



KURUNEGALA

TOWN DEVELOPMENT PLAN
2019 - 2030

VOLUME 01



URBAN DEVELOPMENT AUTHORITY
NORTH WESTERN PROVINCIAL OFFICE



Kurunegala Urban Development plan

Volume 01



Urban Development Authority
North Western Province
2019 – 2030

Document Information

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The Kurunegala Town Development Plan 2019 - 2030 consists of two sections and it is published as Volume I and Volume II. The volume I is comprised of two parts. The first part of the volume I consist of introduction of the development plan, background studies and need of the plan. The second part of volume I consists of vision of the plan, goals, objectives, conceptual plan and development plans. The volume II of the development plan has been prepared as a separate publication. It consists of the regulations for plans and buildings, zoning regulations for the year 2019 – 2030.

Supervision

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Preface

An urban population in Sri Lanka is rapidly increasing. Hence areas known as villages in the past are becoming more urbanized. So it is seen that very urbanization is taking place with urban characteristics in the areas where they were considered as villages in the past. If this urbanization is to take place orderly a proper guidance needs to be given through strategic Urban Development Plan. In a period where such an urban Plans are under preparation the way of making of that Plan for Kurunegala Town is hereby emphasized.

It is evident that Kurunegala Town was historically a significant Town as it was a Kingdom in the past that is to say it was given a great value consideration. However there might have been various reasons for not receiving the same importance of in the past to the Town at present. In view of this there is a compelling need for the comprehensive Urban Development Plan with a great vision.

Thus this plan gives a guidance as to how the Town be developed within next 11 year period for the development of the country and for the significant increase of Socio-Economic, Physical and Environmental Development of the Town.

Acknowledgment

All political representatives who involves in the development activities in Kurunegala District and supported in various ways in the process of preparation of the Development Plan - 2030 for Kurunegala Urban Area covering Kurunegala Municipal Council Area and Kurunegala Pradeshiya Sabha Area at the stage from basic data collection and to the publication of the Development Plan - 2030 in the Gazette, the Chief Minister of the Provincial Council of the North-Western Province, the Political authority including the Governor, all public officers including the Chief Secretary, the Mayor of the Kurunegala Municipal Council, staff members of the Kurunegala Municipal Council including Municipal Commissioner, the Chairmen of the Kurunegala Pradeshiya Sabha, all staff members of Pradeshiya Sabha including the Secretary are hereby gratefully acknowledged.

Our sincere thank go to the District Secretary, Divisional Secretaries, Kurunegala Police, Education Department, Health Department, Sri Lanka Transport Board, Railway Department, Ceylon Electricity Board, Sri Lanka Telecom, Road Development Authority, Provincial Environmental Authority, Wayamba Development Authority, National Water Supply and Drainage Board and to the Public including voluntary organizations, Kurunegala Traders Association, School Van Owners Association etc. for the contribution made to make this plan a success in giving valuable opinions made at the meetings held for public opinions.

We take this opportunity to express our gratitude to the Chairmen, Director General, Additional Director General and Deputy Director General Planning of the Urban Development Authority who guided this endeavor to a success and to the Divisions of Development and Research Development Planning Geographic Information System Environmental and Landscape Enforcement and finally to the staff of North-Western Province of the Urban Development Authority.

Honourable Minister's forward



Hon. Patali Champika Ranawaka

Minister of Megapolis & Western Development

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

This development plan has been prepared for the implementation of the envisaged integrated development of the Kurunegala (Municipal Council and Pradeshiya Sabha) area. Kurunegala town which is the commercial center and the administrative capital of the Kurunegala District, serves a large catchment of population. Further the main expectation of the plan is Kurunegala to be develop as the Wayamba metro polis with considering the locational advantage and the development potential of national projects. Our effort is to support the Kurunegala District to be developed accordingly by facilitating the appropriate physical environment.

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

Chairman's forward



Dr. Jagath Munasingha
Chairman,
Urban Development Authority

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

Under the Amendment Act No 4 of 1982; (Part II section 8A [1]) the Urban Development Authority has been mandated to prepare Development Plans for the Urban Development Areas, declared by the Minister-in-charge. The development plan for Kurunegala urban area has been prepared and enforced under such provisions. As a result of the declaration of the Kurunegala(M.C and P.S) as an urban development area, the Urban Development Authority initiated the preparation of Kurunegala development plan considering physical, economic, social and environmental aspects of the Kurunegala and its surroundings.

For the implementation of this Plan, we have not forgotten that our path is not as smooth as silk, but as rough as gravel, full of challenges, filled with uncertainties, and fouled by vicious intents. Yet the UDA today is equipped with necessary systems, tools and strategies to face such challenges, withstand those uncertainties and to make the Kurunegala: 'The Emergine Wa yamba Metropolis Encircling Ethugala'.

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

Message of the Mayor of Kurunegala Municipal Council and the Chairman of Kurunegala Pradeshiya Sabha



The Mayor of Kurunegala
MC



The President of Kurunegala
PS

We express our gratitude to the Urban Development Authority, for developing a development plan for the Kurunegala based on the vision of ‘developing a metro city of Kurunegala’, with considering as a common planning boundary both Kurunegala Municipal Council Area and Kurunegala Pradeshiya Sabha Area. This plan aims to formalize the urban development in the Kurunegala town area (the administrative capital of the Northwestern Province) which is currently ongoing as the irregular manner. We believe that, these two local authorities able to move towards an equal development, according to the shared vision of this proposed development plan.

We appreciate the realistic attempt of the Urban Development Authority to make the development plan for Kurunegala as a participatory planning approach, by considering criticism, suggestions and recommendations which are recommended by of us and the representatives of the general public. We are assuring our participation and support to implement this development plan for Kurunegala within the next decade. Similarly, we wish to participate all citizens and active working parties in private and institutional level to achieve the expectations of the Kurunegala Development Plan by the year 2030.

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An aerial photograph of a city, likely Harare, Zimbabwe, showing a river and a lake. The image is overlaid with large, dark teal and blue geometric shapes, including a large white arrow pointing towards the bottom right. The text 'PART ONE' is centered in the upper half of the image.

PART ONE

1

Introduction

- 1.1 - Background of the Development Plan
- 1.2 - The Planning Team
- 1.3 - The Scope of the Development Plan
- 1.4 - Planning Process

1.0 Introduction

1.1 Background of the Development Plan



Kurunegala Municipal Council Area has been declared under the Urban Development Authority Law on 01st of June 1979 by the Gazette notification bearing no.38/16. The Development Plan 2006 - 2015 Gazetted on 19.09.2006 by the Gazette bearing no.1467/33 is expired to the date.

The area covering 96m² and consist of 54 Gramaniladhari Divisions of the Pradeshiya Sabha that encompasses Kurunegala Municipal Council Area has been declared under Urban Development Authority Law by Gazette notification bearing no.1926/20 on 04.08.2015. With the development of Central Express Way the entire Pradeshiya Sabha Area of Kurunegala has been declared under the said Law by Gazette notification bearing no.2068/47 on 28.04.2018.

There is a power to prepare a Development Plan for those areas declared under Urban Development Authority Law according to section 8 of Part 2 of the Urban Development Authority Law amendment Act No.4 of 1982 which depicts the planning procedure read with section 3 of Urban Development Authority Law No.41 of 1978 passed by the National State Assembly.

With the rapid urbanization process in Sri Lanka through state policies and economic actions the whole Pradeshiya Sabha Area encompassing Kurunegala Municipal Council Area is subject to urbanization following settlement. At the same time the entire area declared as an Urban Development Area where it covers Kurunegala Municipal Council Area (10.53m²) and the Pradeshiya Sabha Area (245m²) has been selected as a planning area in the process of preparation of Development Plan for the reason that spread effect from the express way that acrosses Kurunegala Town as a development project to the development of Kurunegala Town as a transport center is evident. Steps are taken to introduce detail plan for the strategic areas while common plans and building regulations are introduced for other areas.

1.2 The Planning Team

In the preparation of this Development Plan the guidance ideas and proposals were obtained from the following agencies.

Main Partners

- ❖ Kurunegala Municipal Council
- ❖ Kurunegala Pradeshiya Sabha

Consultancy Agencies

- ❖ Divisional Secretariat - Kurunegala
- ❖ Divisional Secretariat - Maspotha
- ❖ Divisional Secretariat - Mallowapitiya
- ❖ Survey Department - Kurunegala
- ❖ Zonal Education Department - Kurunegala
- ❖ Police Department - Kurunegala
- ❖ Commissioner of Local Government, Local Government Department - Kurunegala
- ❖ Wayamba Provincial Development Authority - Kurunegala
- ❖ Archeological Department - Hettipola
- ❖ National Water Supply and Drainage Board - Kurunegala
- ❖ Forest Conservation Department - Kurunegala
- ❖ Coconut Development Board - Kurunegala
- ❖ Central Environmental Authority - Kurunegala
- ❖ Provincial Environmental Authority - Kurunegala
- ❖ Railway Department - Kurunegala
- ❖ Agriculture Department - Kurunegala
- ❖ National Transport Board - Kurunegala
- ❖ Passenger Transport Authority - Kurunegala
- ❖ Ceylon Electricity Board - Kuliypitiya
- ❖ Sri Lanka Telecom - Kurunegala
- ❖ School Van Owners Association - Kurunegala
- ❖ Traders Association - Kurunegala

The Planning Team of the Urban Development Authority

In the process of preparing this Development Plan for Kurunegala Urban Area by Kurunegala District Office with the supervision of the Provincial Director and the guidance of the Chairmen of the Urban Development Authority the planning team consist of following were involved.

1. Mr.W.J.Senevirathne - Director (North-Western Province)
2. Mr.K.M.Senarathne - Deputy Director (Planning)
3. Ms.I.M.P.Jayathilake - Planning Officer (Chartered Town Planner and Team Leader)
4. Ms.Y.M.M.Jeewangani - Planning Officer (Chartered Town Planner)
5. Ms.D.M.T.D.Dissanayake - Planning Officer (Bcom Spl)
6. Mr.E.M.P.K.Ekanayake - Assistant Planning Officer (Bsc Town Planning)
7. Ms.N.P.A.Kumarihami - Draftsman
8. Ms.M.T.U.Premathilake - Computer Operator

The assistance was obtained from the following Divisions of Urban Development Authority for the preparation of this Plan.

1. Development Planning Division
2. Research and Development Division
3. Geographic Information System Division
4. Environmental and Landscape Division

1.3 The Scope of the Development Plan

Under this context the status given to Kurunegala Town according to the National Physical Planning Policy 2030, the Linkage of the Town in the National and Regional context, the Development Projects now being under implementation and proposed within the Area, the contribution so far made by the Plans to the Town and applicable Special Enactments are emphasized hereunder.

A Development Plan is a document that describes the strategies containing guidance for sustainable development and proper planning of an area with objectives. The Urban Development Authority is vested with the powers to guide to achieve objectives physically for such an area and to prepare an integrated plan for the purpose of Economic, Social Environmental and Physical Development of an area declared under Urban Development Authority Law and to do Physical Development and implement and promote the same. Thus priority has been given to achieve Physical Development in the process of preparing Development Plan for Kurunegala Town.

Nationally a high priority would be given by about 2030 to Kurunegala Town as it is identified as a main Economic Center at Colombo - Trincomalee economic corridor which connects Colombo Trincomalee through the new Physical Planning Policy prepared by National Physical Planning Department (Map No.1.1 and Annex Table 1.1) This Plan has been prepared by taking into account the aforesaid opportunity to archive the vision of "the Emerging" Wayamba Metropolis encircling Athugala. For the purpose of developing bright economic center a high priority has been given to economic development strategies related to economic growth levels of the Town and for the above purpose the economic development strategies such as expansion of the Urban Area, the center for distribution of goods, introduction of information technology village and expansion of industrial Town etc. have been introduced.

Kurunegala Town claims a direct road and transport relationship with the main Towns of the country such as Colombo, Kandy, Polonnaruwa, Anuradhapura, Putlam, Chilaw, Kegalle, Negambo, Matale and Trincomalee etc. for the one reason that it is centrally located at a place where five roads connecting North - South are converged and the other reason being the running of North-Easter Railway crossing over the Town (Annex Map No.1.2) at the same time Kurunegala Town would be further effective when the projects such as running of Central Express Way which is already under implementation acrossing Kurunegala and the proposed Kurunegala - Dambulla Railway projects are implemented. Thus having integrated all this transport means in order of forming a Transit Oriented Development Center based on transport and economic strategy is introduce and also and integrated transport in such a way

to minimized traffic time by introducing and alternative road connection of main roads for diverting traffic unnecessary to the Town center has been introduced by this plan.

Kurunegala area has been identified as most suitable area for residential development by the Physical Planning Policy 2030 the residential population within greater Kurunegala area by about 2030 has been estimated to be One Million. This plan has presented in order to achieve the said objective residential zones and related projects for the supply of physical and social infrastructure facilities to cater 250,000 residential population within the Planning Area.

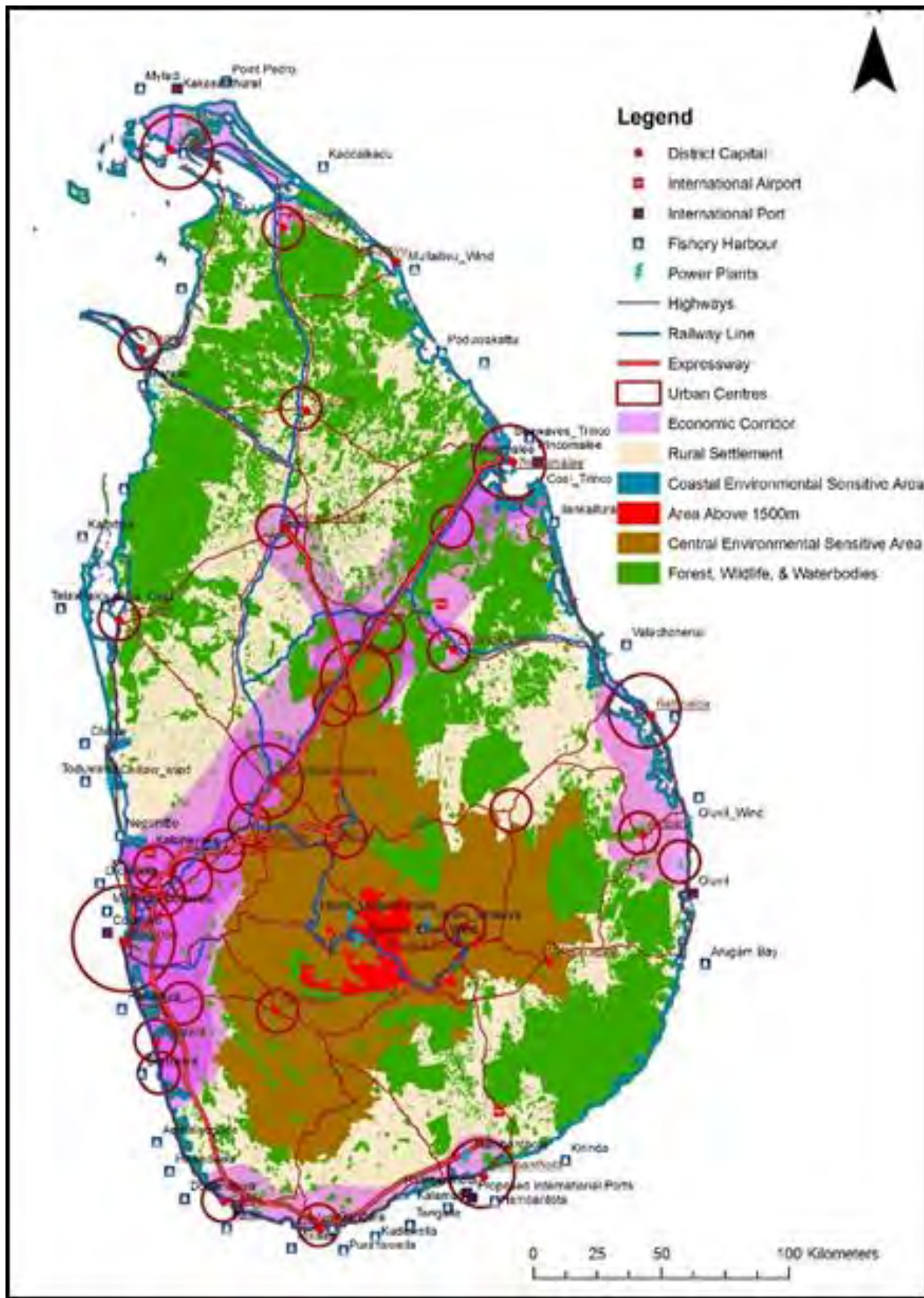
The Urban Development Authority had prepared a Town Development Plan 2006 - 2015 for Kurunegala Municipal Council Area with the objective of developed a main administrative and commercial center. However that Plan failed to meet the demand for Commercial Activities within the Town and caused to reduce investor attraction because of the Zoning Plan, Floor Area Ratio Plan, Plot Size Plan etc. (Annex Plan No.1.3) In consequence changed mindset of Investors to other Towns and linear development on major roads were visible. However the Pradeshiya Sabha Area morefully described as the virtual Urban Area subjected to rapid haphazard development due to the influence of Kurunegala Municipal Council Area where it was the only area then declared under Urban Development Authority Law has not been taken into account.

The daily commuter population for the Town being the main administrative and commercial center in North-Western Province is around 300,000. This Plan in making more investor attraction introduces the expansion of the Town by using the alternative road that connects four main roads externally in order to cater demand for the Town.

However to control the development that takes place at present by overlooking Athugala identity a Plan for the areas from where Athugala could be clearly visible is introduced by limiting the height in such a way to make Athugala visible by its height of 1/3.

For the purpose of implementing the aforesaid strategies, projects that have to be implemented in short-term midterm and long-term have been introduced.

Map No 1.1 - National Physical Plan, 2050



Source : National physical planning department

1.4 Planning Process



This Development Plan was prepared under following steps.

Preliminary Study

In the process of preparing the Development Plan for Kurunegala Municipal Area and Kurunegala Pradeshiya Sabha Area primary and secondary data were analyzed basically under Physical Economic and Social aspects. The Urban Area land use distribution, infrastructure facilities, population, housing distribution and environmental situation through maps were done by obtaining data from National Physical Planning Department, Road Development Authority, Central Environmental Authority, Divisional Secretariat and also from the agencies related to infrastructure facilities such as Health, Education, Water Supply, Ceylon Electricity Board etc.

Identification of the Scope

Under this context the future vision for Kurunegala Town as per the National Physical Planning Policy 2030, National and Regional linkages of the Town and proposed and ongoing projects in the area adjacent to the Town were studied in detail.

Identification of Questions and Development Potentials

The existing problematic situation and development potentials of the Town have been identified by analyzing and considering the ideas given to see the possibility for the improvement of the Town by resource persons, stake holders, public and private sector, societies and partners of each sector on the basis of the contribution made by the respective intuitions to improve the development potentials of the Town and of existing problems and the way of avoiding them. For the above purpose the first meeting on 27.06.2017 at Kurunegala Municipal Council auditorium was held in order to receive ideas from the public representatives. The second meeting headed by Chief Minister of the North Western Province with the participation of Heads of state agencies were held on 01.11.2017 at Litchchavi Hall of Chief Ministry. At the same time on 18.08.2017 and on 19.08.2018 the opinion as to the problems of the Town and basic memories of the Town made by the commuters and the residents through a questionnaire and cognitive survey have been received.

Identification of Vision Objectives and Goals

Under this context the necessary vision and targets have been made to pursue the Town for the progress through balance development of environmental, economic, social and physical sector by tapping development potentials and avoiding problems in the region.

The Detail Analysis

Having prepared the objectives for the purpose of achieving the vision available strengths, weaknesses, potentials and threats were analyzed in order to fulfill such objectives. Under these circumstances works such as activity survey of the Central Business District (CBD), parking area survey etc. were carried out so as to analyze the aforesaid facts.

Preparation of the Development Plan and the Strategic Plan

Under this context in order of achieving the objectives, proposed land use plan, physical and social infrastructure facilities development strategy, economic Development Plan and strategic plans containing sustainable environmental strategies were prepared in the form of physical environmental economic social perspective

Formulation of Laws and Regulations

And action was taken to form a legal framework by way of laws and regulations to minimize the problems expected to be arisen in the future and for the problems identified to the date by the Development Plan that would hamper the achievement of the vision of the Development Plan and to implement the land use plan and the components of the Development Plan through building regulations.

Consent of Local Authority

The Development Plan for the purpose receiving consent for the resource persons, stake holders and public representatives was referred to Kurunegala Municipal Council and to Kurunegala Pradeshiya Sabha on 28.11.2018 and on 22.01.2019 respectively and was consented.

Submission of the Documented Plan to the Planning Comity of the Urban Development Authority and Obtaining of Approval

Submission of the plan for the purpose of getting consultation and proposals for further corrections of the documented Development Plan and approval and final approval from the Minister.

Declaration by Gazette Notification

Making of the draft amendment plan in to a lawful plan.

2

The Preliminary Planning Study Area

- 2.1 - The Preliminary Information of the Study Area
- 2.2 - Planning Context and Situation Analysis
- 2.3 - The Delimitation of the Area Subjected to Town
Development Plan

2.0 The Preliminary Planning Study Area

2.1. The Preliminary Information of the Planning Study Area

Introduction

Kurunegala Town as a Junction Town that connects with main Towns in Sri Lanka, being located an strategic point has been proposed to develop an Economic Center to be located at West-East Economic corridor as per the National Physical Planning Policy - 2030.

In the process of preparation of this Development Plan out of 30 Divisional Secretary's Divisions of Kurunegala District in the North-Western Province 03 Divisional Secretary's Divisions namely Kurunegala, Mallawapitiya, Maspotha were study as authority area of study. (Map No.2.1)

Table No.2.1 - Divisional Secretariat Divisions within Urban Authority Area

Name of the Divisional Secretary Area	Extent k.m ²	No of Gramaniladhari Divisions
Kurunegala	95.21	54
Mallawapitiya	84.34	45
Maspotha	65.53	33
Total	245.08	132

The area consists of 10.53 km² and 12 Gramaniladhari Divisions of Kurunegala Pradeshiya Sabha belongs to Kurunegala Municipal Council Area which is the Smallest Municipal Council Area in Sri Lanka and Kurunegala Pradeshiya Sabha consists of remaining 42 Gramaniladhari Divisions not coming under Kurunegala Municipal Council Area and 78 Gramaniladhari Divisions belonging to Maspotha and Mallawapitiya Divisional Secretariat Divisions.

Map No.2.1 The Pradeshiya Sabha Authority area of Kurunegala



While Kurunegala Town been Fifth Kingdom of Sri Lanka King Buwaneka Bahu the IInd in 1293 A.D formed the Kingdom of Kurunegala and ruled it for 48 years, the period of King Parakrama Bahu the IIIrd was renowned as the Golden Area of the Sinhalese literature where literary works such as Dalanda Siritha, Umandawa, Jataka Story Book, Sandakinduruwatha were written. Kurunegala Town had been used in 16th and 17th Centuries by the Portuguese as a collecting center for Cinnamon and Pepper while Englishmen in 17th and 18th Centuries used it as a main Administrative Center for Sathkorale.

Fig 2.1 Ancient Places of Kurunegala Town



Rajaphihilla Rest House

Bishop House

Opening of Railway Station

Later Kurunegala Town in terms of administration has been evolved from a Local Board (1800) to the status of a Municipal Council (1952).

In the ancient time it was stated in the book called Kurunegala Purawurtha that Kurunegala Town was a Planned Town. Though the Town is located at the same place where old Town was located, the large Lake built in the period of Kingdoms was turned in to a residue and it was converted in to urban activities to the date. The Town it was observed is built at a low land seemingly a pond covered by the range of hills.

Climatically Kurunegala Town belongs to Inter Center Zone while it falls low country zone that claims an elevation of below 300m. While quite warm climatic situation is experiencing owing to fact that it is so close to the Eastern Longitude 80° and the average temperature of this area though seems 27°C it increases up to 30°C because the Town is covered by range of rock outcrops and the resistance does make by Athugala to enter North-East monsoon blowing from November to March. The average rain fall of this area rangers for 1750mm to 2500mm

2.2. Planning Context and Situation Analysis

Population Information

The total population within study area in 2017 was 180,339 of which Kurunegala Town limit and Kurunegala Pradeshiya Sabha Area claimed 26,205 and 154,194 respectively. 85% of the total population is Sinhalese whilst 48% belongs to Males. It is clear that there is an intra migration in to this area as the population growth rate of this area over Sri Lanka and Kurunegala District was high (Sri Lanka 0.76, Kurunegala 0.97, Planning Zone 0.98). At the same time high population growth rate is evident in the Gramanildhari Divisions adjacent to the Municipal Limits Such as Thorayaya, Hettigedara, Thiththawalla etc. over the Gramanildhari Division within Municipal Limits.

In the study of population density of the study area a high population density is seen in Kurunegala Municipal Council Area while such areas adjacent to the Town where facilities of the Town could be reached quickly as Malkaduwawa, North Malkaduwawa, South Malkaduwawa and South Wilgoda depict a high population density. (Annex Map No.2.2)

78% of the total population in the study area belongs to the labour force and out of which 77% is employed while as many as 55% of them involved in the public and private sector employments. Moreover 45% of the total population of the study area claims an educational level of GCE(A/L) or above showing that there is possibility of using skill labour.

The Economic Level

The North-Western Province gains 3rd place in terms of the study of provincial contribution to Gross Domestic Product of Sri Lanka (10.7% of the total product) of which as high as 5.6% contributes for service sector and it could be concluded that there is higher contribution from Kurunegala for the above, for the reason that Kurunegala Town is the Administrative and Commercial Town of the Province and the District as well. The daily floating population to Kurunegala Town being Administrative and Commercial center of the province is nearly 300,000 and considerable share of population from 25km radius of adjacent catchment area for service needs such as employment, school, education and commercial services etc. is commuting daily where as population from 50km radius of the catchment area, it is observed is commuting for health (Hospitals and Medical Consultation services), foreign employment, tuition classes and administrative service needs. (Annex Map No.2.3)

Out of the 5/6 school population of the Town comes from the outside of the Town and about a population of 100,000 comes on weekends to the Town for tuition classes. At the same time people from almost every part of Sri Lanka such as Colombo, Galle and Jaffna etc. come to Kurunegala Town for foreign employment needs as location of 7 out of 10 excellent foreign employment agencies (Greenway, Asliya, Al Akeem etc.) selected by the Foreign Employment Bureau in 2016 is within the Town and the reputation entertained by those agencies (Annex Table No.2.3 and 2.4). Moreover it is observed that because the Town being the Administrative Center of the Province a number of nearly 30,000 population comes to the Town for employment daily.

Land Use Pattern

Table No.2.4 The changes in the land use pattern - 1985/2017

Use	1985 %	1997 %	2002 %	2017 %
Residential	29.80	34.13	36.57	38.5
Commercial	1.46	4.65	4.97	7.3
Industrial	0.78	1.00	1.18	0.15
Recreational	0.71	0.89	0.98	1.04
Road and Transport	4.23	6.94	7.64	8.69
Public and Semi Public	5.96	10.53	10.78	11.78
Religious	1.67	1.70	1.95	2.0
Paddy Cultivation	15.77	13.94	13.19	11
Coconut Cultivation	18.51	6.17	4.35	1.49
Vacant Land	1.93	0.76	1.73	2.5
Cemetery	0.60	0.69	0.69	0.55
Rock and Forest	13.50	13.20	10.9	10.14
Water Body	5.00	5.00	5.01	4.3
Total	100.00	100.00	100.00	100.00

Source : Draft Town Development Plan 1985-1997, Kurunegala Town Development Plan 2006-2015 Field Surveyor Urban Development Authority 2017

According to above table the Central Business District (CBD) has high commercial development in consequence to the development of Kurunegala Town as a junction Town by converging the road network whilst a leaner commercial development along major road is seen. However it is observed even within the CBD between roads there is no tendency of commercial

development owing to the fact that narrowness of roads in the interior area and non-connectivity of road ends etc. (Annex Map No. 2.4, 2.5 and 2.6)

In terms of the study of residential development though there is a residential development within Town limit and the adjacent area on small lots ranging for 6 to 15 perches the same residential development could be seen in the interior of the Pradeshiya Sabha on home gardens in extent of 2 to 3 acres. In the process of studding the land use changes 2001 to 2017 in Kurunegala Town limit it was observed that there was a considerably increase in the commercial use while a few are seen in residential development. It was also observed that as high as 10% of the land was set apart for education and government department etc.

In the study of land use plan related to area of planning authority though 18% and 21.6% of land set apart for paddy and coconut cultivations respectively 16.6% of the paddy land are abandoned due to non-availability of water facilities. There is a problem of converting coconut lands all though it is 21.6% of the total lands, in to residential development due to its under productivity. Accordingly all though there is higher share of agriculture land use the contribution made to the economy by them is not up to a considerable level (Annex Map No. 2.5)

The data explain that there are 3,694 industries and 11,618 employees ranging from large scale industries to cottage industries within the Pradeshiya Sabha Area whereas in Kurunegala Town area there is a tendency of decreasing in the Industrial land use. Moreover there is a potentiality of expansion of Industrial sector within Pradesiya Sabha Area because of the facts that there are Industrial Parks such as Heraliyawala and Dangaspitiya manage by the Provincial Council, the location of coir based Industries within those parks and further demand being made by the Industrialists.

Though there is a fairly a higher percentage of land use amounting nearly to a 10% of the total set apart for roads within Kurunegala Town since there is convergence of five main roads and the location of Railway Station, this situation in comparison to total area (Planning Area) of the land use as few as 2% of the land is reserved for the same purpose. At the same time in studying road expansion, connection of main roads directly to narrow residential roads, ending of roads with dead ends, non-availability of bypasses etc. could be identified (Maps No. 2.6)

A considerable amount of vehicles in to the Town is in floor daily by reason of convergence of the five major roads in the Town, since there is a non-availability of alternative roads, large number of vehicles not meant to be coming to the Town are observed. Nevertheless it takes 35 minutes to pass 2km distance from CBD during the peak hours (opening and closing time of schools and offices) owing to parking on both sides of the road since inadequacy of parking spaces and location of essential uses such as schools and offices that tend to cause traffic congestion.

In addition there is a possibility of creating information technology related employment as there are telephone lines and fiber optic cables running in close proximity to the Town.

Water Supply

Daduru Oya is being used as a source for Pipe borne water supply to the Town but the residents face difficulty in getting water for 24 hours during the season of low rain. At present the daily water need is 7,000m³ and by the greater Kurunegala water supply and sanitary project which is now under implementation and by which the daily water supply is expected to be increased up to 14,000m³ by constructing a reservoir (Raskuru reservoir) at Barandana Ranthathati Uyana Watta to collect water from Daduru Oya. Accordingly 106,000 beneficiaries are expected to be provided with Pipe borne water covering the Town area and its immediate boarder consisting of 11 Gramaniladhari Divisions of the Pradeshiya Sabha. (Annex Table No.2.5)

Drainage System and Waste Water Disposal

The two water ways called Boo Ela and Wan Ela of Kurunegala Town pave way to discharge storm water covering 78% of the Town by running through residential, commercial and cultivated lands up to a distance of 6km. At the same time these water ways feed 230 acres of paddy lands through Wilgoda sluice. There are instances of directing waste water in to the water ways. The problem has now been solved with the implementation of the sanitary project which covers the sewerage and waste disposal of almost over the area of the Town by National Water Supply and Drainage Board. (Annex Map No. 2.7 and Table No. 2.6)

These water ways having met at Wilgoda and go up to Yatiwehera Estate wherein they meet each other and become one canal and flows down into Maguru Oya (at the western boundary of the Town) However residents in the area at Wilgoda face the disaster of flooding temporarily or once a year owing to low rate of dischargability (reasons such as narrowness of water ways, curvature of water ways). Thus nearly 70 number of houses located right round the area likely to go inundated for 2 to 3 days. The temporary flooding situation could have been possible to overcome by widening the water ways. Apart from this there are also occurrences of minor flooding such as inundation of roads at different localities due to the fact that low velocity of water flow in the outer areas of the Town which is a different situation when compared to the situation of the Town where the velocity of flow is high in that the water ways running through the Town are made from cement conversely that of outer area naturally being made from earth as natural canal. (NWSDB 2005, ECL 2000)

Disposal of Solid Waste

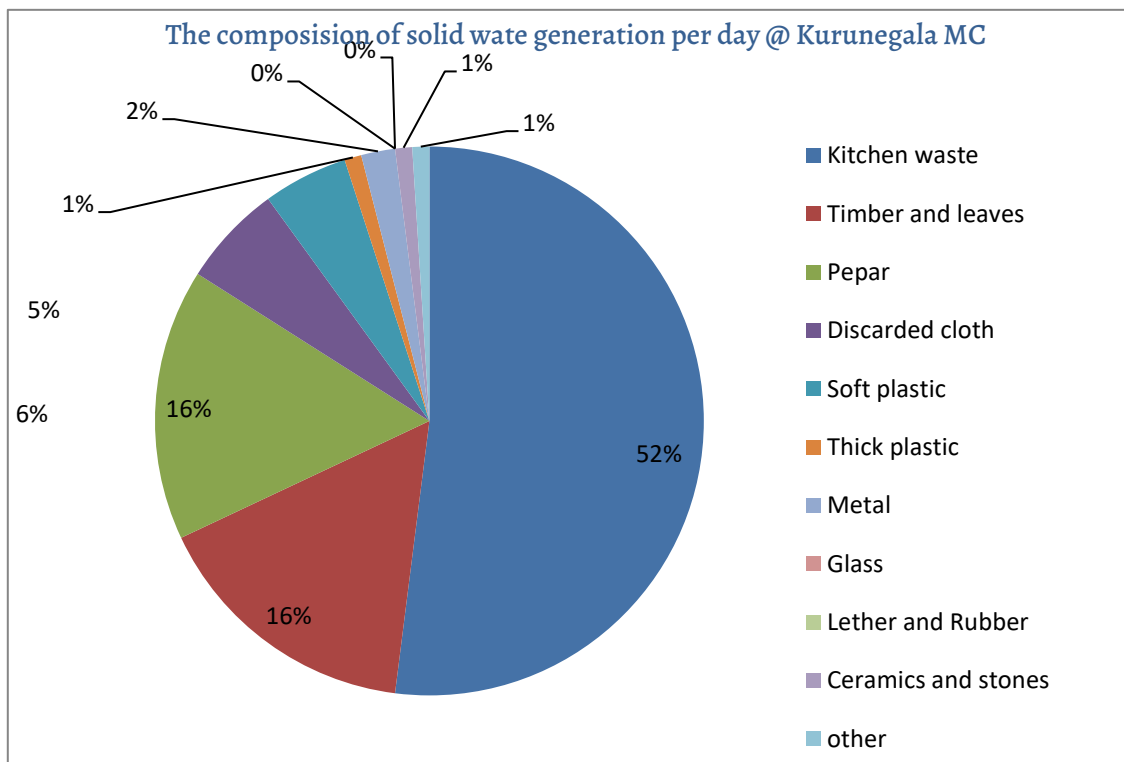
According to the data provided by Kurunegala Municipal Council and Pradeshiya Sabha the daily generation of solid waste is around 53 Tons of which 44 Tons claim by the Kurunegala Town while 9 Tons go to Pradeshiya Sabha. Along major roads and in the CBD the garbage is

collected twice a day whilst in residential areas organic materials and inorganic materials are collected every other day.

In the CBD only the solid wastes are collected by hand carts and are loaded in to Tractors and in all other areas solid wastes are collected by Tractors from each house. Only the separated solid wastes are taken in to Tractors in the Town and waste that are biodegradable collected by day after the day. Organic wastes are disposed onto the 12 acres land belongs to the Municipal Council located within Sundarapola reserve and the inorganic wastes that is Plastic and Cardboard etc. having separated and purified are sold by the council.

The composition of solid waste generation per day within Kurunegala Town Area is as follows:

Figure 2.1



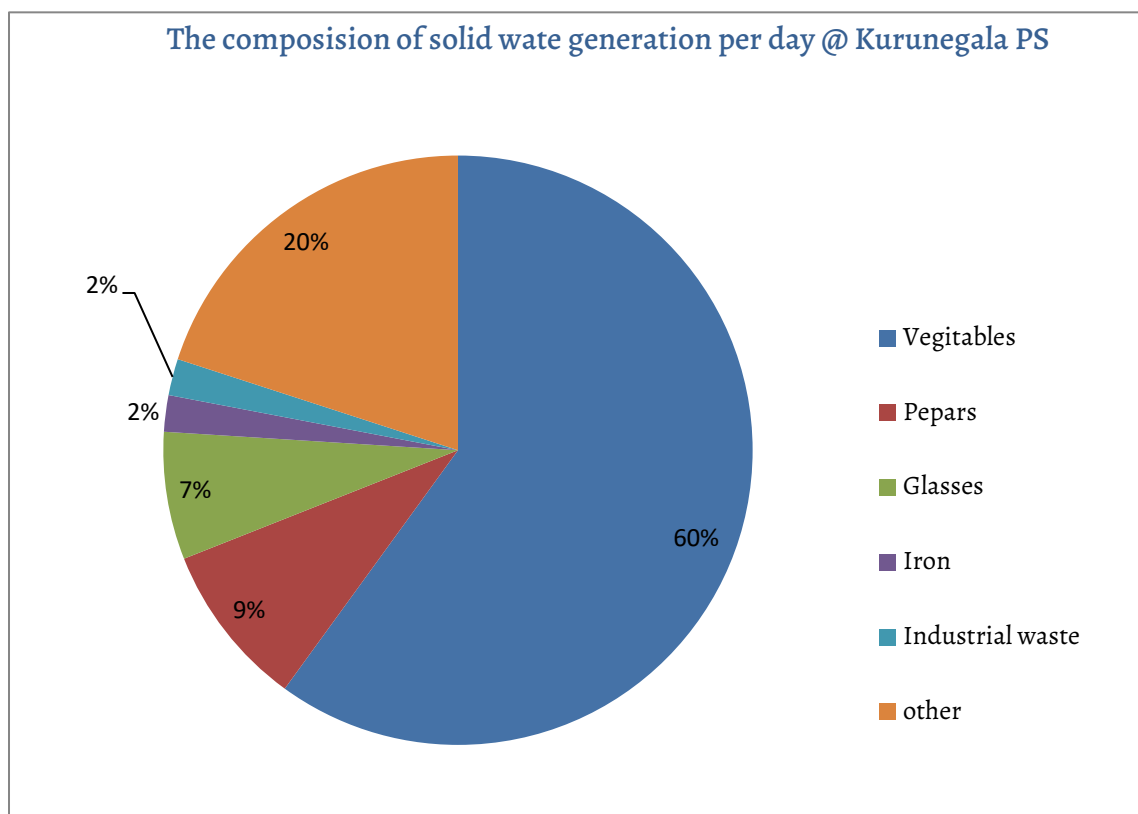
Source : Municipal council, Kurunegala

1800 number of compost bins in the nature of 1500 concrete barrels and 300 Plastic barrels have been distributed to the houses within Municipal Council Area. The gross monthly product of organic fertilizer at Sundarapola waste yard is around 2010 Tons and its monthly income is Rs.11,933 .

Daily wastes collection take place in commercial areas of the Pradeshiya Sabha only up to 100m along five main roads according to Pradeshiya Sabha. And the 9 Metric Tons are collected daily is given to Sundarapola waste disposal yard (Annex Map No.2.8). The perishable solid wastes within the Pradeshiya Sabha are 7 Metric Tons while the non-perishable are 2 in number.

The composition of daily solid waste generation within Kurunegala Pradeshiya sabha is as follows:

Figure 2.2



Source : Pradeshiya sabha, Kurunegala

2.3 The Delimitation of The Area Subjected to Town Development Plan

The total area covering both Kurunegala Town and the Pradeshiya Sabha has been studied as the preliminary study area in preparation of this Development Plan. After weighing on the basis of certain criteria such as population growth rate, population density, commercial use, expansion of infrastructure facilities etc. the appropriate area declared under Urban Development Authority Law for the preparation of Development Plan has been determined.

However both the Kurunegala Town Area and the Pradeshiya Sabha Area have been selected as the planning area because there is an initiative to declare the Pradeshiya Sabha Area under Urban Development Authority Law and almost the total area so to be declared likely to be subject to the influence of the National Physical Planning Policy and the National Development Projects.

3

The Need for a Development Plan

3.1 - Major Problems Identified in the Preliminary Study

3.2 - Proposed and ongoing projects within the study area

3.0 The Need for a Development Plan



The need for a Development Plan could be spelled out as follows according to the facts identified by the preliminary study.

There is a need for the Development Plan for orderly development as the Development Plan Gazetted in 2006 had gone unenforceable after 2015 while it had focused on to the Kurunegala Town limit only wherein it had not been based on virtual urban limit so that the basic features of irregular and disorder development tend to be embodied.

According to the surveyor carried out during the preliminary study the following major problems were identified and the need for a new Development Plan has strongly been felt to give due contribution in such a way to minimized the said problems by focusing on to orderly development to increase productivity by improving efficiency.

3.1 Major Problems Identified in the Preliminary Study

a) Problems Related to Traffic and Pedestrian Mobility within the Town.

I. Much time consumption to pass the Town.

It was identified that the maximum traffic running capacity of the main road maintained by Road Development Authority has been exceeded according to the road capacity analysis carried out by them thus a traffic congestion could frequently be seen from Kadurugas Junction to Clock Tower, from Puwakgas Junction to the Town Center, from the Center to Mallawapitiya and at Bauddaloka Mawatha.

Thus at peak hours (at the beginning of schools and the end) it would take nearly 35 minutes to walk a 2km distance within the Town that would lead to decrease the degree of efficiency and productivity and in consequence Town becomes unpleasant for the people. (for more details vide chapter 5)

II. Non-availability of easy access to the pedestrians.

It was observed that there were no facilities of easy access for the pedestrians owing to the fact that narrowness of road widths within the CBD (Church Road, Dr.Silva Mawatha, Maliyadewa Mawatha) parking on both sides of the roads use of pavements for other purposes etc. In consequence the Town has become an unpleasant place for the commuters. (for more details vide chapter 6)

Fig 3.1 Non-availability of easy access for pedestrians



Church Road

Maliyadewa Mawatha

b) Problems in the Development Pattern.

I. Problems of the land use and land ownership in the Town.

It is observed that 10% of the total commercial area of the Town has been set apart for uses such as schools and government offices for the reason that Kurunegala Town had been created as a main Administrative Center during the British Rule. (Map No.2.4)

Thus there are large number of government offices within the Town center and problem identified wherein is that lands of higher commercial value have not been put in to optimum use owing to the fact that existence of single storey buildings therein.

While all the schools in the Town are located within a 500m distance from the CBD the land use of that nature has led to massive traffic congestion. In spite of this situation there are also administrative problems as to the relocation of schools such as St. Ann's and Holy Family.

II. Existing low development in the Town.

Though the Town being located as junction Town in connecting major Towns in Sri Lanka that advantage could not have been tapped by the Town according to the Floor Area Ratio (FAR) (Map No.3.1). As per this plan a 100m² area of the Town shows a FAR of 2 to 5 while 90% of the area shows 0.25. Compare to other Towns though there is a higher number of commuter population in the Town the level of Town development compare to it is negligible.

III. Misuse of lands in the CBD

The commercial developments in the triangular area of the CBD covered by Main Street, Parakumba Street, Bodhiraja Street depict in the form of 3 to 4 storeys by reason of the fact that nearly 90% of the lots consists of 2 to 3 perches that are less than 6 perches and only the ground floors are observed to be used for commercial activities while the remaining floors set apart for storage purposes and lodging. Thus it is evident that lands in the CBD have not been put in to optimum use (vide Chapter 6)

c) Loss of the Identity of the Town

Athugala of Kurunegala Town which was reputedly known as Athugalpura and the Clock Tower located at the center of the Town which is the War Memorial Tower built for those who scarified their lives for the World War 2. It is necessary to preserve the identity of Athugala when the planning is carried out since it was of the opinion by very many as per the cognitive surveyor that planning be done in such a way to make Athugala being an attractive scene visible for a large area.

It is observed that non utilization of certain natural reserves such as Ibbagala, Andagala, Kuruminiyagala etc. forming and encompassing as great wall to the town, Kurunegala Lake, Badagamuwa Forest reserve appear to be main problems.

At the same time even the Rajapihilla Park which is considered to be urban square while lies in isolation is a problem for not using for the Town development.

Thus in the process of preparing the Development Plan overlooking of these isolated components such as Athugala being the identity of the Town tend to make the Town common or general. Hence there is need for a Development Plan. Moreover there is further need for this endeavourment as Kurunegala Town has being recognized as major economic center at the corridor that connects Colombo - Trincomalee through new national plan made by the National Physical Planning Department.

At the same time a new plan is essential to guide the development of the Town that is expected to be forthcoming with the following ongoing and proposed projects as these projects would make a significant change in the development of the Town.

3.2 Proposed and ongoing projects within the study area of authority

a) The central express way development project

The central express way development has been identified by the National Plan 2007 - 2017 and is already commenced. It is expected to be completed by the year 2025. This express way is proposed to be extended up to Dambulla under following phases by crossing through the Towns such as Gampaha, Meerigama Kurunegala etc.

Phase 1	-	From Kadawatha (0.0km) to Meerigama (37.1km)
Phase 2	-	Form Meerigama (37.1) to Kurunegala (76.8km)
Phase 3	-	From Pothuhara (0.0km) to Galagedra - Kandy (76.8km)
Phase 4	-	From Kurunegala (76.8km) to Dambulla (137.1km)

The location of Gattuwana interchange and Railway Station of Kurunegala in close proximity to each other at this express way could be identified as a strategic location for future Town development. Thus Kurunegala Town development should be directed to an appropriate path upon this strategic location. Similarly the spread effect to be forthcoming from the interchangers of Gattuwana and Dambokka should also be focused on to the development of this planning authority area.

Figure 3.2 - Gattuwana and Dambokka interchange



b) Extension of Railroad

It is proposed to implement a project of railroad extension from Kurunegala to Dambulla and a project to improve the existing railway lines of Kurunegala to Polgahawela in to a dual truck.

c) Road development projects

A four lane road development project from Dambokka to Badagamuwa on A6 road maintained by Road Development Authority is under implementation.

Hence there is a need for a Development Plan to focus the development on to appropriate direction by integrating all traffic means for the reason that increase of efficiency of the Town as a transport center would expedite in view of the aforesaid project.

d) The national school under construction

Action to construct a national school with sport facilities including swimming pool by the education department is underway.

The image is a cover page for a document. It features a background architectural rendering of a modern city with various building styles, including some with green roofs and others with perforated facades. The scene is overlaid with large, semi-transparent geometric shapes in shades of teal and dark blue. A large, white, stylized number '2' is positioned in the lower right quadrant. The text 'PART TWO' is written in a white, serif font across the middle of the image.

PART TWO

Minister's Approval

Approval of the Plan for the Kurunegala Municipal Council Area and the Pradeshiya Sabha Area (2019 - 2030)

Minister of Megapolis and Western Development

I hereby approve the Development Plan for the Kurunegala Municipal Council Area and the Pradeshiya Sabha Area (2019-2030), having considered the recommendations made by the Board of Management of the Urban Development Authority by virtue of the powers vested in me under Section 8F of the Urban Development Authority Amendment Act No. 4 of 1982 on the date ,2019/...../.....

.....
Minister of Megapolis and Western Development

Ministry of Megapolis & Western Development
17th and 18th Floors,
"SUHURUPAYA",
Subhuthipura Road,
Battaramulla.

2019//

Gazette Notification

4

Development Planning Framework

4.1 - Vision

4.2 - Vision Statement

4.3 - Goals

4.4 – Objectives

4.0 Development Planning frame work

4.1 vision



“The Emerging Wayamba Metropolis Encircling Ethugala”

4.2 The Vision Statement Statement

“ Encircling Ethugala”

Kurunegala town is known as ‘Hasthi Shaila Pura’ and ‘Ethugala’ in the era of the ancient kingdom, due to the large rock which can be seen as a shape of a sleeping Elephant. This physical arrangement and the locational advantage (located in the Eastern – Western Economic Corridor) help to develop this area as the main town center.

“The Emerging Wyamba Metropolis”

The Kurunegala town will be developed as the ‘Center of Economic Agglomeration’, with the potentials and the strategic locational advantages. It is recognized as a main economic center in the Eastern – Western economic corridor by the National Physical Planning Policy and the Plan- 2030. There are two highway interchange points and railway expansion projects also going to implement with focusing Kurunegala town. Consequently, the Kurunegala town is going to be developed as a center of Transit Oriented Development.

The National Physical Planning Policy and the Plan recognized, there will be lived more than one million of the population in the Kurunegala area by 2030. According to the physical and environmental arrangement, this area identified as disaster minimum, flat terrain area. This potential leads to residential oriented development. Apart from that, this is a highly accessible area from main roads, expressways and railways. It has the potential to develop commercial and residential uses in this area, from the proposed development plan.

The Kurunegala town consists of the potentials of services and transportation. It is necessary to develop this town as the main town center with economic strength, using the available potentials to provide qualitative and quantitative services for, both city dwellers and the commuting population under the vision statement.

4.3 Goals

1. To become vibrant economic center at east west economic corridor.
2. The most attractive residential population agglomeration in the region.
3. Preservation of 'character /identity' of the Kurunegala.

