

City of Colombo Development Plan 2022-2031

Aquarina :
The City in Water of South Asia

COLOMBO

01



Urban Development Authority
Ministry of Urban Development and Housing

City of Colombo Development Plan 2022–2031

“Aquarina : The City in Water of South Asia”



Urban Development Authority
Ministry of Urban Development and Housing

City of Colombo Development Plan 2022–2031

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Colombo Municipal Council Development Plan 2022–2031 The Colombo Municipal Council Development Plan consists of three sub-parts, which are referred as first part, second part and third part. The first part includes the introduction of the Development Plan, Background Study, Need of the Development Plan, the vision of the development plan, goals and objectives, conceptual plan, the development strategy plan, etc.

The second part of the development plan contains planning and building development regulations and zoning regulations effective for the period 2022-2031.

The *Colombo City Development Plan 2022–2031* has been prepared by the Colombo Region Area Division of the Urban Development Authority, and for that purpose, the advice and guidance have been obtained from the various Divisions and resource persons of the Urban Development Authority.

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- III. *Geographical Information Systems Division* – UDA (Providing Geographical Information Data and technical support)

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Acknowledgement

The preparation of the Colombo Municipal Council Development Plan 2022-2031 is a collaborative process undertaken by the Colombo Metropolitan Area Division of the Urban Development Authority in consultation with relevant stakeholder institutions. There are many people who have contributed in various ways to make this process successful.

We express our respectful gratitude to the Honourable Minister of Urban Development and Housing, Mahinda Rajapaksa and the Honourable State Minister of Urban Development, Waste Disposal and Community Cleanliness, Dr. Nalaka Godaheva, who provided the necessary support and guidance at the right time. Also, we respectfully reminiscence the support given by the Secretary of the Ministry of Urban Development and Housing, Mr. Sirinimal Perera, and all the staff of the Cabinet Ministry and the State Ministry in preparing the plan.

Also, we would like to express our special thanks to the Colombo Municipal Council Mayor, Municipal Commissioner and staff for their support and contribution.

We express our gratitude to all the public and private organizations that have contributed by providing the necessary data, ideas and suggestions throughout the process of preparing this Colombo Municipal Development Plan and recall that the support given was very important for the success of the plan. We gratefully remember the former chairman of the Urban Development Authority, Professor Jagath Munasinghe, Senior Lecturer of the University of Moratuwa, for his support through introducing various new planning methods and guidance in preparing this plan.

Also, we would like to thank the general public for their suggestions and observations for the preparation of this plan, especially by participating in stakeholder meetings, discussions and forums and for the support provided through websites and social media. Also, the current Chairman of the Urban Development Authority, Major General (Retd.) Mr. Udaya Nanayakkara and Director General, Chartered Town Planner Mr. N.P.K. Ranaweera for their supervision and guidance in the process of preparing these plans. Also, we would like to express our gratitude to the Deputy Director General of the Urban Development Authority (Planning Zone I), Chartered Town Planner, Mr. M.P. Ranatunga, and all the Deputy Director Generals and Directors of all departments for their encouragement, supervision and guidance throughout the planning process.

Hon. Minister's Foreword



The Urban Development Authority was established under the Urban Development Authority Act No. 41 of 1978, for the systematic planned urban development in the declared urban areas and continue to actively contribute towards it.

Steps have been taken to formulate comprehensive development plans for each urban development area, based on the efficient and effective use of physical space so that all areas of Sri Lanka make an equal contribution to the development process of the country.

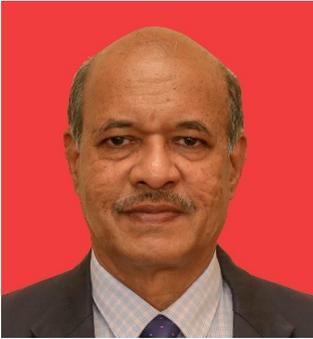
The Colombo City provide services to a large population. Accordingly, Colombo Municipal Council Planning Area has the potential to become a town that continues to provide residential and commercial services. This potential is further enhanced by the natural ecosystem of the surrounding area and the locations of archeological sites of value. These development plans aim to develop the Colombo City by utilizing the potential of the area.

For the realization of His Excellency the president's vision "Vistas of Prosperity" the new Re-urbanization Programme has been formulated in wide consultation with Professionals, Specialists, Stakeholders & communities with strategies having an excellent technological methodology and innovative approach.

Accordingly, I commend the Chairman of the Urban Development Authority, the Director General, the planning teams and all the officers of the Urban Development Authority who assisted in making this work a success. Further, I also appreciate and believe through the support and contribution of the relevant Local Government Institutions, Public and Private Sector Institutions and the general public City of Colombo Development plan would be successfully implemented.

Hon. Mahinda Rajapaksa (M.P.)
Minister of Urban Development & Housing

Foreword by Honorable Chairman – Urban Development Authority



In view of the national need for a planned approach to sustainable urban development, the Urban Development Authority will be the main institution responsible for managing the urban environment in Sri Lanka by preparing development plans, implementing them and maintaining planned development activities in those areas. Through these plans for sustainable urban development, the economic, social and physical development of the area is made more systematic and as well as environmental affairs are managed.

It is essential to prepare development plans in accordance with Part II 8(a) (1) of the (Amended) Act No. 04 of 1982 for the areas declared by the Minister as an Urban Declared Areas under the Section 3(1) of the Urban Development Authority Act No. 41 of 1978.

Therefore, this integrated planning, implementation, promotion and regulation will be done with the aim of securing the equal distribution of common development benefits for the urban community and targeting appropriate development projects.

Various challenges arose in preparing the urban plan for the unique Colombo City area under the jurisdiction of the Urban Declared Area. the development plan for the Colombo Municipal Council area has been prepared to be effective until the year 2022-2031., based on the efficient and effective use of the physical space and using the systems, physical tools and strategies of our institution.

I expressed my heartfelt gratitude to all the parties who have given their talent, dedication and effort for this plan, which was successfully completed through teamwork, and I hope that you all will continue to support us in the successful implementation of this plan.

Retired Major General Udaya Nanayakkara
Chairman
Urban Development Authority

Her Worship The Mayor's Foreword – Colombo Municipal Council



First of all, I would be delighted to express my heartfelt thanks for preparing and legally publishing a revised development plan for the Colombo Municipal Council area by the Urban Development Authority of the Ministry of Urban Development and Housing.

As the City of Colombo is very challenging to maintain its identity as the Commercial Capital of Sri Lanka and as an International City, a balanced development between the social, economic, environmental, physical, political and cultural structures of the area must be maintained. In this way, in order to create a formal urbanization and a harmonious urban system within the Colombo Municipal Council area, by identifying the problems of the area and the problems of the public, based on its priority, the necessary measures have been identified to provide logical solutions through observation, analysis and conclusions. Furthermore, planning and building regulations have been updated to regulate new development trends in the area, identifying strategic projects in planning.

Accordingly, in order to benefit the economy of the area and to improve the living conditions of the people, we have prepared this development plan by involving stakeholders representing the views of the local government as well as the staff of government and non-government organizations working in the area, local residents and development investors etc. should be appreciated.

Finally, I pray the wellbeing of the public and the strength needed for proper implementation of the Colombo City Development Plan prepared for the period 2022-2031 by regularizing the development of the area.

Rosi Senanayaka
Mayor of Colombo

Preface

According to the powers of section 3(1) and (2) of the Urban Development Authority Act No. 41 of 1978, the Minister in charge of Urban Development has been empowered to declare an area as an Urban Area and accordingly No. 26/ 8 dated March 07, 1979, the Minister in charge of Urban Development has declared the Colombo Municipal Council area as an Urban Area.

This development plan of the Colombo Municipal Council area has been prepared for the period of 2022-2031, with the aim of achieving physical, economic, environmental and social sustainable development for the people of the area. Further, the information related to the area until 2021 is used for this purpose.

The Colombo Municipal Council Development Plan 2022- 2031 consists of three parts namely; Part I, Part II and Part III

The first part consists of six chapters and the first chapter describes the scope of the Colombo Municipal Development Plan, the stakeholders and consulting organizations that contributed to the preparation of the development plan and the planning steps followed in the preparation of the development plan.

In the second chapter, the historical background of the Colombo area and the Planning and Situational context under the physical, economic, environmental and social aspects, have been analyzed comprehensively. And also, the national & regional relations of the Colombo area, previous planning attempts and its importance, as well as determining the planning boundary for which the plan should be prepared is also discussed here.

In the fourth chapter, the desired vision of the development plan, the goals to reach the vision and the related objectives are discussed. The strengths, weaknesses, development opportunities and threats of the area in relation to the identified development objectives have been analyzed in detail by the fifth chapter.

The means of opening up the opportunity to achieve the vision and achieve the desired future development through the long term goals of this plan, is explained under the Strategic Plans in the sixth chapter. There, the proposed land use plan through the identified development strategies for the period 2022-2031 will be discussed. Further, the Social and Physical Infrastructure Facility Development Strategy, Economic Development Strategy and Sustainable Environmental Development Strategy are described at length and the Development Projects are proposed to achieve the desired goals and proposed strategic plans for the implementation.

The second part of the development plan introduces the planning and building regulations applicable to land and building developments in the area described under the chapters seven, eight and nine. The seventh chapter discusses development zones and development regulation regulations and the eighth chapter consist of proposed zoning regulations and separate regulations applicable to development zones. Further, the proposed road width, building lines and reservations are specified in Chapter IX.

Hon. Minister's Approval

APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL LIMIT OF COLOMBO

I, Mahinda Rajapaksa, Minister of Urban Development and Housing do hereby approve the Development Plan for the Municipal Council limit of Colombo, after consideration of recommendation made by the Board of Management of the Urban Development Authority on 25th March, 2022 by virtue of the powers vested in me under section 8(F) of the Urban Development Authority (Amendment) Act No. 4 of 1982.

Mahinda Rajapaksa (M.P)
Minister of Urban Development & Housing

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

.....27th April.....2022

Gazette Notification



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(Published by Authority)

PART I : SECTION (I) — GENERAL Government Notifications

APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL LIMIT OF COLOMBO

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MAHINDA RAJAPAKSA (M.P.),
Minister of Urban Development & Housing.

Ministry of Urban Development & Housing,
17th and 18th Floors,
“Suhurupaya”,
Subhuthipura Road,
Battaramulla,
27th April, 2022.



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PART I : SEC. (I) - GAZETTE EXTRAORDINARY OF THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA - 04.05.2022

**NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL
LIMIT OF COLOMBO**

NOTICE, is hereby given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8 (G) of the Urban Development Authority Law No. 41 of 1978 as amended by the Act No. 4 of 1982 that I, Mahinda Rajapaksa, the Minister in charge of the subject of Urban Development & Housing, by virtue of the powers vested in me under Section 8 (F) of the said Act No. 4 of 1982 have approved the Development Plan for Municipal Council Limit of Colombo, prepared under Section 8 (A) of the said Act on the day of 27th April 2022.

MAHINDA RAJAPAKSA (M.P.),
Minister of Urban Development & Housing.

Ministry of Urban Development & Housing,
17th and 18th Floors,
“Suhurupaya”,
Subhuthipura Road,
Battaramulla,
04th May, 2022.

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE MUNICIPAL COUNCIL LIMIT OF
COLOMBO**

PUBLIC, are hereby informed that the Development Plan prepared for the Municipal Council Limit of Colombo under Section 8 (A) of the Urban Development Authority Law No. 41 of 1978 as amended by the Act No. 4 of 1982, has been approved on 27th April 2022, by Hon. Mahinda Rajapaksa, the Minister of Urban Development & Housing, by virtue of powers vested on him under Section 8 (F) of the said Act.

Major General (Retd.) **UDAYA NANAYAKKARA,**
Chairman,
Urban Development Authority.

04th May, 2022.

05 - 0015

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Part I



Chapter 01

***Background of the
Development Plan***

1.1. Introduction

A development plan could be defined as the preparation of an integrated plan to promote and regulate the economic, physical, social and environmental aspects of the areas that are declared as urban development areas.

Pursuant to the powers vested by Sections 3 (1) and (2) of the Urban Development Authority Act No. 41 of 1978, an area may be declared by the Minister in-charge of the subject Urban Development as an urban development area and the powers to prepare development plans for such declared areas are provided upon the Urban Development Authority under Section 8 II A of the Urban Development Authority (Amendment) Act No. 4 of 1982.

The Colombo Municipal Council area has been declared as an urban development area under the Extraordinary Gazette Notification No. 4/1 dated 30th September 1978 by the Minister in-charge of Urban Development subject to Sections 3 (1) and (2) of the Urban Development Authority Act No. 41 of 1978.

Accordingly, The City of Colombo Development Plan – 1985 was prepared by the Urban Development Authority for the Colombo Municipal Council area in 1985 and the Colombo Development Plan – 1999, was prepared by the Urban Development Authority as an amendment to it.

Subsequently, it was revised in 2008 and the Colombo City Development Plan (Amendment) 2008 was prepared, however due to the imminent expiration date of that development plan and the need for strategic intervention in the new physical, economic, environmental and social aspects of the area, the Urban Development Authority initiated the preparation of a new development plan for the Colombo Municipal Council area.

Planning Boundary



Legend

-  Open Spaces
-  Water sources
-  Roads
-  Colombo Municipal Council Area

Date of preparation: October 2021
Source: Urban Development Authority, 2021
Prepared by: Colombo Metropolitan Area Division



1.2. Stakeholders of the Development Plan

In preparing the Colombo City Development Plan, the support of all stakeholders involved in the development plan from its inception to its conclusion was sought and their ideas, suggestions, consultation discussions to get information and data, seminars, meetings, telephone conversations, field surveys, online methods, emails, etc. were used.

Ideas and suggestions, information, data and data analysis received from such active stakeholders in all sectors such as administrative, environmental, physical, political, infrastructure, and industry etc. were utilized to identify issues and potentials related to the area, and prepare strategic plans, zoning regulations, building and planning regulations.

Accordingly, all the stakeholders who contributed to the preparation of the development plan are listed as follows.

The Main Stakeholder

- Colombo Municipal Council

Advisory Institutes

- Department of Census and Statistics
- National Physical Planning Department
- National Enterprise Development Authority
- Central Environmental Authority
- Department of Coast Conservation and Coastal Resources Management
- Department of Railways of Sri Lanka
- National Housing Development Authority
- Sri Lanka Land Development Corporation
- Sri Lanka Transport Board
- Road Development Authority
- Sri Lanka Telecom
- Sri Lanka Police
- National Water Supply and Drainage Board
- Civil Aviation Authority
- Department of Buildings
- National Building Research Organisation
- Condominium Management Authority
- Department of Land Use Policy Planning
- University of Moratuwa

- University of Sri Jayewardenepura
- Colombo District Secretariat
- Sri Lanka Export Development Board
- Lanka Electricity Company (Pvt) Ltd
- Ceylon Electricity Board

***Main Planning Team –
Urban Development Authority***

- Plnr. Lalith Wijayarathne, Former Director
(Colombo Metro Region Division)
- Plnr. Thushani de Alwis, Director (Colombo Metro Region Division)
- Plnr. Anuja Pieris, Deputy Director (Colombo Metro Region Division)
- Plnr. Rupa Ranjani, Deputy Director (Colombo Metro Region Division)
- Mr. Sanjaya Ranaweera, Assistant Director Planning
(Colombo Metro Region Division)
- Plnr. Yasantha Perera, Assistant Director Planning
(Colombo Metro Region Division)
- Ms. Madhavi Kothalawala, Enforcement Officer
(Colombo Metro Region Division)
- Ms. Shanika Sumanapala, Town Planner
(Colombo Metro Region Division)
- Mr. Shaveen Silva, Enforcement Planner
(Colombo Metro Region Division)
- Mr. Viraj Rathnayake, Land Manager (Colombo Metro Region Division)
- Ms. P.A.D. Suranji Perera, Planning Officer
(Colombo Metro Region Division)
- Plnr. P. M. K. R. Abeyratne, Physical Planner
(Colombo Metro Region Division)
- Ms. G. Rasoja de Silva, Spatial Data Manager
(Colombo Metro Region Division)

***Other Planning Groups involved in collaborative planning –
Urban Development Authority***

- Strategic Planning Division
- Geographical Information Systems Division
- Environment & Landscape Division
- Research and Development Division

1.3. Scope of the Development Plan

a) Scope in terms of the National Policy Statement of Sri Lanka

In accordance with the Ten Principles signified in the National Policy Statement of Sri Lanka, Physical Resource Development, A People Centric Economy, A Technology Based Society and Sustainable Environmental Management could be identified as the factors that have a direct impact on urban development.

Physical Development - According to the Policy Statement, there are four Multi-dimensional Commercial Cities identified for the development of physical resources in Sri Lanka namely; Colombo, Hambantota, Trincomalee and Jaffna. Further, it has been proposed to develop nine "C-shaped" economic corridors connecting these four major cities, and the following factors have been mainly considered in identifying these four Multi-dimensional Commercial Cities.

- I. Colombo City: Port of Colombo, Bandaranaike International Airport, Port City of Colombo
- II. Hambantota City: Hambantota Port, Mattala Rajapaksa International Airport
- III. Trincomalee City: Trincomalee Port and Airport
- IV. Jaffna City: Kankesanthurai Port and Airport

Accordingly, Colombo shall perform as the main commercial and financial city of the four major cities. Hence, plans will be drawn up for projects, regulations and necessary legislation in order to make Colombo the national and international financial hub under the concept of "New Colombo" as the strategic hub for the future economic development process in Sri Lanka.

A People Centric Economy :

Under this, it is expected to contribute more towards the tourism industry and technology driven agriculture industry, construction industry, apparel industry, small and medium scale industries, and provide strategies for the growth of the Colombo Stock Exchange in particular. Accordingly, the Colombo Stock Exchange has been identified to be demutualized.

A Technology-Based Society :

Technology can be cited as the driving force behind the future world the emerging fields identified are information technology entrepreneurship, nanotechnology, robotics, biotechnology, artificial intelligence, and Internet-based activities. The city of Colombo could be identified as a prominent city in South Asia for providing entrepreneurship, industry and office facilities in the above-mentioned fields.

Sustainable Environmental Management :

The focus is given on industry, waste management, biodiversity, settlements and cities, and environmental education while concentrating on introducing measures to create a sustainable environmental space in the City of Colombo.

b) The Scope in terms of the City Scale

Since the city of Colombo has gained its prominence as the Commercial Capital of Sri Lanka, it needs to be further developed as an international city as well as other countries around the world to grasp competitive economic spaces and a high standard of living.

c) The Scope in terms of Various Fields

The Plan has been prepared in accordance with the requirements specified in the Urban Development Authority Act, No. 41 of 1978, specifically with the focus on various areas such as environmental management, economic, infrastructure, settlement and social development for the anticipated overall spatial development, regulation and management in the city of Colombo.

d) The Scope in terms of the Planned Time Frame

The valid planning period of the Colombo Municipal Council Development Plan shall be ten years that is from 2022 to 2032

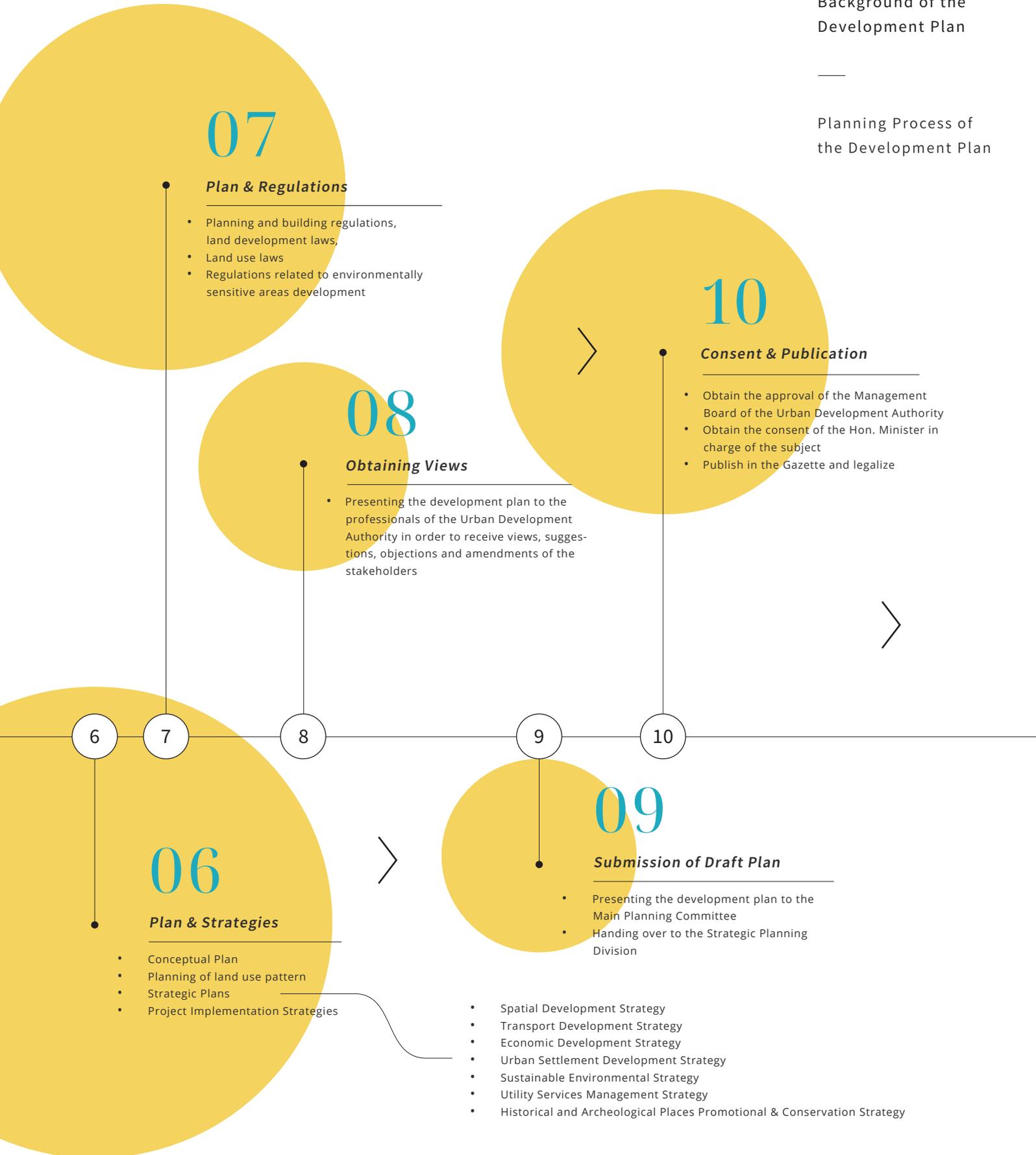
e) The Scope in terms of Plan Implementation

Long term planning guidelines, policies, strategic projects, private-public partnerships, planning and building regulations were incorporated in the preparation of the development plan. Hence, the active contribution of other public and private sectors are required to implement the relevant projects, regulations and policies.

1.4. Planning Process of the Development Plan

In preparing the development plan for the Colombo Municipal Council area, a planning process was carried out from the beginning to the end and it consisted of ten steps and those planning steps can be summarized in Figure 1.1 as follows.







Chapter 02

Basic Study

2.1. Introduction

The evolution of the city of Colombo has been taking place by focusing mainly to The Colombo International harbour and giving a prominent place as a commercial and administrative hub of the island. Therefore it is important, when planning process in progress, to highlight that the city of Colombo is a centre complete with facilities confirming to the international standards, having the ability to compete in the international arena.



It is an undisputed fact that the Colombo city is the Sri Lanka's centre for trade commercial international relations international transportation and exchange, branding and political relations.



In such scope of design, the Colombo City Development Plan should be designed to create a city that having the most competitive economic opportunities with an adequate security measures in the best possible manner compared to the other cities in the island and in the South Asian region as well.

In the process of the study on the status context of the present planning area it was identified the developing tendencies that should be contributed at the submission of the implementable development proposals for the period of 10 years to come. Accordingly, this chapter consists of two parts as mentioned below:

- a. Plans and Status context
- b. Determination of the planning area

Accordingly, the location and physical boundaries of the Colombo Municipal Council area were taken into consideration and the historical background, physical, social, economic, environmental characteristics, previous planning attempts and current land use pattern of the city of Colombo were studied under the planning and situational context. On the basis of the said facts, functional, physical and administrative planning boundaries had been determined relating to the City of Colombo.

2.2. Planning and Situational Context

A preliminary survey was conducted to review the historical condition of the city, in order to study the planning context and situational analysis within the administrative area of the Colombo Municipal Council. Further, the current planning area was identified under the physical, economic, social and environment sectors and the national regional and local positioning of the Colombo city has been made through previous planning attempts.

2.2.1. Historical Background and Evolution

2.2.1.1. Evolution of Nomenclature Associated with Folklore

Derived from the term 'Kolon-thota' – the harbor of river Kolong as per the historical folklore, later became known as 'Kolomba'. Another belief is that the harbor having ampele mango trees came to be known as 'Kolomba'. (Kola = Leaves + Amba = Mango) Kola-Amba > Kolombo > Colombo.

2.2.1.2. Gradual Expansion of Administrative Boundaries

a) Before the colonial period

For over 2000 years during the pre-colonial era, the city of Colombo was a place of commercial and strategic importance for Arab, Indian, Persian, Roman and Greek businessmen.

Accordingly, traders and service providers who traveled along the East-West commercial route came to Sri Lanka for the expansion of their trade affairs and it can be evidence that such settlements are still spreading in the vicinity of the Colombo Port and the Kelani estuary even at present.

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Basic Study

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Planning and
Situational Context

Historical Background
and Evolution

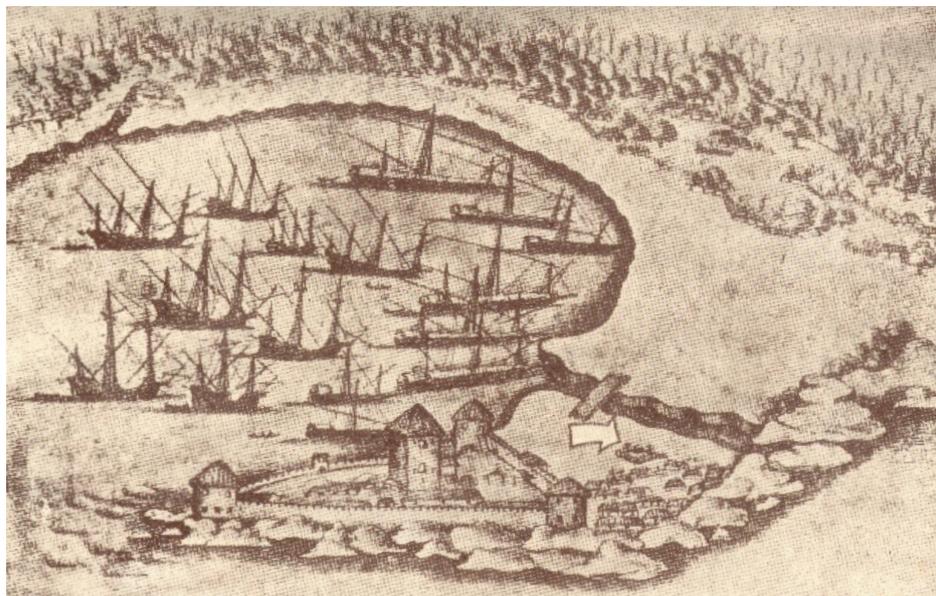
b) Era of Colonial rule

Due to the reason that Sri Lanka has been subjected to foreign invasions from time to time, several changes has been taken place on the administrative borders of the city of Colombo.

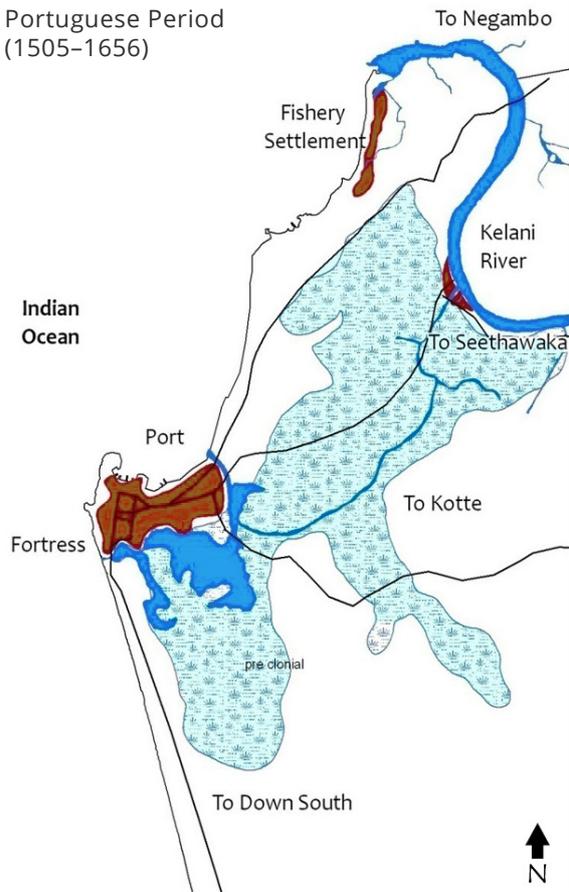


1. Portuguese rule (1505–1656)

In 1505, Portuguese explorers who first came to the Galle area of Sri Lanka and then reached to the port of Colombo along the coastal belt. They built a city with a fortress surrounded by water sources and canals.



Portuguese Period
(1505-1656)



Gradually, the Fort and Pettah areas were created as planned areas and the fort was used for all administrative purposes and Pettah for residential purposes. Likewise the other settlements had been scattered around Modara and Grandpass areas.

⌚ **Top Left** Figure No. 2.1 : Old Fort Light House – 1907
Source : wikipedia.org

⌚ **Bottom Left** Figure No. 2.2 : The picture of Colombo Port built by the Portuguese – 1520
Source : srilankamuslims.org

⌚ **Top Right** Figure No. 2.3 : Settlement Distribution in Earliest Stage of Portuguese Era
Source : Urban Development Authority, 2019

⌚ **Bottom Right** Figure No. 2.4 : Picture of Portuguese Port – 1524 | Source : Lankapura Website, 2020



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II. Dutch rule (1656–1796)

The "castle" (fort) and "outskirt" (Pettah) had been used for the administrative purposes during the Dutch period. At that time, a special attention had been given to create a network of wide waterways, systematic street patterns and construction of symbolic buildings within planning stage.

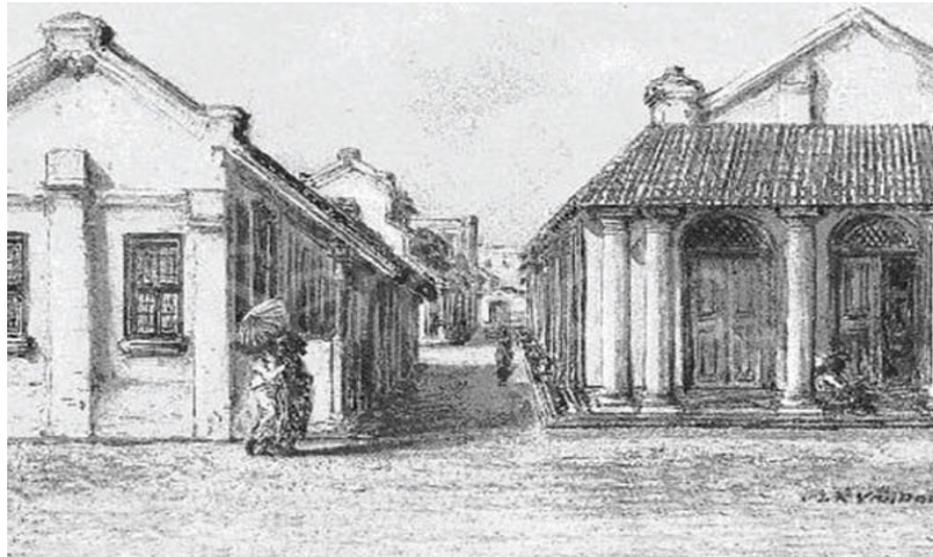


Figure No. 2.5 : Houses in Dutch Era – 1763
Source : Boily, 2014

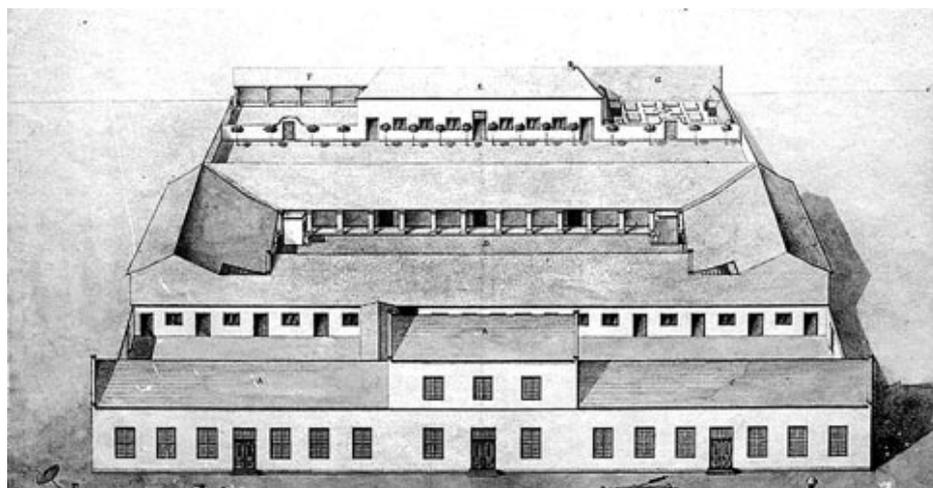
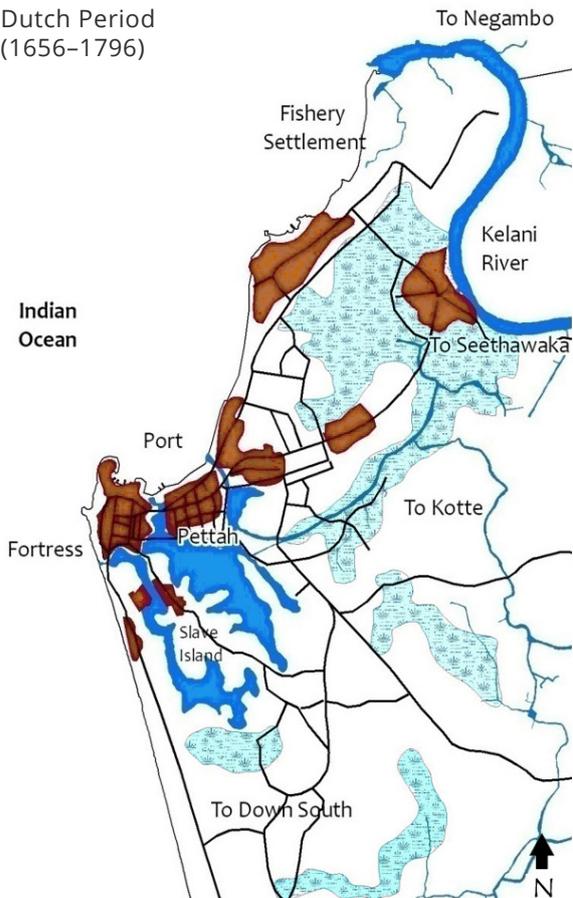


Figure No. 2.6 : Dutch Hospital Colombo – 1771
Source : The Seventeenth Century Dutch Hospital in Colombo, C.G. Urugoda and K.D. Paranawithana

Dutch Period
(1656–1796)



While introducing architecture and stormwater drainage system, the canal network which are connecting to "Beira Lake" had been used for the transportation as well as stormwater drainage system.

According to historic records (The present "York" street), had used as a canal to drain the stormwater. It is also mentioned that places like Modara, Muthwal and Grandpass had been transformed as prime residential areas.

⌚ *Top Right* Figure No. 2.7 :
Settlement Distribution in Dutch Era
Source : Urban Development Authority, 2019

⌚ *Bottom Right* Figure No. 2.8 :
Colombo Port in Dutch Era – 1775
Source : Ramerini, 2021



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Basic Study

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III. British rule (1796–1948)

The places like Victoria garden (Viharamadevi Udyanaya), Golf course and the Galle Face pleasing the mind of the visitors provide standing examples for the influence made at the designing of the basic structure of the City of Colombo, due to been subjected to the British colonial rules prevailed for over 150 years.

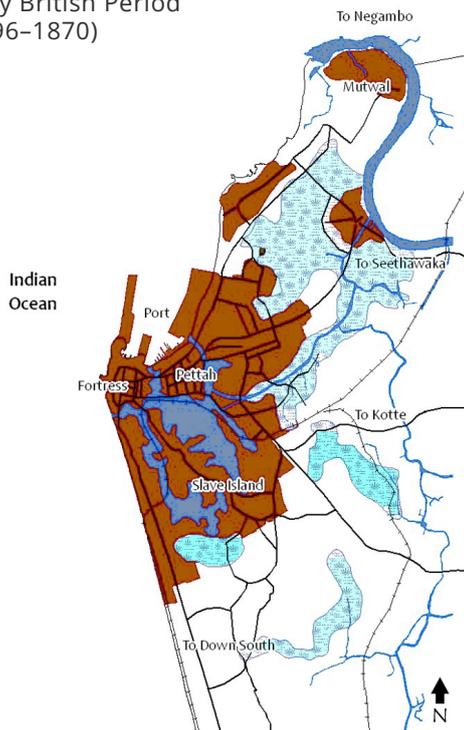
During the British era, the process of settlements had been carried out in keeping with the development pattern of the city. With the expansion of the activities of the Colombo harbour, the existing settlements within the Colombo North area prevailed gradually de-generated. At the end of 18th century, Kollupitiya, Wellawaththa, Bambalapitiya and Maradana considered as viable for residential affairs while the Kurunduwaththa area (Cinnamon Gardens) became a residential for upper class affluents.



Figure No. 2.9 : Prince Street, Colombo Fort – 1800
Source : Lankapura Website, 2020

They paid a high attention for the development of infrastructure facilities of the city. Accordingly, measures were taken for the development of national and divisional road network, railways, water supply, rain-water drainage and waste water management. Filling of water sources, such as Marshy Lands, Paddy Fields and Beira Lake can be specified a negative impact of the said development programme.

Early British Period
(1796–1870)



Late British Period
(1870–1948)

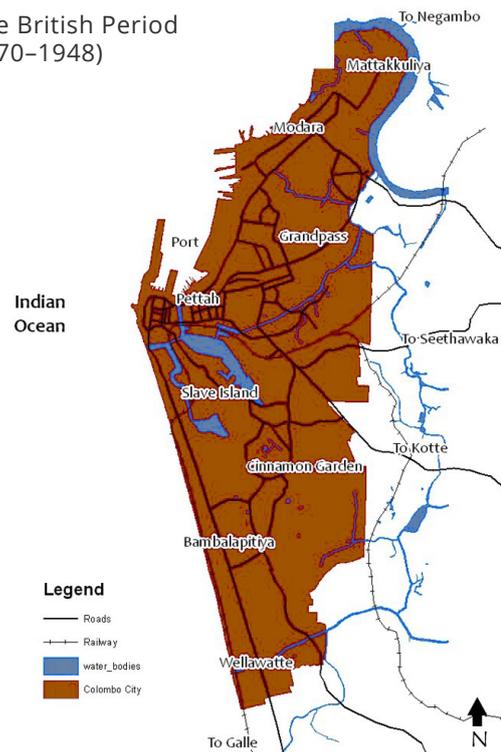


Figure No. 2.10 : Settlement Distribution of British Era
Source : Urban Development Authority, 2019

c) Post Colonial Era

In terms of Gazette notification No: 4/1 of 30th September 1978, Colombo Municipal Council area has been declared by the minister, under section 3(1) and (2) of the Urban Development Act No 41 of 1978, as an Urban Development Area.

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2.2.2. Pre Planning Attempts

I. The city plan of sir Patrick Geddes – 1921

Introducing the concept of "Eastern Garden City", Sir Patrick Geddes made the first attempt of planning for the city of Colombo in 1921.

While giving a special attention in respect of the risk of flood within the city, the harbour development was done in order to encourage the spatial development of the area. Strategically important projects which are mentioned hereunder, can be known as remarkable achievements of this plan. Establishment of the new townhall facing the Victoria Gardens, proposing the construction of an alternative road parallel to the Galle Road (The Present Duplication Road), construction of a pathway alongside the Southern railway line (later known as coastal road or for Colombo Plan Development).

Designing projects such as Parliament Circle, Race Courses, Zoological Gardens, Paliyagoda low-land reservoirs are some of the examples for the attempts made by Sir Patrick Geddes for the creation of the Colombo Garden City. It was also introduced the Cinnamon Gardens area as a residential region and as a super featured commercial area while also introducing tree planted green lanes such as Bauddaloka Mawatha, during the process of planning.

II. Clifford Holliday's Plan – 1940

Again, a development plan had been prepared by Clifford Holliday who visit to Sri Lanka at the request of the Colombo Municipal Council. There, it had been intended to control the future growth and the population movement, through Zoning Methodology. Appropriate locations for industrial and residential affairs have been identified and decentralizing specific functions and identifying regulatory actions by preparing a legal framework can be noted as key feature of this plan.

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Situational Context

Pre Planning Attempts

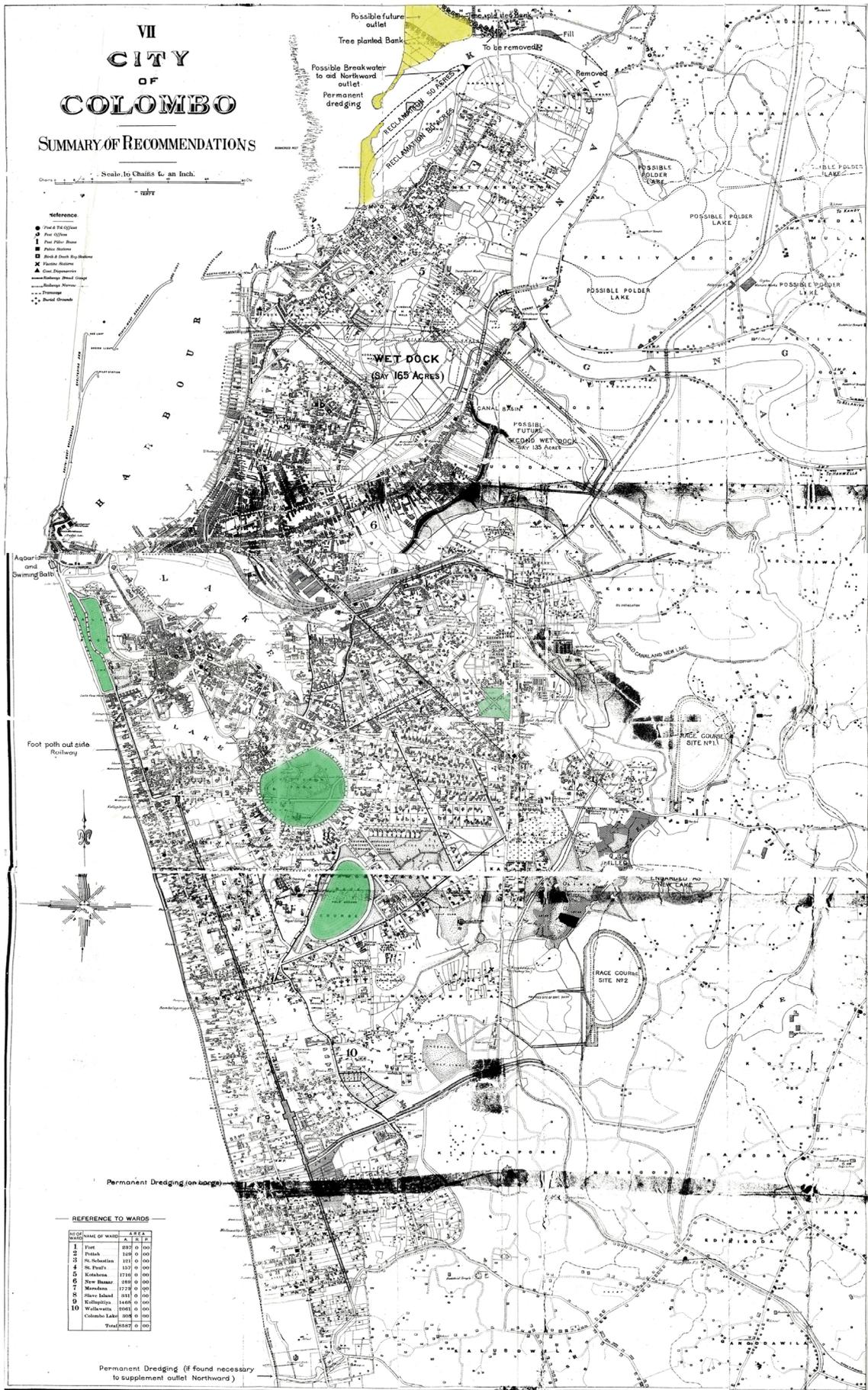


Figure No. 2.11 : The City Plan of Sir Patrick Geddes – 1921
Source : Colombo Greater Urban Structural Plan, 1998

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III. Patrick Abercrombie Regional Plan – 1948

By this time, the population in the Central part of Colombo was estimated as 350,000 and providing housing and other required facilities such as health services was a challenge.

Further, one third of available lands were not suitable for the development due to flooding and providing adequate infrastructure facilities for daily commuter population of over 125,000 to the city had been a challenge.

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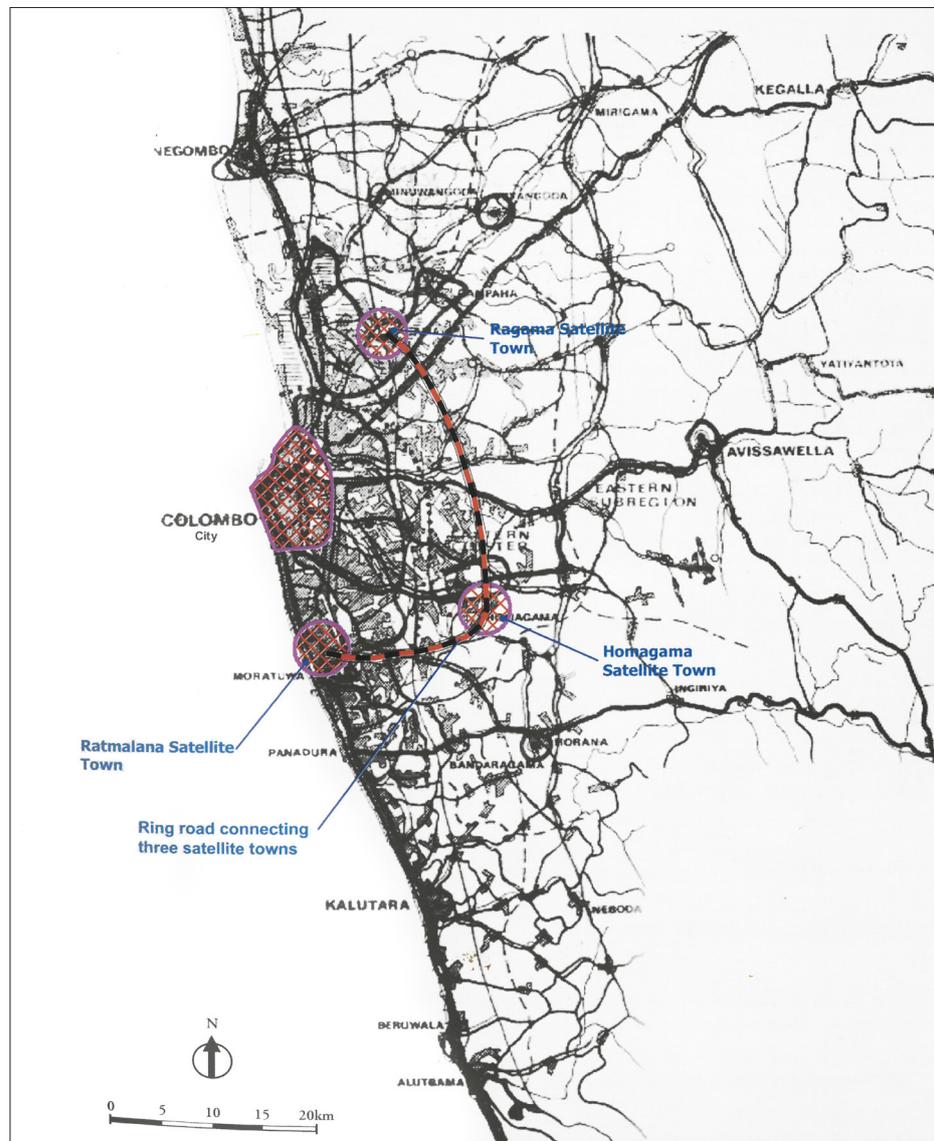


Figure No. 2.12 : Patrick Abercrombie Divisional Plan – 1948
Source : N.P. Herath, D. Jayasundara, 2007

In response to these issues, a town planning method, based on the principle of decentralizing urban affairs, was prepared for the City of Colombo by Patrick Abercrombie. Accordingly, covering a radius of 14 miles from the Port of Colombo, a land area with an extent of 220 square miles, "The Zonal" concept has been proposed.

IV. Colombo Master Plan 1978 - (Jointly with the United Nations Development Programme - UNDP)

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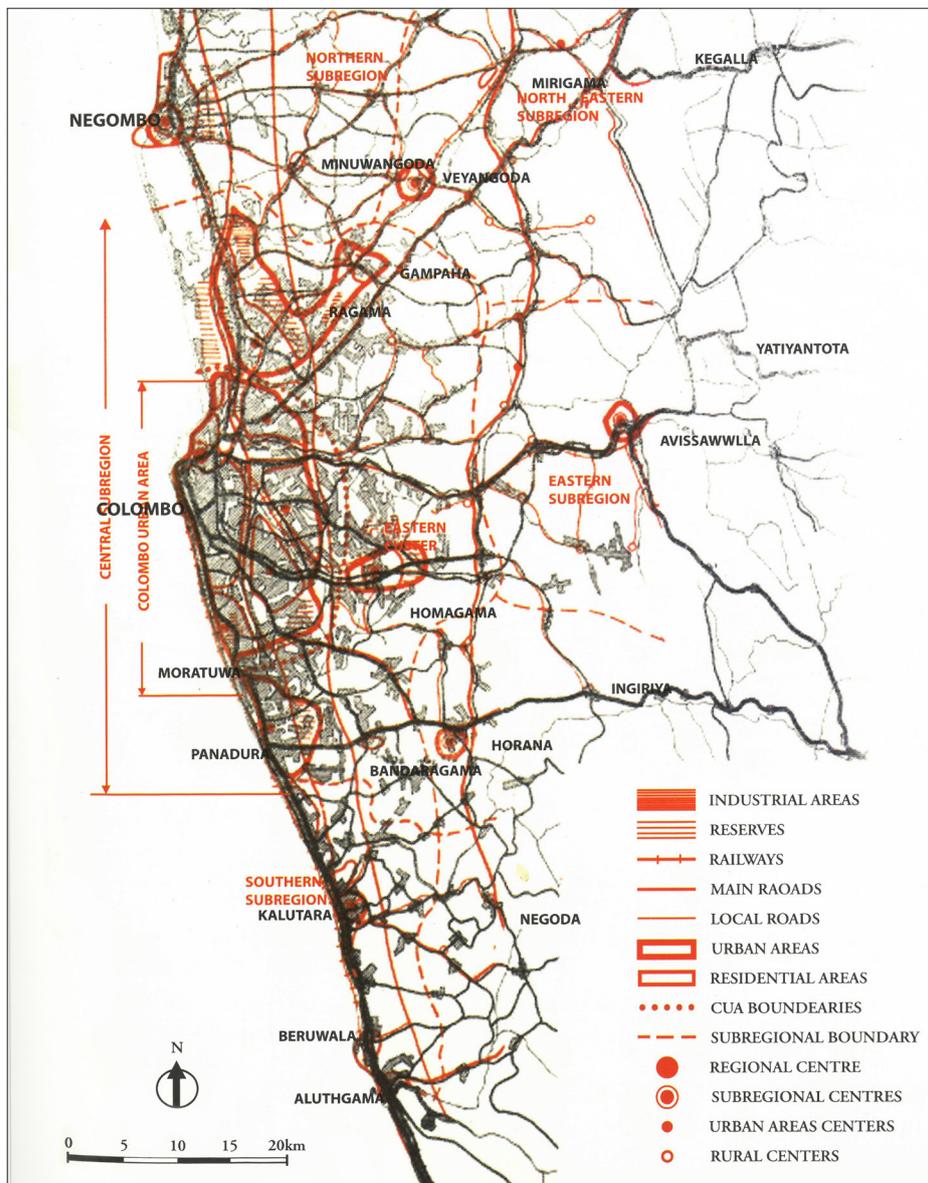


Figure No. 2.13 : Colombo Master Plan 1978- Incorporated with the United Nations Development Programme | Source : Colombo Master Plan, 1978

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With the introduction of "The Open Economy Policy" in 1977, the City of Colombo was rapidly changed as a result of the increasing of the value of the lands and properties. In a context like this, with the purpose of promoting a balanced zonal improvement and a rapid economic development within the Colombo Region, a Master Plan was prepared by a team of consultants of the UNDP in collaboration with local planners.

Pre Planning Attempts

The planning area was consisted of Colombo, Kalutara and Gampaha districts, and the whole planning area has again been divided into two parts as Central Sub Zone and Outer Zone by this plan. Although it was expected to attract people about 500,000 to each center in Negombo, Veyangoda, Awissawella, Horana and Kalutara belong to outer zone, the said areas were not successful in achieving anticipated development. However, implementation of the Peliyagoda integrated urban development project and the establishment of the Urban Development Authority (UDA) in 1978, can be cited as important milestones in the plan.

V. Colombo City Development Plan – 1985

In 1985, with the assistance of the planning team of the United Nations Development Programme, the Colombo Urban Development Plan was prepared. The Plan that included integrated zoning planning and building regulations can be identified as the basis of the currently practicing development plan of the Colombo City.

The Colombo Municipal Council area that consists of 47 divisions for the purpose of detailed planning and development control has been divided into 05 main divisions and the plan was prepared accordingly. Minimizing the traffic congestion, improving industrial and administrative affairs, ensure efficiency in wholesale and retail trade affairs, development of water front etc. can be cited as main objectives of the plan. In addition, it has been proposed to redevelop the identified slums and shanties as special projects.

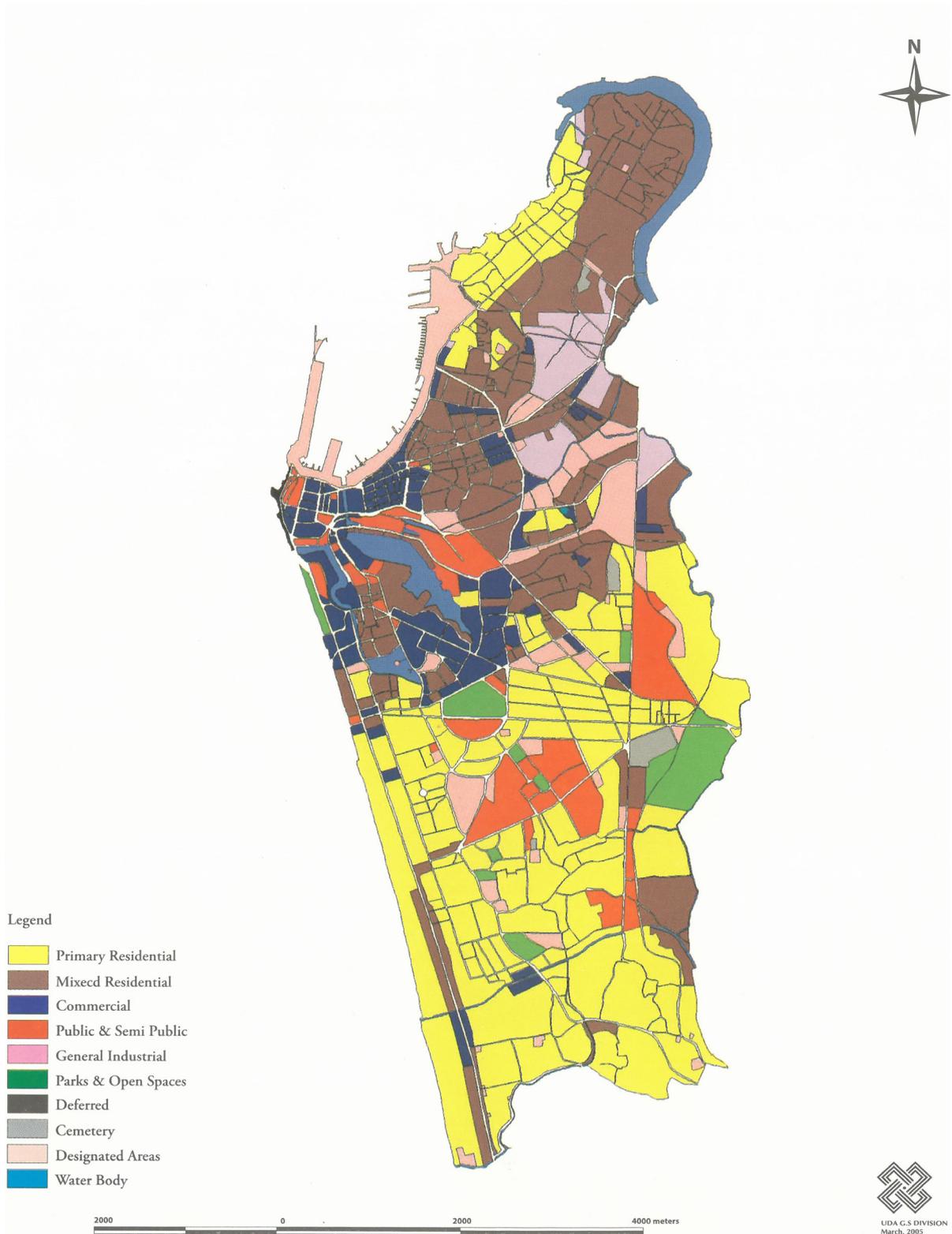


Figure No. 2.14 : City of Colombo Development Plan – 1985
Source : Colombo City Development Plan, 1985

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VI. Structural Plan of the Colombo Metropolitan Area (CMRSP) – 1998

Social Economic and Environmental sections were identified as main section of the Colombo Metropolitan Structural Plan prepared by the Urban Development Authority in 1996. Further, the Urban hierarchy from level one to level four has been introduced, based on the services provided by each center related to Colombo Municipal area and development potential.

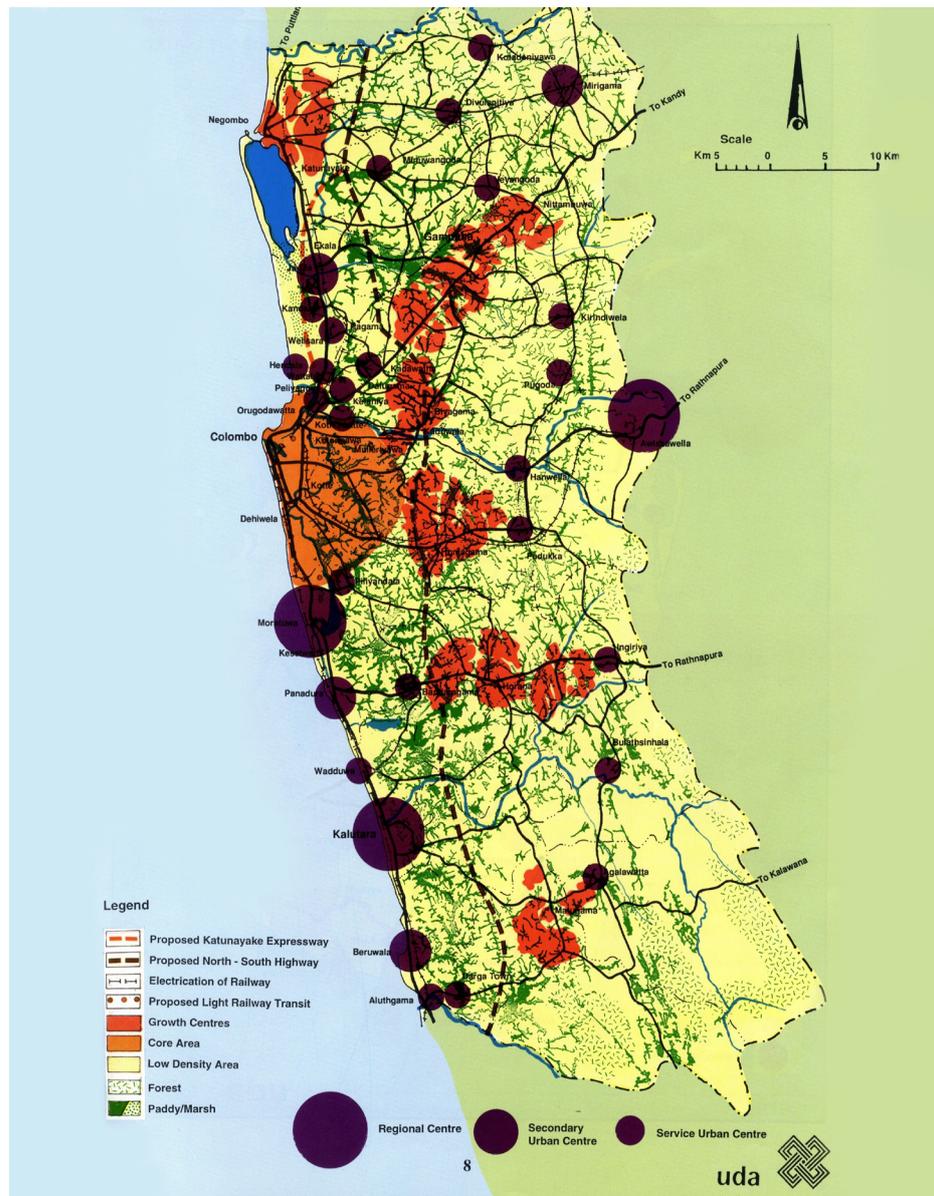


Figure No. 2.15 : Colombo Metro Region Structure Plan (CMRSP) – 1998
Source : Colombo Greater Urban Structural Plan, 1998

Accordingly, outer regions of Negombo, Gampaha, Biyagama, Homagama, Horana and Matugama cited as "Growth Centers" and Colombo and Sri Jayawardanapura Kotte have been areas identified as central urban area or "Core area" in 1998. This "Colombo Core Area" has been approved by the Cabinet of Ministers.

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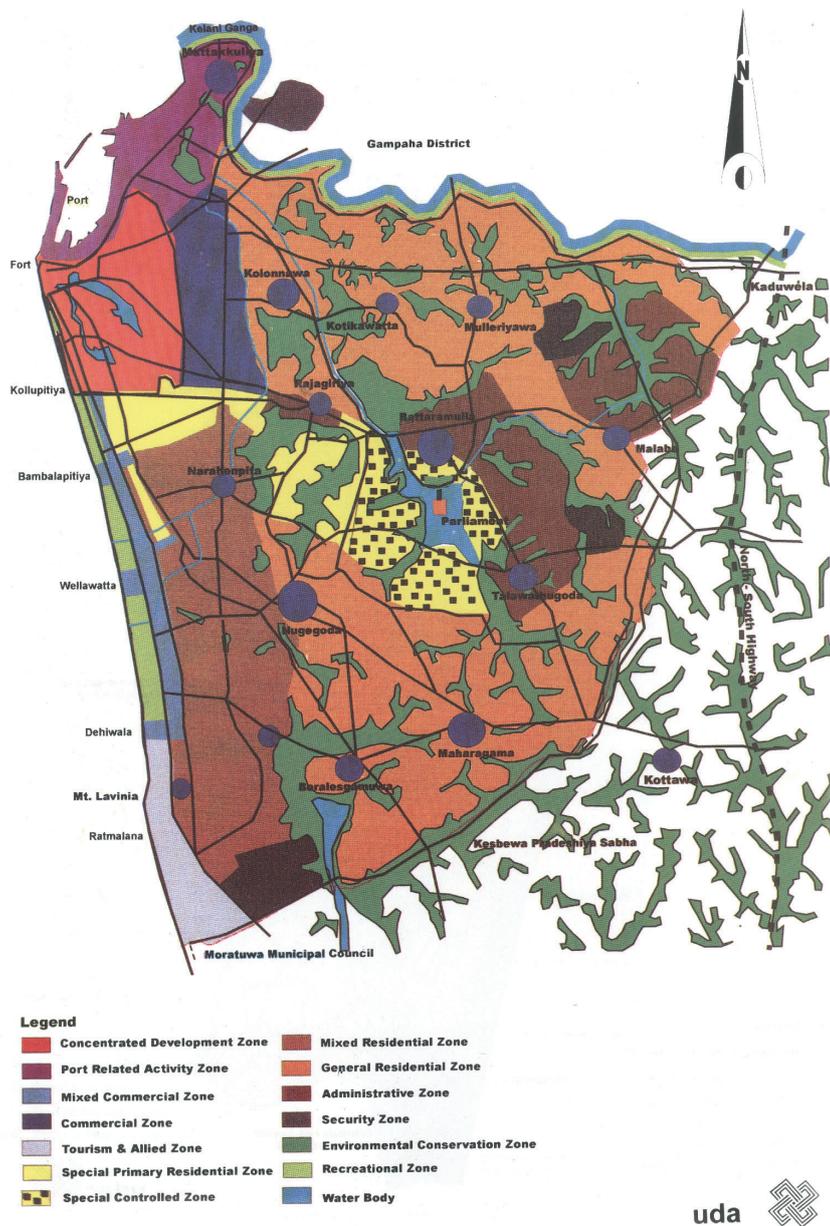


Figure No. 2.16 : Colombo Core Area – 1998
Source : Colombo Metro Region Structure Plan (CMRSP) – 1998

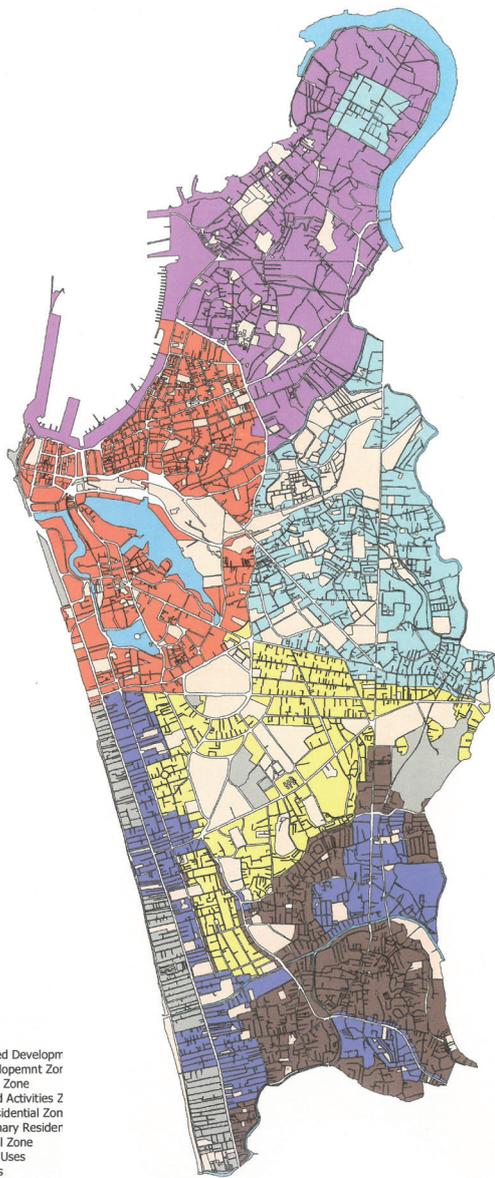
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The main objective of this plan is making the City of Colombo as the Naval Hub and the Financial and Commercial Center of Southeast Asia. Colombo-Katunayaka highway, Circular Light Rail System encompassing the core area, naval transport system from Colombo to Panadura and electrifying the existing the train are identified as the planned proposals. However, this development plan did not come in to the effect and the project identified by the same were also not implemented until recent time.

VII. Colombo Development Plan – 1999

N
1:50000



As an amendment to the Colombo Development Plan 1985, the Urban Development Authority prepared a Colombo Development Plan in 1999. At that time, this plan was prepared in accordance with the guidelines in the Colombo Metropolitan Structural Plan 1998.

By this plan, zonalising on the basis of utilization of land, building regulations, regulations based on the building density, special development guidelines and Urban Planning Concepts were introduced. Further, it was introduced the areas in the vicinity of the Colombo Port as port related activity area and Colombo Central Business area as concentric development area, with a view to create a high density development within. Also, special primary residential zone of Cinnamon Gardens in Colombo 7 has been designated as a green zone in the city.

Ⓞ Figure No. 2.17 : The Colombo City Development Plan – 1999 | Source : Colombo City Development Plan, 1999

VIII. Megapolis Plan of the Western Province (CESMA) – 2004

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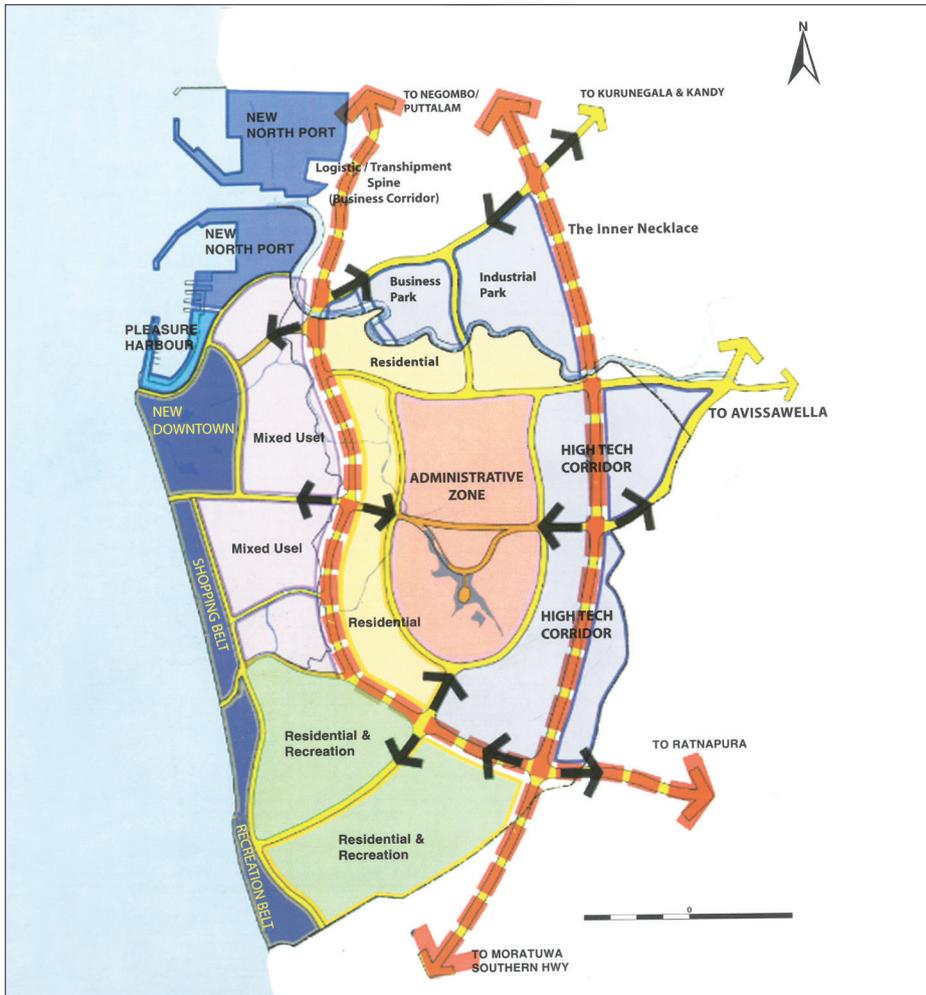


Figure No. 2.18 : Megapolis Plan of the Western Province (CESMA) – 2004
Source : Megapolis Plan of the Western Province (CESMA), 2004

This plan was consisted of three planning concepts as mentioned below;

- Decentralizing the development activities towards Eastern, Western and Southern areas, taking Colombo Core area as the center
- Green Garden Concept for Urban Development
- "Concept of living, working and enjoying"- allow people to live in proximity to the work place to provide them a higher standard living condition.

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IX. Colombo City Development Plan (Amendment) – 2008

This development plan has been prepared as an amendment to the Colombo Development Plan 1999 and is consisted of eight development zones as follows:

Concentric Development Zone, Commercial Zone, Mixed Development Zone, Port Related Zone, Primary Residential Zone, Special Mixed Residential Zone, Special Primary Residential Zone and Coastal Zone.

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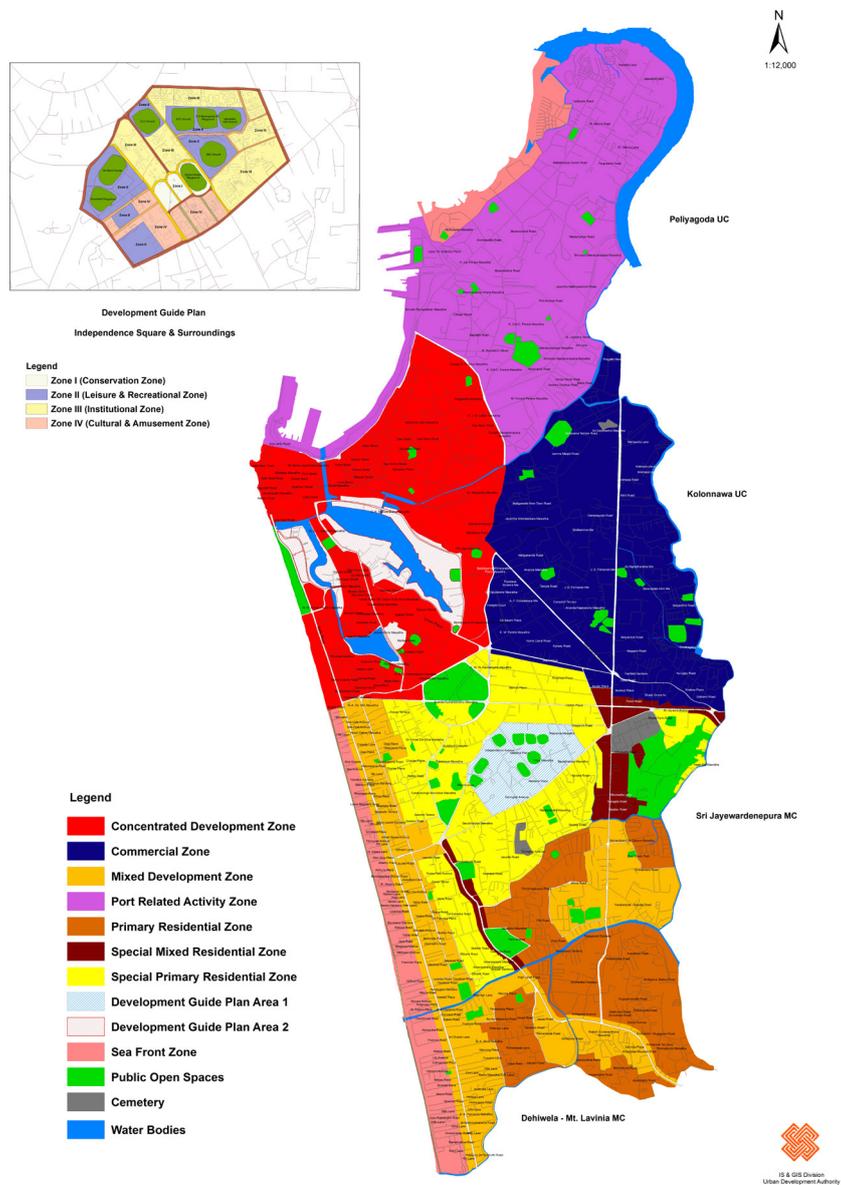


Figure No. 2.19 : City of Colombo Development Plan (Amendment) – 2008
Source : City of Colombo Development Plan (Amendment), 2008

X. 'Megapolis' Western Province Master Plan – 2030

"From Island to Continent" concept has been identified as the vision of the Megapolis Western province plan 2030, by the Megapolis planning project 2016 implemented under the ministry of Megapolis and Western province development. Accordingly, development planning proposals have been prepared by dividing the entire planning area into 13 zones as mentioned below:

Katunayake Airport, Muthurajawela North Coast, Supply Corridor connecting Airport and Port, Mirigama Industrial City, Avissawella Plantation Town, Central Business District (CBD) centered on the Port of Colombo and surrounding areas, Internal core area, External core area, Malabe City of Science and Technology, Horana Industrial City, Baduraliya Forest City, Southern coastal belt, Ocean area.

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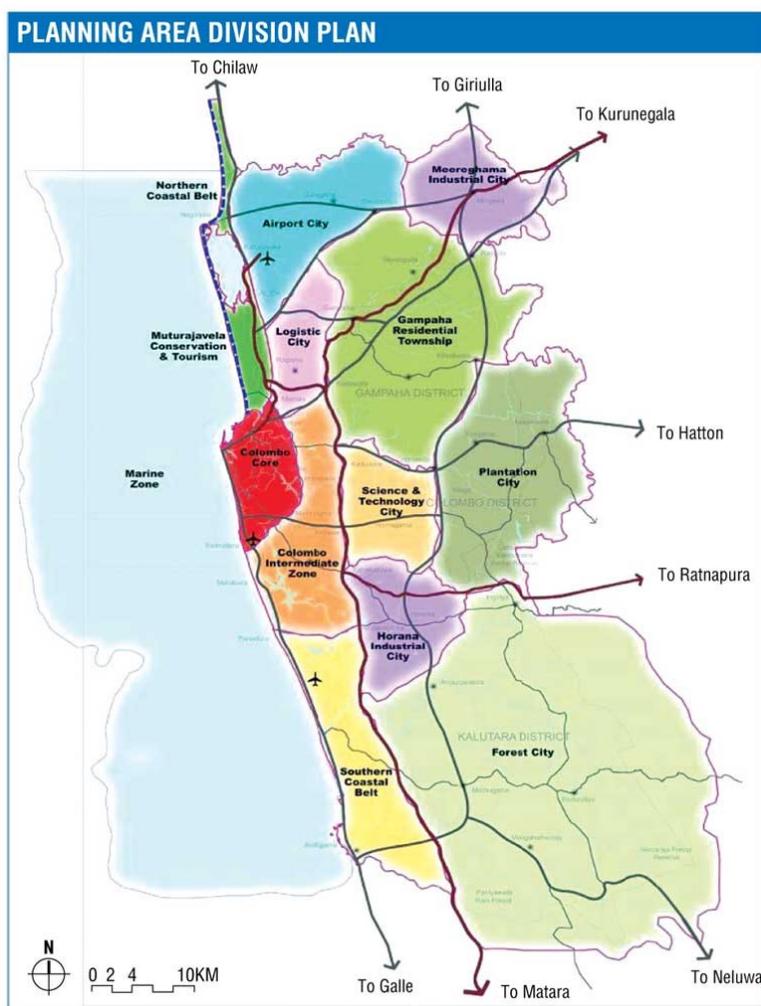


Figure No. 2.20 : 'Megapolis' Western Province Master Plan – 2030
Source : Western Province Megapolis Planning Project, 2016

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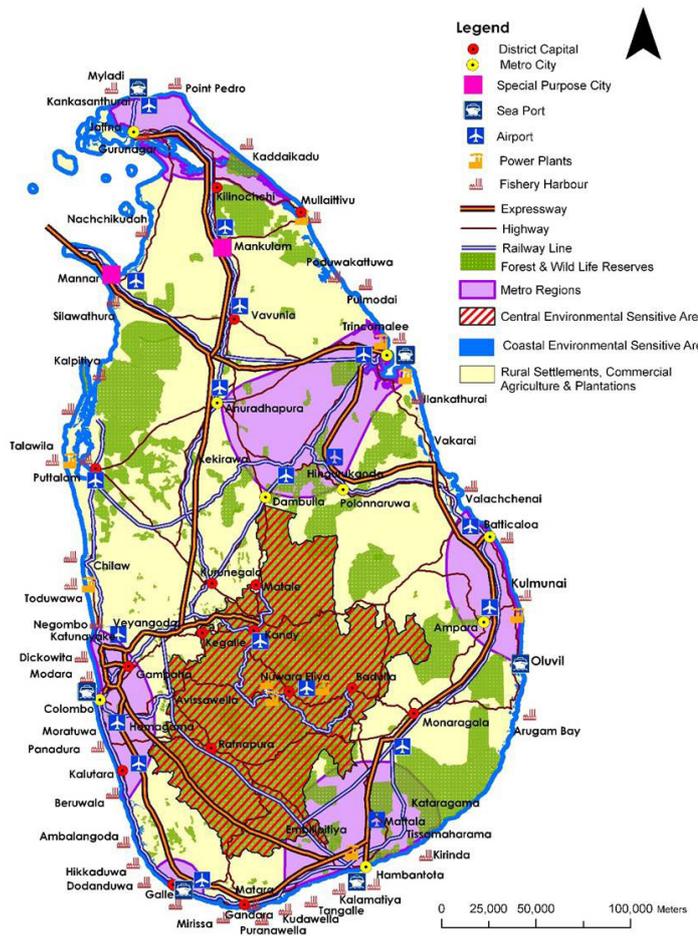
2.2.3. National Policies of Sri Lanka

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National Policies of
Sri Lanka

To uplift the living standard of citizens of Sri Lanka by acquiring the basic requirements and to achieve the sustainable development, various national policies have been introduced as to represent physical, environmental, social and economic sectors. Following these policies various government institutions, semi government organizations, independent bodies and organizations are playing a leading role to direct the development activities of Sri Lanka. Following are some of the national policies as representing the above sections.

National Physical Structure Plan – 2030



Based on the need for planned physical development, the National Physical Planning Department prepared the National Physical Planning Policy and Plan 2030 in 2007 and gazetted it in 2011. The primary objectives of this are to provide the necessary physical facilities for Sri Lanka to become a friendly country and a competitive economy in the world, to confirm the optimal and sustainable use of the unexplored resources available on land and oceans, and to guide Sri Lanka in harnessing the potential of its geo-global strategic location. According to the proposed Physical Structure Plan presented by that plan, the urban development of Sri Lanka will be concentrated into 5 Metro Regions namely West, North Central, East, Hambantota and Jaffna.

Figure No. 2.21 : National Physical Structure Plan – 2030
Source : National Physical Structure Plan – 2030

National Physical Plan – 2050

After 10 years of preparation of 2030 Plan i.e. in the year 2017 the National Physical Planning Department again prepared the National Physical Planning Policy and Plan- 2050; the Update Plan, which was gazetted in the year 2019. According to the proposed physical structure plan presented by the 2050 plan, policy, geographical and sectoral methods have been identified to create a sustainable and planned physical environment in Sri Lanka, and thus the objectives are to achieve physical, social, economic and environmental development. This plan has identified 4 development corridors namely East-West Corridor, Northern Development Corridor, Southern Development Corridor and Eastern Development Corridor. Accordingly, Colombo can be identified as a city located in the East-West Corridor connecting Colombo Port and Trincomalee Port. It is expected that 35% - 40% of the total population will be concentrated in this development corridor by the year 2050.

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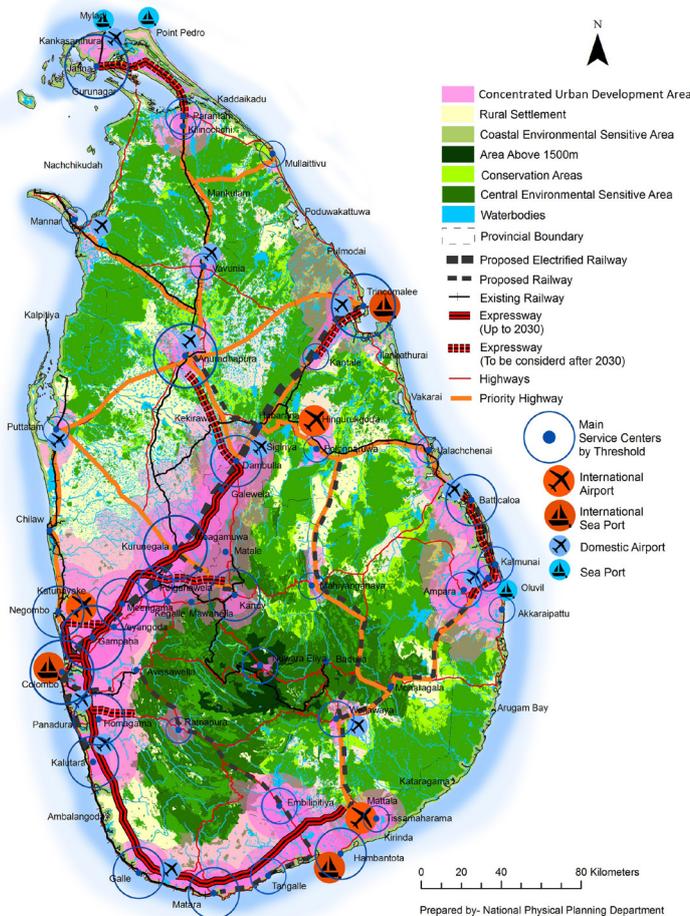


Figure No. 2.22 : National Physical Plan – 2050
Source : National Physical Plan – 2050

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National Health Policy

Redesigning the national health policy 1952 - 1992, national health policy 1992 - 2006 was introduced. Again, recognizing its shortcomings after a period of two decades, The National Health Policy 2016 - 2025 was designed systematically.

This new national policy was introduced to solve health issues prevailed until then by means of new strategies, and with a view to confirm the quality and the security of the health system.

In the process towards a sustainable development, the plan expects the need to implement the development taking the health and safety of every citizen as a prime objective. It is further explained "contributing to economic, social, mental and spiritual development as a healthy nation" by the vision of the policy. Accordingly, as shown in the new national health policy Colombo Urban Development 2021–2030 expects to provide adequate and high quality treatments for every Sri Lankan citizen, to facilitate with quality rehabilitation care equally for all and minimizing and providing remedies for health issues existing all over the City of Colombo. Strategies are provided by this plan to do away with shanties and low income houses and to regularize the irregular disposal of wastes.

National Environmental Policy

Although, various policies had been introduced for the problem of environmental degradation existed in the past, the recently introduced National Environmental Policy has been instrumented in the sustainability and environmental integration of the development process.

The environmental policy has been formulated, highlighting the responsibility of every citizen to "protect and conserve its resources" in accordance with the constitution of Sri Lanka. This policy aims to ensure proper environmental management within the framework of sustainable development in Sri Lanka. In addition, the need for balanced social and economic development to the maximum and to ensure environmental accountability are specially mentioned among the objectives of this policy.

It is anticipated by the implementation of this national policy, to identify the adverse aspect of human activities related to the nature, separately and as a whole and is built up with the expectation to achieve varied results based on land, water, space and bio-diversity.

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Here, the environmental strategies are expected to be implemented under six sections as follows.

- Forest and Wildlife Conservation
- Agriculture, plantations, land development and mining.
- Industry and Tourism
- Energy and transport
- Health and Hygiene
- Urban development

Accordingly, the implementation of the Colombo Urban Development Plan intend to facilitate land development, fisheries and coastal management, industrial and tourism promotion, health and sanitation and urban development in the areas specified in the National Environmental Policy.

National Education Policy

Reforming the free education system introduced by Mr. C.W.W. Kannangara in 1945, the new national education policy has been brought into the existence for the purpose to ensure the security of education of every citizen. Accordingly, this policy is designed to built an enlightened, moral and intelligen Sri Lanka, with the prime concept of improving the quality of education.

Accomplishment of various objectives such as national integration, achieving national unification and national unity, confirmation the pervation pattern of the social justice, evolvment of the sustainable lifestyle, generation of employment opportunities are taken as prime concern by this National Education Policy. Accordingly, strategies have been deviced to create a foundation to build up system for the development for the quality and formal education from primary education, for higher education and special educational needs. In relation to the same special attention has been made from the level of teacher, in respect of the professional teaching envrionment and teaching media by this policy.

In addition, this policy pays special attention on the formation of non-formal education in the existing Sri Lanka Education sector and here it is highlighted the preparation of functional literacy centers for non-schooling children and adults, establishment of community learning centers, fulfillment of requirements of street children, minimizing the rate of school leavers and implement entrepreneurship training and Installation programs for them.

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Accordingly, the Colombo Urban Development Plan has highlighted the need for the development process to build a sustainable education system for the betterment of sustainable development, thereby paving the way for the transformation of the existing education system into a quality standardized education system.

National Housing Policy

In view of the basic human need of the "Housing Facility for all", the Housing Policy has been formulated. The main objective of the policy is to convert the housing field a well-functioning housing section that fulfill the needs of all and achieve wider economic, social and sustainable development targets.

The National Housing Policy was formulated in 2014 initially, and later in 2016 the "Quito" Declaration on the Urban Housing Agenda recognized the importance of human settlement planning and development, including urban housing, as an essential tool for the global community to achieve all sustainable development goals.

The National Housing Policy has been formulated under the concept of "Shelter for all" by the year 2025 and the following recommendations have been made regarding urban housing, land and land use and condominium housing.

"Since housing and urbanization are two interrelated entities, it will have a direct impact on the social, economic and development spheres. Accordingly, the introduction of alternative housing based on the strength of the individual to improve the quality of life of the people by utilizing their land assets has been identified under this."

Accordingly, it hopes to have an optimal urban land resource through mixed development and high density housing, which is an alternative method of granting housing to all residents. Accordingly, it discusses the possibility of bringing back underutilized land to the market where there were legal and administrative hurdles.

Condominium property development and management will play an important role in the government's efforts to promote human settlements. To this end, housing policy, which strengthens laws, regulations and current legal action, is an important strategy to raise awareness of the condominium lifestyle.

2.2.4. Present Day Colombo

The physical, economic, social and environmental aspects of the Colombo area are analyzed as follows to identify the current planning context.

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2.2.4.1. Physical Sector

The physical characteristics of the city of Colombo were identified through analysis of land use patterns, national and regional connections, transport layout and services and infrastructure.

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Physical Sector

a) Land Use Pattern

According to the 2018 land use pattern, 45% of the total land area is allocated for office and corporate activities, 29% for residential use and 12% for commercial purposes. (Figure 2.23).

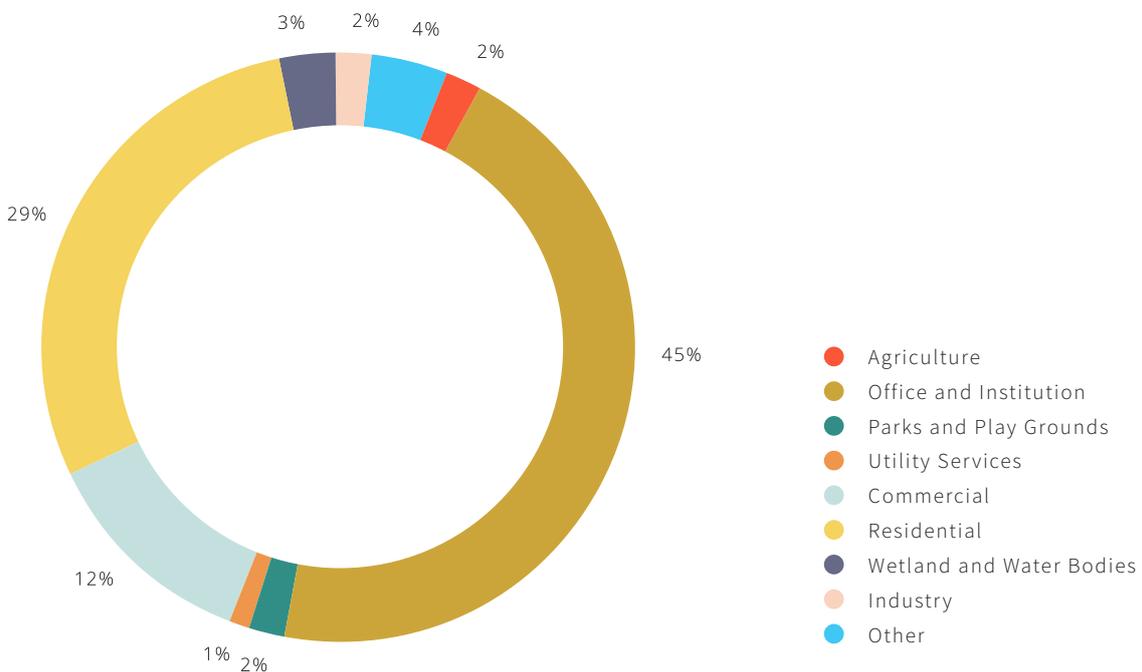


Figure No. 2.23 : Land use pattern of Colombo – 2018
Source : Urban Development Authority, 2018

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From the year 2000 to the year 2018, the area of residential, corporate and industrial land in the city of Colombo has decreased. It can also be observed that land use in the commercial sector has increased by 6%

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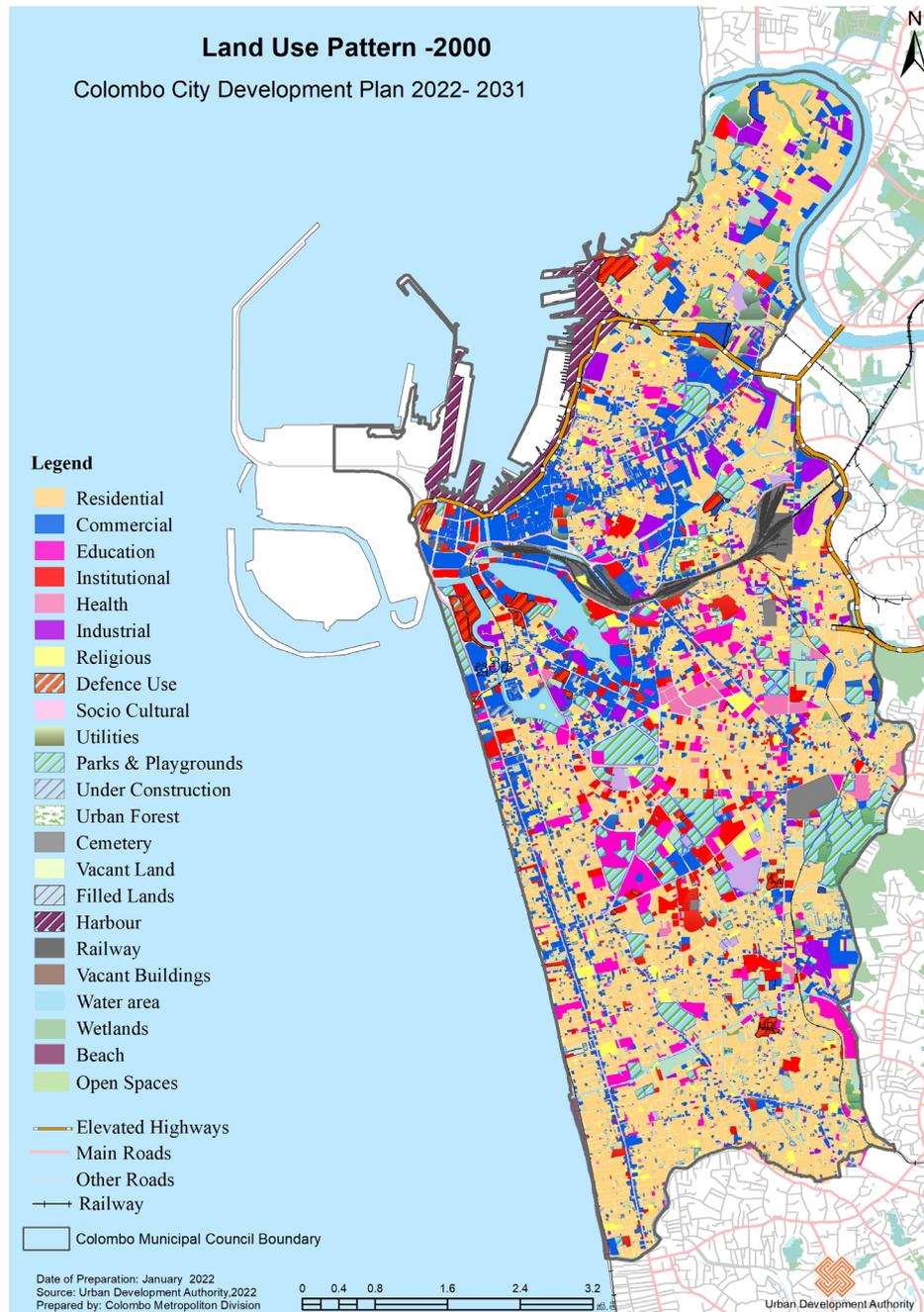


Figure No. 2.24 : Land use pattern of Colombo – 2002
Source : Urban Development Authority, 2002

in 2018 as compared to 2000. The main reason for this is the transformation of horizontal development in cities from 2000 to vertical development by 2018. (Figure 2.24 and Figure 2.25)

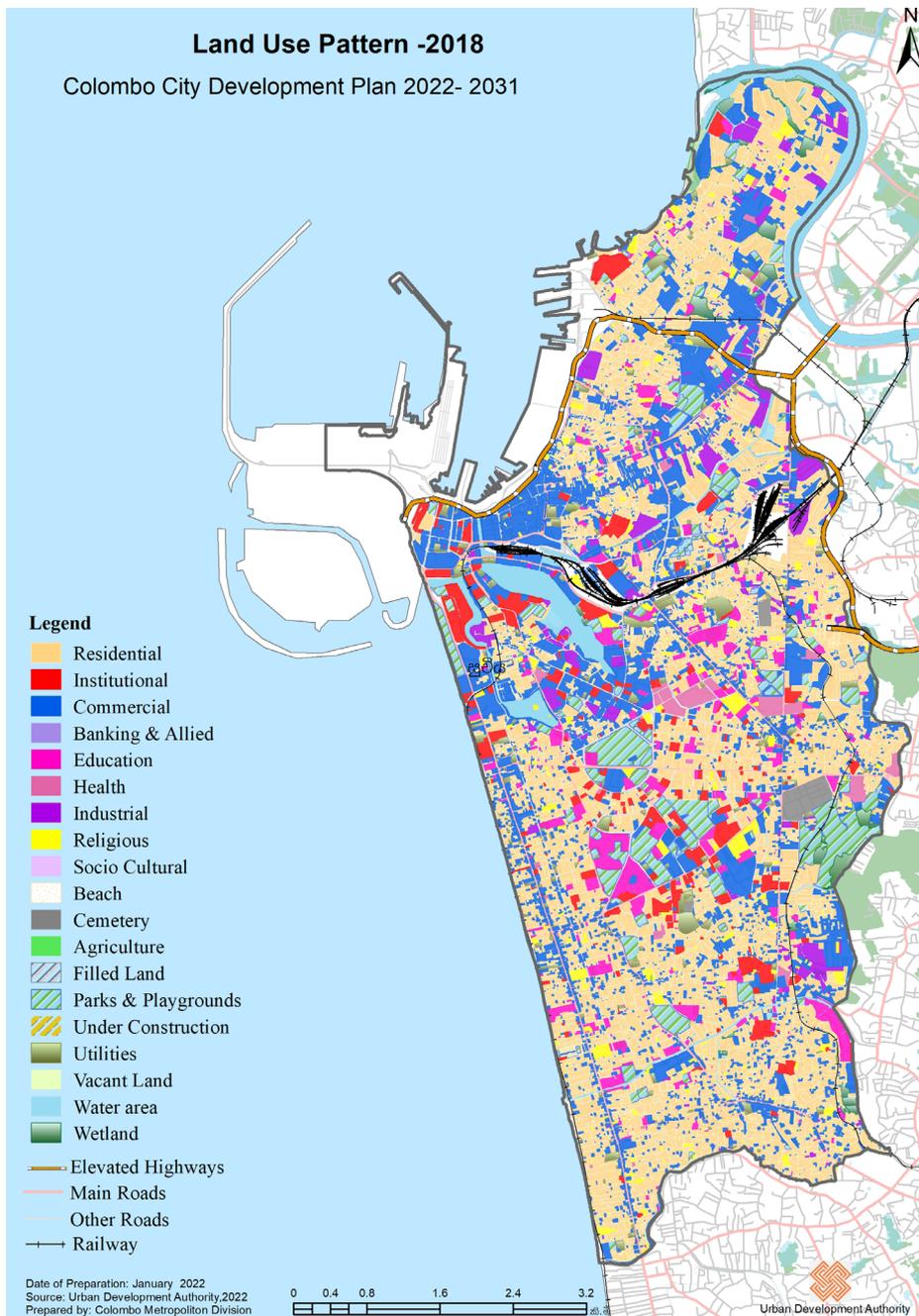


Figure No. 2.25 : Land use pattern of Colombo – 2018
Source : Urban Development Authority, 2018

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b) International, National and Regional Relations

International Relations

As a trading and commercial city, Sri Lanka has become a strategic hub for facilitating trade in the international arena due to its geographically strategic location and central location on international maritime routes.

Accordingly, the City of Colombo has become a trading and commercial city, surpassing other cities in Sri Lanka, as it expands as a major city in the South Asian region focusing on the Port of Colombo and leading the trade in the Indian subcontinent.

The Port of Colombo is ranked as the busiest shipping hub in the South Asian region and 23rd out of 25 best ports in the world, according to the 2017 Alphaliner Rankings.

As a business hub, the World Monetary Fund (IMF) has named Colombo as a Gamma + City, according to the Economist Intelligence Unit, based on the economic recovery in the real estate and tourism sectors following the end of the Civil War in mid - 2009. Colombo is also the second most expensive city in South Asia and the 108th most expensive city in the world.

