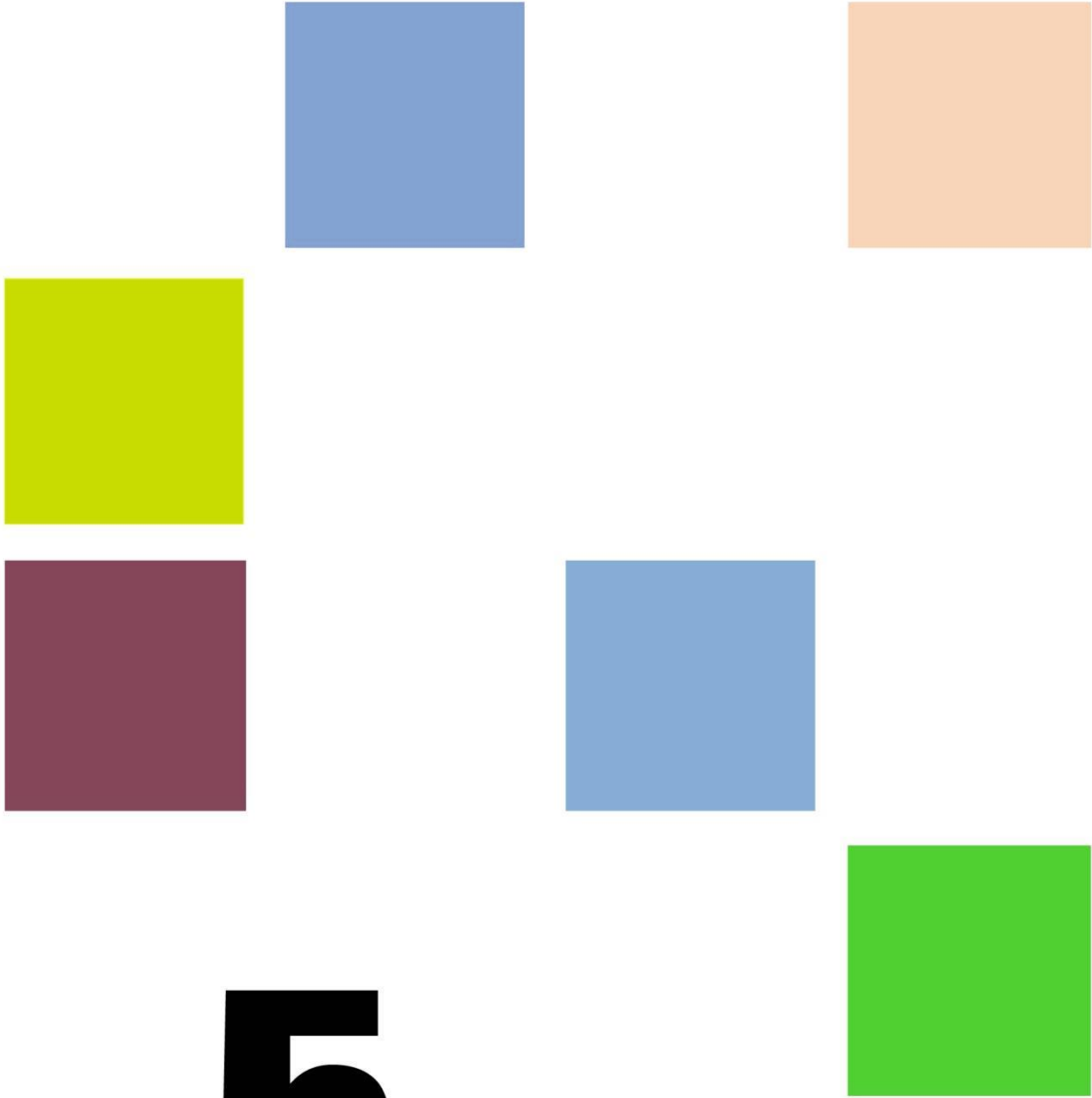
- Creation of service centers consists with all urban services for identified areas by the year 2033.
 - Two health service centers (Wellawaya and Hadapanagala)
 - Administrative Service Center
 - Four commercial service centers (Wellawaya town as the main center and Ataliwewa, Hadapanagala and Kududa Oya as other centers)
 - Four tourist service centers (Wellawaya city as the main center and Ellawala, Budruvagala and Hadapanagala tourist zones as other centers)
- Use the concept of "High End Tourism" to get high income through the tourism industry by the year 2033.
- Development of tourism services to the optimum level By the year 2033 (providing transportation facilities, accommodation, food and beverages, entertainment, information, guidance and other services required to satisfy the needs of tourists).
- To Establish an inter-connection between Ella Wala Waterfall, Buddharuvagala Pooja Bhoomi, Hadapanagala Park, Lunugamwehera National Park and develop infrastructure for a comfortable visit By the year 2033.
- Increasing the number of people engaged in tourism related jobs to 5000 by the year 2033.

- To attract 5% of the number of foreign tourists coming to Sri Lanka to the Wellawaya region from increasing the tourist service facilities in the Wellawaya area by the year 2027. (Tourist arrival 1.17% by 2020, Sri Lanka Tourism Development Board, 2020)
- To Integrating Ayurveda medicine and tourism industry and promoting "International Medical Tourism" by the year 2033.
- Changing "Elephant-Human Conflict" to "Elephant-Human Connection" by establishing wild elephant management centers and promoting tourism By 2033.

Objectives for the third Goal

3. Create Wellawaya as an eco-friendly safe green zone

- Conservation and management of 100% natural ecosystem by year 2033 .
- To create enforcement mechanism of all environmentally sensitive zones in the area as "Environmental Conservation Zones" by the year 2025.
- Increasing forest cover by 05 % to cover the entire plan area by the year 2033.
- Allocation and enforcement of special reserve boundaries for lakes, reservoirs, rivers, water resources and watersheds By the year 2025.
- Providing better facilities for exploring the natural biodiversity of the area by the year 2025.
- Introducing sustainable environment friendly mineral mining concepts by the year 2025.
- To create a clean city by establishing solid waste management and sewage system in the main city by the year 2033.
- To create mechanism prevention of wild elephants entering villages by 2033.
- Creating food security in forests by the year 2028.



5

Chapter
SWOT Analysis

Chapter Five

Strengths, Weaknesses, Opportunities, and Threat analysis

(SWOT analysis)

A SWOT analysis was conducted to identify the strengths, weaknesses, opportunities, and threats of physical, social, environmental, and economic sectors in order to reach the vision of making Wellawaya a planned city by the year 2033, and thus it is expected to achieve the development goals. Accordingly, the SWOT analysis for each Goal is shown below.

5.1.1. Summarised SWOT analysis for the goal of “Create as a commercial agricultural & Logistic Service City by providing infrastructure Facilities”

Strengths

1. There is a large amount of land with development potential in the Wellawaya area.
 - From the total land consumption of the area, 22.68% is bushland and hena cultivation, 12.53% other crops, 12.27% horticulture, 8.15% agricultural land (hena cultivation and bushland - 13,084 ha, other crops - 8437 ha), horticulture - 7,077 ha, Mixed Agricultural Land - 4,701 ha).
 - High demand for land for agro-innovation projects related to commercial agriculture.

2. The presence of large water sources that can be used for agriculture in the Wellawaya area.
 - Availability of water resources, 2.61% of total land consumption. (02 main rivers, 03 reservoirs, 98 lakes, 63 dams).
 - Kirindi Oya, Kudo Oya, Alikota Ara Reservoir, Handapanagala Reservoir, Kudo Oya Reservoir are the main water sources in the area.

- Wellawaya area is in the lowland dry zone and annual rainfall between 1500-2000 mm., and due to this the surface and underground water storage in water sources is high.
3. Wellawaya area being an area showing high agricultural potential.
 - Total possible cultivate land area is 32,094 hectares.
 - 60.82% of the total land area is capable of agricultural activities.
 - The total area of cultivated land (including paddy fields) is 8437 hectares.
 - The total annual yield of the area is 71,608 metric tons. (2021).
 4. Availability of sufficient labor force that can influence the economic development of the area.
 - Economically active labor force 63.07%.
 - 54% of the total labor force whose main livelihood is agriculture.
 5. The presence of resources of economic value throughout the area.
 - Availability of 17,195 hectares of scrub and grassland for dairy farming.
 - Existence of 673 acres of clay deposits required for clay related manufacturing industry.
 - Availability of 26 acres of black stone deposits, 60 acres of sand, 332 acres of limestone, 32 acres of gems, and 04 acres of quartz.
 - Kitul-related manufacturing industries tend to be more concentrated in Mideniya and Sadinnawela areas.
 - There are about 90 lakes suitable for freshwater fishing.

Weaknesses

01. Although there is a large number of empty lands in the area, the land is not used for commercial agriculture.
 - 22.68% of the total land consumption is scrub land and hena cultivation land, (Hena cultivation land and scrub land - 13,084 ha)
02. Non-coverage of all agricultural areas in the area by existing water sources.

- Lacking water for about 3500 hectares within the Grama Niladhri Divisions of Varunagama, Anapallama and Mahaaragama.

03. Absence of a formal mechanism for agricultural production, assembly, application of technology, value addition, and distribution in the area.

- The total yield of the area is 128,000 metric tons. Paddy - 57843.30 (Mt), Minor export crops - 245.62 (Mt), Fruits - 10,223 (Mt), Grains - 2141.4 (Mt) and Vegetables - 3742.81 (Mt).

04. A non-diversified agricultural cropping pattern is prevalent throughout the area.

- Cultivation of the same type of crop in each agricultural land without the use of technology throughout the entire area. Due to this, the income/amount received from the crop is very low.

05. Not utilizing the resources of the area's economic diversity in a formal economic process.

Opportunities

01. Ongoing and proposed mega development projects involving water sources.

➤ Uma Oya Multi Purpose Project

- Construction of 12 km long diversion canal from Alikota Ara Reservoir to Budruvagala Lake.
- Construction of the 18 Km. main canal Km from Budruvagala to Kuda Oya Reservoir.
- Construction of 30 Km. main canal from Kuda Oya Reservoir to Sinhalayagama.
- Construction of Hadapanagala left bank main canal with a length of 11 Km.
- Rehabilitation of 58 small tanks under Rural Irrigation Reform.
- Development of Alikota-Ara Reservoir - Expansion of Alikota-Ara Reservoir and increasing the capacity of Alikota-Ara Reservoir to 6.5 million m³ (5270-acre feet).
- Development of Hadapanagala Reservoir- Increasing the height of the dam of Hadapanagala Reservoir and increasing the capacity from 7.5 million m³ to 14 million m³ (11,500-acre feet).

- Kudo Oya Reservoir Development - Construction of the new Kudo Oya Reservoir with a capacity of 30 million cubic meters (25,000 acre feet).

02. Proposals of the Uva Regional Plan prepared for the years 2010-2030.

- Efficient development of agriculture as the main economic sector and make provisions to get easy access to markets.
- Develop an integrated water management system to conserve water and integrate it with agriculture.
- Conversion of hena cultivated lands and scrub lands in to agricultural use for maximum productivity of the lands.
- Facilitating agricultural businesses like sugar and dairy products that maximize import substitution.
- A highway connecting the Hambantota Metro Region and the Batticaloa Metro Region stretches through the Uva Region and Thanamalwila, Wellawaya and creation of interchanges in Buttala, Monaragala and Siambalanduwa cities.
- Creation of a railway line connecting the Hambantota Metro Region and the Batticaloa Metro Region along with the aforementioned expressway.

03. National Physical Plan prepared for the years 2017 – 2050.

- The Wellawaya area has been proposed as a settlement concentration zone to accommodate a population of 100,000 – 200,000.
- Inclusion of Wellawaya town in the proposed economic development industrial zone from Mattala to Batticaloa.
- Proposed Mattala to Batticaloa transport corridor (priority expressway and railway) running through Wellawaya town and designated as an interchange town.
- Wellawaya area has been identified for a proposed domestic airport.

04. New projects related to agriculture will be carried out focusing on Wellawaya area.

- Agriculture sector based agro innovation project (drumstick cultivation, mango cultivation, banana cultivation - more than 3500 acres)
- A mango processing zone has been introduced by the “Institute of Postharvest Advanced Technology”.

- Plant nurseries by the Agriculture Department of Palwatta Lanka Sugar Company.
- Location of 24 small size plant nurseries and 13 greenhouses.
- National Economic Center proposed by the Ministry of Agriculture - Thelulla, Ataliwewa.

05. Impact of projects currently under development.

- The Mattala entrance of the Southern Expressway is located very close to Wellawaya town (60 km).
- Mattala International Airport is very close to Wellawaya city. (62 km)
- Hambantota International Port is very close to Wellawaya city (84 km)
- Palwatta Sugar Factory being the main buyer of sugarcane in the area and the main producer of sugar on the island.
- Palwatta Dairy Factory being the main dairy producer in the area.

Threats

01. Destruction of agricultural crops by wild elephants.

- About 87 properties and agricultural crops have been cultivated in the period of 2021.

02. Wholesale purchase of agricultural produce at very low prices by traders from outside areas.

- Annual crop yield in the area is about 128,000 metric tons..

03. During periods of dry weather, the water level in network sources is very low.

5.1.2. Summerised SWOT anlysis for the goal of “Create as a strategic interchange tourism service center providing tourism services.

Strengths

01. Wellawaya has many tourist attractions and a rich bio-diversity ecosystem.
 - Buduruvagala statue, which is the largest stone Buddha statue in the island, is in the planning area.
 - Location of attractive waterfalls like Ella Wala waterfalls, Visari waterfalls in the planning area.
02. A better environment has been created for investment in the tourism industry.
03. Abundance of wildlife zones in and around the planning area.
 - 41.35% of the total land consumption belongs to wildlife and forest conservation areas.
 - Location of Udawalawa, Lunugamwehera and Hadapanagala Wildlife Zones are very close.
04. A variety of eco-systems for tourists to experience are located within a short distance.
 - Ella Tourism Zone far from 26 km, Haputale tourist area far from 40 km, Hadapanagala tourist zone far from 10 km, the tourist zone of Lunugamwehera. Udawalawa Tourist Zone is also far from 30 km away.
05. Wellawaya is the main interchange city that connects the southern tourism zone, the eastern tourist zone and the Up-country tourist zone.
06. There are 04 main entrances to access Wellawaya town.

Weakness

01. Lack of adequate infrastructure for tourists visiting major tourist attractions.
 - On an average per day, between 900 - 1000 local and foreign tourists visit the Wellawaya area. (Ellawala: about 100, Buduruwagala: about 250, other places: about 150 and the remaining tourists travel through the city)
 - About 1500 local and foreign tourists visit Wellawaya every day. (Ellawala: about 600, Budruwagala: about 500, other places: about 400)
02. Absence of a formal tourist service facility center for tourists visiting and interacting in the Wellawaya area.
 - Between 800-900 foreign tourists are exchanged daily.
03. Inadequacy of properly developed roads and transport facilities interconnecting major tourist destinations.

04. Inadequate residential facilities for the promotion of the tourism industry.
05. Absence of a systematic program to develop the city's economy through the tourism industry.

Opportunities

01. Wellawaya area accounts for 1.17% of total foreign tourists in Sri Lanka visiting Wellawaya annually.
02. new tourism-related investments and eco-tourism-related resort developments.
 - Star class hotels like Jetwing Kaduruketha are operating.
03. The cluster cities around Wellawaya city have become popular as tourist cities.
 - The Wellawaya tourist zone is located in the middle of Ella, Haputale, Lunugamwehera and Udawalawa tourist zones.
04. The climate changes very quickly in a very short distance in the area.
 - The northern boundary of the Wellawaya division is 16 -19 Celsius and southwards from the city it ranges from 23-31 Celsius.
 - The northern boundary of the Wellawaya belongs to the intermediate zone and the southern part belongs to the dry zone.
05. Ella station on the Colombo-Badulla railway line is located at a very close distance of 25 km from Wellawaya town.
06. Proposals of the UVA Regional Plan prepared for the year 2010-2030.
 - Development of all existing roads of scenic value as mountain tourism routes considering urban planning and landscape.
 - Creation of scenic spots, adventure spots, botanical gardens at identified strategic locations in the area.
 - Creation of “Elephant Management Zones” to reduce human-elephant conflict.
 - A highway connecting the Hambantota Metro Region and the Batticaloa Metro Region stretches through the town of Wellawaya and Thanamalwila, Wellawaya and creation of interchanges in Buttala, Monaragala and Siambalanduwa cities.
 - Creating a railway line to connect the Hambantota Metro Region and the Batticaloa Metro Region along with the aforementioned expressway.
07. Proposals of the National Physical Plan prepared for the year 2017-2050

- Proposed Mattala to Batticaloa transport corridor (priority expressway and railway) running through Wellawaya town and designated as an interchange town.
- Wellawaya area has been identified for a proposed domestic airport.

Threats

01. Active tourist hotels and lodges in the surrounding tourist areas.
 - Between 2000-3000 hotels are operating in Ella and Haputale tourist areas.
02. Desecration of tourist attractions in the area by visitors.
03. The collapse of the tourism industry due to the epidemic situation like Covid-19.

5.2.3 Summerised SWOT anlysis for the goal of “Create Wellawaya as an eco-friendly safe green zone.

Strengths

01. The green density of the area is very high.
 - 61.5% of the total land area belongs to the blue green zone. (There are 176.21 Sq.km of forests, 130.84 Sq.km of Scrub land, 44.6 Sq.km of paddy fields, 13.61 Sq. km of water sources and wetlands).
02. Due to the large range of mountains and the green zone in the area.
03. Air quality in Wellawaya city is very high.
 - The US AQI index is between 0-50.

Weaknesses

01. Contamination of water sources and sensitive ecosystems due to informal waste management.
 - Discharge of wastewater into Radapola Canal, Kiridi Oya and Hadapanagala Reserve daily.
02. Extension of development pressure in the area to the ecologically sensitive zone.
 - Removal of vegetation layer with rapid development of the construction.

- Destruction of sensitive ecosystems due to commercial agriculture.

03. Unplanned mining of minerals throughout the area.

04. Unauthorized encroachments on wetlands and reserves around water sources.

- About 21.62 % of the total area is unauthorized land.

Opportunities

01. Supplying water is needed to preserve the ecological balance through the Uma Oya multi-purpose scheme which is being implemented focusing on the Wellaway area.

02. Availability of suitable climatic conditions, soil factors and water resources to maintain green cover in the area.

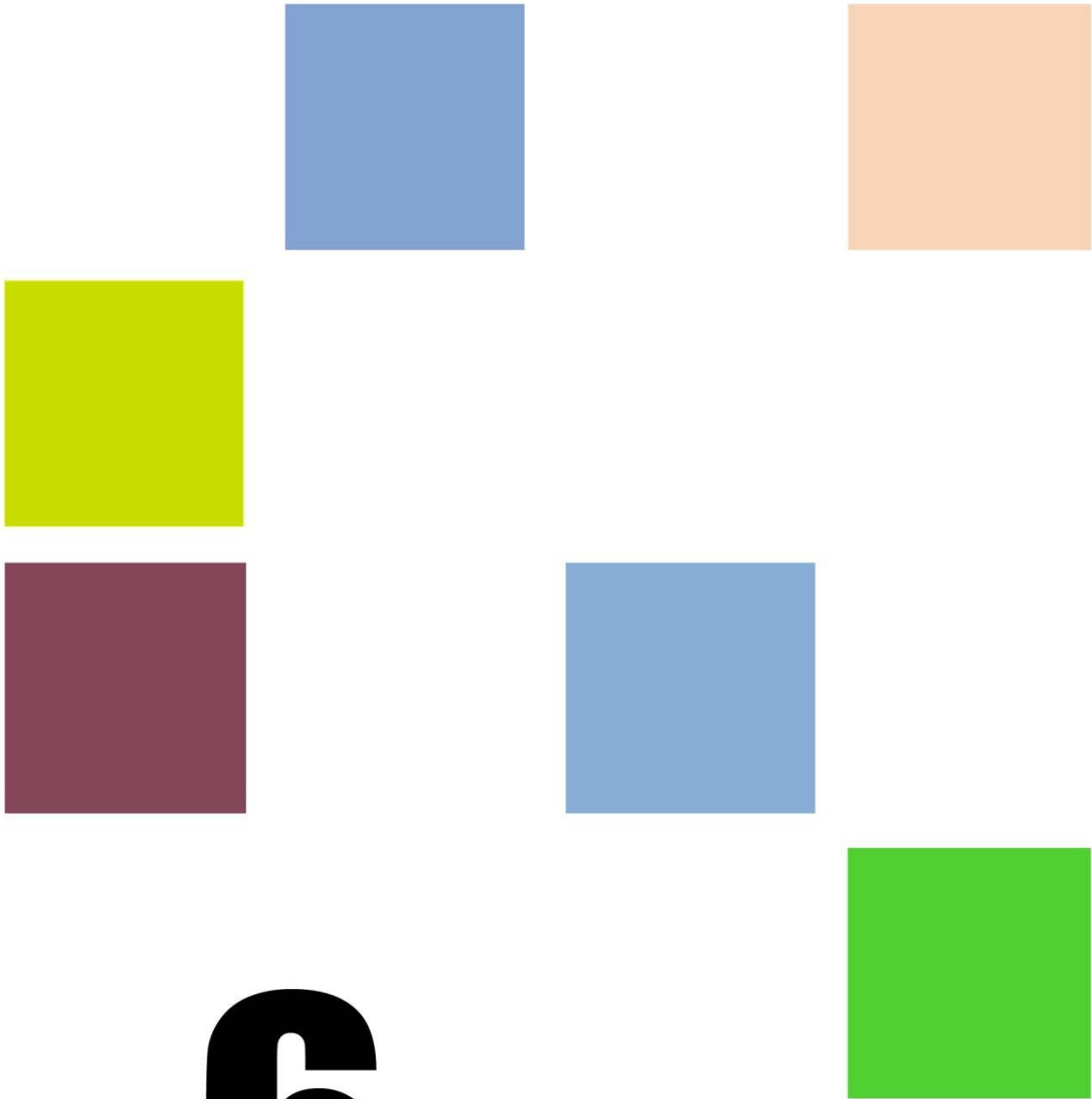
- The area belongs to the intermediate climate zone and the dry zone and receives an annual rainfall between 1500 and 2500 mm and the groundwater level in the area is high.
- Presence of red, yellow podzolic soil, Regusol soil and brown soil mixed with sand necessary for plant growth and planting.

Threats

01. Fires that occur annually in the mountain ranges of the Wellaway area.

- Bibilehela Reserve (about 200 acres), Kotaweheragala Reserve (about 100 acres), Vadinahelaya Reserve and Nikapitiya Reserve are subjected to annual fires.

02. Minor earthquakes in the year 2023



6

Chapter
The Plan

Chapter Six

The Plan

6.1. Introduction

Three main Goals have been identified to make Wellawaya, agricultural city, the **"Uva Wellassa Agricultural Production Hub"** by the year 2033. Separate Objectives have been identified to reach the identified Goals. A conceptual plan for the development of the city has been developed by analyzing the strengths, weaknesses, opportunities, and threats to reach those Goals and Objectives.

The proposed land use plan has been prepared based on the proposed conceptual plan for the development of Wellawaya city. The proposed land use plan reflects the expected physical development of the city by the year 2033. In this way, six main strategies have been formulated to reach the desired physical development, economic development and environmental development, and six main strategies have been included in this chapter under implementation strategies to strategic projects.

6.2. Concept Plan

The future development of the city is reflected through the conceptual plan of the Wellawaya development Plan. A conceptual plan has been prepared with the aim of developing Wellawaya town as the main commercial agricultural service center based on residential mixed farming colonies in Monaragala district by interconnecting five main development centers identified as commercial, agricultural, industrial, tourism and residential and large-scale development projects.

In the formulation of the conceptual plan, attention has been drawn to take the areas specific to each function as development centers and make their development activities formal and efficient, as well as create interconnection between those centers by considering the potentials, development trends and the opportunities for future developments.

The Wellawaya is developing rapidly as a center for commercial and services of the area, which has been established based on the main road networks of A2 road running through Colombo -

Hambantota, A 04 road running Colombo to Batticaloa, and A 23 road running through Kumbalwela - Ella. Therefore, the area has been identified through this development plan to develop as a major commercial and service center. Furthermore, the Dimbulamura area has been identified through this development plan to develop as the administrative center.

The small urban areas of Ataliwewa and Kuda Oya located towards south direction of the main town of Wellawaya have been established along the Wellawaya - Thanamalvila (A 02) road and function as small urban centers serving to a large agricultural area. Accordingly, these two small towns have been identified to be developed as regional agricultural service centers to strengthen the economy of the city by improving the service facilities related to the agricultural industry, which is considered as the backbone of the urban economy of Wellawaya urban area.

Also, Balaharuwa, Mahaaragama, Warunagama and Anapallama, Siripuragama, Pubuduveva areas have been identified to be developed as rural agricultural service centers. The rest of the areas have been identified for expansion as agricultural households with an agricultural-dominated economic pattern and non-agricultural and agricultural supportive families.

Agriculture is the main economic driver of the Wellawaya area and it is proposed to create an economic center for the sale of agricultural products of the area in order to strengthen the economy of the city, is a major economic strategy. Accordingly, it has been identified to establish an economic center in Thellulla, Ethiliwewa area. It is expected to collect agricultural products in the Wellawaya area and the surrounding region and develop the economy by connecting it with the Kappetipola economic center.

Strength of the industrial sector has been identified as one of the main economic development strategies of the Wellawaya area to strength the city economy. And, it has been identified to establish 02 industrial zones within the planning area and to establish many agriculture-related industries using the agricultural products of the region. Accordingly, 02 new industrial zones are proposed to be established in Kithulkote areas, including about 1258 acres of land.

This conceptual plan envisages to export and distribute the products such as agricultural related products, mineral related products, and service related products as value added or finalized products by inter-connecting the mode of transport of Southern Expressway, Mattala International Airport, Hambantota Port and Udarata Menike Railway (Ella Railway Station) and the proposed priority expressway, the proposed priority railway.

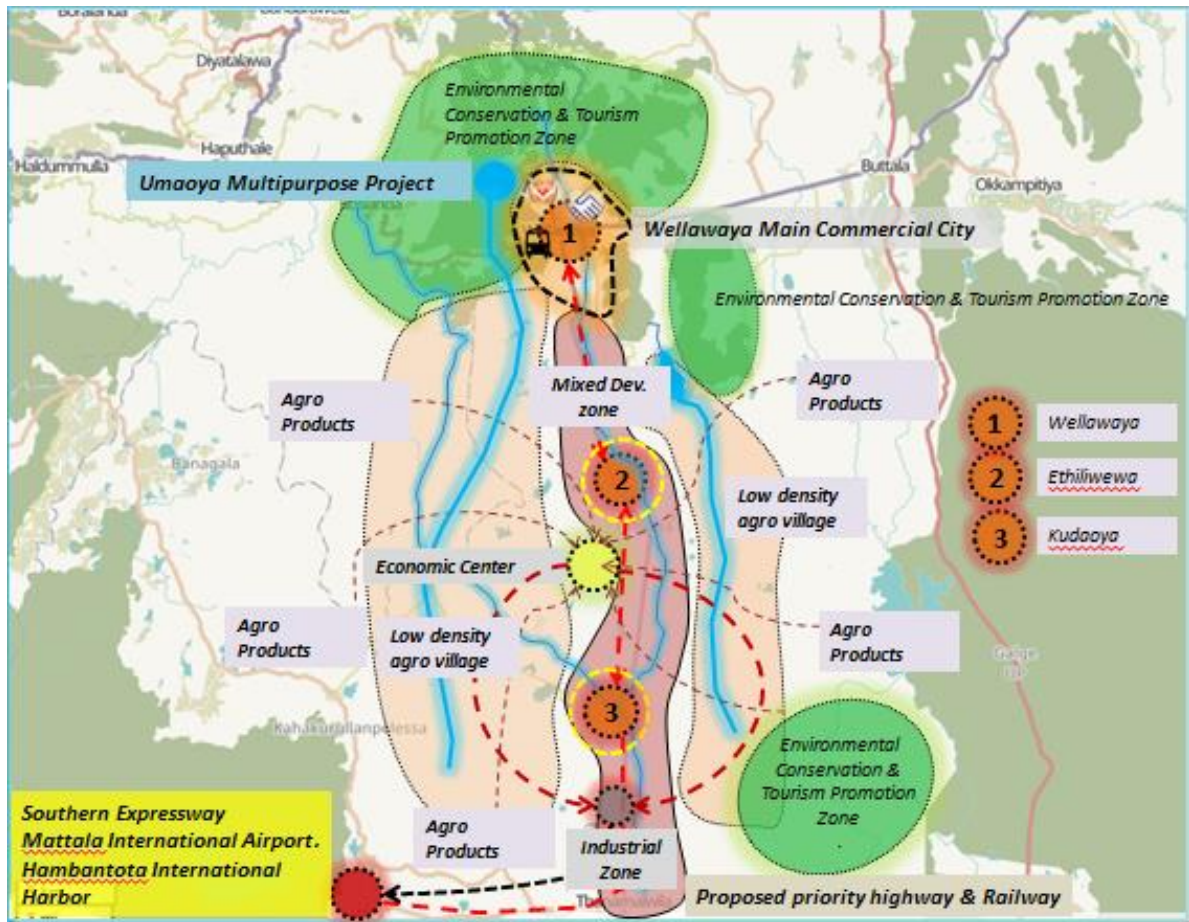
It has been identified to be developed Wellawaya as tourist service centers by providing required facilities to promote tourism activities in areas such as Ellawala Waterfall and Bogahapatana Reserve in the North, Hadapanagala Park in the East, Lunugamwehera National Park in the South, and Budruvagala Archaeological Zone in the West of Wellawaya Municipal Council area.

Through these developments Plan, it is expected to provide accessibility, sanitary facilities, food, accommodation, parking facilities, recreational facilities, adventure sports etc. It is also expected to provide safari facilities, food and accommodation facilities to tourists visiting Hadapanagala Park and Lunugamwehera National Park. It is expected to provide recreational facilities, sanitary facilities, food, accommodation and parking facilities for the tourists and pilgrims coming to the Budruvagala archaeological zone.

It is expected to provide food, accommodation, e-banking facilities, sanitary facilities, and necessary guidance for tourists traveling through the city of Wellawaya within the city center. It has also been identified to promote tourism through the development of many attractive places throughout the area.

The concept has been formulated to develop the economic, social, physical and environmental sectors in the entire urban area by the year 2033 through the implementation of strategic plans by inter-connecting urban centers like commercial, agricultural, industrial, tourism and residence.

Picture No. 6.1 Concept Plan



Source: Uva Provincial Office Urban Development Authority., 2022

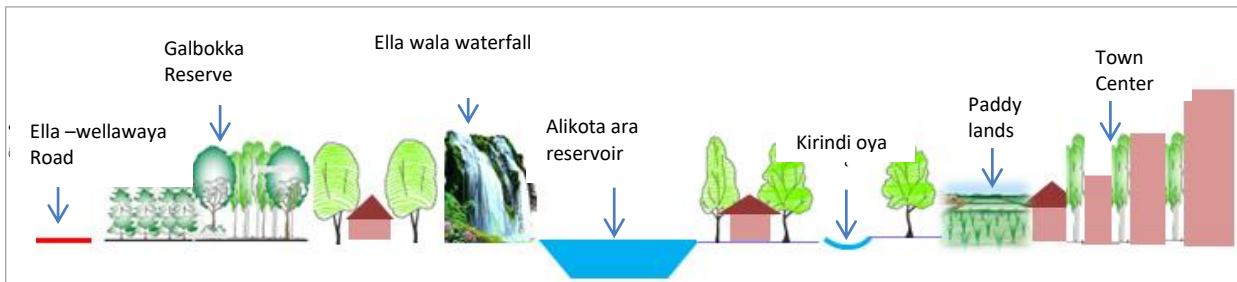
6.3 Proposed Land Use Plan

The Wellawaya city is an agricultural city belonging to the Uva Wellassa Korale and currently it has been identified as a city that shows development trends without special development intervention and proper enforcement mechanism. Since Wellawaya city can be interchanged with several provinces, the opportunity has been created to establish regional interconnections as well as to benefit from large-scale development opportunities occurring in the region. Accordingly, the proposed land use plan for the year 2033 has been prepared to utilize the existing resources and lands at an optimal level while protecting the agricultural identity of the area and the related settlement as well as the sensitive ecosystem in order to achieve the future development goals through the formal management of the existing development trends and potentials of the city.

Through the overall urban model introduced in this development plan, the green background made up of paddy fields, gardens, mango, banana, vegetables and other agricultural fields, and the blue background reflected by rivers, lakes, reservoirs, and canals, located in an attractive scenic environment. Moreover, the beauty of the city can be seen by the scenic mountain range located around the city. Also, Wellawaya city can be seen as the main city and Ethiliwewa and Kuda Oya cities as suburbs, and so that there is no problem with the existing identity, buildings with height levels suitable for the specific development characteristics of each area can be seen extending in four directions along the main roads. And a person who enters the city from any of these four main entrances could enjoy a smooth, quiet and peaceful urban environment.

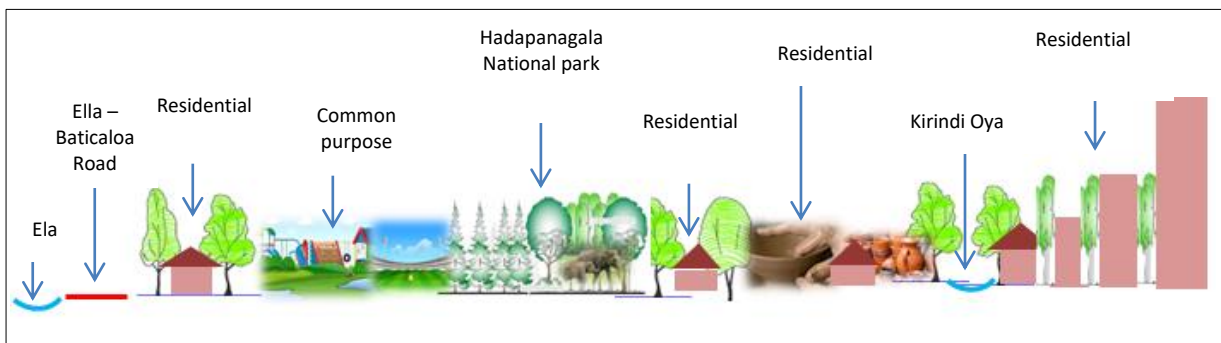
Entering the city from the northern entrance of the city, the Alikota Aara Reservoir, Visari waterfall, Galbokka Reserve and Bogahapatana Reserve are surrounded by nature-friendly built environment, including waterfalls and nature trails with plenty of facilities for adventure sports and sightseeing in the mind-blowing environment as well as water sport activities. A territory with tourism services with tourist hotels / lodges and camping facilities is visible. Further enhancing the attractiveness of the city's northern entrance road, there is the possibility to enter into the city by using the four-lane Ella-Wellawaya road and the South Bank canal road built by the Alikota-ara reservoir.

Entering from the northern border of the city and traveling along the main road, one can see paddy fields, residential areas, and government offices. When come forward to experience that environment, it can get an experience of the possibility of getting commerce and services, and the ability to taste delicious food.

Picture No. 6.2 Cross Section for Ella – Wellwaya Road up to Town center

Source: UVA Provincial office, Urban Development Authority, 2022

Also, the entrance to this city from the eastern side starts from Kudwa Oya, which separates Buttala and Wellwaya Police Areas, and the Colombo-Batticaloa Road is the main entrance. At the entrance to the city along the Colombo-Batticaloa Road, residential use and land reserved for public purposes can be identified. After that about 2.6 Km. forest land can be seen which is considered as the northern border of Hadapanagala reserve. Passing the forestry land and moving towards the city, medium density residential areas can be seen. When come forward, can experience of Kotaveheragala Municipal Park, which is close to the city. It can also be seen that the height of the buildings on both sides of the road gradually increases as you pass the park and move towards the city.

Picture No. 6.3 Cross Section for the Road Colombo – Batticaloa up to Wellwaya Town

Source: UVA Provincial office, Urban Development Authority, 2022

On entering the Wellwaya town from the southern entrance, will meet the Thanamalwila - Wellwaya road and the western boundary of the Lunugamwehera National Park. While traveling in this way, will meet the northern entrance of Lunugamwehera National Park from Kithulkote area and from this entrance the vehicles of local and foreign tourists enter into the park. As move forward, will see the Kithulkote industrial area. Moving further, Kuda Oya sub-city can be seen as

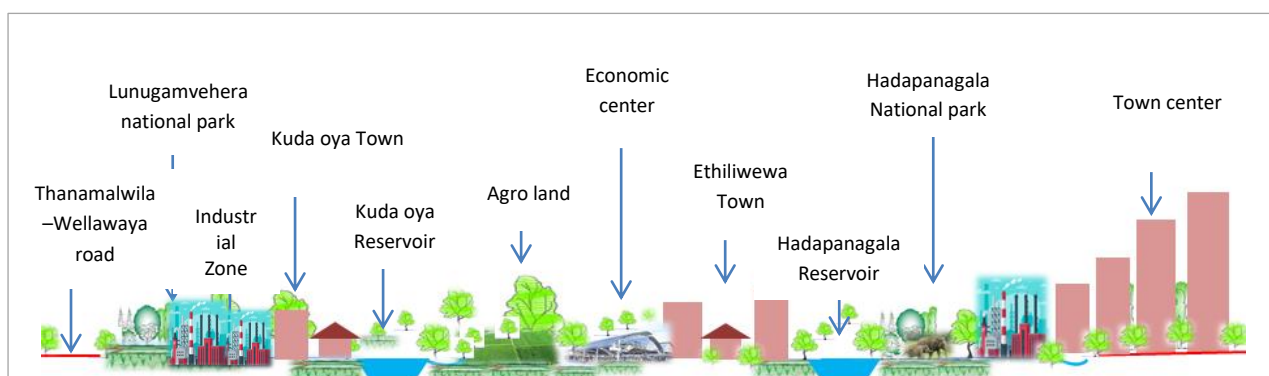
a city that provides agricultural services. Kudo Oya flows through the center of the city, feeding the agricultural and cultivated lands located on the slope from the Kudo Oya Reservoir.

While traveling towards Wellawaya along the road, it can be seen the commercial agro-industrial lands as well as the Thelulla Economic Center and the recreational park around the Thelulla lake near the economic center and can enjoy the local food and relax. Passing the park and moving towards the city, mixed residential and agricultural land, paddy fields and fruit cultivated lands also can be seen. Passing those agricultural lands and moving towards the city, can see Ataliwewa Agricultural Service Sub-town and can experience that the height of the buildings on both sides of the road is gradually increasing. Also, the urban landscaping is clearly visible. Passing this sub-town towards the main town, can see the agricultural lands and the south and left bank of the irrigation canals of the Uma Oya Water Scheme flowing towards the south through the agricultural lands. Also, as move forward, can see a land consisting of various types of tourist hotels, lodges and tourist services with safari facilities built in harmony with the natural environment, as well as the park facilities that are necessary to enjoy the breathtaking environment around the Hadapanagala Reservoir as well as the miracles of the Hadapanagala Park.

While passing that area and moving forward, you will see an area with natural environment and tourist service facilities around the Buduruvagala archaeological site, which is a place of religious pilgrimage at local and foreign, which reveals the ancient heritage of the area. Moving further towards the city, the low-medium density residential zone can be seen. And while moving forward, can see a scenic environment. Passing that beauty and entering the main city, increasing the height of the buildings gradually can be observed.

The Thanamalwila – Wellawaya four-lane road can be used as an attractive route to further enhance the attractiveness gained in this way. A pleasant city can be seen with alternative roads, bicycle lanes, parking spaces, sidewalks, linear parks, electric lighting systems, tree planting and regularly arranged drainage systems as well as garden decorations designed to reduce congestion.

Picture No. 6.4 Cross Section for the from Kithulkote to Wellawaya city



At the entrance of the city of western side meets the Colombo - Batticaloa road and the park facilities consisting of Bibilehela Reserve and Nikapitiya Reserve and various types of tourist hotels, lodges, and the possibility of water sports and adventure sports related to the aquatic environment are built in harmony with the natural environment.

Further experiencing the scenic beauty of the western entrance of the city, while traveling towards the city, meet the Uma Oya South Bank Canal and at the same time, can experience the marvels of the tourist route. When walking forward, be able to see the blue-green paddy fields unique to the area. Moving further, the city limits of Wellawaya can be identified and the area consists of health care centers and related activities, commercial activities and mixed services and increasing building height when coming to the city center.

Moving forward along the Colombo - Batticaloa road, once can see a pleasant city with alternative roads, parking spaces, sidewalks and well-arranged drainage systems as well as garden decorations by reducing the congestion of the city.

Picture No. 6.5 Cross Section for from icepeella to Wellawaya Town



Source: UVA Provincial office, Urban Development Authority, 2022

When entering the city through these four directions, the green background on both sides of the main roads conveys the feeling of the mountain-based eco-tourism industry in the northern part of the area. The change in form is recognizable and undoubtedly felt as a city with a commercially active mechanism surrounding an agricultural land. The model of this city takes a different face around Ethiliwewa and Kuda Oya suburbs and activities related to large buildings as agricultural service supply centers can be seen in those areas. Also, in Kithulkote, Balaharuwa and Anapallama areas, activities based on exports related to medium and small-scale agriculture and traditional industries can be seen.

Accordingly, from all the descriptions made above, it is supposed that through the development of the city of Wellawaya, the urban vision of "**Uva Wellassa Agricultural Production Hub**", an urban model that shows the vision, will emerge through the proposed land use plan by the year 2033.

6.4. Spatial Development Strategy

Considering the spatial distribution within the identified planning area based on the background studies, it can be seen how the development potential is very low compared to the city center due to the mountain and slope areas at Northern and Western borders of the area, and irregularly exposed. Also, the development potentials of the Wellawaya main city, suburbs of Ethiliwewa and Kuda Oya have been spreaded irregularly.

Also, informal sprawl can be seen beyond the city limits. The proposed Spatial Plan is formulated as a strategy to reorganize spatial patterns with the aim of systematic expansion by reducing the existing traffic congestion in the city centers and informal spanning, by providing proper public facilities, and facilities for diversified commercial activities, expanding agriculture activities to protect the identity of the area, and protecting the sensitive environmental of the area, and taking the similar development to the outside area of the city.

6.4. Proposed Spatial Plan

The purpose of the proposed spatial plan is to practically position the conceptual plan prepared based on the vision and objectives for the year 2033 in the planning area. The following strategies describe how the entire area has been planned to make the most of the available diversity as a unique area with high transport connectivity, with a diversified economic pattern centered on commercial agriculture. The Spatial plan has been prepared based on the conceptual plan, development pressure, road density, and population density analysis.

Strategy 01:

Introduce unique character based eight different development clusters.

it has been divided into 08 zones mentioned as follows to preserve the existing identity and characteristics of the planning area and to uplift the local economy.

Table No 6.1. Main Zones of the Spatial Plan

| Proposed Zone | Area (Grama Niladhari Divison) |
|---|---|
| Main city center | Wellawaya, Dimbulamuraya South Part |
| Polycentric Urban Centers | Ethiliwewa, Kudo Oya, Hadapanagala |
| Local urban centers | Balaharuwa, Anapallama |
| Agricultural and residential zone | Debaraara, Balaharuwa, Thelulla Coloniya, Thelulla, Mahaaragama, Atiliwewa, Siripuragama, Weheraya Colonya, Weherayaya, Hadapanagala, Buduruvagala, Neluwagala, Pubuduveva, Nugayaya, Varunagama, Sudupanawela, Kithulkote, Uva Kuda Oya, Andawelayaya. |
| Industrial and Manufacturing Zone | Kitulkote |
| Healthcare Zone | Wellawaya |
| Administrative Service Zone | Dimbulamuraya, Wellawaya |
| Environmental Conservation and Tourism Service Zone | Kotikambokka, Galbokka, Budruvagala, Hadapanagala, Kithulkote. |

Source : UVA Provincial office, Urban Development Authority, 2022

Main City Center

The main urban area is the area where urban services and facilities existed around the Wellawaya town. Within this zone, it is expected to develop urban service facilities, commercial activities, health facilities, urban settlements, administrative activities, recreational activities as well as the regional main transportation center with high road connectivity.

Polycentric urban Center

This city concept is used for the development of existing small/suburban areas with large physical heterogeneity. In this planning area with such a physical disparity, the development is centered to the Wellawaya city, therefore, Hadapanagala town which is connected at a distance of 09 km, Ethiliwewa which is connected at a distance of 14 km. Kuda Oya town, which is connected at a distance of 26 km, functions as a commercial and service center. These three towns are expected to develop with the surrounding areas as areas where urban facilities are concentrated.

Local urban centers

The development of local urban centers for city development is effectively implemented out of the main city and poly-centric city areas of the Wellawaya planning area. Anapallama and Balaharuwa areas, which are currently operating as centers providing agricultural services and commercial facilities, which are connected at a distance of 32 km, are expected to be developed as local urban centers with concentrated urban facilities and agricultural service facilities.

Agriculture and residential Zone

As identified from the background study, 54% of the total land in the area is reserved for diversified agriculture based on paddy farming. Also, a residential environment with rural characteristics can be seen on the outside of the cities. It is expected to prepare the plan including residential use by protecting the existing agricultural lands, and directing to commercial agriculture and agricultural innovation to achieve more productivity by protecting the rural characteristics for the strengthen the local economy through agriculture.

Industrial and Production Zone

Wellawaya planning area is an area where diverse economic activities are concentrated, with a tendency for small and medium scale industries and value-added industries related manufacturing as well as service industrial activities. It is expected to develop the local economy by improving the urban facilities of the surrounding areas by using the potential of the proposed Thelulla Economic Center by giving more priority to diversified products led by agriculture. This is expected to provide facilities to open the Kithulkote area for industrial and manufacturing activities by taking the advantage of the Mattala entrance of the Southern Expressway located less than 30 Km. distance, Mattala International Airport located less than 28 km away, Magam Ruhunupura International Port located Less than 53 km in distance, Ella railway station located less than 55 km in distance connecting a strong transport network and Mattala - Batticaloa priority expressway and the proposed Beliaatta - Batticaloa railway line pass through Wellawaya town.

Healthcare Zone

Services and commercial activities are spread around the main city of Wellawaya and it is expected that the location of the Wellawaya Base Hospital and its surrounding area to be developed as an area where health care facilities and urban service facilities are concentrated.

Administration Zone

The main government institutions are already located in the Dimbulamura area in the Wellawaya region, which is the second largest administrative center of the Monaragala district. In this area belonging to the administrative service area, it is expected to be developed as an area where urban service facilities are concentrated.

Environmental Conservation and Tourism Zone

As explained throughout the background study, the planning area is rich in natural ecological diversity, wildlife, archaeological sites and tourist destinations. Since the northern and western parts of the area are mountainous areas, it is expected to develop the tourism industry while preserving the natural environment. This zone is expected to provide the necessary facilities to develop the tourism industry in the areas of Ella Wala Waterfall, Budruvagala Archaeological Site, Handapanagala Park, and the northern part of the Lunugamwehera Park, as well as to preserve the environment and regulate the developments.

Strategy 02 :

Creation of a city hierarchy in the planning area and decentralization of services and facilities outside the city.

A city hierarchy has been identified as follows to decentralize services and facilities to the interior areas by reducing the development pressure to the main city of Wellawaya and the sub-cities of Ethiliwewa and Kuda Oya. Through this strategy, it is expected to distribute the services and infrastructure facilities to the interior areas without disparity.

Table No.6.2 Urban Hierarchy as per the Spatial Plan

| Proposed Urban Hierarchy | | Town |
|--------------------------|--------------------|-------------------------------------|
| First order | The main city | Wellawaya |
| Second order | Polycentric cities | Ethiliwewa, Kuda Oya, Hadapanagala |
| Third order | local town centers | Balaharuwa, Anapallama, Mahaaragama |
| Fourth order | Rural town centres | Kotikambakka, Pubuduwewa |

Source : UVA Provincial office, Urban Development Authority, 2022

According to the proposed urban hierarchy, it is expected to further expand the service facilities, transportation, urban settlement and commercial activities of the city, keeping Wellawaya as the main city and It is expected to operate as a first order city. Also, due to the physical heterogeneity of the area, there are obstacles to spread the uniform development throughout the entire area, and as a strategy, the cities of Ethiliwewa, Kuda Oya and Hadapanagala have been identified to be developed as polycentric cities. These three cities are proposed to be developed as second order cities. Apart from these two city centers, it is expected to identify road junctions in the areas of Balaharuwa, Anapallama and Mahaaragama, which have rural characteristics and are unique for various agricultural and services, and through them to decentralize urban services to the outskirts of the city. Apart from this, it is expected to identify the intersections in the areas of Kotikambokka and Pubuduwewa which exist rural characteristics and decentralize the services as rural town centers.

Accordingly, the concept of polycentric cities, which is used in physical planning in many countries, has been used for the development of suburbs for the internal development of this planning area where there are physical disparities. In addition to these main and sub-cities, third and fourth order service centers have also been identified as a strategy to properly distribute infrastructure and services to the outskirts of the city.

Thus, spatially identified zones and hierarchical city alignments are not physically separated through the plan and are expected to be implemented in practice through zoning regulations as well as development projects according to the strategies identified through the plans.

Strategy 03:

To provide smooth and comfortable accessibility throughout the planning area by establishing a networked road system.

It is proposed to establish a road network linking together the spatially identified diverse zones and the proposed city hierarchy. Along with the main roads in the planning area, the roads connecting the main roads from peripheral areas are proposed to be developed in a regular network. The proposed road hierarchy, the proposed new roads, alternative roads will be described in the road development plan.

Strategy 04:**Regulate the proposed projects in the main city and polycentric cities through a common layout plan.**

According to the population forecast, by the year 2033, the Wellawaya Planning Area should be planned to provide services for a resident population of 90,482 and a migrant population of 55,000. The expected immigrant population of Wellawaya city is about 55,000, and it is expected to be developed through a draft layout plan prepared with the aim of providing facilities to those immigrant people as well as developing the current informal situation of the city into a formal urban structure.

6.4.2. Projected population and housing density and distribution plan

By the year 2022, the Wellawaya Planning Area, has provided accommodation for a residential population of 73,323, and expected population has been calculated of the area by the year 2033 based on the proposed developments and a national level planning intervention.

As per the National Physical Plan 2050, Wellawaya city has been designated as a national city and is proposed to be developed as a population concentration center. Also, the whole area of Wellawaya planning area belongs to the proposed economic development zone. As Wellawaya city limits are already a high population density area, it is important to properly manage the future growing population while protecting the natural environment.

By the year 2022, a population of about 73,323 people will be spread out and when compared with the existing residential land use, population density of the area is 1047 people per square km.

Accordingly, a population of 90,482 is expected for the year 2033 and it has been predicted based on the following assumptions. Accordingly, as per the existing residential land use, the expected net population density is 1282 persons per square km. Hypothesis analysis of population forecasting is shown in Table 6.3 below.

Table No.6.3 Population projections based on assumed growth rates

| assumptions for Population growth | Growth rate | Expected population for the year 2033 | Proposed net population density (persons per km ²) considering only the amount of developable land) |
|---|--------------|---------------------------------------|---|
| 2001 - 2011 Normal annual population growth rate | 1.75% | 88,739 | 1267 |
| 2011 - 2022 Normal annual population growth rate | 2.12% | 92,354 | 1319 |
| Normal population growth rate Considering both time frames (2001 – 2011 and 2011 - 2022) | 1.93% | 90,482 | 1287 |

Source: UVA Provincial office, Urban Development Authority, 2022

According to the National Physical Plan 2050, Wellawaya area has been identified as a population concentration zone and the whole area belongs to the proposed economic development zone. According to this assumed population growth and considering the normal growth rate of 2001-2011 and 2011-2022, the expected growth rate is considered as 1.93%.

Table No.6.4 Expected population forecast for the year 2033.

| Year 2001 | Year 2011 | Year 2022 | Year 2033 |
|---|-----------|-----------|-----------|
| 48888 | 58180 | 73323 | 90,482 |
| <p style="text-align: center;">Normal growth rate Normal growth rate</p> <p style="text-align: center;">1.75% 2.12%</p> <p style="text-align: center;">Normal growth rate</p> <p style="text-align: center;">1.93%</p> | | | |

Source: UVA Provincial office, Urban Development Authority, 2022

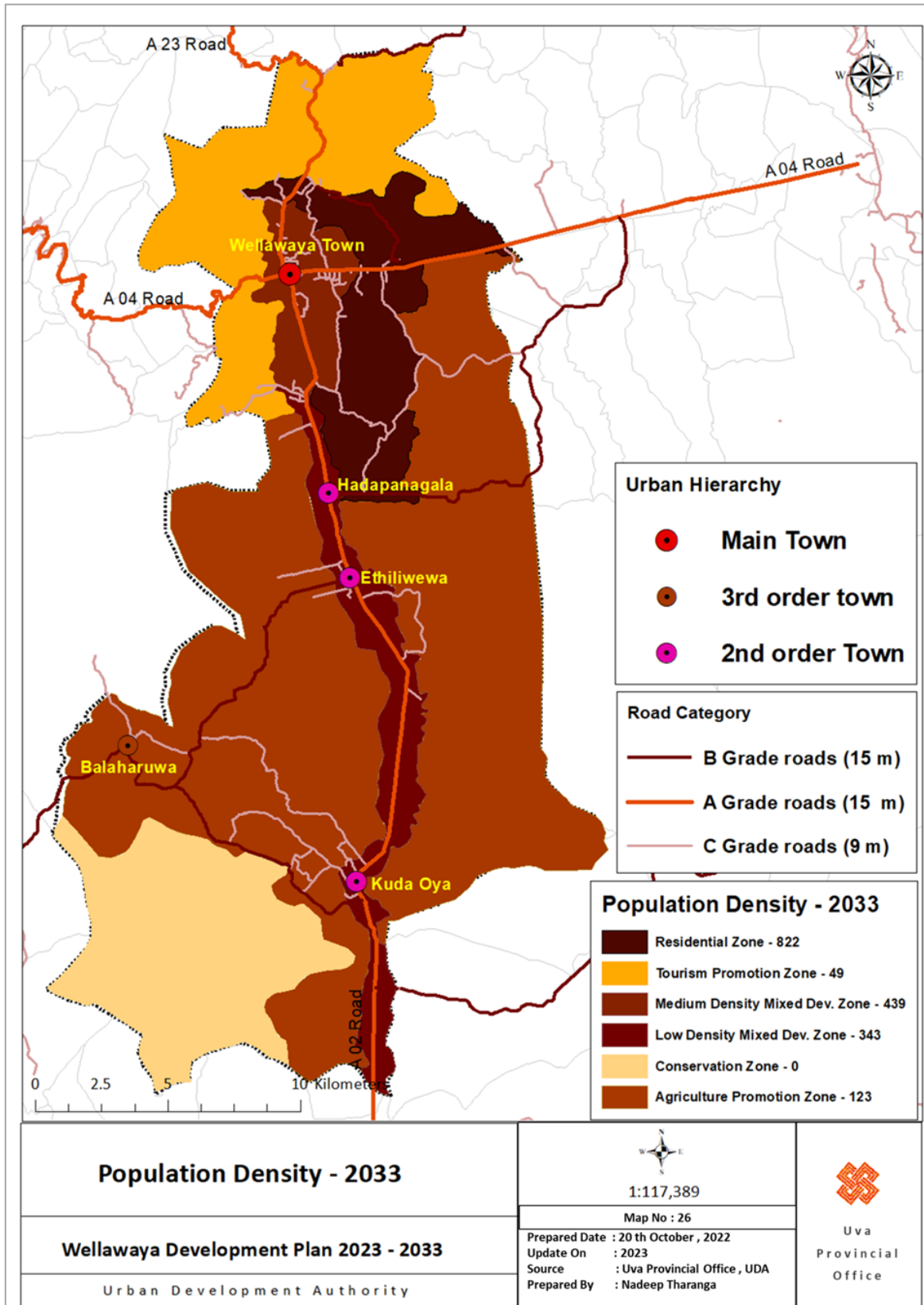
Based on this assumption, the expected total population is 90,482 for the year 2033, and population density distribution and housing density distribution by zones are described in the table below.