4.4 Objectives

Goal 1

To become a vibrant economic center at east west economic corridor

Objectives

1. To develop as the specialized center of the economy by 2030.
 - The existing town center develops as the service and economic center.
 - To establish a transit oriented development hub, around the Gettuwana Interchange of central-expressway and the railway.
2. Reduce the travelling time to 15 minutes for passing the town center (2km of distance) during the peak hours, through an integrated transportation plan by 2030.

Goal 2

The most attractive residential population agglomeration in the region.

Objectives

1. Increased the residential population up to 250,000 in 2030 by enhancing the social and physical services.
2. To develop sustainable residential zones by 2030, with preserving critical wet lands.

Goal 2

Preservation of 'character /identity' of the Kurunegala.

Objectives

1. Established view corridors for selected places which will be seen the 1/3 of Ethugala by 2030.
2. Open up the hidden monuments (Rajapihilla Garden, Rajapihilla Rest House, Clock Tower and Ancient Ruins of the Kingdom) to the town center by 2030.

5

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

5.1 - SWOT Analysis

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



5.1 SWOT Analysis

5.1.1 Goal 1

To become a vibrant economic center at east west economic corridor

Table 5- 1 SWOT Analysis – Goal 1

Strengths	Weaknesses
<ol style="list-style-type: none"> 1. A large number of daily mobility as 300,000, when compared with other main parallel capital cities in Sri Lanka. (Anuradhapura 150,000, Kandy 350,000, Galle 150,000) 2. Main Junction Town of connects five main roads which are connect north and south regions in Sri Lanka 3. North Western Province accede the third place from total GDP in Sri Lanka 4. The computer literacy rate of the Kurunegala district parallel with the national level. 5. Commercial Development Tendency is increasing annually- 	<ol style="list-style-type: none"> 1. High traffic congestion in the city center- The exceeding the Design capacity of the road. 2. Lack of integration between the railway station and the bus stand. 3. More than 10% of lands in the core town area belong to schools and government offices. 4. Inadequate parking spaces cause to park vehicles either-side the main roads. 5. Main roads directly connect to the residential roads. (Roads and narrow roads are not connected)
Opportunities	Threats
<ol style="list-style-type: none"> 1. The Kurunegala town recognized as a main economic center in the Eastern – Western economic corridor (Colombo – Trincomalee) by the National Physical Planning Policy and the Plan 2. Proposed and ongoing, national level development projects. <ul style="list-style-type: none"> • Central expressway and proposed highway interchanges • Proposed railway development project - Kurunegala to Dambulla • Proposed double track railway line – Polgahawela to Kurunegala 	<ol style="list-style-type: none"> 1. High temperature in the city center due to climatic change affected to the region.

5.1.1 a. Strengths

1.High amount of daily mobility

Table 5- 2 Daily commuting population - 2017

Section	Population	Percentage
Population circulation in the town	18,120	6%
Road Passenger Transport service (General)	129,341	45%
(Luxury)	20,120	7%
Sri Lanka Transport Board	57,485	20%
Road Passenger Transport service and Sri Lanka Transport Board buses go through the town (Luxury and General).	7,473	2.6%
Railway Transport service	1,437	0.5%
Private vehicles	54,323	18.9%
Total	287,425	100%

Source; Survey- Urban Development Authority, North Western Provincial Office, Road Passenger Transport Authority, Sri Lanka Transport Board - Kurunegala

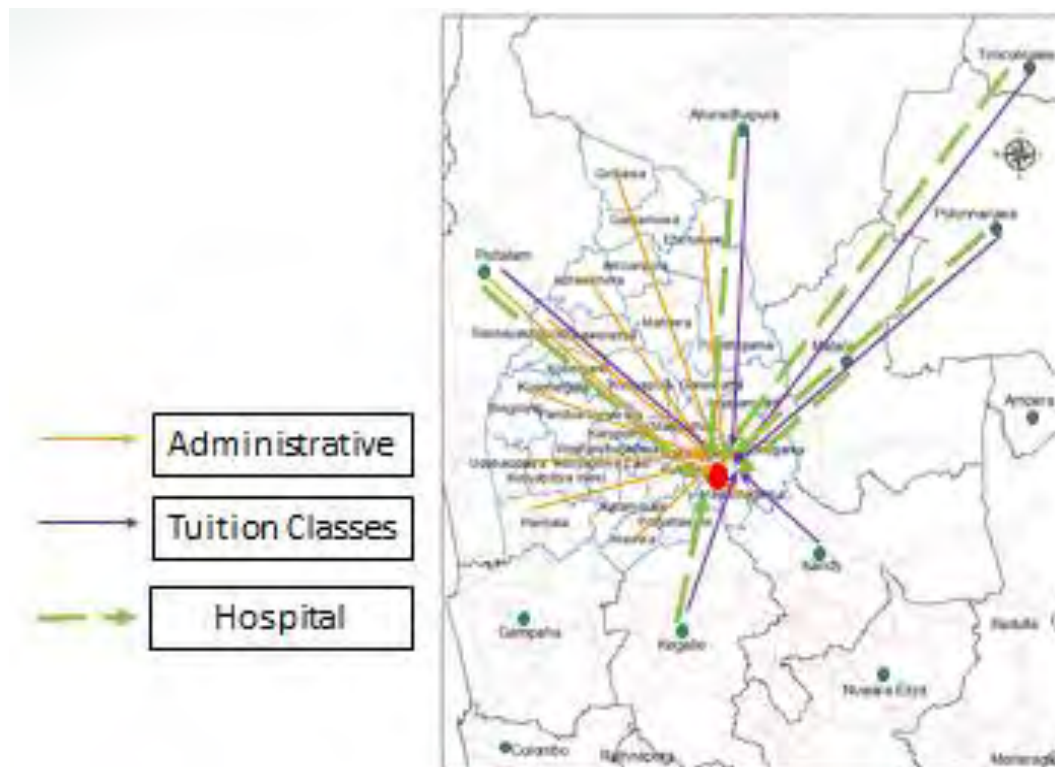
The Kurunegala town has a large number of daily mobility, when compared with other main parallel capital cities (Anuradhapura 150,000, Kandy 350,000, Galle 150,000) in Sri Lanka.

An agglomeration of services is the main reason for high daily mobility, according to community requirement analysis.

This is the main commercial center as well as the main administrative center. Because of that, 28,000 of employees come for government jobs and 2,080 of commercial institutions are located with providing about 26,421 of employment opportunities. All those employees daily are commuting from several directions.

There is a considerable amount of mobility happens from 50km – 100km distance to Kurunegala town, for targeting health services. Especially, 6,000 of patients are coming to government teaching hospital Kurunegala for treatments. Apart from that, more than 20,000 people commuting for health-related services such as visit patients, to channel private special doctors, etc. They come from several areas, for example, Galgamuwa, Puttalam, Kekirawa, and Kegalle.

Maps No.5.1 Catchment Area for Services



Source; Perception Survey, Urban Development Authority

The famous schools of Maliyadeva Balika Vidyalaya and Maliyadeva College attract about 32,400 of commuting population. This amount is six times higher than the dwelling population in the Kurunegala town area.

Apart from that, Kurunegala is one of the main centers for education and tuition classes. Locational advantage and easy accessibility cause to attract vast catchment of population from several detractions such as, Trincomalee, Polonnaruwa, Kankirawa, Anuradhapura, Kegalle and Puttalam. There are 25,000 of children are coming on weekdays and it's increasing up to 100,000 at weekends. Famous teachers and lecturers also come to teach advanced level for all the schemes, including with Maths and Science.

Kurunegala town is famous for selling Japanese vehicles and vehicle parts. This also causes to attract a considerable amount of population into the town center from several regions of Sri Lanka.

The number of foreign agencies also located in this town center and it is nearly 178. Their accretive and reliable services attract about 4,000- 5,000 of daily mobility, according to a research report.

Higher educational centres such as Open Universities, Higher Education Institute, National Vocational Centers, and Training Colleges cause to attract people as a commuting population.

But there cannot be identified tertiary educational centers in Kurunegala area. This cause to migrate some amount of the population into Colombo.

Moreover, communities daily come to the core town center with targeting administrative and commercial requirements. There are 15 of government banks, 11 of private banks, more than 74 of financial and insurance agencies are located in the Kurunegala town center. As a result of that, it can be identified as a high mobility of currency in this core town area.

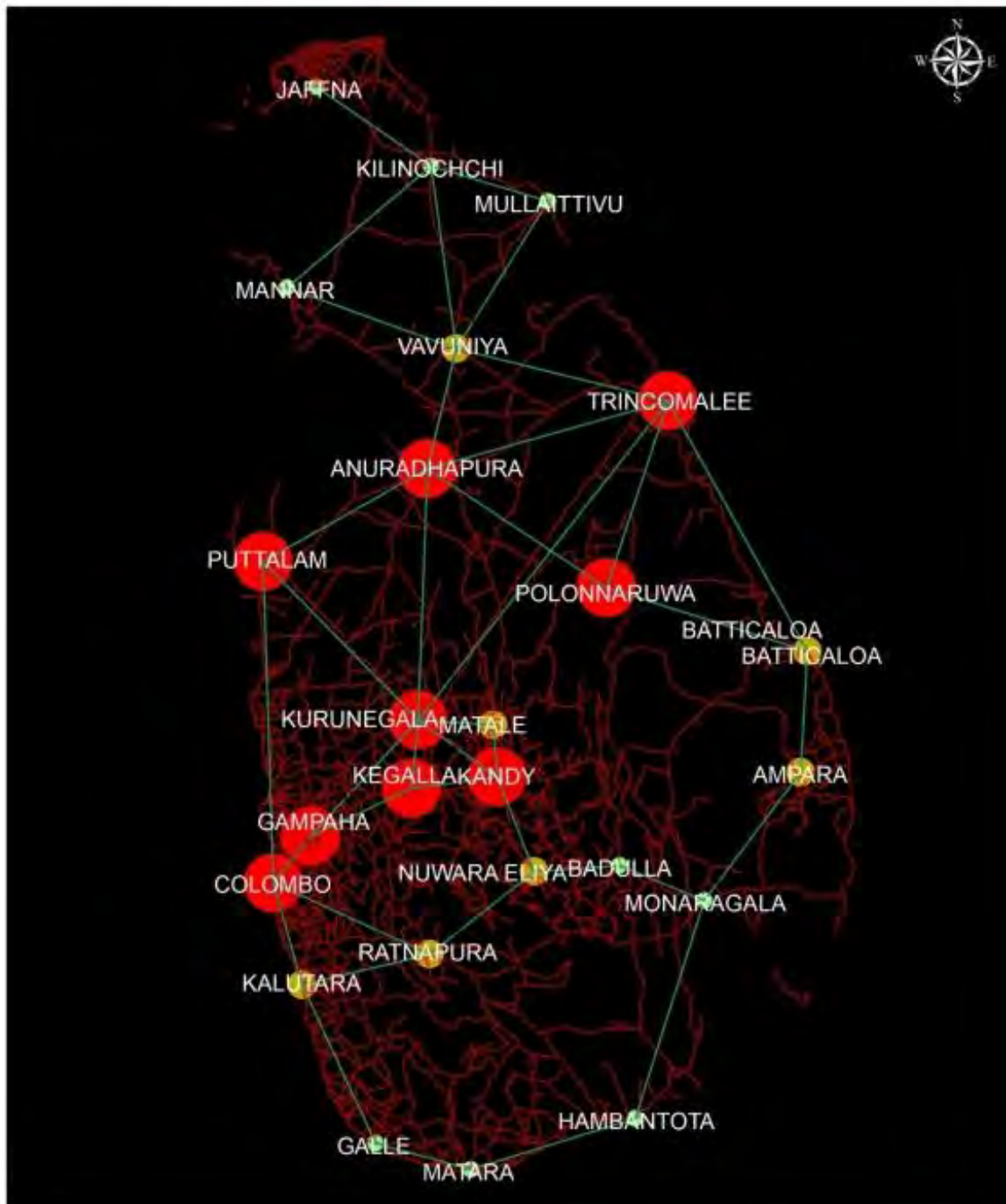
Considering the population catchment of the Kurunegala town area, the average catchment size is 25 km radius buffer area and the special catchment area is about 50km of the radius of buffer. They are come with targeting health facilities, schools and tuition classes, buying vehicle parts, foreign agencies and higher education. According to the above data, the Kurunegala town has high and special commuting population pattern for different type of activities, when compared with other parallel town centers (map number 5.1).



02. Main junction town in Sri Lanka which connects five main roads.

The Kurunegala town locates at a junction which connects five main roads. This connectivity able to connect north and south regions in Sri Lanka. As the main node, this town directly connects with main town centers of Colombo, Kandy, Polonnaruwa, Anuradhapura, Puttalam, Negombo, Matale and Trincomalee.

Connectivity analysis also proved that, this town center have same level of direct connectivity with the main town centers of Colombo and Gampaha. This potential help to develop this as an economic center (map number 5.2).

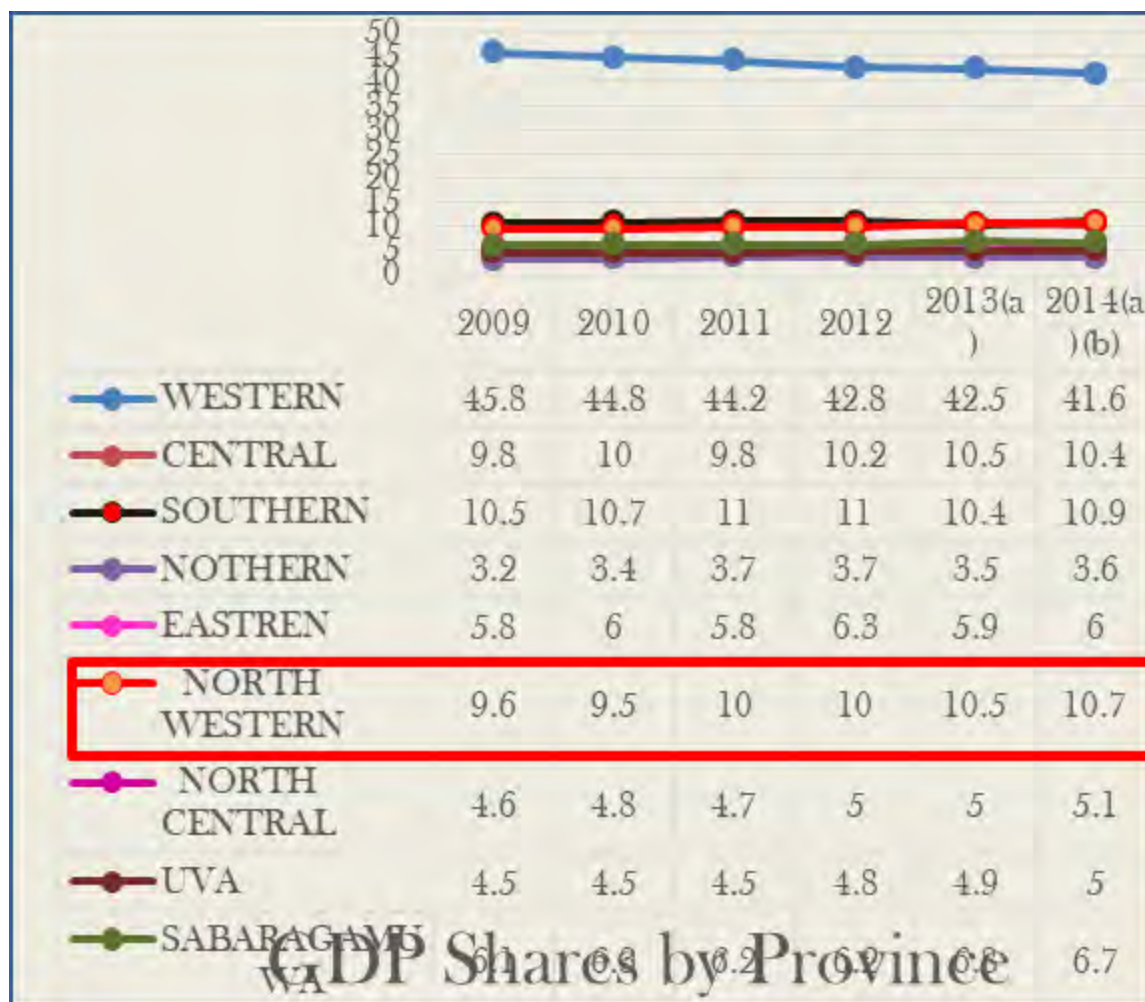
Map number 5- 2 Connectivity analysis - with town centers



<p>Legend</p> <ul style="list-style-type: none"> — Axial_lines — Roads ● 0.664886 - 0.921642 ● 0.921643 - 1.131348 ● 1.131349 - 1.308141 	<p>Kurunegala Preliminary Planning Study Sustainable Urban Development Project Ministry of Megapolis & Western Development</p>	  <p>SUDP Assisted by the Asian Development Bank</p>
<p>0 12.5 25 50 75 100 Kilometers</p> <p>Projected Coordinate System - Kandawala Sri Lanka Grids Source (Road): Survey Department, Compiled by Author</p>		<p>SUDP/K M 26</p>

03. North Western Province accede the third place from total GDP in Sri Lanka (Provincial wise GDP distribution 2009-2014).

Table 5- 3 Province wise GDP contribution (2009 – 2014)



Source - Central Bank Report 2009 -2014

Analysis of the provincial wise GDP distribution, the North Western Province accede the third place. From the total GDP value, 1.5% belongs to the agricultural sector, 3.2% belongs to the industrial sector and 5.6% belongs to the service sector. As the administrative and commercial capital of the North Western Province, the Kurunegala town has provided a considerable amount of contribution to GDP.

04. Higher computer literacy rate in the Kurunegala district.

Table 5- 4 -Provincial wise computer literacy

Province	Computer Literacy Rate
Sri Lanka	27.5
Western	38.5
Central	26
Southern	27.2
Northern	19.9
Eastern	13.4
North western	27.3
North Central	21.6
Uva	18.5
Sabaragamuwa	23.4

Source: Department of Census and Statistics

The computer literacy rate of the Kurunegala district indicate similer figure with the national level. As a result of that, most of them are employed in the information technology sector in nowadays.

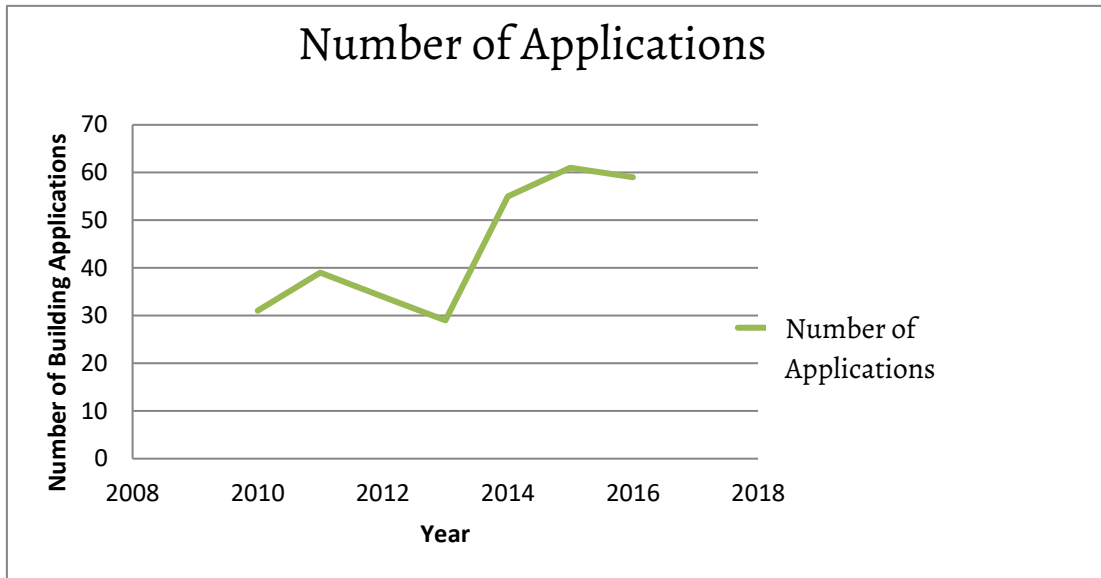
05. Increasing commercial land use according to building applications data – Kurunegala Municipal Council

Table 5- 5 Commercial land use in Kurunegala Municipal Council Area

Year	Land use (%)
1998	1.47
2001	4.97
2017	7.3

Source ; Kurunegala Town Development Plan - 2015

Graph number 5- 1 - Number of commercial building applications – MC area



Source ; Kurunegala Municipal Council

Considering the evolution of changing the land use, the commercial usage increased during the 1997, 2001, 2017 as a considerable amount (1997 -1.47%, 2001- 4.97%, 2017-7.3%). This increment clearly, shows through the amount of building applications which are applied for commercial land uses in Kurunegala Municipal Council. In order to that, there is a potential to develop this town as an economic hub.

5.1.1 b) Weaknesses

01. Traffic congestion and exceed the design capacity in main roads

The road capacity analysis shows that, most of the main roads (belongs to the RDA) exceed their design capacities, according to a survey which is conducted by RDA (table 5.6). Kadurugas junction to Clock tower, Puwakgas junction to core town center, Core town center to Mallawapitiya and Baudhaloka Mawatha areas are main congested zones in Kurunegala town. It has to spend more than 40 minutes to travel 2km distance from the core town during the peak hours. This is one of main constraint to reduce the productivity and efficiency, as a town which depends on services.

Table 5- 6 Design capacities of the roads in Kurunegala town

Road Name	Existing Vehicle Capacity	Present Vehicle Transportation
Puttalam Road	160,000	226,000
Kandy Road	160,000	392,000
Dambulla Road	160,000	290,000
Negombo Road	180,000	299,000
Colombo Road	180,000	339,000

Source; Road Development Authority- 2017

Figure 5- 1 Traffic congestion in core town Centre



Figure 5- 2 Design capacities of the roads



Figure 5- 3 Available design capacities of the roads - 2017



Source – Road Development Authority

02. Lack of integration between railway station and bus stand.

Though this is the main junction town, which connects 5 main roads and locates three railway stations (Gettuwana, Muththettugala, Nailiya), there is no proper integration between two main modes of transportations (roads and railway). The Kurunegala railway station is located 2km away from the bus stand. As a result of that, a low amount of daily passengers (about 1,500) moves with railway transportation and it is only 0.5% of the daily commuting population. From them, more than 80% are daily travel to Colombo for employment. The nature of less integration prevents the potential of transportation.

03. More than 10% of lands in the core town area belongs to schools and government offices.

Kurunegala town center is the administrative center since the British Era. Most of the lands are belong to the government as a result of that. Hence, more than 10% of the developable lands are underutilized due to the land ownership (own to government offices and schools). All the schools are located within the 500m radius buffer from the core area and there can be identified administrative problems to relocate those schools (especially missionary schools such as St Anthony's, Holy Family Girls' School) from the town center. The traffic congestion happens due to the agglomeration of government offices and schools in core town area.

Though the accessibility and centrality factors attract the investors, they cannot invest in town center due to the problems of land ownerships. Accordingly, the investors tend to invest along the main arteries, considering the easy accessibility from the main roads. Consequently, it can be identified a linear development along the main arteries in Kurunegala town.

04. Lack of parking spaces

The problem of inadequate parking spaces cause to park vehicles either-sides of the main roads. It is disturbing to pedestrian movements and the main reason for traffic congestion. It will reduce the productivity and efficiency of the city.

Map number 5-3 Vehicular parking areas in tow center



Table 5 -7 Park vehicles either-sides of the main roads (10.00 am – 10.30 am)

Place	No. of Vehicles
City center	1,023
Colombo Road	612
Negombo Road	437
Kandy road	199
Dambulla Road	203
Puttalam Road	285
Total	2,759

Source – Field Inspection of the Urban Development Authority 2018.03.26

05. Main roads are directly connect with residential roads (Roads and narrow roads are not connected).

Figure 5- 3 A narrow road connecting from Puttalam main road



analysis shows the local roads do not have proper linkage with each other and most of the roads belong to the residential category, in the planning boundary area. Accordingly, those residential roads do not have public access and the commercial land use cannot be seen in those internal areas in the town center, because of the narrow nature of the roads. The development pleasure analysis also illustrates the commercial developments sprawl along the main roads as a linear development in Kurunegala town.

5.1.1 c) Opportunities

01. Future vision of Kurunegala, according to National Physical Planning Policy and the Plan -2030

It has an opportunity to develop the Kurunegala town as a main commercial center because this is identified as the main town center in Eastern-Western (Trincomalee to Colombo) economic corridor according to the National Physical Planning Policy and the Plan- 2030.

02. Proposed and ongoing, national level development projects.

- Central expressway and proposed highway interchange
- Proposed railway development project - Kurunegala to Dambulla
- Proposed double track railway line – Polgahawela to Kurunegala

According to the proposed development projects, two highway interchange points (Gettuwana and Dambokka) are located in Kurunegala area. The Gettuwana railway station and the proposed highway interchange point locate vicinity to each other. It is great potential to integrate two main transportation systems and hope to develop transit oriented development in this area. It has the opportunity to attract economic activities such as industries, IT-based villages and logistic hubs with upcoming development projects.

03. Proposed and ongoing, local level development projects.

- Greater- Kurunegala Water Supply Scheme and Sanitary Project

This proposed development project will introduce Pup-born Water System, Sewerage and Stormwater Management System, which covered the whole Municipal Council area. It has the potential to develop a High Dense Commercial Zone with increasing the floor areas and land subdivisions through this project.

- Road expansion project by RDA

A part of an A6 road (Wehera to Polaththapitiya) upgrades as four-lane road and going to be expanded below roads with this project (table 5.8).

Table 5-8 Road widening details - Road Development Authority

Road Name	Proposed expansion width (m)	Origin and Destination	Expanding distance (Km)
Kurunegala/Negombo Road (B247)	24 (4 lanes)	From Kurunegala to Narammala	19
Ambepussa – Kurunegala Trincomalee Road (A6)	24 (4 lanes)	From Regland watta to Wehera	3.5
Katugasthota – Kurunegala ,Puttalam Road (A10)	24 (4 lanes)	From Mallawapitiya junction to Thittawella	07

Source ; Road Development Authority

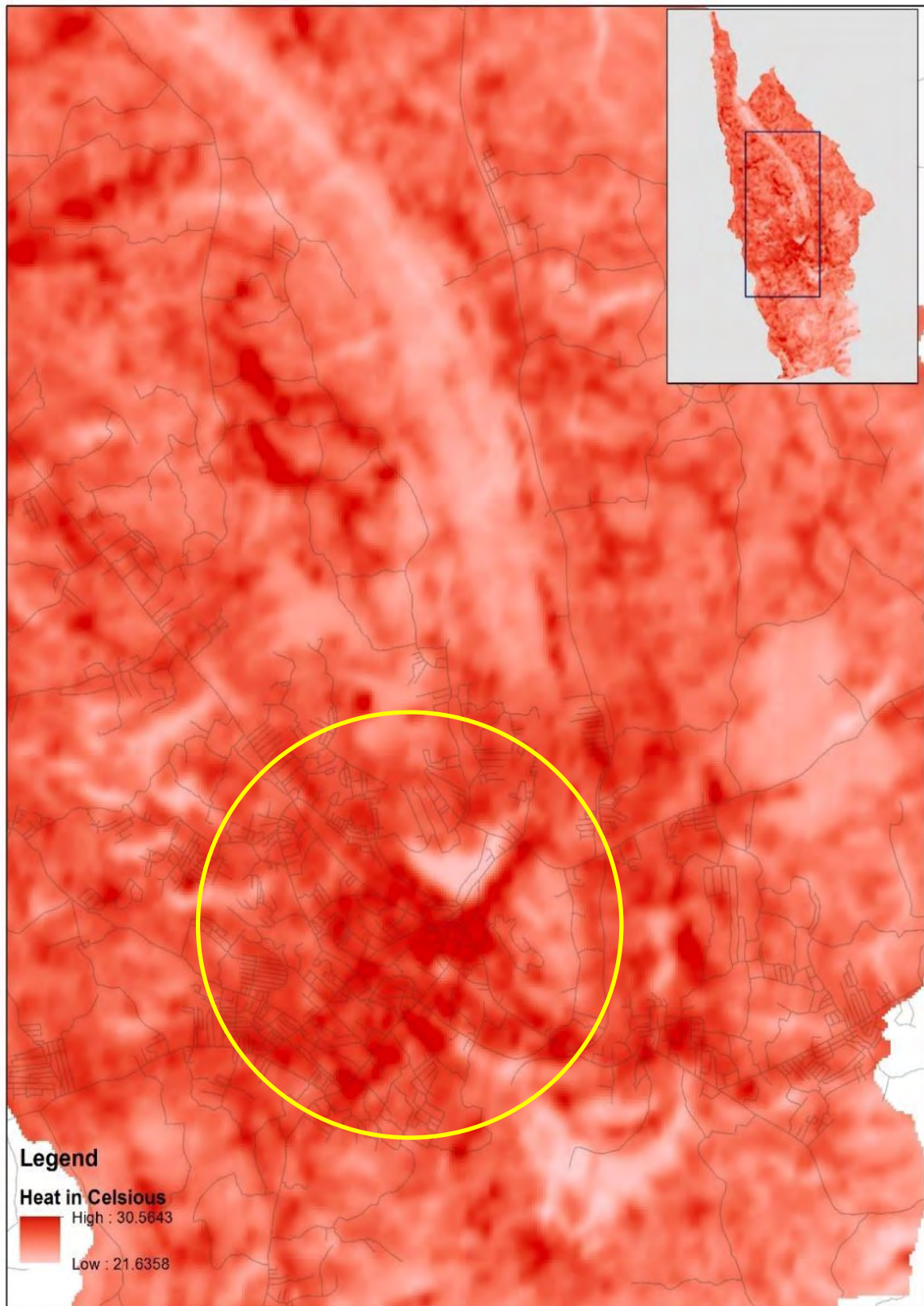
5.1.1 d) Threats

01. High temperature in town center due to climatic change affected to the region.

According to the community perception survey, 80% of people reveals that the temperature is high in the town center. The rocks which are located in north and eastern directions act as a barrier to the north-east monsoonal wind during November to March. The temperature is more than 30 °C during the north-east monsoon and sometimes it increased up to 36 °C in the core town area, but the recorded average annual temperature is 27 °C.

The high temperature level is a problem for the majority of the community. The proposed development plan should have to consider the natural wind corridors such as paddy fields, marshlands, tanks and water bodies.

Map number 5- 5 - Temperature distributions in Kurunegala district



HEAT DISTRIBUTION - KURUNEGALA DISTRICT

Kurunegala Development Plan

Source : Survey Department

Urban Development Authority -2017

Research & Development Division

File No:

5.1.2 Goal 2

The most attractive residential population agglomeration in the region

Table 5 -9 SWOT analysis - Goal 2

Strengths	Weaknesses
<ol style="list-style-type: none"> 1. Availability of developable lands for residential usage within the Pradeshiya Sabha area . 2. Kurunegala has high population growth rate when compare with national level and district level 3. Land subdivision increases annually for residential developments <ol style="list-style-type: none"> a. There is trend of settling the community within divisional secretariat area (Pradeshiya Sabha area), who comes for the town center with targeting services and administrative facilities. (there are 50 acres of lands are annually subdivided) 4. Flat terrain and disaster-free area. 	<ol style="list-style-type: none"> 1. About 500 families living in low-income houses, within the Kurunegala MC Area boundary. (Wilgoda, Polaththapitiya, Wew Gala) 2. Roads are narrow and not connected with each other. 3. There are no Pipe borne water systems control by Water Supply and Drainage Board, in Kurunegala area. (Pipe borne water supply is only limits Municipal Council area)
Opportunities	Threats
<ol style="list-style-type: none"> 1. Kurunegala area identified as a most suitable area for residential usage - The National Physical Planning Policy and the Plan expecting higher residential development (10 lakhs of population within Kurunegala Metro region area) by 2030. 2. Existing and proposed infrastructure projects – Local level <ol style="list-style-type: none"> a. Greater- Kurunegala water supply scheme and the sanitary project. b. Pipe borne water system project proposed by Water Supply and Drainage Board by 2030. c. Road widening projects 3. Existing and proposed infrastructure projects – National Level 	

5.1.2. (a) Strengths

01. Availability of developable lands for residential usage within the Pradeshiya Sabha area.

According to goal 2 the expected population increasement is 50,000 and housing increasement is 12,500 in 2030. Assuming the amount land extent per house as 15 perches, need 457 hectares of land extent for expected future housing requirement in 2030. It can be identified developable lands for residential usage, when studying the land use plan (map number 2.5)

- Coconut lands 5748.11 hectare - 23%
- Home gardens (Acre 1-2) 3300.31 hectare – 83%

Most of the coconuts lands are infertile which are located in the northern part of Kurunegala and it has the potential to subdivide those lands as residential usage. Apart from that, it has a possibility to subdivide the large land extent more than 1 - 2 Acre.

When studying the current residential usage and housing density, it has the possibility to fulfil the total requirement of residential lands in 2030 by land subdivisions.

Table 5 -10 Requirement of residential lands - 2030

Area	Total Residential Land Area 2017 (ha.)	Housing Amount 2017	Land Extent For One Housing Unit	Expecting Population 2030	Expecting housing units increment 2030	Requirement
Kurunegala Municipal Council	434	6,023	28	7,693	1,768	Land sub divide into 1/3
Urban area own by Pradeshiya Saba	3,816.6	23,545	64	26,235	6,913	Land sub divide into 1/3
Lands are not belong to Pradeshiya Saba	4,507.4	16,739	107	13,015	3,425	Land sub divide into 1/5

According to the above table, it has a possibility of 1/3 of the land subdivision to land requirement for housing in 2030.

02. The Kurunegala Divisional Secretariat Area has high population growth rate

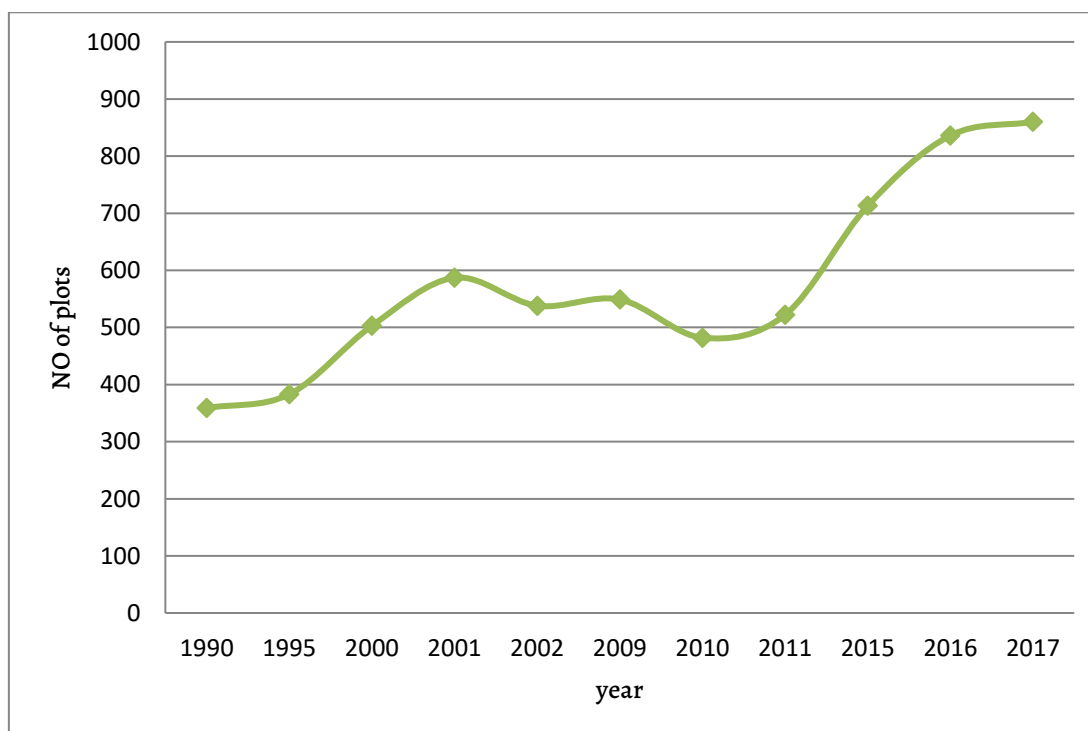
Table 5 -11 Population growth trend 2001- 2017

Area	Population				Population growth Rate		
	1981	2001	2011	2017	1981-2001	2001-2011	2011-2017
Sri Lanka	14,846,274	18,797,257	20,359,439		1.16	0.76	
Kurunegala	1,198,795	1,458,385	1,618,465		0.96	0.97	
Planning Area		163,602	167,651	180,399		0.98	1.23

Comparing the population growth rates between Sri Lanka and Kurunegala, Kurunegala has a high growth rate. A large in-migration happens due to the agglomeration of employment opportunities and services (popular schools, hospitals, commercial activities) in the core town area. Similarly, higher population growth of 2011-2017 shows a positive trend than the 2001-2011, as a demographic factor.

03. Land subdivision increases annually, for residential developments.

Graph number 5- 2 Trend of land subdivision – 1990 - 2017

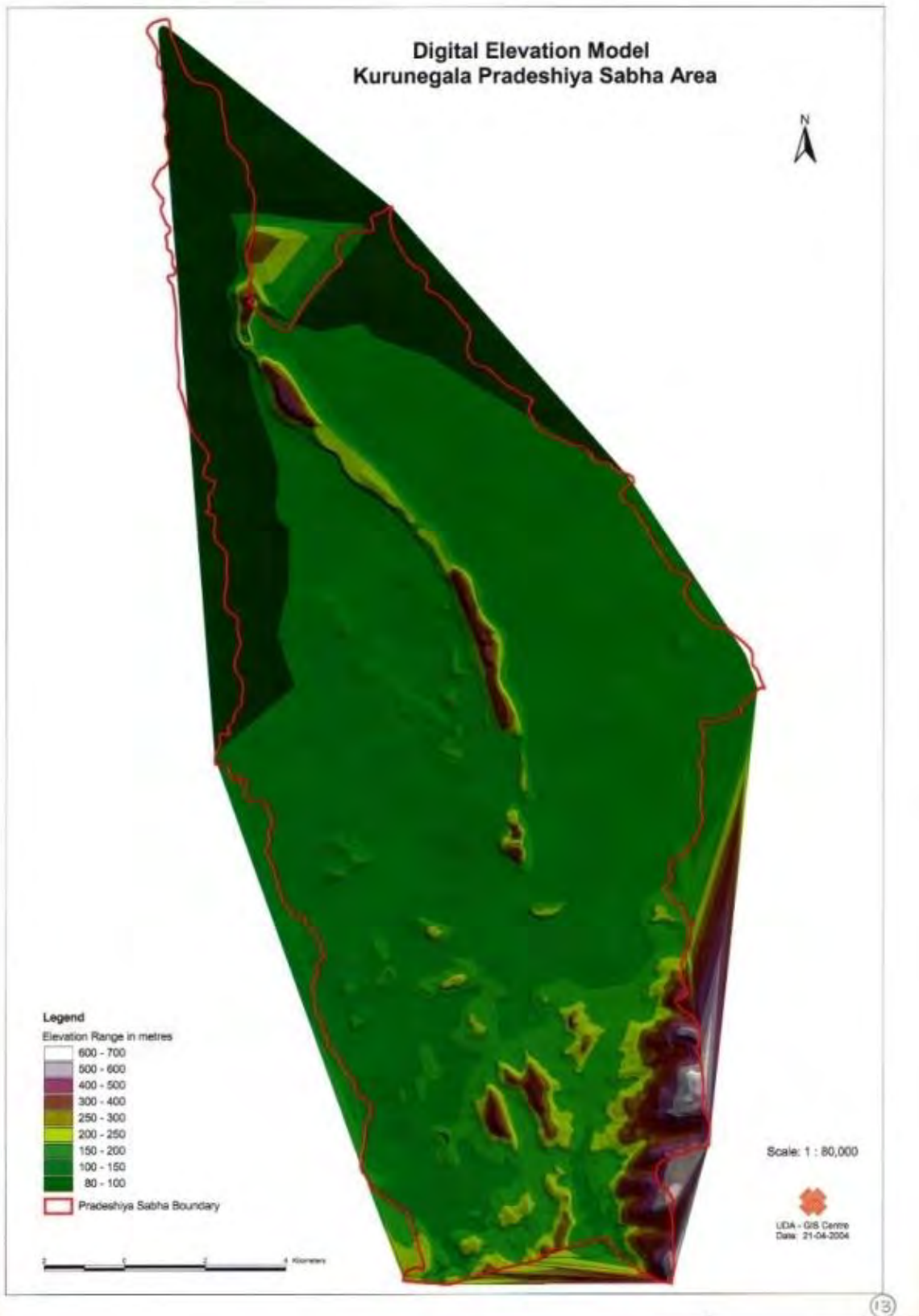


Source-Kurunegala Pradeshiya Sabha

Above graph clearly illustrates the amount of land subdivisions for residential developments are increased with time series. People tend to migrate to town areas due to the agglomeration of services and economic activities in Kurunegala. As a result of that more than 50 acres of lands are converted to residential usage per year. There is a trend of establishing three-storey residential apartments in this area, according to building applications in the Kurunegala MC area (ex: 326 of Preliminary Planning Clearance are approved for apartments during 2017 May to 2018 May – (source; UDA data).

04. Flat terrain and disaster-free area.

Map number 5- 6 Elevation in Kurunegala area



loca

78% of rainwater discharge to the Maguru Oya by two canals called Buu Ela and Waan Ela. Those canals flow 6km of distance through residential, commercial and cultivated lands in the town core area. So, there can be identified a natural drainage pattern. As a result of that, it has a possibility to develop as a residential zone the surrounded town areas and Kurunegala Pradeshiya Sabha area.

5.1.2 (b) Weaknesses

01. About 500 families living in low-income houses, within the Kurunegala MC Area boundary.

Table 5. 12 - Number of low income housing units – Kurunegala M C Area

Place	No. of Families
Gettuwana	125
Weugala	25
Dambulla Road	90
Wilgoda	270
Total	510

Source - Urban development authority field survey

Figure 5- 4 Labor houses – Wilgoda



More than 99% of low-income families are labours, who is working in Kurunegala Urban Council. Above map illustrates the locations which they are settled and the urban council proposed to built-up a flat, as a solution for that issue.

02. Roads are narrow and not connected with each other.

The proper infrastructure facilities cannot be identified in inner residential areas because of the dead-end roads and narrow roads. Lack of connectivity also a main issue to develop this area.

Figure 5- 5 Starting and ending point of a road which connect to Puttalam road



Start of the road



End of the road

5.1.2 (c) Opportunities

01. The National Physical Planning Policy and the Plan expecting higher residential development by 2030.

The National Housing Physical Planning Policy and Plan -2030 identified Gampaha and Kurunegala town as the most desirable areas for development of residential zones due to disaster free nature. They expect to increase the residential population up to 10 lakhs in the Kurunegala Metro Region area. Here, expect to develop as high populated, residential zone by 2030 with an increasing population up to 250,000 within the planning boundary with the proposed development plan. It is a main opportunity which comes through the National Physical Planning Policy and the Plan -2030.

02. Existing and proposed projects

- ❖ The proposed water supply project by Greater- Kurunegala water supply scheme and sanitary project – 2030.

Table 5.13 - proposed projects

	Name	TEC (Rs. Mn.)	Design Demand	Electorate.GN Division/DS division	Beneficiaries	Source	Remarks
1	Polgahawela -Alawwa WSP (stage I)	16,282.16	Total Supply - 29,000m ³ /d	Polgahawela, Alawwa, Galigamuwa, Rambukkana, Warakapola, Kurunegala, Werambugedara	180,000 (2030)	Ma Oya	Project under implementation
2	Wandurapi nuella WSP	31,246	Total supply - 39,500m ³ /d	Mallawapitiya, Maspotha, Rideegama, Ibbagamuwa, Mawathagama, Kurunegala	219,400 (2035)	Proposed Wandurapi nuella reservoir (Deduru Oya)	After receiving NPD approval & funds the project could be implemented
3	Katupotha Bamunakotuwa Integrated WSS	18,906.00	Total supply - 18,000m ³ /d	Kuliyapitiya East, Weeramugedara, Maspotha, Bamunakotuwa, Panduwanuwar East, West, Kobeigane, Wariyapola.	134,000 (2030)	Daduru Oya Reservoir	NPD approval received after receiving funds the project could be implemented
4	Thorayaya	366	Total supply - 850m ³ /d	Ibbagamuwa DSD	1500 families	Bore Hole	Project under implementation

Source - Water supply and Drainage Board

This Greater- Kurunegala Water Supply Scheme and the Sanitary Project is one of the main ongoing project, which is conducted by Water Supply and Drainage Board to cover Kurunegala MC Area. It has the capacity to expand the sanitary project by introducing sewerage lines according to requirements of this community. In here they already acquired 9 acres of land from Malkaduwwa Grama Niladharee division to establish a sewerage treatment plant as a first step of this sanitary project.

The above table also illustrates this project covers the whole MC area. Ma Oya, Deduru Oya and groundwater wells are main water sources for this Pipe borne water supply project. The Kurunegala Pradeshiya Sabha area have possibility to develop as a residential zone with this proposed pipe borne water supply project in future (map number 6.18).

❖ **Central expressway and railway expansion project.**

The Gettuwana highway interchange point and the Kurunegala railway station are located closer to each other. It is a great potential to integrate those two modes of transports to develop Transit-Oriented Development Hub. This integration and higher accessibility factors will efficient the transportation system in Kurunegala area. The community has the possibility to live in Kurunegala town because it has direct and easy access within a few hours (1-1 ½ hour) with other main towns such as Colombo, Kegalle, Dambulla, Kandy and Anuradhapura.

5.1.3 Goal 3

Preservation of 'character /identity' of the Kurunegala

Table 5. 14 - SWOT analysis - Goal 3

<p style="text-align: center; font-weight: bold;">Strengths</p> <p>1. The identity of the Kurunegala depends on the Ethugala from ancient time.</p>	<p style="text-align: center; font-weight: bold;">Weaknesses</p> <p>1. The current developments happen without considering the identity of Kurunegala. (illegal building constructions and the advertising cutouts)</p>
<p style="text-align: center; font-weight: bold;">Opportunities</p> <p>1. Ethugala is a main memorable landmark for more than 80% of the people, according to the result of Cognitive Survey.</p>	<p style="text-align: center; font-weight: bold;">Threats</p>

5.1.3 (a) Strengths

01. The identity of the Kurunegala depends on the Ethugala from ancient time.

The Kurunegala was known as Ethugal Pura and Hasthi Sheila Pura from kingdoms era because of a large rock, which has a shape of an elephant. The name of 'Kurunegala' also donates due to this large rock according to legends. As a result of that, the visibility of Ethugala is a main strength to remain the identity of the city.

5.1.3 (b) Weakness

01. The current developments happen without considering the identity of Kurunegala.

Figure 5- 6 - The available buildings and advertising cutouts which are construct as disturbs to scenic of Ethugala

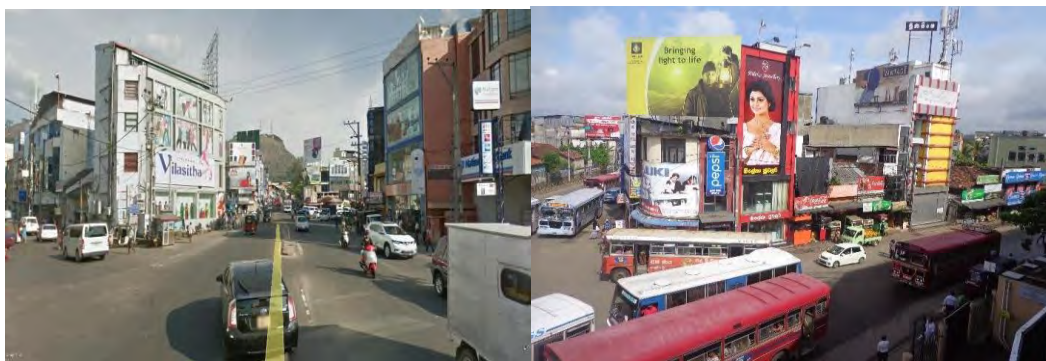


Figure 5- 7 The available Rajapihilla Garden and Clock Tower are isolated

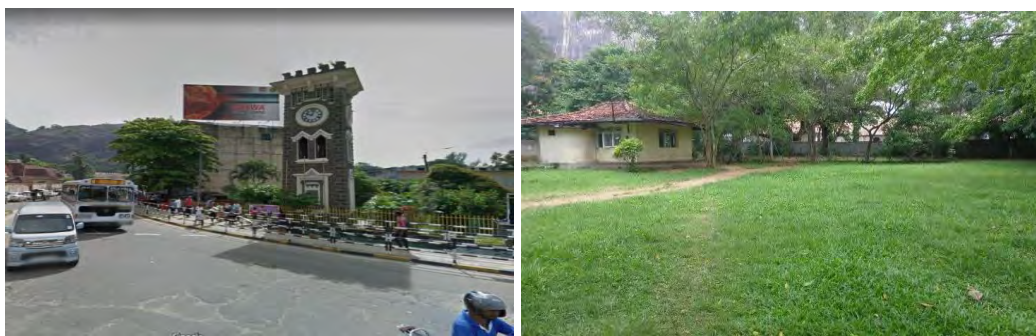


Figure 5- 8 The location of Rajapihilla is isolated



The building constructions and the advertising cutouts are the main constraints for the visibility of Ethugala in nowadays. It should be introduced maximum heights for new vertical developments through the proposed development plan to provide an identity for the town, through Ethugala.