National relations

Major Urban Centers	Distance (km)
Jaffna	395
Anuradhapura	200
Trincomalee	265
Dambulla	160
Kandy	122
Batticaloa	318
Badulla	348
Hambantota	260
Galle	146

The City of Colombo, as the capital and leading commercial hub of Sri Lanka (supply chain), is directly connected with the main urban center through population distribution and transportation. Accordingly, it can be identified that Colombo city, is connected with Jaffna, Anuradhapura, Trincomalee, Dambulla, Kandy, Batticaloa, Badulla, Hambantota and Galle urban centers at the national level as shown in Table 2.1 and Figure 2.26.

⌚ Table No. 2.1 : National relations
Source : Urban Development Authority, 2021

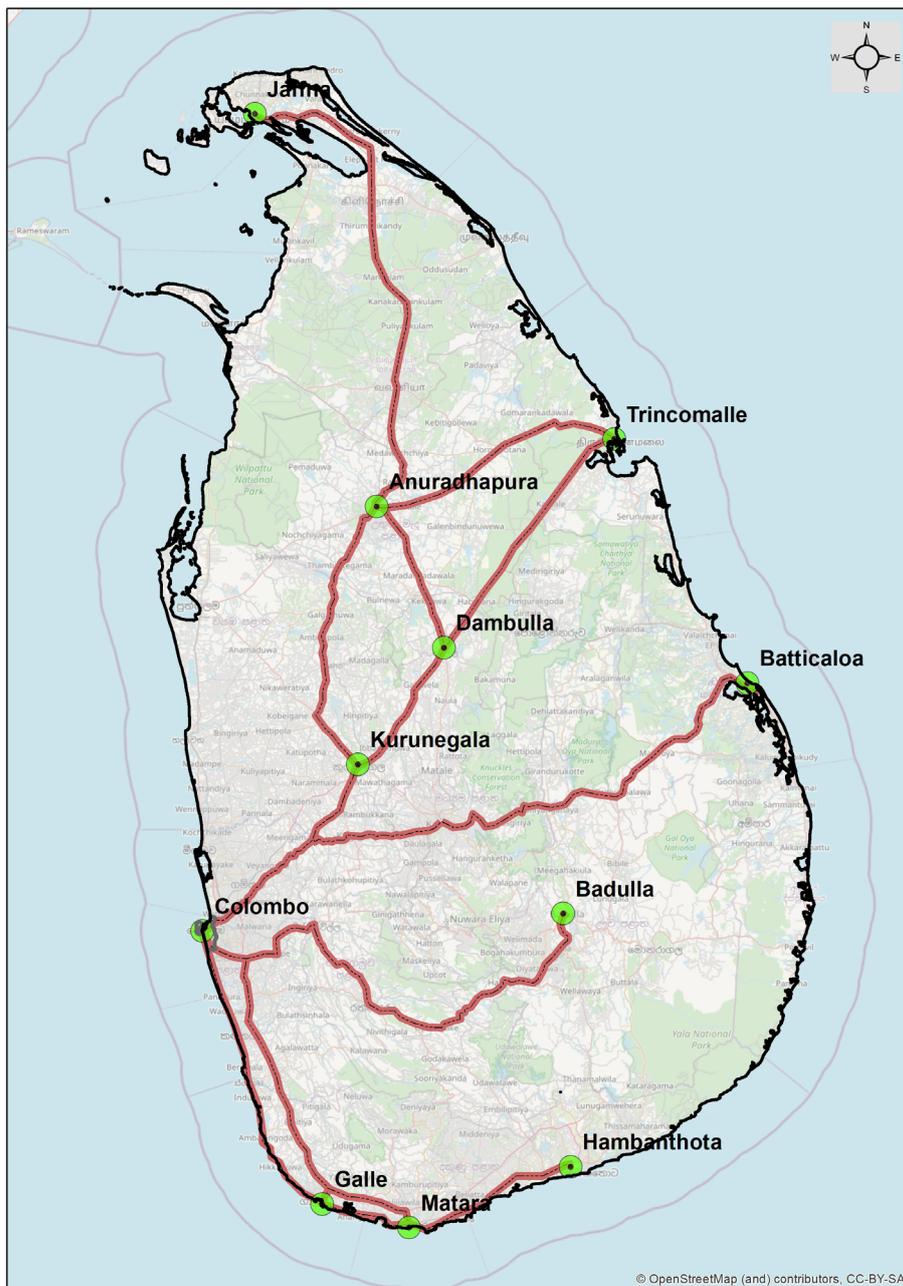


Figure No. 2.26 : Connections with other main Cities as a National city
Source : Urban Development Authority, 2021

Regional Relations

Katunayake, Kadawatha, Kaduwela, Avissawella, Homagama, Horana and Moratuwa are the major suburbs associated with the Colombo Core Area as shown in Figure 2.27. According to a 2013 Comtrans study report, the above suburbs are directly connected to the city of

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Colombo by seven corridors namely Negombo Road, Kandy Road, Old Avissawella Road, New Kandy Road, New Avissawella Road, Horana Road and Galle Road. (Figure 28)

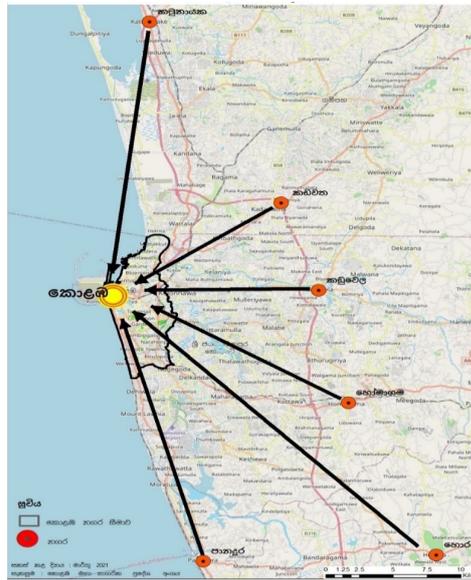


Figure No. 2.27 : Regional Connections with Other Cities | Source : Urban Development Authority, 2021



Figure No. 2.28 : Main Corridors Entering to the Colombo City | Source : ComTrans Urban Transport Planning, 2014

Urban Hierarchy

Recognizing the relative importance of other urban centers associated with the City of Colombo will help to keep urban processes and the urban system in the city running efficiently. Accordingly, attention was paid to the following features, and the Urban Hierarchy was determined by the weighting analysis.

- Physical development in urban areas (distribution of transport infrastructure, distribution of physical infrastructure, expansion of social infrastructure such as schools, hospitals, recreational facilities)
- Pattern of change in rural and urban characteristics of the area
- Key Functional Features and Economic Regulation of Urban Areas
- Social and economic background of the people

The relative importance of urban centers was determined by the above characteristics and, accordingly, the hierarchy of identified junctions is given below. (Figure 2.29)

- First Grade — Pettah, Peliyagoda, Battaramulla, Nugegoda
- Second Grade — Dematagoda, Wellawatte Borella, Bambalapitiya, Dehiwala, Wattala
- Third Grade — Kolonnawa, Mattakkuliya, Kohuwala, Ratmalana

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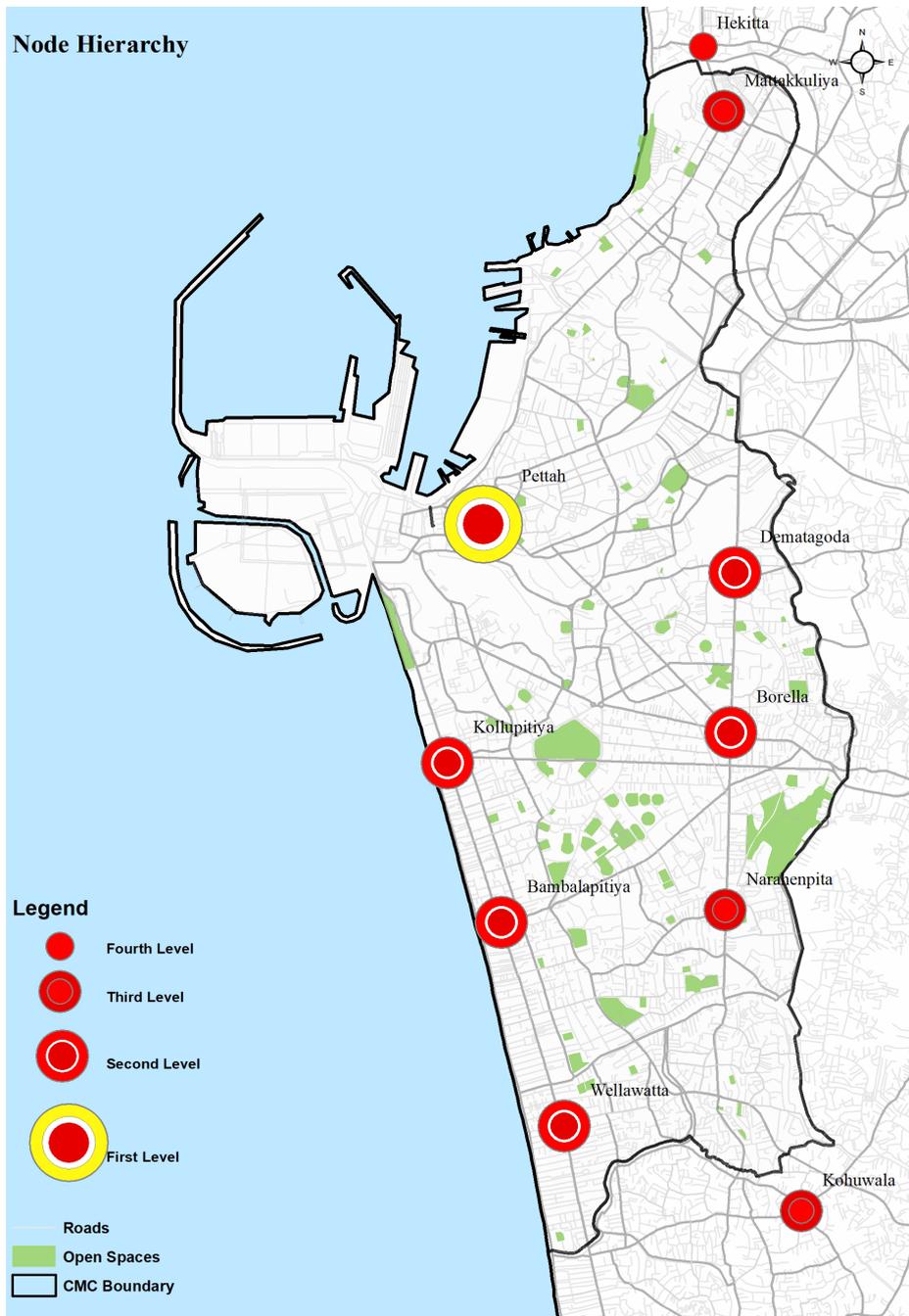


Figure No. 2.29 : Nodal Hierarchy related to Colombo Commercial City
Source : Urban Development Authority, 2002

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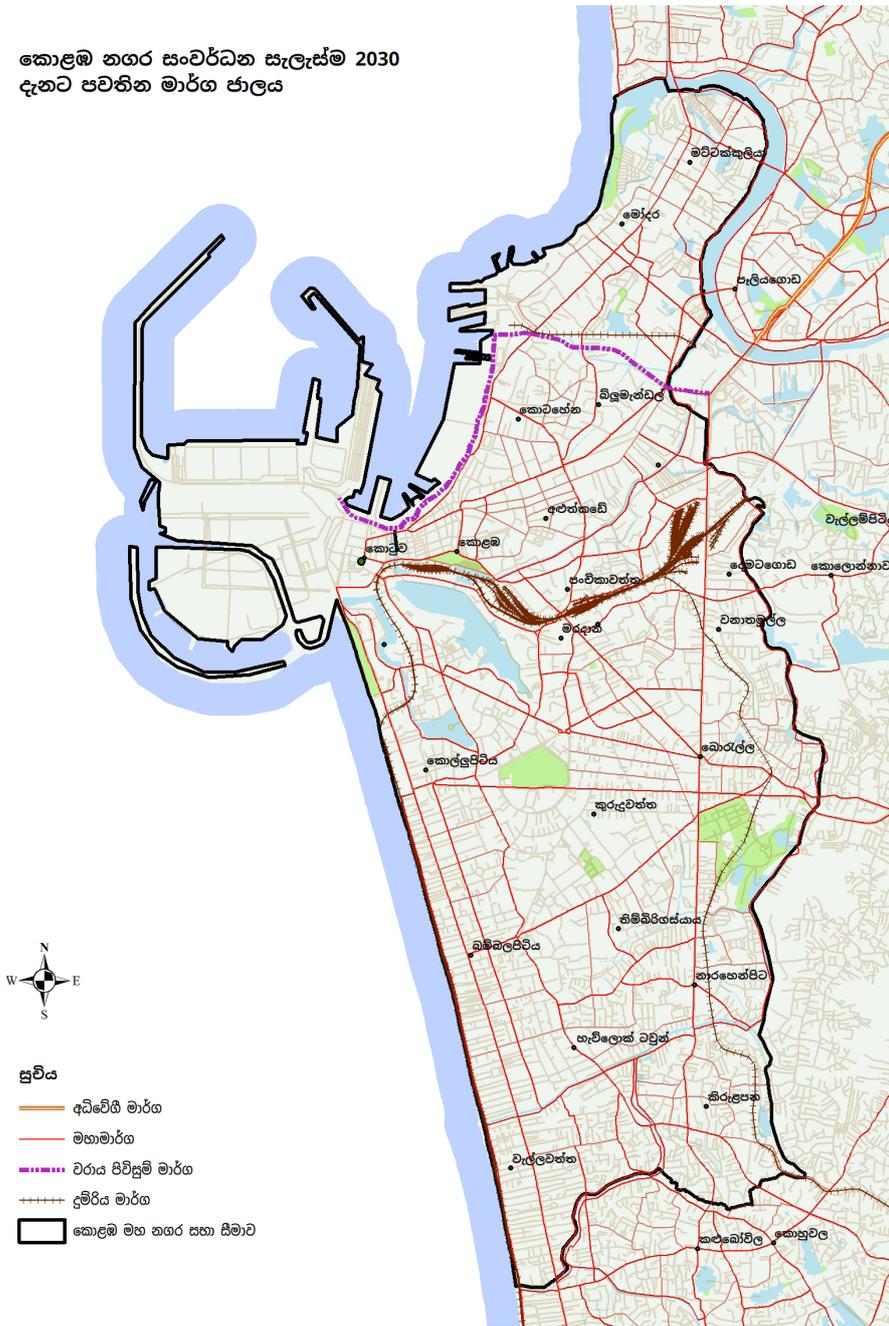
c) Transport Arrangement

The transport network has become an important factor in the rapid development of the city of Colombo as Sri Lanka's premier commercial hub and tourist destination. Accordingly, the Colombo metropolitan area will be connected to other regional hubs by major network of highways and railways will function as the heart of the island. Furthermore, considering the transport flow to the city of Colombo, more attention should be paid to private vehicles as well as the public transport network.

Highway System

As shown in Figure 2.30 it can be identified that, there is a road network of 850 km, out of the Baseline Road, Galle Road, New Avissawella Colombo Road and Kandy–Colombo Road owns by Road Development Authority. Other road areas are owned by the Road Development Authority and the local authorities. In terms of road connectivity, the Colombo City Area is connected to other areas by the seven main corridors namely Negombo Road, Kandy Road, Low Level Road, New Kandy Road, High Level Road, Horana Road and Galle Road. Through these corridors there is a high daily flow of passengers into the Colombo Municipal Council area.

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Figure No. 2.30 : Road Network, Railway Network and Highway System of Colombo City
Source : Urban Development Authority, 2002

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According to the Comtrans Urban Transport Study Report (2014), the highest number of passenger arrives through the New Kandy Road, which amounts of 22% of the total value. The passenger flow through the other corridors is as follows. (Figure 2.31)

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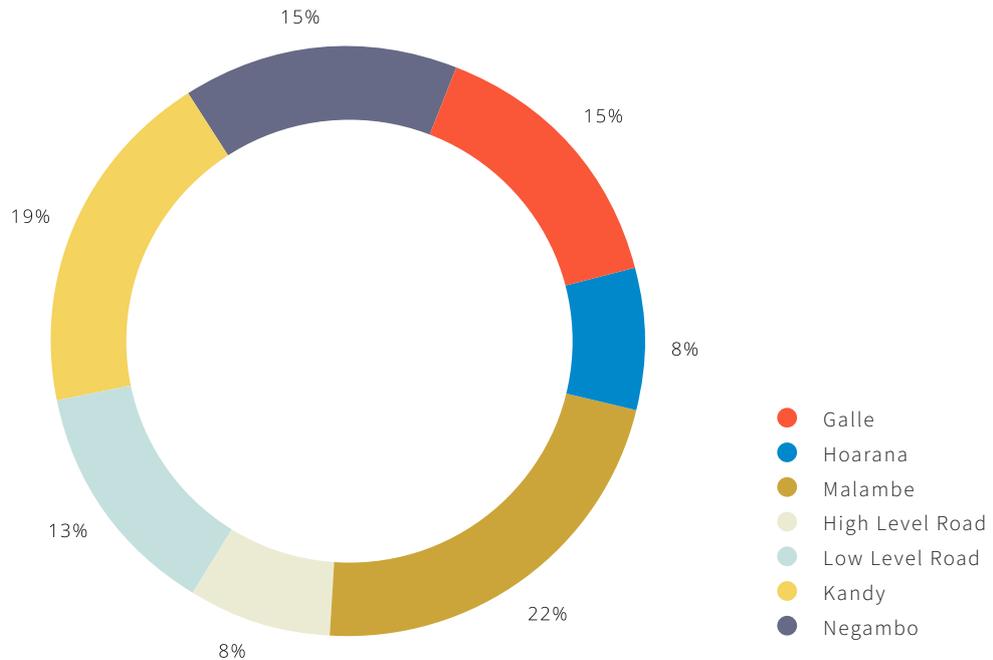


Figure No. 2.31 : No of Vehicles Entering to the Colombo City via the Seven Major Corridors
Source : ComTrans Urban Transport Planning, 2014

Expressways

The Colombo-Katunayake Expressway starting from Peliyagoda, the proposed expressway from Kelaniya to Athurugiriya and the port access road from Colombo Port to Igurukade Junction, can be cited as express ways. The Outer Circular Highway, the Colombo-Matara Expressway and the Colombo-Kandy Expressway will also carry passengers to Colombo.

Railway System

The main railway line of the Sri Lanka Railways network, the Coastal Railway to Matara and the Kelaniweli Railway to Avissawella, run through the Colombo Municipal Council area. This railway line consists of several railway stations. Fort Railway Station, Maradana Railway Station and Dematagoda Railway Station are the main railway stations. The coastal railway line has been developed as a dual carriageway from Colombo Fort to Kalutara. However, the Kelani Valley Railway was developed in 1902 for the transportation of rubber products and is designed as a relatively narrow railway line. Considering the average speed of the train, the average speed of the train from Colombo Fort Railway Station to Ratmalana Railway Station is 25 km per hour. The average speed of the train from Maradana to Padukka is 24 km per hour.

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Figure No. 2.32 : Railway Passenger Transportation and Colombo Fort Railway Station
Source : Flickr Website, 2021

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According to a survey conducted by the University of Moratuwa it is observed that , 152,000 passengers daily on both ways of the Demata-goda-Ragama railway line, 136,000 passengers between Fort - Mara-dana and 121,000 between Maradana and Dematagoda.

Transport by Buses

6% of the total vehicles entering the city of Colombo are public transport buses, which carry 62% of the total number of passengers. Also, 94% of the total vehicles entering the city of Colombo are cars, three wheelers and other private vehicles carrying about 38% of the total number of passengers.

According to the National Transport Commission, there are 680 inter-provincial buses and 400 domestic buses in the Western Province. Out of these inland provincial buses, 7400 inter-provincial buses start from the Pettah bus terminal and 3300 inland provincial buses start daily from the Pettah main bus stand. In addition, the number of passengers taking the intercity bus service from the Pettah bus stand is around 38,000 daily, and the number of passengers taking the inner city bus service daily, is around 14,000.



Figure No. 2.33 : Sri Lanka Central Bus Terminal and Gunasinghapura Bus Stand
Source : Alarmy Website, 2021

d) Services and Infrastructure

Water Facilities

Under the Western Province Main Plan 2013 - Water Supply to the City Zones- the Kalutara, Colombo and Gampaha districts as a section, the ownership of water supply, and management bears by the National Water Supply and Drainage Board of Sri Lanka. Accordingly main sources of supply water are:

- Labugama and Kalatuwawa reservoirs
- Kelani River and its tributary Seethawaka River
- The Kaluganga and its tributary-Kudaa Ganga

In addition, although, the groundwater level in the area is high due to the Kelani River being a natural source of water, the groundwater is also polluted due to improperly treated wastewater discharged into the Kelani River by industries.

Accordingly, the National Water Supply and Drainage Board has provided 310,982 water connections to the Colombo Municipal Council area by the year 2020. According to the statistics of the National Water Supply and Drainage Board, the daily demand for water in 2016 was around 350,990 cubic meters, covering 89.2% of the total area of the Colombo Municipal Council, and the board has managed to supply with an average of 23.8 hours of uninterrupted water per day.

The National Water Supply and Drainage Board estimates that the water demand will be around 614,173 cubic meters by 2030 and has already launched several water supply projects to meet that demand. Accordingly, it is expected to be able to provide water facilities to nearly 1,473,737 water connections by the year 2030.

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Figure No. 2.34 : Pipe born water Line system Laid in the Colombo Municipal Council Area
Source : National Board of Water Supply and Drainage, 2021

Further, the drinking water supply pipeline system to the Colombo Municipal Council boundary and the water distribution pipeline system within the Colombo Municipal Council area are shown in Figure 2.34.

Electricity Facilities

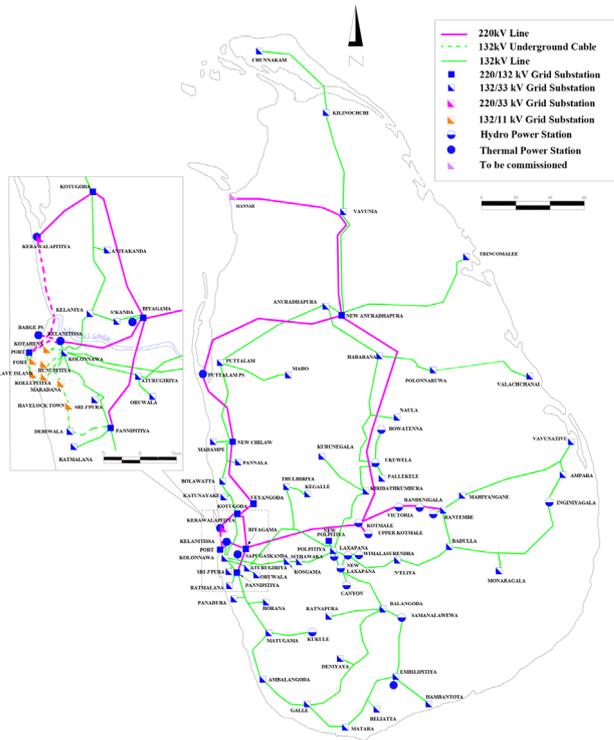
The entire supply of electricity in Sri Lanka is operated under four distribution divisions and the supply of electricity to the city of Colombo is done under Division No. 1. In addition, 123 KW substations have been set up at Kotahena, Fort, Kollupitiya, Maradana and Havelock Town to maintain uninterrupted power supply in the city. According to the statistics of the Ceylon Electricity Board in 2019, the annual electricity demand of the city of Colombo has been identified as 1523 GWh, which is 10.4% of the total demand in Sri Lanka. According to the report, around 182260 electricity connections have been provided to the city of Colombo in the year 2019.

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The Map of Sri Lanka Transmission System in Year 2019



The maximum electricity demand of the city of Colombo exceeds 250 MW and the annual energy consumption is around 1200 GWh. The city of Colombo covers an area of only 37 sq km and has a population of over one million residential and non-residential population with over 160,000 customers, or 10% supplying more than 112 kVA, which accounts for about 20% of Sri Lanka's electricity sales.

The power line system of City of Colombo consists of 23 km of 33 kw capacity lines, 700 km of 11 kw capacity lines and 1113 km of general electricity lines.

Figure No. 2.35 : Map of Sri Lanka Transmission System – 2019
Source : <https://ceb.lk/transmission/en>

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Sewage and wastewater management

During the British rule, a sewerage system was constructed to cover the entire Colombo Municipal Council boundary, but today, due to the growing residential and circulating population, high effluent generation is taking place. The Colombo Municipal Sewerage System collects wastewater, pumps it through pumping stations and finally discharges it into the ocean through five major wastewater discharges. The amount of wastewater generated by various areas in the city of Colombo is given in Table 2.2 below.

Mattakkuliya, Dematagoda, Narahenpita and Kirulapone areas can be identified as areas not covered by the Sewage and Wastewater Management System within the Colombo Municipal Council limits as shown in Figure 2.32. Furthermore, as pointed out by the Colombo Municipal Council, 66% of the population of the city of Colombo has a local sewerage facility and 19% is covered by a public sewerage system, but 15% do not have access to sewerage facilities.

Area	Maximum dry weather flow	Normal dry weather flow	Maximum wet weather flow
	Liters per second	Liters per second	Liters per second
Kollupitiya	11.5	42.5	59.4
Bambalapitiya	31.8	102.8	143.9
Wellawatte	14.6	51.9	72.6
Total wastewater flow in liters per second	57.9	197.2	275.9
Total wastewater flow cubic meters per second	0.06	0.2	0.28
Total daily wastewater flow cubic meters	4998.2		

Table No. 2.2 : Amounts of waste water generated by different areas of Colombo city
Source : Maritime City Development Project, 2020

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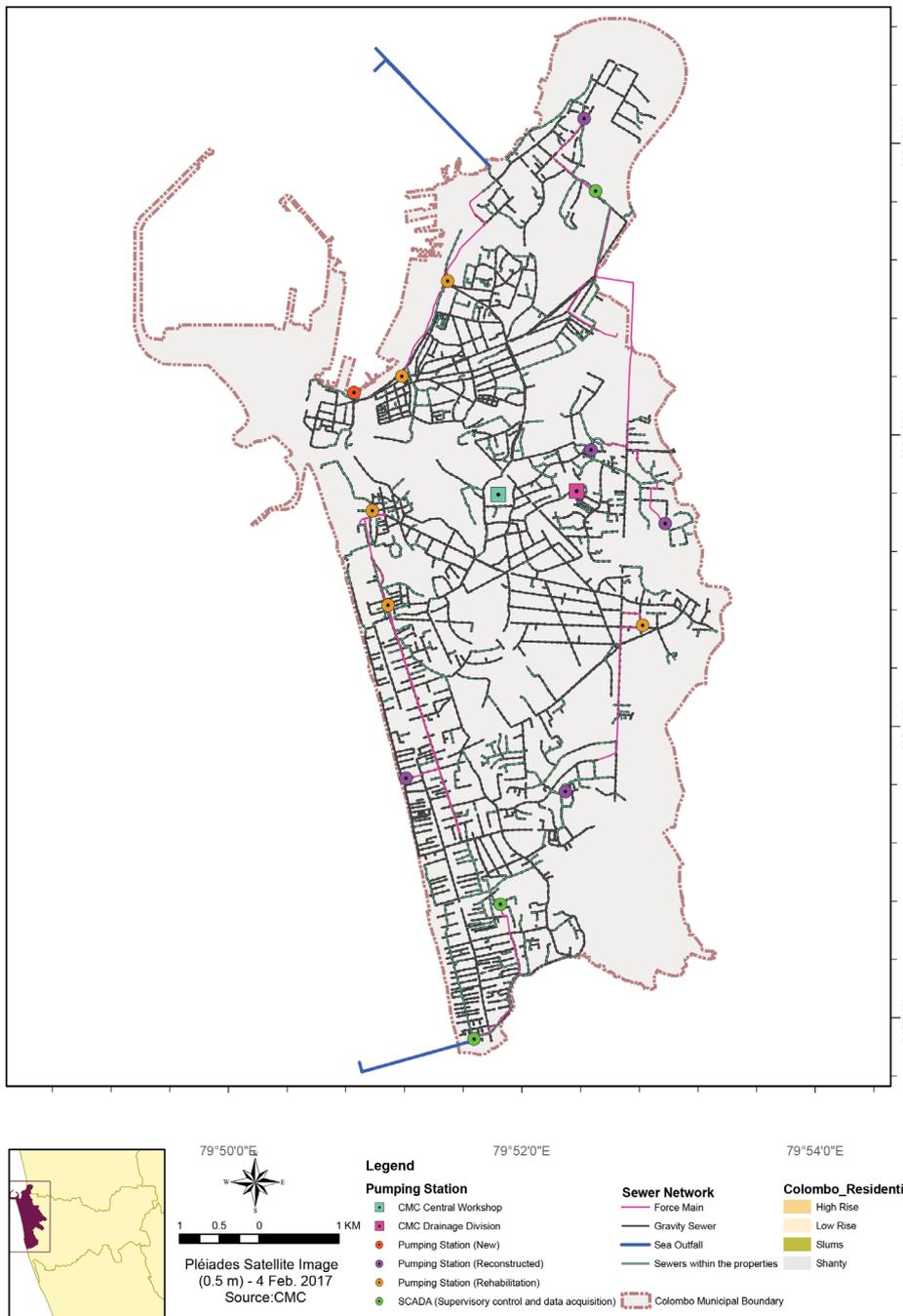


Figure No. 2.36 : Areas not covered by the Sewage and Wastewater Management System within the Colombo Municipal Council limits
 Source : State of Sri Lankan Cities Project, 2018

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Solid Waste Management

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About 550 metric tons of solid waste is collected daily in the Colombo Municipal Council area and it is collected, transport and disposed by the Colombo Municipal Council. The solid waste is seperated and collected as decomposes, recyclable and non-recyclable, transported by tractors, compactors and dump trucks. Collection of biodegradable solid waste is done once in 3 days and recyclable and non-recyclable solid waste is collected once a week.

The Municipal Council has introduced strategies for solid waste management such as composting at home, solid waste management projects in schools, recyclable waste collection centers and solid waste generation projects.

A Memorandum of Understanding has been signed between the Colombo Municipal Council and Western Energy Pvt. Ltd. for a project to generate energy using solid waste. The project will add 10 megawatts of capacity to the national grid from the yard to be built in the Kerawalapitiya area.

About 250 to 300 metric tons of waste collected in this manner is sent daily to the Kerawalapitiya landfill. Another 15-25 metric tons of other unusable solid waste is dumped daily into the sanitary landfill at Dompe scientifically.

2.2.4.2. Economic Sector

The City of Colombo which is considered to be the Commercial Hub of Sri Lanka, has been named as a 'Gamma +' city which connects the world economy and small scale economic zones according to a ranking in 2018.

The City of Colombo is also considered as the second most expensive city in South Asia and contributes significantly to Sri Lanka's GDP through its active participation in the financial, tourism, real estate, IT related services, industry and services and retail sectors. Thereby, It has also become a leading business center in South Asia.

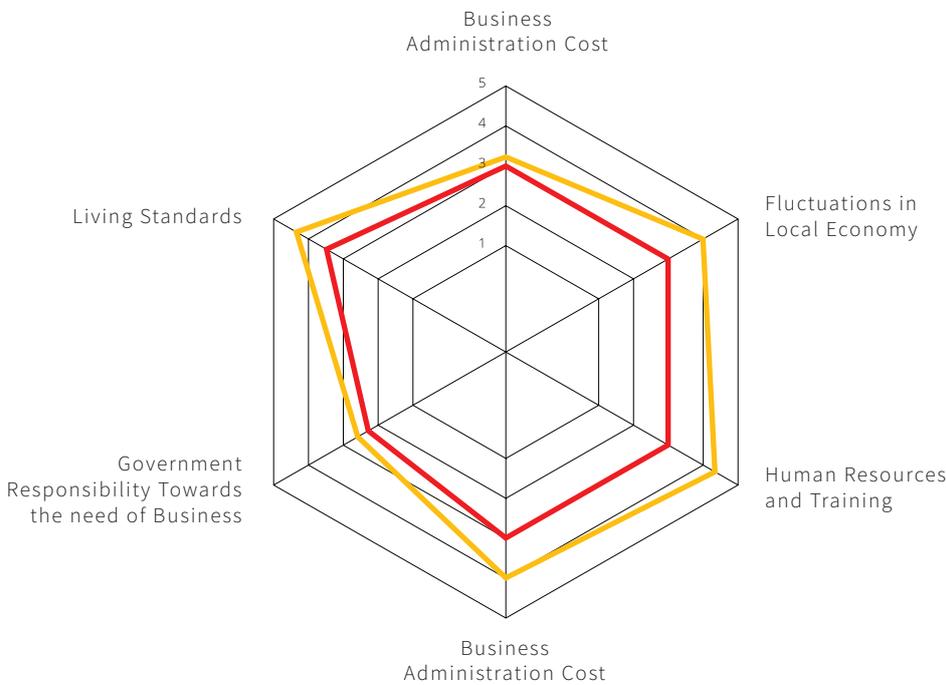


Figure No. 2.37 : Urban Competitive Index
Source : State of Sri Lankan Cities Project, 2018

In addition, the vast majority of multinational and local listed companies have set up their headquarters and sub-offices in the Colombo Central Trade Area including the Colombo Stock Exchange, which contributes significantly to the national economy.

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The City of Colombo in terms of Economic Contribution – According to the Urban Competitiveness Index, a city is ranked by factors such as cost of running a business, changes in the local economy, living standards, human resources and training, infrastructure facilities, and state liability for business needs. Accordingly, The City of Colombo is ranked as number one and Kurunegala and Kandy are ranked second and third respectively (State of Sri Lankan Cities Project, 2018).

Per Capita GDP of The City of Colombo

According to the 2017 Central Bank Report, the per capita GDP of the city of Colombo has been Rs. 783,645 in 2016. It has gradually been gone up from 2008 to 2017. (Figure 2.38).

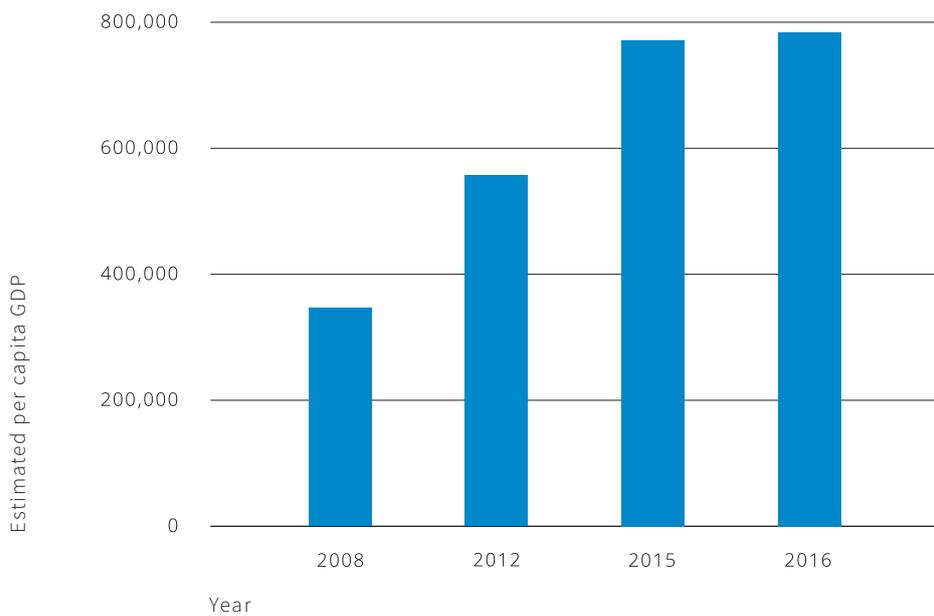


Figure No. 2.38 : Estimated per capita GDP of Colombo City
Source : Central Bank Report of Sri Lanka, 2017

Value of the lands in City of Colombo

The growth rate of land value in the city of Colombo has shown as 13.6% in the first half of 2019 and it has come down to 7.1% by the year 2020. The Central Bank's Land Assessment Index (LVI) shows a growth of 12.8% for residential lands, 14.9% for industrial lands and 13.2% for commercial lands as compared to 2019, as shown in Figure 2.35. As a result of the Easter attack in 2019 and the new Covid-19 epidemic, all real estate shows a slower growth average of 10.5%.

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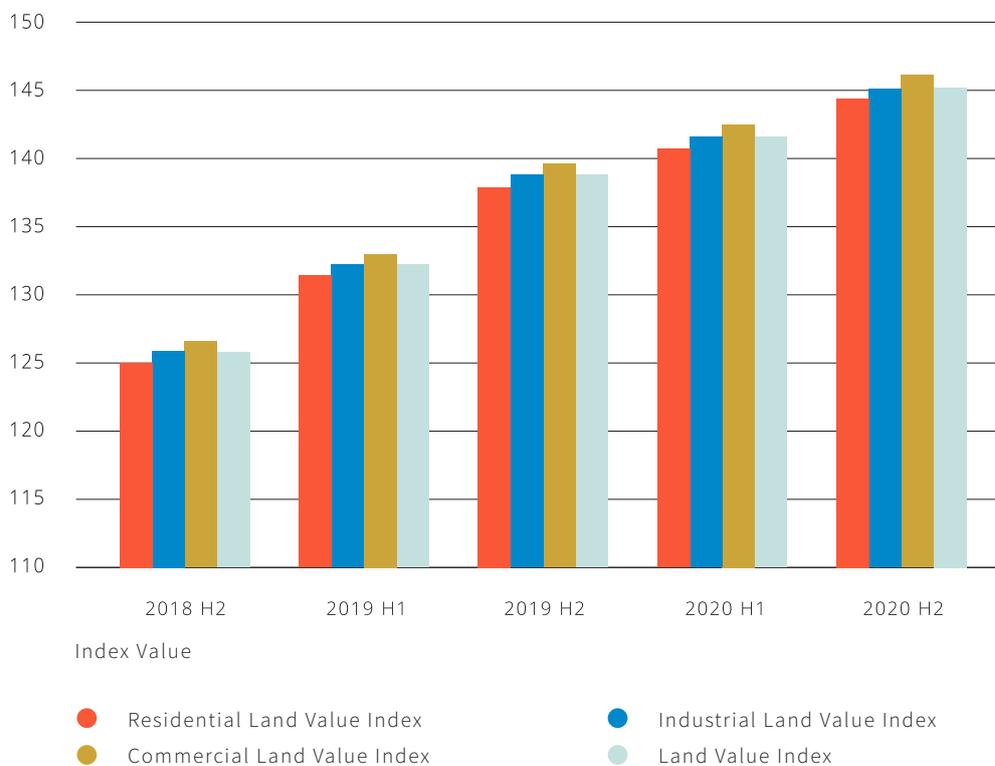


Figure No. 2.39 : Land Value Index (LVI)
Source : Central Bank Report of Sri Lanka, 2017

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Colombo Wholesale Market

Pettah Shop Street, People's Plaza, Panchikawatte Auto Parts Market and Colombo Gold Center can be cited as examples for the largest and most active wholesale markets in the Colombo Municipal Council area.

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a) Pettah Bazaar



Figure No. 2.40 : Streets in Pettah
Source : Flickr Website, 2021

Located close to the Port of Colombo, it can be identified as the busiest outdoor wholesale market. The streets in the Pettah Bazaar area are well-known for selling various goods as follows.

- Leather goods: Front Street, Main Street
- Clothes, shoes, bags: Front Street, Main Street, 2nd Cross Street
- Electrical: 1st Cross Street, Kumara Street
- Festival goods: China Street
- Toys: Kumara Street
- Stationery: Maliban Street, 2nd Cross Street
- Vegetables, Fruits: 5th Cross Street

b) Colombo Gold Center

According to the plan done by the Urban Development Authority, the five storied Colombo Gold Center Complex was constructed in 2014, using the manpower of the 4th Engineering Services Regiment of the Sri Lanka Army. It is consisted of 83 gold and jewelry shops, three banks for finance and a Gem and Jewelery Authority branch to ensure the authenticity of gems and jewelery.



Figure No. 2.41 : Colombo Gold Center
Source : yamu.lk, 2021

The Colombo Gold Center also provide restaurant facilities, free parking and Wi-Fi technology, as well as police security to ensure the security of clients and property, and surveillance by CCTV cameras throughout the day. Thus, the provision of organized internal services allows clients to purchase gold, gems and jewelry while saving time and effort in a secure environment.

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c) Panchikawatta Auto Spare Parts Market

A special market with a collection of formal and informal motor spare parts situated along Maradana Panchikawatta road. Panchikawatta Auto Spare Parts Market is a very popular market among all Sri Lankans with a very high demand, from where any kind of a spare part can be purchased comparatively at a more profitable expenditure.



Figure No. 2.42 : Panchikawatta Vehicle Spare Parts Market
Source : Flickr Website, 2021, Break Motors Web Site, 2016

As a Tourist Destination

With the end of the civil war in 2009, an uptrend in the arrival of tourists was marked from the early part of the year 2010. According to the recent reports, the arrival of tourists that was 1.7 millions (1,798,380) in 2016 was increased upto 2 millions (2,050,832) i.e. by 14%, in the year 2017. According to the report of Jones Lang Lasalle - 2016, a tourist who visits Sri Lanka for a Ten-day tour stays, at least, two days in the City of Colombo, spends 100 dollars per day approximately. Accordingly, the existing attractive branded network of hotels, common open spaces, historic sites, shopping complexes, trade name fashions, modern facilities and multi-national company branches etc. are caused fundamentally for the City of Colombo to become a tourist destination.

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Figure No. 2.43 : Attractive Places In Colombo
Source : Shangri-La Colombo, Twitter, Lakpura) Website, CNN Website

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Social Sector

2.2.4.3. Social Sector

In order to study the Social Background of the Colombo area, population, health, education and public outdoor recreational facilities are discussed in deeply.

a) Population

1. Residential Population

According to the Census conducted by the Department of Census and Statistics, the population of the Colombo Municipal Council area in the year 2011 was 555,152. Furthermore, according to the data obtained from the Colombo Municipal Council, the resident population within the Colombo city limits in the year 2017 was 555,031. Accordingly, the natural population growth rate in the Colombo Municipal Council area is -0.00004 and accordingly the projected residential population for the year 2030 will be 554,769.

Population Density

In terms of population density in the city of Colombo, a higher population density can be identified in the Colombo North area as compared to the Colombo Central and Colombo South areas. The main reason for this is the high prevalence of low income settlements in the Colombo North area. Accordingly, Madampitiya, Kochchikade North, Nawagam-pura and Hulftsdorp (Aluth Kade) Grama Niladhari Divisions are the most densely populated areas. (Figure 2.44)

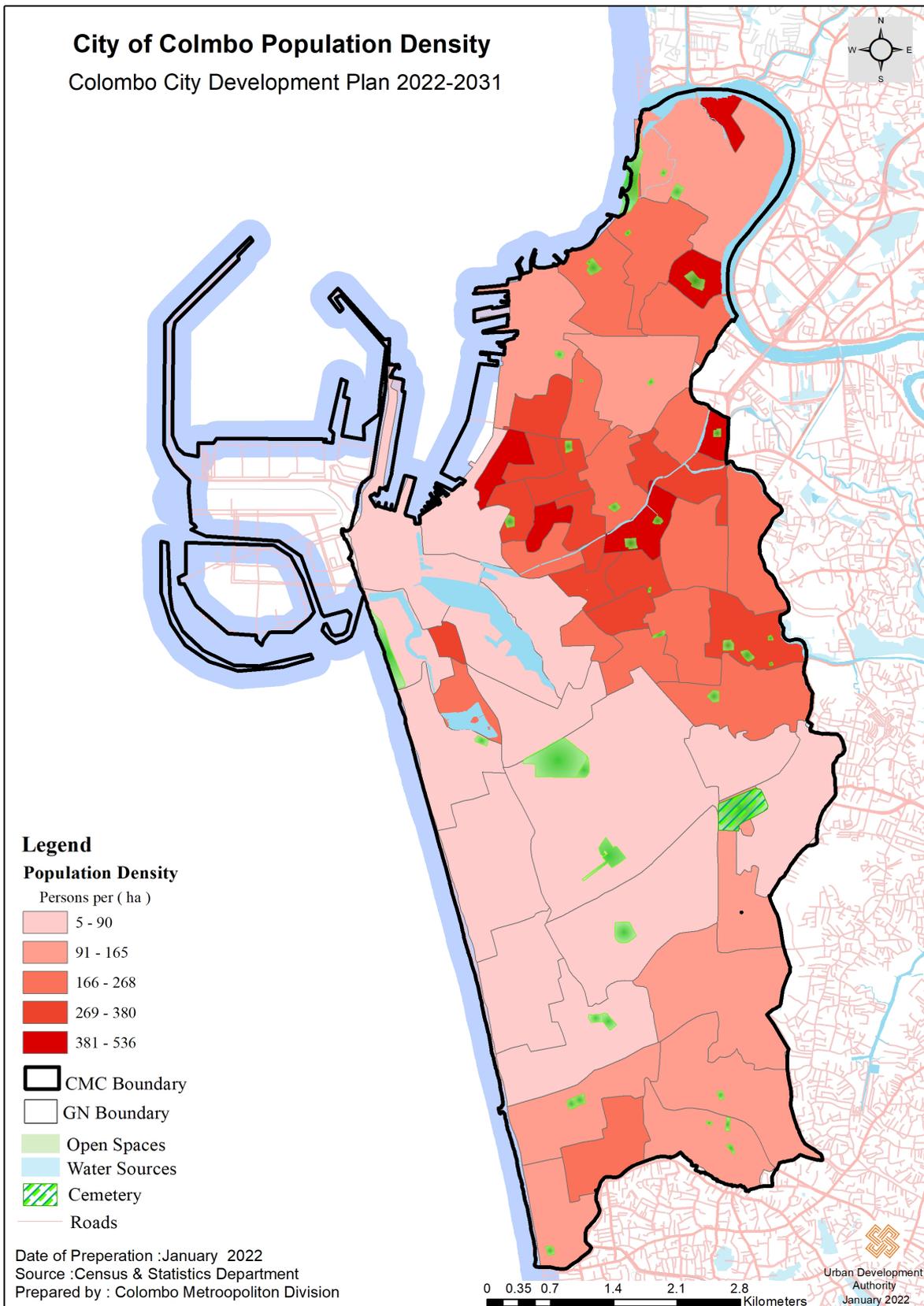


Figure No. 2.44 : Population Density in Colombo
 Source : Census and Statistic Data, 2012

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According to Gender

Male population is 50.14% and the female is 49.86% within the Colombo Municipal Council. (Census of Population and Housing, 2012).

According to Age Group

Population distribution in the Colombo metropolitan area is 23.1%, 24.76%, 39.82% and 12.29% respectively for those below 15 years of age, 15-29 years, 30-59 years and over 60 years. (Figure 2.42) (Census of Population and Housing, 2012).

By Race

Population distribution is 36.7%, 31.5% and 29.3% in Sinhala, Tamil and Islam respectively.

36.7%
Sinhala

31.5%
Tamil

29.3%
Muslim

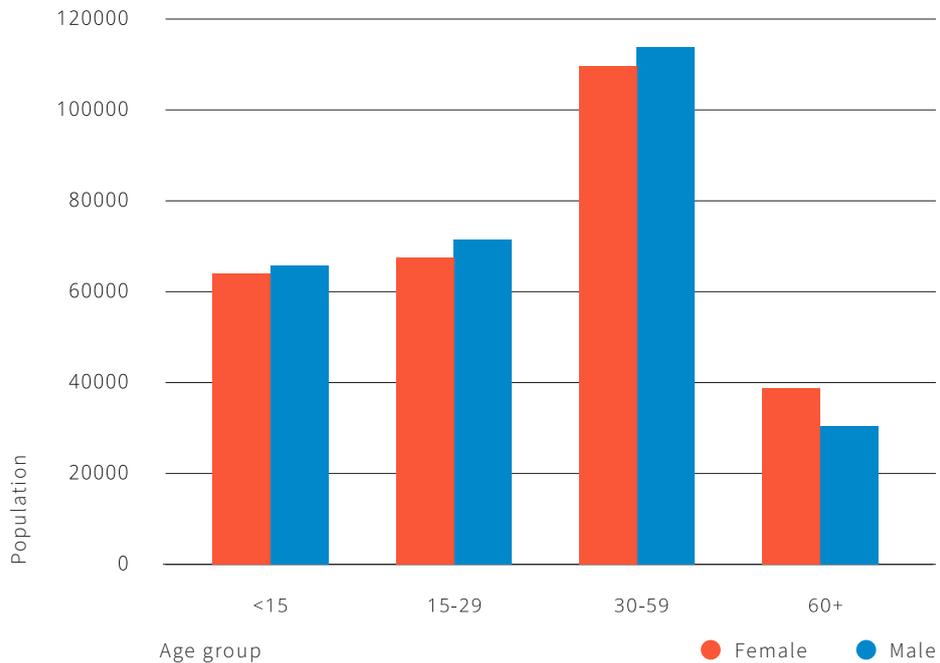


Figure No. 2.45 : Population Distribution According to the Age Category and Male / Female Category | Source : Census and Statistic Data, 2012

II. Passenger Population

According to the Comtrans Study Report in 2014, it has been identified that around 1.75 million people enter the city daily through the seven main corridors that enter to the city. Furthermore, the total passenger population of the city of Colombo is estimated to be around 2.0 million per day, with about 0.3 million entering daily through other access routes.

Further, in the case of the Colombo metropolitan area, the total per capita travel generation per day will increase to 12.2 million persons per day and the current per capita travel demand of 6.9 million passengers per day will be 1.75 times.

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Corridors	Daily No of Passengers Entering to the Colombo City
Main Corridors	
Negombo Road	245,880
Kandy Road	437,120
Low Level Road	150,000
Malabe Road	348,000
High Level Road	174,000
Galle Road	298,000
Horana road	130,000
Other	
Kolonnawa Road	89,335
Kirimandala Mawatha	27,051
Narahenpita Road	47,623
Polhengoda Road	14,857

Table No. 2.3 : Daily No. of Passengers Entering to the Colombo City
Source : ComTrans Urban Transport Planning, 2014

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III. Immigrant population

The population of male residents in the Colombo Metropolitan area is about 281,460, out of which 73,540 are migrants. Also, there are about 279,860 female residents in the Colombo Municipal Council area, out of which 70,610 are migrants. Accordingly, it is identified that the population of migrant males is increasing as compared to the female population of migrants within the municipal limits. (Figure 2.43) (Census of Population and Housing, 2012).

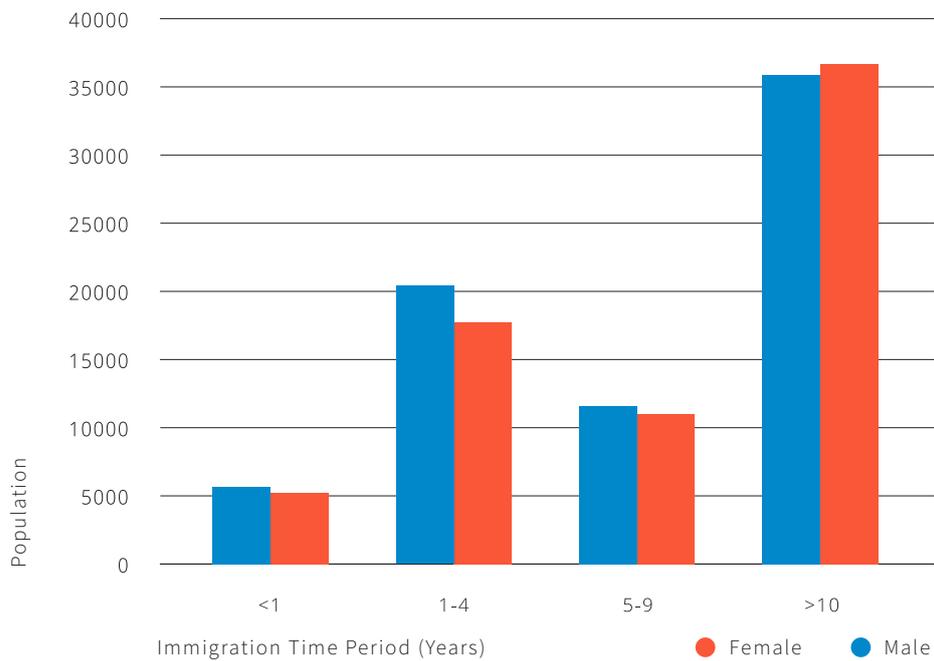


Figure No. 2.46 : Immigrant Population
Source : Census and Statistic Data, 2012

b) Health Facilities

Since the introduction of the Free Health Policy in 1951, the provision of free health care to citizens in Sri Lanka has been considered as a national priority. Accordingly, the Government will provide the necessary health facilities to the public by locating National Hospitals, Teaching Hospitals, Base Hospitals and Regional Hospitals throughout the island. Within the city limits of Colombo, there are a large number of public and private hospitals equipped with modern health facilities to provide effective health care to the citizens. Therefore, Colombo can also be considered as the city main healthcare facilitating city in Sri Lanka.

The major government hospitals located within the Colombo Municipal Council limit are shown below and all public and private hospitals are illustrated in Figure 2.47.

- National Hospital of Sri Lanka
- National Eye Hospital
- Castle Street Women's Hospital
- De Zoysa Women's Hospital
- National Dental Hospital, Sri Lanka
- Lady Ridgeway Children's Hospital
- Colombo Central District Hospital - Maligawatta
- Ayurvedic Teaching Hospital – Borella

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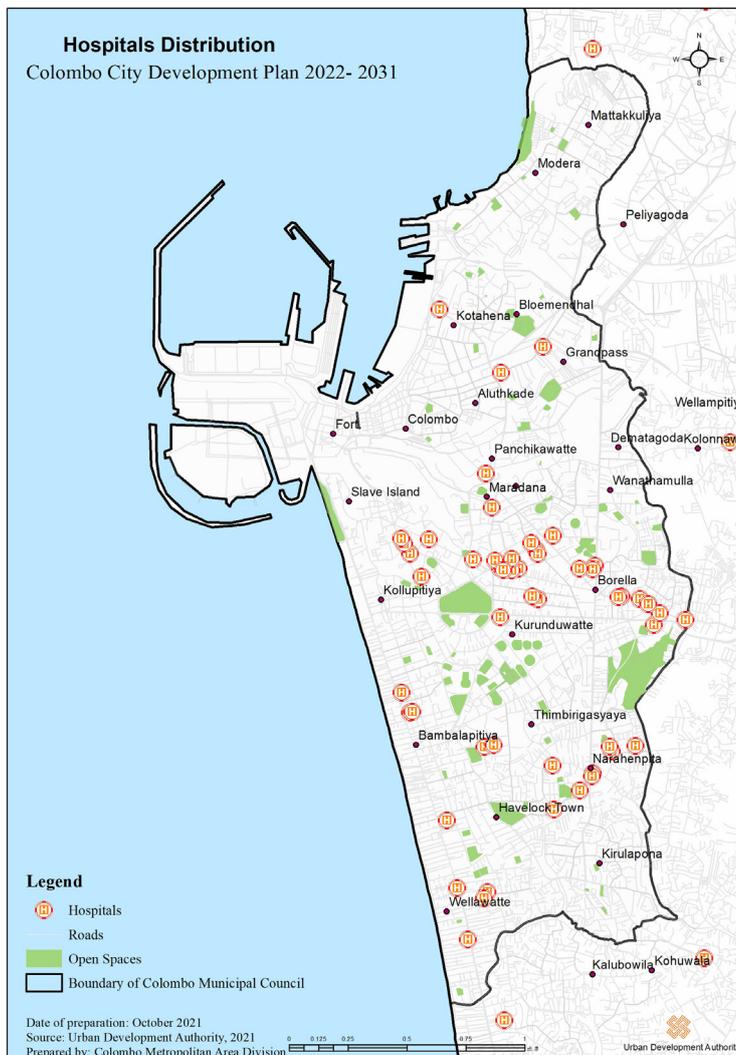


Figure No. 2.47 : National and Private Hospital In Colombo City
Source : Urban Development Authority, 2021

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c) Educational Facilities

A total number of 188 schools are concentrated in the city of Colombo, including 38 national schools, 58 provincial schools, 48 international schools and 34 private schools. (Figure 2.48)

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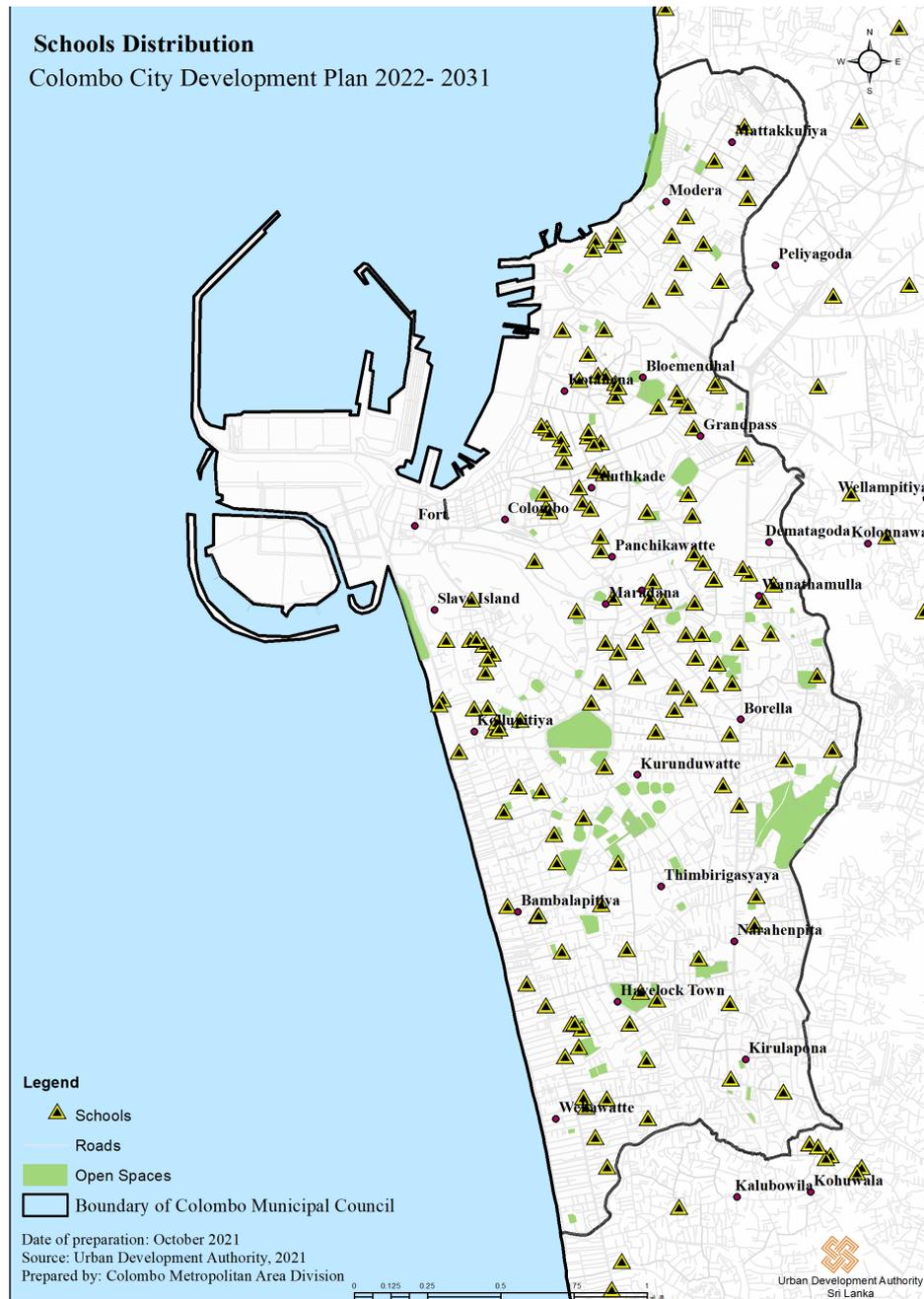


Figure No. 2.48 : National and Private Schools In Colombo City
Source : Urban Development Authority, 2020

As a significant number of schools in the city of Colombo belong to the popular school category, students from other parts of the island outside the city of Colombo come to these schools daily by train, bus, school transport and private transportation, or by staying in school hostels and other temporary accommodation.

Due to the concentration of relatively large number of schools in the city of Colombo, there is heavy traffic congestion on the streets of Colombo on weekdays. According to Comtrans studies, the estimated day and night student population in the Colombo Financial City by 2035 is as per Table 2.4.

Student category	Number of students per day (Night Time)	Number of students per day (Day Time)
School students	295,300	438,100
University students	24,000	72,900
Sum	319,300	511,000

Table No. 2.4 : Estimated Student population in Colombo City – 2035
Source : ComTrans Urban Transport Planning, 2014

According to the above data, by the year 2035, 511,000 students will be studying in the city of Colombo, out of which 190,000 students will be daily commuters. In addition to this, Colombo is home to a number of internationally recognized private and public universities and a number of other higher education institutions that attract large student populations to the city. (Figure 2.49)

According to the Department of Census and Statistics, 50% of children of school age in the Colombo Municipal Council area attend school and 35% do not attend school. The remaining 15% engage in other educational activities.

50%

Attend School

35%

Do Not Attend School

15%

Other Educational Activities

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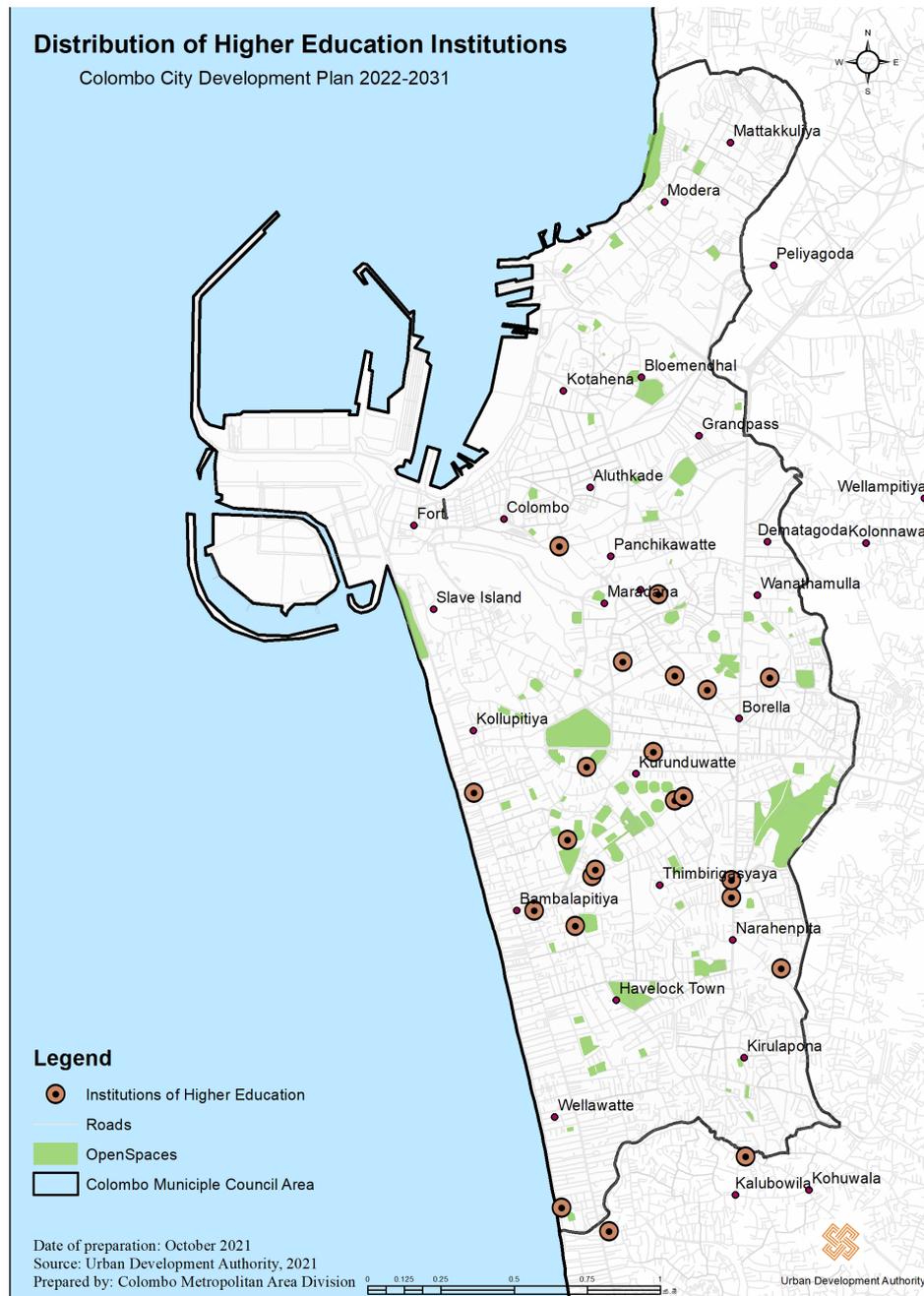


Figure No. 2.49 : National and Private Higher Education Institute In Colombo City
Source : Urban Development Authority, 2020

Computer Literacy

When consider the computer literacy by age group, the age between 15–19 and 20–24 has reported highest rate of computer literacy while reporting equal rate by gender groups. (Figure No. 2.50)

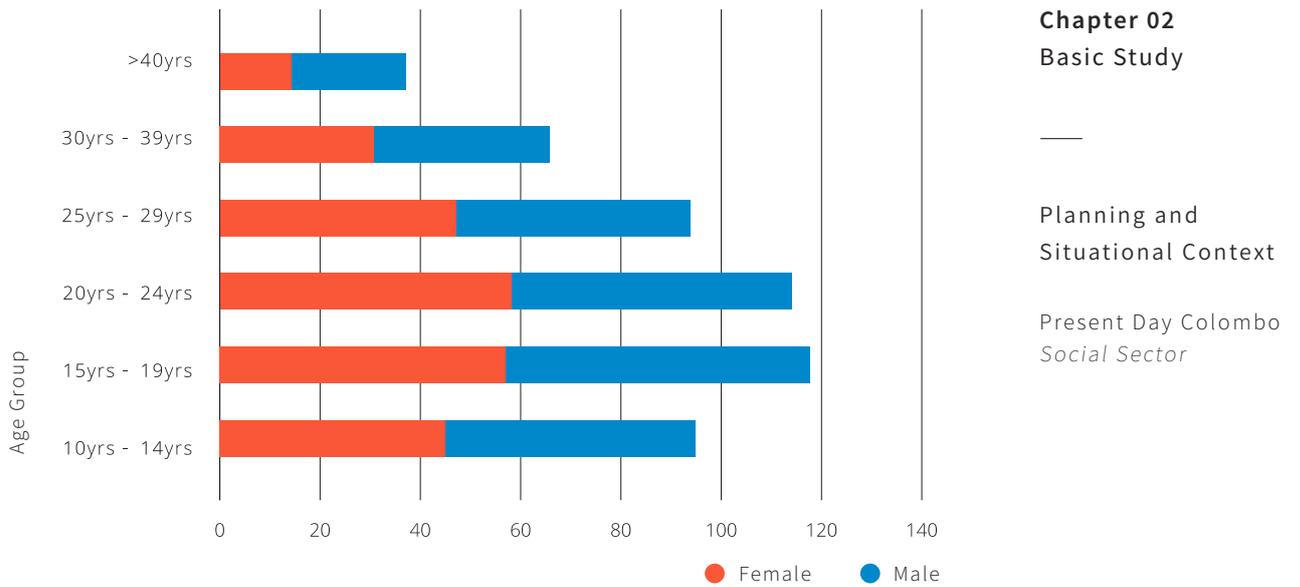
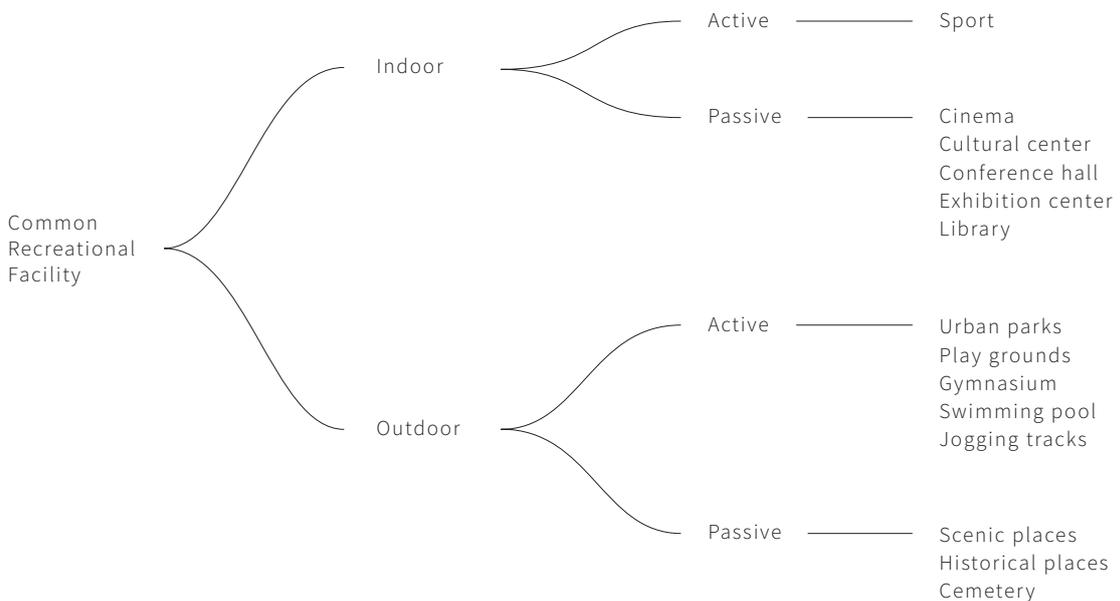


Figure No. 2.50 : Computer Literacy
Source : Census and Statistic Data, 2012

d) Public Outdoor Recreational Facilities

Both the public and private sectors contribute to the provision of active and passive / indirect recreational facilities to the residential and day-to-day population of the city of Colombo. Accordingly, the entertainment facilities spread across the city of Colombo can be categorized as follows.



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Below are some of the major attractions that can be identified in the city of Colombo.

Galle Face Green

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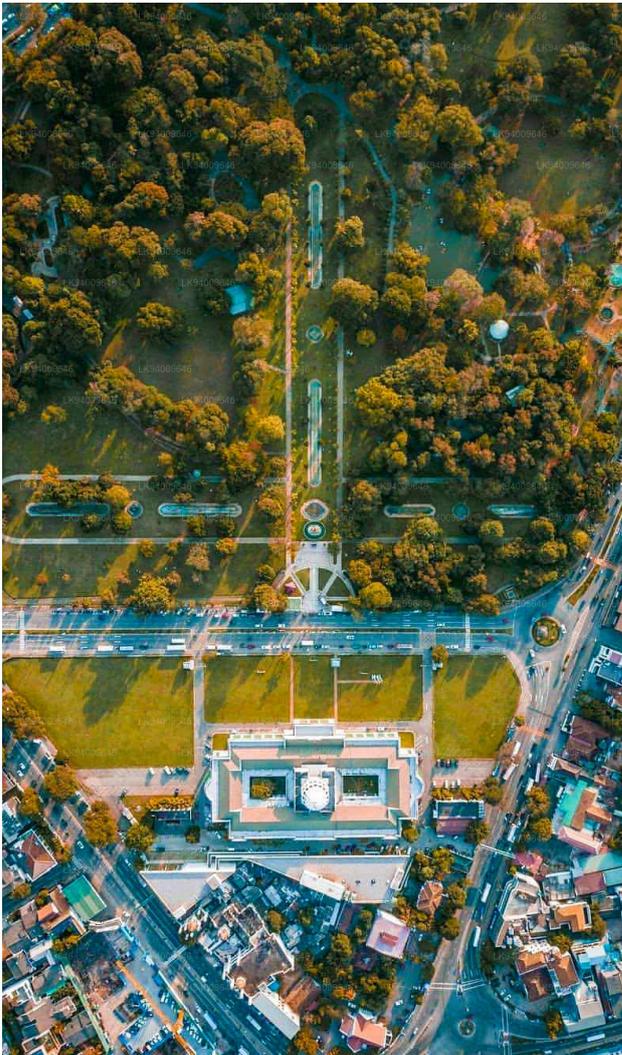
Initially, the Galle Face Green was used to place artillery against Portuguese by the Dutch and for horse racing, cricket, football, polo, rugby and tennis and other sports activities as well. According to historic records, the Galle Face Green had been extended into a larger area than that of at present and the northern border was Beira lake, Colombo fortress and city cemetery of Colombo. Southern border was the Galle Face hotel.



Figure No. 2.51 : Galle Face
Source : Alan Howden, 2020

At present, it is a garden of approximately 12 acres extending about 500 meters towards the sea along the beach. This is the largest open space located in the City of Colombo that provides a splendid view of the Indian ocean. Also, is a famous destination for those on one day excursions from various parts of the island-lovers, children playing, youngsters, adults, local and foreign tourists, vendors (ice cream, fruits, balloons), beggars, enjoying facilities of a Central Urban Park/ Central Recreational Area. Further, this garden area is used for local and international festivals, variety entertainments, kite exhibitions, various outdoor exhibitions, new year celebrations, public meetings, concerts, carnivals and camping.

Vihara Maha Devi Garden



Ⓞ Figure No. 2.52 : Viharamahadevi Park
Source : lakpura.com

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The Vihara Maha Devi Garden that has been established during the British era and open for the public in 1951, had been considered as the center of Colombo when applying the Garden City Concept by Sir Patrick Geddes in 1921. During the World War II, after having acquired by the British Army, this was named as the Victoria Garden.

Consisting of active and passive entertainment facilities, this garden, shaded by massive vegetation is seen as the large estate. This is helpful to regulate the temperature of the environment and soothe the amount of Carbon Dioxide in the atmosphere. The garden is also comprised of such as walking lanes, cycling tracks, children park and Open Air Theater as well as the little ponds and tiny lakes.

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Theaters and Cinemas

There are many popular cinema and theater halls for stage dramas, in-door concerts, movies and exhibitions etc in the City of Colombo. Entertaining programs are regularly held in theaters such as Nelum Pokuna, Lionel Wendt Art Centre, Elphinstone Theatre, John De Silva Memorial Theatre that attended by foreign and local spectators in distant areas.

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Figure No. 2.53 : Nelum Pokuna
Source : nelumpokuna.com, 2020



Figure No. 2.54 : Lionel Wendt
Source : lionelwendt.org, 2020

National and International Level Playgrounds

A number of stadium, sport grounds and sport complexes, that are hosting for cricket tournaments and athletic games of national and international level, have been established in the City of Colombo. Among them, Sugathadasa Stadium having the spectator capacity of 25,000 is a multi functional sport complex and R. Premadasa international cricket stadium situated in Maligawatta with a spectator capacity of 35,000 is popular venue where over 100 one day international encounters were held by now. These international stadiums attract a large number of people to the city of Colombo during cricket and other sporting events.

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Figure No. 2.55 : R. Premadasa International Cricket Stadium
Source : Devinda Guruge, 2021

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Conference Halls

The Bandaranaike Memorial International Conference Hall, popular known as the BMICH, is the first international complex of its kind ever to be built in Sri Lanka, ceremonially open in 1973. THE BMICH possesses conference halls and entertaining locations with facilities of high standard. Visited at least once by the majority of Sri Lankans to take part or to experience activities such as Colombo International Book Fair, Exhibitions, Conferences, Meetings, Graduation ceremonies, Cultural Festivals, Weddings, Concerts or Trade Fairs etc. held at this attractive venue. The annual turnover of the BMICH in the year 2016 has been Rs: 550 millions. In addition to the BMICH there are number of private and state owned conference hall of international level a scattered within the City of Colombo.



Figure No. 2.56 : Bandaranayake Memorial International Conferrance Hall
Source : Sunday Observer, 2018

Educational Exhibition Centers

Colombo Museum – Conserving a large collection of artifacts of historic and cultural value, and reflecting memories of past heritage of the island and its people, the National Museum founded in 1877, is the prime venue that displays multifarious objects belong to all eras of country's history.

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Figure No. 2.57 : Colombo National Museum
Source : wikipedia.org, 2021

Planetarium of Sri Lanka – Planetarium of Sri Lanka has been constructed in 1965 by the State Engineering corporation as a special feature of the Sri Lanka Industrial Exhibition held in the same year and is the one and only Planetarium in the country even today. This is considered a must-see view place on educational tours organized by schools of Sri Lanka.

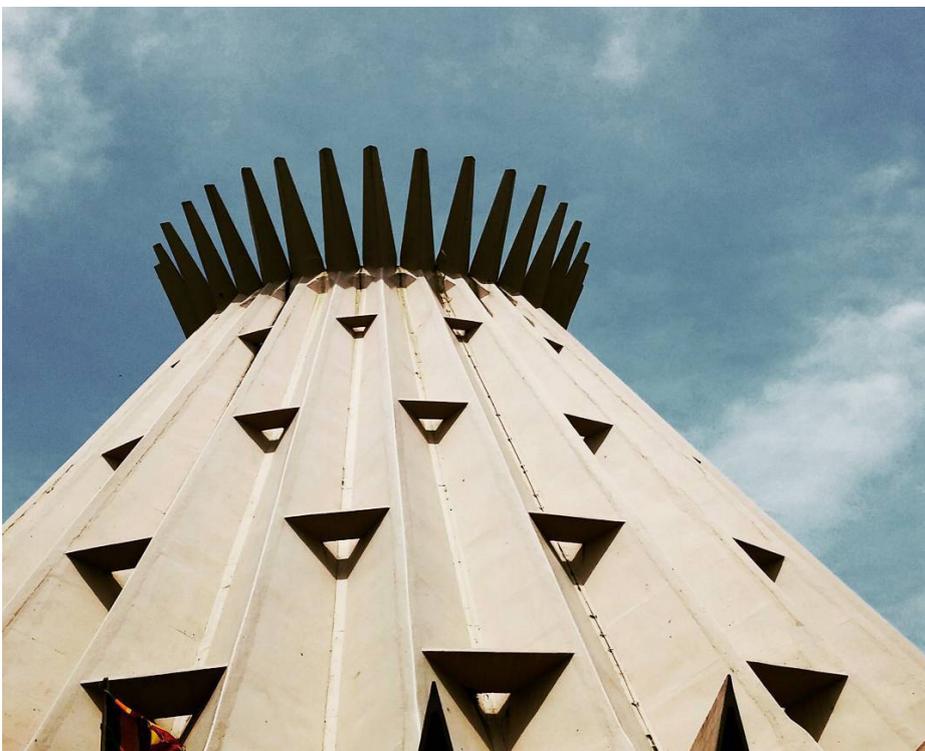


Figure No. 2.58 : Planetarium of Sri Lanka
Source : likesrilanka.com, 2021

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Environmental Division

e) Places of Cultural, Religious, Architectural and Archaeological value.

A many places of Cultural, Religious and Architectural value have been identified in the City of Colombo and they are being conserved by the Department of Archaeology. Refer annexure 1. Specially in addtioan to the Buddhist shrines, several Christian churches can be identified.

2.2.2.4. Environmental Sector

Environmental sector of the Colombo Municipal Council area can be categorized as per below. Accordingly, two main sectors as natural environment and created environment can be identified. Weather condition, Vegetation, forest, natural and man made wetlands, urban jungles, parks, rivers associated with drainage patterns, cannels, and sea beach can be identified under natural environment . Under created environment , highways as two dimension (2D) environment and buildings as three dimension (3D) environment can be identified.

a) Environmental resources

1. Wetlands

Wetlands are eco-friendly green investment that facilitate the retention of natural water as well as to avoid overflow. The Colombo City has been declared a RAMSAR wetland city at the RAMSAR International Wetlands Conference held in Dubai on 25 October 2018. According to the classification of wetlands within the City of Colombo Muciple Council area, Lakes are identified as man-made wetlands and water sources, marshy lands, rivers and cannels can be identified as natural wetlands. The river Kelani that flows in parallel to the northen border of the Colombo Municipal Council is located as a natural wetland and the Beira lake, extension of which is 0.78 squre kilometers, can be identified as the largest internal wetland in the City of Colombo. The wetlands of the City of Colombo were shrinking and depleted with the passage of time, due to the reason that historic expansion of the City of Colombo has been taking place in association with wetlands.

According to the ecological role of wetlands within the area of the Colombo Municipal Council, attention should be paid on wetlands which are spread throughout the whole Greater Colombo Area as a network. Accordingly, out of the total land usage 15.4% is covered by

wetlands. Due to the process of settlements is associated with wetlands that occur with the increase of population in the area, the capacity for the retention of water in wetlands has been decreased. This has affected on the hydrologic cycle and the service generated by the same directly and negatively, and has also caused the depletion of the environmental system linked with the wetlands. Further, the flood controlling ability was also decreased by the increased velocity of overflow that has been caused by the urbanization of catchment areas and the construction of canals associated with the wetlands. However, the water retention capacity related to the Greater Colombo Basin has been reduced by about 30% due to the urban development taken place during the past decade. According to hydrological context analysis, severe flooding that considered to be occurring once in every 50 years as in the year 2010, may turn to be a probable phenomenon that takes place once in every 25 years, if the wetlands get completely loss.

Mainly consisting of the Greater Colombo Basin and Kolonnawa Basin, the basin around the capital City of Colombo includes wetlands and reservoirs spread over 16.64 square kilometers of which roughly about 13.07 square kilometers are wetlands and balance covered by reservoirs. According to the projections made, it has been revealed that the risk of flood in the area will rise up by 90% due to perishment and aquirement of wetlands, and it has been predicted that 90% of afore-said wetlands, i.e. 12.41 square kilometers, may either be aquired illegally or may be subjected to urbanization.

II. Network of Canals

As far as the history of canals is concerned, it goes as far back as to the era of Portuguese. Laterly, these canals, that have been improved during the periods of the Dutch and the British, are now been maintained by the Sri Lanka Irrigation Department, Sri Lanka Land Development Corporation and the Colombo Municipal Council. This system of canals is comprised of five main streams carrying water to the sea and many small drains to remove rain water. While water streams directly discharged to the sea via of Dehiwala, Wellawatta, Mutwall tunnel and Beira lake exits, St. North Lock and St. Sebastian out-lets are connecting to the river Kelani.

Accordingly, the Colombo Municipal Council area owns a well spread out network of canals with a total length of 80 km approximately. The physical data of the canals spread across the City of Colombo are shown in the table 2.5 below.

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Canal	Length (km)	Average width (meters)	Water level (meters)	
			Wet	Dry
St. Sebastian North Canal	1.3	20	1.14	1.6
St. Sebastian South Canal	5	20	1.37	1.6
Dematagoda canal	2.7	20	1.9	1.83
Dematagoda turn	4.7	30	1.3	1.61
Kinda Ela	6.4	35	1.89	1.99
Kirulapone canal	1.3	25	1.7	1.79
Wellawatte Canal	3.1	20	1.09	1.19
Dehiwala canal	6.8	25	1.3	1.29
Torrington Canal	1.6	12	1.4	2

Table No. 2.5 : Physical data of canals located in the city of Colombo
Source : Land Development Corporation of Sri Lanka, 2018

Planing Area
Determination

2.3. Planing Area Determination

In determining the planning limit for the Colombo City Development plan, attention was also paid on the adjacent local authorities of Kotte Municipal Council, Dehiwala Mount Lavinia Municipal Council and Kolonnawa Urban Council, and the development structure of those local authorities are shown in the table 2.6.

Local Government Authority	Divisional Secretary's Division	Grama Niladhari Division
Colombo Municipal Council	Thimbrigasyaya, Colombo	47
Kotte Municipal Council	Kotte	20
Dehiwala - Mount Lavinia Municipal Council	Dehiwala, Mount-Lavinia, Ratmalana	29
Kolonnawa Urban Council	Kolonnawa	13

Table No. 2.6 : Administrative structure of local government bodies
Source : Urban Development Authority, 2021

Those four administrative areas have been declared as urban development areas by the Urban Development Authority and the following are the development plans for the said local government areas.

- I. Colombo City Development Plan 2008 (Revised)
- II. Development Plan Dehiwala – Mount Lavinia Municipal Council Area 2007-2020
- III. Sri-Jayawardenapura Kotte 2008-2020
- IV. Kolonnawa Urban Council Development Plan (Outline)

Also, as the planning period for all the development plans prepared for the above administrative areas is nearing completion, the Urban Development Authority has commenced the task of preparing new development plans for all those areas in the year 2019.

As far as the physical location is concerned, it is evident that the City of Colombo and the neighbouring areas are comprising of a well inter-connected network of water ways, such as the river Kelani, Dematagoda canal, Kinda canal and Wellawatta canal etc. Also, it can be identified that the physical borders of the said local government authorities have been determined taking these water-ways as the basis.

Out of the said four local aithorities, it can be identified that the borders of the Colombo Municipal Council, comparing with the rest, are based on clearly by waterways. The river Kelani is considered to be the northern border while the Dematagoda canal, the Kinda canal and the Wellawatta canal provide the limit for thje east. The Wella-watta canal and sea are the southern and western borders respectively. (Figure No. 2.59)

Accordingly, since mainly the physical and the administrative borders are covering one and the same area, and also since the functional border often coincides with the administrative and physical limits, the Colombo Municipal area with 37.31 squre kilometers that includes the Colombo and Thimbirigasyaya secretariats has been identified as the planning area as shown in the Map No. 2.1.



Figure No. 2.59 : Physical Boundary
Source : Urban Development Authority, 2021

Planning Boundary

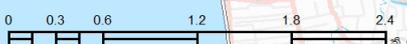


Legend

-  Open Spaces
-  Water sources
-  Roads
-  Colombo Municipal Council Area

Map No. 2.1 : Colombo
Source : Urban Development Authority 2021

Date of preparation: October 2021
Source: Urban Development Authority, 2021
Prepared by: Colombo Metropolitan Area Division





Chapter 03

***Need of the
Development Plan***

3.1. Introduction

In order to identify the need of the development plan, the current context, problems and potentials of the planning area should be studied comprehensively. Through such it is intended to provide answers to the actual need for the plan. The need of the development plan is framed by taking into account the problems and potential of the planning area considering the direction in which the plan should focus and the areas of the city which should be developed in the future.

Identification of Problems in the Planning Area

In order to identify the problems in the planning area, different stakeholders that is; the Colombo Municipal Council, government and semi-government agencies, private companies, non government organisations, other service providers in the city, professionals, social activists, public representatives, citizens and the commuters were involved in the planning process and data and information were collected through workshops, interviews, integrated field investigations and surveys. Accordingly, it was able to figure out a considerable number of problems covering a wide range and the problems were correctly defined by conducting brainstorming discussions to assess those problems on a priority and quantitative basis with the participation of the planning team. Further, based on the observations of the various analyzes done to identify the root causes of the identified problems and the conclusions drawn from them, the key problems were listed as follows based on priority.

1. Problems due to changing development trends
 - *Spontaneous high-density development carried out within the city limits of Colombo irrespective of the supporting infrastructure.*
 - *Challenges to achieve future development potentials due to the preparation of planning and building regulations based solely on land use.*
2. Social, economic and environmental problems aroused by the expansion of low-income settlements.
3. Inconvenience to the public and economic loss caused due to traffic congestion during peak hours around major arterials.

4. Inconveniences due to environmental problems to residents living in Colombo city limits and to commuters who come to obtain services.
 - I. *Difficulties caused by urban floods / flash floods*
 - II. *Inconveniences caused by polluted water bodies*
 - III. *Discomfort caused due to heat island effect*

Identification of Potentials in the Planning Area

In addition to the above problem identification, it is also very important to identify the development potentials. Accordingly, the city's existing economic potential, environmental potential and active or proposed projects that directly contribute to the needs of the development plan were identified.

1. Economic potential
 - *Real estate market related to Colombo city*
 - *Increasing office space*
 - *Growth of retail trade in the city of Colombo*
 - *High-rise residential buildings*
 - *Tourism industry*
2. Environmental potential
 - *Kelani River*
 - *The existing canal system in the city of Colombo*
 - *Beira Lake*
3. Ongoing and proposed projects
 - *Projects related to transport sector*
 - *Large scale mixed development projects*
 - *Projects related to port and freight*

3.2. Identification of Problems

3.2.1. Problems caused due to Changing Development Trends

3.2.1.1. Spontaneous High-Density Developments carried-out within the City Limits of Colombo Irrespective of the availability of Infrastructure

(a). *Context*

Development in a city is generally represented in the form of high densified vertical developments, that is; the demand for high-density urban buildings and structures. Hence, it can also be cited as a key determinant for urban development. Through high densified vertical development, the use of the space and infrastructure in the city shall be utilized more efficiently and effectively.

Accordingly, high density vertical development creates greater demand for physical and social infrastructure such as, tap water supply, electricity supply, surface and sewerage facilities, centralized solid waste management facilities, public recreation facilities and open space facilities. Inability to properly regulate this demand results in failure to reach established development goals.

By the late 1950s, the construction of medium-height buildings in the city of Colombo began as a public sector investment. Subsequently, with the introduction of the Open Economic Policy in 1977, with the aim of encouraging private sector investment, the Urban Development Authority prepared the necessary planning and building regulations while releasing land for private sector investment through urban regeneration projects. The Echelon Square development project can be cited as the first project for a public private partnership which took place between the Urban Development Authority and the private sector.

Later, commercial multi-storey developments such as Liberty Plaza, Unity Plaza, Lucky Plaza in the 1980s, and King's Court and Queen's Court in the 1990s became the first condominium properties to be built through private sector intervention. However, after 1999, with the implementation of the Colombo Development Plan – 1999 the construction of multi-storey condominium buildings became more prevalent as there were provisions in the development plan to promote the construction of multi-storey buildings.

Considering the legal background for condominium property management, the Apartment Ownership Law No. 11 of 1973 and its subsequent amendments to the Common Amenities Board Act No. 10 of 1973 and Act No. 24 of 2003 or the commonly known Condominium Management Authority Act can be identified. Accordingly, the Condominium Management Authority which was established in 2003, is legally obligated to approve condominium development activities in Sri Lanka.

As per the Colombo City Development Plan (Amendment) 2008, building classification based on building height is as follows.

Classification	Number of floors
Low rise	Up to 4 floors
Intermediate rise	From 5 to 8
Medium rise	From 9 to 12
High rise	Over 13 floors

Table No. 3.1 : Building classification based on building height
Source : Colombo City Development Plan (Amendment), 2008

Chapter 03
Need of the
Development Plan

—
Identification of
Problems

Problems caused
due to Changing
Development Trends

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Gradual Growth of High-Rise and Condominium Buildings

The existing high-rise buildings in the city of Colombo can be clarified under three main categories such as commercial and residential developments, hotel development and high-rise buildings for low-income people.



Figure No. 3.1 : Development of high rise multi storey buildings in Beira Lake and adjoining area | Source : Colombopage, 2021

Most of the high rise condominium buildings constructed for low income people under Urban regeneration Project are mainly located in Colombo North Area around Dematagoda, Kotahena and Bluomenthal, Mixed development projects carried out by the Urban Development Authority on public-private partnership has been spread in Borella, Slave Island, Galle Face, Colombo North areas. Further, most of the high-rise residential, commercial and mixed-use buildings built under private investment are in central and southern Colombo; concentrated around Colpetty, Wellawatte and Dehiwala. (Figure 3.2)

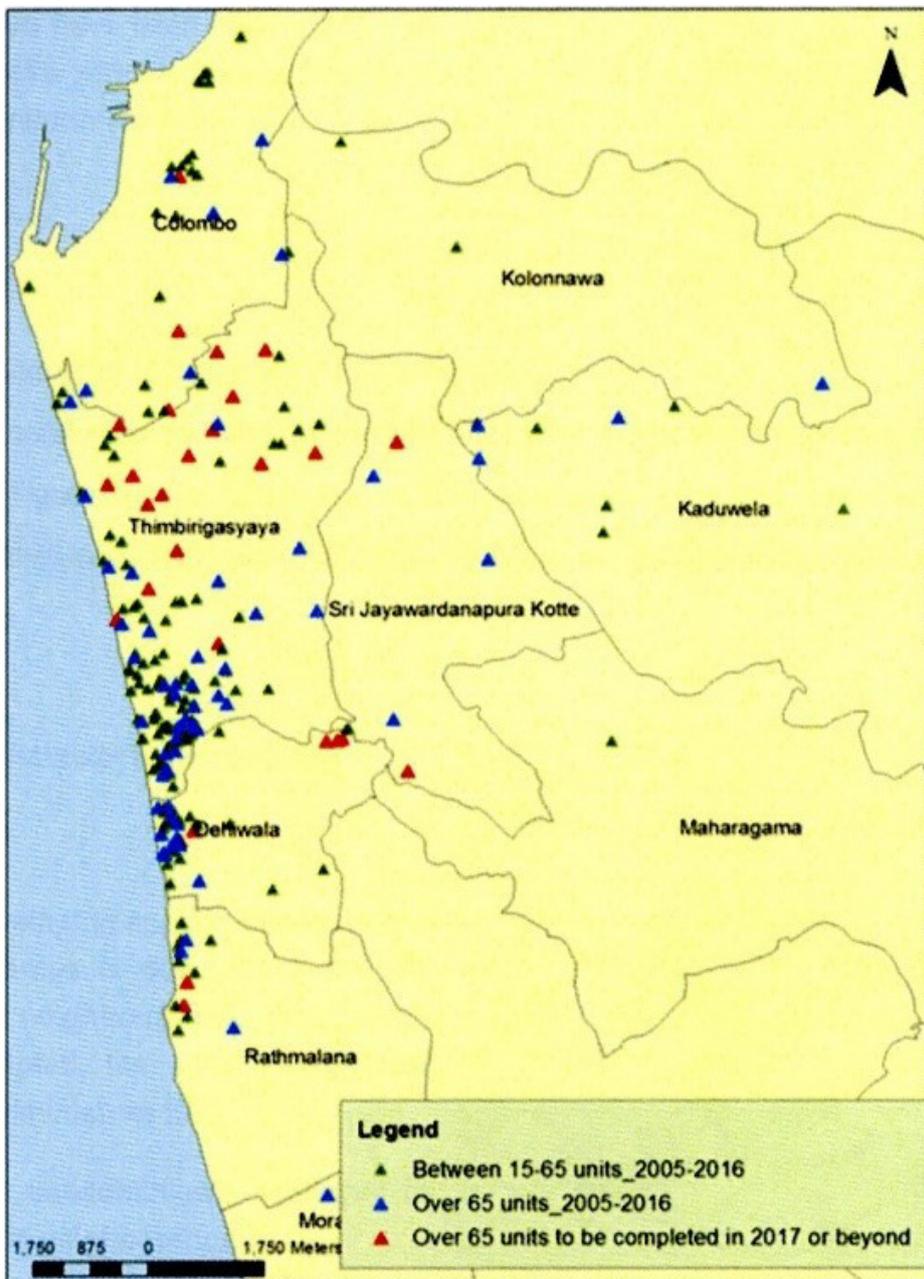


Figure No. 3.2 : High rise building distribution in Colombo and Suburbs
Source : Condominium Management Authority, 2017

Also, according to the report of a building survey conducted by the Urban Development Authority in the year 2017, most of the high-rise buildings can be identified as extending along the Beira Lake area, Slave Island and the Galle Road and Duplication Road from Colpetty to Wellawatte. (Figure 3.3).

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Figure No. 3.3 : Building Distribution in Colombo Municipal Council Area
Source : Urban Development Authority, 2017

(b). *Significance & Magnitude*

The Trend of High-Rise Developments in the city of Colombo

Construction of multi storey and high-rise buildings in the city of Colombo from 1999 to 2006 is given in Table 3.2. Accordingly, no gradual increase in the number of buildings constructed during that period can be observed and this can be attributed to various external factors such as: war situation held in Sri Lanka, new economic policies, political changes and instability, government policies etc. The following are the external factors that contributed to the variance in the total number of buildings mentioned for each year in Table 3.2.

Year	Floors 4-5	Floors 6-7	Floors 8-10	Floors 11-20	Floors over 20	Total number of buildings
1999	86	36	4	3	-	129
2000	86	30	5	4	-	125
2001	50	29	4	1	-	84
2002	16	10	-	3	-	29
2003	57	31	16	5	1	110
2004	51	35	17	2	2	107
2005	55	65	22	3	4	149
2006	65	61	35	5	5	171

Table No. 3.2 : Construction of multi storey and high-rise buildings in Colombo city
Source : N.P. Herath, D. Jayasundera, 2007

Although the total number of buildings in the years 1999 and 2000 was taken as 129 and 125, respectively, it is possible to identify a decline in the building construction industry in 2001 and 2002. This is due to the fact that Sri Lanka's economic growth rate was negative due to the change in the political regime in the country and war environment in late 2001, creating a more insecure environment for new investment opportunities in the country. However, due to the peace process that lasted from 2002 to 2004, there was a high demand for new investment in a safe and peaceful environment. This trend is shown as a gradual growth up to 2006.

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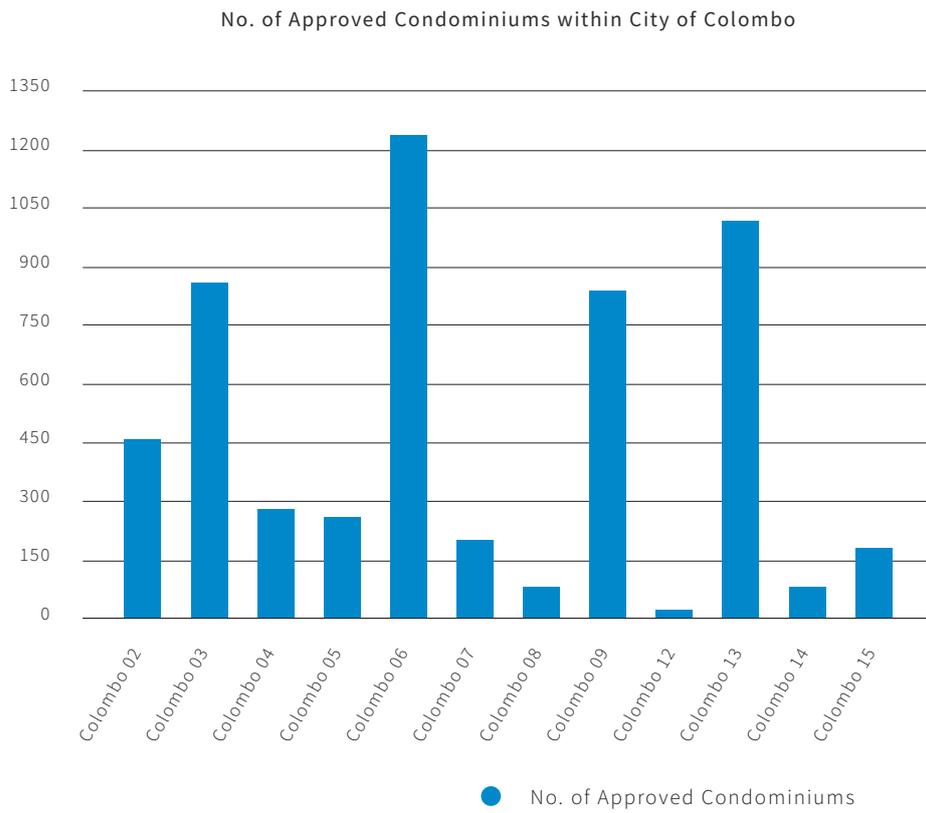
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Further comparing the number of floors in multi-storey and high-rise buildings in the city of Colombo as shown in Table 3.2, the number of buildings between 4-5 floors and over 6 floors in 1999 was 67% and 33% respectively, as of 2006 The total number of buildings with 6 floors or more has changed to 62% and between 4-5 floors to 38%. From 2005 to 2017, the Condominium Management Authority approved 1115 condominium buildings, of which 28% were more than 15 units and 72% were less than 15 units.



Figure No. 3.4 : Number of Condominium Buildings Approved by the Condominium Management Authority in Colombo and Suburbs, 2005–2017
Source : Condominium Management Authority, 2017

The highest number of approved condominium buildings per annum in Colombo and suburbs can be found from Wellwatta which is the vicinity of South Colombo. Also, a large number of buildings can be identified in Colombo Central such as Colpetty, Beira Lake area and Colombo North such as, Colombo - 9 and Colombo - 13 areas (Figure 3.5).



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Figure No. 3.5 : Number of approved condominium buildings per annum in Colombo and suburbs | Source : Condominium Management Authority, 2017



Figure No. 3.6 : Distribution of multi storied buildings around Wellawatte area
Source : C. Jayasinghe, 2018

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(c). *Issues due to High Density Development in the City*

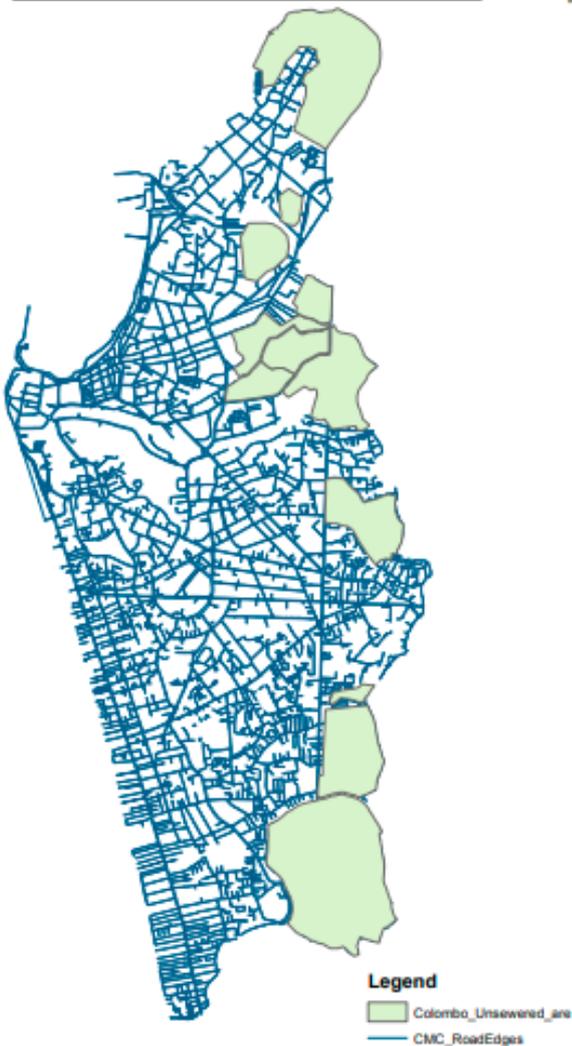
I. Inadequate Capacity of Existing Wastewater Management System

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The existing sewage and wastewater treatment system in the Colombo Municipal Council area does not have sufficient capacity to systematically treat and dispose of the wastewater generated daily. Furthermore, due to the high demand for multi-storey developments in the city of Colombo, the capacity of the existing wastewater treatment system will not be sufficient to discharge the wastewater generated by such developments in the future.