Table No. 6.5 Expected population density and housing density by zone

| Proposed zone | Expected resident population in 2033 | Proposed Population Density (Persons per km²) | Proposed Housing Density (Houses per sq km) |
|---------------------------------------|---|---|--|
| Medium Density Mixed Development Zone | 8425 | 439 | 109 |
| Low Density Mixed Development Zone | 10954 | 343 | 85 |
| Residential Zone | 35,414 | 828 | 205 |
| Agriculture Promotion Zone | 31253 | 123 | 30 |
| Industrial Promotion Zone | 1452 | 290 | 20 |
| Tourism Promotion Zone | 2984 | 49 | 12 |
| Environmental Conservation Zone | 0 | 0 | 0 |

Source: UVA Provincial office, Urban Development Authority, 2022

Map No. 6.1 Expected population density distribution by zone

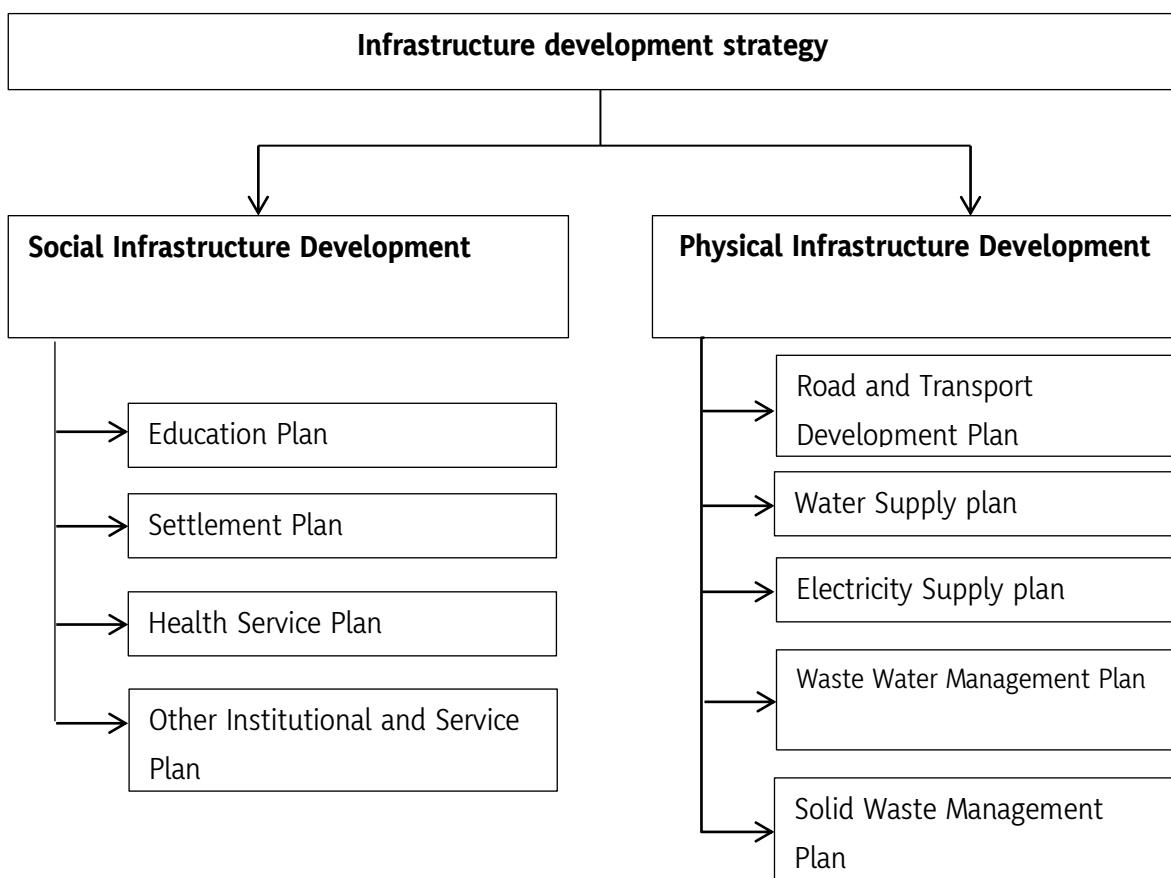


Source: UVA Provincial office, Urban Development Authority, 2022

6.5. Infrastructure Development Strategy

In view of the vision of Wellawaya as "Uva Wellassa Agricultural Production Hub" by the year 2033 under the infrastructure development strategy, it is explained that the sectors to be developed to provide social and physical services to the projected resident population of 90,482 and 55,000 migrant population in the area.

Picture No. 6.6 Infrastructure development strategy



Source : UVA Provincial office, Urban Development Authority, 2023

6.5.1. Service Management Plan

Residential, educational, administrative, health, transport facilities, commercial and public leisure and recreation needs have been addressed under this proposed service plan. The proposed service management plan is covered the service sectors of education, administration, transport, health and public leisure and entertainment with the aim of creating a formal urban structure that provides services for a diverse economy in the Wellawaya area by the year 2033.

Under that, it has been proposed to provide the necessary facilities and services to the predicted population by analyzing the quantity and quality of those facilities.

6.5.1.1. Education Facility Plan

As an area with a current resident population of around 73,323, it is necessary to analyse about the educational facilities in this planning area. According to the data of Resource Profile of Wellawaya Divisional Secretariat Division 2022, there is a school population of 14,186 in this area. It is 19.34% of the total population. The projected populations by the year 2033 is 90,482, and assume that 25% of the total population is in the school age group, and it could be 22,620 by the year 2033.

There are about 31 schools in the Wellawaya area that provide services for school students who migrate from the Wellawaya area and outside areas. The teacher student ratio is 1:20. However, a comparison of the total number of students in schools within the area with the school age population of the area shows that about 8% are drawn to schools outside the planning area. The main reason for this is the demand for leading schools in Bandarawela, which is located close to Wellawaya.

Also, Piriven, Vocational Training Authority, Youth Corps exist in the area. Between 1,500 – 2,000 students receive education in all these institutions per year. However, since there are no institutes for tertiary education in this area (eg -: Advanced National Institutes of Technology, Technical Colleges, Universities), there is a tendency to be attracted to the institutes in Bandarawela, Badulla and Monaragala areas which are located nearby. Due to the high topography of the area, the service area of the 31 schools is spread over the entire area. Accordingly, the following strategies have been identified to develop the existing educational facilities and public facilities and provide services to the projected population for the year 2033.

Strategy 01 :

Identifying to develop social and physical infrastructure of existing all schools in the area.

According to the information of the Wellawaya Regional Education Office, there are many schools with less facility outside the city, and those schools have been selected and proposed for development. Buildings, computer labs, sanitary facilities, libraries, labs, teachers' quarters, playgrounds, and safety fences should be developed in those schools.

Strategy 02 :

Improvement of the facilities needed for tertiary education in the area.

There are no higher national technical institutes or diploma institutes located in the Wellawaya Education Zone. The areas such as agriculture, tourism, services and exports, information technology and value addition specific to the area should be encouraged and educational institutions should be introduced and developed. This is expected to produce people with high professional education level in the area and reduce brain – drain for outer area.

Strategy 03 :

Controlling the development of new schools in main urban center and facilitating improvements of education facilities in peripheral areas.

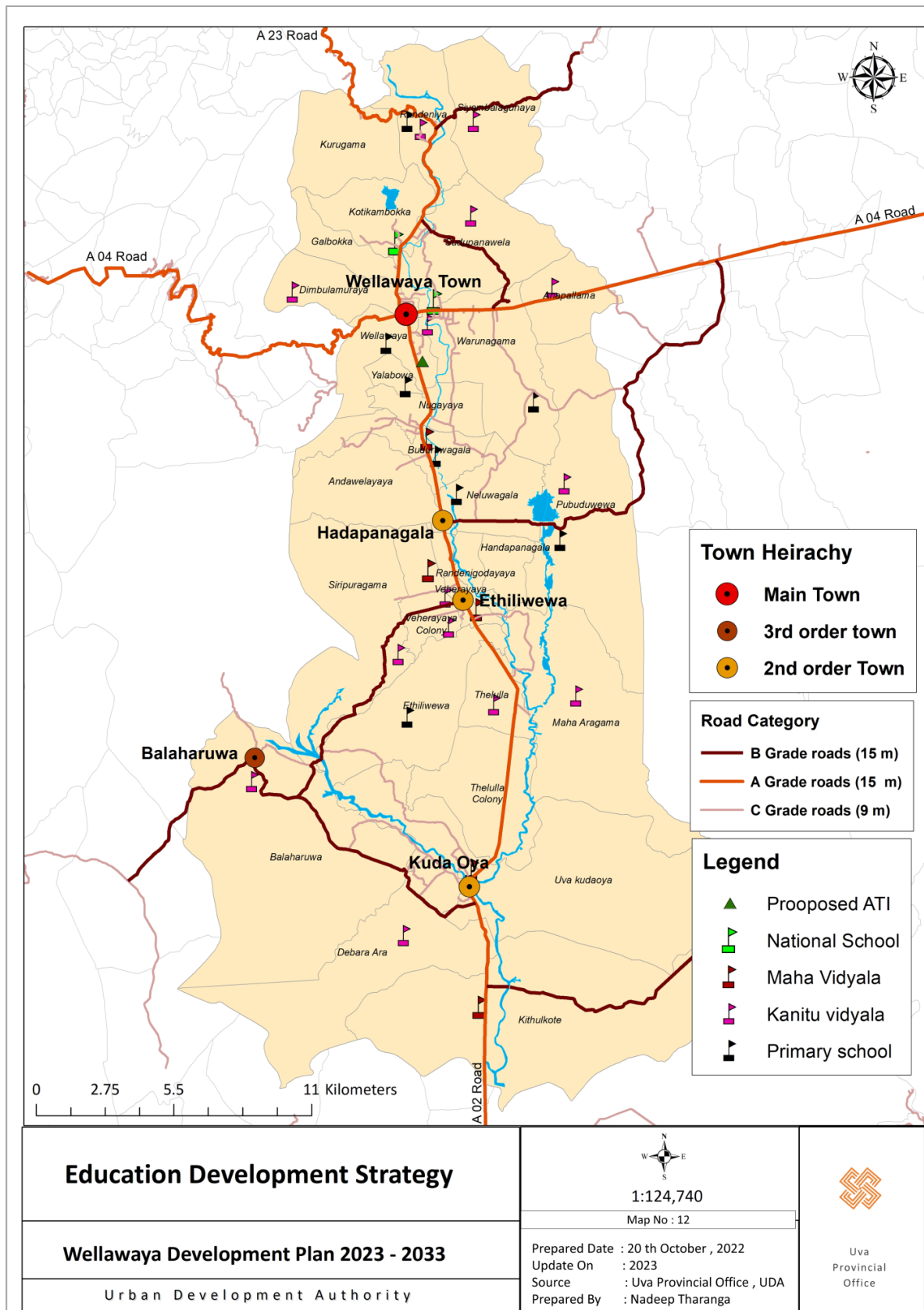
This is expected to provide balanced educational opportunities for the development of schools in rural areas with sufficient space or the creation of schools with new facilities to increase the number of students attracted to schools in rural areas by controlling the establishment of new schools within the central area of Wellawaya through the zoning regulations, in order to reduce congestion within the city.

Strategy 04:

Identification of the access road development in the peripheral area schools.

This is expected to develop the access roads which are of poor quality providing access to the primary and secondary schools located outside the city.

Map No. 6.2 Educational Service Plan



Education Development Strategy

Wellwaya Development Plan 2023 - 2033

Urban Development Authority



1:124,740

Map No : 12

Prepared Date : 20 th October , 2022
 Update On : 2023
 Source : Uva Provincial Office , UDA
 Prepared By : Nadeep Tharanga



Uva
Provincial
Office

Settlement Plan .6.5.1.2

The current population in the Wellawaya Municipal Area is 73,323 (2022), and the projected population for the year 2033 is 90,482. Accordingly, in addition to the current population, the population expected to increase by the year 2033 is 17,159. The number of families currently living in the Wellawaya Municipal Area is 20,914, and as per the projected population the families for the year 2033 is 25,204. Accordingly, the number of families will increase from 4,290 by the year 2033, in addition to the existing families of the area.

According to existing land use pattern within the Wellawaya Planning Area, the area reserved for residential purposes is 7,077 hectares. At present, the area utilized for residential activities (assuming a minimum plot of 40 perches per family unit) is about 2,116 hectares. That area is less than 29.9% of the existing residential area. Accordingly, the residential area required for the increasing number of families for the year 2033 has been identified as surplus.

Table No.6.6 Housing Density of the Planning Area

| year | Population | No. of Families | Net Housing Density (Housing units per Sq. Km.) |
|------|------------|-----------------|--|
| 2011 | 58,180 | 14,545 | 207 |
| 2020 | 73,323 | 20,914 | 298 |
| 2033 | 90,482 | 25,204 | 359 |

Source: Resource Profile, Wellawaya Divisional Secretariat Division, UVA Provincial office, Urban Development Authority, 2022

Mixed development zones and residential zones have been introduced by providing adequate land facilities for residential needs through the proposed land use plan for the year 2033 by considering the health facilities, educational services as well as recreational activities.

Strategy 01 :

Promote suitable living areas through zoning plans.

According to the zoning regulations, it is expected to provide space for new houses within the medium density mixed development zone, which is concentrated in areas with sufficient space to rely on the people who are drawn to other urban areas without giving the opportunity to subdivide agricultural land into small pieces of the area. It is expected to promote residential use

within this zone consists with the area of about 42.75 square kilometers which are rich in infrastructure.

Strategy 02 :

Uplift the living quality of community.

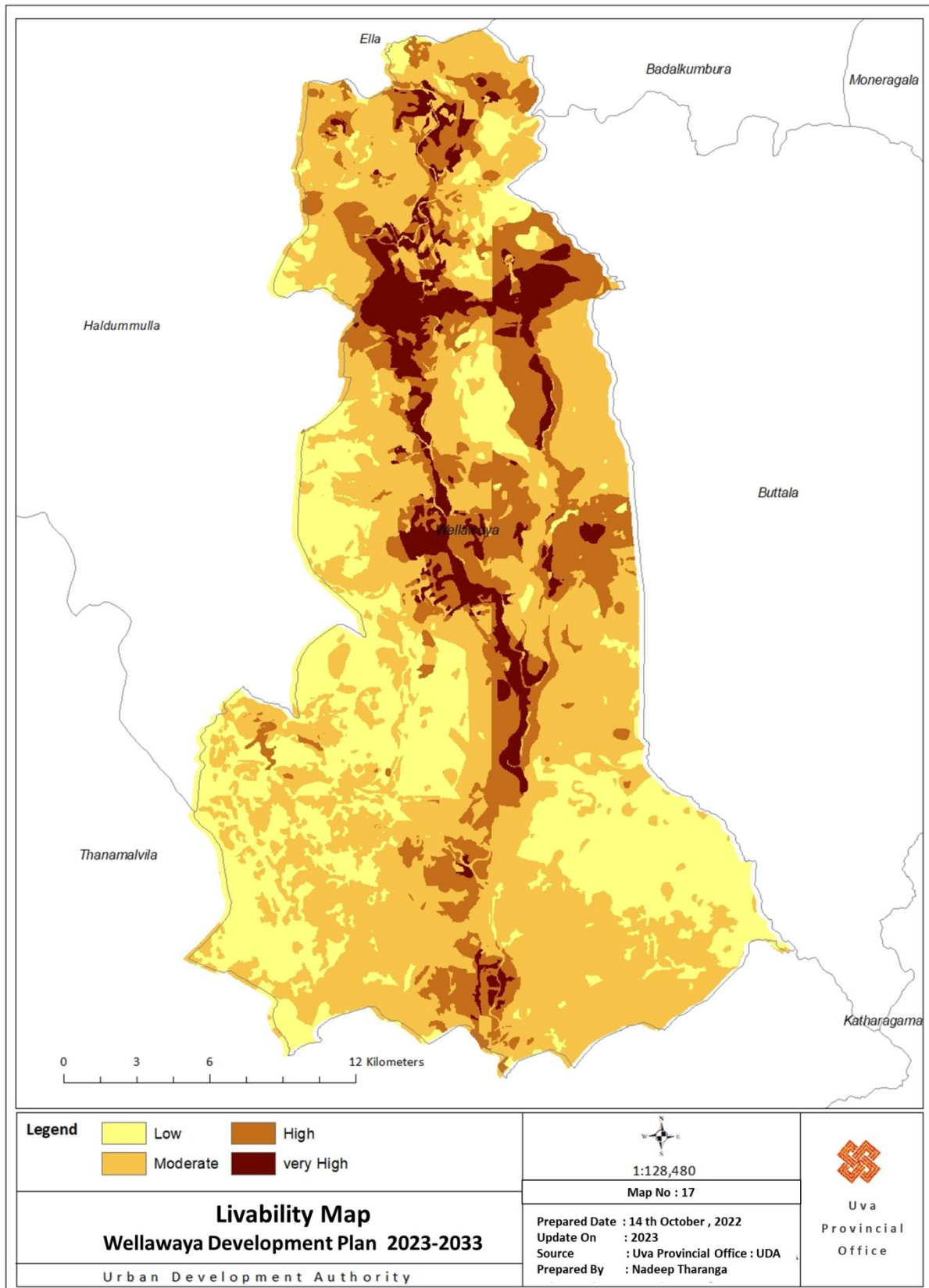
About 20.09% of Wellawaya area has semi-permanent and temporary houses, and the expectation of this strategy is to create permanent houses with more facilities for families who are resettled due to development projects as well as for homeless families to uplift the living condition. The projects are also expected to provide social and physical infrastructure facilities.

Strategy 03 :

Introduce secondary Agro villages for suitable locations.

It can be identified mixed land use pattern with agriculture and residential use covering more than 56% of the Wellawaya planning area. It is expected to create secondary agricultural economic villages with the necessary infrastructure facilities in Balaharuwa, Kithulkote, Mahaaragama, Ethiliwewa Colony, and Pubuduwewa for the purpose of obtaining agricultural services and facilities.

Map No. 6.3 Livability Map



Source: UVA Provincial office, Urban Development Authority, 2022

6.5.1.3. Health Service Plan

Wellawaya Base Hospital, Handapanagala Rural Hospital, three registered Ayurveda hospitals, Medical Officer of Health office, the Government Veterinary Office and a few leading private medical centers are located within the Wellawaya and Ethiliwewa area of 491.1 square Km. in extent. The health care institutions located within the planning area, including the main medical center of the area of Wellawaya Basic Hospital, provide services to the entire region. Health care centers are located covering the entire area depending on the existing topography.

Strategy 01:

Upgrade the existing health facilities.

Accordingly, the existing health services need to be further developed to cater to the expected population by the year 2033. For that, space should be provided to develop the existing Wellawaya Base Hospital in Wellawaya city. The main reason for the development of Wellawaya Base Hospital as the nearest hospital to the Ella tourist area where health care facilities can be obtained easily and to provide advanced health care facilities for the proposed population concentration. Further, the development of a new ward complex, development of drug stores, development of laboratories, development of quarters and other infrastructure of the hospital must be done.

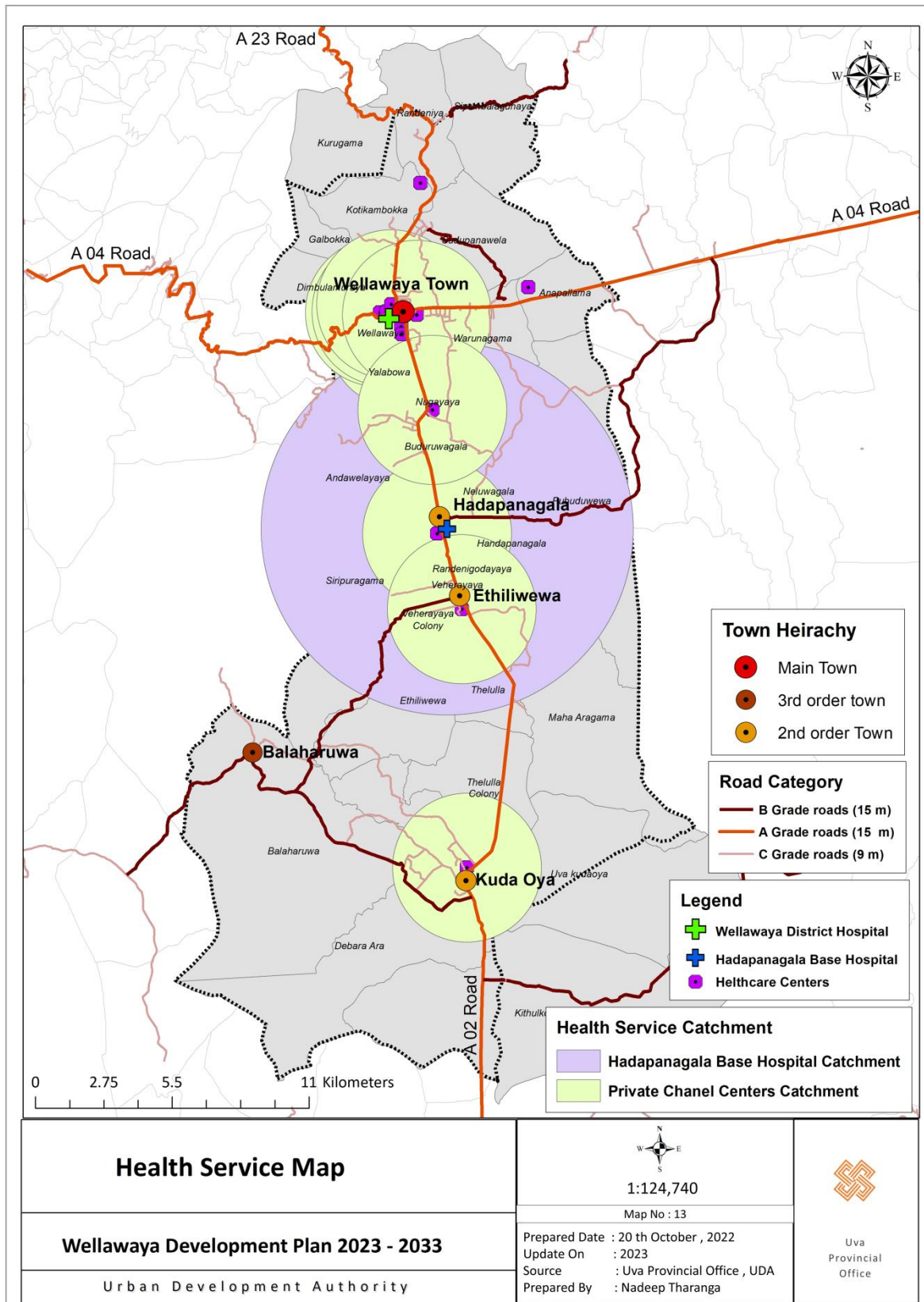
Also, the existing buildings of Handapanagala Rural Hospital should be renovated and further developed for the needs of the area.

Strategy 02:

Enhance the Economy by incorporating the Ayurveda hospital tourism industry tourism industry.

Presently, a large number of local and foreign tourists pass through Wellawaya city due to its location on the strategic tourist route. The aim of this strategy is to enhance the economy of the area by combining Ayurveda medicine that already popular and the tourism industry by providing them with the necessary infrastructure facilities. Also, allotment of places for establishing Ayurveda Hospital is another purpose of this strategy.

Map No. 6.4 Health Service Plan



Source: UVA Provincial office, Urban Development Authority, 2022

6.5.1.4. Other Institutions and Service Plan

Under the other institutions and services plan it is focused on expansion of administrative institutions, public markets, and sanitation facilities. There is a need to develop infrastructure facilities in this area to provide public facilities to the proposed residential and commuter population by the year 2033. Accordingly, it is expected to properly manage the existing service needs of the area under the following strategies.

Strategy 01 :

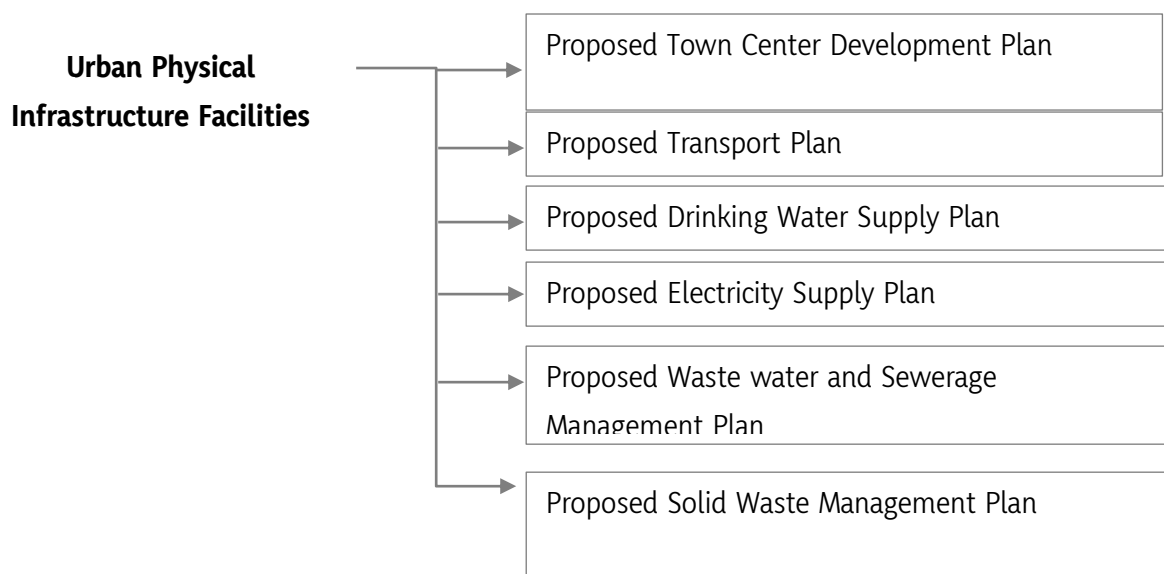
Establishment of services in accordance with the proposed urban hierarchy identified by the spatial plan.

According to the urban hierarchy it is identified Wellawaya as the main city, Ethiliwewa, Kuda Oya and Handapanagala as suburbs and Balaharuva, Kithulkote and Anapallama local urban centers and presently local and regional level administrative and services have already gathered. Therefore, attention has been given to develop administrative institutions, shopping malls, public markets, sanitary facilities, and public entertainment activities in connection with these urban centers. Strategic projects will be discussed in the next.

6.5.2. Physical Infrastructure Development Strategy

The existing problems in this area have been identified to meet the adequacy of social infrastructure as well as physical infrastructure in order to create an attractive city by adequately providing the needs of the residents and the commuters coming to the city. Six major strategic plans have been identified for provision of physical infrastructure facilities to the projected residential population and commuter population for the year 2033..

Picture No. 6.7 Physical Infrastructure Development Strategy

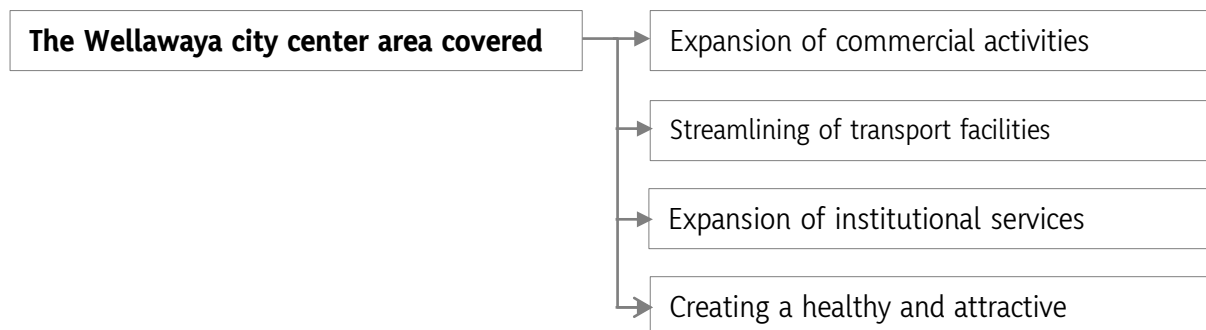


Source: UVA Provincial office, Urban Development Authority, 2022

6.5.2.1. Proposed Town Center Development Plan

The Wellawaya city center area covered by the medium density mixed development zone identified through the proposed zoning plan has been created as a medium density zone consisting of many activities such as commercial, financial, administrative, investment promotion, transportation and health facilities. There are few strategies identified to fulfill all the needs of the people who come to the city center as service recipients and service providers in order to perform all the tasks easily and efficiently.

Picture 6.8 Proposed Town center Development plan



Source: UVA Provincial office, Urban Development Authority, 2022

Strategy 01 :

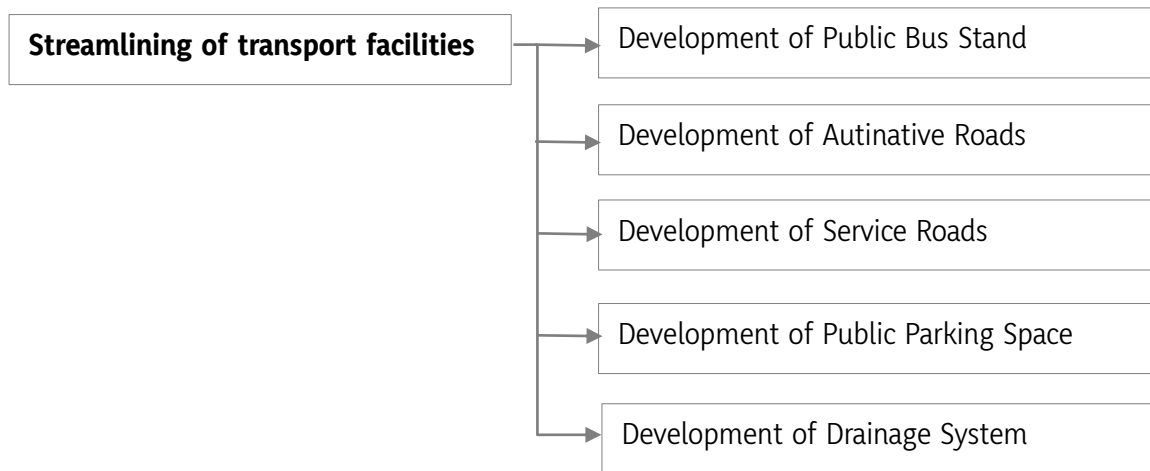
Use the lands located at the city center owned by government agencies which has high commercial value for commercial activities and expansion of new investment opportunities.

Strategy 02 :

Streamlining of transport facilities

- a) Expansion of the area around Wellawaya main bus station as a transit hub.
- b) Streamlining of transportation facilities and it is easy for the people who come to get the services by reducing the congestion in the city center.
- c) Reducing traffic congestion in the city center area by establishing a formal road system in the city center area.

Picture No. 6.9. Streamlining of transport facilities.



Source: UVA Provincial office, Urban Development Authority, 2022

Strategy 03 :

Concentration of administrative activities and allocation of space for the institutions to get services convenient way.

Strategy 04 :

To improve the attractiveness of the city center and provide the necessary facilities for leisure and entertainment to the urban residence through the creation of parks, urban forest, and linear parks, pedestrian lanes around the city.

6.5.2.2. Proposed Transport Plan - Roads

A proposed transport plan has been prepared as one of the strategies to develop physical infrastructure in the Wellawaya Development Plan for the year 2033. Wellawaya City has planned through this transport plan to seamlessly meet the transportation needs of the estimated 55,000 commuter population expected to visit the city daily in 2033 in addition to the expected resident population of 90,482.

According to the traffic survey conducted in the year 2021, within the Wellawaya city, the average number of vehicular trips in the city during the morning, noon and evening hours for a half hours is about 1,180, and the number of journeys traveling outside the city About 960. Accordingly, the average number of vehicular trips entering the city in half an hour per day is assumed to be 1,350.

This vehicular flow is assumed that the traffic flow is generated within the city with the future development processes of the city through the proposed new town, industrial related activities, tourist related activities, agricultural activities, and the development of the city center with the improvement of commercial services as well as identified for residential activities in the city.

With the increase of the number of vehicles, it is essential to construct alternative roads, side roads, service roads and expand the existing roads, as well as the development of bus stand and parking facilities for public transport needs. Accordingly, several strategies have been identified for road development in the city to meet those needs.

Strategy 01 :

Establishment of interconnected hierarchical road network which connects with peripheral area through widening the existing roads and connecting missing links.

The planning area is connected to the city by 03 major A-grade roads, and the width and quality of the roads are not sufficient near to the city. Hence a hierarchical alignment of the existing roads has been identified as shown in Table No. 6.7 and proposed road width, lanes and facilities have been proposed for it. Also, it is expected to create a better road system since the quality of the existing roads and the interconnection of the roads are very low in the suburb areas.

Table No. 6.7 Proposed roads hierarchy

| Proposed roads hierarchy | Name of the Road | Existing Road Width (Meter) | Proposed Road Width (Meter) |
|---------------------------------|---|---|------------------------------------|
| 1st order | Colombo- Batticaloa Road (A 04) Galle-Hambanthota-Wellawaya Road (A02) Ella - Wellawaya Road (A 23) | 09 | 15 |
| 2 nd order | Higurukaduwa Road Handapanagala road Balaharuwa Road Aluth para | 07 | 12 |
| 3rd order | Weheragoda road Sellaba Junction Road Sellaba 1 Mawatha Thellulla Aluthgama road Telulla Polwatta Road Ataliwewa Galpottaara road Parakum Mawatha Siripuragama Rural Road Asapuwa Road in Veheraya Grama Niladhari Division By Road connected to Iginiyawatta road Veheraya Colony Grama Niladhari Division By Road Road Near House 53/2, Veheraya Colony Grama Niladhari Division Road near Neluvagala Lake Neluvagala road | 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 4.5 | 09 |

| | | | |
|--|----------------------------|-----|----|
| | Andawelayaya Cemetery Road | 4.5 | 09 |
| | Andawelayaya Aranya Road | 4.5 | |
| | Neluva Road 3rd By road | 4.5 | |
| | Aripala Mawatha by road | 4.5 | |
| | Weheragoda road | 4.5 | |
| | Sellaba Junction By Road | 4.5 | |
| | Sellaba 1 Mawatha | 3.5 | |
| | Thellulla Aluthgama road | 4.5 | |

Source: Road Development Authority, Provincial Development Authority, Wellawaya Pradeshiya Sabha, UVA Provincial office, Urban Development Authority, 2022.

Table No. 6.8 Proposed service road hierarchy

| | Name of the Road | Existing Road Width (Meter) | Proposed Road Width (Meter) |
|------------------------------|--|------------------------------------|------------------------------------|
| Proposed Service Road | Old Ella Road | 4.5 | 09 |
| | Malewana Road | 4.5 | 09 |
| | Watawana Watta Road | 3.5 | 07 |
| | Proposed Kithulkote Industrial Mawatha | 4.5 | 15 |

Source : Road Development Authority, Provincial Development Authority, Wellawaya Pradeshiya Sabha, UVA Provincial office, Urban Development Authority, 2022.

Strategy 02:**Alternative Roads Development**

It is proposed to develop the two-lane alternative road by connecting heavy vehicles coming from Monaragala and Buttala along the Colombo - Batticaloa road and heavy vehicles coming from the Southern Expressway and from Thanamalvila from Yalabova intersection to Mallattawala intersection through Malewana road through Yalabova via Yalabova - Thanamalvila road. The aim of this strategy is to reduce the traffic congestion in the city center.

It is proposed to develop the Vatawa Watta Road as a two-lane alternative road for vehicles coming from Ella Tourist Zone towards Thanamalwila or towards Beragala, Haputale to bypass the city.

Strategy 03 :**By Pass Road Development**

It is proposed to formally develop the bypass roads that exists within the main bus station, hospital, and weekly market and proposed Wellawaya city center which the population is concentrated.

Strategy 04 :**Road Development for Tourist Area**

It is proposed to develop the Ellawala waterfall road with two lanes and the Budruwagala road that enters the Budruwagala tourist zone with two lanes for the service area identified as the proposed Ellawala tourist area. Also, it is proposed to develop a new tourist route from Alikotaara reservoir to Alugalle Lake by using the bank of the southern canal road leading to Alikotaara - Kudu Oya reservoir. Also, it is proposed to use the bank of Uma Oya left bank canal running from Hadapanagara Reservoir and develop it as a tourist route to Lunugamwehera Park.

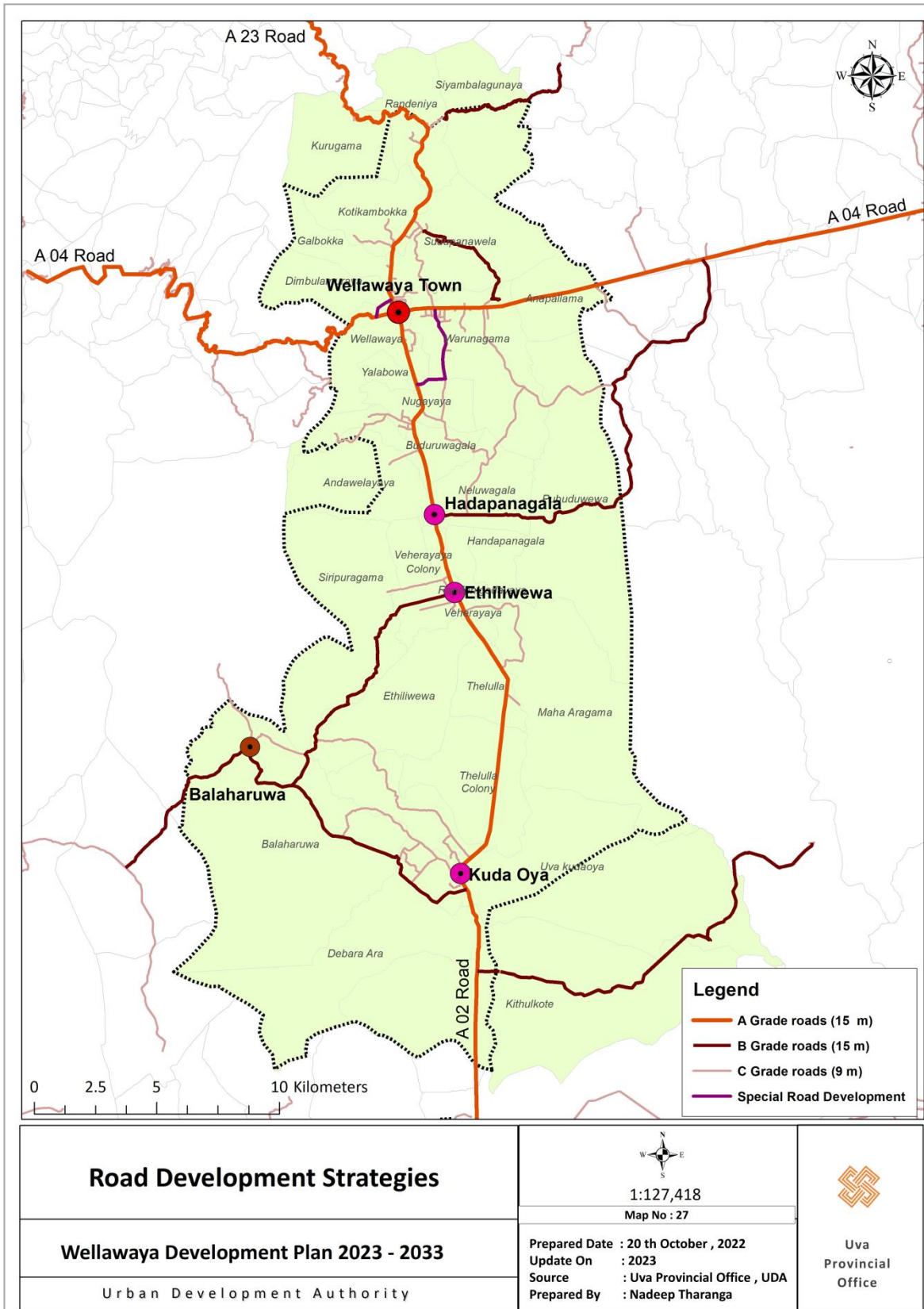
Strategy 05 :**Cycle Lane Development**

Wellawaya - Thanamalwila road is famous as a popular cycling route among the foreign tourists, and it is proposed to develop the cycle lanes for tourists coming from Ella and Haputale tourist zones, on Ella - Wellawaya road, from Wellawaya to Thanamalvila town and from Wellawaya to Buttala..

6.5.2.3. Transport Plan

The importance of the road system in creating a pleasant urban structure as well as the provision of facilities for the comfort of the passengers using the city is an essential matter for the development of a city. A transport facility plan has been prepared to provide transport facilities for the expected commuter population of 55,000 - 60,000 for the year 2033. Under this, attention has been given to the factors such as transportation centers, bus stops, car parks, passenger facilities related to transportation centers, facilities for creating a pedestrian-friendly environment around bus stops and transportation centers.

Map No. 6.5 Road and transport plan



Source: UVA Provincial office, Urban Development Authority, 2022

Strategy 01:**Create Wellawaya Town as a strategic transport hub.**

Wellawaya city functions as the main transit center of the area. It is expected that this city, which is the center that connects the main economic centers of the island, namely the southern region, the eastern region, and the upper country region, to develop as a strategic transportation center by providing the necessary facilities.

Strategy 02:**Improvement of public transport based facilities for both vehicle and pedestrian in Wellawaya town as main transport center.**

Wellawaya as a major transport hub should be developed to cater to a projected commuting population of 55000. Accordingly, it is expected to provide necessary facilities for a transport hub including development of the Wellawaya main bus stand which is currently in operation and a bus terminal connected to the expressway, create public parking facilities for parking vehicles, create Park & Ride System, develop sanitary facilities, streamline the vehicle circulation.

Strategy 03:**Improvement of public transport based facilities for both vehicle and pedestrian in suburbs as sub transport center.**

There is a need for bus stations with facilities as well as car parks for the proposed suburbs of Hadapanagala, Ethiliwewa, Kudu Oya and Balaharuwa. It is expected to provide the necessary facilities for that.

Strategy 04 :**Create a pedestrian friendly environment around main and sub transport hubs.**

The main city of Wellawaya was identified through the background study as a city with high road connectivity as well as an transport hub and a large population gathering due to the concentration of diversified commercial activities. But there is no comfortable environment for the commuter population in the city due to the informal developments in the center of the main city and suburban areas. Based on the transport plan prepared for the Wellawaya planning area, the following projects has been prepared for the main city center and sub- centers to create a pedestrian friendly environment. The upcoming projects are as follows.

1. Improvement of pedestrian facilities on both sides of the Colombo-Batticaloa Road from the junction of Alikota Ara - Kuda Oya South Bank Canal to the Mallattawala school junction. (Planting of trees for shade on both sides of the road/ Installation of solar lights/ Installation of traffic signals near intersections/ Construction of pedestrian paths/ streamline the drainage system).
2. Improvement of pedestrian facilities on both sides of the Ella-Wellawaya Road from the beginning of Watawanawatta road to roundabout of the Ella junction. (Planting of trees for shade on both sides of the road/ Installation of solar lights/ Installation of traffic signals near intersections/ Regularization of footpaths/ Construction of pedestrian paths/ streamline the drainage system).
3. Improvement of pedestrian facilities on both sides of Thanamalwila - Wellawaya road from the water treatment center road starting intersection to the city center. (Planting of trees for shade on both sides of the road/ Installation of solar lights/ Installation of traffic signals near intersections/ Regularization of footpaths/ Construction of pedestrian paths/ streamline the drainage system).
4. Improvement of pedestrian facilities on the side road (Old Ella Road) from Wellawaya city center via Satipola to Ella-Wellawaya Road. (Planting of trees for shade on both sides of the road/ Installation of solar lights/ Installation of traffic signals near intersections/ Regularization of footpaths/ Construction of pedestrian paths/ streamline the drainage system).
5. Improvement of pedestrian facilities on all side roads leading to the main city centre. (Planting of trees for shade on both sides of the road/ Installation of solar lights/ Installation of traffic signals near intersections/ Regularization of footpaths/ Construction of pedestrian paths/ streamline the drainage system).
6. Improvement of pedestrian facilities within Hadapanagala, Ataliwewa, Kuda Oya and Balaharuwa city center area. (Planting of trees for shade on both sides of the road/ Installation of solar lights/ Installation of traffic signals near intersections/ Regularization of footpaths/ Construction of pedestrian paths/ streamline the drainage system).
7. It is also proposed to develop small new bus stations in the proposed Ethiliwewa, Kuda Oya and Balaharuwa suburbs as a solution to the current problem of not having a proper bus station in the identified suburban centers. Also, it is expected to provide pedestrian facilities including vehicle parking as per the need.

Strategy 05 :

Establishment of bus stops at appropriate locations along the major roads and at identified intersections of the proposed intersection hierarchy.

It is expected to develop the bus stops along major roads and centered on major intersections within the planning area.

Strategy 06:

Development of passenger facilities in the tourist attraction areas.

The commuter population for tourist attraction areas is about 4000-5000 per day by the year 2033, and the facilities are not sufficient for the passengers in those areas. Sanitary facilities, parking facilities, rest areas are among them. Therefore, it is expected to develop with the facilities for parking and e facilities for the local and foreign passengers including local and foreign tourists.

Strategy 07 :

Development of parking and diversion points

- a) Improve the space required for handling buses in the main bus station of the city and other facilities, provide a bus parking area near the main bus station to keep the buses until their turn comes and establish a separate terminal for expressway buses to streamline the urban transport.
- b) Regularization of parking facilities in lands acquired for future development activities in order to increase parking facilities for vehicles coming to Wellawaya public market, hospital and other commercial centers and for other purpose.
- c) provide parking facilities within the private land weekly fair temporarily located with mixed development project.
- d) Providing parking facilities for the people who come for their daily needs in Handapanagala, Ethiliwewa and Kuda Oya towns on the land where the public market is located and a part of the government land at the Handapanagala intersection.

Strategy 08 :

Streamline the vehicle circulation

Adopting measures to prevent on street parking along the main roads and change the routes of traffic flow to minimize traffic congestion and implementing a traffic plan in the city center.

Strategy 09 :

Creation of environmentally friendly pedestrian paths for the convenience of passengers and pedestrians.

Minimize the existing temperature around the city and create ease of movement for pedestrians by widening the proposed roads in the city center area including green cover.

6.5.2.3. Water Supply Plan

Considering the expansion of drinking water facilities in the Wellawaya planning area, the water requirement is fulfilled through various water sources. As identified in the background study, the total population of the Wellawaya planning area is 73,323 by the year 2022, and the daily water consumption is about 9,898. The daily consumption of water in the non-residential sector is around 4555 cubic meters. Overall, residential, and non-residential daily water requirement is about 14,453 cubic meters. According to Population Statistics and Resource Profile data of 2022, 70.21% is covered by the Water Supply and Drainage Board. The balance covered by the community water project is about 15.76%. The remaining 14.02% is supplied by other water sources, both safe and unsafe. According to the data of the Water Supply and Drainage Board, water supply connections are about 14,576 by the year 2022 in the Wellawaya region.

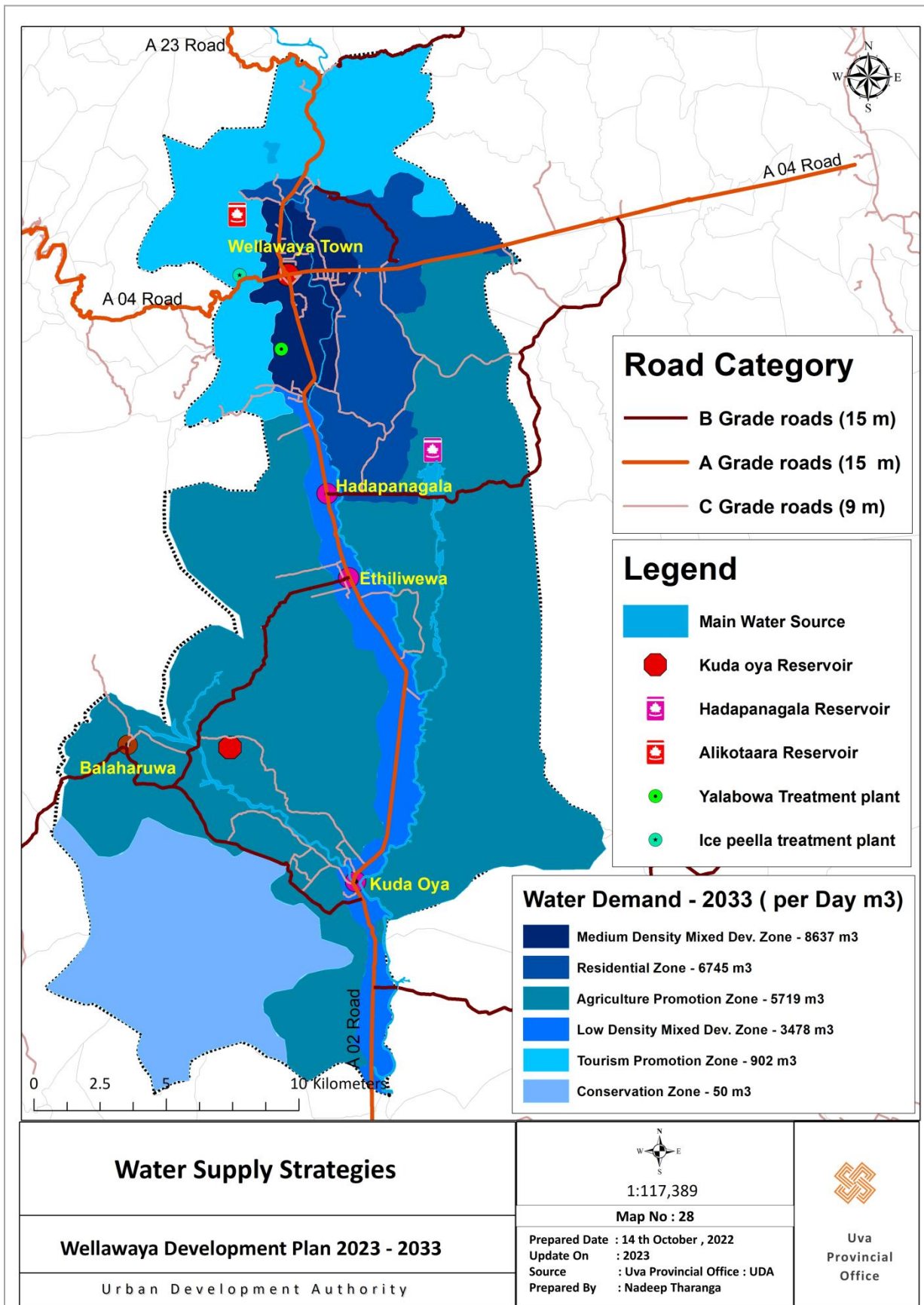
Two water treatment plants and storage tanks are used in the areas of icepilla and Yalabowa to meet the water needs in the Wellawaya urban area, and the capacity of the Aispilla water storage tank is 7,200 cubic meters and the capacity of the Yalabowa water storage tank is about 2,000 cubic meters per day.

In addition to the existing population, the drinking water requirement for the increasing residential population of 17,159 by the year 2033 is 2316 cubic meters per day. In addition to this, the water required for the predicted commuter population of 55,000 who come to fulfill various services such as commerce, industry, corporate, tourism and transportation is 1200 cubic meters per day. Accordingly, the existing water tanks and treatment plant are not sufficient to provide water for the increasing residential and commuter population.

Also, , the existing water storage tanks and treatment plants are not sufficient to meet the daily water requirement of 10,000 cubic meters for many large, medium and small-sized industries in the industrial area proposed to be established by the year 2033. Accordingly, as per the above calculations, the water requirement is 26,500 cubic meters per day.

Accordingly, some strategies have been identified to meet the expected water shortage by the year 2033..

Map No. 6.6 Water Supply plan



Strategy 01 :

Incorporating regional and local level plans to fulfill future water demand.

The aim of this strategy is to meet the water needs of the area by combining it with the water supply plan of the Uma Oya multi-purpose scheme that is currently in operation.

Strategy 02 :

Increasing the capacity of the existing water treatment Plants.

To meet the expected total water demand in the year 2033, increase the capacity of the existing water storage tanks by another 10,000 cubic meters, upgrade a new water tank with a capacity of 8000 cubic meters and 02 water treatment plants with the necessary capacity.

Strategy 03 :

Increasing the capacity of Alikotaara Reservoir to 6.5 million cubic meters and increasing the capacity of Handapanagala Reservoir from 7.5 to 14 million cubic meters to maintain water supply despite the annual drought conditions in Wellaway region. Construction of the new reservoir of Kudo Oya with a water capacity of 30 million cubic meters.

Strategy 04 :

Increasing daily water supply by 10,000 cubic meters under the Uma Oya Water Scheme.

Strategy 05 :

Improvement of the water intake point of Kirindi Oya, which is currently the main water source in the area, to easy to pump water during the rainy season as well as during the dry season.

Strategy 06 :

Development of a water treatment plant and distribution center with a capacity of 10,000 cubic meters in the Balaharuwa area using the Kudo Oya Reservoir.

Strategy 07 :

Arrangements to provide water facilities under a formal water scheme for the peri-urban areas which have problems regarding the provision of water facilities.

At present, there is a problem regarding the provision of piped born water facilities in Anapallama and Warunagama. In the future, the possibility of providing piped born water facilities should be practically considered and water supply should be provided through rainwater tanks or a community water supply scheme if there is no any possibility to provide required pipe born water.

Strategy 08 :

Increasing the capacity of the existing pipe born water distribution system.

It is expected to improve the existing piped born water supply system and provide new connections as per the assumed population of the Wellawaya town center.

The capacity of the existing pipe born water supply system is not sufficient and it was identified to arrange a technical appropriate diameter by the Water Supply and Drainage Board, to increase the capacity of the existing system.

6.5.2.4. Proposed Electricity Supply Plan

Currently, the electricity supply covers the entire Wellawaya area, and electricity is distributed to this area through the main sub-station located in Maduruketiya area and the Balangoda main electricity supply. The electricity consumption in residential, commercial, industrial, institutional and service sectors in the year 2022 is 25–30-megawatt ampere (GWH), indicating a surplus of megawatt ampere in the existing grid.

Accordingly, the electricity requirement in addition to the existing residential units of the area as per the projected population for the year 2033 including 4,289 residential units, development of the commercial, institutional, and industrial sectors is expected to increase Megawatts 50 -60 (GWH) by the year 2033 and it will be able to meet the demand through the proposed Monaragala - Wellawaya High Power Supply and the Uma Oya Multipurpose Scheme power plan.

To reach the objectives of the proposed development plan for the year 2033, the future communication needs through modern technology have been identified. Therefore, it is required to provide data cable facilities covering the entire urban area to enhance global relations and inter-data exchange. Accordingly, these are some of the key strategies identified through the proposed power and data wiring plan to meet the required power consumption requirement and data usage requirements by the year 2033.

Strategy 01 :

Incorporation of this plan into the proposed electricity supply plans at the regional level to meet future electricity demand.

It is expected to include proposals in the Wellawaya Development Plan for the proposed Monaragala - Wellawaya High Power Supply and the Uma Oya Multi-Purpose Scheme power plan.

Strategy 02 :

Generation of electricity using solar energy to meet the expected electricity demand by the year 2033.

Strategy 03 :

Extension of power lines underground to cover the entire new urban area within the Wellawaya urban area.

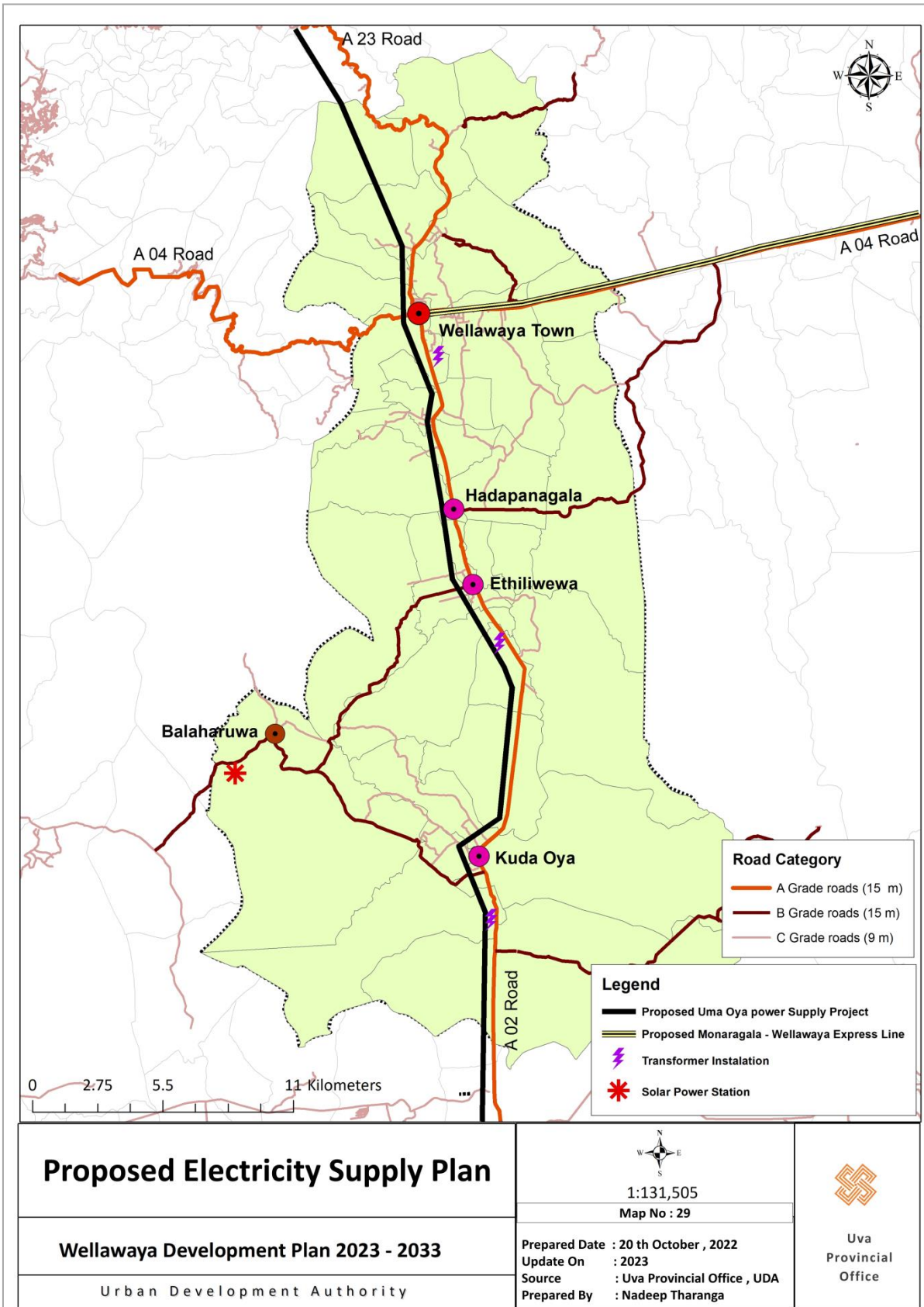
Strategy 04 :

Use the solar power for public parks, highways, public open spaces and government institutions.

Strategy 05 :

Extending a new data cable system covering the entire urban area including Wellawaya Town Centre, Kithulkote Industrial Area, Medium Density Residential Area, Ataliwewa and Kudu Oya Sub-Commercial Centers and proposed Tourism and Agricultural Service Centers.