5.1.3 (c) Opportunities

01. Ethugala is a main memorable landmark for more than 80% of the people, according to the result of Cognitive Survey.

The Kurunegala town has a large number of ancient and historical monuments in different eras, such as Rajapihilla Garden, Palace and Magul Maduwa in kingdoms era, the Clock Tower, which is built as a monument to the Second World War, The Court Complex, Church, Police and other historical building constructions in the British era. But the Cognitive Survey identified the Ethugala is the main memorable landmark for more than 80% of the people. Accordingly, it has the challenge to develop this town as a main economic center, with preserving the remaining identity.

6

The Plan

6.1 - Conceptual Plan

6.2 - Proposed Land use Plan

6.3- Physical and Social Infrastructure Development Strategies

6.4- Proposed Economic Development Plan

6.5- Sustainable Environmental Strategies

6.6- Implementation Strategies

6.0 The Plan

6.1 Conceptual Plan



The conceptual plan illustrates the 'Future City Model' which is developed by the planners, for Kurunegala town and surrounded area. This proposed conceptual plan design by using the available potentials, proposed and ongoing development projects. It consists of solutions for identifying problems within the planning boundary area. Basically, it will show future planning directions.

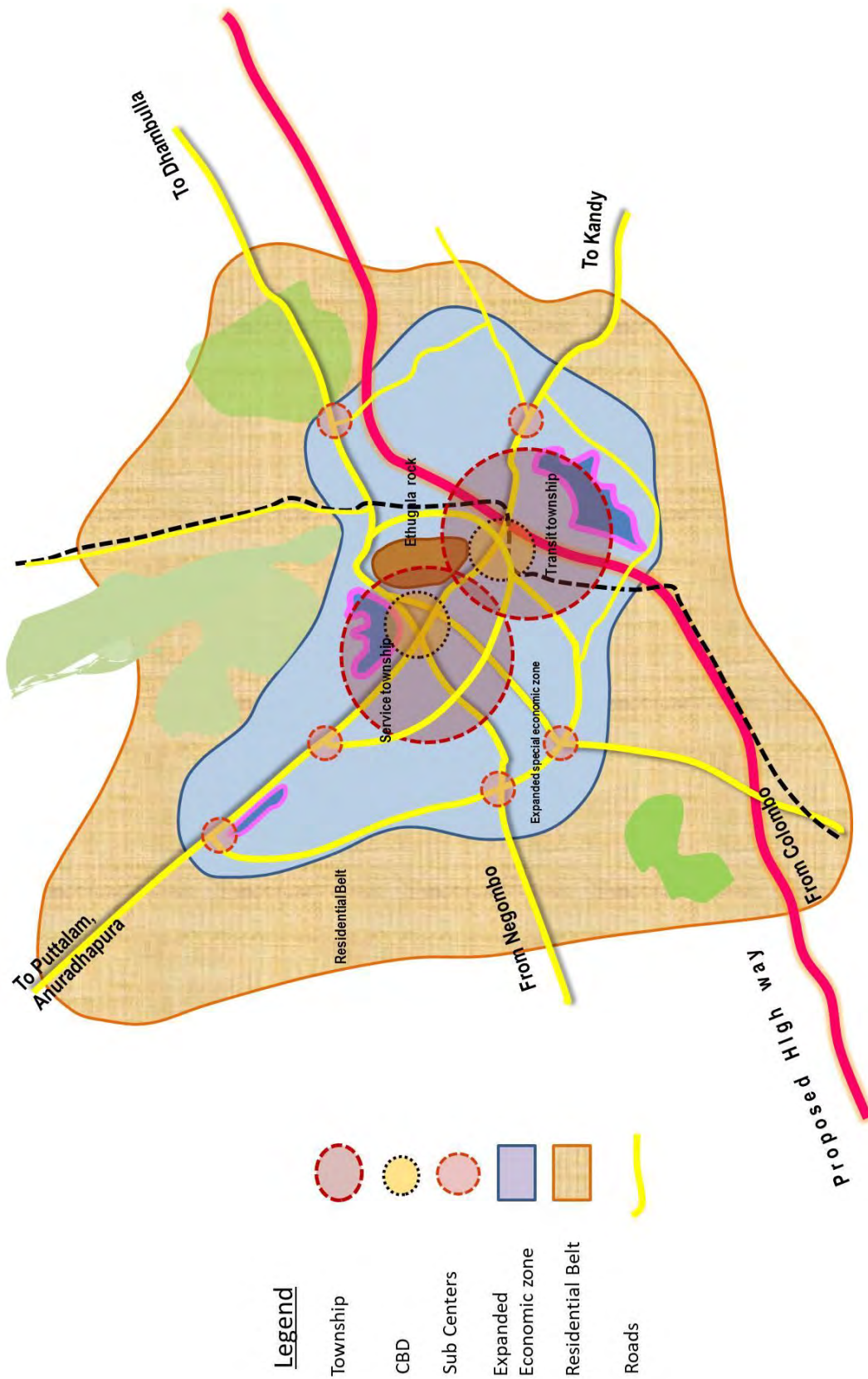
The Kurunegala town is a monocentric town which has historically evolved. It is located at the place, connecting five main roads as a junction town. The analysis shows that, this monocentric nature is the main reason for most available issues in this town. As a solution for that, the proposed conceptual plan hopes to develop this as a dual - centric town. In here, the existing town area (main junctions and the surrounded area) develops as 'Main Economic and Service Center'. Another town center develops as a 'Transit Oriented Hub', near the Gettuwana Highway Interchange Point and Kurunegala Railway Station Area.

The service center consists of administrative institutions, government offices and other service organizations. In here, mainly get the optimal usage from underutilized lands within the existing core town area, in order to attract community. The Gettuwana and surrounded area develop as a massive residential zone with the potential of proposed transit-oriented development.

This proposed dual-centric town consists of several zones. As the first zone core areas develop as high dense urbanized areas. A suburban zone develops next to that. Afterward, develop other zones being reducing the urban characteristics.

The proposed conceptual plan achieves sustainable development with enhanced economic, social, environmental and physical development. The Kurunegala town will become a sustainable main economic and service center in Sri Lanka by 2030.

Map number 6.1 - Conceptual Plan



6.2. Proposed Land use Plan

Below cross sections illustrates the urban characteristics which going to be introduced through the new development plan.

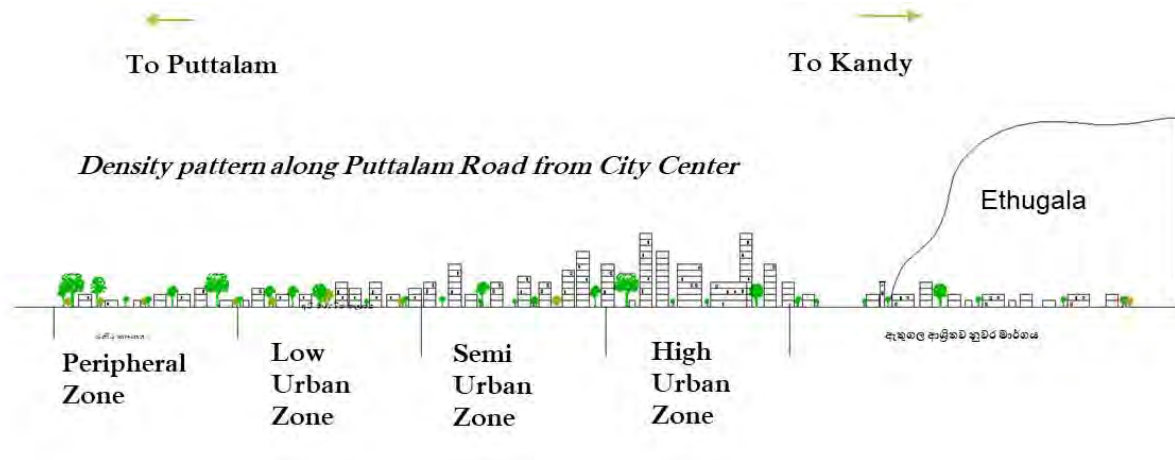
The land use plan illustrates the proposed land uses for 2030. The Kurunegala town develops as a dual centric town by 2030 as describes in Conceptual Plan (map number 6.2) Here proposed to develops 7 sub-town centers parallel to that and Wellawa, Maspotha, Mathawa, Kiriwawla towns develop as urban service centers, as the main objectives if this land use plan.

The proposed plan going to reduce panning related problems, increase the plot coverage within the town area, core town area develops as a high dense urban zone, introduce proper integrated road network in and surrounded to the two main town centers. As a town which can reach to any main town center in Sri Lanka; the Kurunegala town should develop with a proper transport plan to reduce available problems.

The upcoming mega-scale developments introduce to peripheral areas to expand the development to outside areas, by the proposed transportation plan. Here hopes to reduce the pressure in core town areas, by expanding that pressure to peripheral areas while attracting the developments. Apart from that, here introducing a proper zoning plan for sustainable development. The underdeveloped areas will develop by the proposed alternative road network. With that, available lands will develop as described in n below.

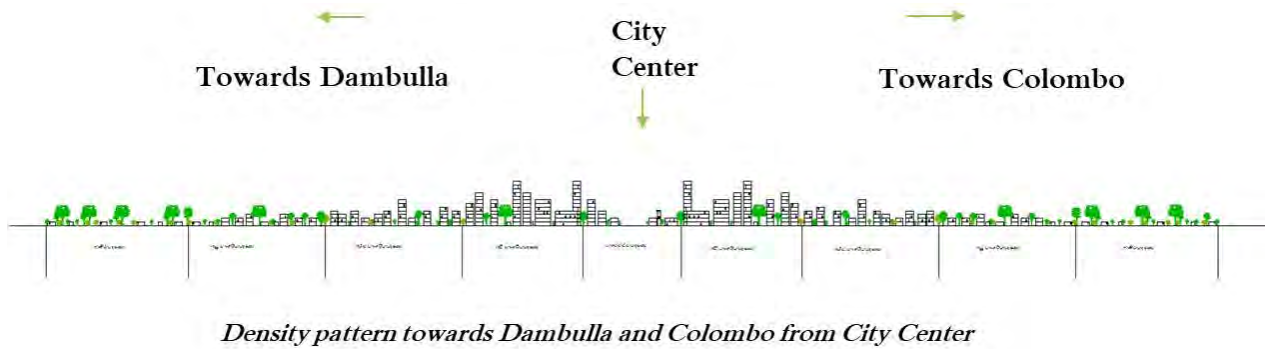
This proposed land use plan hopes to develop core town areas, with high dense vertical development with all types of infrastructure facilities, including sewerage and drainage systems. The other five peripheral zones will develop as decreasing the density respectively.

figure 6.1 Proposed Urbanization - Ethugala to Puttalam



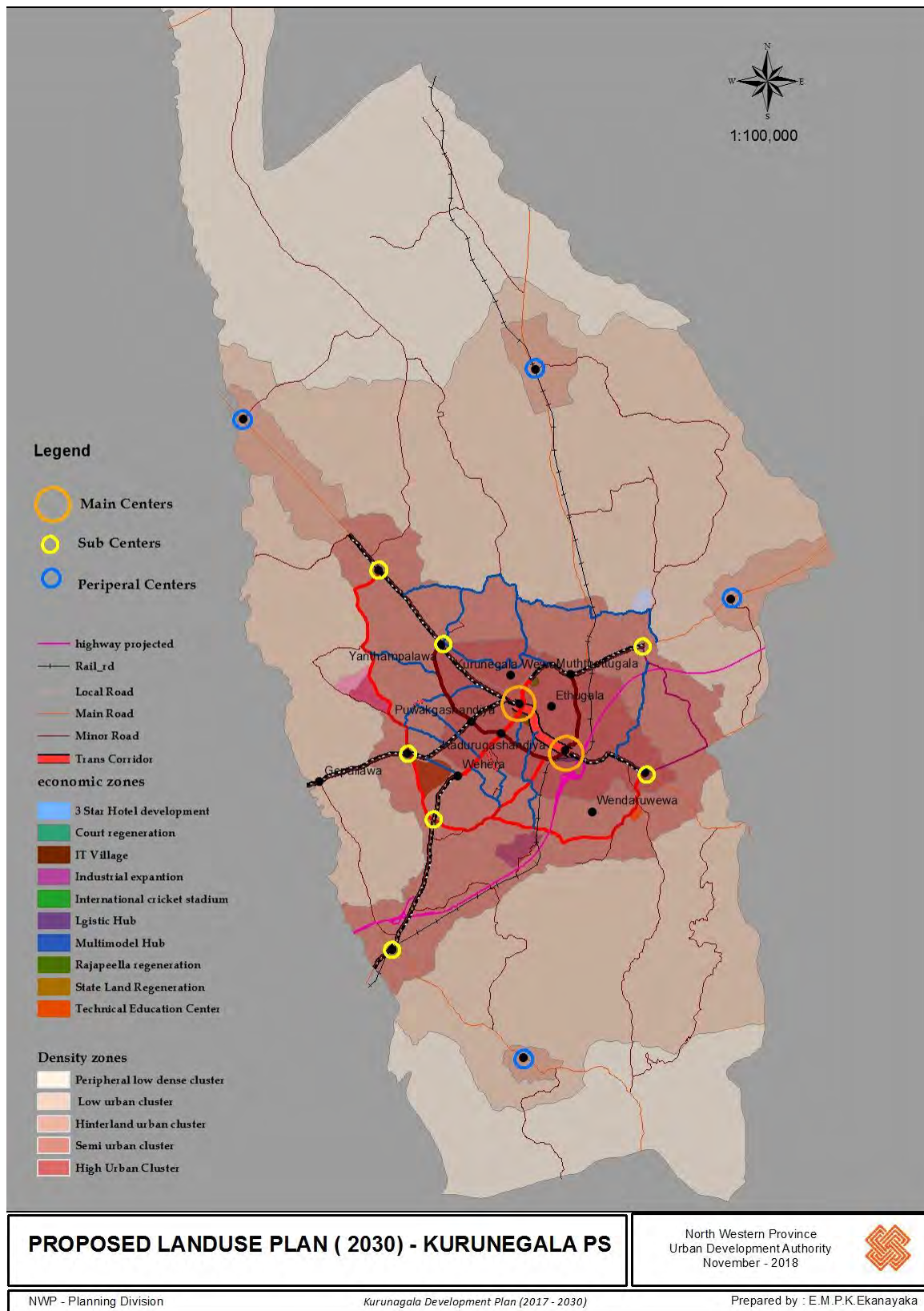
Above picture illustrates the proposed building arrangement, building density and characteristics of proposed zones along Kandy road including the Ethugala.

Figure 6.2 Proposed Urbanization – Town Center to Colombo and Town Center to Dambulla



The above picture depicts the urbanization towards the city of Dambulla and Colombo. The density decreases systematically, away from the core town.

Map number 6.2 - Proposed land use plan 2030



6.3. Physical and Social Infrastructure Development Strategies

6.3.1 Services Plan

6.3.1.1 Proposed Settlement Plan

Introduction

The Kurunegala district is disaster free, flat terrain area when compared with other districts in Sri Lanka. The vision ('Proper, Secure and Perfect land') of the National Physical Planning Policy and the Plan- 2030 also identified, the Kurunegala has the potential to develop a proper residential area because of its locational advantages. Here they expect to increase the residential population up to 10 lakhs within the Kurunegala district and it is 250,000 of the residential population, within the planning boundary, by 2030. The proposed development plan will develop the infrastructure facilities, according to future expected requirements.

The proposed settlement plan expects to develop residential usage within the planning boundary, while preserving the wetlands.

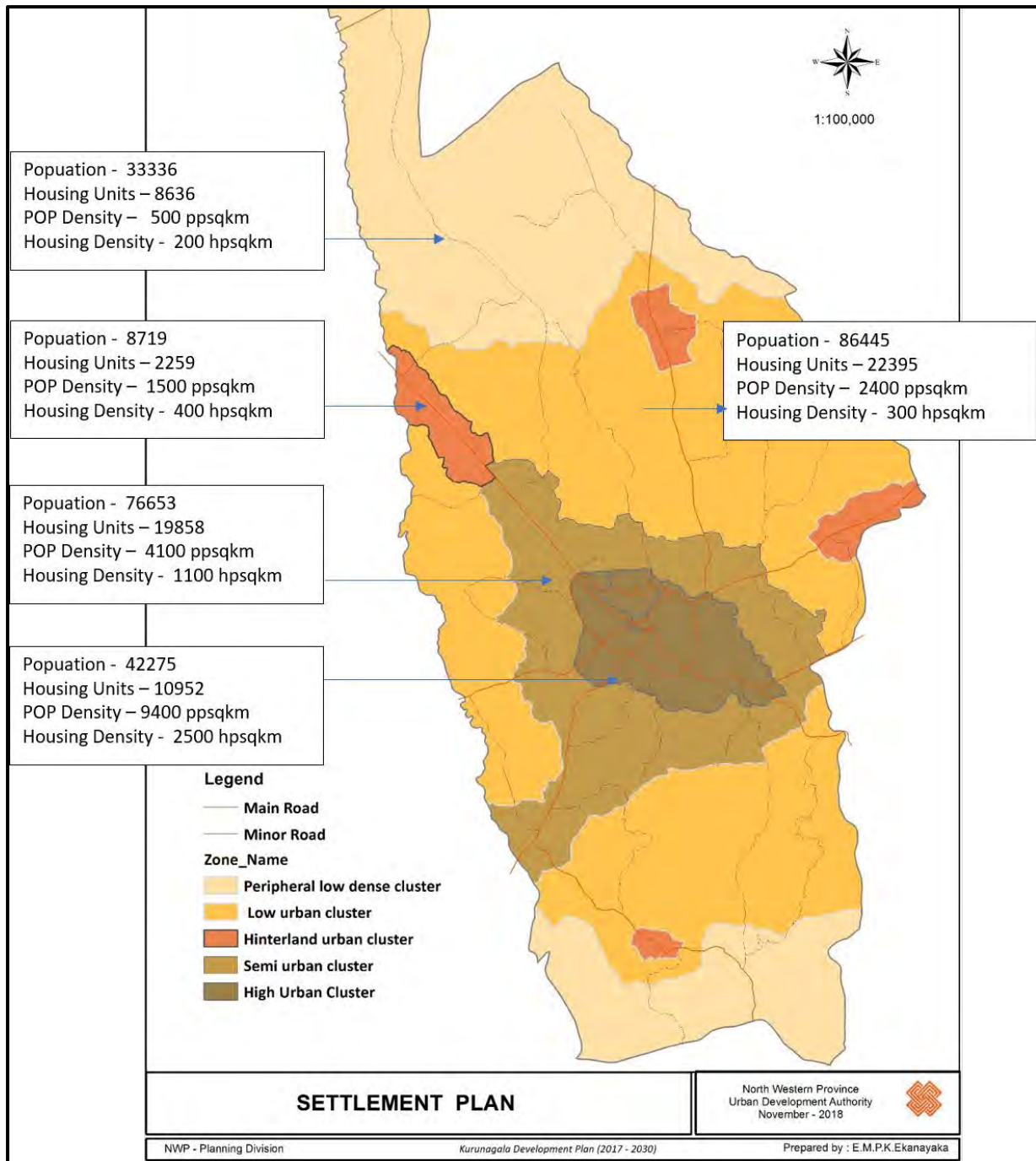
Table 6.1 -Proposed housing density by zone – 2030

Zone	2030 Estimated Population	2030 Estimated Houses	2030 Estimated Residential Lands (hectare)	2030 Population Density(persons per hectare)	2030 Housing Density (houses per hectare)
High Dense Urban Zone	42,275	10,952	447	94	25
Suburban Zone	76,653	19,858	1,850	41	11
Low Dense Urban zone	86,445	22,395	6,474	24	03
Hinterland Urban Zones	8,719	2,259	562	15	04
Low Dense Exterior Zone	33,336	8,636	6,304	5	02
Total	247,428	64,104			

Here hopes to develop the planning boundary as five density zones, according to the analysis (Livability Analysis, Potential Analysis, Sensitivity Analysis) which are carried out to identify the suitable lands for residential usage. As described in table 6.1, 25 of housing units are located per hectare within the High Dense Urban Zone and 11 housing units are located per hectare, within the Suburban Zone by 2030. Accordingly, the High Dense Urban Zone (MC Area) and the Suburban Zone will develop as high dense residential areas, including required infrastructure facilities.

The areas belong to the Hinterland Urban Zone, develop as medium density residential areas with increasing the quality and the quantity of infrastructure facilities. Mathawa, Maspotha, Kiriwawla and Wellawa are small scale town centers which, develop within Hinterland Urban Zone. The agricultural lands (coconut lands) which are located in Low Dense Exterior Residential Zone, preserve as it is, while increasing residential usage through the proposed settlement plan. (Map number 6.3).

Map number 6.3 Proposed Settlement Plan



Housing requirement – 2030

Table 6.2 - Estimated housing units according to population - 2030

Zone	2017 Population	2030 Predicted Population	Accepted Population Growth Rate 2017-2030	Houses 2017	Estimated Houses for 2030	Population Growth 2030	Growth of Houses for 2030
High Dense Urban zone	32,658	42,275	2	8,466	10,952	9,595	2,486
Suburban Zone	53,872	76,653	2.75	13,596	19,858	22,781	6,252
Low Dense Urban Zone	60,754	86,445	2.75	15,739	22,395	25,691	6,656
Hinterland Urban Zones	6,740	8,719	2.0	1,740	2,259	1,979	513
Low Dense Exterior Zone	27,470	33,336	1.5	7,117	8,636	5,866	1,519
Total	181,516	247,428		47,024	64,104		17,436

The future housing requirement were calculated, considering the population increment rate, available potentials for residential development, cost of infrastructure facilities, physical factors, environmental factors and future development potentials. According to that, assume 3.86 people per square meter as the population density.

The proposed development plan expecting 250,000 of population, by 2030. The housing requirement is illustrated in the below table, according to expected population growth.

Table 6.3 The number of houses to be provided in 2030

Growth of housing units by 2030 (difference between 2017-2030)	17,436
Homeless families	1,350
Number of unauthorized families in reservations	786
Total Housing Requirement - 2030	19,572
An increase of houses by 2030 based on the average annual housing growth rate.	12,397
Number of houses -2030	7,175

Here assume the housing growth rate as 1.77 by considering the housing growth between 2012-2017.

According to the data of monthly average income (per house) in census and statistics (2016), the housing requirement for 2030 divides into four categories considering the income level. It is shown in the below table.

Table 6.4 Classification of households by income level

Income (Rupees)	Housing Types	Requirement of Housing	As a Percentage
23000 <	Low income houses	718	10%
23000-63700	Middle income houses (lower)	2,655	37%
63700-115,000	Middle income houses (Upper)	2,510	35%
115000 >	Luxury	1,292	18%
Total	Houses	7,175	100%

According to the above table, 718 of the housing units allocated for low-income families (unauthorized residents and homeless families), 2655 of the housing units allocated for middle-income families (lower level), 2510 for upper-level middle-income families and 1292 of luxury housing units for high-income families. Below table 6.5 shows the proposed housing development projects for each income class.

Accordingly, the estimated housing requirement will fulfil by highrise apartment in the identified locations.

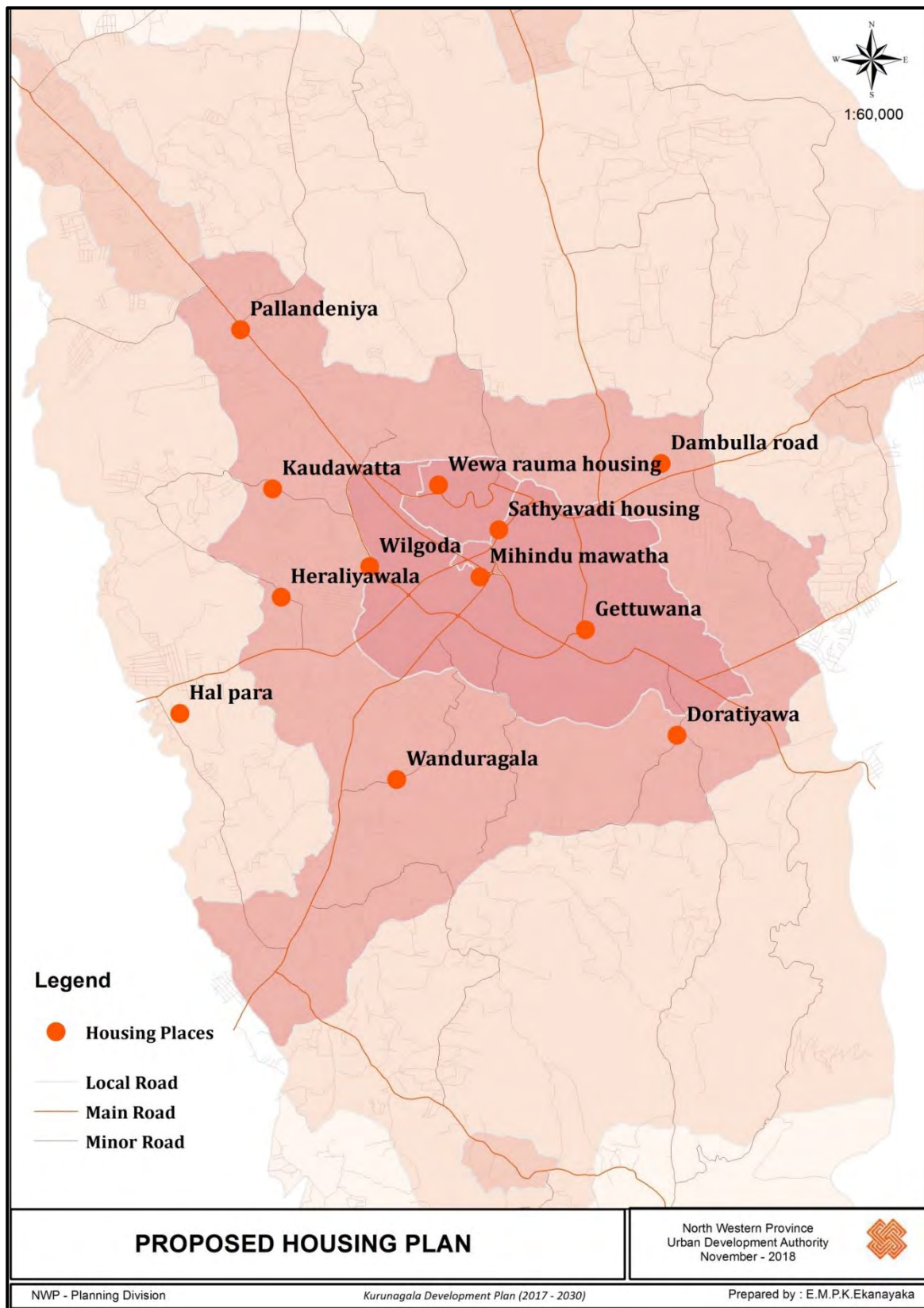
Table 6.5 Identified Housing Development Projects

Place	Land Extent (Acre)	Housing Requirement			
		Low income	Low income	Low income	Low income
Pelandeniya Gonagama junction housing project	03			375	250
Doratiyawa housing project	05			450	250
Dambulla Road housing project	02		90	90	
Wewa rauma housing project	12			150	500
Gettuwana housing project	05		150	150	50
Sathyawadi housing project	05				200
Heraliya watta housing project	02		600		
Halpara housing project	15		1150	1000	
Wilgoda housing project	02	700			
Kaudawatta housing project	04		300	300	
Waduragala housing project	02		500		
Wehera (M.C Land) Housing Project	1.5	200			
M.C Land Near Cemetery	0.5	50			
Housing project Infront of Maliyadewa Boys school	0.5		30		
Total	53.25	700	2790	2515	1300

Proposed methodology:

- Construction of flats in a lands which locates underutilized government quarters.
- Construction of housing projects through private investments by land acquisition (privet own acquired lands).

Map number 6.4 proposed housing development projects



6.3.1.2 Proposed Educational Development Plan

This educational development plan hopes to establish primary and secondary education institutions, for the expected residential population (250,000) by 2030.

Table 6.6 The demand for school students by 2030.

	2017	2017 student pouation rersiding in the area	2017 student pouation commuting to the area	2030 student pouation rersiding in the area	2030 student pouation commuting to the area	The total number of students in 2030
Number of students in Municipal Council Area	31,929	5,534	26,395	7,169	26,395	33,564
Number of students in Pradeshiya Sabha Area	19,040	30,793	-13,753	41,717	-13,753	27,964
The capacity of the current schools in the Planning Boundary			*13,759 of students migrate to schools in Municipal Council Area	*here assume 41, 717 students migrate to, schools in Municipal Council Area		
Future demand for schools						
The difference in the MC area	1,635					
Difference in MC area	8,924					
Total number of students	10,559					
Number of schools in MC Area	13					
The need for improving the Municipal Council Schools (Number of students)	1,635					
Number of schools in Pradeshiya Sabha	46					
Need to improve (number of students)	8,924					

Here assume the amount of school going children (between years 5-18) will increase to 10,600 within the planning boundary by 2030. It should provide qualitative education for those children. In order to develop the education level, here hope to upgrade the identified schools through the proposed development plan.

There are 13 schools located within the core town area of Kurunegala. The amount of children who studies those schools, more than six times of school going children within the Kurunegala MC area. The main objective of this plan is to develop the schools which are located proximity to the main roads, instead of the famous schools in core town area. Accordingly, below table 6.7 and map 6.5 illustrates the identified schools to be developed.

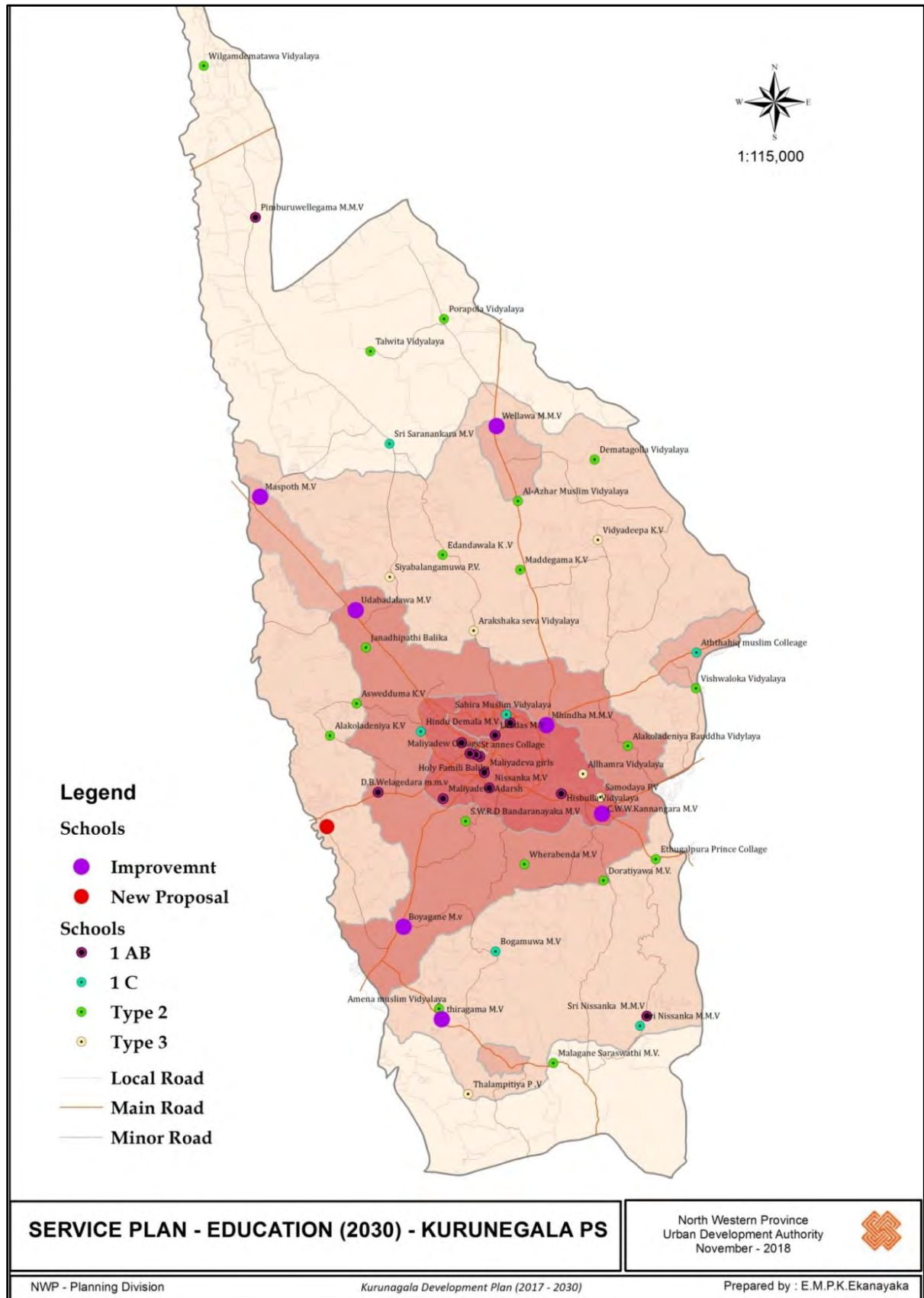
Table 6.7 The proposed schools will be developed by 2030

Name of the School	New Constructions	Upgrading the existing condition
Raththanagalla National School	✓	
Thiragama Central Collage		✓
Mahinda Vidyala - Gettuwana		✓
Sudarshan Maha Vidyalaya - Udabadalawa		✓
Vishwaloka Vidyalaya		✓
Athugalpura Kumara Vidyalaya		✓
Wellawa Maha Vidyalaya		✓
Boyagane Maha Vidyalaya		✓
Maspotha Maha Vidyalaya		✓

It expects to upgrade the schools which are located in peripheral areas (within the Pradeshiya Sabha Area) with introducing all the facilities, similar to the famous schools. With that, they hope to reduce the demand for famous schools in core town area because this is the main course for traffic congestion. So, it may be a solution to traffic jam in future. Especially, the amount of schools is not changing in the MC area and the amount may change in peripheral areas.

The main objective of this plan is to provide educational facilities, according to future expected residential populations' demand. This will achieve through 2030 plan.

Map number 6.5 The proposed services plan - Education



6.3.1.3 Proposed Health Development Plan

The main objective of this plan is to provide quality health facilities to both expected residential population and commuting population by 2030.

There are 26,000 of daily commuting happening with targeting health facilities and it is 8.6% of the total daily commuting population (300,000).

Here assume this amount will increase by 10% by 2030 and expecting 48,000 of commuting population with targeting health facilities from the total daily commuting population (500,000) in 2030.

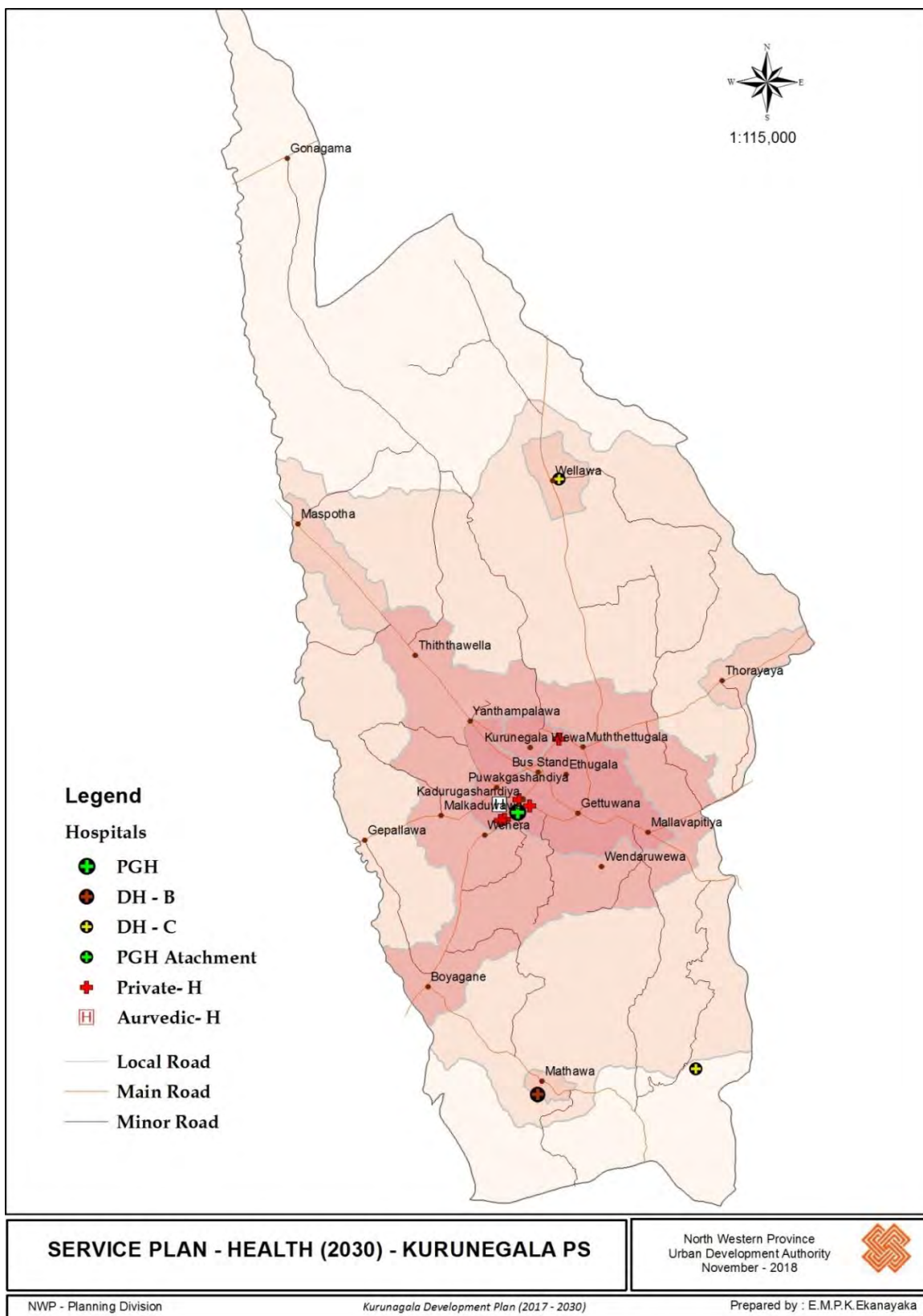
$$\begin{aligned} \text{Expected commuting population for health facilities} &= 500,000 \times (9.6/100) \\ &= \underline{48,000} \end{aligned}$$

Assuming the expected population as 48,000 for health, hope to increase physical and human facilities in Kurunegala Teaching Hospital. Currently, the majority of buildings are one-storey buildings in Teaching Hospital and this plan will develop those buildings with vertical developments with reaching to the optimal usage of this land.

The Mathawa and Wellawa identified as sub-town centers and the hospitals in those areas will upgrade with proper facilities according to proposed development plan. Further, this development plan highlighted the requirement of the regional hospitals in Maspotha and Kiriwawla areas.

In here develops the Mathawa, Wellawa hospitals as qualitatively and quantitatively with new Facilities (buildings, equipment). The available clinic centers in Maspotha and Kiriwawla areas will upgrade with this proposed development plan (map number 6.6).

Map number 6.6 - Proposed health development plan



6.3.2 Proposed Transport Plan

Introduction

The Kurunegala town has historical evolution because it is a main junction town which connects five main roads each other. Ambepussa – Trincomalee Road, Katugasthota – Puttalam Road, Negombo Road are the main roads which are integrating this town center. As a result of that, Kurunegala town provides the easy access for all the regions in Sri Lanka including, Northern, Eastern, Western and Central. Through there is well connectivity between main road network, the internal roads do not have better connectivity. As a result of that, most of the time people have to travel through core town center via main roads. That creates huge traffic congestion in peak hours.

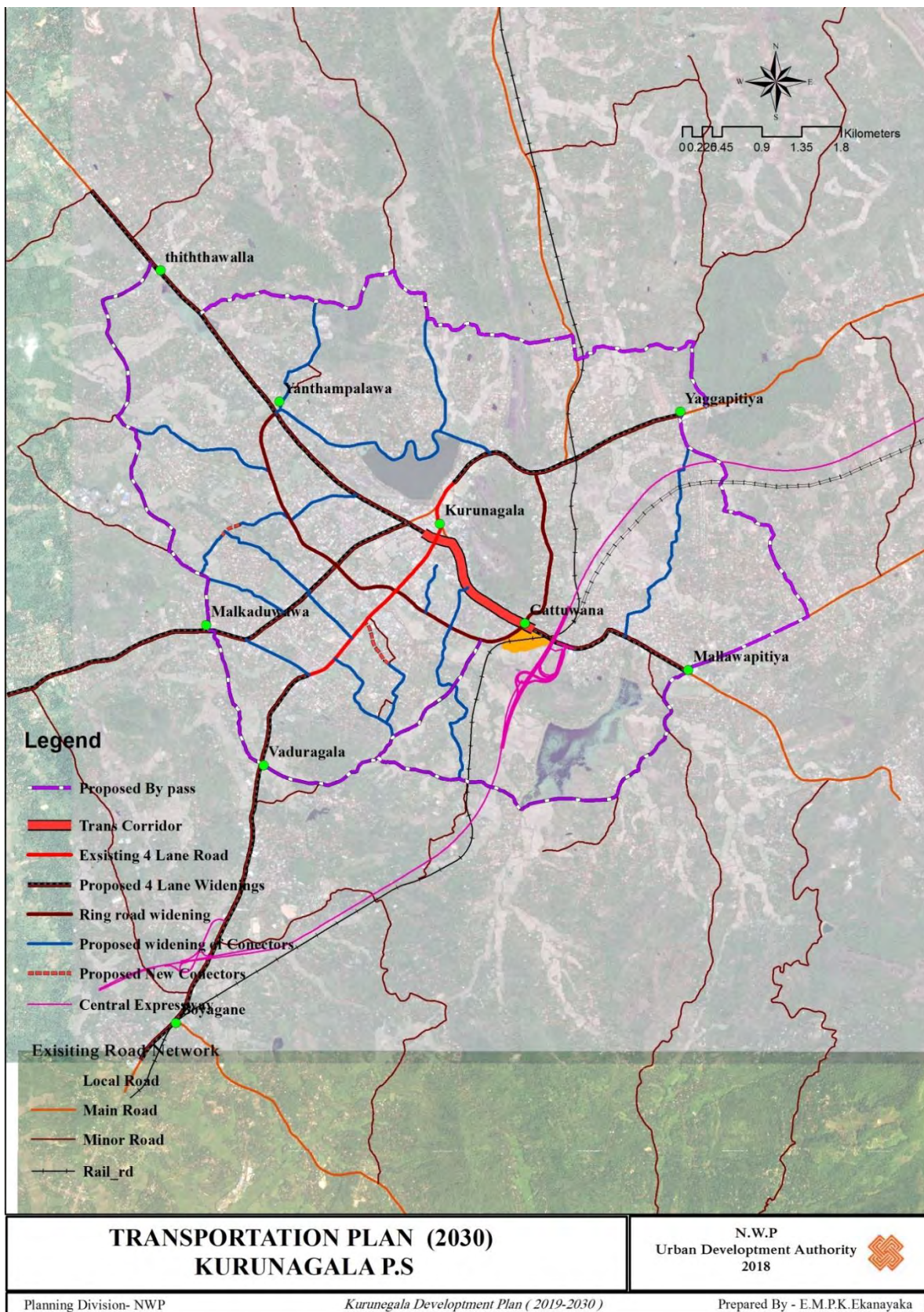
Furthermore, all the administrative and government offices are located in the core town area because this town center is the administrative capital since the kingdoms Era and British Era (ex; Court Complex, Provincial Council, District Secretariat Office, Police station, Urban Council, RDA). The considerable amount of daily commuters come to those offices and create traffic congestion.

The poor connectivity of internal roads cause to linear development along the main arteries and helps to traffic congestion. The strategic transport plan hope to introduce alternative road network while upgrading the internal and rural roads.

It can be identified urban stress, urban environmental pollution and disturbances to economic status due to the traffic congestion. This traffic congestion cause to some health problems also. A survey which is conducted by health sectors shows the school going children infects for respiratory diseases due to berating polluted air more than 8 hours during their school time. The commercial communities also faces to this same incidence.

Get the potentials of main national scale project such as central expressway, railway expansion project Kurunegala to Dambulla and Polgahawela to Kurunegala proposed double line railway, are main strength to develop optimal and efficient transportation system in Kurunegala area. Get the advantages from current and future developments, to create an efficient transport system in Kurunegala town area is the main objective of this proposed transport plan.

Map number 6.7 - Transport Plan



Strategies

The above map no 6.7 reflect the transportation plan for 2030 and the following strategies are included

Strategy 01

Developments of outer circular road

(Saragama - Vaduragala – Gettuwana and Wilkhawa – Mallawapitiya alternative road.)

(Mallawapitiya – Uyandana – Yaggapitiya and Yaggapitiya – Saragama alternative road.)

Road Name (Starting and End Point)	Road length	New road length	Road width
Saragama to Vaduragala	6.94	2.62	12
Vaduragala to Gettuwana	3.33	2.15	24
Vilbava to Mallawapitiya	4.81	1.05	12
Mallawapitiya to Saragama	4.68	0	15
Yaggapitiya to Saragama	7.76	0	12

The outer circular road is Proposed as represented by the transportation plan (Map no 6.7) and most importantly Vaduragala to Gettuwana part should be developed as the first phase of the Road to achieve the vision of the development plan.

Strategy 02

❖ Current railway station land develop as Multimodal Transport Hub.

Project Objectives

- Establishment of the transit center in Kurunegala town.
- To make the Kurunegala town as efficient transport hub by integrating the multimode of transportations.
- Minimize the problem of lack of integration between the railway station and bus stand.

This is an opportunity to attract high residential population and commuting population, using the potentials of multimodal transportation hub, which connects highways, railways and normal

ways (roads), by enhancing efficiency and easy accessibility. The city's economy can be strengthened through the expansion of the services providing for the community.

❖ **Development of Kandy Road – Gettuwana to town center with six lanes (Transit Corridor).**

There is a huge traffic congestion in A10 road due to the entry and exit of the vehicles through proposed expressway. The distance between the main bus stand and express interchange is about 1km. It is essential to widen the road as a six lane route for making the transport in an efficient, between the expressway interchange and the main bus station. This road provides the main access to the Kurunegala town to Gettuwana, therefore high level of service should be provided.

Strategy 03

Widen the inner regional roads

- **Project Objectives**
 - Upgrading the residential development in the internal areas of the town.
 - Expand the urban developments to internal areas instead of the main roads.
 - Development of better connectivity between main roads and internal roads.

It has the ability to increase the movements in the internal town area by widening the roads, developing the underdeveloped roads and connecting the roads. The development around the available main roads can be directed to the internal areas through this project. The residential population also increases by enhancing accessibility.

Accordingly following roads are identified as to be widen in this development plan. The details are included in the project list at chapter no (6.6).

9. Jayanthipura – Wilkawa Road	1. Kawdawaththa – Alakoladeniya Road
10. Sarvidaya Mawatha	2. Wilgoda Waththa Road
11. Sumanadasa Mawatha	3. Sumangala Mawatha
12. Heenamulla Road	4. Heraliyawala Road
13. Alakoladeniya Road	5. Bandaranayeke Mawatha
14. Wewarauma Road	6. Pubudu Mawatha
15. Sundarapola Road	7. Malkaduwawa circular Road
16. Kuda Galgamuwa Road	8. Kawdawaththa Mawatha

Strategy 04

Expansions of RDA roads

- Project Objective
 - Minimize the traffic congestion which is occurred both proposed expressway project and existing traffic jam in city center.

Kurunegala Junction is a national level junction and there should be properly connecting the road networks by providing easy/comfortable accessibility. Currently, the road design capacities have exceeded the favorable level and exceeded the level of services also. Therefore, main roads and other connected roads should be expanded according to the requirement.

- A6 Ambepussa – Kurunegala Road
 - Regland estate to Wehera
 - Polaththapitiya to Badagamuwa
- A10 Katugasthota – Puttalam Road
 - Mallawapitiya Junction to Thiththawella
- B247 Kurunegala – Negombo road
 - Kurunegala to Gepallawa
- B 084 inner circular road
 - Yanthampalawa to Puwakgas Junction – through Katugashandiya to Gettuwana

Strategy 5

Construction of flyover in Muththettugala

The railway crossing in Muththettugala area has to closed about sixty times per day due to the rail track, which crossing the Ambepussa-Trincomalee road (A006). It is real disturbances to comfort travelling. With the development of Gettuwana highway interchange point, the development trend will increase in Muththettugala area. Moreover, the RDA analysis proved that the design capacities may exceed in the roads by the year 2020 and it creates huge traffic congestion. In order to solve those problems this flyover project proposed by this development plan.