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Further, it is estimated that urban development projects to be implemented in large scale in the city of Colombo such as the Colombo Port City Project, the Beira Lake Regeneration Project and the Marine City Project will generate 30,000 m³, 70,000 m³ and 120,000 m³ of wastewater per day respectively. Implementation of these projects are expected to development of large-scale high-rise and condominium buildings with the participation of the private sector, which will require the wastewater management system to bear a high wastewater flow.

It has also been observed that in the management of condominium buildings, piping is done in connection with the existing sewerage system at the expense of the devel-

① Figure No. 3.7 : Areas covered by the Existing Sewage and Wastewater System in the City of Colombo | Source : Urban Development Authority

oper, but the main system is damaged due to irregular piping. Furthermore, Mattakkuliya, Dematagoda, Narahenpita and Kirulapone areas in the city of Colombo are not covered by the existing wastewater management system as shown in Figure 3.7. However, upgrading the wastewater management system will be essential as there is a high demand for the current multi-storey constructions, especially in the Colombo North, Dematagoda and Narahenpita areas.

II. Shortage in Pipe-borne Water Supply and Electricity Supply

Although the capacity of the existing system is sufficient to meet the existing water and electricity demand in the design area, the Ceylon Electricity Board and the National Water Supply and Drainage Board are of the view that projects should be implemented to install substations for distribution of electricity and piped water to enhance the capacity of the systems locally to continue to facilitate the growing high-density development.

3.2.1.2. Challenges in controlling Future Development Trends through Planning and Building Regulations prepared based solely on Land use Pattern

The City of Colombo Development Plan (Amendment) - 2008 (Figure 3.8) is the current planning and building regulation applied within the Colombo Municipal Council Area. Under this development plan, 08 development zones have been identified based on the land use of the area and the approved uses in each relevant zone have been determined according to the desired characteristics of each development zone. However, the current development trends have challenged these zoning regulations, which have had to be amended on several occasions.

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Example 1- Existing Requests for Change of Use in the Special Primary Residential Zone

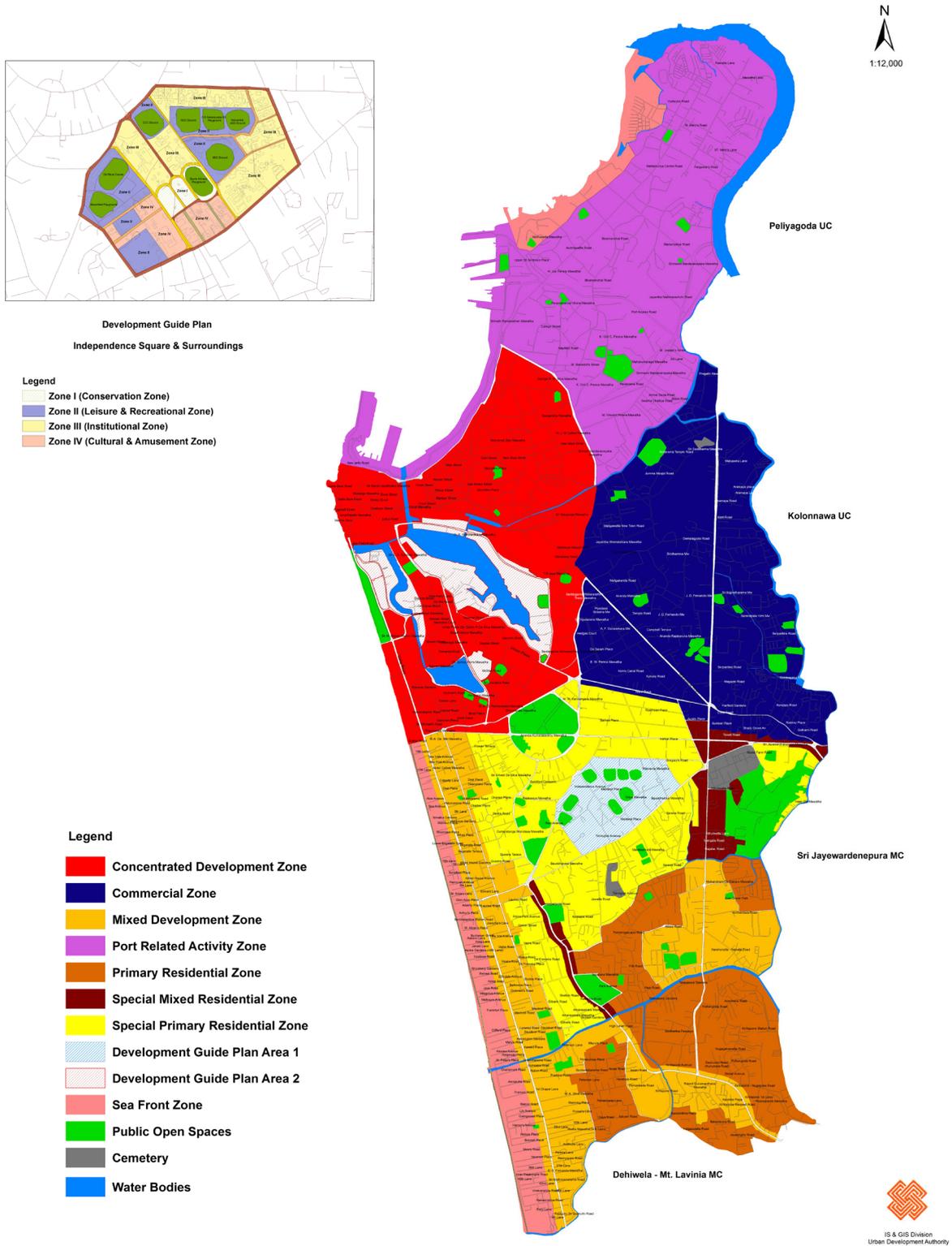


Figure No. 3.8 : Colombo City Development Plan 2008 (Amendment)
Source : Urban Development Authority, 2021

(a). *Context*

Special regulations have been introduced covering the Colombo 07 (Cinnamon Gardens area) for the purpose of conserving the basic residential feature of "garden concept" at the Special Primary Residential Zone. The maximum number of floors provided in this zone is only 05 when the access road width is 9 m. It should also be subject to a minimum land extent of 500 sq.m and a maximum plot coverage is 65%. The maximum plot coverage for the sites of 2500 sq.m or more is regulated as 50%. Further, the permissible uses in this zone is defined for the purpose of promoting residential preferred uses and its compatible uses.

In addition, the only option for developers wishing to change residential use for commercial purposes is to apply for a 'Change of Use Permit' issued by the Urban Development Authority. However, this permit is valid for a period of one year and needs to be renewed annually.

(b). *Significance and Magnitude*

A survey conducted by the Urban Development Authority in 2012 revealed that as of 2012, there were 394 unauthorized business entities in the Special Primary Residential Zone. It has been observed that, most of these unauthorized businesses are located at Rosmead Place, Flower Road, Horton Place, Gregory's Road, and Barnes Place, with buildings 27, 27, 24, 20, and 18, respectively. The majority of these unauthorized commercial establishments are private offices, among other uses being food stalls, lodging and retail establishments.

(c). *Problems*

Such a change in use within the Special Primary Residential Zone makes it difficult to maintain the high green density garden features that are considered to be the heritage of the Colombo Municipal Council area. In addition, the traffic generated by the changes in usage causes heavy traffic congestion on the roads of the area, which will have a negative environmental impact such as noise pollution and air pollution.

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Accordingly, after considering the development requests and development trends made in the last few years, the boundaries of the Special Primary Residential Zone have been changed on several occasions.

For examples;

- In March 2014, the area bordered by D.S. Senanayake Mawatha, Dudley Senanayake Mawatha and Baudhdhaloka Mawatha, which belonged to the Special Mixed Residential Zone was changed to Mixed Development Zone.
- In March 2014, surrounding area of Ananda Coomaraswamy Mawatha, Col. T. G. Jayawardena Mawatha, Flower Terrace Road, Sir Ernest de Silva Mawatha and Marcus Fernando Mawatha was changed from Special Primary Residential Zone to Mixed Development Zone.

Example II - Demand for Commercial Uses along either side of roads irrespective of permitted uses of zone

(a). Context

In determining zoning boundaries, the traditional approach is to use an existing road as a physical boundary. As a result, development occurs with distinct features as both sides of the road belong to two different zones. Therefore, in some instances, developers have challenged the zoning regulations by failing to develop their plots in line with the plots on the other side of the road.

(b). Significance and Magnitude

Due to such challenges, the zoning boundaries have been revised several times as follows.

- June 2013 - Change the zoning of the first plot facing D.S Senanayake Mawatha (from Dudley Senanayake Mawatha to Cemetery Junction) and Baudhdhaloka Mawatha (Cemetery Junction to Dudley Senanayake Mawatha) from Special Mixed Residential Zone to Mixed Development Zone.
- December 2015 - Change the zoning of the first plot of land on the east and west side of Leyards Road from Special Primary Residential Zone to a Mixed Development Zone.

In addition to that, it has been identified that the following regulations need to be amended considering the current demand in the city of Colombo.

- Change the zoning on both sides of the Baseline Road from the Primary Residential Zone to the Mixed Development Zone.
- Change the zoning on both sides of Thalakotuwa Garden Road from Primary Residential Zone to Mixed Development Zone.
- Change the zoning of the first land lot on both sides of the Thimbirigasyaya Road from Primary Residential Zone and Special Primary Residential Zone to Commercial Zone.
- Change the zoning on both sides of Havelock Road from a Special Mixed Residential Zone to a Commercial Zone or to include commercial uses within the Special Mixed Residential Zone Permitted Uses.

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3.2.2. Social, Economic and Environmental Problems due to the expansion of Underserved Settlements

(a). Context

After the Second World War in the 1950s, with the expansion of the export trade associated with the rubber export industry, slums and row houses began to scatter in the city of Colombo. Thus, as the congestion increased in the city, the elite who lived in the city migrated to more affluent residential areas in the suburbs outside the city. The elites in northern and central parts of the city of Colombo, provided housing units built on large tracts of land to workers in port and warehousing factories on a very low rent basis or without rent.

Later, new members who joined the extended families of these workers also settled illegally adding parts to these houses, leading to further increasing the number of slums in the city. In addition to that, the increase in the number of people migrating to the city during the 1950s led to an overdemand of housing, which in turn led to higher housing prices in the city. As a result due to unbearable cost of housing low-income families began to expand their accommodation on government lands such as railway reserves, Canals and Kelani river reservation in the city using temporarily materials.

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Shanties

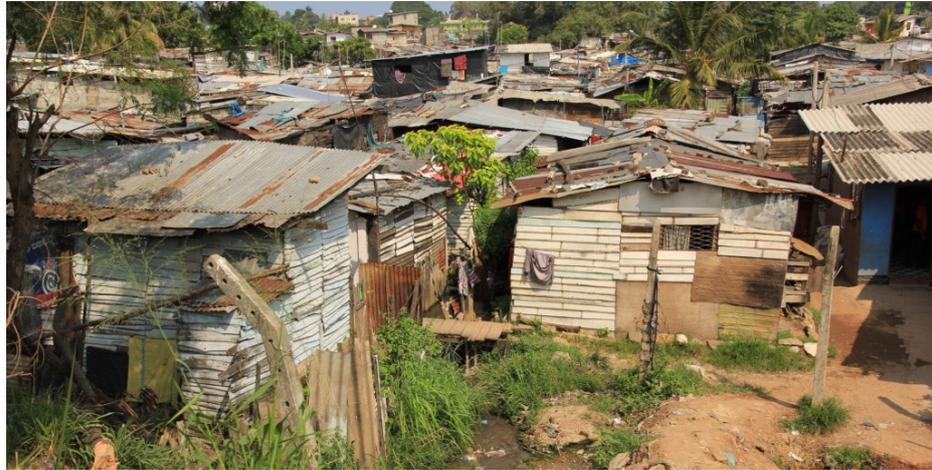


Figure No. 3.9 : Shanties sprawled in the lowland areas of Colombo city
Source : C. Jayasinghe, 2018

Shanties are groups of small, single-unit intertwined structures built on vacant lots in the city using temporary raw materials. These houses are built illegally on government or private lands and often do not have proper water supply, sanitation or electricity supply. These settlements are commonly referred to as places where people living in higher poverty line compared to "slums" or "row houses".

Slums



Figure No. 3.10 : Slums spread along the river banks of Colombo city
Source : C. Jayasinghe, 2018

Slums refer to rented houses built for workers who migrated to the city in the 1930s. But people who live in these houses refuse to call their houses slums or low-income houses, and in common usage hence, usually called as "row houses".

'Watte'

This is a term commonly used to refer to both shanty and slums settlements in the city. Captain Watte, Aliwatta, 65 Watte, Dabare Watte etc. can be identified as examples for the spread of shanty and slums settlements in the city of Colombo.

Underserved Settlements

In Sri Lanka, the term 'Underserved Settlements' has been used to refer shanties and slums over the past few decades. However, although there is no universal definition for low-income settlements, the term 'Underserved Settlements' is used to define a community who reside in an area that lacks one or more of the following requirements.

- I. Access to basic services such as clean water, Sanitary facilities, transportation and communication services.,
- II. Security for land ownership
- III. Structural quality and durability of housing
- IV. Systematic accommodating in dwellings

(b). Significance and Magnitude

According to a survey conducted by Real Estate Exchange (Pvt) Ltd (REEL) in 1998/99, the number of underserved settlements in the city of Colombo was estimated as 1,506. This number was recorded as 1,615 according to Sevanatha Urban Resource Center's survey in 2001.

According to the 1998/99 survey, it was reported that the number of underserved housing units was 66,324 and with the survey by the Sevanatha Urban Resource Center in 2001 identifying 53,659 (77,532 households) and a total population of 336,000, which was then 50% of the population of Colombo.

Furthermore, as per a survey conducted by the Urban Development Authority in 2011, these figures were recorded as 68,812 households and 1499 settlements. According to this survey, the population living in these underserved settlements accounted for 53% of the total population of the city of Colombo.

As reported by a survey conducted by the Sevanatha Urban Resource Center in 2012, underserved settlements in the city of Colombo are classified as follows according to the number of housing units.

- Less than 10 housing units -22%
- Between 11-20 housing units - 32%
- Between 21 - 60 housing units - 30%
- Between 60 - 100 housing units - 11%
- More than 100 housing units - 5%

As for the above survey, 43% of people living in underserved housing has obtained freehold ownership for their property and the remaining 57% do not possess a secured ownership. Nevertheless, 23% of the residents have from time to time been issued user permits (enumerator cards) that grant temporary rights for the title of the land they occupy.

(c). *Negative Impact due to the Existence of Under Privileged Settlements*

According to a survey conducted by Sevanatha Urban Resource Center in 2012, 45% of low-income housing in the city of Colombo has been constructed using temporary materials and the remaining 55% has been constructed using permanent materials.

However, although underserved housing is built using permanent materials, most housing units have limited space and absence of public amenities such as piped water, electricity, sanitary facilities, sewage and wastewater disposal systems, stormwater drainage, proper access roads, open areas and community halls.

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Problems related to Sanitary Facilities

8% of the total settlements in the city of Colombo do not have sanitary facilities and 41% have been provided public toilet facilities. Furthermore, although about 50% of the settlements are connected to the city's sewage system, but for 28% of the settlements, sewage is a critical problem.

Problems related to Piped Water Facilities

33% of underserved settlements do not have a separate metered piped water supply, so water is obtained from a public pipeline or other source. Furthermore, it has been identified that 8% of underserved settlements do not have access to safe drinking water.

Problems caused by insufficient space



Figure No. 3.12 : People living in underserved housing without adequate facilities
Source : Pushpika, 2016

Most of the existing housing units in underserved settlements do not have adequate space. In most cases, there are 2-5 families in each of these housing units.

Therefore, having several families living together in this limited space makes it very difficult for them to maintain privacy and sex life, and it can have a severe negative impact on the mental

development of young children. Also, lack of space for community gatherings are a barrier to entertaining activities and doing social events such as funerals and weddings are very problematic.

High Probability of Diseases spreading among Communities living in Underseved Settlements

The main reasons for the deteriorating health of the residents in these settlements are illegal dumping of solid waste, lack of adequate sanitary facilities, high population density, very close-proximity of housing structures and inadequate ventilation and space in housing units can be identified.

Further, mosquitoes breed in the water bodies around the settlements, which spreads dengue, elephantiasis and other diseases rapidly.

Also, Covid-19, which started in Wuhan, Hubei Province, China on December 31, 2019, developed to a pandemic and spread rapidly around the world, and on January 30, 2020, the World Health Organization declared it a public health emergency.



Figure No. 3.13 : An event where Sri Lanka Health Officers obtaining samples from the public to test for Covid disease in the city of Colombo | Source : worldbank.org

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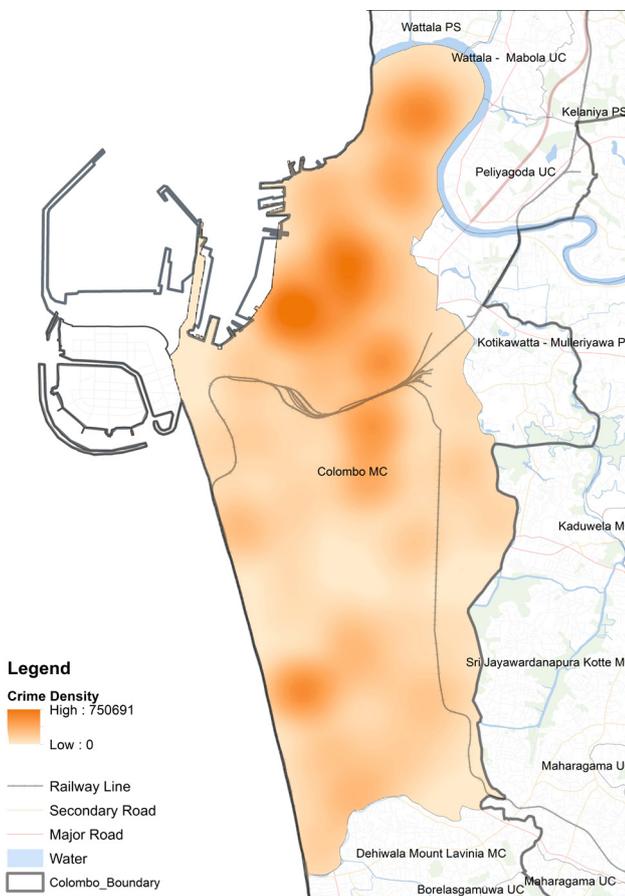
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In the face of this pandemic infected clusters of the disease were been reported in several places in Sri Lanka on several occasions. Out of these, rapidly spreading infected clusters were reported in the underserved settlements in the city of Colombo. For example, areas such as, Keselwatta, Nawam Mawatha, Bandaranayaka Mawatha, Dematagoda could be noted.

Accordingly, the major challenges in controlling the spread of the pandemic associated with underserved settlements are the lack of basic facilities such as sanitary facilities, drinking water and ventilation in small housing units, and the difficulty in maintaining social distance.

That is, the spread of pandemic takes place rapidly with the pattern of socialization in densely populated areas as residents maintain close social ties with neighboring residents and public gatherings taking place due to insufficient space in houses.

Relatively High Occurrence in Illegal Activities in Underserved Settlements and Surrounding Areas.



The main reasons for the occurrence in illegal activities in underserved settlement areas could be noted the relatively high level of poverty among the population, low level of education, and the high prevalence of alcohol and drug addiction.

Drug and alcohol addiction is the cause of many social problems, for example marital instability, domestic violence, domestic strife, and loss of livelihood.

Also, according to a study conducted by the World Bank and the United

Ⓞ Figure No. 3.14 : Spatial distribution of reported crime scenes in Colombo city limits | Source : Sri Lanka Police Crime Report, 2018

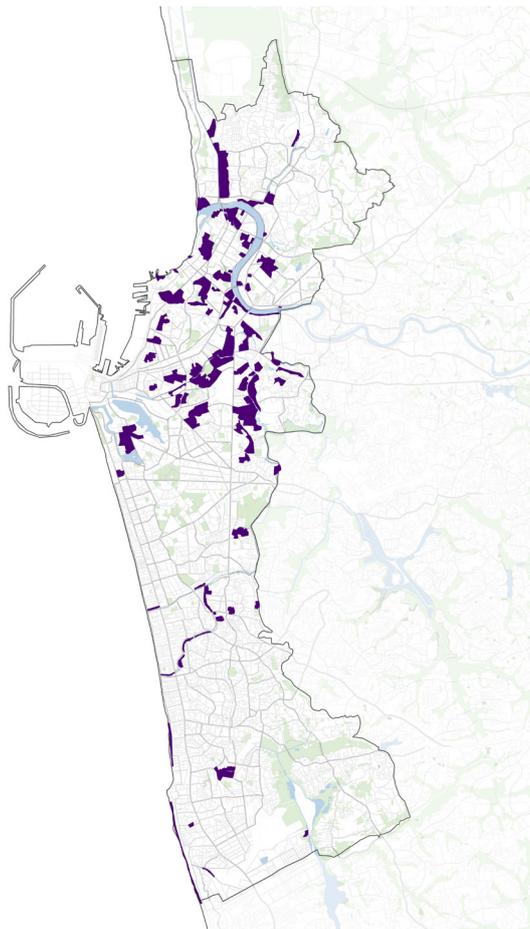
Nations in 2012, family members in underserved settlements in the city of Colombo are addicted to alcohol, creating an unsafe environment for their family as well as the external society.

These settlements are associated with a spatial arrangement with limited enclosures and narrow access roads, especially those that facilitate the conduct of illegal and anti-social activities. According to the 2018 Sri Lanka Police Crime Report, the spatial distribution of crime reported within the Colombo city limits is shown in Figure 3.14, which makes it clear that most of these incidents are reported from areas where underserved settlements are scattered. Thus, the prevailing trend towards illegal and anti-social activities is having a negative impact on the image of those areas, which is discouraging future development and investment opportunities.

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(d). *Negative Environmental Impacts caused by the existence of Underserved Settlements*



Pollution of Waterbodies connected with Underserved Settlements

Since the majority of these underserved settlements are located close to canals, rivers, and coastal reserves, (Figure 3.15) these settlements discharge wastewater, sewage, and solid waste directly into waterbodies leading to pollution of internal water sources.

“The Wetland Management Strategy, Colombo Capital Development Project 2016” identified that 98% of the water sources in the city of Colombo as polluted.

ⓐ **Figure No. 3.15 :** Distribution of Underserved Settlements associated with water sources in the Colombo Municipal Council area | **Source :** Urban Development Authority, 2018

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Also, according to this project, the water quality of the water sources around the city of Colombo is shown in Figure 3.16 and it can be identified that there is a direct connection between the location of the underserved settlements and the pollution of water sources.

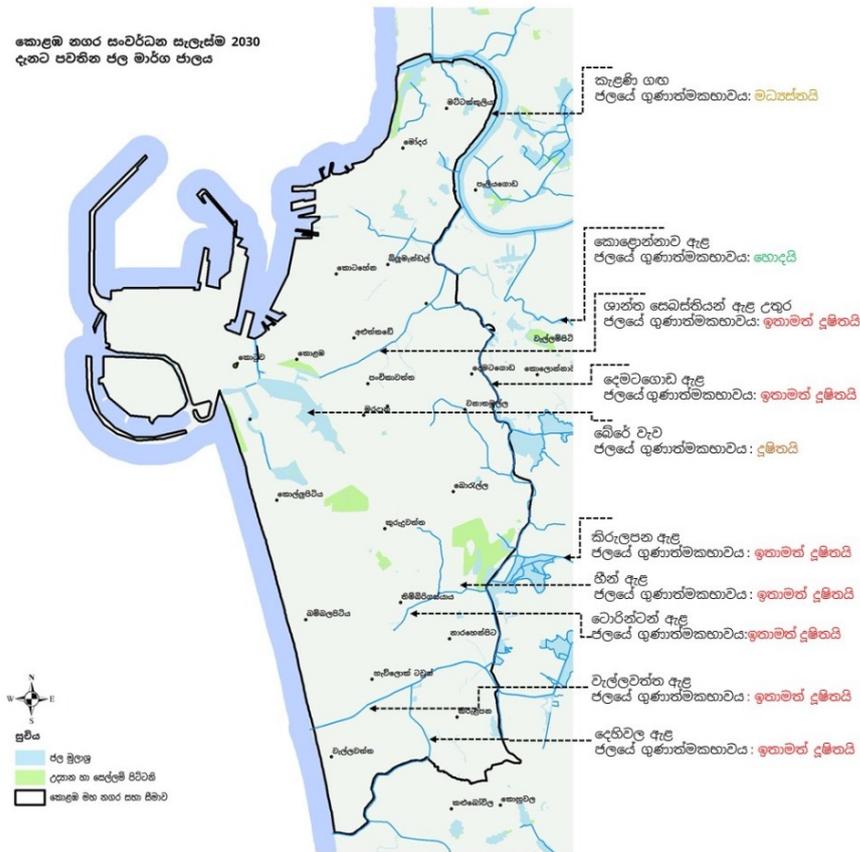


Figure No. 3.16 : Water quality of water sources in the city of Colombo
Source : Greater Colombo Urban Development Project, 2016

Occurrence of Floods due to blockage of Natural Drainage Systems by Unauthorized Constructions

Underserved settlements are often exposed to flooding spontaneously due to their location in low-lying or flood-prone areas. According to a survey conducted by Sevanatha Urban Resource Center in 2012 it was identified that, 31% of underserved settlements are located in high-risk areas for flooding and 83% of the existing internal roads in those settlements lack proper drainage system leading to flash floods.



Figure No. 3.17 : A flashflood situation in the underserved settlements around Colombo City
Source : Wedage, 2016

Degradation of City Attractiveness due to Underserved Settlements

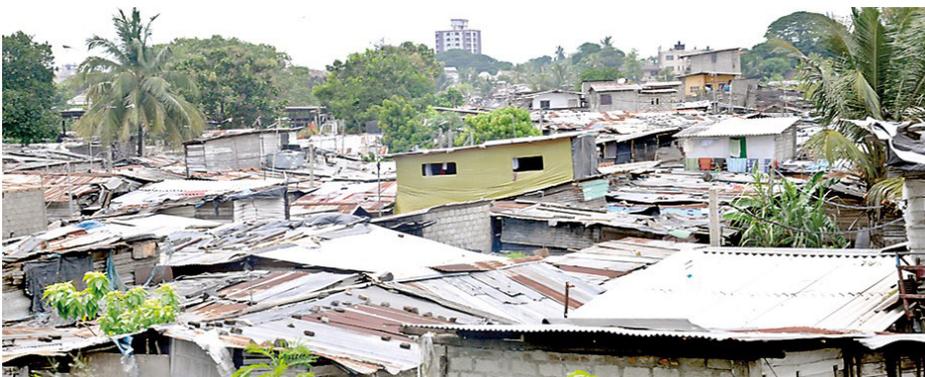


Figure No. 3.18 : Degradation of City Attractiveness due to scattering of Underserved Settlements | Source : Yatawara, 2014

Underserved settlements which are constructed haphazardly by using temporary materials create a pessimistic atmosphere about the city and also have a negative impact on the image of the city of Colombo as an international financial city. It also reduces the value of lands in the area and discourages modern development and investment potential.

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(e). *Negative Economic Impacts due to prevalence of
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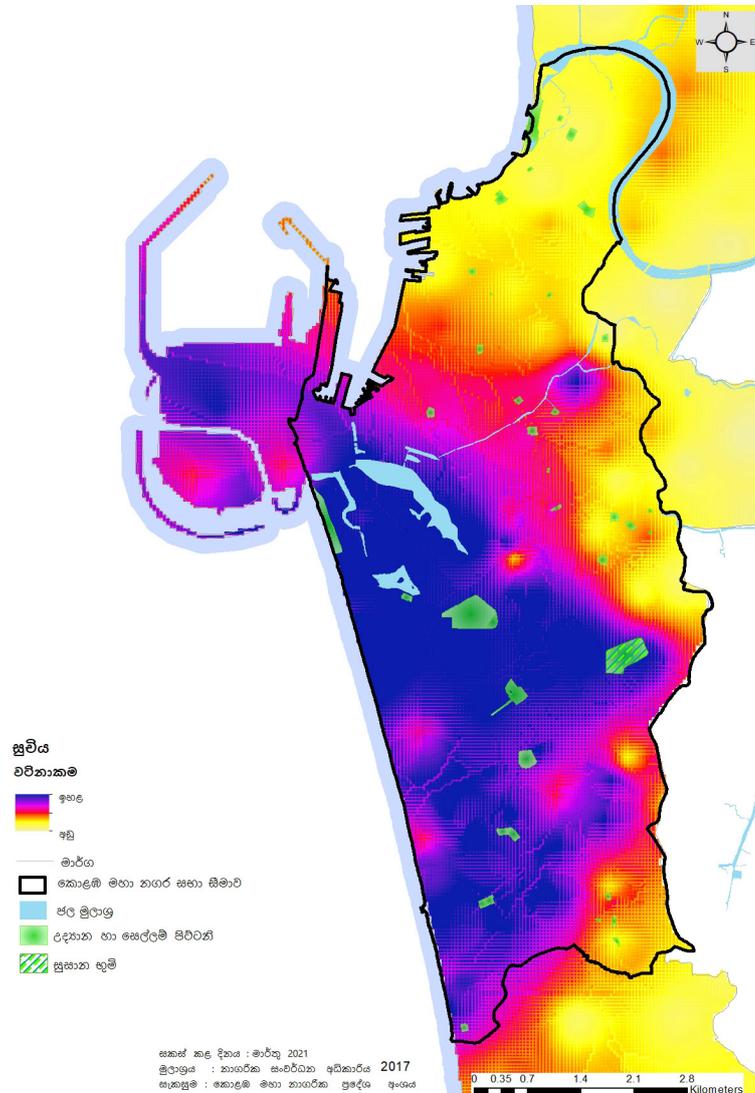


Figure No. 3.19 : Land Value in Colombo city
Source : Urban Development Authority, 2021

Most underserved settlements are located in strategic locations in the city, due to which it can be observed that the value of land in the area is relatively low. For example, although the value of land around Colombo South is around 8-10 million per perch, it can be identified that, in the Colombo North Area, where underserved settlements are more prevalent, that figure drops to 6 million. Accordingly, it is clear that there is a large disparity in land value in underserved settlement areas compared to other areas (Figure 3.19).

3.2.3. Public Inconvenience and Economic Loss due to Traffic Congestion on Major Arterials during Peak Hours

(a). Context

Traffic congestion on roads in and around Colombo Area during peak hours has been one of the most discussed issue in Colombo, Sri Lanka during the past decade. Due to heavy traffic congestion, space, time and human resources cannot be contributed to the development of the city properly and effectively.

According to the CoMTrans study done in 2014, the peak hours of the day have been identified as morning hours, 7.00 am to 8.00 am, afternoon hours, 1.00 pm to 3.00 pm and evening hours, 5.00 pm to 7.00 pm. As for this, the reasons for the occurrence of traffic during peak hours could be trips from home to work and from home to school in morning peak hours, from school to home and from work to home in afternoon and evening peak hours, respectively (Figure 3.20).

Due to the large number of schools falling under the category, popular are situated in the Colombo Municipal Council area, a large number of students travel daily from other cities around Colombo for education purposes. Such trips are also a major cause of heavy traffic during the morning and afternoon peak hours.

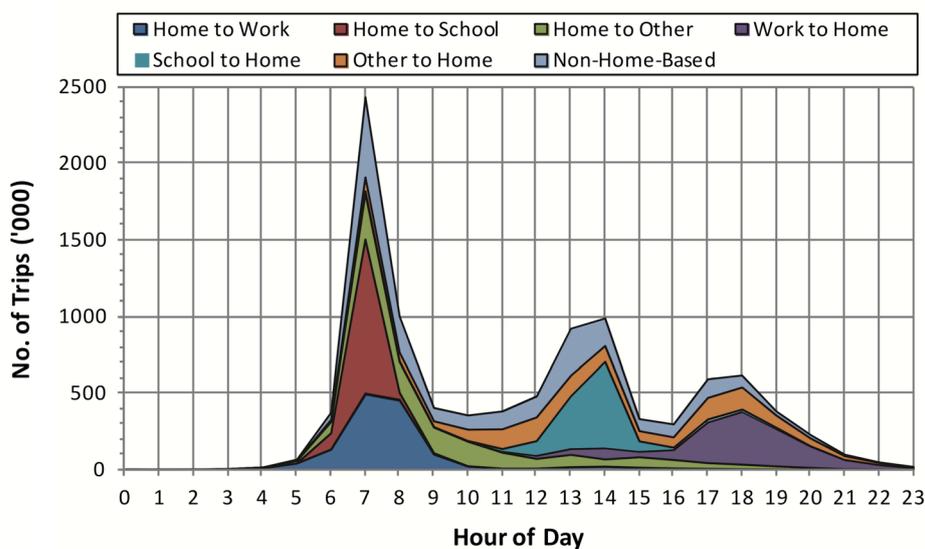


Figure No. 3.20 : Number of daily trips during peak hours in the city of Colombo
Source : ComTrans Urban Transport Planning, 2014

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Accordingly, the ratio of the trips made during peak hours to the total number of daily trips as a percentage is 24%, 19% and 12% respectively (Figure 3.20). It has also been revealed that most of the trips during these peak hours are recorded by buses.

Accordingly, there is a high percentage of trips during the morning and afternoon hours compared to the evening peak hours. The reason for this can be the daily migration of a large number of students from other cities around Colombo for educational activities as there are more popular schools in the Colombo Municipal Council Area. (Figure No. 3.21)

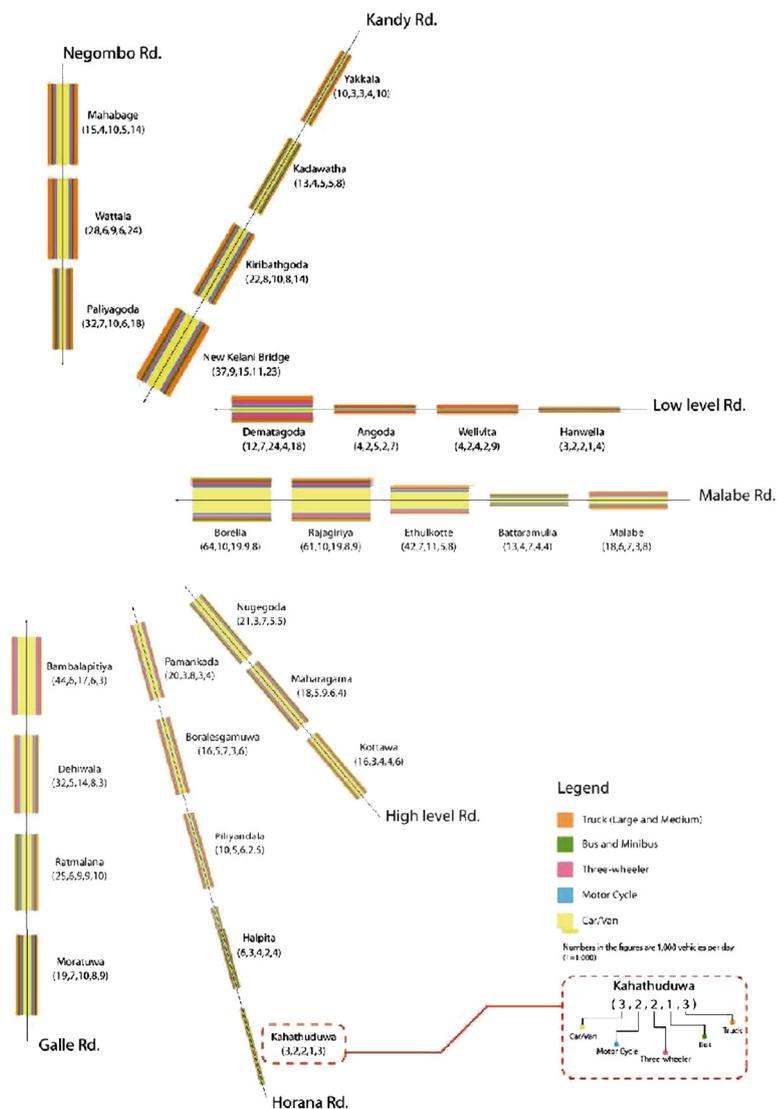


Figure No. 3.21 : Traffic flow along the Seven Main Corridors to the City of Colombo
Source : ComTrans Urban Transport Planning, 2014

It is estimated that around 498,000 vehicles enter Colombo City daily through the seven corridors Peliyagoda, Kelaniya, Dematagoda, Borella, Nugegoda, Pamankada and Bambalapitiya as outlined in the road network of above. Also, as shown in Figure 3.21 above, due to the highest number of vehicles of around 110,000 daily arriving in Borella through the Malabe Corridor, there is heavy traffic congestion in the area during peak hours.

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According to the CoMTrans study, it has been estimated that 705,000 daily commutes end in city of Colombo. It has also been found that about 20% of these trips which accounts for 140,000 trips approximately, take place within an hour of the morning peak hours.

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According to the CoMTrans Survey conducted in 2013, the number of trips using private vehicles is around 36% and the number of trips using public transport is about 63%.

However, due to the high usage rate of private vehicles compared to public transport during peak hours, private vehicles directly contribute to traffic congestion during peak hours in the city of Colombo. (Table 3.3)

Daily Trips	Mode of Transport	Private	Public	NMT	Total
	Daily Trips ('000 trips / day)		256	443	6
Trips during Peak Hours (07: 00-08: 00) ('000 travel / day)		61	81	2	145
Peak Hour Ratio		24%	18%	36%	20%

Table No. 3.3 : Travel Times by Mode of Transport
Source : ComTrans Urban Transport Planning, 2014

When the bus trips concentrating the city of Colombo during the morning peak hours are considered, Pettah area is recorded as the highest number of trips around Colombo and if the corridors are considered, the highest number of buses are recorded through the Kandy-Galle corridor.

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Reasons for Heavy Traffic Congestion during Peak Hours:

I. Rapid increase in vehicle volume

During the last decade in Sri Lanka, with the relative increase in household income, a sharp increase in the purchase of cars, motorcycles and three wheelers was noticed with the increase of the number of private vehicles.

According to the CoMTrans Urban Transport Plan 2014, the average annual growth rate of registration of vehicles in the Western Province is 8.5%, and it is clear that, it is a relatively very high value compared to the annual population growth of 0.07%. Furthermore, the car-to-person ratio doubled from 2.0 in 2002 to 4.2 in 2012. Another notable factor is that the number of registered three-wheelers in the Western Province has increased 3.5 times in the last 10 years.

Such increase in the number of private vehicles can be seen to have a direct impact on the heavy traffic congestion in the Colombo city and surrounding areas (Figure 3.22). Heavy traffic congestion is seen in due to the increase in vehicles on the roads with the increase in private modes of transport.

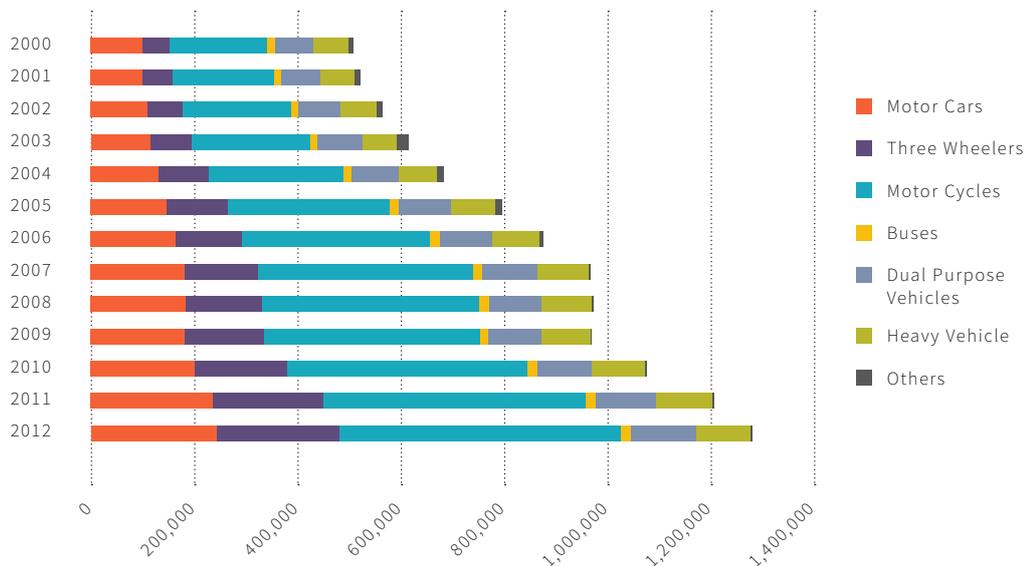


Figure No. 3.22 : Number of vehicles registered in the Western Province
Source : ComTrans Urban Transport Planning, 2014

As shown in Figure 3.23, 62% of the commuters entering Colombo daily use small and large buses which is 6% of the total percentage of vehicles and 38% of the commuters use private modes of transport (cars, tricycles, motorcycles and supplies) which is 94% of the total percentage of vehicles.

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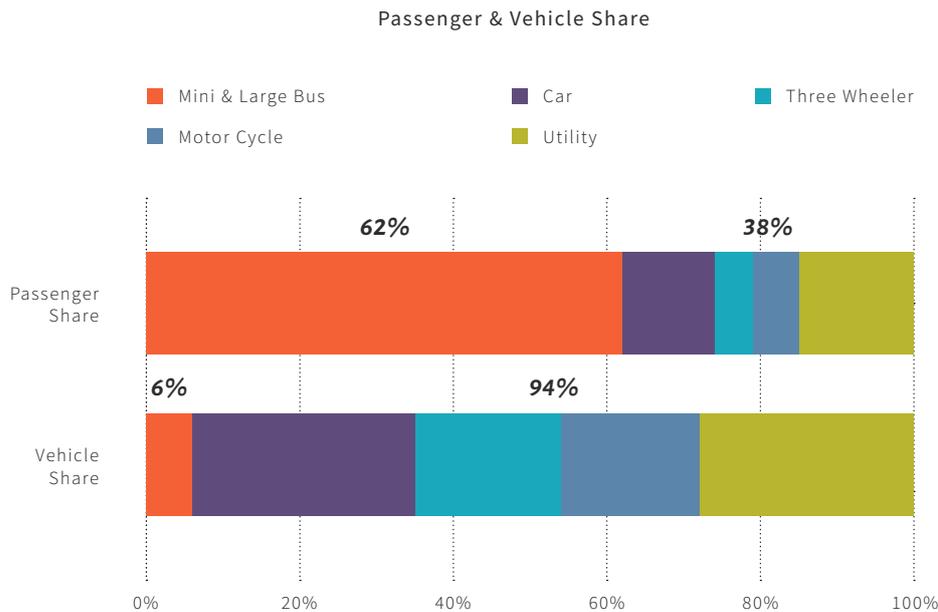


Figure No. 3.23 : Percentage of Commuters and Vehicles arriving in Colombo
Source : ComTrans Urban Transport Planning, 2014

Problems of Configuration of the Existing Road Network

When analyzing the configuration of the existing road network, it indicates that there is a high level of interconnection, that is, high traffic congestion on the road sections marked in red on the map on the left can be identified by analysing the road sections marked on the map on the right. Road density in the Colombo Municipal Council area is 10.7% of the total administrative area, while in other areas outside the city it is found to be 4% to 6%. (Figure 3.24).

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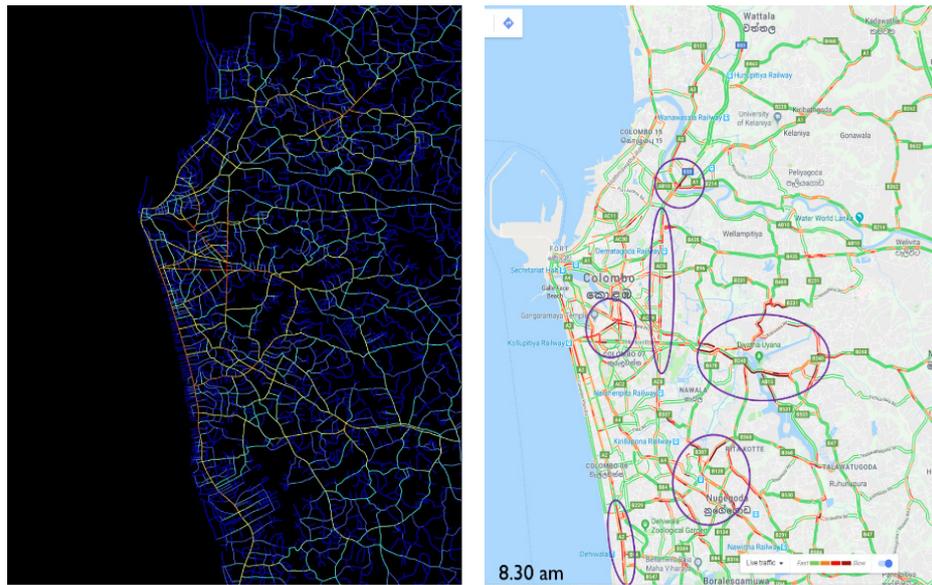


Figure No. 3.24 : Interconnection of roads in Colombo city
Source : Urban Development Authority, 2021

Further, when other international cities in the world are taken into consideration, the road densities of Shanghai, Seoul and London are 12%, 13%, and 12%, respectively. Accordingly, it can be said that the road density in the city of Colombo is at a satisfactory level.

Although the road density is at a satisfactory level, it has been found that the service levels of the existing roads have been exceeded due to the increase in the annual number of vehicles. Especially according to the CoMTrans Transport Study 2014, when the carrying capacity of the seven main corridors entering the city of Colombo (Table 3.4) are considered, it has been identified that the service levels in Kandy, Malabe, Low Level and Galle Road corridors have already been exceeded.

Corridor	Peak-hour Road Traffic (PCU)	Hourly Capacity (PCU)	Gap
Malabe Road	5100	4400	-700
Kandy Road	4400	3300	-1100
Negambo Road	4000	4400	+400
Galle Road	2900	2300	-600
Low Level Road/ Old Road	2900	2200	-700
Horana Road	2200	2300	+100
High Level Road/ New Road	2000	2300	+300

Table No. 3.4 : Capacities of the Seven Main Corridors entering the city of Colombo
Source : ComTrans Urban Transport Planning, 2014

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Problems related to the Existing Inter and Intra-city Public Transportation

Although there are bus transport service and railway transport service as public transport in Colombo, it is difficult to maintain a smooth transit between those two modes of transport as well as between public transport and private transport as for the lack of proper inter-communication.

Also, when the railway transport service is considered, the average running speed of the trains is about 30km/h, hence, its efficiency has reduced and also the quality of the passenger transport service by train lies at a very poor level. That is, most trains, except the upper-class compartments, are not air-conditioned, and the compartments are overcrowded.

The average speed of buses in the city of Colombo is taken into consideration, it takes a value of 20-40 km per hour. The main reason for this is that the speed of the bus is determined based on the mode of private transport as it has to use the road combined with the modes of private transport. Also, stopping at bus stops causes a very low average speed of other modes of transport.

Further, due to the existing Pettah-based bus network in Colombo, there are around 8,000 bus trips to and from Colombo Pettah and Fort. Also, since the bus transport network is of a radial pattern, it is impossible for commuters traveling through a different corridor to reach their destinations bypassing Pettah and Fort areas.

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(b). *Significance and Magnitude*

If the average speed of traffic on a section of road is about 20 km/h or less, they are identified as congested areas. Accordingly, it has been identified that the average speed of traffic in different parts of the city of Colombo during the above three peak hours varies as follows.

Average Traffic Speed during the Morning Peak Hour (0700 h – 0800 h)

- Maradana Roundabout and Town Hall Junction are considered as the most congested junctions in the city.
- Traffic congestion can be observed at many intersections along the Baseline Road and the main reason for this is that most of the radially stretched roads cross the Baseline Road. (Figure 3.25)

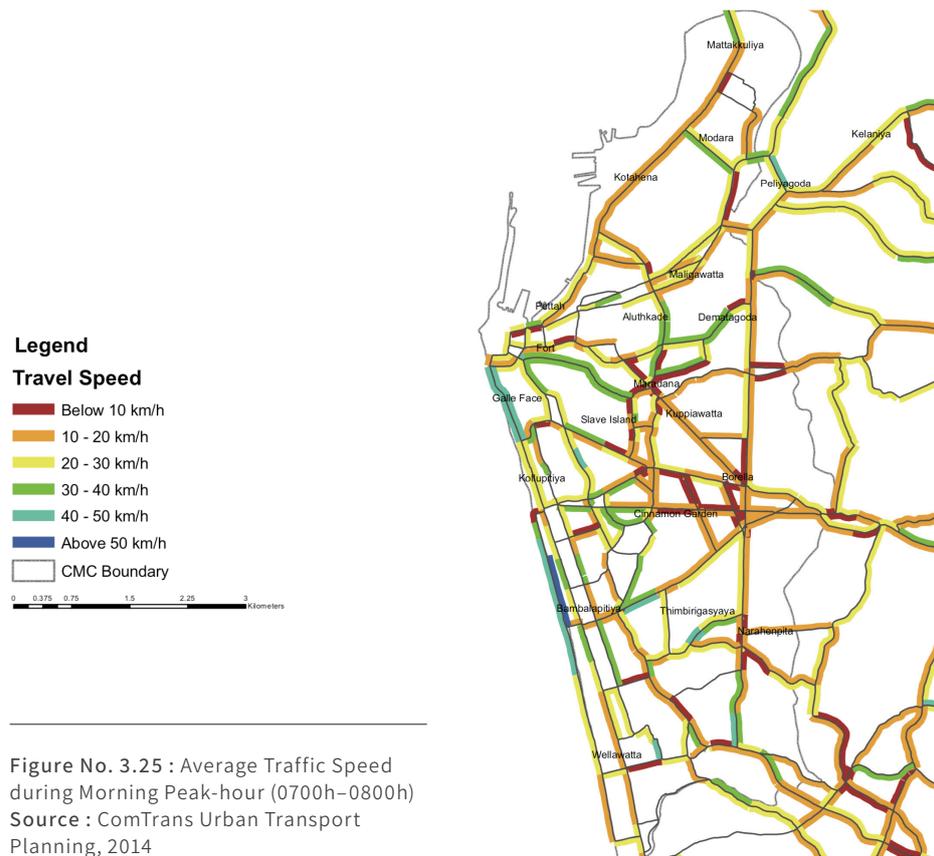


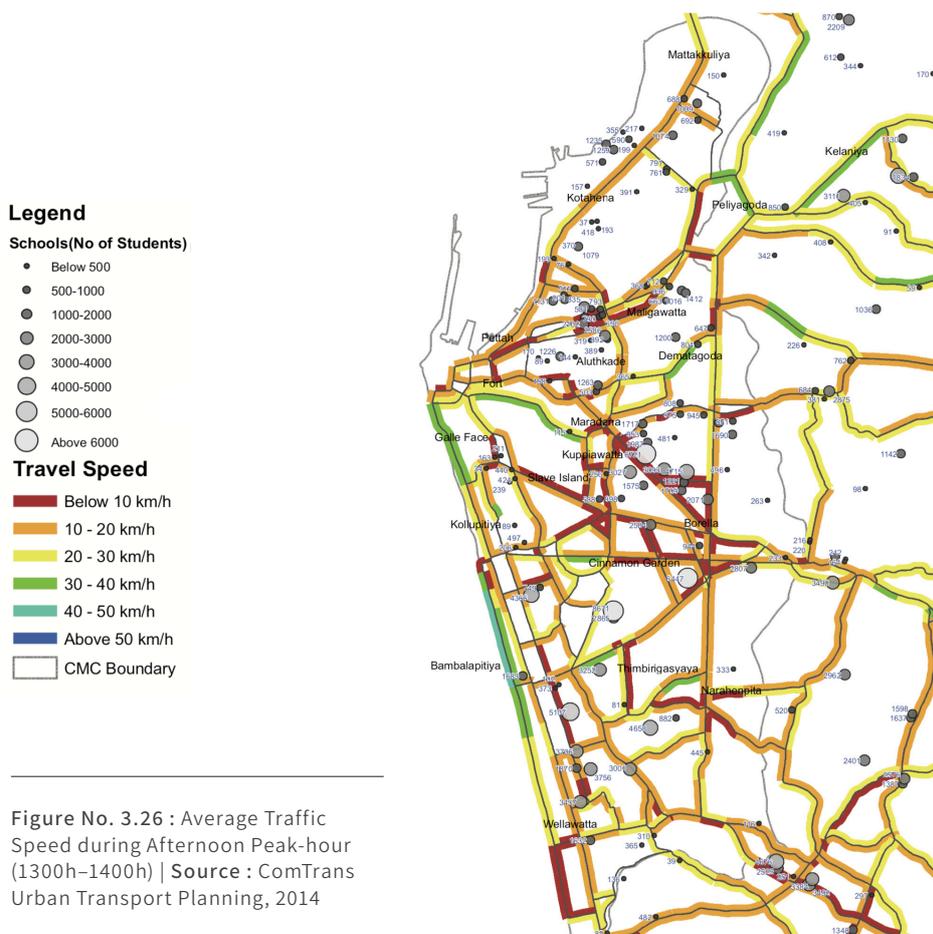
Figure No. 3.25 : Average Traffic Speed during Morning Peak-hour (0700h–0800h)
Source : ComTrans Urban Transport Planning, 2014

Average Traffic Speed during Afternoon Peak Hour (1300h – 1400h)

Areas where a large number of schools are concentrated; located between Maradana and Borella. Areas such as P.De.S. Kularatne Mawatha, the southbound section of Duplication Road (R.A de Mel Mawatha), High Level Road and Armour Street are the most congested areas during this hour. (Figure 3.26)

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① Figure No. 3.26 : Average Traffic Speed during Afternoon Peak-hour (1300h–1400h) | Source : ComTrans Urban Transport Planning, 2014

Average Traffic Speed during Evening Peak-hour (1700h – 1800h)

- Areas situated to west of the Baseline Road, many junctions and roundabouts in the city center are congested during this time.
- Maradana Roundabout and Town Hall Junction are congested during this hour as well.
- Compared to the morning peak hour traffic, most of the lanes on Baseline Road are congested during this hour due to traffic moving out of the city. (Figure 3.27)

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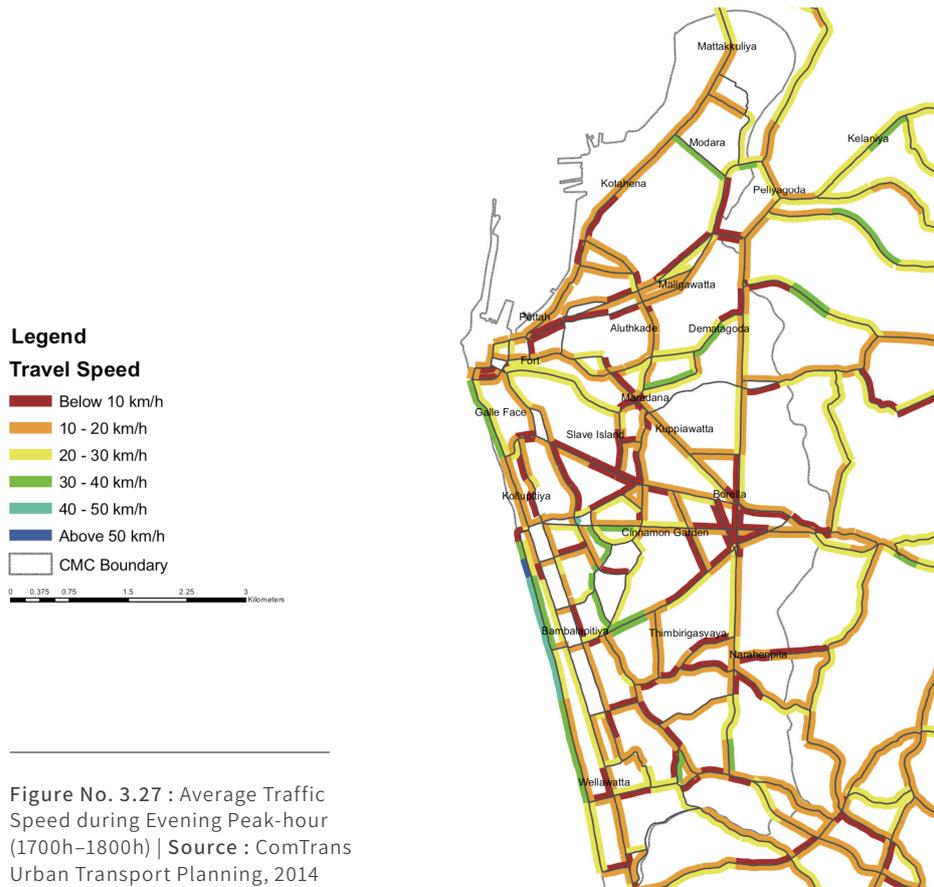


Figure No. 3.27 : Average Traffic Speed during Evening Peak-hour (1700h–1800h) | Source : ComTrans Urban Transport Planning, 2014

(c). Major Impacts of Heavy Traffic Congestion during Peak Hours

1. Economic Impact of Heavy Traffic Congestion during Peak Hours

The cost of traffic congestion in the Western Province is estimated at 20 billion rupees a year, accounting for about 2% of annual GDP loss over the past decade (Kumarage, 2004) due to factors such as economic damage due to wastage of time of economically active individuals such as professionals, businessmen, local and foreign investors, economic damage due to increased operating costs due to wastage of fuel and increased cost of production due to wastage of time.

However, as for the information collected from the Traffic and Road Planning Division of Colombo Municipal Council, in 2014, the economic damage caused by traffic congestion and air pollution in the Colombo city limits is about 40 billion rupees a year, accounting for 1.5% of the annual GDP loss.

II. Environmental Impact of Heavy Traffic Congestion during Peak Hours

Air Pollution

Vehicle emissions are one of the largest sources of air pollution in Sri Lanka, with more than 60% occurring around the city of Colombo. Studies have shown that the density of polluting gases such as nitrogen dioxide, sulfur dioxide and carbon monoxide tend to increase during peak hours.

As indicated in the CoMTrans Urban Transport Plan – 2014, according to the Air Resource Management Center data, Petrol vehicles contribute to the release of large amounts of carbon monoxide and hydrocarbons into the atmosphere, while diesel engines contribute to the addition of nitrogen oxide group gases and particulate matter to the atmosphere. Motorcycles and three-wheelers contribute to about 90% of the hydrocarbons emitted by vehicles that use petrol and buses and lorries contribute between 60% - 70% of the nitrogen oxide gases and particles emitted by vehicles that use diesel.

The table 3.5 below shows the maximum concentration of air pollutants reported in the city of Colombo according to measures in 2008.

Emission factor	Maximum Concentration	CEA standard	Date of measurement
CO	2.86ppm	26.0	January 4, 2008
SO ₂	0.104ppm	0.08	January 2, 2008
NO ₂	0.10295ppm	0.13	November 20, 2008
PM ₁₀	146 microg/m ³	100	November 7, 2008

Table No. 3.5 : Maximum Concentrations of Air Pollutants in the city of Colombo in 2008
Source : ComTrans Urban Transport Planning, 2014

Table 3.5 shows the weekly PM2.5 values in the city of Colombo according to the United States Environmental Protection Agency's Atmospheric Quality Index, measured by air quality monitors at the United States Embassy. (PM2.5 is the concentration of small particles of 2.5 micrometers or less in the normal atmosphere).

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According to those indicators, the atmospheric condition in Colombo is moderate. However, the atmospheric condition in Colombo on Mondays is relatively low and falls into the category of unhealthy for sensitive people. Further it also reflects the relatively high volume of traffic flowing into the city on Mondays.

Furthermore, the above study has identified that the air quality in the city of Colombo is relatively low compared to developed cities such as Melbourne, London, Paris and Singapore. However, the Government of Sri Lanka has recently taken the following steps to overcome this situation.

- a). Emission Testing Program launched in the year 2008
- b). Suspension of import of three wheelers which have a high impact on air pollution. (Two-stroke)
- c). Introduction of low sulfur diesel variants in the year 2003.

III. Social Impact of Heavy Traffic Congestion during Peak Hours

The use of slow and uncomfortable transportation systems can lead to long-term health risks such as depression, confusion and frustration.

Also, having to spend a lot of time to travel to the city for employment and service needs, limits the amount of time they have to engage in other social interactions or pursue activities for their personal satisfaction (Kumarage, 2004).

Residents and commuters are at a higher risk of developing respiratory-related illnesses such as asthma due to pollutants emitted by fuel combustion in vehicles.

3.2.4. Inconveniences faced by Residents and Commuters of Colombo due to Environmental Problems and Lack of Public Facilities

3.2.4.1. Problems caused by Urban Floods / Flash Floods

(a). *Context*

The city's annual rainfall and rainfall pattern, natural location, inland waterway system, etc., have a direct impact on the occurrence of urban floods / flash floods in Colombo. The city of Colombo receives more than 2500 mm of rainfall annually as it belongs to Sri Lanka's wet zone and 55% of that rainfall is monsoon.

As the city of Colombo is located along the plains of the Kelani River, it is naturally at high risk of river floods. As the Kelani River originates in the central hills, there is a possibility of flash floods in the Kelani River area in Colombo due to the heavy rainfall over the southwest and northeast monsoons in those upper catchment areas.

For example, during the monsoon season, if the upper river basins receive 50 mm – 100 mm of rainfall per day for one day or two consecutive days, roads in Colombo have to face severe flooding. Also, during the rainy season, water retention and drainage do not occur systematically due to the release of solid waste into the waterways, blocking the natural waterways.

Colombo Municipality Council area also has got to face frequent flash floods since, 60% of the existing drainage system does not systematically drain water.

(b). *Significance and Magnitude*

Over the past decade, surveys and studies have been conducted by various public and private sector institutions as well as educational and professional organizations to assess the risk of flooding in the Greater Colombo Basin and its sub-basins. Those studies have identified that, increased rainfall intensity as well as the gradual increase in population in low-lying and associated flood-prone areas have caused the increase in risk of flooding.

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The Greater Colombo Urban Development Project has analyzed the period between 10 and 50 years of flood recurrence for an in-depth comparison of the flood conditions associated with the Greater Colombo area in 2017. According to that study, when the period between flood recurrence in the Greater Colombo is compared, the left bank of the Kelani River, both sides of the St. Sebastian's Canal and the Dematagoda and Kinda Canal adjoining areas have been identified as high flood prone areas.

The scale of the Nagalagam Road River is used to check the water level of the Kelani River and the figure 3.28 shows how it varied from 1965 to 2010. According to the scale, if the water level is between 5.0 and 7.0 ft, minor flood occurs and major flood occurs when the water level is more than 7.0 ft. Also, when the water level rises above 9.0 feet, it is considered a severe flood.

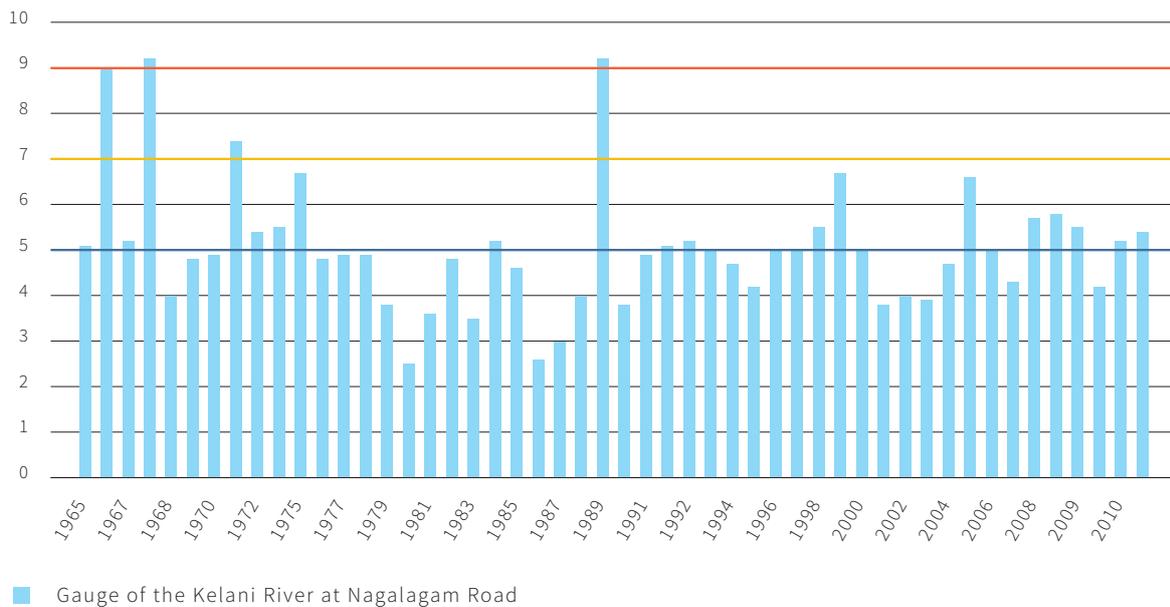


Figure No. 3.28 : Water levels of the Kelani River (1965 to 2010)
Source : Gauge of the Kelani River at Nagalagam Road

Most severe floods affected the Colombo Municipal Council area in the recent history in the years 2010 and 2016 are described below and the maps indicating the depth of the floods are as in Figure 3.29 below.

- I. On November 10 and 11, 2010, the Colombo District recorded the worst flooding in last 18 years due to low-pressure situation in upper atmosphere. This unfortunate situation occurred due to the rain of 490 mm which fell in a short period of 15 hours starting from the evening of the 10th.

The Disaster Management Center recorded that 260,000 people were displaced while, 257 houses were partially damaged and 111 houses were completely damaged due to the floods. Accordingly, the damage caused by this flood situation was estimated to be around US \$ 100 million.

- II. The floods that occurred on May 15 and 16, 2016 are considered to be the worst and most devastating floods in the last 25 years, affecting 301,602 people and displacing 21,484 people in the Colombo District.

Also, according to estimates of the Disaster Management Center, 623 houses were completely damaged and another 4,414 houses were partially damaged. Further, according to estimation done by the Government of Sri Lanka on May 25, 2016 about 128,000 families were affected and about 30,000 families were in need of financial assistance for reconstruction and rehabilitation.

Further, around 25,000 to 30,000 businesses in the city of Colombo were affected by the disaster, where many of them were small scaled entrepreneurs such as, small shop owners, three-wheeler drivers and small boutique owners.

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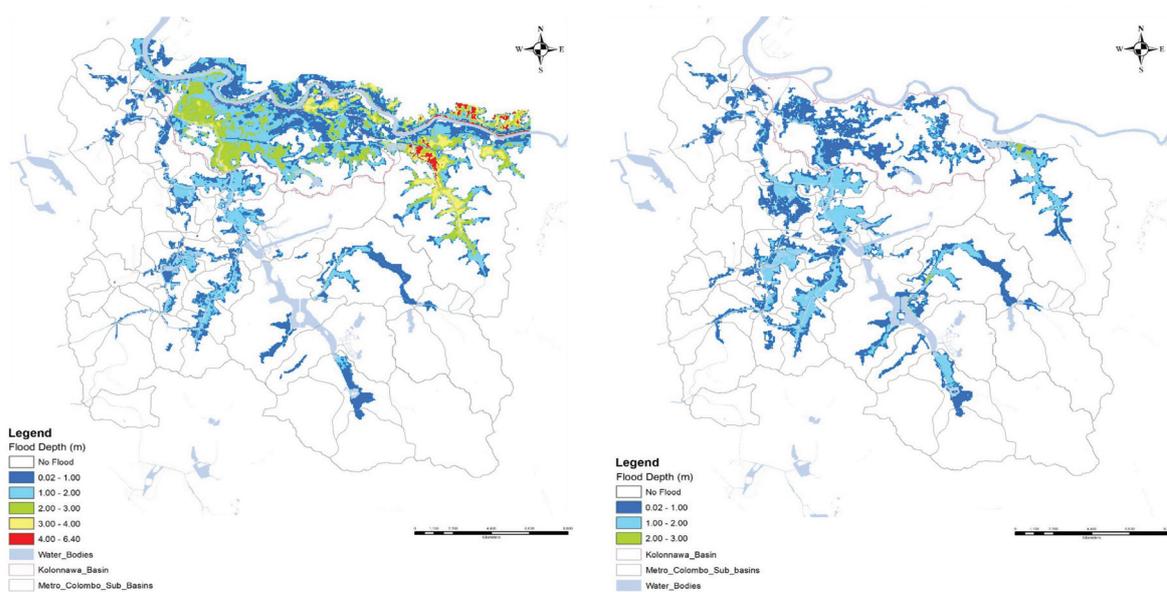


Figure No. 3.29 : Flood Depth Map in 2010 and 2016, Colombo District
Source : Metro Colombo Urban Development Project, 2017

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3.2.4.2. Inconveniences caused by Polluted Water Bodies

(a). *Context*

The Colombo Municipal Council area is bordered by water sources and a stretch of Kelani River for about 6 km serves as the north boundary and the Kittanpahuwa Canal, Kolonnawa Canal, Dematagoda Canal and Heen Ela are the eastern boundaries and the Kirulapona Canal and Dehiwala Canals are the southern boundaries. Also, the western boundary of the Colombo Municipal Council area consists of a coastline of about 25 km in length. Beira Lake can be identified as the largest inland wetland with an area of 0.65 km². Accordingly, it has been noted that an area of 0.1001 km² of the Colombo Municipal Council land use area has been covered by waterbodies.

Solid waste, sewage, wastewater, oil, grease and other contaminants discharged into the above surface water sources cause to have a very low quality of the water and reduce the attractiveness of the water sources.

(b). *Significance and Magnitude*

Surface Water Pollution of the Canal Network

The observations given in Table 3.6 below are based on the Metro Colombo Urban Development Project study conducted on the canal network of Colombo during the period 2015/2016. The following conclusions can be drawn by comparing the observations of the survey with reference to the Water Framework Directives (WFD) scores set by the European Union.

- About 15% of the surface water network is of low quality
- About 15% of the surface water network is of medium quality
- About 20% of the surface water network is of high quality



	pH value	EC value (µS/cm)	Temperature (Co)	Liquid oxygen (DO)	Salinity (ppt)	Total Dissolved Solid Waste Amount-TDS	Biological Oxygen Demand -BOD	Chemical Oxygen Demand - COD	Ammonia Content	Nitrate Content	Total Phosphate	Chlorophyll (mg per cubic meter)	E-Coli	Coliform
Kolonnawa Canal	7.0	141.0	29.8	7.2	0.07	61.5	<5	11	<0,04	0.4	<0,07	4	49	13
Kolonnawa Canal	6.1	261.2	32.2	6.8	0.11	121.8	<5	33	<0,04	0.2	<0,07	<3	130	130
Kolonnawa Canal	6.7	168.9	29.3	7.2	0.08	75.5	<5	21	<0,04	0.4	<0,07	5	110	110
Kittampahuwa Canal	6.9	342.6	28.2	7.3	0.16	162.6	<5	35	10	0.1	0.26	3	27	11
Kittampahuwa Canal	6.8	340.5	29.3	7.3	0.15	161.6	<5	51	39	0.1	0.44	<3	22	8
Heen Ela	6.8	315.2	31.0	7.0	0.14	148.9	<5	26	5.7	<0,1	0.27	4	27	13
Dematagoda Canal	7.0	477.2	28.5	7.4	0.22	230.2	7	66	42	0.3	0.45	3	33	13
Dematagoda Canal	6.8	276.1	28.7	7.2	0.12	129.3	6	57	11	0.2	1.3	8	49	8
Kirulapone Canal	6.8	211.6	30.8	7.2	0.09	96.9	<5	14	6.85	<0,1	0.28	5	22	8
St. Sebastian's Canal	6.6	242.9	30.4	7.2	0.11	112.6	<5	32	8.3	0.3	0.77	<3	33	11
St. Sebastian's Canal	6.7	254.7	30.7	7.2	0.11	118.5	<5	29	7.75	0.2	0.72	<3	8	5
Dehiwala Canal	6.7	267.0	32.1	7.1	0.11	124.7	15	76	18	<0,1	<0,07	4	23	8

Table No. 3.6 : Physicochemical Water Quality of the Water Network in City of Colombo (May 2015) | Source : Report 04, Physical Features -Wetland Management Strategy, Metro Colombo Urban Development Project, 2016

Surface Water Pollution in Beira Lake

It has been identified that the main causes of water pollution in Beira Lake are the stormwater and wastewater connectors directed to the lake and the release of heavy metals such as Lead and Zinc into the water source. In addition, the overall Nitrate and Nitrogen concentrations are high in the areas around the Floating Market, Northwest Beira Lake and East Beira Lake, and the Iron and Magnesium concentrations in the Floating Market area are also high.

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(c). *Impacts of Polluted Water Bodies*

It could be identified that water pollution has a considerable negative impact on the ecosystem and society.

Impact on the Environmental System

It can be figureout that the water is polluted due to the increase in the demand for chemical oxygen and biological oxygen in the water sources. It can be observed that conditions such as enrichment have also arisen. This has a negative impact on plants, animals and microorganisms, and can also lead to the deterioration of aquatic ecosystems. It also affects the reproductive processes of organisms, limiting the biodiversity of ecosystems and survival of organisms.

Social Impact

Increased Risk of spreading Diseases – Reduced water flow due to blocked solid debris in the water, creates favorable environmental conditions for mosquitoes to breed. Hence, it could be identified that there is a very high risk of dengue in areas where there are blocked water sources.

Illegal fishing is known to be carried out in the polluted canals in the city of Colombo. Because of the high concentration of heavy metals in the bodies of these fish, it is deposited in the people who consume them. Owing to this, it has been identified that there is a risk of developing diseases such as various type of Cancers.

Unpleasant Environmental Conditions caused by Odors and their impact on the Image and Economic Value of the City – One of the major impacts of polluted water is the negative impact on the image of the commercial capital caused by high odors. Mainly due to the strong stench prevailing in the area around Beira Lake, it could create an unpleasant feeling about the city of Colombo. To avoid this situation, the Sri Lanka Land Development Corporation, the Department of Irrigation and other institutions have taken various measures to purify water sources and today it has been possible to alleviate this problem to some extent.

3.2.4.3. Inconvenience caused due to Heat Island Effect

(a). *Context*

Changes in local climatic conditions in urban areas with impervious surfaces and building structures are caused by the urban heat island (UHI). Urban heat island means that the relatively high atmospheric temperature in urban areas due to changes in the land cover of urban areas and the heat energy released into the environment by urbanization. When the vegetative cover (Pervious surface) is converted to an Impervious surface such as concrete or tar, its surface heat storage increases, thereby reducing natural urban cooling. As a result, since the environmental temperature rises, the demand for air conditions and fans increases, and increase energy use and latent mechanical heat release to the environment. As urban areas develop, landscapes change as open areas, watersheds and vegetation are replaced by buildings, roads and other infrastructure.

This causes pervious and moist surfaces to become impervious and dry surfaces, reducing water absorption and increasing runoff. Through this, the local atmospheric temperature in urban areas further increases.

As mentioned above, this development process leads to the creation of the formation of urban heat islands, where urban areas tend to experience warmer temperatures compared to rural areas.

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I. Reasons for Heat Island Effect in and around the city of Colombo

Heat Island Effect is a by-result of the rapid urbanization of Colombo. The main factors contributing to this could be identified as the rapid conversion of green cover areas into built-up areas, the use of building materials with low and high heat absorption and reflect heat, blocking of urban ventilation through construction that obstructs the airflow.

Further, the narrow streets created by the construction of side walls on either side of the street in the area are known as the "street canyons". These canyons affect the temperature of the city as it affects the wind speed, wind direction and surface temperature.

Decreased Vegetation Cover due to Rapid Urbanization.

It has been observed a decline in the vegetation cover in Colombo in the years 1995, 2005 and 2016 by the NDVI Analysis done based on Landsat Data on urbanization in Colombo (Dissanayake, 2017). As for the study on maps prepared based on it as indicated in Figure 3.30, the green density of the Colombo Municipal Council area has gradually decreased and the urbanization of the area is gradually expanding from the Colombo Core Area to the outlying areas.

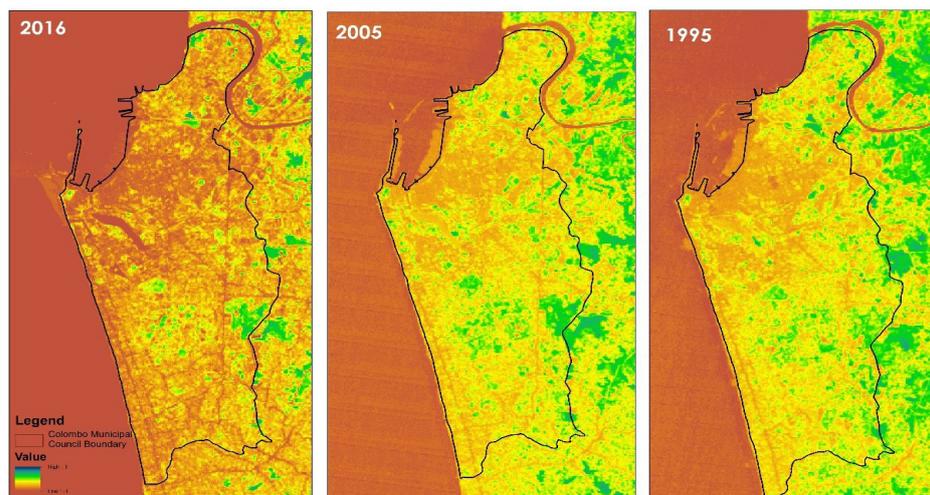


Figure No. 3.30 : Decreased vegetation cover from 1995 to 2016. (NDVI Analysis based on Landsat Data 1995, 2005 and 2016) | Source : Dissanayake, 2017

(b). *Significance and Magnitude*

According to the research report “Spatial Pattern of Urban Heat Islands in the Colombo District” conducted in 2017, the surface temperature of the city of Colombo and its adjacent areas have increased by 7 degrees Celsius from 1995 to 2016. Bloemandhal, Dematagoda, Kotahena and Peliyagoda have also been identified as areas with very high heat island effect in the Colombo Municipality Council area.

It has also been identified that with the gradual increase in building density in the coastal zone from Galle Face to Colpetty, Bambalapitiya from 1995 to 2016, the surface temperature of the area has also increased.

However, it has been observed that the surface temperature of Colombo 7, that is, the Special Primary Residential Zone, is very low compared to other areas in the Colombo Municipal Council area (Figure 3.31). One of the main reasons for this is the regulation of building developments within the Special Primary Residential Zone to maintain the garden city concept introduced by Sir Patrick Geddes.

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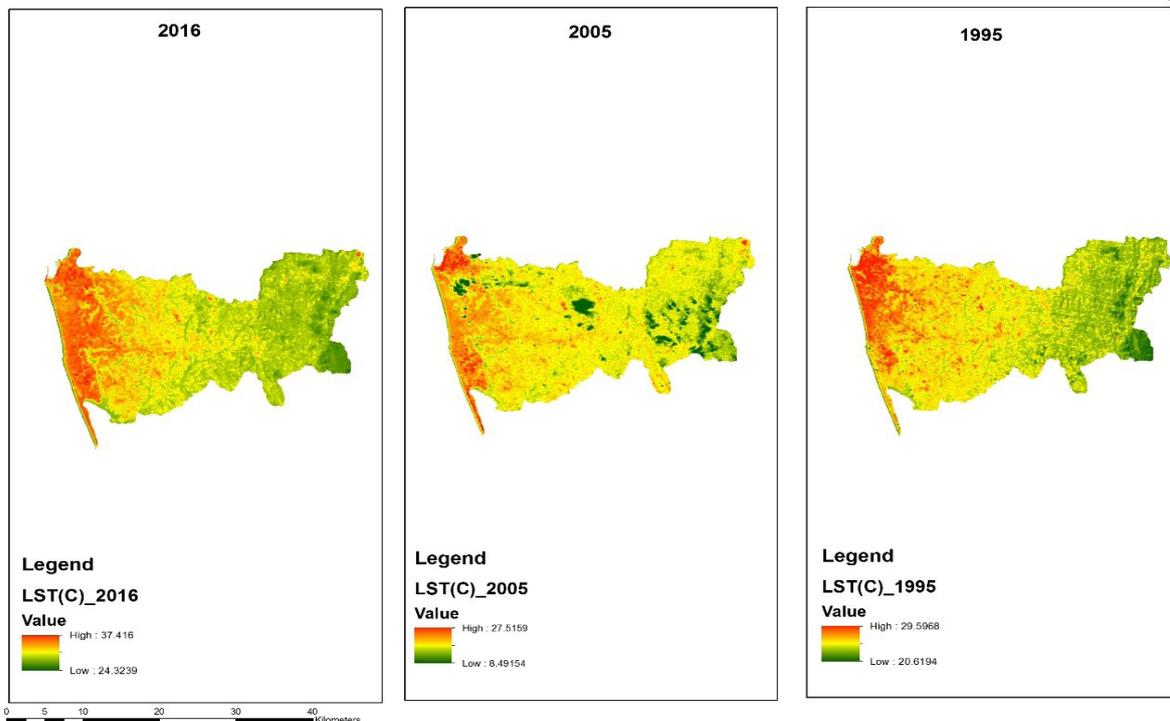


Figure No. 3.31 : Land surface Temperature Variation in Colombo District
Source : Dissanayake, 2017

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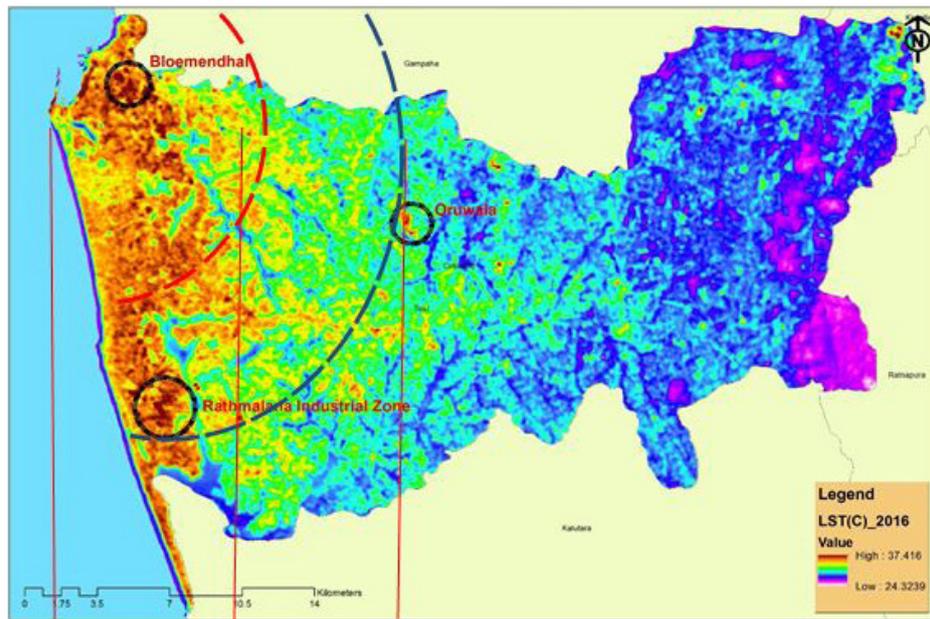


Figure No. 3.32 : Identified Affected Areas by Urban Heat Islands in the Colombo District based on Landsat Data - 2016 | Source : Dissanayake, 2017

As explained above, the increasing temperature in the Colombo Municipality Council area can have a direct impact on the mental state of the city dwellers as well as the commuters.

Frequent exposure to high ambient temperatures can lead to conditions such as depression, anxiety, aggression, extreme tiredness, and muscle cramps and specially this can be very harmful to children and adults.

Therefore, strategic interventions need to be identified to minimize the heat island effect while providing the necessary facilities in urban planning. Here, necessary arrangements should be made to increase the urban green density and facilitate proper urban ventilation process.

3.3. Identification of Development Potentials

3.3.1. Economic Potentials

According to the 2016 Annual Report of the Central Bank of Sri Lanka, tourism, wholesale and retail, transport and supply, construction, housing and real estate have been identified as emerging economic sectors in the city of Colombo.

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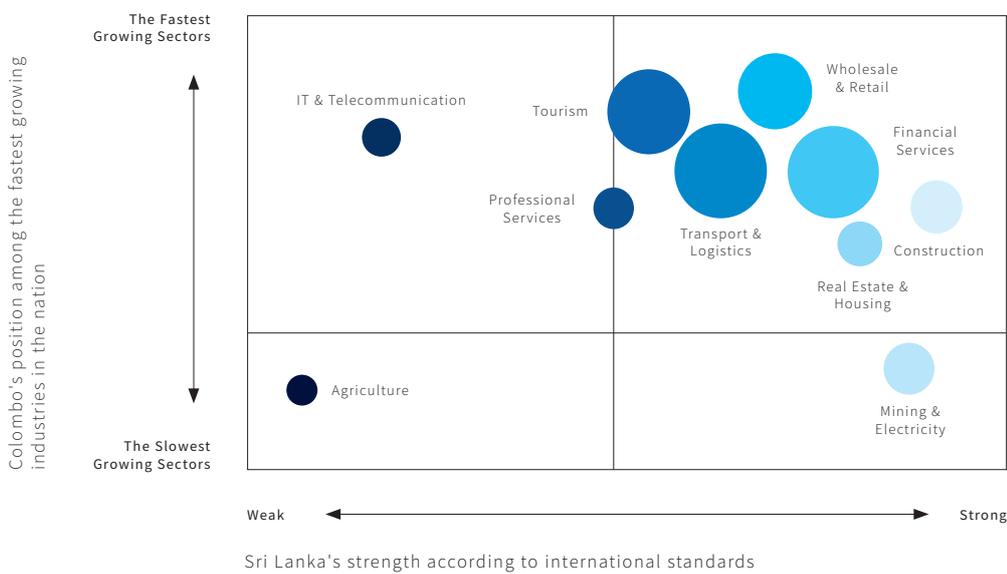


Figure No. 3.33 : Comparison of Colombo's Position among the Fastest Growing Industries in Sri Lanka | Source : Central Bank Report of Sri Lanka, 2016

3.3.1.1. Real Estate Market in Colombo

According to the report 'Real Estate in Sri Lanka - Prospects and Potentials' by Jones Lang LaSalle in 2014, the Colombo-based real estate market has witnessed improved activities due to the rising service sector in Colombo, hence local and foreign investors' interest in investing in Colombo has increased.

Since, "Colombo City is an International Business Hub", there is a high international demand for office space in the city of Colombo. Further, according to the Asian Development Bank's

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“City Rankings of Asia on Economic Competitiveness”, Colombo, Sri Lanka ranks first among other cities in India and Bangladesh. (Table 3.7)

Identification of
Potentials

Economic Potentials

City	Country	Ranking	Competitive Level
Colombo	Sri Lanka	1	International
Mumbai	India	2	International
Bangalore	India	3	International
New Delhi	India	4	International
Chennai	India	5	International
Dhaka	Bangladesh	6	International
Hydrabad	India	7	International
Kolkata	India	8	National
Gampaha	Sri Lanka	9	National
Ahmedabad	India	10	National
Pune	India	11	National
Surat	India	12	National
Kalutara	Sri Lanka	13	National
Chittagong	Bangladesh	14	National
Kanpur	India	15	National

Table No. 3.7 : City Competitiveness Ranking (Among 39 South Asian Cities) Competitive City of the 21st Century, Asian Development Bank (2011) | Source : On Point – Real Estate in Sri Lanka – Prospects , Jones Land Lasalle - 2012

3.3.1.2. Increasing office space

It is expected that there will be a high demand for high quality office space in future in the sectors like insurance, information technology in the city of Colombo. According to the Jones Lang Lasalle Real Estate Report 2014, there is nearly 2.5 million sq. ft of rentable work space in the Colombo District and about 5 million sq. ft available when self-owned office space is considered.



Figure No. 3.34 : Office Space at Trace Expert City, Maradana
Source : calcey.com, 2020

3.3.1.3. Growth of Retail Market in Colombo

Wholesale and retail trade in the city of Colombo is spread over the Pettah Bazaar and is also well known for its trade in imported goods.

From the Past, the Colombo port has been one of the busiest ports in South Asia since Sri Lanka has been a hub on the silk route. Accordingly, the associated areas were set up to conveniently facilitate the export and import of goods and the bazaars were formed around Pettah. Today, Pettah is one of the busiest bazaar shopping areas in the country.

Accordingly, even today, the wholesale and retail trade in the city of Colombo is mainly spread over the Pettah Bazaar area and is also well known for the sale of imported goods.

Apart from that, high-end commercial market has spread concentrating Beira Lake and its adjacent areas, Galle Face, Galle Road and Duplication Road between Colpetty and Bambalapi-tiya. Accordingly, the increasing attraction of local and foreign people to the high-end shopping malls recently established in the area has been instrumental in the growth of the city's tourism industry. Examples include "Colombo City Center", "One Galle Face", "Marina Mall", "Crescat", "Liberty Plaza", "Odel" and "Majestic City".

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Economic Potentials

Furthermore, when the current real estate market behavior is observed, it can be seen that there is an incentive for investors to set up mixed development projects, including shopping malls, targeting the middle- and upper-class community in the Colombo North area.



Figure No. 3.35 : One Galle Face Shopping Mall
Source : skyscrapercity, 2020

3.3.1.4. High-Rise Residential Apartments

With the growth of the financial, tourism and Information Technology related service sectors, there was a growing demand for residential facilities within the Colombo Municipality Council limits and the establishment of medium and high-rise condominium development for the middle- and upper-income people gradually grew.

According to a study on “Market demand for Residential Apartments” conducted by Lang LaSalle in 2015, it has been revealed that there are five segments of residential buildings in the city of Colombo.

Lower Mid-Level Segment :

Projects belonging to this category are concentrated around Wellawatte and Colombo North areas. Many of these belong to the improperly organized real estate sector and can be identified as developments in the range of 5 to 20 housing units and targeting the lower- and middle-income category.

Mid-Level Segment :

Although the specifications and features of the units in this category are similar to those in the Premium Segment, they are located in the areas around Peliyagoda, Bloemandhal, and Grandpass etc. This housing unit is valued at Rs. 10-25 million and this segment accounts for about 26% of the total supply of condominiums.

Premium Segment :

It is mainly located close to the Central Commercial Zone, with a unit price range of Rs. 25-45 million. The specifications of the houses in this category are high and the unit size is between 1250-1800 sq. ft.

Luxury Segment :

This segment includes currently operational projects with a unit value of over Rs. 45 million. The “Emperor Project” on Galle Road and housing belong to Premium Segment with a floor area above 1,800 sq ft falls under this segment.

Ultra-Luxury Segment :

This particular segment in the city of Colombo comes under projects of more than Rs. 60 million per unit and with larger floor areas. The specifications of these units are of very high value and of high finishing. In most projects, housing units in this segment are either penthouses or higher floor duplex units with private terraces etc.

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Figure No. 3.36 : Altair & Colombo City Centre Buildings (Mixed Development)
Source : Freepik, 2019

3.3.1.5. Tourism Industry

After the end of three decades of war in 2009, with the peaceful situation prevailing in the country and the economic revival, the attraction of local and foreign tourists increased and the tourism industry in the city of Colombo grew rapidly. Similarly, according to the Annual Statistics Report of the Sri Lanka Tourism Development Authority for the year 2016, the number of tourist arrivals to Sri Lanka has reached a new limit of 2 million (2,050,832), an increase of 14% over the number of tourist arrivals compared to 2015.

Furthermore, according to Table 3.8, the room capacity are compared by each region, the room capacity of hotels in the city of Colombo has increased gradually over the period from 2006 to 2016, it is second only to room capacity of the South Coast hotels.

Also, there has also been a significant increase in the number of tourist hotels in Colombo since 2010. According to the 2016 data of tourist hotels in Colombo city and adjoining areas of the capital city, the room usage rates are 76.75% and 75.18% respectively.

Tourist Zone \ Year	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
City of Colombo	2,209	3,209	3,188	2,190	3,141	3,086	3,054	3,170	3,633	3,933	4,319
Greater Colombo	2,520	2,555	2,651	2,494	2,640	2,573	2,856	2,913	2,883	3,041	3,184
South Coast	5,112	5,505	5,370	4,940	5,099	5,037	5,660	5,868	6,717	6,787	8,437
East Cost	184	184	230	230	23	238	296	628	842	895	1,123
Central Highlands	276	734	772	928	847	940	743	838	889	1,035	1,178
Ancient Cities	2,467	2,417	2,582	2,679	2,749	2,779	2,901	3,217	3,595	3,601	3,990
Northern Region	0	0	0	0	0	0	0	21	51	51	107
All Regions	14,218	14,604	14,793	14,641	14,714	14,653	15,510	15,566	18,510	19,376	22,336

Table No. 3.8 : Accommodation Capacity of Tourist Hotels by Region
 Source : Annual Report 2016 - Sri Lanka Tourism Development Authority, 2016

The tourism industry is also one of the major economic potentials in the city of Colombo and as a result, the city of Colombo attracts a large number of local and foreign tourists, generating a large amount of revenue. At the same time, shopping malls, restaurants and entertainment venues spread throughout the city of Colombo generates money from the tourism industry.



Figure No. 3.37 : Shangri-La Hotel
 Source : Daily News, 2020

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Environmental
Potentials

Therefore, this potential can be utilized to spread the benefits over a large area of the city. Currently, these activities are limited to the coastal areas, Colombo central commercial zone and the Beira Lake area due to the existence of star class hotels and other tourist attractions vicinity of the area. Apart from that, since the city of Colombo has large natural ecosystems such as rivers, canals, wetlands, etc. those can be converted into tourist attractions. The potential of the existing ecosystems in the city of Colombo is discussed in the following chapters.

3.3.2. Environmental Potentials

The main environmental potential of the city of Colombo is the 120 km long various waterfronts. Among the water fronts are the 4.2 km long Kelani River, Beira Lake with an area of 0.78 sq km, 53 km of canals and 15 km of coastline.

The Kelani River is one of the main rivers in Sri Lanka that springs from the Sri Pada Mountain Range, flows through the hills and finally flows the sea near the city of Colombo. Although it is not the largest river in the island, the Kelani River is the main source of water for the city of Colombo. About 80% of the total water requirement of the city of Colombo is supplied by the Kelani River.

Large scale Ongoing
and Proposed
Projects in Colombo

3.3.3. Large scale Ongoing and Proposed Projects in Colombo

There are a number of large-scale projects currently being implemented and proposed by various parties in the Colombo Commercial City related to various sectors and it is important to look at these projects in the process of solving problems using the potential of the city.

3.3.3.1. Road Development Projects

(a). Port Access Expressway Project (PEAH) – (2018-2030)
(PEAH)-(2018-2030)

The Port Access Expressway starts from Ingurukade Junction, passes through the Port Premises and ends at the Colombo Port City Entrance. This project is being implemented by the Road Development Authority.

Identification of
Potentials

Large scale Ongoing
and Proposed
Projects in Colombo

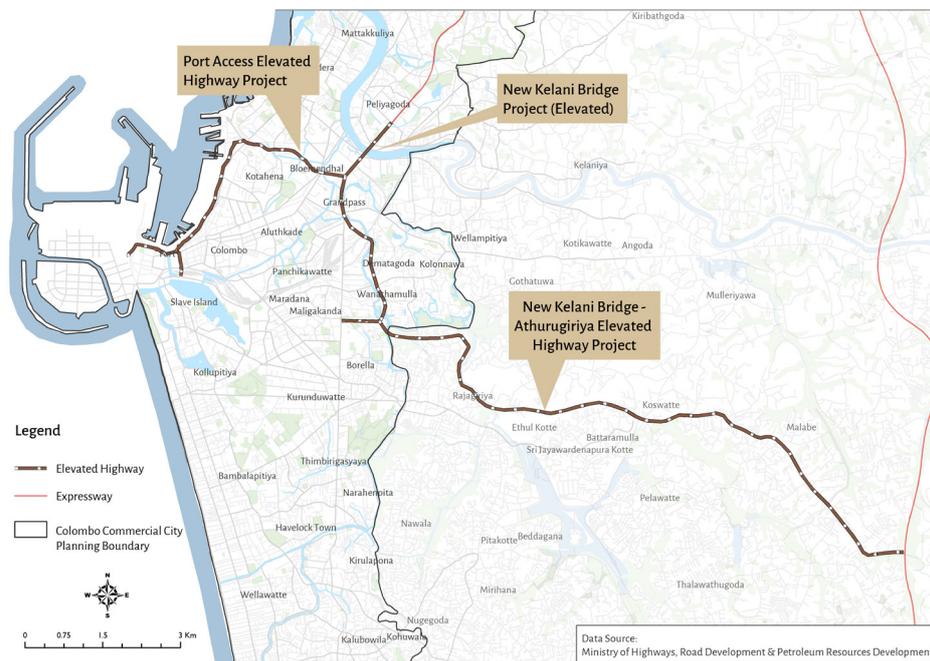


Figure No. 3.38 : Port Access Highway Project (2018 - 2030)
Source : Road Development Authority, 2021

(b). Rail Transportation

The Railways, one of the leading public transport modes in Sri Lanka, transports a large number of passengers daily to the city of Colombo. Considering the population growth pattern in the Colombo Municipal Council area, it can be identified that a large number of passengers travel into the city on a daily basis as compared to the residential population. It is also expected that the daily passenger population will increase in the future due to other physical development activities including increasing office space.

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Furthermore, although there has been a growing trend of people using private transport over the past few years, it is expected that rail transport will become more appropriate and efficient as a mode of public transportation compared to private modes of transport due to the high traffic congestion currently on the roads and the consequent rising of economic costs. Accordingly, the following projects have been identified to make the railway transport efficient.

1. Proposed Railway Electrification and Modernization Project
2. Proposed Colombo Metro Project

(c). Development of Port related Services and Supplies

Due to its strategic location on the international maritime route, the Port of Colombo has become one of the internationally busiest shipping hubs. The Port of Colombo is one of the top 25 ports in the world according to the 2017 Alfitar rating, and the construction of the International Container Terminal at the Port of Colombo has enabled the handling of over 6 million containers in 2017.

Port Expansion Project

The Sri Lanka Ports Authority (SLPA) has introduced the Colombo Port Expansion Project with the objective of meeting the growing demand for services in the international shipping industry. As its first phase, 5.7 km long main breakwater, the 1.6 km long secondary breakwater and the 9 km long access canal was completed in 2012.

Further, the construction work of the Colombo International Container Terminal was completed in 2013 and operations have already commenced. The Eastern Container Terminal will have a 1200 m long dockyard and the first phase of the 440 m long dockyard was completed in 2015.

(d). *Colombo Port City Project*

The Sri Lanka Ports Authority, CHEC, Colombo Port City Project and by the collaboration of the Urban Development Authority the Sri Lanka Ports City Project have been started and currently project is in progress by Port City Commission. The vision of the project is to build an international level financial city for South Asia. Accordingly, 173 hectares out of the total 269 hectares of land reclaimed beyond the Galle Face Green are to be offered for investment opportunities.