Map No. 6.7 Electricity Supply Plan



Source : UVA Provincial office, Urban Development Authority, 2022

6.5.2.5. Proposed Storm Water Management Plan

Currently, there is no formal rainwater management system in Wellawaya city and the rainwater is connected to the Radapola canal and the irrigation canal through the concrete drain system and natural channels and then flows into Kiridi Oya. In the case of 100 mm of rain in one hour in the city center alone, about 260.5 cubic meters are accumulated. Due to the high density development in the central area of Wellawaya and the abundance of concrete layers, surface runoff is more common than absorption into the ground.

At present, overflowing of the drainage system observed in the main city center during heavy rains. The main reason is the insufficient capacity of the drainage system and the accumulation of silt. Also, there is a need to develop the drainage system of the following places around the main city and suburbs.

- Both sides of Ella - Wellawaya road (from Ella junction to Radapola Canal)
- Both sides of Parana Ella road
- Both sides of Kumaradasa Mawatha
- From Tissa junction to the city center
- From city center to Mallattawala junction
- Both sides of Wellawaya - Tanamalvila road (from Tissa Junction to Yalabova Galamota ara Road)
- Hadapanagala sub town
- Ethiliwewa Sub-town
- Kuda Oya Sub-town

Water is an essential factor for agriculture as Wellawaya area is spanned based on an agricultural environment. There is no formal rainwater collection system in this region where there is heavy rainfall from October to January. A formal mechanism of rainwater harvesting is required in agricultural land and residential land. The rainwater management plan and strategies prepared accordingly are as follows.

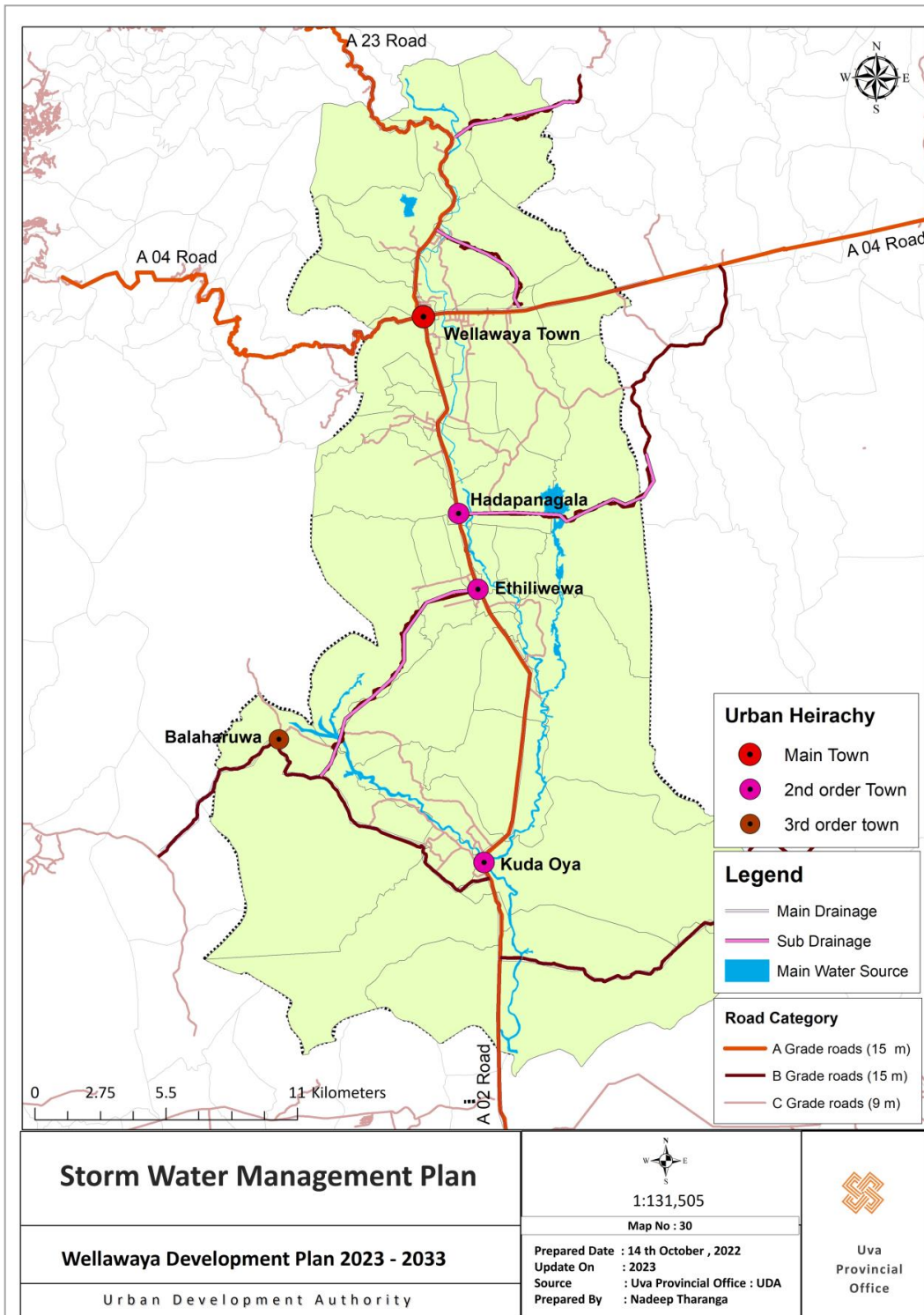
Strategy 01:

Identify the areas where rainwater management is needed and improve the drainage system based on direction of natural flow and drainage hierarchy.

Strategy 02:

Allocation of rainwater harvesting points within each plot of the Agricultural Promotion Zone.

Map No. 6.8. Storm water Management plan



6.5.2.6. Wastewater Management Plan

Currently, there is no systematic system to manage wastewater in the Wellawaya, city and septic tanks and soakage pits are used in all places such as residential, commercial and institutional buildings for sewage and waste water disposal. Widespread high density commercial use in Wellawaya city center and Wellawaya Base Hospital are reported to be using these methods and during the rainy season, sewage joining with water sources has become a problem. Also, due to the location of the land and the fact that the underground water level is high in this area, during the rainy season, these tanks overflow quickly and the problems of not properly absorbing the water from the soakage pits have been identified.

Currently, due to the non-functioning of the sewage systems built in the commercial buildings in the main city center, some people release sewage and wastewater into the rainwater drainage system during rainy days and at night, and the sewage joins the Randapola Canal and Kirindi Oya. Therefore, the people who use these water sources are very uncomfortable and unhealthy. Also, by depositing the clinical waste of the Wellawaya Base Hospital within the hospital premises, contamination of the ground water and soil layer has become a problematic situation.

As Wellawaya city and its surrounding area is a densely populated area as well as an area where a migrant population gathers, we need to pay special attention to wastewater management in the Wellawaya urban area. By the year 2022, considering the resident population of 73,323 and the immigrant population of between 50,000-55,000, the amount of wastewater generated daily in the area is 80% of the daily water consumption and the amount is 10,706 cubic meters. From that, 22.7% (2430.26 cubic meters) is generated from the suburbs of Wellawaya, which runs along the Colombo - Batticaloa road and the Ella - Wellawaya road. By the year 2022, there is no systematic management program for the disposal of this wastewater in the suburbs or the hospital premises or in the interior areas.

Also, based on the development potential for the year 2033, the amount of wastewater discharged from residential and non-residential (commercial, industrial, health and other) activities is forecasted as 18,401 cubic meters.

When considering these wastewater generation, Wellawaya city center, (medium density mixed development zone) Anapallama, Warunagama, Nugaya and Yalabola, and the proposed medium density residential zone and Kithulkote industrial zone near the sub-commercial towns of Hadapanagala, Ethilivapa and Kuda Oya can be identified as high volume of wastewater generated areas. A proper system should be prepared for wastewater management for the areas that can be expected high population concentration with a high density close to Kirindi Oya and Randapola canal. The wastewater management plan and strategies prepared accordingly are as follows.

Strategy 01 :

Identifying a formal mechanism for wastewater management.

Strategy 02:

Develop mechanism to install wastewater management system in individual units within the entire plan area..

Strategy 03:

Identification of area required for installation of wastewater management system.

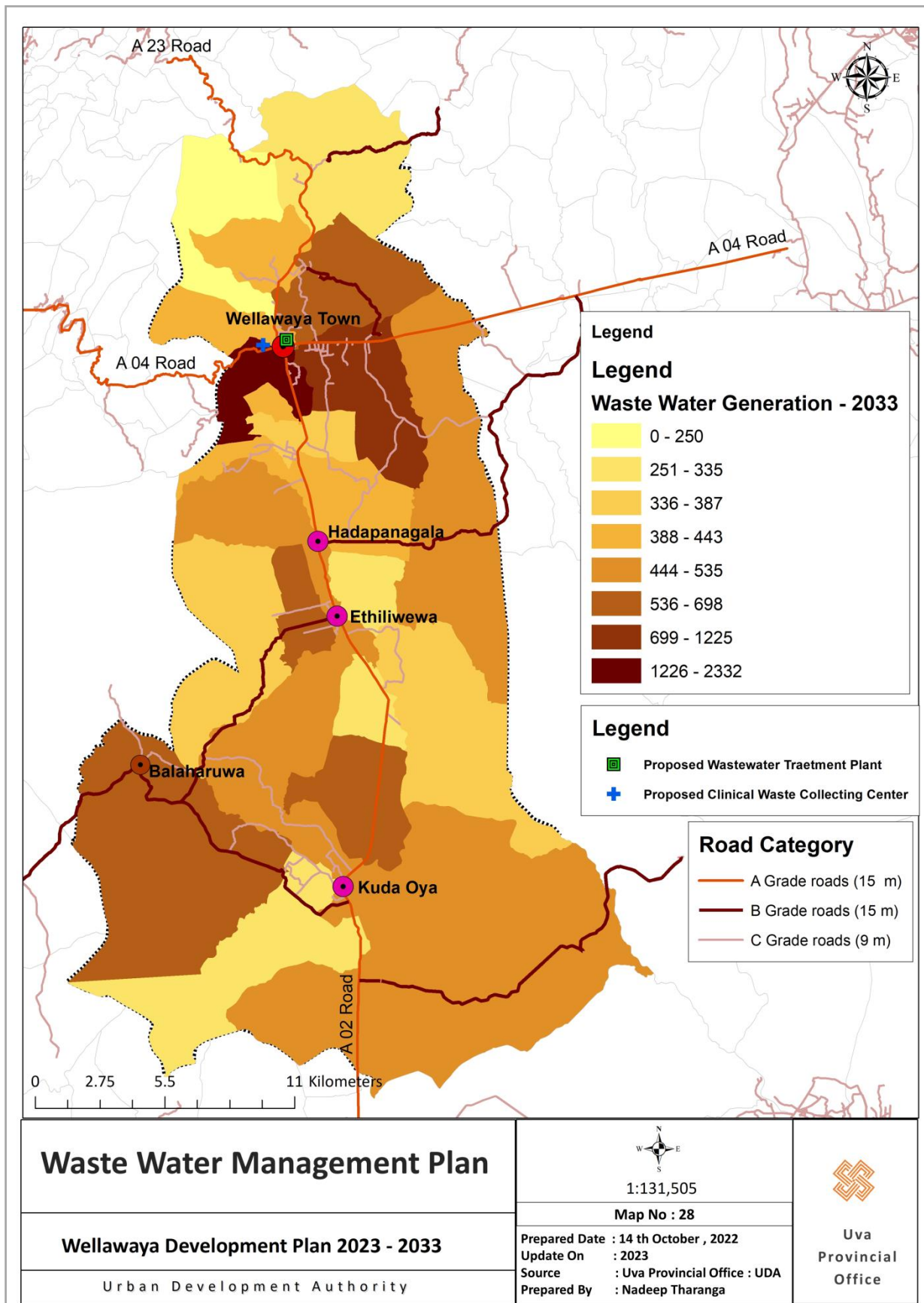
According to the zoning plan of the Wellawaya Development Plan, there is a need for a wastewater management system for the proposed industrial zone and the city center area. It is proposed to collect the waste water generated from the residential, commercial, institutional, health and public places in the city center and the waste water collected from around 60,000 commuters through a systematic method, and transport the collected waste water to the Anapallama solid waste management yard and recycle it. It is also expected to install a wastewater management system for the proposed industrial zone. Until a piped sewerage system is in place in the city center, effluent from on-site systems should be managed by establishing a Faecal Sludge Treatment Plant (FSTP).

Strategy 04 :

Release the wastewater into the environment after treated.

- (a) Streamline the existing drainage system, create a new drainage system and discharge the waste water from the drainage system through a treatment plant.
- (b.) Rehabilitating the Radapola Canal and preventing sewage and wastewater from being dumped into the said canal.

Map No. 6.9. Watsewater Management plan



6.5.2.6. Solid Waste Management Plan

Solid waste management in the Wellawaya urban area is implemented under the Wellawaya Pradeshiya Sabha. The amount of solid waste generated daily in the Wellawaya urban area is about 05 tons and the amount of solid waste generated of the weekly market is about 6.5 tons per day. The solid waste generated within the Wellawaya area is collected daily within the city limits and twice a week within the outside the city limits.

It is expected that the solid waste around 192 tons will generate within the entire planning area by the year 2033. This generation is mostly expected through the proposed industrial zone, proposed economic center, proposed residential zone and the city center. Clinical waste collected at Wellawaya Base Hospital is managed within the hospital itself. However, there is a need for a formal plan to manage the garbage collected by the residence and about 60,000 commuters and the proposed projects by the year 2033. Accordingly, the waste management plan and strategy prepared are as follows.

Strategy 01:

Collection solid waste according to a regular system

It is proposed to collect the solid waste of all commercial, institutional, health and other places by separating into biodegradable waste, polythene, paper, iron, electronic waste, clinical waste at their premises by the Wellawaya Pradeshiya Sabha. Also, it is expected to identify the places to collect solid waste along the solid waste collection routes and establish separate bins at those places. It is also expected to keep the bins for garbage collection in public places. Accordingly, it is expected to keep the bins in the areas of Wellawaya town, main bus station, Hadapanagala intersection, Ethiliwewa town, Kitulkote industrial area, Kudu Oya town, Budruwagala intersection, Mallattawala intersection and Ellawala tourist area.

Strategy 02:

Streamlining the waste disposal system.

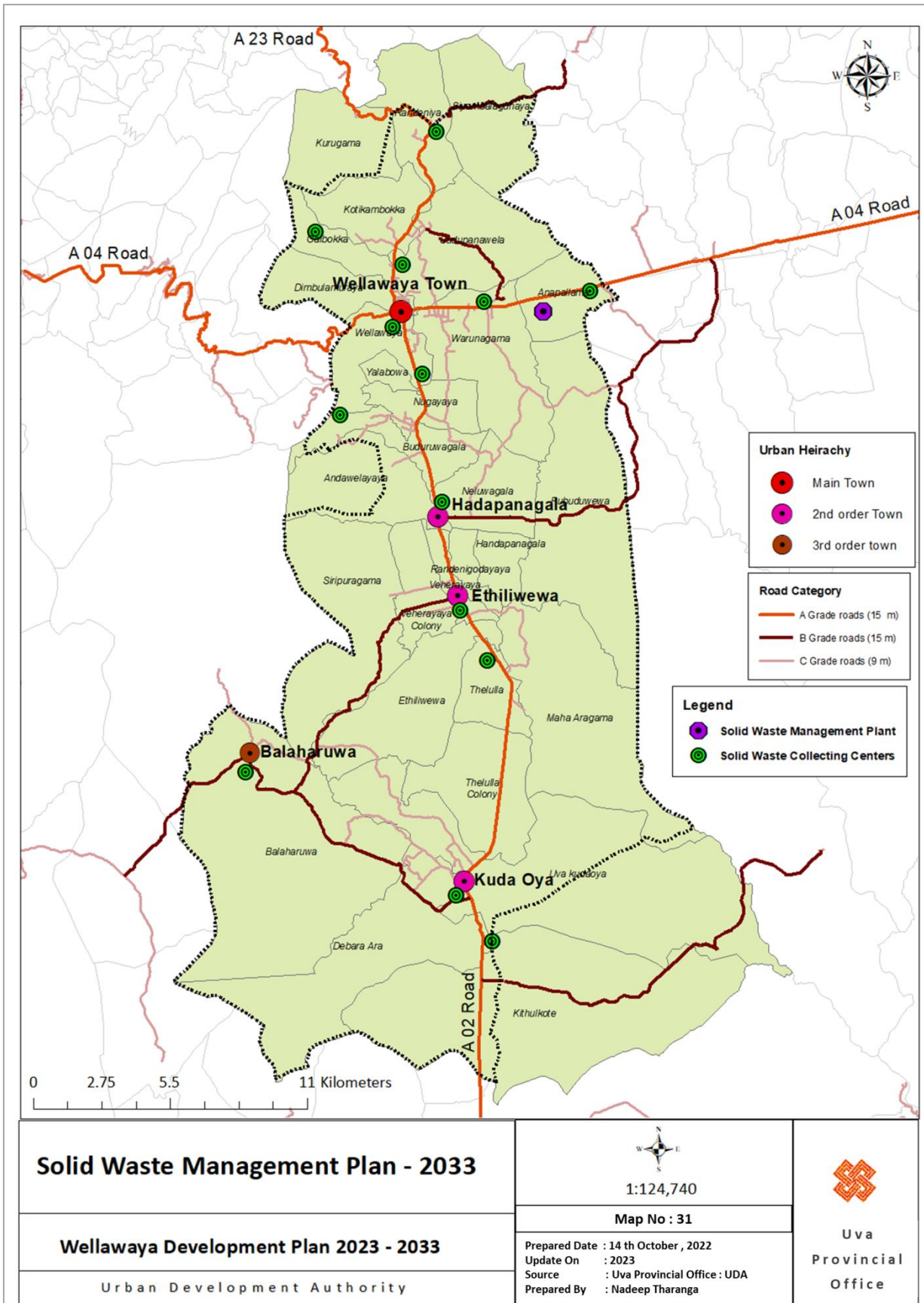
The solid waste in the Wellawaya area has been disposed to the Anapallama waste disposal yard which is about 5 km away from the city by the year 2022. Accordingly, it is proposed to establish the existing Anapallama waste disposal yard as a regularized and modernized compost yard. Based on the composition of the waste in this area, it was found that 75% of it is easily

decomposed waste. Accordingly, with the growth of the population and the proposed economic center and industrial zone, the amount of solid waste collection daily in the vicinity of the area will be around 144 tons by the year 2033. It is suggested to collect the decomposable waste as shown in strategy 1 above and separate it into the Anapallama compost yard for composting and disposing of it in a formal manner.

For this, it is proposed to develop the solid waste disposal site of about 02 hectares with the following facilities.

- New compost production yard.
- Development of access roads.
- Development of elephant ditches and construction of electric fences to prevent the arrival of wild elephants.
- Compost storage yard.
- Water, electricity, and sanitation facilities.

Map No. 6.10. Solid waste management plan



6.6. Economic Development Strategy

Through the economic development strategies, it is expected to contribute to the local economic growth of the planning area and methodically contribute to the regional as well as the national economy. The first goal of achieving the vision for the year 2033 of the Wellawaya Planning Area is “Create as a commercial agricultural & Logistic Service City by providing infrastructure Facilities” and “Create as a strategic interchange tourism service center providing tourism services” through physical as well as spatial development. Considering the economy of the planning area, it can be identified as an area with a diversified economy that can be developed through all sectors such as agriculture, commerce, industry, and tourism.

6.6.1. Agricultural, Commercial and Manufacturing Development Plan

Considering the distribution of employment in the planning area, the agriculture sector has the highest contribution of employment at 54% and other commercial and manufacturing industries at 15%. 55% of the total land area is agricultural land and Wellawaya is the main service town and the small towns of Ataliwewa, Kuda Oya and Hadapanagala are providing services as local service centers. The annual agricultural yield in the year 2021 of the entire area is about 128,000 metric tons (Source: Resource Profile, Wellawaya P.L.). 05% of these products are for local consumption, 15% for regional consumption and the remaining 80% are distributed nationally and internationally. About 0.70% of the total agricultural production of the planning area is added to the gross national product. (Vegetables -1.12%, Fruits - 1.73%, Vegetables - 0.24%, Cereals - 0.27%, Minor Export Crops - 0.16%).

Also, it contributed to the gross national product from 0.72% of sugar production and 2.57% of ethanol production in the planning area.

Although the agriculture industry is the main economy of the area, due to the lack of facilities for agricultural activities and markets, the area has not received the proper productivity of those sectors.

Accordingly, strategies have been prepared to improve essential services as follows to increase agricultural productivity, expand the space for related markets and commercial activities, and increase the area's contribution to the gross national product upto 3% by the year 2033.

6.6.1.1 : Agriculture, Trade and Commerce

Strategy 01:

Provision of space for regularization and promote the agricultural areas through the zoning plan.

As the planning area is predominantly based on agriculture, the zoning plan pursues to protect existing agricultural land through zoning and regulation of areas identified as low-density residential zones mixed with commercial agriculture. Those zoning and regulations are mentioned in detail in Chapter 07. An area of 253.23 square kilometers has been allocated as an agricultural promotion zone.

Strategy 02:

Facilitating to open the agriculture related markets.

Lack of proper space for collection and marketing of products was a problem identified while identifying the need for a development plan. As a solution, the main economic centers, sub-economic centers, and production collection centers in the selected areas should provide the opportunity to create a market for agricultural crops and related products. Accordingly, it is expected to provide space for trade and commercial activities around the junctions on both sides of the main roads as the main economic center of Thelulla area and the sub-economic centers of Kuda Oya, Ethiliwewa, Hadapanagala and Balaharuwa..

Strategy 03:

Development of necessary facilities to interconnect agriculture production and market.

A major portion of the population in the entire planning area is engaged with the agricultural sector and it is expected to increase the productivity of this by connecting the rural areas and the existing economic centers and markets through a proper road network. As shown in the road development plan, the necessary facilities for the transportation of agricultural products should be provided through the development of roads related to the areas where agricultural activities are carried out. And by providing the necessary infrastructure in the economic center, it is easy to connect the agricultural products to the market.

Strategy 04:

Expansion and promotion of commercial activities in rural areas through zoning plan and proposed projects.

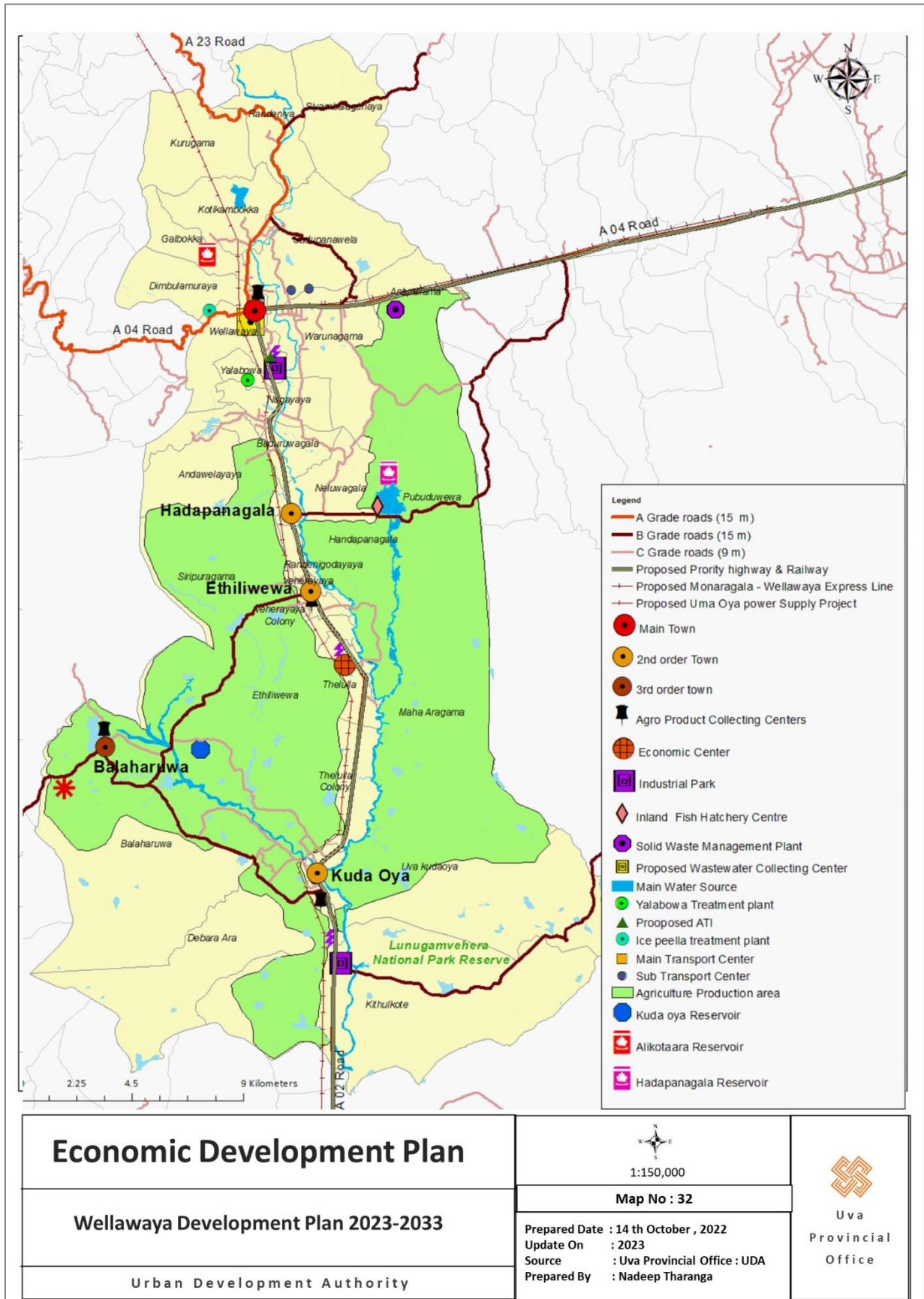
Commercial uses in the planning area are concentrated in the main town of Wellawaya, and suburbs of Hadapanagala, Ataliwewa and Kuda Oya as well as along the main roads. It is expected to promote commercial opportunities in the peri-urban areas through the proposed zoning plan and the identified projects.

Strategy 05:

Providing space in the agricultural promotion zone for diversified export crops of greater economic value.

About 51.5% of the total land area is allocated for diversified agriculture. It is expected that these agricultural crops will be spread as per the topography, climate, and by protecting the identity of the area. Also, the aim of this is to increase the yield by using technology even in a small area. It is also expected to allocate space for the cultivation of Triloka Wijayapatra (Cannabis), which is especially suited to the climate of this area. Aiming at the foreign market, it is expected to link the cultivation of Triloka vijayapatra with Ayurvedic medicine and generate high income in a short period of time and increase the economy at the local level. It is expected that this Ayurvedic Triloka Wijayapatra plant will be grown, stored, transported, and traded in Sri Lanka under the regularized framework subject to the approval of the responsible institutions.

Map No. 6.11 Economic development plan



6.6.1.2 : Production Industry

Wellawaya area can be identified as an area of high trend for large-scale, medium-scale and small-scale manufacturing industries related to agricultural products. Also, the provision of necessary space for the development of manufacturing related industries will be taken into account under the economic development strategies due to its proximity of the Mattala entrance of the Southern Expressway, Mattala International Airport, Hambantota Magam Ruhunupura International Port and Ella station of the Kadurata Railway, by taking its advantages. Also, the proposed Mattala - Batticaloa priority expressway and the proposed railway line, the proposed economic center are expected to bring more benefits to these industrial zones. Also, the necessary facilities for the traditional industries such as freshwater fishing industry, mineral based industries, dairy villages, clay related manufacturing industry and kitul related manufacturing industries should be developed.

Strategy 01 :

Opening space for agro-related industries, value-added industries, mineral-based industries, manufacturing and service industries and small and medium enterprises by integrating with the proposed and ongoing national level projects.

The aim of this is to promote manufacturing industries by utilizing the area of Kithulkote, which is located near the proposed priority expressway and railway, avoiding the informal span of manufacturing industries and related uses across the area. Industrial promotion zones have been identified in the zoning plan and it is expected to provide infrastructure facilities including training activities, storage facilities and market needs in connection with those activities. It is proposed to allocate an area of about 1258 acres of land in Kithulkote as an industrial zone belonging to this zone.

As the economy of this area is mainly based on agriculture, it is expected to provide an opportunity for new products, value added products, small and medium entrepreneurship training centers, training centers related to agricultural innovation and information technology etc. to boost the local economy.

Also, the expectation of this is to establish the products related market and to transport and export the products through mode of transport.

Strategy 02:

Integrating agricultural production and skilled/unskilled labor with allied industries.

There is about 63% workforce in the Wellawaya planning area and it is expected that they will be interconnected with the adjacent Palwatta Sugar Factory and Palwatta Milk Factory. It is also proposed to add more value to agricultural products.

Strategy 03:

To promote value added and technology-based products and to open the necessary space to acquire the required skilled workers and professionals from within the region.

The main objective of this is to provide the required trained workers and professionals for the proposed industrial park from the area itself. For this purpose, it has been proposed to establish a high national technology institute for the professional knowledge required for industries by utilizing the land of 09 acres adjacent to Yalabowa National Youth Corps.

6.6.2. Tourism Development Plan

Wellawaya Tourism Zone, which is emerging in the middle of the main tourist zones, contributes to the economy of the area to some extent. Historical, archeological, cultural, wildlife, adventure, environmental and agricultural diversity have gathered in this area to promote the tourism industry which can support the local as well as regional and national economy. Also, the tourism development plan aims to open the area to attract 5% of the tourists coming to Sri Lanka by the year 2033 and to develop the local and regional economy by utilizing the existing potential of the Wellawaya tourism zone located on the strategic tourism route.

Strategy 01:

Identifying hidden tourist spots with diversified within the area.

There are many tourist attractions in the Wellawaya area and diverse ecological, archaeological, cultural, wildlife and agricultural sites can be identified. But there is a problem with access to all these places. The aim of this is to identify these tourist attraction locations and strengthen the local economy.

Strategy 02:

Development of facilities related to identified tourist attraction places in the area.

It is expected to provide infrastructure facilities, accommodation facilities, landscape design, nature trails, parking facilities, sanitary facilities, and resting areas in the vicinity of major tourist centers such as Ella, Budruvagala, Hadapanagara where the diversified tourism industry exist. It is also expected to encourage the investors to provide accommodation facilities in suitable places for tourists coming to the area by the year 2033.

Strategy 02 :

Opening of tourist trails connecting the identified historical, cultural, archeological, wildlife, adventure, environmental and agricultural tourist spots in the area.

The Wellawaya area can be identified as an area with many unique and hidden places that have caught the eye of local and foreign tourists. And those represent different aspects of historical, cultural, archaeological, wildlife, adventure, environmental and agricultural. But since most of these areas are in areas that are not easily identifiable and difficult to reach, it has not been possible to get any advantages of those potentials.

Therefore, these significant places should be connected to each other, and access should be improved by the year 2033 in order to ensure easy accessibility. It is proposed to develop the road network to connect the significant places identified under this and mentioned as follows. Accordingly, it is proposed to develop the reservation boundary of the Alikota-ara south bank road, which will be developed by the Uma Oya project, from the Alikota-ara reservoir boundary to Budruvagala, Alugalge business. It is also proposed to develop Budruvagala Road and Hadapanagara Road. And, it is proposed to develop the left bank canal flowing from the Hadapanagara Reservoir in the Uma Oya project to the proposed entry point of Lunugamwehera.

It is expected to create a green corridor by planting and maintaining trees on both sides of the roads connecting this tourist trail. Even if the accesses are opened through the road connection, since these attractions are in areas that are difficult to identify properly, guide boards and access facilities should be provided.

Strategy 03:

Promotion of eco-tourism and protection of the natural environment in areas and special tourist spots identified as “Tourism Promotion and Environmental Conservation” through zoning regulations.

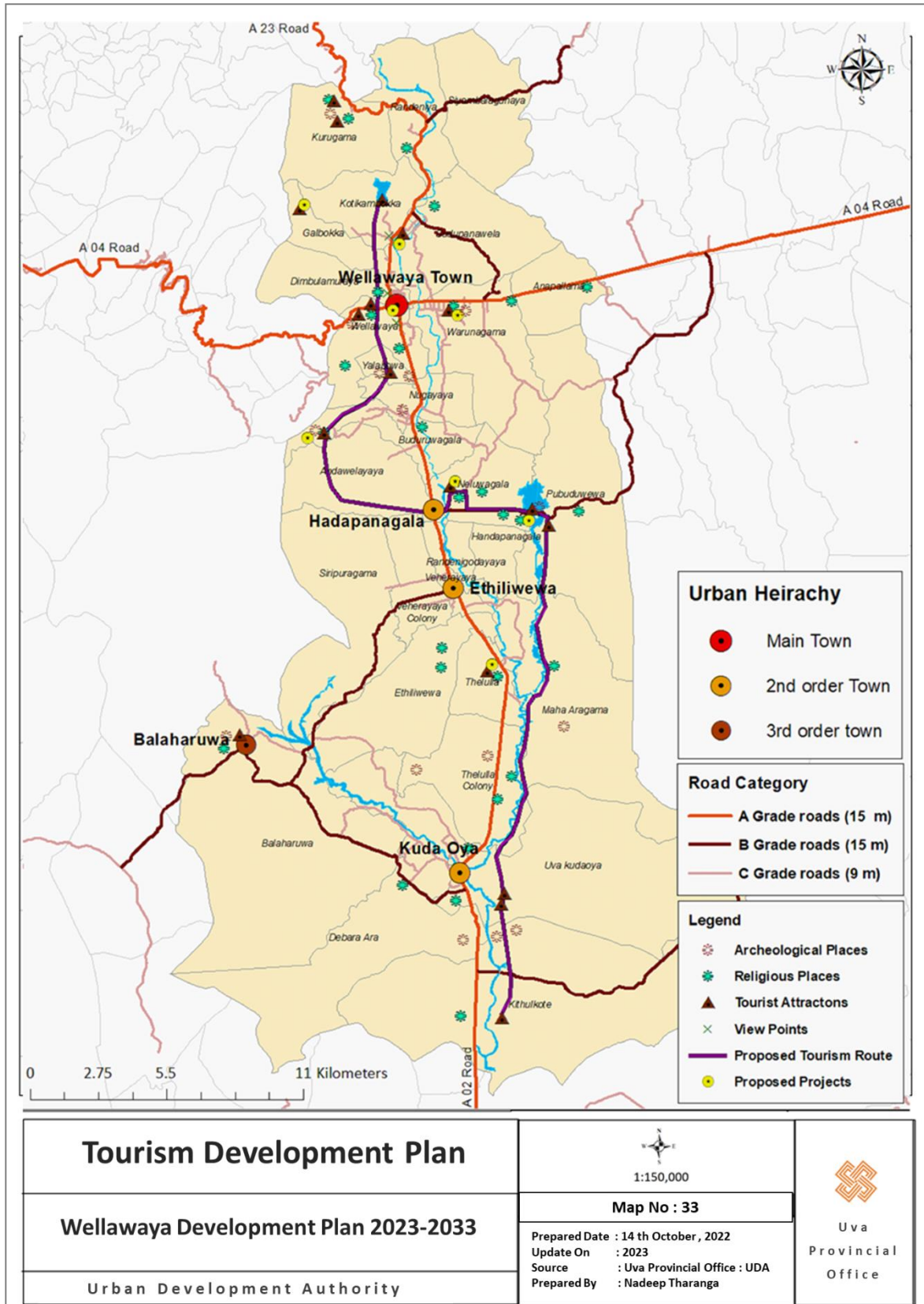
The area has been identified as low-density areas to protect the forest with natural features, and green mountain view of the tourism zone based on environmental conservation through zoning regulations. New constructions are limited within these environmental protection zones and environmentally friendly constructions are proposed. This is explained in detail in the zoning plan.

Also, the area has been identified to regularized the building height to prevent the covering of the scenic spots, the mountain ranges, through an analysis of the vision corridor map to protect the view from the center of Wellawaya to Nikapitiya Kanda, and Bibilehela Kanda. Also, it has been proposed to impose a maximum height for buildings related to development activities and to restrict the display of name boards to block mountain views.

Table No. 6.8 Tourist attractions in tourist route

Source: UVA Provincial office, Urban Development Authority, 2022

Map no. 6.13 Tourism Development Plan

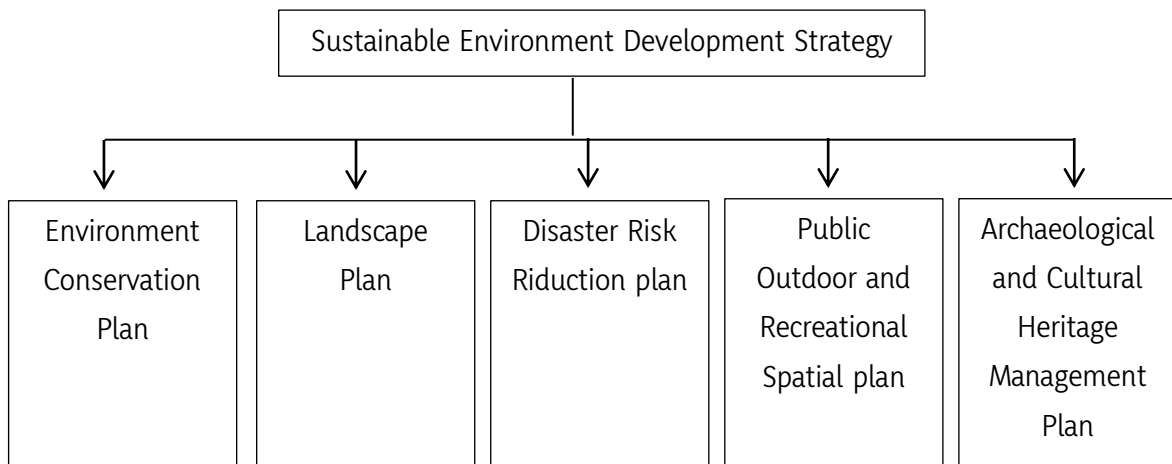


Source: UVA Provincial office, Urban Development Authority, 2022

6.7. Sustainable Environment Development Strategy

To achieve the vision of "**Uva Wellassa Agricultural Production Hub**" by the year 2033 and to achieve the objective of "creating the Wellawaya area as an environmentally friendly and safe green zone", high approachability is provided through sustainable environmental development strategies. Wellawaya area can be identified as a very high environmental sensitivity area located on the southern border of Badulla district. According to the analysis done by the background study, it has been identified many threats affecting to the surrounding sensitive, green environment, due to the development trend goes to outer area of the city center with a very high rate of development. It is expected to protect the blue green ecosystem through sustainable environmental development strategies, to create a convenient environment for living and streamline the natural environment to improve public outdoor open recreational facilities. Accordingly, it has been identified to prepare plans through 5 main strategies as follows.

Picture No. 6.9. Sustainable Environment Development Strategy



Source: UVA Provincial office, Urban Development Authority, 2022

6.7.1. Environmental Conservation Plan

Nearly 23,500 hectares of the total land area of the Wellawaya planning area are conservation areas. They are reserved forests, mangroves, paddy fields, and water areas. The aim of the environmental conservation plan is to protect the existing area covering about 32% of the total land of the planning area.

Strategy 01:

Identify and develop the existing forest conservation areas, wildlife zones and paddy land as conservation zones through the zoning plan.

The existing forest conservation areas, wildlife zones and paddy lands in the planning area have been identified as conservation zones by the zoning plan. No new construction will be allowed in these zones. This is expected to preserve the existing natural ecosystem through enforcement.

Strategy 02:

Impose the reservation for existing water sources and water catchment areas in the planning area and use them for eco-tourism and public outdoor recreational activities without harming those areas.

It is expected to demarcate the reservation for the lakes, reservoirs, rivers and canals and provide facilities for the promotion of eco-tourism industry in those areas. No construction is permitted within these reservation lines.

Strategy 03:

Identification and regularization of visual corridors for unobstructed views of beautiful mountain ranges and natural landscapes.

Nikapitiya mountain range, Bibilehela mountain range, Bogahapatana reserve mountain range, Vadinahelaya mountain range and Gam Panguwa Mountain range can be visible from the center of Wellawaya. All mountain ranges are visible up to 700 meters from the Tissa intersection where the Wellawaya Thanamalwila road starts. Visual corridors have been identified as such and it is expected to determine the maximum height for the proposed developments in the respective zones and regulate them by regulations to protect the views.

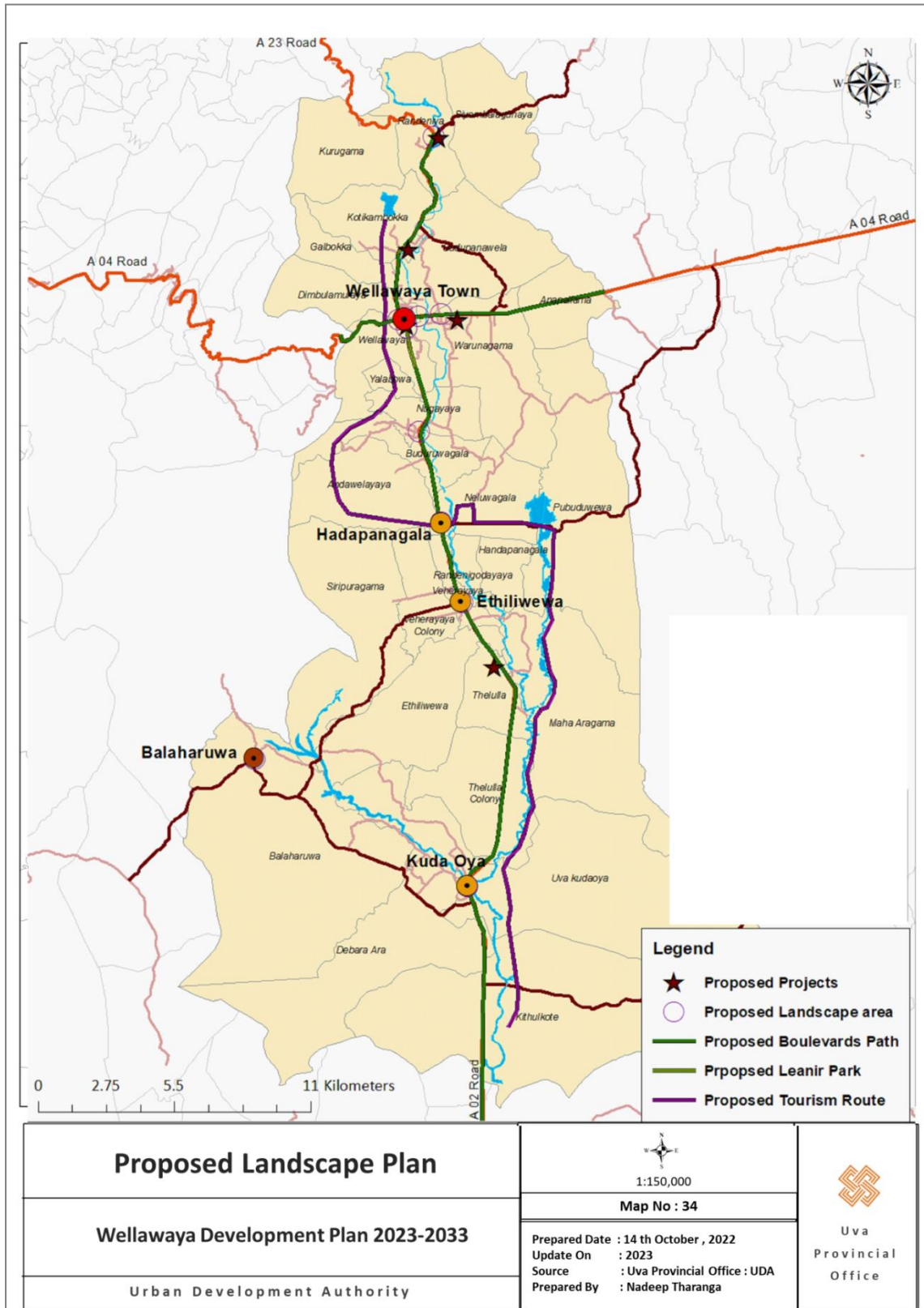
Also, it is expected to prevent the blocking of the view of the Bibilehela mountain range by restricting the construction of buildings from the Ella junction of the Ella-Wellawaya Road to the starting point of the Vatawana Watta road.

6.7.2: Landscape Plan

The Wellawaya Planning Area is surrounded by the main mountain ranges of Bibilehela mountain range, Nikapitiya mountain range, Gampanguwa mountain range, Bogahapatana mountain range and Galbokka mountain range. And it is an area that inherits a beautiful natural landscape consisting of Nilavan reservoirs and an irrigation system with Kiridi Oya and Kuda Oya streams flowing through the middle of the area. An area called **"agriculture"** is closely linked to the landscape of the area in realizing the vision of **"Uva Wellassa Agricultural Production Hub"**.

It is also expected to develop the tourism industry base on this landscape, meet the need for public outdoor recreation in the area, giving an identity to the intersections, protecting the existing natural beauty, gradually increasing the green cover, and thereby controlling the urban heat.

Map No. 6.13 Landscape Plan



Source : UVA Provincial office, Urban Development Authority, 2022

6.7.3: Disaster Risk Reduction Plan

The following disasters have been identified within the Wellawaya Planning area which have diversified topography.

- (a). Landslides
- (b). Fires
- (c). Wild elephant vulnerability

As identified in the background study, Wellawaya area has been identified as a vulnerable area of minor landslides among the environmental problems identified within the area. The northern part of the planning area is slightly hilly and minor landslides have occurred during the rainy season. Accordingly, it is expected through the disaster risk reduction plan to contribute to the local economy as well as to the national economy through environmental beauty, by creating a community and environment resistant to landslides.

This will reduce human and property damage by securing landslide-prone areas, protect water resources for future, and protect soil, animals, and plant crops. Through the implementation of these projects, it is expected to stabilize the physical environment that can be challenged in a disaster situation. The strategies have been identified as follows.

Strategy 01:

Introduce zoning and regulations to control the land use.

Land use zones and regulations have been introduced to control the landslide prone area within the Wellawaya planning area. These areas have been identified as low density residential and eco-tourism industry promotion area by considering the slope and land use pattern of the northern part of the area.

Strategy 02:

Regulate developments according to the landslide risk zones identified by the NBRO.

The clearance certificate from the National Building Research Organization should be obtained for the landslide risk areas identified by the National Building Research Organization for any construction work carried out in those areas. The strategies that can be taken to prevent and

protect from landslides are as follows. (Source - Tips for Building a Safe Home - National Building Research Organization)

1. Prevention of illegal use.
2. Land preparation and cultivation in the Helmalu method, controlling the use of agricultural land for other purposes.
3. To control the inappropriate crops that are prone to soil erosion on the lands.
4. Design the building according to the nature of the land, instead of removing soil.
5. Adherence to proper technical guidelines while providing infrastructure facilities.
6. Minimize the landslides by covering the grass of land with hilly surface.
7. Applying techniques to absorb surface water to control landslides and floods.
8. Soil protection through construction of embankments and contour drains.
9. Development of hilly areas in an environmentally friendly manner by minimizing the damage caused by slope collapse and cutting.
10. Introduce regulations and building designs to withstand landslides.

Fire risk reduction strategy.

The main expectation of this is to establish a blue green ecosystem to reduce the disaster risk, protect the natural environment, protect the existence of wild animals and protect the water catchment areas and increase the forest cover. The strategies have been identified for this as follows.

Strategy 01:

Creation of buffer zones to prevent forest fires.

During the period of May to September, the natural forests are subject to fire based on the severe drought in this area. Due to this, a large forest area is destroyed by fire every year. As a response, it is expected to create buffer zones on the forest border to prevent the spread of fire, protect wild animals, and prevent fire from entering agricultural lands.

Strategy 02:

Controlling forest fires through community awareness programmes

It is expected to educate the community to reduce the most frequent fires in the planning area. Various governmental and non-governmental organizations and institutions conduct the awareness programme for the community about the environmental value.

Management of wild elephants

As identified in the background study, the threat of wild elephants is a major problem identified in the area. Between 300-350 elephants live in the area and come to the villages to procure food due to severe drought from April to September. As a solution to this, the following strategies have been proposed to protect human life and property and to protect farmland.

Strategy 01:

Establishing food security in forest interiors

Elephants in Wellawaya plan area mostly come for the purpose of food. As a practical strategy, it is possible to provide food for elephants by using the existing lakes inside the forest to grow grass on the banks of the lake. Medium and small size tanks should be used for this. The water level of these lakes rises to 70% during the rainy season and drops down to 30% during the dry season. Planting grass in the empty banks is a practical solution for the required food for the elephants and other animals during the dry season in order to provide food for the elephants during this period. This process happens like a cycle as the growth of this grass occurs naturally with the formation of lakes in dry weather. This will ensure food security in the forest and will stop wild elephants from coming to the city.

Strategy 02:

Creation of buffer zones near forests to control elephant-human conflict.

Wellawaya area can be identified as an area where elephant-human conflict is common in Monaragala district. It is expected to create residential zones away from the forests through the zoning plan, and to create agricultural zones near the forests and establish buffer zones in between in order to prevent wild elephants' conflict and stop coming to the villages. Along with this, it is expected to introduce elephant trenches and plant trees as a long-term solution.

Strategy 03:

Introduction of elephant corridors along the usual routes used by wild elephants.

The expectation here is to create elephant corridors for the wild elephants that have traveled along the usual routes in the area and prevent them from crossing the main roads. The aim of this is to protect human life and vehicles and allow elephants to move through their natural paths.

6.7.4. Public Outdoor and Recreational Spatial Plan

The area of 1.4 hectares per 1000 population should be kept as public outdoor open space in the development plan as per the standard for the recreational activities of the Urban Development Authority. According to the census and statistics report, the population of Wellawaya Pradeshiya Sabha area in 2022 is 73,323. According to the data analysis of the development plan, at least 126 hectares of land should be provided as public open spaces by the year 2033.

According to the developed and developing spaces within the area of Wellawaya Pradeshiya Sabha area and lakes, reservations, oya, forest reserves, canals, the proposed spatial plan for public outdoor recreation activities are as follows,

Table No. 6.9 Public Outdoor Spaces

| No. | Type | Land Extent (Hectares) |
|--------------|--|------------------------|
| 1. | Existing public outdoor open space | 29.35 |
| 2. | Proposed Linear Parks (Wellawaya - Thanamalvila Road, Ella - Wellawaya Road) | 2.5 |
| 3. | Proposed Linear Park (Aliko-ara South Bank Canal Road) | 05 |
| 4. | Proposed public outdoor open space (covering total plan area) | 34.5 |
| Total | | 71.35 |

Source: UVA Provincial office, Urban Development Authority, 2022

The strategies for the proposed Public Outdoor Recreation Spatial Plan are as follows.

Strategy : 1

Enforcing the laws and regulations related to the 10% open space allocated in the land sub-divisions and using those lands only for recreational activities.

Strategy : 2

Enhancement of active recreational activities and redevelopment of existing playgrounds, parks, and new recreational spaces within the proposed medium density zones.

It is proposed to redevelop all existing playgrounds, children's parks, as per the standards in this plan. Further, it is proposed to improve the facilities of those stadiums and parks and prepare an action plan for their maintenance, construction of new stadiums, indoor stadiums, and infrastructure in the right direction.

It is also proposed to develop the linear parks along the river reservation, lake reservations and paddy areas adjacent to main roads. It may further be mentioned that unauthorized construction/reclamation can be limited by developing the reservation as linear parks and the recreational facilities can be obtained through this development within the planning area.

Strategy : 3

Promotion of natural environmental features, lakes, canals, mountains, waterfalls and scenic areas as passive recreational spaces.

It is expected to create recreational areas in harmony with the natural environment of the planning area. It is suggested that it is appropriate to include facilities for places reserved for recreational facilities and to develop them according to environmentally friendly and sustainable landscape concepts for the leisure facilities of the general public.

Strategy : 4

Promotion of hidden tourist spots for recreational activities.

It is expected to identify the hidden tourist spots in the area and promote them for the tourism industry and develop facilities related to those spots.

Strategy : 5

It has been identified the species of indigenous plants suitable for the climate of the areas to plant on both sides of the main roads and suitable locations. By zoning the city and choosing different types of plants to give each zone its identity, planting trees to increase biodiversity leads to city beautification. The types of plants suitable for tree planting in this area are as follows.

In road development works, formal landscape plans should be selected according to city development concepts and development projects should be implemented.

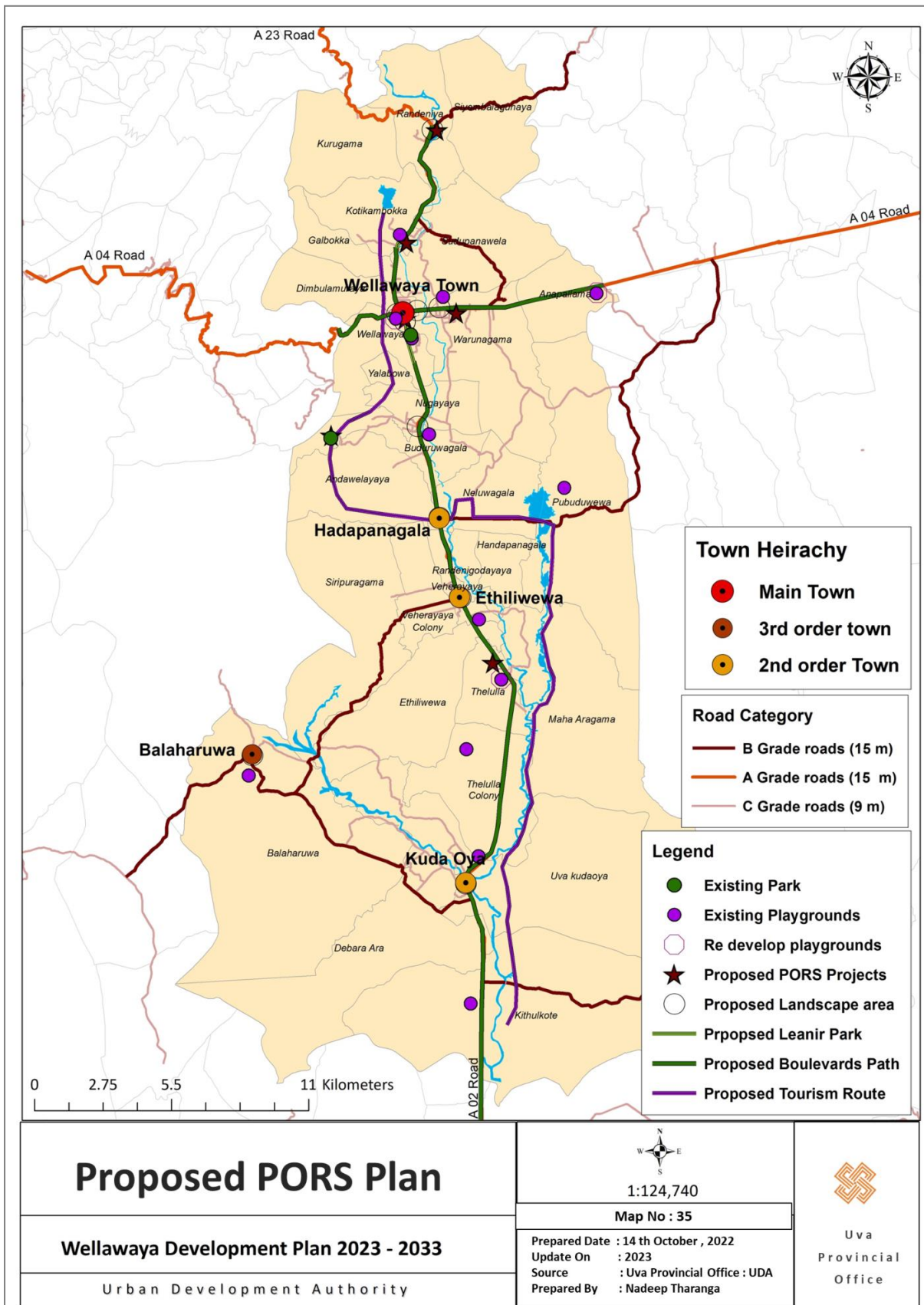
The roads identified for the tree planting.

1. Colombo - Batticaloa Road (A4) - km. 11
2. Ella - Wellawaya Road (A23) - Km. 10
3. Wellawaya - Thanamalwila (AO2) - km. 30
4. Kuda Oya - Balaharuwa road - km. 12
5. Handapanagala - Palwatta road - km. 08
6. Budruvagala Road - km. 04
7. Both sides of the Alikota-ara right bank canal 23 km.

According to this information, Wellawaya Pradeshiya Sabha area has not been able to meet the required minimum land area for public outdoor recreation spatial plan for the year 2033. But since the Wellawaya area is span over a large agricultural area, public open spaces and parks and playgrounds can be covered through these agricultural lands.

Also, the places with cultural and historical value exist in the area of the local authority should be utilized and the areas need for the parks and playgrounds for the year 2033 are mentioned in the map below.

Map No. 6.14 Public Outdoor Spaces



6.7.5. Archaeological and Cultural Heritage Management Plan

Tourist attractions are abundantly located within the planning area and the tourist and archaeological sites expanded across the Wellawaya Divisional Secretariat area and add to the value of the area. The spirit of the Buduruvagala statue, which is respected and revered by local and foreign tourists, well reflects the Buddhist history of Wellawaya city. Apart from this, Thellulla archaeological sites, Rakkhita Kanda Rajamaha Viharaya, Bird Rock, Kanabiso Pond, Sellabawa Rajamaha Viharaya, Randeniya Monument and Kotaweheragala Ruins are very popular tourist spots among local and foreign tourists. The following strategies have been designed to implement the Archaeological and Cultural Heritage Management Plan.