Strategy 6

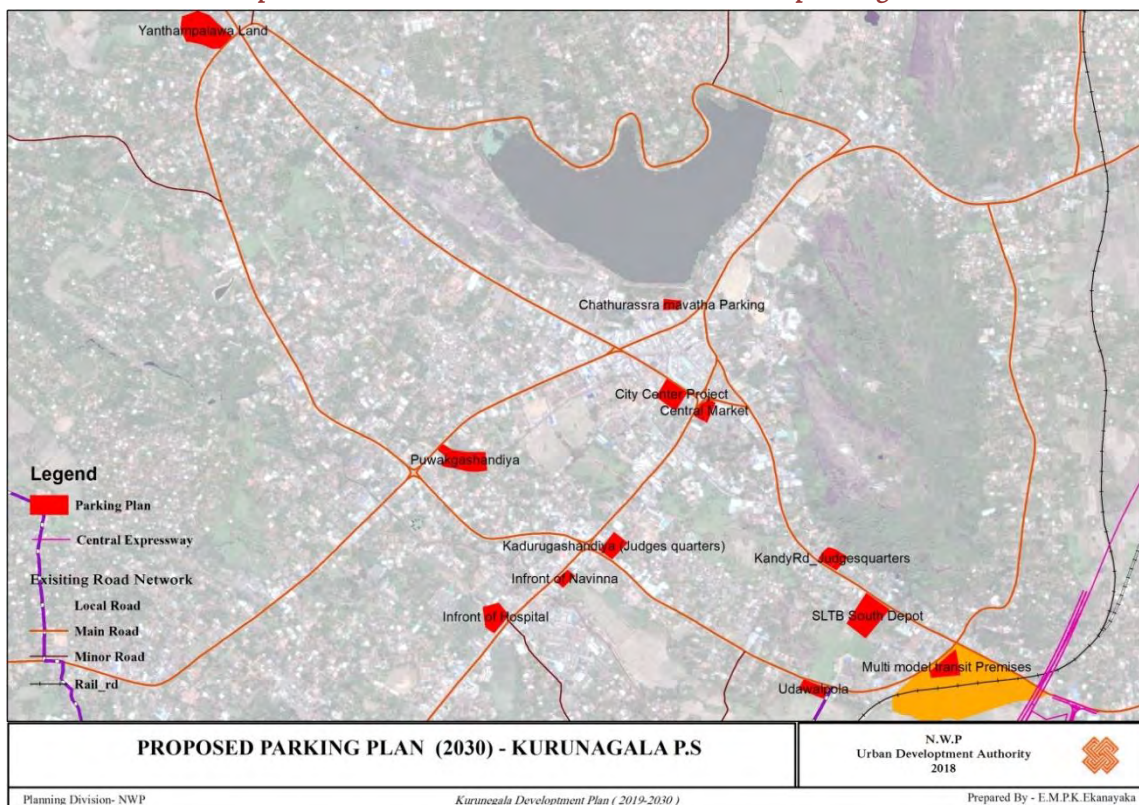
By providing vehicular parking areas for high dense commercial development, hope to reduce available traffic situations which are occurring due to vehicle parking on either side of the roads. It may lead to efficient functionality of the city.

- Establish vehicle parking points.
- Establishment of separate vehicular parks for private bussers and hiring vehicles (The identified places for parkings reflect in Map 6.8)

Vehicular parks for private vehicles

1. Multi-storey parking building at town center
2. Central Market area
3. Parking area near to Multimode Transport Hub
4. Udawalpola
5. Kurundugas Handiya
6. In front of Nawinna Hospital
7. In front of Teaching Hospital
8. In front of devotional secretariat offices –Pawakgas Handiya
9. Proposed parking plot in square Junction (separated for Private busses)
10. Land belongs to Southern Deport (Kandy Road)
11. Land of Yanthampalawa

Map number 6.8 - Identified areas for vehicular parking



Expected Objectives of Transport Plan

Easy accessibility is the main potential for future development and it accelerates the quality of the developments also. The Kurunegala town identified as, the main town center, which is located in the Eastern – Western Economic Corridor by the National Physical Planning Policy and the Plan- 2030. The development of transport facilities with parallel to future developments is an essential factor.

One of the main objectives of this proposed transport plan is to provide comfort and convenience transportation for the community, because there are two interchange points of the central expressway locate in the Kurunegala area

Here expecting to develop the structure of the current town center and stronger the economic base of the Kurunegala town, through the developments of the ‘Transit Oriented Hub’ which is proposed in the Gettuwana interchange area. This may lead to achieving the vision of ‘*The Emerging Wyamba Metropolis Encircling Ethugala*’ in this proposed development plan.

The proposed alternative road network leads to attract more development opportunities for underdeveloped areas. This will provide effective opportunities to develop commercial activities as well as residential usage in and surrounded the core town area. It has a chance to change the land uses with value addition in those areas by circular road networks and the road widening projects.

A road segment of Gettuwana to the town center (in Kandy road) develops with six lanes by enhancing to economic development via integration of ‘Transit Corridor’. With the proposed development in Gettuwana – Muththettugala areas, it will be identified a traffic congestion around the Muththettugala railway crossing. The proposed Muththettugala flyover is a best solution to reduce traffic, which may occur in this area.

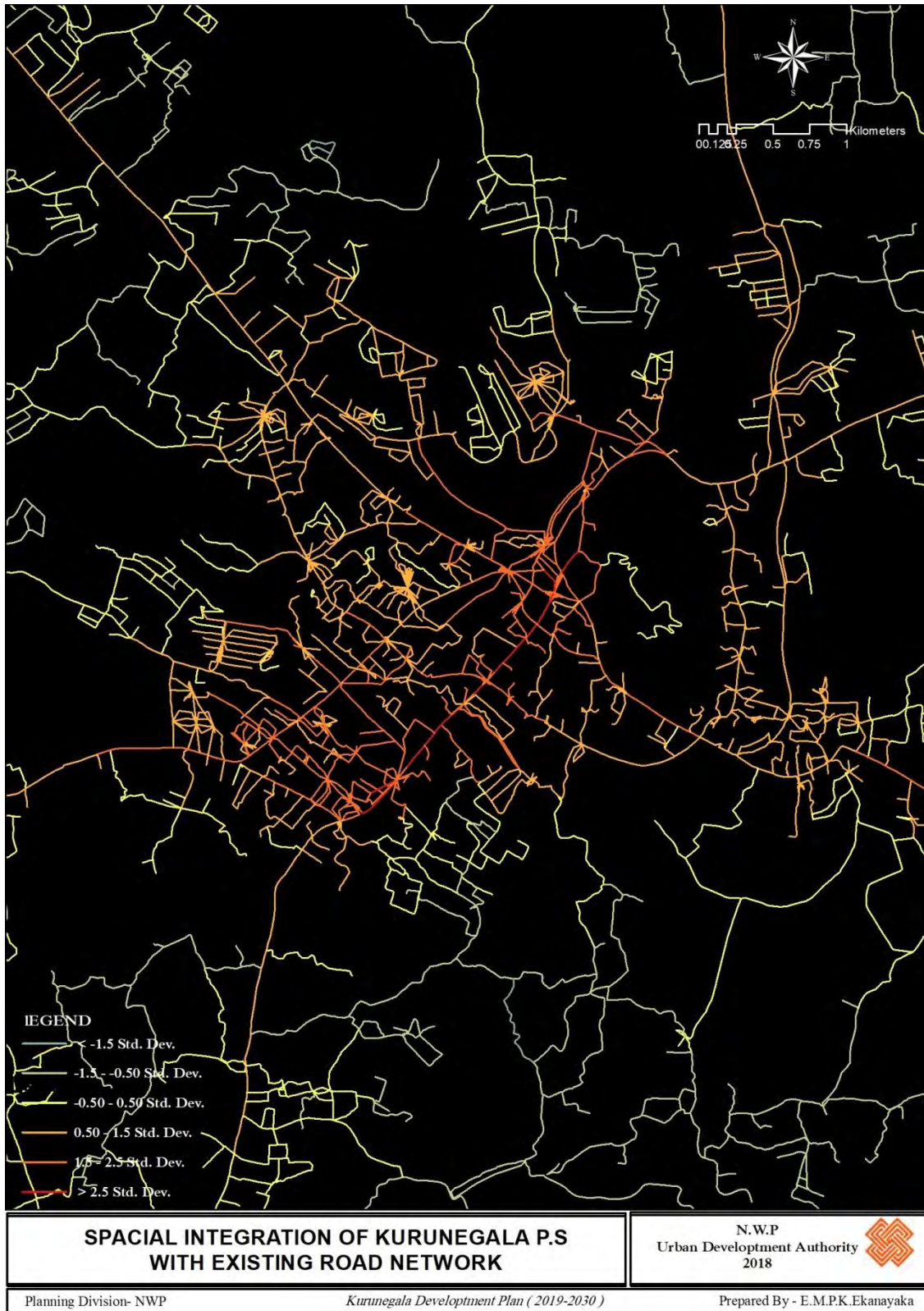
It has to spend more than 45 minutes to pass the town center during the peak hours. But after implementing all the proposed strategic projects, hope to reduce the traveling time as 15 minutes.

With the development of central expressway and alternative road network, this Kurunegala town act as a distribution center for goods which comes from northern areas. The higher accessibility factor helps to establish tertiary education centers in this town. Apart from that, it has the opportunity to establish Industrial Zones, with getting the potential of distribution center and collecting center of goods, from several directions (Northern, Southern, Eastern, Western) in Sri Lanka. It can lead to economic diversification as a main economic center, which is located in Eastern – Western Economic Corridor

Space syntax analysis illustrates the difference between existing road network and the proposed road network from this development plan. Here clearly shows, the proposed road network is a

better solution for available issues including traffic congestion. Accordingly, the proposed alternative roads of Saragama to Malkaduwawa, Wanduragala to Gettuwana, Wilbawa to Mallawapitiya identified as most appropriate alternatives. (Map no 6.9 and 6.10)

Map number 6.9 - Space Syntax Analysis for existing roads



Map number 6.10 - Space Syntax Analysis for proposed roads

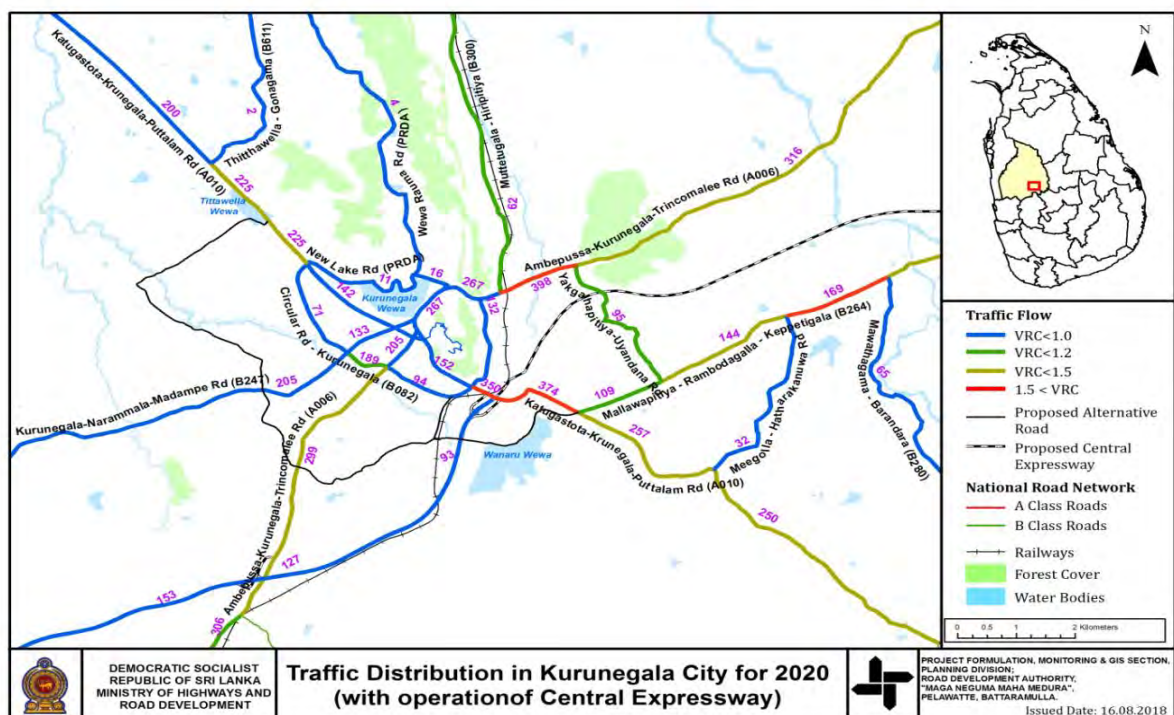


This Space Syntax analysis shows the nature of activities and traffic with the propose roads of Saragama to Malkaduwawa, Waduragala to Gettuwana, Wilbawa to Mallawapitiya.

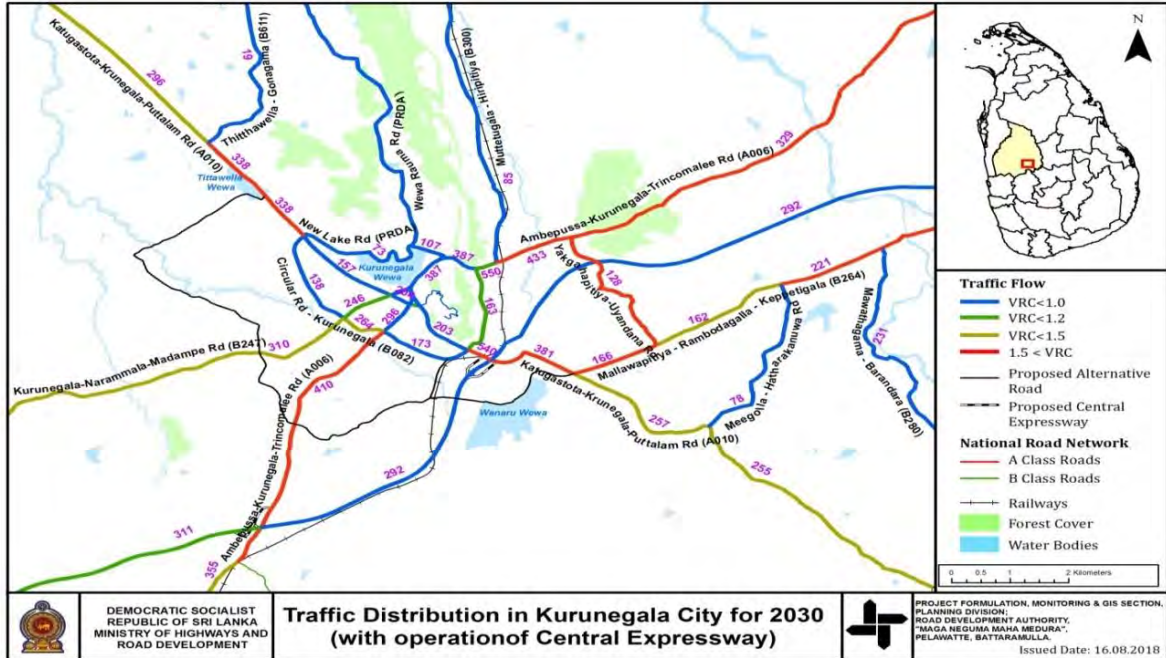
The road design capacity of the main road will exceed by 2030 with the proposed central expressway and alternative road network. The red color segments of the below maps show the areas which exceed the road design capacity in the year 2020 and 2030 (map 6.11 & 6.12). According to that, the road widen projects are planning to implement with this proposed transport plan. Here expects to increase the accessibility and the road capacities while reducing traffic congestion.

- A006 Ambepussa – Kurunegala Road
 - Danbokka to Kurundugas Junction
 - Muththettugala to Pradeshiya Sabha Boundary.
- A010 Katugasthota – Puttalam Road
 - Gettuwana Junction to Mallawapitiya Junction.
 - Yanthampalawa Junction to Thiththa Wella
- B 264 Mallawapitiya – Keppitigala Road
 - Mallawapitiya to Uyandana

Map number 6.11 Design capacities of the roads with proposed expressways and alternative road by 2020



Map number 6.12 Design capacities of the roads with proposed expressways and alternative road by 2030



6.3.3 Proposed Water Supply Plan

Introduction

It is essential to fulfill the future water requirement for the estimated 250,000 of residential population, 500,000 of the daily commuting population (people who come with targeting education, health, commercial, administrative) and for the strategic projects which plan by the Development Plan for 2030. After studying the proposed water supply projects by the Water Supply and Drainage Board, identify the required project which has to implement to fulfill the future requirements. This section describes the water supply plan with the proposed developments by 2030.

Daily Water Requirement – 2030

Table 6.8 - Daily Water Requirement – 2030

Zone	Residential population	Residential Water Requirement (m ³)	Commercial Water Requirement (m ³)	institutional Water Requirement (m ³)	Industrial Water Requirement (m ³)	Special Project for Water Requirement (m ³)	Total Water Requirement (m ³)
High Urban Zone	42,275	5,073	50%-1,522	30%-2,537	20%-1,015	5,000	15,147
Semi Urban Zone	76,653	9,198	20%-1,840	10%-920	10%-920	1,000	13,878
Low Urban Zone	8,719	1,046	25%-261	10%105	10%-105	-	1,517
Hinterland Urban Zones	86,445	10,373	5%-518	5%-518	5%-518	-	11,927
Low Dense Periphara Zone	33,336	3,334	5%-167	-	-	-	3,501
Total Planning Area							45,970

Assumption:

120 liters of water required for a person in high dense populated areas (more than 1500 person per square kilometer) and 100 liters of water required for a person in low dense populated areas (less than 1500 person per square kilometer). The water requirement for future proposed development projects also included in this estimation

Below table 6.9 illustrates the proposed water supply projects for 2030 by the Water Supply and Drainage Board (table 6.9 and map number 6.13). Those projects will cover whole the planning boundary

Table 6.9 - Proposed Water Supply Projects – 2030.

Water supply scheme	Water supply for 2030 (m ³)	Coverage Area
Alauwa, Polgahawela Water supply scheme	4,639	10 G.N D in Kurunegala 16 G.N D in Mallowapitiya
Wanduru Pinu Ella Water supply scheme	5,024	16 G.N D in Kurunegala 21 G.N D in Mallowapitiya
Katupotha Bamunu Kotuwa Water supply scheme	4500	30 G.N D in Maspotha
Greater Kurunegala Water supply scheme (ongoing project)	14,000	26 G.N D in Kurunegala 10 G.N D in Mallowapitiya 04 G.N D in Maspotha
Total	28,163	

The water supply and Drainage Board hope to supply 28,163 of cubic meters of water for 2030. But the estimated water requirement is 45,970 cubic meters. There seems shortage of water amount 17,807 cubic meters. The proposed Wanduru Pinu Ella water supply project has the capacity to fill that shortage and, this plan recommends the importance of implementing this project.

As a timely water source, the Deduru Oya has the capacity to store water during the rainy seasons by making water storage systems. The water storage tank in Barandana - Reskuru reservoir and Wanduru Pinu Ella reservoir projects need to be implemented with this proposed development plan.

Proposed Development Strategies

Strategy 1

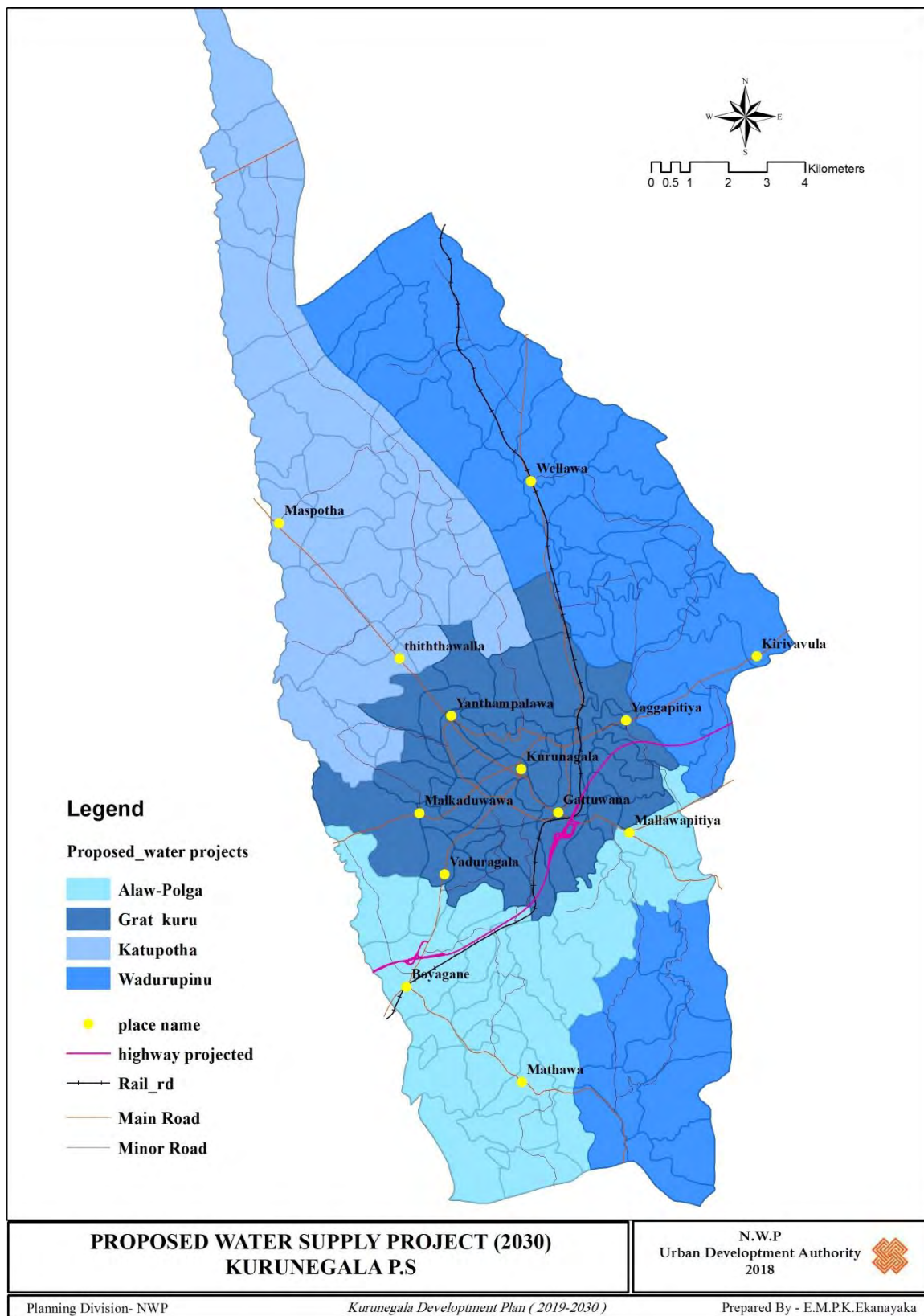
Construction of the Barandana - Reskuru reservoir, crossing the Deduru Oya by the project of Greater- Kurunegala water supply scheme and sanitary project. This will help to increase the water supply capacity in future.

Strategy 2

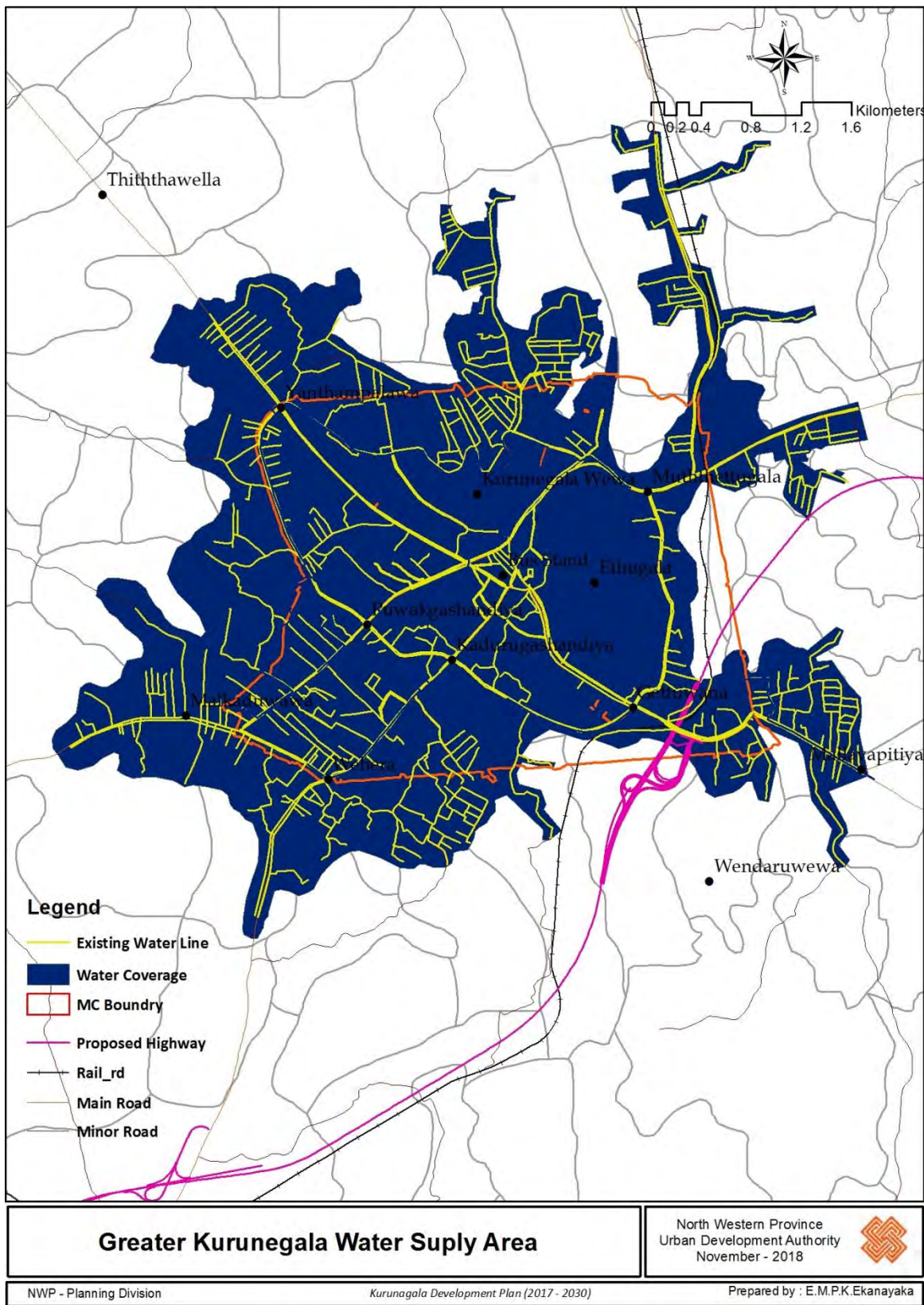
Construction of Wanduru Pinu Ella Reservoir

This project covers 50% of the area of the Divisional Secretariat area, Kurunegala. This project has the capacity to provide Pipe borne water requirement in 2030. The expansion of deriving boundaries of this reservoir project is an essential requirement to achieve future water expectations.

Map number 6.13 - Propose water supply projects for 2030



Map number 6.14- Covered Area by Greater- Kurunegala Water Supply Scheme and Sanitary Project



6.3.4 Proposed Drainage Plan

Introduction

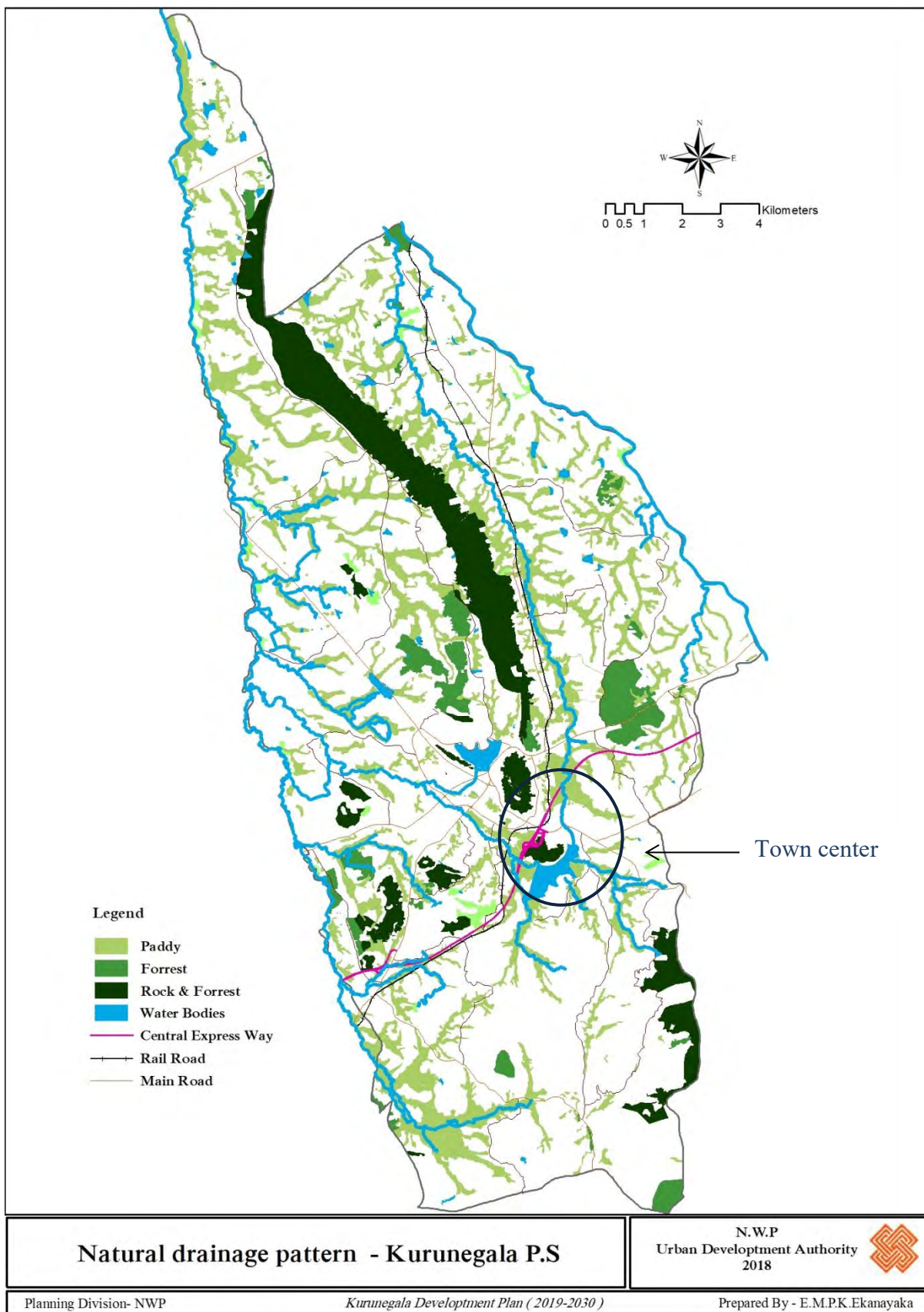
The natural factors (soil erosion, growing forests) and human activities (cultivations, reclamation of marshlands and paddy lands) cause to change available natural drainage system in Kurunegala area. The main objective of this plan is, to reduce the negative impacts for available natural drainage system and introduce a proper drainage system with the future requirement.

All the wastewater and stormwater in Kurunegala town, flows to the Buu Ela and Wan Ela through the internal drainage network. The water which flows through those two canals stores in a Wilgoda sluice and 230 acres of paddy lands are cultivated in low lying areas, from those stored water. Apart from that, the rainwater which flows from water catchment areas (Ethugala, Andagala, Ebbagala, Elugala, Endulgoda Kanda) store at Wedaru Wewa, Tenpana Reservoir, and Kurunegala Wewa. Additional water flows to lower areas through paddy fields and there is no disturbance to development activities in town areas, from flowing water.

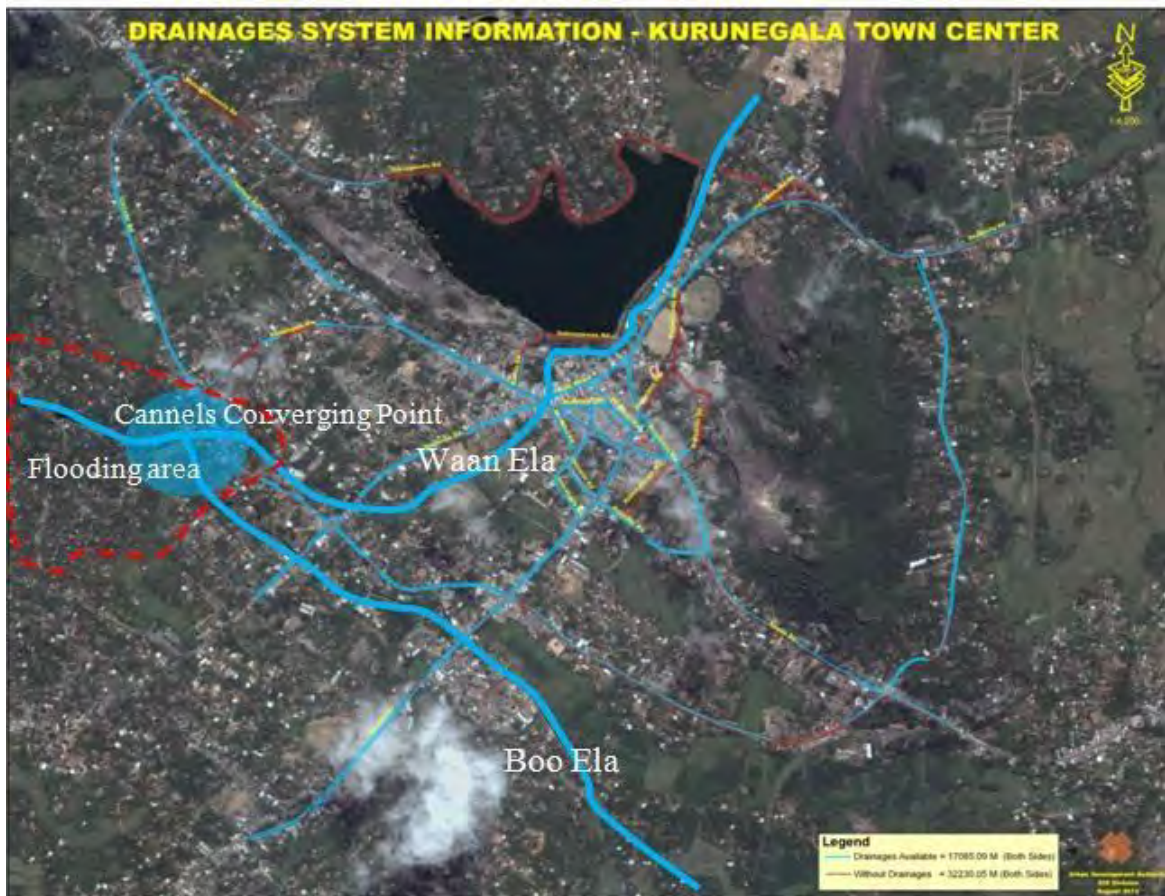
The temporary flash flood situation can identify in Wilgoda areas during the heavy rains, because of the improper constructions and narrow canals system. Apart from that, some of the areas within the devotional secretariat area also face to false floods. Block the drainage due to irregular constructions, illegal land reclamations and less capacity of available covets are main reasons to flash floods during the heavy rainy seasons. The central expressway constructs crossing the low laying lands in Wedaruwa area and floods may occurred in future. It should be introduce a proper drainage plan by the Sri Lanka Land Reclamation & Development Corporation and this development plan also highlight this requirement with the upcoming developments.

There are disturbances to natural water flow in Buu Ela and Wan Ela by filling the banks due to soil erosion. This canal was constructed in 1996 and proper renovation has not been done after the constructions. It is hard to clean this canals because of the poor maintenance. The Wilgoda anicut also not in proper condition and need to be done proper reconstructions. It cannot be cultivated 230 acre of lands due to dilapidated anicut.

Map number 6.16 - Natural Drainage Pattern - Kurunegala



Map number 6.17- The drainage pattern in Kurunegala



Source ; Urban Development Authority – North Western Provincial Office

Proposed Development Strategies

1. Design a proper drainage plan by the specialized professional with the support of Sri Lanka Land Reclamation & Development Corporation.

Apart from that, hope to implement below strategies also,

2. Widen the canal in Wilgoda area to discharge water in proper manner with reducing the available corkscrew shape.
3. Designing gates for opening the Wilgoda sluice during the heavy rains.
4. Stop the reclamation of water retention lands (paddy and marshlands).
5. Preserving the existing channels while enhancing the maintenances.

Map number 6.18 - Proposed Drainage projects

STROM WATER DRAINAGE IMPROVEMENT PLAN



- Rehabilitation of Anicut
- Rehabilitation of canal converging point and maintain 10ft service road



6.3.5 Proposed Sewerage Plan

Introduction

It is proposed to develop high density commercial areas and residential areas in order to reach the goal of the blooming economic center. According to that, it is important to implement a Sewerage Management Plan with the proposed high density developments. This plan hopes to introduce a proper sewerage plan with treatment plants to cover the high dense urbanized zone and suburban zones.

Table 6.10 - The need of discharge wastewater

Area	Waste water m ³
High dense urban Zone (80% from total water consumption)	12,118
suburban Zone (80% from total water consumption)	11,102
Total Requirement	23,220

The proposed Greater- Kurunegala Water Supply Scheme and Sanitary Project in 2017 estimate to provide a sewerage network, which covers the MC Area including 43,000 of the beneficiaries. According to that, the current capacity of the treatment plan is 4,500 cubic meters and it has a capacity to increase that up to 18,000 cubic meters.

The National Water Supply and Drainage Board already acquired a 13 acre of land to establish a sewerage treatment plant in Malkaduwwa area and it has the capacity to expand that project by 2030. The community encouraged to maintain a wastewater tank and the septic tank in their own lands for other zones, because those land plots have enough spaces.

Proposes strategies for waste water Discharge,

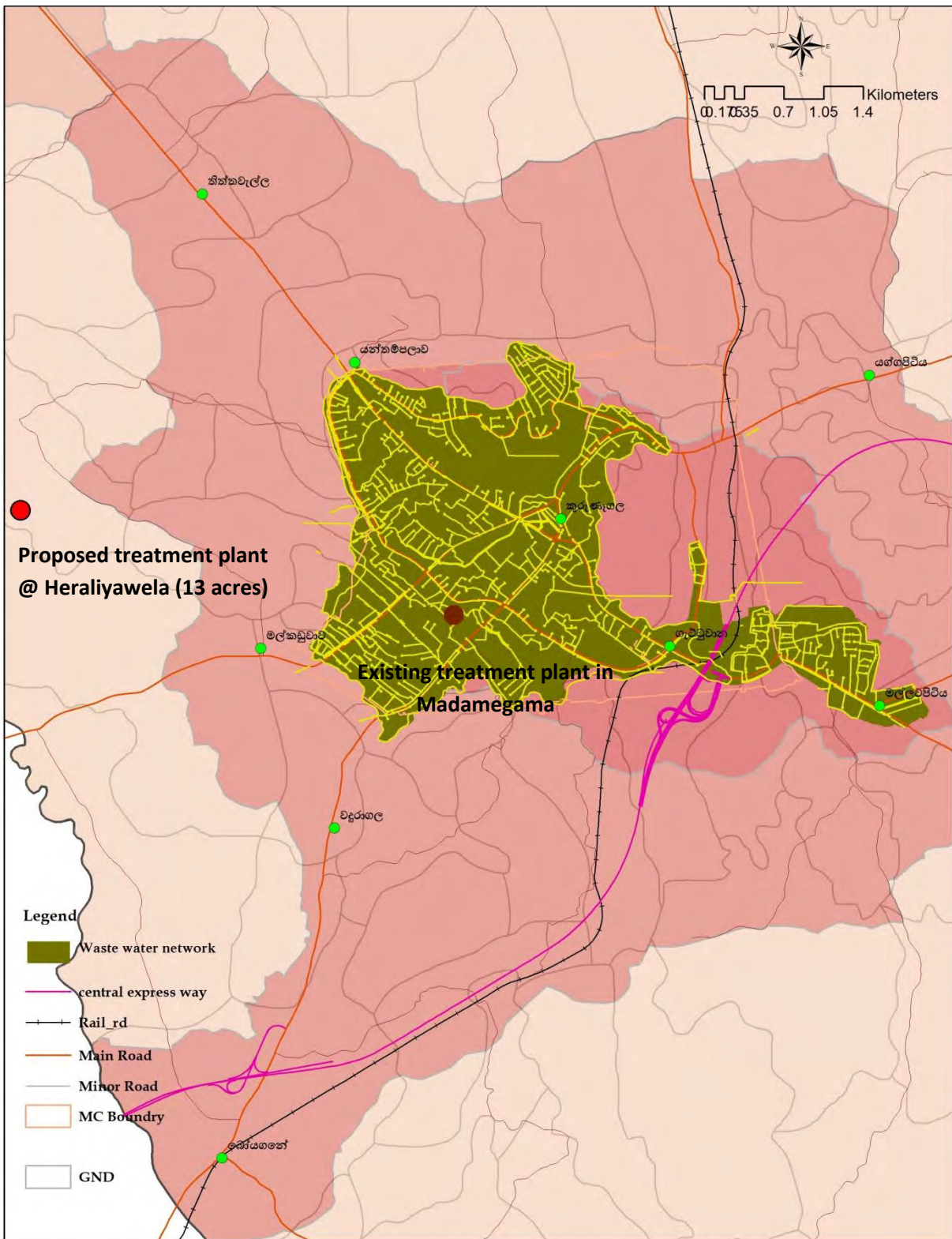
Strategy 1

The construction of sewerage treatment plant in Herealiyavala area and expanding the sewerage network as covers the High Dense Urban Zone and semi urban Zone.

Beneficiaries - Residents of Urban Zone 01 and 02, Businessman and Service recipients

Implementing Institution – National Water Supply and Drainage Board.

Map number 6.19- Covered Area by Greater- Kurunegala Water Supply Scheme and Sanitary Project



Greater Kurunegala Sewer Network	N.W.P Urban Development Authority 2018
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6.3.6 Proposed Solid Waste Management Plan

Introduction

The requirement of a proper Solid Waste Management Plan is a timely need with expecting 250,000 of residential population and 500,000 of the commuting population by 2030.

Proposed Plan

Here estimates 80 tons of waste generate by the residential community and it is 100 tons by commuting population by the year 2030. So, the total waste generation is 180 tons per day by the year 2030.

The existing solid waste collecting area has to be expanded by 2030, to cover the High Dense Urbanized area with is included MC Area and the part of the Divisional Secretariat Area. The relative increasing amount of solid waste due to residential population and commuting population in 2030, should have to disposal by the Urban Council to the Sundarapola Waste Management Center.

It is proposed to establish four waste collection centers in Mathawa, Maspotha, Thoorayaya and Wellawa areas to collect garbage which generates from external zones and the peripheral zones. In here proposed to implement source separation of waste, before dispersing to the Sundarapola Waste Management Center.

There is another proposal to increase the organic fertilizer production by 20%, using the organic waste which collects from urban areas. Because 64% of the waste is organic, from the total waste generation. The ministry of the local government plans to import a machine from Japan to produce organic fertilizer.

It is plan to implement number of projects by 2030 such as, Town Center Development Project, proposed Multimodal Transport Hub, Industrial Zone expansion project in Heraliyawela, IT based Villages, Industries and Goods Promoting Center, Regeneration of Public Market, Technical Research and Development Center and development of five star hotel in Badagamuwa area. The amount of solid waste generation from those development projects included to the total generation of 180 tons (summation of amount of residential waste generation and commuting population generation).

The responsive organizations such as the Kurunegala Municipal Council, Pradeshiya Sabha and the community should have to implement some strategies to reduce the waste generation. It is the main responsibility of the above mention responsive organizations. Below explain the strategies which are introduced by the Solid Waste Management Plan.

Strategy 1 – Reduce the generation of solid waste.

It is introduce some methods to reduce solid waste generation, in the sectors of Domestic, Commercial and Industrial.

1. Conducting the awareness programs in common places and schools, about the solid waste reduction methods such as 10R concept.

Strategy 2 – Source separation of solid waste.

Example : Keep the bins with a different color code to collect the waste based on the nature of the waste, which is generated from Domestic, Commercial and Industrial sectors.

- a. Green Color – For organic waste
- b. Blue Color – For paper waste
- c. Orange Color – For plastic waste
- d. Brown Color – For metals
- e. Red Color – For glass
1. Conducting awareness programs about solid waste management by local authorities, for residential and commercial institutions.
 - a. The solid waste which causes to biodegradation (biodegradable waste) should not mix with recyclable waste.
 - b. Intruding collecting methods for non-separation waste through awareness programs and educational programme.

Strategy 3 – Promotion of composts production using the places which generate low amount of biodegradable waste. To introduce profitable markets for organic fertilizer (composts) for encourage the community.

- Composting the biodegradable solid waste at the point of origins of domestics and institutions.
 - Ex.: Compost bins, Pit methods, Traditional 'Jeewakotu' method
- Solutions for large scale biodegradable waste generation places
 - Ex : collecting the biodegradable waste from hotels, hospitals and non-composting residential, to generate composts using technological methods.
- To encourage produce composts in each residential unit, using compost bins or a convenience method. This will helps to develop organic vegetable market and domestic vegetable / fruit plantations.

Strategy 4 – Establishment of bio gas generation centers in hospitals and government institutions.

- It can use types of biodegradable waste such as food items, agricultural waste to produce biogas and it is useful for cooking and lighting.

Strategy 5 - Introducing a program to supply biodegradable food items for pig farms.

Strategy 6 - Use of suitable technical methods for disposal of non-biodegradable (recyclable) solid waste.

- Conducting the workshops for community to promote the key concepts of 'Reuse'. (At school and institutional level)
- Establishment of solid waste buying centers (glass, paper, metals) while promoting and encouragement of the market and entrepreneurs.
- The local authorities can registers the byers who collects solid waste, keep connections with them regularly and provide information to the public.
- Introduction of the concept of garbage fair, for the waste such as coconut shells, iron, plastics and electrical equipment.

Strategy 7 - To establishment of an institutional structure, to prevention of mixing clinical solid waste (released by hospitals) and municipal solid waste.

- Compulsory the separation of clinical solid waste which release by the hospitals.
- Compulsory to check the clinical solid waste before disposal, whether it contains non-polluting substances.
- Establishment of a proper mechanism inside the hospitals, to discharge clinical solid waste.

Strategy 8 – Efficient the system of solid waste collection and transportation.

- Collection of solid waste from every individual household by local authorities.
- To provide a timetable for the community by local authorities, to show the days and the collecting type of waste (Plastic, coconut shells, glass).
- Ring a "bell" when comes the vehicle for solid waste collection.
- Providing required equipment and facilities for local authorities to implement compost yards.
- Keeps separate sections in the vehicle which collect solid waste.
- Use 'Hand Carts' in the places which cannot reach to the heavy vehicles to collect solid waste.

Strategy 9 - Establishment of sanitary landfilling locations.

- It can use the waste, which cannot be used for the biological and recycling process, non-degradable waste and other types of waste for landfilling. But it is not a practical situation by establishing sanitary landfilling for local authorities, according to their financial capabilities. Because of that, it may be implemented when combined with other local authorities in Sri Lanka.

Strategy 10 – To establish a centers to collect E- waste.

- The E-waste such as discarded computers, keyboards, televisions and mobile phones should not be discharged with the municipal solid waste. Those types should collect and store separately to deliver for registered buyers in Central Environmental Authority.

Strategy 11 - Establishment of monitoring and post-investigation committee.

- The establishment of monitoring and post-investigation committee using the officers in related respective institutions.

Proposes Strategic Projects

1. Preparation of the garbage management center in Sundarapola area, in order to minimize environmental problems.
 - a. The waste disposal site separate from the residential zones, using the topological strategies – Tree plantation to creating a barrier zone.
 - b. The structure of the garbage dumping site set up as minimizing environmental problems, in order to make it an effective place.
2. Establishment of for solid waste collection centers in several areas.
 - a. Mathawa
 - b. Maspotha
 - c. Thorayaya
 - d. Wellawa

6.4 Proposed Economic Development Plan

Introduction

“The Emerging Wyamba Metropolis Encircling Ethugala” is the vision of this proposed development plan. It is expected to be developed the Kurunegala town as a main economic center and strategic township, which is located in the Eastern – Western Economic Corridor by the National Physical Planning Policy and the Plan- 2030. The potential of the proposed development, such as proposed Kurunegala – Dambulla railway, proposed Polgahawela to Kurunegala double railway line and positioning of two interchanges points (Gettuwana and Dambokka) of central expressway directly affects the economic development in Kurunegala town.

It can be able to get the optimum utilization from underutilized lands which locate in the town area, using the potentials of those upcoming development projects. The proposed alternative road network and internal road widen projects supports to value addition for internal lands with encouraging commercial development. The main purpose of this plan is to promote the economic status of the town.

The North Western Province contributes 10.7% of total GDP and obtains the third place from GDP contribution, among the provinces of Sri Lanka. From that total GDP value, 1.5% belongs to the agricultural sector, 3.2% belongs to the industrial sector and 5.6% belongs to the service sector. As the administrative and commercial capital of the North Western Province, the Kurunegala town has provided a considerable amount of contribution to GDP. This economic development plan recommends diversifying the economy in industrial and service sectors and it may cause to achieve a considerable amount of economic development in this region.