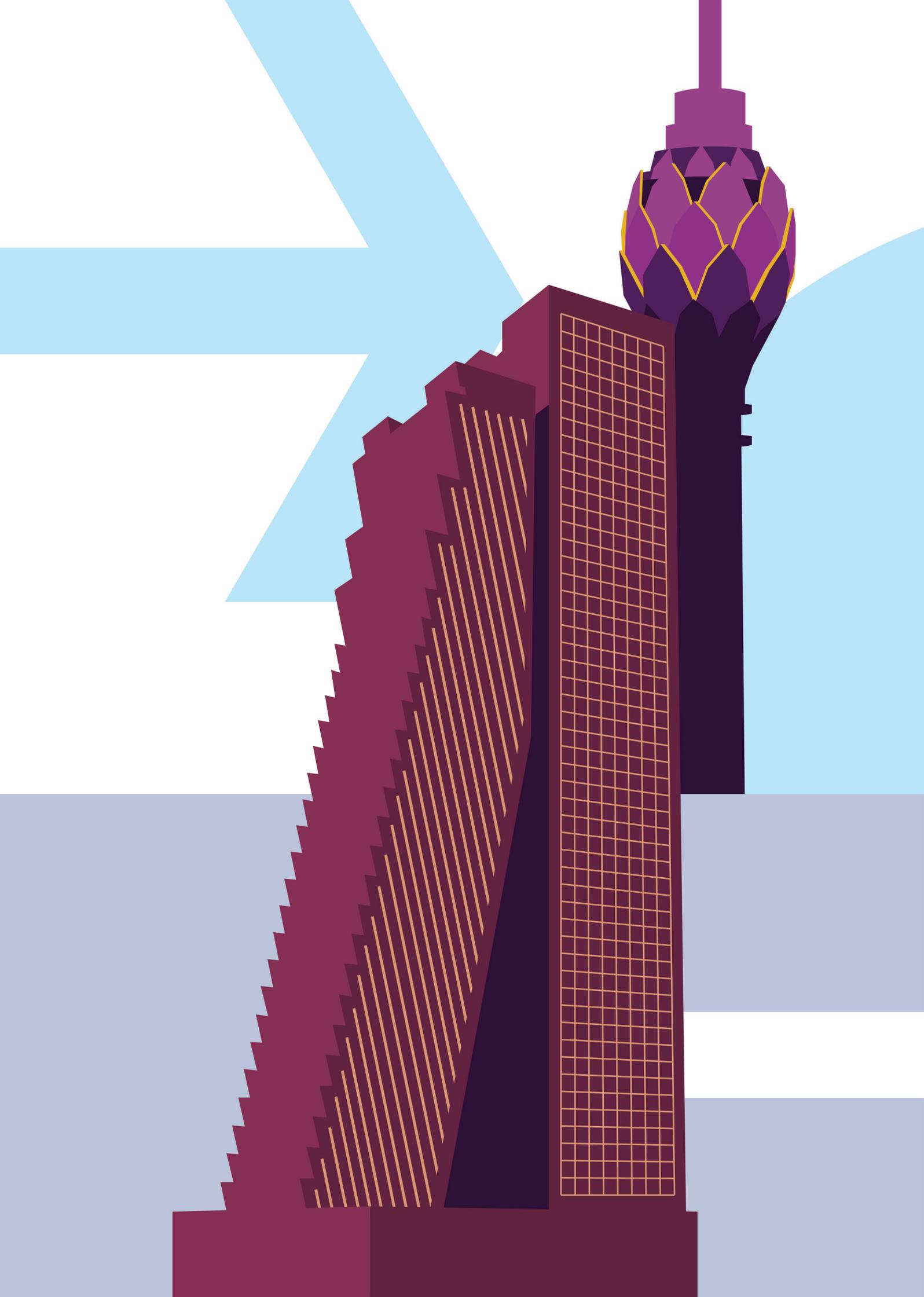
(e). *Beira Lake Development Project*

The project expects to release nearly 312 hectares of land for development activities surrounding Beira Lake. Accordingly, the main objective of this is to encourage the development of Beira Lake and its adjoining waterfront areas and to promote tourism and public recreation. Accordingly, lands that can catalyze development have already been identified and guidelines are being prepared by the Urban Development Authority. This will enable most of the underutilized lands under development to be used for high rise mixed development activities.

Beira Lake as a High-End Investment Attraction Location – The rehabilitation of Beira Lake has led to a significant change in land use, therefore a sharp rise in land prices and a high level of investment were attracted to the surrounding areas. This can be considered as one of the important milestones in the development of the city of Colombo, thus, investment in largescale developments around the Beira Lake and significant urbanization around the Beira Lake occurred. By today, this trend has continued to grow, and many high-level developments such as the Altair, Colombo City Center (CTC) have been concentrated in this area.

(f). *Maritime City Development Project*

An area of about 6.2 km from Colpetty to Wellawatte on the west coast of Sri Lanka has been identified as the project area. It covers an area of about 216 hectares. The project, in collaboration with the Urban Development Authority and the Coast Conservation and Coastal Resource Management Department, plans to complete the development activities by 2024 and create a long beach for public recreation.



Chapter 04

***Development
Planning
Framework***

4.1. Vision of the Development Plan

“Aquarina: The City in Water of South Asia”

Smart Vibrant Tropical
Water Garden City in South Asia



Vision Statement

4.2. Vision Statement

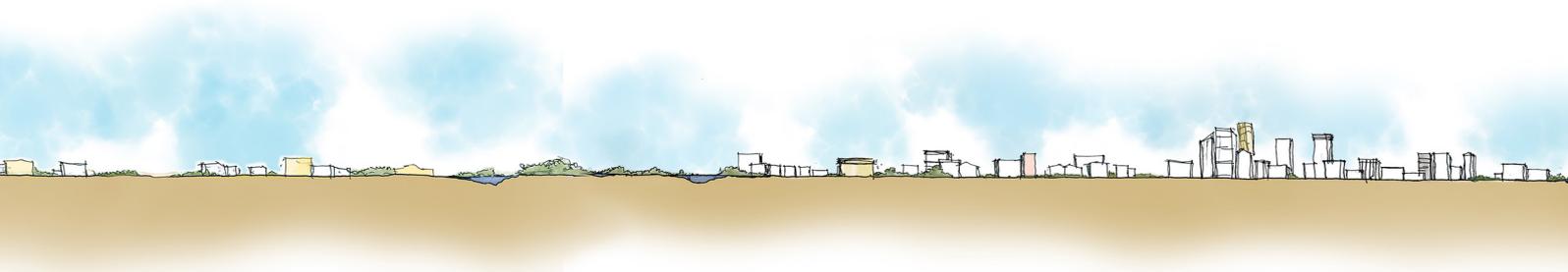
The vision for the city of Colombo is to transform all its waterfront areas into front-yards, creating an experience of a city in water’.

In the future, it is expected to make the city of Colombo an internationally important investment hub in South Asia in line with its visionary vision of a ' The City emerging through water', and provide its people a better standard of living by properly managing the city's real estate development activities.

Accordingly, through the Colombo Development Plan 2022–2032 it has been aimed to open up all existing waterfronts in the area to attract new local and foreign investment opportunities. By this plan, the efficiency of economic and social performance of the city will be enhanced through the provision of utility services and adequate infrastructure. Also, it will also create an efficient and effective transport system built in combination with various modes of transport to ensure smooth and rapid development in the city of Colombo. Also, the city of Colombo will maintain a more rhythmic and unique urban space by directing development activities that are in tune with the image of the city with the activism and contribution of local and foreign investors.

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Vision Statement

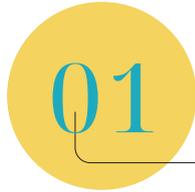


The city will be redesigned with a variety of functional spaces that coincide with the lifestyles of different cultures and commuters, and will be a vibrant city as a single home for communities representing different social strata.

In order to achieve this plan in practice, it is hoped to transform all waterfront areas across the city into city front yards and conserved blue-green areas, and create an urban experience with shady boulevards. Through these developments, the city of Colombo will be successfully led towards the brand, "Tropical Water Park City of South Asia".

4.3. Goals of the Development Plan

Three main goals have been developed to achieve the vision of the Colombo Municipal Council Development Plan.



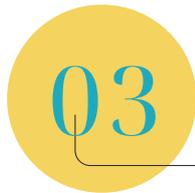
First Objective :

The most sought Waterfront Business Environment Experience in the world



Second Objective :

The revitalized internationally renowned Green Garden City of South Asia



Third Objective :

The Smart, Smooth and Sensed Urban Space for all inhabitants

4.4 Objectives of the Development Plan



First Objective :

The most sought Waterfront Business Environment Experience in the world

Objective 1.1 :

To open up to 80% of water sources and wetlands to the general public and development activities within the Colombo Municipal Council limits by the year 2030.

Objective 1.2 :

To open up 3000 hectares of waterfront land for business, residential and recreational activities within the Colombo Municipal limits by the year 2030.

Objective 1.3 :

To maintain a well-connected water transport system to provide transport facilities to the commuters of 30% within the Colombo municipal limits by the year 2030.

02

Second Objective :

The revitalized internationally renowned Green Garden City of South Asia

Objectives of the
Development Plan

Objective 2.1 :

To create a network of 520 hectares of parks and green spaces within the Colombo Municipal Council limits by the year 2030

Objective 2.2 :

To ensure that every citizen of Colombo city limits has access to public open spaces within 500m walking distance by the year 2030.

Objective 2.3 :

To maintain an average of 35% green cover within the Colombo Municipal Council limits by the year 2030

03

Third Objective :

The Smart, Smooth and Sensed Urban Space for all inhabitants

Objective 3.1 :

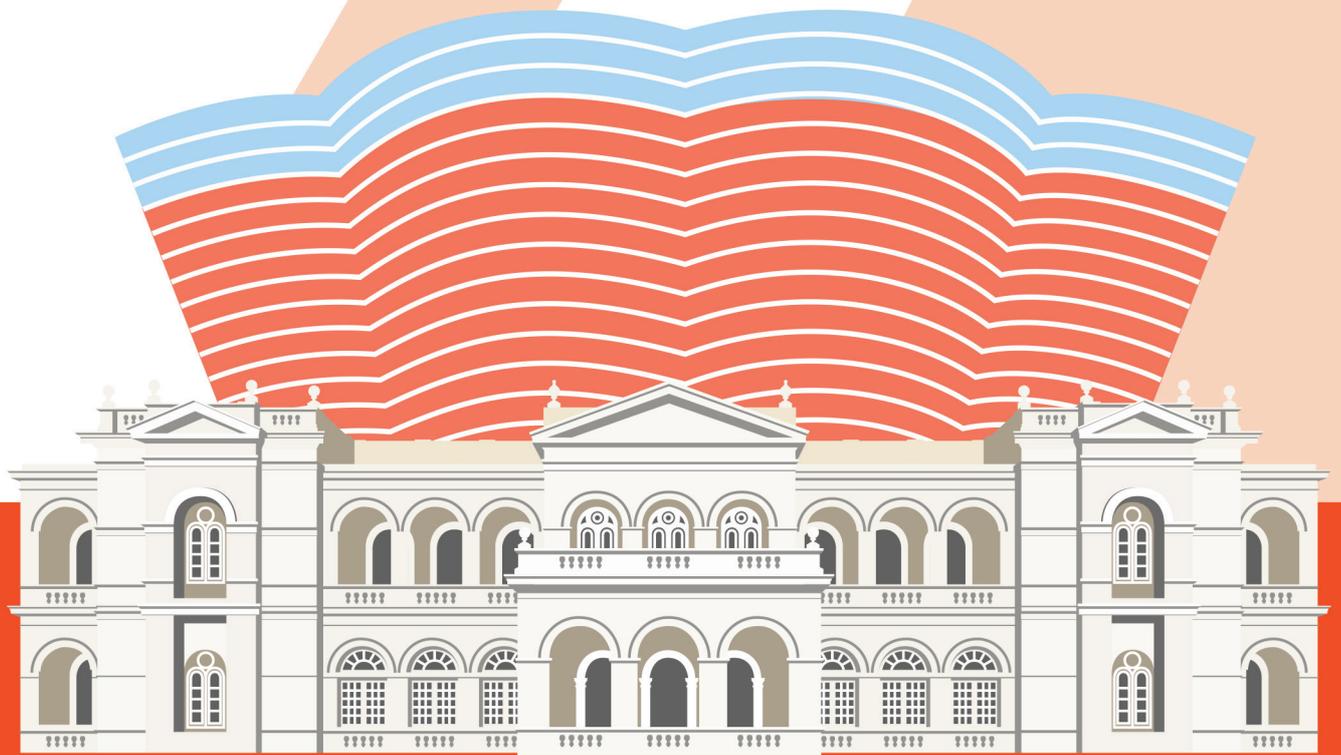
To reduce traffic congestion in the Colombo Municipal Council limits by 50% by the year 2030.

Objective 3.2 :

To provide infrastructural facilities to cover 100% of the Colombo Municipal Council limits by the year 2030.

Objective 3.3 :

To establish density based development zones within the Colombo Municipal Council limits by the year 2030.



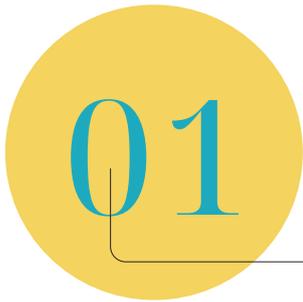
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Chapter 05

SWOT Analysis

5.1. SWOT Analysis

A SWOT analysis was conducted to identify the physical, economic, social and environmental strengths, weaknesses, opportunities and threats in order to reach the vision of making Colombo a planned city by the year 2030, and thus it is expected to achieve the development objectives. Accordingly, the SWOT analysis for each objective is shown below



5.1.1. Summarized SWOT analysis for the Goal of *“The most sought Waterfront Business Environment Experience in the world”*

01 STRENGTHS

- I. Large number of waterfront areas with development potential within the city of Colombo.
 - 3.4% of the total land consumption is natural waterways, wetlands and swamps (Kelani River- 4.8 km, Canal network- 8 km Coastline- 15 km, Beira Lake 0.65 sq km)
 - Kelani River is the main source of surface water in Colombo city and the third largest river in Sri Lanka.
 - Due to the fact that Colombo city is located in the tropical wet zone and receives an average rainfall of 2500 mm annually, the surface and underground water reserves in the water sources are high.
- II. There is a high demand for real estate in the city of Colombo.
 - At present, the developable land value varies from 10 million rupees to 20 million rupees per parcel.
 - Land prices in the surrounding areas of Kollupitiya, Cinnamon Gradens, Slave Island, Union Place, Bambalapitiya, Wellawatta starts from 15 million rupees.
 - The number of buildings in the low-rise and intermediate-rise category is 32% as a percentage of the total number of buildings (by checking the applications processed by the Urban Development Authority from 2017-2020).

Urban Development Authority

- The number of medium-rise and high-rise apartment buildings as a percentage of the total number of buildings is 68% (by checking the applications processed by the Urban Development Authority from 2017–2020).
- High demand for office space in IT and communication sectors and banking and financial institutions.
- The monthly fee for office facilities within the Colombo Municipal Council area varies from 250 to 400 rupees per square foot on the basis of rent.
- According to the Johns Lang Lasell report, there were 2.3 and 5 million square feet of Grade A and Grade B office space in Colombo in 2015 respectively.

III. Presence of areas of high aesthetic value that can be utilized for waterfront development.

- Total water source length 120 km
- Existence of areas with an area of 12 square kilometers for waterfront development activities
- Waterfront areas are 32% of the total land area.

IV. High demand for finance and banking sector in Colombo city..

- 19 banks per 1000 people according to banking index

01 WEAK - NESSES

I. Although there are water sources and associated waterfront areas within the city, most of these waterfront areas have not been opened for development activities.

- 55% of waterfront areas are not open for development, investment opportunities and recreation.
- Presence of underserved settlements in more than 50% of waterfront areas.
- The price of land in waterfront areas where the underserved settlements are located is around 1 million rupees.

- II. The water sources and drainage system of the city of Colombo are blocked by solid wastes and silt deposits that are disposed of informally, resulting in flash floods.
 - 100 mm of rain per day for one to two hours continuously, resulting in flash flooding in the city
 - Due to relatively severe flooding in low-lying areas around the Kelani River and canals, investors are reluctant to carry out development activities in the waterfront areas.
- III. The existing planning and building regulations does not support to regulate waterfront areas.
 - Non-implementation of regulations to make the water sources into frontyards of the city during the construction of buildings in waterfront areas.
 - Regulations and guidelines have not been prepared to provide physical access facilities and visual access facilities for the active maintenance of water sources.

01

OPPORTU-
NITIES

- I. Previous and ongoing development projects and planning efforts have been undertaken to improve the cleanliness of water sources and surrounding areas.
- II. Ongoing and proposed mega development projects involving water resources
 - Colombo Maritime City Development Project - Creation of a 6.2 km beach for public recreation from Kollupitiya to Wellawatta by reclamation of 216 acres of land.
 - Beira Development Project - Release of over 110 lots of currently underutilized land centered on Beira Lake to the market for future investment opportunities.
 - Port City Development Project- Development of over 269 hectares of land.

III. Recognition of Colombo as a leading center in the international business context as per international rankings.

- National Business Intelligence Unit 2017-Colombo Second Most Expensive City in South Asia
- Colombo being an international Gamma+ city (a city that connects other small economic zones to the world economy).
- Global Quality of Life Information Report 2017- Introducing Colombo as the fifth largest city, taking into account the changes in the city's landscape over the last 5 years.
- Mersey's Quality of Living Survey 2017- Colombo ranked first in South Asia.
- Alfainar Ranking 2017- Colombo Port 25th Busiest Season in the World.

IV. Availability of relatively affordable office space in Colombo compared to other international cities for office space

- Costs of office space drop to less than \$1 per square foot (according to the John Lassalle report).
- Being a lower price per square foot of office space compared to countries and cities like Singapore, Dubai, Mumbai, Delhi.

01
THREATS

- I. The relative decline in demand and importance of Colombo Port due to other emerging competitive ports in the Asian region such as Singapore Port.
- II. Creating a competitive environment regionally and globally in the global economic market with cities like Singapore, Mumbai, Bangalore and Dubai.

02

5.1.2. Summarized SWOT analysis for the Goal of “The revitalized internationally renowned Green Garden City of South Asia”

02 STRENGTHS

- I. Having a high green density in the area known as Garden City Area of Colombo City under the Sir Pratik Geddes Plan and Special Primary Residential Zone (SPRZ Zone) in the Colombo City Development Plan 2008 (Amendment).
 - Implementation of green concept in Colombo 07 Cinnamon Garden area based on Sir Pratik Geddes Plan- Garden City concept.
 - Baudhaloka Mawatha, Horton Place, D.S. Senanayake Mawatha and Wijerama Mawatha, spread in a grid pattern around Vihara Mahadevi Park, have been arranged as tree-lined avenues.
 - Maintaining Vihara Mahadevi Park as an urban forest area.
 - Maintaining National Museum, Arcade Independence Square and Galle Face area as green areas.
 - The minimum land size that can be developed in the Special Primary Residential Zone is specified as 20 perches, and the maximum number of floors is limited to 5.
- II. Cinnamon Garden (Colombo 07) area has been identified as a special residential area in all the development plans prepared so far for the city of Colombo and the park features are still preserved.
 - Regulations have been introduced to maintain the development density at a lower value compared to other areas in the area. (Example: Minimum floor area allowed in the zone is 20 perches, maximum number of floors is 5).

02 WEAK- NESSES

III. The presence of nearly 120 hectares of public open land in the city of Colombo.

- 90 hectares of that area being green cover areas.

I. The Urban Heat Island Effect to be experienced in the city of Colombo

- Increasing building density and impervious surface area during the last decade has increased the thermal impact of the city.
- Inadequate existing green cover to reduce the Urban Heat Island Effect
- Removal of planted vegetation with rapid development of construction industry
- Areas with high Urban Heat Island Effect - Dematagoda, Blumandel, Kotahena

II. Unauthorized encroachments and reclamation of water bodies and wetland

- The size of Beira Lake a century ago has decreased by 51% due to reclamation.
- Avoidance of the connection of the systematic canal system spread over the city in the past due to informal development activities
- Negative impacts on stormwater management and drainage.

III. Average air quality in Colombo city

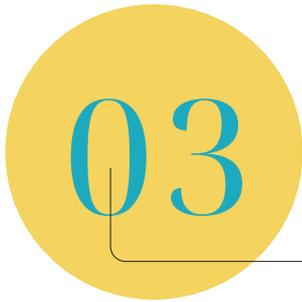
- PM_{2.5} concentration varies from 65 to 123.
- The average PM value in Colombo city is higher compared to cities in other developed countries such as Melbourne, London, Paris, Singapore (Current Air Quality Index 2018).

02 OPPORTU- NITIES

- I. Availability of suitable climatic conditions, soil factors and water resources for maintaining green cover in the city.
 - Colombo city is located in the tropical wet zone and receives about 2500 mm of annual rainfall, so the underground water level in the city is high.
 - Presence of red-yellow podzolic soil suitable for plant planting.

02 THREATS

- I. Deterioration of air quality due to the air pollution entering the atmosphere near Colombo city by air current transport from other industrial cities in the vicinity of Sri Lanka.



5.1.3. Summarized SWOT analysis for the Goal of “The Smart, Smooth and Sensed Urban Space for all inhabitants”

03 STRENGTHS

- I. 100% coverage of drinking water supply and electricity supply in the city.
- II. Land use patterns are controlled and regulated through existing and previous planning and building regulations.
- III. The pattern of rapid development of high-rise developments intensifying the Colombo skyline.
- IV. International attention to the city of Colombo through the presence of large-scale development projects in the commercial city of Colombo, such as the Port City Project, transport development projects, urban regeneration projects, Beira Lake development project, Maritime City Development project and other mixed development projects.
- V. Providing livable residential units for the underprivileged residential community through urban regeneration projects implemented by the Urban Development Authority.

03 WEAKNESSES

- I. The lack of easy and efficient passenger exchange between the modes of transport due to the lack of integration between different modes of transport.
- II. Average speed of traffic during peak hours is less than 10 kmph
- III. Existing water transport services are not functioning properly due to technical and operational issues.
- IV. 50% of the people living in the commercial city of Colombo live in slums.
- V. Encroachment of the city's waterways, coastal reserves, wetlands and railway reserves by underprivileged residents.

03

OPPORTU-
NITIES

- I. Due to the strategic and central location of the Colombo city on the International Sea Route, there is a high demand for business opportunities related to goods and services.
- II. Current and proposed infrastructure development projects namely; Light Rail Development Project, Electric Railway System, Bus Priority Lanes, Pettah Multimodal Transport Hub, Elevated Highway and canal development projects implemented by Sri Lanka Land Development Board and Colombo Municipal Council etc.
- III. The proposed solid waste management projects are the Karadiana Waste to Energy Project (500 MW), the Kerawalapitiya Project (500 MW) and the project to dispose of solid waste from Colombo and suburbs in a scientific landfill at Aruwakkaru.
- IV. Colombo being the nucleus of highway and rail transport, it has the Ability to connect with other urban centers.

03

THREATS

- I. Difficulties in the practical implementation of development projects in the face of epidemic conditions such as Covid-19.
- II. Problems in the implementation of development projects due to the world economic crisis.



Chapter **06**

The Plan

6.1. Concept Plan

The conceptual plan was developed in order to guide the city towards the process of transforming Colombo into the ‘Aqua-rina, the City in Water of South Asia’. The main principle behind this concept plan is to turn the city’s waterfront regions in city into Water Esplanades which includes; Kelani River, Beira Lake, beaches and canal network, which are the city's most unique potentials. Accordingly, the Concept Plan for the Commercial City of Colombo, was developed by delineating five major Aqua Regions linked to the city's various waterfronts and green spaces.

Aqua Region 1	Kelani River Based Special Regeneration Area
Aqua Region 2	St. Sebastian Canal Based Transformation Area
Aqua Region 3	The Marina Corridor
Aqua Region 4	The Garden
Aqua Region 5	Canal Based Developmnet Area
Aqua Region 6	Beira Lake and Port City Based Exclusive Development Area

Table No. 6.1 : Major Aqua Regions associated with various waterfronts and green areas.
Source : Urban Development Authority, 2021

In order to implement the proposed concept plan, the above Aqua Regions need to be activated and the necessary facilities to be provided. Accordingly, Water Esplanade Development Strategy, Spatial Development Strategy, Transport Development Strategy and Urban Economic Development Strategy are being introduced as activation strategies to accomplish the ‘Aqua-rina -The City in Water’.

In addition, the Settlement Development Strategy, Utility Management Strategies and Public Open Space Management Strategy are being introduced to facilitate the ‘Aqua-rina, The City in Water’.

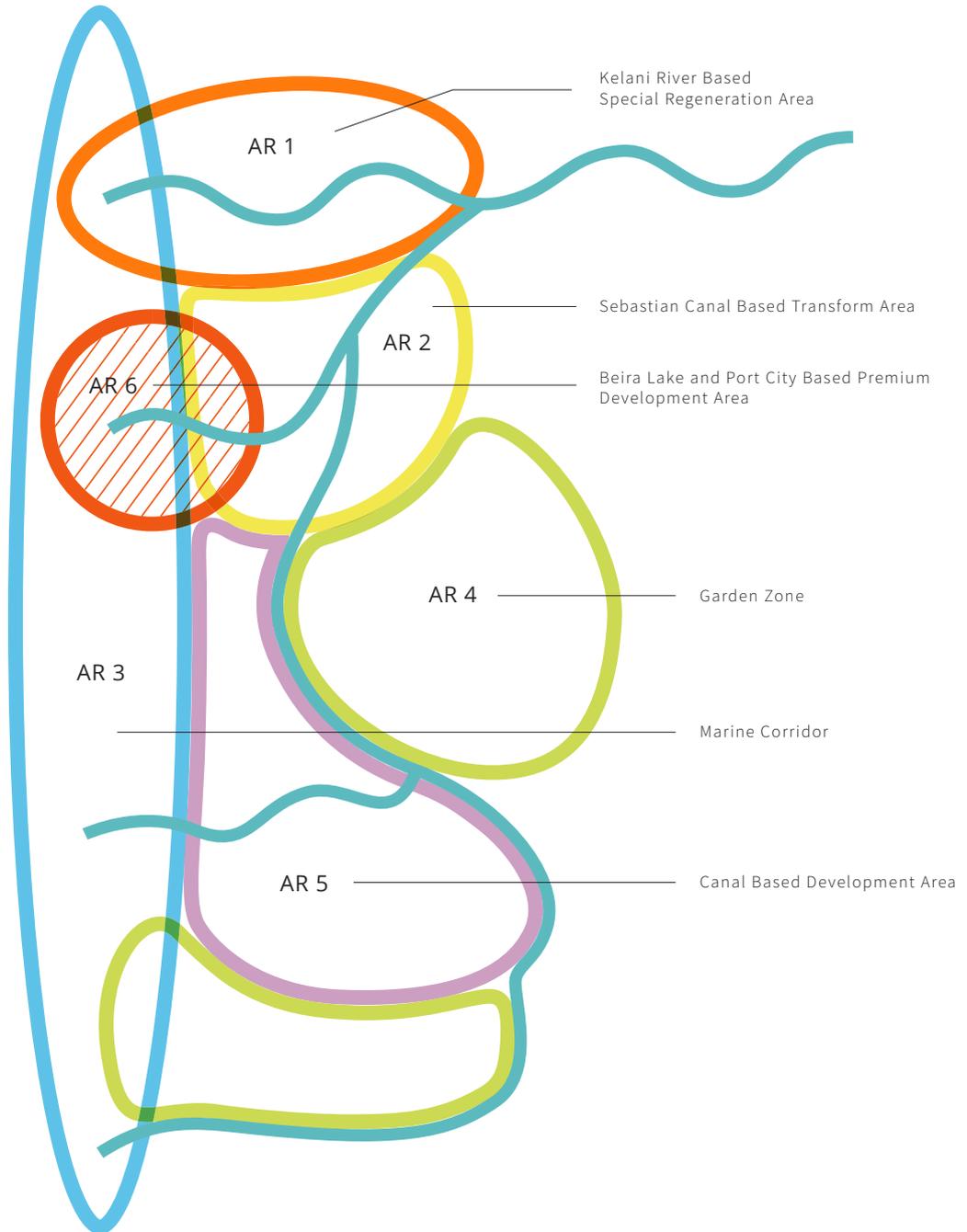
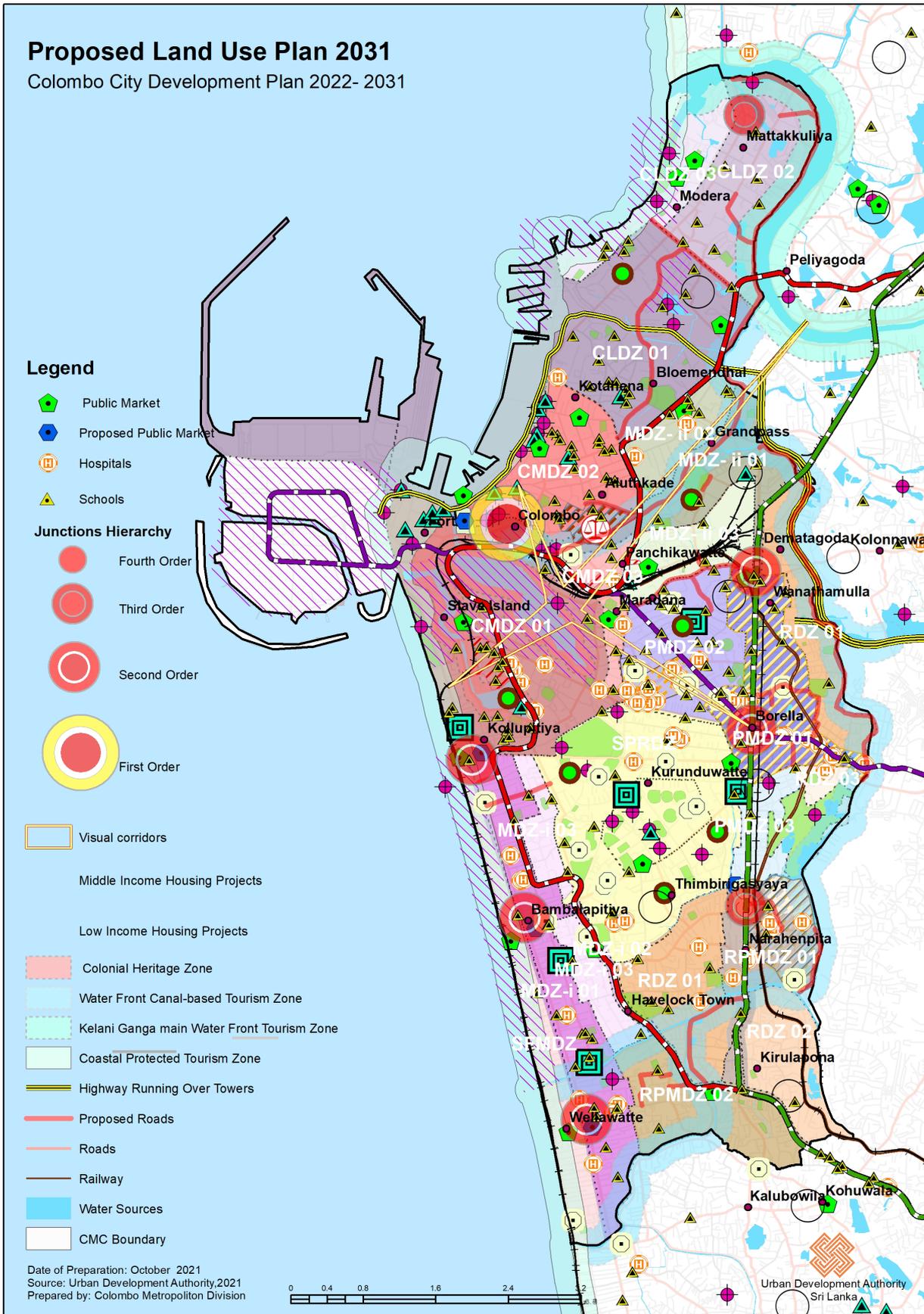


Figure No. 6.1 : Concept Plan
Source : Urban Development Authority, 2021



Map No. 6.1 : Proposed Land Use Plan, City of Colombo Development Plan 2022–2031
 Source : Urban Development Authority, 2021



SPATIAL DEVELOPMENT STRATEGY

6.2. Spatial Development Strategy

The Spatial Development Strategy plays a key role in a development plan and facilitate other strategies, such as the Infrastructure Development Strategy, Transport Development Strategy. The primary functions of this strategy can be identified as recognizing & managing the urban evolution and expanding it within the territory.

Spatial development strategies for the city of Colombo are based on the key factor of population distribution, development density and relevant uses and how to allow those uses to be used within the density zone. Further, the projects to be implemented in the next few years and the projects currently in operation are also the basis for formulating such a spatial development strategy. A detailed Description of each of these points has given below.

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The Plan

Spatial Development
Strategy

Objectives of the Plan

6.2.1. Objectives of the Plan

The main objective of the Spatial Development Strategy is to identify the most appropriate urban development structure, density patterns & premium uses for the city of Colombo to identify and to transform it into a leading commercial hub that can compete internationally while minimizing adverse environmental and social impacts. Further, the objectives of this strategy is to create a unique urban image and livable urban environment by maintaining a rhythmic skyline in the city of Colombo.

Scope of the Plan

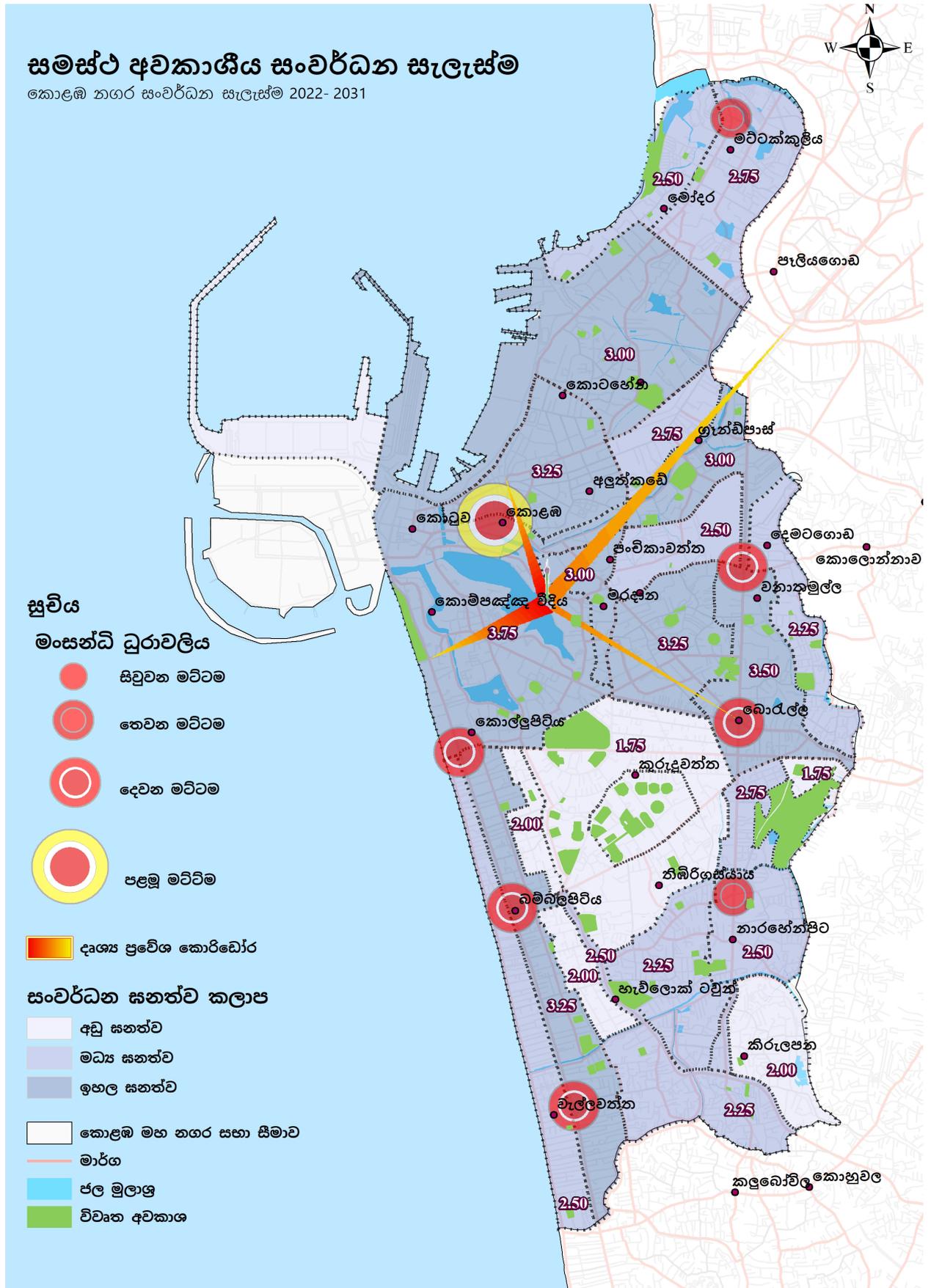
6.2.2. Scope of the Plan

The scope of the Spatial Development Strategy can be mentioned as follows.

- I. Population projection and distribution.
- II. Identifying density based Development Zones.
- III. Identify the nodal hierachy in the Colombo City Plan.
- IV. Regulating requirements of urban verticle space.
- V. Expected urban structure.
- VI. Introducing a Development Density based Zoning Plan.

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Map No. 6.2 : Total Spatial Development Plan, Colombo Municipal Council Area, 2022-2031
Source : Urban Development Authority, 2021

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The Plan

Spatial Development
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Population Projection
and Distribution

6.2.3. Population Projection and Distribution

Forecasting of Resident population and commuter population in the Colombo Municipal Council area are based on the following three main methods.

- I. Method 01- Population growth as usual
- II. Methodology 02- Population projection based on existing infrastructure facilities
- III. Methodology 03- based on the expected development

Method 01 - Population growth as usual

According to the natural growth rate, the resident population in the Colombo Municipal Council area was calculated as follows.

Population 2011	Population 2017	Growth Rate	Population 2022
555,152	555,031	-0.0004	554,800

Table No. 6.2 : Residential Population in Colombo Municipal Council Area
Source : Department of Census and Statistic, 2011, Colombo Municipal Council, 2017

Commuter Population

Since the commuter population data is only available for the year 2019, the commuter population growth for the year 2031 was Proportionately divided into the ratio between residential and commuter population of 2017

	2017 Residential	Non-Residential 2017	2031 Residential	Non-Residential 2031 (in accordance with the ratio between residential and commuter population)
Population	555,031	600,000	554,800	599,500

Table No. 6.3 : The commter population of Colombo Municipal Council Area
Source : Colombo Municipal Council, 2017

Although there is a negative natural population growth rate in the Colombo Municipal Council, a positive population growth in the area is expected in the future due to the expected development activities, government policies and low income & middle income housing projects proposed by the government. Therefore, population projection in the Colombo Municipal Council area cannot be done based on the natural population growth rate.

Methodology 02 - Population projection based on existing infrastructure facilities

Population 2015	Pipe-borne water demand (cubic meters per day)	Population 2031	Pipe-borne water demand (cubic meters per day)
576,740	350,990	687,015	361,570

Table No. 6:4 : Pipe-borne water demand in Colombo Municipal Council Area
Source : National Water Supply and Drainage Board, 2017

The estimated population for the year 2030 by the National Water Supply and Drainage Board is 687,015 and the Pipe-borne water demand for that population is estimated to be 361,570 cubic meters per day. The National Water Supply and Drainage Board has ensured that the estimated demand for Pipe-borne water can be supply through existing and proposed pipe-borne water supply projects.

Therefore, according to the ability to supply pipe-borne water in terms of the carrying capacity of the city, it can be identified that 687,015 residential population will be able to live in the city by the year 2030.

Wastewater Disposal Systems

According to the Department of Census and Statistics 2011 report, the number of houses connected to the Colombo Municipal Council sewerage system is 71,032 and according to the National Water Supply and Drainage Board, the population within the catchment area of the sewerage system by the year 2031 is 838,000.

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Methodology 03 - based on the expected development
Residential Population Projection - 2031

Spatial Development
Strategy

Population Projection
and Distribution

Although the residential population growth for the year 2031, depending on the natural population growth and the carrying capacity of the urban system is 554,800 and 687,000 respectively, the development plan should predict the actual population, adequate infrastructure and other facilities to be attracted with the expected development. Therefore, the actual population living in the city in 2031 was predicted.

Residential Populataion 2011	Residential Populataion 2017	Natural Growth Rate	Residential Populataion - 2031 (In accordance with Natural Growth Rate)	Predicted Residential Population 2031 (Adjusted Value)
555,152	555,031	-0.00004	554,800	634,000

Table No. 6:5 : Residential Population Prediction in Colombo Municipal Council Area – 2031
Source : Uban Development Authority, 2021

Projection of Non- Residential Population - 2031

In the projection of non-residential population under natural population growth conditions for the year 2031, residential to non- residential population ratio of the year 2017 was taken into account. However, that calculated population value of 599,500 was not proportional with future anticipated developments for the city.

Therefore, planning discussions were held to predict the expected non-residential population by 2031 in the Colombo Municipal Council area. Accordingly, after considering the expected future development in the City of Colombo, it was identified that the non-resident population growth will be around 48% as a percentage.

non-resident population 2017	- 634,000
expected increment of non-resident population (%)	- 48%
non-resident population 2031	- 940,000

6.2.4. Identifying Development Zones Based on the Density

Spatial development strategy introduces a population and development density-based zoning system instead of the traditional land use-based zoning system. Accordingly, the planning area will be zoned as high density, medium density and low density according to population density and expected development density and the following criteria were used to identify those areas. Also, the analyzes and observations made to identify the development trends and expected development density in the area are given in Annex 2.

- I. Carrying Capacity of the development
 - *Infrastructure facilities*
 - *Environmental sensitivity and social analysis*
- II. Future human spatial demand
- III. Population and urbanization trends
- IV. Existing land uses, land uses and Floor Area Ratio (F.A.R.)
- V. Land values and Tendencies to change land values
- VI. Impact of proposed and currently implemented development projects

Carrying Capacity – by identifying environmentally sensitive areas, development activities in those areas are systematically regulated and by evaluating the distribution of infrastructure quantitatively, the direction of future development pressure is determined. Accordingly, for the high-density zones the carrying capacity is relatively high i.e.; High levels of infrastructure are essential, and environmental and social sensitivities must be kept in a minimum.

Population and Urbanization Trends – The current development orientation, market system, state influence and population expansion based on other economic, social and environmental factors were studied. By that, the distribution of urbanization of the Colombo City in future was identified.

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Identifying
Development Zones
Based on the Density

Nodal Hierarchy in
City of Colombo

Land Use and Floor Area Ratio (FAR) (FAR) – Priority is given to expand and encourage high-density developments in areas where high-density development and those uses already exist and areas where there are regulations for that. This strategy also identifies other factors, such as infrastructure deficiencies and investment weaknesses, despite having high Floor Area Ratio and a greater potential was given for high-density development in those areas.

6.2.5. Nodal Hierarchy in City of Colombo

The following criteria were used to identify the nodal hierarchy in the City of Colombo Plan.

- I. Inter-transportation connections links with the existing road system, rail system and expressway system
- II. Impact of transport objectives created by the future proposed and ongoing projects.
- III. Influence of ongoing and proposed special projects and Development Guide Plans
- IV. Practical implementation of Urban spatial concepts on the ground
- V. According to government policies, the city of Colombo, one of the four metropolitan areas, will be able to connect with its adjoining areas and thereby be able to connect to the semi-urban area and its implications.
- VI. Colombo, which is one of the four major cities according to the government policies, is connected with its neighboring areas and thus the possibility of connecting the semi-urban area and the resulting impact.
- VII. Spatial Development Strategy of other Development Plans
(Sri Jayawardenapura Kotte, Kolonnawa, Dehiwala, Boralessgamuwa)

The formation of this urban hierarchy is expected to decentralize development concentrated into the Colombo Commercial Area (CBD) and it was identified to create independent urban nodes in each development. By enforcing the identified nodes, facilities can be provided for both residents and commuters.

Accordingly, by concentrating on the Colombo Commercial Area, Pettah and its environs will be the main node in the Colombo City. Further, it was identified that, Kollupitiya, Bambalapi-tiya, Wellawatte, Dematagoda & Borella as level two nodes and Mattakkuliya & Narahenpita as level three nodes. (Map No. 6.3)

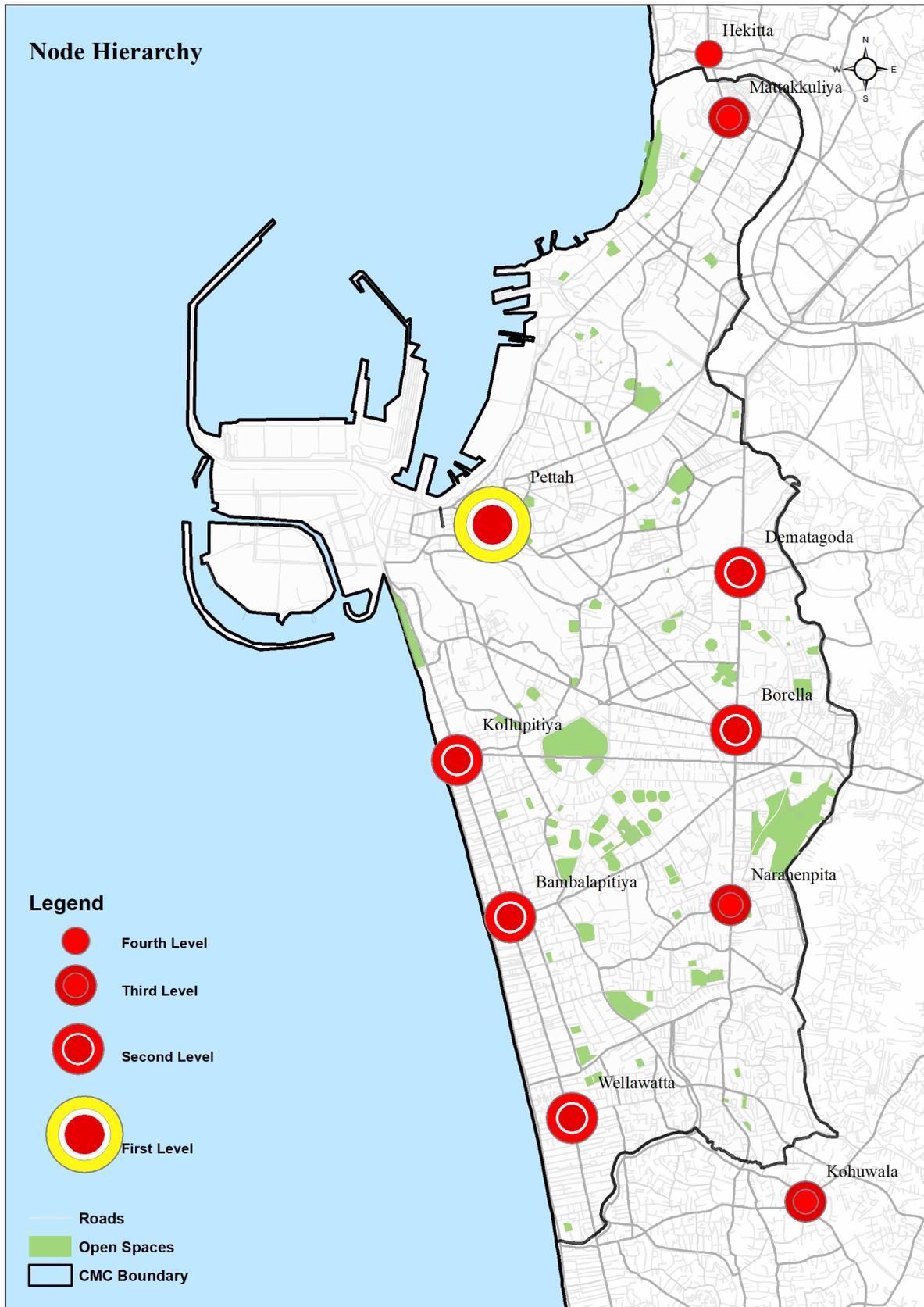


Figure No. 6.2 : Expected Nodal Hierachy in Colombo Municipal Council Area – 2031
Source : Urban Development Authority, 2021

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Vertical space
regulation and urban
landmark conservation
in the city of Colombo

6.2.6. Vertical space regulation and urban landmark conservation in the city of Colombo

Urban landmarks are directly impacted on enhancing a city's identity and aesthetic value. Therefore, when designing landmarks, it is very important to enhance the visual quality of the city and highlight the unique features. Conservation of such landmarks can lead to positive environmental, social and economic development in the surrounding areas.

Accordingly, the Lotus Tower having 350-meter height, can be introduced as one of the prominent landmarks in the City of Colombo and is considered to be the tallest self-supporting structure in South Asia. The Colombo City Development Plan 2022-2031 identifies the visual corridors to make this beautiful urban landmark visible in and around the City of Colombo. In order to identify these visual corridors, the 'Visibility Analysis' was done by using Geographic Information Systems (GIS) and which was also determined the maximum allowable heights for the proposed constructions in each visual corridor.

Accordingly, the maximum allowable height for the proposed construction in the visual corridor can be identified as follows.

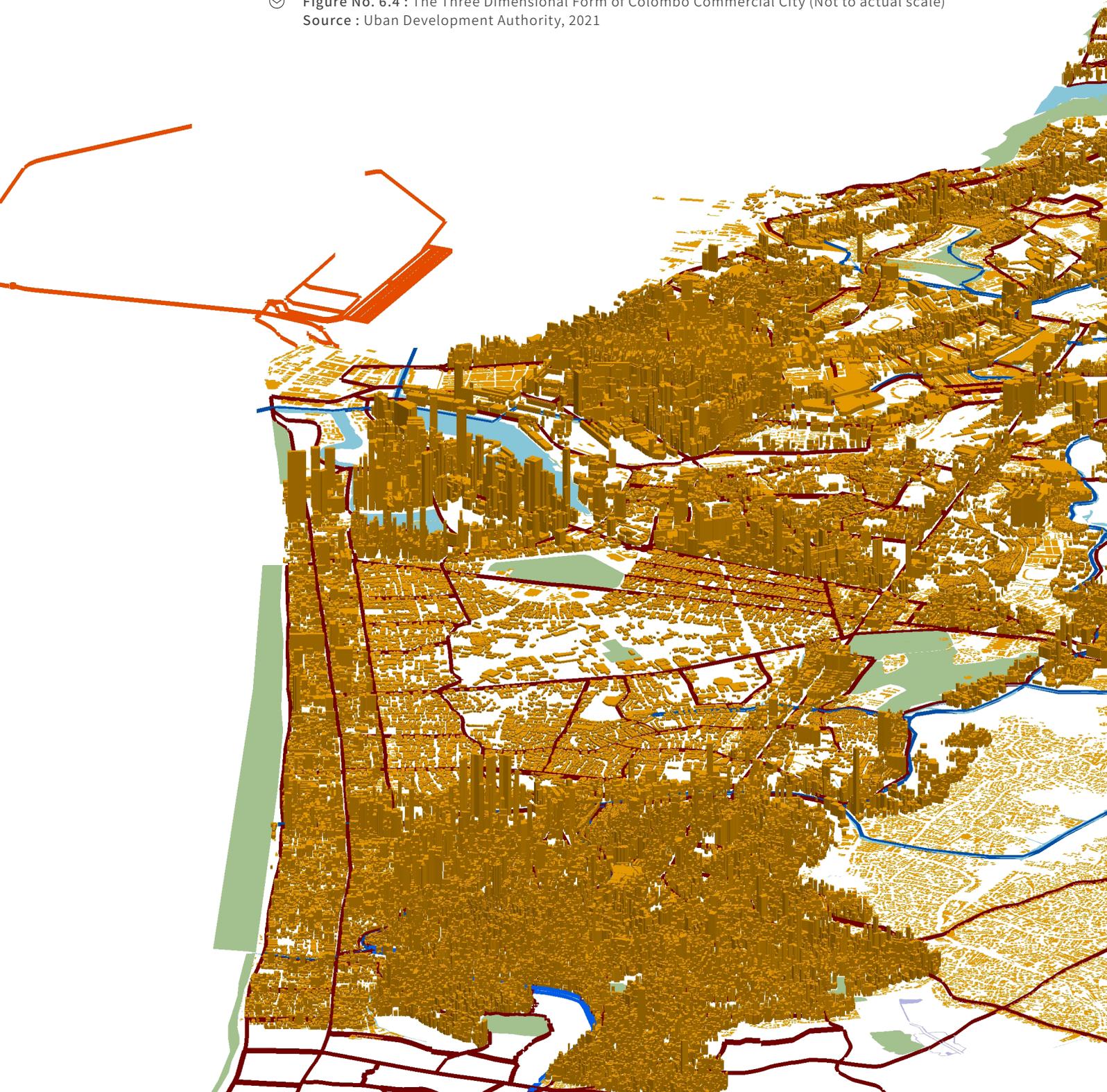
- I. Visibility of 2/3 of the Lotus Tower within 0.5 km - 2 km
- II. Visibility of 1/3 of the Lotus Tower in the area within 2.0 km - 5.0 km
- III. Visibility of the Lotus Tower to the main public areas and corridors.

Thus, the maximum allowable height for the identified visual corridors and those corridors are shown in Figure 6.3. Further, the regulations and guidelines applicable to these visual corridors are depicted in Section 8.3 and the boundaries of those visual corridors & the maximum allowable height for the developments within those corridors are specified as mean sea level.

6.2.7. Expected Urban Structure

The most appropriate spatial urban structure for the city of Colombo is defined through a scientific analysis of developmental density and appropriate uses & characteristics. Further, it also identified the city's current development orientation,

☺ Figure No. 6.4 : The Three Dimensional Form of Colombo Commercial City (Not to actual scale)
Source : Urban Development Authority, 2021



market factors, development potentials and existing weaknesses in the city. Accordingly, the expected built environment and skyline deviations in the city of Colombo, based on development density can be interpreted in the following diagrams.

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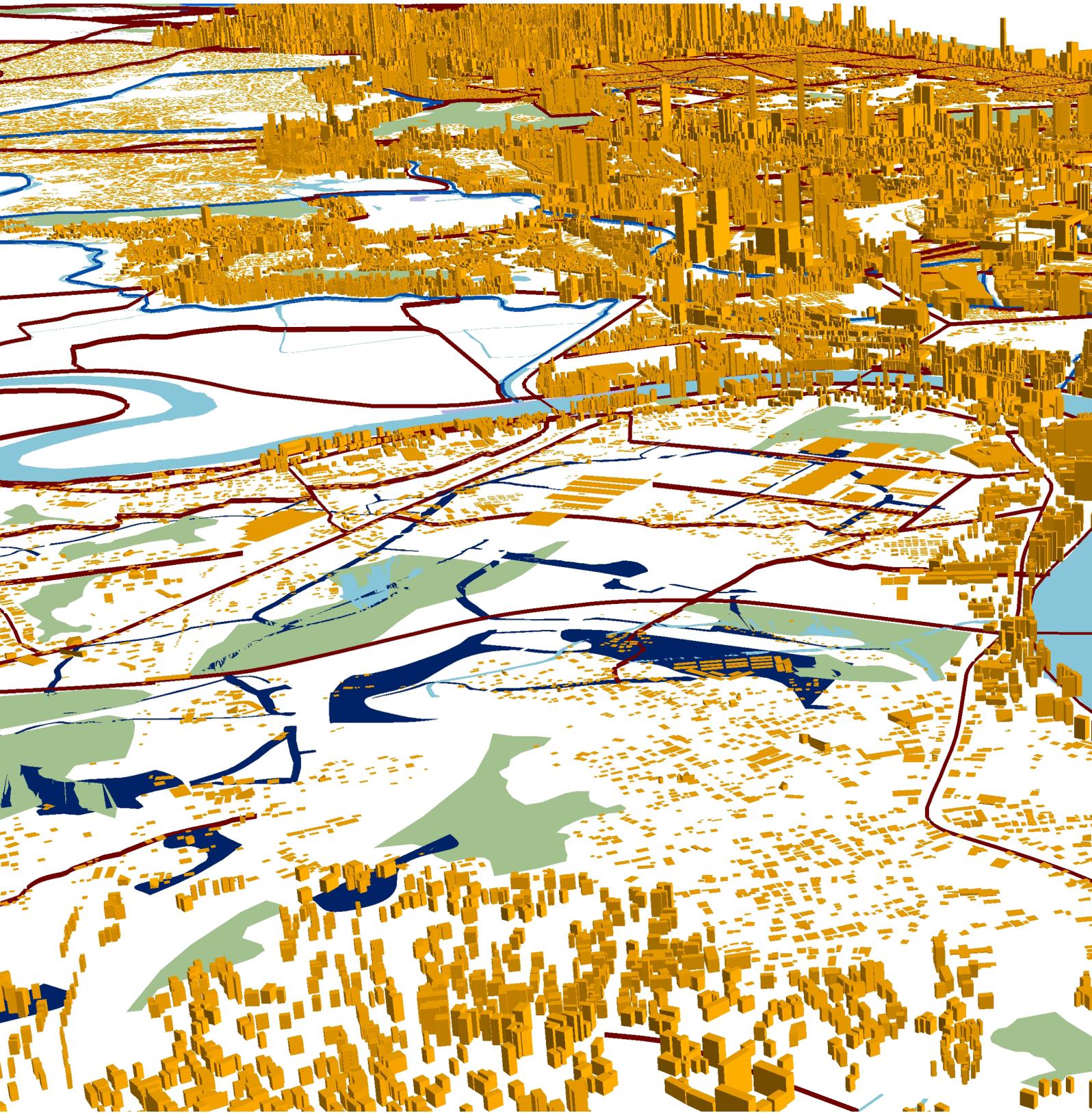
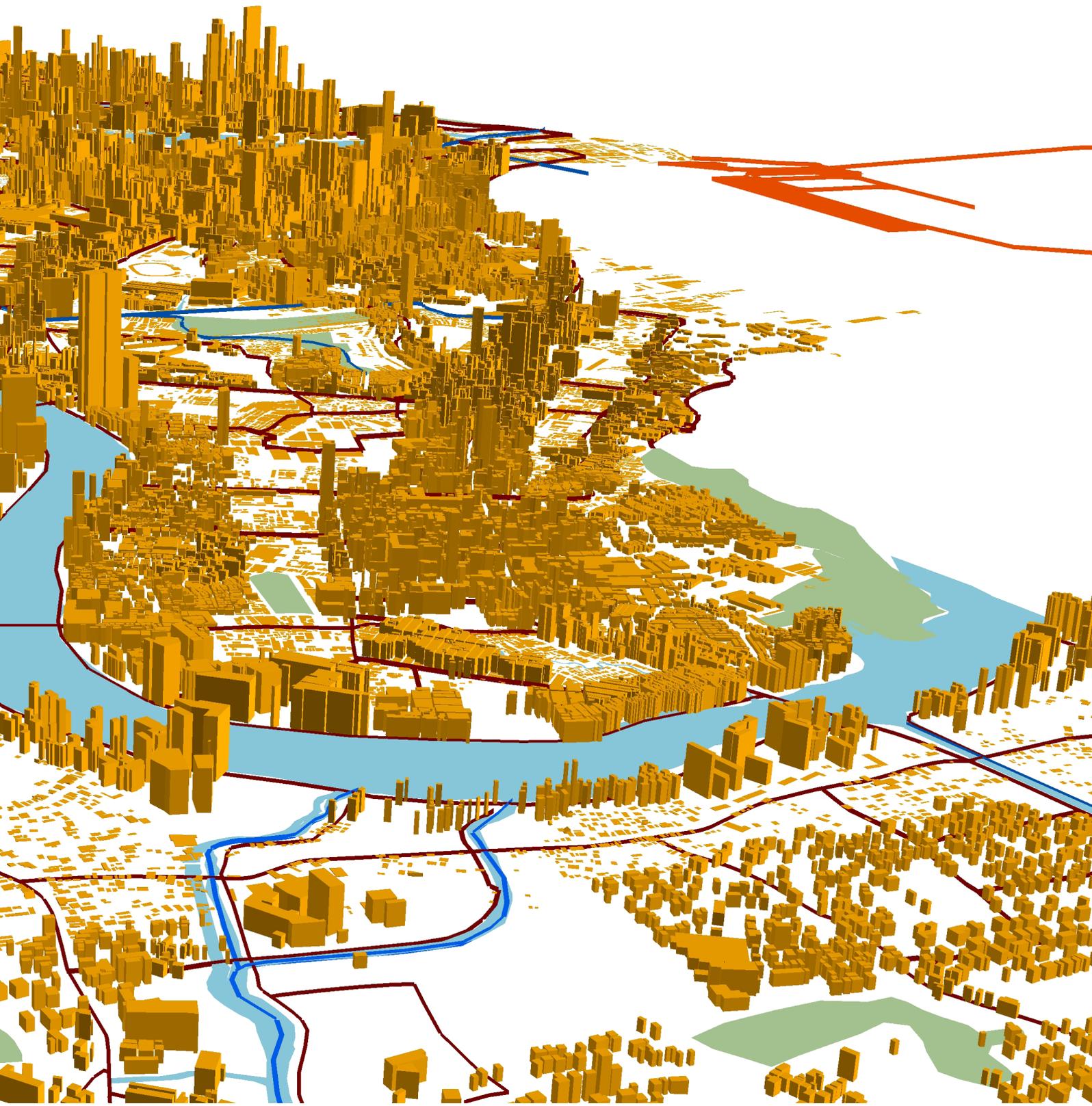


Figure No. 6.5 : The Three Dimensional Form of North Area of Colombo Commercial City (Not to actual scale) | Source : Urban Development Authority, 2021



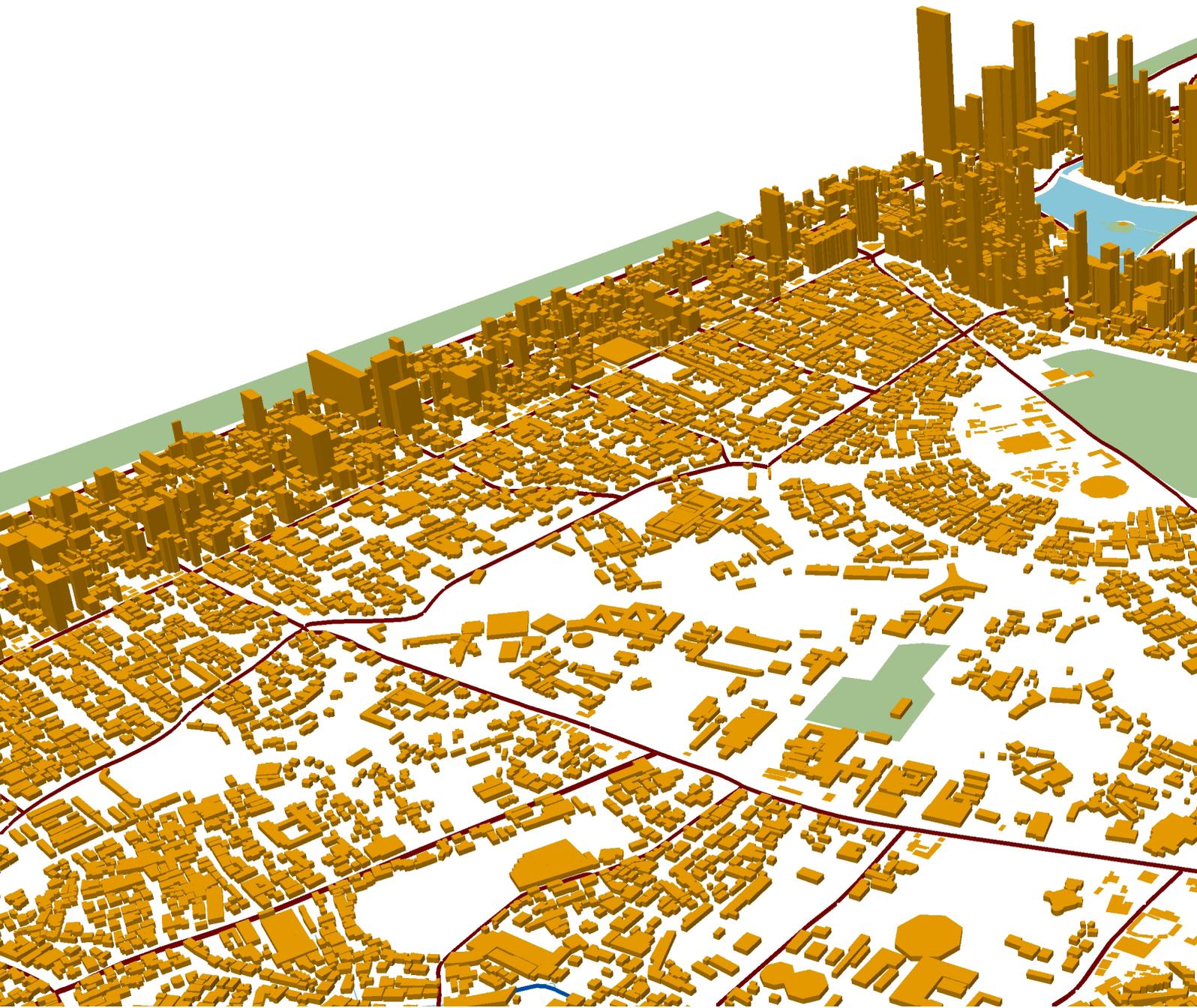


Figure No. 6.6 : Three Dimensional Form of Garden Zone and Premium Zone
(Not to actual scale) | Source : Urban Development Authority, 2021



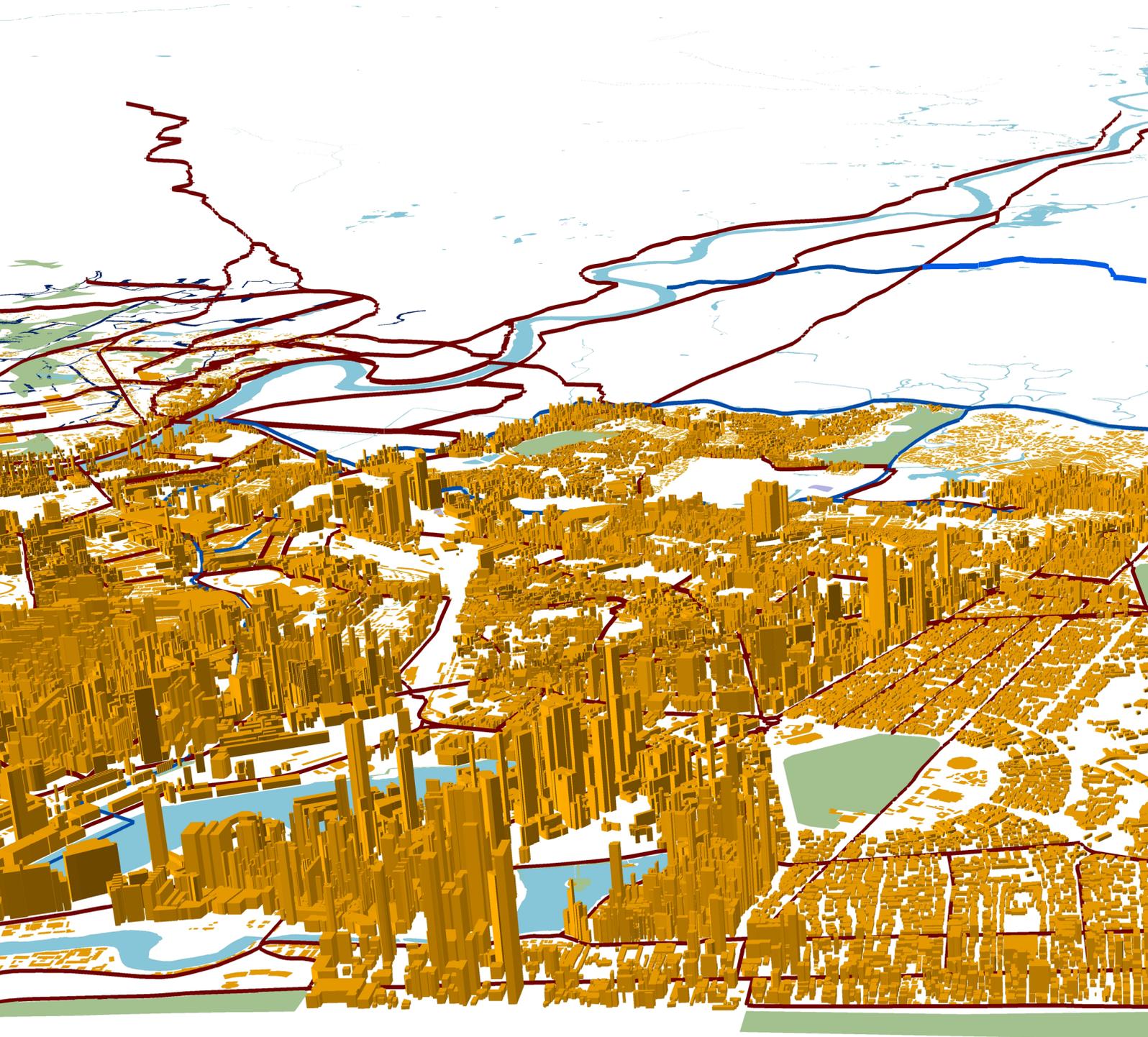
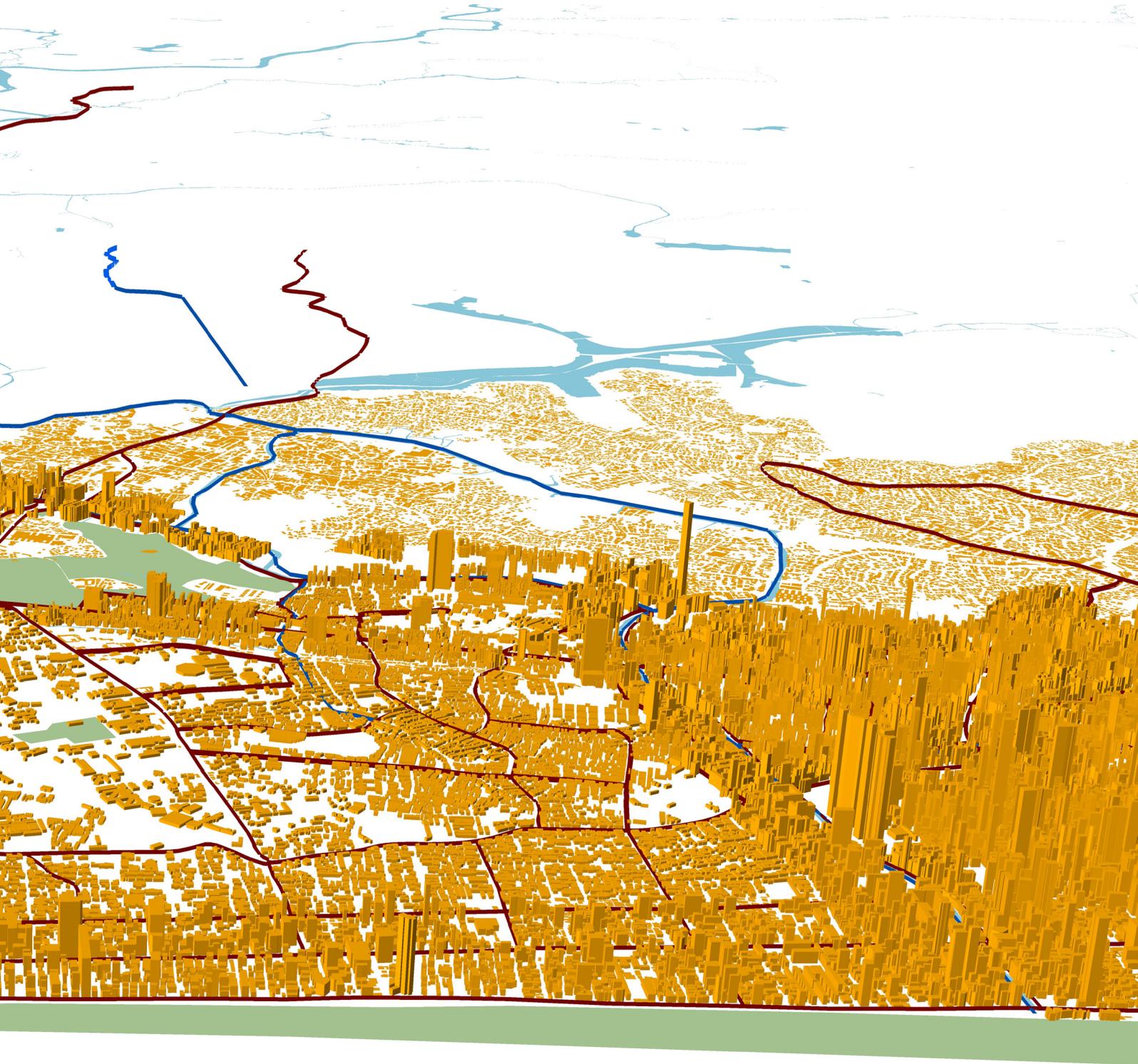


Figure No. 6.7 : 3D model of the built environment from sea level (Not to actual scale)
Source : Urban Development Authority, 2021



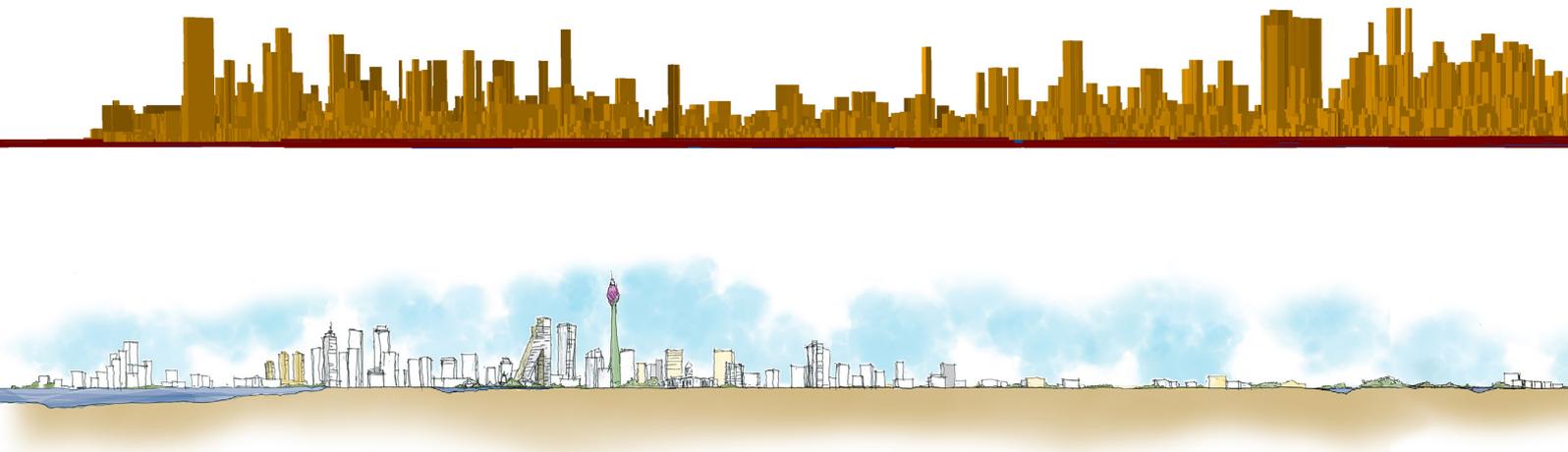


Figure No. 6.8 : Cross section of proposed urban model (Not to actual scale)
Source : Urban Development Authority, 2021

Expected Skyline Changes.

Figure 6.9 shows the changes in the skyline represented by the cross section from Colombo North to Bambalapitiya direction; South Colombo via Kelani River, Orugodawatta, Dematagoda, Borella, Special Primary Residential Zones. Accordingly, it has been identified that the intensity of vertical development is gradually decreasing towards Bambalapitiya, Borella, and Orugodawatta, Dematagoda respectively. There, the lowest vertical development density is recorded in the area around Colombo 7, also known as the Special Primary Residential Zone.

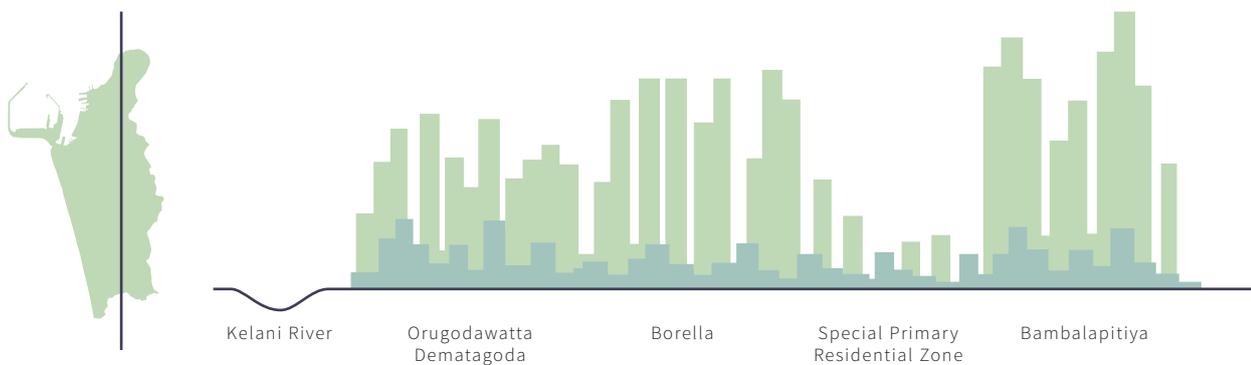


Figure No. 6.9 : Skyline change from Colombo North to Colombo South (Not to actual scale)
Source : Urban Development Authority, 2021

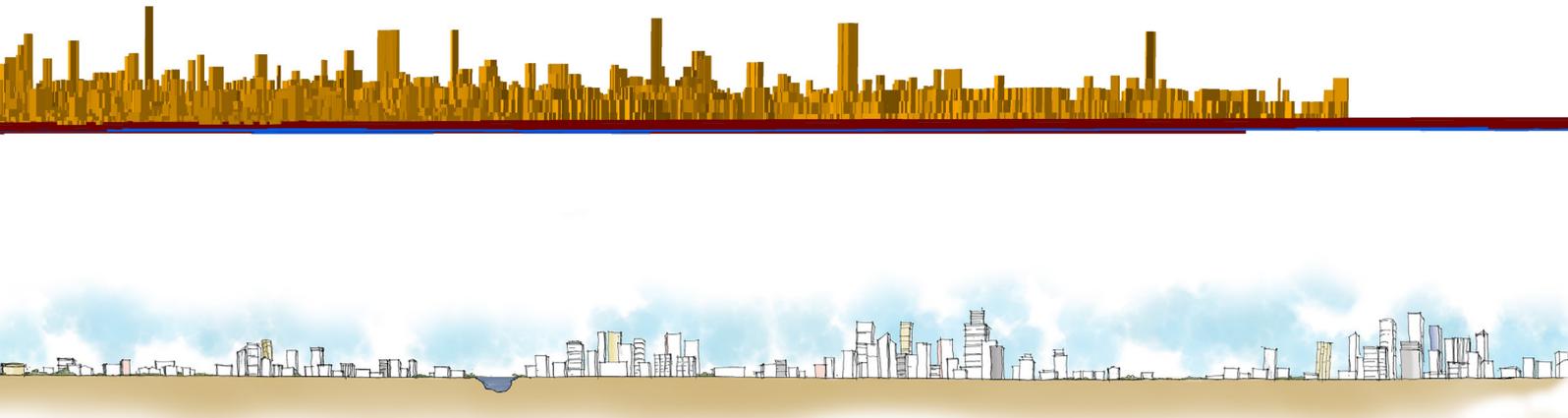


Figure 6.10 shows the change in horizon of the expected urban pattern from Panchikawatte / Dematagoda to the northeast along the coast, Galle Face, Slave Island, Lotus Tower, Colombo West, respectively. Accordingly, as the Lotus Tower is the main landmark of the city of Colombo and is expected to maintain its prominence, the radial vertical development from the Lotus Tower is maintained in a gradual manner.

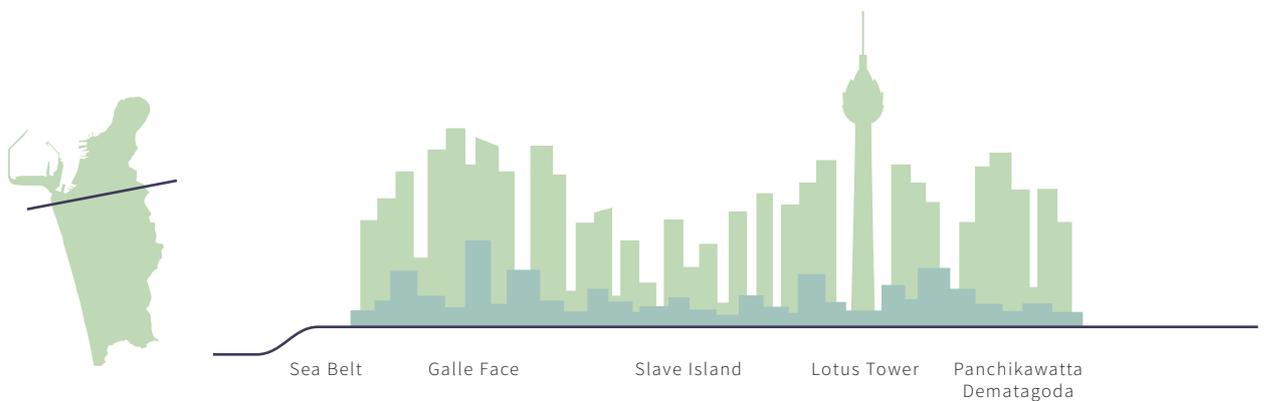


Figure No. 6.10 : Variation of Skyline from West to North East direction of Colombo (Not to actual scale) | Source : Urban Development Authority, 2021

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Strategy

Expected Urban
Structure

The expected skyline changes from Colombo Port City to Peliyagoda direction through Colombo Harbour, Kotahena, Blueomandal is shown in Figure 6.11. There, the port city of Colombo will operate as the leading area of vertical development, and the areas of Kotahena and Blueomandel, which have been identified as urban regeneration areas, will also lead to higher vertical development.

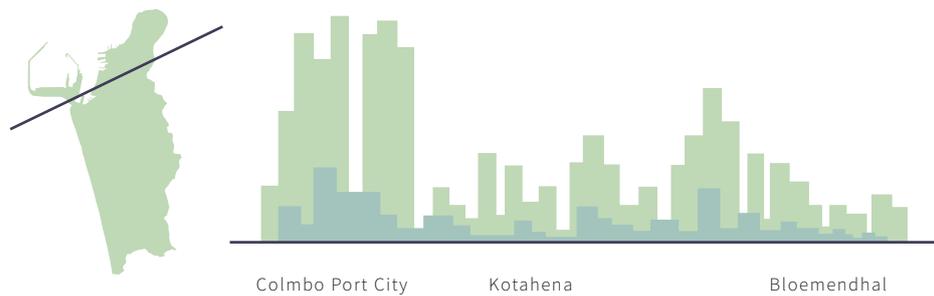


Figure No. 6.11 : Skyline change from Colombo port city to Peliyagoda direction (Not to actual scale) | Source : Urban Development Authority, 2021

Development
Guide Plans

6.2.8. Development Guide Plans

1. Colombo Fort Historical Area Guide Plan

Colombo Fort historic area with historically valuable buildings and monuments has high potential for development but the area is underutilized. A government policy decision has been taken to develop this area and several development projects have been started so far. For example, Gafoor Building, Grand Oriental Hotel are some of them. Focus is on developing the area with new conservation concepts and protection measures.

II. Colombo Bazar Area Development Guide Plan

Pettah area can be identified as one of the busiest shopping areas located in the city center of Colombo. The area is lined with distinct and specialized streets. It is a special feature that this area is an area where you can get a commercial experience that cannot be seen in other parts of Sri Lanka, which has unique characteristics. According to a government policy, Manning Market and Fish Market have been shifted to Peliyagoda area with great success. Apart from this, plans are currently being prepared to move the dry food wholesale trade in the Fifth Cross Street to Peliyagoda area. Through the implementation of regulatory plans, it is expected to reduce the existing traffic in Pettah Bazaar area, increase the tourist attraction and thus provide a high commercial experience.

III. Independence Square Development Guide Plan

This is located within the Special Primary Residential Zone. The main objectives of this Guide plan are to protect the prominence and identity of the Independence Square and the green cover, and to protect the area by limiting land uses that interfere with the inherited character in this area. Bauddhaloka Mawatha, Wijerama Mawatha (Gregory Road), Dr. Stanley Wijesurendra Mawatha, Freedom Mawatha can be defined as the boundary of this area. This Guide plan is mainly divided into 6 zones and the permissible use and permissible floor size for each zone are detailed in the second part of this plan.

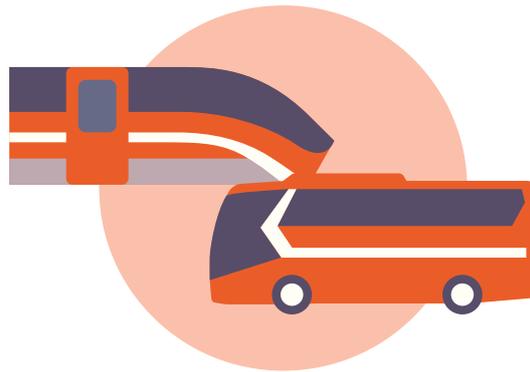
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Transport
Development Strategy



TRANSPORT DEVELOPMENT STRATEGY

6.3. Transport Development Strategy

The spatial expansion of road network is a major factor in creating a live and dynamic city. Accordingly, when a city's spatial model is used for residential, commercial, service or any other purpose, its road system will act as a critical component of the relevant built environment.

Thus, there is an increase in the demand for transportation due to the tendency of population migration, towards the urban and suburban centers that are being built in the built-up environment associated with the road network. It has been observed that due to the tendency of using private transportation instead of public transportation, the number of vehicles circulating in city and traffic during peak hours in the city has been increased. Therefore, the level of service on existing roads has exceeded and traffic congestion has become more severe.

6.3.1. Planning Objectives

The purpose of the Roads and Transportation Plan is to enhance the efficiency of existing road network and transportation system that will facilitate for an efficient and effective navigation within the city. In order for any transport system to be efficient, the components of spatial model; the expansion of the various transportation modes and the existence of transport hubs that integrate those modes are paramount. Therefore, the objectives of the Road and Transport Plan is to determine the spatial distribution of most appropriate multidimensional transportation network based on the proposed urban structure, population and building density, proposed urban characteristics and development activities, and to determine the most suitable locations for the transport hubs where those networks are concentrated.

6.3.2. Planning Scope

In the preparation of road and transport plan for the Colombo Municipal Council area, has focused on highways, expressways, railways and water transportation. Further, the road hierarchy was prepared based on the development priority and the cross-section for each road was determined accordingly. The planning period for road development in this plan is 2022-2031, but the time taken to implement and complete other special projects and related projects may exceed the planning period.

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—
Transport
Development Strategy

Planning Objectives

Planning Scope



Map No. 6.3 : Total Transport Development Plan – 2031
Source : Urban Development Authority, 2021

6.3.3. Transport Arrangement

The city's transport network has become an important factor in the rapid development of Colombo as a major commercial hub and tourist destination in Sri Lanka. Accordingly, the city of Colombo is connected to the other regional cities and transport hubs through major roads, expressways and railways, and operates as the Island's main nuclear hub including other transport related infrastructure such as Transit Oriented Developments (TOD), Multimodal Transport Hubs and Traffic Management Systems.

6.3.3.1. Proposed Road Development Projects

In preparing the Road and Transport Plan of the Colombo Municipal Council area, the priority categories of roads are identified separately according to the layout of the highway system namely; provincial link roads, interstate access roads, existing physical width of the road, road building line and road vehicular capacity.

1. Proposed Roads for development during the planning period

The road which are proposed to widen up by the City of Colombo Development Plan 2022-2031 prepared for the Colombo Municipal Council, are identified as P1 roads or the first priority roads. Those roads and their proposed road widths are given in detail in Table 6.6 below.

First Priority Roads proposed for widening during the Planning period (P1 Roads)

Road Name	Part of the road proposed for development	Physical width of the existing Road (meters)	Proposed Road width / Street Line(Meters)	Proposed no of lanes	Proposed length of the road for development (Kilo Meters)	Existing Building Line (meters)	Proposed Building Line (meters)
Sri Wickrama Mawatha	From new Kelani River road to Malwattha Lane (Mattakuliya Police Station)	6	9	2	0.5	15	15
Madampitiya Road	From Sirimawo Bandaranayake Mawatha to Modara road	10	18	4	1.3	22	24
Nagalagam Street	From the bridge of Sirimawo Bandaranaya Mawatha to Sirimawobandaranayake Mawatha Port Access Road	6	9	2	1	15	15
K, Cyril C Perera Mawatha(North Part)	From George R,D Silva Mawatha to Madampitiya road	9	18	4	2.6	24	24
Meeraniya Street	From Sangaraja Mawatha to Hultfs Dorf Road	6	9	2	0.65	15	15
Maligawaththa Lane	From Jumma Musjid Road to Kettarama Temple Road	7	9	2	0.2	15	15
School Lane Dematagoda	From Sri Wajiragnana Mawatha to Diaburges Avenue	5	9	2	0.2	-	12
Dematagoda Road	From dematagoda Junction to Sri Dhamma Mawatha	6	18	4	0.3	22	24
Sri Wajiragnana Mawatha	From Maradana road to Shri Dhamma Mawatha	6	9	2	1.3	22	22
Katawalamulla Road	Sri Wajiragnana Mawatha to Ananda Mawatha	6	9	2	0.6	15	15
Lesley Ranagala	From Baseline Road to Cotta Road	6	9	2	1.4	22	22

Road Name	Part of the road proposed for development	Physical width of the existing Road (meters)	Proposed Road width / Street Line(Meters)	Proposed no of lanes	Proposed length of the road for development (Kilo Meters)	Existing Building Line (meters)	Proposed Building Line (meters)
Shady Grove Avenue	From Cotta Road to Sri Jayawardhanapura Road	6	9	2	0.3	12	12
Ever Green Park Road	From E.D. Dabare Mawatha to Kirimandala Mawatha	6	18	4	0.4	12	22
Muhandiram E dabare Road	From Narahenpita Junction to Kirimandala Mawatha	6	9	2	0.25	12	12
Sea Veiw Avenue	From Galle Road to R.A.D. De Mel Mawatha	6	9	2	0.25	15	15
Inner Flower Road and St, Anthony Road	From Galle Road to Flower Road	6	9	2	0.8	15	15
Lake Road connection road	From Kirimandala Mawatha to Nawala Road	6	9	2	0.8	-	15
Dehiwala Canal Road Right Bank connection - From Siddhartha Road to Thalakotuwa road	From Baseline Road to Highlevel Road	6	9	2	1.5	-	15
Suvisuddharama Mawatha	From Colombo- Horana Road to W.A. Silva Mawatha	6	9	2	0.7	15	15
Ishwari Lane	From Colombo- Horana Road to Highlevel Road	6	9	2	0.2	12	12

Table No. 6.6 : First Priority Roads P1
Source : Urban Development Authority, 2021

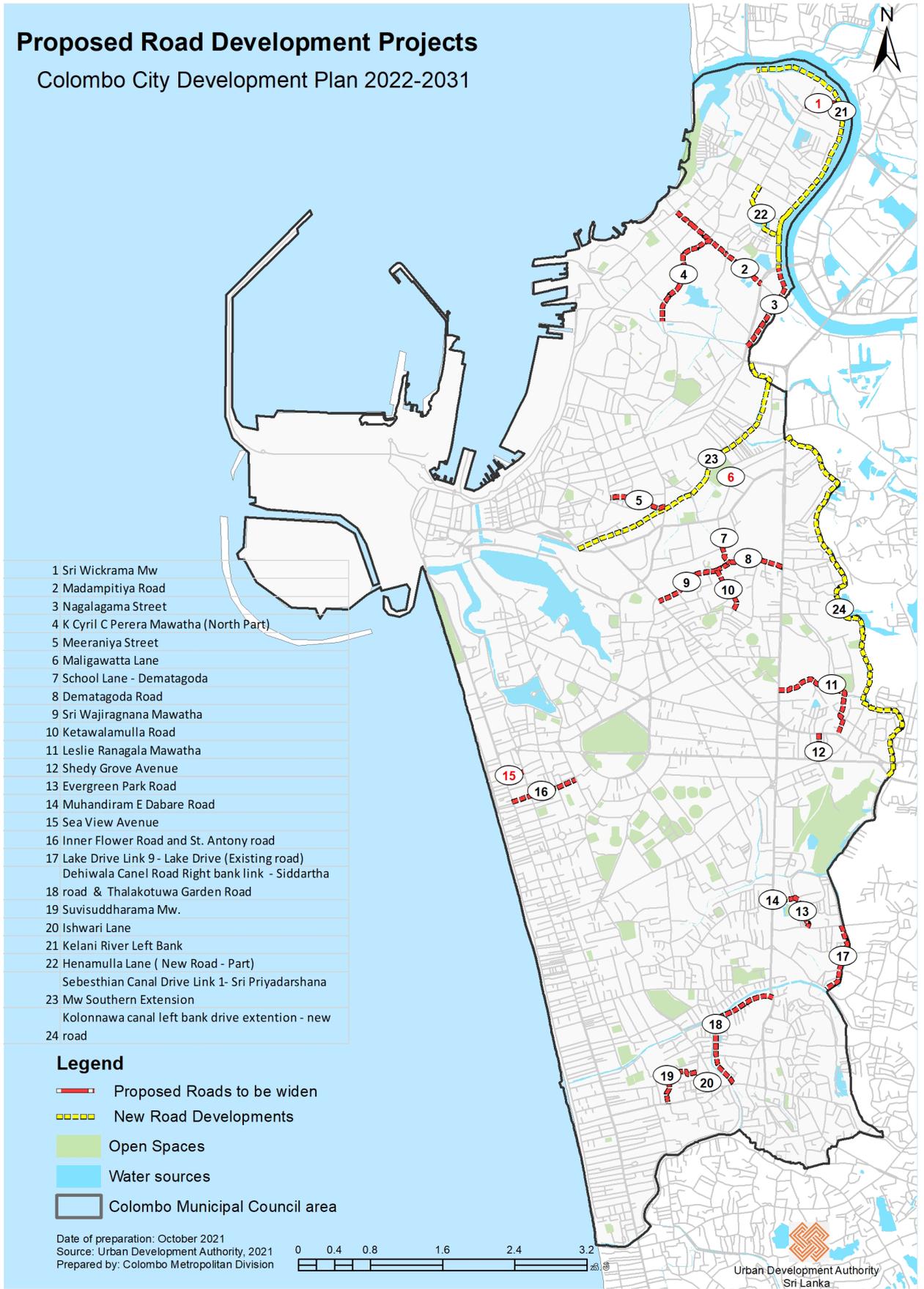
New Road Development Proposals

The new roads proposed for development during the planning period are listed in Table 6.7 below as the second priority road P2.

Name of the Road	Part of the road proposed for development	Physical width of the Road (meters)	Proposed Road width (meters)	Proposed no of lanes	proposed length of the road for development (kilo meters)	Street Line (meters)	Building Line (meters)
Kelani River Left Bank Road	from the new Negambo Road to the bridge of Sirimawo Bandaranayake Mawatha	New road construction	10	2	4		
Henamulla Lane extension	from new Kelani River road to Ferguson Road	4.5	10	2	0.75		15
St, Sebastian Road connection – Sri Priyadarshana Mawatha extension	from Olcott Mawatha to Ingurukade Junction	5	10	2	3.4		15
Kolonnawa Canal left bank road extension – New road	from Dematagoda Junction to Shri Jayawardenapura Mawatha	New road construction	10	2	5		

Table No. 6.7 : Second Priority Roads P2
Source : Urban Development Authority, 2021

Proposed Road Development Projects Colombo City Development Plan 2022-2031



Map No. 6.4 : Roads Proposed for Development During the Planning Period
Source : Urban Development Authority, 2021

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Proposed Road section

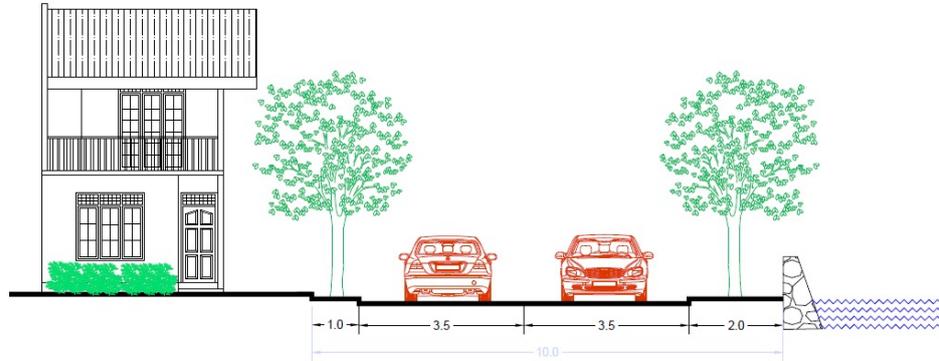


Figure No. 6.12 : Cross Section of Water Front Road (Two Lane)
Source : Urban Development Authority, 2021

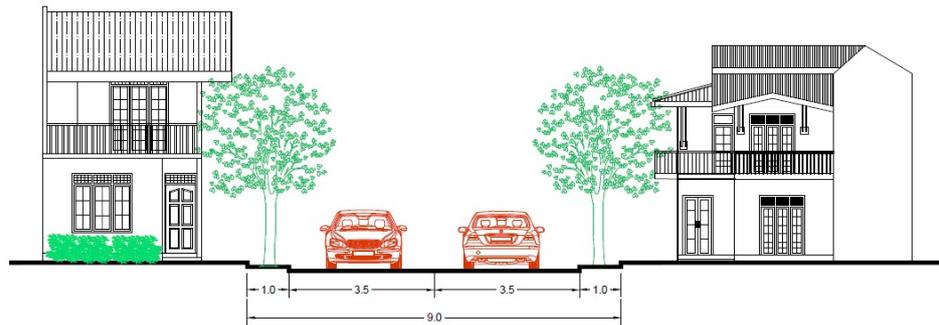


Figure No. 6.13 : Cross Section of Two Lane Road
Source : Urban Development Authority, 2021

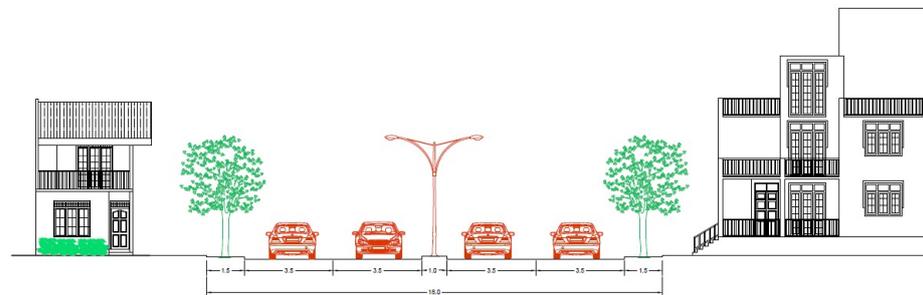


Figure No. 6.14 : Cross Section of Four Lane Road
Source : Urban Development Authority, 2021

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The first phase is from the new Kelani Bridge to Rajagiriya with the length of 6.9 m long and the second phase is proposed to extend southwards from Rajagiriya to the Athurugiriya Interchange on the Outer Circular Highway. The northern end will also be connected to the Colombo-Katunayake Expressway from the New Kelani Bridge. It is also proposed to extend the Elevated Highway to connect the Colombo Port and the Port City, thereby it is expected to increase the efficiency of passenger and freight transportation and local and foreign investment opportunities.

III. Extension of Marine Drive (Colombo Plan Road)

The Road Development Authority (RDA) has proposed to extend the Marine Drive constructed from the Kollupitiya Railway Station to the Dehiwala Railway Station. Accordingly, it is proposed to extend this line from the Kollupitiya Railway Station to the Port City via Galle Face, after conducting a feasibility study

IV. Flyovers

The Road Development Authority (RDA) commenced preliminary work in 2021 on the construction of three flyovers at Uttarananda Mawatha, Justice Akbar Mawatha and Baladaksha Mawatha with the objective of alleviating the severe traffic congestion in the present city of Colombo. It is expected to dissolve the traffic congestion on several roads in the Colombo City.

The flyovers identified accordingly are given below.

Flyover connecting Uttarananda Mawatha

It is proposed to construct a 740 meter long and 4.9M-wide link between Uttarananda Mawatha and Justice Akbar Mawatha with an average speed of 50 kmph.

Flyover connecting Justice Akbar Avenue

It is proposed to construct a 315 meter long and 8-meter-wide road connecting Malay Street and Baladhaksha Mawatha with an average speed of 50 km per hour.

Flyover connecting Baladaksha Road

It is proposed to construct 400 meters long and 11 meters wide road connecting Chittappalam A Gardiner Mawatha and Baladaksha Mawatha, with an average speed of 50 km per hour.

6.3.3.2. Rail Transport System

Railway service which is a leading public transport service in Sri Lanka, transports a large number of passengers daily to the city of Colombo. Considering the population growth pattern in the Colombo Municipal Council area, it can be observed that a large number of commuter population are migrating into the city on the daily basis as compared to the residential population. It is also expected that the daily commuter population will increase further in the future due to other physical development and public recreation activities, including increasing office space. Furthermore, although there has been a growing trend of people in using the private transport sector over the past few years, it is to be expected that in the future, people will be more inclined towards the public transport system due to the high traffic congestion on the highways and the rising economic costs. Accordingly, as a mode of public transport rail transportation has been identified to make efficient by the Railway Electrification and Modernization Project.

Proposed Railway Electrification Project

It is proposed to electrify and modernize four major railway lines in Sri Lanka to create a more efficient and comfortable railway service for the passengers. Among those four railway lines. The Coastal Railway Line and the Kelani Valley Railway Line is located within the Colombo Municipal Council planning area.

Accordingly, the proposed Kelani Valley Railway Project will be constructed as an elevated railway line from the Colombo Fort Railway Station to Avissawella and from Nugegoda to Avissawella running on ground level with 2 Railway lines. It is proposed to electrify the Coastal Railway Line from Colombo Fort to Panadura. It is also proposed to modernize the railway stations consistent with the electrification of the railway.

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Colombo Metro Project

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Since, the high daily flow of passengers to the Colombo Metropolitan Area, for employment and service needs, it can be observed that there is a significant traffic congestion in the planning area during peak hours. The need to introduce new modes of transport within the Colombo Metropolitan Area has been identified since it is not practical to widen roads as a solution to ease traffic congestion. Accordingly, it is proposed to operate the Light Rail Service based on the main corridors mentioned in the 2014 ComTrans study report, which will connect the city of Colombo with other urban centers such as Moratuwa, Piliyandala, Kaduwela and Athurugiriya. (Figure 6.15)

- Red Line- From Ragama to Kirulapone
- Blue Line - From Hunupitiya to Kottawa
- Purple Line - From Colombo Fort to Maradana, Malabe, Kaduwela and Athurugiriya
- Green Line - From Kelaniya to Moratuwa

6.3.3.3. Inland Water Transportation Project.

The Land Development Corporation of Sri Lanka has introduced the Passenger Water Transport System as a new mode of transport to create a smooth urban transport system in order to reduce the traffic congestion on roads. Accordingly, a passenger ferry service is currently being operated from Diyatha Uyana to Wellawatte via Diyawanna, Kirulapone Canal and Wellawatte Canal. after conducting a feasibility study, it is proposed to establish a water transportation system from Colombo Fort to Union Place via Beira Lake and from Mattakkuliya to Hanwella along the Kelani River.