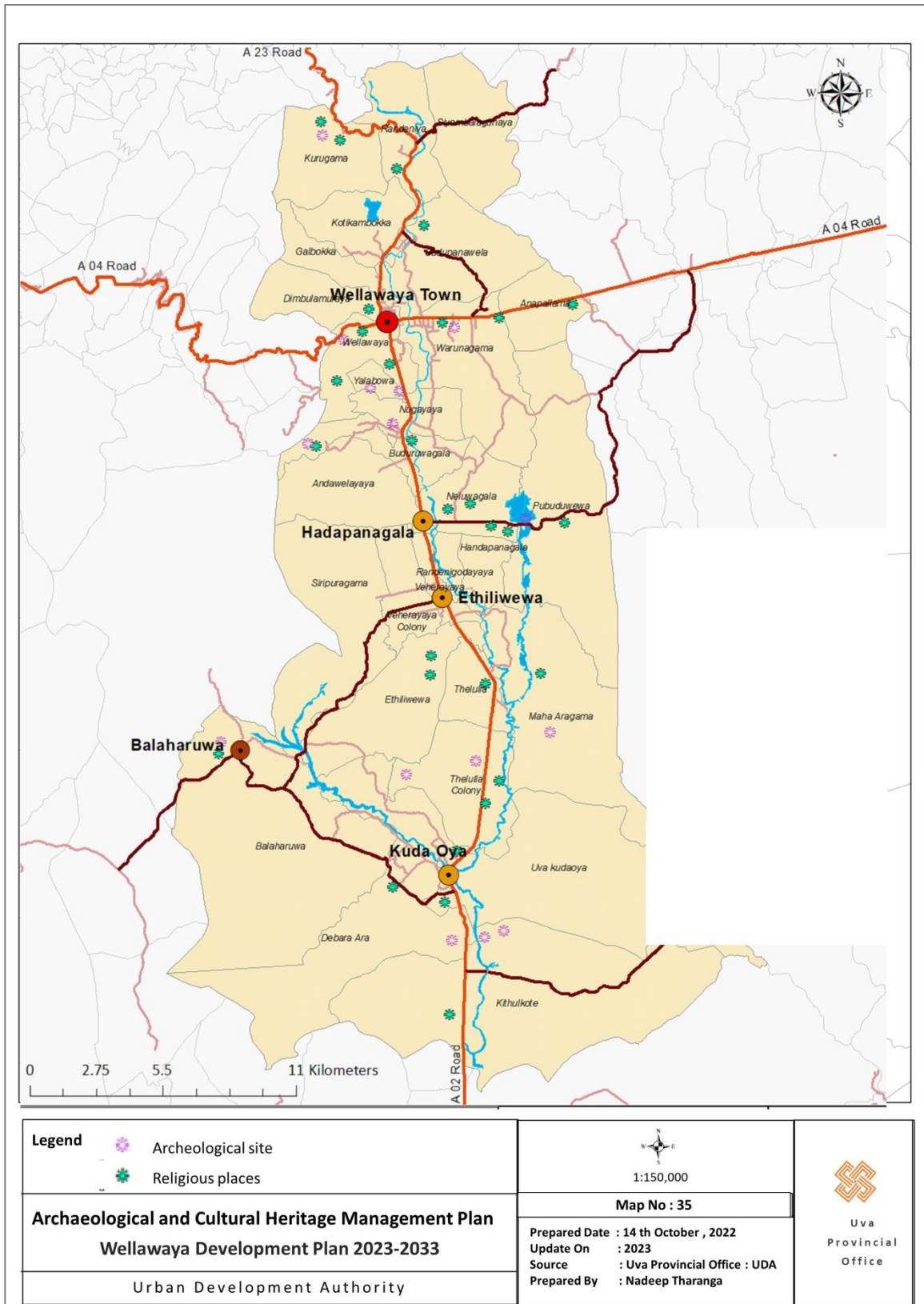
Strategy : 01

Proper maintenance of the existing archeological and important sites as per the directions of the Department of Archaeology and increase tourist attraction.

Strategy : 02

Incorporation of existing sites of archaeological and historical importance into the tourism route for local economic development.

Map No. 6.15 Archaeological and Cultural Heritage Management Plan



Source: UVA Provincial office, Urban Development Authority, 2022


6.8. Projects ation StrategyImplement

6.8.1 : Identified Projects List

| No. | Proposed Project |
|-----|---|
| 01 | Thehellulla Ethiliwewa Economic Center Development Project |
| 02 | Shopping Complex Development Project - Land adjacent to Bank of Ceylon |
| 03 | Shopping Mall Development Project - Land Behind Public Stadium |
| 04 | Wellawaya Tourism Service Center construction project |
| 05 | Urban Wastewater Management System Development Project |
| 06 | Proposed mixed development project and car park construction project |
| 07 | Wellawaya Main Bus Stand Facility Development Project. |
| 08 | Proposed Emergency Response and Disaster Relief Service Center construction project. |
| 09 | Solid Waste Management Center Development Project - Anapallam |
| 10 | Health facilities expansion project at Wellawaya Base Hospital |
| 11 | Project to increase the capacity of water treatment plants |
| 12 | Proposed downtown water pipe laying project |
| 13 | Industrial Estate Development Project - Kithulkote |
| 14 | Proposed Higher Technology Educational Institutions Construction Project- Yalaboa. |
| 15 | Proposed Housing Complex Development Project - Yalabowa |
| 16 | Proposed Sugarcane Research Institute Construction Project - Yalaboa |
| 17 | Proposed New Ayurvedic Hospital Construction Project - Yalaboa |
| 18 | Proposed Service Square and Tourism Service Center Development Project |
| 19 | Proposed Freshwater Fish Hatchery and Fish Harvest Marketing Center Development Project - Handapanala |
| 20 | School Infrastructure Development Project |
| 21 | Main Road Development Project, Wellawaya city |
| 22 | Service Road Development Project, Wellawaya city. |
| 23 | Bypass Development Project in Wellawaya Urban Area |
| 24 | Develop Rakkhitakanda as a tourist route from Rajamaha Viharaya to Lunugamwehera Park. |
| 25 | Develop Budruvagala archaeological area as a tourist area |
| 26 | Develop the Ellawala Falls area as a tourist area |
| 27 | Construct the tourist park on the Handapanagala lake |
| 28 | Wellawaya City Center Landscaping Project |
| 29 | Main City Intersection Development Project, Wellawaya |
| 30 | Landscaping project around suburbs of Wellawaya area |
| 31 | Proposed Linear Park Construction Project (Wellawaya) |
| 32 | Urban Park Development Project near Kotaweheragala Lake |
| 33 | Project for construction of urban park and car park near Kumaradasa Vidyalaya |
| 34 | Redevelopment of Anapallama Public Stadium |

| | |
|----|--|
| 35 | Landscaping project related to Randeniya monument |
| 36 | Wild Elephant Management Project |
| 37 | Develop grasslands around lakes and reservoirs |
| 38 | Forestry Afforestation Project |
| 39 | Preservation and conservation of archaeological and historical sites in the area |


01. Thellulla Ethiliwewa Economic Center Development Project

| | | | | |
|-------------------|---|------------|------------------------|----------------------------|
| Project title | Ethiliwewa Economic Center Development Project | | | |
| Project proposal | Collection and distribution of all agricultural crops including organic agricultural products | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Thanamalwila - Wellawaya Road) | | | |
| Location map |  | | | |
| Current usage | Vacant | | | |
| Ownership of land | State land | | | |
| Land Extent | 10 Acres | | | |

| | |
|---------------------------|--|
| Project Justification | <p>It is proposed to develop as a major operation center for the collection and distribution of agricultural products. The main objective of the development of this economic center has become the direct contribution to the economy of the city by purchasing the agricultural products of the regional farmers at fair prices and distributing them at the regional and national level. Currently, about 71000 metric tons of agricultural products are produced annually in this area, and since there is no economic center, most traders sell their products on both sides of the main road and sell their products to wholesale vegetable and fruit collection centers and intermediate traders. As a remedy, this economic center is proposed in Thellulla Ataliwewa near the Wellawaya-Tanamalwila (A 02) main road and it has been identified to be developed as a center for collecting and selling agricultural products which is open to the public on all days.</p> <p>It is expected to export the products using the and Hambantota Port, Mattala International Airport transport through Southern Expressway by creating an inter-connection between Kappetipola Economic Center and the proposed Thellulla Economic Center and collecting the agricultural products of Monaragala District and adjacent areas, connecting with the proposed Kitulkote Industrial Zone, and adding value to agricultural products.</p> <p>It is expected that the demand of the people will be converted into sales of more products by providing a high-quality organic product. Furthermore, this economic center will be used to market the regional products in a streamlined manner, making Ataliwewa a major operational hub connection with Kudo Oya and Balaharuwa Crop Harvesting Centres.</p> <p>Further, this project has been identified as an essential project to strengthen the urban economy by increasing the production of regional quality agro-industrial crops by giving priority to the agricultural industry.</p> |
| Objectives of the project | <ul style="list-style-type: none"> • To become the main operational center for agricultural products of the all over the area. • To become the main organic agricultural products outlet in the area. • Strengthening the economy of the area by giving more value to agricultural products |
| Benefits of the project | <ul style="list-style-type: none"> • Breakdown of the trading mafia between the farmer and the intermediate persons. • Strengthening the farmer's economy by providing agricultural products to |

| | | |
|--|--|----------------|
| | <p>the economic center without the intervention of intermediate.</p> <ul style="list-style-type: none"> • Increased profit from organic product. • Increasing the economic value of the lands in the adjacent area by establishing the economic center. • Ability to purchase local organic products for commuters visiting the city. • Facilitate sharing of crop production information across the region. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Wellawaya Thellulla Economic Center Development Project | 2000.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Ministry of Agriculture and the Urban Development Authority. | |

2. Shopping Complex Development Project – Land adjacent to Bank of Ceylon

| | | | | |
|-----------------------|--|------------|------------------------|----------------------------|
| Project title | Shopping Complex Development Project – Land adjacent to Bank of Ceylon. | | | |
| Project proposal | Providing commercial and shopping facilities to the urban population at one place. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Wellawaya - Thanamalwila Road) | | | |
| Location map |  | | | |
| Current usage | Vacant and unauthorized construction | | | |
| Ownership of land | Wellawaya Pradeshiya Sabha | | | |
| Land Extent | 80 perches | | | |
| Project Justification | This project has been identified to provide sufficient space to fulfill the shopping needs of the people living and commuters in the city with modern facilities by considering the commercial expansion and | | | |


| | | |
|--|---|----------------|
| | <p>development trend in the Wellawaya city. According to the proposed zoning for the year 2033, the land proposed for this project belongs to the medium density mixed development zone and it will also provide an opportunity to increase the value of the land by using it for commercial purposes.</p> <p>Furthermore, the proposed National Physical Plan envisages a population concentration of about 150,000 in the Wellawaya area, and this project has also been identified to provide them with sufficient space to provide commercial and shopping services.</p> <p>Furthermore, the city has been identified as a the tourism services city, this project will help to meet the needs of tourists visiting the city in the best possible way. This land belonging to Wellawaya Pradeshiya Sabha has been identified as the most suitable land facing the Wellawaya-Tanamalwila road with existing uses in the city center area. It is expected to provide many facilities such as clothes shops, supermarkets, restaurants, electrical appliances, ATM machines etc. and all other household appliances required by the people in one place. With this shopping complex, the proposed car park has been arranged to facilitate the services of the people.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Combining all the shopping needs of urban people in one place. • Maximizing economic benefits from underutilized land. | |
| Benefits of the project | <ul style="list-style-type: none"> • Most of the shopping needs of the urban population can be easily catered from in one place. • Increasing urban attractiveness. • Ease of access to financial services. • Convenience of spending leisure time shopping. • Enhancing the commercial development in the city | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Construction of proposed shopping complex | 1500.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya sabha. | |

3. Shopping Complex Development Project – Land located back to the playground

| | | | | |
|-----------------------|--|------------|------------------------|----------------------------|
| Project title | Shopping Complex Development Project – Land located back to the playground | | | |
| Project proposal | Providing commercial and shopping facilities to the urban population at one place. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Colombo - Batticaloa Road) | | | |
| Location map |  | | | |
| Current usage | Vacant | | | |
| Ownership of land | Wellawaya Pradeshiya Sabha | | | |
| Land Extent | 80 perches | | | |
| Project Justification | This project has been identified to fulfill the shopping needs of the people living and commuters in the city with modern facilities considering the | | | |


| | | |
|--|---|----------------|
| | <p>commercial expansion and development trend in the city of Wellawaya. According to the proposed zoning for the year 2033, the land proposed for this project belongs to the medium density mixed development zone and it will also provide an opportunity to increase the value of the land by using it for commercial purposes.</p> <p>Furthermore, the proposed National Physical Plan envisages a population concentration of about 150,000 in the Wellawaya area, and this project has also been identified to provide them with sufficient space to provide commercial and shopping services.</p> <p>Furthermore, the development of tourism services as a city has been identified as a project that will help meet the needs of tourists visiting the city in the best possible way. This land belonging to Wellawaya Pradeshiya Sabha has been identified as the most suitable land facing the Wellawaya-Tanamalwila road with existing uses in the city center area. Thus, all the household appliances required by the people. It is expected to provide many facilities such as clothes shops, supermarkets, restaurants, electrical appliances, ATM machines etc. in one place. With this shopping complex, the proposed car park has been arranged to facilitate the services of the people.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Combining all the shopping needs of urban people in one place. • Maximizing economic benefits from underutilized land. | |
| Benefits of the project | <ul style="list-style-type: none"> • Most of the shopping needs of the urban population can be easily catered from in one place. • Increasing urban attractiveness. • Ease of access to financial services. • Convenience of spending leisure time shopping. • Enhancing the commercial development in the city | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Construction of proposed shopping complex | 1500.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya sabha | |

04. Wellawaya Tourism Service Center Development project

| | | | | |
|-----------------------|--|------------|------------------------|----------------------------|
| Project title | Wellawaya Tourism Service Center Development project | | | |
| Project proposal | Facilitating domestic and foreign tourists by streamlining tourism service facilities. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Wellawaya - Thanamalwila Road) | | | |
| Location map |  | | | |
| Current usage | Vacant | | | |
| Ownership of land | Wellawaya Pradeshiya Sabha | | | |
| Land Extent | 25 perches | | | |
| Project Justification | The Wellawaya tourism zone is a prominent place among the tourist zones in Uva province, and the Wellawaya city acts as the main tourist transits center. Wellawaya city is the main interchange center for the southern | | | |


| | | |
|--|--|----------------|
| | <p>tourist zone, the eastern tourist zone and the up country tourist zone due to its location on the tourist route. Daily 700-800 foreign tourists pass through Wellawaya city and visit the main tourist areas of Wellawaya region.</p> <p>Although many tourists hang around the town of Wellawaya, it has been recognized that there is no any place with the tourist service facilities they need. Accordingly, it is expected that the tourists will get the necessary service facilities, retain the tourists passing by Wellawaya city by making them wait until the next travel season, and attract foreign tourists through the construction of this tourist service facility center.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Attract tourists to the Wellawaya city. • Providing new tourism service facilities for tourists coming to Wellawaya tourism region. • Boost the tourism industry and strengthen the urban economy by providing essential services to tourists. | |
| Benefits of the project | <ul style="list-style-type: none"> • Possession of formal tourism service facilities. • Catering facilities • Proper sanitation facilities • Digital banking facilities • Vehicle parking facilities • Increasing urban beautification • Development of urban economy | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Construction of tourist service facility center | 50.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya Sabha | |

05. Urban Wastewater Management System Development Project

| | | | | |
|-----------------------|---|------------|------------------------|----------------------------|
| Project title | Urban Wastewater Management System Development Project | | | |
| Project proposal | Establishing a wastewater management system for the city limits based on modern technology. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Colombo - Batticaloa Road) | | | |
| Location map |  <p>Image © 2023 CNES / Airbus</p> | | | |
| Current usage | Vacant | | | |
| Ownership of land | Forest Conservation Department | | | |
| Land Extent | 6 Acres | | | |
| Project Justification | Wellawaya city can be identified as a very rapidly developing city in the region. With the trend of development, the percentage of water discharge in the city limits is high and it is necessary to manage the collected | | | |


| | | |
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| | <p>wastewater. The Water Supply and Drainage Board has recognized that 4-5 acres of land within the city limits is required for wastewater management for the next 30 years. But since there is not much land in the city limits, it is expected to manage wastewater using modern technology in a land of about 06 acres near Anapallama solid waste disposal Yard.</p> <p>Thus, this project has been identified as an essential project in this city which is proposed to be planned as a population concentration desired city and a tourist service city.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Preventing daily collected wastewater from mixing with the natural ecosystem. • Protection of ground and surface water system. | |
| Benefits of the project | <ul style="list-style-type: none"> • Finding a solution to a major problem in the city. • Protection of underground and surface water system. • Protecting the natural ecosystem. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Establishing a wastewater management system within Wellawaya city limits. | 6000.00 |
| Project implementation and maintenance | <p>After the completion of the project, the maintenance and proceed will be done by the National Water Supply and Drainage Board and Wellawaya Pradeshiya Sabha.</p> | |

6. Proposed mixed development project and car park construction project

| | | | | |
|-----------------------|---|------------|------------------------|----------------------------|
| Project title | Proposed mixed development project and car park construction project | | | |
| Project proposal | Fulfilling the administrative, institution and commercial needs of the people at one place. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Old Ella Road) | | | |
| Location map |  | | | |
| Current usage | Vacant | | | |
| Ownership of land | Private | | | |
| Land Extent | 2 Acres | | | |
| Project Justification | This project has been identified to meet the needs of the people of the city with the development trend along with the institutional and commercial expansion in the city of Wellawaya. Also, it is expected to | | | |

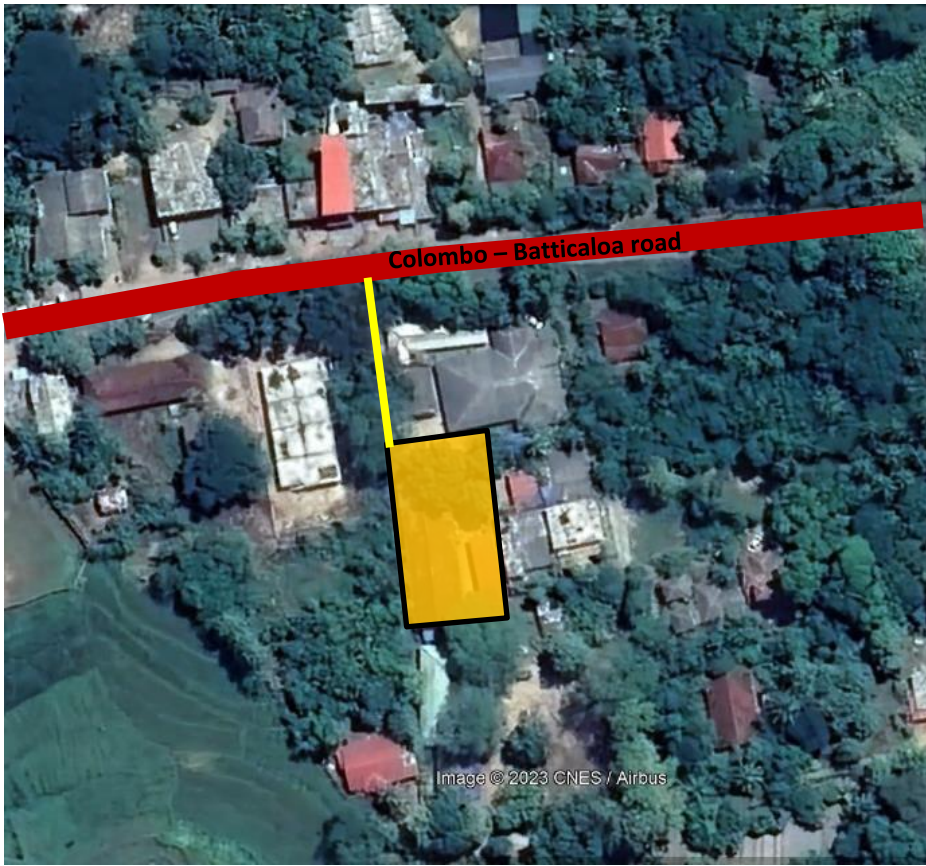
| | | |
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| | <p>make maximum use of this underutilized land. According to the proposed zoning plan for the year 2033, the land proposed for this project belongs to the medium density mixed development zone and provide an opportunity to increase the value of the land by using it for commercial and institutional uses. Also, as a solution to the existing parking problem in the city, it is expected to allocate space for the vehicle that 350 vehicles can be parked at the same time.</p> <p>This project has been identified as the project that maximizes the provision of space for future institutions and commercial establishments as per the expected concentration for future. This underutilized private land (temporary site) has been identified as a suitable land for this project along with the existing uses of the city facing Old Ella Road which is the main service road of Wellawaya city. Thus, it is expected to meet the needs of the people in one place with mixed uses consisting of many commercial activities, institutional activities, car parks facilities, supermarkets, banking facilities, restaurants etc. With this mixed development, the proposed car park has further facilitated the services of the people.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Providing the commercial and institutional facilities required for the urban people in one place. • Introduction of new parking lots to solve the problem of Traffic. • Allocation of space for upcoming institutions and commercial offices. • Make the maximum benefits from the underutilized lands exist within the city center. | |
| Benefits of the project | <ul style="list-style-type: none"> • Most of the institutions and commercial needs of the urban population can be easily catered for at one place. • Availability of regular parking facilities for the people. • Increasing urban attractiveness. • Enhance the commercial use of underutilized land in the city center. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Proposed mixed development building complex and car park construction project. | 3000.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the urban Development Authority. | |

7. Wellawaya Main Bus Stand Facility Development Project

| | | | | |
|-----------------------|---|------------|------------------------|----------------------------|
| Project title | Wellawaya Main Bus Stand Facility Development Project | | | |
| Project proposal | Streamline the main facilities within the city center | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Wellawaya - Thanamalwila Road) | | | |
| Location map |  | | | |
| Current usage | Existing Central busstand | | | |
| Ownership of land | Wellawaya Pradeshiya Sabha | | | |
| Land Extent | 1.5 Acres | | | |
| Project Justification | Currently, the main bus stand in Wellawaya city is not provided with adequate physical infrastructure facilities. Wellawaya city has been established as a hub connecting with four provinces and long-distance bus | | | |


| | | |
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| | <p>services also operate from Wellawaya city. There are 299 long distance and short distance bus trips per day and the currently developed bus station is not sufficient for the passengers.</p> <p>The facilities are not adequate to accommodate the passengers coming to get the transportation facilities. Also, currently around 15 buses pass through the Wellawaya main bus station daily along the expressway. There is no express bus terminal to stop these buses. Also, lack of seating facilities for passengers and lack of electricity at night has become a major problem.</p> <p>In such weaknesses, it is needed to develop the main bus stand as a major transport hub in the region to provide the necessary facilities for the expected commuter population for the year 2033 and to streamline the urban transport facilities to suit the plans and proposals identified through the proposed Mattala - Batticaloa Priority Expressway has been identified.</p> | |
| Objectives of the project | Enhance the primary transport facilities and provide public facilities for the residence in urban area and the commuters through improving the infrastructure facilities within the main bus stand. | |
| Benefits of the project | <ul style="list-style-type: none"> • Providing public facilities required for commuters. • Facilitation of bus services in and around Wellawaya city. • Availability of adequate space for handling buses. • Providing better facilities for domestic and foreign tourists | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Wellawaya Main Bus Stand Facility Development Project | 1000.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya Sabha | |

o8. Proposed Emergency Response and Disaster Relief Service Center project.

| | | | | |
|-------------------|--|------------|------------------------|----------------------------|
| Project title | Proposed Emergency Response and Disaster Relief Service Center project. | | | |
| Project proposal | Establishment of a disaster management sub-center for disaster relief services and emergency response. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Wellawaya - Buttala Road) | | | |
| Location map |  | | | |
| Current usage | Old building at the back yard of the Wellawaya Pradeshiya Sabha and vacant land | | | |
| Ownership of land | Wellawaya Pradeshiya Sabha | | | |
| Land Extent | 1 Acres | | | |


| | | |
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| Project Justification | <p>The Wellawaya city is transit city, carried out agricultural and tourism activities. Traveling from Wellawaya town towards Ella and towards Koslanda has been identified as a disaster-prone area. It has also been identified as a region facing the daily threat of wild elephants. Although the number of natural disasters is high, no emergency response unit has been established in Wellawaya city to manage disasters. In the event of an emergency (landslides, fires, wild elephant attacks) due to the lack of a formal mechanism to rescue them, it is expected to use the land behind the Wellawaya Pradeshiya Sabha building, which is currently underutilized as a vital project for the area.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Establishment of Disaster Relief Services and Emergency Response Center in Wellawaya City. • Reducing the damage caused by disasters in the area. • Conduct awareness programme to educate the people regularly about disasters. | |
| Benefits of the project | <ul style="list-style-type: none"> • Providing public facilities required for commuters. • Facilitation of bus services in and around Wellawaya city. • Availability of adequate space for handling buses. • Providing better facilities for domestic and foreign tourists | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Wellawaya Main Bus Stand Facility Development Project | 300.00 |
| Project implementation and maintenance | <p>After the completion of the project, the maintenance and proceed will be done by the Disaster Management center.</p> | |

09. Solidwaste management center developoment project – Anapallama

| | | | | |
|-----------------------|---|------------|------------------------|----------------------------|
| Project title | Solidwaste management center developoment project – Anapallama | | | |
| Project proposal | Establishment of solid waste management center based on modern technology. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Colombo – Baticoloa Road) | | | |
| Location map |  | | | |
| Current usage | Solid waste management Center | | | |
| Ownership of land | Forest Conservation Department | | | |
| Land Extent | 5 Acres | | | |
| Project Justification | About 06.5 tons of solid waste is collected daily by the Wellawaya | | | |


| | | |
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| | Pradeshiya Sabha within the Wellaway urban area. By the year 2033, with the proposed population concentration and the proposed projects, it is expected that 192 tons will be generated daily within this area. It is expected that the generated solid waste will be classified and collected separately, and the waste materials will be transported and managed. Biodegradable materials are expected to produce compost and non-biodegradable materials are expected to be managed using the 3R concept. | |
| Objectives of the project | <ul style="list-style-type: none"> • Creating a super clean city through urban waste management. • Production of organic compost fertilizer. • Stop illegal dumping of garbage in the area. • Reducing environmental pollution. • Introduction of urban waste collection points. | |
| Benefits of the project | <ul style="list-style-type: none"> • Having a super clean city through urban waste management. • Increased income of the Local Authority through the production of compost. • Reduce environmental pollution and protect the natural ecosystem. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Proposed solid waste management and composting yard construction project | 350.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellaway Pradeshiya Sabha. | |

10. Expansion of Health Facilities of the Wellawaya Base Hospital Project

| | | | | |
|-----------------------|---|------------|------------------------|----------------------------|
| Project title | Expansion of Health Facilities of the Wellawaya Base Hospital Project | | | |
| Project proposal | Making it a leading hospital in the region by expanding health facilities | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Colombo – Batticaloa Road) | | | |
| Location map |  <p>Image © 2023 CNES / Airbus</p> | | | |
| Current usage | Abandoned paddy land / vacant land | | | |
| Ownership of land | Private | | | |
| Land Extent | 5 Acres | | | |
| Project Justification | Wellawaya Base Hospital is the main hospital in the area and the health facilities and physical infrastructure in the hospital are not adequately | | | |


| | | |
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| | <p>provided. Many local and foreign tourists obtain services from this hospital, which is the main provider of health services in the Wellawaya and Ella tourism region. As well as the residents of the area, people from Palwatta, Higurukaduwa, Koslanda, Kuda Oya and Ella areas also come for treatment.</p> <p>Also, it is expected to make the Wellawaya Base Hospital the main hospital in the region with all facilities to provide health services to the population concentration proposed in the National Physical Plan.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Provision of adequate health facilities to local and foreign tourists, residents and commuters. • Development of health facilities and physical infrastructure to provide best services to the proposed population concentration. | |
| Benefits of the project | <ul style="list-style-type: none"> • Ease of access to all health facilities for the people. • Provision of adequate space for inpatient treatment. • Provision of necessary residential facilities for hospital staff. • Absence of essential traffic congestion. • Making a super clean hospital by managing clinical waste | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Proposed hospital expansion project | 5000.00 |
| Project implementation and maintenance | <p>After the completion of the project, the maintenance and proceed will be done by the relevant Ministry.</p> | |

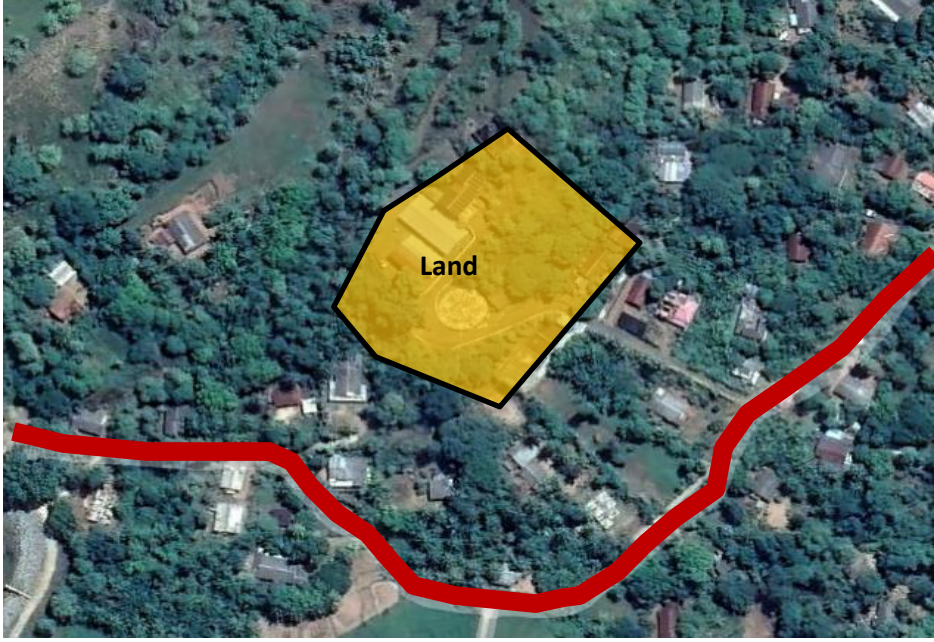
11. Proposed Sanitation Facility Development Project.

| | | | | |
|-----------------------|---|------------|------------------------|----------------------------|
| Project title | Proposed Sanitation Facility Development Project | | | |
| Project proposal | Development of sanitary facilities for the people visiting and traveling to the city. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Colombo – Batticaloa Road) | | | |
| Location map |  <p>Image © 2023 CNES / Airbus</p> | | | |
| Current usage | vacant land | | | |
| Ownership of land | Wellawaya Pradeshiya Sabha | | | |
| Land Extent | 6 Perches | | | |
| Project Justification | Wellawaya city functions as an transit hub in the region and a large | | | |

| | | |
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| | number of people use the city daily. Many local and foreign tourists also use the city daily. For that reason, in the anticipation of creating a super clean city, it is expected to install a complete sanitation facility system with all formal facilities. Hence, this project has been identified as the need of the present. | |
| Objectives of the project | <ul style="list-style-type: none"> • Development of urban sanitation facilities. • Provision of formal sanitary facilities to suit the needs of daily commuters. | |
| Benefits of the project | <ul style="list-style-type: none"> • People have access to regular sanitation facilities. • Creating a super clean urban environment. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Development of Wellawaya Public Sanitation Facility | 50.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya Sabha. | |

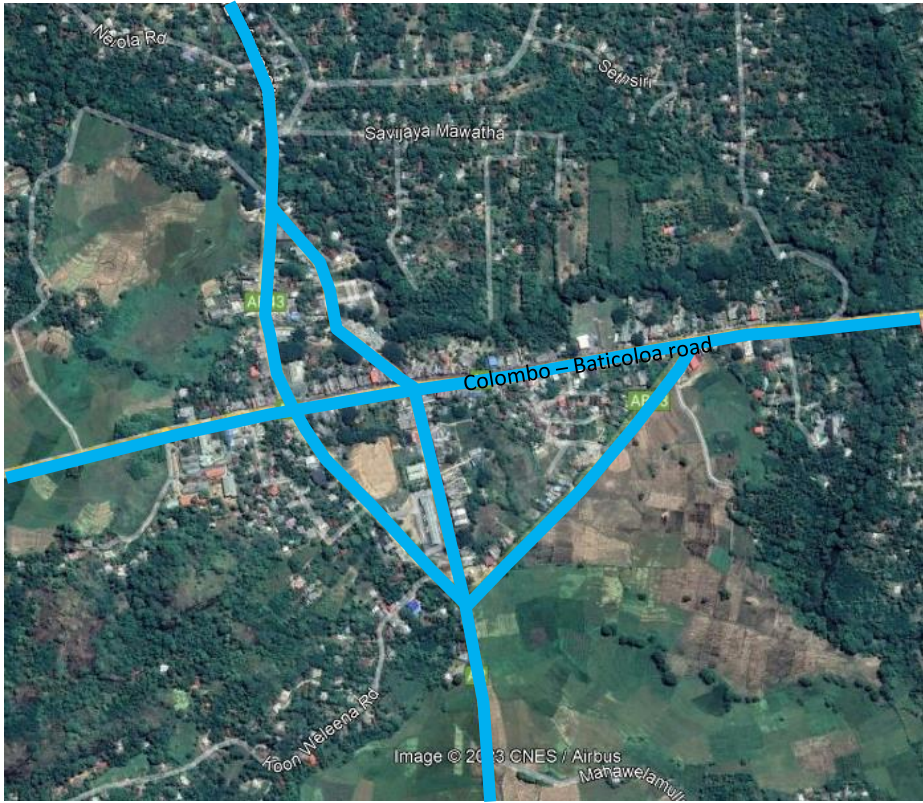
12. Increase the capacity of water treatment plants.

| | | | | |
|---|--|------------|------------------------|----------------------------|
| Project title | Increase the capacity of water treatment plants | | | |
| Project proposal | Renovation of water treatment plant and increase in capacity to meet the expected water requirement in the future. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Colombo – Batticaloa Road) | | | |
| Location map (Aispeella water treatment plant) |  | | | |

| | |
|--|---|
| <p>Location map (Yalabowa water treatment plant)</p> |  |
| <p>Current usage</p> | <p>Water treatment plant (Yalabowa and Aispeella)</p> |
| <p>Ownership of land</p> | <p>National Water Supply and drainage Board</p> |
| <p>Land Extent</p> | <p>Yalabowa – 3 Acres Aispeella – 1.5 Acres</p> |
| <p>Project Justification</p> | <p>The main source of supplying drinking water to the urban population is the distribution of water through pipes and it has been identified that the demand for drinking water is higher than the expected residential population and the industrial zone for the year 2033, and for that purpose, the Aispilla and Yalabowa water treatment plants will be used to obtain the required treated water. It has been identified the need of renovation and increase the capacity of this centers.</p> <p>In the rapidly growing the Wellawaya city, the lack of drinking water, which is a basic need of the people, has been identified as a problem. Accordingly, it is expected to increase the capacity of the Aispilla treatment plant to 10,000 cubic meters per day and the capacity of the Yalabowa treatment plant to 17,000 cubic meters per day in order to remedy the drinking water problem in the area. Also, it is expected that the main water source, the water supply canals of Alikota-ara Reservoir, will be formally renovated, and</p> |

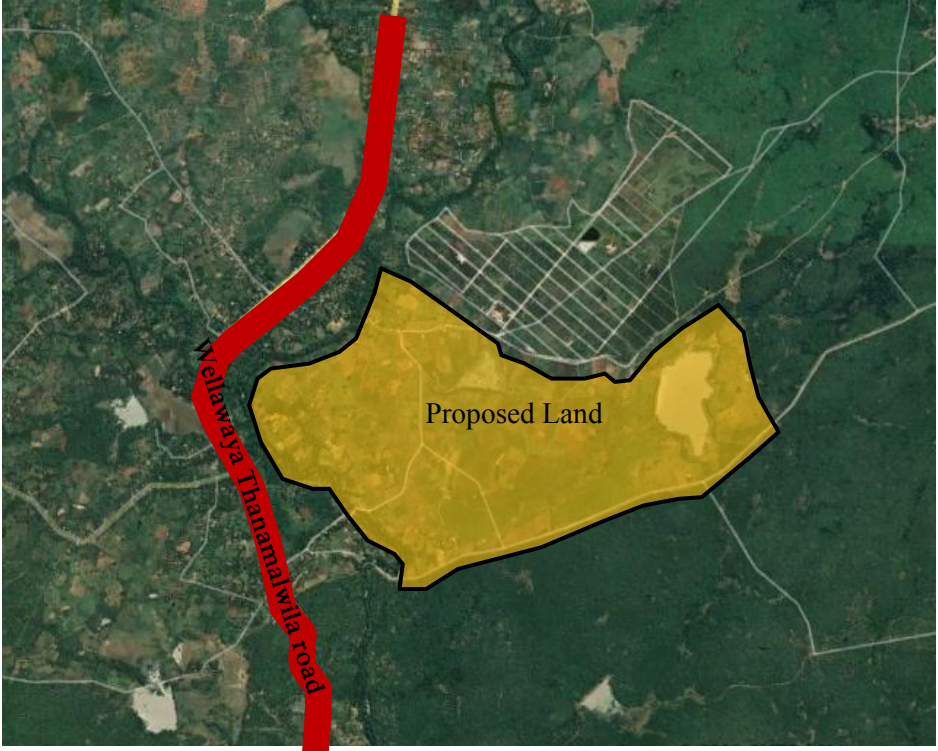
| | | |
|--|---|----------------|
| | the Kirindi Oya water receiving point will be renovated using new technology. This proposed project has been identified as a special project. | |
| Objectives of the project | <ul style="list-style-type: none"> • To meet the expected drinking water demand for the urban area by the year 2033. • Increasing industrial production by providing water for industrial activities. | |
| Benefits of the project | <ul style="list-style-type: none"> • Streamline of drinking water supply. • Growth of urban economy through increase in industrial production. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Development of Aispeella treatment plant | 500.00 |
| | Development of Yalabowa treatment plant | 500.00 |
| | Development of Kirindi Oya Pumping Station | 300.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the National water Supply and Drainage Board. | |


13. Proposed Town center water pipe laying project.

| | | | | |
|-----------------------|---|------------|------------------------|----------------------------|
| Project title | Proposed Town center water pipe laying project | | | |
| Project proposal | Fulfill the urban drinking water requirement | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Colombo – Batticaloa Road, Wellawaya – Thanamalwila road | | | |
| Location map |  | | | |
| Current usage | Old pipeline laid area | | | |
| Ownership of land | Road Development Authority/ Provincial Road Development Authority/ Pradeshiya Sabha | | | |
| Land Extent | - | | | |
| Project Justification | The main source of providing the drinking water needs of the urban people is piped born water and the capacity of the pipe born water system in the center of the city is a problem to meet the water requirement, and a need | | | |

| | | |
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| | has been identified to restore the pipe system and install a higher capacity water pipe system in order to distribute the required water. Also, the existing pipe system was laid many years ago and water leaks were detected. Therefore, the aim of this project is to optimize the urban water requirement. | |
| Objectives of the project | <ul style="list-style-type: none"> • Provision of drinking water required for the year 2033 at optimum level. • Increasing the capacity of the water pipeline system. | |
| Benefits of the project | <ul style="list-style-type: none"> • Streamline the drinking water supply system. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Town centre Pipeline water Project | 5000.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the National Water Supply and Drainage Board. | |


14. Industrial Development Project – Kithulkote

| | | | | |
|--------------------------------------|---|------------|------------------------|----------------------------|
| Project title | Industrial Development Project - Kithulkote | | | |
| Project proposal | Creation of an agro-based industrial zone in the region. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road (Wellawaya - Thanamalwila Road) | | | |
| Location map (Kithulkote Stage 2) |  | | | |

| | |
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| <p>Location map (Kithulkote Stage 1)</p> |  |
| <p>Current usage</p> | <p>Agricultural land/ vacant land</p> |
| <p>Ownership of land</p> | <p>Kithulkote stage 1 – State Kithulkote stage 2 – Land Reform Commission/ State</p> |
| <p>Land Extent</p> | <p>Kithulkote stage 1 – 8 Acres Kithulkote stage 2 – 1250 Acres</p> |
| <p>Project Justification</p> | <p>Wellawaya area can be identified as an area with a high tendency for large-scale, medium-scale and small-scale manufacturing industries related to agricultural products. Also, the expectation is to get more benefits for the industrial zones by using the means of transport such as the Mattala entrance of the Southern Expressway, Mattala International Airport, Hambantota Magam Ruhunupura Port. This industrial park has been proposed for local agriculture, freshwater fisheries, mineral resource-based industries, dairy related industries etc. It is expected that by integrating with the proposed Thellulla Economic Center and integrating with surrounding industries, value addition, distribution and export of agricultural products to be carried out.</p> |
| <p>Objectives of the project</p> | <ul style="list-style-type: none"> • Providing modern storage facilities and industries to add value to regional agricultural products. |

| | | | |
|--|--|----------------|--|
| | <ul style="list-style-type: none"> • Bringing different types of factories scattered in the area to one place. • Maximizing the potential of the urban transport system. | | |
| Benefits of the project | <ul style="list-style-type: none"> • Fair market value for farmers' agricultural products. • Strengthening the local economy. | | |
| Project finance | Description | Cost (Rs. Mn.) | |
| | Kithulkote Industrial Project | 3000.00 | |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the by the relevant Ministry. | | |

15. Agricultural Collection Center Construction Project

| | | | | |
|---------------------------|--|------------|------------------------|----------------------------|
| Project title | Agricultural Collection Center Construction Project | | | |
| Project proposal | Establishing agricultural collection centers near the areas where the cultivation activities are carried out for bulk purchase of agricultural products. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority (Wellawaya – Thanamalwila road, Thanamalwila – Balaharuwa road) | | | |
| Location map (Athiliwewa) |  | | | |
| Current usage | <small>Image © 2021 CNES / Airbus</small> | | | |
| Ownership of land | | | | |
| Land Extent | 80 perches | | | |

Location Map (Kuda Oya)



Current usage Use for Sathipola

Ownership of land Wellawaya Pradeshiya Sabha

Land Extent 80 perches


Location map (Kithulkote)



| | |
|---------------------------|--|
| Current usage | Use for Sathipola |
| Ownership of land | Wellawaya Pradeshiya Sabha |
| Land Extent | 40 perches |
| Project Justification | <p>It has been identified as a problem that the farmers are not getting a fair price for their products and has to sell their products at minimum prices through intermediate. It is the main problem faced by the farmers in doing the agricultural activities in the agro-industrial sector within the Wellawaya area. In this situation, public markets are established as sub-centers for the collection of agricultural products, and this project has been identified to purchase the farmer's products at fair prices. Also, it is expected to provide purchasing facilities to the consumers through the daily market of organic agricultural products that are specific to the area.</p> <p>It is also expected that these agricultural product collection centers will be integrated with Thellulla Special Economic Center.</p> |
| Objectives of the project | <ul style="list-style-type: none"> • Supply of agricultural products collected as raw materials for the proposed economic center and industries by setting up agricultural collection centers. • Promoting the concept of Good Market and CAP as well as increasing the interest of the people in the consumption of organic food. • Prevent regional agricultural products from going out of this region. • Minimizing damage during crop transportation. • By establishing these centers in the vicinity of agro-industrial zones, farmers will be given the opportunity to sell their products at reasonable prices. |
| Benefits of the project | <ul style="list-style-type: none"> • Farmers get a fair price for their agricultural produce. • Boosting the regional agricultural economy. • The ability for the customer to buy high quality products at one place. • Minimization of crop damage during irregular transportation. • Minimizing the cost of transporting agricultural products to the farmer. |

| Project finance | Description | Cost (Rs. Mn.) |
|--|--|----------------|
| | Development of the proposed Balaharuwa Public Market and the construction of the agricultural products collection center in connection with it. | 300 |
| | Development of the proposed Kithulkote public market and construction of the agricultural products collection center associate with public market. | 200 |
| | Development of the proposed Ataliwewa public market and construction of the agricultural products collection center | 200 |
| | Development of the proposed Kudo Oya public market and construction of the agricultural products collection center | 200 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya Sabha. | |

16. Proposed Higher Technology Educational Institutions Construction Project- Yalaboa.

| | | | | |
|-----------------------|--|------------|------------------------|----------------------------|
| Project title | Proposed Higher Technology Educational Institutions Construction Project- Yalaboa | | | |
| Project proposal | Establishing a higher technical education institution suited to the identity of the area | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority (Wellawaya – Thanamalwila road) | | | |
| Location map |  | | | |
| Current usage | Palwatta sugarcane seedling nursery and vacant land | | | |
| Ownership of land | Land Reforms Commission | | | |
| Land Extent | 9 Acres | | | |
| Project Justification | The urban area of Wellawaya is spanned over a large area and nearly 1000 students leave school every year. About 2%-3% of these will enter | | | |


| | | |
|--|--|----------------|
| | <p>university education and another 25-30% will enter vocational and tertiary education. But although there are educational institutions for students in this area, there are no educational institutions for further education. The main expectation of this is to establish a diploma level high technology institute for the students in the area and the students from the surrounding areas. It is proposed to establish this institution with more emphasis on agriculture industry, value addition technology, information technology, tourism industry, food technology that suits the identity of the area. Also, this project is expected to connect with the proposed industrial zone and with the proposed population concentration.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Expand higher education opportunities for school leavers. • Minimizing brain drain. • To produce professionals with higher education and professional skills in the area. | |
| Benefits of the project | <ul style="list-style-type: none"> • Increasing the number of students entering higher education and tertiary education in the area. • Minimizing brain drain • Provision of adequate space for educational institutions • Having higher education opportunities not only for the students of Monaragala district but also for the students of the surrounding areas. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Proposed Higher Education Institution Construction Project | 5000.00 |
| Project implementation and maintenance | <p>After the completion of the project, the maintenance and proceed will be done by the relevant Ministry.</p> | |

17. Proposed Housing Complex Development Project - Yalabowa

| | | | | |
|-----------------------|---|------------|------------------------|----------------------------|
| Project title | Proposed Housing Complex Development Project - Yalabowa | | | |
| Project proposal | Streamlining Requirements of Quarters for Government Officials | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority (Wellawaya – Thanamalwila road) | | | |
| Location map |  | | | |
| Current usage | Palwatta sugarcane seedling nursery and vacant land | | | |
| Ownership of land | Land Reforms Commission | | | |
| Land Extent | 8 Acres | | | |
| Project Justification | The project has been identified to formally cater to the residential functions of civil servants by locating the project in the medium density mixed development zone designated for administrative services in the proposed zoning plan for the year 2033. Also, this project has been | | | |


| | | |
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| | identified to provide necessary residential facilities to the government officials coming for the administrative work which will expand with the proposed population concentration. | |
| Objectives of the project | <ul style="list-style-type: none"> • Provision of residential needs close to institutions for providing efficient service to government employees. • Streamline the existing land uses. | |
| Benefits of the project | <ul style="list-style-type: none"> • Ease of rendering services to public servants from a fully facilities. • Easy access for government employees to workplace. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Proposed government quarters Complex | 3000.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the relevant Ministry. | |

18. Proposed Sugarcane Research Institute Construction Project - Yalabowa

| | | | | |
|-----------------------|--|------------|------------------------|----------------------------|
| Project title | Proposed Sugarcane Research Institute Construction Project - Yalabowa | | | |
| Project proposal | Streamlining of sugarcane cultivation in the area and establishment of sugarcane research institute. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority (Wellawaya – Thanamalwila road) | | | |
| Location map |  | | | |
| Current usage | Pelwatta sugarcane seedling nursery and vacant land | | | |
| Ownership of land | Land Reforms Commission | | | |
| Land Extent | 8 Acres | | | |
| Project Justification | Pelwatta Sugar Company who is the main sugar producer in the island, has nearly 10,000 hectares for sugarcane plantations. This factory contributes about 38% of the national sugar production. The aim here is to establish a | | | |

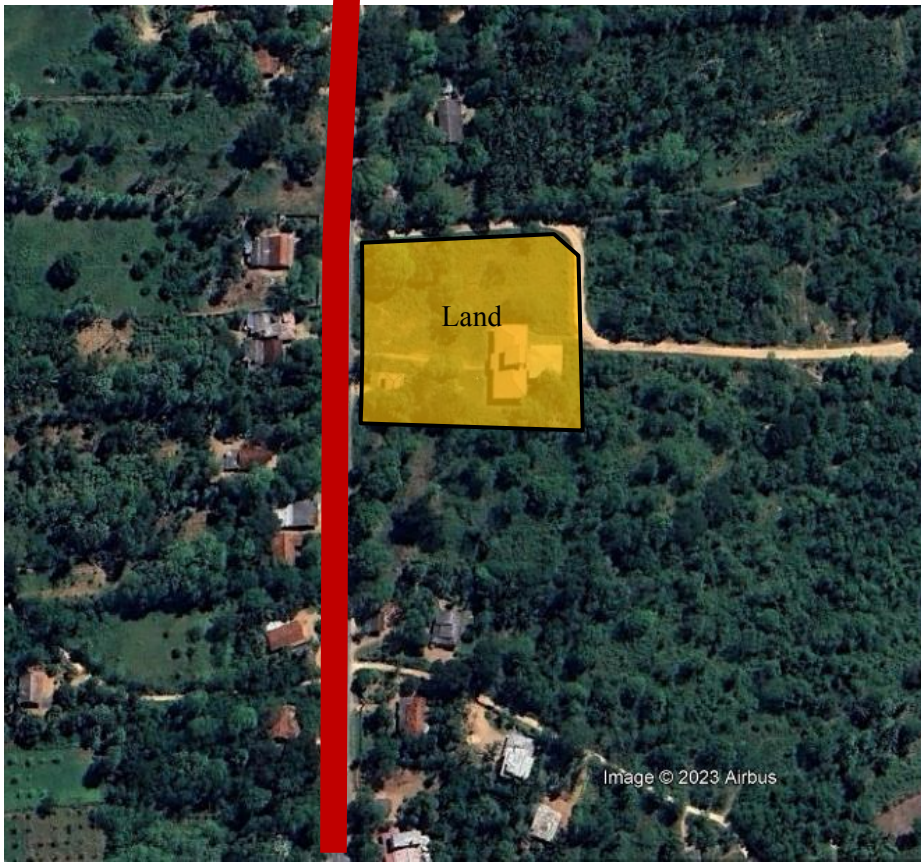
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| | regional level sugarcane research center to provide a solution to the problems arising from sugarcane cultivation and to provide the necessary training, research and knowledge to farmers easily for the Pelwatta Institute and outside farmers who cultivate sugarcane in this region. | |
| Objectives of the project | <ul style="list-style-type: none"> • Establishing a regional level research institute for sugarcane cultivation. • Dissemination of knowledge related to sugarcane cultivation among farmers. • Economic development of the region through sugarcane cultivation. • To produce trained professionals in sugarcane cultivation. | |
| Benefits of the project | <ul style="list-style-type: none"> • Making it easier for farmers to get advisory services on sugarcane cultivation. • Provision of adequate space for the institution. • Identification of new varieties due to research on sugarcane cultivation. • Increase in income from sugarcane cultivation. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Proposed Sugarcane Research Institute Development Project | 2000.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the relevant Ministry. | |

19. Proposed New Ayurveda Hospital Construction Project - Yalabowa

| | | | | |
|-----------------------|---|------------|------------------------|----------------------------|
| Project title | Proposed New Ayurvedic Hospital Construction Project – Yalabowa. | | | |
| Project proposal | Allocation of land for new Ayurvedic hospital and development of new Ayurvedic hospital. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority (Wellawaya – Thanamalwila road) | | | |
| Location map |  | | | |
| Current usage | Pelwatta sugarcane seedling nursery and vacant land | | | |
| Ownership of land | Land Reforms Commission | | | |
| Land Extent | 3 Acres | | | |
| Project Justification | This project has been identified to fill the space required for the Ayurvedic hospital which is needed by the people of the city and the tourist people in the urban sprawl and development trend in the Wellawaya city. It is also | | | |

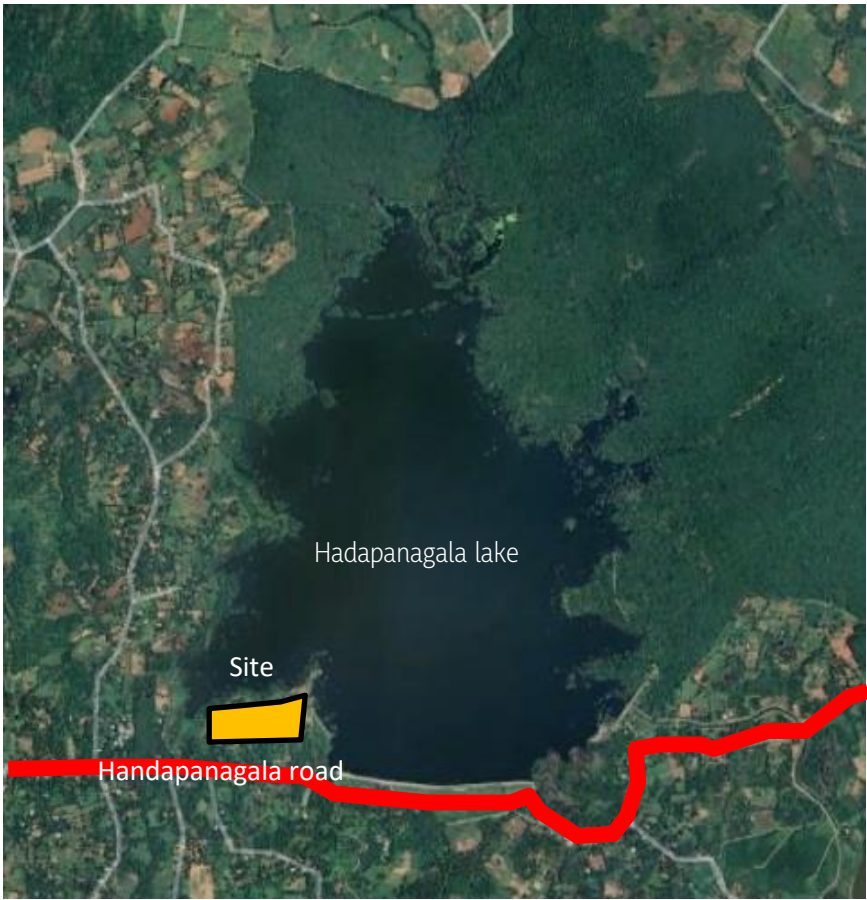
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| | <p>expected to attract local and foreign tourists by combining the tourism industry and Ayurvedic medicine. At present, the absence of an Ayurvedic hospital for the Wellawaya area has been identified as a major problem. Also, a herbal garden, a yoga practice center and a hospital complex will be built in connection with the hospital and the people of the region as well as the region will be given the opportunity to live a healthy life.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Formally allocation of land for Ayurvedic hospital. • Integration of Ayurvedic medicine and tourism industry. • Concentrate of Ayurvedic medical needs at one place. | |
| Benefits of the project | <ul style="list-style-type: none"> • Easy accessibility for the Ayurvedic medical needs for the urban people and tourists in one place. • A healthy living condition for the urban population. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Proposed Ayurvedic Hospital | 3500.00 |
| Project implementation and maintenance | <p>After the completion of the project, the maintenance and proceed will be done by the relevant Ministry.</p> | |

20. Proposed Seva Piyasa and Tourism Service Center Development Project

| | | | | |
|-----------------------|--|------------|------------------------|----------------------------|
| Project title | Proposed Service Square and Tourism Service Center Development Project | | | |
| Project proposal | Providing facilities for local and foreign tourists by streamlining tourism services. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority (Wellawaya – Thanamalwila road) | | | |
| Location map |  | | | |
| Current usage | Constructed building and vacant land | | | |
| Ownership of land | State | | | |
| Land Extent | 2 Acres | | | |
| Project Justification | Among the tourism zones in Uva province, the Wellawaya tourism zone has a significant place and a large number of local and foreign tourists visit this zone every year. Also, as a city located on the strategic tourism route, | | | |

| | | |
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| | <p>many local and foreign tourists pass through this region. Also, due to its location as a strategic transportation center, the Wellaway city functions as the transit center between the eastern, up country and southern regions. Due to this, many commuters and a large number of vehicles pass through the Wellawa - Thanamalwila road on a daily basis. Also, a large number of long-distance buses pass through this area.</p> <p>The aim of this project is to provide facilities and services to local and foreign tourists, commuters and passengers using long-distance service buses. It is also expected to provide services for buses and other vehicles coming out of the Mattala entrance of the Southern Expressway. This project is expected to provide food and beverages, sanitation facilities, fuel supply facilities, digital banking facilities and entertainment activities.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Providing service facilities for the people visiting and traveling in the Wellaway area. • Boost the tourism industry and strengthen the urban economy by providing essential services to tourists. | |
| Benefits of the project | <ul style="list-style-type: none"> • Availability of food, sanitation facilities and related services. • Parking facilities. • Strengthening of urban economy. • Equipped with facilities for relaxing throughout the day. • Possession of fuel supply facilities and digital banking facilities. • Possession of entertainment and tourism service facilities. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Develop services and facilities in Kitulkote | 2000.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the relevant Ministry. | |

21. Proposed Freshwater Fish Hatchery and Fish Harvest Marketing Center Development Project - Handapanagala

| | | | | |
|------------------|---|------------|------------------------|----------------------------|
| Project title | Proposed Freshwater Fish Hatchery and Fish Harvest Marketing Center Development Project - Handapanagala | | | |
| Project proposal | Establishment of fish breeding center to promote freshwater fish industry in the area and increase harvest. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Provincial Road Development Authority (Handapanagala – pelawatta road) | | | |
| Location map |  | | | |
| Current usage | vacant land | | | |

| | | | |
|--|---|----------------|--|
| Ownership of land | Irrigation Department | | |
| Land Extent | 5 Acres | | |
| Project Justification | The fish production can reach a very high value in the Handapanagala Reservoir, which is a place where freshwater fish industry is mainly carried out. Freshwater fish trade is already done in this reservoir and the freshwater fish requirement of the region and area is being supplied to some extent. This project is expected to create a center for freshwater fish breeding, using modern technology and creating a market in connection with it. This project has been identified as an essential project to develop the freshwater fish industry in the area and meet the regional need. | | |
| Objectives of the project | <ul style="list-style-type: none"> • Becoming the main operational center for freshwater fisheries. • Meeting local and regional fish needs. • Strengthening the local economy. • Promotion of freshwater fisheries in the area. • Involvement of students in research and development activities related to freshwater fisheries. • Integrating freshwater fisheries for tourism. | | |
| Benefits of the project | <ul style="list-style-type: none"> • Greater benefits from freshwater fish production. • Enhance the local economy. • Ability to purchase local Sri Lankan fresh fish products for the residents of the city as well as the commuter population who visits the city. • Initiation of students to carry out research and development work on freshwater fisheries. | | |
| Project finance | Description | Cost (Rs. Mn.) | |
| | Freshwater Fish Hatchery Construction Project | 4000.00 | |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the relevant Ministry. | | |