The Kurunegala town has become the main administrative and commercial city in the North Western Province. Nearly 300,000 people daily commuting to the town, to obtain services and administrative facilities. This is also a potential for economic development. This plan aims to increase the daily commuting population up to five lakhs (500,000) by infrastructure development projects and other development projects. It is expected to convert this town as the main economic center in the region. The higher accessibility factor able to attract nearly one lakh (100,000) of Young children (for tuition class) during the weekends, from different regions such as, North Central, Northern, Eastern, and Central. This amount is about 20,000 on weekdays. This potential is an important factor that can be used to strengthen the urban economy. Here expected to

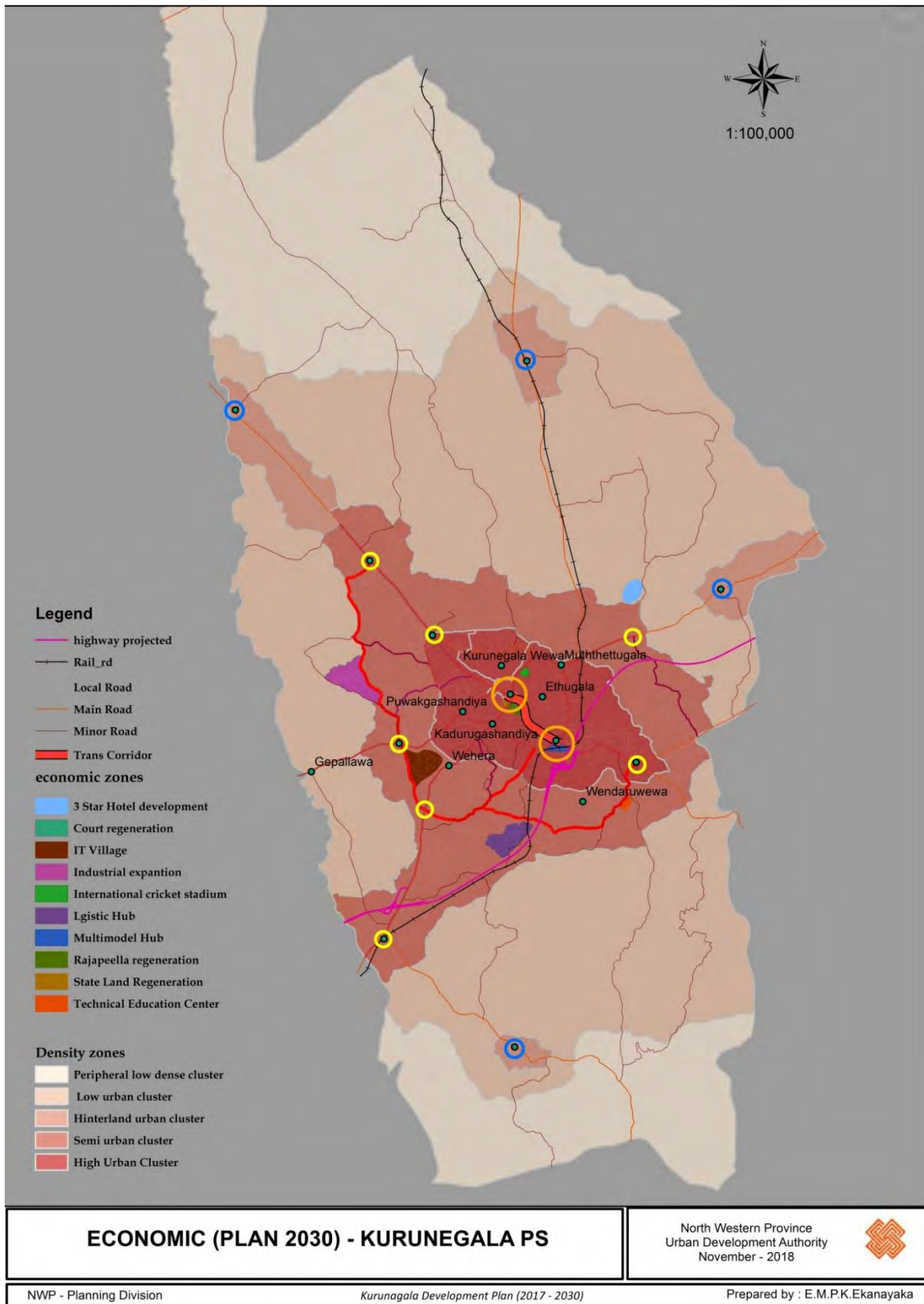
further strengthen the urban economy through the installation of tertiary education facilities in the town center and generating employment opportunities.

In here expecting to enhance the quality of physical, environmental, social status of the urban environment, through the proposed transportation plan, service plan, infrastructure development plan and environmental management plan. Accordingly, it should cause to attract government and private sector investments. The main purpose of that development is to promote the urban economy by providing employment opportunities for the community.

Proposes Strategies

1. Redevelopment of the town center – Restructuring the town center help to develop the underutilized lands to get their optimal usage to attract investments.
2. Development of The Transit Oriented Hub in Gettuwana area, with getting the closeness locational advantages of highway interchange point (Gettuwana) and Railway Station.
3. Establishment of a Goods Promoting Center and expansion of Industrial Zone using the higher accessibility factor. Here expects to use skilled labour to develop the urban economy.
4. The establishment of IT-based Villages, Tertiary Education Center and Tuition Classes to uplift the level of computer literacy rate, education level of the unemployed. Accordingly, expects to use the high demand Kurunegala town for economic development.

Map number 6.20 - Proposed Economic Development Plan



Strategy 1

Redevelopment of the Town Center

The town center means the area belongs to 500m radius buffer, including the main junction (which connects five main roads) and the bus stand. The land value are relatively high (one perch is 10 million) and more than 10% of lands are covered by government institutions in town center. Most of the buildings are one storey buildings and some usages of the government institutions such as court and prison does not match with noisy environment. Because of that, there can be identified a huge traffic congestion in this town center. This town center redevelopment plan aims to implement economically productive projects, according to a systematic plan to change the image of the city. Redevelopment of the town center encourages to develop the underdeveloped lands, to get the optimal usage with a value addition. This zone is identified as the evolve nucleus and most of the land plots are smaller than 6 perches in the Kurunegala core town center. Due to the land acquisitions for road widening projects, the available land extents were reduced and most of the developments become irregular. It should introduce some rules and regulations to formalize the development activities in this core town area through this proposed redevelopment project.

- The underdeveloped and insufficient lands which are located in the town core area, should have to get the optimal usages.
- Open up the identity and the historical value of the town for the community.
- Increase service levels in the city.

The following projects are implemented under those strategies.

Projects

1. The court complex have to relocate to a suitable place in Gettuwana area and provide supportive activities such as Prisons, Judicial Offices, Judicial quarters, Attorneys' offices proximity to court complex. The current court complex developing as a shopping malls (shopping complex) preserving archaeological value and historical heritage of that buildings. Development of the Dharmapala Park as an attractive place for the public.
2. The 7 acres of land located in Mihindu Mawatha with consist of government institutions such as, Road Development Authority, Urban Development Authority, Housing Development Authority, Department of Police and Post Office. This area can be identified as an underutilized area. This area has a potential to develop high dense (including high FAR) administrative, commercial and residential development as land which is located in the heart of the city center. This project is to be implemented under several stages.

- a. Regenerate (within the same location) the police station, Police quarters and the office of Senior Superintendent of Police.
 - b. Relocates the prison, Judicial quarters and Lawyers' complex. (It is proposed to relocate the court complex on the premises of the current government quarters in Gettuwana area)
 - c. The land in Mihindu Mawatha will develop with high dense (including high FAR) administrative complex, commercial complex and residential complex.
3. Proposed a mixed development project for public market (this land owned by the urban council) - The present public-market is in an underdeveloped manner with old buildings.
 4. Regenerate the weekly fair in a land which locates low-income houses of the sanitary workers who work with Urban Council. A Cinema Hall, Shopping complexes and Urban Park proposed near to the Gettuwana Transport Hub, as a mixed development project to get the maximum utilization form that land.
 5. Rehabilitation of Welagedera international cricket ground.
 - a. The stadium regenerates as an international cricket stadium and it will significantly contribute to the city economy of Kurunegala. This project may strengthen by the proposed central expressway because it can be reached to the Kurunegala within one hour from the Colombo.
 6. Construction of a luxury hotel, including 50 rooms in the old Rajapihilla Rest House and construction of another hotel complex including, 50 rooms in Badagamuwa Reserve.

(The hotel complexes develop in parallel to the international cricket ground to provide accommodation facilities. It will strengthen the urban economy by attracting tourists who travel crossing the Kurunegala, by providing food and accommodation facilities.)

Strategy 2

Development of Transit Oriented Hub.

The objective of this project is to develop the Kurunegala town as, transit based development center by using the potentials of better connectivity and easy accessibility from different modes of transport systems such as main roads, railways and highways (expressways). It is an opportunity to reach the prime objective of “Wyamba Metropolis” by 2030. It is expected to develop the Gettuwana area with a transport oriented economic development by getting the closeness locational advantages of highway interchange point (Gettuwana) and Railway Station.

It is proposed to develop Multimodal Transportation Hub in the Gettuwana area by connecting highway, railway and normal way to establishing a bus stand. The potentials of integration of several transport modes will an opportunity to provide supportive activities such as service centers, residential complexes, commercial complexes and administrative centers.

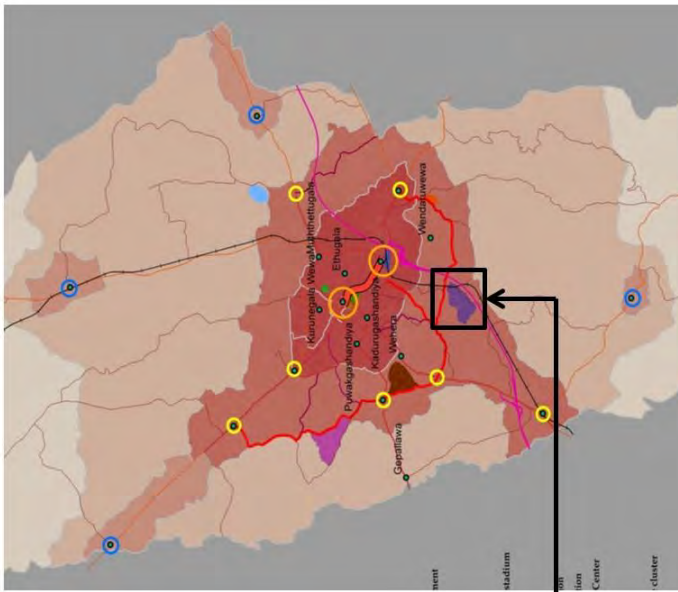
Strategy 3

Development of a Logistic Hub.

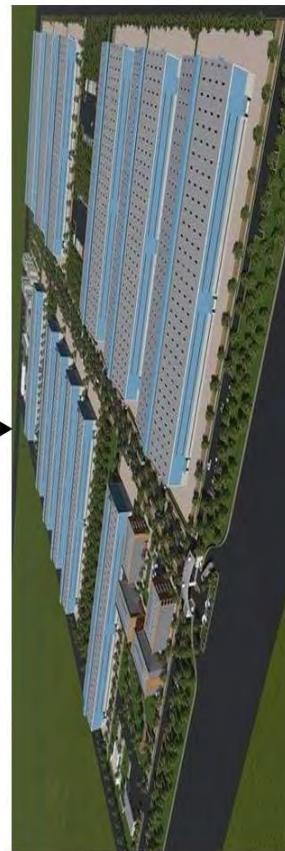
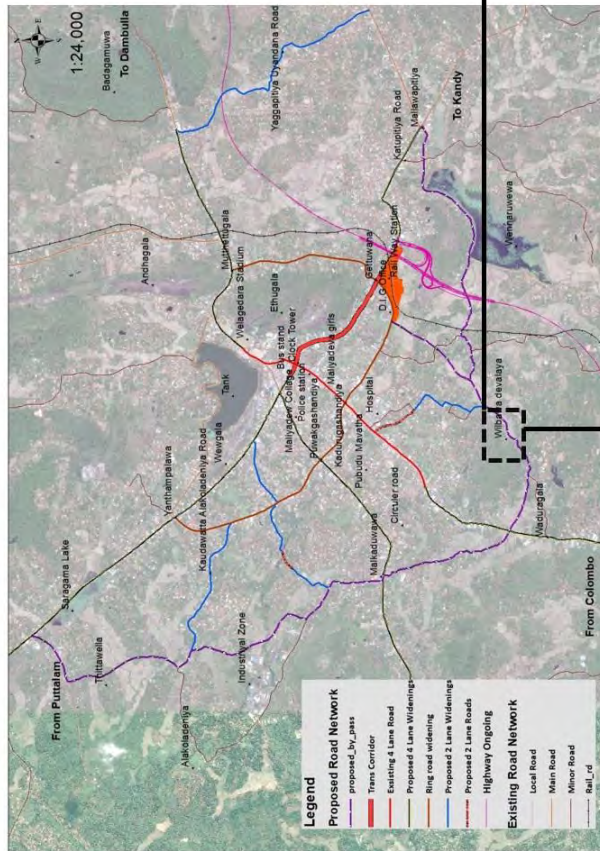
It has a possibility to develop as a distribution center (Logistic Hub) with getting the potentials of upcoming development projects of central expressway and railway expansion projects, because this Kurunegala is a nutrient area for number of raw materials such as bricks, tiles and cement. Apart from that, this area becomes more popular for Vehicle and Spare Parts trading in Sri Lanka, nowadays. It already identifies a 50 acre area near to the Nailiya Railway Station in between the Gettuwana and Dambokka highway interchanges. This proposed logistic hub includes all the facilities for store items, packaging and container yards.

By considering the current demand for storage facilities in the Kurunegala town, this strategy implement to reach the goals of; to generate employment opportunities for 17% of from the total labour force (19,000) and reduce the unemployment from 25% with provide job opportunities, to formalized the stores facilities which are disperse in several areas in town center as informal and problematic manner, to widening the service economy in the city, to strengthen the urban economy, getting the potentials of easy accessibility from highways, railways and normal ways to enhance the urban economy (map number 6.21).

Map number 6.21- Development of logistic hub and industrial zone in Nailiya



ESTABLISHMENT OF LOGISTIC & INDUSTRIAL CENTER



Land extent	Existing Situation
60 Acres	Private Land

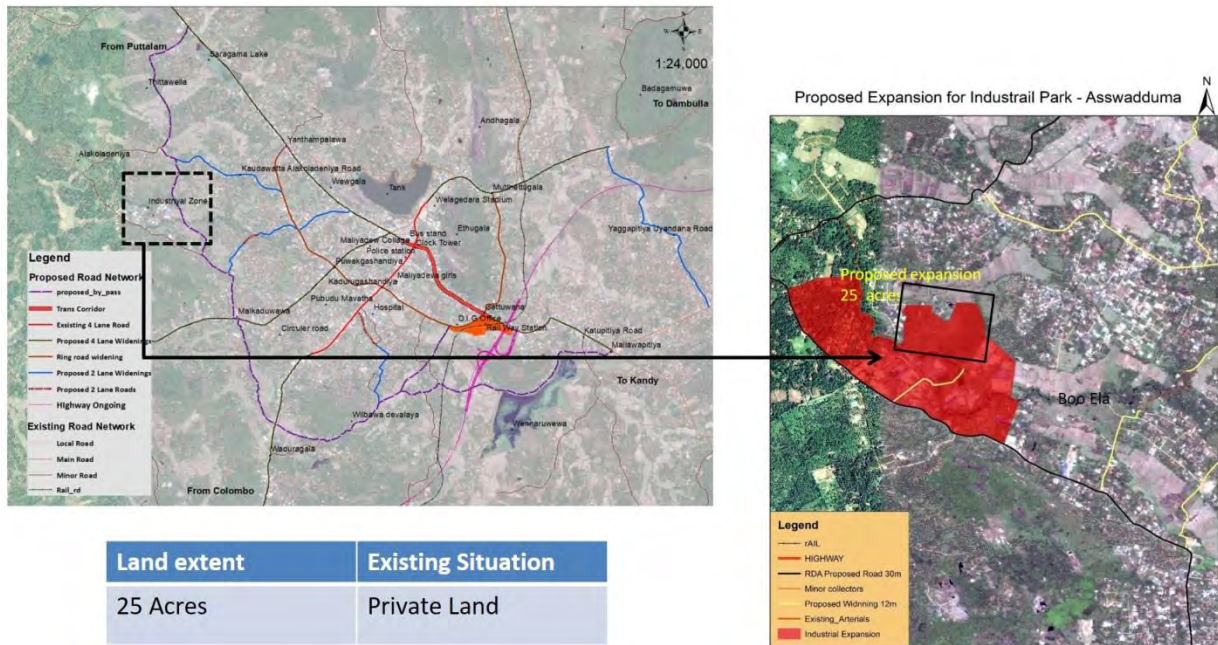
02. Expanding the Industrial Zone – Heraliyawela

The Heraliyawela industrial zone is located near the proposed two lane - alternative road. There are already 45 industries are located and more than 4000 employees are working in this industry zone. As this industrial zone locates proximity to two highway interchanges (Gettuwana, Dambokka) and proposed alternative road; it has the potential to import raw materials and export of production in a more efficient manner. Apart from that, there is a chance to get the attraction of the investors towards to the Kurunegala town center because the lands are lower in price than the Colombo.

This strategy implements to reach the goals of; to generate employment opportunities for 17% of skilled labours for the total unemployed labour force, to obtain the raw materials for industrial zone from the proposed two lane - alternative road which goes through the Heraliyawela Industrial Zone, to get the maximum productivity from the industrial zone by using the expressway and railways to distribute the productions, to fulfill the land demand for the Heraliyawela industrial zone, to increase the technical employment rate by 11% (10,000) and diversifying the economy by enhancing the industrial employment opportunities.

Map number 6.22- | Expantion of industrial zone @ Hereliyawala

PROPOSED EXISTING INDUSTRIAL EXPANSION



Strategy 04

1. Development of an Information Technology Center

With the proposed central expressway it can be reach to the Kurunegala within one hour from the commercial capital Colombo. As described in SWOT analysis in chapter 5, there is a high demand for IT based education and job opportunities, because of the demand for tertiary education in the town center, the high level of education of the people in catchment area etc. It has possibility to attract professionals and investors towards to Kurunegala, because of the less land prices than the Colombo, availability of labour, possibility to get infrastructure facilities in an easy manner etc. Here identified a 25 acres of land between Colombo Road and Negombo Road with proximity to expressway, alternative road, Railway Station; to establish an Information Technology Center under this strategy. Accordingly, expecting to develop this area as 'Economic Growth Center' with the development of an Information Technology Center, by enhancing the facilities such as commercial centers, accommodation facilities, hotels, vehicle parking areas, leisure parks and entertainment opportunities.

By considering the elements of high level of computer literacy, high level of education and unemployment; it is expects to strengthening the urban economy with achieving the below objectives,

- Provide job opportunities.
- Enhance the opportunities for tertiary education.
- Stopped the brain drain to Colombo by enhancing this as a main Information Technology Center in northern part of the Sri Lanka using the higher accessibility factor.
- Strengthening the urban economy.

2. Establishment of Facility Center for Tuition Classes

Considering the available high demand for tuition classes in Kurunegala, expecting to enhance the educational status of the students who coming from difference areas, providing high quality tuition classes for students, to get economic beneficiaries by renting halls for tuition classes are the objective of this project.

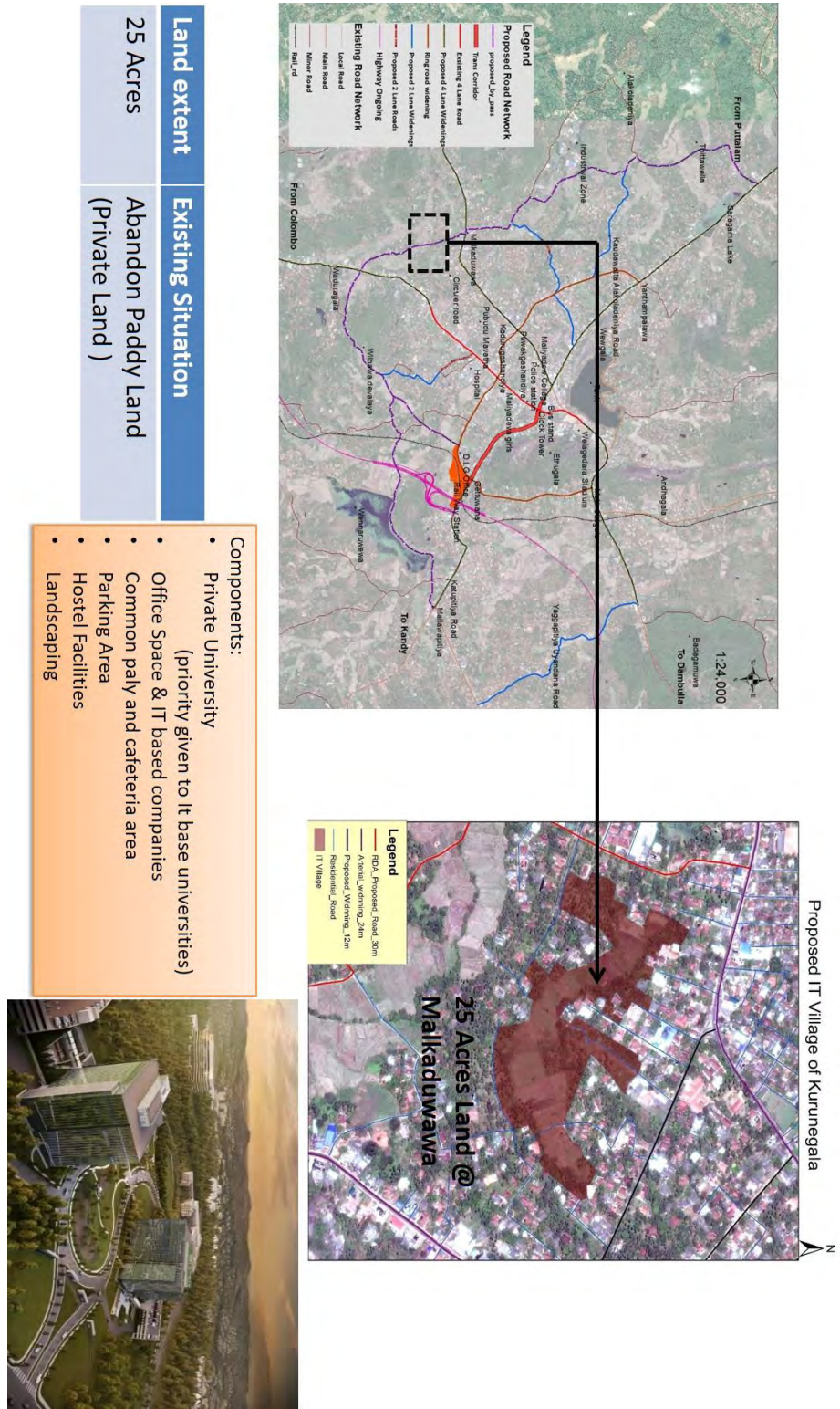
A 2 acre land has been identified for this purpose which can get access from Kandy Road. This land plot is owned by the urban council and currently parks, private buses in this land.

3. Installation of proposed a Technical Research and Development Center

By considering the demand for tertiary education according to the higher education level in this region, expecting to develop universities, technical colleges and vocational training institutes. The required lands hope to acquire and proposed to lease for investors for development activities, with providing all the infrastructure facilities.

It is identified to acquire a 13 acres of scrubs land on Katupitiya road, Mallawapitiya area to develop this Technical Research and Development Center because this locates with a proximity Gettuwana Interchange point.

Map number 6.23 - Development of an Information Technology Center



Land extent	Existing Situation
25 Acres	Abandon Paddy Land (Private Land)

- Components:**
- Private University (priority given to it base universities)
 - Office Space & IT based companies
 - Common paly and cafeteria area
 - Parking Area
 - Hostel Facilities
 - Landscaping

6.5 Sustainable Environmental Strategies

This environmental plan introduces to strengthen the proposed development plan in Kurunegala and it consists with four sections.

1. Wetland Plan
2. Landscape Management Plan
3. Disaster Mitigation Plan
4. Proposed Public Open Spaces and Recreation Development Plan

6.5.1. Wetland Plan

Protected Areas

Wetlands

In simply the 'Wetlands' are areas where water covers the soil, or is present either at or near the surface of the soil all year or for varying periods of time during the year. The international Ramsar Convention on Wetlands define wetlands as: "areas of marsh, fen, peat land or water, whether natural or artificial, permanent or temporary, with water that is static or flowing, fresh, brackish or salt, including areas of marine water the depth of which at low tide does not exceed six meters".

There are many wetlands are locates in Kurunegala town that are environmentally important consists of paddy lands, tanks and canals (map number 6.23).

The protection of paddy lands is more important to control flood situations because those areas act as water retention areas as well as water flowing areas.

Especial Paddy Zone - Approved Uses

- Paddy cultivations.
- Other uses approved by the Department of Farmers' Services.

Strategies

1. Taking action to minimize environmental disasters through action taken by the Agrarian Development Act.
2. To avoid irregular building constructions and unauthorized constructions around the tanks by maintaining a reserve.
3. Development of liner parks around the Kurunegala Wewa, Saragama Wewa and Wendaru Wewa.

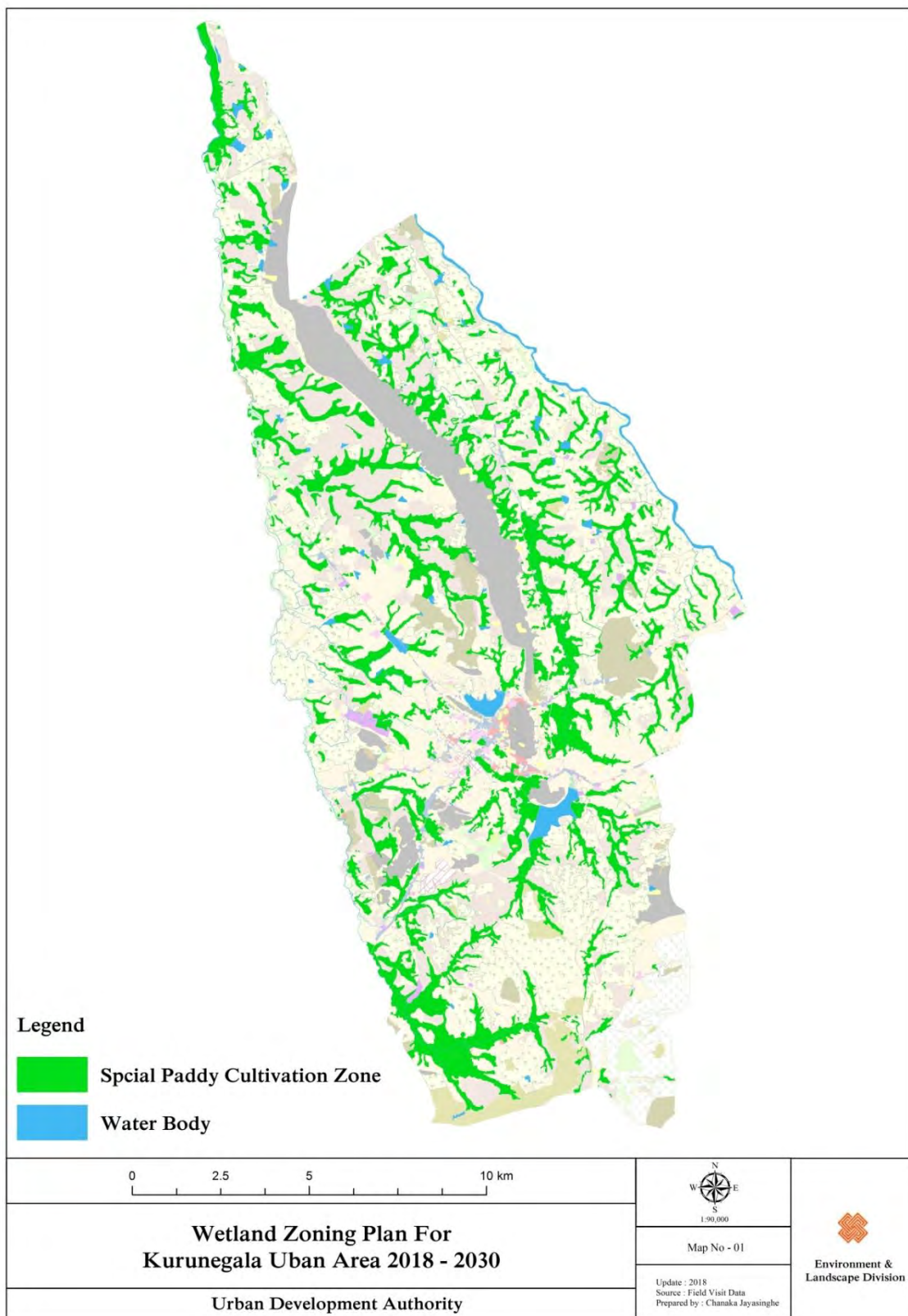
Scenic view points

Several scenic view points are locating in Kurunegala Town and surround area.

- Ethugala
- Kurunegala Wewa
- Saragama Wewa (Saragama Lake)
- Wendaru Wewa
- Clock Tower

The developments should implement without any disturbances to those scenic viewpoints and it will help to protect the attractive environmental factors in this area. Discourage the construction activities which are disturbing to the view of Ethugala and it should be introduced maximum building height to the constructions as rules and regulations.

Map number 6.23- Wetland Plan 2018 - 2030



6.5.2. Landscape Management Plan

This Land Scene Management Plan identified that the following areas should be redesigned according to the proper landscape plan.

1. The Proposed Adventure Park near to Ethugala - the land surrounding the palace
2. Rajapihilla Garden
3. Walking track with Rajapihilla Garden
4. Landscaping around the Saragama Wewa
5. Development of walking track in a paddy land called 'Sirisara' which is locate near to the teaching hospital.
6. Landscaping projects in Wellawa and Muththettugala railway stations.

Below pictures illustrate sketches of proposed landscaping designs for several areas described in above (figure 6.3 to 6.8 and table 6.13 in appendix).

Figure 6.3 The Proposed adventure Park near Athugala



Existing



Proposed

Figure 6.4 Rajapihilla Park



Existing

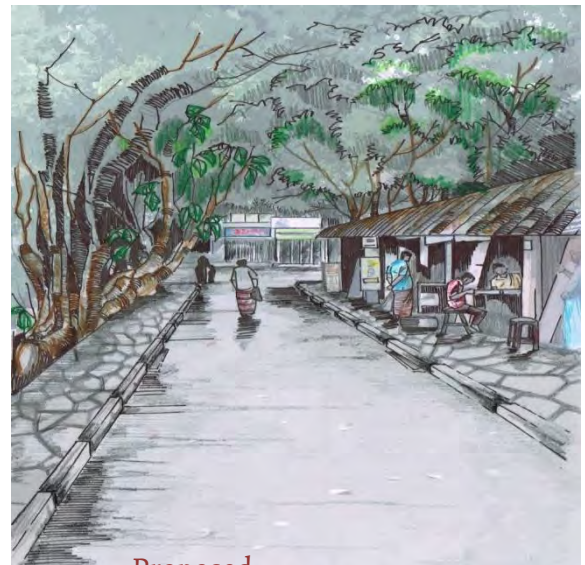


Proposed

Figure 6.5 The Walk Way Development near Rajapihilla Park



Existing



Proposed

Figure 6.6 The Landscape Around Saragama Lake



Existing



Proposed

Figure 6.7 The Walk Way developments at Sirisara Paddy Lands Adjacent to Kurunegala Hospital

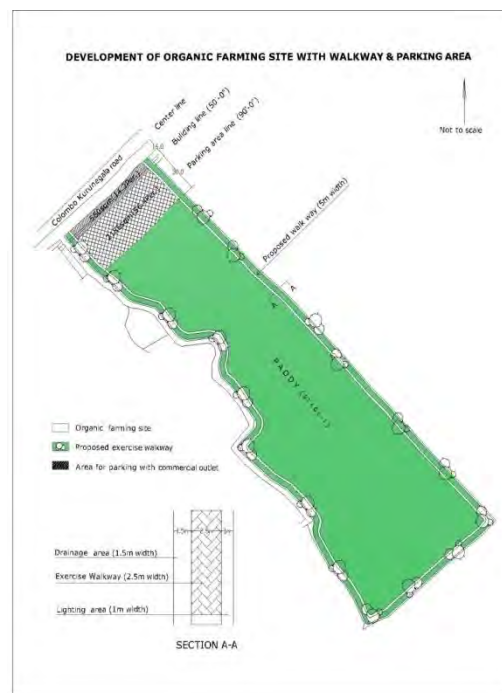


Figure 6.7 The Landscape Project at Wellawa and Muththetugala Railway Station



Existing condition of Wellawa railway station



Proposed condition of Wellawa railway station

6.5.3 Disaster Mitigation Plan

There are 245 square kilometers are belongs to this Kurunegala Town Development Plan as the boundary and it consists of Municipal Council area and some areas of Divisional Secretariat boundary (Pradeshiya Saba areas). The disaster situations identified within that town area as follows,

1. Floods
2. Landslides
3. Heavy winds
4. Drought
5. Storms

6.5.3.1 Guidelines for Disaster Prone Areas in the Kurunegala Municipal Council

1. Flood

Strategies to development activities in flood prone areas

- a. The construction activities of low lying areas should be minimized and develop a methodology to discharge rain water.
- b. Maintenance as low-density populated areas.
- c. Construction of flood barriers.
- d. Forest plantations in water catchment areas.

2. Drought

Strategies to development activities in the areas which are faced to drought

- a. Establishment of rainwater collecting tanks.
- b. Cultivation of crops which are adapted for dry weather.
- c. During the land development works,
 - Protect the plant species which have environmental values.
 - Restrict the filling of existing reservoirs.
 - Reconstruction of reservoirs and tanks Located nearby to forest reserves.
- d. Planting the adapted plants for dry weather conditions in Landscaping.

3. Heavy winds and Storms

Strategies to development activities in Storms prone areas

- a. Be careful regarding open lands because the construction activities which are located in open lands mostly faces to Heavy winds and Storms such as paddy fields, open areas and mountain clips.
- b. The construction activities in mountain slopes will minimize, because it will damage by the wind.
- c. Implementing the construction activities in a high vegetation area can reduce the wind speed, because it act as wind barriers.

4. Landslides

Strategies to development activities in landslides prone areas

- a. Prevention of irregular land uses.
- b. Following the 'Helmalu' Plantation systems for cultivation activities in sloppy areas.
- c. Control of conversion of agricultural lands for non-agricultural activities.
- d. Controlling the expanding of unsuitable crops.
- e. Use stone bundle and forest covers for conservations.

6.5.3.2 Zoning plan

It can be categorized in to two main regions, considering the disasters in the Kurunegala urban area.

1. Green Corridor Zone
2. Low Dense Residential Zone

1. Green Corridor Zone

Deduru Oya, Maguru Oya, Gettuwana canal, Wan Ela and Buu Ela areas have high water retention capacity and those areas have to preserve as green corridors, to establish open recreation areas.

According to the recommendations of the Irrigation Department, have to introduce building lines to preserve green corridors, around the Deduru Oya and Maguru Oya. The canal reservation is 4m for building lines around the Buu Ela and Wan Ela.

2. Low Dense Residential Zone

The disaster prone areas such as landslides, cyclones and drought are belongs to this low dense residential zone.

6.5.3.3 Approved uses for each zone

- i. Green Corridor Zone
 - a. Gardens and playground
 - b. Irregular entertainment facilities
 - c. Linear parks
 - d. Keep water retention/ water flow areas
 - e. Agriculture activities
 - f. Environmental tourism
 - g. Wetland preservation areas

- ii. Low Dense Residential Zone
 - a. 'Helmalu' Plantation systems for cultivations
 - b. Limited city development programs
 - c. Use the Rain Water Harvesting System
 - d. Forest plantation in sloppy areas

6.5.4 Proposed Public Open Spaces and Recreation Development Plan

The public open spaces and recreation facilities very useful to increase the quality of life of the community while increasing physical / mental level of the individuals. As a result of that, the Public Open Spaces and Recreation Development Plan included to this proposed plan by Urban Development Authority. According to the design standards of Urban Development Authority, recommended a minimum standard of 01 hectare land per 1000 persons to be allocated for public outdoor recreation. According to the report of census and statistics, the population of the Kurunegala Urban area in 2017 is 180,339. According to the predicted population for 2030, 247,428 of population will record by 2030. According to the analysis, it should be allocated 247 hectares of land as direct and indirect recreation by 2030.

Existing Direct and Indirect Recreation facilities in Kurunegala Town Area

There are main two components can be identified under recreation facilities, as direct and indirect. It should be allocate considerable land extent for direct recreation facilities because people can actively participate for those activities. Below list out the examples for direct recreation activities.

- i. Playing
- ii. Swimming

- iii. Running
- iv. Walking
- v. Boat riding
- vi. Traditional fishing

The direct recreation facilities are very limited in Kurunegala town and the details of available facilities included to tables 6.11, 6.12 and 6.13 (appendix).

Table 6.11 Direct recreation areas in Kurunegala

Number	Type of park	Extent (hectare)
1.	Pocket Parks (EPP)	0.49
2.	Mini Park (EMP)	11
3.	Local Parks (ELP)	5.92
4.	Linear Park (ELiP)	2.12
	Total	19.84

At present, 19.84 hectares are available for recreation facilities in the Kurunegala Municipal Council as describes in table 6.11. It should be allocate 180 hectares for recreation according to the current population of 180, 399. But there are no required amount of public open spaces and recreation facilities in Kurunegala town area and existing facilities also not enough in this area.

Available indirect recreation facilities

- i. Public Library – 01
- ii. Film Hall - 03
- iii. Conference Halls - 03

Name	Available Seat Amount
a. Town hall	500
b. Provincial Council Auditorium	535
c. Young Men's Buddhist Association Hall (YMBA hall)	400

Proposed Public Open Spaces and Recreation Development Plan – 2030

The estimated population is 247, 428 for 2030. Accordingly, 247 hectares of land should be allocated as direct and indirect recreation areas by 2030. The details of proposed direct and indirect recreation facilities by Kurunegala Town Development plan 2019-2030; illustrates in below map number 6.25 and table 6.12, appendix 6.13.

Table 6.12 Proposed Public Open Spaces and Recreation Development Plan - Kurunegala Town Area 2018 - 2030

Number	Type of park	Extent (hectare)
01.	Proposed Pocket Park (PPP)	0.07
02.	Proposed Community Park (PCP)	4.5
03.	Proposed Linear Park (PLiP)	28.39
04.	Proposed Forest Park	415.11
	Total	448.07
05.	Avalable open spaces	19.84
	Final Total	467.91

- I. Strategies for Proposed Public Open Spaces and Recreation Development Plan
 - I. All the available play grounds, playable - common open spaces and playable-bare lands develop as direct recreation facilities and available spaces should be redeveloped.
 - II. The available play grounds redevelop with all the facilities.
 - III. The available open spaces and vacant lands develop as ecofriendly paly grounds.
 - IV. Controlling unauthorized constructions by enforced regulations for open spaces.
 - V. Upgrading the available maintenance activities and management of existing playgrounds and park.
 - VI. Establishment of sports clubs, holiday resorts, bungalows, tourist hotels and social entertainment facilities; to meet the needs of local and foreign tourists.

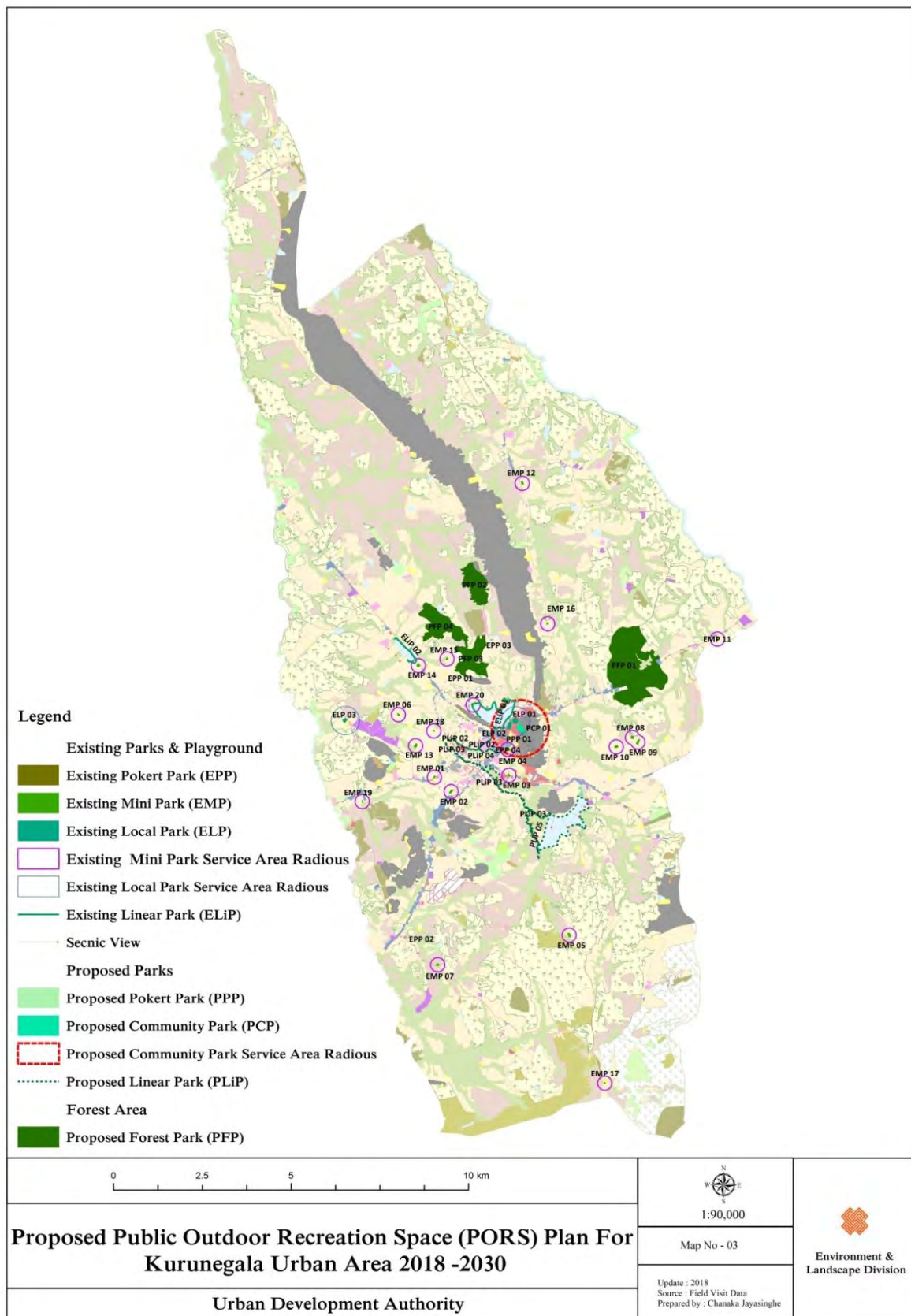
2. Implementation of the Concepts of Linear Parks

The existing tanks, streams and canals of the area should be developed as linear parks. It can be used to provide adequate entertainment and facilities for the community and control the flood situations also.

3. Reduction of temperature by 2030 – Methods

- I. All the Government and semi government buildings converted as green buildings following the concept of 'Neela Haritha Buildings'
- II. Establishment of green roofs in the roof tops in all the residential buildings and offices with water sprinklers.
- III. Use light colors when color washing the buildings
- IV. Introducing the green concept for proposed vehicular parks and redevelop available parking spaces with green concept.
- V. Keep spaces to absorb water into the ground, when interlocking bricks and use light colors
- VI. Maintain the available playgrounds, gardens, open spaces and flowing the green concept for proposed open spaces.

Map number 6.25- Proposed Public Open Spaces and Recreation Development Plan



6.6 Implementation Strategies

6.6.1 Strategic Projects

Table 6.24- Project Priority List

Project NO.	Priority Value	Project	Project Duration
1	4.2105	Develop the Outer Circulation Road	Middle Term
2	4.1754	Dam construction of Wanduru Pinu Ella and enlarge the pipe borne water supply scheme	Long Term
3	3.8246	Develop a multi-modal transportation hub in old railway station land	Middle Term
4	3.7807	Widen and develop the 16 local roads (see the transport plan)	Middle Term
5	3.7456	Development of public parking areas	Short Term
6	3.7193	Widen the roads of Road Development Authority	Middle Term
7	3.6754	Redevelopment of Rajapihilla Garden	Short Term
8	3.6667	Develop the Commercial, Office and Residential complexes in middle of the town (Mihindu Mawatha)	Long Term
9	3.6228	Develop the Old Rajapihilla Rest House as a 50 room hotel.	Middle Term
10	3.5702	Relocate the court, the prison, the official quarters, the Lawyers' office complex, in Gettuwana proposed court complex area.	Long Term
11	3.5614	Develop the Central Market in middle of the town	Middle Term
12	3.5614	Expansion of Road Development Authority Inner Circular Road.	Middle Term
13	3.4737	Transit Corridor- Development Katugasthota/Puttalam road as 6 lane road from Gettuwana Multimodal Transport Hub to main bus stand in city center.	Middle Term
14	3.4649	Land acquired for the housing development project (see the housing development plan)	Middle Term
15	3.4561	Old court complex develop as shopping complex	Middle Term
16	3.4561	Develop parking bays for private buses	Short Term
17	3.4299	Technical, Research and Development Center in Doratiyawa Road	Long Term
18	3.4211	Develop the Welagedara International Cricket Stadium	Long Term
19	3.4035	Land acquisition and land development for the	Long Term

		construction of Information Technology Village in Malkaduwawa	
20	3.4035	Mix development project in present fair area	Middle Term
21	3.2982	Housing development project for low income families - Wilgoda	Middle Term
22	3.2456	Project of preparing the pedestrian walk ways	Short Term
23	3.2193	Expansion the coverage of sewerage system for High Dense Urban Zone and Suburban Zone	Long Term
24	3.2105	Relocate the fair in Wilgoda area, land belongs to Urban Council	Short Term
25	3.2105	Redevelopment of Wilgoda Sluice	Short Term
26	3.1842	Redevelop the police and police quarters into Senior Superintendent of Police office in the same land	Middle Term
27	3.1842	Develop the walking track in 'Sirisara' paddy field near to the hospital	Short Term
28	3.1842	Construction of a small park and bus halt in the land of the Land Registry Office.	Short Term
29	3.1053	Land acquisition for the industrial development of Heraliyawela	Middle Term
30	3.1053	Development of Udawalpola play ground	Middle Term
31	3.0877	Upgrading the facilities in available schools (according to education development plan)	Middle Term
32	3.0702	Establishing a tuition class center at the private bus parking area in Rajapihilla.	Short Term
33	3.0439	Develop the Star hotel in Badagamuwa 10 Arce land, belongs to the Kurunegala Plantation company.	Long Term
34	3.0175	Landscape development project of the Sara Gama lake area.	Short Term
35	2.9912	Land acquisition and land develop to the establish a goods promoting center in Nailiya	Long Term
36	2.9298	Construction of Muththettugala flyover	Middle Term
37	2.7982	Develop the park in Palace area	Middle Term
38	2.7456	Landscape development projects in Wellawa and Muththettugala Railway Stations	Short Term

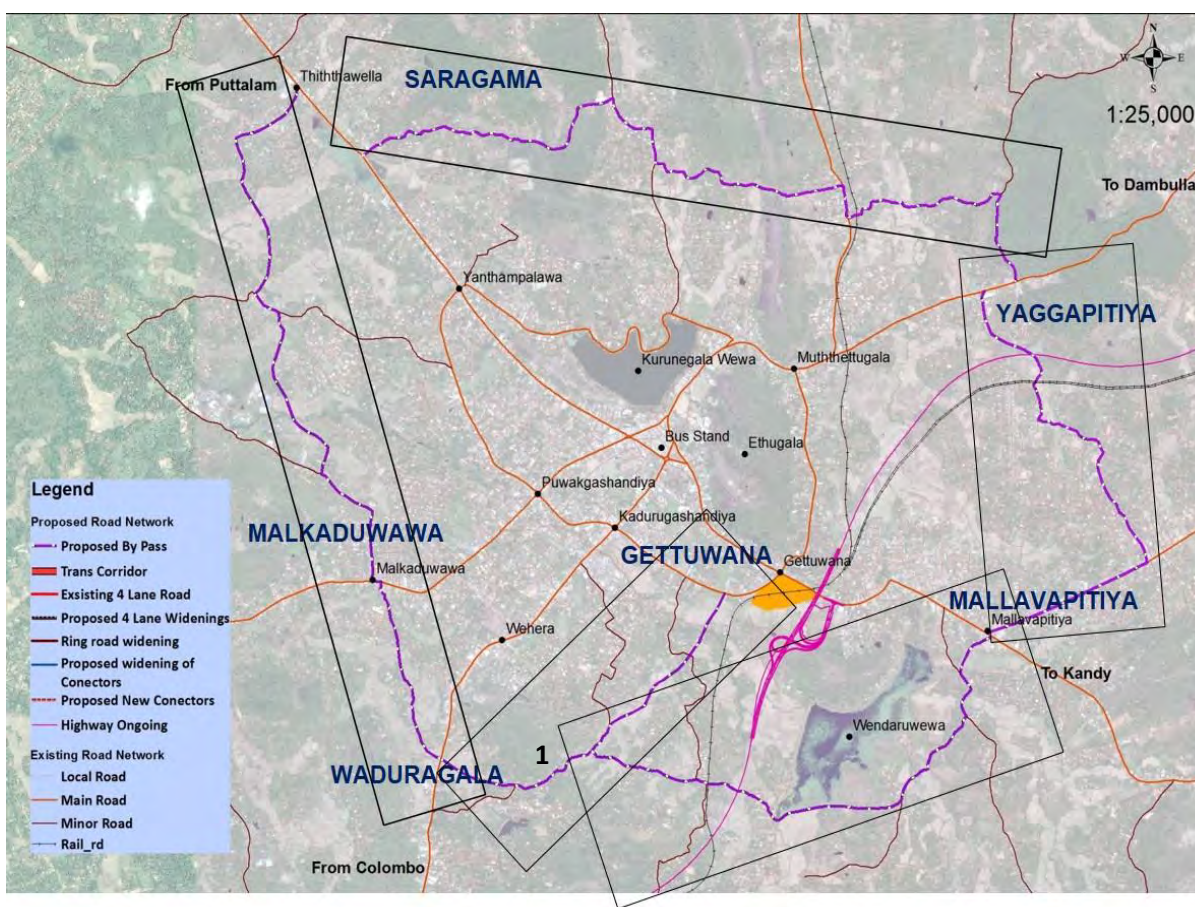
Project 01

Develop the Outer Circulation Road

- Project Proposal

Developing an alternate expressway which connects the outside of the town with Colombo Road, Puttalam Road, Kandy Road, Dambulla road and Negombo roads.