6.3.3.4. Special Projects

(a). Transit Oriented Developments

Transit Oriented Development projects can be introduced as a city planning concept, which develops business, residential and recreational areas, in areas where different modes of transportation agglomerates. Here, compacted urban models are designed

by combining efficient modes of transportation, including cycling lanes and walking lanes where passengers can easily reach for the public transport modes. Accordingly, the Pettah and Borella can be identified as Transit Oriented Development Areas within the Colombo Municipal Council area.

Pettah Transport Center

In the past, the Railways and Highways System was established to cater to the demand for goods and services and so on the Colombo Port, the Sri Lanka Transport Board Central Bus Complex and the Private Bus Stand were established. To enhance the productivity of the established transportation system, transportation-based land uses are gradually concentrated to the adjoining area.

However, at present, the interconnection between the Railway station and passenger bus terminal is very low, it causes various inconveniences to the associated service recipients. Accordingly, in order to enhance the interconnection of the Pettah transport system and create a compact urban model, integrated passenger and freight terminals, road developments, bridges, tunnels, sidewalks, bicycle lanes, passenger lounge and sanitation facilities are proposed to implement within the area identified in Figure 6.16 after a feasibility study.



Figure No. 6.16 : Pettah Transport Center Development Project
Source : Urban Development Authority, 2021

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Borella Transit Oriented Development Area

Borella City can be described as an emerging hub showing high spatial connectivity and consists of major roads such as Baseline Road, Maradana Road, Cemetery Road and Kotta Road which provide access to Colombo, Peliyagoda, Maradana, Kirulapone, Wijerama, Narahenpita and Rajagiriya.

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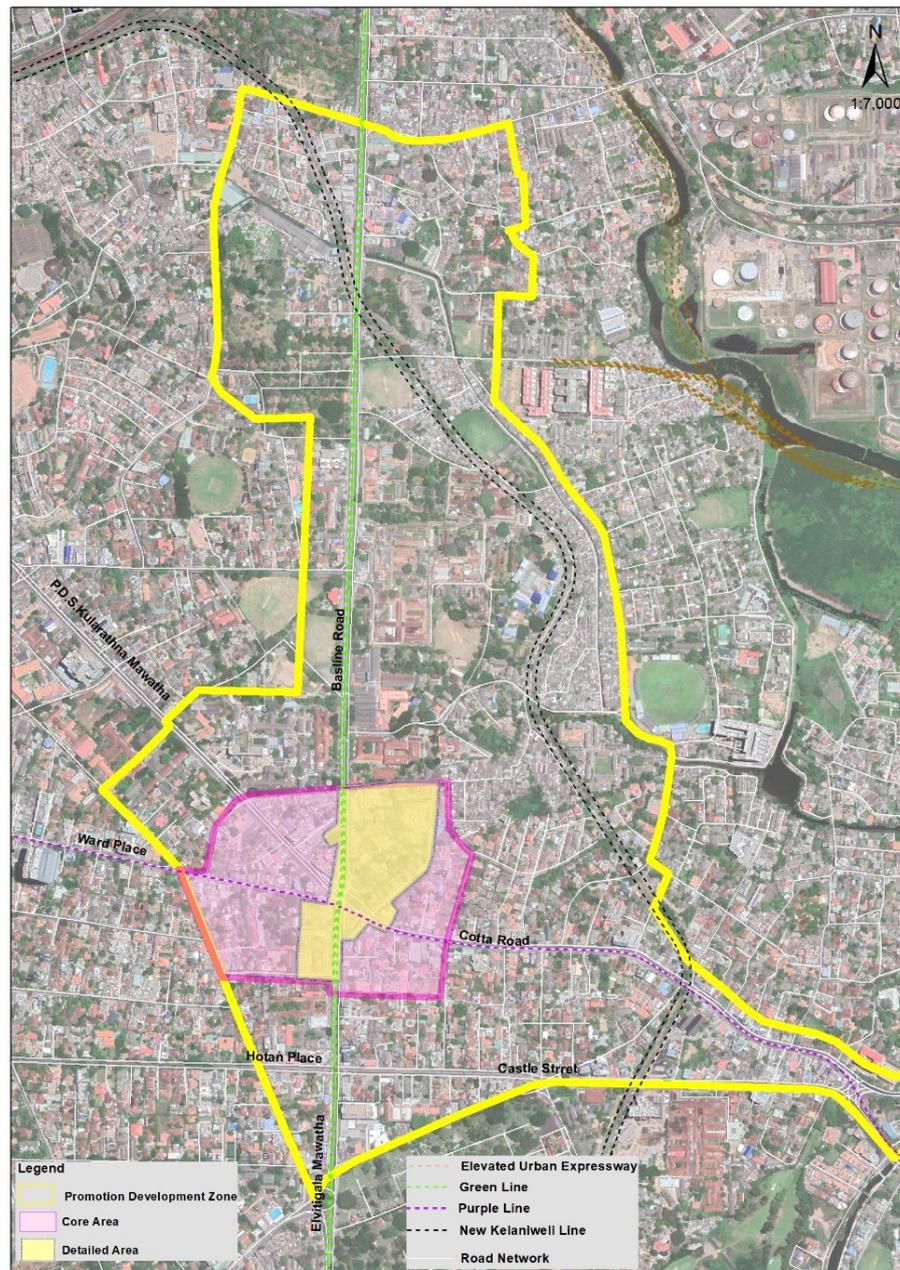


Figure No. 6.17 : Borella Transport Oriented Development Area
Source : Urban Development Authority, 2021

Accordingly, the Borella area is characterized by significant transport and passenger characteristics, and is a highly valuable area due to the anticipated future Metro Rail Network project.

Through this project, urban planning is carried out in such a way that physical, social, economic and environmental developments take place in relation to the Promotional Mixed Development Zone and the Core Project Area within the Borella Boundary Limits as per the Colombo City Development Plan. Guidelines will be prepared, project identification and implementation, and traffic feasibility improvements will be done.

(b). Proposed Vehicle Parking Complexes

A large number of commuters daily migrate to the Colombo city limits for employment and services where many of whom use their own private vehicles. Since there are not enough parking lots in the city to park these vehicles, vehicles are parked on both sides of the road. This situation can be cited as a reason for the increase in traffic congestion in the city. Accordingly, it has been proposed to construct multi-storey car parks using limited space, in the vicinity of Narahenpita and Pettah, which have been identified as high-commuter attractive nodes. (Figure 6.18, Figure 6.19, Figure 6.20 and Figure 6.21)



Figure No. 6.18 : Narahenpita Multi Storey Car Park Complex
Source : Urban Development Authority, 2021

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Figure No. 6.19 : Pettah Multi Storey Car Park Complex
Source : Urban Development Authority, 2021



Figure No. 6.20 : Olcott Mawatha Multi Storey Car Park Complex
Source : Urban Development Authority, 2021



Figure No. 6.21 : Union Place Multi Storey Car Park Complex
Source : Urban Development Authority, 2021

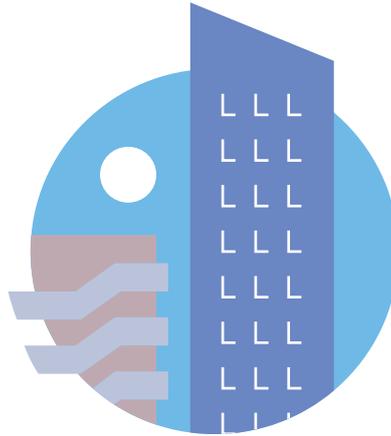
Transport Development Plan Recommendations -

1. As mentioned in Chapter 3.2.3, the road density in the city of Colombo is 10.7%, which is very close to the road densities of other international cities in the world. Because of that, the need for alternative public transport has been identified as further widening of highways is no longer effective. Accordingly, an alternative transport system should be established covering the city of Colombo and its suburbs, by following a transport feasibility study.
2. Based on the concept of "Smart City", Internet of Things based Real Time Monitoring Systems, Passenger Information Systems, Automated Vehicle Locating Systems, Scan Unlock Ride Systems should be introduced, to transform the existing traditional transportation system into a highly efficient "smart transportation system" as appropriate.

Chapter 06
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Urban Settlement
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Objectives of the Plan



URBAN SETTLEMENT DEVELOPMENT STRATEGY

6.4. Urban Settlement Development Strategy

6.4.1. Objectives of the Plan

Housing has been identified as one of the main physical needs for human living, and the lack of housing supply to meet the rapid increase in urban population resulting from urbanization is a major problem. Therefore, planning a strategy to meet the sustainable housing needs of the population predicted in the development plan, has been identified as an essential task. Regarding the eleventh Sustainable Development Goal, the global goal of “Sustainable Cities and Settlements”, it focuses on providing quality housing, making cities and settlements compatible, safe and sustainable for all people.

Accordingly, through the Colombo City Development Plan, providing the new housing demand for the residential population predicted for the year 2031, the provision of permanent housing facilities & service facilities for semi-permanent and temporary residents, the provision of housing units with adequate infrastructure & livable suitable environmental conditions can be stated as the objective of Urban Settlement Development Plan

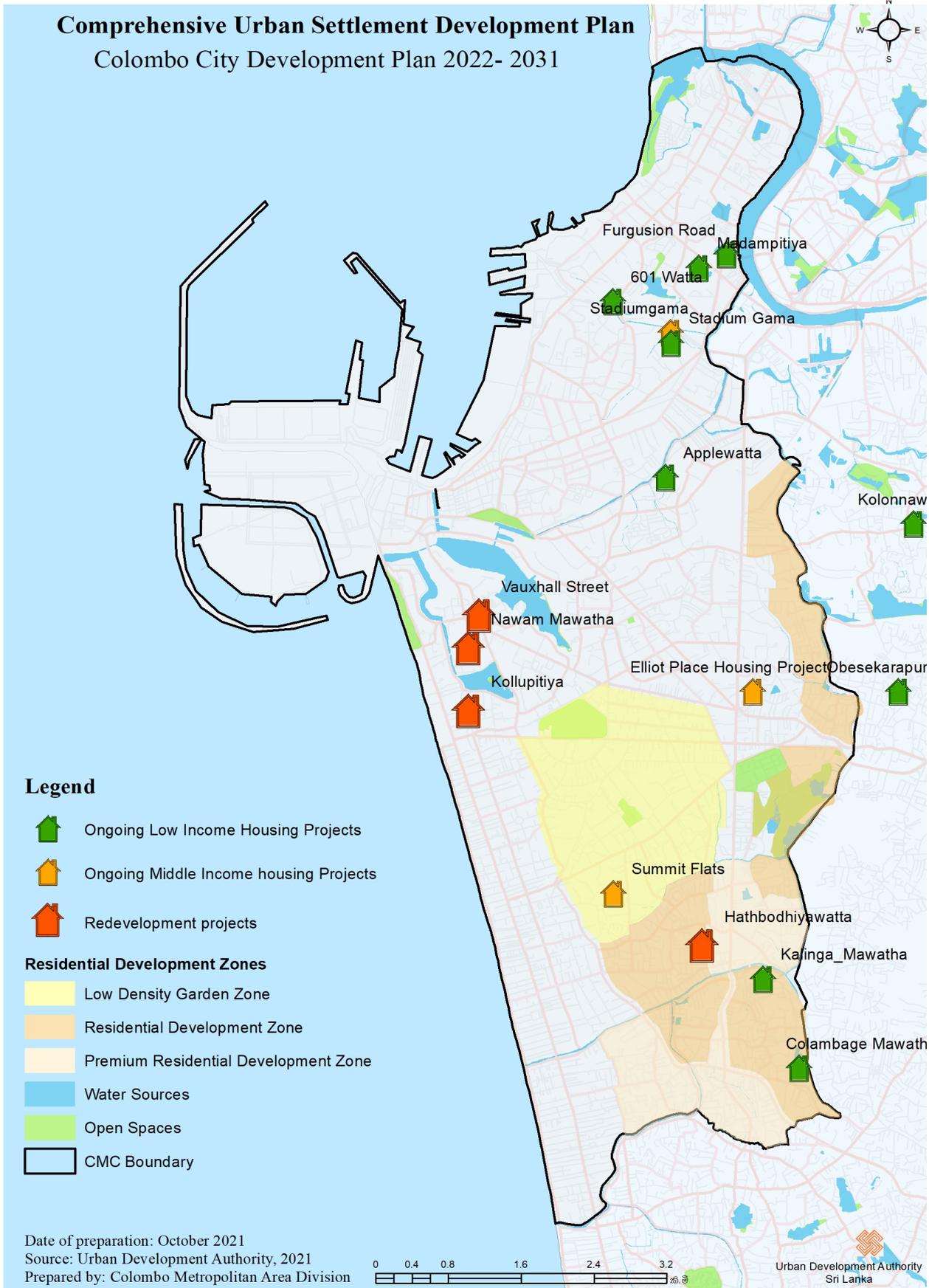
6.4.2. Scope of the Plan

The urban settlement development plan mainly identifies suitable areas for the promotion of residential use and provides adequate physical infrastructure, social infrastructure and outdoor public recreational areas.

It is expected to reduce the percentage of homeless people through directing more housing development while reducing the Government burden for providing housing. For that, strategies like resorting to the contribution of the private sector for housing development, encouraging the purchase of housing by providing bank interest loan concessions, introducing housing projects through institutions such as the Urban Development Authority, increasing local and foreign private construction sectors will be employed.

Furthermore, improve the living conditions of the residents of underserved settlements in a planned manner by identifying those areas and recommendations and guidelines have been given to to implement housing schemes to meet the needs of middle and high income earners, to build and maintain high quality houses by introducing regulations and orders, implementation and follow-up of laws, strategic projects for settlement management.

It is also expected to provide high-quality housing at affordable prices for the 940,000 migrant population who come to Colombo city and surrounding areas daily for work needs, while reducing urban traffic congestion and carbon emissions, and saving energy, time & resources. It will also be able to provide support for social, economic and environmental sustainability.



Map No. 6.5 : Total Urban Settlement Development Plan – 2031
 Source : Urban Development Authority, 2021

6.4.3. Identify residential areas within the jurisdiction of the Colombo Municipal Council in terms of suitability for residential development and introduce zoning and building & planning regulations based on building density to achieve the desired physical form of the development plan.

Identify residential areas in terms of suitability for residential development....

Three favorable areas have been identified for the promotion of residential activities within the Colombo Municipal Council area for the expansion of residential use, proposal have been identified to provide other infrastructure facilities and services related to it, control of housing density, Zoning plan and zone factor have been introduced in such a way as to reduce the change of use and protection of privacy and freedom of residential residents. The areas designated as Urban Settlement Promotion Areas are shown in Figure 6.22 and the expected development nature of those areas in Table 6.8.

Settlement Promotion Areas	Areas included in respective zones	Expected Nature of residential
Zone I	Rosemead Place, Barnes Place Horton Place, Baudhaloka Mawatha, Javawatta Area, Kurunduwatta Area and Surroundings	The Special Primary Residential Zone promotes for low-density housing. The development of this area is expected to be regulated as an area with unique residential characteristics and an area nourished by green cover. Accordingly, horizontal and vertical development density will be regulated in this area compared to other areas. Commercial development is restricted.
Zone II	Polhaengoda, Timbirigasaya, Vanathamulla, Dematagoda, Veluwana	Semi-luxury high-rise and mid-rise residences are being promoted for middle-income earners, while high-rise apartment projects are being promoted for low-income earners.
Zone III	Kirula, Kirulapana, Narahenpita, Pamankada	Promoted for luxury homes for middle and high income earners.

Table No. 6.8 : Settlement Promotion Areas and their Expected Residential Density Pattern
Source : Urban Development Authority, 2021

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Identify residential
areas in terms
of suitability
for residential
development....

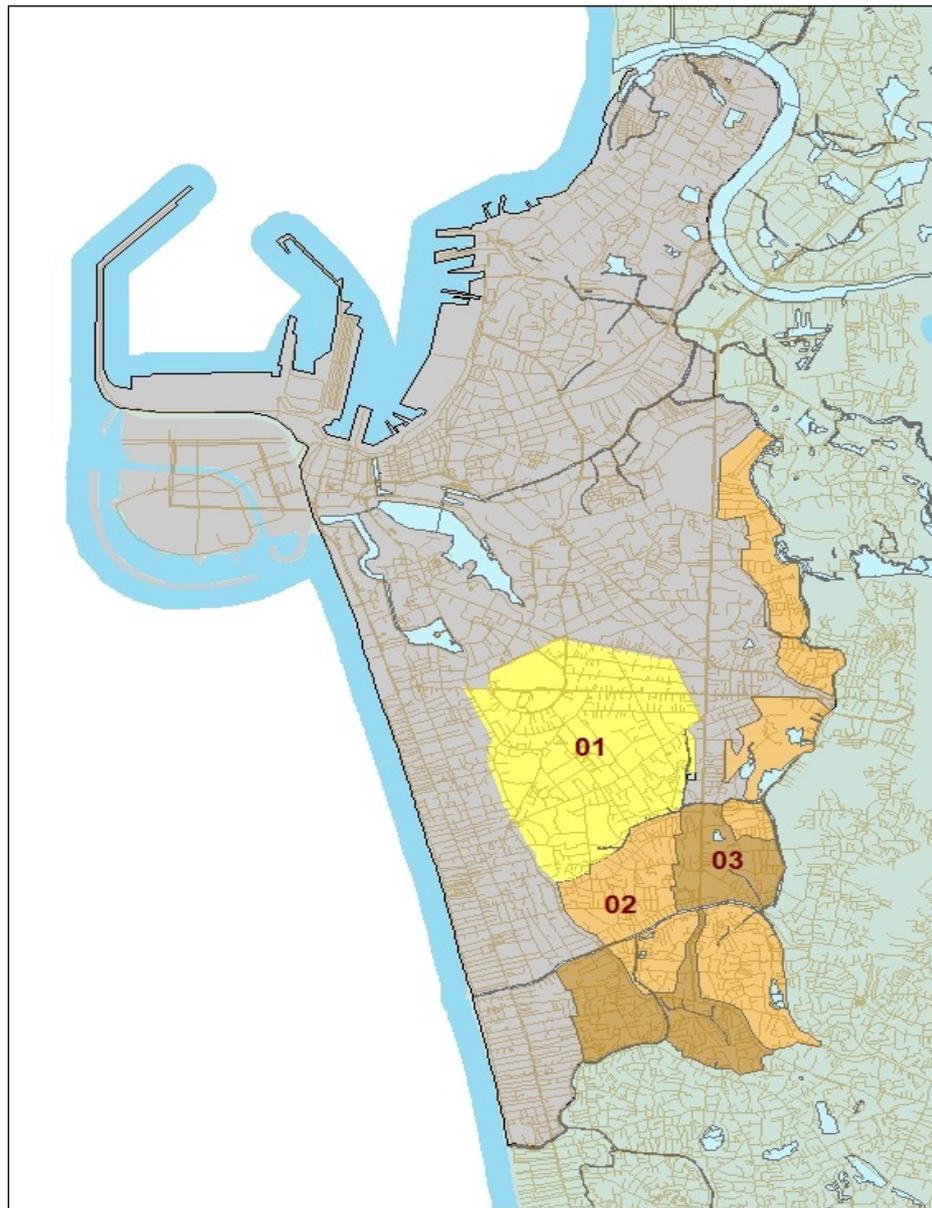


Figure No. 6.22 : Settlement Promotion Areas
Source : Urban Development Authority, 2021

Although the above-mentioned areas are identified as priority areas for residential development, permission will be given for single-storey, medium-storey and high-rise residential development in other areas identified within the Colombo Municipal Council. Zoning and building planning regulations will further allow for luxury and ultra-luxury apartments to meet the demand for luxury and ultra-luxury apartments in Beira Lake area, Slave Island, Galle Face area, Kollupitiya, Union Place.

Also, residential rehabilitation projects have been identified without any interference to the economic, social and cultural activities of the residents and with the aim of improving the quality of life of the people living in unauthorized constructions and residents specially spreaded in North and Central Colombo Area, Government reservations and areas unhealthy for residence. Furthermore, the quality of life of the low-income people will be improved and underutilized lands will be used for optimal social and economic development activities. the proposed regulations have further provided to reduce the obstructions and visual disturbances to the natural sea veiw and gain that experience by limiting the percentage of development land cover of the coastal belt from Wellawatta to Colombo to a certain distance inland and proposing to maintain the development density at a minimum level,

6.4.4. Rehabilitation of the residents of Undeserved settlements without disturbing their economic, social and cultural activities by the Urban Regeneration Project of Urban Development Authority

The urban regeneration project of the Urban Development Authority aims to eliminate slums, shanties and dilapidated houses in the city of Colombo by identifying low-income settlements and improving the quality of life of its residents and avoiding the housing problem. Here, it is necessary to focus on the aspects of space, aesthetic features, availability of utilities and basic services, community and social needs, personal health, safety and quality. This authority has successfully completed a large number of apartment projects and some of them are currently under construction and some projects have been identified which are in the planning stage to be built in the future.

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Urban Settlement Development Srategy

Identify residential areas in terms of suitability for residential development....

Rehabilitation of the residents of Undeserved settlements...

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Colombo Urban Regeneration Master Plan

Urban Settlement
Development Strategy

Rehabilitation
of the residents
of Undeserved
settlements...

The Urban Development Authority has initiated the preparation of the Colombo Urban Regeneration Master Plan (CURMP) to provide planning guidance for all housing construction, resettlement and land redevelopment activities under the Urban Regeneration Project. The master plan follows a cluster-based planning approach and clusters are identified based on the locations of Colombo Urban Regeneration Projects. According to these plans, cluster-based small scale house-related plans include small ground level interventions, including related physical and social infrastructure improvements, environmental management, road development and economic improvement projects.

The vision of the Colombo Urban Regeneration Master Plan is 'The Sprightly Nest of Aquarina'. The Colombo Urban Regeneration Master Plan mainly covers the northern Colombo area where the majority of urban regeneration projects are concentrated. In addition, it also includes several other areas that fall beyond northern Colombo but are covered by major urban regeneration projects. The three goals of the Colombo Urban Regeneration Master Plan are 1) a re-active development with a valuable aesthetic environment, 2) a high-demand residential area of the city of Colombo 3) an efficiently active, diverse and high-value economic space in the city of Colombo.

At the initial stage, five (05) clusters have been identified for detailed planning in the Colombo Urban Regeneration Master Plan and three clusters plans have already been completed. In addition, based on two housing projects under the Urban Regeneration Program, small area cluster plan has been prepared for D. M. Colombage Mawatha area.

Identified five clusters are follows

1. Bloemendhal – Kimbula Ela Cluster
2. Henamulla Cluster
3. Maligawatta Cluster
4. Wanathamulla Cluster
5. Samittapura Cluster

The cluster plans of the Urban Regeneration Master Plan and the proposals under those plans have been incorporated into the City Development Plan subject to the condition that they must be consistent with the overall concept and proposals of the Colombo City Development Plan. Brief details of these cluster plans and conceptual designs are given in Annexure 3.

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Rehabilitation
of the residents
of Undeserved
settlements...

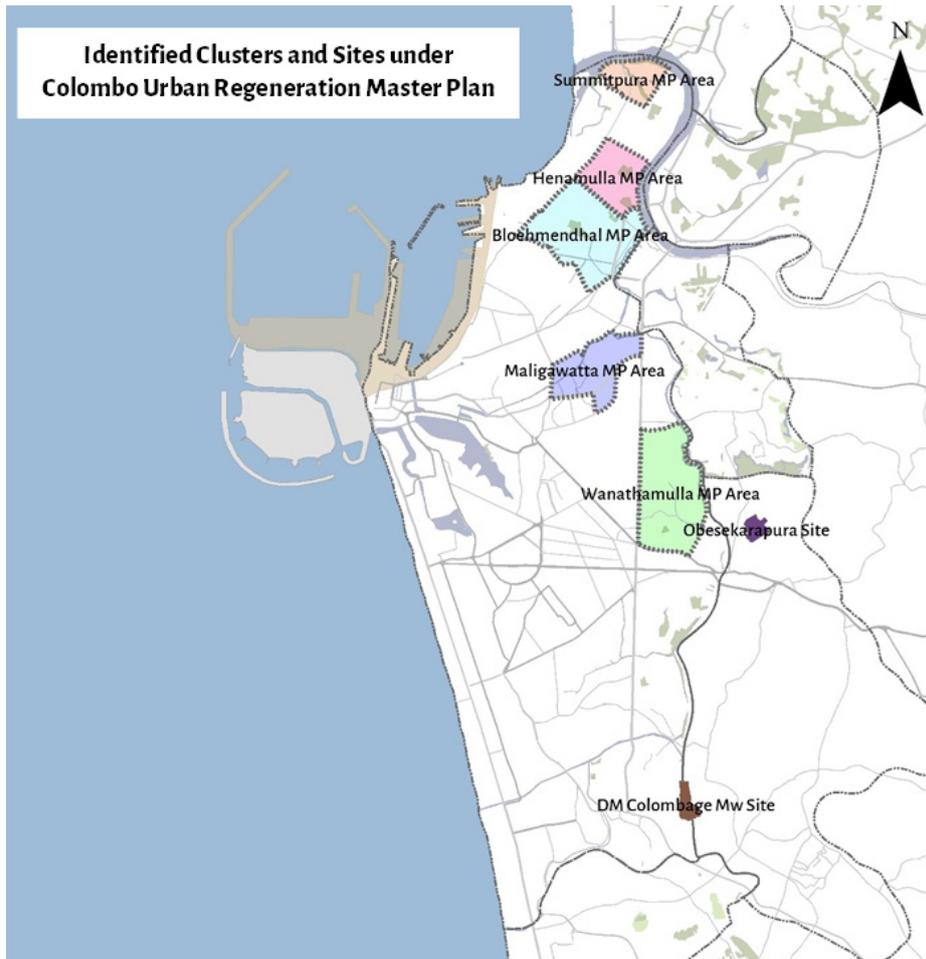


Figure No. 6.23 : Projects Identified under the Colombo Urban Regeneration Project
Source : Urban Development Authority, 2021

Accordingly, the following table shows the projects implemented and completed by the authority with the aim of improving the living conditions of low-income earners

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of Underserved
settlements...

No	Name and Location of the Project	Number of Housing Units
01	Mihidusenpura, Dematagoda	500
02	Puradorasevana, Orugudawatta	34
03	Sirisara Uyana, Borella	718
04	Metsara Uyana, Borella	430
05	Sirisandha Sevana, Blumenthal	366
06	Lakmutusevana, Wellawatta	118
07	Randiyauyana, Henamulla	1137
08	Sirimuthuuyana, Edirisingawatta	546
09	Muwadora Uyana, Ferguson Road	618
10	Laksadasevana, Salamulla	1008
11	Siyasethasewana, Pradeepa mawatha	266
12	Jayamagasevana, Blumenthal	68
13	Lakshiru Sevana, Maligawatta	576
14	Laksetha Sevana, Maligawatta	480
15	Metsada Sevana, Henamulla	941
16	Siyapatsewana, Dematagoda	703
17	Sathirusevana, Henamulla	672
18	Mahijaya Sevana, Henamulla	1647
19	Helamutusevana, Henamulla	1076
20	Ranmithu Uyana, Henamulla	576
21	Muwadora Uyana 2, Ferguson Road	254
22	Maligawatta Apartments	192
23	Palangusthuduwa, Borella	608

Table No. 6.9 : Implemented and Completed Urban Regeneration Projects
Source : Urban Development Authority, 2021



Figure No. 6.24 : Sahaspura Housing Scheme
Source : Urban Development Authority, 2021



Figure No. 6.25 : Methsara UyanaHouse Scheme
Source : Urban Development Authority, 2021

The following table shows the housing projects currently being implemented by this authority with the aim of improving the livelihood of low income earners.

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settlements...

No	Name and Location of the Project	Number of Housing Units
01	Kalinga Mawatha Housing Project	528
02	601 Watta Housing Project	450
03	Maligawatta Housing Project	192
04	Colombage Mawatha Housing Projects (AIB and URP)	1239
05	Torrington Housing Project	115
06	Obeysekarapura Housing Project	300
07	Stadiumgama Housing Project	1000
08	Apple Watta 2 Housing Project	700
09	Ferguson Road Housing Project	750
10	Madampitiya Housing Project	700

Table No. 6.10 : Housing projects currently in progress
Source : Urban Development Authority, 2021

Proposed housing
projects for middle and
upper middle-
income earners

6.4.5. Proposed housing projects for middle and upper middle-income earners

The Government of Sri Lanka has started a project to provide affordable housing units and rental houses for public and private sector employees. The implementation of the housing program will be done jointly by the Urban Development Authority, National Housing Development Authority and Urban Settlement Development Authority. The program will be benefited for the middle-income earners who are mainly employed in government and private sector organizations and are unable to afford a house within a reasonable distance from their working place. Accordingly, in identifying suitable locations for project implementation, the area is considered within a radius of 03 km from the main city centers providing highway and railway services. And also, construction activities of the luxury apartments with all infrastructure is being done for the upper middle income group, through the identified projects. Under this, the following housing projects have been identified for implementation within the Colombo Municipal Council (Map No. 6.5).

No	Name and Location of the Project	Number of Housing Units
01	Elliot Place Housing Project, Borella	400
02	StadiumGagama Housing Project	210
03	Summit Flats, Kappetipola Avenue	400

Table No. 6.11 : Proposed housing projects for middle and upper middle-income earners
 Source : Urban Development Authority, 2021

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Proposed housing projects for middle and upper middle-income earners

Redevelopment Projects - Residential

6.4.6. Redevelopment Projects - Residential

The underutilized lands spreaded in the core area of Colombo, having high tourism attraction and potential for development & value are directed to the Redevelopment Projects through a precise plan. Through this concept, it is expected to increase the quality of life of its residents by identifying settlement areas with irregular and minimal infrastructure, increase the social and environmental trends, developing it in a way to meet the surrounding urban characteristics, and providing support to the national economy through the optimal development of valuable land. Residential flats with all the necessary infrastructure for living through local or foreign investors without receiving direct government financial assistance are provided in the current residences and the people are settled there and the rest of the land is given to promoters on a lease basis for investment opportunities.

This authority introduced the First Redevelopment Residential Project in the year 2010 based on Colombo 02, Slave Island and the surrounding area. As the residential projects implemented in this way, the "Metro Houses-Semi-Luxury" project consisting of 664 housing units under the Slave Island Redevelopment Project Phase 1 near Justice Akbar Mawatha and Malay Street and the Slave Island Redevelopment Project Phase II was implemented near Railway Lane.

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Redevelopment
Projects - Residential



Figure No. 6.26 : Slave Island Housing Project - I
Source : Urban Development Authority, 2021



Figure No. 6.27 : Slave Island Housing Project - II | Source : Urban Development Authority, 2021

Also, the following residential areas have been identified for redevelopment in the future.

- I. Navam Mawatha- Railway Station Lane, Justice Akbar Mawatha, Cluster of houses around Navam Mawatha (Figure No. 6.28)
- II. Vauxhall Street Houses (Figure 6.29)
- III. Hatbodhiwatta Houses (Figure 6.30)
- IV. Kollupitiya Housing Redevelopment Project (Figure 6.31)



Figure No. 6.28 : Navam Mawatha Housing Redevelopment Project
Source : Urban Development Authority, 2021



Figure No. 6.29 : Vaxshall Sreet Redevelopment Project
Source : Urban Development Authority, 2021

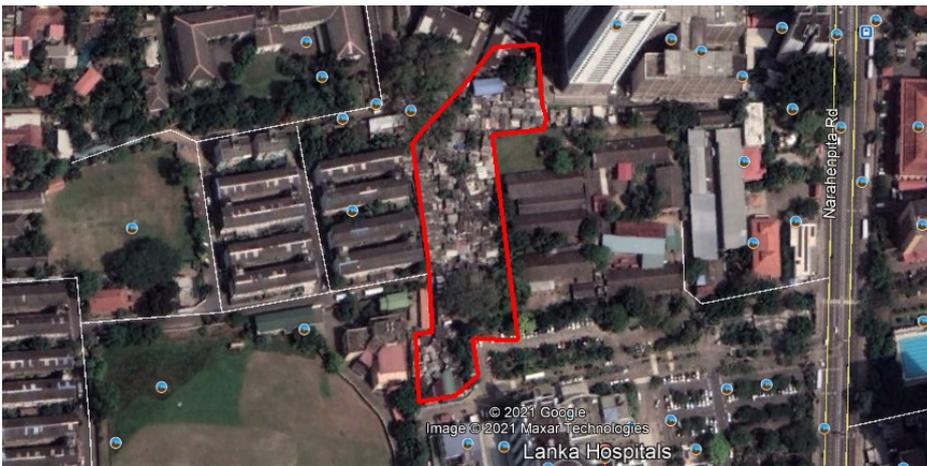


Figure No. 6.30 : Hathbodhiya watta Housing Redevelopment Project
Source : Urban Development Authority, 2021

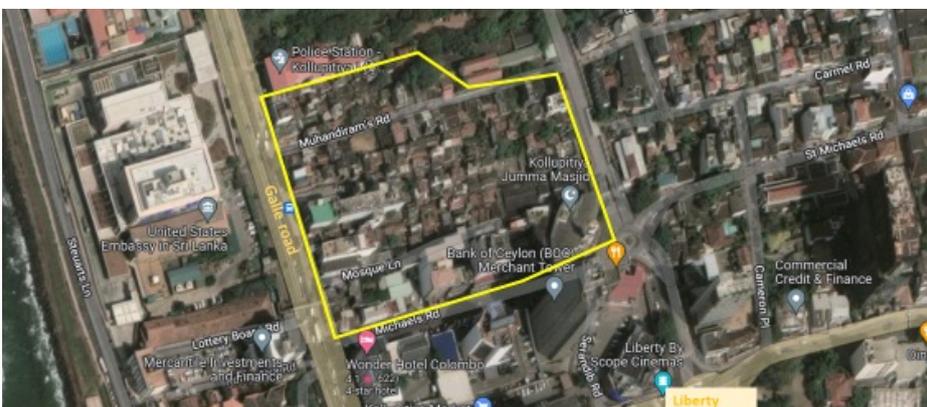


Figure No. 6.31 : Kollupitiya Housing Redevelopment Project
Source : Urban Development Authority, 2021

Chapter 06

The Plan

Economic
Development Strategy



ECONOMIC DEVELOPMENT STRATEGY

The Economic Development Strategy defines the methodology for achieving the established Economic Goals of Sri Lanka through the economic benefits generated by space and physical development in an area. Accordingly, through the well- managing of public and private sectors intervention, the quality of the physical development of the city will be regulated.

To brand Colombo as an International Economic Hub, port-related logistic services and real Estate developments are promoted through the Economic Development Plan. The physical development is handled to establish a robust local economy by creating a market space for New Township Development Projects, Mixed Development Projects and Small- Scale Businesses. Furthermore, the waterfront areas are promoted for Tourism-Related Real Estate Developments, to encourage the tourism industry.

6.5 Economic Development Strategy

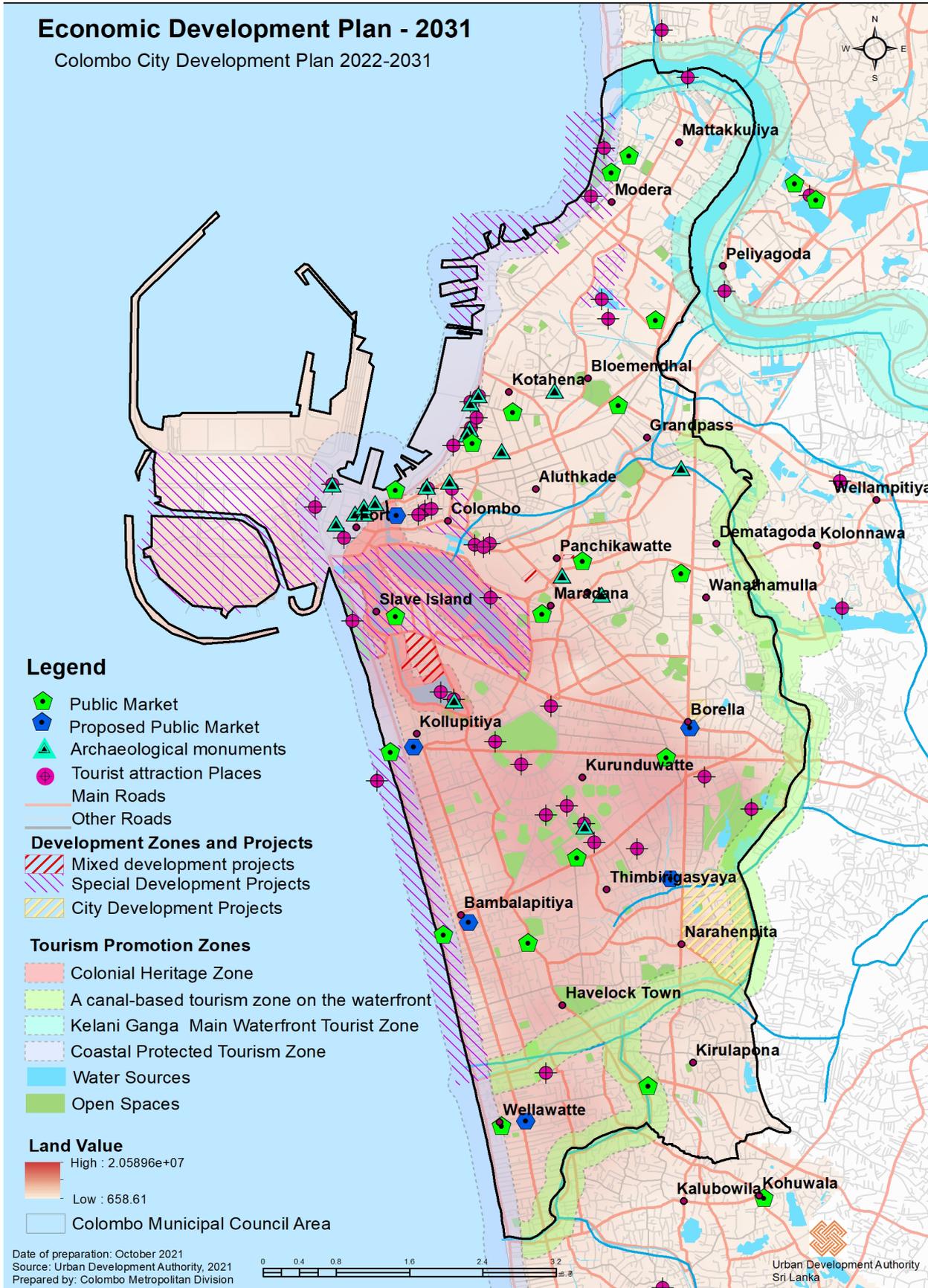
Urban Economic Development Strategy provides a direct intervention for the spatial and physical development of the area. Accordingly, the quality of the physical development of a city and its existence, is regulated by the Economic Plan and the intervention of the public and private sectors will be well managed.

6.5.1. Objective of the Plan

The objective of the Economic Development Strategy is to manage the required Financial Mechanism and Market Investment Opportunities, to achieve the desired vision and spatial model of the city of Colombo. Accordingly, the City of Colombo will become a leading National Economic Hub and an International Economic Hub which reaches to a competitive level with other countries, by managing the city's Real Estate Development, Port and allied services, tourism industry, construction industry, local economy, retail and wholesale market, information technology and other financial and service-related activities.

6.5.2. Scope of the Plan

Through the Economic Development Plan, Port-Related Logistic Services and Real Estate Developments, contribute to brand Colombo an International Economic Hub, and introduces strategies to create a market place for new Township development projects, mixed development projects, and small-scale entrepreneurs at the local level. In addition, property development related to the watershed area will promote tourism industry.



Map No. 6.6 : Total Economic Development Plan of Colombo Municipal Council Area
 Source : Urban Development Authority, 2021

6.5.3. Port Related Logistic Services Development

Internationally, the Port of Colombo has become one of the busiest shipping hubs due to its strategic location on the International Sea Route. According to the Alphinar Rankings 2017, the Port of Colombo is ranked among the top 25 ports in the world. The construction of the Colombo Port International Container Terminal, has given the ability to handle over 6 million of containers in 2017.

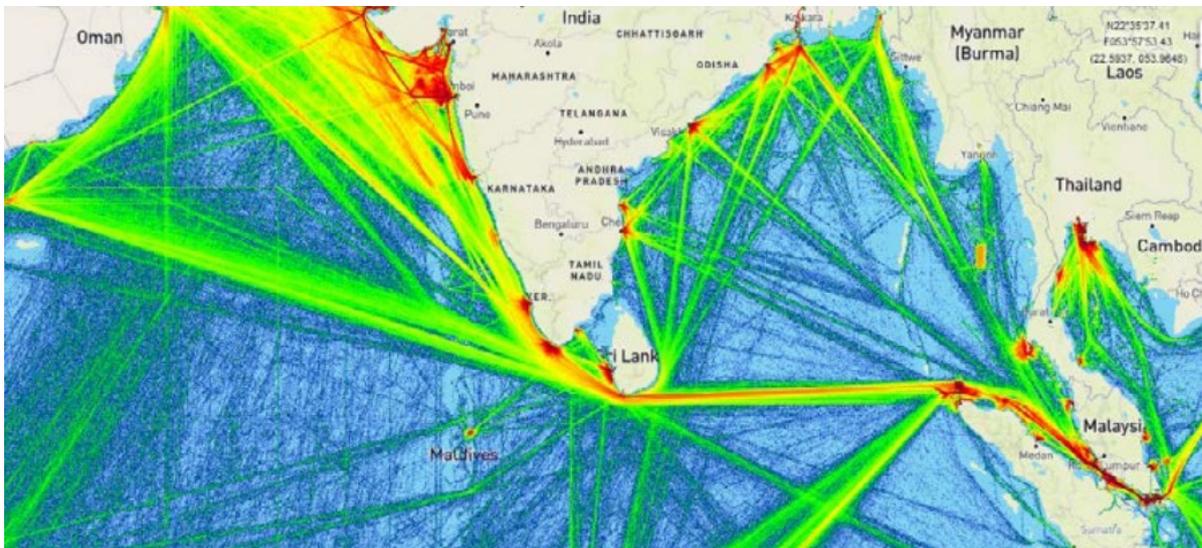


Figure No. 6.32 : Marine Transport Density Map
Source : Sri Lanka National Export Strategy : Services and Supply Strategy, 2018-2022

1. Port Expansion Project

The Sri Lanka Ports Authority (SLPA) has launched the Colombo Port Expansion Project with the objective to provide supply for the growing demand of services in the National Shipping Industry. As the first phase, 5.7 km long main breakwater, the 1.6 km long secondary breakwater and the 9 km long access canal was completed in year 2012.

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Port Related Logistic
Services Development

In addition, the operations of the Colombo International Container Terminal, which was completed in 2013, have already commenced its operations. The Eastern Container Terminal consists of 1200m long dockyard and under the first phase, the construction work of 440 m long dockyard was completed in 2015.

The Eastern Container Terminal is proposed to be constructed with a depth of 18 m and as the second deepest dockyard of South Port. Once the constructions are completed, it will be able to handle 2.4 million containers annually.

In addition, development work of the Colombo North Port, is to be completed under Four Phases.

- I. Pre-Development Activities (2026-2029)
Mutwal Tunnel Replacement, Removal and replacement of existing oil pipelines
- II. *Colombo North Port Construction Phase 1 (2029–2031)*
Construction of breakwater, preparation of land required for container containers
- III. *Colombo North Port Construction Phase (2032–2033)*
Construction of First Container Terminal in 1400 m and 1600 m length and construction of ancillary facilities
- IV. *Colombo North Port Construction Phase 3 (2036–2047)*
Construction of additional container terminals on demand of every 5-10 years.

II. Development of Bloemendal area for Port Related Services.

It is proposed to implement the Port Related Facility Development Project in the North Colombo; Bloemendhal area, close to the Port of Colombo. More than 50% of the land in the proposed project area can be described as underutilized land. Correspondingly, about 40% of the land can be released for optimal development activities and many of the Low-Income Settlements in the said area have already been relocated under the Urban Regeneration Project implemented by the Urban Development Authority. Accordingly, the implementation of this project will enhance cargo handling capacity, improve efficient customs and port operations and improve living & recreational facilities.



Figure No. 6.33 : Project Area of Port Related Facility Development
Source : Urban Development Authority, 2021

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Port Related Logistic
Services Development

6.5.4. Large Scale Real Estate Development and Management Projects

Large Scale Real Estate
Development and
Management Projects

I. Colombo Port City Project

On behalf of the Government of Sri Lanka, the Ministry of Urban Development, the Urban Development Authority and CHEC Company jointly initiated the development to reclaim approximately 269 hectares of an area. It is expected to attract around US \$15 billion foreign investment, with the main objective to brand the Colombo Port City as the prime International Financial City in the South Asian region.

Land development, regulation and disposal of these lands release for investment opportunities will be carried out through the Port City Economic Commission established in the year 2021.

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Large Scale Real Estate
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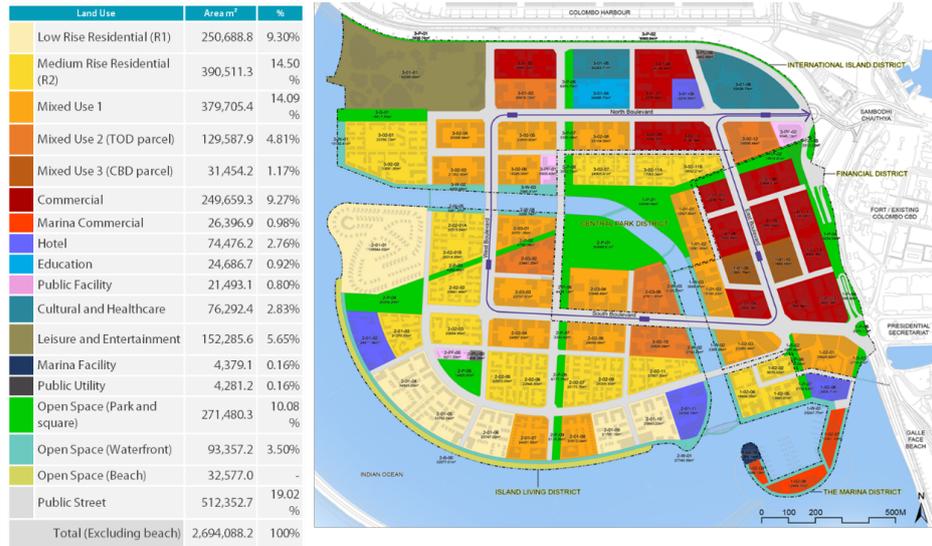


Figure No. 6.34 : Colombo Port City Project
Source : Sri Lanka Port Authority, 2021, Colombo Port City Project, 2021

II. Beira Lake related development projects

The Foreign Direct Investments have been discouraged due to lack of adequate supply and non availability of proper land disposal system to meet the high demand for investment opportunities in the Colombo City. Therefore, it is expected to attract Foreign Direct Investment into the country by facilitating and smoothing of the land disposal system and by regulating the development.

Furthermore, the promotion prominent uses of the Beira lake related Development Zone such as hotel sector related uses, office spaces, public recreation areas, water sports, etc, also contributes to the tourism industry.

The project aims to release nearly 312 hectares of land in extent, for development activities concentrated on Beira Lake. Accordingly, encouraging the development of Beira Lake and its adjoining waterfront areas, promoting tourism and public recreational activities are the main objectives of this project.

Accordingly, lands that can catalyze development have already been identified and guidelines has been prepared by the Urban Development Authority. By that, most of the underutilized lands that are being developed will be enabled to use for high-rise mixed development activities.

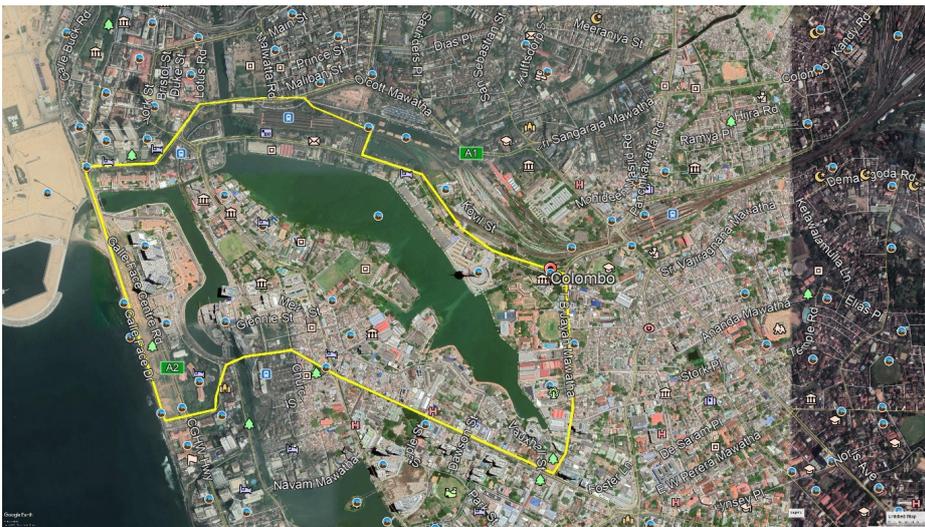


Figure No. 6.35 : Beira Lake Development Project
Source : Urban Development Authority, 2021

III. Maritime City Development Project

The city of Colombo is currently being transformed into a business, tourism and leisure destination for local and foreign tourists. Also, adequate beaches and open spaces are not located near the Colombo City and the existing recreational facilities at Galle Face Green is not sufficient to meet current and future demands. Accordingly, the creation of a new beach strip along the west coast within the city limits of Colombo with the primary objective of providing recreational facilities has been identified as a matter of urgency.

The proposed coastal area has been defined as the Maritime City and it will attract local and foreign investments to the Colombo City while uplifting the Colombo's tourism industry of to a more competitive level. Furthermore, this project will create an international level recreational beach in the South Asian region.

Accordingly, the Maritime City Project has been identified to be implemented by reclaiming the sea in an area of about 6.2 kilometers from Kollupitiya to Wellawatta and an area of about 216 hectares. The development work will be completed by the year 2024 in collaboration of the Urban Development Authority and the Department of Coastal Conservation and Coastal Resource Management.

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The proposed project is designed to create a beach for public recreation. Out of this reclaimed land, a land area of 20 hectares will be used for commercial development and the rest of the land will be used for recreational purposes.



Figure No. 6.36 : Maritime City Development Project
Source : Maritime City Development Project, Urban Development Authority, 2021

New Township
Development Projects

6.5.5. New Township Development Projects

The Colombo Municipal Council area as well as other major cities in the vicinity make a significant contribution to the economic development of the overall planning area. Accordingly, under this New Township Development projects have been identified and the existing economic mechanisms of the city have been strengthened.

(a). *New Town Development Project, Narahenpita*

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The Narahenpita New Township Development Project has been identified with the objective of utilizing the currently underutilized lands in the vicinity of Narahenpita, Kirimandala Mawatha and adjoining area for optimal urban development activities. Accordingly, the existing demand for land for public utility facilities in the city of Colombo will have to be managed and new development and investment opportunities will have to be provided under this.

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Accordingly, a land area of nearly 50 acres has been identified under Section and the Narahenpita Town Development Plan is being prepared to manage the increasing land demand seen in the commercial city of Colombo and adapt to the existing land use pattern in the area. According to the plan, facilities have been identified for higher education facilities, health facilities, commercial development activities, residential development activities and public recreational activities.

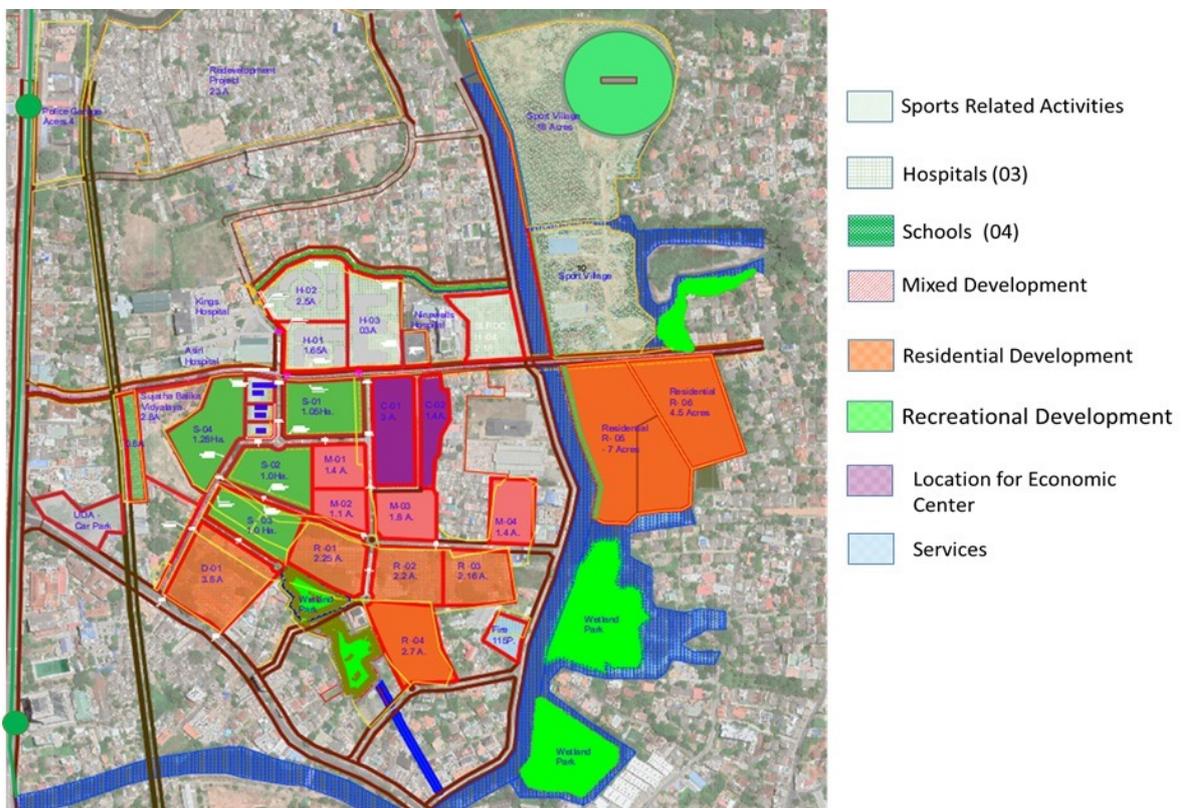


Figure No. 6.37 : Narahenpita New Township Development Project
Source : Urban Development Authority, 2021

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(b). *Borella New Township Development Project*

The main objective of this project is to plan the urban development activities and the urban economic mechanism in a more efficient and effective manner, centered on Borella city, in conjunction with the proposed infrastructure development projects. Accordingly, the proposed light rail line (Colombo Metro Project) running through the city of Borella will identify the lands that are not fully utilized for the development activities and contribute to the optimal development activities.

Under the above project, Market Complexes, Residential Development Projects, Business Development Projects and Common Facilities will be provided to the city.

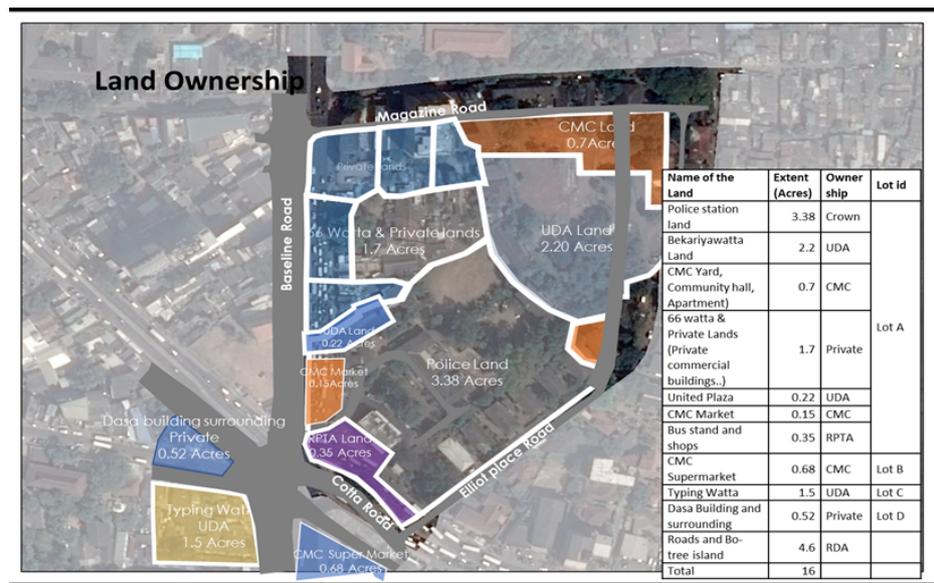


Figure No. 6.38 : Borella New Township Development Project
Source : Urban Development Authority, 2021

6.5.5.1. Release of land owned by the Urban Development Authority for new investment opportunities.

A major function of urban development is to systematically manage the physical plan of a city, thereby creating space for economic and social stability. Accordingly, by using the land-owned by the Urban Development Authority having an economic value, for optimal development opportunities, investment

opportunities will expand, foreign investments will flow into the country and economic and social balance will be created on the basis of orderly physical development. Accordingly, the lands listed below, which are currently owned by the Urban Development Authority and have not been contributed for development activities, are proposed to be used for investment activities.

	Name of the Land	Development Nature	Extent
1.	537 Watta Dematagoda,	Mixed Development	3 Acre 2 Rood
2.	Panchikawatta (Abesingharama Mawatha)	Mixed Development	3 Rood 35 Perches
3.	Kollupitiya Cooper’s Hill Land	Mixed Development	12.28 Perches
4.	Charmer’s Granary Land	Mixed Development	Approximately 9 Acre
5.	Lockgate Watta	Mixed Development	0.9 Hectare
6.	Tractor Corporation located land- Narahenpita	Mixed Development	1.76 Hectare

Table No. 6.12 : Lands release for investment opportunities, owned by the Urban Development Authority | Source : Urban Development Authority, 2021

6.5.5.2. Use underutilized Government-Owned lands having a development potential for investment opportunities

Through the development plan, the currently underutilized lands having a high economic value, located within the jurisdiction of the Colombo Municipal Council are identified and it is proposed to direct those lands for optimal urban development activities. For this purpose, underutilized lands owned by the Sri Lanka Police and the Sri Lanka Railway Department has been identified, It is suggested to maintain the current uses and functions of those premises without any interruption to meet the needs of the relevant institutions while the balance lands use for urban development activities.

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	Location	Land Extent expected to utilize for development (Approximately in Acres)	Proposed Use
1.	19 th Lane Kollupitiya, Police Land	0.5	Mix Development
2.	Bambalapitiya Police Land	1	Mix Development
3.	A part of the Slave Island Police Station located land	1.5	Mix Development
4.	A part of the Borella Police Station located land	2.5	Mix Development

Table No. 6.13 : Underutilized Lands proposed to use for Urban Development owned by the Sri Lanka Police | Source : Urban Development Authority, 2021

	Location	Land Extent expected to utilize for development (Approximately in Acres)	Proposed Use
1.	Mount Merry Land, Dematagoda	11A 2R 13P	Urban Development Activities
2.	Railway Department Quarters, Dematagoda	8A	Mix Development
3.	Bastian Mawatha	60P , 70P	Car parking
4.	T.B.Jaya Mawatha Railway Land	70P	Car parking
5.	P.D.S.Kularathne Mawatha, Colombo 10	100A	Car parking
6.	Kolamba Gedara Land	1A 10P	Urban Development Activities

Table No. 6.14 : Underutilized Lands proposed to use for Urban Development, owned by the Sri Lanka Railway Department | Source : Urban Development Authority, 2021

6.5.5.3. Contribute to investment opportunities through redevelopment projects

	Project Name	Nature of Developmet	Extent
1.	Nawam Mawatha Redevelopment Project	Mix Development	23 Acres
2.	Vaxall Street Redevelopment Project	Mix Development	12 Acres

Table No. 6.15 : Contribute to investment opportunities through redevelopment projects
Source : Uban Development Authority, 2021

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Development Strategy

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6.5.6. Other lands identified for Urban Development and Regeneration

Lands with high development potential that need to be used for the future needs or economic development activities of Colombo City, are identified and it is proposed to utilize those lands for optimal urban development activities as per the current requirements. Accordingly, those identified lands are shown in Table No. 6.16.

Other lands identified
for Urban
Development and
Regeneration

	Location / Land	Extent of the Land (Approximately)
1.	Department of Motor Traffic, Elvitigala	1 Acres 3 Rood
2.	Land locate in the Colombo 2 Baladaksha Mawatha	3 Rood
3.	Otters Activity Club, Colombo 07	2 Acres 3 Rood
4.	80 Club Colombo 07	1 Acres 2 Rood
5.	Land located in Muttaia Road Colombo 02	3 Acres
6.	Land bearing No 11, Sir Baron Jayathilake Mawatha	1 Rood
7.	Mattakkuliya, Rawatta	5 Acres 1 Rood and 2 Acres – 2 lots
8.	Madampitiya 75 Watta and Nagalagam Street Land	11 Acres
9.	Land located in Dematagoda Aramaya Place	3 Acres 3 Rood and 1 Acres 3 Rood -2 lots

Table No. 6.16 : Other Lands identified for urban development activities
Source : Uban Development Authority, 2021

6.5.7. Projects to Empower the Local Economy

Since the survival of the entire economy depends on the local economy which is being more efficient and smoother, empowering the locally spread business sector and modernizing the markets have been identified as the main objective here.

6.5.7.1. Public Market Development Projects

Kollupitiya, Bambalapitiya, Borella, Narahenpita, which are located outside the Colombo Capital, have been identified for redevelopment and modernization as public shopping malls with high economic contribution.

	Location	Land Extent	Nature of the Development
1.	Kollupitiya Public Market	Approximately 109 Perches	Public Market and Mix Development
2.	Bambalapitiya Public Market	Approximately 40 Perches	Public Market and Mix Development
3.	Narahenpita Public Market	Approximately 240 Perches	Public Market and Mix Development

Table No. 6.17 : Proposed Public Market Development Projects
Source : Urban Development Authority, 2021

6.5.7.2. Retail Stores Development Projects

The process of getting goods and services into the hands of consumers is called retailing, and it is a major part of the local economy. It is more essential to strengthen the mechanism to meet customer needs and maintain the stability of the trade mechanism. Therefore, this will work towards achieving development goals through strengthening the local economy based on regionally spread retail stores.

Accordingly, through this project identification of the most attractive and marketable places for the business sector engaged in business activities in and around Colombo Manning Market and introducing smoother market mechanism will be done. Under Phase I, businessmen who are currently doing business in connection with the Manning Market, will be relocated to the proposed three-storey commercial building, in front of the 'World Market' shopping center. Further, the railway line, the 'World Market' shopping centre and the Olcott public car park will be inter connected.

6.5.8. Tourism Industry Related Developments

The vision of Sri Lanka Travel Strategic Plans 2017-2020 is to make Sri Lanka the best island in the world for memorable and diverse experiences. Colombo city has been recognized as a major tourist hub, and according to the Johns Lang Lasell - 2016 report, it has been recognized that a tourist who spends an average of 10 days on a trip spends at least 2 days in Colombo city.

Accordingly, the following areas have been identified for the development of the tourism industry associated with the city of Colombo.

- Sun and beach tourism
- Culture and heritage tourism
- Fashion tourism industry
- Waterfront tourism industry
- Tourism industry related to boats and other vessels
- Nature tourism industry
- Tourism industry related to night activities

Considering the current projects and achievements, various tourism zones have been identified for the promotion of the tourism industry. Accordingly, the catalyst projects proposed to be implemented in those regions are discussed below.

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Economic Development Strategy

Projects to Empower the Local Economy

Tourism Industry Related Developments

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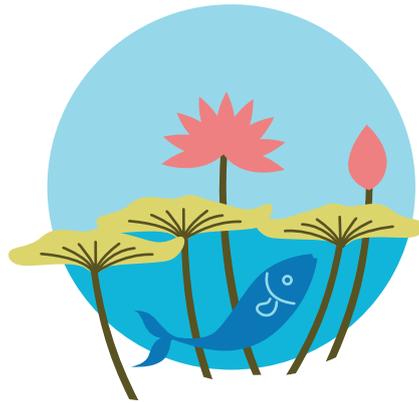
Tourism Industry
Related Developments

	Name of the Tourism Zone	The area under the tourism zone	Tourism sector to be promoted
1.	Coastal Tourism Zone	About 15 Km beach strip from Modara to Wellawatta.	<ul style="list-style-type: none"> • Coastal tourism industry • Boating and yachting tourism industry • Tourism industry with night activities
2.	Kelani River based waterfront tourism zone	About 4.2 km section from Mattakkuliya to Nagalagam Street	<ul style="list-style-type: none"> • Waterfront tourism industry • Boating and yachting tourism industry
3.	Canal-based Tourism Zone	St. Sebastian Canal Wellawatta, Kirulapana Canal, Heen Canal	<ul style="list-style-type: none"> • Waterfront tourism industry • Tourism industry related to night activities • Culinary tourism
4.	Colombo Special Tourism Zone	Greater Colombo Metropolitan Area including Pettah, Beira Lake area, Colombo Port City, Kollupitiya, Bambalapitiya, Colombo 07, Borella, Narahenpita	<ul style="list-style-type: none"> • Waterfront tourism industry • Tourism industry related to night activities • Culinary tourism
5.	Colonial Heritage Zone	Colombo Fort, Pettah Marine Mawatha, Colombo Harbour	<ul style="list-style-type: none"> • Tourism industry related to development heritage • Waterfront tourism industry • Tourism industry related to night activities • Culinary tourism

Table No. 6.18 : Proposed Tourism Zones to promote Tourism Industry
Source : Urban Development Authority, 2021

The following projects have been identified as catalyst projects to promote tourism areas and have been discussed under the Sustainable Environmental Development Strategy.

- Colombo Port City Project
- Maritime City Development Project
- Sebastian Canal Project (3.6 km)
- The project related to the section up to Kelani Ganga Estuary and Nagalagam Street
- Beira Lake Development Project
- Project related to Wellawatta Canal
- Project related to Dematagoda Canal
- Colonial Heritage Preservation Project



SUSTAINABLE ENVIRONMENT STRATEGY

6.6. Sustainable Environment Strategy

In the past, the city of Colombo can be introduced as a city which was nourished by the most biologically important ecosystems, namely; wetlands, a network of canals, and an associated micro-hydrological system. However, with the onset of human settlement, these ecosystems gradually began to degrade due to human activities. At present, most of the wetlands and water sources have been depleted, and the interrelationship between these systems has broken down.

Objectives of the Plan

6.6.1. Objectives of the Plan

It is expected to uphold a respectable interrelationship between green spaces and blue spaces in transforming the city of Colombo into the "Blue City of South Asia", which is the vision of the Colombo City Development Plan. Also, the objective is to utilize these blue- green spaces for the future development of the city and to ensure the higher level of accessibility for those green spaces to the city residents and users of the city. Furthermore, safeguard a standard level of mental health of the residents and commuters in the area, disaster management, conservation and sustainable use of environmental resources can be stated as the objectives of this plan.

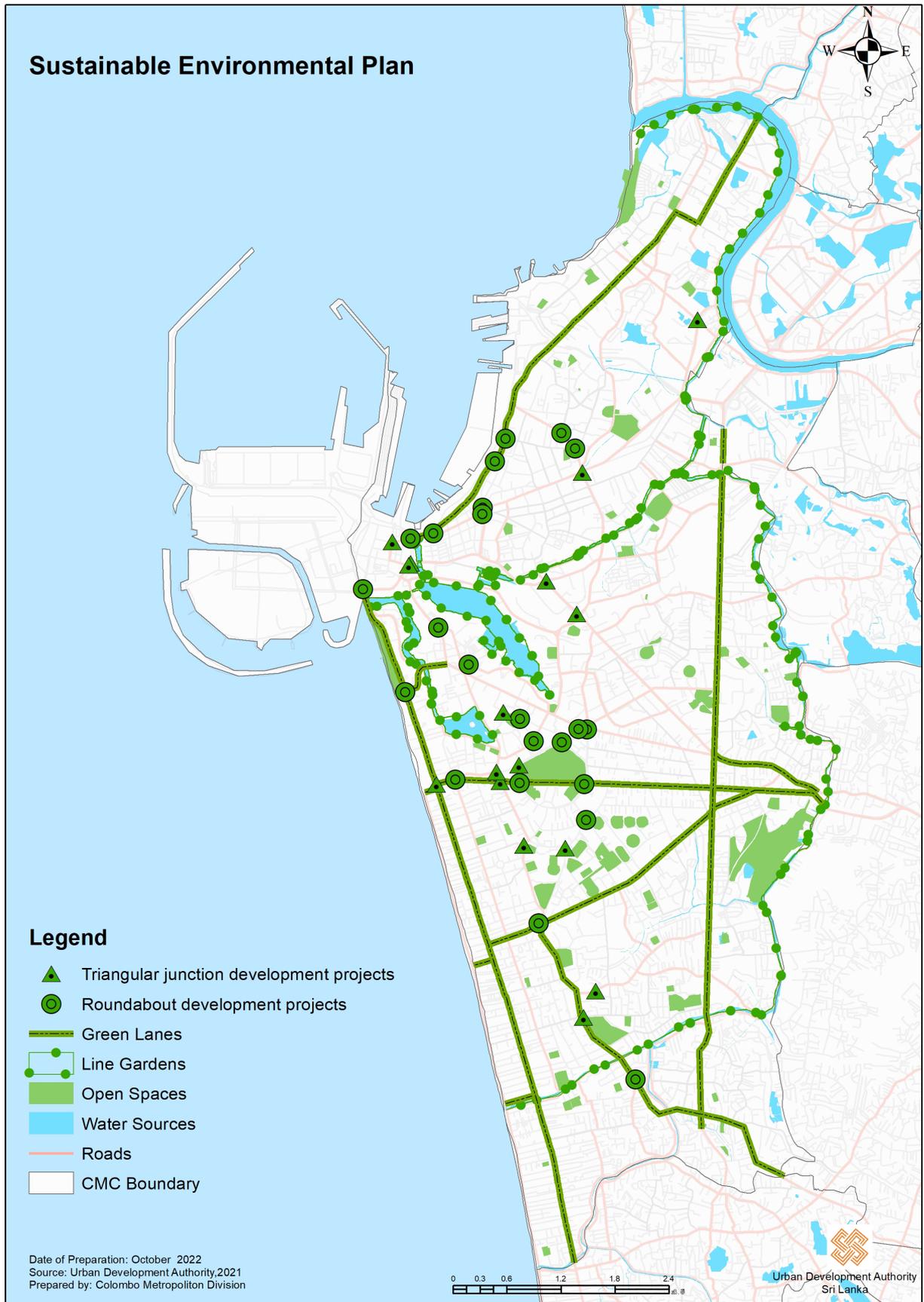
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6.6.2. Scope of the Plan

Sustainable
Environment Strategy

Scope of the Plan

The Sustainable Environment Strategy consists of plans such as Environmental Conservation Plan, Public Open Recreation Space Plan and Disaster Mitigation Plan. The planning period of this strategy will be 2021-2030. Furthermore, most of the projects included in this plan are mid-term projects, and long-term projects have also been identified. In this way, through the implementation of the Sustainable Environmental Strategy, the objectives of the Colombo City Development Plan: "The World's Most Sought-Waterfront Business Environment Experience" and "Revitalized Internationally Renowned Green Garden City Of South Asia" will be achieved.



Map No. 6.7 : Sustainable Environment Plan of Colombo Municipal Council Area
Source : Urban Development Authority, 2021

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Environment
Conservation Plan

6.6.3. Environment Conservation Plan

The Kelani River, Beira Lake, Coastal Belt, St. Sebastian Canal, Dematagoda Canal, Kinda Canal, Kirulapone Canal, Wellawatta Canal, Dehiwala Canal, Torrington Canal and Heen Canal are widespread natural wetland areas in the vicinity of the Colombo Municipal Council. Meanwhile, the environmental conservation plan introduces regulations for the conservation of those ecologically sensitive areas, and introduces strategies to reduce environmental degradation that may occur through human activities including illegal acquisitions. Accordingly, the environmental conservation plan can be implemented in a very short time, but the positive impact on the environment will be long-term.

6.6.3.1. Identification of Reservation zones to activate aqua corridors

(a). *Canal Reservations*

In order to prevent water source pollution and to prevent illegal dumping and encroachment, it has been recognized to enforce the canal reservations published by the Sri Lanka Land Development Corporation as given in Table No. 6.19.

Width of the Canal	Reservation to be maintained from the canal	
	Open Canal (Meters)	Closed Canal (Meters)
1.0 to 1.2	1.0	0.3
1.3 to 3.0	2.0	1.0
3.1 to 4.5	2.75	1.0
4.6 to 6.0	3.5	1.5
6.1 to 9.0	4.5	1.5
More than 9.0	6.5	2.0

Table No. 6.19 : Canal Reservations
Source : Land Development Corporation of Sri Lanka, 2021

(b). *Kelani River Reservation and Beira Lake Reservation*

According to the Irrigation Act 1924, the Irrigation Act 1951 and the Flood Prevention Act 1971, the Kelani river reservation of the Kelani river area is 60 feet from the banks of the Kelani River. The Beira Lake Reservation established by the Sri Lanka Land Development Corporation is 6.5 meters from its banks.

(c). *Coastal Reservations*

According to the Coastal Protection Act No. 57 of 1987, the legal area of the coastal zone is the area within a limit of 300 meters from the mid-tide line towards the land and 2 km from the mid-tide line towards the sea. In the case of rivers, streams, lakes or any other body of water permanently or temporarily connected to the sea, the landward boundary shall extend to a limit of 2 km measured perpendicular to a straight line drawn between their other natural point of entry, and so to the sea. It includes associated rivers, streams and lagoons or any other body of water. Accordingly, for the development works carried out in these areas, should obtain the Coastal Conservation Department's planning clearance or approval for development work.

6.6.3.2. Improvements and cleaning of existing water sources within the city of Colombo

Since it has been identified that 90% of the existing waterways within the Colombo Municipal Council area are polluted, the following canals should be cleaned and improved.

Water Source	Length of Water sources to be improved and cleaned km
Kalani River	4.3
St. Sebastian Canal	4.2
Torrington Canal	1.6
Wellawatta canal	4.3
Heen Ela	2.2
Beira Lake	10.2

Table No. 6.20 : Water sources to be improved and cleaned
Source : Urban Development Authority, 2021

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Spatial Plan for
Proposed
Public Outdoor
Recreation Facilities

6.6.4. Spatial Plan for Proposed Public Outdoor Recreation Facilities

According to the consensus of the "Spatial and Design Standards for Urban Development" workshop held by the Urban Development Authority in April 1983, it has been decided that an area of at least 1.4 hectares (3.5 acres) should be set aside for 1000 people as the standard for public outdoor recreation areas. However, in a city the above standard has also been allowed to revise by considering the changes in the natural and social environment associated with future development.

Accordingly, in the year 2020, 556 hectares of public outdoor recreational facilities are required for the resident population of the Colombo Municipal Council area, but currently there is only 200 hectares of public outdoor recreational facilities available.

Also, since the predicted residential population for the year 2030 is about 634,000, considering the standard value, the area of public outdoor recreation facilities required by the residential population is 900 hectares.

Accordingly, the following strategies have been identified to increase the space for public outdoor recreation facilities available in the city of Colombo.

- Creation of linear parks within the reservation areas on both sides of the water bodies which are connecting Colombo Municipal Council Area with other adjacent areas.
- Also creating small parks as tree-planted areas for the areas with high surface temperature and developing as linear parks on the sides of roads.
- Development of open spaces as urban parks identified under the proposed catalyst projects in the city of Colombo.

The amount of public outdoor recreation facilities and the type of parks available in the jurisdiction of the Colombo Municipal Council in the year 2020 is given in Annexure 4.

6.6.4.1. Waterfront Linear Parks Developments

Along the 4.2 km long Kelani River, the 5.2 km long St. Sebastian Canal and the 3.8 km Wellawatta Canal as well as the Dematagoda Canal reservation will consist of special green areas, walking lanes and recreational and tourism-enhanced public spaces. The aim is to minimize the impact on water resources and reservations due to unauthorized low-income housing located on both sides of the St. Sebastian Canal and the Kelani River as identified in the background analysis. The waterfront linear park developments are shown in Table No. 6.21.

Linear Parks	Length of Linear Park (km)	Extent (Ha)
Kelani River Left Bank Linear Park 4.3k.m. × 60m	4.3	25.8
Beira Lake Linear Park 5.2 km × 6.5m	10.2	6.68
Dematagoda Canal Linear Park Dehiwala	3.8	2.5
Wellawatta canal Linear Park	3.8	3.38
Sebastian Canal Linear Park from Pettah to Peliyagoda – 4.2km × 6.5m	3.0	5.4
Kirulapone Canala Linear Park	3.6	
Kinda Canal	4.7	3.0

Table No. 6.21 : Proposed Spatial Plan for Public Outdoor Recreational Facilities
Source : Urban Development Authority, 2021

6.6.4.2. Proposed Green Boulevards

It is proposed to develop the roads shown in Table No. 6.22 as linear parks with the aim of creating comfortable urban spaces for the people migrating to the Colombo city by reducing the urban temperature in the areas with high building density and high surface temperature, improving the visual quality, increasing the living standards of the residents, giving a new face to the city, improving physical and mental condition of the public by directing them for walking and reducing air pollution. This improves the living standards of the public.

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Furthemore, it has been proposed to plant plants/trees/vines which absorb a high volume of Carbon Dioxid, along road sides or center line of identified roads, while adopting to a Landscape Plan. Accordingly, those green boulavards will act as natural wind flows to create a systematic wind circulation pattern in the city while increasing the green density of the area.

No.	Road	Length km	Extent hectares
1.	From Kota Road Junction to Ayurveda Junction	2.54	0.25
2.	Kollupitiya Railway Station Road	0.26	0.03
3.	Bambalapitiya Railway Station Road	0.44	0.04
4.	Bambalapitiya Railway Station Mawatha	0.68	0.068
5.	Mattakulia Church Road	2.68	0.27
6.	High Level Road - up to Tummulla Junction	8.66	0.87
7.	Sir Ramanathan Avenue and Aluth Mawatha Ferguson Road	10.10	1.01
8.	Baseline Road	15.52	1.55
9.	Dudley Senanayake Mawatha to Sri Jayawardenepura Road	1.92	0.19
10.	Castle Street	1.62	0.16
11.	Justice Akbar Avenue	1.6	0.16
12.	Improve visual quality	3.5	0.35
13.	From Tummulla Junction to Havelocktown	2	0.2
14.	From Galle Road along St. Michael's Road to St. Michael's Roundabout	0.4	0.04

Table No. 6.22 : Proposed Green Boulavards
Source : Urban Development Authority, 2021

Reconstruction of Roundabouts, Triangles and Center Islands

In addition to the roads identified in Table No. 6.22 above, the Colombo Municipal Council and the Ministry of Environment jointly launched a project to plant 100,000 new trees in the jurisdiction of the Colombo Municipality under the theme "Let's save a tree for Colombo" in the year 2021.

The main objectives of this project are to introduce plant species that can be grown in a small space for the people living in apartments by involving them directly in the project and to establish a fruit garden with rare fruits to educate the children of the Colombo Municipal Council. It has been implemented by planting 100,000 trees in the council area.

Also, it is expected to enhance the beautification of the physical environment of the city through the reconstruction of the existing roundabouts, triangles and center islands of the roads identified for development under this project.

No	Roundabouts, Triangles and Center Islands	extent (sq.m)
Roundabouts		
1	George R de Silva Mawatha (Kotahena)	173
2	George R de Silva Mawatha, Jumpetta Street Junction, Perera Avenue	16
3	Vauxhall Street Road Junction	30
4	Liberty Plaza Junction, Dharmapala Mawatha Junction	200
5	Chithappalam A. Gardner Mawatha, Kumara Ratnam Road	400
6	Duplication Junction	66
7	Gabos Avenue Junction / Sea Avenue	142
8	Wimaladharma Clock Tower	515
9	Galle face	20
10	Gas Works Street Junction / Main Street	50
11	YMBA Colombo 01 / Sri Baron Jayathilaka Mawatha	20
12	Galleroad (Opposite to Galadari Hotel)	591
13	Independence Avenue/ Maitland Crescent Junction	117
14	Horton Place / Alexandra / C.W.W. Kannangara Mawatha	360
15	Lipton Roundabout	230
16	Braybrook Place / Park street Junction Roundabout / Center Island Braybrook Place	300
17	Infront of Osusala Pharmacy, Union Place (Colvin R de Silva Mawatha / Dharmapala Mawatha Junction	42

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No	Roundabouts, Triangles and Center Islands	extent (sq.m)
18	Tummulla Roundabout	183
19	Kochchikade Junction Opposite Saint Anthony Church	105
20	Reed Avenue / Thurston Road Junction (Square) (Bullers Road)	101
21	Havelock Road Maya Mawatha Junction ("Vilasitha Niwasa")	85
22	Hyde Park Corner / Park Street Junction	154
23	Behind Public Library, Marcus Fernando Avenue / Green Path Junction	375
24	FR Senanayake Mawatha / Dharmapala Mawatha Junction	228
25	Roundabout in front of D2A office	80
26	Kollupitiya Saint Michael Road roundabout	200
Triangles Traffic Island		
1	Thummulla Junction Near Thurston Road Entrance	100
2	Dharmapala Mawatha / Marcus Fernando Mawatha Junction Colombo 07 (infront of Sampat Bank)	600
3	York Street / Baron Jayathilake Mawatha Junction	220
4	Maradana Junction	850
5	Center Triangle behind Lake House	240
6	Olcott Avenue / Lotus Road Junction	120
7	Royal Avenue / Reed Avenue Junction	150
8	Panchikawatta Sri Sangharaja Mawatha Junction	300
9	Muttiah Road Center Triangle	40
10	Havelock Town (Near "Vilasitha Niwasa") Center Triangle	50
11	Green Path / Flower Road Junction	100
12	Dharmapala Mawatha/ Flower Road Junction	100
13	Flower Road near Sir Marcus Fernando Mawatha in front of the library	400
14	Near BRC Sports Ground and Dickman Road Junction near Isipathana Mawatha (Near Hendry Pedris Statue)	200
15	Lotus Road / Sir Baron Jayathilaka Mawatha Junction	60
16	Kollupitiya Junction	120
17	Jethavana Road / Armor Street Signal Pole - Colombo 14	100

No	Roundabouts, Triangles and Center Islands	extent (sq.m)
18	Opposite Liberty Plaza Colombo 03 Corner Splay Street Corner	300
19	FR Senanayake Mawatha	60
20	No. 800 Sirimavo Bandaranaike Mawatha, Opposite DIMO Benz Showroom	625
21	Havelock Junction Near Maya Mawatha 'Redimola'	40
22	Timbirigasaya / Siripa Road Junction (Near FAB)	80
23	Technical Junction (Industrial College Junction)	175
24	Junction Near Gamini Hall	150
25	Public Library, Town Hall, Colombo 07	80
26	Reed Avenue / Stanley Wijesundara Mawatha Junction Central Triangle	80
Center Islands		
1	Green Path	1000
2	Behind the Yamaha showroom	60
3	Alexandra Place Kannangara Mawatha	240
4	Deans Road	450
5	Around Lipton Roundabout	20
6	Flower Road near D.R. Wijewardena Mawatha in front of Sri Lanka Exhibition and Convention Center (SLECC).	40
7	From Panchikawatta towards Maligawatta	30
8	Junction of Staple Street / Union Place	30
9	Dharmapala Mawatha / FR. Senanayake Mawatha Junction	71.4
10	Dr. C.W.W. Kannangara Mawatha (Between Rosemead Place and FR Senanayake)	330
11	Union Place / Dharmapala Mawatha Junction	87.8
12	D.R. Wijewardena Mawatha	2200
13	Sri Saddharma Mawatha and Pradipa Mawatha	1000
14	George R de Silva Avenue	13
15	Infront of Leslie Ranagala Mawatha PIM	120
16	James Peers Mawatha Colombo 02, Wakanda Mawatha Junction	204
17	Chitthampalam Gardner Avenue	200
18	From Bambalapitiya Junction to Wellawatta	700

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No	Roundabouts, Triangles and Center Islands	extent (sq.m)
19	George R de Silva Avenue / Christy Perera Avenue Junction	30
20	Thurston Road / Fifth Lane Junction	25
21	Ratana Jyoti Sarana Muttu Mawatha (Aduruppu Street)	60
22	From Kollupitiya Junction to Galle Face Roudabout	350
23	Dharmapala Mawatha	750
24	From Kotahena Roundabout to Armor Street Junction	100
25	George R de Silva Ave	200
26	FR Senanayake Mawatha	630
27	New Scout Avenue / Rotunda Park intersection	60
28	New Scout Avenue, Sri Uttarananda Mawatha intersection	90
29	Between Kotahena roundabout and Hettiwatta	100
30	St Anthony Road from Jintupitiya to Hettiwatta	150
31	Between Armor Street intersection and Building Materials Corporation	100
32	Landscapes from Dudley Senanayake Avenue, Kinsey Road Junction to Devi Balika Junction	400

Table No. 6.23 : Roundabouts, Triangles and Center Islands

Source : Urban Development Authority, 2021

6.6.4.3. Urban Parks under Catalyst Project

The following table shows the urban parks identified under the catalyst projects within the jurisdiction of the Colombo Municipal Council, and in addition to the existing parks, spaces for public leisure and entertainment are created through these projects. Through the creation of these spaces, physical development is also carried out in the project areas. Further, the economic environmental and social developments are also carried out constantly. The existing urban parks under Catalyst Project can be indicated by Table No. 6.24.

No	Parks	Description	Extent (Hectares)
1.	Beira Lake Park		43.0
2.	Recreational Investment Corridor		150.0
3.	Borella Cemetery urban Park		19.3
4.	Viharamahadevi Park Activation Project		24.28
5.	Crow Island		6.8
6.	Proposed urban park for Methotamulla waste disposal site		7.1
7.	Proposed Neighborhood Park near Kettarama Maha Vihara		1.33
8.	Proposed Neighborhood Park between Sanchiarachi Garden Mawatha and St. Sebastian Ala.		0.7
9.	Cycling lanes linear park 1.5, 2.5 × m. 23 From Colombo Port City to Diyata Uyana		6.0

Table No. 6.24 : Urban Parks under Catalyst Projects
Source : Urban Development Authority, 2021

(a). *Beira Lake Park*

The creation of recreational spaces consisting of shaded paths, public squares and small parks in the vicinity of Beira Lake. By taking Beira Lake as the main public aspect of other developments in the region, the visual and physical accessibility of development activities should be strategically directed to Beira Lake.

(b). *Recreational Investment Corridor*

The beach from Galleface to Dehiwala will be created as a recreational facilities investment corridor under the identified Catalyst Project. It will include green areas, walking lanes, high value recreational spaces and other necessary facilities. In these developments around the sea, the conservation of wind paths and the increase of visual and physical accessibility to the seashore are also done strategically.

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(c). *Crow Island*

This park is located in Mattakkuliya (Colombo 15), has been developed under the Colombo Greater Urban Development Project. The main objectives of this development project are to improve the quality of the beach, provide entertainment while protecting its natural environment and create scenic beauty. The park will be developed as a beach park consists of walkways, restaurants, outdoor theaters, children's parks and vehicle parking facilities.

(d). *Proposed Neighborhood Parks between Sanchiarachi Garden Mawatha and St. Sebastian Canal, near Kettarama Maha Vihara.*

Due to the widespread presence of underserved settlements in this area and due to the fact that resettlement projects are spread around this area, Neighborhood Parks have been proposed near Kettaramaya Maha Viharaya, between Sanchiarachi Garden Mawatha and Saint Sebastian Canal, with the aim of improving the living conditions of the people reside in the area. Further, by creating green lanes, the physical, mental and social well-being of individuals as well as the physical development of the city can be maintained at a sustainable level.

(e). *Bike lanes and linear parks*

These cycling lanes are created from Colombo Port City to Diyatha Uyana and these lanes will be developed in a way to use as a transport mode for school children and the public entering to the city for jobs. Here, the existing urban parks, on landscape areas as well as water sources and wetland parks (Vihara Maha Devi Park, Golf Course, Royal Park, Diwannawa, Baddagaana Wetland Park, Kimbulawala Linear Park, Ape Gama, Diyata Uyana Urban Park) are mainly utilized for this. This lane is being developed in total length of 23 km and width from 1.5 meters and 2.5 meters. The development will provide active recreational facilities and passive recreational facilities. By this, accessibility is provided for the public to reach recreational facilities more easily, by connecting open spaces with each other and develop as linear parks connected with existing urban parks.

6.6.4.5. Temperature Control Strategy

As a temperature control strategy, not only the construction of small gardens, but also when using the open spaces for the construction of buildings, wind directions should be taken into account consideration. And the building should be designed to reduce the above problematic situation. Accordingly,

- I. Control of height according to wind directions in setting height limits through the zoning and provide ventilation by disallowing buildings of uniform height in the identified wind directions.
- II. Creating wind corridors by interconnecting existing open spaces.
- III. Prepare Development Guide Plans to include wind corridors between houses.
- IV. Incorporation of design regulations required for construction of buildings with green roofs in development plans. Use of white color in building designing.
- V. Planting of open seed plants in the city and planting of low level trees is done according to horticultural concepts.
- VI. Creating green mixed traffic parking spaces (green parking)

6.6.5. Disaster Mitigation Plan

6.6.5.1. Emergency And Flash Flood Control Strategies

Flooding in Colombo city was identified as a major problem in the context analysis. As it is mentioned, it is indicated that in case of rainfall with an intensity between 50-100 mm, a flash flood will occur within a period of 1 to 2 hours. According to the disaster analysis conducted by the relevant stakeholders, it can be identified that there is a high flood disaster situation along the Kelani River banks and canals. In the Commercial City of Colombo, there are two main causes of flash floods namely; Kelani River overflow and low capacity of the existing storm-water management system.

In moving towards a “Aquarina”, which is the future vision for the city, it is very important that the city of Colombo is free from the risk of flooding. Along with the development of the water-front corridors, it is necessary to maintain a flood prevention and storm water management system.

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Therefore, the stormwater management projects proposed by other stakeholders are proposed to be incorporated under the City of Colombo Development Plan.

(a). Large-Scale Stormwater Management Projects Proposed And Implemented By The Sri Lanka Land Development Corporation

Project phase	Proposed Rainfall Management Projects
Completed projects	<ul style="list-style-type: none"> • New Mawatha Culvert, Mutwal Estuary Main Canal. • St. Sebastian South Canal • Wellawatta canal
Ongoing projects	<ul style="list-style-type: none"> • St. Sebastian North Canal • St. Sebastian North Watergate and Pumping Station
Projects in procurement stage	<ul style="list-style-type: none"> • New Mutwal Tunnel and Torrington Tunnel • Kolonnawa Canal Diversion Scheme Phase 2 • St Sebastian South Pumping Station
Projects in the detailed planning stage	<ul style="list-style-type: none"> • Kolonnawa Canal Diversion Scheme Phase 1, 3 and 4

Table No. 6.25 : Large Scale Stormwater Management Projects Proposed and Implemented by Sri Lanka Land Development Corporation | Source : Urban Development Authority, 2021

(b). Storm Water Management Projects Proposed by the Colombo Municipal Council

- I. Prevention of flooding in No. 175 Watta and No. 211 Watta of Nagalagama Road and No. 75 Watta of Fergusson Mawatha
- II. Flood prevention from K. Cyril. C. Perera Mawatha and George R. De Silva Mawatha to Arthur de. Silva Mawatha junction
- III. Flood Prevention in the Kimbula Canal housing complex.
- IV. Flood prevention of opposite of Sangharaja Mawatha, Wales Kumara Lane and Diesel and Motor Engineering (Private Company)
- V. Prevention of flooding around Green Lane, George R. De Silva Mawatha and Ratnam Playground areas
- VI. Saunders Place flood prevention
- VII. Flood prevention in Maligawatta housing complex
- VIII. Preventing flooding in the Norris Canal area
- IX. Stormwater Management High Level Road in Siridhamma Mawatha and surrounding area,

- X. Preventing flooding in Kirulapana Junction and Robert Gunawardena Mawatha areas
- XI. Prevention of flood on Purwarama Mawatha and Kandewatta roads
- XII. Flood prevention on Park Avenue
- XIII. Tummulla Junction Terminal Canal
- XIV. Development of Colombo Road (Marine Drive) from Dehiwala Bridge to Bambalapitiya Railway Station Road

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6.6.5.2. Recommendations for flood control

- Directing the low-income houses within the water source reservation boundaries into vertical construction and restricting horizontal development in the city of Colombo.
- All water source reservation areas shall be landscaped as open spaces and developed as linear parks including walking paths. (Public recreational facilities are included in the spatial plan)
- Controlling Colombo floods by constructing wall type embankments on both sides of Kelani River, which is the natural river that flows through Colombo city (Protecting to 1.25 years event).

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UTILITY SERVICES MANAGEMENT STRATEGY

6.7. Utility Services Management Strategy

A well-managed and efficient utility service network can be stated as a basic requirement for the efficient functioning of a city. It is important to adopt an integrated approach in managing utility services to ensure sustainable resource use, resource conservation and equitable access to infrastructure. Identifying the city's demand and ensuring supply in a way to meet the demand can be introduced as the basic foundation of efficient utility service management. Accordingly, the utility Service Management Strategy can be introduced as the basis of all other strategies towards achieving the desired development goals through the development plan.

6.7.1. Objectives of the Plan

The objective of the Utility Services Management Strategy of the City of Colombo Development Plan 2022-2031 can be stated as: providing adequate social and physical infrastructure facilities for the people living in the Colombo city and the commuters, ensuring the smooth flow of the social, economic and socio-political activities of the city and networking all utility services.

6.7.2. Scope of the Plan

A planning strategy is introduced by integrating all related institutions and stakeholders for the management of all infrastructure for utility services in the city. Here, the infrastructure facilities are mainly differentiated as social and physical infrastructure. Furthermore, the planning period of these planning strategies is from 2021 – 2030, and the construction activities of the projects identified under this strategy would be short and medium term.

6.7.3. Social Infrastructure

The provision of social infrastructure is essential to ensure the social development of the urban community, thereby improving the quality of life of the people. Accordingly, the demand for social infrastructure will be identified and the necessary facilities will be adequately provided. As the city of Colombo is an international city with a high population attraction, it is essential to maintain the quality of the social infrastructure provided. Accordingly, a quantitative and qualitative evaluation of health facilities, education facilities and other public facilities such as public shops, sports and entertainment facilities, public cemeteries, post offices, banking and financial facilities, and public sanitary facilities have been carried out as social infrastructure facilities.

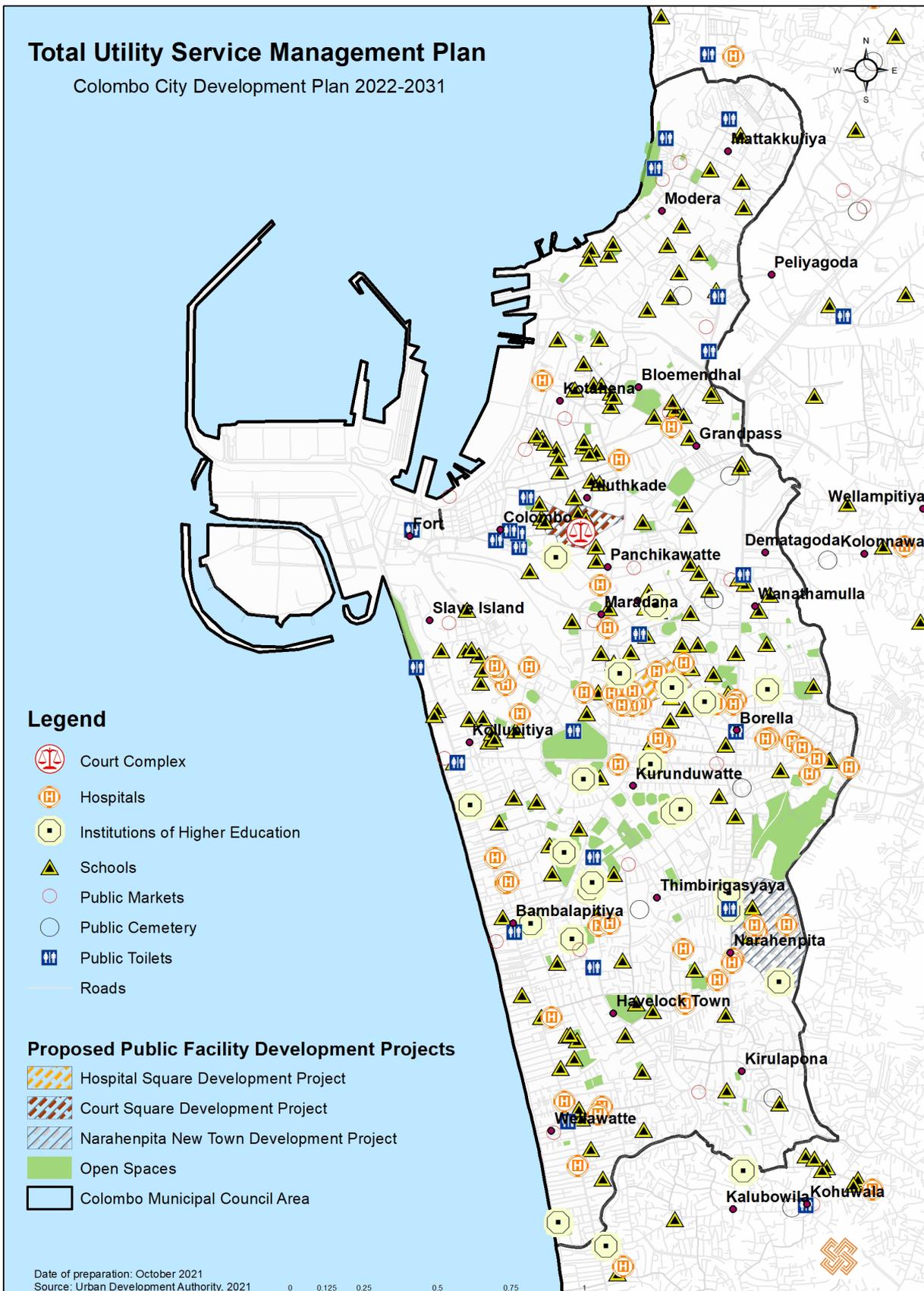
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Objectives of the Plan

Scope of the Plan

Social Infrastructure



Map No. 6.8 : Total Utility Services Management Plan Of City of Colombo
Source : Urban Development Authority, 2021

6.7.3.1. Health Facilities

When studying the distribution of public and private hospitals in the Colombo Municipal Council area and their service area, it can be recognized that the entire Colombo Municipal Council area is equipped with adequate health facilities. However, the public hospitals within the jurisdiction of the Colombo Municipal Council are expected to increase the capacity of the hospital premises to provide more efficient and smooth service to the people. Accordingly, the Hospital Square Development Project has been identified as a pilot project.

(a). Hospital Square Development Project

However, since the space and buildings of the hospital premises are not located in an orderly and comfortable manner, it was recognized that there is a need to build a healthy environment with the necessary facilities for the hospital staff, patients and visitors. Accordingly, it is intended to properly renovate the surgery complex, cardiology unit and Victoria building and provide sufficient parking facilities, while preserving the historically valued buildings in the hospital premises.

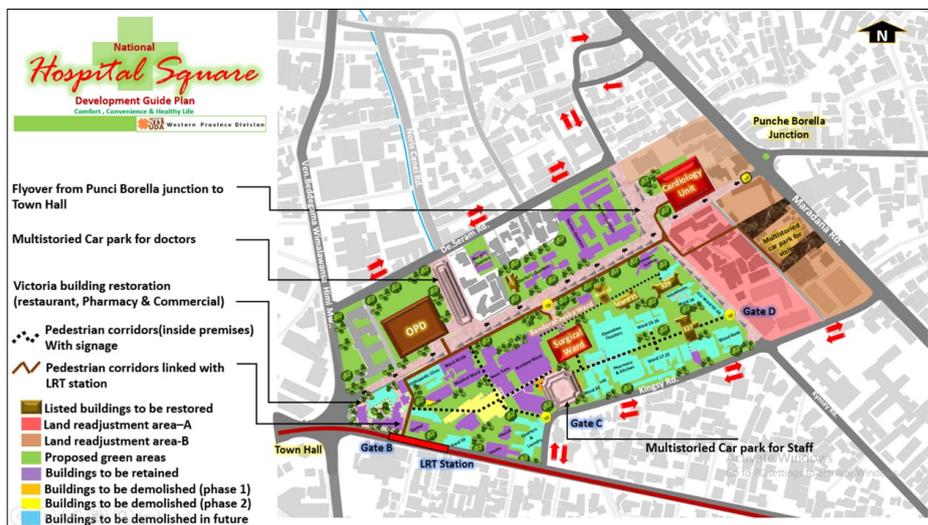


Figure No. 6.39 : The Layout Plan of Hospital Square Development Project
Source : Urban Development Authority, 2021

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However, since the space and buildings of the hospital premises are not located in an orderly and comfortable manner, it was recognized that there is a need to build a healthy environment with the necessary facilities for the hospital staff, patients and visitors. Accordingly, it is intended to properly renovate the surgery complex, cardiology unit and Victoria building and provide sufficient parking facilities, while preserving the historically valued buildings in the hospital premises.

(b). Narahenpita New Township Development Project

According to the lifestyle of the residents of Colombo and its suburbs, there is a greater tendency to go to private sector hospitals to get health services. Also, since the service level of the private sector hospitals established in the city of Colombo is high, people are attracted to the Colombo city to get health facilities from other areas of Sri Lanka. Recognizing the above needs, space is allocated at strategic locations to encourage private sector investment opportunities in the health sector of Colombo. Accordingly, Narahenpita Kirimandala Mawatha area can be indicated as the identified areas.