22. School Infrastructure Development Project

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|------------------|--|------------|------------------------|----------------------------|
| Project title | School Infrastructure Development Project | | | |
| Project proposal | Upgrade the level of regional education by providing modern infrastructure facilities for the schools. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Roads of Provincial Road Development Authority / Road Development Authority/ Pradeshiya Sabha | | | |
| Location map | | | | |

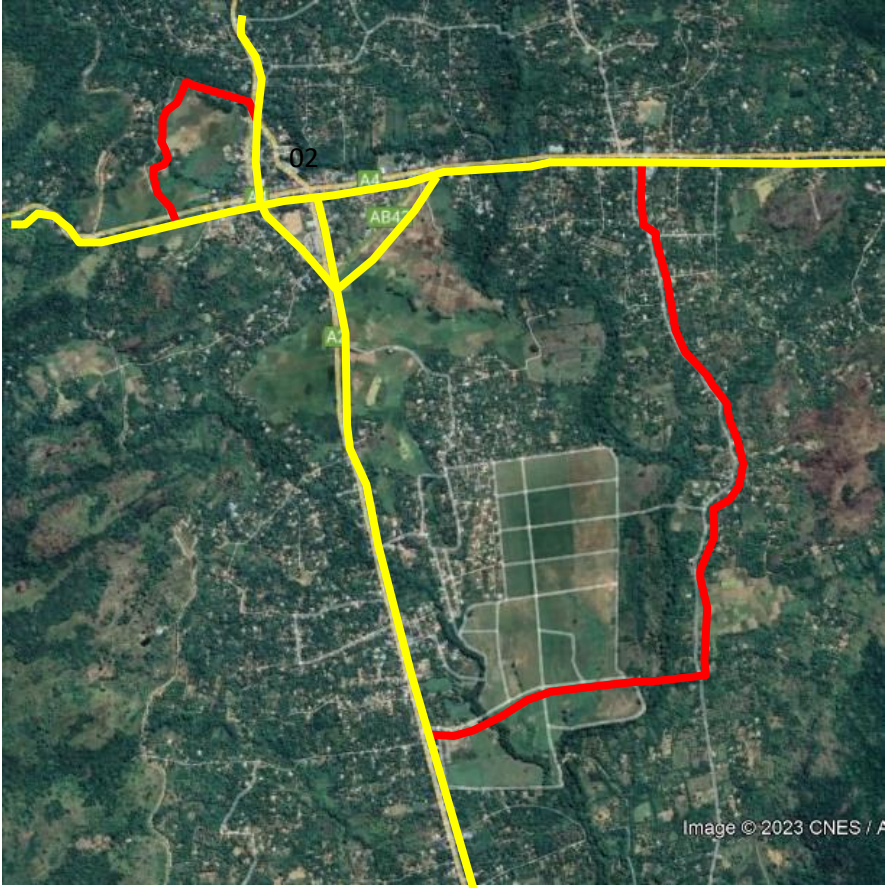
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| Current usage | Existing school buildings | |
| Ownership of land | State | |
| Land Extent | - | |
| Project Justification | Although there are 31 schools in the Wellawaya urban area, which is spread over a large area, there is a lack of formal infrastructure facilities. It is expected to develop the necessary physical infrastructure to improve the quality of all these schools. | |
| Objectives of the project | <ul style="list-style-type: none"> • Development of physical infrastructure in all schools. • Reducing the imbalance between schools in the area. | |
| Benefits of the project | <ul style="list-style-type: none"> • Increasing the quality of education in the area. • Reducing imbalance between schools. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | School Infrastructure Development Project | 5000.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the relevant Ministry. | |

23. Main Road Development Project Wellwaya city.

| | | | | |
|-------------------|---|------------|------------------------|---------------------------|
| Project title | Main Road Development Project Wellwaya City. | | | |
| Project proposal | Reducing traffic congestion and streamlining transport activities through the development of major roads in the city. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellwaya | Wellwaya Pradeshiya Sabha |
| access | Roads of Road Development Authority | | | |
| Location map | | | | |
| Current usage | Roads of Road Development Authority | | | |
| Ownership of land | Road Development Authority | | | |

| | | | |
|--|--|--|----------|
| Land Extent | Road | Location | Distance |
| | Ella-Wellawaya Road | From Ella Junction to Peraketiya | 2 Km. |
| | Colombo - Batticaloa route | From near Uma Oya canal road to Malewana road. | 2.5 Km. |
| | Wellawaya - Thanamalvila road | From Wellawaya city center to Sellaba bypass | 3 Km. |
| Project Justification | A large number of vehicles enter and leave the city daily through the three main roads which give access to the Wellawaya city, named Colombo - Batticaloa road, Ella - Wellawaya road and the Wellawaya - Thanamalwila road. Accordingly, these roads have been identified for development to achieve the desired development goals by the year 2033. | | |
| Objectives of the project | Development of relevant infrastructure for transportation .to easy vehicle movement through the development of main roads that are mostly used to enter the Wellawaya city. | | |
| Benefits of the project | <ul style="list-style-type: none"> • Ease of vehicular movement. • Reduction in traffic congestion. • Improving urban attractiveness. • Access to new investment opportunities. • Increasing land value. • Facilitating the execution of future development works in the city. | | |
| Project finance | Description | Cost (Rs. Mn.) | |
| | The project to widen and develop Ella-Wellawaya road from Ella junction to Perakatiya road. | 5000.00 | |
| | The project to widen and develop Colombo-Batticaloa Road from Uma Oya canal road to Malewana road. | 5000.00 | |
| | The project to widen and develop the Wellawaya-Thanamalwila road from Wellawaya city center to Sellaba Bypass. | 5000.00 | |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Road Development Authority. | | |

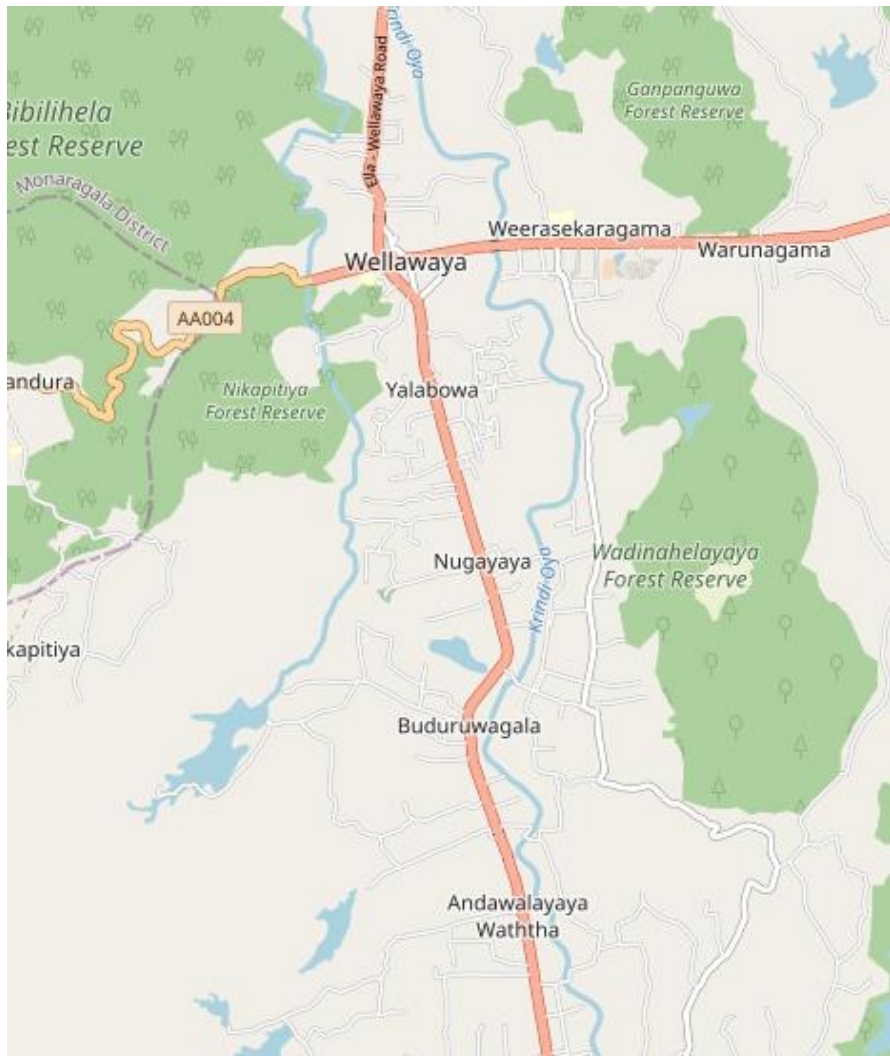
24. Wellwaya City Service Road Development Project

| | | | | |
|-------------------|--|------------|------------------------|---------------------------|
| Project title | Wellwaya City Service Road Development Project | | | |
| Project proposal | Development of service roads to facilitate work related to major service delivery points identified in the city and reduce traffic congestion. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellwaya | Wellwaya Pradeshiya Sabha |
| access | Roads of Road Development Authority /Pradeshiya Sabha | | | |
| Location map |  | | | |
| Current usage | Roads of Road Development Authority/ Pradeshiya Sabha | | | |
| Ownership of land | Road Development Authority/ Pradeshiya Sabha | | | |
| Land Extent | Road | Distance | | |

| | | |
|---------------------------|--|----------------|
| | Watawatta Road | 1.1 Km. |
| | Old Ella Road | 450 m. |
| | Malewana Road (via Yala Bowa Proposed New Town Area to Wellawaya Thanamalvila Road) | 3.8 Km. |
| Project Justification | <p>Watawana Watta Road and Old Ella Road, which are very close to the city center, have been identified as the main service roads used by the urban population. Furthermore, the Malewana road starting from the Mallatthawala intersection should be developed as a service road to the Wellawaya-Tanamalwila main road through the Yalabowa new town area.</p> <p>Thus, it is proposed to develop the Watawawana Watta Road and Old Ella Road to facilitate easy travel for the proposed developments in the proposed new city area by reducing the traffic in the city center. The aim of this project is to provide services to urban people.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Widen and develop the existing Watawana Wattha Road to bypass the city center and connect to the Ella Road for the people who come daily for health services to Wellawaya Base Hospital, which is the main hospital in the area, and for vehicles coming from Koslanda. • Widen and develop the existing Old Ella Road to facilitate the activities of the people who come to the Wellawaya Satipola and related activities of the court, and to proposed mixed development zone. • Development of service roads to bypass the main city to reduce existing traffic congestion in the main road. • Development of the proposed Wellawaya - Yalaboa new town area as a major service road and improved transport facilities. | |
| Benefits of the project | <ul style="list-style-type: none"> • Easy access to urban services. • Streamline of urban infrastructure and increase the land value | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Development Project of Watawanawatta Road | 1500.00 |
| | Old Ella Road Development Project | 1000.00 |

| | | | |
|--|---|---------|--|
| | Extending Malewana Road and connecting Wellawaya - Thanamalwila Road near Yalaboa Sellaba Rajamaha Vihara Access Road. | 3000.00 | |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Road Development Authority/ Provincial Road Development Authority/ Pradeshiya Sabha. | | |

25. Bypass Road Development Project in Wellawaya Urban Area

| | | | | |
|------------------|---|------------|------------------------|----------------------------|
| Project title | Bypass Road Development Project in Wellawaya Urban Area | | | |
| Project proposal | Streamlining transportation and interconnection through the development of existing bypass roads in the Wellawaya urban area. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Pradeshiya Sabha Roads | | | |
| Location map |  | | | |

| | | | |
|--|---|----------------|--|
| Current usage | Pradeshiya Sabha Roads | | |
| Ownership of land | Pradeshiya Sabha | | |
| Land Extent | - | | |
| Project Justification | There are a large number of by-roads to access Wellawaya town, and a large number of vehicles enter and exit. Accordingly, these roads have been identified for development in order to achieve the expected development goals by the year 2033. These roads are important to maintain interconnections between the main roads, and it has become essential to regularize the connection between the city and the rural areas and to expand and develop the side roads sufficiently to meet the needs of future developments. | | |
| Objectives of the project | Development of related infrastructure facilities and development of bypass road connecting to the main roads of Wellawaya city for transportation for streamline the interconnection between the rural areas and the city. | | |
| Benefits of the project | <ul style="list-style-type: none"> • Ease of vehicular movement. • Access to new investment opportunities. • increasing land value. • Easy access to agricultural products market. • Enhance the tourism industry | | |
| Project finance | Description | Cost (Rs. Mn.) | |
| | Bypass development project | 8000.00 | |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Provincial Road Development Authority/ Pradeshiya Sabha. | | |


26. Development of tourish touts from Rakkhithakanda Rajamaha Viharaya to Lunugamwehera National Park.

| | | | | |
|------------------|--|------------|------------------------|----------------------------|
| Project title | Development of tourish touts from Rakkhithakanda Rajamaha Viharaya to Lunugamwehera National Park. | | | |
| Project proposal | Providing tourist attraction and increasing the tourist attraction of the area by establishing a tourist route from the Rakkhitakanda Rajamaha Viharaya, where the Wellawaya tourist zone starts, along the Alikota-Ara South canal of the Uma Oya project and the left bank canal of the Handapanagala Reservoir. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority/ Provincial Road Development Authority /Pradeshiya Sabha Roads | | | |
| Location map | | | | |

| | |
|---------------------------|---|
| Current usage | Access road |
| Ownership of land | Road Development Authority/ Provincial Road Development Authority /Pradeshya Sabha /Irrigation Department |
| Land Extent | Total Length 45 km. |
| Project Justification | <p>Many popular tourist attractions among local and foreign tourists are spread over the Wellaway area, and there is no interconnection between the places. According to the Wellaway City Development Plan up to the year 2033, the Rakkhita Kanda Rajamaha Viharaya, which is located in the vicinity of the proposed tourism promotion zone, the Alikota Ara water source, which starts from the area around Visari water Fall and Allewala water Falls, has also been identified as the beginning of this trajectory. Starting from Alikota Ara Reservoir, Alikota Ara South Bank Canal of Uma Oya Project is a main source of water that provides drinking water as well as agricultural activities in the area. Also, the left bank canal of the Umayya Oya project, which starts from the Handapanagala Reservoir, is also a source of drinking water for agro-industrial activities. The reserved area of those canals (currently used normal roads) has been developed as a tourist route, and this road has been proposed to enjoy the beauty of the area by visiting the tourist spots unique to the area.</p> <p>Also, it has been identified to develop this route for the tourists coming to the proposed tourist area and passing through the tourist route to enjoy related tourism experiences as well as to taste the local delicacies, to engage in adventure experiences and to visit Handapanagala as well as Lunugamwehera Park. This has identified the need to carry out this project with the expectation of achieving economic benefits such as popularizing agricultural products in the area by easily pointing to the tourist attractions in the area.</p> |
| Objectives of the project | <ul style="list-style-type: none"> • To attract tourists to the Wellaway tourist zone by offering new tourist experiences to the city. • Strengthening the urban economy by directing tourists to Wellawa throughout the area |


| | | |
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| Benefits of the project | <ul style="list-style-type: none"> • Gaining new travel experiences. • Convenience of enjoying all the tourist spots of the area in one itinerary. • Diversified travel experiences for tourists. • Increase in land value. • Development of infrastructure facilities in the area. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | New tourist route development project | 3000.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Department of Irrigation, Ministry of Tourism and Wellawaya Pradeshiya Sabha | |

27. Development of Buduruvagala archaeological site as a tourist area

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|-------------------|---|------------|------------------------|----------------------------|
| Project title | The project to develop Buduruvagala archaeological area as a tourist area | | | |
| Project proposal | To attract local and foreign tourists by streamlining the service facilities of tourists and pilgrims. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Provincial Road Development Authority (Buduruwagala Road) | | | |
| Location map |  <p>Image © 2023 CNES / Airbus</p> | | | |
| Current usage | Buduruvagala archaeological site and a tourist village. | | | |
| Ownership of land | Department of Archeology / Department of Irrigation / State | | | |
| Land Extent | 150 Acres (Including the Buduruwagala Wewa) | | | |

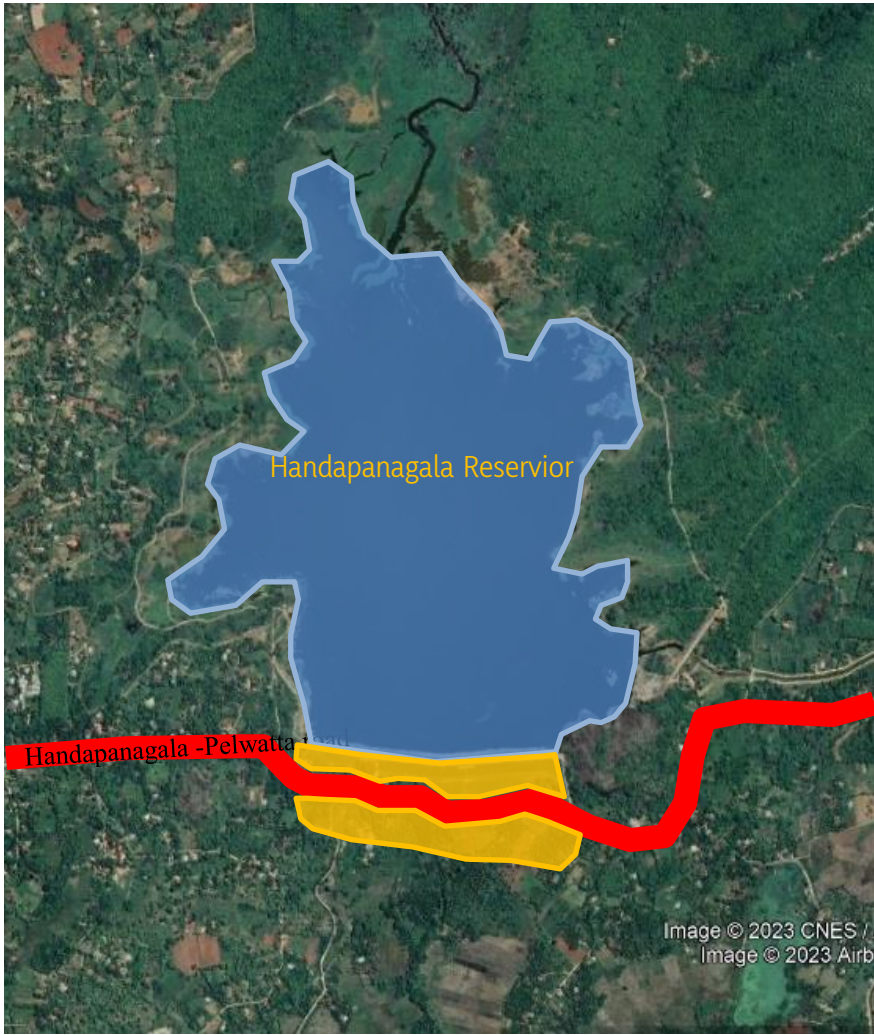
| | | | |
|--|---|----------------|--|
| Project Justification | <p>Among the tourist areas in Uva province, the Wellawaya tourist area takes a leading place, and annually, nearly 100,000 local and foreign tourists from the Uva, South and East region, visit the cultural and archaeological sites of the Buduaruvagala and Buddha statue made with stone, which has been respected by local and foreign tourists and pilgrims.</p> <p>Although many local and foreign tourists visit the Buduruwagala tourist area, and it has been recognized that there are no places with the necessary facilities for them.</p> <p>Therefore, it is expected to take and attract local and foreign tourists through the development of such a tourist service area with the facilities needed by the pilgrims, such as water sports and various recreational activities centered on the Buduruwagala lake, as well as the natural beauty, folk art and culture, accommodation facilities, and the provision of delicious food. It will retain the tourists coming to the Wellawaya area.</p> | | |
| Objectives of the project | <ul style="list-style-type: none"> • Attract tourists to Wellawaya city. • Develop the infrastructure facilities in the Buduruwagala tourism zone. • Provide new recreational opportunities based on the Buduruwagala Lake for tourists coming to the Buduruwagala tourist area. • Boost the tourism industry and strengthen the urban economy by providing essential services to tourists. | | |
| Benefits of the project | <ul style="list-style-type: none"> • Having formal service facilities for pilgrims and tourists. • Possession of proper infrastructure facilities for the tourist area. • Having recreational activities throughout the day. • Parking facilities. • Catering facilities. • Water sports and transport facilities. • Local and urban economic development. | | |
| Project finance | Description | Cost (Rs. Mn.) | |
| | Buduruwagala Tourism Zone development project | 4000.00 | |
| Project implementation and maintenance | <p>After the completion of the project, the maintenance and proceed will be done by the Central Cultural Fund, Department of Archaeology, Ministry of Tourism and Wellawaya Pradeshiya Sabha.</p> | | |

28. Development of the Ellawala Water Falls tourist area.

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|-------------------|---|------------|------------------------|----------------------------|
| Project title | Project to develop the Ellawala water Falls area as a tourist area. | | | |
| Project proposal | Attracting local and foreign tourists by streamlining tourism service facilities. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Pradeshiya Sabha Road (Wewelkandura – Kosgahawela Road, Ellawala Road) | | | |
| Location map |  | | | |
| Current usage | Environmental tourism industry | | | |
| Ownership of land | State | | | |
| Land Extent | 50 Acres | | | |


| | | | |
|--|---|----------------|--|
| Project Justification | <p>Among the tourism zones in Uva province, Wellawaya tourism zone occupies a leading position, and a large number of local and foreign tourists visit this zone. An increase in tourist arrivals has been identified during the months of January - July and August - September. Nearly 65,000 local and foreign tourists come annually to visit Ellawala waterfall and various activities related to it, and they visit Ella tourist zone and Wellawaya tourist zone and visit Uva, South and East tourist zones.</p> <p>Many hotels have been established in the vicinity of Wellawaya city, but it has been identified that a place with entertainment activities and facilities needed by tourists has not been established. Therefore, through the development of such a tourism service area, it provides the opportunity to enjoy folk sports and various entertainment activities as well as the unique natural beauty of the region. It is expected to provide adventure sports, camping, accommodation facilities, develop infrastructure and retain tourists coming to Uva tourist area through Ella - Wellawaya road and attract local and foreign tourists.</p> | | |
| Objectives of the project | <ul style="list-style-type: none"> • Attract tourists to Wellawaya city. • Provide new entertainment opportunities for tourists visiting Ellawala tourist area. • Develop infrastructure facilities around the tourist area of Ellawala. • Boost the tourism industry and strengthen the urban economy by providing essential services to tourists. | | |
| Benefits of the project | <ul style="list-style-type: none"> • Provision of water related sports facilities. • Possession of proper infrastructure facilities in the area. • Experiencing the fun activities that can be done throughout the day. • Parking facilities. • Accommodations associated with environmental attraction. • Ease of getting food. • Urban economy development. | | |
| Project finance | Description | Cost (Rs. Mn.) | |
| | Ellawala Tourism Service Zone Development Project | 2500.00 | |
| Project implementation and maintenance | <p>After the completion of the project, the maintenance and proceed will be done by the Ministry of Tourism and Wellawaya Pradeshiya Sabha.</p> | | |

29. Development of the Tourist Park on the Handapanagala lake

| | | | | |
|-------------------|---|------------|------------------------|----------------------------|
| Project title | The project to construct the tourist park on the Handapanagala lake | | | |
| Project proposal | Attract the local and foreign tourists by streamlining tourism service facilities. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Provincial Road Development Authority Road (Handapanagala -Pelwatta Road) | | | |
| Location map |  | | | |
| Current usage | Vacant land | | | |
| Ownership of land | Department of Irrigation | | | |


| | | | |
|--|---|----------------|--|
| Land Extent | 25 Acres | | |
| Project Justification | <p>The Wellawaya tourist zone occupies a leading position among the tourist zones in Uva province and many local and foreign tourists visit this area every year. Daily 700-800 foreign tourists come to the South Tourist area, Eastern Tourist area and Up-country Tourist area through Wellawaya city. Also, nearly 250,000 or more tourists come through the strategic tourism route annually and visit the tourist attraction places of the Wellawaya area and visiting other tourist zones.</p> <p>Tourist hotels are being established in the vicinity of Wellawaya city, which is characteristic of the eco-tourism industry, and it has been recognized that there is no place with entertainment facilities for tourists. Accordingly, it is proposed to construct this tourist park, with water sports and various recreational activities by taking the advantage of the natural beauty of the region and expected to provide the necessary facilities to retain tourists passing through Wellawaya city, and attract local and foreign tourists.</p> | | |
| Objectives of the project | <ul style="list-style-type: none"> • Attract tourists to Wellawaya city. • Provide new entertainment opportunities for tourists visiting Ellawala tourist area. • Develop infrastructure facilities around the tourist area of Ellawala. • Boost the tourism industry and strengthen the urban economy by providing essential services to tourists. | | |
| Benefits of the project | <ul style="list-style-type: none"> • Provision of water sports facilities. • To have a formal place for local and foreign tourists to spend their leisure time. • Possession of proper sanitation facilities. • Having fun activities that can be done throughout the day. • Parking facilities. • Catering facilities • Having a formal place for bathing • Urban economy development | | |
| Project finance | Description | Cost (Rs. Mn.) | |
| | Handapanagala Tourist Park construction project | 1000.00 | |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Ministry of Tourism and Wellawaya Pradeshiya Sabha. | | |

30. Wellawaya City Center Landscaping Project

| | | | | |
|-------------------|--|------------|------------------------|----------------------------|
| Project title | Wellawaya City Center Landscaping Project | | | |
| Project proposal | Landscaping the area around the triangular section in the city center and creating a pleasant urban environment. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road | | | |
| Location map |  | | | |
| Current usage | Area around main bus stand, road reservation | | | |
| Ownership of land | Wellawaya Pradeshiya Sabha / Road Development Authority | | | |
| Land Extent | 3 Acres | | | |

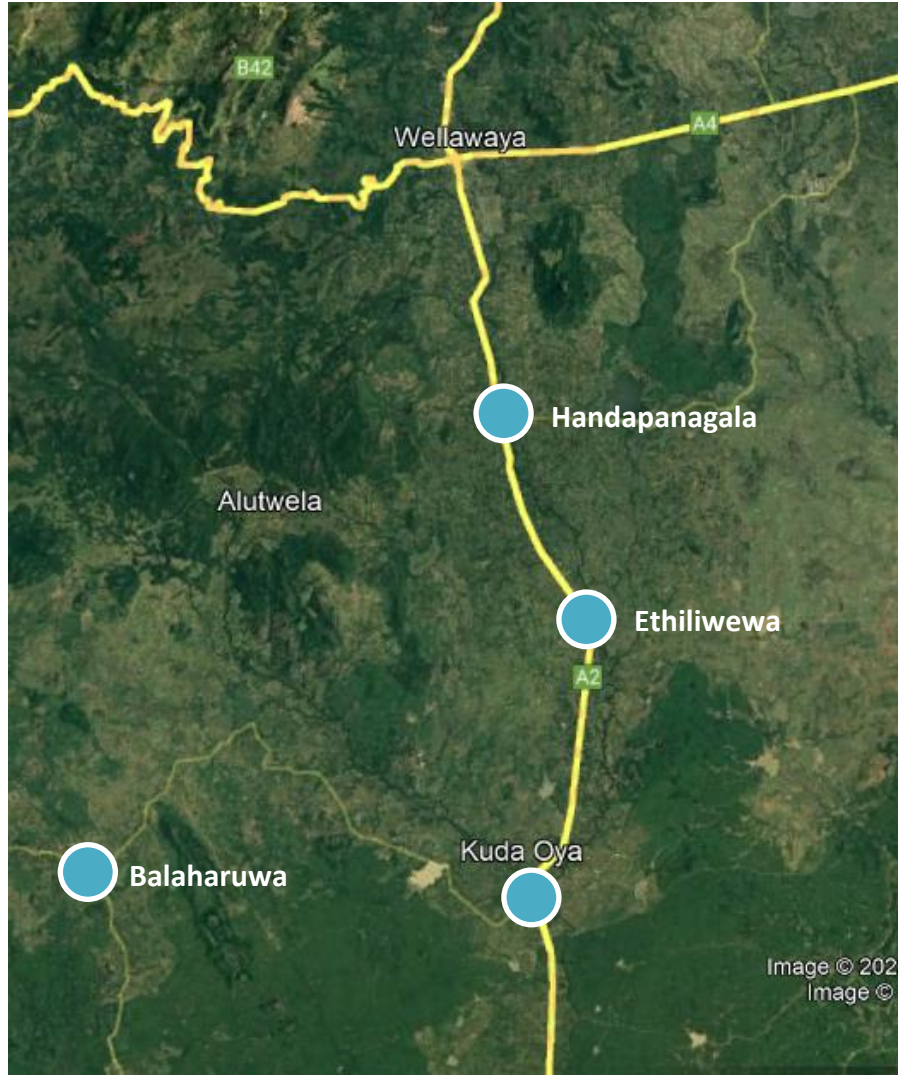
| | | |
|--|--|----------------|
| Project Justification | The city of Wellawaya operates as a major transit center in the area. Many people and vehicles enter and exit the city of Wellawaya daily. Accordingly, to achieve the expected development goals by the year 2033, the triangular section around the bus stand has been identified to be landscaped. Many local and foreign tourists use the city, and creating a pleasant urban area is essential. | |
| Objectives of the project | <ul style="list-style-type: none"> • Create a pleasant urban environment for the people using Wellawaya city and the main bus stand. • Create of footpaths and alternative routes. | |
| Benefits of the project | <ul style="list-style-type: none"> • Opportunity to relax for people coming to Wellawaya city. • Having a pleasant urban environment. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Wellawaya City Center Landscaping Project | 500.00 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya Sabha. | |

31. Major Junctions Development Project - Wellawaya City.

| | | | | |
|-----------------------|--|------------|------------------------|----------------------------|
| Project title | Major Junctions Development Project of the Wellawaya City. | | | |
| Project proposal | With the development of the main roads of the city, the junctions will be formally developed, and the transportation activities will be streamlined. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority Road | | | |
| Location map |  | | | |
| Current usage | Main junctions | | | |
| Ownership of land | Road Development Authority | | | |
| Land Extent | - | | | |
| Project Justification | A large number of vehicles enter and leave the city daily through the four main roads which have access to Wellawaya, city namely Ella - | | | |

| | | |
|--|--|----------------|
| | Wellawaya road, Thanamalwila - Wellawaya road, Buttala - Wellawaya road and Koslanda - Wellawaya road. Accordingly, these major intersections have been identified for development to achieve the desired development goals by the year 2033. With the future development of the city, it has become necessary to formally develop Ella Junction, Tissa Junction, town center, Kumaradasa Mawatha and Old Ella Road in order to regularize the vehicular traffic around the Junctions and give beauty to the city. | |
| Objectives of the project | By developing the Junctions that are mostly used to enter Wellawaya city, manage the traffic in a properly, expanding the urban beautification and developing the relevant infrastructure facilities related to the junctions. | |
| Benefits of the project | <ul style="list-style-type: none"> • Ease of vehicular movement. • Minimize the traffic congestion. • Improving urban attractiveness. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Ella Junction Development Project | 50 |
| | Tissa Junction Development Project | 75 |
| | City Center Development Project | 50 |
| | The project to develop the junction connecting Kumaradasa Mawatha and Buttala Road | 50 |
| | The project to develop the junction connecting Old Ella Road and New Ella-Wellawaya Road | 50 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Road Development Authority. | |

32. Landscaping project around suburbs of Wellawaya area

| | | | | |
|------------------|---|------------|------------------------|----------------------------|
| Project title | Landscaping project around suburbs of Wellawaya area | | | |
| Project proposal | Development of landscaping and urban beautification in the suburbs of the area. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority roads | | | |
| Location map |  | | | |

| | | | |
|---------------------------|--|--|------------------|
| Current usage | Suburbs junctions | | |
| Ownership of land | Road Development Authority | | |
| Land Extent | Suburb | Place to be developed | Distance (Meter) |
| | Handapanagala | From Handapanagala junction towards the road and forward on both sides of Handapanagala road | 500 |
| | Atheliweva | On both sides of the road from Athaliwewa junction towards Wellaway and Thanamalwila | 600 |
| | Kuda Oya | On both sides of the road from Kuda Oya intersection towards Wellaway and Thanamalwila | 600 |
| | Balaharuwa | From Balaharuwa Junction to Tanamalvila Road, Hambegamuwa Road and Aluthwela Road | 400 |
| Project Justification | In addition to the main city of Wellaway, Handapanagala, Athaliwewa, Kuda Oya and Balaharuwa cities are operating as suburbs and the landscaping of these suburbs has been identified to achieve the desired development goals by the year 2033. The project aims to widen the roads to accommodate the increasing number of vehicles in these suburbs located on the strategic tourism route and develop the necessary infrastructure facilities around these suburbs in order to carry out city development works. | | |
| Objectives of the project | Develop the related infrastructure facilities for transportation and increase the urban attractiveness by widening and beautifying the suburban roads of Handapanagala, Athaliwewa and Kuda Oya, which are mostly used to access to the Wellaway. | | |
| Benefits of the project | <ul style="list-style-type: none"> • Reduction in traffic congestion. • Ease of vehicle movement. • Improving urban attractiveness. | | |

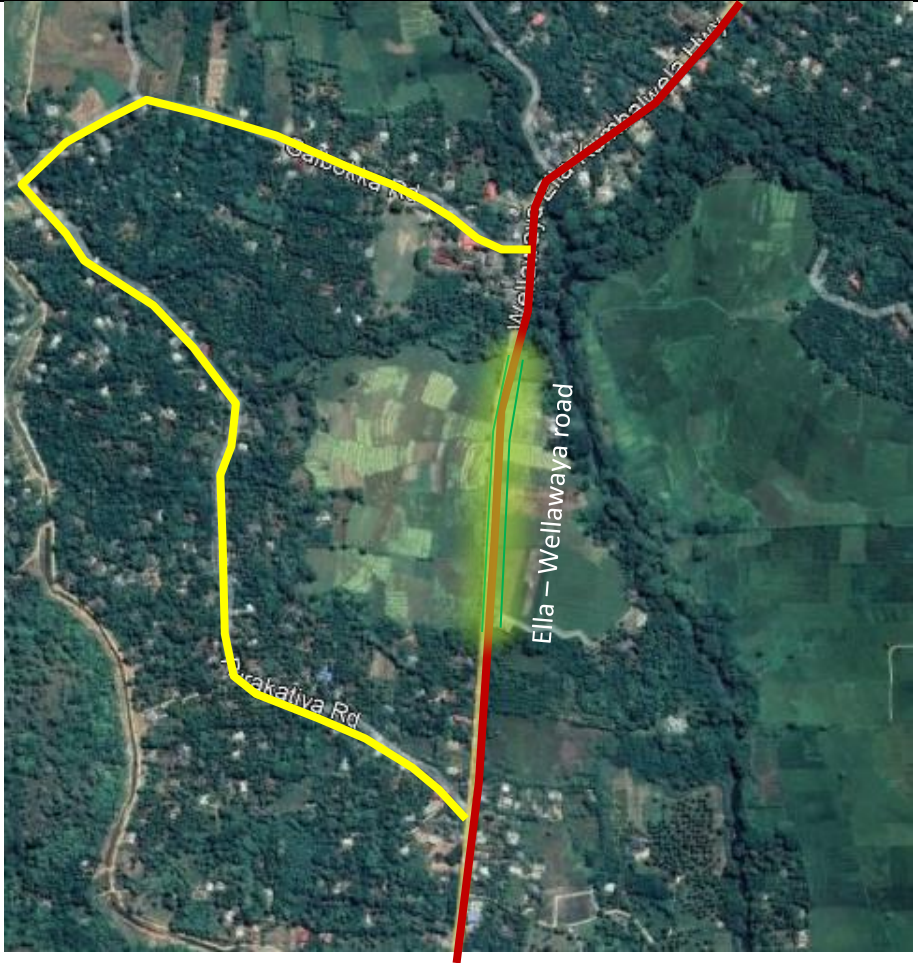
| | | |
|--|---|----------------|
| | <ul style="list-style-type: none"> • Having a proper drainage system. • Regular arrangement of bus stops. • Increasing urban beautification through electric lighting and tree planting. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Landscaping of Handapanagala Suburb | 200 |
| | Landscaping of Athalivewa Suburb | 400 |
| | Landscaping of Kuka Oya Suburb | 350 |
| | Landscaping of Balaharuwa Suburb | 300 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Road Development Authority. | |

33. Proposed Linear Park Development Project (Wellawaya)

| | | | | |
|------------------|--|------------|------------------------|----------------------------|
| Project title | Proposed Linear Park Development Project (Wellawaya) | | | |
| Project proposal | To improve the urban attraction by developing the strip of land on both sides of the road as a linear park about 700 meters from Tissa junction in Wellawaya town along Thanamalvila road, about 650 meters along Kumaradasa Mawatha and about 400 meters between Perakatiya road and Gal Bokka road on Ella - Wellawaya road. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority roads | | | |

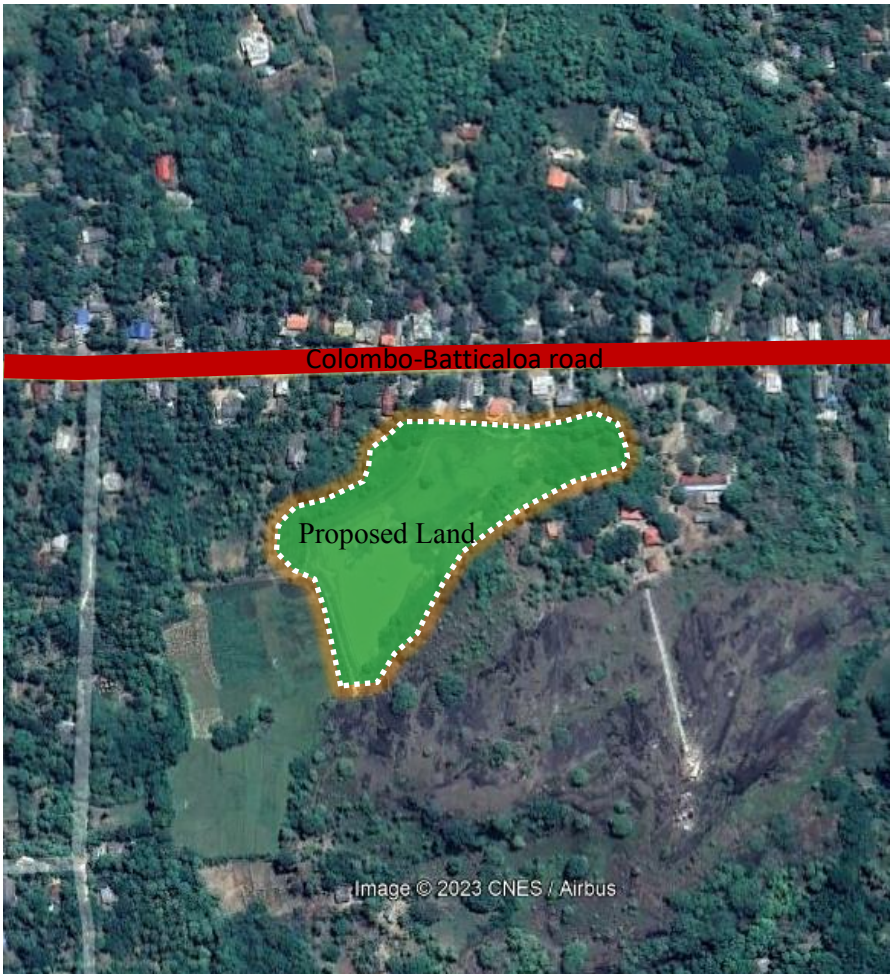
Location map



| | | | |
|-----------------------|--|------------------|--|
| |  | | |
| Current usage | Road reservation of the Road Development Authority's Road | | |
| Ownership of land | Road Development Authority | | |
| Land Extent | Place to be developed | Distance (Meter) | |
| | Forward along Thanamalvila Road from Tissa Junction | 700 | |
| | Kumaradasa Mawatha | 650 | |
| | Between Peraketiya road and Galbokka road on Ella - Wellawaya road. | 400 | |
| Project Justification | The Bibilehala mountain range, the Nikapitiya mountain range and the Bogahapatana mountain range can be seen very beautifully when traveling along the main roads that enter to the Wellawaya city, from the Ella-Wellawaya road and the Tanamalvila-Wellawaya road. At present, | | |


| | | |
|--|--|----------------|
| | <p>unauthorized construction and commercial activities are being carried out in those scenic spots. This project has been identified to protect the road reservation and the canal reservation by removing the unauthorized construction and trade activities and provide the opportunity to visit the scenic mountain range. The linear park is proposed to be developed within the reservation boundary between the road and the beautiful blue green paddy fields on both sides of the road. It has been identified to provide a resting place for the urban people by planting trees and providing seating facilities. Accordingly, the people traveling along the Wellawaya Thanamalwila road Ella - Wellawaya road will have the opportunity to stop and rest in these linear parks and enjoy the caress of the surrounding mountain ranges and blue green fields.</p> | |
| Objectives of the project | <ul style="list-style-type: none"> • Improve the leisure and recreation facilities for urban people and commuters. • Control the illegal commercial activities within the existing canal reservation. • Enhance urban attractions by utilizing existing canals. • Provide more space to see the spectacular blue green mountain ranges. | |
| Benefits of the project | <ul style="list-style-type: none"> • Urban attraction • Prevention of unauthorized trading • Economic benefits | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Project for construction of linear parks in Wellawaya city limits | 400 |
| | Project for construction of linear parks on Ella - Wellawaya road | 150 |
| Project implementation and maintenance | <p>After the completion of the project, the maintenance and proceed will be done by the Road Development Authority.</p> | |

34. Urban Park Development Project near Kotaweheragala Lake.

| | | | | |
|-------------------|--|------------|------------------------|----------------------------|
| Project title | Urban Park Development Project near Kotaweheragala Lake. | | | |
| Project proposal | Improving the attractiveness of the urban area and facilitating sports, leisure and entertainment activities for the urban people. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority (Colombo – Monaragala Road) | | | |
| Location map |  | | | |
| Current usage | Kotaweheragala Lake and Reservation | | | |
| Ownership of land | Department of Irrigation /State | | | |


| | | |
|--|---|----------------|
| Land Extent | 2 Acres | |
| Project Justification | This project area is included in the medium density mixed development zone of the expected zoning plan prepared for the year 2033. It has been recognized the need to provide the necessary facilities to the local and foreign tourists coming to Wellawaya city which operates as an transit city and the people coming to the city for various activities, the people entering and leaving Wellawaya city from the direction of Buttala Wellawaya road, as well as the people living in the city to relax and enjoy the beauty of the surrounding environment. Another expectation is to provide necessary leisure facilities to the pilgrims who come to the Kotaveheragala temple. Accordingly, it has been identified the need of the implementation of this project. | |
| Objectives of the project | <ul style="list-style-type: none"> • To provide leisure and entertainment facilities for the urban people. • Enhance water related recreational sports and activities. • Enhance urban beauty and urban attractiveness. | |
| Benefits of the project | <ul style="list-style-type: none"> • Necessary facilities for sports and recreational activities to the urban people. • Increasing urban attractiveness. • Having a place to stay in the vicinity of the city for leisure and entertainment. | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Kotaweheragala Urban Park Construction Project | 200 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya sabha. | |

35. Development of Urban Park and Car Park near Kumaradasa Vidyalaya.

| | | | | |
|------------------|--|------------|------------------------|----------------------------|
| Project title | Project for construction of urban park and car park near Kumaradasa Vidyalaya | | | |
| Project proposal | provide the opportunity to spend leisurely time. And the park vehicle for school children's transport vehicles as well as other vehicles coming to school during school hours. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| access | Road Development Authority (Ella – Wellawaya Road) | | | |
| Location map |  | | | |

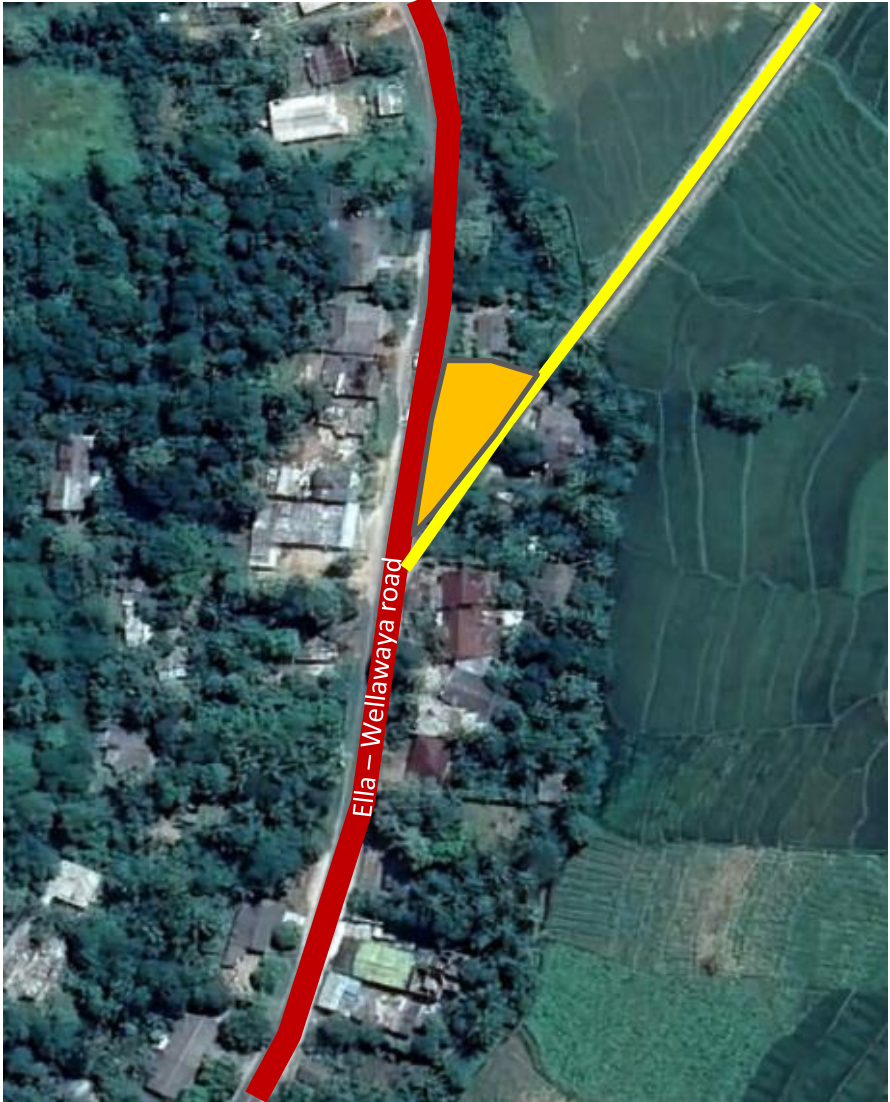
| | | |
|--|--|----------------|
| Current usage | Vacant land | |
| Ownership of land | State | |
| Land Extent | 40 Perches | |
| Project Justification | This project has been identified to park the vehicles carrying students of Kumaradasa Vidyalaya, which is a major and popular school in Wellawaya city, near the school. And provide facilities for the drivers to relax the time. This can reduce the heavy traffic during school hours on nearby roads. Furthermore, the people who come to pick up school children can relax and protect their children in this urban park. Therefore, this project has been identified as a need at present. | |
| Objectives of the project | <ul style="list-style-type: none"> • Provision of sufficient space for park of Kumaradasa Vidyalaya students transport vehicles and vehicles coming to school and allocating rest areas for drivers and parents. • Reduce the traffic congestion on surrounding roads. | |
| Benefits of the project | <ul style="list-style-type: none"> • Ease of handling school buses and other transport vehicles. • Convenience of parking vehicles during school hours without inconvenience to the public | |
| Project finance | Description | Cost (Rs. Mn.) |
| | Construction of the car park and urban park associated with Wellawaya Kumaradasa College | 60 |
| Project implementation and maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya sabha. | |

36. Redevelopment of Anapallama Public Plaay Ground

| | | | | |
|------------------|---|------------|------------------------|----------------------------|
| Project title | Redevelopment of Anapallama Public Playground | | | |
| Project proposal | Promotion of sports activities of local people. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| Access | Road Development Authority (Colombo- Batticaloa road) | | | |
| Location Map |  | | | |


| | | | |
|--|---|----------------|--|
| Current usage | Public Playground | | |
| Ownership of land | Wellawaya Pradeshiya sabha | | |
| Land Extent | 5 Acres | | |
| Project Justification | This project has been identified to develop the existing deficiencies in this playground, which is a major playground in the area. | | |
| Objectives of the Project | Streamline the need of the sports of the local people by redeveloping the existing main playground in the area. | | |
| Benefits of the Project | <ul style="list-style-type: none"> • Facilitation of training activities for local people to represent various sports competitions. • Ease of organizing sports competitions and sports events. | | |
| Project Finance | Description | Cost (Rs. Mn.) | |
| | Anapallama Public Stadium Redevelopment Project | 100 | |
| Project Implementation and Maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya sabha. | | |

37. Landscape Development Project near Randeniya Monument

| | | | | |
|------------------|---|------------|------------------------|----------------------------|
| Project title | Landscape Development Project near Randeniya Monument. | | | |
| Project proposal | Making arrangements to increase tourist attraction while protecting the superiority of the Randeniya monument. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| Access | Road Development Authority (Ella- Wellawaya road) | | | |
| Location Map |  <p>The location map is an aerial photograph showing a rural landscape. A red road, labeled 'Ella - Wellawaya road', runs vertically through the center. To the right of the road, a yellow triangular area is highlighted, indicating the project site. The surrounding area consists of green fields, trees, and some buildings.</p> | | | |


| | | |
|--|---|----------------|
| Current usage | Randeniya Monument and open space | |
| Ownership of land | Road development Authority | |
| Land Extent | 10 Perches | |
| Project Justification | Around 1630 BC, the Portuguese and Wellassa heroes established the area of Wellawaya and called the place where the rebellion took place as Randeniya. Today, a monument has been erected to commemorate the victory of that battle. The aim of this project is to landscape this monument located on the strategic tourist route (Ella-Wellawaya road) for local and foreign tourists to visit, to study the history of Wellassa and to create tourist attraction. | |
| Objectives of the Project | <ul style="list-style-type: none"> • Motivate people to study the Battle of Randeniya. • Attract tourists to Wellawaya area. • Demonstrate the proud of the Randeniya monument through landscaping around the Randeniya monument. | |
| Benefits of the Project | <ul style="list-style-type: none"> • Revival of local proude. • Developing the tourism industry in the area and strengthening the urban economy. • Increasing urban beautification. | |
| Project Finance | Description | Cost (Rs. Mn.) |
| | Landscaping project around Randeniya Monument | 10 |
| Project Implementation and Maintenance | After the completion of the project, the maintenance and proceed will be done by the Wellawaya Pradeshiya sabha. | |

38. Wild Elephant Management Project

| | | | | |
|------------------|--|------------|------------------------|----------------------------|
| Project title | Wild Elephant Management Project | | | |
| Project proposal | Protecting the habitats of wild elephants to prevent wild elephants entering the villages. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| Access | Road Development Authority (Thanamalwila- Wellawaya road) | | | |
| Location Map |  | | | |

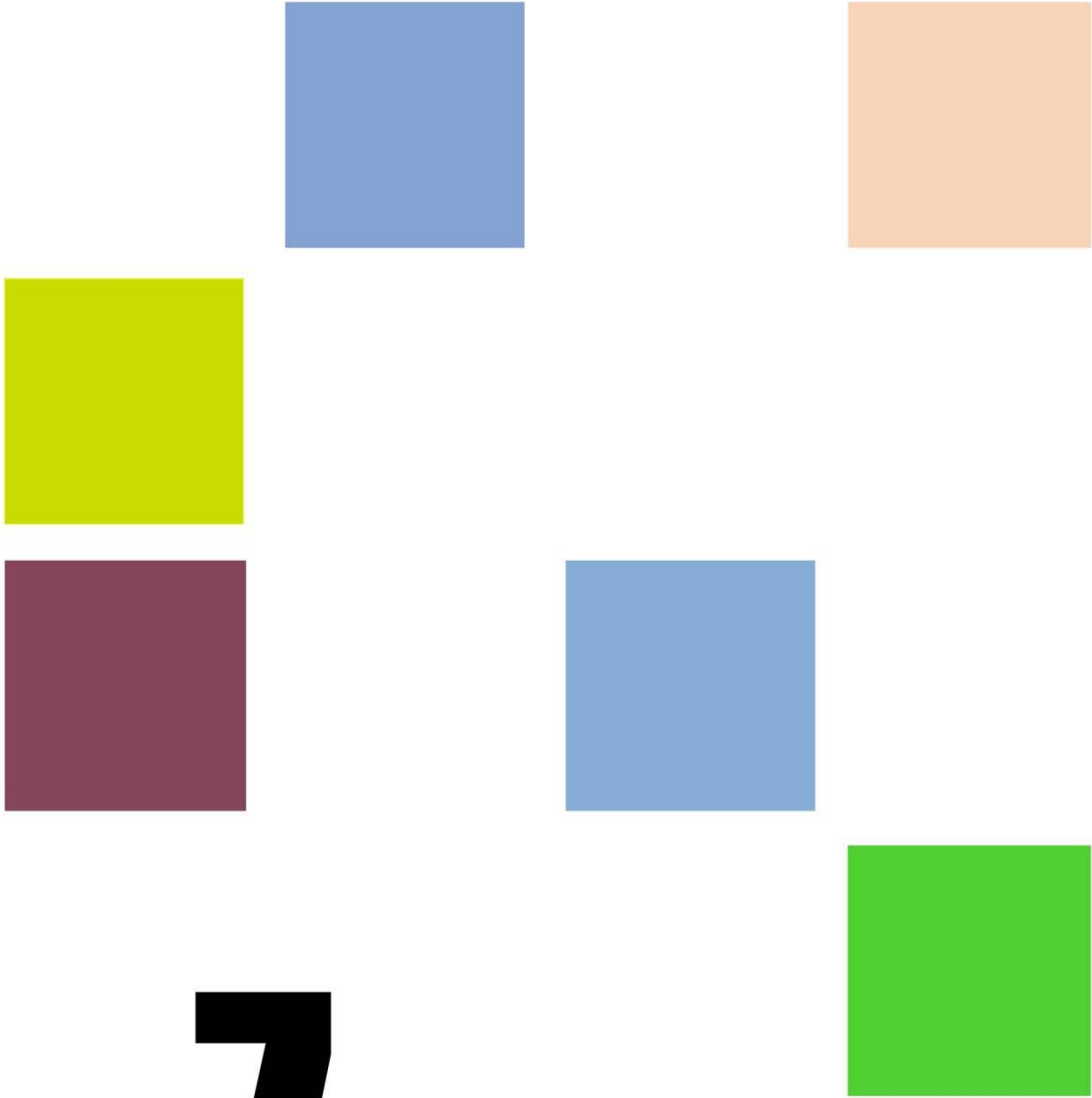
| | | |
|--|--|----------------|
| Current usage | Wildlife Sanctuary | |
| Ownership of land | Wildlife Department /Forest Conservation Department | |
| Land Extent | - | |
| Project Justification | <p>Wellaway and its surrounding region is an area where wild elephants live in abundance, and between 300-350 wild elephants live in this region. They migrate in search of food from Handapanagala Park, Yala National Park, Lunugamwehera Park and Udawalawa National Park, and also visit villages. In order to manage the encroaching of the villages by these elephant, Kitulkote and its surrounding areas should be developed as cutting ditches and keeping buffer zones surrounding village.</p> <p>Accordingly, through these management plans, it is expected to formally develop elephant corridors to prevent the passage of wild elephants from Kithulkote through the Wellaway-Thanamalwila road.</p> | |
| Objectives of the Project | <ul style="list-style-type: none"> • Preventing wild elephants from attacking villages. • Ensure the safety of vehicles using the main road. • Protect agricultural lands from wild elephants. • Systematically demarcate natural travel routes from wild elephants within the same areas. | |
| Benefits of the Project | <ul style="list-style-type: none"> • Protection of agricultural land, property, and lives. • Ensuring the safety of vehicles using the main road. • Preventing wild elephants from entering villages. | |
| Project Finance | Description | Cost (Rs. Mn.) |
| | Wild Elephant Management Project | 1000.00 |
| Project Implementation and Maintenance | After the completion of the project, the maintenance and proceed will be done by the Wildlife Department /Forest Conservation Department. | |

39. Grasslands development Project surrounding Lakes and reservoirs.

| | | | | |
|------------------|---|------------|------------------------|----------------------------|
| Project title | Grasslands development Project surrounding Lakes and reservoirs | | | |
| Project proposal | Creating food security for wildlife by cultivating grasslands on the banks of lakes and reservoirs. | | | |
| Location | Province | District | Divisional Secretariat | Local Authority |
| | UVA | Monaragala | Wellawaya | Wellawaya Pradeshiya Sabha |
| Access | - | | | |
| Location Map |  | | | |
| Current usage | Reservation of lakes | | | |

| | | |
|--|---|----------------|
| Ownership of land | Department of Irrigation | |
| Land Extent (including all lakes) | 4000 Acres | |
| Project Justification | <p>There are many wildlife zones within the Uva province and various wild creatures live in them. These wildlife zones and lake system are located as their main food provider, but the food available here is not enough for these animals. There are 300-350 wild elephants living in the Wellawaya region and during the dry season from April to October, elephants reach to the villages for food. As a solution to that, it is expected to grow grass to feed wild elephants and other wild animals based on the existing lakes and reservoirs in the area. The capacity of the reservoirs increases to 70% during the rainy season and decreases to 30% during the dry season. During this period, grasslands grow well in the reservoir and the grazing of wild elephants is limited. Cultivation of grasses in lake reservoirs ensures food security for wild animals and is expected to prevent wild elephants from entering agricultural lands and villages.</p> | |
| Objectives of the Project | <ul style="list-style-type: none"> • Create food security for wildlife. • Prevent wild elephants from attacking villages. • Attract tourist to the area. • Protect the agricultural land from wild elephants. | |
| Benefits of the Project | <ul style="list-style-type: none"> • Food security in forests. • Control of wild elephant encroachment on villages. • Protection of lake ecosystems. • Strengthening the urban economy by protecting agro-industrial crops from wild animals. | |
| Project Finance | Description | Cost (Rs. Mn.) |
| | Develop grasslands around lakes and reservoirs | 300.00 |
| Project Implementation and Maintenance | After the completion of the project, the maintenance and proceed will be done by the Wildlife Conservation Department, Irrigation Department and Agricultural Services Department | |

Part Two



7

Chapter
Development Zones & Guidelines

Chapter 07

Development Zones and Zoning regulations

7.1 Introduction

The Wellawaya Development Plan has been prepared based on the vision of **"Uva Wellassa Agricultural Production Hub"** in the year 2033. The objective of this plan is to create a proposed city model that goes beyond traditional land use-based zoning and provides opportunities for density based development.