- Project Plan



	Origin and Destination point	Total Length (K.M)	Length of new construction (K.M)	Proposed Width (m)	Cost (Million)
1	Waduragala to Gettuwana (Stage 01)	3.33	2.15	24 (4 Lane)	300
2	Saragama to Waduragala (Stage 02)	6.94	2.62	12 (2 Lane)	400
3	Mallawapitiya to Yaggapitiya (Stage 02)	4.64	-	24 (4 Lane)	400
4	Wilbawa to Mallawapitiya (Stage 03)	4.81	1.05	12 (2 lane)	250
5	Yaggapitiya to Thithhawalla (Stage 03)	7.7	-	12 (2 Lane)	300

- Surrounding land-uses

Mix Development (Lands are consisted with paddy fields and home gardens)

- Project Objectives

- Reducing traffic congestion in the city center.
- To reduce the traffic congestion by outer circulation road, which occurs proximity to expressway interchangers (Dambokka and Gettuwana) in A6 and A10 roads.
- To facilitate comfort condition for intercity travels who passing the city center
- Expansion of Developments.

- Project Rationale

There are five main roads are connected with each other in the Kurunegala town center. As a result of that long-distance buses, lorries, heavy vehicles come to the center of the city; because there are no alternative routes to pass the town center. This creates huge traffic congestion at peak hours. In order to prevent this traffic situation, alternative routes have been proposed to connect all the main roads in the city and the drivers have options to pass the city according to their requirement or they can select low-traffic routes. This may increase the investment opportunities towards town center with enhancing the accessibility factor. This is the first stage of urban development.

- Present Land Ownership
Private and Government own Land
- Present Land Ownership -
Private and Government own Land
- Project Duration
Short term
- Total Estimated Cost
Rs.1650 million
- Financial Method
Road Development Authority, Expressway Road Project, Local Authorities
- Present Condition
The survey plans are prepared already for Wanduramulla to Gettuwana part and the construction work will start by Road Development Authority.
- The proposed plan and building planning requirements.
Surveyor Plan, Drainage Designs of Land Reclamation and Development Corporation
- Project Work
Planning the project, Land acquisition. Road development.
- Approval Agencies

Activity	Relevant Authority	Authorized person
Planning the project, land acquisition	Road Development Authority	The Director-North Western
Road development	Road Development Authority	The Director-Provincial

- Regulations and Guidelines
It should have to follow the proposed drainage plan when reclamation paddy area for roads constructions.

Project 02

Construction of Wanduru Pinu Ella reservoir and enlarge the Pipe Borne water supply scheme.

This is proposed project by the National Water Supply and Drainage Board for the year 2030.

- Project Description

It is essential to implement this project to provide Pipe borne water supply for 250,000 of residential population and proposed Greater Kurunegala development project.

Project 03

Develop a multi-modal transportation hub

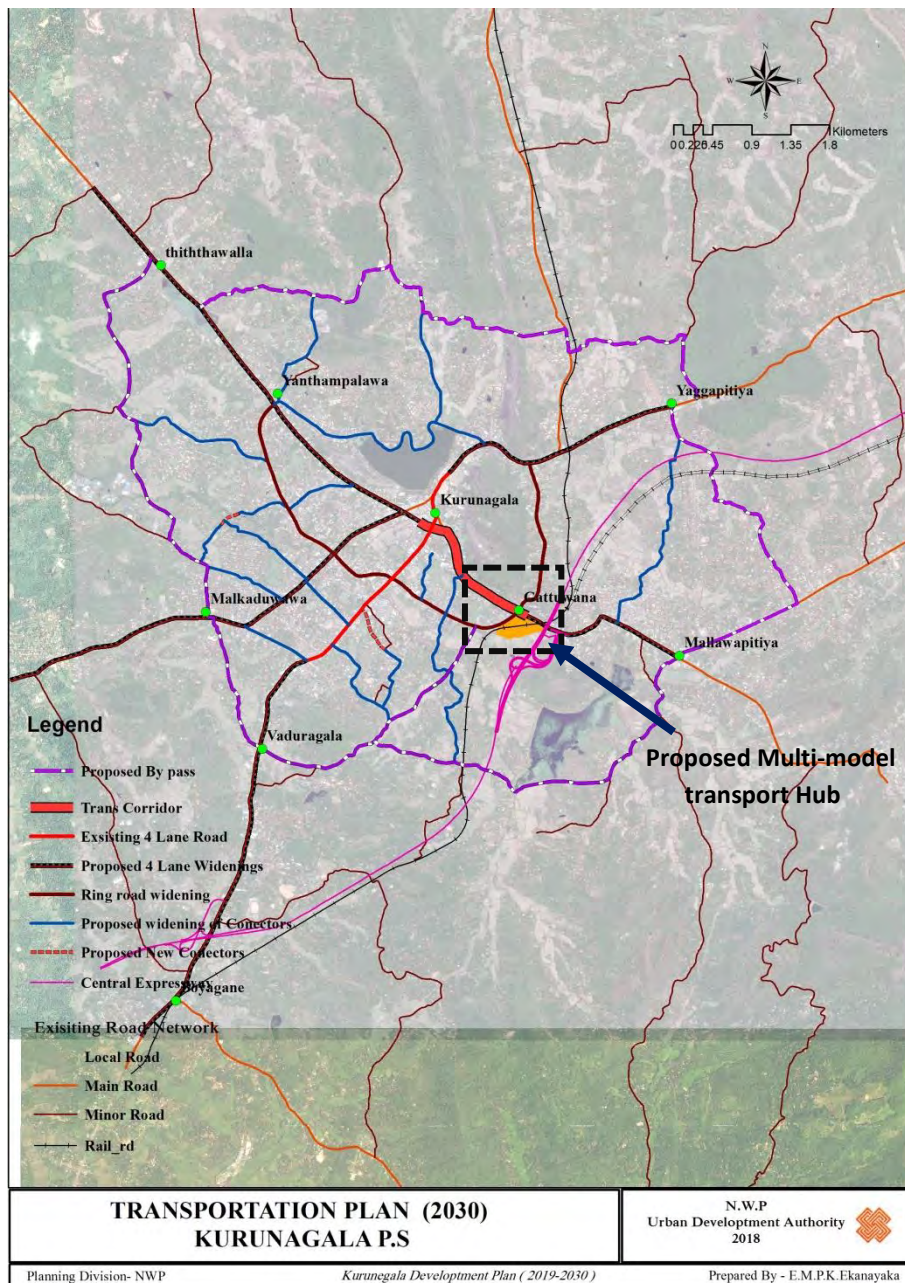
- Project Proposal

Development of the proposed multi-modal transport hub at the present railway station land.

- Access

Katugasthota-Puttalam Road, Southern Circular Road (Gettuwana), and highway interchange

- Project Plan



- Surrounding land-uses

this land is located near to the Gettuwana Highway Interchange. The Railway Station and slightly developed surrounding.

- Project Objectives

- Establishment of the transit center in Kurunegala town.
- To make the Kurunegala town as efficient transport hub by integrating the multimode of transportations.
- Minimize the problem of lack of integration between the railway station and bus stand.

- Project Rationale

This is an opportunity to attract high residential population and commuting population, using the potentials of multimodal transportation hub, which connects highways, railways and normal ways (roads), by enhancing efficiency and easy accessibility. The city's economy can be strengthened through the expansion of the services providing for the community.

- Land Ownership

Department of Railways, Department of Co-operative Development, Illegal Residents, Private Owned Lands

- Project Duration

Middle Term

- Financial Method

Urban Development Authority, Expressway Project Highways Ministry, Railway Department, Foreign Loans

- Implementing Method

Private Public Partnership (PPP)

- Project Description

Development of a bus stand, vehicular parking, commercial complexes, bus stand for highway buses by optimally utilizing the currently own lands for the railway station, Cooperative Department, private own land and the land with unauthorized occupants. The Railway quarters are proposed develop an apartment complex.

- Existing Infrastructure

Water, Electricity

- Present Condition

Railway stations, stores, railway employee's quarters, cooperative stores and unauthorized houses.

■ Layout Map



■ Project Activities

- Construction of a bus stand, Public vehicle parking areas
- Redevelopment of Railway quarters
- Landscaping
- Supportive Activities (Banks, Commercial etc.)

■ Approval Agencies

Activity	Relevant Authority	Authorized person
land acquisition	Urban Development Authority	The Director-Land
Construction of Bus station and vehicle parking area	Urban Development Authority Ministry of Transport Road development Authority	The Director-North Western The Secretary, Ministry of Transport
Construction of Railway Quarters	Department of Railway	The Secretary, Ministry of Transport

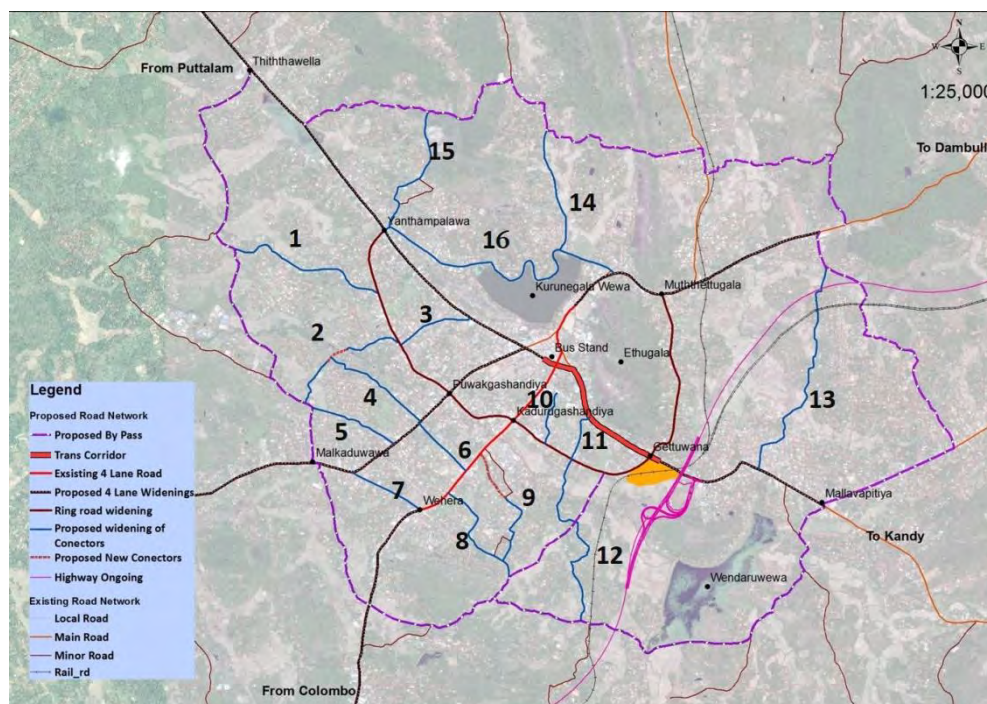
■ Regulations and Guidelines

The construction activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 04

Widen and Develop the 16 Local Roads.

- Project Proposal
Widening and development of 16 selected internal roads in the town.
- Project Plan - Identified roads for development



	Origin and Destination point	Length (K.M)	Proposed width (m)	Implementing institution
1	From Kaudawatta junction to Alakoladeniya road	3.25	9	Provincial Road Development Authority
2	From Wilgoda junction to Wilgoda watta (Proposed bypass Road)	1.2 New Constructio n 2.5	9	Pradeshiya Sabha Kurunegala
3	From Wilgoda junction to Puttalam Road-Sumangala Mawatha	.8	12	Municipal Council Kurunegala

4	Heraliyawala Road	1.2	9	Pradeshiya Kurunegala Sabha
5	Bandaranayake Mawatha	1	9	Pradeshiya Kurunegala Sabha
6	Pubudu Mawatha	0.7	12	Municipal Council Kurunegala
7	Malkaduwawa circulation Road	0.8	15	Municipal Council Kurunegala
8	Kaudawatta Mawatha	1.1	12	Pradeshiya Kurunegala Sabha
9	From Base hospital to proposed Gettuwana bypass road. (Jayanthipura, Wilbawa Mawatha)	1.03 (New construction 0.56)	9	Municipal Council Kurunegala / Pradeshiya Sabha Kurunegala (Land acquisition by Urban Development Authority)
10	Sarwodhaya Mawatha	0.6	9	Municipal Council Kurunegala
11	Sumanadasa Mawatha	0.5	9	Municipal Council Kurunegala
12	Hena mulla Mawatha	2.1	12	Pradeshiya Kurunegala Sabha Municipal Council Kurunegala
13	Alakoladeniya Road	2.6	9	Pradeshiya Kurunegala Sabha
14	Kuda Galgamuwa	1.3	12	Provincial Road Development Authority
15	Sundarapola Road	1.5	9	Pradeshiya Kurunegala Sabha
16	Wewa Rauma Para	3.3	12	Road Development Authority

- Surrounding Land-uses Mixed Development

- Project Objectives
 - Upgrading the residential development in the internal areas of the town.
 - Expand the urban developments to internal areas instead of the main roads.
 - Development of better connectivity between main roads and internal roads.

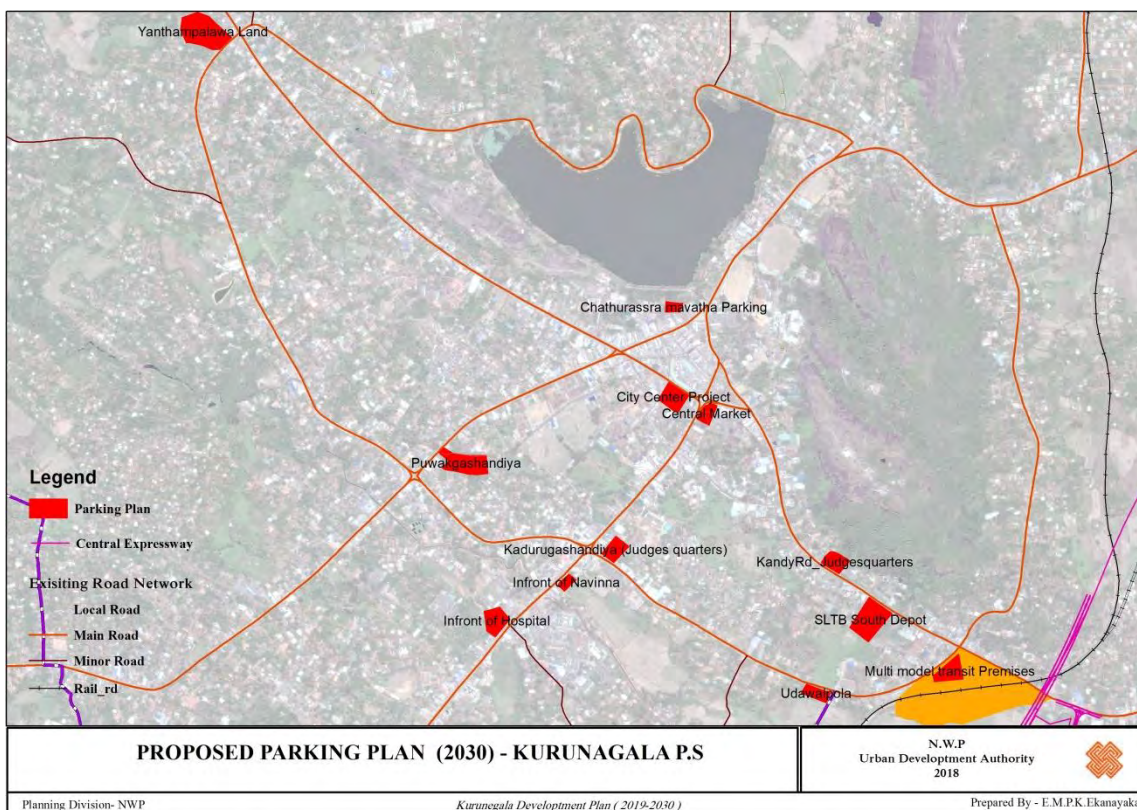
- **Project Rational**
It has the ability to increase the movements in the internal town area by widening the roads, developing the underdeveloped roads and connecting the roads. The development around the available main roads can be directed to the internal areas through this project. The residential population also increases by enhancing accessibility.
- **Project Duration**
Middle Term
- **Financial Method**
Municipal Council, Pradeshiya Sabha, Provincial Road Development Authority, Road Development Authority
- **Present land ownership**
Private and government lands
- **The proposed plan and building planning requirements.**
Surveyor Plan, Drainage Designs of Land Reclamation and Development Corporation
- **Project Work**
Planning the project, Land acquisition. Road development.
- **Approval Agencies**

Activity	Relevant Authority	Authorized person
Planning the project Land acquisition Road development	Road Development Authority Urban Development Authority Provincial Road Development Authority Kurunegala Municipal Council Kurunegala Pradeshiya Sabha	The Provincial Director - North Western, The Director-Provincial Mayor, The Chairman

Project 05

Development of Public Parking Areas.

- Project Proposal
Identified and develop the Public parking areas
- Project Plan



- Proposed areas for private vehicle parking

Location	Land extent (Acre)	Parking Lots
Vehicle parking complex in town center	1	400
Central Market	1	100
Multi-modal transport hub parking bay	1	300
Udawalpola	1	100
Kandy Road (Judge bungalow)	1	100
Kadurugas junction	0.5	50
In front of the Nawinna Hospital	0.5	50
In front of the Teaching Hospital	0.5	50
Puwakgas junction- In front of the Divisional Secretariat office (Land of EthkandaViharaya)	1	100
Proposed vehicle park in Square Road	0.6	60

- Objectives-
Reduction of traffic congestion by providing vehicle parking areas for high density commercial development zones.
- Project Rational
By providing vehicular parking areas for high dense commercial development, hope to reduce available traffic situations which are occurring due to vehicle parking on either side of the roads. It may lead to efficient functionality of the city.
- Approval Agencies
Municipal Council, Urban Development Authority, private investors
- Ownership Details
Government and private lands
- Project Duration
Short term
- Financial Method
Urban Development Authority, Municipal Council, Private investments
- Implementation Method
Private Public Partnership (PPP)

- Existing Condition
Mixed development
- The proposed plan and building planning requirements.
Building Plan, Surveyor Plan, Drainage Designs of Land Reclamation and Development Corporation
- Project Work
Construction of public parking spaces

- Approval Agencies

Activity	Relevant Authority	Authorized person
Land acquisition	Urban Development Authority	The Director (Lands)
Road development	Urban Development Authority Municipal Council	The Director (Lands) Mayor / Commissioner

- Regulations and Guidelines

It should have to follow the proposed drainage plan when reclamation paddy area for roads constructions.

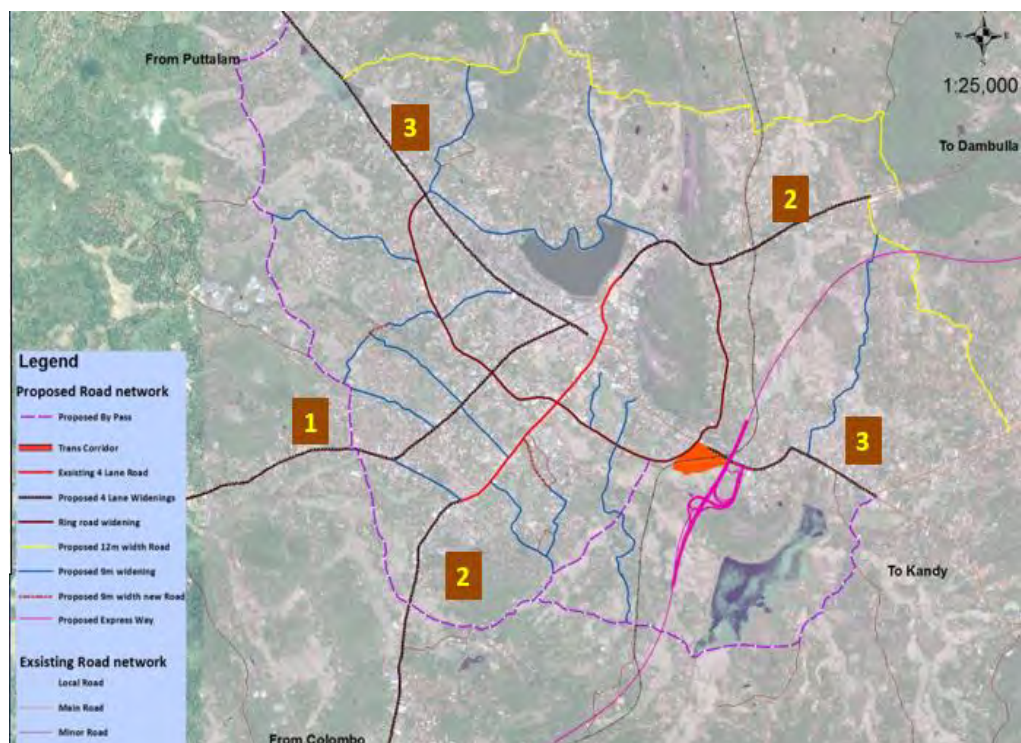
Project 06

Widen the Roads of Road Development Authority

- Project Proposal

Development of four lanes for identified places in main roads to minimizing the traffic congestion in the town.

- Project Plan



Roads which are identified to expand by Road Development Authority

	Road Name	Origin and Destination Point	Road Expansion (K.M)	Proposed Width (m)
1	B 247 Kurunegala to Negombo Road	From Kurunegala to Gepallawa	5.27	24
2	A6 Ambepussa – Kurunegala Trincomalee Road	From Regland watta to Wehera From Polattapitiya to Badalgamuwa	3.5 2.93	24 24
3	A6 Katugasthota- Kurunegala Puttalam Road	From Mallawapitiya Junction to Kurunegala town via Thithhawella.	07	24

- Project Objectives

Minimize the traffic congestion which is occurred both proposed expressway project and existing traffic jam in city center.

- Project Rational

Kurunegala Junction is a national level junction and there should be properly connecting the road networks by providing easy/comfortable accessibility. Currently, the road design capacities have exceeded the favorable level and exceeded the level of services also. Therefore, main roads and other connected roads should be expanded according to the requirement.

- Project implementation

Road Development Authority

- Ownership Details

Government and private lands

- Project Duration

Middle Term

- Financial Method

Road Development Authority

- Existing Condition

Road Development Authority , 2 Lane road

- Project Works

The selected four roads to expand as 24m width roads.

- Approval Agencies

Activity	Relevant Authority	Authorized person
Land acquisition	Road Development Authority	The Director-North Western
Road development	Road Development Authority	

Project 07

Redevelopment of Rajapihilla Garden

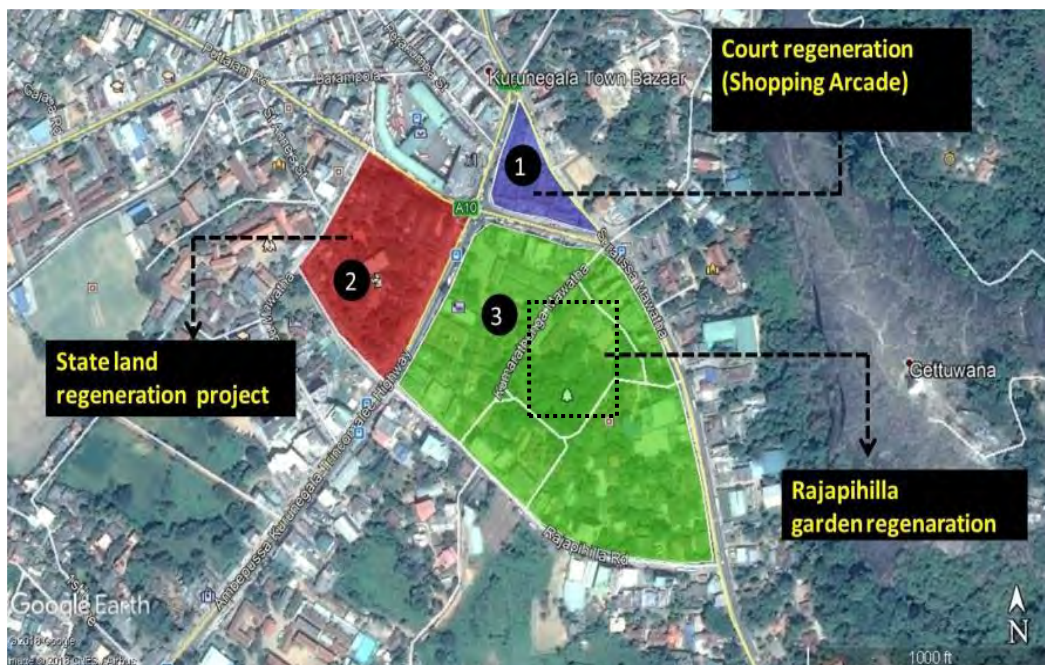
- project proposal

Redevelopment of Rajapihilla Garden Providing Modern Facilities and Open-up to Town Center.

- access

Kumarathunga Road, Rest road

- Project Plan



- Project objectives

- Provide spaces for the recreation facilities and public rest.
- Creating the Kurunegala town as the pleasant place for residential and daily commuters.
- The hidden features and the identity of the city open-up to the town center by preserving the historical identity.

- **Project Rational**
At present, the Rajapihilla Garden is not in use. Though it is valuable land in the core town area, now abundant due to the poor maintenances. This place has been identified to development integrate with Clock Tower and Rajapihilla Rest house. Then it can be reached easily from the core town area and they proposed to develop this as a recreation area by providing resting facilities. This helps to keep the good mental condition for the community as a busy town center and increasing the attractiveness of the public.
- **Project Description**
Regeneration the park with new infrastructure facilities
- **Land Ownership**
Government land
- **Project duration**
Short term
- **Financial method**
Municipal Council, Government Treasury
- **Present condition**
Abundant Park
- **Approval Agencies**

Activity	Relevant Authority	Authorized person
Designing the park	Urban Development Authority	The Director-North Western
Develop the park	Municipal council	The Mayor/Commissioner

- **Regulations and Guidelines**
The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 08

City center development project

- project proposal

Redevelopment of the Town Center (Development of Commercial, Office and Residential Complexes in Middle of the Town - Mihindu Mawatha)

access -

Puttalam Road, Mihindu Mawatha and Colombo Road

- Project Location

Location	Province	North Western	District	Kurunegala
	DS Division- Kurunegala	Divisional Secretary- Kurunegala		
Boundary	North	East	South	West
	Puttalam Road	Colombo Road	Convent Road	Mihindu Mawatha

- Project Plan



- Surrounding Land-uses:
Located in front of Kurunegala Bus Stand.
- Type of the Project
Economic Development Plan
- Project Objectives
 - The Economic development of the town by providing opportunity to existing commercial demand.
 - To provide the optimum services to the people by centralized the national and provincial administrative services.
- Project Rational
There are single-storey government offices, official quarters are located a valuable land in the core town area and most of the buildings are crumbling. Hence this land can develop to target the optimal usage with available demand. According to this project, all the government offices bring to one administrative complex, in order to efficiently the services. It will able to attract a high amount of commuting population also.
- Present Condition of the Land single-storey government offices in underdeveloped manner. Some of the police quarters are crumbling. There are unsuitable uses for a core town area such as Prison.
- Land Ownership Details

<u>Authority</u>	<u>Land Extent</u>
Sri Lanka Police	434 perch
Postal Department	77 perch
Prison	52 perch
Road Development Authority	267 perch
Urban Development Authority	94 perch

- Project Duration
Long Term
- Total Estimated Cost
Rs.1000 (Million)
- Financial Method
Implemented as a private and state collaborative project involving local and foreign investors and Urban Development Authority.
- Project Description
It is proposed to develop the vertical Commercial, Offices and Residential development in 7

Arce land which belongs to the Road Development Authority, Urban Development Authority, the Police Department, Postal Department and Prison. The proposed project is to be implemented under several stages.

- Regeneration of the police station and police quarters into senior police superintendent office land which locates in Colombo Road.
- Relocate the prison into Gettuwana court complex land
- To construction of proposed Commercial, Office and Residential Complex.

Stage 01 - 16 storey residential and administrative complex

Relocate all scattered offices including Road Development Authority, Housing Development Authority and Urban Development Authority into one location (Vehicle Parking 250, office spaces 18000 sq.m, Housing units 140)

Stage 02 - 08 storey Commercial Building and vehicle parking places (400 parking lot, commercial space 24200 sq.m.)

Stage 03 – 20 storey building including Hotel and Museum (200Rooms, 950 Parking lots)

- Existing Infrastructure Facilities
Water, Electricity
- Existing Condition
Police station and Police Quarters, Road Development Authority, Road Development Authority Executive Engineer's Office, Housing Development Authority, Prison, Postal Department Building

Layout Plan



- Project Duration Long term
- Financial Method From the government Treasury, Urban Development Authority
- Project Works

Land Acquisition

1 Stage Development - Administrative and Residential Building

2 Stage Development - Commercial Building

3 Stage Development - Hotel Building

- Approval Agencies

Activity	Relevant Authority	Authorized person
Land acquisition	Urban Development Authority District Secretary office DS office Sri Lanka Police Department Post Department Prision Department Road Development Authority N.H.D.A	The Director(Land) Districtl Secretary Divisional Secretary
Land develop	Urban Development Authority,	The Provincial Director

- Regulations and Guidelines
The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 09

Develop the Old Rajapihilla Rest House

- project proposal
 - Develop the Old Rajapihilla Rest House as a 50 room hotel.

- Access
 - Rest house Road

- Location Map



- Surrounding land-uses
 - Rajapihilla Garden, Attorney's office building, mixed development with commercial use
- Type of the Project
 - Economic development Plan
- Project Vision
 - Development of Economic/Social/Physical infrastructure facilities
- Project Objective
 - Providing essential luxury hotel facilities in to the city.
- Project Rational
 - Presently, there are no adequate facilities for tourists such as accommodations, food and beverage in Kurunegala town. This Rajapihilla Garden is locate a tranquil environment and there are enough spaces also. This is highly accessible place in the core town area.

- Ownership Details
Kurunegala Municipal Council
- Project Duration
Middle Term
- Financial Method
Kurunegala Municipal Council, Private investments
- Project Description
Regenerate as a luxury hotel including 50 rooms in the old Rajapihilla rest house area by preserving the historical character.
- Project History
This project has identified by the Kurunegala Municipal Council
- Present Condition
There is an Old Rajapihilla Rest house
- Project Cost
350 Million
- Project Works
 - Protecting the old building structures in rest houses.
 - Develop a hotel with 50 rooms
- Approval Agencies

Activity	Relevant Authority	Authorized person
Development of lands	Urban Development Authority, Municipal Council Local and foreign investors	Provincial Director Mayor/ Commissioner

- Regulations and Guidelines
The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 10

Court regeneration.

- project proposal

Relocate the Court Complex, Prison, Judicial Quarters and Attorney Office Complex to the Gettuwana Proposed Court Complex Area.

- Access

Gettuwana Circular Road

Location	Province	North Western	District	Kurunegala
	DS Division- Kurunegala	Divisional Secretary- Kurunegala		
Boundary	North	East	South	West
	Municipal Road	Fields	Municipal Road	Gettuwana Circular Road

- Location Map



- Surrounding Land-use

Mixed Development Project (Residential and Government Offices)

- Type of the Project
Economic development Plan
- Project Objectives
 - Relocate the Court complex with supportive activities such as, court complex, attorney offices, judicial quarters, prison.
 - Converted to optimum utilization for the land which government quarters have in dilapidated condition
- Project Rational
Today, the court has been established in an unsuitable location in the core town area. Here proposed to relocate the court complex in Gettuwana area and the releasing land in core town area will develop as an attractive development according to land demand.
- Details of Survey Plan

Survey Plan No.	Name of the Surveyor	Date	Land Extent
Kurunegala D.S No. 8/36/12and 199	Government Surveyor		10 Acres

- Project Duration
Long term
- Financial Method
Government Treasury - Foreign debt
- Project Description
 - Court Complex - The five-storey court complexes including District Court, High Court, Court of Appeal, etc.
 - Judicial Quarters - Relocate the 04 Judicial Quarters in the Kurunegala town.
 - Attorney Office Complex-Relocate the Attorney office complex in the Municipal Council LandGovernment quarters Complex-It is proposed to construct 02 main 10 storey housing Complex consisting 200 quarter and it is proposed to provide 60 houses to the District secretary from the existing quarters.
 - Prison Detention camp - Relocate the prison detention camp in the town center.
 - Banks and other commercial activities
 - Leisure and entertainment, car parking facilities

- Existing Condition

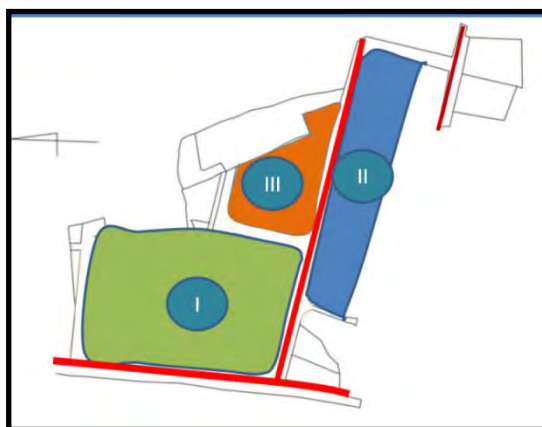
The project report has been sent to the District Secretary to obtain this land by the Urban Development Authority.

- Present land-use

There are 26 quarters of more than 100 years old. There are 40 to 80 perches of land extent per housing unit. There is not much residence in the present-day due to dilapidated condition.



- Layout out



- I**
- 1 5 storey Court Complex
 - 2 Construction of public parking.
 3. Bank and Sub-post
 4. Prison Detention camp-
 5. Police Post
 6. Attorney Office Complex
 7. Mini super market Complex
- II**
- 1 Housing Complex of 200 Housing Units)Provision of 60 housing units instead of government quarters and construct houses considering the future demand)
 2. Public Parking
 3. Parks
- III**
1. Judicial Quarters

Proposed Plan



Approval Agencies

Activity	Relevant Authority	Authorized person
Land acquisition	Urban Development Authority	The Director (Land), Land Commissioner
Relocate the Court and offices	Urban Development Authority, Government	Ministry of Justice ,Provincial Director, Urban Development Authority
Commercial Development	Urban Development Authority	The Provincial Director, Urban Development Authority
Housing development	Urban Development Authority	The Provincial Director

Regulations and Guidelines

The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 11

Development of the Central Market Area in the Middle of Town

- Project Proposal

The current central market area develop as a mixed development project consist of commercial complex, hotels and residential towers.

- Access

Colombo-Kurunegala Road

- Location Map



- Surrounding Land-uses
Commercial

- Type of the project
Economic Development Plan

- Project Objectives

Development of Public market area (currently underdeveloped area) to get the optimal usage.

- Project Rational

Regenerate and open-up the Clock tower, Public Market, Rajapihilla Park, Rest House, Attorney's office to the town center while preserving the identity of the town. It will provide the required commercial facilities to the predicted residential population and daily commuting population.

- Present land-use Details

Old Market building is old more than 100 years.

- Ownership Details
Municipal Council
- Project Duration
Middle Term
- Financial Method
Municipal Council, Private Investors
- Project Description
 - 15 storey Commercial buildings - 24000sqft.
 - 15 storey Apartment complex - 60000sqft.
 - Hotel complex - 60000sqft.
 - Development a building for 125 traders.
- Existing Infrastructure Facilities
Water, Electricity
- History
This project has identified by the Kurunegala Municipal Council
- Present Condition
100 years old market building
- Project Activities
Construction of Buildings
- Approval Agencies

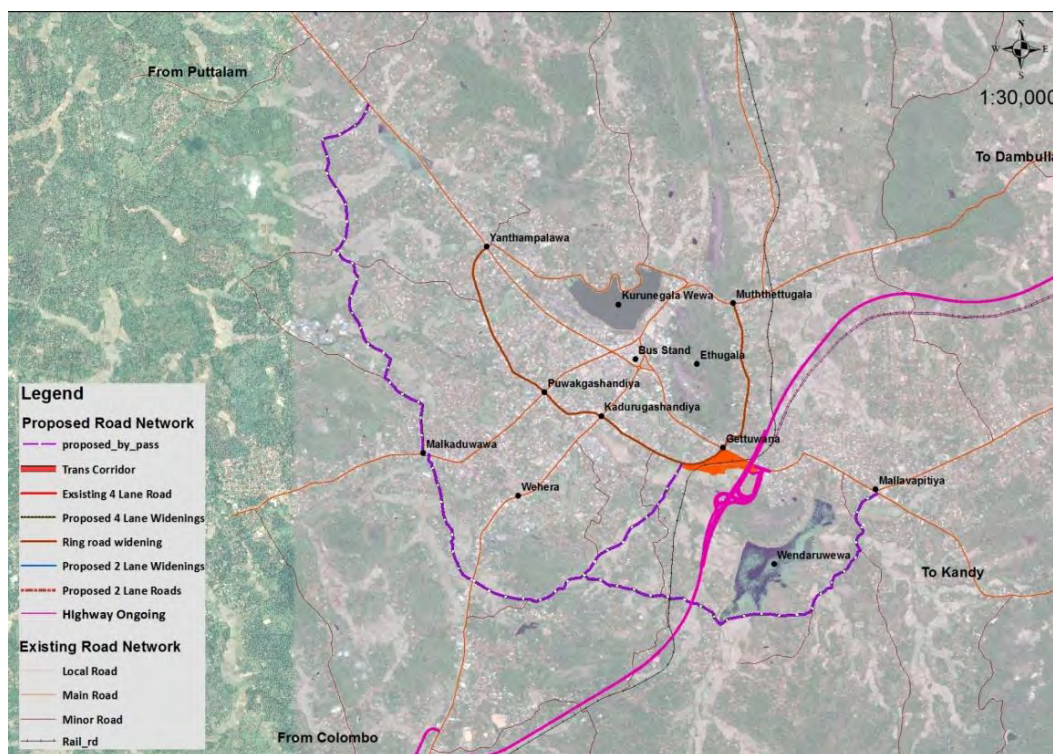
Activities	Relevant Authority	Authorized person
Design and Development	Municipal Council Private investment	Mayor/ Commissioner

Project 12

Development of B 084 Road by Development Authority Road

- Project Proposal
Develop as a 24m width, 4 lane road from Yanthampalawa to Gettuwana (Wilgoda Road, Boudhaloka Road, Southern circular Road, Muththettugala Road)

Project Plan



Origin and Destination	Length (Km)	Proposed width (m)	Cost (Million)
From Yanthampalawa to Gettuwana (Kanduruga junction , via Puwakgas junction)	4.67	24	250
Gettuwana to Muththettugala	1.88	24	50

Project Description

- **Type of the Project**
Transport Plan
- **Project Objectives**
Reduce the traffic congestion in town area.
- **Project Rational**
This project will minimizes the traffic congestion in the core town and improve the mobility.
- **Project Duration**
Middle Term
- **Financial Method**
Road Development Authority
- **Project Description**
Develop as a 24m width 4 lane road from Yanthampalawa to Gettuwana, from Gettuwana to Muththettugala
- **History**
This project was proposed by the Road Development Authority
- **Approval Agencies**

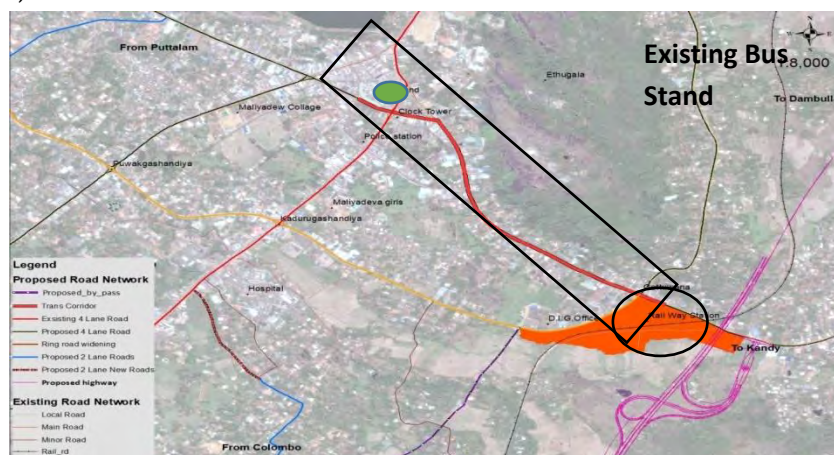
Activity	Relevant Authority	Authorized person
Road Development (as a 4 lane)	Road development Authority	The Provincial Director

- **Regulations and Guidelines**
The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 13

Development of Transport Corridor

- **Project Proposal**
Development of A10 road as a six lane road form Gettuwana Multi-modal Transport Hub to Main Bus Stand.
- **Project Location**



- **Type of the project**
Transport Plan
- **Project Objectives**
 - Minimize traffic congestion between the Gettuwana and Mallawapitiya Junction due to the Expressway.
 - To develop the easy access to people who are obtaining the facilities form the multi-modal transport hub. To built an efficient connection between expressway interchange and the main bus station.
 -
- **Project Rational**
There is a huge traffic congestion in A10 road due to the entry and exit of the vehicles through proposed expressway. The distance between the main bus stand and express interchange is about 1km. It is essential to widen the road as a six lane route for making the transport in an efficient, between the expressway interchange and the main bus station. This road provides the main access to the Kurunegala town to Gettuwana, therefore high level of service should be provided.
- **Project Duration**

Middle Term

- Financial Method
Road Development Authority
- Project Description
The development of the Katugasthota-Puttalam Road (A10) as a six-lane road from Gettuwana Multi-modal transport hub to Bus stand in the town center.
- Approval Agencies

Activity	Relevant Authority	Authorized person
Land acquisition and Development	Road Development Authority	The Director(provincial)

- Regulations and Guidelines
The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

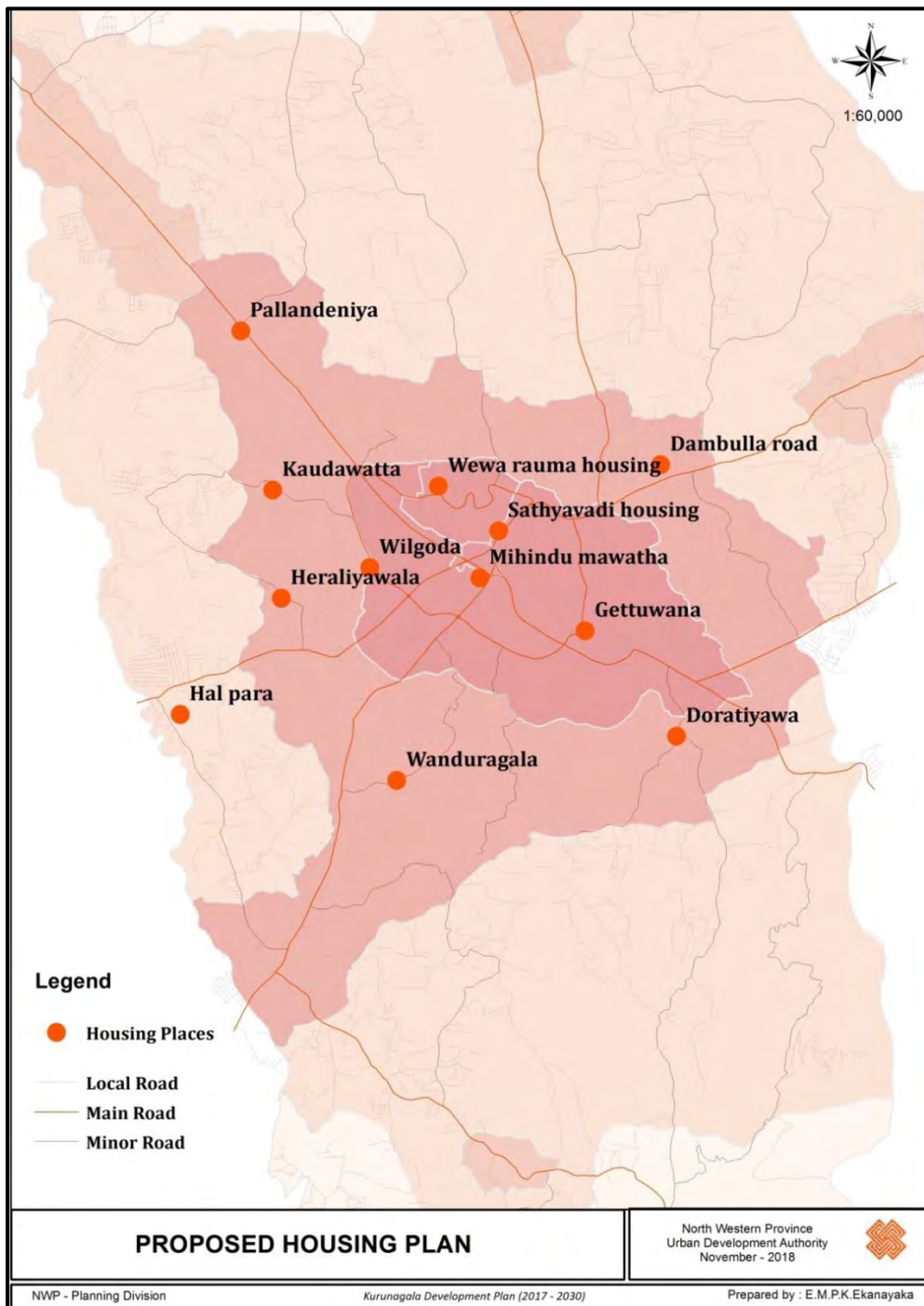
Project 14

Land Acquisition for Housing Development Projects

Project Proposal

Identification of the required lands for housing development projects for residential development in the high density zone.

- Project Plan



Place	Land Extent	Land Ownership	Housing Requirement			
			Low income	Middle income (low)	Middle income	Land Ownership
Pelandeniya Gonagama junction housing project	03	Private			375	250
Mihindu Mawatha housing project	0.75	Government				50
Doratiyawa housing project	05	Private			450	250
Dambulla Road housing project	02	Private		90	90	
Wewa rauma housing project	12	Government			150	500
Gettuwana housing project	05	Government		150	150	50
Sathyawadi housing project	0.5	Private				200
Heraliya watta housing project	02	Government		600		
Halpara housing project	15	Government		1150	1000	
Wilgoda housing project	02	Government	700			
Kaudawatta housing project	04	Private		300	300	
Waduragala housing project	02	Private		500		
Wehera , MC Land	1.5	Government		200		
M.C Land Near Cemetry	0.5	Government		50		
Land Infront of Boys	0.5	Government		30		
Total	53.25		700	2790	2515	1300

- Project Description:

Suitable lands for housing projects have been identified and those lands are acquire and development, then hand over to the private investors for housing project.

- Project Objectives

Implementation of multi-storey housing projects to fulfill the housing requirement for 2030.

- Project Rational

This plan will attract a high residential population with the proposed development activities by the year 2030. The objective is to attract a large residential population through vertical developments, due to lack of lands for horizontal developments.

- Financial Method

Urban Development Authority, Private Investors

- Ownership

Private, Plantation companies

- Approval Agencies

Activity	Relevant Authority	Authorized person
Land development	Urban Development Authority Housing Development Authority Condominium development Authority	Provincial Director

- Regulations and Guidelines

The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 15

Old Court Complex Develop as Shopping Complex.