It can be observed that there is currently a high demand for the concentration and expansion of hospitals, pharmacies, laboratory services and other health services in the vicinity of Narahenpita. For example, hospitals such as Nine Wells Hospital, Asiri Hospital and Kings Hospital have been developed along Kirimandala Road and as well as Military Hospital and Police Hospital within an area of one square kilometre. Recognizing that development trend, an area of about 6 acres of land has been allocated for the development of health facilities under the Narahenpita New Town Development Project in order to increase the investment opportunities of the private sector in the health sector. (Image No. 6.37)

6.7.3.2. Education Facilities

It was assumed that the service area of the schools within the jurisdiction of the Colombo Municipal Council would cover an area with a radius of 1 km. Accordingly, it can be concluded that the schools and educational institutions located within the Colombo Municipal Planning Area have the ability to provide adequate educational facilities for the population predicted for the Colombo Planning Area by the year 2031.

(a). *Narahenpita New Township Development Project*

Due to the rising standard of living of Colombo city dwellers and social motivation, the new trends of high and middle income residents enrolling their children in private schools are gradually growing. Accordingly, there are currently 48 international schools in the city of Colombo, but there is a need to provide more space for private schools, including international schools, in relation to the increasing demand. Accordingly, under the Narahenpita New Township Development Project, space has been set aside to establish private schools in Narahenpita and its surrounding area to create an urban environment with all facilities. Thus, under the new city development project, a land area of about 12 acres near Kirimandala Mawatha has been proposed to be provided for the establishment of international private schools. (Figure No. 6.40)

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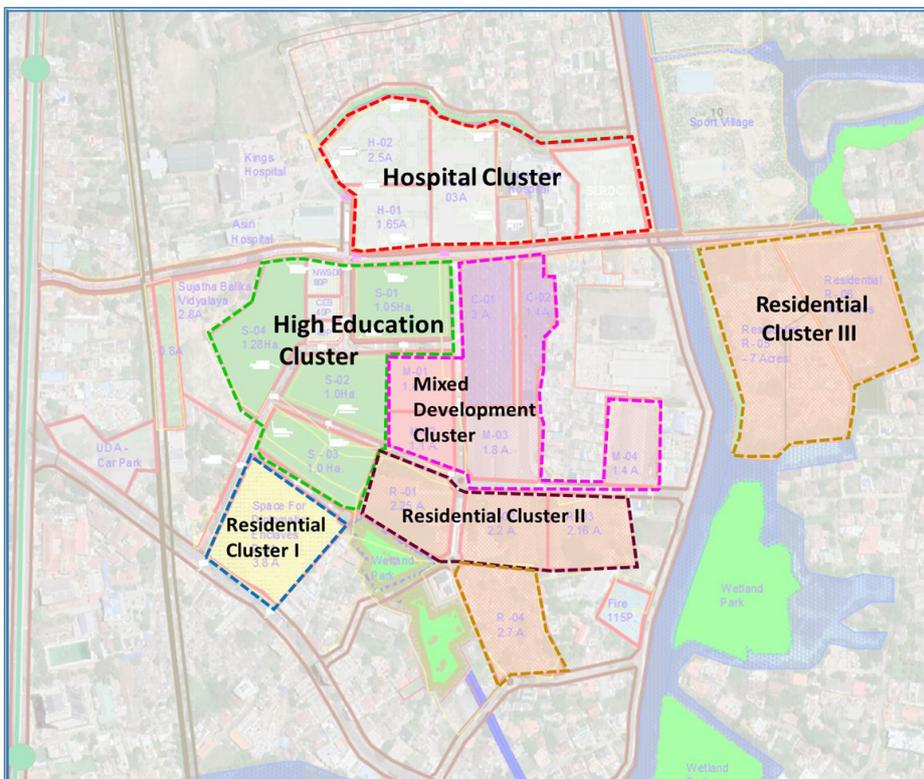


Figure No. 6.40 : Layout Plan of Narahenpita New Township Development Project - Land Allocated for Health Facilities and Education Facilities | Source : Urban Development Authority, 2021

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6.7.3.3. Common Facilities

Public and private shopping malls, financial institutions, post offices, sports and other entertainment venues, public sanitation facilities and public cemeteries can be identified as public facilities spread within the jurisdiction of the Colombo Municipal Council.

Accordingly, there are about 18 public shopping complexes around the Colombo Municipal Council area, which are capable of providing adequate facilities to the people. Further, with increasing urbanization, there is a high demand for modern stores and department stores such as Keells, Cargills, Softlogic, Glomark, Laughs, Spar, Arpico, Food City in the private sector and Sathosa, Cope City, Raja Vasala Super Market in the public sector.

Sports and Recreational Facilities – By providing sports and recreational facilities, a positive contribution is made to the development of the city due to the improvement of the personality and mental health of the citizens. Sports facilities such as swimming pools, playgrounds, cinema halls, art galleries, parks, theaters etc. can be mentioned under this.

Cemeteries – There are 5 main cemeteries in the Colombo Municipal Council area namely Madampitiya Cemetery, Borella Cemetery, Kuppiyawatta Cemetery, Javawatta Public Cemetery and Kirulapana Public Cemetery. Furthermore, most existing public cemeteries are located in strategic locations of high economic value. Considering the increasing demand for land with urbanization, new cemeteries will not be allowed to be established in the Colombo Municipal Council area except the existing cemeteries. Furthermore, expansions are not provided to increase the space of existing cemeteries, and cremation is highly encouraged.

Sanitation Facilities – It is essential to provide quality public sanitation facilities for commuters who move daily within the Colombo Municipal Council area. Accordingly, more care is given to elderly people, disabled people, women, tourists and strangers.

Judiciary Square Project

It is proposed to implement the Judiciary Square development project in the area bounded by Miraniya Road, Halfdop Road, Dam Street and St. Sebastian Street in the Colombo Municipal Council area. Thereby it is intended to systematize the existing informal land use pattern in the area and provide adequate infrastructure, security and schematize the surrounding spatial and environmental features to define as a supreme location with unique identity.

It is proposed to replace the new court complex on the 6-acre BCC land acquired by the Ministry of Justice while preserving the existing court buildings with high antiquity and architectural character. It is intended to make the project area exclusive for court related activities through identifying short-term, medium-term and long-term projects. It is proposed to provide the necessary facilities through the development of infrastructural facilities such as favorable pedestrian paths, vehicle parking facilities, rest and waiting areas, scenic spots, and the development of Sebastian Canal.

1. Phase I Short Term Projects – Development of New Court Complex on BBC land
2. Phase II Short Term and Medium Term Projects
 - Renovation of existing buildings and rehabilitation with judicial activities
 - Building renovation
 - Landscape development
 - Improvement of pedestrian friendly walkways and pavements
 - Development of car parks
 - Development of prominent landmarks
3. Phase III Long Term Projects - proposal for vehicle parking and propose spaces for legal work
 - Landscape development
 - Development of car parks
 - Improvement of pedestrian friendly walkways and pavements

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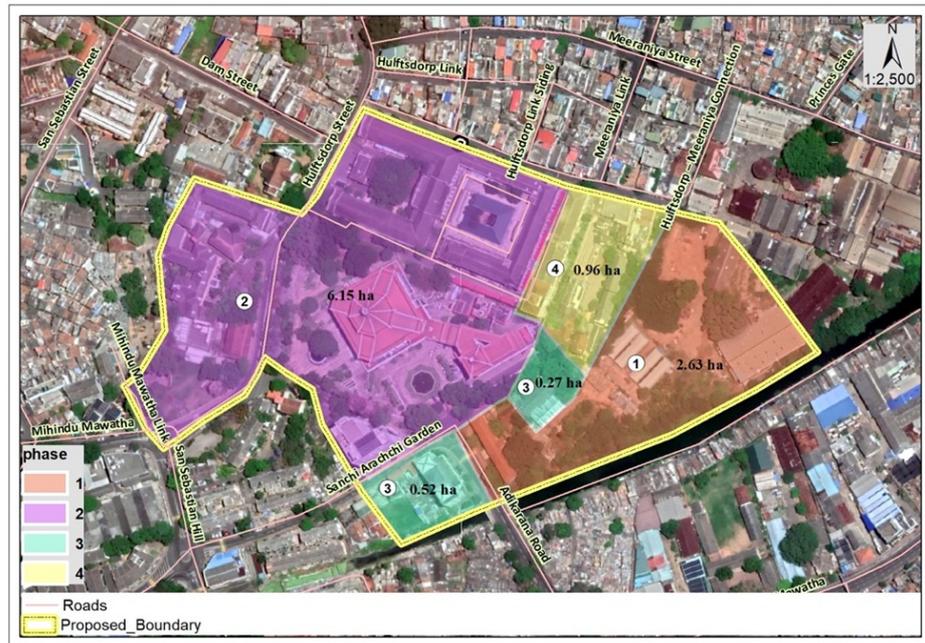


Figure No. 6.41 : Layout Plan of Judiciary Square Development Project
Source : Urban Development Authority, 2021

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6.7.4. Physical Infrastructure Facilities

Physical infrastructure is the basic physical structures required for the functioning of a city's economy and adequate and quality infrastructure will appropriately manage the sustainable existence of the city. The large-scale infrastructure which are required to streamline the city mechanism, is provided by the public sector or certain monopolies, while the small-scale infrastructure can be produced by private companies or local collectives. Accordingly, water facilities, electricity facilities, sewerage and waste water facilities and solid waste disposal facilities can be mentioned as the physical infrastructure required for urban processes.

6.7.4.1. Pipe-Borne Water Supply Plan

In reaching the objectives of the City of Colombo Development Plan prepared for the period 2022-2031, it is essential to provide adequate and continuous water supply to the people on a daily basis. The objective of the plan is to identify the existing methods and proposed projects to meet the predicted water demand for the year 2031.

Expected Water Demand by the Year 2031

It has been identified that the forecast residential population of the Colombo Municipal Council area for the year 2031 will be about 634000 and the commuter population will be about 940000. In the calculation of water demand related to the development zones in the planning area, the daily water requirement of a resident per capita was considered as 120 liters and the daily water requirement of a person coming from outside the city was considered as 50 liters. Accordingly, the predicted water demand in is indicated Table No. 6.26 and Map No. 6.4.

Accordingly, by the year 2031, the total daily water demand within the Colombo Municipal Council will be about 111,800 cubic meters, the daily domestic water demand will be 66,555 cubic meters, and the daily water demand for non-domestic activities will be about 45,240 cubic meters.

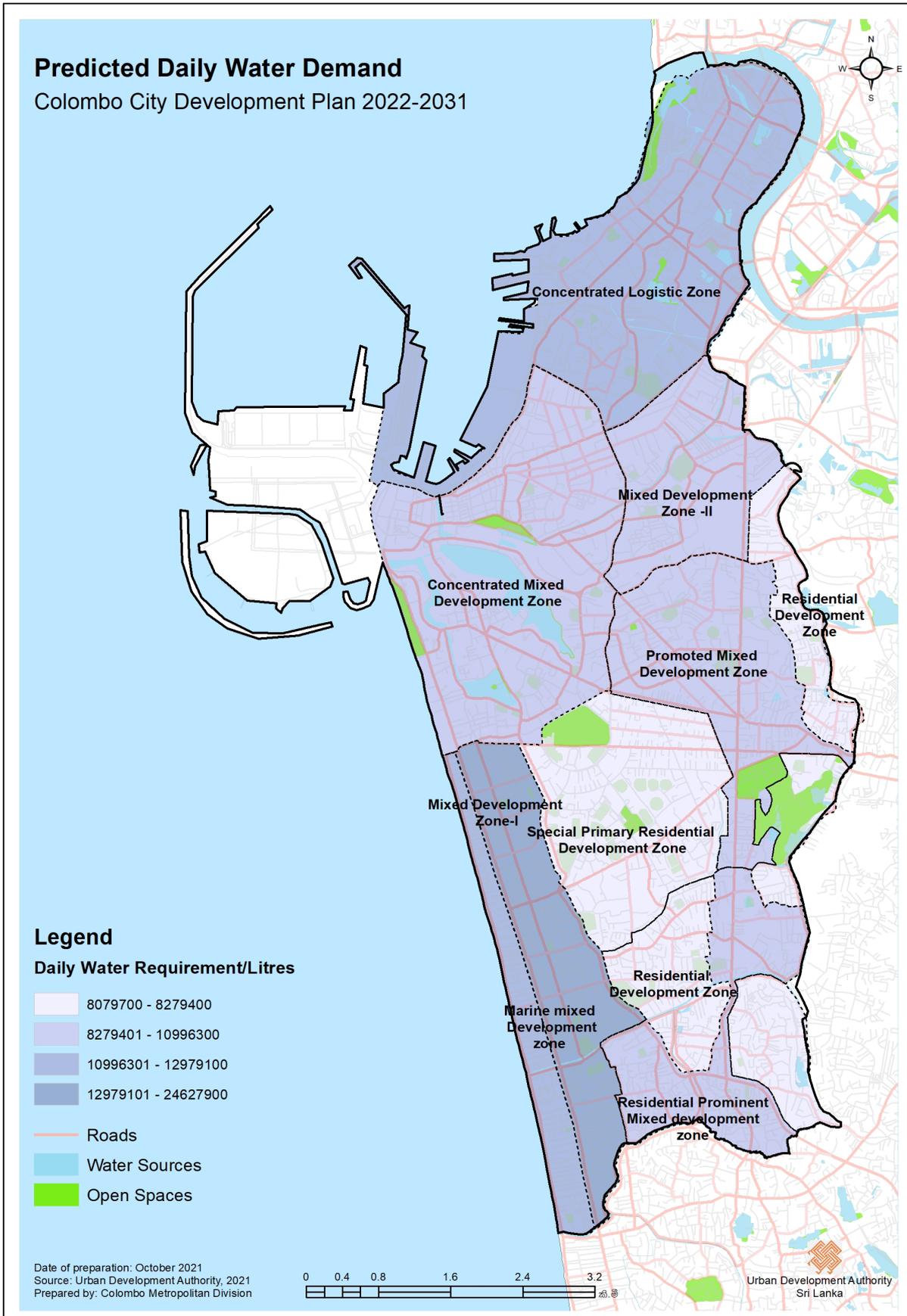
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Development Zone	Expected Resident Population for Zones	Daily water demand for expected resident population-Liters	Expected Commuter Population for Zones	Daily water demand for expected commuter population-Liters
Compacted Mix Development Zone	137,770	1,652,520	183,695	9,184,750
Mix Development Zone I	131,935	15,832,200	175,915	8,795,700
Seafront Mix Development Zone	68,240	8,188,800	90,990	4,549,300
Mix Development Zone II	54,415	6,529,560	72,550	3,627,550
Logistic Development Zone	69,530	8,343,720	92,710	4,635,400
Promoted Mix Development Zone	58,910	7,069,080	78,545	3,927,250
Residential Prominent Mix Development Zone	54,120	6,494,640	72,160	3,608,150
Residential Development Zone	59,355	7,122,600	79,140	3,957,050
Special Primary Residential Zone	44,355	5,322,480	59,140	2,956,950

Table No. 6.26 : Estimated Water Demand – 2031
Source : Urban Development Authority, 2021



Map No. 6.9 : Estimated Water Demand of Colombo Municipal Council Area – 2031
 Source : Urban Development Authority, 2021

As estimated by the National Water Supply and Drainage Board, by the year 2030 the resident population of the Colombo Municipal Council area is about 687015. However, since the Colombo City Development Plan 2022-2031 has a projected 634,000 resident population for the year 2031 and that population is less than the projected population by the National Water Supply and Drainage Board. Accordingly, the development plan will be able to provide adequate water facilities for the projected population.

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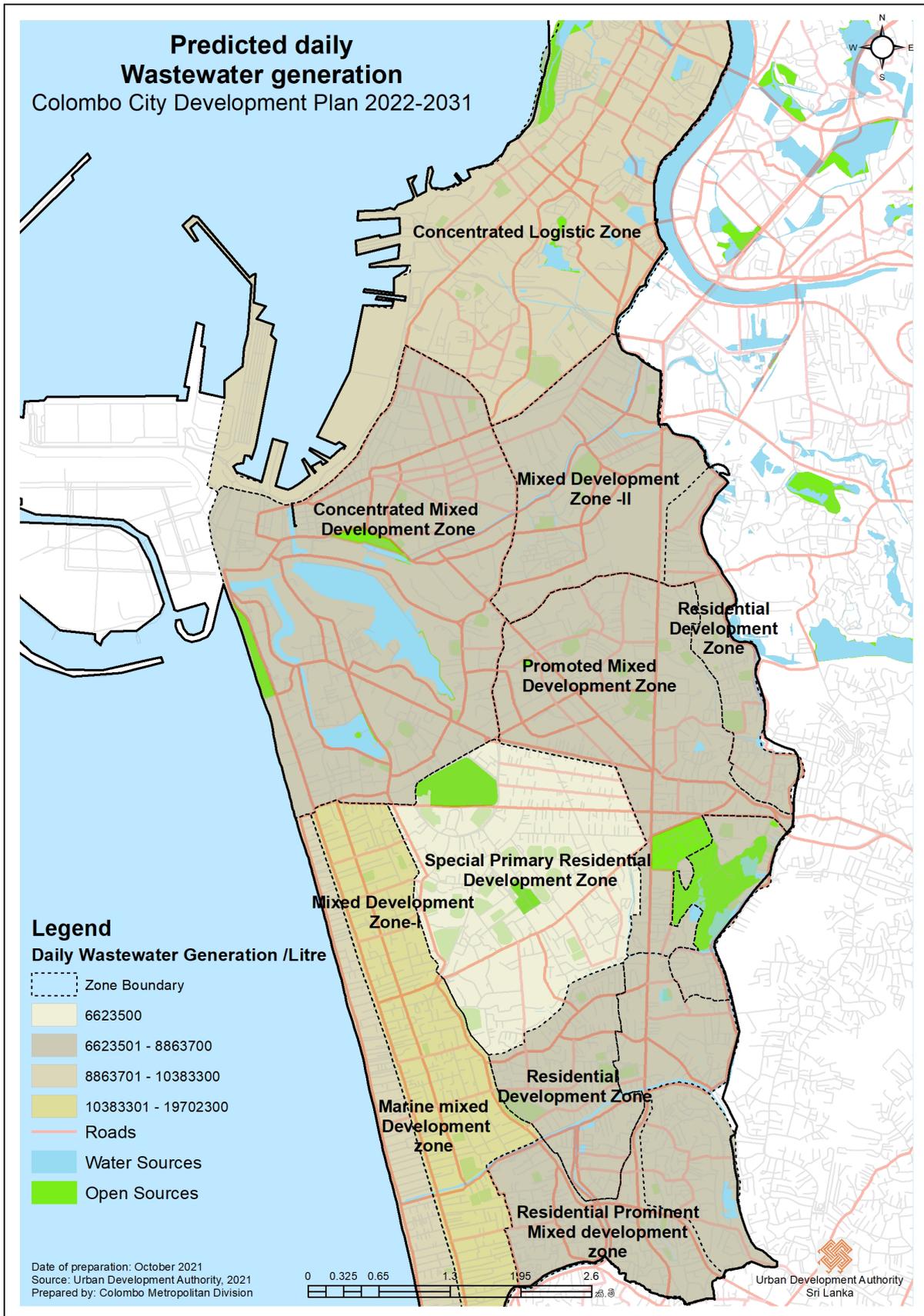
6.7.4.2. Sewer and Waste Water Management Plan

Estimate Wastewater Generation by the Year 2031

In calculating wastewater generation for the projected population by 2031, it is assumed that 80% of the city's daily water demand will be generated as wastewater. Accordingly, the projected wastewater generation is shown in Table No. 6.27 and Map No. 6.4.

Development Zone	Expected Residential Population for Zones	Daily wastewater generation for expected resident population-Liters	Expected Commuter Population for Zones	Daily wastewater generation for expected Commuter population-Liters
Compacted Mix Development Zone	137,770	1,322,016	183,695	7,347,800
Mix Development Zone I	131,935	12,665,760	175,915	7,036,560
Seafront Mix Development Zone	68,240	6,551,040	90,990	3,639,440
Mix Development Zone II	54,415	5,223,650	72,550	2,902,040
Logistic Development Zone	69,530	6,674,980	92,710	3,708,320
Promoted Mix Development Zone	58,910	5,655,260	78,545	3,141,800
Residential Prominent Mix Development Zone	54,120	5,195,715	72,160	2,886,520
Residential Development Zone	59,355	5,698,080	79,140	3,165,640
Special Primary Residential Zone	44,355	4,257,990	59,140	2,365,560

Table No. 6.27 : Estimated Sewer and Wastewater Generation – 2031
Source : Urban Development Authority, 2021



Map No. 6.10 : Estimated Sewer and Wastewater Generation of Colombo Municipal Council Area – 2031
Source : Urban Development Authority, 2021

Ongoing and Proposed Sewage and Sewage Management Project

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(a). Colombo Municipal Council Wastewater Management Project

The project has the potential to provide facilities to treat wastewater generated by a population of 838,000 in the planning area. It is also proposed to build a treatment plant with facilities to treat 200 million liters of wastewater daily. The project has identified the following sub-projects to improve the existing sewage system.

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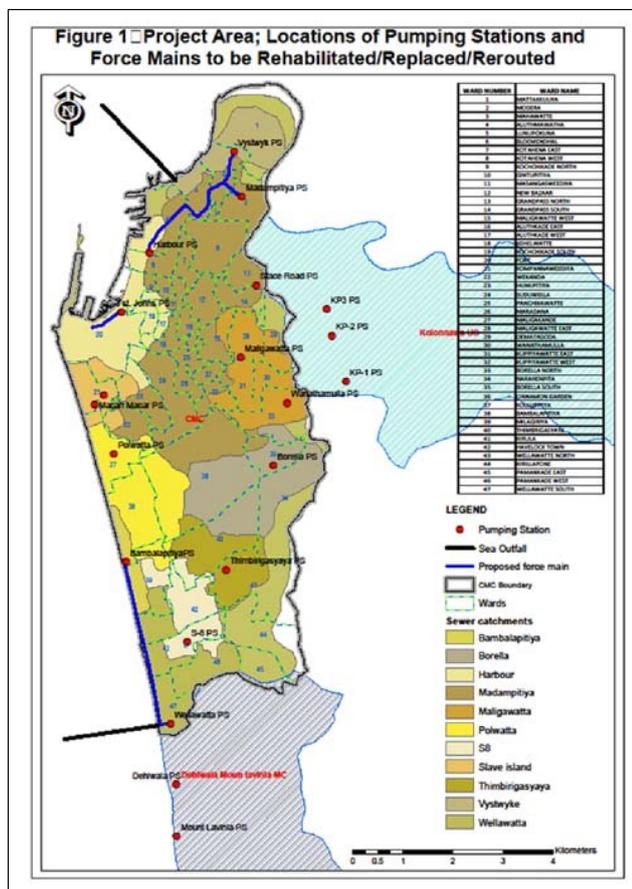


Figure No. 6.42 : Colombo Municipal Wastewater Management Project
Source : Colombo Municipal Council, 2017

- I. Rehabilitation of the main sewerage system covering pumping stations and main sewage pipelines within the administrative limits of Colombo, Kolonnawa and Dehiwala Mt.
- II. Rehabilitation of marine sites for disposal of treated wastewater.

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(b). *Proposed Maritime City Wastewater Management Project.*

Development projects to be implemented in the jurisdiction of the Colombo Municipal Council, such as; the Beira Lake Area Development Project, the Port City Project and the Maritime City project have been calculated to generate a very high amount of wastewater in the form of 70,000, 30,000 and 120,000 cubic meters daily respectively in the future. Accordingly, it has been proposed to allocate an area of 8 hectares from the proposed reclaimed land under the Maritime City Development Project for the establishment of a sewage management system.

6.7.4.3. Solid Waste Management Plan

Due to rapid development activities in urban areas, solid waste is generated in large quantities at a faster rate than the time taken for decomposition by the natural biological decomposition process. Hence, formal management such as proper waste sorting and collection, waste transportation, intermediate treatment and maintaining a systematic disposal system is essential. If this does not happen, as seen in many areas, these wastes are disposed of on the sides of the city's roads and public places, as well as in sensitive environmental areas such as lowlands and water sources. By these informal disposals, resident population has to face many health and social issues due to the ground water pollution, soil pollution caused by heavy metals, and air pollution caused by gases such as methane, hydrogen, sulphide, etc.

Expected Solid Waste Generation by the Year 2031

Considering the per capita consumption requirements and solid waste generation as the planning area is a Municipal Council, the daily per capita solid waste generation was considered as 0.75 kg and the daily solid waste generation of a person from outside the city as 0.25 kg. Accordingly, the quantities of solid waste generated by development zones are shown in Table No. 6.28 and Map No. 6.11.

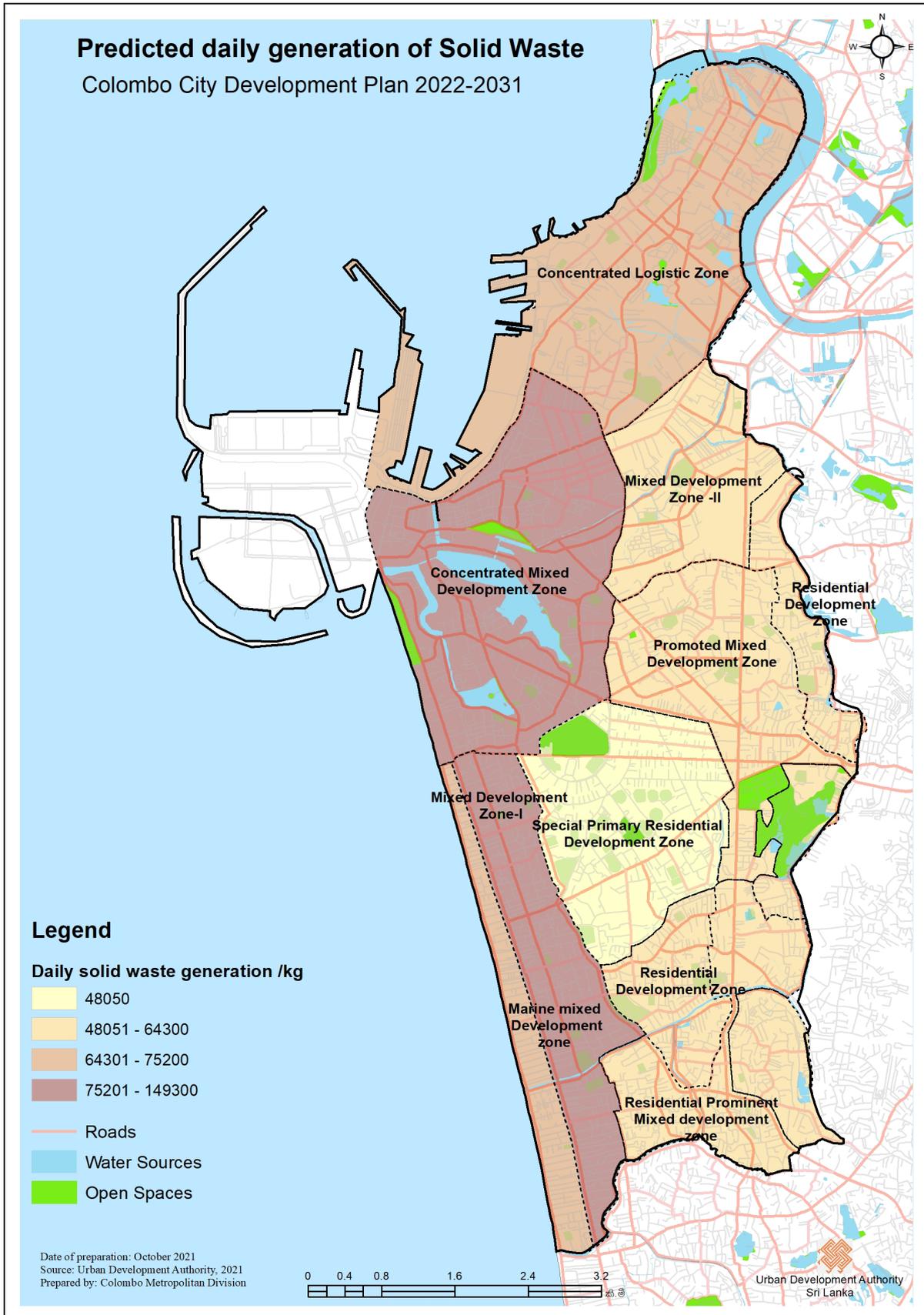
Development Zone	Expected Residential Population for Zones	Expected Commuter Population for Zones	Solid Waste Generation- Kilograms (approximately)
Compacted Mix Development Zone	137,770	183,695	149,300
Mix Development Zone I	131,935	175,915	142,900
Seafront Mix Development Zone	68,240	90,990	73,900
Mix Development Zone II	54,415	72,550	58,900
Logistic Development Zone	69,530	92,710	75,200
Promoted Mix Development Zone	58,910	78,545	63,800
Residential Prominent Mix Development Zone	54,120	72,160	58,600
Residential Development Zone	59,355	79,140	64,300
Special Primary Residential Zone	44,355	59,140	48,050

Table No. 6.28 : Estimated Solid Waste Generation – 2031
Source : Urban Development Authority, 2021

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The Plan

Utility Services
Management Strategy

Physical Infrastructure
Facilities



Map No. 6.11 : Estimated Solid Waste Generation in Colombo Municipal Council Area – 2030
Source : Urban Development Authority, 2021



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Historical and
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Promotion and
Conservation Plan

HISTORICAL AND ARCHAEOLOGICAL PROMOTION AND CONSERVATION PLAN

6.8. Historical and Archaeological Promotion and Conservation Plan

6.8.1. Introduction and Scope of the Plan

Introduction and Scope
of the Plan

Historical heritages express diverse identities in different contexts and include local as well as foreign identities and values. This is not only historically inherited identities and values, but can also be identified dually as tangible and intangible (knowledge, norms, manners, cultural beliefs) existing in the current context.

There are a number of historically and anciently important buildings and places within the city limits of Colombo and under the provisions of the Antiquities Ordinance No. 9 of 1940, the number of historical buildings listed as preserved buildings exceeds 300.

These places are also past reflections of the historical events that took place during the Portuguese, Dutch and English colonial periods in Sri Lanka from about five centuries ago. But due to the pressure of development that comes with rapid urbanization, it is a problem that the ancient places are destruct from

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us due to the lack of a proper maintenance strategy, change for commercial purposes, carelessness, natural effects, improper maintenance etc. In the Colombo Municipal Council area, only a small number of buildings have been subjected to proper conservation through the intervention of the government and other institutions and have been subjected to extensive intervention to obtain environmental and economic benefits, but a significant number of buildings and places are still neglected and in a dilapidated condition. Therefore, there is a need for a strategy to conserve those precious resources through planned intervention.

Through this plan, it is expected to secure and preserve those values as a city with historical, archeological and cultural values, as well as to uplift the local and foreign tourism industry by opening opportunities and facilities for local and foreign tourists coming to the city to experience its values, and to get a boost to the economy.

Considering the distribution of archaeological sites in the planning area, it seems that a greater percentage of them are scattered around Colombo Fort area and are located in prominent locations with high tourist attraction and with proper infrastructures. Therefore, it is proposed to open up investment through the promotion of those places for the tourism industry, to contribute to the national economy by exposing the property to the market, and to raise the values socially and environmentally.

Planning objectives

6.8.2. Planning objectives

Through this plan, it is hoped to identify a conservation plan that is the direction of sustainable development. For that, it is aimed to utilize the maximum benefits from economic, cultural, social and environmental heritage in direct and indirect ways by fitting it appropriately with its spatial context.

1. Identifying and preserving all places and elements of historical, ancient and cultural value.
2. Restoration of historical and cultural heritage while maintaining mutual relationship with the surrounding environment and proposing adaptive uses for identified special buildings.
3. Formulating guidelines for managing historical heritage.
4. Making historical, archaeological and cultural values a key part of the economic, social and environmental economy of the city.

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Planning objectives

Planning strategies

- To maintain and preserve listed buildings and monuments, other important buildings and monuments of recent history, natural environmental factors, historical places, unique streets and its character, historically renowned cultural events in the planning area as identified by the Department of Archaeology.

This methodology refers to the reuse of historic buildings by preserving their original structure and finish while keeping the modern or existing use. And also it has been scientifically justified that the reuse of historic buildings is a desirable way forward for sustainable development. This method is considered to have a positive impact on heritage conservation as it helps to physically preserve a historical place and gives a sense of its historical value.

- To manage and maintain all those protected areas

This methodology refers to the reuse of historical buildings in a modern way by keeping only the original structure and designing the interior with modern architectural and engineering elements. This approach encourages the creation of greater economic value through heritage conservation. Under this method of heritage conservation, a dilapidated or destroyed heritage is rebuilt or reconstructed. The concept of redevelopment can be used for buildings, monuments, sculptures etc. This will lead to the re-creation of historical values in a new context.

- To create awareness about the historical and cultural importance of those places and promote local and international programs that can contribute economically to the community.

- Marketing and Promotion

A proper marketing strategy is essential to promote the concept of 'living with heritage'. According to the current trend in Sri Lanka, many investors act on the belief that only modern architecture and engineering designs attract more economic benefits. But heritage appraisers have confirmed that monuments inherited from the past

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Planning objectives

have many values beyond their economic value. Therefore, this idea can be instilled in the people by spreading this concept among the relevant stakeholders through good marketing methods. Any conservation, rehabilitation, management and marketing interventions of listed historic buildings and other identified buildings of historical significance within the commercial city will be adapted for commercial city plan.

Proposed projects

- As a new tourist experience, it is proposed to introduce a cultural trail zone in the commercial city of Colombo and create an environmentally friendly connection between places through a pedestrian friendly road network.
- Preparation of a Development Guide Plan for the Colombo Fort area to preserve buildings of archaeological value and protect daily activities related to its special characteristics.
- Use of specialized pavements in footpaths within colonial cultural corridors and maintaining a pedestrian friendly environment.
- Renovate listed buildings across cultural trails and suggest appropriate adaptive uses.
- To propose a one-day tour around Colombo Fort and Pettah for the promotion of local and foreign tourism to get Colombo-centric architectural, historical and diversified experiences, for which all the institutions jointly prepare a schematic plan.
- Developing a cultural entertainment zone connecting Maradana Theatre, Maradana Railway Station, Elphinstone Theatre, Tower Hall Theatre, Kularatne Mawatha and TB Jaya Mawatha.
- Developing a museum reflecting contemporary history and contemporary art and architecture exhibition centers.
- Leading colonial heritage conservation projects in Fort, Pettah, Maradana.
- Linking the cultural trail and the commercial city in a planned manner.
- Designating the area around the Gangarama Viharaya, which is one of the most famous Buddhist temples in Sri Lanka with a history of more than a century, as a sacred area and popularizing festivals like 'Gangarama Navam Perahera' with traditional skills and cultural elements.

- To enhance the annual festivals and cultural events related to the Christian churches which are widespread in the planning area, Develop the Modara temple as a favorable area for the devotees.
- All redevelopments of listed buildings should be carried out as per the instructions of the Department of Archeology and the Urban Development Authority.
- Creating visual access through the port wall.
- Regeneration of Old Town Hall and Town Hall Market.
- Reorganization of the floating market in a way that increases tourist attraction again.

Proposed Cultural Tour

- The Cultural Tour Project which is being introduced centering on the Colombo Planning Area is in succession along 03 main directions. That is, Red Trail, which proposes to provide local heritage experiences, Blue Trail, which is based on waterfront inspiration experiences, and Green Trail, which goes with the natural environment.

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Historical and Archaeological Promotion and Conservation Plan

Planning objectives



Figure No. 6.43 : Colombo Proposed Cultural Tour
Source : Urban Development Authority, 2021

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Planning objectives



Figure No. 6.44 : Colombo Racecourse
Source : Urban Development Authority, 2021



Figure No. 6.45 : Independence Square
Source : Urban Development Authority, 2021

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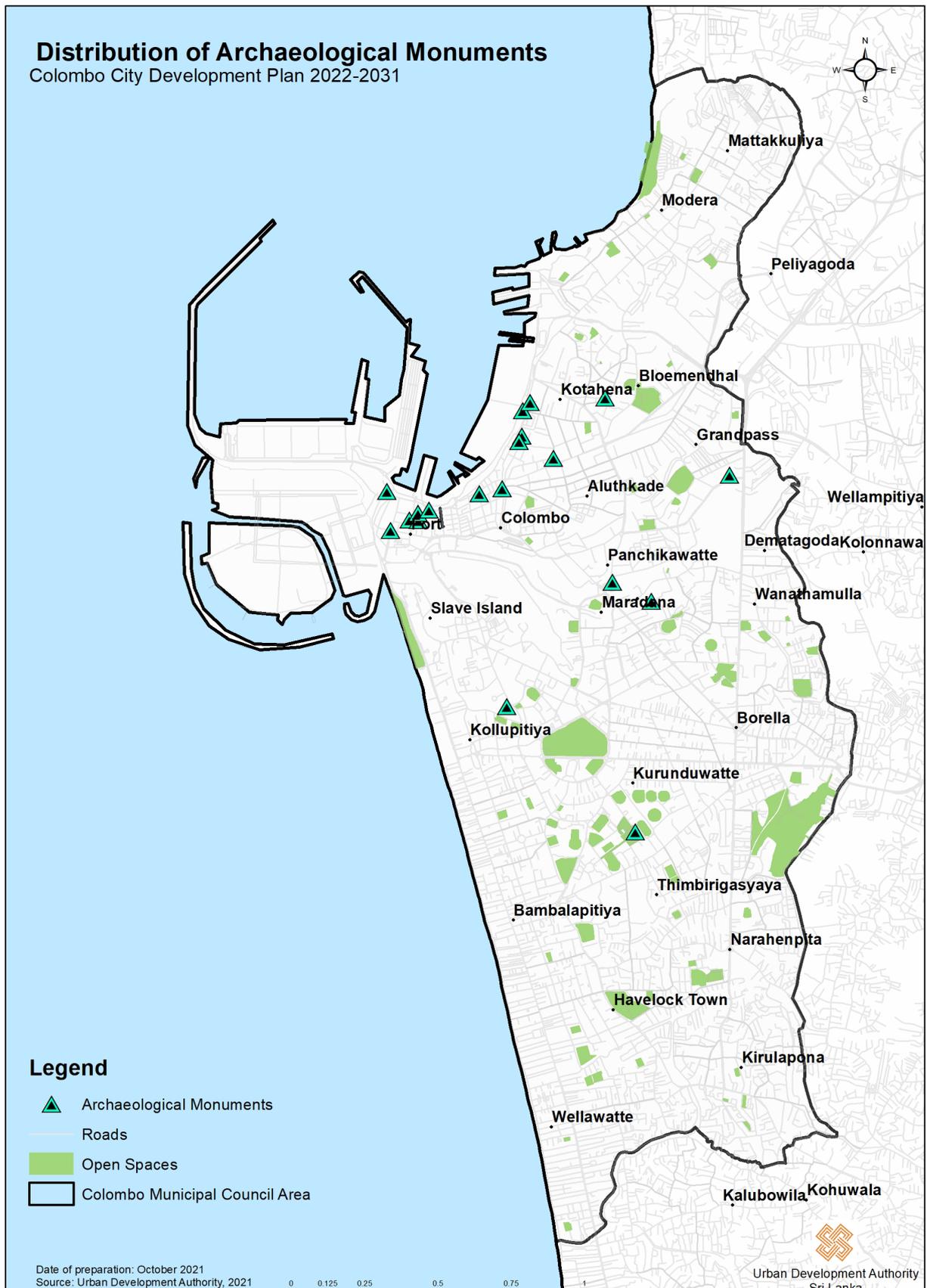
Planning objectives



Figure No. 6.46 : Old Dutch Hospital
Source : Urban Development Authority, 2021



Figure No. 6.47 : Gafoor Building
Source : Urban Development Authority, 2021



Map No. 6.12 : Distribution of Archelological Monuments | Source : Uban Development Authority, 2021

Part II



Chapter 07

***Development Zones,
Development
Regulations &
Guidelines***

Chapter 07

Development Zones,
Development Regula-
-tions & Guidelines

—

Introduction

7.1 Introduction

Development plan (2022-2031) has been prepared for the Colombo Municipal Council area with the vision of “Aquarina - the City in Water in South Asia” The goals and objectives have been identified by this plan based on the developments and changes expected over the next ten years to achieve above vision.

Planning & development regulations, development zones, zoning guidelines and guidelines have been introduced by the Colombo City Development Plan prepared for the year 2022 – 2031 as a strategy to achieve the proposed vision, goals & objectives of the plan and objectives of the proposed zoning plan. Zoning regulations were introduced separately while zoning demarcations & identification of zoning boundaries were done in accordance with comprehensive planning methods and analysis

The regulations prepared as per zoning plan to apply to the entire administrative limits of the Colombo Municipal Council area which have been declared as an Urban Development Areas under Section 3(i) of the Urban Development Authority Act No. 41 of 1978 are as follows.

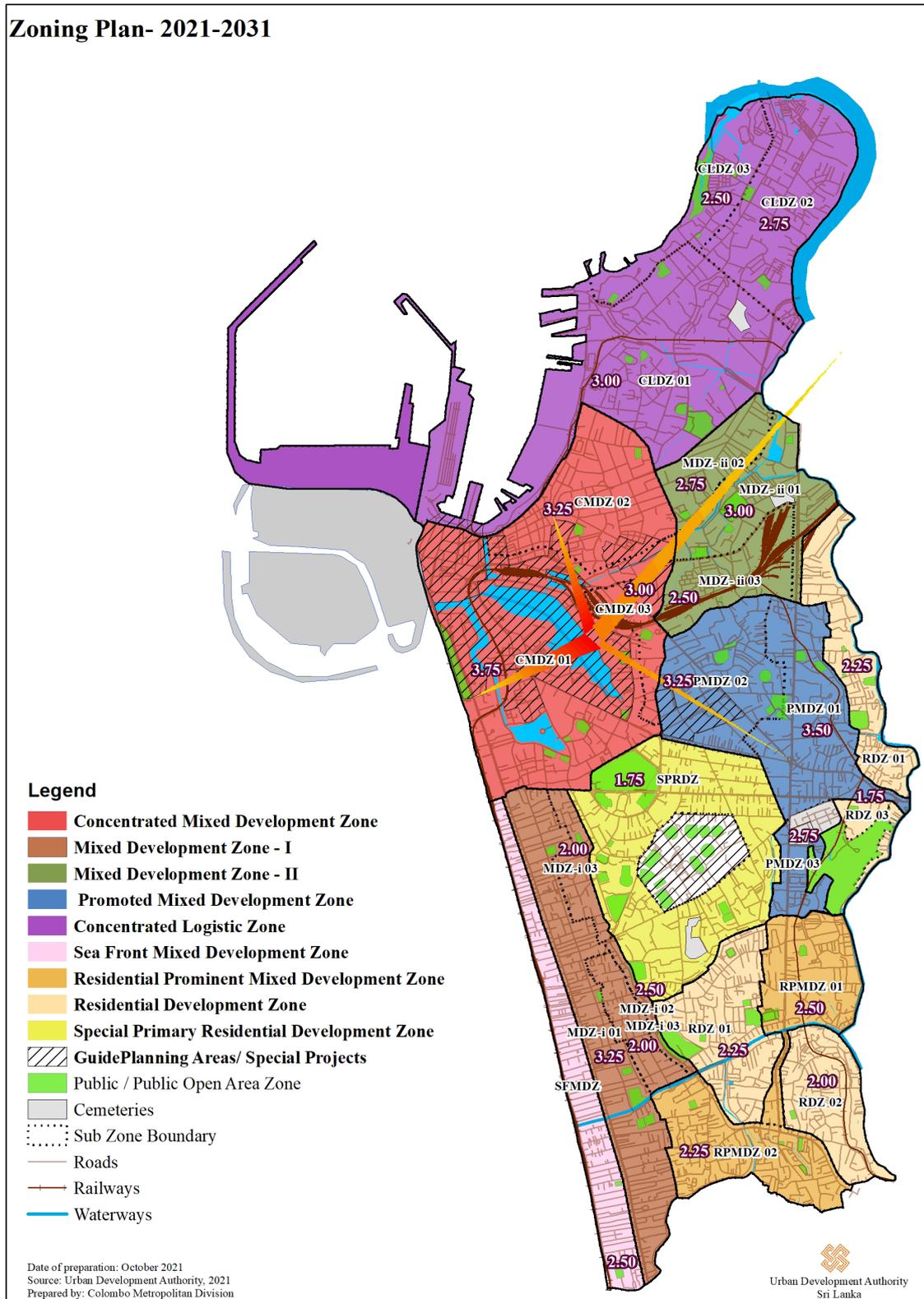
Development Zone

7.2 Development Zone

Colombo Municipal Council area has been divided into 10 zones for the implementation of regulations of City of Colombo Development Plan (2022-2031) and those zones are as follows.

1. Concentrated Mixed Development Zone
2. Mixed Development Zone I
3. Sea Front Mixed Development Zone
4. Concentrated Logistic Development Zone
5. Promoted Mixed Development Zone
6. Mixed Development Zone II
7. Residentail Prominent Mixed Development Zone
8. Residentail Development Zone
9. Special Primary Residentail Development Zone
10. Public Open Space Zone

7.2.1. Zoning Plan (2022–2031)



Map No. 7.1 : Zoning Plan 2022–2031
 Source : Urban Development Authority, 2021

7.2.2. Development Zone and Zone Factors

Development Zone	Sub Zone	Sub Zone Code	Zone Factor
1. Concentrated Mixed Development Zone	High Dense Concentrated Mixed Development Zone	CMDZ 01	3.75
	Medium Dense Concentrated Mixed Development Zone	CMDZ 02	3.25
	Low Dense Concentrated Mixed Development Zone	CMDZ 03	3.00
2. Mixed Development Zone I	High Dense Mixed Development Zone I	MDZ- I 01	3.25
	Medium Dense Mixed Development Zone I	MDZ- I 02	2.50
	Low Dense Mixed Development Zone I	MDZ- I 03	2.00
3. Sea Front Mixed Development Zone	Sea Front Mixed Development Zone	SFMDZ	2.50
4. Concentrated Logistic Development Zone	High Dense Concentrated Logistic Development Zone	CLDZ 01	3.00
	Medium Dense Concentrated Logistic Development Zone	CLDZ 02	2.75
	Low Dense Concentrated Logistic Development Zone	CLDZ 03	2.50
5. Promoted Mixed Development Zone	High Dense Promoted Mixed Development Zone	PMDZ 01	3.50
	Medium Dense Promoted Mixed Development Zone	PMDZ 02	3.25
	Low Dense Promoted Mixed Development Zone	PMDZ 03	2.75
6. Mixed Development Zone II	High Dense Mixed Development Zone II	MDZ- II 01	3.00
	Medium Dense Mixed Development Zone II	MDZ- II 02	2.75
	Low Dense Mixed Development Zone II	MDZ- II 03	2.50

Development Zone	Sub Zone	Sub Zone Code	Zone Factor
7. Residential Prominent Mixed Development Zone	High Dense Residential Prominent Mixed Development Zone	RPMDZ 01	2.50
	Low Dense Residential Prominent Mixed Development Zone	RPMDZ 02	2.25
8. Residential Development Zone	High Dense Residential Development Zone	RDZ 01	2.25
	Medium Dense Residential Development Zone	RDZ 02	2.00
	Low Dense Residential Development Zone	RDZ 03	1.75
9. Special Primary Residential Development Zone	Special Primary Residential Development Zone	SPRZ	1.75
10. Common / Public Open Space Zone	Common/ Public Open Space Zone		-

Table No. 7.1 : Development Zone and Zone Factors
Source : Urban Development Authority, 2021

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Development Zone

Development Zone and
Zone Factors

7.3. Planning, Development Regulations & Guidelines

Planning,
Development
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Guidelines

- I. These Regulations and guidelines shall apply to all areas within the administrative limits of the Colombo Municipal Council area which have been declared as an Urban Development Area in the Extraordinary Gazette Notification No. 4/1 of 30th September 1978 under Section 3(i) of the Urban Development Authority Act No. 41 of 1978.
- II. In addition to the zoning regulation of this development plan, the Planning and Development Regulations published in the Gazette Notification No. 2235/54 dated 08th July 2021 by the Urban Development Authority is also applicable for the any development activity within Colombo Municipal Council area.

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-tions & Guidelines

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- III. The land lots less than 150sq.m. which have been subdivided before 1999.07.29 are considered as existing lots and the maximum permissible number of floors including the ground floor for such lands is two (G + 1).
- IV. The height of the developments within the scenic visual corridor of the Lotus Tower Building shall be controlled as shown in Schedule VII. A preliminary planning clearance for all developments in this area shall be obtained from the Urban Development Authority.
- V. Beira Lake surrounding area, Nawam Mawatha area, Colombo Fort surrounding area, Independence Square and surrounding area, Hospital Square & surrounding area, Bloemendhal area, Marine Drive surrounding area, Welikada prison surrounding area, Judicial square area, Panchikawatta triangle surrounding area shall be declared as development guide plan (GDP) areas and special projects under this plan. (Map number 7.1)
- VI. The regulations introduced by the Development Guide Plan shall apply to areas mention in above v. The zoning regulations in this plan shall also apply to above areas until introduce the said regulations. However, preliminary planning clearance from the Urban Development Authority shall be obtained for the development activities to be carried out in the above development guide plan areas and the Authority shall have power to decide the developments in accordance with the draft development guide plan prepared by the Authority.
- VII. Authority shall have the powers to take decisions considering the recommendations & development proposals made by the relevant institutions under leadership of Urban Development Authority when there is requirement to conserve or modify the building or places having archaeological value.
- VIII. Considering existing infrastructural facilities and environmental factors of the sub-zone for the implementation of the project, planning committee of the Urban Development Authority shall have powers to decide floor area according to the zoning factor of the principal zone of the sub zone for special development projects proposed to be implemented by the Urban Development Authority or other government & semi government agencies.
- IX. If the tower cranes are being used for any development, an approval with the recommendation of qualified person and insurance cover shall be obtained from institution where relevant development approval was granted.

- X. The legal parking requirements for any development shall be fulfilled in accordance with Schedule VIII in Chapter 8.3.
- XI. The minimum width of an access road for land to be used for residential and the maximum number of lots that can be subdivided shall be in accordance with Schedule IX in Chapter 8.3.
- XII. The minimum width of the access road for non-residential developments shall be 9m. Industry having floor area of 1500Sq.m or more and stores/ warehouses having floor area of 2500Sq.m shall have minimum of 12m road in width.
- XIII. In cases where the development premises face more than one road having right of way with a minimum width of 6 m or more that connected to the main roads independently, the calculation of the permissible development may be considered while taking into account the total width of the access roads on a case-by-case basis.
- XIV. If the land within the street line (Sanctioned/provisional) is gifted for road without compensation, the total area of the land shall be counted for the permissible floor area ratio of the proposed development. But percentage of plot coverage shall be calculated according to the remaining land area except the part within the street line.
- XV. Plant species recommended by the Colombo Municipal Council shall be planted and maintained as a green cover in the open spaces that should be kept within the development premises.
- XVI. Considering the size and growth of the above green cover, providing relief for taxes to be paid to the Municipal Council can be considered.
- XVII. The requirements for Mezzanine Floor shall be as follows
- *The floor area of the mezzanine floor shall not be exceeded 50% of its based floor.*
 - *Minimum clear height at every above & below point from the mezzanine floor shall not be less than 2.5m.*
 - *The mezzanine floor shall have no connectivity for any other upper floor.*
- XVIII. The Authority shall have powers to decide final approval of any uses which are not mentioned in the permissible uses category as per zoning plan.

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-tions & Guidelines

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- XIX. In case of any problem regarding a wetland, the Planning Committee of the Urban Development Authority shall have power to take a decision subject to the recommendations of Department of Agrarian Services, Central Environmental Authority, Sri Lanka Land Development Corporation and Environment and Landscape Division of the Urban Development Authority.
- XX. In cases where any land belongs to two or more zones, the zone of the land shall determine by the zone that belongs to the main access road of the land. If both roads are in same width, the zone which the access road with greater frontage shall be applied.
- XXI. When a zone is demarcated as the first block facing an access road as the zone boundary, the entire plot shall include in that zone. When the plots in the back is somehow merged with the first plot and approved as a single plot of land, the last boundary of that total land shall be considered as the zonal boundary.
- XXII. Existing uses which are not permissible within particular zone can be considered only for continuing under prevailing status. Approval for any extension of those existing uses shall not be considered.
- XXIII. The boundaries shown in the zoning plan are defined by both the physical boundaries and the geographical coordinates and in case of a boundary difference the physical boundary should be considered as the boundary of the zone.
- XXIV. If a piece of land falls between two Local Authority areas, the Authority shall determine the use of that land on the agreement of the relevant Local Authorities for the use of the zone which gets the main access.
- XXV. Proposed Primary, Secondary, Tertiary, Private and International Schools shall not be permitted to construct except in cases where the Authority considers it as a special project and only amendments for existing buildings and new buildings for facilities not exceeding number of students shall be permitted.
- XXVI. In cases where the legal parking requirement is 4 or more but it is not possible to provide for proposed non-residential developments except in the Residential Development Zone, Sea Front Mixed Development Zone and Special Primary Residential Development Zone, approval shall be granted subject to a service charge up to 25% of the legal parking requirement. However, the Authority has the power to decide the amount of parking that can be fined in cases where the legal parking requirement is less than four.

- XXVII. The Authority shall decide either granting approval or no for the construction of a new religious building subject to the recommendations of the Divisional Secretariat and the relevant Ministry of Religious Affairs.
- XXVIII. No permission will be granted for construction of newly proposed cemeteries / crematoriums and only upgrading of existing cemetery facilities shall be permitted.
- XXIX. Construction of various religious statues, symbols and other religious towers are not permitted within the building lines, road widening boundaries and reservations.
- XXX. Notwithstanding, it is mentioned in the Gazette Notification No. 2235/54 dated 08th July 2021 issued by the Urban Development Authority, a Preliminary Planning Clearance shall be obtained from the Urban Development Authority for the following situations.
- *The developments to be carried out in Development Guide Plan Area as mentioned in above 'v'.*
 - *The all developments activities in public open space zone.*
 - *The buildings exceeding 1000Sq.m or over 30m in height.*
 - *The Ayurvedha or western medical centers and all private hospitals & medical centers.*
 - *The industry, stores & warehouse and related development activity.*
 - *The condominium developments having five units or more.*
 - *The telecommunication towers.*
 - *The Advertisement boards (A & B class roads).*
 - *The development activities belong to special projects category.*
 - *The other activities where Urban Development Authority decides to take preliminary planning clearance except above.*
- XXXI. In the event that a provisional street line falls only to provide access through a plot of land, the land within that street line shall be gifted to the Colombo Municipal Council without compensation prior develop the land.
- XXXII. No constructions will be permitted within the building line and only the construction of boundary walls may be permitted subject to signing of a non-compensation agreement with the institutions that owns the road.
- XXXIII. A service line clearance should be obtained from the Water supply & Drainage Division of the Colombo Municipal Council and National Water Supply & Drainage Board when apply for approval for a land (subdivision, amalgamation, re-survey or perimeter survey)

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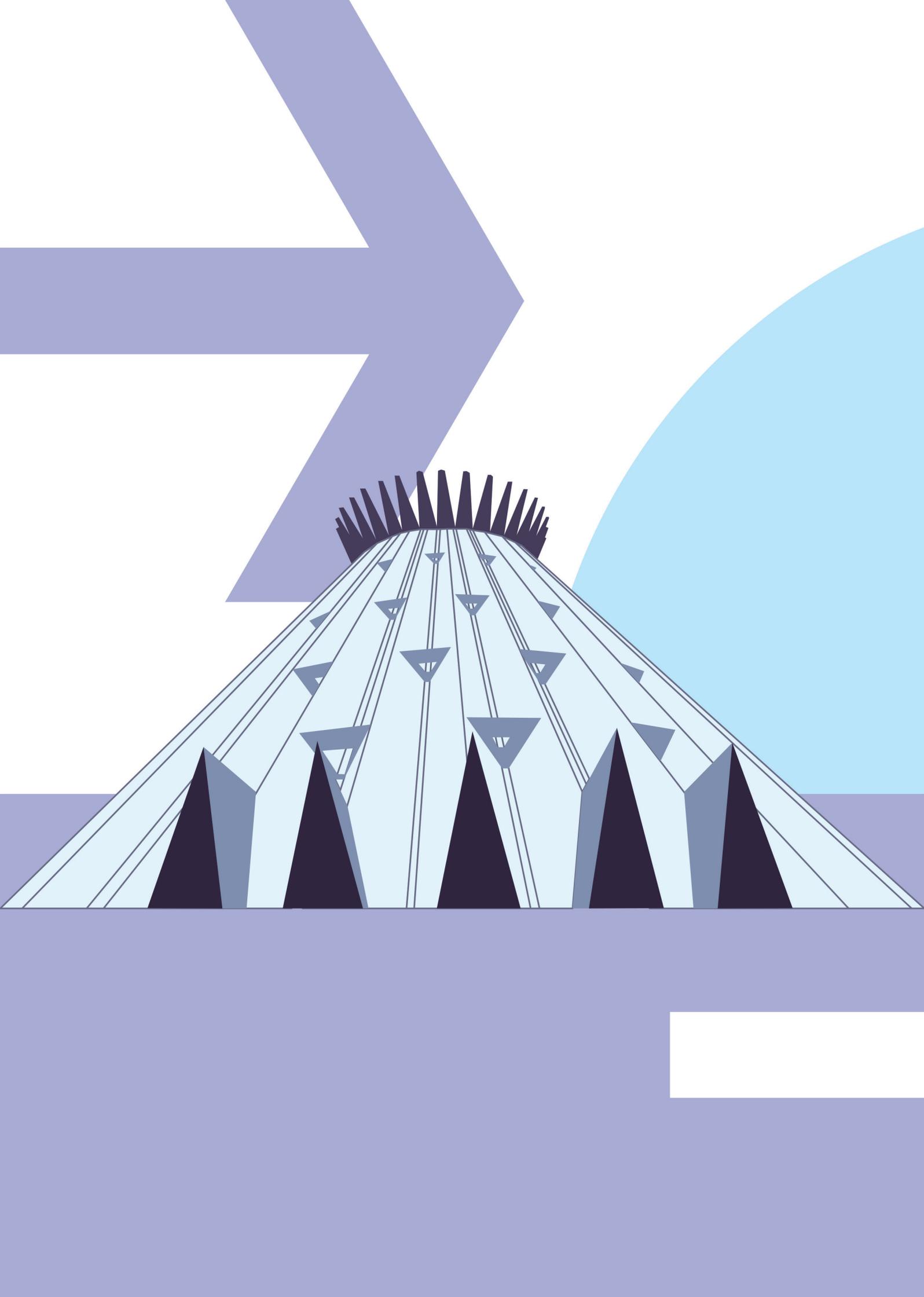
XXXIV. A clearance certificates should be obtained from relevant institutions when apply for development permit applications for following develop-ments.

Development Zone

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Institution	Nature of Development
Water supply & Drainge Division in Colombo Municipal Council (Service line & supply clearance)	Any building
National Water Supply & Drainage Board (Service line clearance)	Any building
Department of Fire Service	<ul style="list-style-type: none"> • Residentail building exceeding 400sq.m or having 3units or more • Any non-residential building • Any condominium building
Solidwaste Managemnt Division in Colombo Municaipl Council	<ul style="list-style-type: none"> • Any residentail building having 5 unit or more. • Any non-residential building
Civil Aviation Authority	Any building exceeding 15m in height
Condominiu Management Authority	Any Condominium Building
Other institutions	As decide by the Authority in occationaly

XXXV. The Urban Development Authority shall have powers to made final decision when there is an issue regarding legalized plan, development or building regulation or its interpretation or practical application.



Chapter **08**

***Zoning
Guidelines***

Chapter 08
Zoning Guidelines

Zoning Regulations

Concentrated Mixed
Development Zone

Municipal Council area has been divided area into 10 zones & 23 subzones under Colombo City Development Plan 2022–2031. Proposed development regulations to be implemented for each zone are as follows.

8.1. Zoning Regulations

8.1.1. Concentrated Mixed Development Zone

1. Principal Zone	Concentrated Mixed Development Zone
2. Zoning Boundary	<p>North: Starting from Sambodhi Chaitya and up to end point of Bastian Road and Church Street via Eastern direction, from there up to connecting point of George R. de Silva Mawatha through N.H.M. Abdul Carder Road, Beach Road, St. Anthony's Mawatha and Sirmathan Ramanathan Mawatha via Northeastern direction. From there, up to Armor Street Junction along George R. de Silva Mawatha via Southeastern direction</p>
	<p>East: From the ending point of the above northern boundary to the Panchikawatte roundabout along the Sri Sumanatissa Mawatha via southern direction. From there up to Maradana Junction through Panchikawatte road via southern direction. From there up to connecting point of Ven. Baddegama Wimalawansa Mawatha along the Maradana Road through Southeastern side and from there up to the Lipton Roundabout along Baddegama Wimalawansa Mawatha in southern direction.</p>
	<p>South: From the ending point of the above eastern boundary up to the to the point where it joins Sir Marcus Fernando Mawatha along Sir Anagarika Dharmapala Mawatha via southwest direction and from there to the point where it joins Ananda Coomaraswamy Mawatha along Sir Marcus Fernando Mawatha in southern direction. From there up to the point where it joins the Sri Anagarika Dharmapala Mawatha along Ananda Coomaraswamy Mawatha in western direction and from there up to Kollupitiya Junction along Sir Anagarika Dharmapala Mawatha in western direction and from there up to Indian ocean boundary along Kollupitiya Station Road in western direction</p>

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Zoning Guidelines

Zoning Regulations

Concentrated Mixed
Development Zone

	West: The entire area is bounded by a line drawn from the end point of the southern above boundary up to the Galle Face Roundabout along Indian Ocean boundary in Northern direction. And from there up to above northern starting point of Sambodhi Chaitya along the Chaitya Road in northern direction		
3. Sub Zone	High Dense Concentrated Mixed Development Zone	Medium Dense Concentrated Mixed Development Zone	Low Dense Concentrated Mixed Development Zone
4. Zone Code	CMDZ 01	CMDZ 02	CMDZ 03
5. Zone Factor	3.75	3.25	3.00
6. Permissible FAR/ Number of floors	As per the form "A" & "B" in Schedule I & II		
7. Permissible Plot Coverage	As per the form "B" in schedule II and form "E" in Schedule III (Subject to Maximum of 65%)		
8. Setbacks & Maximum Height	As per the form "B" in Schedule II and form "E" in Schedule III		
9. Minimum land extent for sub division	150Sq.m		
10. Permissible uses	Principal use	Permissible uses - (As per the form "H" in Schedule VI)	
	Residential	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17	
	Health	2,3,4,5,6,7,8,9,10,11	
	Office & Institution	1,2,3,4,5,6,7,8	
	Commercial	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19	

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Zoning Regulations

Concentrated Mixed
Development Zone

	Education	1,2*,3*,4*,5*,6,8,9,10,11,12
	Customer Care Services	1,2,3,4,5
	Tourism	1,2,3,4,5,6,7,8
	Social Service & Religious	1,2,3,4,5*
	Industry	1,2,3,4,5,7,8
	Recreational	1,2,3,4,5,6,7,8,9,10
	Other	1,3,4,8,9
11. Common zoning regulations	<ul style="list-style-type: none"> • Penalties can be considered for the parking slots that cannot be provided practically • Developments in the lands zoned as common / public open areas should be in accordance with the regulations mentioned under Development Zones. • *only amendments for existing buildings and new buildings for improve facilities shall be permitted. 	

Table No. 8.1 : Concentrated Mixed Development Zone
Source : Urban Development Authority, 2021

8.1.2. Mixed Development Zone I

1. Principal Zone	Mixed Development Zone I
2. Zoning Boundary	<p>North : Starting from Northwest point of the land located western side of Galle road and Southern side of Kollupitiya station road while facing Galle road & Kollupitiya station road up to Galle road along Kollupitiya station road in Eastern direction, from there up to Kollupitiya junction. From there up to the point where it joins Ananda Coomaraswamy Mawatha along Sir Anagarika Dharmapala Mawatha towards the east and from there to the northwestern boundary of the first land facing Sir Ernest de Silva Mawatha along Ananda Coomaraswamy Mawatha.</p> <hr/> <p>East : From the ending point of the above northern boundary to the last western boundary of the land bordering Sir Ernest de Silva Mawatha and Kumaratunga Munidasa Mawatha along last western boundary of the first land located in western side of Sir Ernest de Silva Mawatha via southeastern direction. From there up to the last western boundary of the land bordering the Kumaratunga Munidasa Mawatha and Reed Mawatha. along last western boundary of the first land located in western side of Kumaratunga Munidasa Mawatha via southern direction. From there up to the last northern boundary of the land located in southern side of Baudhaloka Mawatha and eastern side of Havelock Road vial Thunmulla roundabout. From there up to the boundary of Kirulapona Ela along last eastern boundary of the first lot located in eastern side of Havelock Road</p> <hr/> <p>South : From the end point of the eastern boundary to the point where it joins the Peterson Lane along the Kirulapone Canal boundary via western direction, from there up to the W. A Silva Mawatha along the Peterson Lane via south direction, from there up to the point where Hampden Lane joins along W. A. Silva Mawatha via western direction, from there up to Dehiwala canal along Hampden lane via South direction, from there up to the Galle road along Dehiwala Canal bank, from there up to last Southwestern boundary of the fist lot located in Western side of Galle road and Nort side of Dehiwala Canal facing galle road</p>

Zoning Regulations

Mixed Development
Zone I

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Zoning Guidelines

Zoning Regulations

Mixed Development
Zone I

	West : The entire area is bounded by a line drawn from the end point of the above southern boundary to above northern starting point along last Western boundary of the first lot located facing Western side of Galle road via North direction		
3. Sub Zone	High Dense Mixed Development Zone	Medium Dense Mixed Development Zone	Low Dense Mixed Development Zone
4. Zone Code	MDZ-I 01	MDZ-I 02	MDZ-I 03
5. Zone Factor	3.25	2.50	2.00 (Land having extent of 1000Sq.m or more)
6. Permissible FAR/ Number of floors	As per the form "A" & "B" in Schedule I & II		As per the form "F" in Schedule IV
7. Permissible Plot Coverage	As per the form "B" in schedule II and form "E" in Schedule III (Subject to Maximum of 65%)		
8. Setbacks & Maximum Height	As per the form "B" in Schedule II and form "E" in Schedule III		
9. Minimum land extent for sub division	150Sq.m		500Sq.m
10. Permissible uses	Principal use	Permissible uses - (As per the form "H" in Schedule VI)	
	Residential	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17	
	Health	2,3,4,5,6,7,8,9,10,11	
	Office & Institution	1,2,3,4,5,6,7,8	
	Commercial	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19	
	Education	1,2*,3*,4*,5*,6,9,10,11,12	

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	Customer Care Services	1,2,3,4,5
	Tourism	1,2,3,4,5,6,7,8
	Social Service & Religious	1,2,3,4,5*
	Industry	1,2,3,4,5,8
	Recreational	1,2,3,4,5,6,7,8,9,10
	Other	1,3,4,8,9
11. Common zoning regulations	<ul style="list-style-type: none"> • Penalties can be considered for the parking slots that cannot be provided practically • Developments in the lands zoned as common / public open areas should be in accordance with the regulations mentioned under Development Zones. • *only amendments for existing buildings and new buildings for improve facilities shall be permitted. 	

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Mixed Development Zone I

Table No. 8.2 : Mixed Development Zone I
Source : Urban Development Authority, 2021

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8.1.3. Sea Front Mixed Development Zone

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Sea Front Mixed
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1. Principal Zone	Sea Front Mixed Development Zone
2. Zoning Boundary	North : Starting from the point where located at Indian Ocean coastal belt straight to the Kollupitiya Station Road to the Northwestern boundary of the land located in South side of Kollupitiya Station Road & Western side of Galle Road facing Galle Road & Kollupitiya Station Road along Kollupitiya Station Road via Eastern direction
	East : From the ending point of the above northern boundary to Dehiwala Canal boundary along last Western boundary of the first lots located facing Western side of Galle Road via South direction
	South : From the end point of the above eastern boundary to the coastal belt of the Indian Ocean along the Dehiwala canal boundary via West direction
	West : The entire area is bounded by a line drawn from the end point of the above Southern boundary to the above Northern starting point along the coastal belt of the Indian Ocean via North direction
3. Sub Zone	-
4. Zone Code	SMDZ
5. Zone Factor	2.50
6. Permissible FAR/ Number of floors	As per the form "A" & "B" in Schedule I & II
7. Permissible Plot Coverage	For land having extent of 500Sq.m or more - 50% For land having extent less than 500Sq.m - 65%
8. Setbacks & Maximum Height	As per the form "B" in Schedule II and form "E" in Schedule III
9. Minimum land extent for sub division	500Sq.m

	Principal use	Permissible uses – (As per the form “H” in Schedule VI)
10. Permissible uses	Residential	1,2,3,4,10,11,12,13,14,15,16,17
	Health	2
	Office & Institution	1,2,3,4,5,6,7,8
	Commercial	1,2,3,4,5,6,7,8,9,10,12,13,14,15,16,17,18,19
	Education	1, 2*,3*,4*,5*,6,9,10,11,12
	Customer Care Services	1,2,3,4,5
	Tourism	1,2,3,4,5,6,7,8
	Social Service & Religious	3,4,5
	Industry	3
	Recreational	1,2,3,4,5,6,7,8,9,10
	Other	1,3,4,8,9
	11. Common zoning regulations	<ul style="list-style-type: none"> • Penalties cannot be considered for the parking slots that cannot be provided practically • Developments in the lands zoned as common / public open areas should be in accordance with the regulations mentioned under Development Zones. • *only amendments for existing buildings and new buildings for improve facilities shall be permitted.

Table No. 8.3 : Sea Front Mixed Development Zone
Source : Urban Development Authority, 2021

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8.1.4. Concentrated Logistic Development Zone

Zoning Regulations	1. Principal Zone	Concentrated Logistic Development Zone
Concentrated Logistic Development Zone	2. Zoning Boundary	<p>North : Starting from the Northeastern point on the south bank of the Kelani River which joins the Indian Ocean to the point where south bank of the Kelani River joins the Sri Wickrama Mawatha along the south bank of the Kelani River via East direction.</p> <p>East : From the ending point of the above northern boundary to the point where it joins the St. Sebastian Canal and Kelani River along the western boundary of the Kelani River via south direction and from there up to the new Kelani Bridge Road along the western bank of the St. Sebastian Canal in Southwestern direction and from there up to Ingurukade junction in western direction.</p> <p>South : From the end point of the above eastern boundary to Armor Street Junction along Sirimavo Bandaranaike Mawatha via southwestern direction and from there up to Kotahena Junction along George R De Silva Mawatha via North direction and from there up to point where it connects Sri Ramanathan Mawatha along George R De Silva Mawatha via West direction and from there up to the point where it connects St. Anthony's Mawatha along Sri Ramanathan Mawatha via south direction and from there up to the point where it joins Sir Baron Jayatilake Mawatha along St. Anthony's Mawatha, Beach Road and N H M Abdul Carder Road via south direction and from there up to the Sambodhi Chaitya along Sir Baron Jayathilake Mawatha, Bastian Mawatha and Church Street via west direction.</p> <p>West : The entire area is bounded by a line drawn from the end point of the above Southern boundary to the above Northern starting point along coastal belt of the Indian Ocean via West & North direction including Colombo Port area</p>

3. Sub Zone	High Dense Concentrated Logistic Development Zone	Medium Dense Concentrated Logistic Development Zone	Low Dense Concentrated Logistic Development Zone
4. Zone Code	CLDZ 01	CLDZ 02	CLDZ 03
5. Zone Factor	3.00	2.75	2.50
6. Permissible FAR/ Number of floors	As per the form "A" & "B" in Schedule I & II		
7. Permissible Plot Coverage	As per the form "B" in schedule II and form "E" in Schedule III (Subject to Maximum of 65%)		
8. Setbacks & Maximum Height	As per the form "B" in Schedule II and form "E" in Schedule III		
9. Minimum land extent for sub division	150Sq.m		
10. Permissible uses	Principal use	Permissible uses - (As per the form "H" in Schedule VI)	
	Residential	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17	
	Health	2,3,4,5,6,7,8,9,10,11	
	Office & Institution	1,2,3,4,5,6,7,8	
	Commercial	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19	
	Education	1,2*,3*,4*,5*,6,7,8,9,10,11,12	
	Customer Care Services	1,2,3,4,5	
	Tourism	1,2,3,4,5,6,7,8	
	Social Service & Religious	1,2,3,4,5*	

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	Industry	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18
	Recreational	1,2,3,4,5,6,7,8,9,10
	Other	1,2,3,4,8,9 *Port, custom & logistic service related uses (Custom clearance, value added activities, quarantine centers & zones, logistic related distribution & checking centers, reshipping activities)
11. Common zoning regulations	<ul style="list-style-type: none"> • Penalties can be considered for the parking slots that cannot be provided practically • Developments in the lands zoned as common / public open areas should be in accordance with the regulations mentioned under Development Zones. • *only amendments for existing buildings and new buildings for improve facilities shall be permitted. 	

Table No. 8.4 : Concentrated Logistic Development Zone
Source : Urban Development Authority, 2021

8.1.5. Promoted Mixed Development Zone

1. Principal Zone	Promoted Mixed Development Zone
2. Zoning Boundary	<p>North : Starting from the connecting point of Maradana Road and Sri Vajiragnana Mawatha to the point where it joins N.M. Ishaq Mawatha along Sri Vajiragnana Mawatha via Eastern direction and from there up to the point where it joins Dematagoda Road along the N.M. Ishaq Mawatha via Eastern direction and from there up to point where it joins Danister de Silva Mawatha along Dematagoda road via Eastern direction and from there up to the point where it joins Abhaya Place along Kolonnawa Road via Eastern direction</p> <p>East : From the ending point of the above northern boundary up to the point where it joins Palitha Place along Abhaya Place via South direction and from there up to the point where it joins Veluwana Road via West direction and from there up to the Veluwana Place along Veluwan Road & Veluwana Terrace via South direction And from there to the point where it joins the Baseline Place via west direction and from there up to the point where it joins the Wanathamulla Road along Baseline Place via Sri Nigrodharama Mawatha via south direction and from there up to the point where it joins the Lesly Ranagala Road along the Wanathamulla road via southeast direction from there up to the point where it joins the Ruhunukala Mawatha along Lesly Ranagala Road via south direction from there up to northwest boundary of the first lot facing Dr. N. M. Perera Mawatha along Ruhunukala Mawatha via South direction and from there up to the boundry of Kinda Canal parallel to the N.M. Perera Mawatha along last bonudary of the first lot facing N.M Perera Mawatha via East direction and form there up to Sri Jayawardenapura Mawatha along the boundary of Kindha Canal via South direction And from there up to the Devi Balika Vidyalaya Junction along Sri Jayawardenapura Mawatha via West direction and form there up to the point where it joins the Kithulwatta Road along Ven. Palpola Vipassi Nahimi Mawatjha and from there up to the Heen Canal along West & Soth boundary of the Golf Ground</p>

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	<p>South : From the end point of the above eastern boundary up to the point where it joins the Canal at western side of the Army Hospital premises along Heen Canal via west direction</p>		
	<p>West : The entire area is bounded by a line drawn from the end point of the above Southern boundary to the point where it joins Bauddahaloka Mawatha off Road (Located above Victoria Place) running perpendicular to the Baseline Road along the Canal at western side of the Army Hospital premises via North direction and from there up to the point where it joins the Main Baudhaloka Mawatha in the east and north direction, and from there up to Borella Cemetery Junction along the Baudhaloka Mawatha in East direction and from there up to southeastern boundary of first lot facing Ward Place located in west side of Kynsy Road & south side of Ward Place along Kynsy Road via North direction and from there up to the Lipton Roundabout along the last south boundary of first lot located facing south side of Ward Place via west direction and from there up to Maradana Road along Ven. Baddegama Wimalawansa Mawatha in a north direction and from there up to the above Northern starting point along Maradana Road</p>		
3. Sub Zone	High Dense Promoted Mixed Development Zone	Medium Dense Promoted Mixed Development Zone	Low Dense Promoted Mixed Development Zone
4. Zone Code	PMDZ 01	PMDZ 02	PMDZ 03
5. Zone Factor	3.50	3.25	2.75
6. Permissible FAR/ Number of floors	As per the form “A” & “B” in Schedule I & II		
7. Permissible Plot Coverage	As per the form “B” in schedule II and form “E” in Schedule III (Subject to Maximum of 65%)		
8. Setbacks & Maximum Height	As per the form “B” in Schedule II and form “E” in Schedule III		
9. Minimum land extent for sub division	150Sq.m		

10. Permissible uses	Principal use	Permissible uses – (As per the form “H” in Schedule VI)
	Residential	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17
	Health	1,2,3,4,5,6,7,8,9,10,11
	Office & Institution	1,2,3,4,5,6,7,8
	Commercial	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19
	Education	1,2*,3*,4*,5*,6,8,9,10,11,12
	Customer Care Services	1,2,3,4,5
	Tourism	1,2,3,4,5,6,7,8
	Social Service & Religious	1,2,3,4,5*
	Industry	1,2,3,4,5,6,7,8,12,13,14,15,16,17,18
	Recreational	1,2,3,4,5,6,7,8,9,10
Other	1,3,4,8,9	
11. Common zoning regulations	<ul style="list-style-type: none"> • Penalties can be considered for the parking slots that cannot be provided practically • Developments in the lands zoned as common / public open areas should be in accordance with the regulations mentioned under Development Zones. • *only amendments for existing buildings and new buildings for improve facilities shall be permitted. 	

Table No. 8.5 : Promoted Mixed Development Zone
Source : Urban Development Authority, 2021

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8.1.6. Mixed Development Zone II

Zoning Regulations	1. Principal Zone	Mixed Development Zone II
Mixed Development Zone II	2. Zoning Boundary	<p>North : Starting from Armor Street Junction to the Ingurukade Junction along Sirimavo Bandaranaike Mawatha via East direction and from there up to the point where it crosses the St. Sebastian Canal along New Kelani Bridge Road via East direction and from there up to Danister De Silva Mawatha along the boundary of St. Sebastian Canal via south direction.</p> <p>East : From the ending point of the above northern boundary up to the point where it crosses the Dematagoda canal via south direction and from there up to point where it joins Mihindusenpura Mawatha along the Dematagoda canal boundary via east direction.and from there up to the northeast boundary of the land located in East side of Danister De Silva Mawatha & South side of Mihindusenpura Mawatha along Mihindusenpura Mawatha via southwest directionand from ther up to the point where it connects Kolonnawa Road along last eastern boundary of all first lots.</p> <p>South : From the end point of the above eastern boundary up to the Danister De Silva Mawatha along Kolonnawa Road via west direction and from there up to the point where it connects Maradana Road along Dematagoda Road, N.M. Ishaq Road & Sri Vajiragnana Mawatha via west direction.</p> <p>West : The entire area is bounded by a line drawn from the end point of the above Southern boundary to the point where it connects Panchikawatta road along Maradana road via northwest direction and from there up to the above Northern starting point along Pachikawatta Road Sri Sumanatissa mawatha via north direction.</p>

3. Sub Zone	High Dense Mixed Development Zone II	Medium Dense Mixed Development Zone II	Low Dense Mixed Development Zone II
4. Zone Code	MDZ-II 01	MDZ-II 02	MDZ-II 03
5. Zone Factor	3.00	2.75	2.50
6. Permissible FAR/ Number of floors	As per the form "A" & "B" in Schedule I & II		
7. Permissible Plot Coverage	As per the form "B" in schedule II and form "E" in Schedule III (Subject to Maximum of 65%)		
8. Setbacks & Maximum Height	As per the form "B" in Schedule II and form "E" in Schedule III		
9. Minimum land extent for sub division	150Sq.m		
10. Permissible uses	Principal use	Permissible uses – (As per the form "H" in Schedule VI)	
	Residential	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17	
	Health	1,2,3,4,5,6,7,8,9,10,11	
	Office & Institution	1,2,3,4,5,6,7,8	
	Commercial	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19	
	Education	1,2*,3*,4*,5*,6,8,9,10,11,12	
	Customer Care Services	1,2,3,4,5	
	Tourism	1,2,3,4,5,6,7,8	

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	Social Service & Religious	1,2,3,4,5*
	Industry	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18
	Recreational	1,2,3,4,5,6,7,8,9,10
	Other	1,3,4,8,9
11. Common zoning regulations	<ul style="list-style-type: none"> • Penalties can be considered for the parking slots that cannot be provided practically • Developments in the lands zoned as common / public open areas should be in accordance with the regulations mentioned under Development Zones. • *only amendments for existing buildings and new buildings for improve facilities shall be permitted. 	

Table No. 8.6 : Mixed Development Zone II
Source : Urban Development Authority, 2021

8.1.7. Residential Prominent Mixed Development Zone

1. Principal Zone	Residential Prominent Mixed Development Zone
2. Zoning Boundary	<p>North : Starting from the point it connects ending point of Thimbirigasyaya Lane and Heen canal (at western side of the Army Hospital premises) from there up to center point of Elvitigala Mawatha along south boundary of above canal via east direction and from there up to the Kindha Canal (Located across Kirimandala Mawatha) along south boundary of above canal via east direction</p>
	<p>East : From the ending point of the above northern boundary up to the point where it joins the Kirulapone canal along the Kindha canal via south direction and from there up to the last eastern boundary of the first lot facing east side of the Elvitigala Mawatha along Kirulapone canal via west direction and from there up to last north boundary of the first lot facing north side of the Highlevel road along last eastern boundary of the first lot facing east side of the Elvitigala Mawatha via south direction and from there up to the point that Colombo Municipal Council boundary and the Sri Jayawardenapura Kotte Municipal Council boundary are separated along last north boundary of the first lot facing north side of the Highlevel Road via east direction</p>
	<p>South : From the end point of the above eastern boundary up to the point where it joins Dehiwala Canal along the boundary that Colombo Municipal Council boundary and the Dehiwala Mount-Lavinia Municipal Council boundary are separated via west direction and from there up to the point where it joins Hampden Lane along north boundary of the Dehiwala Canal via west direction.</p>
	<p>West : The entire area is bounded by a line drawn from end point of the southern above boundary to the point where it connects W. A. Silva Mawatha along Hampden Lane via north direction and from there up to the point where it connects Peterson Road along W. A. Silva Mawatha via</p>

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	<p>east direction and from there up to the point where it connects Kirulapone canal along Peterson Road via north direction and from there up to the last east boundary of the first lot facing east side of the Highlevel road along south boundary of the Kirulapone canal via east direction and from there up to the point where it connects Sri Siddhartha Road along last eastern boundary of the first lot facing east side of the Highlevel Road via southeast direction and from there up to to the point where it connects Kirulapone Avenue along last north boundary of the first lot facing north side of the Highlevel Road via east direction from there up to the last west boundary of the first lot facing west side of the Elvitigala Mawatha along Kirulapone Avenue via north direction and from there up to the point where it connects Kirulapone canal along last west boundary of the first lot facing west side of the Elvitigala Mawatha via north direction and from there up to the Gunathilaka Mawatha along the Kirulapone Canal and from there up to the point where it joins the Park Road at north direction and from there up to the Kirula Road along eastern boundary of Survey Department, Anderson Flats & Shalika Ground via north direction and from there up to the Abhayarama Lane along the Kirula Road via east direction and from there up to the Thimbirigasyaya Road along the Abhayarama Lane via north direction and from there up to point where it locates away 100m along Thimbirigasyaya Road in west direction and to the above Northern starting point along the road at north direction</p>	
3. Sub Zone	High Dense Residential Prominent Mixed Development Zone	Low Dense Residential Prominent Mixed Development Zone
4. Zone Code	RPMZ 01	RPMZ 02
5. Zone Factor	2.50	2.25
6. Permissible FAR/ Number of floors	As per the form "A" & "B" in Schedule I & II	
7. Permissible Plot Coverage	As per the form "B" in schedule II and form "E" in Schedule III (Subject to Maximum of 65%)	
8. Setbacks & Maximum Height	As per the form "B" in Schedule II and form "E" in Schedule III	

9. Minimum land extent for sub division	150Sq.m	
10. Permissible uses	Principal use	Permissible uses – (As per the form “H” in Schedule VI)
	Residential	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17
	Health	1,2,3,4,5,6,7,8,10,11
	Office & Institution	1,2,3,4,5,6,7,8
	Commercial	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19
	Education	1,2*,3*,4*,5*,8,9,11,12
	Customer Care Services	1,2,3,4,5
	Tourism	1,2,3,4,5,6,7,8
	Social Service & Religious	1,2,3,4,5*
	Industry	1,2,3,4,7,12,13,14,15,16,17,18
Recreational	1,2,3,4,5,6,7,8,9,10	
Other	1,3,4,8,9	
11. Common zoning regulations	<ul style="list-style-type: none"> • Penalties can be considered for the parking slots that cannot be provided practically. • Developments in the lands zoned as common / public open areas should be in accordance with the regulations mentioned under Development Zones. • *only amendments for existing buildings and new buildings for improve facilities shall be permitted. 	

Table No. 8.7 : Premium Residential Mixed Development Zone
Source : Urban Development Authority, 2021

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8.1.8. Residential Development Zone

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1. Principal Zone	Residential Development Zone
2. Zoning Boundary	<p>Zone 1</p> <p>North : Starting from the northeast boundary of the first lot located facing north side of Thimbirigasyaya Road and east side of Highlevel Road up to the Jawatta Road along last north boundary of the first lot located in north side of Thimbirigasyaya Road via east direction and from there up to the last south boundary of the first lot located in south side of Suleiman Avenue along Jawatta Road via north direction and from there up to the Botheju Road along the last south boundary of said first lot of the Suleiman Avenue via east direction and from there up to Torrington Road along sub road in east direction and from there up to the point where it connects Thimbirigasyaya Place along Heen Canal via east direction</p> <hr/> <p>East : From the ending point of the above northern boundary up to the Thimbirigasyaya Road along the Thimbirigasyaya Place via south direction and from there up to the point where it connects Abhayarama Lane via west direction and from there to kirula road along Abhayarama Lane via south direction and from there up to the point where it connects road at east side of Survey Department along Kirula road via west direction and from there up to Park Road along the said road and east side of Shalika Ground via south direction and from there up to the Kirulapone canal along the Gunathilaka Road via south direction and from there up to the last boundary of the first lot located facing west side of Elvitigala Mawatha along the Kirulapone canal via east direction and from there up to Kirulapone Avenue along the last boundary of said first lots via south direction and from there up to the last north boundary of the first lot located in west side of Kirulapone Avenue & north side of Highlevel Road along the Kirulapone Avenue via south direction</p> <hr/> <p>South : From the end point of the above eastern boundary up to the point where it connects Sri Siddhartha Mawatha along the last north boundary of the first lot located in north side of Highlevel road via east direction</p>

	<p>West : The entire area is bounded by a line drawn from end point of the above southern boundary to the point where it connects park road along the last boundary of said first lots via west direction and from there up to the Highlevel road via west direction and from there up to point where it connects Isipathana Mawatha along Highlevel road via north direction and from there up to the above Northern starting point along last east boundary of the first lots located in east side of Highlevel Road</p>
	<p>Zone 2</p> <p>North : Starting from the northeast boundary of the first lot located facing in south side of Kirulapone Canal & east side of Elvitigala Mawatha to the point where it connects Kindha Canal along the boundary of Kirulapone Canal via east direction</p>
	<p>East : From the ending point of the above northern boundary up to the Kirulapone along the line that Colombo Municipal Council boundary and the Sri Jayawardenapura Kotte Municipal Council boundary are separated via south direction</p>
	<p>South : From the end point of the above eastern boundary up to the last north boundary of the first lot located in north side of Highlevel Road along the line that Colombo Municipal Council boundary and the Sri Jayawardenapura Kotte Municipal Council boundary are separated via west direction and from there up to the last east boundary of the first lot located in east side of Elvitigala Mawatha along the north side of the above said (north side of Highlevel Road) first lots via west direction</p>
	<p>West : The entire area is bounded by a line drawn from the end point of the above Southern boundary to the above Northern starting point from end point of the southern boundary along last east boundary of the first lots located in east side of Elvitigala Mawatha via north direction</p>
	<p>Zone 3</p> <p>North : Starting from the Castle Roundabout to Ayurvedha Roundabout along Castle Street via east direction and from there up to the point where it connects Kindha Canal via east direction</p>

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	<p>East : From the ending point of the above northern boundary up to the point where it connects Heen Canal along the line that Colombo Municipal Council boundary and the Sri Jayawardenapura Kotte Municipal Council boundary are separated with Kindha Canal via south direction</p>
	<p>South : From the end point of the above eastern boundary up to the east boundary of the Golf Ground along the Heen Canal via west direction</p>
	<p>West : The entire area is bounded by a line drawn from end point of the above southern boundary to the point where it connects Ven. Pelpola Wipassi Mawatha along the east boundary of the Golf Ground via north direction and from there up to the above Northern starting point along the Ven. Pelpola Wipassi Mawatha</p>
	<p>Zone 4</p> <p>North : Starting from the northeast boundary of the first lot located facing south side of Mihindusenpura Mawatha & East side of Danister De Silva Mawatha to the Dematagoda Canal along Mihindusenpura Mawatha via east direction</p>
	<p>East : From the ending point of the above northern boundary up to the last north boundary of the first lot located facing in west side of Dematagoda Canal & north side of Dr. N.M. Perera Mawatha along the line that Colombo Municipal Council boundary and the Sri Jayawardenapura Kotte Municipal Council boundary are separated and the line that Colombo Municipal Council boundary and the Kolonnawa Urban Council boundary are separated with Dematagoda Canal via south direction</p>
	<p>South : From the end point of the above eastern boundary up to the Ruhunukala Mawatha along the last north boundary of the first lots located facing north side of the Dr. N.M. Perera Mawatha via west direction</p>
	<p>West: The entire area is bounded by a line drawn from the end point of the above Southern boundary to the Lesly Ranagala Mawatha along the</p>

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	<p>Ruhunukala Mawatha via north direction and from there up to the point where it connects Wanathamulla Road along Lesly Ranagala Mawatha via north direction and from there up to the point where it connects Sri Nigrodharamaya Mawatha along Wanathamulla Road via north direction and from there up to the point where it connects Veluwana Place along Baseline Place via north direction and from there up to the point where it connects Veluwana Terrace via east direction and from there up to the point where it connects Veluwana Road along Veluwana Terrace via north direction and from there up to the point where it connects Palitha Place along Veluwana Road via north direction and from there up to 30m along Palitha Place via east direction and from there up to the point where it connects Kolonnawa Road & Abhaya Place along the road inline with Abhaya Place via north direction and from there up to southeast boundary of the first lot located facing in north side of Mihindusenpura Road & east side of Danister De Silva Mawatha along Kolonnawa Road via west direction and from there up to the above Northern starting point along the last east boundary of the first lots located in east side of the Dainister De Silva Mawatha via north direction</p>		
3. Sub Zone	High Dense Residential Development Zone	Medium Dense Residential Development Zone	Low Dense Residential Development Zone
4. Zone Code	RDZ 01	RDZ 02	RDZ 03
5. Zone Factor	2.25	2.00	1.75
6. Permissible FAR/ Number of floors	As per the form "A" & "B" in Schedule I & II		
7. Permissible Plot Coverage	As per the form "B" in schedule II and form "E" in Schedule III (Subject to Maximum of 65%)		
8. Setbacks & Maximum Height	As per the form "B" in Schedule II and form "E" in Schedule III		
9. Minimum land extent for sub division	150Sq.m		

Chapter 08
Zoning Guidelines

Zoning Regulations

Residential
Development Zone

	Principal use	Permissible uses - (As per the form "H" in Schedule VI)	
10. Permissible uses	Residential	1,2,3,4,5,6,7,8,10,11,12,13,14,15,16,17	
	Health	2,3,4,5,6,7,8,10,11	
	Office & Institution	1,2,3,4,6,7,8	
	Commercial	1,2,4,5,6,10,12,13,14,16,17,19	
	Education	1,2*,3*,4*,5*	
	Customer Care Services	1,2,3,4,5	
	Tourism	3,4	
	Social Service & Religious	1,2,3,4,5*	
	Industry	3	
	Recreational	1,2,3,4,5,6,7,8,9,10	
	Other	1,3,4,8	
	11. Common zoning regulations	<ul style="list-style-type: none"> • Penalties cannot be considered for the parking slots that cannot be provided practically • Developments in the lands zoned as common / public open areas should be in accordance with the regulations mentioned under Development Zones. • *only amendments for existing buildings and new buildings for improve facilities shall be permitted. 	

Table No. 8.8 : Residential Development Zone
Source : Urban Development Authority, 2021

8.1.9. Special Primary Residential Development Zone

1. Principal Zone	Special Primary Residential Development Zone
2. Zoning Boundary	<p>North : Starting from the northwest boundary of the first lot located facing south side of Ananda Kumaraswami Mawatha & west side of Sir Ernest Silva Mawatha up to the point where it connects Sir Marcus Fernando Mawatha via east direction and from there up to the point where it connects Sir Anagarika Dharmapala Mawatha via north direction and from there up to the Lipton Roundabouts along Sir Anagarika Dharmapala Mawatha via northeast direction and from there up to the Kynsy Road along last south boundary of the first lots located facing south side of Ward Place via east direction</p>
	<p>East : From the ending point of the above northern boundary up to the point where it connects Main Bauddhaloka Mawatha along Kynsy Road via southeast direction and from there up to the point where it connects Bauddhaloka Mawatha sub road along Main Bauddhaloka Mawatha via southwest direction and from there up to the point where it connects canal at west side of Army Hospital and straight to the part of the Bauddhaloka Mawatha sub road (Perpendicular to Baseline Road) along Bauddhaloka Mawatha sub road via south direction and from there up to the point where it connects Heen Canal along the boundary of canal (at west side of Army Hospital) via south direction</p>
	<p>South : From the end point of the above eastern boundary up to the point where it connects Torrington Road along the boundary of the Heen Canal via west direction and from there up to the Botheju Mawatha along off road perpendicular to Torrington Road via west direction and from there up to the Jawatta Road along the last south boundary of the first lot located facing south side of the Suleiman Avenue and from there up to the last northeast boundary of the first lot located facing north side of the Thimbirigasyaya Road along Jawatta Road via south direction and from there up to the last east boundary of the first lot located facing east side of the Havelock Road along the last boundary of the first lots located facing north side of Thimbirigasyaya Road via west direction</p>

Zoning Regulations

Special Primary Residential Development Zone

Chapter 08
Zoning Guidelines

Zoning Regulations

Special Primary
Residential
Development Zone

	<p>West : The entire area is bounded by a line drawn from the end point of the above Southern boundary to the point where it connects Bauddhaloka Mawatha along the last east boundary of the first lots located facing east side of the Havelock Road via north direction and from there up to the above Northern starting point along the last boundary of the first lots located in north side of Bauddhaloka Mawatha & west side of Read Avenue and along the last west boundary of the first lots located in west side of Kumarathunga Munidasa Mawatha and along the last west boundary of the first lots located facing west side of the Sir Ernest Silva Mawatha and</p>	
3. Sub Zone	Not applicable	
4. Zone Code	SPRDZ	
5. Zone Factor	1.75 (only for land having extent of 2500Sq.m or more)	
6. Permissible FAR/ Number of floors	As per the form "G" in Schedule V	
7. Permissible Plot Coverage	As per the form "G" in Schedule V	
8. Setbacks & Maximum Height	As per the form "B" in Schedule II, form "G" in Schedule V and form "E" in Schedule III	
9. Minimum land extent for sub division	500Sq.m	
10. Permissible uses	Principal Use	Permissible uses – (As per the form "H" in Schedule VI)
	Residential	1,2,3,4,5,6,7,10,11,12,13,14,15,16,17
	Health	2,4,6,7,10,11
	Office & Institution	2**,4,7,8
	Commercial	2**,10,13,14**,17
	Education	1,2*,3*,4*,5*
	Customer Care Services	1,2,3,4,5

	Tourism	Only existing developments are allowed	
	Social Service & Religious	1,2,3,5*	
	Industry	3	
	Recreational	2,3,4,5,6,8,9,10	
	Other	1,3,4,8	
11. Common zoning regulations	<ul style="list-style-type: none"> Penalties cannot be considered for the parking slots that cannot be provided practically Developments in the lands zoned as common / public open areas should be in accordance with the regulations mentioned under Development Zones. *only amendments for existing buildings and new buildings for improve facilities shall be permitted. ** Permissible maximum floor area and minimum land extent shall be as follows 		
	Use	Maximum floor area	Minimum land extent
	Retail shops	200 Sq.m	500 Sq.m
	Professional Offices	500 Sq.m	500 Sq.m
	Restaurant	-	1000 Sq.m
<ul style="list-style-type: none"> The land cannot be subdivided having an extent of 500 sq.m. or more, may be permitted for the construction of a Terrace house subject to the following conditions: <ul style="list-style-type: none"> <i>The building shall be divided among the owners by common internal walls based on the ownership of the land.</i> <i>Each land area among the owners should not be less than 150 sq.m.</i> <i>The building in external appearance to remain as a single entity.</i> 			

Table No. 8.9 : Special Primary Residential Development Zone
Source : Urban Development Authority, 2021

Chapter 08
Zoning Guidelines

8.1.10. Common / Public Open Space Zone

Zoning Regulations
Common / Public Open
Space Zone

1. Principal Zone	Common / Public Open Space Zone
2. Permissible FAR/ Number of floors	4 (G+3) floors not exceeding 12m in height
3. Permissible Plot Coverage	10% (Except pavilions/stadiums/ swimming pool)
4. Setbacks & Maximum Height	As per the form “E” in Schedule III
5. Minimum land extent for sub division	Subdivisions are not allowed
6. Permissible uses	<ul style="list-style-type: none"> • Pavilion / stadium • Swimming pool • Sports related commercial activity (Maximum of 10% floor area of the building) • Fair & exhibition grounds • Recreational clubs • Gymnasiums
7. Common zoning regulations	<ul style="list-style-type: none"> • Penalties cannot be considered for the parking slots that cannot be provided practically • Pavilions, Stadiums and swimming pools shall not be counted for the permissible maximum plot coverage • Maximum permissible height of the boundary wall (except Gate) facing to the access road is 1m • Preliminary Planning Clearance shall be obtained from urban Development Authority

Table No. 8.10 : Public Open Space Zone
Source : Urban Development Authority, 2021

8.2. Development Guide Special Project Areas

As per the proposed Colombo City Development Plan, the areas of special interest will be identified and declare those associated areas as development guide plan areas through this plan and the regulations introduced by the development guide plans will apply to these areas.

8.2.1. Beira Lake Surrounding Area

The planning and development regulations published in the gazette notification number 2274/03 dated 04/04/2022 by Urban Development Authority shall be applied for the Beira Lake surrounding area mentioned as follows.