7.2. Development Zones

Seven sub-regions have been identified under three broad development zones based on the existing spatial characteristics of the Wellawaya area in order to achieve the vision of the development plan and proposed spatial conceptual plan. The seven sub-regions with different characteristics within the wide density zones have been identified to contribute to the economic growth by attracting the unique characteristics of the area, and to contribute to agriculture and production facilities. Also, it is expected to develop the Wellawaya area in accordance with the uniqueness of the area without making a balanced development throughout the area. Development zones identified based on density and analysis are as follow,

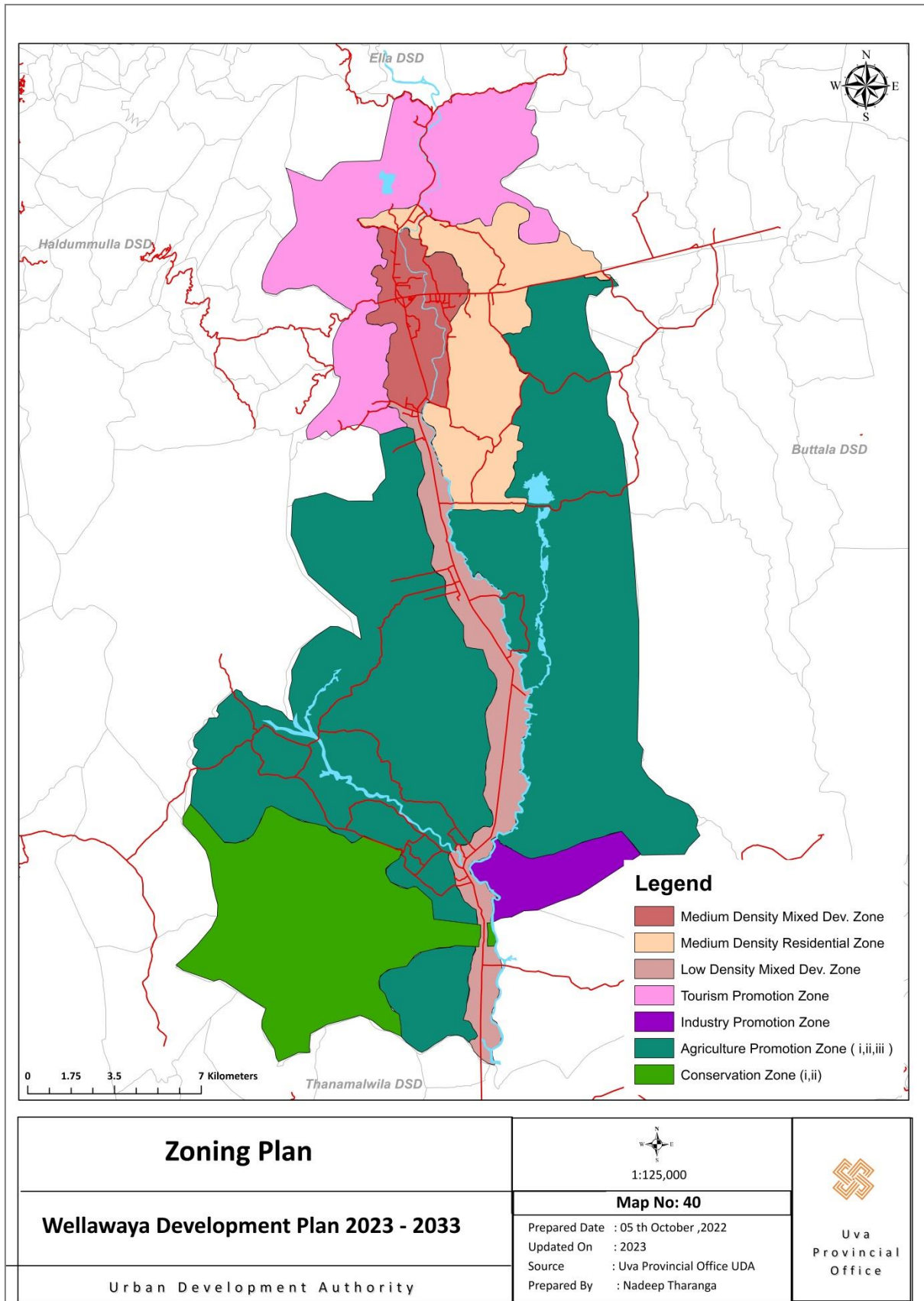
Proposed Zones

Table No. 7.1 . Proposed Zones

| Zone | Name of the Zone |
|-------------|---|
| Zone 01 | Mideum Density Mixed Development Zone |
| Zone 02 | Mideum Density Residential Zone |
| Zone 03 | Low Density Mixed Development Zone |
| Zone 04 | Industrial Promotion Zone |
| Zone 05 | Agriculture Promotion Zone (i, ii, iii) |
| Zone 06 | Tourism Promotion Zone |
| Zone 07 | Conservation Zone (i,ii) |

Source: UVA Provincial Office. Urban Development Authority. .2023

Map No. 7.1. Proposed Zoning Plan 2023 – 2033



Source: UDA, Uva Provincial Office , 2022

7.3. Basic Characteristics of the Proposed Zoning

Table No. 7.2 . Basic Characteristics of the Proposed Zoning

| Density Level | Zone | Areas include to each zone (Grama Niladhari Division) |
|-----------------------|---------------------------------------|--|
| Medium Density | Medium Density Mixed Development Zone | <ul style="list-style-type: none"> • Wellawaya • Part of Kotikambokka • Part of galbokka • Part of Sudupanawela • Part of Dimbulamuraya • Part of Varunagama • Part of Nugaya • Part of Buduruvagala • Part of Yalabowa |
| | Medium Density Residential Zone | <ul style="list-style-type: none"> • Part of Sudupanawela • Part of Kotikambokka • Part of Varunagama • Part of Anapallama • Part of Nugaya • Part of Buduruvagala • Part of Neluvagala • Part of Hadapanagala • Part of Randeniya |
| Low Density | Low Density Mixed Development Zone | <ul style="list-style-type: none"> • Part of Buduruvagala • Part of Andawelayaya • Part of Veherayaya Colony • Part of Telulla • Part of Telulla Colony • Part of the Athiliwewa • Part of UVA Kuda Oya • Part of Debarayaya • Part of Kithulkote |

| | | |
|-------------|-----------------------------------|--|
| | Industrial Promotion Zone | <ul style="list-style-type: none"> • Part of UVA Kuda Oya |
| | Agriculture Promotion Zone (I) | <ul style="list-style-type: none"> • PubuduWewa • Mahaaragama • Part of Warunagama • Part of Neluvagala • Part of Hadapanagala • Part of Randenigodayaya • Part of UVA Kuda Oya |
| | Agriculture Promotion Zone (II) | <ul style="list-style-type: none"> • Siripuragama • Part of Andawelayaya • Part of Veherayaya Colony • Part of Telulla • Part of Telulla Colony • Part of Athiliwewa • Part of UVA Kuda Oya • Part of Debarayaya • Part of balaharuwa |
| | Agriculture Promotion Zone (III) | <ul style="list-style-type: none"> • Part of Kithulkote |
| | Tourism Promotion Zone | <ul style="list-style-type: none"> • Randeniya • Siymbalagunaya • Part of Nugayaya • Part of Yalabowa • Part of Buduruvagala • Part of Dimbulamuraya • Part of Galbokka • Part of Sudupanawela |
| None | Conservation Zone | <ul style="list-style-type: none"> • Part of Balaharuwa • Part of Kithulkote • Part of Debaraara |

Source: UDA, Uva Provincial Office, 2022

7.4. Zone Factor

The Zoning factor is a new concept introduced to replace the Floor Area Ratio which was implemented in the previous Planning and Building Regulations. This concept determines the maximum intensity of development allowed in an area. This is intended to provide a fair opportunity to the property owner to carry out their development. It is expected to create density-based development in the Wellawaya area under the Wellawaya Development Plan (2023-2033) by the year 2033. It is expected to develop middle and low-density mixed development zones and middle density residential promotion zone as middle dense zones especially in Wellawaya area. Also, the tourism promotion zone, the industrial promotion zone and the agriculture promotion zone are expected to be developed as low dense zone and the conservation zone is expected to be protected as a conservation zone. Accordingly, it is expected to create the urban form according to the proposed conceptual plan by the year 2033 and it is essential to implement this zoning factor in practice to establish this urban form.

It is essential to identify the suitable areas for development before determining the intensity of development in a particular area. Accordingly, high density zones, medium density, low density, and conservation zones are determined in that area based on the analysis, observation and urban process done for the area. Accordingly, this zone factor is determined through the observations and recommendations obtained from the detailed study to carry out a balanced development of physical, social, environmental sectors and desired aspects by practically implementing this zone factor.

Accordingly, the area of the zones has been determined based on the factors of environmental sensitivity, development intensity, development inclination, expansion of infrastructure, geography, population density and distribution. If the zone factor of a zone is higher than the other zone, that zone will have high infrastructure, high commercial development and high population attraction. Also, if a zone has an excess of ecologically sensitive areas, limited developable land and minimal infrastructure, then the zone factor will be minimum.

7.4.1. Determination of Zone Factor

The development density of the Wellawaya area, distinctive features, natural topography and waterways have a strong impact on the beauty of the Wellawaya area, and based on that, zones have been determined in the Wellawaya Development Plan for the sustainable development of Wellawaya. Accordingly, these density-based zones are proposed by considering the unique

characteristics, urban form and structure of the area. Accordingly, by considering the above, Development Promotion Zones, Development Restriction Zones and Special Development Guide Zones have been introduced through the Zoning Plan.

The Process of Calculating the Zone Factor

$$\text{Zone Factor} = \frac{\text{Total Allowable Floor Area in Zone}}{\text{Developable Land in the Zone}}$$

According to the zone factor of the identified zones, the reasonable amount of space for the development activities of the respective zones will be allocated.

Table No. 7.3 Zone Factor

| Zone | Naamae of the Zone | Zone Factor |
|--------|---------------------------------------|-------------|
| Zone 1 | Medium Density Mixed Development Zone | 1.74 |
| Zone 2 | Low Density Mixed Development Zone | 1.45 |
| Zone 3 | Medium Density Residential Zone | 1.20 |
| Zone 4 | Industrial Promotion Zone | 0.95 |
| Zone 5 | Agriculture Promotion Zone | 0.70 |
| Zone 6 | Tourism Promotion Zone | 0.5 |
| Zone 7 | conservation Zone | 0 |

Source : UVA Provincial Office, Urban Development Authority , 2023

Allowable floor area for developments is determined as per the Forms "A" and "B" of Part IV schedule 6 of Special Gazette Notice No. 2235/54 dated 08 Thursday July 2021 and applicable zone factor is mentioned in the Table No. 7.4 and 7.5 of the Wellawaya Development Plan.

The determination of the open space of the building related to the said permissible amount of floor area is specified by form "E" of the above Gazette and it is stated by Table No. 7.6 of the Wellawaya Development Plan.

Schedules

Schedules I – Form "A": Permissible Floor Area Ratio published by the Urban Development Authority under the Gazette No. 2235/54 dated 07/08/2021

| Form "A" | | | | | | | | | | | | | | | | |
|------------------------------|---------------------------|-------------|--------------|------------------------------|-------------------------|-----------------|------------------|------------------------------|-------------------------|-----------------|------------------|------------------------------|-------------------------|-----------------|------------------|--------------------------------------|
| Land Extent Squire meters | Zone factor = 0.50 - 0.74 | | | | Zone factor = 0.75-0.99 | | | | Zone factor = 1.00-1.24 | | | | Zone factor = 1.25-1.49 | | | |
| | Minimum Road Width | | | | Minimum Road Width | | | | Minimum Road Width | | | | Minimum Road Width | | | |
| | ** 6 meters | 9 meters | 12 meters | 15 meters and above | ** 6 meters | 9 meters | 12 meters | 15 meters and above | ** 6 meters | 9 meters | 12 meters | 15 meters and above | ** 6 meters | 9 meters | 12 meters | 15 meters and above |
| 150 less than 250 | 0.8 | 0.9 | 0.9 | 0.9 | 1.3 | 1.3 | 1.4 | 1.4 | 1.6 | 1.7 | 1.8 | 1.9 | 2.0 | 2.2 | 2.3 | 2.4 |
| 250 less than 375 | 0.9 | 1.0 | 1.2 | 1.3 | 1.3 | 1.6 | 1.8 | 2.0 | 1.8 | 2.2 | 2.4 | 2.7 | 2.2 | 2.7 | 3.0 | 3.3 |
| 375 less than 500 | 0.9 | 1.0 | 1.2 | 1.4 | 1.3 | 1.6 | 1.9 | 2.1 | 1.9 | 2.2 | 2.5 | 2.8 | 2.3 | 2.8 | 3.2 | 3.4 |
| 500 less than 750 | 1.0 | 1.1 | 1.3 | 1.5 | 1.4 | 1.7 | 2.0 | 2.2 | 2.0 | 2.3 | 2.7 | 3.0 | 2.4 | 3.0 | 3.4 | 3.5 |
| 750 less than 1000 | 1.0 | 1.2 | 1.4 | 1.7 | 1.5 | 1.8 | 2.2 | 2.5 | 2.1 | 2.4 | 2.9 | 3.3 | 2.6 | 3.0 | 3.6 | 4.0 |
| 1000 less than 1500 | 1.1 | 1.3 | 1.5 | 1.8 | 1.6 | 1.9 | 2.3 | 2.7 | 2.2 | 2.5 | 3.0 | 3.6 | 2.7 | 3.1 | 3.8 | 4.5 |
| 1500 less than 2000 | 1.1 | 1.4 | 1.7 | 2.0 | 1.7 | 2.1 | 2.5 | 3.0 | 2.3 | 2.7 | 3.4 | 4.0 | 2.9 | 3.4 | 4.2 | 5.0 |
| 2000 less than 2500 | 1.2 | 1.5 | 1.8 | 2.1 | 1.8 | 2.3 | 2.7 | 3.1 | 2.4 | 2.8 | 3.5 | 4.2 | 3.0 | 3.5 | 4.4 | 5.4 |
| 2500 less than 3000 | 1.2 | 1.6 | 2.0 | 2.4 | 1.9 | 2.4 | 3.0 | 3.6 | 2.5 | 3.2 | 4.0 | 4.7 | 3.1 | 3.8 | 4.7 | 5.8 |
| 3000 less than 3500 | 1.3 | 1.7 | 2.1 | 2.5 | 2.0 | 2.5 | 3.1 | 3.7 | 2.6 | 3.4 | 4.2 | 5.0 | 3.2 | 4.0 | 5.0 | 6.2 |
| 3500 less than 4000 | 1.4 | 1.8 | 2.2 | 2.6 | 2.2 | 2.6 | 3.3 | 3.9 | 2.8 | 3.6 | 4.3 | 5.3 | 3.3 | 4.3 | 5.5 | 6.6 |
| More than 4000 | 1.5 | 1.9 | 2.3 | 2.8 | 2.5 | 2.8 | 3.5 | 4.0 | 3.0 | 3.8 | 4.5 | 5.5 | 3.5 | 4.5 | 6.0 | 7.0 |
| Land Extent Squire meters | Zone factor =1.50 - 1.74 | | | | Zone factor = 1.75-1.99 | | | | Zone factor =2.00-2.24 | | | | Zone factor =2.5-2.49 | | | |
| | Minimum Road Width | | | | Minimum Road Width | | | | Minimum Road Width | | | | Minimum Road Width | | | |
| | ** 6 meters | 9 meters | 12 meters | 15 meters and above | ** 6 meters | 9 meter s | 12 meter s | 15 meters and above | ** 6 meter s | 9 meter s | 12 meter s | 15 meters and above | ** 6 meter s | 9 meter s | 12 meter s | 15 mete rs and abov e |
| 150 less than 250 | 2.4 | 2.6 | 2.7 | 2.8 | 2.8 | 3.0 | 3.2 | 3.3 | 3.0 | 3.4 | 3.6 | 3.8 | 3.0 | 3.4 | 3.6 | 4.0 |
| 250 less than 375 | 2.6 | 3.2 | 3.6 | 4.0 | 3.0 | 3.4 | 4.3 | 4.7 | 3.2 | 3.6 | 4.5 | 4.5 | 3.5 | 3.8 | 4.5 | 5.0 |
| 375 less than 500 | 2.7 | 3.3 | 3.8 | 4.2 | 3.2 | 3.5 | 4.5 | 5.0 | 3.4 | 3.7 | 4.8 | 5.2 | 3.6 | 4.5 | 4.7 | 5.5 |
| 500 less than 750 | 2.8 | 3.4 | 4.0 | 4.5 | 3.4 | 3.6 | 4.7 | 5.5 | 3.5 | 4.0 | 5.0 | 6.0 | 3.7 | 5.0 | 5.0 | 6.0 |
| 750 less than 1000 | 3.1 | 3.6 | 4.3 | 5.0 | 3.5 | 3.8 | 5.1 | 6.0 | 3.6 | 4.5 | 5.7 | 6.5 | 3.8 | 5.1 | 6.0 | 6.5 |
| 1000 less than | 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 |

UL - Unlimited

Floor area allocated for parking facilities are not calculated for FAR.

Above Floor Area Ratio shall not be applicable for the Zones where number of floors or FAR indicated under the zoning regulations.

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

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

* FAR more or equal to 10.0 shall be permitted only for access roads having minimum 12 meters (from the center of the road). Building line, if not maximum FAR shall be limited to 9.0

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

Schedule II - Form "B" Permissible Number of Floors for 3.0m. and 4.5m. wide roads published by the Urban Development Authority under the Gazette No. 2235/54 dated 07/08/2021

| Form "B" Number of Floors for 3.0m. and 4.5m. wide roads | | | | | | |
|--|-----------------------|----------------|---------------------------|----------------------------|----------------------------|----------------------------|
| Minimum Road Width | Minimum Site Frontage | *plot Coverage | Maximum Number of Floors | | | |
| | | | Zone Factor 0.5 - 0.74 | Zone Factor 0.75 - 1.24 | Zone Factor 1.25 - 3.49 | Zone Factor 3.50 - 4.00 |
| 3.0 Meters | 6 Meters | 65% | 1 (G) | 2 (G+1) | 3 (G+2) | 3 (G+2) |
| 4.5 Meters | 6 Meters | 65% | 1 (G) | 2 (G+1) | 3 (G+2) | 4 (G+3) |

A number of floors are indicated including parking areas.
Number of units allowed for each road shall not change.
* Where not plot coverage specified under the zoning regulations

Schedule III – Form "E": . Setbacks and Open Spaces published by the Urban Development Authority under the Gazette No. 2235/54 dated 07/08/2021

| Form "E": Setbacks and Open Spaces | | | | | | | | | |
|------------------------------------|---------------------------|-----------------|-------------|------------------------------------|---------------------------------|------------------------------------|---------------------------------|--------------------|----------------------|
| Building Height (m) | Minimum site frontage (m) | *Plot Coverage | | Rear space (m) | | Side space (m) | | light Well for NLV | |
| | | Non residential | Residential | When no NLV is taking this end (m) | When NLV is taking this end (m) | When no NLV is taking this end (m) | When NLV is taking this end (m) | Minimum Width (m) | Minimum Area (Sq.m.) |
| Less than 7 | 6 | 80%** | 65% | 2.3 meters | 2.3 meters | - | 2.3 meters | 2.3 .meters | 5 .Sq.m |
| 7 less than 15 | 6 | 65% | 65% | 3.0 meters | 3.0 meters | - | 3.0 meters | 3.0 .meters | 9 .Sq.m |
| 15 less than 30 | 12 | 65% | 65% | 4.0 meters | 4.0 meters | 1.0 m. & 3.0m. | 4.0 meters | 4.0 .meters | 16 .Sq.m |
| 30 less than 50 | 20 | 65% | 65% | 4.0 meters | 5.0 meters | 3.0m. both side | 5.0 meters | 5.0 .meters | 25 .Sq.m |
| 50 less than 75 | 30 | 50%*** | 50%*** | 5.0 meters | 6.0 meters | 4.0m. both side | 6.0 meters | 6.0 .meters | 36 .Sq.m |
| 75 and more | More than 40 | 50%*** | 50%*** | 5.0 meters | 6.0 meters | 5.0m. both side | 6.0 meters | 6.0 .meters | **** |

NLV- natural light & Ventilation
Building height – height between access road level to roof top or roof level (including parking floors)
* Where no plot coverage specified under the zoning regulations.
** the entire development is for non-residential activities
*** 65% plot coverage can be allowed only for the podium level not exceeding 20% of the tower height or 12 floors whichever is less.
**** minimum area shall be increased by 1 Sq. m. for every additional 3 m. height.

74. Common Guidelines for Development Zones

This section describes the common guidelines for the planning area in addition to the permitted uses and zoning regulations introduced in each zone of the proposed zoning plan as outlined in Chapter Eight.

1. These Regulations and guidelines apply to the entire area within the administrative limits of the Wellawaya Urban area which has been declared as an Urban Development Area in the Extraordinary Gazette Notification No. 100/04 – dated 04.08.1980 and No. 1836/14 dated 13.11.2013 under Section 3(i) of the Urban Development Authority Act No. 41 of 1978.
2. In addition to the provisions of this zoning plan, the Planning and Development guidelines applicable to any development work is regulated by the Planning and Building Regulations/Orders (General) published in the Gazette Notification No. 2235/54 dated 08th July 2021 by the Urban Development Authority effective for Wellawaya Urban Area.
3. If the owner of a certain land gifts the portion of land, falling within the street line/proposed road width without compensation for the road, the entire plot will be considered for the allowable Floor Area Ratio for the proposed development. But while calculating the plot coverage percentage, the rest of the plot, excluding the portion belonging to the street line/proposed road width should be considered.
4. In cases of bank cutting for construction work on a sloped land, the recommendations of the relevant institutions should be obtained and a space of at least 1 meter should be allocated from the upper edge of the cutting plane to the border of the adjacent fence.
5. In case the boundaries shown in the zoning plan are defined by both physical boundaries and (Google Earth) geographical coordinates, in case of boundary change, the physical boundary shall be taken as the boundary of the zone.
6. The Authority has power to take final decision to grant the approval for the any uses that has not been specified in the permitted use category as per the Zoning Plan.
7. The minimum plot size should be 150 square meters while granting approval for development of land lot. (06 perches)
8. In cases where any land belongs to two or more zones, the designated zone of the land is determined as the zone which provides the main access to the respective lot. When such plot of land, is accessed by two or more roads of the same width the zone in which higher portion of

land is fallen shall be considered as the designated zone. *This regulation is not applicable for conservation zones.

9. Where the zonal boundaries lie across the first plot of an access road, the last boundary parallel to the access road of that plot shall be deemed to be the zonal boundary .
10. When the land lots in the rear side is amalgamated with the first lot and approved as a single land lot, the last boundary of that total land shall be considered as the zonal boundary.
11. Where a site or property is designated for a specific use by the Zoning Plan, the site or property shall be used only for that designated use.
12. When a place or property is not designated for a particular use, its existing use should not be an impediment to the permitted use of that area as per the zoning plan.
13. Existing uses which are not permissible within particular zone can be considered only for continuing under prevailing status. Approval for any extension of those existing uses shall not be considered and if the continuation of that use is deemed unfavorable, such misuse may be ordered to cease.
14. In cases where the development premises face more than one road having right of way with a minimum width of 6 m. or more than that and connected to main roads independently, the sum of the widths of all those roads may be considered as the access road width to calculate the permissible development on a case-by-case basis.
15. Special Development Projects and Special Development Areas located within this area shall be subject to the regulations introduced in those areas and projects.
16. The Authority has the power to declare any area containing development as a Special Project Area, Redevelopment Area, Special Housing Project Area, Central Commercial Area, Scenic Area, Conservation Area, Cultural Area, or any other area which appropriate. The regulations and rules introduced by this Authority for those areas will apply.
17. The use of land for the construction of any special building in the above-mentioned areas, restriction or prohibition may be relaxed imposed by these statutes or by enactment of other statutes or by the authority to fulfill the tasks prescribed for the area.
18. Construction of boundary walls within the Building Line may be considered for approval subject to the signing of non-compensation agreement with the Authority to which the road belongs.
19. Various religious statues, religious symbols, signs, or similar constructions are not allowed in the intersection, both sides of roads, building lines, road widening limits and reservations, and no compensation will be paid for the removal of such constructions.

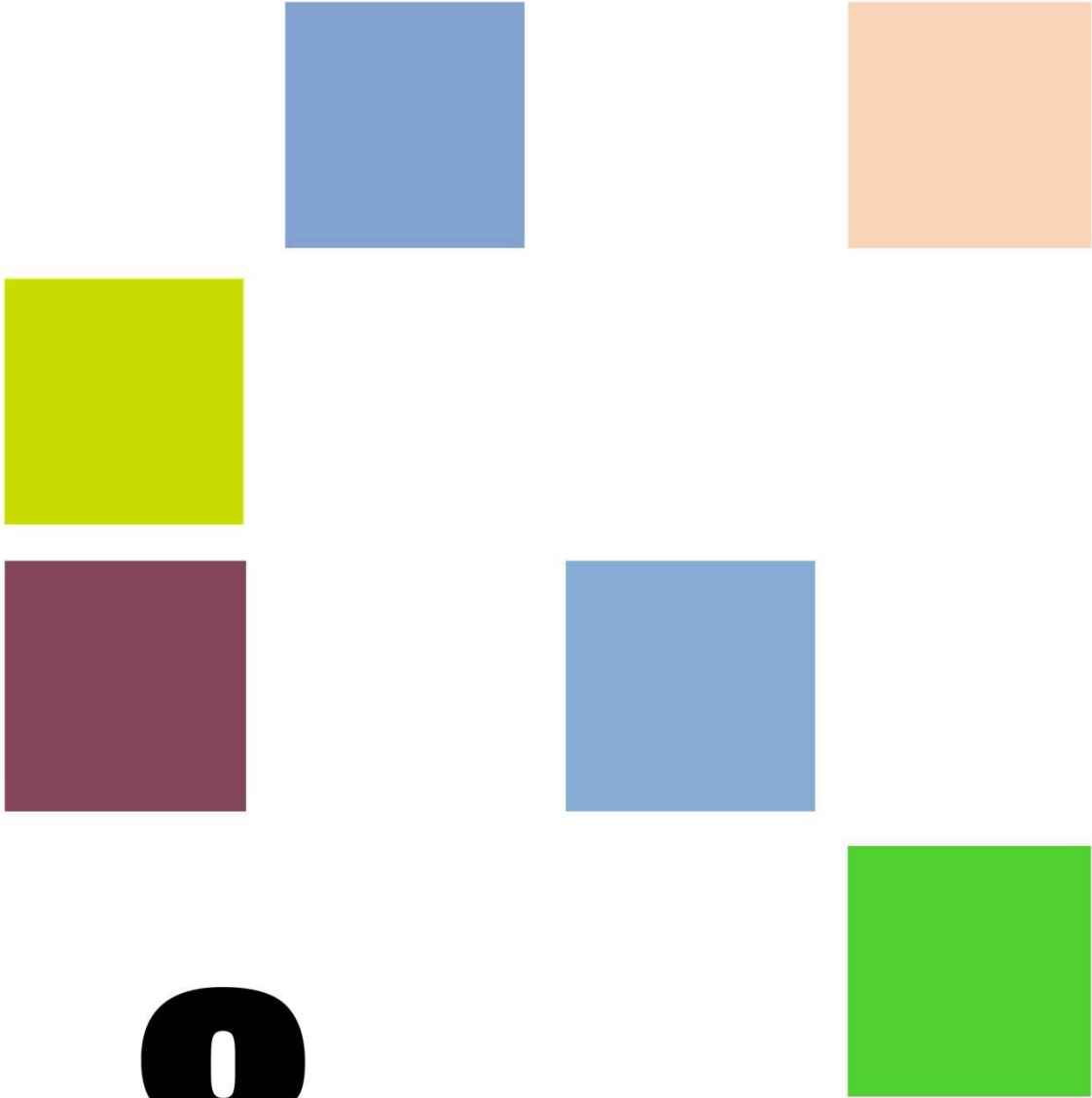
20. If any land is earmarked for a cemetery/crematorium, recommendations should be obtained from the relevant Local Authority.
21. To preserve the existing buildings and places of archaeological value in this planning area and if there is a need for modernization, a committee headed by the Urban Development Authority and representative of the relevant institutions should be formed and its recommendations should be complied with.
22. The recommendation of the Department of Archaeology should be obtained for the development of the archaeological sites identified by the Archaeology Department.
23. If the energy required for the building is provided by using solar panels, the Authority has the power to decide whether to provide either an additional floor area of 5% or a plot coverage rate in such a development.
24. The authority has the power to relax and determine building regulations for low-income settlements located within the planning area.
25. If the land is located adjacent to a water body and accesses the water body using the open space allotted in the land approval, allows the public to use the open space and allows the view of the water body an additional 10% of floor area is given to encourage the development.
26. In the case of building plans submitted in connection with reservoirs, a landscape plan should be submitted along with the building plan.
27. Buildings should be compatible with the surrounding environment constructed within the water source area. And, the color of the building, the materials used for the buildings (non-reflective materials) should be selected to suit the surrounding environment.
28. A wastewater management plan should be submitted for all water-front developments and wastewater management should be done as per recommendations given by the Central Environment Authority.
29. Buildings in sloping areas should always be designed in accordance with the existing natural slope.
30. All lowland and paddy lands, water catchments and control areas covered by the proposed wetland management plan shall comply with the planning and building regulations of the plan.
31. Low land, paddy lands, water retention and water control areas located within this region should not be built up, blocked, or developed in any way. If paddy land needs to be reclaimed and developed as a special project, the authority has the power to decide on it.

32. A reservation of 1 meter should be maintained from the boundary of existing lowlands (paddy, wetlands) in any development (if no other reservation exists)
33. Where any land or property is designated as a public outdoor area, such use shall be for public outdoor areas only.
34. When applying for the construction of a religious place or when intending to change the use of a building for religious purposes, the applicant must confirm that there is no objection from the people residing in the area within a radius of 0.5 km from the relevant place. (2/3 of the total resident population should not object). This rule also applies to various types of religious statues, other statues, crosses, and other signs erected for the purpose of regular display in a certain place.
35. At least 50% of the allocated parking facilities should be reserved for public parking facilities before obtaining certificate of conformity in buildings frequented by the public such as government offices, government hospitals etc.
36. Development activities in all proposed zones shall be in compliance with Acts, Gazette Notifications and Circulars issued by other Government bodies.
37. If access is obtained through a stairway for any development work, the minimum width of the stair way should be 01 meter and a road reservation should be physically separated from the center of the staircase at 1.5 meters on both sides.
38. After considering the nature of the development, the need and geographical factors, the Urban Development Authority may consider granting permission for development in an area with roads and stair way less than 3 meters. In such cases, the developer shall provide parking facilities at a suitable location as per the parking requirement.
39. If it is not possible to provide vehicle parking space within the development land itself, the land within a radius of 500 meters from the particular site may be used for the purpose subject to preliminary planning clearance.
40. In case of access by stair ways, the developer shall submit a special proposal for fire protection and obtain certification from the Fire Department of the local authority or an authorized body.
41. The preliminary planning clearance before developing government lands obtained on a long-term lease basis should be obtained from the Urban Development Authority.

42. The preliminary planning clearance should be obtained from the Urban Development Authority For any development activity in all sacred areas, world heritage areas, special tourism development areas, archaeological conservation areas.
43. The preliminary planning clearance should be obtained from the Urban Development Authority before carrying out any development activities on land or reservation areas owned by all government and semi-government institutions departments or corporations.
44. The preliminary planning clearance should be obtained from the Urban Development Authority Before carrying out any development activities within the Special Economic Zones, Industrial Zones, Special Project Zones.
45. The preliminary planning clearance should be obtained from the Urban Development Authority before leasing/allocating/assigning/subdividing the land for any development purpose owned by the Government, lands under the Sacred area Act.
46. It is mandatory to obtain preliminary planning clearance from the Urban Development Authority for any development activity or development project that may affect the land use pattern of the city.
47. A minimum distance of 3 meters from the boundary shall be maintained in the construction of all pits and septic tanks within the development premises.
48. The preliminary planning clearance should be obtained from the Urban Development Authority prior to carrying out the mining activities for all mining activities related to minerals (gems, river sand, gravel soil, quartz, felsfa, black stone, heaps, gravel, thiruvana, graphite, clay work, all things of mineral value).
49. All excavation works should be carried out as per the recommendations of the concerned agencies including the Geological Survey and Mines Bureau, and after the completion of the work, the excavated places should be restored, or appropriate measures should be taken as per the recommendation of the said agency.
50. Prior to displaying or erecting permanent name boards or billboards, a preliminary planning clearance should be obtained from the Urban Development Authority.
51. During the construction of buildings for schools and children's homes, 50% of the land should be kept as open space.

52. Except in the case of a boundary wall erected by mutual consent of the owners of the lands on which a boundary wall is situated, the foundations of any building shall not extend beyond the boundary lines of the land on which such buildings are erected.
53. After obtaining the approval for the building plan, priority shall be given to the construction of pits, septic tank. If the land adjacent to a proposed building, pressure on any part of that building or causes an undue load to be applied thereon, the building or buildings or part of the building shall be constructed as to be capable of bearing or transmitting such pressure or load without undue risk, without exceeding the allowable bearing capacity.
54. Before commencing anything such as Foundation work or related earthworks such as piling, earth compaction and earth excavation which may impose a load on the subject property or cause movement of the ground or may in any way adversely affect the stability of any part of the adjoining property, the plans and designs prescribed under these guidelines shall be carefully considered by the qualified person at the time of preparation and it shall always be the responsibility of the qualified person and the owner to prevent possible damage..
55. The entire work, including excavation of foundation and temporary retaining works, shall be separated from an adjoining road or property by a suitable fence or enclosure in such manner as may be prescribed by the Authority.
56. If there is any damage to any building or property on the land or adjacent to it due to ground preparation/ construction activities carried out prior to obtaining a development permit or contrary to the conditions of the development permit, the developer shall be responsible for all damages.
57. Architecture/planning guidelines may be imposed to preserve the identity of areas identified by the Authority.
58. If a regulation is relaxed or removed for any reason while granting development approval and the said regulation can be calculated numerically, the calculated numerical value shall be assessed and an amount not exceeding 30% of that value shall be charged to the Authority.
59. The internal and external finishing should be completed of the buildings in all these zones while issuing certificate of conformity.

60. In the event of a problem arising in relation to any statutory planning, development or building regulation or in relation to its interpretation or practical application, the Main Planning Committee of the Urban Development Authority shall have the final decision in the matter.



8

Chapter
Zonning Guidelines

Chapter Eight

Zoning Regulations

8.1. Introduction

The Wellawaya Planning Area has been divided into seven zones according to the density and special characteristics as mentioned in the above chapter 07 In order to achieve the vision of "Uva Wellassa Agricultural Production Hub" by the year 2033. Accordingly, regulations specific to each zone have been prepared in order to achieve the desired end vision through the separation of zones.

8.2 Medium Density Mixed Development Zone

8.2.1. Rules and Guidelines

Table No. 8.1. Rules and Guidelines for Middle Dense Mixed Development Zone

| Description | Specifications |
|---|---|
| Definition of zones | At present, the area surrounding the Wellawaya town, which is the main commercial center of the area, has reached its peak of development. Further expansion of the city is the aim of this zone and priority is given to vertical and horizontal mixed developments of medium density. Mainly commercial, institutional, health and public facilities are expected to be promoted in this region. This zone will be converted into a medium density zone that will provide necessary facilities to the resident population who migrate to the area daily for various services as well as the people passing through the area, and it is expected to be in harmony with the green concept for environmental conservation and all buildings. |
| Zoning Boundaries | Annexure I |
| Zone Code | MD2 |
| Development Zone | Medium Density Mixed Development Zone |
| Zone Factor | 1.74 |
| Permissible Maximum Floor Area Ratio/ Number of floors | As per the form "A" in Schedule I & "B" in Schedule II |
| Permissible Maximum Plot Coverage | <ul style="list-style-type: none"> i. Residential – 65% ii. Non residential – 80% |
| Setbacks & Maximum height | As per the form "E" in Schedule III |
| Minimum land extent for subdivision | 150 Sq.m. (6 Perches) |
| Permissible uses | As per the form "F" in Schedule IV & "G" in Schedule V |

| | |
|---|---|
| <p>Common zoning regulations</p> | <ul style="list-style-type: none"> • Green concept should be followed for all buildings in this zone. • The remaining land (35%) should be maintained as green cover in addition to the approved plot coverage from residential uses of the proposed land. • A landscape plan for all buildings above 400 square meters should be submitted with the building plan. • a preliminary planning approval should be obtained from the Urban Development Authority for all the development activities carried out in this zone, • The ground floor and the first floor of the buildings facing the main roads in this zone should not be used for residential purposes except in cases where permission has been obtained from the Urban Development Authority. • The approved use or existing uses of any building shall not be changed without the permission of the Urban Development Authority. • The road reservation on both sides of the main roads should be used for landscaping. (for sidewalks, boulevards) • Installation of permanent name boards or advertisements boards shall be perpendicular to the street or not obstruct the exterior appearance of the building. When installing permanent name boards or advertisement boards, they should be installed at a height of 3.5 meters perpendicular to the ground and the maximum height of the advertisement board should be 1.5 meters. It is prohibited to install advertisements or name boards on boundary walls and public places in such a way as to cause vehicular accidents that cause traffic congestion or obstruct the natural view. • Necessary guidelines, strategic plans are developed to encourage new technical infrastructure facilities, and planning and building regulations are relaxed at the authority's discretion to encourage these commercial uses. |
|---|---|

Source : UVA Provincial office, Urban Development Authority, 2022.

8.3. Low Density Mixed Development Zone

8.3.1. Rules and Guidelines

Table No. 8.2. Rules and Guidelines for Low Dense Mixed Development Zone

| Description | Specifications |
|---|---|
| Definition of zones | At present, the the Wellawaya town, which functioning as the main commercial center of the area, and further priority has been given to low-density commercial developments in the suburbs of Ataliwewa, Hadapanagala and Kudu Oya. This zone will be converted into a low density development zone that will provide necessary facilities to the people who visit to the area for commercial and service purposes, and residential population and it is expected to be harmonious with environmental conservation. Located on the proposed Mattala - Batticaloa priority expressway, the proposed railway line and the Strategic Tourism Route, this area is expected to be a low-density mixed development. |
| Zoning Boundaries | Annexure I |
| Zone Code | MD3 |
| Development Zone | Low Dense Mixed Development Zone |
| Zone Factor | 1.45 |
| Permissible Maximum Floor Area Ratio/ Number of floors | As per the form “A” in Schedule I & “B” in Schedule II |
| Permissible Maximum Plot Coverage | <ul style="list-style-type: none"> i. Residential – 65% ii. Nonresidential – 80% |
| Setbacks & Maximum height | As per the form “E” in Schedule III |
| Minimum land extent for subdivision | 150 Sq.m. (6 Perches) |
| Permissible uses | As per the form “F” in Schedule IV & “G” in Schedule V |

| | |
|---|--|
| | |
| <p>Common zoning regulations</p> | <ul style="list-style-type: none"> • Green concept should be followed for all buildings in this zone. • The remaining land (35%) should be maintained as green cover in addition to the approved plot coverage from residential uses of the proposed land. • A landscape plan for all buildings above 400 square meters should be submitted with the building plan. • The approved use or existing uses of any building shall not be changed without the permission of the Urban Development Authority. • Installation of permanent name boards or advertisements boards shall be perpendicular to the street or not obstruct the exterior appearance of the building. When installing permanent name boards or advertisement boards, they should be installed at a height of 3.5 meters perpendicular to the ground and the maximum height of the advertisement board should be 1.5 meters. It is prohibited to install advertisements or name boards on boundary walls and public places in such a way as to cause vehicular accidents that cause traffic congestion or obstruct the natural view. • Necessary guidelines, strategic plans are developed to encourage new technical infrastructure facilities, and planning and building regulations are relaxed at the authority's discretion to encourage these commercial uses. |

Source : UVA Provincial office, Urban Development Authority, 2022.

8.4. Medium Density Residential Zone

8.4.2. Rules and Guidelines

Table No. 8.3. Rules and Guidelines for Middle Dense residential Zone

| Description | Specifications |
|---|--|
| Definition of zones | Expected residential population in the future (Regarding the National Physical Plan, a population concentration of 100,000-200,000 is planned by the year 2050) and the provision of temporary accommodation and residential needs are expected from this zone. |
| Zoning Boundaries | Annexure I |
| Zone Code | R2 |
| Development Zone | Middle Dense Residential Zone |
| Zone Factor | 1.20 |
| Permissible Maximum Floor Area Ratio/ Number of floors | As per the form “A” in Schedule I & “B” in Schedule II |
| Permissible Maximum Plot Coverage | <ul style="list-style-type: none"> i. Residential – 65% ii. Non - residential – 70% |
| Setbacks & Maximum height | As per the form “E” in Schedule III |
| Minimum land extent for subdivision | 150 Sq.m. (6 Perches) |
| Permissible uses | As per the form “F” in Schedule IV & “G” in Schedule V |
| Common zoning regulations | <ul style="list-style-type: none"> • Green concept should be followed for all buildings in this zone. • The remaining land (residential- 35%, Non-residential – 30%) should be maintained as green cover in addition to the approved plot coverage from residential and non-residential uses of the proposed land. • A landscape plan for all buildings above 400 square meters should be submitted with the building plan. • No more than 200 square meters are allowed for residential use and home stay in this zone. |

8.5. Industrial Promotion Zone

8.5.2. Rules and Guidelines for the Industrial Promotion Zone

Table No. 8.4. Rules and Guidelines for the Industrial Promotion Zone

| Description | Specifications |
|---|--|
| Definition of zones | The establishment of this zone will provide facilities for the expansion of industries and warehouses, and it is expected to provide necessary facilities for transportation through Mattala Interchange on the nearby Southern Expressway and Hambantota Port and Mattala International Airport. The zone is expected to encourage agriculture-based manufacturing and service industries. This will contribute to prevent irregular spread of industries and warehouses throughout the area. |
| Zoning Boundaries | Annexure I |
| Zone Code | In |
| Development Zone | Industrial Promotion Zone |
| Zone Factor | 0.95 |
| Permissible Maximum Floor Area Ratio/ Number of floors | As per the form "A" in Schedule I & "B" in Schedule II |
| Permissible Maximum Plot Coverage | 60% |
| Setbacks & Maximum height | As per the form "E" in Schedule III |
| Minimum land extent for subdivision | 1000 Sq.m. (40 Perches) |
| Permissible uses | As per the form "F" in Schedule IV & "G" in Schedule V |

| | |
|---|---|
| <p>Common zoning regulations</p> | <ul style="list-style-type: none"> • The priority is given for the agriculture-based manufacturing and service industries. • Construction of hostels should be encouraged only if they provide residential facilities related to industrial uses. • Existing parking regulations of the Urban Development Authority for the light vehicles (cars/motorcycles) of industrial uses (warehouses/warehouses) will remain the same. • Green concept should be followed for all buildings in this zone. • Minimum access road width for industrial uses shall be 30 feet (9 m). • A buffer zone of 03 meters should be maintained around all industries and warehouses to be built in this area. • The development work should be done protecting the existing vegetation and green cover in this zone. • A wastewater management plan should be submitted for all industrial constructions and waste water management should be done according to the regulations of the Central Environment Authority. • If any industrial construction is bordered by a water source or a wetland, no boundary wall should be constructed for that boundary and only a fence is allowed to be constructed as appropriate to the environment. • Wastewater management plan should be submitted to this authority for all the industries that will be built in this zone. • The solid waste management plan for all industries within this zone should be submitted to this Authority. • Green cover plan for all the industries to be built in this zone should be submitted to this authority. • Eco-friendly large-scale, medium-scale and small-scale agricultural and other manufacturing and service industries are desirable in this zone. • Preliminary planning Clearance should be obtained for all development activities in this zone by the Urban Development Authority. • The building plan for all the industries to be built within this zone should be submitted to this Authority for approval. |
|---|---|

| | |
|--|--|
| | <ul style="list-style-type: none"> • Suitable uses for each industry include warehouse complexes, restaurants, showrooms, employee training centers, research and development centers, medical treatment centers, quarters, dormitories, employee housing, parking lots, parks and green belts, playgrounds, and recycling centers. |
|--|--|

Source : UVA Provincial office, Urban Development Authority, 2022.

8.6. Agriculture Promotion Zone (I,II and III)

8.6.1. Rules and Guidelines

Table No. 8.5. Rules and Guideline for the Agriculture Promotion Zone

| Description | Specifications |
|---|--|
| Definition of zone | Mainly commercial agriculture is expected to be promoted and environmentally friendly industries are also expected to be promoted within this zone. As the economy of Wellawaya city is based on agriculture and there is a large area of agricultural land, it is expected to boost the local economy. The aim of this zone is to achieve the Uma Oya water scheme and the proposals of the National Physical Plan. All development incentives in the zone are aimed at being environmentally friendly. |
| Zoning Boundaries | Annexure I |
| Zone Code | A1 |
| Development Zone | Agricultural Promotion Zone |
| Zone Factor | 0.70 |
| Permissible Maximum Floor Area Ratio/ Number of floors | As per the form "A" in Schedule I & "B" in Schedule II |
| Permissible Maximum Plot Coverage | <ul style="list-style-type: none"> i. Residential – 65% ii. Non - residential – 70% |
| Setbacks & Maximum | As per the form "E" in Schedule III |

| | |
|--|--|
| height | |
| Minimum land extent for subdivision | 500 Sq.m. (20 Perches) |
| Permissible uses | As per the form “F” in Schedule IV & “G” in Schedule V |
| Common zoning regulations | <ul style="list-style-type: none"> • Paddy lands or water bodies in this zone should not be built up, blocked, or developed in any way. • Constructions are allowed for only high land. • The building should be constructed with a roof of this zone. • The minimum width of the road should be 09 meters for the industries. |

Source : UVA Provincial office, Urban Development Authority, 2022.

8.7. Tourism Promotion Zone

8.7.1. Rules and Guidelines

Table No. 8.6. Rules and Guidelines for the Tourism Promotion Zone

| Description | Specifications |
|---|--|
| Definition of zones | The aim of this region is to protect the existing natural ecosystem and promote the eco and adventure tourism industry. It is also expected to provide low density residential facilities related to the tourism industry. |
| Zoning Boundaries | Annexure I |
| Zone Code | T 2 |
| Development Zone | Tourism Promotion Zone |
| Zone Factor | 0.50 |
| Permissible Maximum Floor Area Ratio/ Number of floors | As per the form “A” in Schedule I & “B” in Schedule II |
| Permissible Maximum Plot Coverage | i. Residential - 65% |

| | |
|--|---|
| | ii. Nonresidential – 70% |
| Setbacks & Maximum height | As per the form “E” in Schedule III |
| Minimum land extent for subdivision | 200 Sq.m. (08 Perches) |
| Permissible uses | As per the form “F” in Schedule IV & “G” in Schedule V |
| Common zoning regulations | <ul style="list-style-type: none"> • Embankments and boundary walls can be constructed subject to the approval of the relevant institutions for areas prone to landslides or natural disasters. • Development of infrastructure facilities are allowed. • Construction of river protection embankments are permitted. • Developments such as elephant fences, trenches and drains are permitted for the management of wild elephants. • Maintain and proceed the existing licensed sand wharves and mineral mining sites are allowed. • The recommendation of the relevant institutions should be obtained before the development. (Irrigation Department, Central Environment Authority, Forest Conservation Department, Wildlife Department, National Building Research Organization, Local Government, Department of Agricultural Development, Department of Archaeology etc.). • Constructions are allowed only for the high land. • The building of this zone should be constructed with a roof. • The abandoned paddy lands are allowed for other cultivation purposes with the recommendation of the Department of Agricultural Development. • Recommendations are given for the granting of permission for mineral mining by considering the suitability of the site. • A preliminary planning clearance for all development activities in this zone should be obtained from the Urban Development Authority. • The raw materials should be used for the construction of buildings in this zone, compatible with the natural environment. |

Source : UVA Provincial office, Urban Development Authority, 2022.

8.8. Conservation Zone (I and II)

8.8.1. Rules and Guidelines

Table No. 8.7. Rules and Guidelines for the Conservation Zone

| Description | Specifications |
|---|--|
| Definition of zones | The aim of this zone is to protect the existing natural ecosystem and promote the eco-tourism industry. It is expected to increase the green cover to control the high temperature in the area within this zone. |
| Zoning Boundaries | Annexure I |
| Zone Code | Cn 1 |
| Development Zone | Conservation Zone |
| Zone Factor | 0 |
| Permissible Maximum Floor Area Ratio/ Number of floors | - |
| Permissible Maximum Plot Coverage | - |
| Setbacks & Maximum height | - |
| Minimum land extent for subdivision | - |
| Permissible uses | - |
| Common zoning regulations | <ul style="list-style-type: none"> • New constructions are not permitted. • Renovation of existing buildings are permitted in the same manner. • Outdoor leisure and recreational activities are permitted. (Walking lanes/ linear parks/ boat jetties/ ferry shelters/ safe bathing jetties/ mobile food stalls). • Maintain and proceed the existing licensed sand wharves and mineral |

| | |
|--|--|
| | <p>mining sites are allowed.</p> <ul style="list-style-type: none"> • Construction of river protection embankments are permitted. • Constructions related to water transportation activities are permitted. • Construction of boundary walls is not permitted and only fencing is permitted to suit the environment. (Retaining walls and boundary walls can be constructed subject to the approval of the relevant institutions for areas prone to landslides or natural disasters.) • Development of infrastructure facilities are permitted. • Developments such as elephant fences, trenches and drains are permitted for the management of wild elephants. • The recommendation of the relevant institutions should be obtained before the development. (Irrigation Department, Central Environment Authority, Forest Conservation Department, Wildlife Department, National Building Research Organization, Divisional Secretariat.) |
|--|--|

Source : UVA Provincial office, Urban Development Authority, 2022.

Shedule IV – Form "F " : Permitted Uses for Developments

Table No. 8.8. Permitted uses for development zones

| Serial No. | use | Middle Dense Mixed Development Zone | low Dense Mixed Development Zone | Agriculture Promotion Zone | Tourism Promotion Zone | Industrial Promotion Zone | Middle Dense Residential Zone | Conservation Zone |
|------------|--------------------|--|----------------------------------|----------------------------|------------------------|---------------------------|-------------------------------|-------------------|
| 01 | residential | Residential | √ | √ | √ | √ | √ | |
| 02 | | Condominium housing complexes | √ | √ | √ | √ | √ | |
| 03 | | Hostels | √ | √ | √ | √ | √ | √ |
| 04 | | Housing complexes/ Apartments | √ | √ | √ | √ | | √ |
| 05 | | residential with tourism facilities | √ | √ | √ | √ | | √ |
| 06 | Commercial | Retail shops | √ | √ | √ | √ | √ | |
| 07 | | Wholesale market | √ | √ | √ | √ | √ | |
| 08 | | Communication Centers | √ | √ | √ | √ | √ | √ |
| 09 | | Shopping Complex (including all facilities) | √ | √ | √ | √ | | √ |
| 10 | | Shopping Complex (Cinema hall, Restaurant and without other special activities) | √ | √ | √ | √ | | √ |
| 11 | | Super Market | √ | √ | √ | √ | | √ |
| 12 | | Public market | √ | √ | √ | √ | | √ |

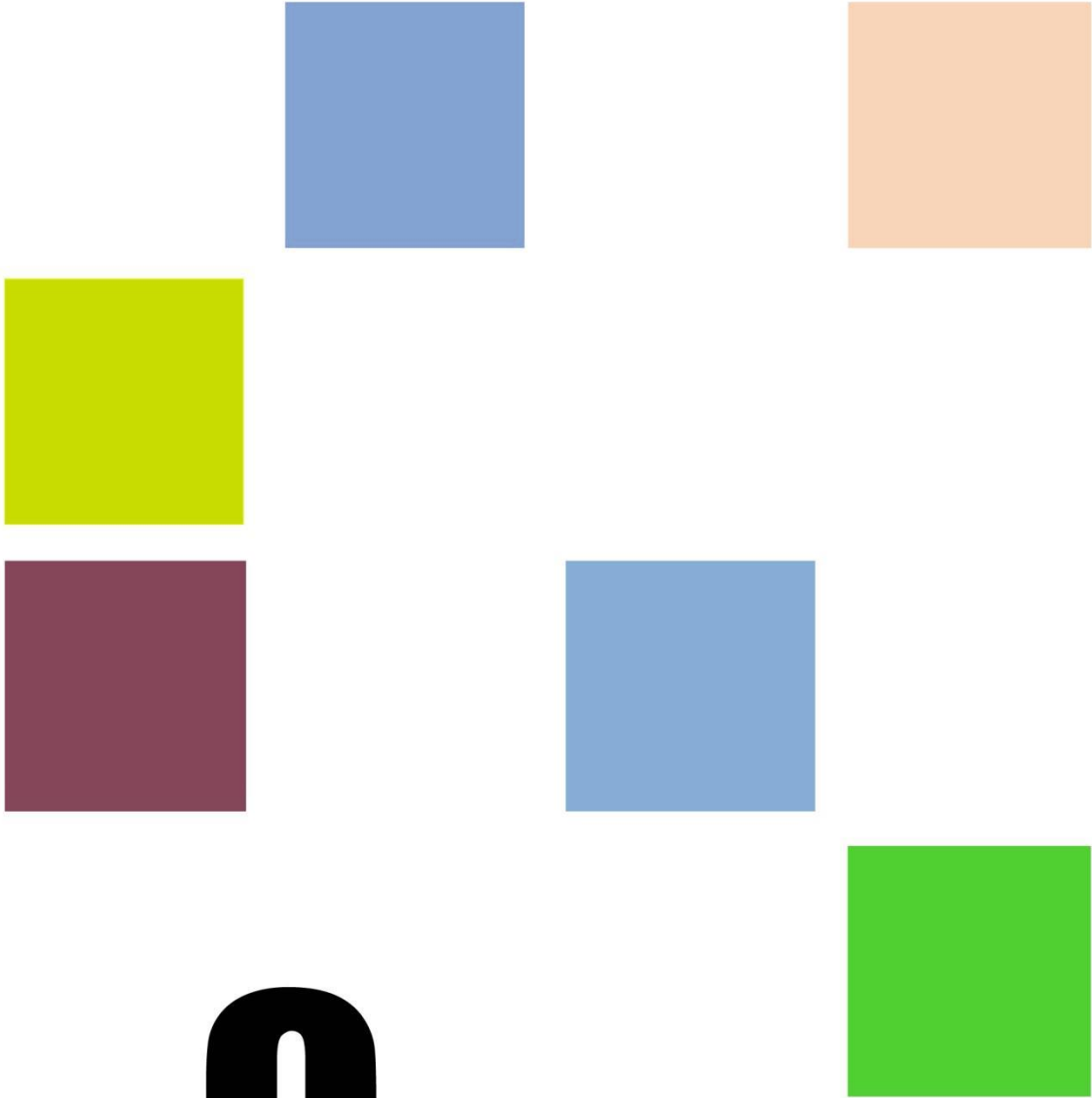
| | | | | | | | | |
|----|---|---|---|---|---|---|---|--|
| 13 | Meat/ Fish Market | √ | √ | √ | √ | | √ | |
| 14 | Department Stores | √ | √ | √ | √ | √ | √ | |
| 15 | Showrooms for cottage industries | √ | √ | √ | √ | √ | √ | |
| 16 | Processed meat shops | √ | √ | √ | √ | | √ | |
| 17 | Hardware/ Building Material Sales centers (High scale) (sand, metal, cement, iron, pipe etc.) | √ | √ | √ | √ | √ | √ | |
| 18 | Hardware/ Building Material Sales centers (low scale) without heavy building materials | √ | √ | √ | √ | √ | √ | |
| 19 | Cinema hall, Theater | √ | √ | √ | √ | | √ | |
| 20 | indoor public gathering places (Auditorium and related uses) | √ | √ | √ | √ | | √ | |
| 21 | Liquor shops | √ | √ | √ | √ | | √ | |
| 22 | Stores | √ | √ | √ | √ | √ | √ | |
| 23 | Bekery and food outlet | √ | √ | √ | √ | | √ | |
| 24 | SPA and therapy centers | √ | √ | √ | √ | | √ | |
| 25 | Salons / Beauty | √ | √ | √ | √ | | √ | |

| | | | | | | | | | |
|----|----------------|--|---|---|---|---|---|---|---|
| | | Centers | | | | | | | |
| 26 | | Body Wellness Centers/ Gym | √ | √ | √ | √ | √ | √ | √ |
| 27 | | Fuel stations | √ | √ | √ | √ | √ | √ | |
| 28 | | Gas and electric vehicle charging stations | √ | √ | √ | √ | √ | √ | |
| 29 | | Funeral Parlous | √ | √ | √ | √ | | √ | |
| 30 | | Plant nursery | | √ | √ | √ | | √ | √ |
| 31 | | ATMs | √ | √ | √ | √ | √ | √ | |
| 32 | | Furniture showrooms and outlets | √ | √ | √ | √ | √ | √ | |
| 33 | | Auto mobile Repair Centers (vehicle) | √ | √ | √ | √ | √ | √ | |
| 34 | | Auto cleaning centers (vehicle) | √ | √ | √ | √ | √ | √ | |
| 35 | Tourism | Restaurants, cafes, cocktail lounges | √ | √ | √ | √ | | √ | |
| 36 | | guest houses | √ | √ | √ | √ | | √ | |
| 37 | | Travel agencies / car rental places | √ | √ | √ | √ | | √ | |
| 38 | | Tourist Information Centers | √ | √ | √ | √ | | √ | |
| 39 | | Resorts | √ | √ | √ | √ | | √ | |
| 40 | | Festival halls | √ | √ | √ | √ | | √ | |
| 41 | | City hotels | √ | √ | √ | √ | | √ | |
| 42 | | Lodges | √ | √ | √ | √ | | √ | |

| | | | | | | | | | |
|----|------------------|--|---|---|---|---|--|---|---|
| 43 | | Leisure and recreational activities | √ | √ | √ | √ | | √ | |
| 44 | | Children's parks | √ | √ | √ | √ | | √ | √ |
| 45 | | Urban parks | √ | √ | √ | √ | | √ | √ |
| 46 | | Theme parks | √ | √ | √ | √ | | √ | √ |
| 47 | | Public Park | √ | √ | √ | √ | | √ | √ |
| 48 | | Flower gardens | √ | √ | √ | √ | | √ | √ |
| 49 | Health | Government hospitals | √ | √ | √ | √ | | √ | |
| 50 | | Private hospitals | √ | √ | √ | √ | | √ | |
| 51 | | Medical consultation centers including outpatient and other services | √ | √ | √ | √ | | √ | |
| 52 | | Medical centers, maternity clinics | √ | √ | √ | √ | | √ | |
| 53 | | Medical laboratories | √ | √ | √ | √ | | √ | |
| 54 | | Pharmacy | √ | √ | √ | √ | | √ | |
| 55 | | Ayurvedic Medical Centers | √ | √ | √ | √ | | √ | |
| 56 | | Animal clinics | √ | √ | √ | √ | | √ | |
| 57 | Education | Government schools | √ | √ | √ | √ | | √ | |
| 58 | | Private schools | √ | √ | √ | √ | | √ | |
| 59 | | Vocational Training Centers | √ | √ | √ | √ | | √ | |
| 60 | | Preschools, day care centers | √ | √ | √ | √ | | √ | |
| 61 | | Tertiary Education Centres | √ | √ | √ | √ | | √ | |

| | | | | | | | | | |
|----|--------------------------|---|---|---|---|---|---|---|--|
| 62 | | Private tuition class | √ | √ | √ | √ | | √ | |
| 63 | | Libraries | √ | √ | √ | √ | | √ | |
| 64 | Institution | Government offices | √ | √ | √ | √ | | √ | |
| 65 | | Professional and consulting Offices | √ | √ | √ | √ | | √ | |
| 66 | | Banks and Financial Institutions | √ | √ | √ | √ | √ | √ | |
| 67 | | Industries (only those industries permitted by the Central Environment Authority in the residential zone) | | | | | √ | √ | |
| 68 | | Micro Industries (below 50 sq.m.) | √ | √ | √ | √ | √ | √ | |
| 69 | | Small scale industries (50-250 square meters) | √ | √ | √ | √ | √ | √ | |
| 70 | | Manufacturing centers of building materials | | √ | √ | √ | √ | √ | |
| 71 | | Sports complexes | √ | √ | √ | √ | | √ | |
| 72 | | Open theaters | √ | √ | √ | √ | | √ | |
| 73 | | Community Halls / Cultural Centers | √ | √ | √ | √ | | √ | |
| 74 | Social activities | Libraries | √ | √ | √ | √ | | √ | |
| 75 | | Day care centers | √ | √ | √ | √ | | √ | |
| 76 | | Elder's homes | | √ | √ | √ | | √ | |
| 77 | | Museum | √ | √ | √ | √ | | √ | |
| 78 | | cemeteries | | √ | √ | √ | | √ | |

The minimum land extent for the permitted uses identified for each zone in the proposed zoning plan are mentioned in Form "G" in Schedule VI of Annexure 02.