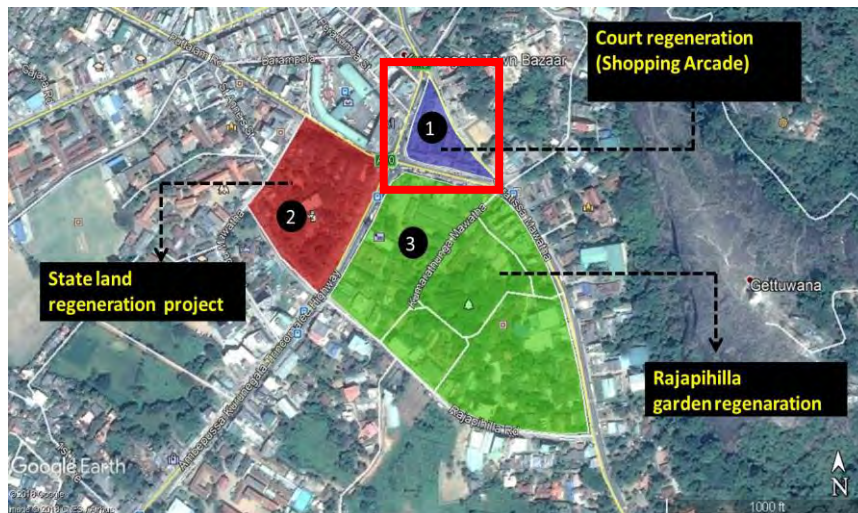
- Project proposal

Relocate the Court Complex, Attorney office building to the outside of town center and releasing buildings (court complex) in core town area convert as a Commercial development.

- Access

Katugasthota - Puttalam Road and Ambepussa - Trincomalee Road

- Location Map



- Surrounding Land uses

This land is located in the middle of the city, this area is high-dense commercial development area and it bounded with Kurunegala Bus Stand, Public Market, Government Offices.

- Type of the project

Economic Development

- Project Objectives

- Develop for urban activities the court building while preserving its historical character because this is an old archaeological building.
- Development activities are carried out in protected scenic view of Ethugala, in the town center.
- To minimize the congestion in the city while facilitate urban recreational and leisure activities.
-

- Project Rational

Develop the court premises as single storey (Arcade) shopping complex (conserving of single storey) while preserving the visibility of 'Ethugala' because it provide an identity to town center.

- Financial Method

Urban Development Authority, Private investments

- Project Description

Make the area comfortable for daily commuting population, by developing commercial complex, vehicular parking areas and urban recreation parks.

- Existing Building Condition

The Court Building has been gazette as the conservation building of Department of Archeology in 2009.

- Present Condition of the land

The four main courts of; the Magistrate's Court, the District court, the Judicial Labor Court and the High Court are operating in this building. In addition to that Attorney's office building is located in Dharmapala Park (about 25 perch area).

- Present Condition of the land



- Proposed Plan & Building Design Requirements (if available)
 - The preparation of the Layout plan for building with preserving the historical value of the existing conservation building and develop facilities such as parks and parking areas for commuting population to create an attractive location.
 - Obtaining consultancy from the Department of Archeology.
- Approval Agencies

Activity	Relevant Authority	Authorized person
Land acquisition	Urban Development Authority	Director(Land)
Relocation of the Court	Ministry of Justice	Secretary of the Ministry of Justice
Land Development	Urban Development Authority	Director (North Western)

- Guidelines
 - Redevelopment of the archaeological building having guidance of Department of Archeology for preserve the historical value of the building.
 - Developments should be conducted by preserving the visibility of 'Ethugala', to the town center.
 - Boundary walls should not be constructed.

Project 16

Development of the Bus Parking Bays for the Private Buses

- Project Proposal
Development of the bus parking bays for the daily arrival private buses
- Project Plan



Location	Land Extent (Arce)
Land belongs to Southern Depot	2
Yanthampalawa Land	1

- Project Details
Development of the bus parking bays in above locations.
- Project Objectives
Providing parking areas to private buses which are parking in irregular way until its turns come.
- Implementing Agencies

Sri Lanka Transport Board, The Transport Authority, The Municipal Council,
Urban Development Authority

- Project Duration
Short Term
- Financial Method
The Municipal Council, Urban Development Authority, Private investors
- Project Activities
Land acquisition
Construction of the bus parking bays
- Approval Agencies

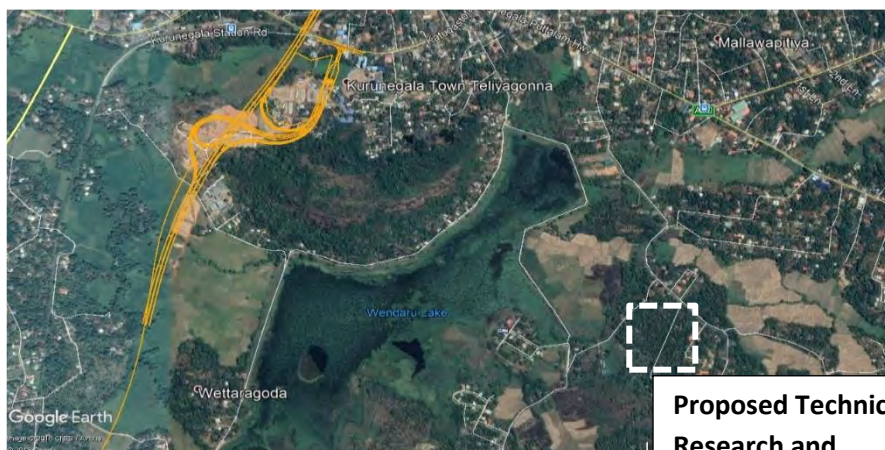
Activity	Relevant Authority	Authorized person
Land acquisition and Land development	Urban Development Authority, Municipal Council Local and foreign investors	Provincial Director Mayor/Commissioner

- Regulations and Guidelines
 - The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.
 - It should have to follow the proposed drainage plan when reclamation paddy area for roads constructions.

Project 16

Establishment of the Proposed Technical Research and Development Center @ Dorateiyawa Road

- **Project**
Develop the Technical Research and Development `Center in Mallawapitiya around the Gettuwana Development center.
- **Project Proposal**
Acquisition and developing 13 Acre land in Mallawapitiya area and handover it to the investors.
- **Project Location**



**Proposed Technical
Research and
Development Center**

- **Access**
Mallawapitiya- Katupitiya Road (Doratiyawa Road)
- **Surrounding land-uses**
Home gardening, Coconut garden
- **Type of project**
Economic Development Plan
- **Project Objectives**
Provide opportunities for innovation.
- **Project Rational**
As a result of the higher educational - qualified population in this region, it is possible to facilitate to create innovations through this technology and research center. It may leads to facilitate for an economic development in this area as well as the country.
- **Present Land Ownership**
Private

- Project Duration
Long Term
- Financial Method
Urban Development Authority, Funds, Private investments
- Project Description
Acquire lands and provide the necessary infrastructure facilities. After, lease to the investors for invest in university, technical colleges and vocational training institutes.
- Present Condition of the land
Empty Land
- Project Activities
 - Land Acquisition
 - Technical research locations, Technical Colleges, Canteen areas and Public Playgrounds
 - Vehicle parking areas
 - Construction of Residential facilities and Landscaping
- Approval Agencies

Activity	Relevant Authority	Authorized person
Land acquisition	Urban Development Authority	The Director (Land)
Land development	Urban Development Authority	The Director (North Western Province)
Lease land to the investors	Urban Development Authority	The Director (Land)

- Regulations and Guidelines
 - The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.
 - It should have to follow the proposed drainage plan when reclamation paddy area for roads constructions.

Project 18

Develop the Welagedara International Cricket Stadium

- Project Proposal
Redevelopments of Welagedara playground as an international stadium
- Project Location

Location	Province	North Western	District	Kurunegala
	DS Division- Kurunegala	Divisional Secretary- Kurunegala		
Boundary	North	East	South	West
	Access road to the Ministry of Agriculture	Municipal Council	Baladaksha Mawatha	Dambulla Road
Access	Ambepussa- Trincomalee Road and Baladaksha Mawatha			

- Location Map



- Surrounding Land-uses
A mixed development area with government offices and commercial activities.
The Municipal Council Ground - Maligapitiya is also located adjacent to this land.
- Type of the project
Economic Development Plan
- Project Vision
Development of Economic/Social/Physical infrastructure facilities
- Project Object
Upgrade the available Welagedara playground as an international stadium
- Project Rational
Improve the economic benefits for the city and development of hotel facilities for players, enhance the tourist attraction through upgrading this playground as an international stadium.
- Project Duration
Long Term
- Financial Method
Ministry of Sports, Kurunegala Municipal Council
- Project Description
 - Development of the international cricket stadium with all necessary facilities
 - Construction of the playground
 - Development of playground
 - Development of the Stadium and other related facilities
- Project History
This project was plan to implemented by the Ministry of Sports in 2014
- Present Condition of the land
 - Cricket grounds, Indoor sports grounds, Swimming pool, Badminton, Tennis grounds are located.

- Proposed Plan & Building Design Requirements (if available)

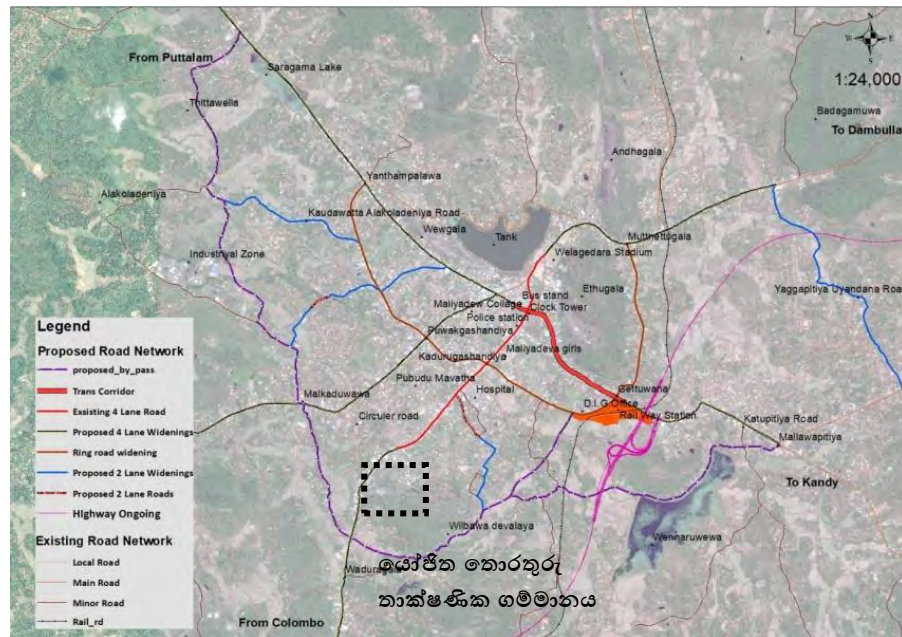


- Approval Agencies

Activity	Relevant Authority	Authorized person
Construction of Stadium	Ministry of Sports	Secretary of Sports
Development of other facilities	Cricket Association	Cricket Associations

Project 19 IT Based Village – Malkaduwawa Area

- Project Proposal
Handover to the acquired lands for investors to develop an IT based village
- Location Map



- Surrounding Land-use
Residential
- Type of the project
Economic Development Project
- Project Vision
Development of Higher Education Facilities
- Project Objectives
 - To provide opportunities for tertiary education and job Opportunities considering the unemployment and higher computer literacy, Higher education level in this region.
 - Strengthening the urban economy by stopping the brain Darian towards Colombo by establishing main IT hub in the northern zone of the Sri Lanka.

- Project Rational

With the proposed central expressway it can be reach to the Kurunegala within one hour from the commercial capital Colombo. There is a high demand for IT based education and job opportunities, because of the demand for tertiary education in the town center, the high level of education of the people in catchment area etc. It has possibility to attract professionals and investors towards to Kurunegala because of the less land prices than the Colombo, availability of labour, possibility to get infrastructure facilities in an easy manner etc.

Accordingly, expecting to develop this area as Economic Growth Center with the development of an Information Technology Center, by enhancing the facilities such as commercial centers, accommodation facilities, hotels, vehicle parking areas, leisure parks and entertainment opportunities.

- Project Duration

Long Term

- Financial Method

Urban Development Authority/Private investors

- Implementation of the project

- After the land acquisition handover to investors to construct universities, Information Technology Center, by providing supportive facilities such as commercial centers, accommodation facilities, hotels, vehicle parking areas, leisure parks and entertainment opportunities.
- Provide and encourage a concessionary period for tax concessions and debt repayment to investors.
- Issuing lands and building permits with a committee of experts while reducing the time lags.

- Current usage of the land T

here are isolated paddy fields without connecting to each other.

- Approval Agencies

Activity	Relevant Authority	Authorized person
Land acquisition	Urban Development Authority	Director (land)
Land development	Urban Development Authority Agrarian Services Department Land Reclamation & Development Corporation	Director (Provincial) Agrarian Commissioner, Director General (Land)
Activity	Relevant Authority	Authorized person

- Regulations and Guidelines

The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

It should have to follow the proposed drainage plan when reclamation paddy area for roads constructions.

Project 20

The Proposed Mixed Development Project @ Fair Land

- Project Proposal

Replace the weekly fair in the Wilgamuwa Urban Council land and use the current fair land for a mixed development.

- Access

Kudurugas junction Gettuwana to Southern circular road

- Project Location



- Surrounding Land-uses Mixed Development (Commercial, private hospitals, residential etc.)

- Project Objectives

Development the present fair land as a Shopping complex, including Cinema, Restaurants and get the optimal utilization of the land.

- Project Rational

The existing fair only functioning two days per week. Hence, it has the capability of getting the maximum utilization from fair land, which is about 4 acres of a land with high commercial value. This proposed development is high efficiency due to this land is proximity to the Gettuwana interchange.

- Ownership Development Details

Kurunegala Municipal Council

- Present Condition

Fair building is located

- Land Extent

Acres 04

- Project Duration

Middle Term

- Financial Method
Municipal Council / Private Investments
- Project Description
Development of supermarket complex with including Cinema, Restaurants and vehicle parking area as a joint project of municipal Council and private investors.
- Layout Plan



- approval Agencies

Activity	Relevant Authority	Authorized Person
Land Acquisition	Urban Development Authority	Director (land)
Land Development	Urban Development Authority Municipal Council	Director)Provincial (Mayor

- Regulations and Guidelines
The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

It should have to follow the proposed drainage plan when reclamation paddy area for roads constructions.

Project 21

Housing Development Project for Low Income Families – Wilgoda

- Project Proposal

This project will provide the housing facilities to the low income families who live in the high land value area in the city, and these lands uses for the optimal development activities.

- Project Location

Location	Province	North Western	District	Kurunegala
	DS Division- Kurunegala	Divisional Secretary of Kurunegala		
Boundary	North	East	South	West
	Municipal Council Road	Municipal Council Road	Van Ela Road	R.D.A Road
Access	Wilgoda Circular Road (Bo84)			

- Location Map



- **Project Vision**
Development of Economic/Social/Physical infrastructure facilities
- **Project Objectives**

Improving the living states and provide the houses facilities for the low-income community who are living near to town.
- **Project Duration**
Middle Term
- **Financial Method**
Kurunegala Municipal Council, Private Investors
- **Project Description**
 - Providing 500 of low income housing units from 02 housing complex (flats)
 - Relocate fair (Which is currently available at Sothern circular road) to this land
 - Remaining lands after the fair project implementation, handover to private investors for developments.
- **Project History**
This project was proposed to implement before 2015 under the Colombo Urban Rehabilitation Project, Urban Development Authority. It was planned to operate 15 storey building as 02 building complex. Currently the project has stopped.
- **Present Condition**
Urban sanitary workers are resident in this land and the amount of low income housing units increased up to 270 by today.



- Proposed Plan & Building Design Requirements
Preparation of the new layout plans and Building Design

- Approval Agencies

Activity	Relevant Authority	Authorized person
Construction of building Complex	Municipal Council	Mayor/ Commisioner

ulations and Guidelines

- The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.
- It should have to follow the proposed drainage plan when reclamation paddy area for roads constructions.

Project 22

Project of Preparing the Pedestrian Walk Ways

- Project Description Preparation of walkways for identifying areas of the roads with planting trees, guardrails on either side of the roads.
 - Internal circular Road - B084 Road
 - From Yanthampalawa to Mallawapitiya -A10 Road
 - Mihindu Mawatha
 - Rajapihilla Road
 - Surathissa Mawatha
 - Wathhimi Mawatha
 - Kachcheri Road
 - Dayas bend to Puttalam Junction -B247 Road
- Project Objectives
 - To make town as a comfort place for residential and commuting population.
 - Reduce the temperature and air pollution in town center.
- Land Ownership
Road Development Authority, Municipal Council, Urban Development Authority
- Financial Method
Municipal Council, Urban Development Authority
- Project Duration
Short Term

Project 23

Expansion the Coverage of Sewerage System for High Dense Urban Zone and Suburban

This project should be implemented by the National Water Supply and Drainage Board through the expansion of the Greater Kurunegala Water Supply and Sanitary Project.

Project 24

Relocate the Present Fair to the Municipal Council Land

- Project proposal Relocate the fair into Wilgoda area, the land belongs to Urban Council. The available fair land developed as a mixed development project.
- Project location



- Access
Wilgoda Road (From Puwakkagas junction, Yanthampalawa Road)
- Surrounding Land-uses
Mixed Development
- Present Condition of the Land
Urban council labour low facility houses are located and boundaries with canal.
- Type of the Project
Economic Development Plan
- Project type
Relocation
- Project Vision
Development of Economic/Social and infrastructure facilities
- Project objectives
To maximize the use of the land in Wilgoda Municipal Council.
- Project Rational
Development of the present fair land as a Shopping complex, including Cinema, Restaurants and get the optimal utilization of that land. The relocation, land of the fair is properly functioning because this land also near to the town area. (As a result of this fair only functioning two days per weeks, another five days cannot get the optimal usage from that land).
- Ownership Details
Kurunegala Municipal Council
- Project Duration
Short Term
- Financial Method
Municipal Council
- Project Description

This land is occupied by the urban labor houses (low income houses). Here proposed to develop 500 houses for low income communities with construct a residential flat. Rest of 2-acre land area being used for the fair construction and vehicle parking area.

Layout Plan



- Approval Agencies

Activity	Relevant Authority	Authorized person
Relocate Fair	Municipal Council	Mayor /Commissioner

- Regulations and Guidelines
The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 25 Redevelopment the Wilgoda Sluice

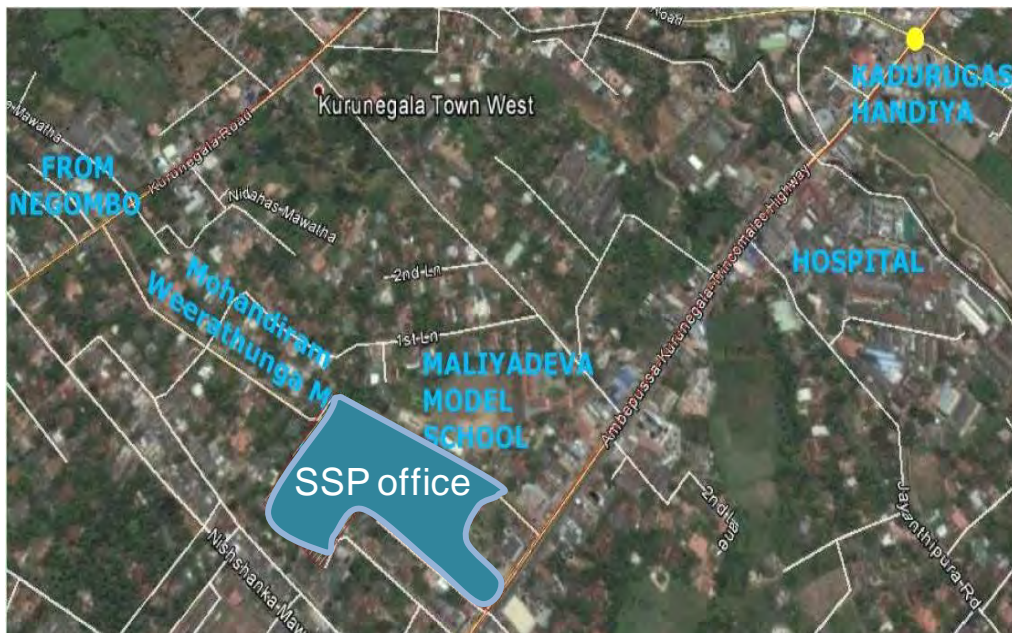
This project should be implemented by Provincial Irrigation Department.

Project 26 Redevelop the Police and Police Quarters

- Project Proposal
Redevelop the Police and police quarters into Senior Superintendent of Police office in the same land
- Project Location

Location	Province	North Western	District	Kurunegala
	DS Division - Kurunegala	Divisional Secretary of Kurunegala		
Boundary	North	East	South	West
	Colombo Road	Colombo Road	Muhandiram Werathunga Mawatha	houses
Access	Colombo Road			

Location Map



- Type of the project
Economic Development plan
- Project Objectives
 - The available police station and old police quarters should be redeveloped, in order to get the optimal usage according to the surrounded high commercial land demand
 - Redevelopment of Senior Superintendent of Police office (SPs Office) which is available as the underdeveloped manner in order to get the optimal usage from that land (9 acres of land).
- Project Rational

By establishing a small police unit of available land and integrate all sportive institutions with the Special Crime Investigation Division - police such as SPs office, The Division of Police Official Dogs, Divisional Crime Investigation Division and police station; in order to provide an efficient service to the people by combining all the activities.
- Present Land ownership
Government

- **Project Duration**
Middle Term
- **Financial Method**
Central Government, Police Department, Defense Ministry
- **Project Description**
To regulate the development in the same land by redeveloping as the police station and police quarters complex (flat).
- **Present Land-uses**
- In addition to the two storey SPs offices of this land, one storey office buildings are scattered all over the place.
- **Exiting Condition**
 - SPs office (2 floors and 5000sqft.)
 - The Division of Police Official Dogs
 - Divisional Crime Investigation Division
 - Special Crime Investigation Division
 - Divisional Intelligence Section
 - Communication Center
 - Field Environmental Unit

- **Approval Agencies**

Activity	Relevant Authority	Authorized person
Relocate the Police station and Police Quarters	Police Department Defence Ministry	Secretary, Ministry of Defense

- **Regulations and Guidelines**
The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 27

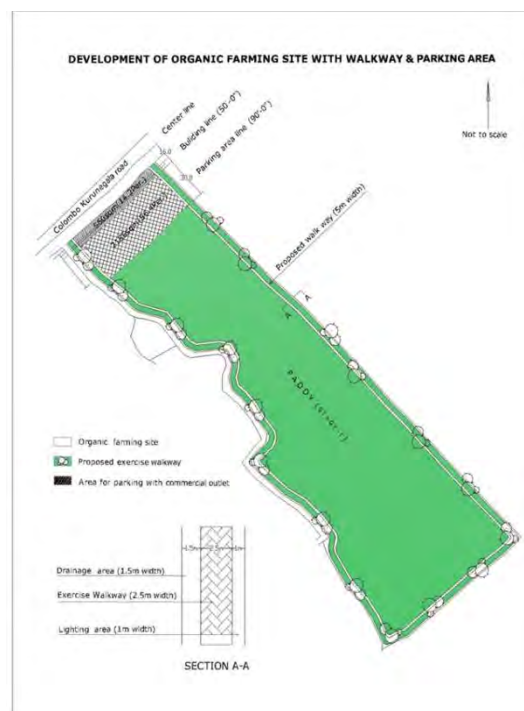
Landscape Development Project

- Project Proposal
Develop the walking track in 'Sirisara' paddy field near to the hospital
- Location Map



- Surrounding land-use
Commercial Development, Kurunegala Teaching Hospital
- Type of the Project
Landscape Development Plan
- Project Section
Development of Economic/Social and infrastructure facilities
- Project Objectives
 - Provide necessary facilities for the urban people to exercise
 - To providing public vehicle parking places.
 - Enhance the visibility of the 'Ethugala'
- Project Rational
Lack of adequate recreation spaces is an issue in Kurunegala area and there are no proper spaces to park vehicles and exercising tracks around the hospital. This is a cultivating paddy field and it has the potential to enhance urban recreations. This is a suitable area to see the Ethugala while adding an identity to Kurunegala.

- Project Duration
 - Short term
- Financial Method
 - Municipal Council, Urban Development Authority
- Project Description
 - Development of a walking track around the paddy field.
 - Reclamation of 90 feet of area next to the main road to develop as a vehicular park (06m x 80m land)
 - Develop paddy field as natural cultivation by using natural fertilizer (Kabanika Wagawa).
- Project History
 - This was identified project by UDA in 2014 and developed a plan. The walking tracks already established. But this project is stop nowadays.
- Present Condition
 - Part of the paddy field has already been reclaimed .
- Layout Plan for exiting condition



- Approval Agencies

Activity	Relevant Authority	Authorized person
Land Acquisition	Urban Development Authority	Director (Land)
Land Reclaimed and Development	Urban Development Authority	Director (Province)
Construction of walking track	Urban Development Authority	

- Regulations and Guidelines

It should have to follow the proposed drainage plan when reclamation paddy area for roads constructions.

Project 28

Development of the Land Situated at the Land Registry Office.

- **Project Proposal**
Construction of a small park and bus halt in the land of the Land Registry Office.
- **Access**
Kurunegala- Dambulla Road
- **Location Map**



- **Surrounding land-uses**
Commercial
- **Type of the project**
Economic Development Plan
- **Project Section**
Landscape
- **Project Objectives**
 - Develop this place as urban garden. This is the entry point to the Kurunegala town from the Dambulla road.
 - There is no bus stop at Dambulla road and fulfill this requirement.
- **Project Rational**

This place becomes as an informal position due to lorry parking, this triangle land does not have space to do a large development. This place most suitable for constructing the mini-park and Dambulla road bus halt as a gateway to the town.

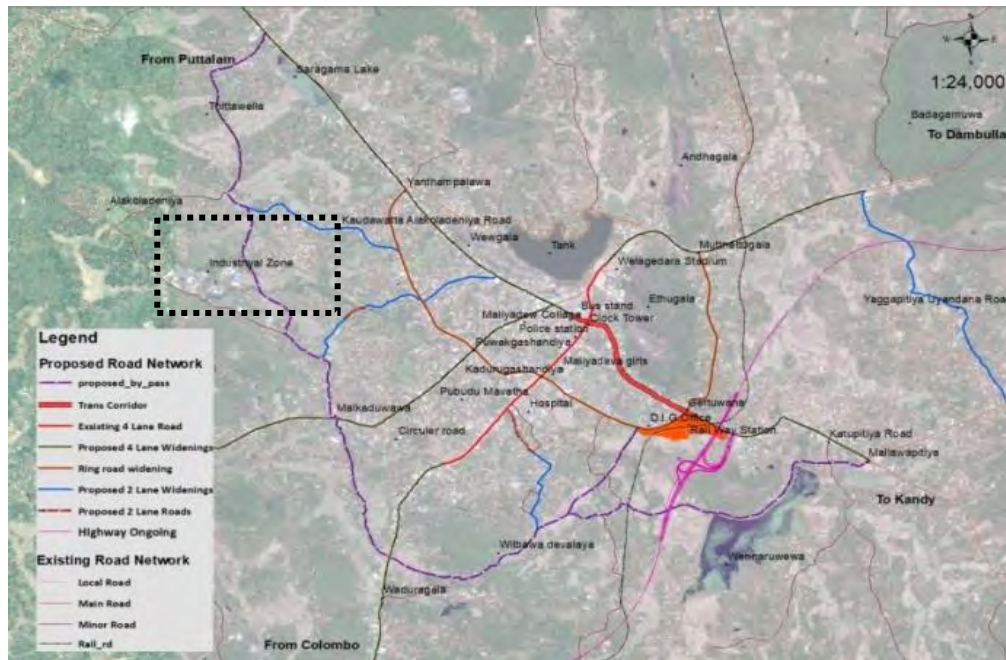
- Project Duration
Short Term
- Financial Method
Kurunegala Municipal Council
- Project Description
 - Construction of small Bus halt
 - Preparation of suitable places for seating
 - Recreate park by Trees planting
- Present Condition
Functioning as a vehicle stop
- Approval Agencies

Activity	Relevant Authority	Authorized person
Construction of Bus halt	Municipal council of Kurunegala	Mayor
Preparation of suitable places for seating and preparation of land	Municipal council of Kurunegala	Mayor
Recreate park by Trees planting	Municipal council of Kurunegala	Mayor

Project 29

Expansion of the Heraliyawela Industrial Zone

- Project Proposal
Land acquisition for the industrial development of Heraliyawela
- Access
Malkaduwwa- Alakoladeniya Road
- Location Map



- Surrounding Land-uses
Industrial zone is located close to this land.
- Type of the Project
Economic Development Plan
- Project Section
Development of Economic/Social and infrastructure facilities
- Projective objective
 - To fulfill the land demand for Heraliyawela Industrial Zone.
 - Creating employment opportunities for unemployed.
 - Diversifying the economy by increasing industrial employment opportunities.
- Project Rational

The Heraliyawela Industrial zone is located close to an external alternative road and Gettuwana, Dammbokka interchange. Therefore, importing raw materials, production and export can be done by efficient manner. Kurunegala land prizes are much lower compared with the land prize of the Colombo. Because of that the investors can cataract to the Kurunegala town area.

- Present Land Ownership
Private
- Project Duration
Middle Term
- Financial Method
North western provincial Council
- Project Description
 - Land Acquired with infrastructure facilities for this project
 - Provide land for investors with relief scheme.
 - Tax concessions, a grace period for payment of loans and Encourage.
- Approval Agencies

Activity	Relevant Authority	Authorized person
Land Acquisition	Urban Development Authority	Director (Land)
Land Development	Urban Development Authority	Director (North western)
Land leasing	Urban Development Authority	Director (Land)

- Regulations and Guidelines

The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

It should have to follow the proposed drainage plan when reclamation paddy area for roads constructions.

Project 30 Development of Udawalpola Playground

- **Project Proposal**
Develop of Udawalpola abundant paddy field as a playground
- **Access**
Southern Circulation Road
- **Location Map**



- **Surrounding Land-use**
Mixed development activities with government offices, residential, paddy fields etc.
(Proposed Alternate road is located in front of this land).
- **Type of the project**
Open space planning
- **Project vision**
Development of Social Infrastructure
- **Financial Objectives**
Fulfil the need of public playground for the Kurunegala town.

- **Project Rational**
This playground is proposed as public playground for general public for play and celebrations due to the Maligapitiya playground developed as a National Level Athletics ground.
- **Project Duration** Middle Term
- **Financial Method** Municipal Council Kurunegala, Urban Development Authority, Government Treasury
- **Project Description**
 - Develop the playground with pavilion according to the Drainage scheme plan of Land Reclamation and Development Corporation for the abandoned paddy lands.
- **Present Condition** Abandoned paddy land
- **Approval Agencies**

Activity	Relevant Authority	Authorized person
Land Acquisition	Urban Development Authority	Director (Provincial)
Land Development	Municipal Council	Municipal Commissioner

- **Regulations and Guidelines**

The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

It should have to follow the proposed drainage plan when reclamation paddy area for roads constructions.

Project 31

Project of Upgrading the Physical Facilities in Schools

Development of Physical facilities such as buildings in school which are identified under the education facilities development plan. The project should be implemented by the Ministry of Education.

Project 32

Proposed Rajapihilla Tuition Class Center.

Project Proposal

Establishing a high rise tuition class building at the private bus parking area get access from the Kandy Road.

Access : Kurunegala - Kandy Road and Rajapihilla Road

Location Map



- Surrounding Land - uses
 - Mix development
- Type of the Project
 - Economic Development Plan
- Project Vision
 - Develop of Social, Economic and Physical Facilities
- Project Objectives
 - To provide high quality tuition classes faculties for students who are in the catchment area of the town and the surrounding.
 - Increase the level of education among the student who are in the catchment area of the town the surrounding.
 - Getting income from leasing the tuition class.
- Project Rational

The majority of the tuition classes are locates in Kandy road and those areas are developed even without having proper infrastructure facilities. It should be locate a tuition class center within a walkable distance from bus stand, for the students who come from long distances (Kekirawa, Dambulla, and Anuradhapura) by providing all required infrastructure facilities. There has proposed a bus stop to parks private busses which are parking in this proposed development land.
- Project Description
- Project Duration
 - Short Term
- Financial Method
 - Municipal Council of Kurunegala, Private investors
- Project Details
 - Construct and Lease of developing building for tuition classes with the sufficient parking spaces and sanitary facilities.
 - Present condition of the land private bus parking areas

Approval Agencies

Activity	Relevant Authority	Authorized person
Construction of the Building	Municipal Council	Mayor/ Commissioner

- Regulations and Guidelines

The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 33

Develop the Star Hotel in Badagamuwa

- **Project Proposal** Develop the Star hotel in 10 Arce land, Badagamuwa area which belongs to Kurunegala Plantations. This land is located near to the Badagamuwa reservation.

- **Location Map**



- **Surrounding Land-uses**
This land is bounded to the Badagamuwa reservation and surrounded by large Coconut cultivation
- **Type of the project**
Economic Development Plan
- **Project Vision**
Development of physical infrastructure facilities
- **Project Objective**
Providing essential luxury hotels facilities and accommodation to the Kurunegala city
- **Project Rational**
The Welagedara Playground is proposed to be developed as an International Sports stadium, therefore accommodations and hotel facilities should be provided for the players.
There are no any star hotels in the Kurunegala town area. Considering that demand for the hotel sector, this hotel project is proposed for a tranquil area which is located proximity to Badagamuwa reservation.
- **Project Duration**

Long Term

- Financial Method

Urban Development Authority Funds, Private investors

After acquiring the 10-acre land from the Plantation Cooperation, here proposed to develop a luxury hotel consisting of 50 rooms Proximity to Badagamuwa reservation area. This hotel development plan to implement through investors. The construction activities plan to carries with minimum environmental damage with following the structure of the Badagamuwa reservation.

- Present Condition

Coconut land

- Approval Agencies

Activity	Relevant Authority	Authorized person
Land acquisition	Urban Development Authority	Director (Provincial)
Construction of the Building	Private investors	

- Regulations and Guidelines

The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 34

Landscape Development Project near to Sara Gama Wewa Area.

- Project proposal
Develop the Landscape around the Saragama Wewa and providing the rest and recreation facilities to the population.
- Location Map



- Surrounding land-uses
This is located in Thittawella area and proximity to Puttalam - Kurunegala main road
- Project Section
Landscape /Social/ Physical
- Project Objectives
 - Provide facilities for relaxation and exercise for the urban population
 - Providing the public vehicular parking areas
- Project Rational
This lake located outside of the town center with close proximity main road. Therefore this space is most suitable for providing recreation and entertainment facilities for residential and commuting population.
- Project Duration

Short Term

- Financial Method
 - Local Government
- Present Condition
 - Pedestrian walkways are already constructed but there are in miss uses.
- Project Details
 - Construct the walking ways around the lake (Wewa)
 - To install tables for resting
 - Preparation of children’s park
 - Preparation of exercise areas

Layout Map of Existing Condition



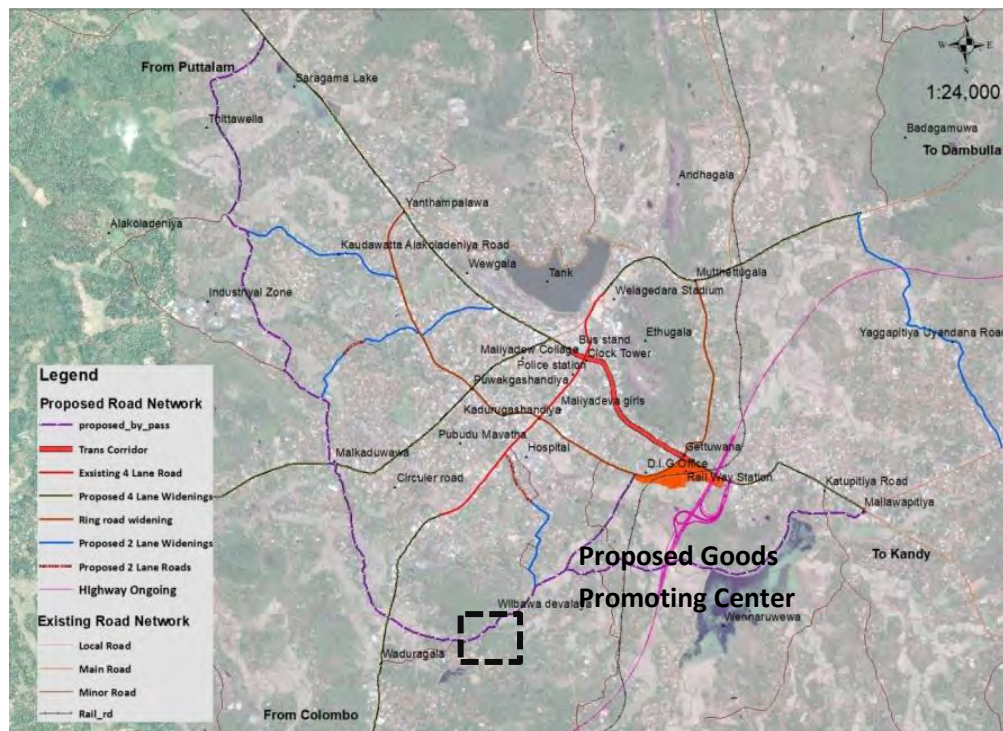
▪ Approval Agencies

Activity	Relevant Authority	බලයලත් පුද්ගලයා(Authorized person)
Land Acquisition	Urban Development Authority	පළාත් අධ්‍යක්ෂ
Landscaping		

Project 35

Establish the Goods Promoting Center in Nailiya

- Project proposal Land acquired near to the interchange of expressway and Develop as a goods promoting center in Nailiya.
- Location Map



- Surrounding Land Uses
Consists of home gardens and coconut garden. This land is located 200m away from the Expressway.
- Type of the project
Economic Development Plan
- Project Vision
Develop the Social, Economic Facilities
- Project Objectives

- Kurunegala is a nutrient area for a number of raw materials such as bricks, tiles and cement. Apart from that, this area becomes more popular for Vehicle and Spare Parts trading in Sri Lanka, nowadays. Apart from that with getting the potentials of upcoming development projects of central expressway and railway expansion projects it can be developed as a distribution center in Sri Lanka.
- Use of higher accessibility to strength the urban economy in Kurunegala town, by getting the potentials of expressways, road network and railways.
- Creating employment opportunities.
- Project Rational
 - This project expecting to develop goods distribution center in Nailiya area, because this location is very proximity to the Nailiya railway station and located between the two highway interchanges of Gettuwana and Dambokka. So this location can get the potentials of all types of transportations such as railway, expressway and normal ways (main and alternative roads).
 - Considering the current demand for storage facilities in Kurunegala town, it should be formalized the stores facilities which are disperse in several areas in town center as informal manner.
 - Currently there is a warehouse complex in Uhumiya area which is control by the help of the Department of Customs and it has capacity to expand the service.
- Project Duration Long Term
- Financial Method Urban Development Authority Fund
 - Private investors
- Implementation Method:
 - Acquiring the 50-acre land and its handover to investors to develop goods storages, packing centers of goods and container yards.
 - It already identifies a 50-acre area to develop this goods promotion center and hope to provide a large number of job opportunities.
- Approval Agencies

Activity	Relevant Authority	Authorized person
Land Acquisition	Urban Development Authority	Director (Land)
Land Development	Urban Development Authority	Director (North western)
Land Leasing	Urban Development Authority	Director (Land)

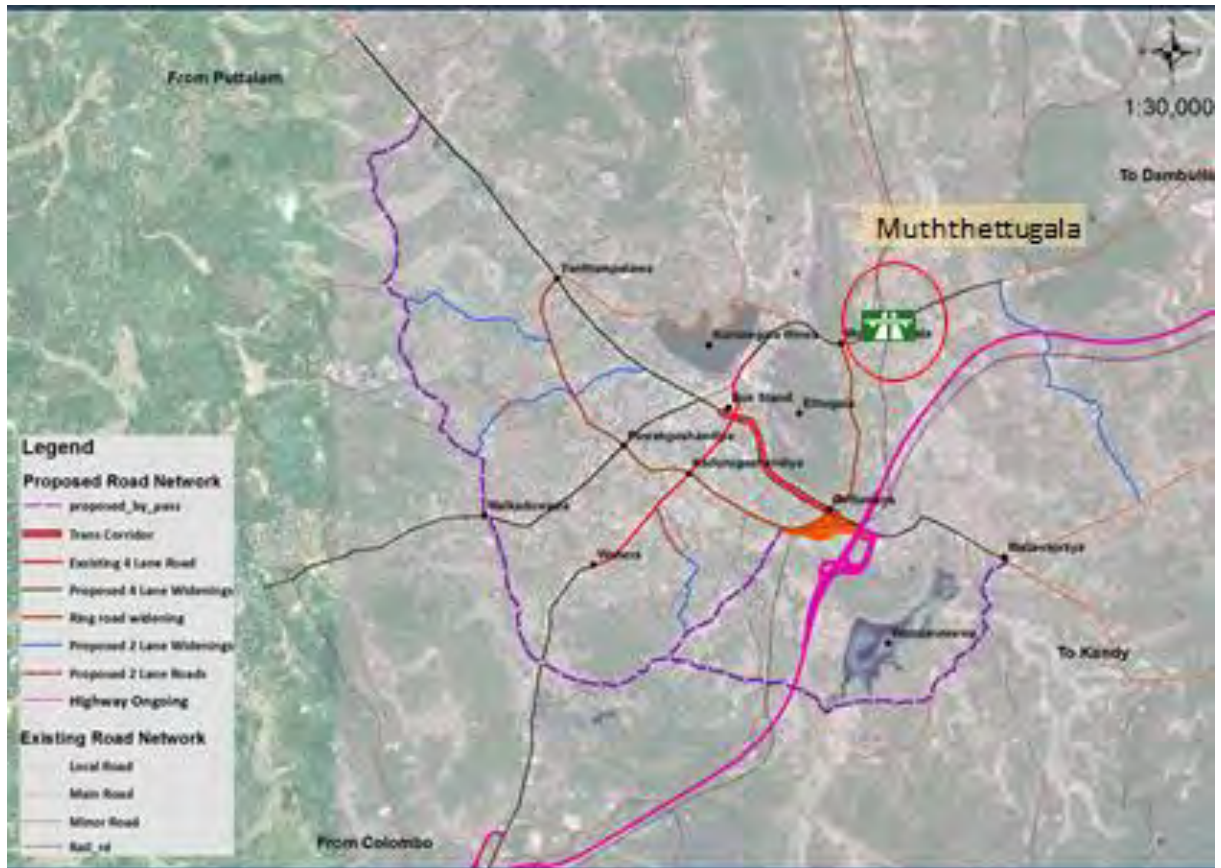
- Regulations and Guidelines

The project implementation activities should be conducted according to the rules and regulations of Urban Development Authority.

Project 36

Construction of Muththettugala Flyover

- Project location



- Project Objectives

- Reduce the traffic congestion in the Dambulla Road

- Project Rational

- The railway crossing in Muththettugala area has to closed about sixty times per day due to the rail track, which crossing the Ambepussa-Trincomalee road (A006). It is real disturbances to comfort travelling. With the development of Gettuwana highway interchange point, the development trend will increase in Muththettugala area. Moreover, the RDA analysis proved that the design capacities may exceed in the roads by the year 2020 and it creates huge traffic congestion. In order to solve those problems this flyover project proposed by this development plan.

- **Beneficiaries**
Urban and Commuting population
- **Benefits**
Avoiding the disturbance to Dambulla Road from the Railway tracks, reduce the transport cost and travel time.
- **Implementing Agencies**
Road Development Authority, Expressway Project
- **Financial Method**
Road Development Authority
- **Project Duration**
Middle Term
- **Approval Agencies**

Activity	Relevant Authority	Authorized person
Project planning and acquired to the land	Road Development Authority	Provincial Director(North western)
Construction of Flyover	Central Expressway Project	
Activity	Relevant Authority	Authorized person

Project 37

Develop as a Park Surrounding Palace with Ethugala

- **Project Proposal**
This project renovated the ruins Ancient city of Kurunegala and attracted tourists, opened to the public as a garden.
- **Project Location**

Location	Province	North western	District	Kurunegala
	DS Division-Kurunegala	Divisional Secretary of Kurunegala		
Boundary	North	East	South	West
	Welagedara Stadium Ministry of Agriculture	Ethugala	Provincial Council Complex	Municipal Council and Provincial Council Complex
Access	Dambulla Road , District Secretariat office			

- **Surrounding Land-uses**
Office and Government use
- **Type of the Project**
Landscape Management Plan
- **Project Vision**
Development of Social/Environmental infrastructure facilities
- **Object Objectives**
Development activities and economic developments should carry out by preserving the archeological buildings and ancient ruins belongs to Kurunegala.
- **Project Rational**
At present, there are only a few ruins belonging to the Kurunegala kingdoms era, but the governor's office is located as an ancient building. This land is a scrubs land which is located, bounded to Ethugala. This area has the potential to develop

as a recreation garden by providing direct access to Kurunegala Wewa and Ethugala.

- Project Duration
Middle Term
- Financial Method
Provincial Council, Department of Archeology
- Project Description

This project is going to be implemented by preserving the historical ruins and buildings in order to provide an identity for the city. Parallel to that, the landscaping projects are conducting and here hope to provide recreation activities for the community. Already, the spatial plans were prepared for this project and the Department of Archaeology accepted this project. This proposed garden developed to provide direct access to Ethugala and Kurunegala Wewa.

- Project History
This project was identified by the Urban Development Authority and 50% of conservation work is finished in an old wall. Detailed plans and the estimations are delivered to the Provincial Council.
- Present usage of the land
There are small amount of ruins are remain belongs to Kurunegala kingdoms era. Most government officers locates in those of historical buildings.



- Layout Plan



- Approval Agencies

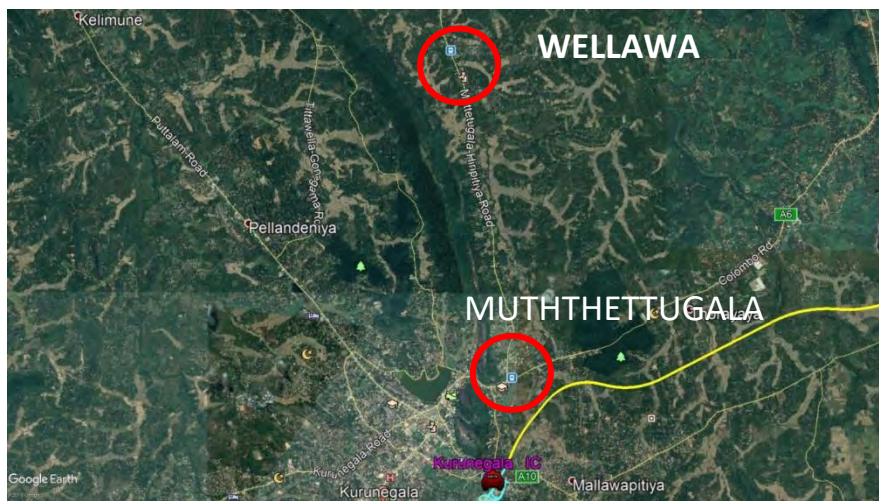
Activity	Relevant Authority	Authorized person
Restoration of the Old city security wall and ruins.	Department of Archeology	Director General Department of Archeology
Construction of Garden	Urban Development Authority	Director (Provincial)
	Provincial Council	
Activity	Relevant Authority	Authorized person

Project 38

Landscape Development Project in Wellawa and Muththettugala Railway Stations

Project Proposal Development of Wellawa and Muththettugala Railway Stations according to the Landscape Plan

Location Map



- **Project Vision**
Development of Infrastructure facilities
- **Project Objectives**
 - Wellawa and Muththettugala Railway beatification through landscaping projects.
 - To make the railway station a connivance place for users.