Figure No. 8.1 : Beira Lake Development Guide Area
Source : Urban Development Authority, 2021

Chapter 08
Zoning Guidelines

8.2.2. Independence Square and Surrounding Area
Development Guide Plan

I. Zoning Plan

Development Guide
Special Project Areas

Independence Square
and Surrounding
Area Development
Guide Plan



Figure No. 8.2 : Independence Square and Surrounding Area Development Guide Zoning Plan
Source : Urban Development Authority, 2021

II. Zoning regulations

Chapter 08
Zoning Guidelines

Zone	Name of the zone	Permissible uses
Zone I	Conservation Zone	No further constructions are allowed in order to preserve the existing character of the area
Zone II	Leisure & Recreational Activity Zone	I. Restaurants II. Fair & Exhibition Grounds III. Recreational Clubs IV. Gymnasium V. Swimming Pools VI. Recreational related Commercial activities VII. Public car parks and toilets VIII. Parks – (National/Regional & Community levels) IX. Sports Complexes X. Botanical Gardens XI. Indoor Stadiums XII. Camp Sites XIII. Theme Parks XIV. Public Promenades
Zone III	Institutional Zone	I. Residential buildings II. Restaurants III. Boutique hotels IV. Bar V. Community Centers VI. Art Galleries VII. Libraries VIII. Museums IX. Professional Institute X. Religious/ Meditation Center XI. Public Car Parks and Toilets
Zone IV	Cultural & Amusement Zone	I. Television Film Studios II. Performing Art Centers III. Libraries IV. Museums V. Exhibition Centers VI. Concert Hall VII. Public Car parks and Toilets VIII. Community Centers

Development Guide
Special Project Areas

Independence Square
and Surrounding
Area Development
Guide Plan

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Zoning Guidelines

Development Guide
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Guide Plan

Zone	Name of the zone	Permissible uses
Zone v	Mixed Institutional Zone	I. Residential buildings II. Restaurants III. Boutique hotels IV. Bar V. Institutions VI. Community Centers VII. Art Galleries VIII. Libraries IX. Museums X. Professional Institute XI. Religious/ Meditation Center XII. Public Car Parks and Toilets

Table No. 8.11 : Zoning Regulations for Independence Square and Surrounding Area Development Guide Plan | Source : Urban Development Authority, 2021

III. Development Guide Regulations

Zone	Minimum Land extent (Sq.m)	Max. No. of Floors	Max. Height (m)	Max. Plot overage	Rear Space (m)	Side Space (m)
Zone I	-	-	-	-	-	-
Zone II	2000	G+2	10	10%	3	3
Zone III	1000	G+2	10	50%	3	3
Zone IV	1000	G+2	10	50%	3	3
Zone v	1000	G+3	15	50%	3	3

Table No. 8.12 : Independence Square and Surrounding Area Development Guide Regulations
Source : Urban Development Authority, 2021

8.3. Schedule

Schedule I — Permissible floor ratio published in the gazette notification No. 54/2235 dated 08.07.2021 by the Urban Development Authority

Form A – Permissible Floor Area Ratio																						
Lane Extent (Sq.m)	Zone factor= 1.50-1.74			Zone factor = 1.75-1.99			Zone factor = 2.00-2.24			Zone factor = 2.25-2.49			Zone factor = 2.50-2.74									
	Minimum Road Width			Minimum Road Width			Minimum Road Width			Minimum Road Width			Minimum Road Width									
	* 6m	9m	12m or 15m or above	* 6m	9m	12m or 15m or above	* 6m	9m	12m or 15m or above	* 6m	9m	12m or 15m or above	* 6m	9m	12m or 15m or above							
150 less than 250	2.4	2.6	2.7	2.8	3.0	3.2	3.3	3.4	3.6	3.8	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0
250 less than 375	2.6	3.2	3.6	4.0	3.0	3.4	4.3	4.7	4.5	4.5	3.2	3.6	4.5	4.5	3.5	3.8	4.5	5.0	3.5	4.0	5.0	5.5
375 less than 500	2.7	3.3	3.8	4.2	3.2	3.5	4.5	5.0	4.8	5.2	3.4	3.7	4.8	5.2	3.6	4.5	4.7	5.5	3.6	4.6	5.2	6.0
500 less than 750	2.8	3.4	4.0	4.5	3.4	3.6	4.7	5.5	5.0	6.0	3.5	4.0	5.0	6.0	3.7	5.0	5.0	6.0	3.7	5.1	5.5	6.5
750 less than 1000	3.1	3.6	4.3	5.0	3.5	3.8	5.1	6.0	5.7	6.5	3.6	4.5	5.7	6.5	3.8	5.1	6.0	6.5	3.8	5.2	6.5	7.0
1000 less than 1500	3.2	3.8	4.6	5.5	3.6	4.0	5.4	6.5	6.1	8.0	3.7	5.0	6.1	8.0	3.9	5.3	6.5	8.5	3.9	5.4	7.0	9.0
1500 less than 2000	3.4	4.0	5.0	6.0	3.7	4.2	5.8	7.0	6.7	9.0	3.8	5.1	6.7	9.0	4.0	5.4	7.0	*10	4.0	5.5	7.5	*10.5
2000 less than 2500	3.5	4.2	5.2	6.5	3.8	4.4	6.2	7.5	7.1	*10	3.9	5.2	7.1	*10	4.0	5.5	7.5	*10.5	4.0	5.6	7.5	*11
2500 less than 3000	3.6	4.4	5.5	7.0	3.9	4.6	6.5	8.0	7.4	*10.5	4.0	5.3	7.4	*10.5	4.0	5.6	7.5	*11	4.0	5.7	8.0	*11.5
3000 less than 3500	3.7	4.6	6.0	7.5	4.0	4.8	6.9	8.5	7.6	*11	4.0	5.4	7.6	*11	4.0	5.7	8.0	*11.5	4.0	5.8	8.0	*12
3500 less than 4000	3.8	4.8	6.3	7.7	4.0	5.0	7.3	9.0	7.8	*11.5	4.0	5.5	7.8	*11.5	4.0	5.8	8.0	*12	4.0	5.9	8.0	*12
More than 4000	4.0	5.0	6.5	8.0	4.0	5.2	7.5	9.5	8.0	*12	4.0	5.6	8.0	*12	4.0	5.9	8.0	*UL	4.0	6.0	8.0	*UL

Form A – Permissible Floor Area Ratio

Lane Extent (Sq.m)	Zone factor = 2.75-2.99				Zone factor = 3.00-3.24				Zone factor = 3.25-3.49				Zone factor = 3.50-3.74				Zone factor = 3.75-4.00			
	Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width			
	6m**	9m	12m	15m or above	6m**	9m	12m	15m or above	6m**	9m	12m	15m or above	6m**	9m	12m	15m or above	6m**	9m	12m	15m or above
150 less than 250	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0	3.0	3.4	3.6	4.0
250 less than 375	3.5	4.2	5.0	5.5	3.5	4.4	5.0	5.5	3.5	4.6	5.0	5.5	3.5	4.8	5.0	5.5	3.5	5.0	5.3	5.5
375 less than 500	3.6	4.7	5.2	6.0	3.6	4.8	5.2	6.0	3.6	4.9	5.2	6.0	3.6	5.0	5.2	6.0	3.6	5.4	5.8	6.0
500 less than 750	3.7	5.2	5.5	6.5	3.7	5.3	5.5	6.5	3.8	5.4	5.5	6.5	3.8	5.5	5.5	6.5	4.0	5.7	6.0	6.5
750 less than 1000	3.8	5.3	7.0	7.5	3.8	5.4	7.0	7.5	4.0	5.5	7.5	8.0	4.0	5.6	7.5	8.0	4.5	6.0	7.5	8.0
1000 less than 1500	3.9	5.5	7.5	9.0	3.9	5.6	7.5	9.0	4.0	5.7	8.0	9.0	4.2	5.8	8.0	9.0	4.5	6.5	8.0	9.0
1500 less than 2000	4.0	5.6	7.5	*10.5	4.0	5.7	8.0	*10.5	4.0	5.8	8.0	*11	4.2	6.0	8.0	*11	4.5	7.0	8.0	*11
2000 less than 2500	4.0	5.7	8.0	*11	4.0	5.8	8.0	*11	4.0	5.9	8.0	*11.5	4.2	6.2	8.0	*11.5	4.5	7.0	8.0	*12
2500 less than 3000	4.0	5.8	8.0	*11.5	4.0	5.9	8.0	*11.5	4.0	6.0	8.0	*12	4.2	6.4	8.0	*12	4.5	7.0	8.0	*12
3000 less than 3500	4.0	5.9	8.0	*12	4.0	6.0	8.0	*12	4.0	6.0	8.0	*12	4.2	6.5	8.0	*12	4.5	7.0	8.0	*12
3500 less than 4000	4.0	6.0	8.0	*12	4.0	6.0	8.0	*12	4.0	6.0	8.0	*12	4.2	6.5	8.0	*12	4.5	7.0	8.0	*12
More than 4000	4.0	6.0	8.0	*UL	4.0	6.0	8.0	*UL	4.0	6.0	8.0	*UL	4.2	6.5	8.0	*UL	4.5	7.0	8.0	*UL

UL - Unlimited

Floor area allocated for parking facilities are not calculated for FAR

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

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

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

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

**Minimum road width of 7m shall be considered for the roads identified as 7m wide road in the particular development Plan

Schedule II — Permissible number of floors published in the gazette notification No. 54/2235 dated 08.07.2021 by the Urban Development Authority

Form B - Number of Floors for 3.0m & 4.5m wide Roads				
Minimum Road Width	Minimum Site Frontage	Plot Coverage*	Maximum Number of Floors	
			Zone Factor 1.50 - 3.49	Zone Factor 3.50 - 4.00
3.0m	6m	65%	3 (G+2)	3 (G+2)
4.5m	6m	65%	3 (G+2)	4 (G+3)

Number of floors are indicated including parking areas
 * Where no plot coverage specified under the zoning regulations

Schedule III – Open spaces published in the gazette notification No. 54/2235 dated 08.07.2021by the
Urban Development Authority

Form E - Setbacks & Open Spaces

Building Height (m)	Minimum Site Frontage (m)	Plot Coverage *		Rear Space (m)		Side Space (m)		Light Well for NLV	
		Non Residential	Residential	When no NLV is taking this end	When NLV is taking this end	When no NLV is taking this end	When NLV is taking this end	Minimum width	Minimum Area
less than 7	6	80%**	65%	2.3m	2.3m	-	2.3m	2.3m	5Sq.m
7 less than 15	6	65%	65%	3.0m	3.0m	-	3.0m	3.0m	9 Sq.m
15 less than 30	12	65%	65%	4.0m	4.0m	1.0m and 3.0m	4.0m	4.0m	16 Sq.m
30 less than 50	20	65%	65%	4.0m	5.0m	3.0m both side	5.0m	5.0m	25 Sq.m
50 less than 75	30	50%***	50%***	5.0m	6.0m	4.0m both side	6.0m	6.0m	36 Sq.m
75 and above	Above 40	50%***	50%***	5.0m	6.0m	5.0m both side	6.0m	6.0m	****

NLV - Natural Light & Ventilation

Building Height - Height between access road level to roof top or roof level (Including parking floors)

*Where no Plot Coverage specified under the zoning regulations

**The entire development is for non-residential activities

***65% plot coverage can be allowed only for the podium level not exceeding 20% of the tower height or 12 floors whichever is less

****Minimum area shall be increased by 1Sq.m for every additional 3m height

Schedule IV – Permissible number of floors for Low Dense Mixed Development Zone I

Form F				
Land extent	*Minimum access road width (m)	Minimum site frontage (m)	Permissible maximum number of floors	Permissible maximum height
150 less than 300Sq.m	6m	6m	5 [Parking floor and 4 floors]	18m
300 less than 500Sq.m	6m	8m	6 [Parking floor and 5 floors]	21m
500 less than 1000Sq.m	9m	8m	7 [Parking floor and 6 floors]	25m
1000Sq.m and above	Development can be allowed as per the form "A", "B" & "E" in schedule I, II & III (Preliminary Planning clearance from Urban Development Authority shall be obtained)			

*Permissible maximum number of floors for 3m & 4.5m access road shall be in accordance with Form "B" in schedule II (Zone factor as 2.00)

Schedule V - Permissible number of floors for Special Primary Residential Development Zone

Form G					
Land extent	*Minimum access road width (m)	Minimum site frontage (m)	Permissible maximum number of floors	Permissible maximum height	Maximum plot coverage
150 less than 300Sq.m	6m	6m	5 [Parking floor and 4 floors]	18m	65%
300 less than 500Sq.m	6m	8m	6 [Parking floor and 5 floors]	21m	65%
500 less than 2500Sq.m	9m	8m	7 [Parking floor and 6 floors]	25m	65%
2500Sq.m and above	Development can be allowed as per the form "A", "B" & "E" in schedule I, II & III (Preliminary Planning clearance from Urban Development Authority shall be obtained)				50%**

*Permissible maximum number of floors for 3m & 4.5m access road shall be in accordance with Form "B" in schedule II (Zone factor as 1.75)

**Maximum plot coverage for podium floors shall not be exceeded 50%

Schedule VI – Minimum land extent for permissible uses
in each zone

From “H” - Minimum land extent for permissible uses			
Principal Use	No.	Sub use	Minimum Land extent (Sq.m)
1. Residential	1	Single house	150
	2	Flats/ Housing complex/ Apartments	150
	3	Hostels	150
	4	Daycare centers	250
	5	Patients care center	500
	6	Elders home	500
	7	Children’s home	500
	8	Disability rehabilitation home	500
	9	Rehabilitation /Probation home	1000
	10	Community centers	500
	11	Resorts/Tourism bungalow/Home stay	250
	12	Rest house	150
	13	Quarters	150
	14	Labor quarters	150
	15	Embassy quarters	150
	16	Service apartments	150
	17	Studio apartments	150
2. Health	1	Hospitals	1000
	2	Medical centers(One doctors)	150
	3	Medical centers (Two doctors or more)	250
	4	Sample collecting centers	150
	5	Laboratory	150
	6	Pharmacy	150
	7	Veterinarian/ Animal clinics	150
	8	Veterinarian/ Animal hospitals	500
	9	Quarantine centers	500
	10	Pediatric and Maternity/ Family Clinic Centers	250
	11	Other health institutions	250

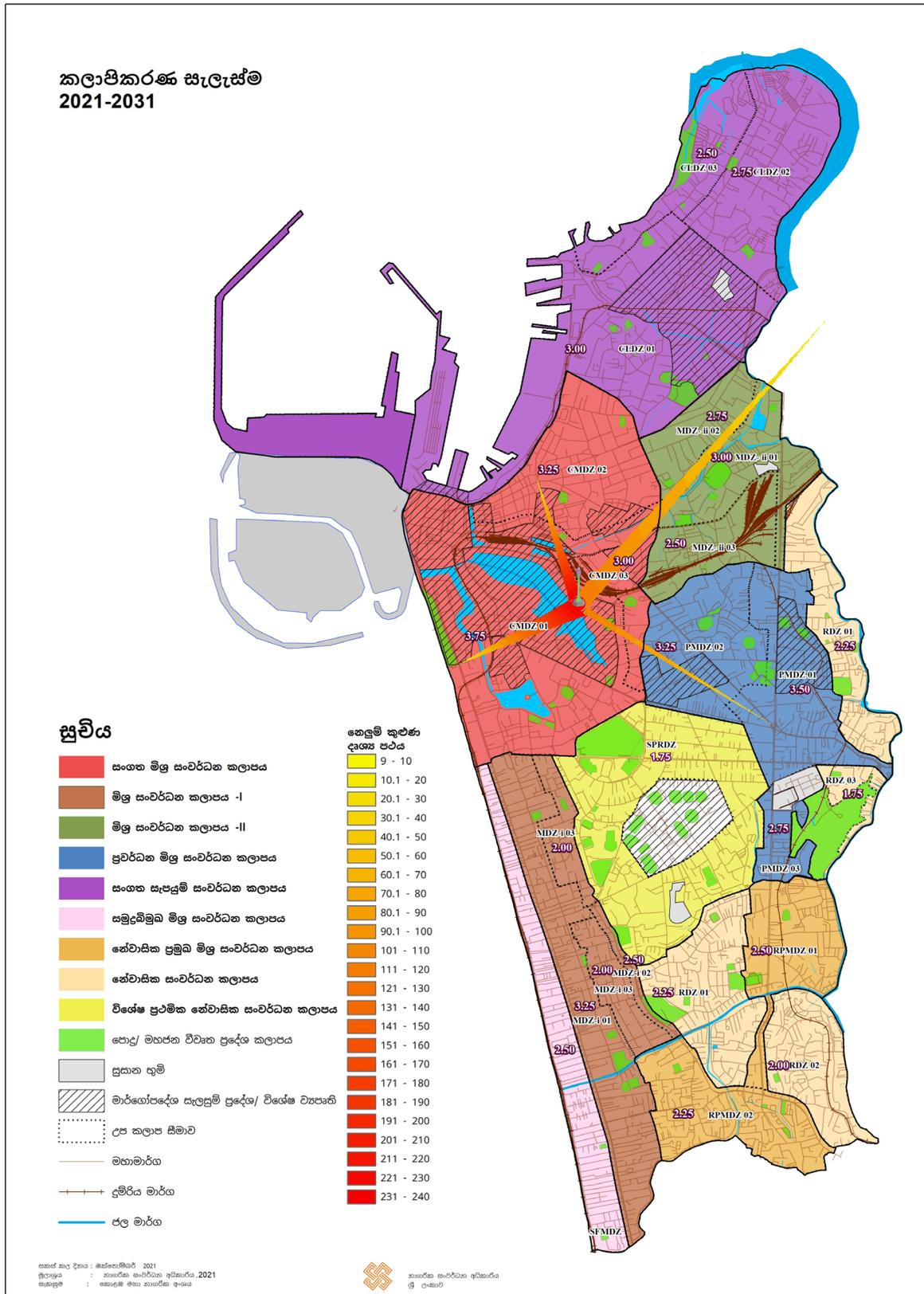
From "H" - Minimum land extent for permissible uses			
Principal Use	No.	Sub use	Minimum Land extent (Sq.m)
3. Office & Institutional	1	Office	150
	2	Professional Office	150
	3	Banks/ Insurance/ finance institutions	150
	4	A.T.M centers	Not Applicable
	5	Office complex (Over 10,000Sq.m)	1000
	6	Other institutions	250
	7	Embassy	1000
	8	Service office	250
4. Commercial	1	Shopping complex	500
	2	Retail shops	150
	3	Wholesale shops	250
	4	Departmental shops	500
	5	Hardware/ building material selling shops	250
	6	Liquor shops	150
	7	Vehicle showrooms	500
	8	Showrooms (except vehicle)	500
	9	Auditorium	500
	10	Gas filling/ charging centers	1000
	11	Vehicle spare parts shops	500
	12	Furniture shops	250
	13	Restaurants(Take Away)	150
	14	Restaurants	250
	15	Reception halls/ wedding halls	1000
	16	Broadcasting centers	500
	17	Studio (Non Broadcasting)	150
	18	Super market	500
	19	Open markets	150
5. Educational	1	Pre School/ Early childhood development center	500
	2	Primary school	-
	3	Secondary school	-
	4	Tertiary school	-
	5	Private school/ International school	-
	6	High education institutions(Campus)	3000
	7	Government/ Private university	4000

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From "H" - Minimum land extent for permissible uses			
Principal Use	No.	Sub use	Minimum Land extent (Sq.m)
5. Educational	8	Technical college/ Vocational training center/ Training center	1000
	9	Tuition institutions (50 students or below)	500
	10	Tuition Institutions (above 50 students)	1000
	11	Art institutions/ drama institution	1000
	12	Other educational institution	250
6. Utility Services	1	Beauty cultural center / Saloon	150
	2	Customer service center	150
	3	Spa center	150
	4	Tailor shops	150
	5	Funeral Pallor	250
7. Tourism	1	Star class hotels	2000
	2	Tourism Hotel/ Commercial hotels/ Boutique hotels	500
	3	Guest house	250
	4	Lodges	250
	5	City hotel	250
	6	Rest house	250
	7	Motel	250
	8	Clubs	500
8. Social & Religious	1	Religious center	1000
	2	Religious education center	500
	3	Museum	500
	4	Social & Cultural center	500
	5	Cemetery/ Crematoriums (Only upgrading of facilities of existing cemetery are allowed)	
9. Industrial	1	Vehicle assembling/ repairing center	500
	2	Vehicle service center	1000
	3	Filling station	1000
	4	ECO testing center	500
	5	Stores for distribution works	500
	6	Stores/ warehouse	1000
	7	Service industry	1000
	8	Bakery productions	500
	9	Concrete precast industry	1000

From "H" - Minimum land extent for permissible uses			
Principal Use	No.	Sub use	Minimum Land extent (Sq.m)
9. Industrial	10	Cement block production machinery industry	500
	11	Roof tile & brick industry	500
	12	Domestic industry	250
	13	Packing industry	500
	14	Value addition industry	1000
	15	Defective material collection center	1000
	16	Recycling industry	1000
	17	Furniture related industry	500
	18	Non polluted other industry (as defined by the Central Environmental Authority)	1000
10. Leisure	1	Indoor stadium	1000
	2	Open theater	1000
	3	Library	250
	4	Gymnasium	150
	5	Children parks	500
	6	Open grounds	1000
	7	Cinema theater/ open cinema theater	500
	8	Swimming pool	250
	9	Parks	-
	10	Recreational parks	-
11. Other	1	Roof antenna	-
	2	Telecommunication towers	
	3	Vehicle parks	250
	4	Electricity Substations	-
	5	Sand mining/ washing	-
	6	Quarry mining	-
	7	Soil excavation/ clay excavation	-
	8	Conference hall	-
	9	Sanitary facility buildings	-

Schedule VII – Lotus Tower Visibility Corridor



Schedule VIII – Vehicle Parking Space Requirement

Principal use	Number	Sub use	Vehicle Parking Space Requirement			
			Standard	Bus	Lorry	Multi axle
1. Residential	1	Single house / Flats / Housing complex / Apartments	One space for one unit with less than 200Sq.m. 2 space for one unit with 200Sq.m or above Visitor's parking (Only for flats/ apartments) one space for 10 units up to first 20 units and after that one space for every 20 units	-	-	-
	2	Service apartments	One space for 2 units	-	-	-
	3	Studio apartments	One space for 3 units	-	-	-
	4	Quarters / Labor quarters/ Embassy quarters	One space for one unit	-	-	-
	5	Government resettlements projects	One space for 10 units	-	-	-
	6	Hostels / Dormitory - as facility for main uses within the premises (except school)	One space for 10 rooms or One space for 10 beds whichever is more	-	-	-
	7	Hostels / Dormitory (Outside the premises)	One space for 05 rooms or One space for 10 beds whichever is more	-	-	-
	8	Elders home / Children's home, Patients care center	One space for 10 rooms (at least one space)	-	-	-
	9	Disability rehabilitation/ Rehabilitation /Probation home	One space for 05 rooms	-	-	-
	10	Community centers/ Rest house	One space for 150Sq.m	One space for more than 250Sq.m	-	-
	11	Resorts	One space for 03 rooms	-	-	-

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Principal use	Number	Sub use	Vehicle Parking Space Requirement			
			Standard	Bus	Lorry	Multi axle
2. Health	1	Government Hospitals (Including all facilities)	One space for 10 beds and additional 30% of above parking spaces shall be allocated for public parking	One space	One space	-
	2	Nursing homes & Private Hospitals	One space for 2 beds or one space for 20Sq.m whichever is more	One space	One space	-
	3	Medical centers, dispensary & Animal clinics (One doctors)	2 spaces for one room	-	-	-
	4	Medical centers, dispensary & Animal clinics (Two doctors or more)	6 spaces for one room (One for doctor & balance 5 for patient)	-	-	-
	5	Laboratory / Pharmacy / Sample collecting centers	One space for 20Sq.m	-	-	-
	6	Quarantine centers	One space for 150Sq.m	One space for more than 250Sq.m	-	-
	7	Pediatric and Maternity / Family Clinic Centers	2 spaces for one room	-	-	-
3. Office & Institutional	1	Office / Service office / Institutions (General)	One space for 150Sq.m	-	-	-
	2	Professional Office / Office / Institutions (No customer service provided within the office& institution)	One space for 200Sq.m	-	-	-
	3	Insurance/ finance institutions	One space for 100Sq.m	-	-	-
	4	Banks	One space for 50Sq.m	-	-	-
	5	Office complex (Over 10,000Sq.m)	One space for 250Sq.m	One space for 5000Sq.m up to maximum of 4	One space	-

Principal use	Number	Sub use	Vehicle Parking Space Requirement			
			Standard	Bus	Lorry	Multi axle
4. Commercial	1	Retail shops / Groceries & allied activities	One space for 50Sq.m	-	One space for over 500Sq.m up to maximum of 2	-
	2	Shopping complex / Departmental shops/ Wholesale shops	One space for 100Sq.m	-	One space for every 500Sq.m up to maximum of 2	-
	3	Super market	One space for 25Sq.m	-	One space for every 250Sq.m up to maximum of 2	-
	4	Dedicated economic centers	One space for 2 shops	-	Minimum one space and one space for 10 shops up to maximum of 5	-
	5	Hardware/ building material selling shops	One space for 100Sq.m	-	One space for every 500Sq.m up to maximum of 5	-
	6	Other Showrooms (except vehicle)	Minimum one space and one space for 200Sq.m	-	One space for every 250Sq.m up to maximum of 4	-
	7	Vehicle showrooms	Minimum one space and one space for 200Sq.m	-	One space for every 250Sq.m up to maximum of 4	One space (touch & go)
	8	Auditorium	One space for 10 seats or one space for 20Sq.m whichever is more	-	one space for over 100 seats	-
	9	Vehicle spare parts shops	One space for 50Sq.m	-	One space for over 500Sq.m	-
	10	Restaurants(Take Away)- Except production	One space for 50Sq.m	-	One space for over 500Sq.m	-
	11	Restaurants	One space for 20Sq.m except service area or one space fro 5 seats whichever is more	-	One space for over 500Sq.m	-
	12	Broadcasting centers	One space for 50Sq.m except service area	One space for over 500Sq.m	One space for over 500Sq.m	-
	13	Studio (Non Broadcasting)	One space for 100Sq.m	-	One space for over 500Sq.m	-

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Principal use	Number	Sub use	Vehicle Parking Space Requirement			
			Standard	Bus	Lorry	Multi axle
5. Educational	1	Pre School/ Early childhood development center / Daycare centers	One space & 3 drop off space with margin lane		-	-
	2	Government school	One space for 4 class rooms & 3 drop off space with margin lane parallel to the access road	One space	-	-
	3	Private school/ International school	One space for 2 class rooms and one space for 500Sq.m for other permanent building except class rooms and 3 drop off space with margin lane	One space	-	-
	4	High education institutions	One space for one class room	One space	-	-
	5	Government/ Private university	One space for one permanent lecturer	One space for one academic faculty	-	-
	6	Technical college/ Vocational training center/ Training center	One space for 2 lecturer & 2 drop off space with margin lane parallel to the access road	One space	-	-
	7	Tuition institutions	One space for one class room & 2 drop off space with margin lane parallel to the access road	-	-	-
	8	Art institution/ drama institution	One space for one class room	-	-	-
	9	Library	Five space up to 500Sq.m and one space for every additional 500Sq.m	-	-	-
	10	Other educational institution	One space for one class room	-	-	-
6. Utility Services	1	Beauty cultural center / Saloon / Customer service center	One space for 30Sq.m	-	-	-
	2	Funeral Pallor	Five space for one funeral pallor	One space	-	-

Principal use	Number	Sub use	Vehicle Parking Space Requirement			
			Standard	Bus	Lorry	Multi axle
7. Tourism	1	Guest house / Rest house / Lodges	One space for 03 rooms	-	-	-
	2	City hotel	One space for 05 rooms	One space (touch & go)	One space	-
	3	Star class hotels/ Tourism Hotel/ Commercial hotels	Rooms 1 to 20 - One space for 2 rooms and, Rooms 21 to 100 - One space for 4 rooms and, Over 100 rooms - One space for 5 rooms	One space (touch & go)	One space	-
	4	Motel	One space for one room	One space	-	-
	5	Clubs	One space for 50Sq.m	-	-	-
	6	Restaurants	One space for 20Sq.m except service area or one space for 5 seats whichever is more	-	One space for over 500Sq.m	-
	7	Banquets hall / wedding hall	Seats 1 to 100 - One space for 5 seats and Seats 101 to 250 - One space for 10 seats and Over 250 seats - One space for 20 seats	Seats 101 to 250 - One space Over 250 seats - Two space	One space (touch & go)	-
8. Social & Religious)	1	Religious center / Religious education center	One space for 200Sq.m	-	-	-
	2	Social & Cultural center	One space for 200Sq.m	-	-	-
	3	Studio, conference hall & allied activities	One space for 10 seats or one space for 20Sq.m whichever is more	One space for over 100 seats	-	-
9. Industrial	1	ECO testing center	2 spaces	One space	One space	One space
	2	Micro scale industry (up to 50Sq.m)	2 spaces	-	-	-
	3	Small scale industry (51Sq.m to 250Sq.m)	One space for 100Sq.m	-	One space	-
	4	Medium scale industry (251Sq.m - 1500Sq.m)	Three spaces up to 250Sq.m and one space for every additional 200Sq.m	-	One space for 500Sq.m	One space for over 1000Sq.m
	5	Large scale industry (above 1500Sq.m)	Nine spaces up to 1500Sq.m and one space for every additional 300Sq.m	-	Three spaces up to 1500Sq.m and one space for every additional 1000Sq.m	One space for 2500Sq.m up to maximum of 5
	6	Stores with shops	One spaces up to 100Sq.m and one space for every additional 200Sq.m	-	One space for 500Sq.m	-

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Principal use	Number	Sub use	Vehicle Parking Space Requirement			
			Standard	Bus	Lorry	Multi axle
9. Industrial	7	Stores without shops (up to 500Sq.m)	One Space	-	One space for 300Sq.m	-
	8	Stores without shops (over 500Sq.m)	One space for 500Sq.m	-	One space for 300Sq.m	-
	9	Warehouses (up to 500Sq.m)	One space	-	One space	-
	10	Stores without shops (over 500Sq.m)	One space for 500Sq.m	-	One space for 500Sq.m up to 3000Sq.m and one space for every additional 1000Sq.m	One space for 2500Sq.m up to maximum of 3
10. Recreational, Leisure, Sports and Other	1	Indoor stadium	Two space for one court and one space for 10 seats if pavilion is provided	One space	-	-
	2	Open theater	One space for 20 seats	One space for over 100 seats	-	-
	3	Gymnasium	One space for 100Sq.m	-	-	-
	4	Open grounds	One space for 100 seats	One space for 10 seats up to maximum of 10	-	-
	5	Cinema theater/ open cinema theater	One space for 10 seats	One space for 150Sq.m	-	-
	6	Swimming pool / Commercial swimming pool	One space for 100Sq.m and one space for 10 seats if favilion is provided	-	-	-
	7	Parks/ Recreational and theme parks /	One space for usable floor area of 250Sq.m	One space	One space for usable floor area of 2000Sq.m maximum of 4	-
	8	Other uses	One space for 100Sq.m	One space for 500Sq.m	-	-

NOTE

1. In every development where the total parking requirement exceeds 10 stalls, there shall be 30% of such parking requirement of pedal/ motor cycles provided in such development
2. Parking facilities for differently able people to be provided according to the Gazette Notification No.1467/15.
3. The Authority has powers to take the final decision regarding the service charge in lieu of providing parking spaces.
4. Parking requirement for any Development Activity which are not listed in above categories shall be considered for the most similar category.
5. If the minimum road width mentioned as 6m for any development activity, where proposed road width identified as a 7m in width by the gazetted Development Plan or Draft Development Plan or Development Guide plan shall be applicable such proposed width.
6. If uses other than the specified used in this category are included within the development, the parking requirement for such uses shall be calculated separately as per the specified parking requirement of such individual use.

Schedule

Schedule IX – Land Subdivision

Minimum width of access road (m)	Maximum road length (m)	Maximum Number of Lots Served (Excluding the once those are facing the main road)
3.0	up to 50m	4
	At a distance of 100m or less, but both ends connected to public roads where width is 6 m or more	8
4.5	up to 100m	8
	At a distance of 200m or less, but both ends connected to public roads where width is 6 m or more	16
6.0 and above	No limit	No limit



Chapter **09**

***Proposed Road
Width, Building
Line and
Reservations***

9.1. Proposed Roads

The Authority has introduced the width of the proposed access roads based on the needs and priorities of widening the access roads within the applicable period of the Development Plan (2022-2031) within the council limits.

Name of the Road	Road section proposed for development	Physical width of existing road (m)	Proposed road width/ street line (m)	Proposed number of lanes	Road length proposed for development (km)	Existing Building Line width (m)	Proposed Building Line width (m)
Sri Wikrama Mawatha	From New Kelani River Road to Malwatta Lane (Mattakkuliya Police Station)	6	9	2	0.5	15	15
Madampitiya Road	From Sirimavo Bandaranayaka Mawatha to Modera Road	10	18	4	1.3	22	24
Nagalam Street	From Sirimavo Bandaranayaka Mawatha to Sirimavo Bandaranayaka Mawatha Port Access Road	6	9	2	1	15	15
K. Cyril. C. Perera mawatha (North Part)	From Jorge R De Silva Mawatha to Madampitiya Road	9	18	4	2.6	24	24
Miraniya Street	From Sri Sangaraja Mawatha to Hulsdrop Road	6	9	2	0.65	15	15
Maligawatta avenue	From Jumma Masjid Road to Kettarama Temple Road	7	9	2	0.2	15	15
School lane- Dematagoda	From Sri Vajiragnana Mawatha to Diyabagaras Avenue	5	9	2	0.2	-	12
Dematagoda Road	From Dematagoda Junction to Sri Dhamma Mawatha	6	18	4	0.3	22	24
Sri Vajiragnana Mawatha	From Maradana Road to Sri Dhamma Mawatha	6	9	2	1.3	22	22
Ketawalamulla Road	From Sri Vajiragnana Mawatha to Ananda mawatha	12	12	2	0.6	15	15
Lesli Ranagala Mawatha	From Baseline road to Cotta Road	6	9	2	1.4	22	22
Shady Grove Avenue	From Cotta road to Sri Jayawardenapura Road	6	9	2	0.3	12	12
Ever Green Park Road	From E. D. Dabare Mawatha to Kirimandala Mawatha	6	18	4	0.4	12	22
Muhandiram E. D. Dabare Mawatha	From Narahenpita Junction to Ever Green Park Road	6	9	2	0.25	12	12
Sea View Avenue	From Galle Road to R. A. De Mal Mawatha	6	9	2	0.25	15	15
Inner flower road and St Anthonys Road	From Galle road to Fflower Road	6	9	2	0.8	15	15

Name of the Road	Road section proposed for development	Physical width of existing road (m)	Proposed road width/ street line (m)	Proposed number of lanes	Road length proposed for development (km)	Exiting Building Line width (m)	Proposed Building Line width (m)
Lake Rconnected Road	From Kirimaandala Mawatha to Nawala Road	6	9	2	0.8	-	15
Dehiwala canal south bank connected road- From Siddhartha Road to Thalakuwa Garden	From Baseline Road to Highlevel Road	6	9	2	1.5	-	15
Suvisuddarama Mawatha	From Colombo Horana Road to W. A. Silwa Mawatha	6	9	2	0.7	15	15
Ishweri Avenue	From Colombo Horana Road to Highlevel Road	6	9	2	0.2	12	12

9.2. Building Line and Street Line Limits

Table 1 - Building Lines from Centre Line of the Existing Road

No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
1	11	A.G Hinni Appuhami Mawatha	Other Roads	No	12.20
2	3	Abdul Caffoor Mawatha	Feeder Roads	No	12.00
3	12	Abdul Hameed Street	Feeder Roads	No	15.00
4	12	Abdul Jabar Mawatha	Feeder Roads	No	15.00
5	10	Abhayasinharama Road	Other Roads	No	12.00
6	2	Ahamath Lane	Other Roads	No	12.20
7	9	Albion Lane	Other Roads	No	12.20
8	3	Alfred House Avenue	Other Roads	No	15.00
9	3	Alfred House Garden	Other Roads	No	15.00
10	3	Alfred House Road	Other Roads	No	15.00
11	3	Aloe Avenue	Other Roads	No	15.00
12	5	Amarasekara Mawatha	Feeder Roads	No	15.00
13	10	Ananda Mawatha	Feeder Roads	No	15.00
14	5	Anderson Road	Other Roads	No	12.20
15	13	Arther de Silva Mawatha	Feeder Roads	No	22.00
16	2	Bahjathul Asrar Lane (Kew Ln)	Other Roads	No	12.20
17	4	Bambalapitiya Station Road	Feeder Roads	No	15.00
18	7	Barnes Place	Other Roads	No	15.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
19	2	Barracks Lane	Other Roads	No	12.20
20	4/7/8	Bauddhaloka Mawatha (Galle Rd To Baseline Rd)	Bus Route (Three Dual)	No	32.00
21	12	Belmont Street	Other Roads	No	15.00
22	13	Bloemendhal Road	Feeder Roads	No	12.20
23	13	Bonjean Road	Feeder Roads	No	15.00
24	8	Borella Cross Road	Feeder Roads	No	22.00
25	3	Boyd Place	Other Roads	No	12.00
26	2	Braybrooke Place	Other Roads	No	12.20
27	2	Braybrooke Street	Feeder Roads	No	22.00
28	7	Cambridge Place	Bus Route (Three Dual)	No	22.00
29	6	Canal Lane	Other Roads	No	12.20
30	8	Chandraleka Mawatha	Other Roads	No	12.20
31	2	Church Street	Bus Route (Three Dual)	No	22.00
32	5	Claessen Place	Other Roads	No	12.20
33	3	Col.T.G.Jayawardana Mawatha	Other Roads	No	12.20
34	13	College Street	Feeder Roads	No	22.00
35	8	Cotta Lane	Other Roads	No	12.20
36	12	Court Street	Other Roads	No	15.00
37	3	Cumarathunga Munidasa Mawatha	Bus Route (Three Dual)	No	32.00
38	10	Deans Road (Maradana Rd To Symonds Rd Junction)	Feeder Roads	No	22.00
39	10	D.R.Wijewardena Mawatha	Bus Route (Three Dual)	No	24.00
40	8	D.S.Senanayake Mawatha	Bus Route (Three Dual)	No	32.00
41	12	Dam Street (Saunders Place To Hultsdorf Street)	Feeder Roads	No	22.00
42	2	Dawson Street	Feeder Roads	No	22.00
43	15	De La Salle Street	Feeder Roads	No	15.00
44	10	De Seram Place	Feeder Roads	No	15.00
45	10	Dematagoda Passage	Other Roads	No	12.20
46	9	Dematagoda Place	Other Roads	No	12.20
47	9	Dematagoda Road (Siri Dhamma Mw To Danister De Silva Mawataha)	Bus Route (Two Dual)	No	24.00
48	10	Dewanampiyatissa Mawatha	Feeder Roads	No	15.00
49	7	Dharmapala Mawatha	Bus Route (Three Dual)	No	24.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
50	11	Dias Place	Feeder Roads	No	12.20
51	4/5	Dickmans Road	Bus Route	No	15.00
52	2	Dispensary Lane	Other Roads	No	12.20
53	14	Dr.Britto Babapulle Place	Feeder Roads	No	15.00
54	7	Dr.C.W.W.Kannangara Mawatha	Bus Route (Three Dual)	No	32.00
55	8/9	Dr.Danister De Silva Mawatha	Bus Route (Three Dual)	30.48	32.00
56	15	Dr.S.D.Fernando Mawatha	Feeder Roads	No	15.00
57	5	Ebert Place	Other Roads	No	15.00
58	6	Edmonton Road (Part Within Base Line Road Extention)	Bus Route (Three Dual)	30.48	32.00
59	5	Elibank Road	Other Roads	No	12.20
60	15	Elie Lane	Feeder Roads	No	15.00
61	5/8	Elvitigala Mawatha	Bus Route (Three Dual)	30.48	32.00
62	7	F.R.Senanayaka Mawatha	Bus Route (Three Dual)	No	24.00
63	4	Fareed Place	Other Roads	No	12.20
64	7	Flower Avenue	Other Roads	No	12.20
65	8/10	Francis Road	Other Roads	No	12.20
66	4	Frankfort Place	Other Roads	No	12.20
67	6	Fussel's Lane (Part of Without S.L.)	Other Roads	No	12.20
68	11	Gabo's Lane	Feeder Roads	No	22.00
69	3	Galle Face Center Road	Bus Route (Three Dual)	No	32.00
70	3	Galle Face Drive	Other Roads	No	12.20
71	3/4/6	Galle Road (Galle Face Hotel to City limit)	Bus Route (Three Dual)	23.17-24.38	32.00
72	13	Galpotta Street	Feeder Roads	No	15.00
73	13	George R.De Silva Mawatha	Bus Route (Three Dual)	No	32.00
74	12	Gomes Lane	Other Roads	No	12.20
75	8	Gorakagaha Path	Other Roads	No	12.20
76	9	Gospal Lane	Other Roads	No	12.20
77	8	Gothami Road	Feeder Roads	12.15	15.00
78	12	Gouse Mohideen Mawatha	Feeder Roads	No	15.00
79	5	Gower Street	Other Roads	No	15.00
80	8	Granier Road	Other Roads	No	12.20
81	7	Gregory's Avenue	Feeder Roads	No	15.00
82	7	Gregory's Road	Feeder Roads	No	22.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
83	7	Guildford Crescent	Feeder Roads	No	22.00
84	10	Hedges Court	Feeder Roads	No	15.00
85	15	Henamulla Lane	Feeder Roads	No	15.00
86	15	Hendala Ferry Road	Other Roads	No	15.00
87	10	Hikkaduwa Sri Sumangala Thero Mawatha	Feeder Roads	No	15.00
88	11	Hill Street	Other Roads	No	12.20
89	7	Horton Place	Bus Route (Two Dual)	No	24.00
90	2	Hunupitiya Cross Road	Other Roads	No	15.00
91	2	Hunupitiya Lake Road	Feeder Roads	20.11	22.00
92	2	Hunupitiya Road	Other Roads	No	15.00
93	12	Hussainiya Street	Feeder Roads	No	15.00
94	4	Indra Lane	Other Roads	No	12.20
95	10	J.D.Fernando Mawatha	Feeder Roads	No	15.00
96	14	Jethawana Road	Bus Route (Three Dual)	No	32.00
97	2	Justice Akbar Mawatha	Bus Route (Two Dual)	No	24.00
98	10	Karlshue Gardens	Other Roads	No	12.20
99	10	Karlshue Place	Other Roads	No	12.20
100	4	Kensington Garden	Other Roads	No	12.00
101	9	Kent Road	Other Roads	No	12.20
102	5	Keppetipola Road	Feeder Roads	15.0	24.00
103	2	Kew Road	Other Roads	No	12.20
104	4	Kinross Avenue	Other Roads	No	12.20
105	5	Kirula Road	Bus Route (Two Dual)	15.24	22.00
106	8	Kitulwatta Lane	Other Roads	No	12.20
107	8	Kitulwatta Road	Other Roads	No	12.20
108	6	Kokila Road	Other Roads	No	12.20
109	3	Kollupitiya Station Road	Feeder Roads	No	22.00
110	8	Koswatta Road	Other Roads	No	12.20
111	13	Kotahena Street	Feeder Roads	No	15.00
112	2	Kumaran Ratnam Road	Bus Route (Three Dual)	No	24.00
113	2	Lake Crescent	Other Roads	No	15.00
114	14	Layard's Broadway	Bus Route (Three Dual)	No	24.00
115	5	Layard's Road	Other Roads	No	15.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
116	1	Layden Bastian Road	Feeder Roads	No	24.00
117	15	Lower St Andrew's Place	Feeder Roads	No	15.00
118	4	Lorensz Road	Feeder Roads	No	15.00
119	14	Lucas Road	Feeder Roads	No	15.00
120	12	M.D.Gunasena Mawatha	Other Roads	No	15.00
121	12	M.J.M.Lafeer Mawatha	Feeder Roads	No	15.00
122	14	M.Vincent Perera Mawatha	Feeder Roads	No	15.00
123	14/15	Madampitiya Road	Bus Route (Two Dual)	No	24.00
124	13	Maha Vidyala Mawatha	Bus Route (Three Dual)	No	32.00
125	14	Mahakumarage Road	Feeder Roads	No	22.00
126	12	Maithree Bodhiraja Mawatha	Feeder Roads	No	12.20
127	7	Maitland Crescent	Feeder Roads	No	22.00
128	7	Maitland Place	Bus Route (Two Dual)	No	22.00
129	7	Malalasekara Mawatha	Feeder Roads	No	22.00
130	7	Malalasekara Place	Feeder Roads	No	15.00
131	2	Malay Street	Bus Route (Three Dual)	No	32.00
132	10	Maradana Road	Bus Route (Three Dual)	24.38	32.00
133	13	Mayfield Road	Feeder Roads	No	15.00
134	12	Meeraniya Street	Feeder Roads	No	15.00
135	12	Mihindu Mawatha	Bus Route (Two Dual)	No	22.00
136	12	Mill Street	Other Roads	No	12.20
137	15	Modara Street (St.John's Way To Rajamalwatta Rd)	Bus Route (Two Dual)	No	22.00
138	12	Mahomed Zain Mawatha	Bus Route (Three Dual)	No	32.00
139	15	Mosque Lane	Feeder Roads	No	15.00
140	10	Mount Pleasant	Other Roads	No	12.20
141	5	Muhandiram E.D.Dabare Lane	Other Roads	No	12.20
142	3	Muhandiram's Road (Galle Road To Uttarananda Mw-No S.L)	Other Roads	No	12.20
143	15	Muthuwella Mawatha (End Of St. Andrew Rd To St.James St-No S.L)	Bus Route (Two Dual)	No	22.00
144	2	Muttaiah Road	Feeder Roads	No	15.00
145	9	N.M.Ishak Mawatha	Feeder Roads	No	22.00
146	13	Nagalagam Street	Feeder Roads	No	15.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
147	6	Nagaswatte Road	Other Roads	No	12.20
148	2	Nawam Mawatha	Feeder Roads	No	22.00
149	11	New Chetty Street	Feeder Roads	No	15.00
150	11	New Ham Square	Other Roads	No	15.00
151	12	New Moor Street	Feeder Roads	No	15.00
152	4	Nimal Road	Other Roads	No	12.20
153	8	Norris Avenue	Other Roads	No	15.00
154	10	Norris Canal Road (From Kynsey Pl To Maradana Road)	Bus Route (Two Dual)	No	24.00
155	12	Old Moor Street	Feeder Roads	No	15.00
156	12	Oliman Street	Other Roads	No	15.00
157	10	Panchikawatta Road	Bus Route (Three Dual)	No	32.00
158	10	Parakkrama Road	Feeder Roads	No	15.00
159	5	Park Lane	Feeder Roads	No	22.00
160	12	Peer Saibo Street	Other Roads	No	12.20
161	8	Pelangastuduwa Path	Other Roads	No	12.20
162	3	Perahara Mawatha	Feeder Roads	30.48	32.00
163	13	Pickering's Road	Other Roads	No	15.00
164	10	Piyadasa Sirisena Mawatha	Feeder Roads	No	15.00
165	5	Police Park Avenue	Other Roads	No	12.20
166	5	Police Park Place	Other Roads	No	12.20
167	5	Police Park Terrace	Other Roads	No	12.20
168	12	Princes Gate	Feeder Roads	No	15.00
169	7	Prof.Stanley Wijesundara Mawatha	Bus Route (Two Dual)	No	24.00
170	3	Queen's Road	Feeder Roads	No	15.00
171	3	R.A.De Mel Mawatha	Bus Route (Two Dual)	18.28	24.00
172	7	Rajakeeya Mawatha	Other Roads	No	30.00
173	15	Rajamalwatta Road	Feeder Roads	No	22.00
174	6	Ramakrishna Terrace	Other Roads	No	12.20
175	4	Rathnam Road	Other Roads	No	15.00
176	9	Reservoir Road	Feeder Roads	No	15.00
177	3	Rheinland Place	Other Roads	No	12.20
178	2	Rifle Street	Bus Route (Three Dual)	No	24.00
179	15	Rock House Lane	Feeder Roads	No	22.00
180	8	Rodney Place	Other Roads	No	15.00
181	8	Radney Street	Other Roads	No	15.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
182	7	Rosmead Place	Feeder Roads	No	15.00
183	5	Sabha Lane	Other Roads	No	12.20
184	5	Sakvithi Lane	Other Roads	No	12.20
185	11	Sangamitta Mawatha	Feeder Roads	No	15.00
186	3	Sea Avenue	Other Roads	No	15.00
187	11	Sea Street	Feeder Roads	No	15.00
188	3	Sea View Avenue	Feeder Roads	No	15.00
189	3	Sellamuttu Avenue	Other Roads	No	15.00
190	3	Serandib Road	Other Roads	No	12.20
191	8	Shady Grove Avenue	Other Roads	No	12.20
192	11	Shoe Road	Other Roads	No	12.20
193	6	Siebel Avenue	Feeder Roads	No	15.00
194	6	Sinsapa Road	Other Roads	No	12.20
195	2	Sir Chittampalam A. Gardiner Mawatha	Bus Route (Three Dual)	No	36.00
196	7	Sir Ernest De Silva Mawatha	Feeder Roads	No	22.00
197	2	Sir Henry De Mel Mawatha	Other Roads	No	15.00
198	2	Sir James Peiris Mawatha	Bus Route (Three Dual)	20.12	32.00
199	3	Sir M.Macan Makar Mawatha	Bus Route (Three Dual)	No	24.00
200	9	Siri Mahinda Dhamma Mawatha	Other Roads	No	12.20
201	5	Skelton Gardens	Other Roads	No	15.00
202	5	Skelton Road	Other Roads	No	15.00
203	12	Smith Street	Other Roads	No	12.20
204	6	Somagiri Place	Other Roads	No	12.20
205	12	Sri Bodhiraja Pedesa	Other Roads	No	12.20
206	13	Sri Gunananda Mawatha	Feeder Roads	No	15.00
207	2	Sri Jinaratana Road	Feeder Roads	No	22.00
208	13	Sri Kathiresan Street	Other Roads	No	15.00
209	12	Sri Piyadarsanarama Mawatha	Other Roads	No	15.00
210	11	Sri Ratnajothi Saravanamuttu Mawatha	Feeder Roads	No	15.00
211	10	Sri Saddharma Mawatha	Bus Route (Three Dual)	No	32.00
212	10	Sri Sanagaraja Mawatha	Bus Route (Three Dual)	24.38	32.00
213	2	Sri Saugathodaya Mawatha	Feeder Roads	No	22.00
214	12	Sri Sumanathissa Mawatha	Bus Route (Three Dual)	No	32.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
215	3	Sri Uttarananda Mawatha	Feeder Roads	No	24.00
216	9	Sri Vajiragnana Mawatha	Feeder Roads	No	22.00
217	12	Srimath Bandaranayaka Mawatha	Other Roads	No	22.00
218	13	St.Lucia's Square	Other Roads	No	12.20
219	4	St.Peter's Place	Bus Route	No	12.20
220	12	St.Sebastian Hill	Feeder Roads	No	22.00
221	13	St.Benedict's Street	Feeder Roads	No	15.00
222	14	St.Joseph's Street	Feeder Roads	No	15.00
223	13	St.Lucias Street	Other Roads	No	15.00
224	7	Stanmore Crescent	Feeder Roads	No	12.20
225	2	Staples Street	Feeder Roads	No	22.00
226	3	Station Road	Other Roads	No	15.00
227	2	Stuart Street	Other Roads	No	12.20
228	13	Sumithrarama Mawatha	Other Roads	No	12.20
229	8	Tickell Road	Other Roads	No	15.00
230	8	Turnour Road	Feeder Roads	No	12.20
231	15	Upper St Andrews Place	Other Roads	No	15.00
232	5	Vajira Road	Other Roads	No	15.00
233	2	Vauxhall Lane	Feeder Roads	No	12.20
234	2	Vauxhall Street (Part Only)	Feeder Roads	No	15.00
235		Ven.S Mahindhahimi Mawatha	Feeder Roads	No	12.20
236	7	Vidya Mawatha	Bus Route (Three Dual)	No	15.00
237	5	Vijaya Kumarathunga Mawatha (from Kirulopone bridge to Edmon- ton Road)	Feeder Roads	30.48	32.00
238	10	Vipulasena Mawatha	Feeder Roads	No	15.00
239	11	Vivekananda Hill Road	Other Roads	No	12.20
240	6	Vivekananda Avenue	Feeder Roads	No	12.20
241	2	W.A.D.Ramanayaka Mawatha	Feeder Roads	No	22.00
242	13	Wasala Road	Feeder Roads	No	15.00
243	2	Wekanda Jumma Masjid Road	Other Roads	No	22.00
244	15	Wilson Lane	Other Roads	No	12.20
245	12	Wilson Street	Other Roads	No	12.20
246	13	Wolfendhal Lane	Other Roads	No	12.20
247	6	2 nd Chapel Lane	Other Roads	No	12.20
248	13	8 th Lane	Other Roads	No	12.20
249	13	9 th Lane	Other Roads	No	12.20
250	3	12 th Lane	Other Roads	No	12.20

No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
251	3	13 th Lane	Other Roads	No	12.20
252	3	17 th Lane	Other Roads	No	12.20
253	3	19 th Lane	Other Roads	No	12.20
254	3	23 rd Lane	Other Roads	No	12.20
255	3	25 th Lane	Other Roads	No	12.20
256	3	33 rd Lane (Bagathale Road)	Other Roads	No	12.20
257	3	37 th Lane	Other Roads	No	12.20
258	13	11 th Lane	Other Roads	No	12.20
259	13	12 th Lane	Other Roads	No	12.20
260	13	13 th Lane	Other Roads	No	12.20
261	3	24 th Lane	Other Roads	No	12.20
262	9	1 st Lane (Dematagoda PI)	Other Roads	No	12.20
263	9	2 nd Lane (Dematagoda PI)	Other Roads	No	12.20
264	9	3 rd Lane (Dematagoda PI)	Other Roads	No	12.20
265	9	4 th Lane (Dematagoda PI)	Other Roads	No	12.20
266	9	5 th Lane (Dematagoda PI)	Other Roads	No	12.20
267	9	6 th Lane (Dematagoda PI)	Other Roads	No	12.20

Table 2 : Building lines from the center line of the existing street line

No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
1	11	Akbar Lane	Other Roads	12.19	15.00
2	7	Albert Crescent	Bus Route (Three Dual)	30.48	32.00
3	3	Alferd Place	Feeder Roads	12.19	15.00
4	15	Aluthmawatha Road	Bus Route (Three Dual)	18.28	32.00
5	7	Ananda Coomaraswamy Mawatha	Feeder Roads	20.11	22.00
6	10	Ananda Rajakaruna Mawatha	Bus Route (Two Dual)	22.86	24.00
7	6	Andarawatta Road	Other Roads	12.19	12.20
8	6	Anula Road	Other Roads	12.19	12.20
9	6	Ash Tip Road	Other Roads	12.19	12.20
10	8	Austin Place	Feeder Roads	12.19	15.00
11	3	Bagathale Road	Feeder Roads	12.19	15.00
12	9	Baseline Lane	Other Roads	12.19	12.20

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
13	11	Beach Road	Bus Route (Three Dual)	22.86	32.00
14	12	Beira Road	Other Roads	12.19	15.00
15	6	Balapokuna Road	Feeder Roads	15.24	15.24
16	8	Bauddhaloka Mawatha (From Baseline Rd To N.M.Perera Mw)	Feeder Roads	12.19	15.00
17	5	Bois Place	Other Roads	6.09	12.20
18	6	Boswell Place	Other Roads	12.19	12.20
19	6	Byrde Place	Other Roads	12.19	12.20
20	1	Bristol Street	Feeder Roads	18.28	22.00
21	6	Canal Road (Part Of Rajaguru Sri Subuthi Rd)	Feeder Roads	12.19	22.00
22	6	Charlemont Road	Other Roads	12.19	15.00
23	3	Charles Drive	Other Roads	12.19	12.20
24	3	Charles Place	Other Roads	12.19	12.20
25	3	Charles Way	Other Roads	12.19	12.20
26	5	Chithra Lane	Feeder Roads	12.19	22.00
27	9	Clifton Lane	Other Roads	6.09	12.20
28	12	Dam St. (Gasworks St. to Saunders Pl)	Feeder Roads	18.28	22.00
29	6	D.M.Colombage Mawatha	Feeder Roads	12.19	15.00
30	6	Darmarama Road	Other Roads	12.19	15.00
31	4	Davidson Road	Other Roads	9.14	15.00
32	6	Daya Road	Other Roads	9.14	15.00
33	5	De Fonseka Road	Feeder Roads	12.19	15.00
34	5	De Fonseka Place	Other Roads	12.19	12.20
35	14	De Waas Lane	Other Roads	6.09	12.20
36	6	Dhammarama Road	Other Roads	12.19	15.00
37	8	Dr.N.M.Perera Mawatha	Bus Route (Three Dual)	30.48	32.00
38	5	D.S.Fonseka Road	Other Roads	12.19	12.20
39	8	Dudley Senanayaka Mawatha	Bus Route (Three Dual)	22.86	32.00
40	10	E.W.Perera Mawatha	Other Roads	15.24	12.20
41	8	Elliot Place	Feeder Roads	12.19	12.20
42	15	Elihouse Road	Other Roads	9.14	15.00
43	8	Fairfield Gardens	Other Roads	12.19	12.20
44	14/15	Ferguson's Road	Feeder Roads	18.28	22.00
45	14/15	Ferguson's Road (Mattakkuliya Center Rd To Mattakkuliya Church Rd)	Bus Route (Two Dual)	18.28	22.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
46	5	Fife Road	Feeder Roads	12.19	15.00
47	10	Foster Lane	Other Roads	12.19	15.00
48	15	Faransawatta Lane	Other Roads	9.14	15.00
49	11	Gintupitiya Street	Feeder Roads	12.19	22.00
50	9	Gnanawimala Road	Other Roads	12.19	15.00
51	5	Gomes Path	Other Roads	6.09	12.20
52	6	Hampden Lane	Bus Routs	12.19	15.00
53	5	Havelock Road (From Reid Avenue Ju To Maya Avenue Ju)	Bus Route (Three Dual)	27.93	32.00
54	5	Havelock Road (Maya Avenue Ju To Startford Rd Junction)	Bus Route (Three Dual)	18.28	24.00
55	15	Hubert Place	Other Roads	12.19	15.00
56	12	Hultsdorf Street	Feeder Roads	12.19	24.00
57	5,6	High Level Road	Bus Route (Three Dual)	30.48	32.00
58	2	Hyde Park Coner	Feeder Roads	15.24	22.00
59	5	Isipathna Mawatha	Feeder Roads	18.28	22.00
60	7	Independence Avenue	Bus Route (Three Dual)	30.48	32.00
61	7	Inner Flower Road	Feeder Roads	12.19	15.00
62	6	Iswari Road	Other Roads	12.19	12.20
63	10	J.E.Gunasekara Avenue	Feeder Roads	12.19	22.00
64	4	Janaki Lane	Other Roads	6.09	12.20
65	5	Jawatta Road	Bus Route (Two Dual)	15.24	22.00
66	14	Jayantha Mallimarachchi Mawatha	Feeder Roads	12.19	22.00
67	10	Jayantha Weerasekara Mawatha	Bus Route (Three Dual)	20.11	32.00
68	6	Jayasinghe Road	Other Roads	12.19	15.00
69	13	K.Cyril C.Perera Mawatha	Bus Route (Two Dual)	18.28	24.00
70	13	K.B.Christie Perera Mawatha	Feeder Roads	18.28	22.00
71	15	Kelanigaga Mill Road	Other Roads	9.14	15.00
72	9	Ketawalamulla Lane	Feeder Roads	12.19	15.00
73	10	Khettarama Temple Road	Feeder Roads	12.19	22.00
74	5	Kirimandala mawatha	Feeder Roads	12.19	24.00
75	5	Kirillapona Avenue (From High Level Ju to Andarawatta Rd Ju)	Feeder Roads	15.24	15.24
76	5	Kirillapona Avenue (From Andarawatta Rd Ju to Vijaya Kumarathunga Mawatha Ju)	Feeder Roads	30.48	32.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
77	9	Kolonnawa Road	Bus Route(two Dual)	12.19	15.00
78	8	Kuruppu Road	Feeder Road	9.14	15.00
79	8	Kynsey Place	Bus Route(Two Dual)	15.24	22.00
80	8/10	Kynsey Road	Feeder Roads	15.24,20.11	22.00
81	4	Lauries Road	Other Roads	9.14	15.00
82	8	Leslie Ranagala Mawatha	Feeder Roads	12.19	22.00
83	6	Lily Avenue	Other Roads	No	15.00
84	1	Lotus Road	Bus Route(Two Dual)	20.11	32.00
85	14/15	Madampitiya road (Only for Ex.St Line Length)	Bus Route(TwoDual)	12.19/15.24	24.00
86	8	Magazine Road	Other Roads	12.19	15.00
87	10	Maligawatta Jumma Masjid Road	Feeder Roads	12.19	22.00
88	10	Maligawatta Road	Bus Route(Two Dual)	22.86	32.00
89	10	Maligawatta Lane	Feeder Roads	12.19	15.00
90	10	Maligawatta Place	Other Roads	12.19	12.20
91	12	Marties Lane	Other Roads	12.19	12.20
92	6	Mallika Lane	Feeder Roads	12.19	15.00
93	6	Manning Place	Bus Route(Two Dual)	9.14	24.00
94	3/4/5/6	Maraine Drive	Bus Route(Three Dual)	18.28	24.00
95	8	Mart Terrace	Other Roads	12.19	15.00
96	15	Mattakkuliya Centre Road	Bus Route(Three Dual)	12.19	32.00
97	15	MAttakkuliya Church Road	Bus Route(Two Dual)	12.19	22.00
98	15	Mattakkuliya Farm Road	Feeder Roads	12.19	22.00
99	6	May Avenue	Bus Route(Three Dual)	27.93	32.00
100	13	Mayfield Lane	Feeder Roads	9.14	15.00
101	2	Mews Street(Part Within S.L)	Other Roads	12.19	15.00
102	15	Modara Street (St.John's Way Junc.to Fergusons Rd Junc)	Bus Route(Two Dual)	18.28	22.00
103	15	Modara Street Madampitiya Rd Junc .to Rajamalwatta Rd Junc)	Bus Route(Two Dual)	15.24	22.00
104	10	Mohideen Masjid Road	Other Roads	12.19	15.00
105	13	Mowburry Lane	Feeder Roads	15.24	22.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
106	15	Muthuwella Mawatha(St James St to Madampitiya Rd)	Bus Route(Two Dual)	18.28	22.00
107	11	N.H.MAbdul Cader Road	Bus Route(Three Dual)	22.86	22.00
108	5	Narahenpitiya Road (Nawala Rd)	Bus Route	17.07	24.00
109	6	Pamankada Road	Bus Route(Three Dual)	22.55	24.00
110	6	Pamankada Lane	Other Roads	9.14	15.00
111	13	Paramanandha Vihara Mawatha	Other Roads	9.14	15.00
112	5	Park Road	Feeder Roads	12.19	22.00
113	2	Park Street (Dharmapala Mw to Hyde Park Corner Ju)	Feeder Roads	15.24	22.00
114		Park Street (Hyde Park Corner to Sri Jinarathana Mw Ju)	Feeder Roads	20.11	22.00
115	3	Pedris Road	Other Roads	12.19	12.20
116	4	Pepin Lane	Other Roads	6.09	12.20
117	6	Perakumba Place	Other Roads	12.19	15.00
118	6	Peterson Lane	Other Roads	12.19	15.00
119	6	Poorwarama Mawatha	Feeder Roads	15.24	22.00
120	6	Rajaguru Sri Subuthi Road	Feeder Roads	12.19	22.00
121	4	Ramya Road	Other Roads	Ex.Rd.width	12.20
122	5	Randoli Lane	Other Roads	6.09	12.20
123	4	Ransivi Lane	Other Roads	6.09	12.20
124	4/7	Reid Avenue (Thummulla Ju To Independence Avenue)	Bus Route(Three Dual)	30.48	32.00
125	4	Reid Avenue (Lauries Rd To Thummulla Avenue)	Other Roads	9.14	15.00
126	4	Retreat Road	Other Roads	7.92	12.20
127	6	Robert Gunawardana Mawatha (Follow RDA Street Line Plan)	Feeder Roads	30.48	32.00
128	6	Rudra Mawatha	Other Roads	9.14	15.00
129	15	Rudrigo Place	Other Roads	9.14	15.00
130	8	Ruhunukala Mawatha	Other Roads	9.14	15.00
131	12	St Sebastian Street	Feeder Roads	12.19	22.00
132	10	Santiarachchis Gardens	Other Roads	12.19	15.00
133	8	Saranapalahimi Mawatha	Other Roads	18.28	22.00
134	12	Saunders Place	Bus Route(Two Dual)	30.48	32.00
135	3	School Lane	Other Roads	9.14	12.20
136	12	Silver Smith Lane	Other Roads	12.19	15.00
137	9	Sri Nigrodharama Mawatha	Other Roads	20.11	22.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
138	15	Sri Wickrama Mawatha	Other Roads	12.19	15.00
139	15	Srimath Ramanathan Mawatha	Bus Route(Three Dual)	22.86	32.00
140	15	St. Andrew's Road	Bus Route(Two Dual)	19.51	22.00
141	3	St. Michael's Road	Other Roads	12.19	15.00
142	3	Schofield Place	Other Roads	6.09	12.20
143	9	School Lane	Feeder Roads	9.14	15.00
144	8	Seevali Mawatha	Other Roads	12.19	15.00
145	4	Shubbery Gardens	Feeder Roads	12.19	12.20
146	7	Sir Marcus Fernando Mawatha	Bus Route(Three Dual)	30.48	32.00
147	10	Siri Dhamma Mawatha	Bus Route(Two Dual)	12.19	22.00
148	14	Sirimawo Bandanayaka Mawatha	Bus Route(Three Dual)	30.48	32.00
149	14	Sirimawo Bandanayaka Mawatha (Japan Friendship Bridge to Madampitiya Road)	Bus Route(Three Dual)	30.48	32.00
150	5	Siripa Lane	Other Roads	12.19	12.20
151	6	Sri Bodhirukkarama Road (Vihara Lane)	Other Roads	9.14	15.00
152	9	Sri Dharmarama Road	Bus Route(Two Dual)	24.38	24.38
153	15	Sri Pannananda Mawatha	Bus Route(Two Dual)	18.28	22.00
154	5	Sri Siddhartha Passage	Other Roads	12.19	12.20
155	5	Sri Siddhartha Path	Other Roads	15.24	15.24
156	13	Sri Sivananda Veediya (Only for 2ft S.L)	Other Roads	6.09	12.20
157	6	Sri Vijaya Road	Other Roads	9.14	12.20
158	15	St. James Lane	Other Roads	7.31	12.20
159	15	St. James Street	Other Roads	12.19	15.00
160	13	St. Lucia's Lane	Other Roads	6.09	12.20
161	15	St. Mary's Road	Bus Route(Two Dual)	12.19	22.00
162	15	St. Mary's Lane	Other Roads	9.14	15.00
163	13	St. Anthony's Mawatha	Bus Route(Three Dual)	22.86	32.00
164	3	St. Anthony's Mawatha	Feeder Roads	12.19	15.00
165	15	St. John's Way	Feeder Roads	12.19	15.00

Urban Development Authority

No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
166	6	Suvisuddarama Road (from W.A. Silva Mawatha Ju to Quarry)	Feeder Roads	9.14	15.00
167	6	Suvisuddarama Road (Havelock Road Ju to Parakumba PI)	Feeder Roads	12.19	15.00
168	6	Swarna Road	Feeder Roads	12.19	15.00
169	14	Swarna Chaithya Road	Other Roads	12.19	15.00
170	14	Stace Road	Bus Route(Two Dual)	18.28	24.00
171	6	Stratford Avenue	Feeder Roads	18.28	24.00
172	8	Sumner Place	Other Roads	6.09	12.20
173	5	Sunethra Lane	Other Roads	12.19	15.00
174	10	T.B. Jayah Mawatha (Maradana Road to D.R. Wijewardhana Mw Ju)	Bus Route(Three Dual)	24.38	32.00
175	10	T.B. Jayah Mawatha (D.R. Wijewardhana Mw to Union PI)	Bus Route(Three Dual)	20.11	32.00
176	3	Temple Lane	Other Roads	12.19	12.20
177	10	Temple Road	Feeder Roads	12.19	15.00
178	15	Temple Road	Feeder Roads	12.19	15.00
179	6	Thimbirigasyaya Road	Bus Route(Two Dual)	20.11	24.00
180	7	Torrington Avenue	Bus Route(Two Dual)	12.19	22.00
181	2	Union Place	Bus Route(Three Dual)	22.86	32.00
182	3	Unity Place	Feeder Roads	12.19	15.00
183	4	Upatissa Road	Other Roads	7.31	12.20
184	2	Vauxhall Street	Other Roads	15.0	24.00
185	2	Vellons Passage	Other Roads	6.09	12.20
186	9	Veluwana Road	Other Roads	12.19	15.00
187	9	Veluwana Terrace	Other Roads	12.19	15.00
188	5	Vijaya Kumaratunga Mawatha (from Edmonton Road to Poorvarama Road)	Feeder Roads	12.19	15.00
189	6	Veluwanarama Road	Feeder Roads	12.19	22.00
190	10	Ven. Baddegama Wimalawansa Thero Mw. (From Maradana Rd to De Soyza Circus)	Bus Route(Three Dual)	24.38/ 30.48	32.00
191	15	Vystwyke Road	Feeder Roads	12.19	15.00
192	10	Vinayalankara Mawatha	Feeder Roads	12.19	15.00
193	5	Visakha Road	Other Roads	9.14	15.00
194	2	Vithanage Mawatha	Other Roads	12.19	15.00

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No.	Postal Zone No.	Road Name	Classification for Street Line	Existing Street Line Width (m)	Approved building line Width (m)
195	6	W.A. Silva Mawatha	Bus Route(Two Dual)	22.55	24.00
196	15	Wall's Lane	Other Roads	10.05	15.00
197	7	Ward Place	Bus Route(Three Dual)	20.11	32.00
198	2	Wekanda Road	Feeder Roads	12.19	15.00
199	6	Wellawatta Station Road	Feeder Roads	12.19	15.00
200	15	Whist Passage	Feeder Roads	12.19	15.00
201	7	Wijerama Mawatha	Bus Route(Two Dual)	22.86	24.00
202	3	5 th Lane (Kollupitiya)	Other Roads	12.19	12.20
203	13	5 th Lane (Bloemendhal Rd)	Other Roads	6.09	12.20
204	3	14 th Lane	Other Roads	6.09	12.20
205	3	27 th Lane	Other Roads	12.20	12.20
206	6	53 rd Lane A	Other Roads	6.09	12.20
207	10	1 st Maligakanda Lane	Other Roads	12.19	12.20
208	10	2 nd Maligakanda Lane	Other Roads	12.19	12.20

The street line & building line limits implemented by Colombo Municipal Council shall be applicable for the existing roads within Colombo Municipal Council limits that are not included above.

Part III

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Annexures

Annexure 1 : List of historical and archaeological preserved buildings

Colombo Fort

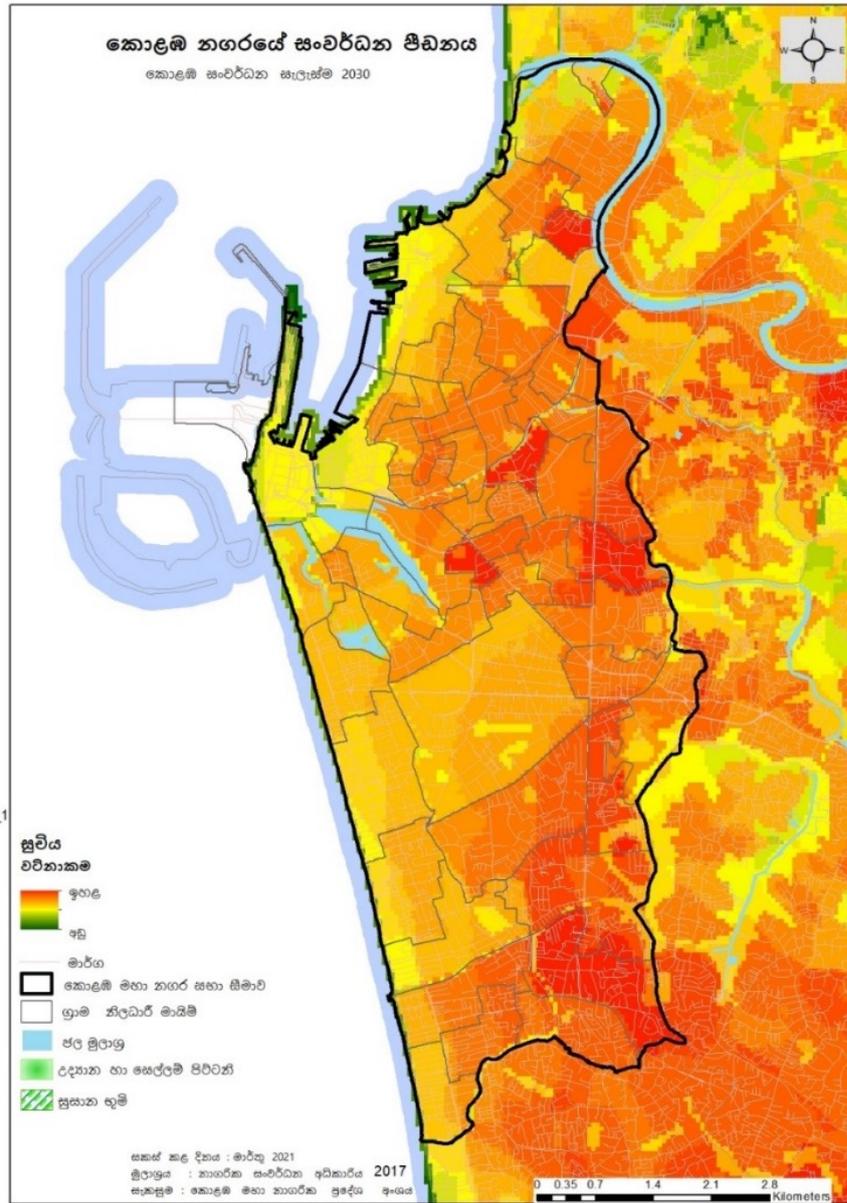
1. The Foreign Ministry building located at Old Janadhipati Mawatha and Sir Baron Jayathilaka Mawatha
2. The old post office building located at Janadhipathi Mawatha
3. Chartered Bank Building in front of Mudalige Mawatha and Janadhipathi Mawatha
4. where Hatton National Bank City Branch Building, Janadhipathi Mawatha
5. Clock Tower and Lighthouse, Janadhipathi Mawatha and Chatham Street
6. Kirti Sri Rajasinghe Statue
7. Thaprobane Hotel facing Church Street and Grand Oriental Hotel in York Street.
8. Mackenzie Building facing York Street and Leyton Bastion Mawatha
9. Colombo Fort building facing Sir Baron Jayathilaka Mawatha and York Street
10. Government Pharmaceutical Corporation located Walker Sun & Pvt Company Building, Sir Baron Jayathilaka Mawatha
11. Home Guard Headquarters Building, Sir Baron Jayathilaka Mawatha
12. Air Lanka Outlet Office Building, Sir Baron Jayathilaka Mawatha
13. Negris Building, York Street
14. Lalchands Stores Building, Chatham Street
15. Sales Department Building, Chatham Street
16. Mathew Building, Canal Street, Colombo 01
17. Klippenberg House Building in Naval Headquarters, Flagstaff Street
18. Dutch hospital building, Hospital Street
19. Fort within Port Authority premises
20. National Bank (main building), Chatham Road
21. The building owned by the Customs Department within the Port Authority precinct
22. Light House (North), Colombo Fort
23. De Soyza Building, Justice Akbar Mawatha, Colombo 02
24. Leyod's Building, Sir Baron Jayathilake Mawatha, Colombo 01
25. C.W.E. , White Ave Building, Sir Baron Jayathilake Mawatha, Colombo
26. Ceylan Bank located. Mankan Marker Building, Sir Baron Jayathilake Mawatha, Colombo 01
27. Gaffoor Building, Sir Babaron Jayathilake Mawatha, Leyden Bastion Mawatha Colombo 01
28. CWE located Building, Sir Baron Jayathilake Mawatha
29. Government Bank of India located Building, Sir Baron Jayathilake Mawatha, Colombo 01
30. Hong Kong and Shenghai Building, Sir Baron Jayathilake Mawatha, Colombo 01
31. Times Building, Sir Baron Jayathilake Avenue, Colombo 01
32. Bristol Street, Colombo 01
33. Cargills Building, York Street, Colombo 1
34. Millers Building, York Street, Colombo 01
35. Laksala Building, York Street, Colombo 01
36. Swiss Gold House Building, York Street, Colombo 01
37. Bursum & Company Building, Mudalige Mawatha, Colombo 01
38. Golden Nugget Casino Club Building, Mudalige Mawatha, Colombo 01
39. People's Bank Building, Mudali Mawatha, Colombo 01
40. Old Central Telecommunication Office Telecom Building, Chatham Street, Colombo 01
41. Bank of Ceylon City Office located Ceylon Chamber of Commerce Building, Chatham Street, Colombo 01

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42. Transwork House Building, Chatham Street, Colombo 01
43. The Melal Building, Chatham Street, Colombo 01
44. Light Houses, Chaitya Road, Colombo 01
45. Light Houses (North- East), Harbor Land
46. Old Parliament Building (President's Secretariat), Galle face, Colombo 01
47. Regal Cinema, Chittapalam A. Gardiner Mawatha, Colombo 02
48. Air Lanka Office, Sir Baron Jayathilaka Mawatha
49. Police Headquarters
50. Ministry of Defence, Inland Revenue Department
51. Bastion Flagstaff street
52. George Steward/PIA
53. Bogoda Building
54. Brodis Building
55. Queen House, Janadhipathi Mawatha
56. Docks Stores
57. Dutch Governor's Houses
58. Colombo Apolistha Company Limited
59. Port Commission
60. Arcade Building (Facade)
61. Commercial Bank Volcker Sons & Company
62. Bristol Hotel
63. Laksala Building
64. Delphi Gateway
65. Stairs to Canal
66. Ministry of Housing Building
67. National Government meeting place
68. Grindis Banka
69. Echelon Barracks
70. Canal near The Rowing Club Roving Club
71. Ministry of Education Building, (Old Barrack Building)
72. Gall face
73. Galle face Green
74. Hotel Samudra
75. Galle face Hotel
76. St. Anadv Church, Kollupitiya
77. Archbishop's Residence
78. Sevana Houses, 263, Galle Road
79. Lotus Hotel
80. House 321, Galle Road pettah Kaiman Gate Bell Tower, Main Street, Colombo 11
81. Don Carolis Building, 1st Lane and Kesar Road, Colombo 11
82. Old Municipal Building and Edinburgh Market, Main Road, 11 Colombo
83. Khan Clock Tower, Front Street, 11, Colombo
84. Ceylon College of Technology Old Building, 11 Olcott Mawatha, Colombo
85. Januwal Al Far Mosque, 2nd Way, 11 Colombo
86. Samanhur Kadrawal Hindu Temple Grounds, 1st Lane
87. Masjid Alfar Mosque, 2nd Cross Street
88. Suhara Building 173, 2nd Cross Street
89. Maulana Building, 188, 2nd Cross Street
90. Shahidi Building, 182, 2nd Cross Street
91. Houses and Shops 51, 1st Cross Street

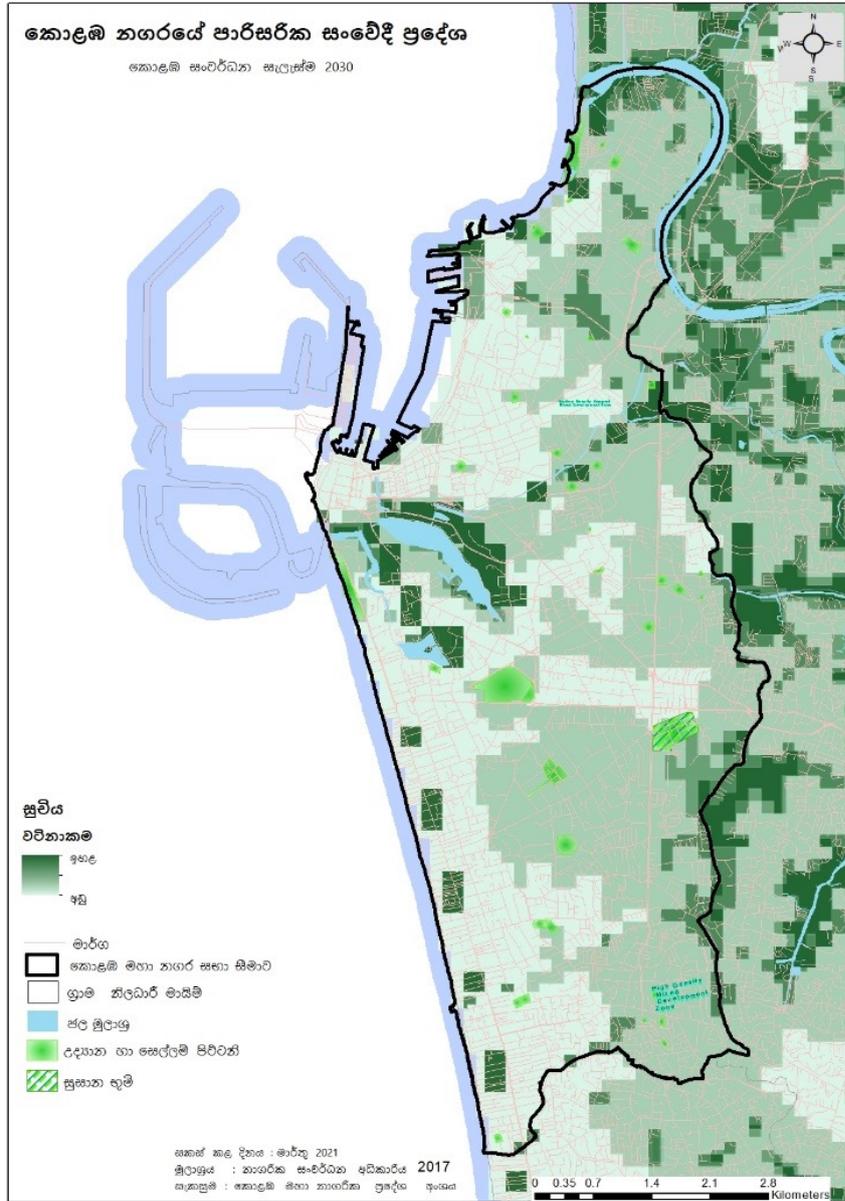
Annexure 2 : Analyzes and observations made to identify development trends

Development Pressure Analysis



<p>Factors</p>	<p>Accessibility facilities Population density Building density Hierarchy of Nodes Expansion of Infrastructure facilities Proposed special projects Developable land</p>
<p>Observations</p>	<p>It can be identified that the direction of development pressure in the study area is quantitatively spread towards the areas of Peliyagoda, Rajagiriya and Havelock Town. The reasons for the direction of development pressure towards these areas can be stated as follows.</p> <p>By connecting Peliyagoda with the proposed Port Access Road and Elevated Expressway, Kandy Expressway and Katunayake Expressway, the area will be operated as an interchange center.</p> <p>As a national policy decision, through the concentration of all the public administrative institutions around the Battaramulla area the interconnectivity value between the Colombo core area and Rajagiriya became high.</p> <p>Availability of developable land along Havelock Town and adequate sewage facilities (including sewage management system)</p> <p>In addition to the above areas, it can be recognized that the development pressure is high in the Beira Lake area and the port city area. The reasons for this can be attributed to the disposal of underutilized land in the proposed Beira Lake Development Guide Plan and other projects for development activities and the high investment opportunities to be made in the port city.</p>

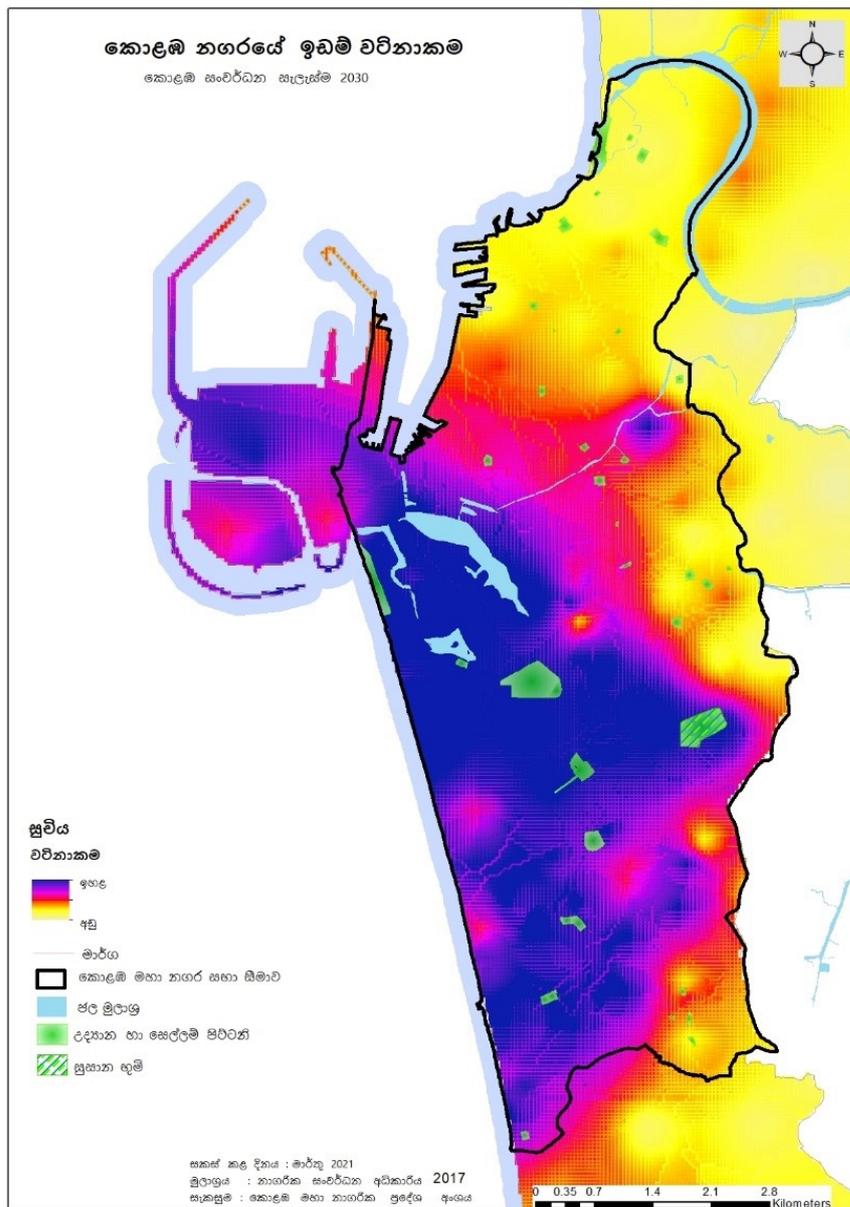
Environment Sensitivity Analysis



<p>Factors</p>	<p>Green cover Water system of the area Topography (slopes, lowlands)</p>
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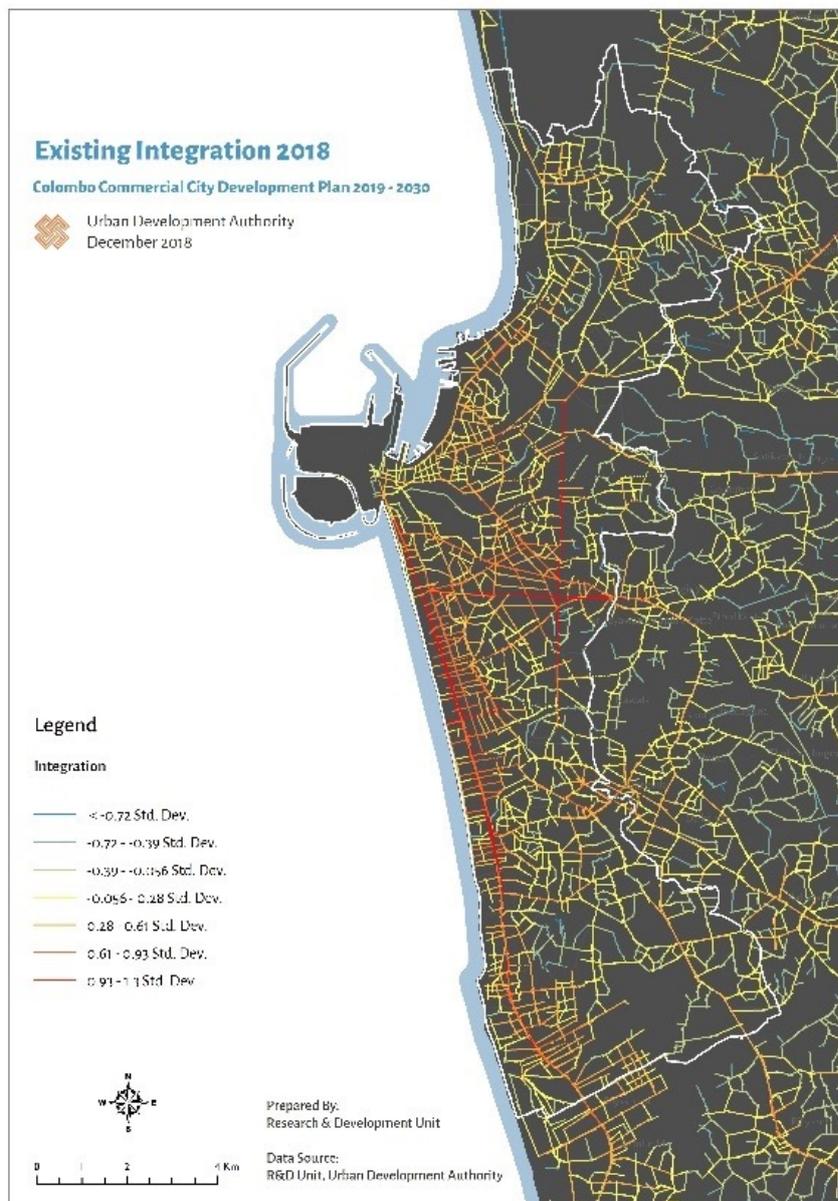
<p>Observations</p>	<p>Within the study area, the area around the Kelani River and the area around Diwawanna Oya can be identified as the areas having high environmental sensitivity. Also, the network of canals spread over the study area, i.e. the areas around Sebastian Canal, Dematagoda Canal, Kirulapana Canal, Wellawatta Canal and Heen Canal, the area around Beira Lake and the coastal area have been identified as ecologically sensitive areas. Furthermore, Viharamaha Devi Park area can be observed as an urban forest area, Borella golf course and cemetery areas as areas with high green density.</p>
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Land Value



<p>Factors</p>	<p>Current market value Annual Taxable Value</p>
<p>Observations</p>	<p>Areas with high land prices can be identified from Colombo Fort area to Borella via Maradana, Borella to Timbirigasaya, Havelock Town to Wellawatta, Wellawatta to Bambalapitiya, Kollupitiya to Colombo Fort. It can also be observed that the land prices gradually decrease when going to other areas beyond those areas.</p>

Spatial Integration Analysis



Factors	Road connection Intersection areas
Observations	When considering the inter-connectivity of the extended road sections in the study area, the road sections from Colombo Fort to Bambalapitiya along Galle Road, from Narahenpita to Dematagoda on the Baseline Road, and from Townhall Junction to Kollupitiya show a high inter-connectivity value.

Annexure 3 : Cluster Plans and Site Plans under Colombo Urban Regeneration Master Plan

1) *Identified Clusters & Sites*

No.	Name of the Cluster/ Site	Extent / (ha)	URP/SCURP Projects
01	Bloemendal & Kimbula Ela Cluster	157	<ul style="list-style-type: none"> • Sirimuthu Uyana by URP • SCURP Component I Housing Project at Stadium Gama • SCURP Component II Land Re-development at 87 Watta • SCURP Component II Land Re-development at Kimbula Ela • SCURP Component I Housing Project at Madampitiya Road • Proposed Housing Project at Kimbula Ela • Jayamaga Sevana by URP • SCURP Component II Land Re-development at RB Watta • Sirisanda Sevana by URP • 601 Watta Housing Project by URP • Affordable Housing Project at Stadium Gama
02	Henamulla Cluster	70.5	<ul style="list-style-type: none"> • SCURP Component I Housing Project at Fergusson Road • SCURP Component II Land Re-development at Fergusson Road • SCURP Component II Land Re-development at Nagalagam Weediya • Muwadora Uyana by URP • Randiya Uyana by URP • Methsanda Sevana by URP • Aluth Mawatha Housing Project I & II by URP • Mattakkuliya Housing Project I & II by URP

City of Colombo Development Plan 2022–2031

No.	Name of the Cluster/ Site	Extent / (ha)	URP/SCURP Projects
03	Maligawatta Cluster	89.2	<ul style="list-style-type: none"> • Lakhiru Sevana by URP • Siyasetha Sevana by URP • Laksetha Sevana by URP • Lakhiru Sevana Phase II by URP • SCURP Component I Housing Project at Apple Watta • SCURP Component II Land Re-development at Apple Watta • Proposed Phase III Housing Project at Apple Watta • SCURP Component II Land Re-development at Maligawatta
04	Wanathamulla Cluster	158	<ul style="list-style-type: none"> • Sirisara Uyana by URP • Methsara Uyana by URP • SCURP Component II Land Re-development at Demata-goda Slughter House Land • Oval Ground Middle Income Housing Project • Elliot Place Middle Income Housing Project
05	Summitpura Cluster	46.3	<ul style="list-style-type: none"> • SCURP Component II Land Re-development at Summitpura Mattakkuliya
06	D.M. Colombage Mawatha Site	12	<ul style="list-style-type: none"> • Ongoing D.M. Colombage Mawatha Housing Project under Component I of SCURP • Proposed land re-development at the land at which the existing Poorwarama Janapada is located (under Component II of SCURP) • Abandoned Housing Development Project by the URP

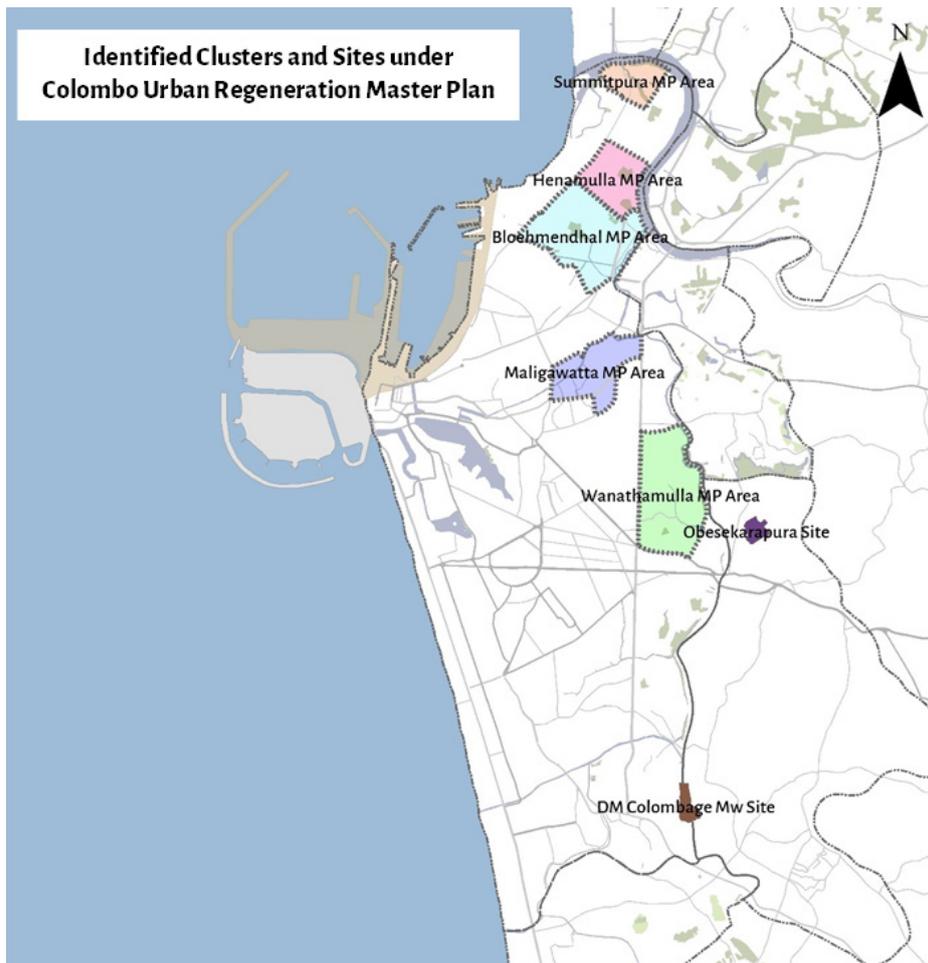


Figure No. 1 : Identified Clusters and Sites under Colombo Urban Regeneration Master Plan

2) *Bleomendhal - Kimbula Ela Cluster Plan*

Bloemendhal – Kimbula Ela Cluster is located in a strategic location surrounding the Kimbula Ela water feature and a well-connected canal network. The concept plan of the BK cluster, envisions to regenerate the area utilizing its natural potentials including the Kimbula Ela and the surrounding canal network. Accordingly, the Kimbula Ela water features and the immediate surrounding will be planned as the focal point of the cluster which will be a recreational area in future. The cluster is further divided in to three mini-planning clusters;

- I. Kimbula Ela mini-cluster
- II. 87 Watta mini-cluster
- III. Stadium Gama mini-cluster

The key projects proposed under Kimbula Ela Cluster Plan are given in the Table 01.