9 Chapter

Proposed Road Width,
Building Lines & Reservations

Chapter Nine

Proposed road width,ervationsBuilding line and Res

9.1. Proposed Road Width

Building lines and street lines are maintained on the roads of the Wellawaya area belonging to the Road Development Authority, Provincial Road Development Authority, and the Local Authority. The proposed road widths are given separately as per the below Table No. 9.1.

Table No. 9.1 Proposed Road width

| Proposed road Heirachy | | Proposed Width (m.) |
|------------------------|---------|---------------------|
| 1st class road | | 30 |
| 2nd class road | A Grade | 26 |
| | B Grade | 22 |
| 3rd class road | A Grade | 14 |
| | B Grade | 13 |
| 4th class road | | Minimum 6 m. |

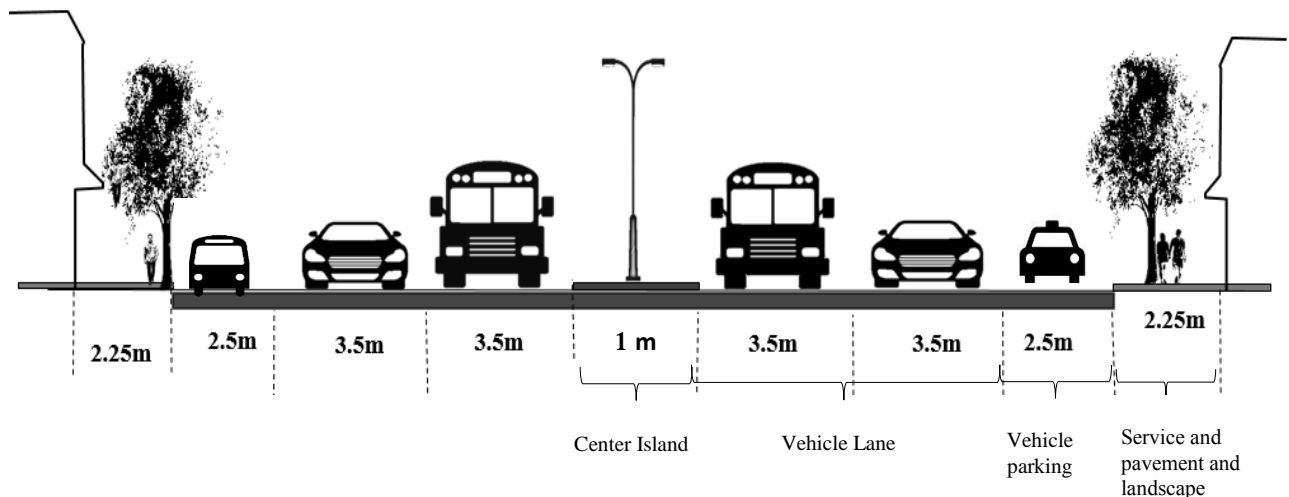
Source : Road Development Authority, 2023

Table No.9.2 Proposed road width 1st class “A” grade roads

| Road Heirachy | | Road | Existing road width (m) | Proosed road width (m) | Distance(km) |
|---------------|---------|---|-------------------------|-------------------------------------|--------------|
| 2nd Class | A Grade | Wellawaya - Thanamalvila road (from Yalabowa to Wellawaya town, 2.5 km) | 7 m | 22 m. (4 lanes / with service road) | 2.5 Km. |
| | | Ella-Wellawaya road (Randenia to Wellawaya town, 2.5 km) | 7 m | | 2.5 Km. |
| | | Wellawaya - Buttala road (from Warungama to Wellawaya town) | 7 m | | 3 Km. |
| | | Wellawaya-Koslanda Road (from Icepilla to Wellawaya town. | 6 m | | 2 Km. |

Source : Road Development Authority, 2023

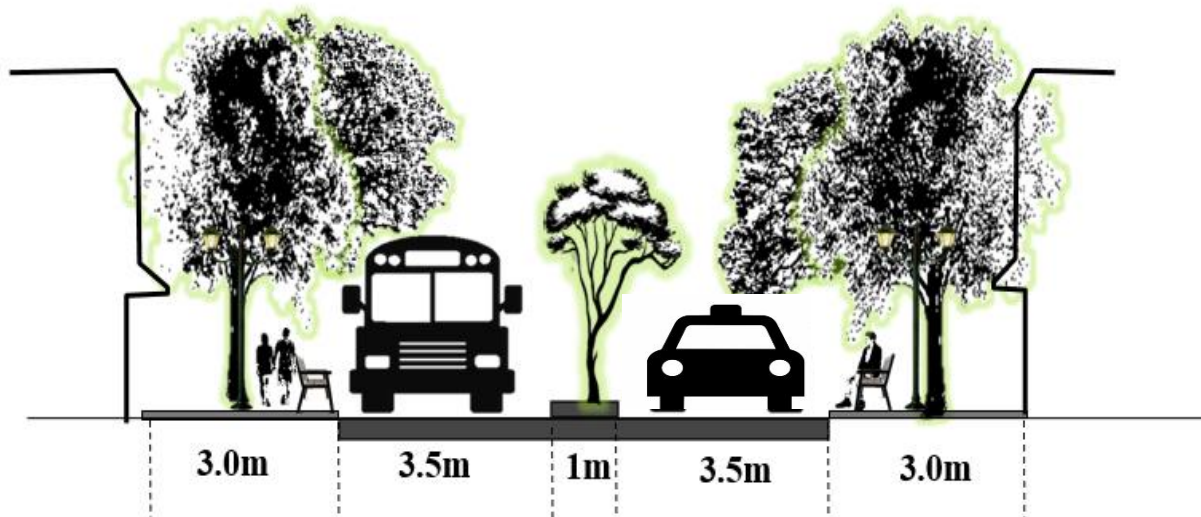
Picture No. 9.1 Proposed cross-section for 2nd Class “A” grade roads



Source: Road Development Authority, 2023

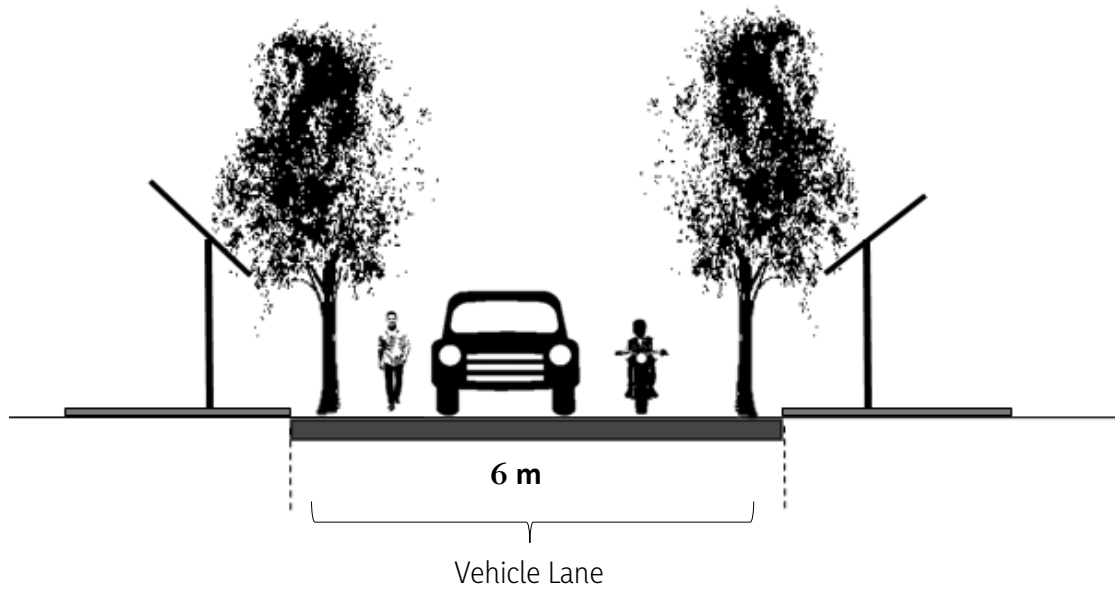
Table No.9.3 Proposed Road width 3rd class “B” grade road

| Road Heirachy | | Road | Existing road width (m) | Proosed road width (m) |
|----------------------------|---------|----------------------------------|-------------------------|---|
| 3 rd Class Road | A Grade | Yalabowa - Malwattawala Road | 6 | 14 m. (2 lanes / with service road) Vehicle Lanes - 7 m. Pavements, landscaping and drains - 7 m. |
| | | Buduruvagala Road | 6 | |
| | | Balaharuwa Road | 6 | |
| | | Hadapanagala road | 6 | |
| | | Wevel Kandura - Kosgahawela Road | 4 | |
| | | Manelgama Road | 6 | |
| | | new Road | 6 | |
| | | Aluthwela Road | 6 | |

Picture No. 9.2 Proposed cross-section for 3rd Class “A” grade roads

The minimum width of all Local Authority roads should be 06 meters except the proposed 2nd class “A” grade roads and 3rd class “A” grade roads.

Picture No. 9.3 Proposed cross-section for other roads



Source : Road Development Authority, 2023

9.2 Proposed Road Width and building lines.

Table No. 9.4 Proposed Road Width and building lines.

| No. | Road Name | Existing road width (m) | Proposed road width (m) | Building line from the center of the road (meters) |
|-----|----------------------------------|-------------------------|-------------------------|--|
| 01 | Colombo - Batticaloa route | 7 | 15 | 15 |
| 02 | Wellawaya - Thanamalvila road | 7 | 15 | 15 |
| 03 | Ella - Wellawaya road | 7 | 15 | 15 |
| 04 | Kumaradasa Mawatha i | 6 | 9 | 15 |
| 05 | Kumaradasa Mawatha ii | 6 | 9 | 15 |
| 06 | New road | 6 | 9 | 15 |
| 07 | Yalabowa - Malwattawala road | 6 | 9 | 15 |
| 08 | Balaharuwa Road | 6 | 9 | 15 |
| 09 | Hadapanagala road | 6 | 9 | 15 |
| 10 | new road | 6 | 9 | 15 |
| 11 | Buduruvagala road | 6 | 9 | 10 |
| 12 | Old Ella Road | 6 | 9 | 10 |
| 13 | Wevel Kandura - Kosgahawela road | 6 | 9 | 9 |
| 14 | Manelgama road | 6 | 9 | 9 |
| 15 | Aluthwela road | 6 | 9 | 9 |
| 16 | Siyambalgunaya road | 4 | 6 | 6 |
| 17 | Siyambalgunaya kiwula road | 4 | 6 | 6 |
| 18 | Tanakumbukyaya road | 4 | 6 | 6 |

| | | | | |
|----|-----------------------------|-----|---|---|
| 19 | Kiriayagolla Road | 3.6 | 6 | 6 |
| 20 | Kanduressa road | 3.0 | 6 | 6 |
| 21 | Thebolketiya Road | 3.0 | 6 | 6 |
| 22 | Maduruwagama road | 4.0 | 6 | 6 |
| 23 | Siyambalgunaya kiwula road | 3.6 | 6 | 6 |
| 24 | Ulahitithenna road | 4.0 | 6 | 6 |
| 25 | Ilukthenna Road | 3.6 | 6 | 6 |
| 26 | Edurayaya road | 3.6 | 6 | 6 |
| 27 | Bamaragasdowa road | 3.6 | 6 | 6 |
| 28 | Polgas Pitiya Road | 3.6 | 6 | 6 |
| 29 | Talagaha road | 3.6 | 6 | 6 |
| 30 | Kiriayagolla gama By road | 3.6 | 6 | 6 |
| 31 | Rubber watta Road | 3.6 | 6 | 6 |
| 32 | Kiriayagolla By road | 3.6 | 6 | 6 |
| 33 | Kosgahawela road | 3.6 | 6 | 6 |
| 34 | Perakatiya Road | 3.6 | 6 | 6 |
| 35 | Wewela kandura Road | 4.0 | 6 | 6 |
| 36 | Galbokka road | 4.0 | 6 | 6 |
| 37 | Perakatiya gama by road | 3.6 | 6 | 6 |
| 38 | Perakatiya Henawela By road | 3.6 | 6 | 6 |
| 39 | Kirindi Oya by road | 3.6 | 6 | 6 |
| 40 | Hinapahuwa second by road | 4.0 | 6 | 6 |
| 41 | Hinapahuwa First By road | 4.0 | 6 | 6 |
| 42 | Perakatiya Temple Road | 3.6 | 6 | 6 |

| | | | | |
|----|--|-----|---|---|
| 43 | Perakatiya Temple - First Lane | 3.6 | 6 | 6 |
| 44 | Perakatiya Temple - Second Lane | 3.6 | 6 | 6 |
| 45 | Perakatiya Temple - Third Lane | 3.6 | 6 | 6 |
| 46 | Dimbulamura 01 pose road | 3.6 | 6 | 6 |
| 47 | Netolagama First Lane | 3.6 | 6 | 6 |
| 48 | Netolagama Second Lane | 3.6 | 6 | 6 |
| 49 | Dimbulamuraya Road | 3.6 | 6 | 6 |
| 50 | Dimbulamura By roaad | 3.6 | 6 | 6 |
| 51 | Ambawatta Road (Kirindi Oya) | 3.6 | 6 | 6 |
| 52 | Paragasmankada By road | 3.6 | 6 | 6 |
| 53 | Paragasmankada by road - Ambawatta road | 3.6 | 6 | 6 |
| 54 | Savijaya Mawatha | 4.0 | 6 | 6 |
| 55 | Paragasmankada Road | 4.0 | 6 | 6 |
| 56 | Aranya road | 3.6 | 6 | 6 |
| 57 | Pahalgama road | 3.6 | 6 | 6 |
| 58 | Mahavelamulla Road | 3.6 | 6 | 6 |
| 59 | Sarvodaya First Lane | 3.6 | 6 | 6 |
| 60 | Sarvodaya second lane | 3.6 | 6 | 6 |
| 61 | Weerasekaragama road | 3.6 | 6 | 6 |
| 62 | Malewana Kehaliya Road | 3.6 | 6 | 6 |
| 63 | Jeewashakthi road | 3.6 | 6 | 6 |
| 64 | Weerasekaragama by road | 4.0 | 6 | 6 |
| 65 | Kotuwawatta First Lane | 3.6 | 6 | 6 |

| | | | | |
|----|--------------------------------|-----|---|---|
| 66 | Kotuwawatta Second Lane | 3.6 | 6 | 6 |
| 67 | Quarry road | 4.0 | 6 | 6 |
| 68 | Quarry First Lane | 4.0 | 6 | 6 |
| 69 | Weerasekaragama Yaya road | 3.6 | 6 | 6 |
| 70 | Block- 03 Road | 4.0 | 6 | 6 |
| 71 | Varunagama road | 4.0 | 6 | 6 |
| 72 | Batahelayaya Road | 4.0 | 6 | 6 |
| 73 | Ranavirugama road | 4.0 | 6 | 6 |
| 74 | Pahala Varunagama road | 4.0 | 6 | 6 |
| 75 | Prarthana road | 3.6 | 6 | 6 |
| 76 | Anapallama 4 post road | 4.0 | 6 | 6 |
| 77 | Kandiyaya Road | 4.0 | 6 | 6 |
| 78 | Pethiyenara road | 4.0 | 6 | 6 |
| 79 | Pethiyanaragama Samagi Mawatha | 3.6 | 6 | 6 |
| 80 | Devala road | 3.6 | 6 | 6 |
| 81 | Block - 05 Road | 4.0 | 6 | 6 |
| 82 | Sannnnwathsara Housing Road | 4.0 | 6 | 6 |
| 83 | Wood Mill Second Lane | 4.0 | 6 | 6 |
| 84 | Sellaba First Lane | 3.6 | 6 | 6 |
| 85 | Sellaba Second Lane | 3.6 | 6 | 6 |
| 86 | Sellaba Temple Road | 3.6 | 6 | 6 |
| 87 | Sellab By road | 3.6 | 6 | 6 |
| 88 | Ruhunu watta road | 3.6 | 6 | 6 |

| | | | | |
|-----|-----------------------------------|-----|---|---|
| 89 | Anjaligama by road | 3.0 | 6 | 6 |
| 90 | Anjaleegama Road | 3.0 | 6 | 6 |
| 91 | Anjaligama Village By road | 3.0 | 6 | 6 |
| 92 | Kirindi Oya by road | 3.0 | 6 | 6 |
| 93 | Baliya road | 4.0 | 6 | 6 |
| 94 | Batala Ara Lake Road | 4.0 | 6 | 6 |
| 95 | Samupakara road | 4.0 | 6 | 6 |
| 96 | Budruvagala by road | 4.0 | 6 | 6 |
| 97 | Samagii Mawatha | 4.0 | 6 | 6 |
| 98 | Vandinahelaya Road | 4.0 | 6 | 6 |
| 99 | Tissa Delan Road | 3.6 | 6 | 6 |
| 100 | Sanasa Road, Baddelanda Yaya gama | 3.6 | 6 | 6 |
| 101 | Vandinahelaya By road | 3.0 | 6 | 6 |
| 102 | Southern Mahathenna by road i | 3.0 | 6 | 6 |
| 103 | Mahathenna Gama by road i | 3.0 | 6 | 6 |
| 104 | Mahathennagama by road ii | 3.0 | 6 | 6 |
| 105 | Southern Mahathenna by road ii | 3.0 | 6 | 6 |
| 106 | Aranya road | 3.0 | 6 | 6 |
| 107 | Tissa Watta Road | 3.6 | 6 | 6 |
| 108 | Andawelaya Second Lane | 4.0 | 6 | 6 |
| 109 | Alugalge road | 4.0 | 6 | 6 |
| 110 | Thekka Nursery Road | 3.6 | 6 | 6 |
| 111 | Cemetery Road | 3.6 | 6 | 6 |

| | | | | |
|-----|---|-----|---|---|
| 112 | Somiyal Road | 3.6 | 6 | 6 |
| 113 | Ganga Siripura Road | 3.6 | 6 | 6 |
| 114 | Coloniya Road II, Siripuragama | 4.0 | 6 | 6 |
| 115 | Neralugas Road | 4.0 | 6 | 6 |
| 116 | Veherayaya Gama by road | 4.0 | 6 | 6 |
| 117 | Veheraya First Stage Road, Siripuragama | 4.0 | 6 | 6 |
| 118 | Aluthwela road | 4.0 | 6 | 6 |
| 119 | Walasgala Kade by road | 4.0 | 6 | 6 |
| 120 | Kirindi Oya By road i | 4.0 | 6 | 6 |
| 121 | Walasgala Kade Road | 5.0 | 6 | 6 |
| 122 | Balharuvagama Irrigation Road | 5.0 | 6 | 6 |
| 123 | Randenigodaya road | 5.0 | 6 | 6 |
| 124 | Kirindi Oya By road ii | 5.0 | 6 | 6 |
| 125 | Kirindi Oya By road iii | 5.0 | 6 | 6 |
| 126 | Veheraya Colony Road (Near Chilli Shop) | 5.0 | 6 | 6 |
| 127 | Gamini Mawatha (36 yaya) | 5.0 | 6 | 6 |
| 128 | Maha Aragama road | 5.0 | 6 | 6 |
| 129 | Athaliwewa By road – Veherayaya Coloniya | 4.0 | 6 | 6 |
| 130 | Athaliwewa By road – Weherayaya Gama | 4.0 | 6 | 6 |
| 131 | Siripuragama Farm Road | 5.0 | 6 | 6 |
| 132 | Aluthwela By road | 4.0 | 6 | 6 |
| 133 | Sahanadhara road | 4.0 | 6 | 6 |

| | | | | |
|-----|-----------------------------------|-----|---|---|
| 134 | Kottagas road | 3.6 | 6 | 6 |
| 135 | Bogaha road | 3.6 | 6 | 6 |
| 136 | Colonya Road 1 | 4.0 | 6 | 6 |
| 137 | Keheliya Road | 4.0 | 6 | 6 |
| 138 | Nugagaha road | 4.0 | 6 | 6 |
| 139 | Neluvagala road | 4.0 | 6 | 6 |
| 140 | Ken 07 Road | 4.0 | 6 | 6 |
| 141 | 127 Kade Road | 3.6 | 6 | 6 |
| 142 | School Avenue | 3.6 | 6 | 6 |
| 143 | Neluvagala Gama by road | 4.0 | 6 | 6 |
| 144 | Pubuduwewa road | 4.0 | 6 | 6 |
| 145 | Ulkanda Road | 3.6 | 6 | 6 |
| 146 | Maha Aragama road | 4.0 | 6 | 6 |
| 147 | Tharadiya road | 3.6 | 6 | 6 |
| 148 | Dewala road - Pubuduveva Gama | 3.6 | 6 | 6 |
| 149 | 20 Yaya Maha Aragama by road road | 3.6 | 6 | 6 |
| 150 | Siripuragama road | 4.0 | 6 | 6 |
| 151 | Siripuragama By road | 3.6 | 6 | 6 |
| 152 | Veherayaya Colonya By road i | 3.6 | 6 | 6 |
| 153 | Veherayaya Colonya By road ii | 3.6 | 6 | 6 |
| 154 | Veherayaya Colonya Road | 3.6 | 6 | 6 |
| 155 | Diggalyaya - Siripuragama road | 3.0 | 6 | 6 |
| 156 | Army Camp By road i | 3.6 | 6 | 6 |

| | | | | |
|-----|--------------------------------|-----|---|---|
| 157 | DS Gama Road | 3.6 | 6 | 6 |
| 158 | Diggalyaya - Siripuragama road | 3.5 | 6 | 6 |
| 159 | Balaharuwa By road | 3.5 | 6 | 6 |
| 160 | Karamatiya Lake Road | 3.0 | 6 | 6 |
| 161 | Army Camp Byroad ii | 3.0 | 6 | 6 |
| 162 | Vasanagama by road i | 3.0 | 6 | 6 |
| 163 | Vasanagama By road ii | 3.6 | 6 | 6 |
| 164 | Thorana Road | 3.6 | 6 | 6 |
| 165 | Mola Road | 3.0 | 6 | 6 |
| 166 | Colonya Temple Road | 3.0 | 6 | 6 |
| 167 | Colonya Temple Road | 4.0 | 6 | 6 |
| 168 | Galpotta road | 4.0 | 6 | 6 |
| 169 | New Galpotta By road | 4.0 | 6 | 6 |
| 170 | Polwatta Road | 0.0 | 6 | 6 |
| 171 | 20 Yaya – By road | 4.0 | 6 | 6 |
| 172 | Samupakara road | 4.0 | 6 | 6 |
| 173 | Telulla Aluthgama road | 4.0 | 6 | 6 |
| 174 | Kumbuk Kote Road | 4.0 | 6 | 6 |
| 175 | Thelulla Gama by road | 4.0 | 6 | 6 |
| 176 | R – 01 Road- Telulla Colony | 4.0 | 6 | 6 |
| 177 | L – 01 road – Kirindiy Oya | 4.0 | 6 | 6 |
| 178 | R – 07 Road - Kuda Oya | 3.6 | 6 | 6 |
| 179 | L – 07 Road - Telulla Colonya | 3.6 | 6 | 6 |

| | | | | |
|-----|-------------------------------------|-----|---|---|
| 180 | R – 17 Road - Telulla Colonya | 3.6 | 6 | 6 |
| 181 | L – 14 Road - Telulla Colonya | 3.6 | 6 | 6 |
| 182 | R – 21 Road - Telulla Colonya | 3.6 | 6 | 6 |
| 183 | L – 21 By road - Thellulla Colonya | 3.6 | 6 | 6 |
| 184 | L – 28 By road - Thellulla Colonya | 3.6 | 6 | 6 |
| 185 | L – 34 By road - Thellulla Colonya | 3.6 | 6 | 6 |
| 186 | R – 34 by road | 3.6 | 6 | 6 |
| 187 | R – 41 By road - Thellulla | 3.6 | 6 | 6 |
| 188 | L – 41 By road - Thellulla | 3.6 | 6 | 6 |
| 189 | L – 47 By road - Thellulla Coloniya | 3.6 | 6 | 6 |
| 190 | Huratgamuwa road | 3.6 | 6 | 6 |
| 191 | Telulla School Road | 3.6 | 6 | 6 |
| 192 | L – 62 By Road - Bodhiwewa Road | 3.6 | 6 | 6 |
| 193 | L – 68 By road- Thellulla Coloniya | 3.6 | 6 | 6 |
| 194 | R- 68 By road- Telulla Coloniya | 3.6 | 6 | 6 |
| 195 | R– 75 By road - Thellulla Gama | 3.6 | 6 | 6 |
| 196 | L – 75 by road – Kirindiy Oya | 3.6 | 6 | 6 |
| 197 | Devala road | 3.6 | 6 | 6 |
| 198 | Halmillawa Road | 3.6 | 6 | 6 |
| 199 | Pideniwewa road | 3.6 | 6 | 6 |
| 200 | Army Camp Road | 3.6 | 6 | 6 |
| 201 | Old Balaharuwa Road | 3.6 | 6 | 6 |
| 202 | Sri Nadhanpura Road | 3.6 | 6 | 6 |

| | | | | |
|-----|-----------------------------|-----|---|---|
| 203 | Debara Ara By road | 3.6 | 6 | 6 |
| 204 | Wanawagawa road | 3.6 | 6 | 6 |
| 205 | Ariyapala Mawatha | 3.6 | 6 | 6 |
| 206 | Talagahadigana road | 3.6 | 6 | 6 |
| 207 | Shakthi Mawatha | 3.6 | 6 | 6 |
| 208 | Neluvagama road | 3.6 | 6 | 6 |
| 209 | Valaskanda Road | 3.6 | 6 | 6 |
| 210 | Kitulkote Samurdhi Mawatha | 3.6 | 6 | 6 |
| 211 | Parakum Mawatha | 3.6 | 6 | 6 |
| 212 | Valaskanda Road | 3.6 | 6 | 6 |
| 213 | Parakum Mawatha By road i | 3.6 | 6 | 6 |
| 214 | Parakum Mawatha By road ii | 3.6 | 6 | 6 |
| 215 | Parakum Mawatha By road iii | 3.6 | 6 | 6 |
| 216 | Gurugamma Road | 3.6 | 6 | 6 |
| 217 | Kithulkote by road | 3.6 | 6 | 6 |

Source : Road Development Authority, Provincial Road development Authority, Wellawaya Pradeshiya Sabha, 2023

9.3. Reservation for Canal/ Stream/ Rivers/ Reservoir

The reservations for open and closed canals by its width mentioned in the Gazette notification No. 1662/17 dated 14th July 2010 done by the Sri Lanka Land Development Corporation under the Act No. 15 of 1968, (Amended Act No. 27 of 1976 & No. 52 of 1982) and Amendment Act No. 35 of 2006 shall be applied for the natural or man-made waterways, belonging to the Wellawaya Pradeshiya Sabha area.

Table No. 9.5 Reservations for Canals

| Width of the Surface (m.) | Reservations (m) | |
|---------------------------|-------------------------|-----------------------------|
| | Open Canals/ drain (m.) | Covered canals/ drains (m.) |
| 1.0 – 1.2 | 1.0 | 0.3 |
| 1.3 – 3.0 | 2.0 | 1.0 |
| 3.1 – 4.5 | 2.75 | 1.0 |
| 4.6 – 6.0 | 3.5 | 1.5 |
| 6.1 – 9.0 | 4.5 | 1.5 |
| More than 9 | 6.5 | 2.0 |

Source: Sri Lanka Land Development Corporation

- i. A 15 meters reservation line should be maintained for the Kiridi Oya and Kuda Oya.
- ii. A 15 meters reservation line should be maintained for the left bank canal and right bank canal of the Uma Oya project.
- iii. All existing canals in the area shall be allocated recommended zones along the width of them and shall be approved as green reservations only for the growth of plant and creepers.
- iv. Reservations limits published by the relevant agencies for all existing lakes and reservoirs in the area should be maintained.

Annextures

Annexure 01 – Zoning Boundaries

01. Medium Density Mixed Development Zone

North :

Starting from point No. (38) which is the center line of the Perakatiya road at the point of 6075'72.680 North latitude and 810,09'03.06 East longitude, towards South-East along the center line of the Perakatiya road until it meets the No. (39) connecting the center line of the Galbokka road at the at the point of 6075'73.250 North Latitude and 810,09'29.250 East Longitude, and from that point towards North-Eastern direction until it meets the No. (01) 6075'58.750 North Latitude and 810,12.490 East Longitude which is the center line of Ella - Wellawaya road, and from that point towards North direction along the center line of the Ella - Wellawaya road until it meets the No. (02) at the point of 6075'58.750 North latitude and 810.10'12 East longitude also meets the center point of the Ella - Wellawaya road, and from that point towards South-East direction along the center line of the Kirindi Oya until it meets the No. (03) at the point of 6075'58.730 North Latitude and 810,10'03.750 East Longitude, also meets the North-West boundary of paddy field and from that point towards North-East, East, South-East direction along the boundary of paddy field until it meets the No. (04) at the point of 6075'56.130 North Latitude and 810,10'46.090 East Longitude also meets the North-East boundary of the paddy field, and from that point towards South-East, North-East direction along the center line of the by road until it meets the No. (05) at the point of 6075'40.330 North latitude and 810,10'83.990 East longitude,

East ;

From the last mentioned point number (05) towards South-East, South-West, East, South direction along the center line of the Aluthpara road, until it meets the No. (06) at the point of 6074'80.270 North latitude and 810,11'08.450 East longitude, and from that point towards East direction along the center line of the by road until it meets the No. (07) to the center line of the by road at the point of 6074'77.570 North Latitude and 60,74'77.570 East Longitude, and from that point towards North-East until it meets the No. (08) to the center line of Divulagaha Kanatta Lake Embankment at the point of 6074'98.780 North Latitude and 81011'35.190 East Longitude, and from that point towards South-East direction along the center line of the by road until it meets the No. (9) at the point of 6074'63.090 North latitude and 81011,77.310 East longitude also to the center line of the by road, and from that point towards East direction until it meets the No. (10) at the point of 6074' 56.240 North latitude and 810,11'93.390 East Longitude, and

from that point towards South-East direction along the boundary of the Grampanguwa Reservation until it meets the No. (11) at the point of 6074'21.990 North Latitude and 810,12'31.470 East Longitude, and from that point towards South-East direction along the South-West boundary of the Grampanguwa Reservation until it meets the No. (12) at the point of 6073'65.940 North latitude and 810.12'74.070 East longitude, and from that point towards South-East direction along the boundary of the Gampanguwa reservation, until it meets the No. (13) at the point of 6073'55.140 North Latitude and 810.12'66.750 East Longitude, and from that point towards South-West direction along the center line of the by road, until it meets the No. (14) at the point of 6073'44.430 North Latitude and 810,12'64.260 East Longitude to the point on the center line of the Colombo - Batticaloa road, and from that point towards East along the center line of the Colombo - Batticaloa road until it meets the No. (15) at the point of 6073'36.350 North latitude and 810,12'63.110 East longitude, also meets the center line of the road, and from that point towards South direction along the center line of the southern by road and until it meets the No. (16) at the point of 6072'68.520 North latitude and 810,12'30.440 East longitude, and from that point towards South-West direction along the center line of the by road until it meets the No. (17) at the point of 6072'61.650 North latitude and 810,12'24.020 East longitude and from that point towards South-West direction until it meets the No. (18) at the point of 6072'33.950 North latitude and 810,11'93.170 East longitude to the point which was the center line of the Malewana road and from that point towards South direction along the center line of the Malewana Road until it meets the No. (19) also meets the eastern boundary of the zone which is the center point of the side road intersecting the center line of Malewana Road at the point of 6069'3.580 North Latitude and 810.11'80.790 East Longitude,

South :

From the last mentioned point No. (19) towards the West along the center line of the by road until it meets the No. (20) at the point of 6069'47.140 North latitude and 810.11'34.810 East longitude, and from that point towards North-West direction along the center line of the main canal until it meets the No. (21) at the point of 60,69'29.950 North latitude and 810,11'15.430 East longitude, and from that point towards South-West direction along the center line of the Kirindi Oya until it meets the No. (22) at the point of 6069'29.950 North latitude and East longitude of Kirindi Oya center line, and from that point Come to the point No. (23) at the point of 6069'17.300 North latitude and 810 10,90.110 East longitude also meets the center line of Kirinda Oya and from that point towards West along the Northern boundary of Buduruwagala Maha Vidyalaya until it meets the No. (24)) at the point of 6069'08.340 North Latitude and 810,10'71.050 East Longitude, and from that point towards South direction along the center line

of the Wellawaya - Thanamalvila road, until it meets the No. (25) at the point of 6069'99.970 North Latitude and 810,10'66.400 East Longitude, and From that point towards North-West direction along the Wellawaya-Tanamalwila road and the center line of the Buduruwagala road, until it meets the No. (26) at the point of 6069'15.770 North latitude and 810.09'57.900 East longitude, and from that point towards South-West direction until it meets the No. (27) at the point of 6069'20.840 North latitude and 810,09'41.670 East longitude, and from that point towards South-West direction along the center line of the Buduruwagala road until it meets the end of paddy field, that is, to the southern boundary of the tourism promotion zone which is number (28) at the point of 6069'10.510 north latitude and 810.09'41.670 east longitude,

West :

From the last mentioned point No. (28) towards North-West direction along the Eastern boundary of the archaeological site until it meets the No. (29) at the point of 6069'20.860 North Latitude and 810,09'22.160 East Longitude, and from that point towards South-West direction along the center line of the footpath until it meets the No. (30)) at the point of 6069'20.860 North Latitude and 810,09'22.160 East Longitude, and from that point towards North-East, East, North-East, West, North-East, North and North-West directions along the center line of the Alikota Ara South Bank Canal Road until it meets the No. (31) at the point of 6070'52.420 North Latitude and 810,09'67.870 East longitude, and from that point towards North, North-East, North, North-West direction along the center line of Alikota Ara South Bank Canal until it meets the North-Western boundary of Yalabowa Ape Lake at No. (32) and at the point of 6071'71.300 North Latitude and 810 ,09'69.610 East Longitude, and from that point towards North-East, North-North-West, West direction until it meets the No. (33) at the point of 6072'15.620 North Latitude and 810,09'59.170 East Longitude, and from that point, towards North direction along the center line of the Alikota Ara Reservoir South Bank Canal until it meets the No. (34) at the point of 6072'49.740 North Latitude and 810,09'55.180 East Longitude and from the point where it intersects the center line of the Kon Valena towards North, North-West, North-East, North-West direction along the center line of the Alikota Ara South Bank Canal road until it meets the No. (35) also meets the point of intersection of the center line of the Colombo - Batticaloa road and center line of the Alikota Ara canal South bank at the point of 6073'08.940 North latitude and 810.09'52.970 East longitude, and from that point towards North, North East, North West, West, North West direction along the center line of Alikotaara South Bank Canal until it meets the No. (36) also to the point of intersection of the south branch of Kirindi Oya at the point of 6073'70.810 North Latitude North Latitude and 810,09'33.890 East Longitude, and from that point towards North, West, North-West, North-East, East, South-East, North, North-East, West, North-West, North, North-West, direction until it meets the No. (37) at the point of 6075'06.310 of North latitude and 810,09'46.520 East longitude, and from that point towards West, North-West

until it meets the starting point of No. (38) Medium Density Mixed Development Zone including total area.

2. Low Dense Mixed Development Zone``

North :

Starting from the point No. (26) which meets the center line of Buduruvagala road at the point of 6069'15.770 North latitude and 810,09'57.900 East longitude towards South-East direction along the center line of Buduruvagala road until it meets the No. (25) at the point of 6068'99.970 North latitude and 81010'66.400 East longitude also meets the intersection point of the center line of the Wellawaya - Thanamalvila road and center line of the Buduruwagala road, and from that point towards North direction along the center line of the Wellawaya - Thanamalwila road until it meets the No. (24) at the point of 6069'08.340 North latitude and 81010'71.050 East longitude, and from that point towards East direction along the Northern boundary of the Buduruwagala Maha vidyalaya, until it meets the No. (23) at the point of 6069'08.340 North Latitude and 810.10'71.050 East Longitude also meets the center line of the Kirindi Oya, and from that point towards South, South-East along the center line of Kirindi Oya until it meets the No. (102) at the point of 6066 02.240 North Latitude and 81011'78.730 East longitude also meets the center line of the Kirindi Oya where the center line of Handapanagala road intersects, and from that point towards South-East, South direction along the center line of Kirindi Oya until it meets the No. (101) at the point of 6064'85.720 North latitude and 81011'91.320 East longitude, and from that point towards South-East, South direction along the center line of Kirindi Oya until it meets the No. (103) at the point of 6060'28.800 North latitude and 81014'55.100 East longitude, and from that point towards South, South-East, South-West direction along the center line of Kirindi Oya until it meets the No. (104) at the point of 6053'44.700 North latitude and 81013'55.430 East longitude, and from that point towards South, South-East direction along the center line of Kirindi Oya until it meets the No. (105) at the point of 6051'47.750 North Latitude and 81013'11.440 East Longitude, and from that point along the center line of Kirindi Oya until it meets the No. (106) at the point of 6051'12.210 North Latitude and 810 13'61.450 East Longitude, and from that point towards West direction along the Northern boundary of the Lunugamwehara National Park until it meets the No. (107) at the point of 6050'53.640 North latitude and 810 13'46.740 East longitude, and from that point along about 40 meters on both sides from the center point of Wellawaya-Tanamalwila road until it meets the No. (107), and from that point towards South-East, South-West, South-East, South until it meets the No. (108) at the point of 6050'18.990 North Latitude and 81013'42.340 East Longitude, and from that point towards South, East direction until it meets the No. (109) at the point of 6049'61.910 North Latitude and 81013'

7.200 East Longitude, and from that point towards South-East direction along the center line of Kirindi Oya until it meets the No. (110) at the point of 6048'89.380 North latitude and 81014'05.570 East longitude, and from that point towards South direction along the center line of Kirindi Oya until it meets the No. (111) 6045'50.410 North latitude and 81013'43.390 East longitude,

South :

From the last mentioned point No. (111) towards North-West, West, North-West direction along the center line of the by road, until it meets the No. (112) also meets the center line of the Wellawaya - Thanamalwila road at the point of 6045'57.040 North latitude and 81013'00.470 East longitude, and from that point towards North, West, North-West, West North, West, North-West, West, North-West direction along the center line of Wellawaya - Tanamalvila road until it meets the No. (113) at the point of 6045'76.780 North latitude and 81012'98.010 East longitude also intersects the center line of the Kivul Ara road.

West :

From the last mentioned point towards North-West, North-East direction until it meets the No. (114) at the point of 6047'09.940 North Latitude and 81012'89.140 East Longitude, and from that point towards North direction until it meets the No. (115) at the point of 6048'23.860 North Latitude and 81012'99.480 East Longitude, and from that point towards North direction until it meets the No. (116) at the point of 6049'76.110 North latitude and 81013'31.820 East longitude, and from that point towards East direction until it meets the No. (117) at the point of 6050'02.280 North latitude and 81013'30.460 East longitude, and from that point towards North, North-West direction along the center line of Tanamalvila road, about 40 meters from the boundary that separates a zone on both sides, until it meets the No. (118) at the point of 6051'30.450 North latitude and 81013'27.370 East longitude, and from that point towards North-West, North-East direction until it meets the No. (119) at the point of 6051'72.400 North latitude and 81012'78.660 East longitude also meets the center line of Balaharuwa road, and from that point towards North-West, North-East direction, until it meets the No. (120) at the point of 6051'97.680 North latitude and 81012'97.680 East longitude to the point of intersection of the center line of the by road, and from that point towards North-East direction until it meets the No. (162) at the point of 62 6 71.870 north latitude and 81013'73.470 East Longitude to the points of intersection of Aluthwela Central Road, and from that point towards North, direction along the center line of the Aluthwela road until it meets the No. (122) at the point of 6059'73.720 North Latitude and 81013'093.81 East Longitude, and from the point towards North-West direction until it meets the No. (123) at the point of 6059'73.720 North Latitude and 81013'93.800 East Longitude, and from that point towards North-West, West, North-West

direction along the Eastern and Northern boundaries of Athalivewa until it meets the No. (124) at the point of 6060'83.450 North Latitude and 81013'24.450 East Longitude also meets the center line of the by road, and from that point until it meets the No. (125) at the point of 6063 00.960 North Latitude and 81011'66.320 East longitude also intersect the by road, and from that point towards North-West, North, East direction until it meets the No. (126) also to the point of intersection of the center line of the by road at point of 6067'86.710 North latitude and 81011'04.800 East longitude, and from that point towards North-West direction until it meets the No. (27) at the point of 6069'20.840 North Latitude and 81009'57.900 East Longitude, and from that point towards North-East until it meets the starting point of No. (26) Low Density Mixed Development Zone including the total area.

3. Middle Dense Residential Zone

North :

Starting from the point No. (68) at the point of 6075'94.200 North latitude and 810,08'69.230 East Longitude which was the center point of the Perakatiya Road, towards North-East, East, North-East direction until it meets the No. (61) at the point of 6076'15260 North Latitude and 81008 94.10 East Longitude, and from that point towards South-East, North-East direction until it meets the point where it meets the center line of the Alikota-Ara South bank canal, at the point of 6076'13470 North latitude and 810,09'33.510 East longitude, and from that point towards North direction along the center line of the Alikota-Ara right bank canal road until it meets the No. (65) also intersection of the center line of the by road and center line of Alikota-Ara right bank canal at the point of 6076'30.520 North latitude and 810.09'46.690 East longitude, and from that point towards East, North-East, East direction along the center line of the by road until it meets the No. (64) at the point of 6076'39.490 North latitude and 810,09'71.660 East longitude, also intersection of the center line of the Wewel Kandura - Kongahawela road and by road, and from that point towards North-East along the center line of the Wewel kandura Kongahawela road, until it meets the No. (63) at the point of 6076'50.770 North latitude and 810,09'98.770 East longitude, and from that point towards East, North-East direction until it meets the No. (62) at the point of 6076'78.030 North latitude and 810,10'87.190 East longitude, also meets the point where the center line of Ella - Wellawaya road, and from that point towards East, South-East direction along the center line of Kirindi Oya until it meets No. (61) at the point of 6076'53.860 North latitude and 810,1107.640 East longitude, and from that point towards South-East direction along the center line of Kirindi Oya until it meets the center line of the by road and from that point towards South-West direction along the center line of the by road until it meets the No. (60) at the point of 6076'37200 North latitude and 810,11'25.740 East

longitude, and from that point towards South-East direction along the center line of the by-road running along the boundary of Gampanguwa Reservation until it meets the No. (59) at the point of 6075'89.40 North Latitude and 810,11'99.090 East Longitude, and from that point towards East direction along the center line of the same by road until it meets the No. (58) at the point of 6075'83.270 North Latitude and 810,12'13.620 East Longitude, From that point towards North, North-Wast, South-East direction along the boundary of the Gampanguwa Reservation until it meets the No. (57) at the point of 6076'01220 North Latitude and 810,13'43.930 East Longitude, and from that point along the Southern boundary of the Gampanguwa Reservation until it meets the No. (56) at the point of 6076'51.630 North Latitude and 810,13'82.460 East Longitude, and from that point towards South-East, South-West direction along the boundary of the Gampanguwa Reservation until it meets the No. (55) at the point of 6075'89.160 North latitude and 810,14'34.340 East longitude, and from that point towards South direction along the center line of the by road until it meets the No. (54) at the point of 6075'33.810 North Latitude and 810,14'53.200 East Longitude, and from that point towards South-East, North-East direction along the Southern boundary of the Gampanguwa Reservation until it meets the No. (53) at the point of 6075'29.570 North Latitude and 810,15'63.910 East Longitude, and from that point towards North-East direction until it meets the No. (52) at the point of 6075'57.690 North Latitude and 810.15'93.010 East Longitude also meets the center line of Anapallama By road and meets the eastern boundary,

East :

From the last mentioned point towards North-East direction until it meets the No. (8) a the point of 6075'58.600 North Latitude and 810.16'19.080 East Longitude, and from that point along the North-Eastern boundary of the Wellawaya urban development area until it meets the No. (89) at the point of 81017'36 030 North Latitude and 6074 East Longitude, and from that point towards South-East direction along the Eastern boundary of the Wellawaya urban development area until it meets the No. (90) at the point of 6074'41.930 North Latitude and 810,17'70 East Longitude, and from that point towards South-East, East, South, East direction until it meets the No. (91) at the point of 6073'89 370 North Latitude and 810,17'99.920 East Longitude, and from that point towards South-West direction until it meets the No. (92) 6073'84.420 North Latitude and 810.17'77.200 East Longitude and to the point where it meets the center line of the Anapallama - Palwatta – Handapanagala road, and from that point, towards North-West direction along the center line of that road, until it meets the No. (93) at the point of 6073'96.420 North Latitude and 810,17'60.100 East Longitude, and from that point towards West direction along the Northern boundary of Handapanagala Reservattion, until it meets the No. (94) at the point of 6073'92.460 North Latitude and 810 ,17'40.740 East Longitude, and from that point towards North-West direction until it meets the No. (95) and to the point where meets the center line of the Colombo

- Batticaloa road at the point of 6073'87.210 North latitude and 810.17'02.940 East longitude, and from that point towards West direction along the center line of the Colombo - Batticaloa road until it meets the No. (96) at the point of 6072'84.190 North Latitude and 810,16'20.900 East Longitude, and from that point towards South, South-West direction along the Western boundary of Handapanagala Reservation until it meets the No. (97) at the point of 6072'52.100 North Latitude and 810,15'55.950 East Longitude, and from that point towards West, South-West, South direction until it meets No. (98) at the point of 6071'82.090 North Latitude and 810,15'09.610 East Longitude, and from that point come until it meets the No. (99) at the point of 6068'36.880 North Latitude and 81015'87.060 East Longitude, and from that point towards South, East and South direction along the Western boundary of Handapanagala reservation until it meets the point where the center line of Handapanagala road intersects at No. (100) at the point of 6065'58.370 North latitude and 810,15'23.500 East longitude,

South :

From the last mentioned point towards South, West, South-West direction until it meets the No. (101) to the point of intersection of the center line of Kirindi oya which is 6064'85.720 North latitude and 810.11'91.320 East longitude,

West :

From the last mentioned point No. (101) towards North, North-East direction along the center line of Kirindi Oya, until it meet the No. (102) Handapanagala where the center line of Kirindi Oya intersects at the point of 6066'02.240 North Latitude and 810,11'78.730 East Longitude and the center point of the Handapanagala- Palwatta road, and from that point towards North-West, North-East, North-West direction along the center line of Kirindi Oya until it meets the Southern boundary of the medium density mixed development zone No. (23) at the point of 6069'17.300 North latitude and 810,10'90.110 East longitude, from that point towards North, North-East direction along the center of Kirindi Oya until it meets the No. (22) at the point of 6069'32.490 North Latitude and 810,11'05.810 East Longitude and from that point towards North-East direction along the center line of Kirindi Oya until it meets the No. (21) at the point of 6069'29.950 North latitude and 810,11'15.430 East Longitude, also meet the center point of the by road of the intermediate route where it intersects, From that point, along the by road until it meets the No. (20) at the point of 6069'47.140 North Latitude and 810,11'34.810 East Longitude, and from that point towards South-East direction along the same road until it meets the No. (19) at the point of 6069'31.580 North Latitude and 810,11 '80.790 East Longitude and also meets the intersection of the Malewana Road, and from that point towards North along the center line of the Malewana Road until it meets the No. (18) at the point of 6072'33.950 North Latitude and 810,11'15.430 East Longitude, and from that point towards North-Eastern direction until it meets

the No. (17) at the point of 6072'61.650 North latitude and 810,11'93.170 East longitude, and from that point towards North-East direction until it meets the No. (16) at the point of 6072'68.520 North latitude and 810,12'30.440 East longitude, and from that point towards North, North-East direction along the center line of the by road until it meets the No. (15) the point where the center line of the Colombo-Batticaloa road at the point of 6073'36.350 North latitude and 810,12'63.110 East longitude, and from that point towards South along the center line of the Colombo-Batticaloa road until it meets the No. (14) at the point of 6073'44.430 North latitude and 810,12'64.260 East longitude, From that point towards North, North-East direction until it meets the No. (13) at the point of 6073'55.140 North latitude and 810,12'66.750 East longitude, and from that point towards North-West direction along the western boundary of the Gampanguwa Reservation until it meets the No. (12) at the point of 6073'65.940 North latitude and 810,12'66.750 East longitude, and from that point towards North-West direction along the western boundary of Gampanguwa Reservation until it meets the No. (11) at the point of 6074'21.990 North latitude and 810,2'31.470 East longitude, and from that point towards North-West direction until it meets the No. (10) at the point of 6074'56.240 North latitude. and 810,11'93.390 East Longitude, and from that point towards South-West direction along the center line of the by road until it meets the No. (09) at the point of 6074'63.090 North Latitude and 810,11'77.310 East Longitude, and from that point along the center of the by road until it meets the No. (08) at the point of 6074'98.780 North latitude and 810,11'35.190 East longitude, and meet the southern end of Dibulgaha Kanatta tank embankment and from that point towards South-West direction along the center line of the by road until it meets the No. (07) at the point of 6074'77.570 North latitude and 810,11'14.920 East longitude, and from that point towards West direction along the center line of the same road until it meets the No. (06) also meets the center line of the new road intersects at the point of 6074'80.270 North latitude and 810,11'08.450 East longitude, and from that point towards North-East, North, North-West, North, North-West direction along the center line of the road until it meets the No. (05) at the point of 6075'40.330 North Latitude and 810,10'8.990 East Longitude, From that point towards South-West, North, direction until it meets the No. (04) at the point of 6075'56.130 North Latitude and 810,10'46.090 East Longitude, and from the point along the Eastern and Northern boundary of the paddy field until it meets the No. (03) at the point of 6075'58.730 North Latitude and 810, 10'03.750 East Longitude also meets the intersection of the center line of Kirindi Oya and from that point towards South direction along the center line of Kirindi Oya until it meets the No. (02) also meets the center line of the Alla-Wellawaya road at the point of 6075'66.930 North latitude and 810,09'96.520 East longitude also meets the center point of Kirindi Oya and from that point towards South-West direction along the center line of the Ella - Wellawaya road until it meets the No. (01) at the point of 6075'58.750 North latitude and 810.10'12.490 East longitude, also where the center line of the Ella - Wellawaya road intersects the Gal Bokka road, and from that

point towards North-West, South-West direction along the center line of the Gal Bokka road until it meets the No. (39) at the point of 6075'73.250 North latitude and 810.09'29.250 East longitude, from that point towards North -West, West direction along the center line of the Perakatiya road which intersects the center line of the Gal Bokka road until it meets the No. (38) at the point of 6075'72.680 North Latitude and 810,09'03.060 East Longitude, and from that point towards North-West direction until it meets the starting point of No. (68) Medium Density Residential Zone.

4. Industrial Promotion Zone

North :

Starting from the No. (104) at the point where the center line of Kirindi Oya intersects at 6053'44.700 North latitude and 81013'55.430 East longitude towards East, South-East, North-West direction until it meets the No. (141) at the point of 6052'87.580 North latitude and 81015'26.780 East longitude,

East :

From the last mentioned point No. (141) towards South direction along the western boundary of the Demaliya Reservation, until it meets the No. (140) also meets the northern boundary of the Lunugamwehera National Park at the point of 6053'52.710 North Latitude and 81015'46.610 East Longitude,

South :

From the last mentioned point No. (140) towards South-West direction along the Northern boundary of the Lunugamwehera National Park until it meets the No. (106) at the point of 6051'12.210 North latitude and 81013'61.450 East longitude to the point where the center line of Kirindi Oya intersects,

West :

From the last mentioned point No. (106) towards North, North-West direction along the center line of Kirindi Oya until it meets the No. (105) and to the midpoint of the intersection of the

center line of Kirindi Oya at the point of 6051'47.750 North latitude and 81013'11.440 East longitude and thence towards North-West, North-East direction along the center lines of Kirindi Oya until it meets the No. (104) at the starting point of Industrial Promotion Zone including all area.