- **Project Rational**

Here expecting to create comfortable environment for railway passengers by implementation of tree plantation projects. A large amount of railway passengers are used this railway station and the waiting time also high in those stations. Also, these sites are bordered by the main roads and this landscaping projects will create scenic beauty for outside visitors

- **Project Description**

- **Project Duration** : Short Term
- **Financial Method** :Ministry of Transport, Department of Railways

- Project Description
Arrange setting places for railway passengers who waiting until train come
landscaping the railway station by establishing shopping stalls and growing
tress
 - Project History
The project report has been forwarded to the Deputy Minister of Transport
and Civil Aviation regarding the Wellawa railway station landscaping project.
 - Present Condition: Not enough infrastructure facilities for Railway stations
- Proposed Plan & Building Design Requirement

Proposed design for the Wellawa Railway station



URBAN DEVELOPMENT AUTHORITY
NORTH WESTERN PROVINCE OFFICE
ADDRESS: 88 G. M. M. ROAD, KURUNEGALA
PHONE: 011 2222151
FAX: 011 2222152

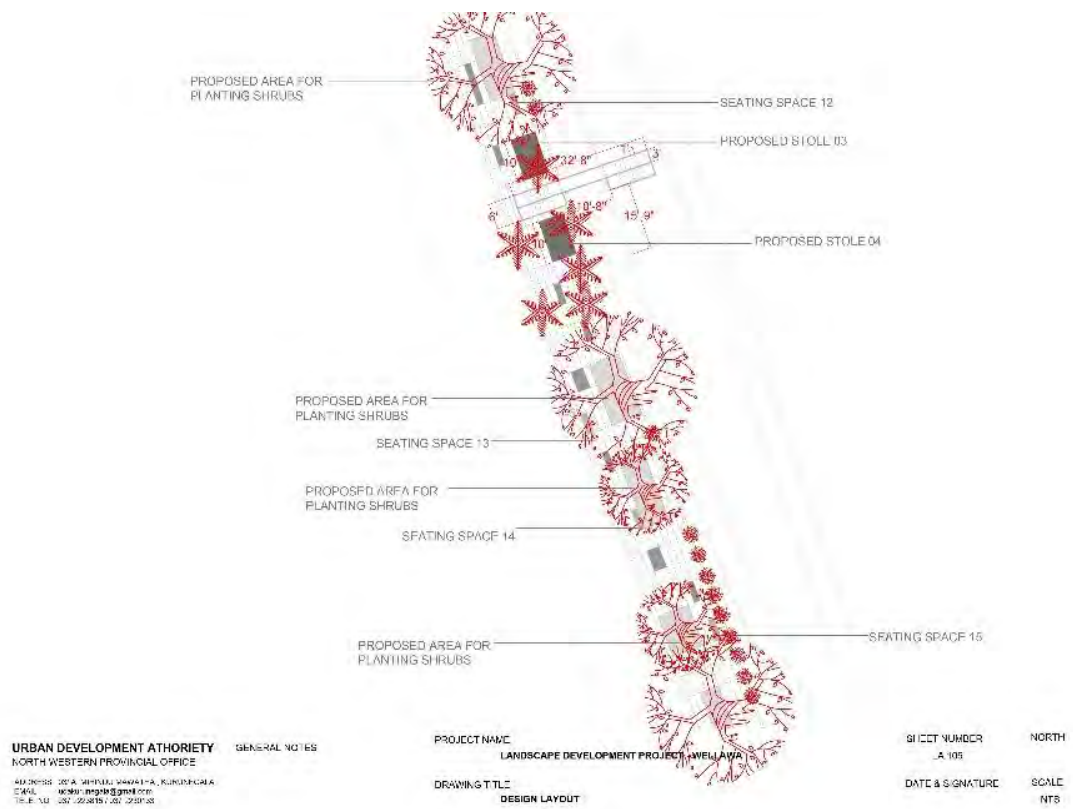
02-98-141-101855

PROJECT NAME
LANDSCAPE DEVELOPMENT PROJECT - WELLAWA
DRAWING TITLE
DETAIL AND SPECIFICATION

DATE & SIGNATURE

SCALE
DATE

- Landscape Plan for the Wellawa Railway Station



■ Approval Agencies

Activity	Relevant Authority	Authorized person
Construction of commercial stalls and benches	Ministry of Transport	Station Master
Tree planting and beautification	Ministry of Transport	Station Master

6.2.2 Responsible institutions framework

Table 6.25 Project Priority List

	Planning Project	Sub-Planning projects and implementation projects	Relevant Authorities	Responsibilities of the implementing agencies
1	Settlement Development plan (Housing Development Plan)	Housing Development Projects <ul style="list-style-type: none"> Flats complex (Mihindu Mawatha, Gettuwana, Wewa Rauma, Sathyawadee land) 	Urban Development Authority, District Secretary, Divisional Secretary, Private Investors	1. Land acquisition and land releases 2. Obtaining of grants 3. Implementation of projects
		<ul style="list-style-type: none"> Low income housing project at Wilgoda 	Municipal Council, Urban Development Authority	1. Obtaining of grants and Implementation of projects
		<ul style="list-style-type: none"> Halpara Housing Project - Housing Development Authority 	Housing Development Authority	1. Development of lands and providing lands for houses
		<ul style="list-style-type: none"> Housing project (Gonagama, Kaudawatha, Wadudaragala, Doratiyawa, Heraliyawala, Dambumlla Para) 	Urban Development Authority, Private Investors	Land acquisition and Implementation of projects

	Planning Project	Sub-Planning projects and implementation projects	Relevant Authorities	Responsibilities of the implementing agencies
2	Educational facilities Development plan	<ul style="list-style-type: none"> Construction of Raththanagalla National School 	Education Department	Provide the Buildings and others facilities
		<ul style="list-style-type: none"> Construction of buildings and improvement existing facilities. (Mathawa Thiragama Central Collage, Mahinda Vidyalaya, Gettuwana, Udabadalawa Sudarshana Vidyalaya, Vishwa Loka Vidyalaya, Atugalpura Kumara Vidyalaya, Wellawa Maha Vidyalaya, Boyagane Maha Vidyalaya. 	Education Department Ministry of Sports	Provide the Buildings and others facilities, Providing playgrounds and other facilities

	Planning Project	Sub-Planning projects and implementation projects	Relevant Authorities	Responsibilities of the implementing agencies
3	Health Facility Development Plan	Reconstruction of the Kurunegala Teaching Hospital	Ministry of Health, Kurunegala Teaching Hospital	Construction of a main landscape project for the hospital and implementation of projects.
		Development of physical facilities at Mathawa and Wellawa hospitals	Ministry of Provincial Health	Implementation of projects to provide facilities including buildings.
		Establishment of rural hospitals in Maspotha and Kiriwawla	Ministry of Health	Obtain the approval of the Cabinet of Ministers and obtaining of grants and implementation of projects. Obtaining of grants and Implementation of projects
		Improvement of existing clinical centers in Maspotha and Mallawapitiya	Ministry of Health	Obtaining of grants and Implementation of projects

	Planning Project	Sub-Planning projects and implementation projects	Relevant Authorities	Responsibilities of the implementing agencies
4	Transport plan	Development of Outer circulation Road	Road Development Authority, Provincial Road Development Authority, Pradeshiya Sabha	Land acquisition and land releases Obtaining of grants and Implementation of projects.
		Expansion of Road Development Authority's Roads	Road Development Authority	Land acquisition and land releases Obtaining of grants and Implementation of projects.
		Widening of internal regional roads.	Kurunegala Municipal Council, Pradeshiya Shaba, Provincial Road Development Authority	Land acquisition and land releases Obtaining of grants and Implementation of projects.
		Multimodal transport center	Road Development Authority, Railway Department, Urban Development Authority	Land release, land acquisition, preparation of plans, obtaining funds and implementation of the project.
		Transport Corridor - Developing A-10 Road as a 6 lane road, from Multimodal Transport Center to Town Center	Road Development Authority	Land acquisition, Obtaining of grants and Implementation of projects.
		Proposed fly over (Muththettugala)	Road Development Authority	Obtaining of grants and Implementation of projects.
		Develop the public parking spaces. i. Private Bus parking bays(Southern Depot land , Yanthampalawa)	Sri Lanka Transport Board, Road Passenger Transport Authority, Urban Development Authority)	Implementation of the project, land acquisition and implementation of projects through private investments.
		Establishment of 9 public parking bays in the city center	Kurunegala Municipal Council, Urban Development Authority	land acquisition and implementation of project

	Planning Project	Sub-Planning projects and implementation projects	Relevant Authorities	Responsibilities of the implementing agencies
5	Water supply plan	<ul style="list-style-type: none"> Construction of Wanduru Pinu Ella reservoir and supply water 	Water Supply & Drainage Board	Obtaining of grants and Implementation of projects.
		<ul style="list-style-type: none"> Construction of Bandana Reskuru reservoir and increase the capacity of the Kurunegala Greater Kurunegala Water Supply Scheme. 	Water Supply & Drainage Board	land acquisition and implementation of project
6	Drainage plan	<ul style="list-style-type: none"> Preparation of main Drainage Plan 	Land Reclamation Development Corporation Municipal Council, Urban Development Authority, Pradeshiya Shaba	Preparation of plan Implementation of the plan
		<ul style="list-style-type: none"> Preparation of Wilgoda Sluice 	Irrigation Department	Obtaining of grants and Implementation of projects.
		<ul style="list-style-type: none"> Properly develop the Canal in Wilgoda Area which connects the Wan Ela and Buu Ela 	Municipal Councils	Obtaining of grants and Implementation of projects.
7	Plan of Sewerage Disposal	<ul style="list-style-type: none"> Sewerage Disposal project 	Water Supply & Drainage Board	Obtaining funds for the expansion of the Sewerage Disposal Project covering areas of 1 & 2 and implementing the project.

	Planning Project	Sub-Planning projects and implementation projects	Relevant Authorities	Responsibilities of the implementing agencies
8	Economic Development Plan	Redevelopment of town center Town center Development in Mihindu Mawatha	Urban Development of Authority, Private investments, Housing Development Authority, Road Development Authority, Postal Department	Land acquisition and land releases Obtaining of grants and Implementation of projects.
		Relocate the Court, Prison in Gettuwana	General Treasury, Ministry of Justice, Ministry of Defense, District Secretariat, Urban Development Authority	Land acquisition and land releases Obtaining of grants and Implementation of projects
		old court complex Develop as a shopping complex	Urban Development Authority, Ministry of Justice	Land Acquiring Obtaining of grants and Implementation of projects.
		Develop old market as commercial complex	Municipal Council private investments	Obtaining of grants and Implementation of projects.
		Mixed Development project in Fair land area	Municipal Council private investments	Obtaining of grants and Implementation of projects.
		Relocate the fair in Wilgoda area in a land which have low income houses	Municipal Council private investments	Obtaining of grants and Implementation of projects.
		Develop the Welagedara International Cricket Stadium	Ministry of Sports, Cricket Board, Municipal Council	Obtaining of grants and Implementation of projects.
		Old Rajapihilla rest house develop as a hotel consisted with 50 rooms	Municipal Council private investments	Obtaining of grants and Implementation of projects.

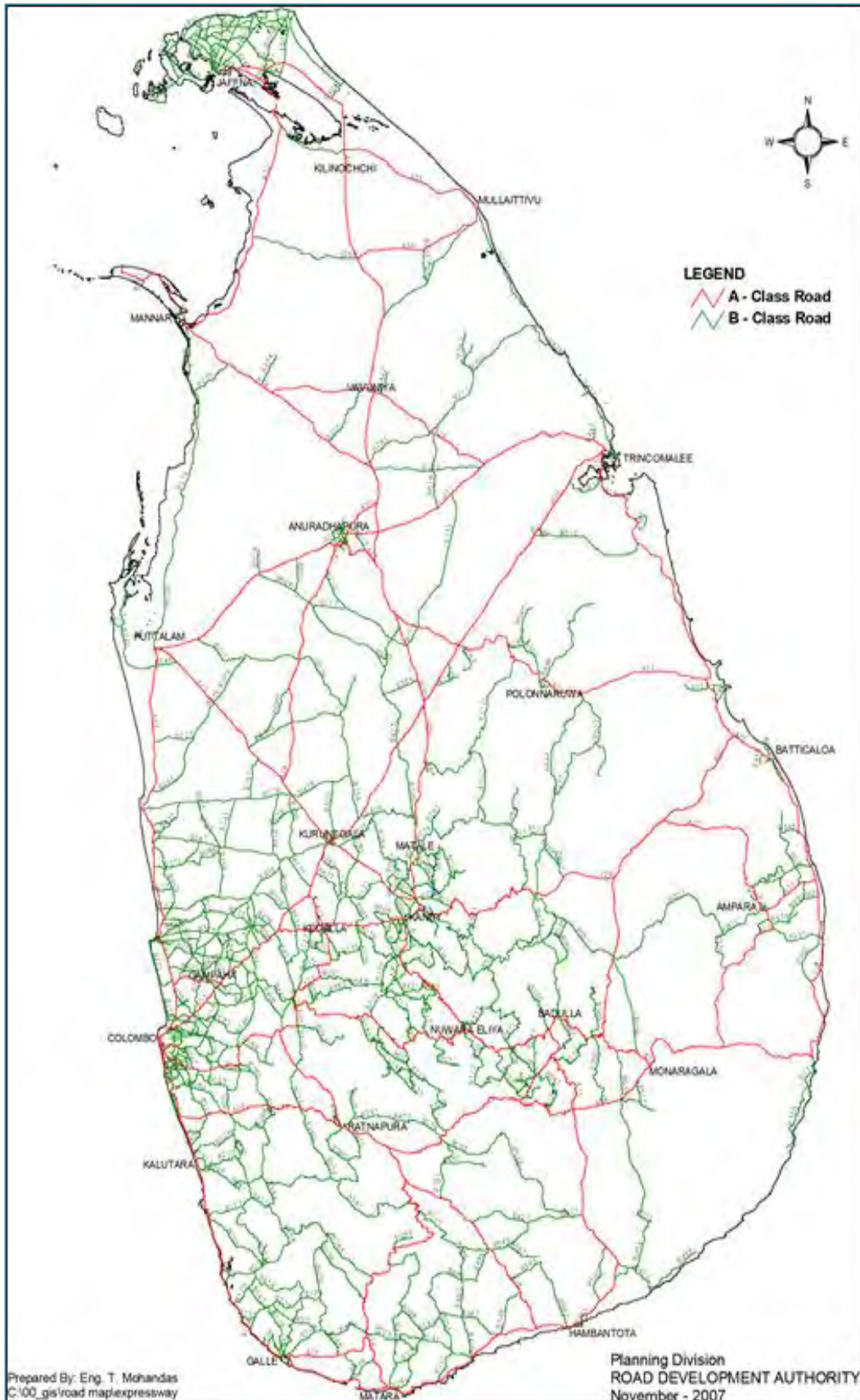
		Develop the Star hotel in Badagamuwa near to the reserve	Tourist Board, The Urban Development Authority, Private investments	Obtaining of grants and Implementation of projects.
		1. Development of Goods Promotion Centre in Nailiya	Urban Development Authority Private investments	Land acquisition, Development of lands supply through well infrastructure facilities Land lease to private investors
		2. Expanding project of Heraliyawela Industrial Zone	Urban Development Authority, North Western Provincial Council	Land acquisition, Development of lands supply through well infrastructure facilities Land lease to private investors
		3. Development of IT Center in Malkaduwawa	The Urban Development Authority, Ministry of Higher Education, Private investment	Land acquisition, Development of lands supply through well infrastructure facilities Land lease to private investors
		4. Proposed Technical Research and Development Center – Doratiyawa	Urban Development Authority Private investments	Land acquisition, Development of lands supply through well infrastructure facilities Land lease to private investors
		5. Rajapihilla Tuition class center	Urban Development Authority Private investments	Project Implementation

	Planning Project	Sub-Planning projects and implementation projects	Relevant Authorities	Responsibilities of the implementing agencies
9	Landscape Management Plan	Redevelopment of Rajapihilla Garden	Municipal Council, Urban Development Authority	Preparation of plans, Obtaining of grants Implementation of the project
		Develop the park in Palace area	Urban Development Authority, Department of Archeology,	Preparation of plans, Obtaining of grants Implementation of the project
		Landscape development project of the Sara Gama lake (Wewa) area.	Provincial Council, Pradeshiya Sabha	Project Implementation
		Develop the walking track in 'Sirisara' paddy field near to the hospital	Land Reclamation and Development Corporation, The Urban Development Authority, Municipal Council	Project Implementation
		Landscape development projects in Wellawa and Muththettugala Railway Stations	Department of Railways	Project Implementation
		Preparation of pedestrian walking track project	Urban Development Authority, Road Development Authority, Pradeshiya Sabha Municipal Council	
10	Public Open Spaces and Recreation Development Plan	Construction of Udawalapola Stadium	The Urban Council Urban Development Authority, Land Reclamation and Development Corporation, Agrarian Services Department	Land Acquisition, Reclamation and Development, Preparation of Drainage plan, Get approvals

Appendix

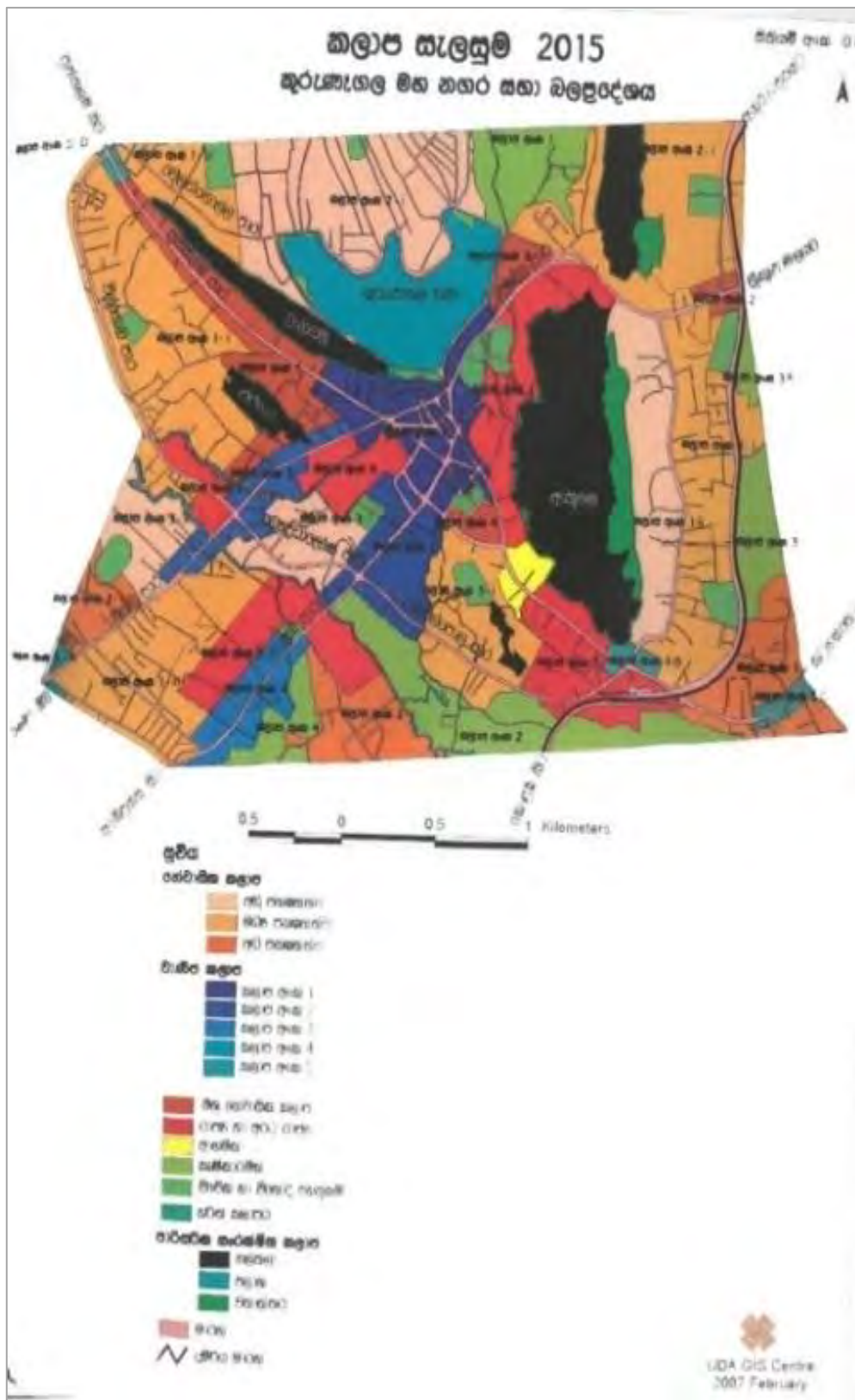
Mr.D.M.B.Ranathunga	- Deputy Director General (Planning)
Development Planning Division (Development plan)	-Mr.Lalith Wijayarathna- Director -Mr.M.M.T.Shaween Silva (A.P.O)
Research and Development Division	-Mr. Janak Ranaweera (Director) -Ms.Nishamini Amberathna (Planning Officer) -Ms. Sathya Jeewanthi (Assistant Planning) -Mr. Udaya Jayampath (Assistant Planning) -Mr. Mohomad Riswan
Geographical and Information Systems Division	-Miss.Senani Somasekara-Director (GIS) - Mr.Upali Somasiri - Assistant Director
Landscape section	-Ms.Pathma Wijesinha (Deputy Director) -Mr.Janaka Jayasinha (A.E.P.O) -Mr.Gayan Samarakoon (A.E.P.O) -Ms.J.D.Dayani (E. P.O) -Mr.Pasan Frenando (Landscape Architect) -Ms.Thilini Weerakkodi(A.E.P.O)

Map number 1.2 - Current Road Network in Sri Lanka



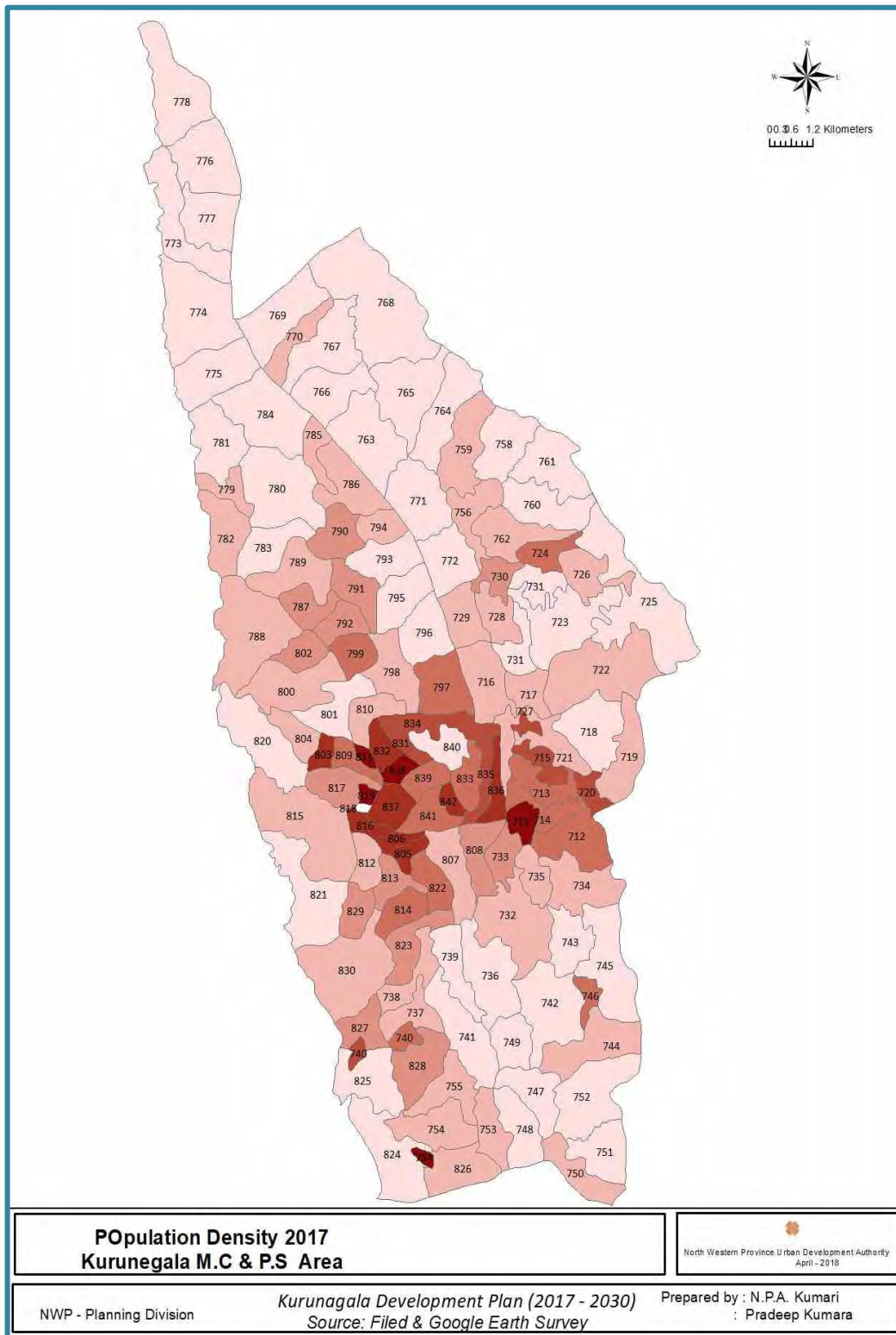
Source ; Road Development Authority – Planning Division

Map number 2 - Zoning Plan - Municipal Council area Kurunegala 2015

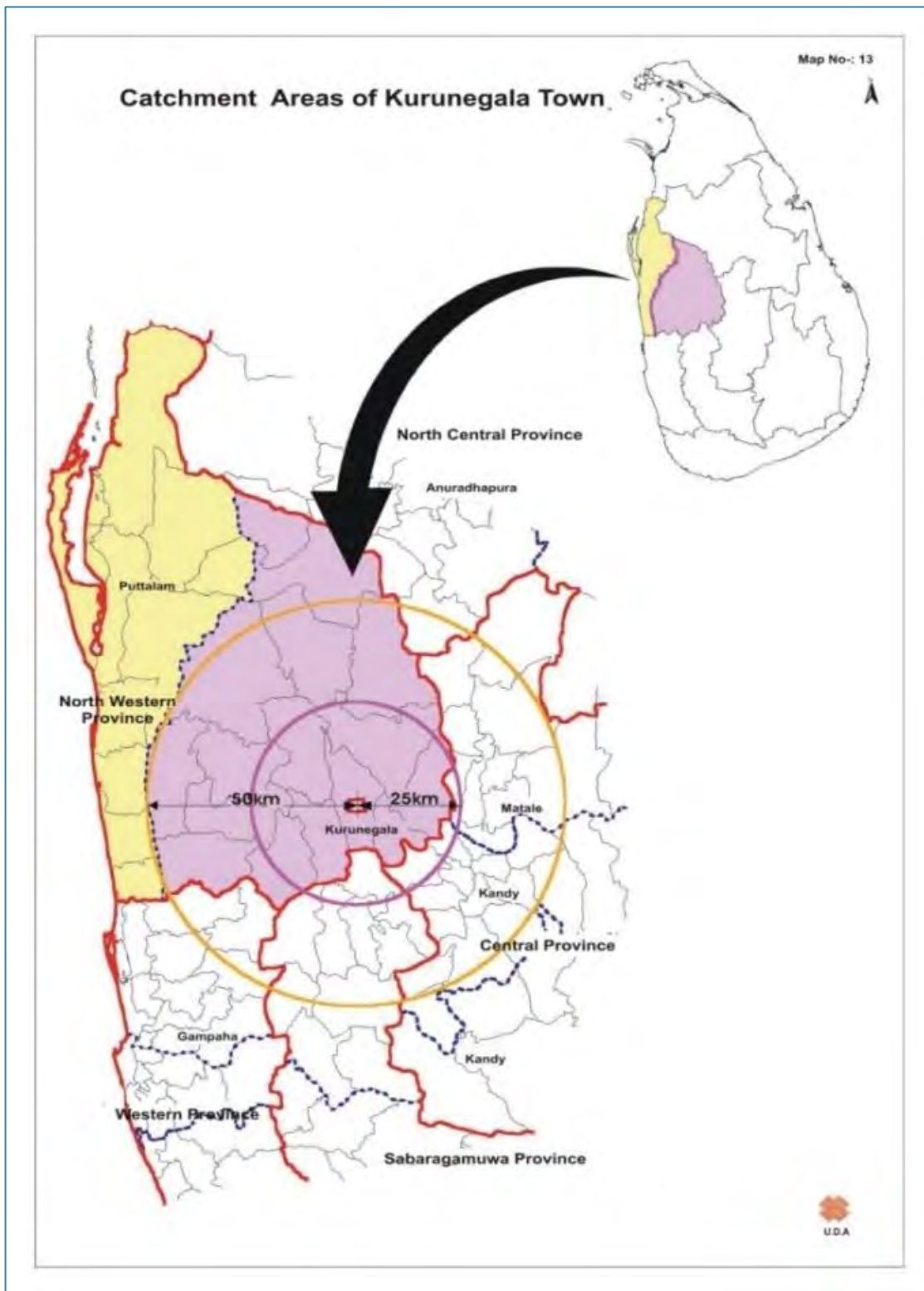


Source ; Urban Development Authority – North Western Office

Map number 2.2 - Population Density in Planning Boundary - 2017

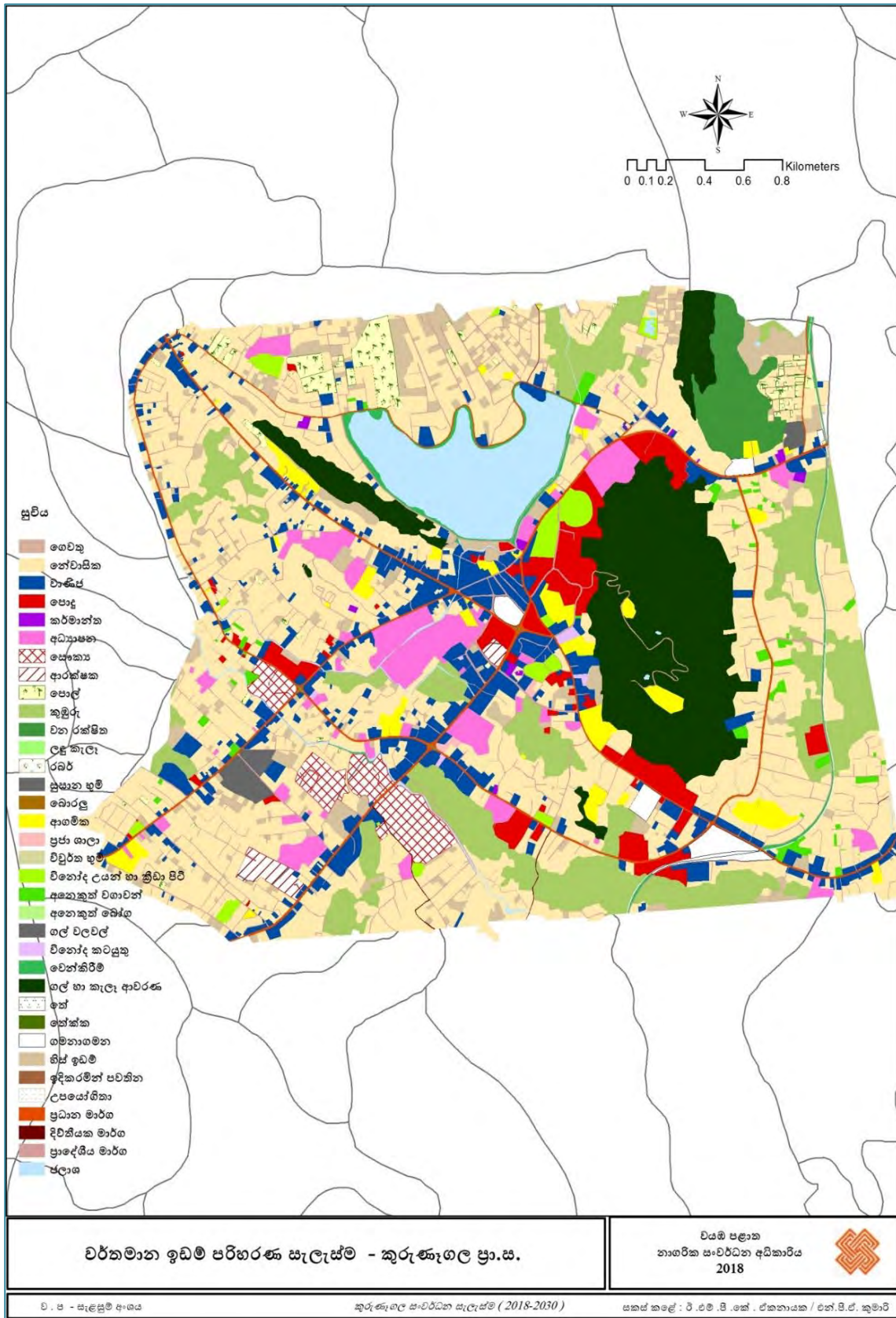


Map number 2.3- Catchment area of Kurunegala

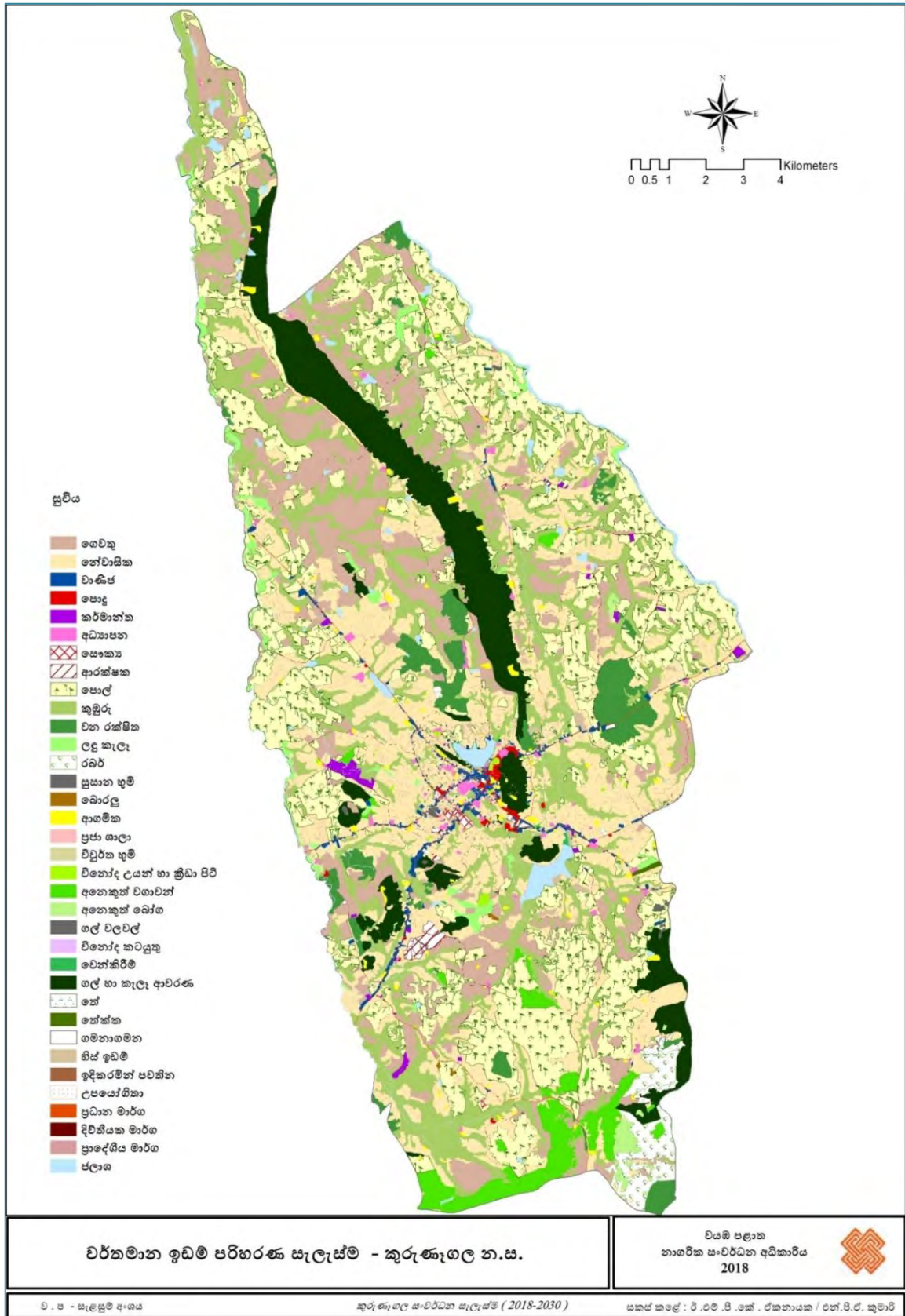


Source; Urban Development Authority – North Western Office - 2001

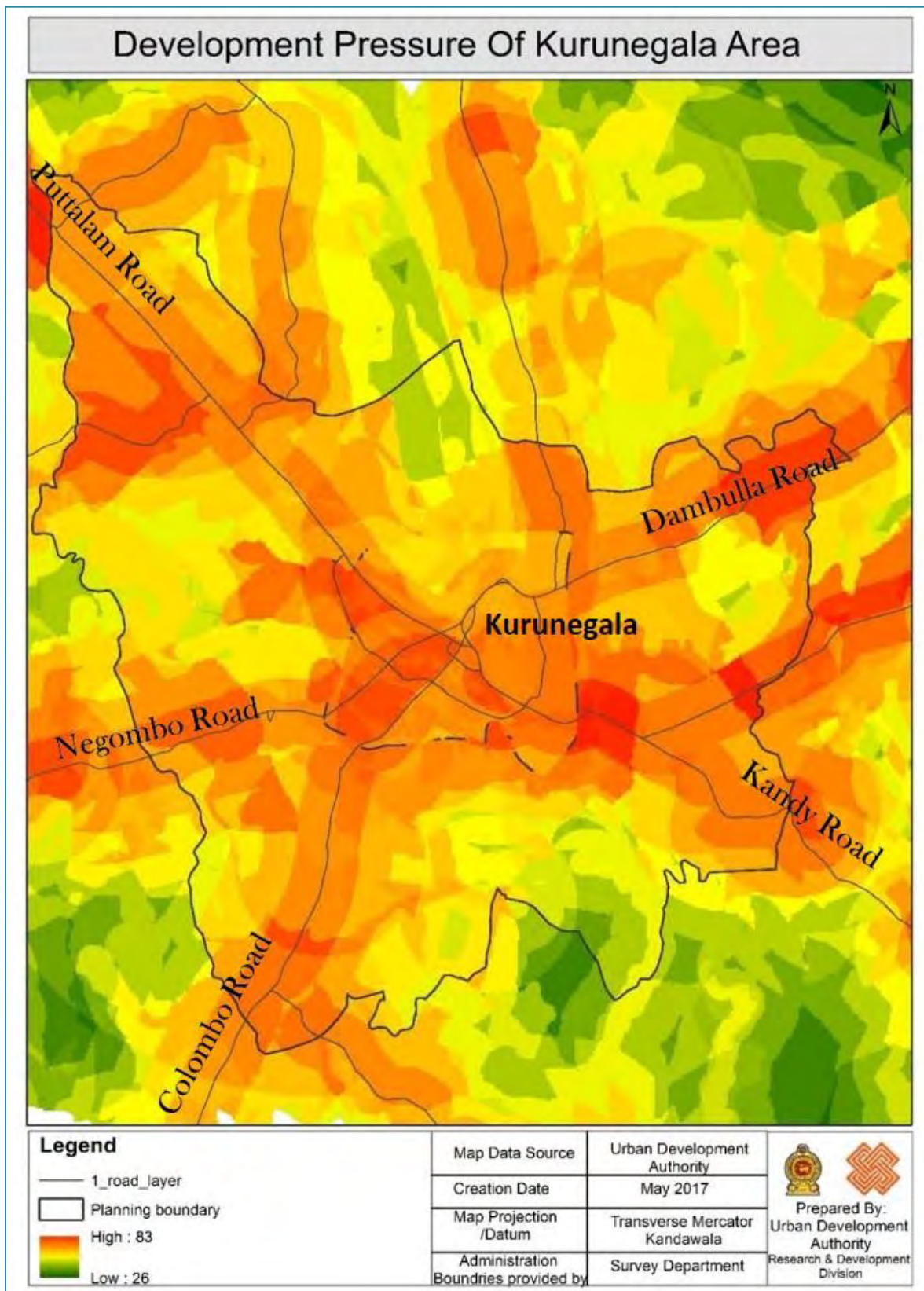
Map number 2.4 - Land use patter - 2017 (Kurunegala MC Area)



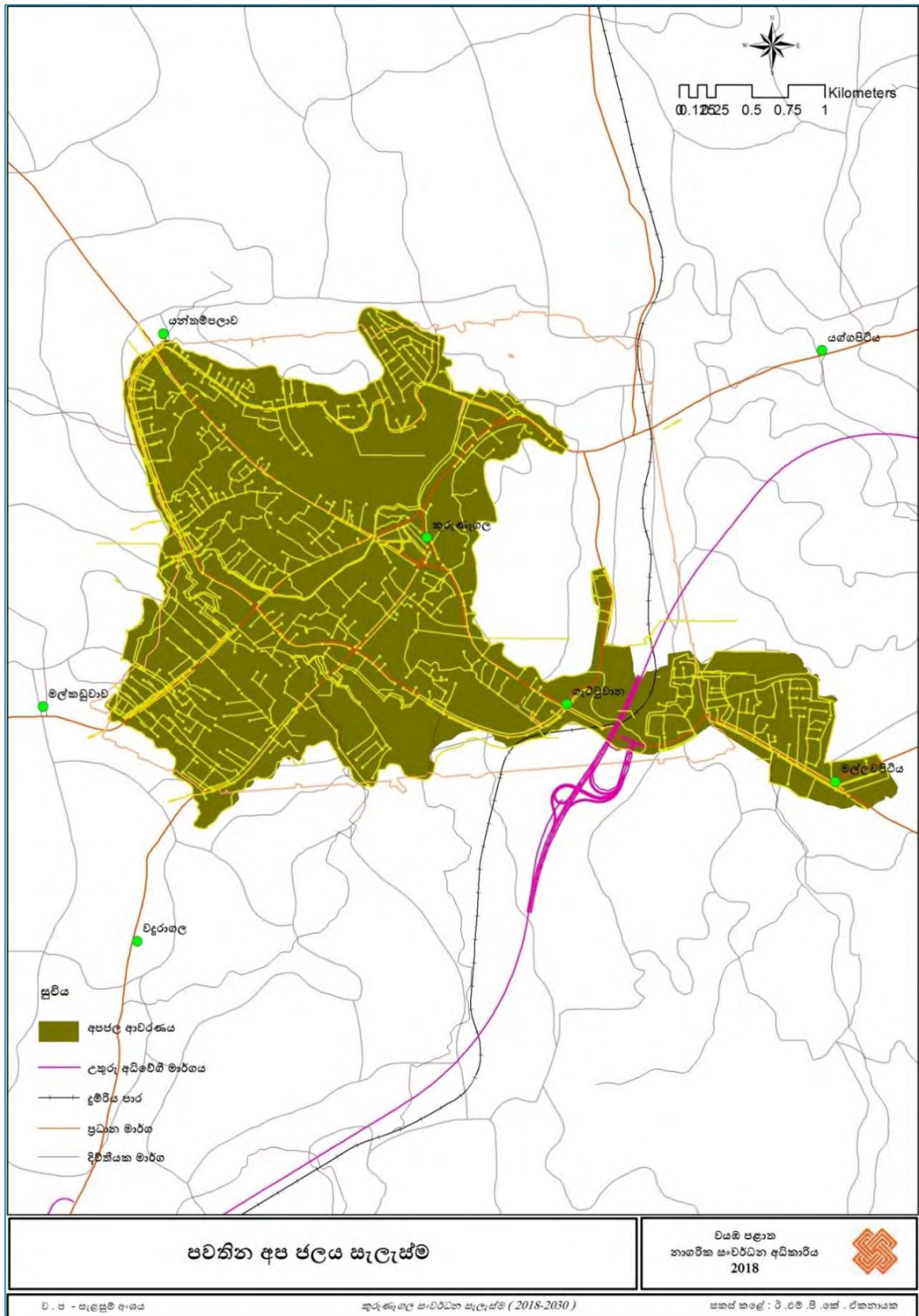
Map number 2.5- Land use patter - Planning Boundary Kurunegala



Map number 2.6 - Development Pleasure Analysis - Kurunegala



Map number 2.7 - The area covered by current sewerage system



Map number 2.8 - Solid waste disposal system Kurunegala 2017



Map number 3.1- Floor area ration in Kurunegala Municipal Council area

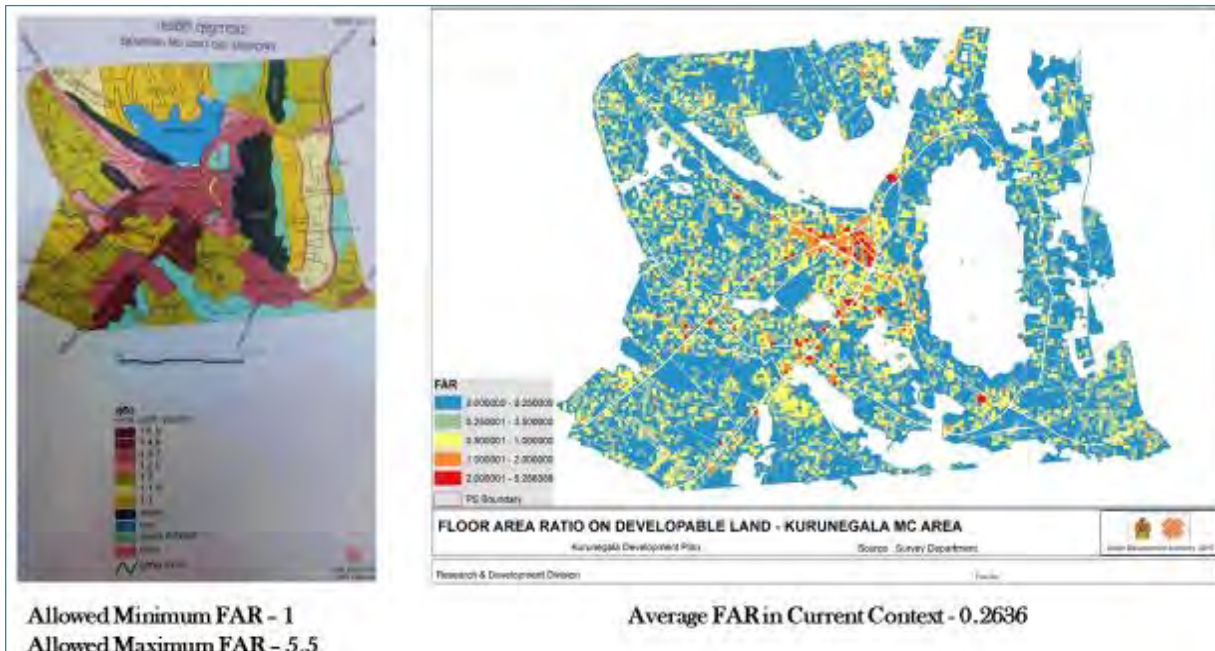


Table 1.1- The road system that across the Kurunegala town

Route No.	Road Name	Distance (K.M)
A 06 + A 01	Kurunegala - Colombo	93
A10	Kurunegala - Puttalam	87
A10	Kurunegala - Kandy (via Katugasthota)	36
A10+A28	Kurunegala - Anuradhapura	121
A11+A19	Kurunegala - Kegalle	32
A11	Kurunegala - Trincomalee	164
B249	Kurunegala - Negombo	71

Table 15 Sector wise employment 2011 - 2016

	2011		2016	
Government Sector	12984	16.7%	17151	19%
Private Sector	20205	16%	30536	35%
Industrial Sector	10132	13%	10185	11%
Agricultural Sector	12790	16.4%	11135	12.5%
Foreign Employment	4095	5.27%	4587	5%
Labor	17695	22.7%	15196	17%
Total	77,790	100%	88790	100%

Source ; Divisional Secretariat Offices – Kurunegala, Maspotha, Mallawapitiya 2016

Table 2.3 - Amount of commuting population for services

The amount of student arrivals for tuition classes at week days 2017

Type of Classes	No. of Classes	No. of Students
Tuition classes for the School Children's	30	20,600
Languages	11	1,500
Diploma	03	890
Dancing	04	600
Computer	06	850
Information Technology	08	280
External graduate	04	1,700
Total		24,720

Source ; Human Resources Management Authority north Western

The number of consumers for foreign agencies – 2016

- Number of foreign employment agencies 178
- The number of visitors arriving per day – for services 4,000
- Number of annual foreign employment opportunities (1,500 per month) 16,315

Source ; Foreign Employment Bureau - Kurunegala

Table2.5 - Capacity of water supply project

Project Duration	2014-2017
Beneficiaries homes / institutions	6500
Beneficiaries population	106000
GN Divisions (total)	17
GN Divisions (Part)	27
Daily capacity	14000m ³

Source ; Water Supply and Drainage Board

Table 2.6 - capacity of Sewerage and Sanitary Project

Project Duration	2014-2017
Beneficiaries homes / institutions	4500
Beneficiaries population	43000
GN Divisions (total)	11
GN Divisions (Part)	02
Daily capacity	4500m ³
Investment amount	Rs (MN) 13248

Source ; Sewerage and Sanitary Project

Table 6.13 - Direct and indirect recreation plan. 2018 – 2030 Kurunegala urban area

No.	Category	Current usage	Extent (Hectare.)	Proposed usage	Grama Niladharee Division
01	Proposed Pocket Park (PPP)				
	PPP 01	Commercial	0.07	Pocket Park	Central of Kurunegala Town
02	Proposed Community Park (PCP)				
	PCP 01	Forest	4.5	Community Park	Kurunegala Bazzar, Gettuwana
03	Proposed Forest Park (PFP)				
	PFP 01	Forest (Badagamuwa)	231.88	Forest Park	
	PFP 02	Forest (Kubalpola)	53.95	Forest Park	
	PFP 03	Forest (Haweniyaththa)	59.2	Forest Park	
	PFP 04	Forest (Sundarapola)	70.08	Forest Park	
	Sub Total		415.11		
03	Proposed Linear Park (PLiP)				
	PLiP 01 (Canal Reserve -5m)		0.7	Linear Park	
	PLiP 02 (Canal Reserve -5m)		2.2	Linear Park	
	PLiP 03 (Canal Reserve -5m)		6.18	Linear Park	
	PLiP 04 (Canal Reserve-5m)		0.68	Linear Park	

	PLiP 05 (Wennaru lake Reserve)		18.63	Linear Park	
	Sub Total		28.39		
	Total		448.07		