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No.	Project Code	Project Name
01	BK-1-1	Kimbula Ela Restoration and Recreational Area Development
02	BK-1-2	Bloemendhal Green Park Development
03	BK-1-3	Existing Canal Improvements
04	BK-2-1	Existing Road Widening & Improvement
05	BK-2-2	Accessibility enhancement through new road links and foot paths
06	BK-3-1	Kimbula Ela Low-income Housing Project I (Already commenced)
07	BK-3-2	Kimbula Ela Low-income Housing Project II (Proposed)
08	BK-3-3	Stadium Gama Low-income Housing Project (Ongoing)
09	BK-3-4	Madampitiya Low-income Housing Project (Ongoing)
10	BK-3-5	601 Watta Low-income Housing Project (Ongoing)
11	BK-3-6	Stadium Gama Affordable Housing Project (Ongoing)
12	BK-4-1	87 Watta Land Redevelopment (RDL 01)
13	BK-4-2	Kimbula Ela Land Redevelopment (RDL 07)
14	BK-4-3	RB Garden Land Redevelopment (RDL 08)
15	BK-5-1	Kimbula Ela Sewer Improvement

Table No. 1 : Proposed Projects under Kimbula Ela and 87 Watta Mini Cluster Plans

No.	Project Code	Project Name
Infrastructure Development Projects		
01	BK-3-8-7	Construction work of Pump house & Sewer improvement
02	BK-3-8-2	Improvement of public ground
03	BK-3-8-9	Children Park at Component I site
Environment Improvement Projects		
04	BK-1-3-1	Improvement of Canal BC
05	BK-1-3-2	Improvement of Canal BD
06	BK-1-3-4	Improvement of Canal BE
07	BK-3-8-4	Improvement of the rear side canal reservation
08	BK-3-8-4	Improvement of the rear side canal reservation
Accessibility Improvement Projects		
08	BK-3-8-1	Development of the Main access road from Sirimavo Bandaranayake Mawatha
09	BK-3-8-3	Improvements of internal access road
10	BK-3-8-4	Improvement of the rear side canal reservation

11	BK-3-8-6	Improvement of the canal side alley way connecting from Northern Canal to Sirimavo Bandaranaike Mawatha along Sirimuthu Uyana site
Housing development project		
12	BK-3-3	Stadiumgama low income housing project
13	BK-3-6	Stadiumgama affordabale housing project

Table No. 2 : Proposed Projects under Stadium Gama Mini Cluster Plans

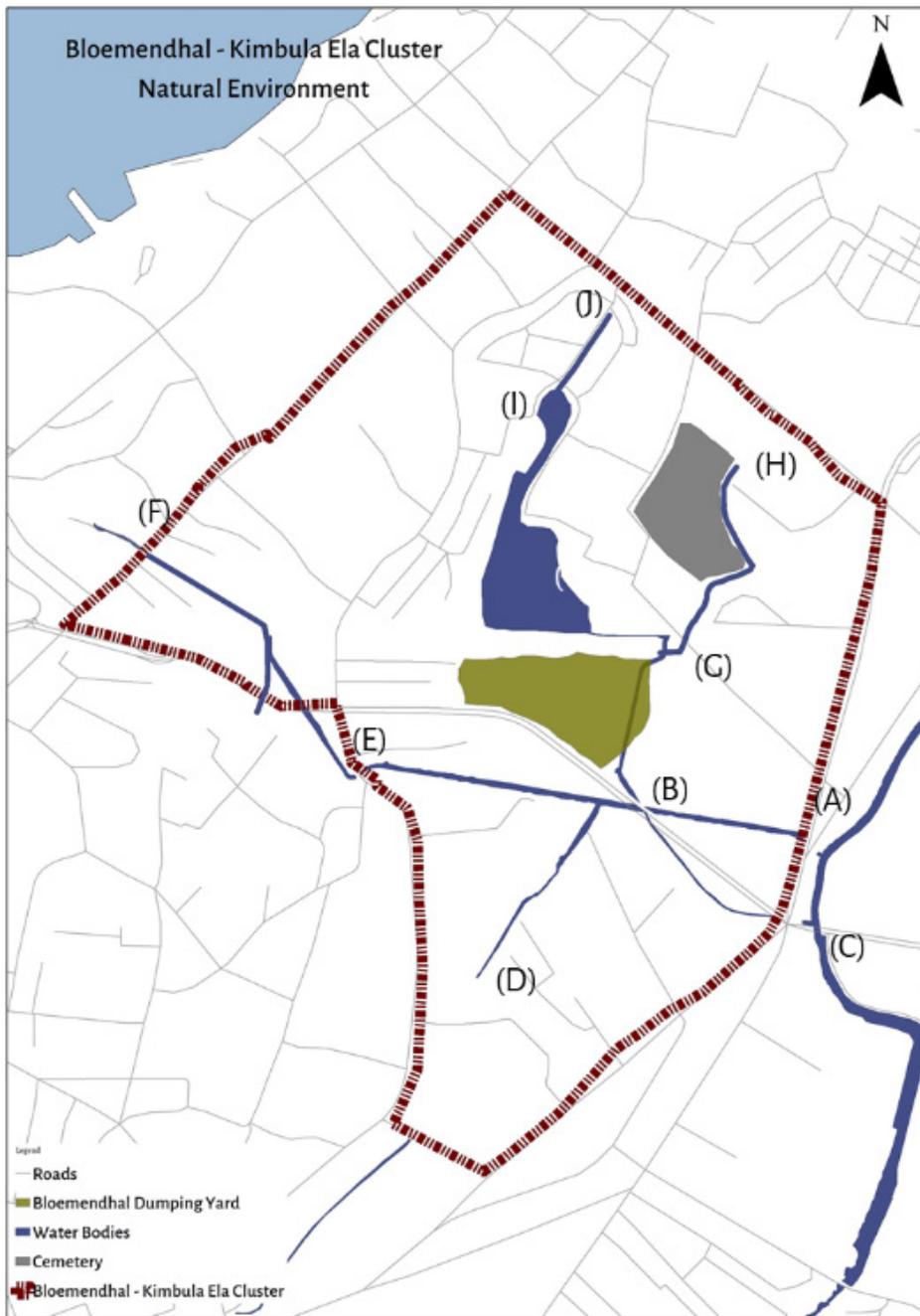


Figure No. 2 : Identified Canals to be improved under Bloemendhal - Kumbula Ela Cluster Plan

City of Colombo Development Plan 2022-2031

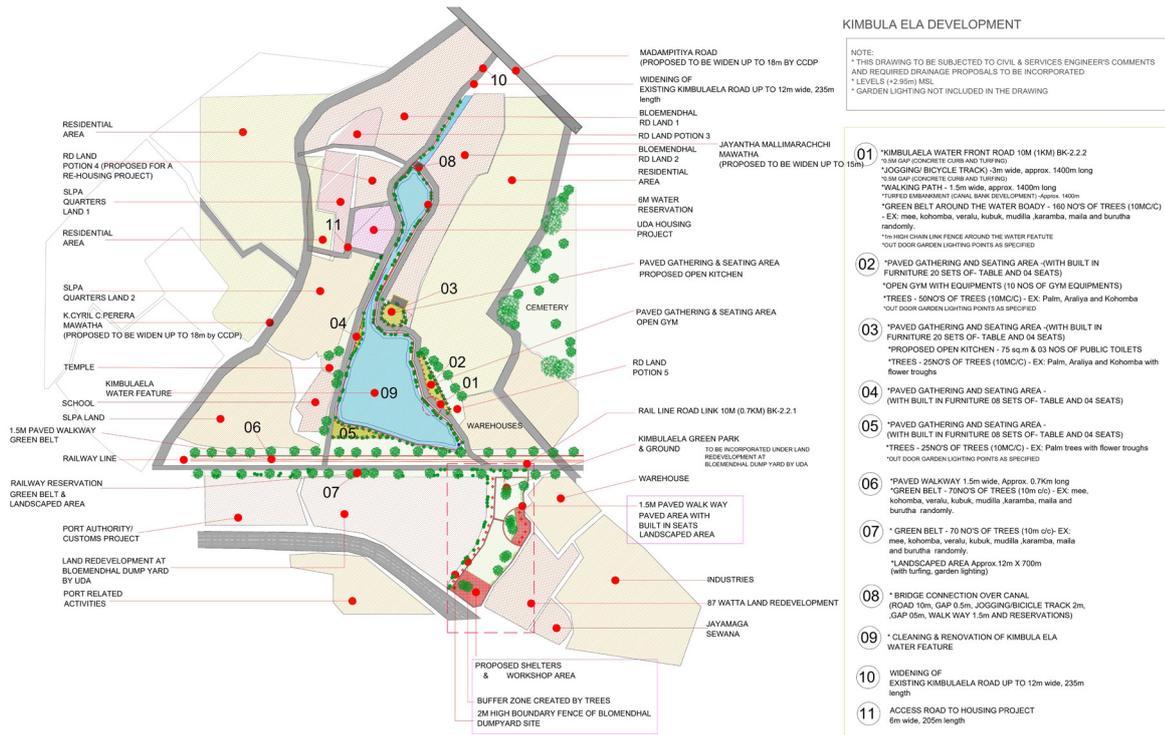


Figure No. 3 : Conceptual Design Plan for Kimbula Ela Mini Cluster

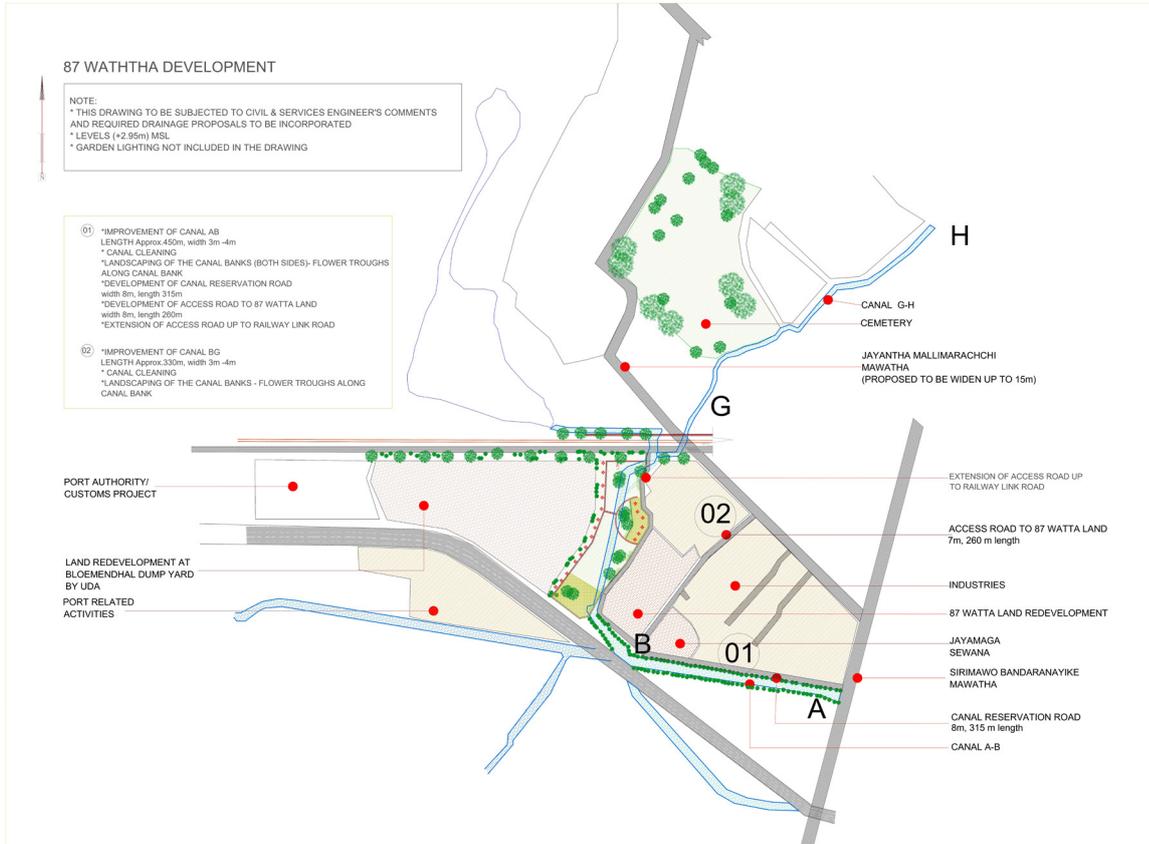


Figure No. 4 : Conceptual Design Plan for 87 Watta Mini Cluster

Annexure 03

Cluster Plans and Site Plans under Colombo Urban Regeneration Master Plan

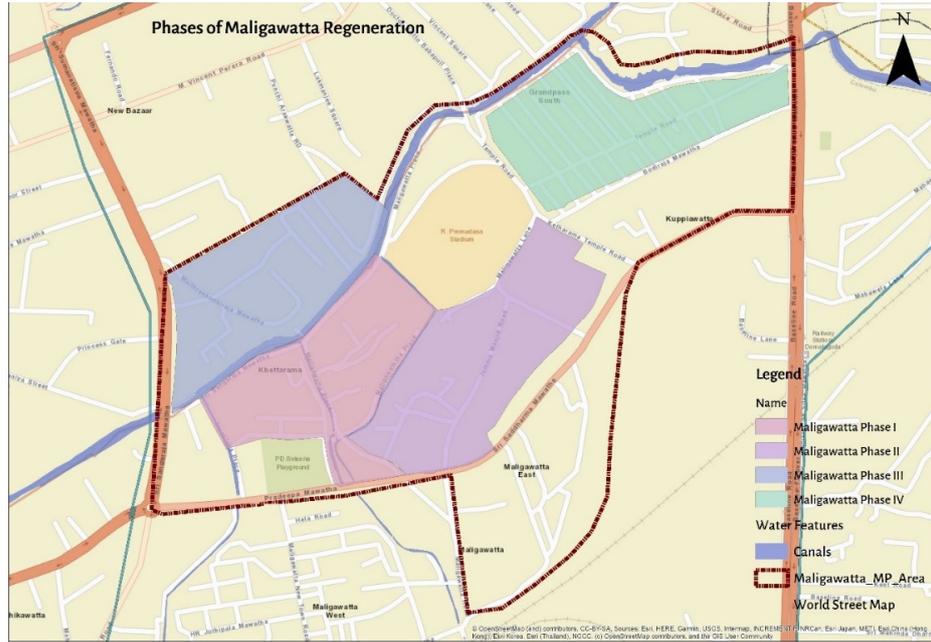


Figure No. 6 : Phases of Maligawatta Cluster Development

No.	Phase	Covered Areas
01	Maligawatta Phase I	Apple Watta Land & 120 Watta, Nooraniya Flats and surrounding USS in NHDA land
02	Maligawatta Phase II	Scattered USSs accessed by Maligawatta Lane and Jumma Masjid Road
03	Maligawatta Phase III	Mal Watta and surrounding scattered USSs
04	Maligawatta Phase IV	Kettaramaya settlement

Table No. 3 : Phases of Maligawatta Cluster Development

Key projects identified under Phase I of Maligawatta Cluster Development are shown in the Table 04.

No.	Project Code	Project Name
01	MG-1	Accessibility improvement including existing road widening and improvement of canal reservation roads.
02	MG-2-1	Improvement of St Sebastian Canal
03	MG-2-2	Improvement of the canal flowing around the Laksetha Sevana and Apple Watta Site
04	MG-2-3	Improvement of the canal flowing in between the Samadhi Mawatha and Maligawatta Place Road
05	MG-2-4	Improvement of the canal flowing parallel to the Jayathilake Place
06	MG-2-5	Apple Watta Urban Park Development
07	MG-2-6	Open Square within Apple Watta Site
08	MG-3-1	Component I Low Income Housing Project at Apple Watta (Apple Watta Phase II HP)
09	MG-3-2	Proposed Low Income Housing Project at Apple Watta (Apple Watta Phase III HP)
10	MG-4-1	Land Re-development at Apple Watta (Re-housing and Urban Park Development)

Table No. 4 : Projects identified under Phase I of Maligawatta Cluster Development

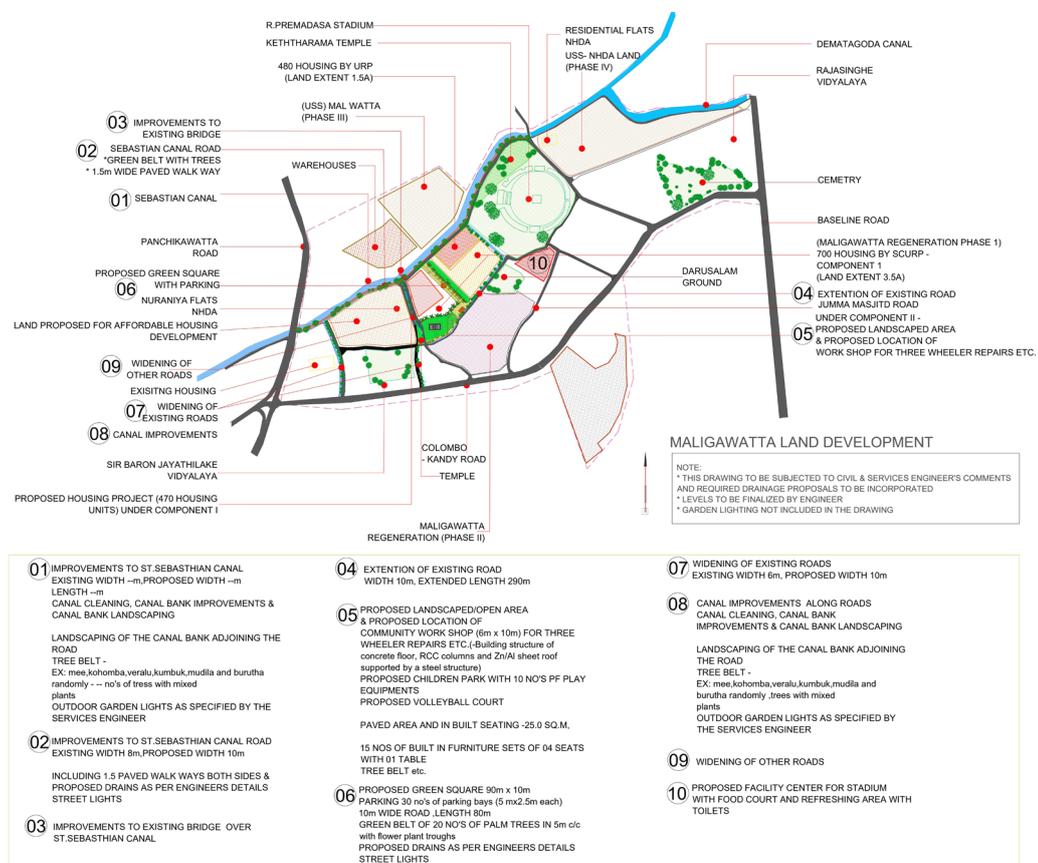


Figure No. 7 : Conceptual Design Plan for Maligawatta Phase I Development

4) *Henamulla Cluster Plan*

Henamulla Cluster is a highly congested cluster which has four completed and another two on-going low-income housing projects. The on-going Component I Housing Project at Furguson Road and the proposed re-development land at Furguson Road fall within this cluster and all these projects are located in close proximity to each other creating a highly dense environment. Given this context, it is important to plan and design this cluster as to create a liveable environment with more open spaces and other required social and physical infrastructure facilities.

The identified projects under Henamulla Cluster Plan are given in Table 05.

No.	Project Code	Project Name
1	FG-1	Linear Park along the Kelani River Left bank
2	FG-2	Improvement of the canal flowing towards Henamulla Housing Complexes
3	FG-3	Stormwater network improvement of the site
4	FG-4	Improvement of existing roads and construction of new road links
5	FG-5	Construction of Central Public Open Space with Community Facilities
6	FG-6	Construction of Public Ground

Table No. 5 : Projects identified under Henamulla Cluster Development

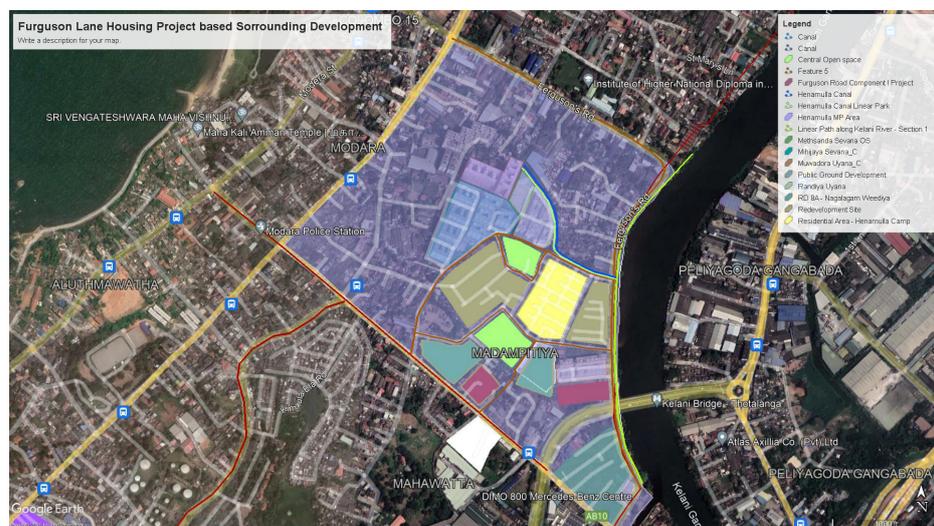


Figure No. 8 : Conceptual Design Plan for Henamulla Cluster Development

5) *D.M. Colombage Mawatha Site Development*

Colombage Mawatha site is situated in Kirulapone, a suburb of City of Colombo. The site comes within the Colombo Municipal Council limits. The site is located in close proximity to the Open University of Sri Lanka, Kirulapone Railway Station and High-level road and Baseline Road which are two of the major arterials in Colombo. The site is bounded by the D.M. Colombage Mawatha Road, 7th lane, 5th lane and Poorwarama Road.

A major portion of the land is owned by the Urban Development Authority. A part of the land has already been filled and allocated for development activities. Poorwarama Janapadaya underserved settlement is located in another portion of the land. There are two low-income housing projects located within the site. One of these sites is the D.M. Colombage Mawatha Low Income Housing Project implemented under the Component I of the SCURP. The other site is an abandoned project site under the URP. This site has been proposed and half way developed for a low-income housing project. Yet, the project has been terminated due to a contractual issue and currently remain as an abandoned state.

Identified projects under Colombage Mawatha Site plan are given in Table 06.

No.	Project Code	Project Name
Accessibility Improvement		
01	CM-1-1	Widening of the existing 5 th lane
02	CM-1-2	Widening and extension of the existing 7 th lane
03	CM-1-3	New road link connecting 5 th lane & 7 th lane parallel to the canal flowing next to the Component I site boundary
04	CM-1-4	Proposed 30 ft road link connecting 5 th lane and 7 th lane & its cross link
05	CM-1-5	Proposed 6m road link connecting 5 th lane and 7 th lane
Environment Management		
06	CM-2-1	Improvement of the canal along the 7 th lane
07	CM-2-2	Improvement of the canal flowing via Sarasavi Garden Neigh-borhood
08	CM-2-3	Improvement of the canal flowing next to the Component I site boundary
09	CM-2-4	Improvement of the canal flowing in front of the Component I site at the 5 th lane
10	CM-2-5	Extension of the canal along the 5 th lane

No.	Project Code	Project Name
11	CM-2-6	Stormwater drain at the rear side of the Component I & URP Housing Project sites
12	CM-2-7	Retention Pond Development
13	CM-2-8	Wetland Park
14	CM-2-9	Cycling & Jogging Track around the retention pond, wetland park and surrounding canals
Settlement Development		
15	CM-4-1	Component I Low Income Housing Project at Colombage Mawatha
16	CM-4-2	Continuation of the existing URP housing project at the Colombage Mawatha
Land Redevelopment		
17	CM-5-1	Land Re-development at Colombage Mawatha

Table No. 6 : Projects identified under Colombage Mawatha Site Development

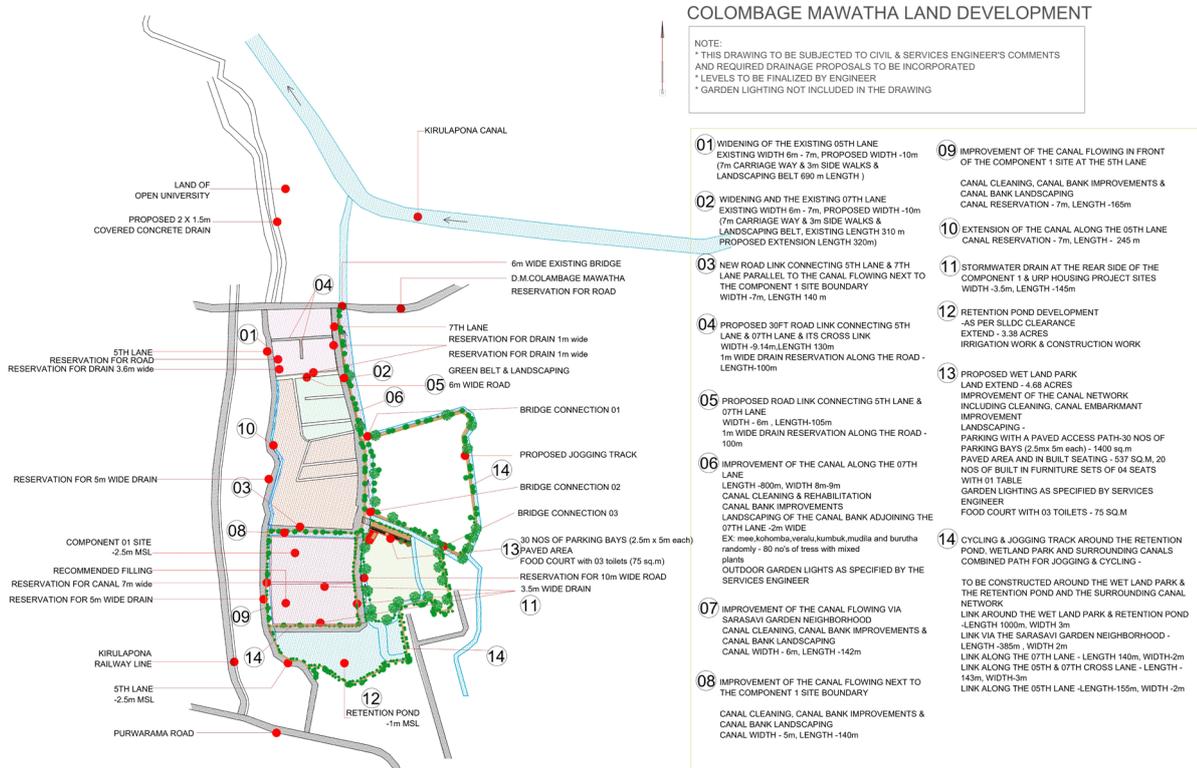


Figure No. 9 : Conceptual Design Plan for Colombage Mawatha Site Development

Annexure 4 : Proposed Public Outdoor Recreation Area Spatial Plan

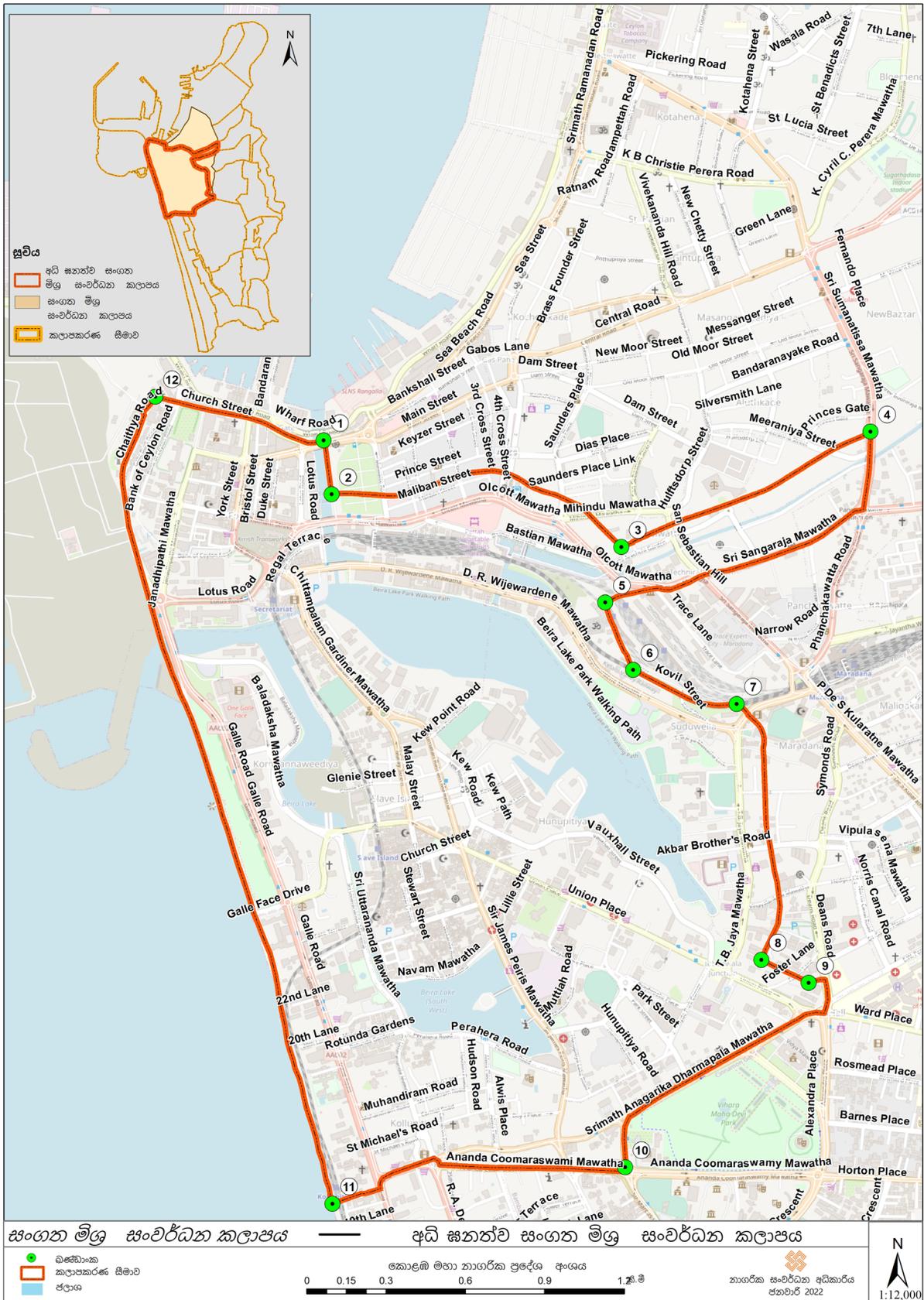
Type of the Park	Extent (Hectares)	Park Type
Municipally owned playgrounds (small parks, regional parks, city parks)	27.84	Local parks, small parks
Vihara Maha Devi Park	19.64	Central Urban Parks
Galle Face	12.00	Central Urban Parks
Beira Lake Linear Park	43.00	Central Urban Parks
Arcade Square Landscape Zone	3.63	Central Urban Parks
Arcade Square	4.0	Central Urban Parks
Commonwealth War Cemetery (Liveramentu Cemetery)	4.5	Central Urban Parks
Crow Island Urban Park	10.6	Central Urban Parks
De Mel Urban Park	0.30	Small gardens

Annexure 5 : Development Zones Coordinates

Concentrated Mix Development Zone

	Coordinates X	Coordinates Y
High Density Concentrated Mix Development Zone (Page 397)		
1	79.84775469600	6.93693471912
2	79.84802886920	6.93508170296
3	79.85787908700	6.93327452340
4	79.86635711630	6.93723235394
5	79.85733363330	6.93137512338
6	79.85827903550	6.92906218721
7	79.86179947410	6.92789614155
8	79.86264029490	6.91912092580
9	79.86424912090	6.91833150700
10	79.85800675860	6.91201050383
11	79.84806030510	6.91075898710
12	79.84203634850	6.93843162454
Medium Density Concentrated Mix Development Zone (Page 398)		
1	79.86634586960	6.93722631825
2	79.85789559670	6.93328220361
3	79.84801762860	6.93507955538
4	79.84778898390	6.93683132590
5	79.85710300320	6.95013457179
Low Density Concentrated Mix Development Zone (Page 399)		
1	79.86480438750	6.91844909871
2	79.86264029490	6.91912092580
3	79.86320095150	6.92035240191
4	79.86279846920	6.92374680893
5	79.86186792100	6.92785447210
6	79.85827903550	6.92906218721
7	79.85733363330	6.93137512338
8	79.85953495530	6.93181555946

High Density Concentrated Mix Development Zone



Medium Density Concentrated Mix Development Zone



Low Density Concentrated Mix Development Zone



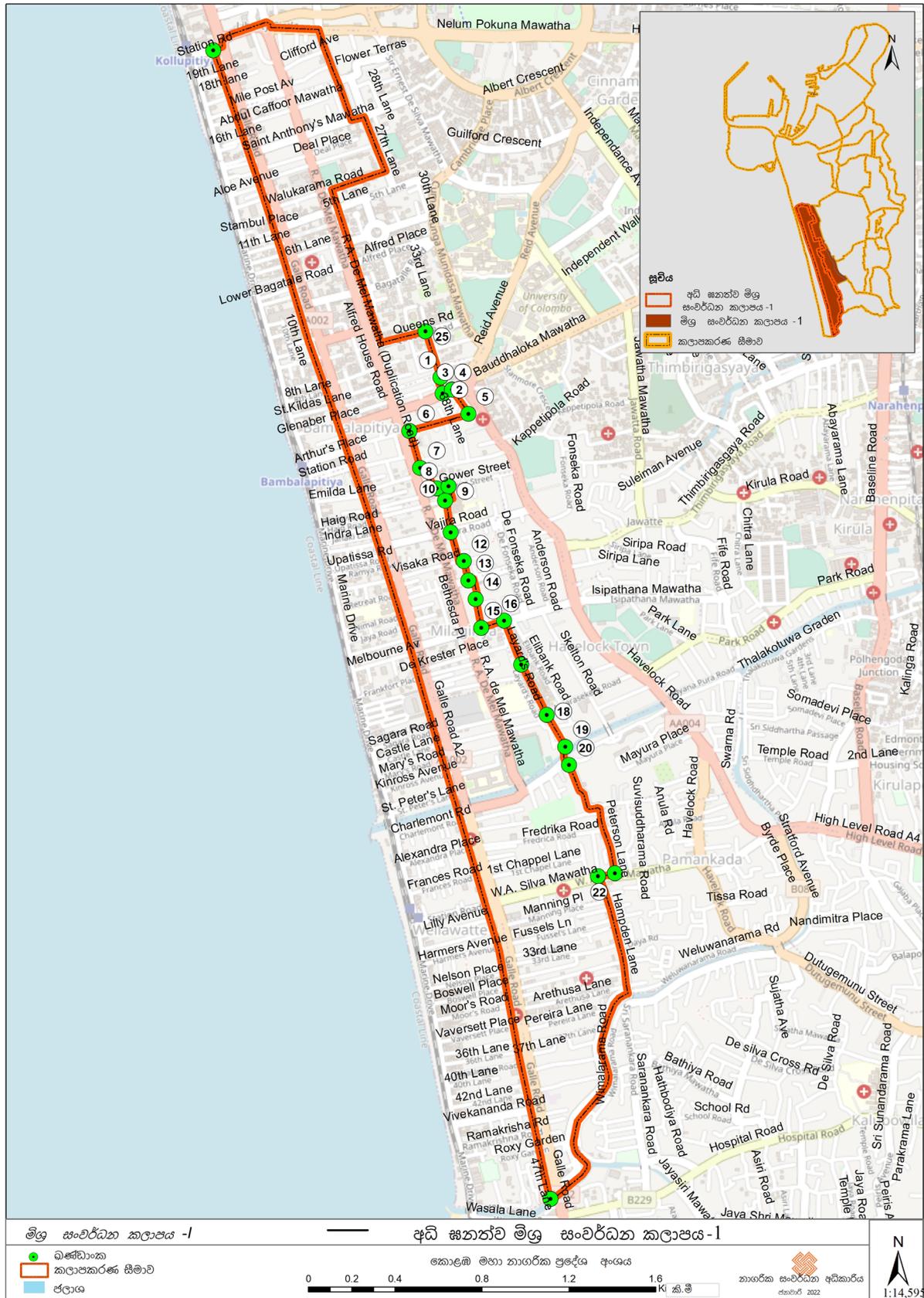
Mix Development Zone I

	Coordinates X	Coordinates Y
High Density Mix Development Zone I (Page 402)		
1	79.85872708700	6.89747109784
2	79.85881505020	6.89680391320
3	79.85919994140	6.89696700269
4	79.85920423830	6.89696012755
5	79.85988315040	6.89594076326
6	79.85743417630	6.89522766976
7	79.85787771720	6.89368348965
8	79.85857597280	6.89282659337
9	79.85905896540	6.89291671700
10	79.85891923290	6.89231738011
11	79.85914827290	6.89100272758
12	79.85969322230	6.88979737884
13	79.85988109870	6.88898772127
14	79.86018796340	6.88820848178
15	79.86041788820	6.88700607319
16	79.86136196410	6.88730577981
17	79.86206872450	6.88546820131
18	79.86313190760	6.88337136800
19	79.86389976220	6.88204238927
20	79.86405233570	6.88127870434
21	79.86595526400	6.87675817318
22	79.86525466310	6.87663428860
23	79.86328987680	6.86315085988
24	79.84931653580	6.91112931707
25	79.85810152740	6.89939357842
Medium Density Mix Development Zone I (Page 403)		
1	79.85922861500	6.89690557030
2	79.86021821920	6.89748909806
3	79.86839910470	6.88426901177
4	79.86762598210	6.88377568958

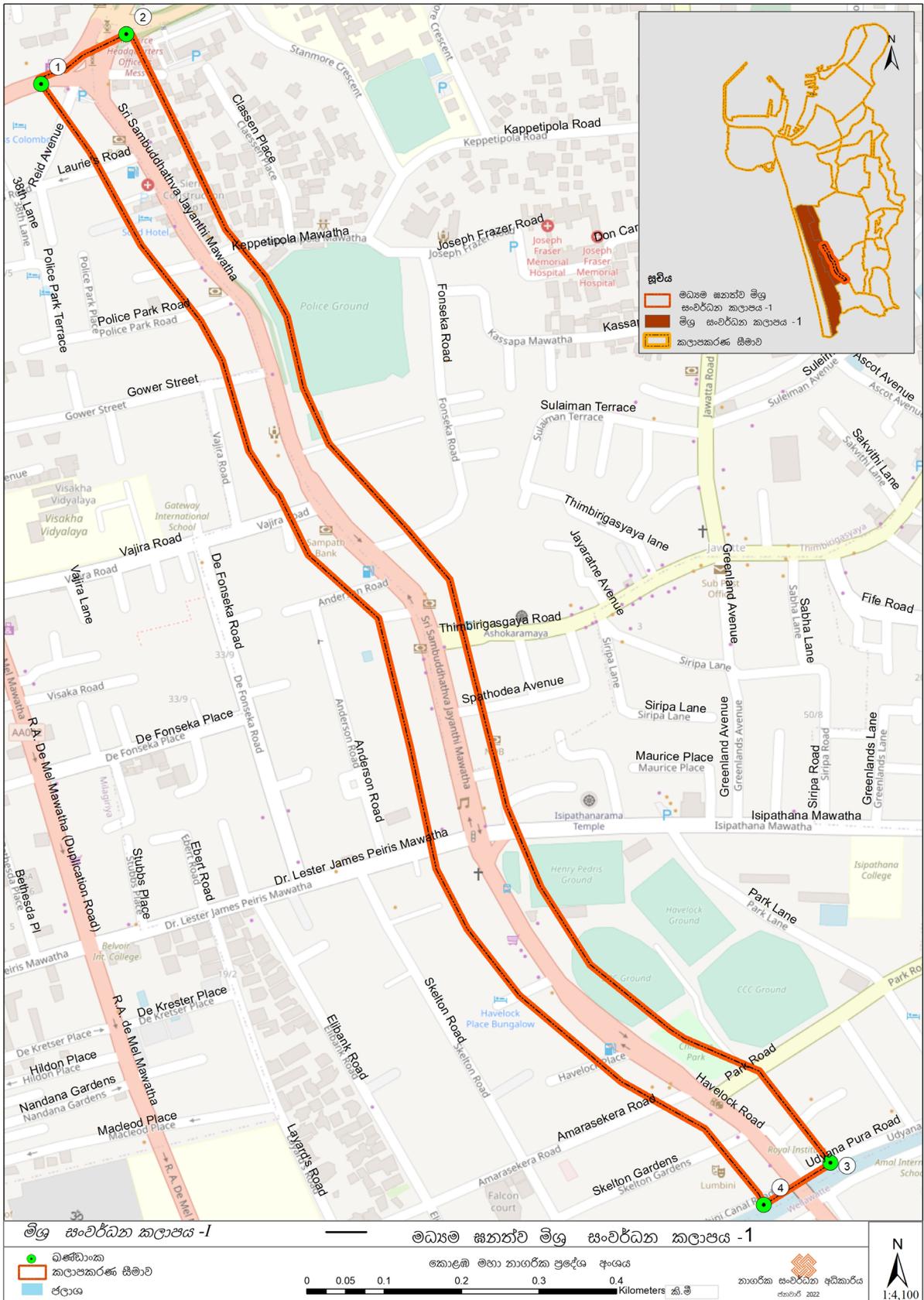
Urban Development Authority

	Coordinates X	Coordinates Y
Low Density Mix Development Zone I (Page 404)		
1	79.86390519770	6.88195322443
2	79.86313190760	6.88337136800
3	79.86206872450	6.88546820131
4	79.86136196410	6.88730577981
5	79.86041788820	6.88700607319
6	79.86039210040	6.88711975123
7	79.86027027110	6.88828542161
8	79.86007792150	6.88905481997
9	79.85988109870	6.88898772127
10	79.85969322230	6.88979737884
11	79.85947850650	6.88976159287
12	79.85914827290	6.89100272758
13	79.85891923290	6.89231738011
14	79.85921424330	6.89240242815
15	79.85905896540	6.89291671700
16	79.85857597280	6.89282659337
17	79.85809132470	6.89375303629
18	79.85787771720	6.89368348965
19	79.85743417630	6.89522766976
20	79.85988315040	6.89594076326
21	79.85827397250	6.90625896071
22	79.85979149020	6.89869018447
23	79.85965616720	6.89807276741
24	79.85881505020	6.89680391320
25	79.85872708700	6.89747109784
26	79.85810152740	6.89939357842
27	79.85624200500	6.89890762324
28	79.85421095330	6.90531118083
29	79.85644559020	6.90608698942
30	79.85555240040	6.90835093564
31	79.85502597330	6.90820934757
32	79.85366517330	6.91200370440
33	79.85561220370	6.91197088928
34	79.85561282630	6.91196956967
35	79.86756183760	6.88390295968

High Density Mix Development Zone I



Medium Density Mix Development Zone I



Low Density Mix Development Zone I



Maritime Mixed Development Zone

	Coordinates X	Coordinates Y
1	79.84807159690	6.91076642973
2	79.84931692600	6.91115915117
3	79.86325771200	6.86312641459
4	79.85961712030	6.86276860489



Logistic Development Zone

	Coordinates X	Coordinates Y
High Density Logistic Development Zone (Page 407)		
1	79.87805664600	6.95692969924
2	79.87475756030	6.95095022999
3	79.86425976340	6.94339947681
4	79.86218909240	6.94735283806
5	79.85710300320	6.95013457179
6	79.84160251950	6.93789186442
7	79.85788145130	6.96232015631
8	79.86017034770	6.95972518723
9	79.86286670000	6.96181889992
10	79.86556640010	6.96448500038
11	79.86747540000	6.96590610009
12	79.86747645310	6.96591190881
Medium Density Logistic Development Zone (Page 408)		
1	79.87805664600	6.95692969924
2	79.86867911900	6.96519672957
3	79.87579847620	6.97607951076
4	79.87456705200	6.98004742267
Low Density Logistic Development Zone (Page 409)		
1	79.86029130090	6.95966745955
2	79.85835526500	6.96034934610
3	79.85803959840	6.96164070927
4	79.87456412830	6.98005581244
5	79.87499437080	6.97885475924
6	79.87577136260	6.97640007590
7	79.86850017580	6.96500869115
8	79.86747540000	6.96590610009

High Density Logistic Development Zone



Medium Density Logistic Development Zone



Low Density Logistic Development Zone



City of Colombo Development Plan 2022–2031

Promoted Mix Development Zone

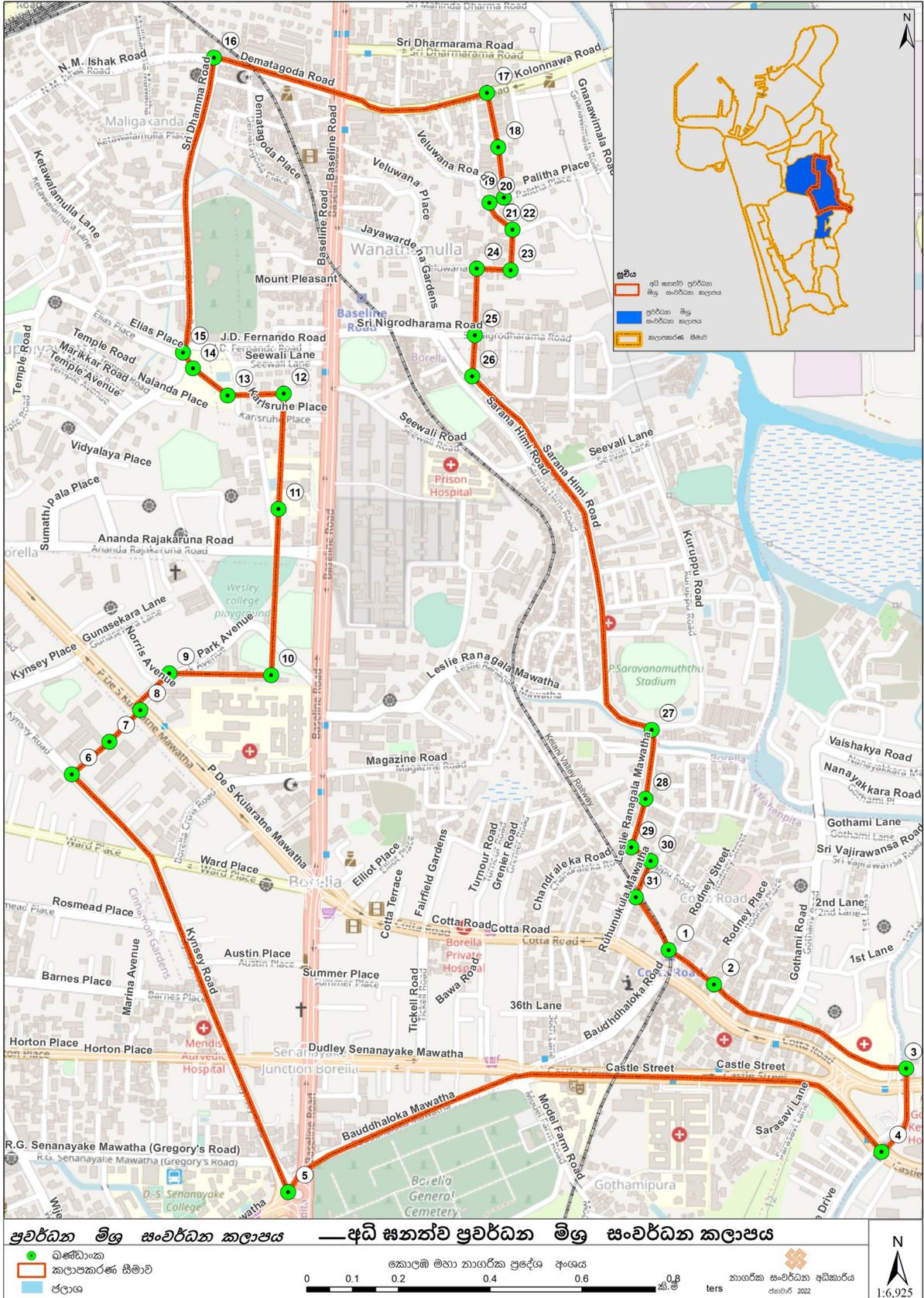
	Coordinates X	Coordinates Y
High Density Promoted Mix Development Zone (Page 413)		
1	79.88453738180	6.91348632597
2	79.88542493700	6.91280487542
3	79.88919681100	6.91114119686
4	79.88871036830	6.90949491449
5	79.87706674410	6.90869821385
6	79.87282205510	6.91696029960
7	79.87356045920	6.91760354851
8	79.87416689860	6.91823047572
9	79.87473730680	6.91896035164
10	79.87673605540	6.91892466025
11	79.87687882190	6.92220831616
12	79.87698589790	6.92449259866
13	79.87587944940	6.92445690726
14	79.87520130210	6.92499228627
15	79.87500689660	6.92530333478
16	79.87561153390	6.93113443028
17	79.88097251460	6.93043914668
18	79.88119039340	6.92936366010
19	79.88130165060	6.92836698074
20	79.88101887180	6.92826499494
21	79.88147098790	6.92773653319
22	79.88147310030	6.92773459977
23	79.88143649970	6.92693120031
24	79.88076850040	6.92696500043
25	79.88073160030	6.92564740011
26	79.88068119960	6.92483319979
27	79.88420380000	6.91783999962
28	79.88408370000	6.91647660042
29	79.88380450010	6.91551579981
30	79.88418160020	6.91524389969
31	79.88389267420	6.91452755012

	Coordinates X	Coordinates Y
Medium Density Promoted Mix Development Zone (Page 414)		
1	79.87561153390	6.93113443028
2	79.87500689660	6.92530333478
3	79.87587944940	6.92445690726
4	79.87698589790	6.92449259866
5	79.87687882190	6.92220831616
6	79.87673605540	6.91892466025
7	79.87473730680	6.91896035164
8	79.87416689860	6.91823047572
9	79.87281470260	6.91695203592
10	79.86477196650	6.91729398994
11	79.86552589870	6.92730847977
12	79.87288664920	6.93089319454
13	79.87561153390	6.93113443028
14	79.87450697220	6.91500860425
Low Density Promoted Mix Development Zone (Page 415)		
1	79.88191091650	6.91037236145
2	79.88246087700	6.90916875937
3	79.88233465650	6.90866838547
4	79.88031387820	6.90752432706
5	79.88074314310	6.90698314369
6	79.88090732590	6.90640493467
7	79.88080025010	6.90583029483
8	79.88060751380	6.90525922419
9	79.88026130220	6.90475953738
10	79.87980801490	6.90574463424
11	79.87971878510	6.90637638113
12	79.87924630940	6.90625237307
13	79.87928169960	6.90538531514
14	79.87922419060	6.90408030447
15	79.87916225790	6.90266912344
16	79.87898301100	6.90191616589

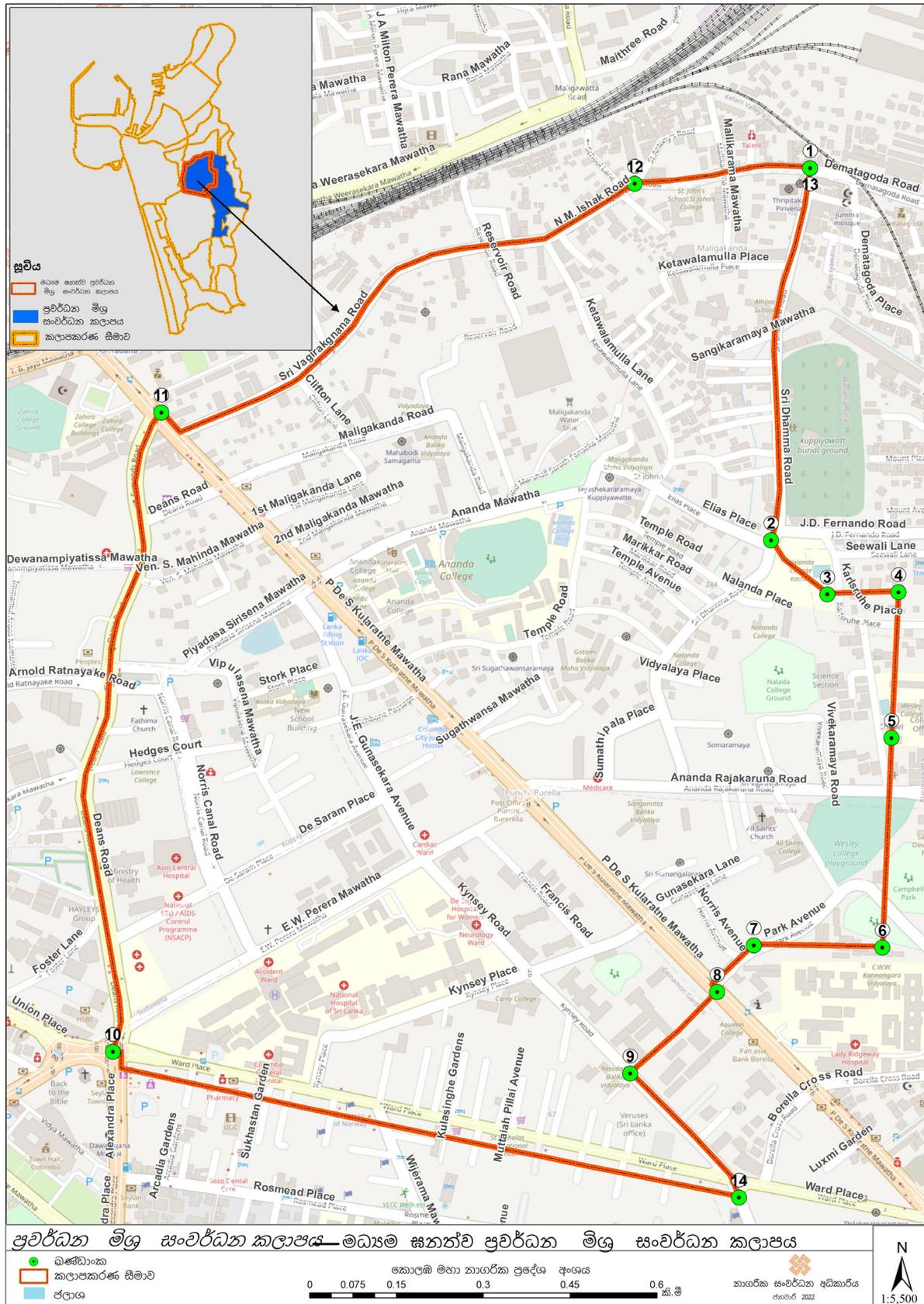
City of Colombo Development Plan 2022-2031

	Coordinates X	Coordinates Y
17	79.87956795000	6.90179234287
18	79.88006850160	6.90266404285
19	79.88079217160	6.90358833159
20	79.88170860400	6.90298697700
21	79.88139437500	6.90247183300
22	79.88088399070	6.90030881058
23	79.88132399220	6.89979002643
24	79.87895505000	6.89935638400
25	79.87559403840	6.89928700637
26	79.87573579660	6.90265826362
27	79.87651347430	6.90273575805
28	79.87651555830	6.90428397962
29	79.87654054260	6.90539399818
30	79.87652269660	6.90643263291
31	79.87583741190	6.90752123632
32	79.88162856980	6.91099576044

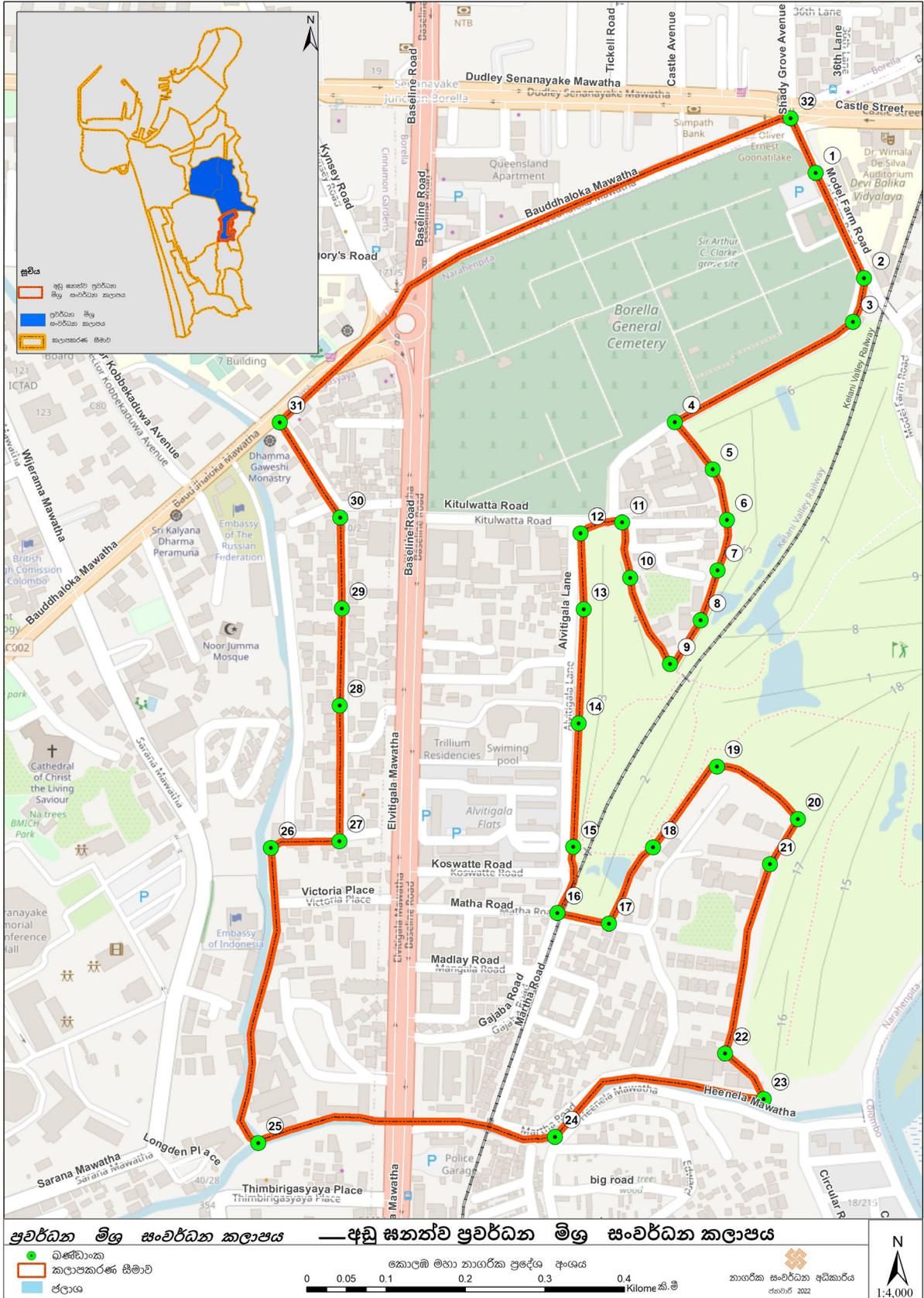
High Density Promoted Mix Development Zone



Medium Density Promoted Mix Development Zone



Low Density Promoted Mix Development Zone



Mix Development Zone II

	Coordinates X	Coordinates Y
High Density Mix Development Zone II (Page 421)		
1	79.87654220900	6.94910955579
2	79.87654366220	6.94910981223
3	79.87667520630	6.94894109254
4	79.87685253610	6.94881696173
5	79.87694711190	6.94876080731
6	79.87710966420	6.94866032046
7	79.87722788400	6.94858643307
8	79.87743772420	6.94842388082
9	79.87773622930	6.94821404063
10	79.87797562440	6.94810764279
11	79.87830071090	6.94796624373
12	79.87827831190	6.94599513532
13	79.87829324460	6.94544262766
14	79.87817378350	6.94470346200
15	79.87813645190	6.94383736891
16	79.87816970660	6.94330529396
17	79.87832575410	6.94343839877
18	79.87844920500	6.94346018421
19	79.87864356640	6.94347342574
20	79.87879623710	6.94340546730
21	79.87924307300	6.94281630873
22	79.87958092040	6.94269492633
23	79.87987909690	6.94265840396
24	79.88021445680	6.94258606340
25	79.88043388270	6.94254294213
26	79.88060887410	6.94253646097
27	79.88096694930	6.94242628397
28	79.88120566610	6.94227019989
29	79.88136175020	6.94211411580
30	79.88152701570	6.94181112906
31	79.88171064400	6.94156323081

Urban Development Authority

	Coordinates X	Coordinates Y
32	79.88186672810	6.94139796531
33	79.88192181660	6.94117761131
34	79.88194936090	6.94091135023
35	79.88200444940	6.94061754490
36	79.88207790070	6.94036046524
37	79.88225593810	6.94010612611
38	79.88022541200	6.93803512445
39	79.87940785880	6.93735663957
40	79.87871703240	6.93677959632
41	79.87854519500	6.93151901317
42	79.87850266220	6.93029087650
43	79.87850259860	6.93028904216
44	79.87764200110	6.93055534028
45	79.87764206470	6.93055808288
46	79.87767005500	6.93176353760
47	79.87786509030	6.94016312535
48	79.87703109960	6.94015199972
49	79.87522440030	6.93911749967
50	79.87425839980	6.93773990018
51	79.87328240290	6.93659296284
52	79.87295524460	6.93614386223
53	79.87246370010	6.93556350036
54	79.87216679980	6.93540100006
55	79.87164250040	6.93524950027
56	79.87044315170	6.93503264842
57	79.86829248740	6.93474923483
58	79.86617409990	6.93454119962
59	79.86612059480	6.93457808911
60	79.86610575130	6.93458832302
61	79.86627696770	6.93573235942
62	79.86630438950	6.93601343291
63	79.86635711630	6.93723235394

City of Colombo Development Plan 2022–2031

	Coordinates X	Coordinates Y
64	79.86658675830	6.93737089485
65	79.86673105360	6.93748498824
66	79.86690917240	6.93761448522
67	79.86717452730	6.93782275831
68	79.86727909060	6.93789198992
69	79.86746595170	6.93800967970
70	79.86765906670	6.93811290299
71	79.86820512970	6.93833210824
72	79.86845354580	6.93841252022
73	79.86860435040	6.93857508527
74	79.86872334960	6.93870131681
75	79.86922879560	6.93923747823
76	79.86930285110	6.93931603311
77	79.86947137780	6.93950792685
78	79.86952682190	6.93957105926
79	79.86955413790	6.93962203823
80	79.86966767370	6.93984865569
81	79.86969634770	6.94005912133
82	79.86973524520	6.94025658907
83	79.86974459990	6.94029874299
84	79.86975595840	6.94034040319
85	79.86984329510	6.94062793443
86	79.86996791690	6.94096469906
87	79.87014739640	6.94135796900
88	79.87032559700	6.94169971857
89	79.87047414620	6.94197989606
90	79.87056219970	6.94211520266
91	79.87065727240	6.94223612100
92	79.87072896460	6.94231687562
93	79.87082481160	6.94240094785
94	79.87091297490	6.94247275691
95	79.87102158330	6.94254821633
96	79.87130369160	6.94267880418

Urban Development Authority

	Coordinates X	Coordinates Y
97	79.87141945140	6.94271196758
98	79.87152937740	6.94273556130
99	79.87156227280	6.94274198695
100	79.87164053990	6.94275228329
101	79.87171940770	6.94275572410
102	79.87175526190	6.94275551635
103	79.87214732040	6.94297933693
104	79.87232616500	6.94308143696
105	79.87247292180	6.94319346011
106	79.87294112140	6.94355085069
107	79.87313558630	6.94369929189
108	79.87316680360	6.94372371838
109	79.87337960390	6.94389022515
110	79.87355047060	6.94401652324
111	79.87363895220	6.94411717357
112	79.87375480010	6.94422929744
113	79.87396339700	6.94443498409
114	79.87423818480	6.94470353874
115	79.87447166500	6.94490704183
116	79.87459986880	6.94501878619
117	79.87470710660	6.94513051436
118	79.87493563520	6.94568367296
119	79.87508718260	6.94606650537
120	79.87516853170	6.94626300543
121	79.87522494710	6.94641875632
122	79.87528874500	6.94676406091
123	79.87533143670	6.94703008577
124	79.87536708940	6.94718934132
125	79.87540420080	6.94731958563
126	79.87545505930	6.94749267815
127	79.87554682970	6.94792966143
128	79.87564455730	6.94839257216
129	79.87569523940	6.94859939734

City of Colombo Development Plan 2022-2031

	Coordinates X	Coordinates Y
130	79.87566676690	6.94860443445
131	79.87589033200	6.94930427760
132	79.87589244190	6.94931088222
133	79.87617572760	6.94924550859
134	79.87617572760	6.94924550859

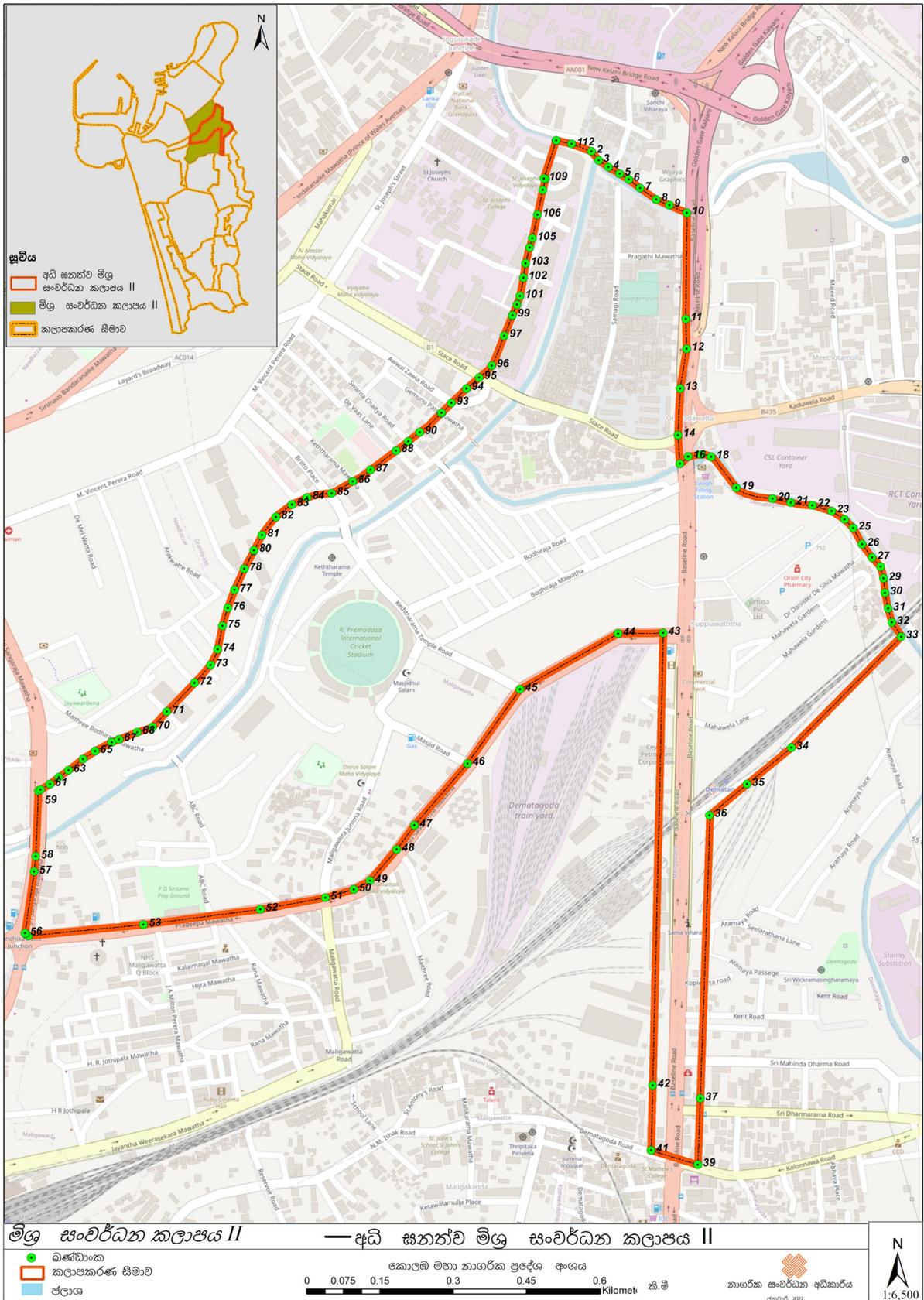
Medium Density Mix Development Zone II (Page 422)

1	79.87474	6.950953
2	79.87589	6.949304
3	79.87555	6.94793
4	79.87529	6.946764
5	79.87466	6.945071
6	79.87396	6.944435
7	79.87247	6.943193
8	79.87176	6.942756
9	79.87102	6.942548
10	79.87033	6.9417
11	79.87032	6.941694
12	79.86997	6.940965
13	79.86947	6.939508
14	79.86872	6.938701
15	79.86784	6.938191
16	79.86714	6.937798
17	79.86639	6.937251
18	79.86426	6.9434
19	79.87413	6.951058

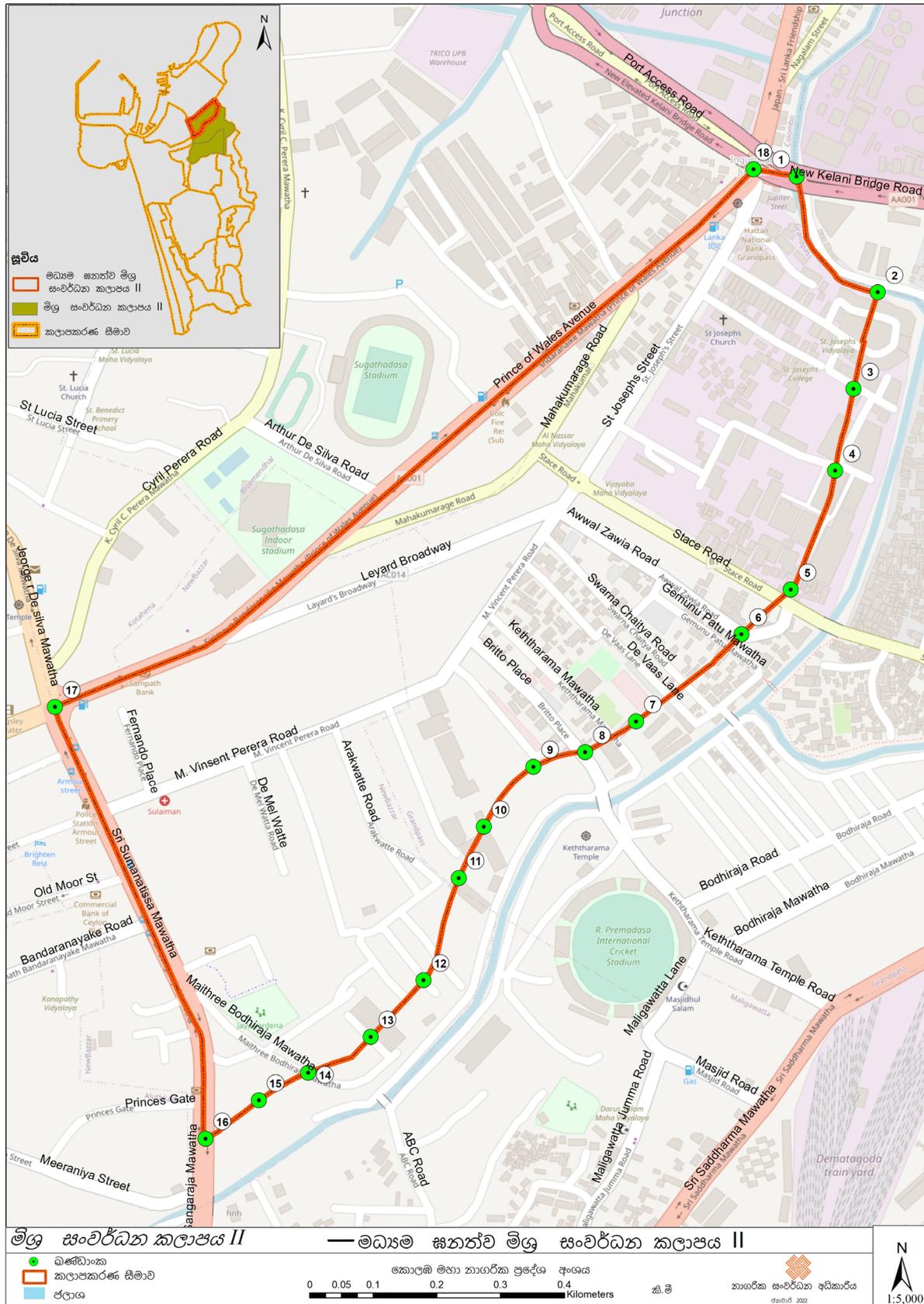
Low Density Mix Development Zone II (Page 423)

1	79.86610381620	6.93458965725
2	79.87786509030	6.94016312535
3	79.87767005500	6.93176353760
4	79.87764206470	6.93055808288
5	79.86581473200	6.92698463640
6	79.86418208290	6.92889995942

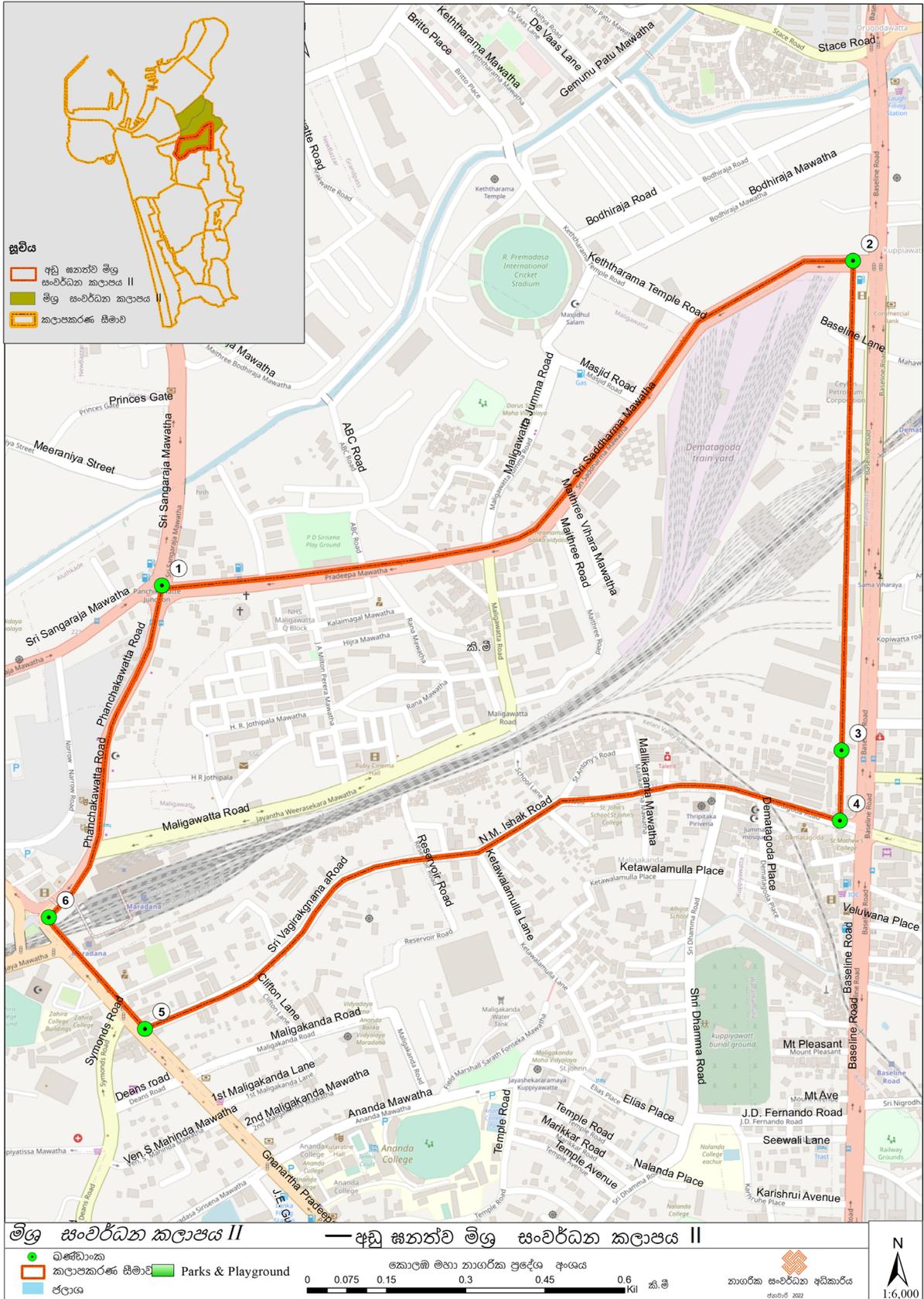
High Density Mix Development Zone II



Medium Density Mix Development Zone II



Low Density Mix Development Zone II



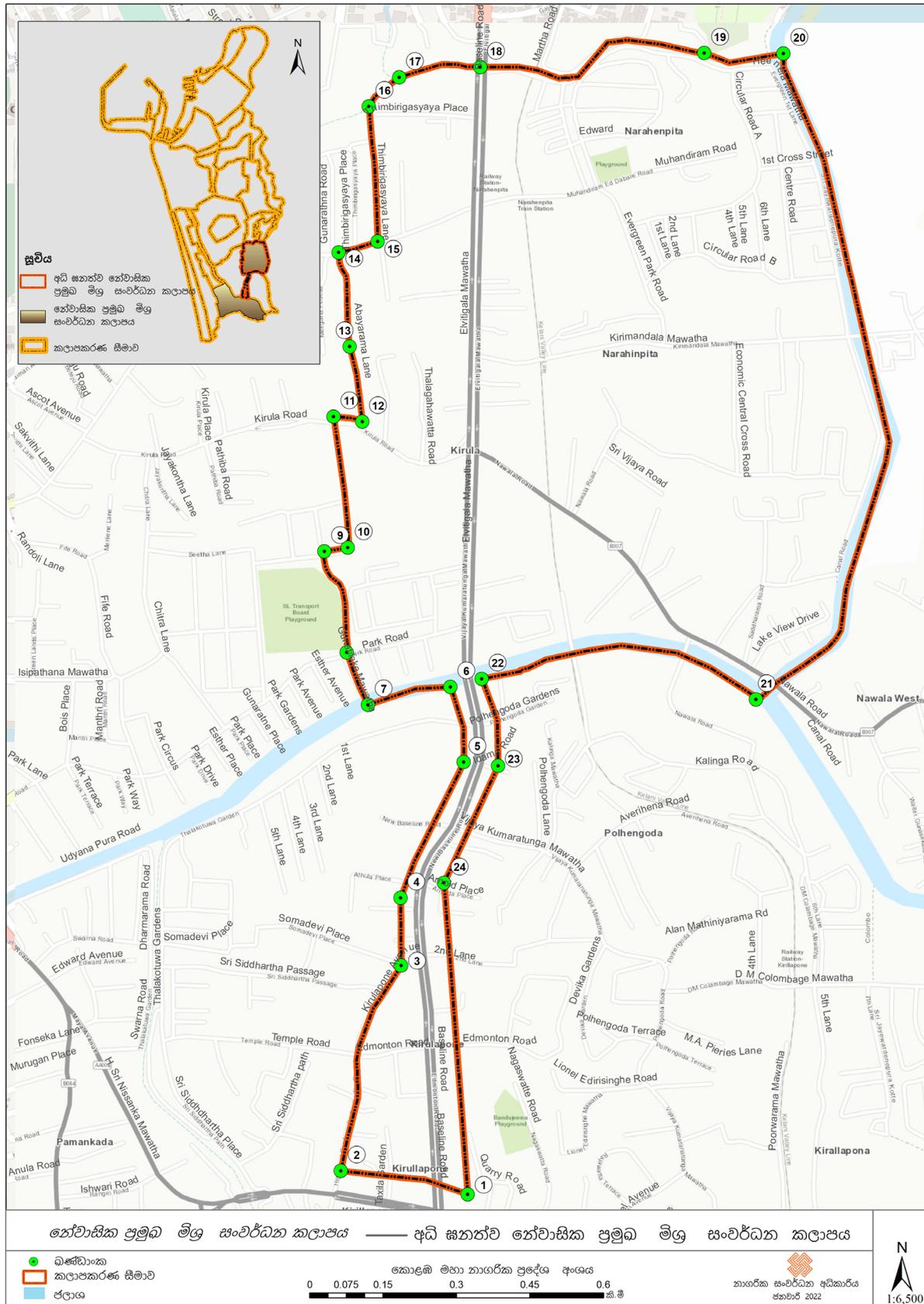
Residential Prominent Mix Development Zone

	Coordinates X	Coordinates Y
High Density Residential Prominent Mix Development Zone (Page 426)		
1	79.87692837840	6.87866226713
2	79.87459727140	6.87909620010
3	79.87570380010	6.88289809967
4	79.87569297460	6.88415310061
5	79.87685266420	6.88666634372
6	79.87661177900	6.88805948786
7	79.87509399980	6.88772767998
8	79.87470634550	6.88869681572
9	79.87429195640	6.89056825026
10	79.87472639650	6.89063508720
11	79.87446257410	6.89306285571
12	79.87498945580	6.89296957381
13	79.87475889910	6.89435969515
14	79.87455444860	6.89610067290
15	79.87527426110	6.89630586502
16	79.87510842700	6.89880649644
17	79.87566880210	6.89934307910
18	79.87715904000	6.89953246300
19	79.88127418920	6.89979442513
20	79.88273095270	6.89978579856
21	79.88222394220	6.88782467225
22	79.87718720480	6.88820426701
23	79.87748654350	6.88660037677
24	79.87648996770	6.88442908024
Low Density Residential Prominent Mix Development Zone (Page 427)		
1	79.88343010780	6.87247568559
2	79.88264306140	6.87077573736
3	79.88059359810	6.87028121578
4	79.87370924820	6.87424068367
5	79.87370901140	6.87423665778
6	79.87370839040	6.87423742058
7	79.86525466310	6.87663428860

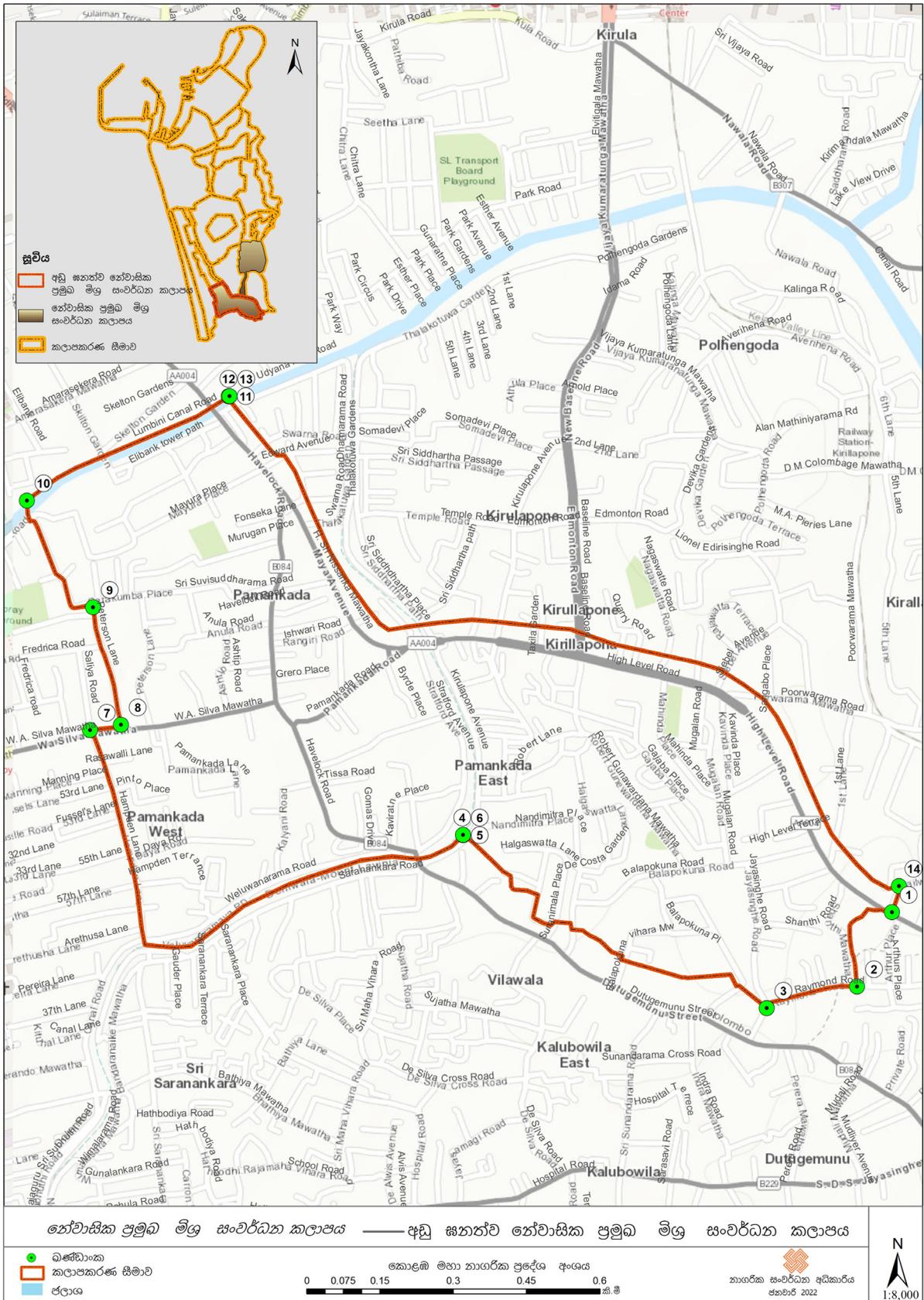
Urban Development Authority

	Coordinates X	Coordinates Y
8	79.86595526400	6.87675817319
9	79.86531808440	6.87944035500
10	79.86381896720	6.88188267565
11	79.86840486350	6.88426159723
12	79.86839910470	6.88426901178
13	79.86841156220	6.88426636927
14	79.88358977170	6.87307317610

High Density Residential Prominent Mix Development Zone



Low Density Residential Prominent Mix Development Zone



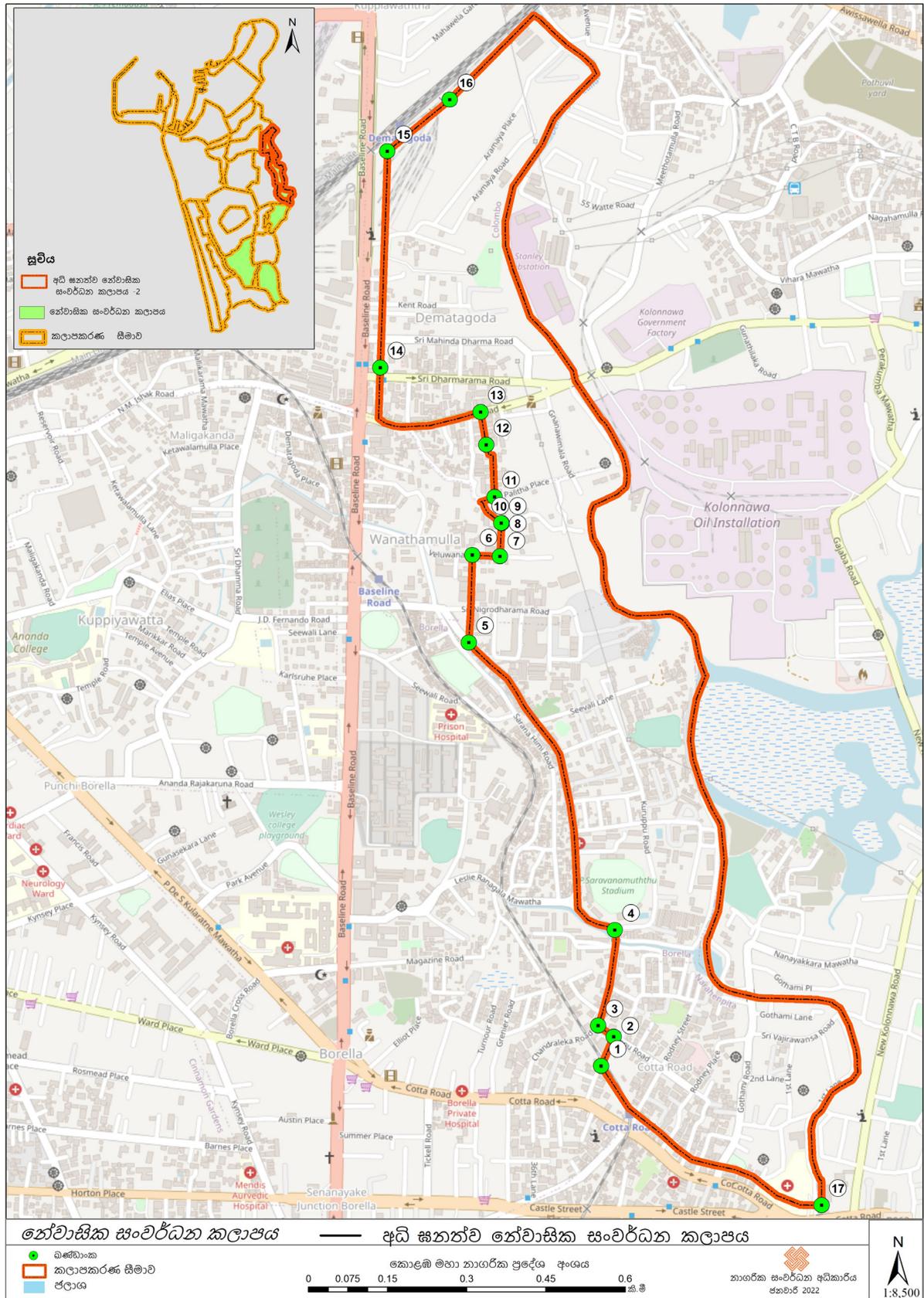
City of Colombo Development Plan 2022–2031

Residential Development Zone

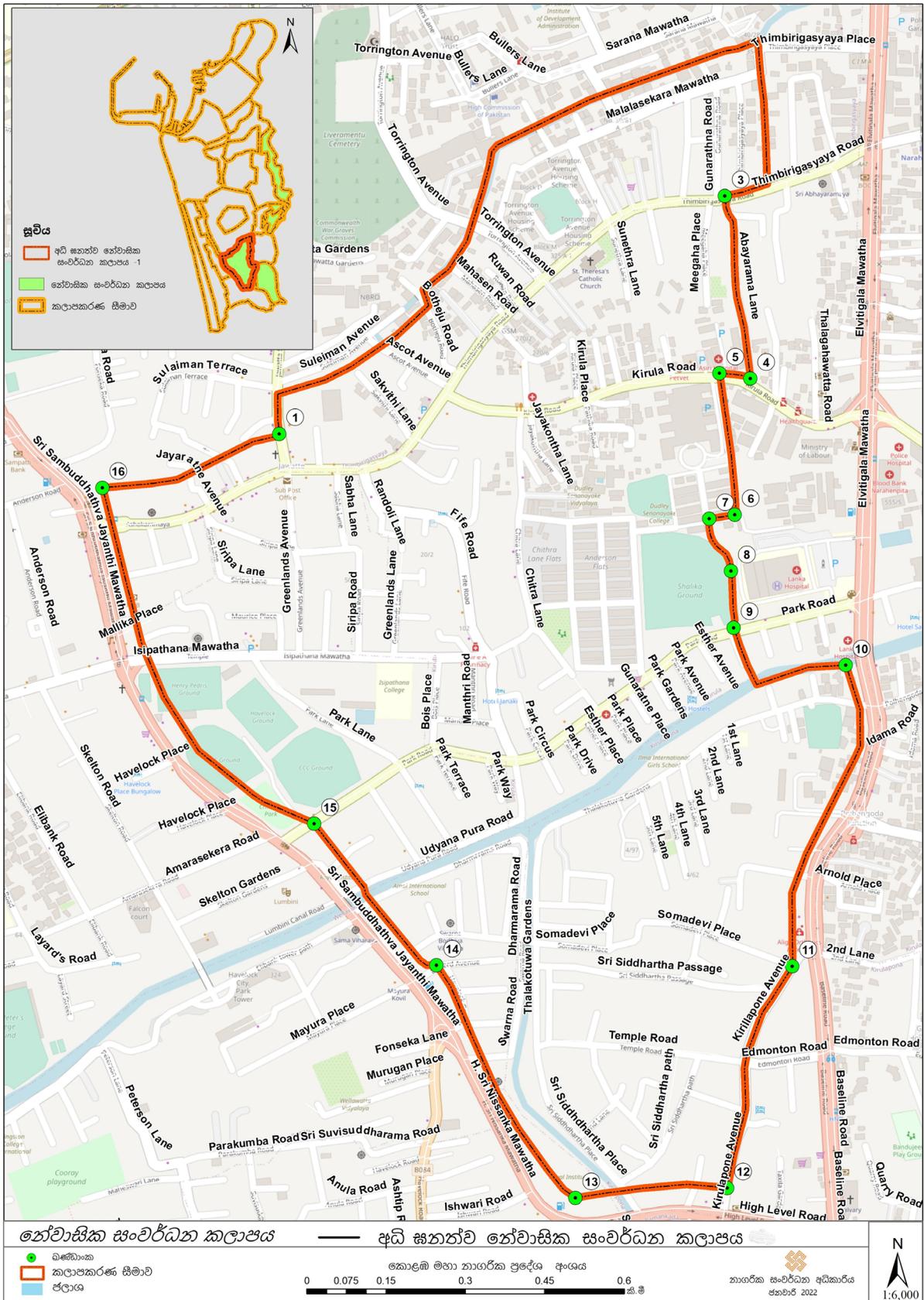
	Coordinates X	Coordinates Y
High Density Residential Development Zone (Page 430)		
1	79.88387705740	6.91453456662
2	79.88418160020	6.91524389969
3	79.88380450010	6.91551579981
4	79.88420380000	6.91783999962
5	79.88068119960	6.92483319979
6	79.88076850040	6.92696500043
7	79.88143649970	6.92693120031
8	79.88147310030	6.92773459977
9	79.88147098790	6.92773653319
10	79.88146651050	6.92773717282
11	79.88130509980	6.92837120017
12	79.88110389980	6.92964309965
13	79.88096749970	6.93043749959
14	79.87854519500	6.93151901317
15	79.87871703240	6.93677959632
16	79.88022541200	6.93803512445
17	79.88919679030	6.91114561516
High Density Residential Development Zone (Page 431)		
1	79.86698	6.892023
3	79.87455	6.896101
4	79.87499	6.89297
5	79.87446	6.893063
6	79.87473	6.890635
7	79.87429	6.890568
8	79.87466	6.889673
9	79.87471	6.888697
10	79.87661	6.888059
11	79.8757	6.882898
12	79.8746	6.879096
13	79.87202	6.878925
14	79.86965	6.882913
15	79.86757	6.885339
16	79.86397	6.8911

	Coordinates X	Coordinates Y
Medium Density Residential Development Zone (Page 432)		
1	79.88474844070	6.88051129628
2	79.88523046800	6.87654251700
3	79.88778320200	6.87390477600
4	79.88761651800	6.87342598600
5	79.88565838230	6.87384042594
6	79.88335054450	6.87300689992
7	79.87692837840	6.87866226713
8	79.87648996770	6.88442908024
9	79.87718720480	6.88820426701
10	79.88431332670	6.88450944350
Low Density Residential Development Zone (Page 433)		
1	79.88132399220	6.89979002643
2	79.88120343290	6.90003491263
3	79.88088399070	6.90030881059
4	79.88170860400	6.90298697700
5	79.88079217160	6.90358833159
6	79.87956795000	6.90179234287
7	79.87898301100	6.90191616589
8	79.87924630940	6.90625237307
9	79.87971878510	6.90637638113
10	79.88031387820	6.90752432706
11	79.88162856980	6.91099576044
12	79.88871036830	6.90949491449
13	79.88395139070	6.89568168485
14	79.88259705860	6.89560479347
15	79.88164742880	6.89584898401
16	79.88017685910	6.89549626434
17	79.87958254540	6.89715490741

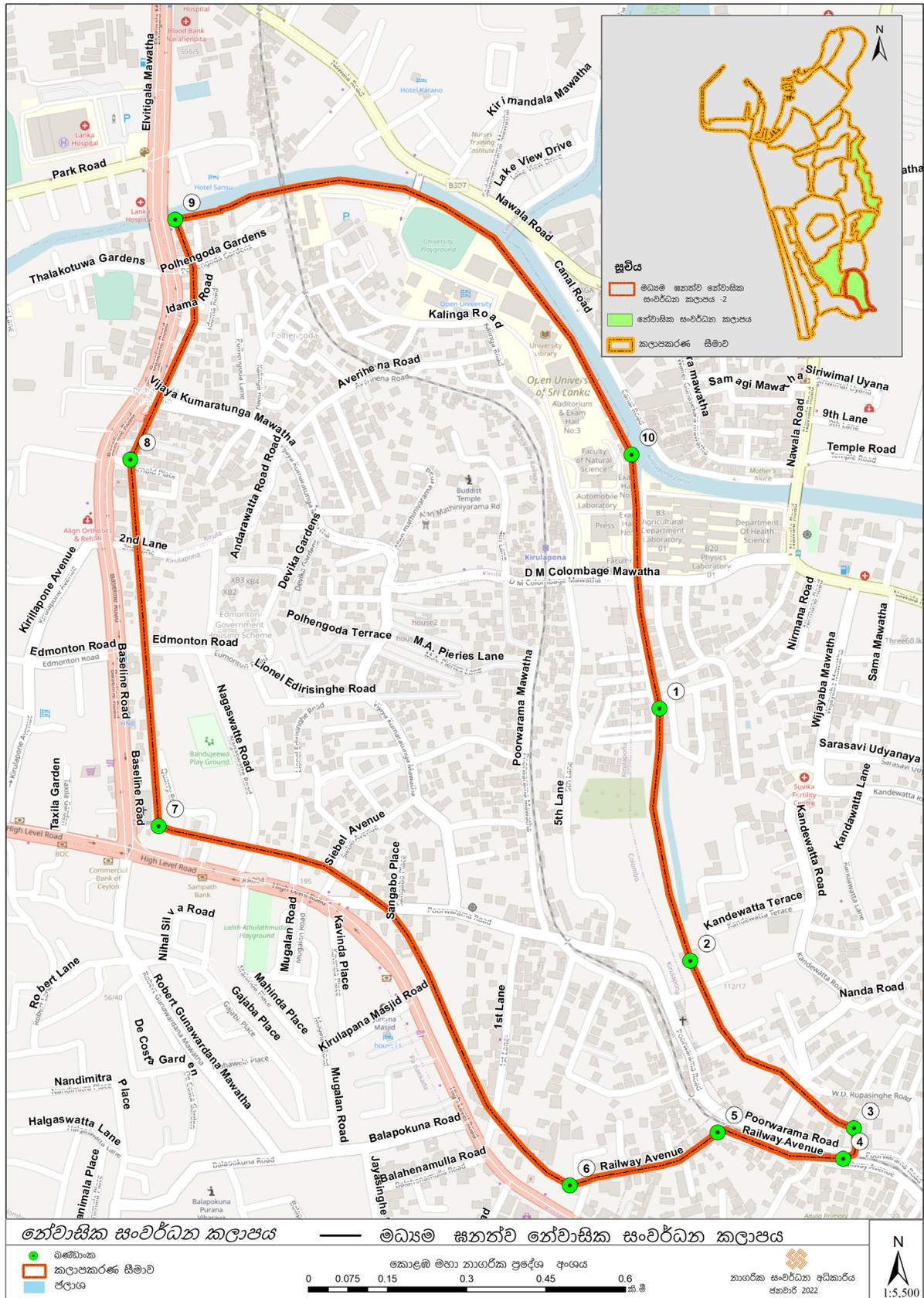
High Density Residential Development Zone



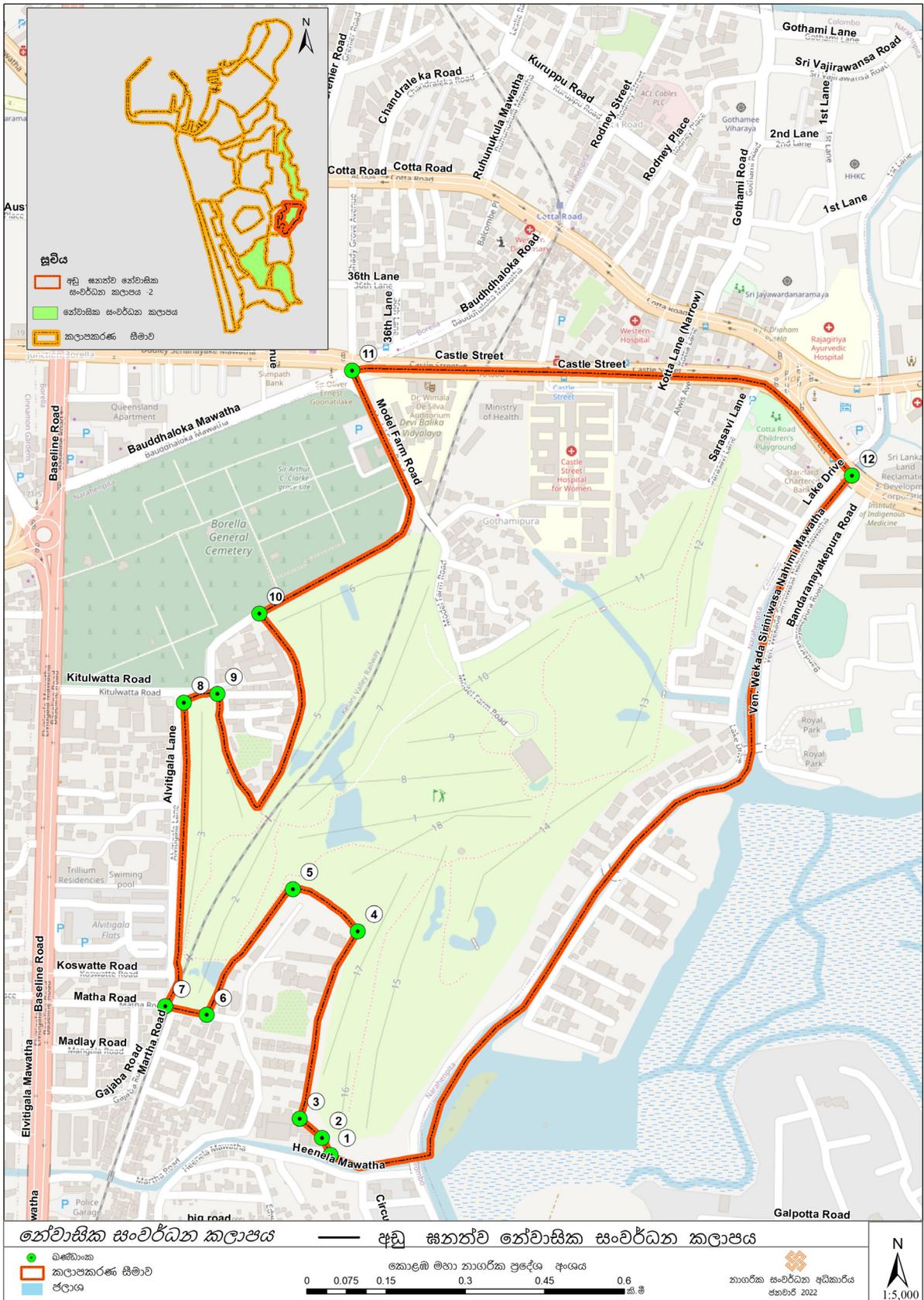
High Density Residential Development Zone



Medium Density Residential Development Zone



Low Density Residential Development Zone

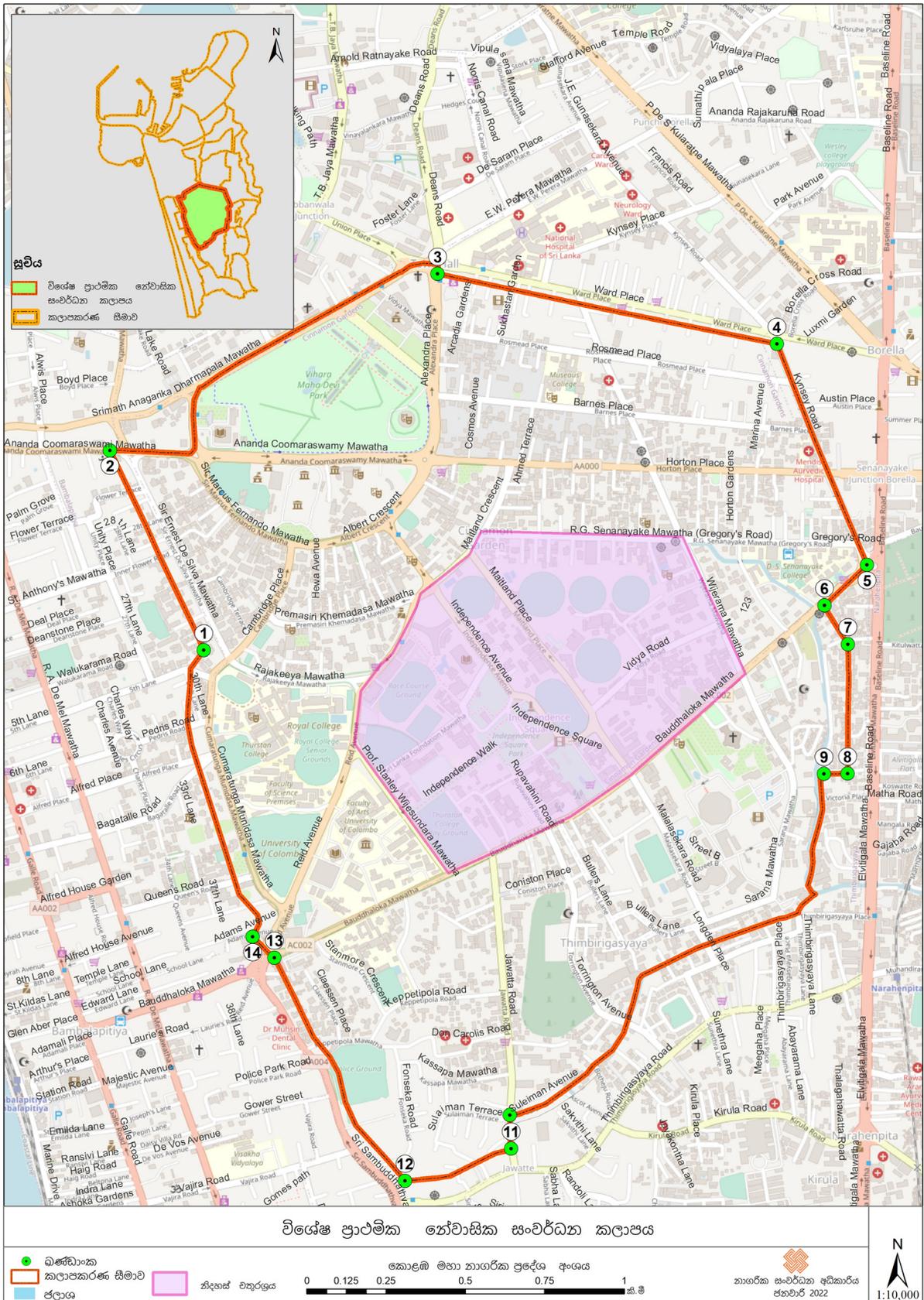


City of Colombo Development Plan 2022–2031

Special Primary Residential Zone

	Coordinates X	Coordinates Y
1	79.85827397250	6.90625896071
2	79.85561282630	6.91196956967
3	79.86489664070	6.91701393465
4	79.87451182420	6.91501037964
5	79.87706674410	6.90869821385
6	79.87585981430	6.90754330688
7	79.87652269660	6.90643263291
8	79.87651347430	6.90273575805
9	79.87584733110	6.90272518435
10	79.86694777700	6.89298193023
11	79.86698184030	6.89202314990
12	79.86397200200	6.89110012200
13	79.86027646920	6.89747765349
14	79.85965616720	6.89807276741

Special Primary Residential Zone



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