5. Agriculture Promotion Zone I

North :

Starting from the point No. (69) which is the Buduruvagala lake embankment at the point of 6069'11.410 and 81009'02.620 East Longitude towards South-East, East direction along the center line of Buduruvagala Road until it meets the No. (28) at the point of 6069'10.510 North Latitude and 81009'19.910 East Longitude, and from that point along the center line of Buduruwagala road until it meets the No. (27) at the point of 6069'20.840 North latitude and 81009'19.910 East longitude also meets the starting point of the Northern boundary of the low density mixed development zone,

East :

From the last mentioned point No. (27) along the Western boundary of the low density mixed development zone until it meets the No. (126) at the point of 6067'86.710 North Latitude and 81011'04.800 East Longitude, and come along until it meets the No. (125) at the point of 6063'00.960 North Latitude and 81011' 60.320 East Longitude, and from that point along the Western boundary of the low-density mixed development zone until it meets the No. (124) at the point of 6060'83.450 North latitude and 81013'24.450 East longitude and from that point towards South-East direction along the Western boundary of the low-density mixed development zone until it meets the Eastern boundary of Thellulla and go along until it meets the No. (123) at the point of 6059'73.720 North Latitude and 81013'93.800 East Longitude and also meets the point where the center line of Wellawaya - Thanamalwila road intersects, and from that point towards South-East direction along the center line of Wellawaya Thanamalwila Road until it meets the No. (122) at the point of 6059' 73.720 North Latitude and 81013'93.800 East longitude, and along the western boundary of the low density mixed development zone and from that point towards South-West and South direction until it meets the No. (121) at the point of 6056'71.870 North latitude and 81013'73.470 East longitude, and from that point towards South Direction along the Western boundary of the low density mixed development zone until it meets the No. (120) at the point of 1010.650 North Latitude and 81012.60 East Longitude, also meet the center line of the Balaharuwa road and from that point, towards South-West direction along

the western boundary of the low-density mixed development zone until it meets the No. (118) at the point of 6051'30.450 North Latitude and 81013'27.370 East Longitude,

South :

From the last mentioned point No. (118) towards South-West direction until it meets the No. (127) at the point of 6050'83.430 North latitude and 81011'60.370 East longitude, and from that point towards west direction along the Northern boundary of the conservation zone until it meets the No. (128) at the point of 6050'83.450 North latitude and 81011'60.370 East longitude, and from that point towards North, West, North-West direction until it meets the No. (129) at the point of 6052'12.850 North latitude and 81011'11.410 East longitude also meets the southern boundary of Debara Ara Lake, and from that point towards East along the Northern and Western boundary of Debara Ara Lake, and from that point towards North-West, South-East, direction until it meets the No. (130) at the point of 6052'53960 North latitude and 81004'61.790 East longitude,

West :

From the last mentioned point No. (130) towards North-East, South-East direction along the western boundary of Wellawaya urban development area, until it meets the No. (131) at the point of 6057'60.120 North Latitude and 81005'70.910 East Longitude, and from that point towards North, North-East, South-East direction along the western boundary of the Wellawaya urban development area until it meets the No. (132) at the point of 6062'51.250 North Latitude and 81008'02.210 East Longitude, and from that point towards North-West direction along the same boundary until it meets the No. (133) at the point of 6063'83.980 North Latitude and 81008'17.310 East Longitude, and from that point towards North-West, North direction until it meets the No. (134) to the point where it intersects the western border of Alu Galge lake at the point of 6066'18.670 North latitude and 81008'58.640 East longitude, and from that point towards North-East direction until it meets the No. (135) at the point of 6067'15.530 North Latitude and 81009'16.860 East Longitude, and thence towards North-West direction until it meets the starting point No. (69) of Agricultural Promotion Zone including all area.

5. Agriculture Promotion Zone II

North :

Starting from the point No. (96) at the point of 6072'84.190 North Latitude and 81016'20.900 East Longitude, which is the center point meeting the Northern boundary of Handapanagala Reservation on the Colombo - Batticaloa road, towards East direction along the center line of the Colombo - Batticaloa road until it meets the No. (95) at the point of 6073'87.210 North Latitude and 81017'02.940, and from that point towards South direction along the Eastern edge of the Northern boundary of the Handapanagala Reservation, until it meets the No. (93) at the point of 6073'96.420 North Latitude and 81017'60.100 East Longitude, and from that point towards South-East direction along the center line of Anapallama Bypass road until it meets the No. (91) at the point of 6073'89.370 North latitude and 81017'99.420 East longitude,

East :

From the last mentioned point No. (91) towards South, South-West, South direction along the Eastern boundary of the Wellawaya urban development area, until it meets the No. (136) at the point of 6071'91.910 North latitude and 81017'18.200 East longitude, and along the above mentioned southern boundary until it meets the No. (137) at the point of 6066'66.820 North Latitude and 81018'28.070 East Longitude, also meets the point where it intersects the center line of Handapanagala road, and from that point along the aforementioned boundary until it meets the No. (138) at the point of 6059'55.190 North Latitude and 81018' 61.640 East Longitude also to the point which was the western boundary of Paralukema Lake, and from that point towards South, South-East along the Eastern boundary of Demaliya Reservation until it meets the center line of Demaliya Lake, and from that point towards South-East direction until it meets the No. (139) at the point of 6054'42.730 North Latitude and 81020'31.670 East Longitude,

South :

From the last mentioned point No. (139) towards South, West, South-West direction along the Northern boundary of the Lunugamwehera National Park until it meets the No. (140) at the point of 6053'52.710 North Latitude and 81015'46.610 East Longitude, and from that point towards North, North-West direction along the western boundary of the Demaliya Reservation until it meets the No. (141) at the point of 6052'87.580 North Latitude and 81015'26.780 East Longitude and along the center line of the side road until it meets the No. (104) at the point of 6053'44.700 North Latitude and 81013'55.430 East Longitude also meets the intersection of center line of the Kirindi Oya,

West :

At the last mentioned point No. (104) towards North along the center line of Kirindi Oya until it meets the No. (103) at the point of 6060'28.800 North latitude and 81014'55.100 East longitude also meets the center line of Kirindi Oya, and from that point towards North direction along the center line of Kirindi Oya until it meets the No. (101) at the point of 6064'85.720 North Latitude and 81011'91.320 East Longitude also meets the Southern boundary of the Medium Density Residential Zone, and from that point towards North-East, North direction until it meets the No. (100) at the point of 6065'58.370 North Latitude and 81015'23.500 East longitude also meets the new intersection of the Handapanagala road, and from that point towards North, West, North direction along the western boundary of the Handapanagala Reservoir until it meets the No. (99) to the point of 6068'36.880 North latitude and 81015'87.060 East longitude and from that point along the center line of the side road running along the eastern boundary of Vandinahela reservation until it meets the No. (98) at the point of 6071'82.090 North latitude and 81015'23.500 East longitude, and from that point towards North-East, North-West direction along the Northern boundary of the Palwatta sugarcane cultivation area until it meets the No. (7) at the point of 6072'52.100 North Latitude and 81015'55.950 East Longitude and from that point towards North, North-West direction along the Canal until it meets the starting point of No. (96) Agricultural Promotion Zone including the total area.

5. Agriculture Promotion Zone III**North :**

Starting from the point No. (143) North Latitude 6048'32.380 and East Longitude 81009'97.310, which is the center of the eastern boundary of the Environmental Conservation Zone of Wellawaya urban area, and following the said boundary in the North-East direction until it meets the No. (116) at the point of 6049'76.110 North Latitude and 81013 '31.820 East Longitude.

East :

From the last mentioned point No. (116) towards South direction until it meets the No. (115) at the point of 6048'23.860 North latitude and 81012'99.480 East longitude and from that point towards South direction until it meets the No. (114) at the point of 6047'09.940 North latitude and 81012'89.140 East longitude and from that point towards South-West, South-East south, direction until it meets the No. (113) at the point of 6045'76.780 North latitude and 81012'98.010 East longitude,

South :

From the last mentioned point No. (113) towards North-West, South-West, North-West direction until it meets the No. (142) at the point of 6046'20.040 North Latitude and 81015'26.780 East Longitude,

West :

From the last mentioned point No. (142) towards North-West direction to the starting point of Agricultural Promotion Zone No. (143).

6. Tourism Promotion Zone**North :**

Starting from No. (40) which was the center line of the Ella - Wellawaya road at 6080'48.620 North Latitude and 81010'14.890 East Longitude towards North-East, North, South-East, South-East, North-East-South-East directions along the center line of the Ella - Wellawaya road until it meets the No. (41) at the point of 6079'88.770 North Latitude and 81011'26.300 East Longitude which meets the intersection of Randeniwala Monuments and from that point towards North East direction along the center line of Higurukaduwa Road until it meets the No. (42) at the point of 6080'14.910 North Latitude and 81011'62.460 East Longitude which meets the center line of the Kirindi Oya and from that point towards North-East, East, North direction along the center line of Higurukaduwa Road until it meets the No. (43) at the point of 6080'50.660 North Latitude and 81011'97.530 East Longitude and from that point towards North-East, East direction along the center line of Higurukaduwa Road until it meets the No. (44) at the point of 6080'60.930 North Latitude and 81012'42.580 East Longitude and from that point along the center line of Higurukaduwa Road, until it meets the intersection of No. (45) at the point of 6080'77.600 North Latitude and 81013'50.330 East Longitude and along this until it meets the No. (46) 6081'16.910 North Latitude and 81015'18.000 East longitude also up to the eastern boundary of the tourism zone,

East :

From the last mentioned point, towards South, South-West direction until it meets the point bearing the eastern boundary No. (47) at the point of 6080'06.210 North latitude and 81014'87.220 East longitude, and from that point towards East, South-West direction until it meets the No. (48) at the point of 6078 85.930 North latitude and 81015'25.130 East Longitude and from that point towards South-East along the border of Gampanguwa Reservoir until it

meets the No. (50) at the point of 6076'76.550 North Latitude and 81014'95.840 East Longitude and from that point towards South-East along the eastern boundary of Wellawaya Pradeshiya Sabha area until it meets the No. (51) at the point of 6075'55.810 North latitude and 81015'86.780 East longitude and from that point towards South-West direction until it meets the No. (88) at the point of 6075'58.600 North latitude and 81016'19.080 East longitude until it meets the northern boundary of the last mentioned medium density residential zone, and from that point towards South-West direction until it meets the center point of the by-pass, No. (52) at the point of 6075'57.690 North Latitude and 81015'93.010 East Longitude and from that point towards south direction until it meets the No. (53) at the point of 6075'29.510 North Latitude and 81015'63.910 East Longitude and from that point along the boundary of Bogahapatana reservation and towards west along the boundary of Bogahapatana reservation until it meets the point where it meets the side road No. (54) at the point of 6075'33.810 North latitude and 81014'53.200 East longitude, again along the center line of the side road until it meets the Linde Ara temple of No. (55) at the point of 6075'89.100 North Latitude and 81014'34.340 East Longitude and from that point towards East, South -East, North- East, North, North -West until it meets the No. (56) at the point of 7076'51.630 North Latitude and 81013'82.460 East Longitude and from that point towards South-West, South-East, South, South-West, South direction along Gogahapatana reservation boundary until it meets the No. (57) at the point of 6076'01.220 North Latitude and 81013'43.930 East Longitude and from that point towards South-West, North-West South-West direction until it meets the point where the side road meets No. (58) at the point of 6075'83.270 North latitude and 81012'13.620 East longitude and from that point along the center line of the side road until it meets the Gampanguwa Primary School No. (59) at the point of 6075'89.420 North latitude and 81011'99.090 East longitude and from that point towards North and West direction along the center line of the side road on the boundary of Gampangwa School, until it meets the No. (60) at the point of 6076'37.200 North latitude and 81011'25.740 East longitude and from that point towards North, North-West direction along the center line of Kirindioya until it meets the No. (61)) at the point of 6076'53.860 North Latitude and 81011'07.640 East Longitude and from that point towards North-West direction along the center line of the Kirindi Oya until it meets the No. (62) at the point of 6076'78.030 North Latitude and 81010'87.190 East Longitude also center line of the Ella - Wellawaya Road and from that point towards South-West, West direction until it meets the No. (63) at the point of 6076'50.770 North latitude and 81009'98.770 East longitude also to the point where the center line of the Wewelkandura- Kosgahawela road intersects, and from that point towards South-West direction along the Wewelkandura- Kosgahawela road until it meets the No. (64) at the point of 6076'13.470 North Latitude and 81009'71.660 East Longitude and from that point towards West, South-West direction along the center line of the side road until it meets the No. (65) at the point of 6076'30.520 North Latitude and 81009'46.690 East Longitude and from that point

towards South-West direction along the center line of Alikota Ara South Bank Canal until it meets the No. (66) at the point of 6076'33.470 of North Latitude and 81009'02.620 East Longitude and from that point towards South-West direction until it meets the No. (67) at the point of 6076'15.260 North Latitude and 81008'94.910 East Longitude and from that point towards West, South-West direction until it meets the No. (68)) the point where it meets the center point of the Perakatiya Road at the point of 6075'94.200 North Latitude and 81008'69.230 East Longitude and from that point towards South-East direction along the center line of the Perakatiya Road until it meets the No. (38) 6075'72.680 North Latitude and 81009'03.060 East Longitude and from that point towards South, South-West until it meets the No. (37) at the point of 6075'06.310 North Latitude and 81009'29.250 East Longitude also meet the center point of Alikota Ara South Bank Canal and from that point towards South, East, South -West, South -East direction along the center line of Alikota Ara South Bank Canal until it meets the No. (36) to the center point of the Radapola Canal, which is the intersection of the Alikota-Ara right bank canal at the point of 6073'7.810 North Latitude and 81009'33.990 East Longitude and from that point towards South-East, South, South-West direction along the Uma Oya South Bank Canal until it meets the No. (35) at Alikota-Ara South Bank Canal, which intersects the center line of the Colombo-Baticloa (A04) road at 6073'08.940 North Latitude and 81009'52.970 East Longitude and from that point towards South-East, South-West, South-East direction along the Alikota-Ara South Bank Canal Road until it meets the No. (34) intersects the center line of the Alikota-Ara South Canal Road which is 6072'49.740 North Latitude and 81009'55.180 East Longitude and from that point along the center line of Alikota-ara South Canal Road until it meets the No. (33) at the point of 6072'15.620 North Latitude and 81009'59.770 East Longitude and from that point towards South direction along the center line of Uma Oya South Bank Canal Road until it meets the No. (31) at the point of 6070'52.420 North latitude and 81009'69.610 East longitude to the center point of the Selbawa road intersecting the center line of Alikota Ara South Canal, and from that point towards South-West direction along the center line of Alikota Ara South Canal Road until it meets the No. (30)) at the point of 6069'20.860 North latitude and 81009'22.160 East longitude and from that point towards North-East direction until it meets the No. (29) at the point of 6069'20.860 North latitude and 81009'14.160 East longitude and from that point towards South-East direction until it meets the No. (28) at the point of 6069'10.510 North Latitude and 81009'19.910 East Longitude and also meet the center point of the Buduruvagala Road and from that point towards West, North-West direction along the center line of the Buduruvagala Road until it meets the No. (69) 6069'11.410 North Latitude and 81009'02.620 East Longitude and from that point along the Buduruvagala Road until it meets the No. (407) at the point of 6069'08.640 North Latitude and 81009'09.180 East Longitude and from that point towards South-west, North-West direction along the center line of Buduruvagala road until it meets the No. (71) at the point of 6068'37.800 North Latitude and 81008'10.390 East Longitude

and towards South-West direction until it meets the No. (72) at the point of 6068'27.860 North Latitude and 81007'78.380 East Longitude,

South :

From the last mentioned point No. (72) towards North-West direction until it meets the No. (73) at the point of 6068'27.950 North Latitude and 81007'50.850 East Longitude and from that point towards South-West direction until it meets the No. (74) at the point of 6068'15.560 North Latitude and 81007'05.310 East Longitude also up to the point where it meets the western boundary of the zone,

West :

From the last mentioned point No. (74) towards North direction until it meets the No. (75) at the point of 6068'65.510 North Latitude and 81006'96.440 East Longitude and from that point towards North-Eastern direction until it meets the No. (76) at the point 6070'33.810 of North Latitude and 81007 '97.7860 East Longitude and from that point towards North-west direction until it meets the No. (77) at the point of 6070'34.850 North latitude and 81008'01.280 East longitude and from that point towards West, South-West, North-West, North until it meets the No. (78) at the point of 6070'34.850 North latitude and 81007'91.070 East Longitude and from that point towards North direction until it meets the No. (79) at the point of 6071'84.150 North Latitude and 81007'99.880 East Longitude and from that point along the side road towards North-East, North-West, North-East direction until it meets the No. (80) at the point of 6072'33.960 North latitude and 81008'09.850 East longitude where the center line of the Colombo Batticaloa road intersects and from that point towards North-East direction along the center line of the Colombo - Batticaloa Road until it meets the No. (81) at the point of 6072'49.040 North latitude and 81008'15.600 East longitude and from that point towards North, North-East, West direction until it meets the No. (82) at the point of 6073'48.820 North Latitude and 81006'23.320 East Longitude, from that point towards West, North-East direction until it meets the No. (83) at the point of 6075'95.470 North Latitude and 81006'88.610 East Longitude and from that point towards North-East direction until it meets the No. (84) at the point of 6077'93.180 North Latitude and 81006'24.830 East Longitude, and from that point towards South-West, North-East, East direction until it meets the No. (85) at the point of 6077'96.600 North Latitude and 81008'36.850 East Longitude and from that point towards East direction until

it meets the No. (86) at the point of 6078'37.370 North latitude and 81009'54.790 East longitude until it meets the center line of the Wewelkandura- Kosgahawela road (center line of the by road) and from that point towards East direction until it meets the No. (87) at the point of 6078'26.010 North latitude and 81009' 59.830 East longitude and from that point towards North direction until it meets the starting point of the Low Density Tourism Promotion Zone at No. (40) including total area.

7. Conservation Zone I

North :

Starting from the No. No. (130) at the point of 6052'52.960 North latitude and 81004'61.790 East longitude towards South-east, North-east, South-east direction along the northern and eastern border of Debara Ara Lake until it meets the No. (129) at the point of 6052'12.850 North latitude and 81011'11.410 East longitude and from that point towards South-east, South direction until it meets the No. (128) at the point of 6050'83.450 North Latitude and 81011'60.370 East Longitude and from that point of towards East direction until it meets the No. (118) at the point of 6051'30.450 North Latitude and 81013 '27.370 East Longitude until it meets the western boundary of the low density mixed development zone,

East :

From the last mentioned point No. (118) towards South - East, south direction along the western boundary of the low density mixed development zone, until it meets the No. (117) at the point of 6050'02.280 North latitude and 81013'30.460 East longitude and from that point towards West direction until it meets the No. (116) at the point of North latitude 6049'76.110 and East longitude 81013'30.460 and from that point towards South-West direction until it meets the No. (143) at the point of 6048'32.980 North latitude and 81009'47.310 East longitude and towards South-East direction until it meets the No. (142) at the point of 6046'20.040 North latitude and 81009'86.430 East longitude,

South :

From the last mentioned point No. (142) towards North-West, West, South-West direction until it meets the No. (144) at the point of 6046'71.990 North Latitude and 81006'30.110 East Longitude to the midpoint of the southern border of Demodara Lake,

West :

From the last mentioned point No. (144) towards North-west, West direction until it meets the No. (145) at the point of 6049'75.210 North Latitude and 81004'38.000 East Longitude and from that point towards North-East, North-West direction to the starting point of Conservation Zone No. (130) including the entire area.

7. Conservation Zone II**North :**

Starting from the No. (107) at the point of $6^{\circ}50'53.64^{\circ}$ North Latitude and $81^{\circ}13'46.74^{\circ}$ East Longitude along the northern boundary of the Lunugamvehera national Park until it meets the no. (106) at the point of $6^{\circ}51'712.21^{\circ}$ North Latitude and $81^{\circ}13'61.45^{\circ} 74^{\circ}$ East Longitude also upto intersection point of center line of the kirindi oya,

East :

From the last mentioned point No. (106) towards South direction along the center line of the Kirindi Oya to the point No. (109) until it meets the center line of the Kirindi Oya at the point of 6049'61.910 North Latitude and 81013'73.200 East Longitude,

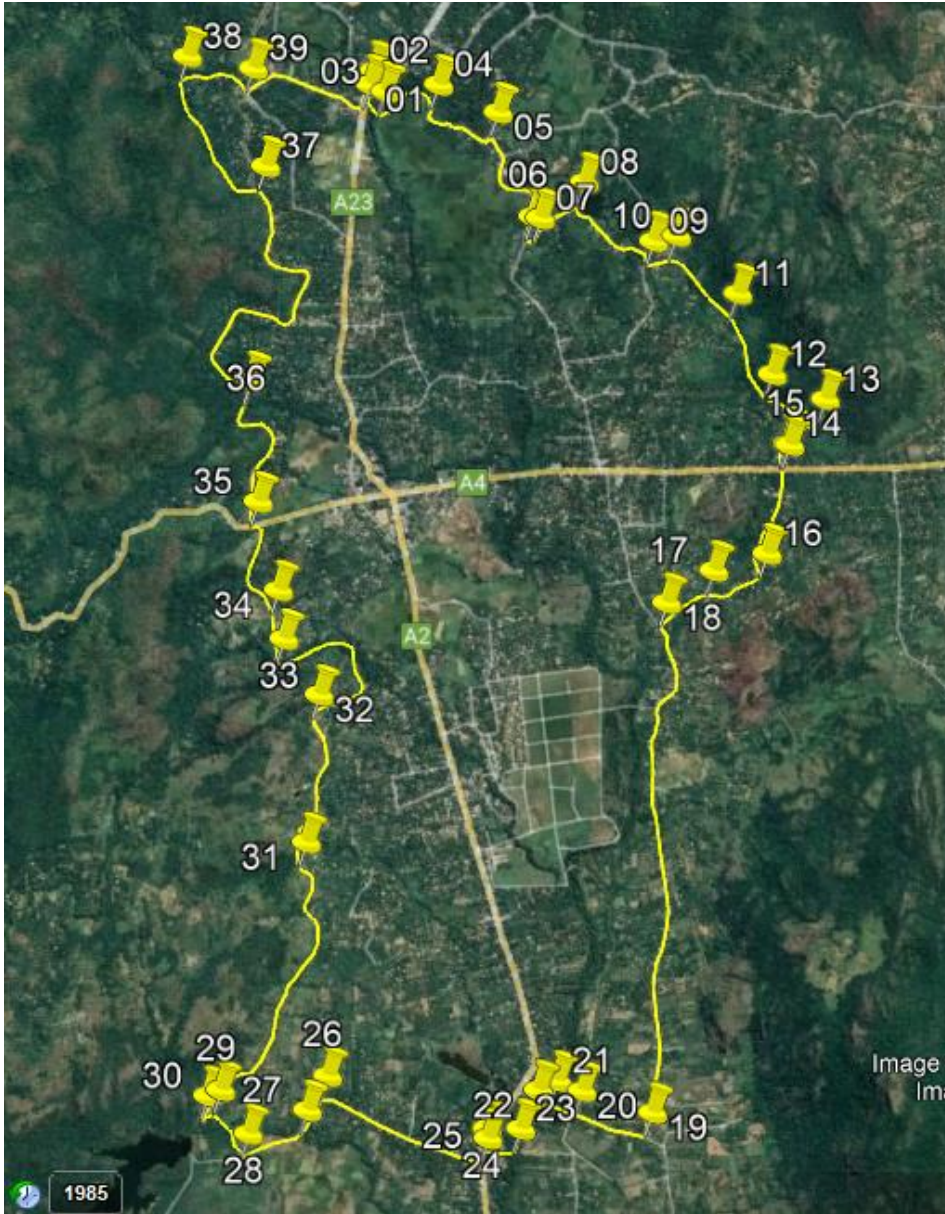
South :

From the last mentioned point No. (109) towards North-west direction No. (108) at 6050'18.990 North Latitude and 81013'42.340 East Longitude until it meets the Eastern boundary of the Low Density Mix Development Zone,

West:

The total area included from the last mentioned point (108) towards North-West, North, North-West direction and until it meets the starting point of Conservation Zone including the total area.

1. Medium Density Mixed Development Zone (Map with points)

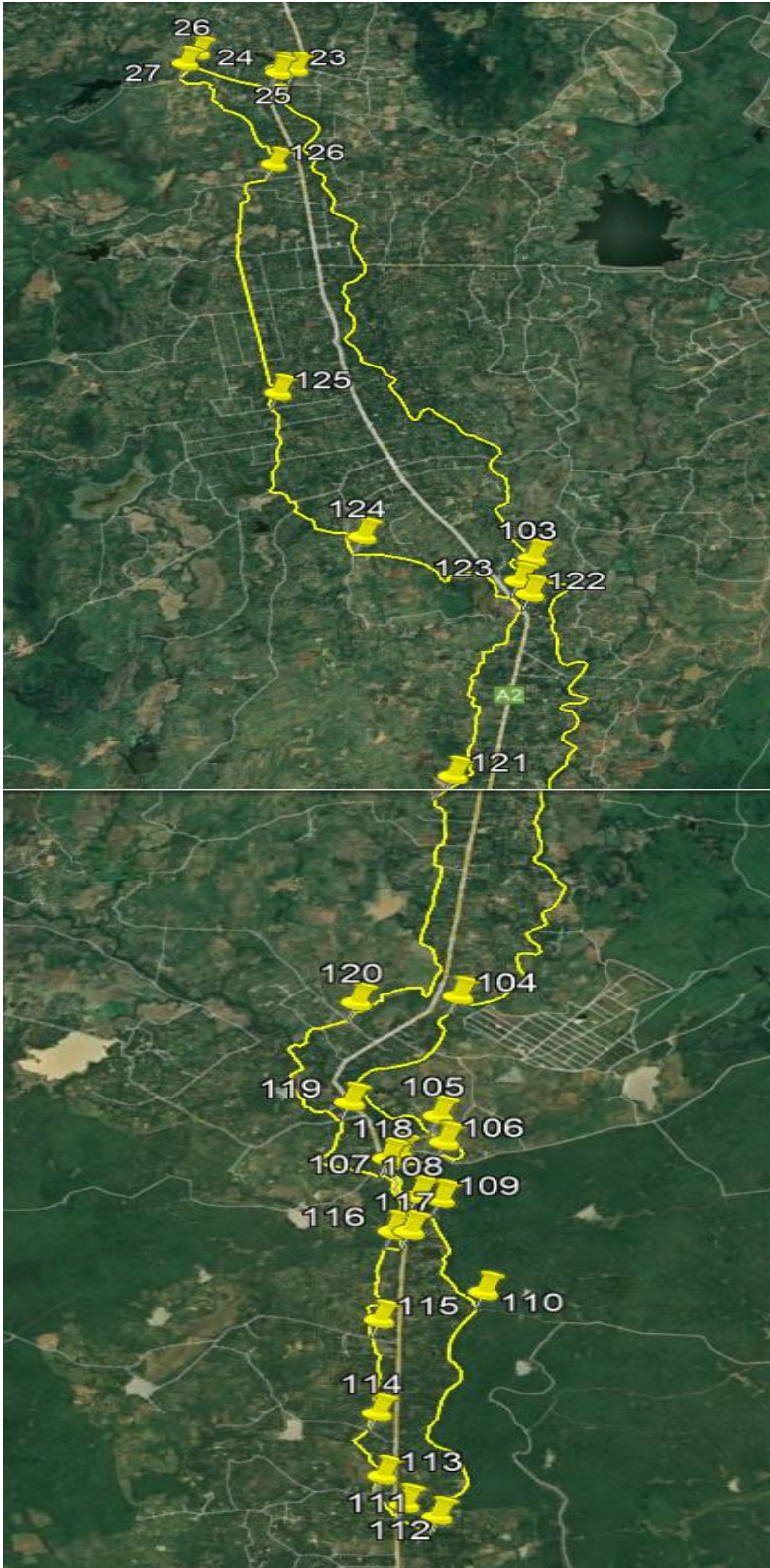


Source : planning Team, UVA P ROvincial office, Urban Development Authority, 2023

Point with North Latitude and East Longitude

| Serial No. | North Latitude | East Longitude |
|-------------------|-----------------------|-----------------------|
| 1 | 6.755875° | 81.101249° |
| 2 | 6.756693° | 81.099652° |
| 3 | 6.755873° | 81.100375° |
| 4 | 6.755613° | 81.104609° |
| 5 | 6.754033° | 81.108399° |
| 6 | 6.748027° | 81.110845° |
| 7 | 6.747757° | 81.111492° |
| 8 | 6.749878° | 81.113519° |
| 9 | 6.746309° | 81.117731° |
| 10 | 6.745624° | 81.119339° |
| 11 | 6.742199° | 81.123147° |
| 12 | 6.736594° | 81.127407° |
| 13 | 6.735514° | 81.126675° |
| 14 | 6.734443° | 81.126426° |
| 15 | 6.733635° | 81.126311° |
| 16 | 6.726852° | 81.123044° |
| 17 | 6.726165° | 81.122402° |
| 18 | 6.723395° | 81.119317° |
| 19 | 6.693158° | 81.118079° |
| 20 | 6.694714° | 81.113481° |
| 21 | 6.692995° | 81.111543° |
| 22 | 6.693249° | 81.110581° |
| 23 | 6.691730° | 81.109011° |
| 24 | 6.690834° | 81.107105° |
| 25 | 6.689997° | 81.106640° |
| 26 | 6.691577° | 81.095790° |
| 27 | 6.692084° | 81.094167° |
| 28 | 6.691051° | 81.091991° |
| 29 | 6.692747° | 81.092136° |
| 30 | 6.692086° | 81.092216° |
| 31 | 6.705242° | 81.096787° |
| 32 | 6.717130° | 81.096961° |
| 33 | 6.721562° | 81.095977° |
| 34 | 6.724974° | 81.095518° |
| 35 | 6.730894° | 81.095297° |
| 36 | 6.737081° | 81.093389° |
| 37 | 6.750631° | 81.094652° |
| 38 | 6.757268° | 81.090306° |
| 39 | 6.757325° | 81.092925° |

2.Low Density Mixed development Zone

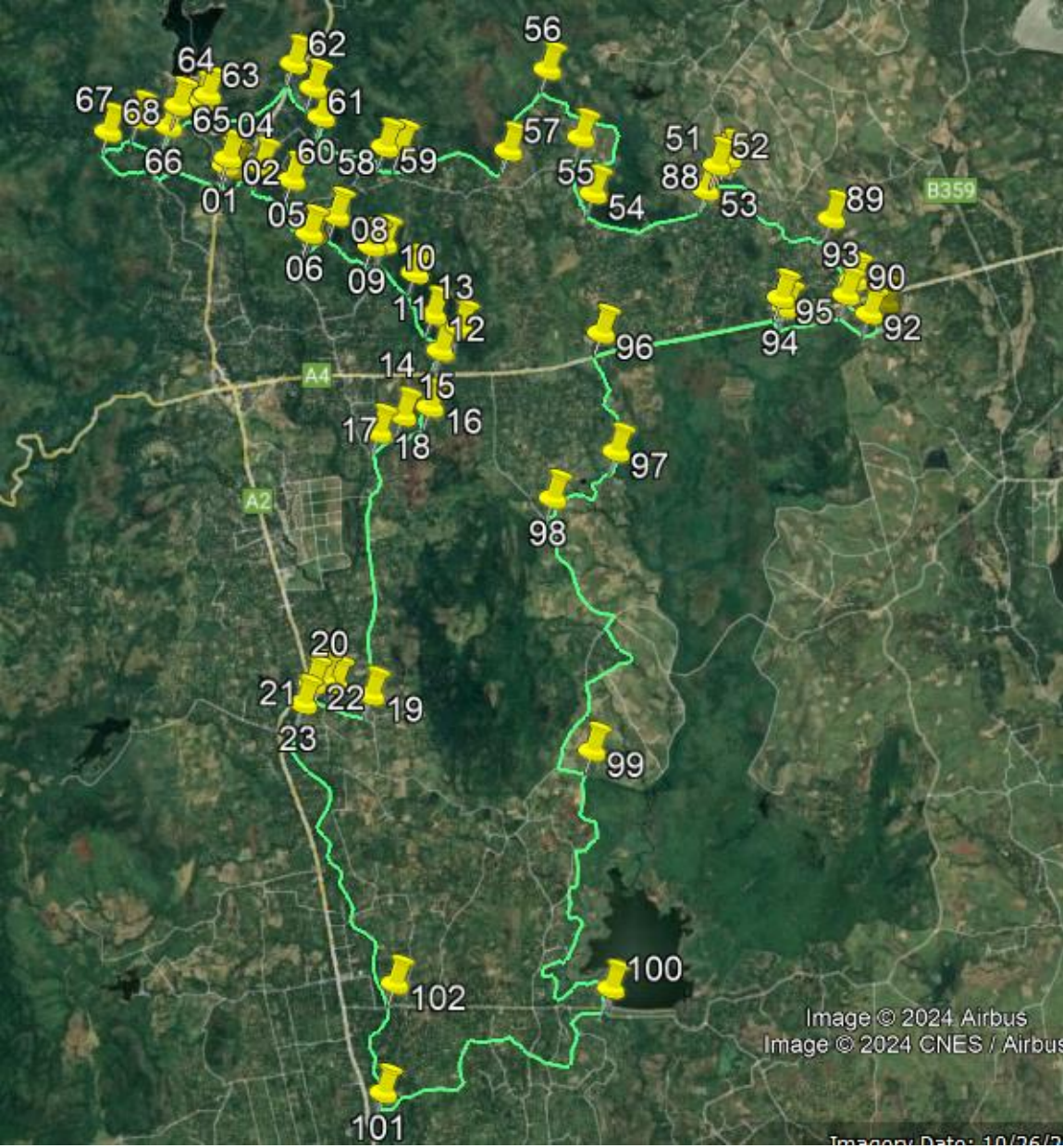


Point with North Latitude and East Longitude

| Serial No. | North Latitude | East Longitude |
|------------|----------------|----------------|
| 103 | 6.602880° | 81.145510° |
| 104 | 6.534470° | 81.135543° |
| 105 | 6.514775° | 81.131144° |
| 106 | 6.511221° | 81.136145° |
| 107 | 6.505364° | 81.134674° |
| 108 | 6.501899° | 81.134234° |
| 109 | 6.496191° | 81.137320° |
| 110 | 6.488938° | 81.140557° |
| 111 | 6.455041° | 81.134339° |
| 112 | 6.455704° | 81.130047° |
| 113 | 6.457678° | 81.129801° |
| 114 | 6.470994° | 81.128914° |
| 115 | 6.482386° | 81.129948° |
| 116 | 6.497611° | 81.133182° |
| 117 | 6.500228° | 81.133046° |
| 118 | 6.513045° | 81.132737° |
| 119 | 6.517240° | 81.127866° |
| 120 | 6.536565° | 81.129768° |
| 121 | 6.567187° | 81.137347° |
| 122 | 6.597372° | 81.139380° |
| 123 | 6.597372° | 81.139380° |
| 124 | 6.608345° | 81.132445° |
| 125 | 6.630096° | 81.116632° |
| 126 | 6.678671° | 81.110480° |

Source : planning Team, UVA PProvincial office, Urban Development Authority, 2023

3. Medium Density Residential Zone



Point with North Latitude and East Longitude

| Serial No. | North Latitude | East Longitude |
|-------------------|-----------------------|-----------------------|
| 88 | 6.755860° | 81.161908° |
| 89 | 6.748238° | 81.173603° |
| 90 | 6.744193° | 81.177060° |
| 91 | 6.738937° | 81.179992° |
| 92 | 6.738442° | 81.177720° |
| 93 | 6.739642° | 81.176010° |
| 94 | 6.739246° | 81.174074° |
| 95 | 6.738721° | 81.170294° |
| 96 | 6.728419° | 81.162090° |
| 97 | 6.725210° | 81.155595° |
| 98 | 6.718209° | 81.150961° |
| 99 | 6.683688° | 81.158706° |
| 100 | 6.655837° | 81.152350° |
| 101 | 6.648572° | 81.119132° |
| 102 | 6.660224° | 81.117873° |

Source : planning Team, UVA PProvincial office, Urban Development Authority, 2023

4. Industrial Promotion Zone

Map with points



Source: planning Team, UVA PProvincial office, Urban Development Authority, 2023

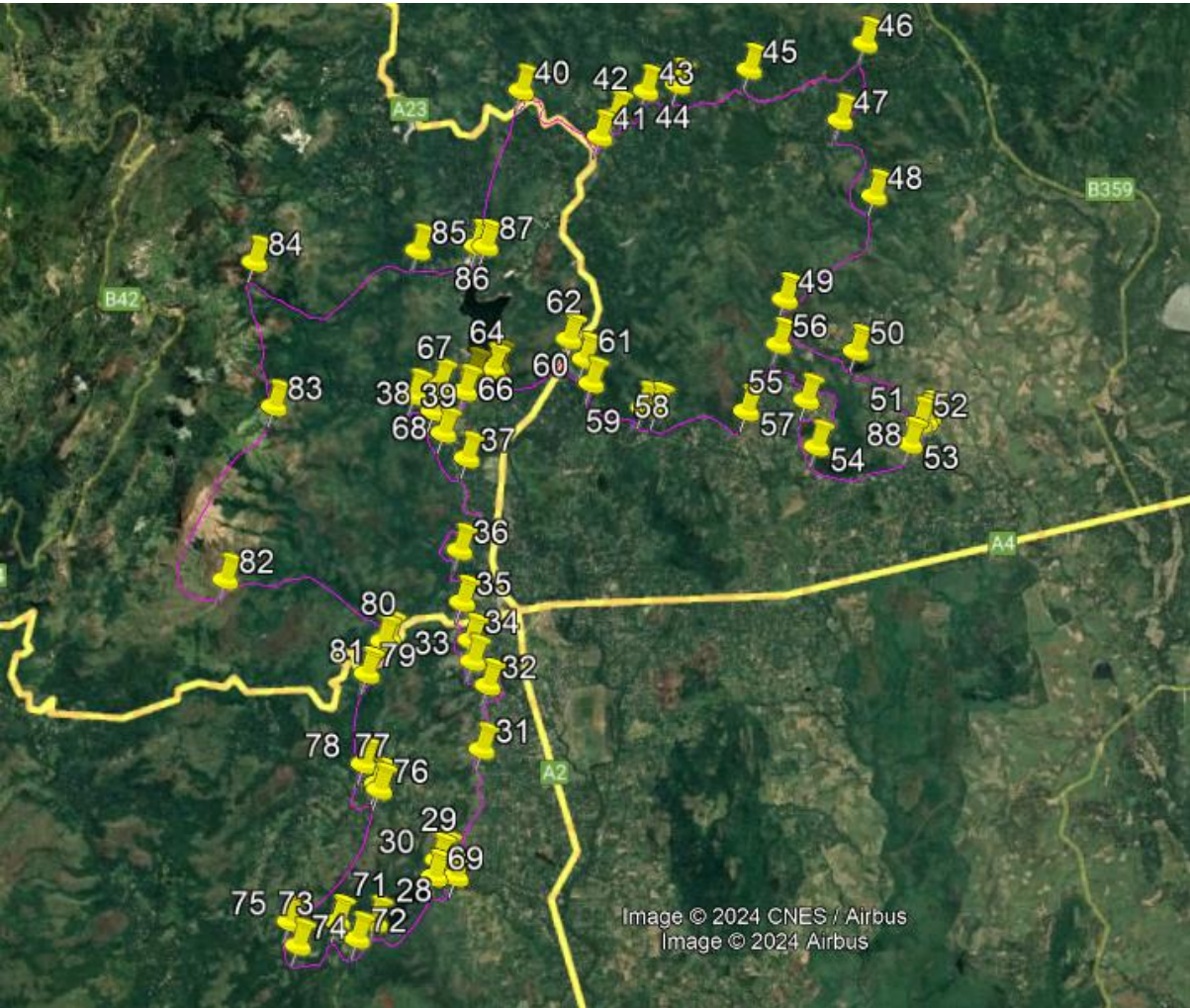
Point with North Latitude and East Longitude

| Serial No. | North Latitude | East Longitude |
|------------|----------------|----------------|
| 104 | 6.534470° | 81.135543° |
| 105 | 6.514775° | 81.131144° |
| 106 | 6.511221° | 81.136145° |
| 140 | 6.535271° | 81.154661° |
| 141 | 6.528758° | 81.152678° |

Source : planning Team, UVA PProvincial office, Urban Development Authority, 2023

5.Tourism Promotion Zone

Map with points



Point with North Latitude and East Longitude

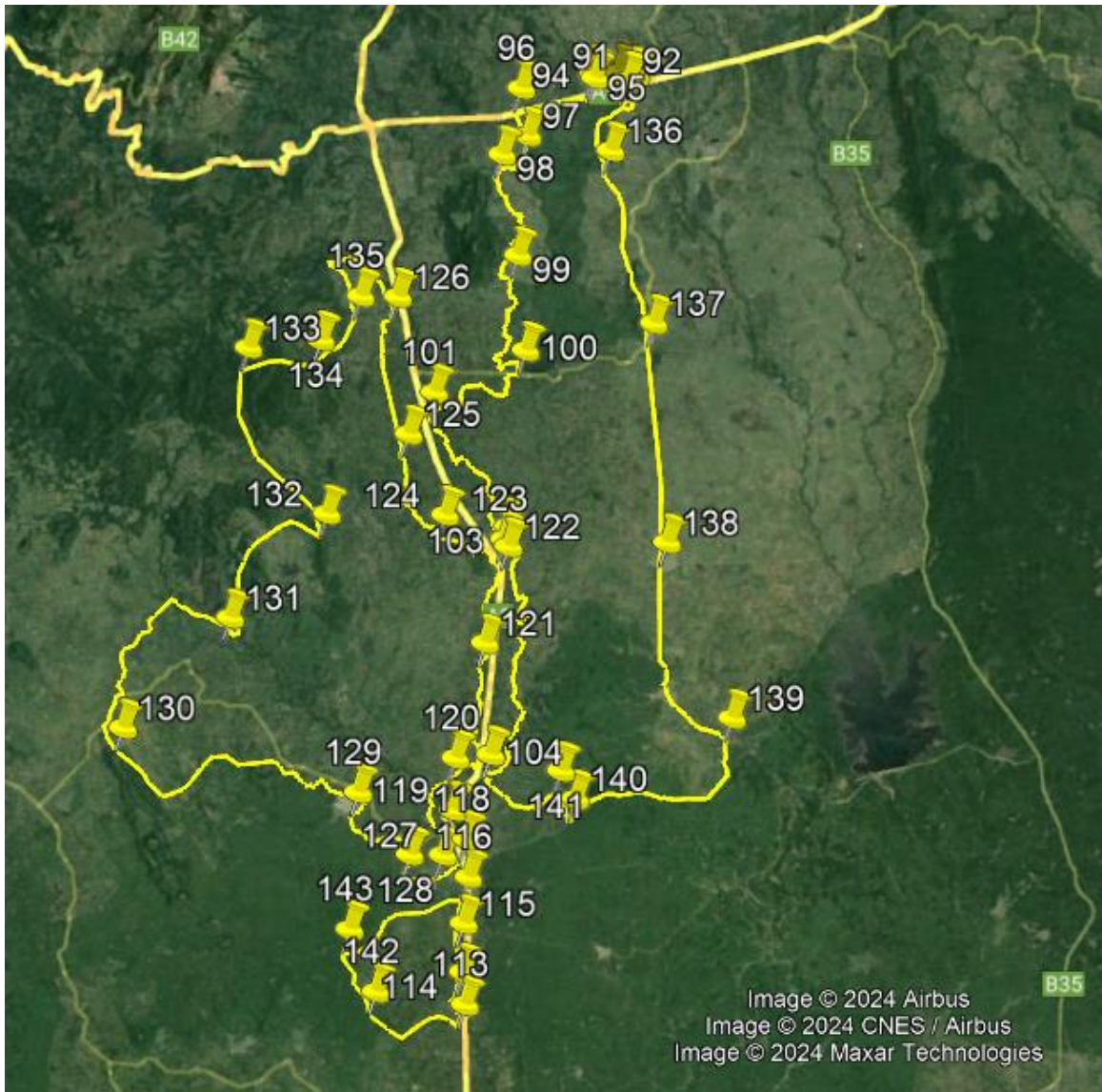
| Serial No. | North Latitude | East Longitude |
|-------------------|-----------------------|-----------------------|
| 40 | 6.804862° | 81.101489° |
| 41 | 6.798877° | 81.112630° |
| 42 | 6.801491° | 81.116246° |
| 43 | 6.805066° | 81.119753° |
| 44 | 6.806093° | 81.124258° |
| 45 | 6.807766° | 81.135053° |
| 46 | 6.811691° | 81.151800° |
| 47 | 6.800621° | 81.148722° |
| 48 | 6.788593° | 81.152513° |
| 49 | 6.773938° | 81.139913° |
| 50 | 6.767655° | 81.149584° |
| 51 | 6.755581° | 81.158678° |
| 52 | 6.755769° | 81.159301° |
| 53 | 6.752957° | 81.156391° |
| 54 | 6.753381° | 81.145320° |
| 55 | 6.758916° | 81.143434° |
| 56 | 6.765163° | 81.138246° |
| 57 | 6.760122° | 81.134393° |
| 58 | 6.758327° | 81.121362° |
| 59 | 6.758942° | 81.119909° |
| 60 | 6.763720° | 81.112574° |
| 61 | 6.765386° | 81.110764° |

| | | |
|----|-----------|------------|
| 62 | 6.767803° | 81.108719° |
| 63 | 6.765077° | 81.099877° |
| 64 | 6.763949° | 81.097166° |
| 65 | 6.763052° | 81.094669° |
| 66 | 6.761347° | 81.093351° |
| 67 | 6.761526° | 81.089491° |
| 68 | 6.759420° | 81.086923° |
| 69 | 6.691141° | 81.090262° |
| 70 | 6.683780° | 81.081039° |
| 71 | 6.683780° | 81.081039° |
| 72 | 6.682786° | 81.077838° |
| 73 | 6.682795° | 81.075085° |
| 74 | 6.681556° | 81.070531° |
| 75 | 6.686551° | 81.069644° |
| 76 | 6.703381° | 81.079786° |
| 77 | 6.703485° | 81.080128° |
| 78 | 6.706671° | 81.079107° |
| 79 | 6.718415° | 81.079988° |
| 80 | 6.723396° | 81.080985° |
| 81 | 6.724904° | 81.081560° |
| 82 | 6.734882° | 81.062332° |
| 83 | 6.759547° | 81.068861° |
| 84 | 6.779318° | 81.062483° |
| 85 | 6.779660° | 81.083685° |
| 86 | 6.783737° | 81.095479° |
| 87 | 6.782601° | 81.095983° |

Source : planning Team, UVA PProvincial office, Urban Development Authority, 2023

6. Agriculture Promotion Zone (I,II,III)

Map with points



Source: Planning Team, UVA PProvincial office, Urban Development Authority, 2023

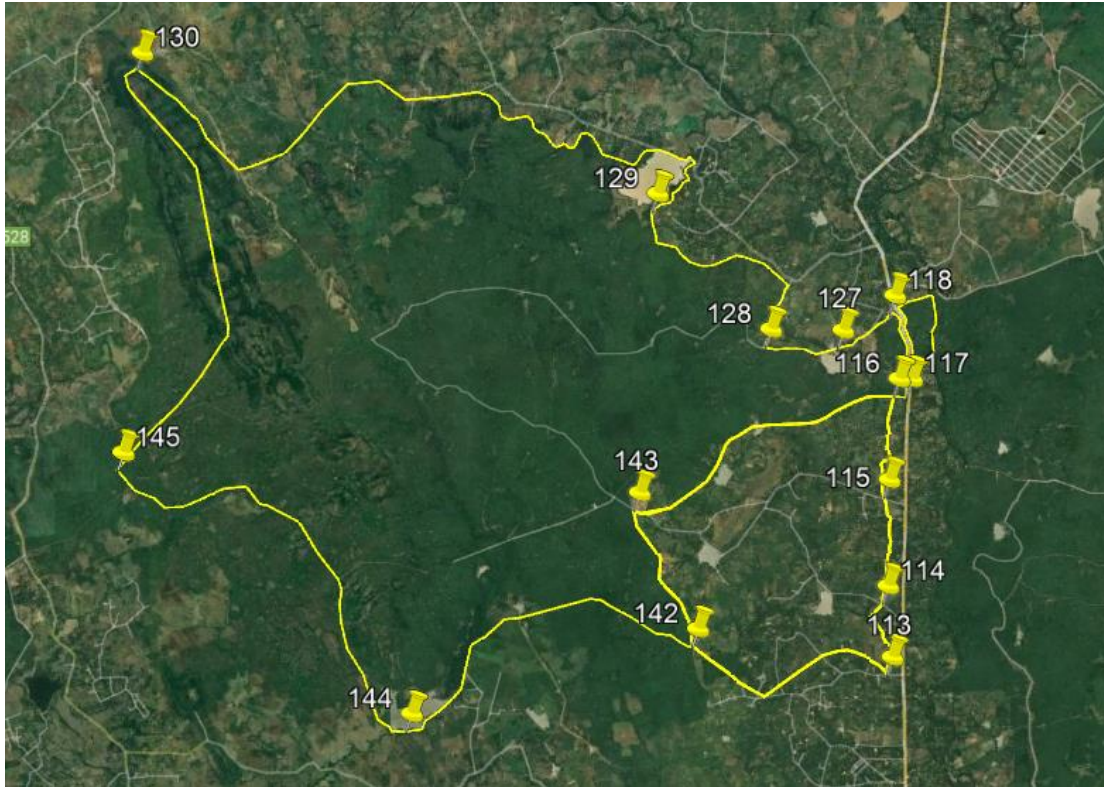
Point with North Latitude and East Longitude

| Serial No. | North Latitude | East Longitude |
|-------------------|-----------------------|-----------------------|
| 127 | 6.508345° | 81.116037° |
| 128 | 6.508345° | 81.116037° |
| 129 | 6.521285° | 81.111141° |
| 130 | 6.525296° | 81.046179° |
| 131 | 6.576012° | 81.057071° |
| 132 | 6.625125° | 81.080221° |
| 133 | 6.638398° | 81.081731° |
| 134 | 6.661867° | 81.085864° |
| 135 | 6.671553° | 81.091686° |

Source: Planning Team, UVA P Rovincial office, Urban Developmenet Authority, 2023

7. Conservation Zone (I,II)

Map with points



Source : Planning Team, UVA PProvincial office, Urban Development Authority, 2023

Point with North Latitude and East Longitude

| Serial No. | North Latitude | East Longitude |
|------------|----------------|----------------|
| 113 | 6.457678° | 81.129801° |
| 114 | 6.470994° | 81.128914° |
| 115 | 6.482386° | 81.129948° |
| 116 | 6.497611° | 81.133182° |
| 117 | 6.500228° | 81.133046° |
| 118 | 6.513045° | 81.132737° |
| 127 | 6.508345° | 81.116037° |
| 128 | 6.508345° | 81.116037° |

| | | |
|-----|-----------|------------|
| 129 | 6.521285° | 81.111141° |
| 130 | 6.525296° | 81.046179° |
| 142 | 6.462004° | 81.098643° |
| | | |
| 143 | 6.483298° | 81.099731° |
| 144 | 6.467199° | 81.063011° |
| 145 | 6.497521° | 81.043800° |

Source : Planning Team, UVA PProvincial office, Urban Development Authority,

Schedule IV – Form "G ": Minimum Land Extent for Permitted uses

| Form "G ": Minimum Land Extent for Permitted uses | | | |
|---|-----|--------------------------------------|-----------------------------|
| Main Activity | No. | Sub Activity | Minimum land extent (Sq.m{. |
| Residential | 1 | Dwelling Houses/ Dwelling Units | 150 |
| | 2 | Condominium apartment complexes | - |
| | 3 | Apartment Complexes | - |
| | 4 | Housing Projects | - |
| | 5 | Quarters/Staff accomadation | 150 |
| | 6 | Service apartments | 150 |
| | 7 | Studio apartments | 150 |
| | 8 | Dormitory | - |
| | 9 | Hostels | - |
| | 10 | Daycare centers | 250 |
| | 11 | Ambulance sservice center | 500 |
| | 12 | Elder's home | 500 |
| | 13 | Children's home | 500 |
| | 14 | Disabled rehabilitation center | 500 |
| | 15 | Rehabilitation centers/ Probation | 1000 |
| | 16 | Community hall | 500 |
| | 17 | Resorts/Tourist Bungalows /Home stay | 250 |
| | 18 | Guest houses | 250 |
| | 19 | Lodge | 250 |
| | 20 | Rest house | 250 |
| | 21 | മിസ്റ്റർ ഹാൾ | 150 |
| Health | 1 | Hospitals | 1000 |

| | | | |
|-------------------------|----------------------|--|---------|
| | 2 | Medical centers (with only one doctor) | 150 |
| | 3 | Medical centers (with two or more doctors) | 250 |
| | 4 | Sample collection centers | 150 |
| | 5 | Laboratories | 150 |
| | 6 | Pharmacy | 150 |
| | 7 | Veterinary clinics | 150 |
| | 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 care Centre | 500 |
| | Office & Institution | 1 | Offices |
| 2 | | Professional offices | 150 |
| 3 | | Office Complex (over 5000 square meters) | 1000 |
| 4 | | Banks/Insurance Financial Institutions | 150 |
| 5 | | Other | - |
| Commercial and services | 1 | Shopping malls | 500 |
| | 2 | Retail shops | 150 |
| | 3 | Wholesale markets | 250 |
| | 4 | Department Stores/Super Markets | 500 |
| | 5 | Open Market | 150 |
| | 6 | Showrooms | 500 |
| | 7 | Restaurants/ Take Away | 150 |
| | 8 | Restaurants | 250 |

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|--|----|--|------|
| | 9 | Reception halls | 1000 |
| | 10 | Star class hotels | 2000 |
| | 11 | Hotels | 500 |
| | 12 | City hotel | 250 |
| | 13 | Clubs | 500 |
| | 14 | Motel | 250 |
| | 15 | Cabana Hotels | 500 |
| | 16 | Broadcasting Studios | 500 |
| | 17 | Studios (non-broadcasting) | 150 |
| | 18 | Beauty Centers / Barber Shops | 150 |
| | 19 | Customer Service Centers | 150 |
| | 20 | SPA | 150 |
| | 21 | Tailor shops | 150 |
| | 22 | Funeral Parlor | 500 |
| | 23 | Flower shops | 150 |
| | 24 | Laundries/Clothes Cleaning Centers | 150 |
| | 25 | Hardware/ Building Material Sales Stores | 250 |
| | 26 | Liquor stores | 150 |
| | 27 | Auto parts stores | 150 |
| | 28 | Taxi Service Centers | 250 |
| | 29 | Auto Service Centers | |
| | | Bicycle / Three wheeler. | 375 |
| | | Light vehicles | 500 |
| | | heavy vehicles | 1000 |
| | 30 | Garage | 1000 |
| | 31 | Fuel stations | 1000 |

| | | | |
|--------------------|----|---|------|
| | 32 | Smoke testing stations | 1000 |
| | 33 | Betting Centers | 150 |
| | 34 | Bus Terminal | 1000 |
| Educational | 1 | Preschools / Early Childhood Development Centers/kinder Garten | 500 |
| | 2 | Primary schools | - |
| | 3 | Secondary schools | - |
| | 4 | Tertiary schools | - |
| | 5 | Private Schools / International Schools | - |
| | 6 | Higher Education Centers (Campus) | 3000 |
| | 7 | Public / Private Universities | 4000 |
| | 8 | Technical Colleges / Vocational Training Centers / Training Centers | 1000 |
| | 9 | Private tuition classes- less than 50 square meters | 150 |
| | 10 | Private Tuition - Between 50 sq m and 500 sq m | 500 |
| | 11 | More than 500 square meters of private tuition | 1000 |
| | 12 | Art Institutes/ Theater Institutes | 1000 |
| | 13 | Other educational institutions | 250 |
| | 14 | Research and Development Centers | 250 |
| Social & Religious | 1 | Religious places | 500 |
| | 2 | Religious Education Centers | 500 |
| | 3 | Museum | 250 |
| | 4 | Social and cultural centers | 500 |
| | 5 | Cemeteries / Crematoria | |
| | 6 | Community Development Centers | 150 |

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|------------|----|--|------|
| | 7 | Auditorium | 500 |
| | 8 | Conference halls | 1000 |
| Industrial | 1 | Vehicle Assembly/Repair Centers | 500 |
| | 2 | Warehouses for distribution purposes | 500 |
| | 3 | Stores/warehouses | 1000 |
| | 4 | Service industries | 1000 |
| | 5 | Domestic industries | 250 |
| | 6 | Packaging Industries | 500 |
| | 7 | Recycling industries | 1000 |
| | 8 | Value-Adding Industries | 1000 |
| | 9 | Scrap collection centers | 1000 |
| | 10 | Bakery products | 500 |
| | 11 | Concrete and precast concrete works | 1000 |
| | 12 | Cement blocks using machinery | 500 |
| | 13 | Tile and brick industries | 500 |
| | 14 | Industries related to wood products | 500 |
| | 15 | Mills | 250 |
| | 16 | Lathes, welding shops | 500 |
| | 17 | Other non-polluting industries (as defined by Central Environment Authority) | 1000 |
| | 18 | Polluting Other Industries (as defined by Central Environment Authority) | 1000 |
| Leisure | 1 | Indoor Stadiums | 1000 |
| | 2 | Open theaters | 1000 |
| | 3 | Libraries | 250 |
| | 4 | Gym | 150 |
| | 5 | Children's parks | 500 |

| | | | |
|-------------------------|----|--|------|
| | 6 | Open grounds | 1000 |
| | 7 | Cinemas | 500 |
| | 8 | Swimming pools | 250 |
| | 9 | Parks | - |
| | 10 | Amusement parks | - |
| Agriculture and fishery | 1 | Boat jetty/ ferry accommodation | |
| | 2 | Berths | |
| | 3 | Fishing piers | |
| | 4 | Madel with construction | |
| | 5 | Lellama | |
| | 6 | Animal and crop farms | 1000 |
| | 7 | Agricultural products collection centers | 500 |
| | 8 | Animal and Seed Breeding Centers | 1000 |
| | 9 | Greenhouse | 150 |
| Other | 1 | Roof antenna towers | - |
| | 2 | Antenna towers | 250 |
| | 3 | Communication towers | |
| | 4 | Vehicle parks | 250 |
| | 5 | Electricity substations | - |
| | 6 | Sand Mining/Mineral Mining/Washing | - |
| | 7 | quarries | - |
| | 8 | Soil cutting / clay cutting | - |
| | 9 | Sanitary buildings | - |
| | 10 | A.T.M centers | - |
| | 11 | Electric charging stations | - |
| | 12 | Compost facility/waste recycling centers | 2000 |

