Section One

Introduction to the National Physical Plan
Section 1

Introduction to the National Physical Plan

Background
In 1997 the Presidential Task Force on Housing and Urban Development recommended that there should be a National Spatial Plan for Sri Lanka. Subsequently the National Physical Planning Department was set up under the Town and Country Planning (Amendment) Act No. 49 of 2000 to prepare and implement the National Physical Plan.

Preparing the National Physical Planning Policy and Plan
The National Physical Planning Policy, National Physical Plan, and their background studies were prepared with inputs from many government departments and agencies, non-government agencies and research studies undertaken by the National Physical Planning Department. It is a result of dialogue with a range of stakeholders, experts and government officials. With this input, the National Physical Planning Policy and National Physical Plan will provide a single voice for government in the physical planning and development of Sri Lanka. Publishing the Policy and Plan will make it the pre-eminent statutory document for plan making and implementation of the identified projects.

The Town and Country Planning Amendment Act No. 49 of 2000 outline the process that must be undertaken when preparing the National Physical Plan. This process is documented in Figure 1.

Objective
The National Physical Planning Policy and National Physical Plan provide a broad framework to secure Sri Lanka’s place in the global economy by promoting economic growth. It is a strategic document that outlines a vision for Sri Lanka in 2030. Its role is to promote and regulate the integrated planning of economic, social, physical and environment aspects of land in Sri Lanka. Another important function of the National Physical Plan is to bring the Government, stakeholders and the community together to discuss, review and then make decisions to guide the future of Sri Lanka’s economy, environment and communities.

Opportunity
Sri Lanka is fortunate to have significant untapped economic resources, a unique natural environment but also some fragile areas. Untapped resources include minerals and fish within Sri Lanka’s Exclusive Economic Zone. The unique natural environment supports a wide range of ecosystems with exceptional biodiversity, and provides an opportunity to improve tourism, including ecotourism, which enhances and protects that natural environment. Fragile areas of Sri Lanka include the coastal zone, hill country (above 300 meters in the central hills) and network of national parks, and flora and fauna habitats and corridors. Preservation of the fragile areas and the natural environment is important for the sustainable development of the country.
Constraining these identified opportunities by some factors may reduce Sri Lanka’s ability to build on domestic competitive advantages. The lack of reliable sources of electricity and water, and poor access to efficient transport, social infrastructure and employment opportunities, have contributed to the widening regional disparity in terms of education, quality of life and income across Sri Lanka. The civil conflict has displaced many people, resulting in ethnic and social imbalances, and contributing to existing issues of poverty, low per capita income and regional disparity. The difficulty in moving people and goods around the country, as a result of rundown transport infrastructure, is a key issue constraining equitable economic growth across Sri Lanka, and international investment.

**Figure 1: National Physical Plan Making Process**

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National Physical Planning Policy

Inter Ministerial Coordinating Committee

National Physical Planning Council

Approved National Physical Plan

Project Formulation

Implementation

Infrastructure Agencies

Line Ministries

Technical Advisory Committee

National & Regional Level Implementation
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Strategic Geographical Location of Sri Lanka

Sri Lanka’s strategic geographical location in relation to import and export markets, major regional infrastructure and transportation could provide an edge over many other countries in terms of economic development. There are many opportunities available for Sri Lanka to take advantage of its strategic location, and play a greater role in the South Asian Region and global economy, including:

- the provision of air and sea hub facilities which build on proximity to international sea routes and major regional aviation destinations;
- developing road and rail connections with the South Asian mainland to link Sri Lanka with the Asian Highway and Trans Asian Railway;
- improving Sri Lanka’s telecommunication industry by linking into the global optical fiber submarine system; and
- Extraction of offshore petroleum resources and associated development of petrochemical sector.

The end of the civil conflict in Sri Lanka would most likely see a return to the high volume of tourist demand for the coastal, central and northern areas of Sri Lanka and increase demands for domestic and regional air travel infrastructure.

Environment and Global Warming

Factors constraining international opportunities include global warming and linkages to the international economy. Climate change has emerged as a key concern for Sri Lanka and its people in the 21st century. Sea level rise, warming temperatures, uncertain effects on forest and agricultural systems, and increased variability and volatility in weather patterns are expected to have a significant impact in the developing world, where people remain most susceptible to the potential damages and uncertainties inherent in a changing climate. The existing domestic and international transport networks are unable to sufficiently facilitate the international movement of people for both tourist and business purposes. The lack of road, rail and telecommunication corridors across the Palk Straight may constrain growth in the future.

The purpose of the National Physical Planning Policy and Plan is to provide an integrated land use and infrastructure framework that will enable Sri Lanka to make best use of its natural resources and strategic location in the South Asia Region.

Guiding Principles

Economic, social and environmental sustainability

Economic, social and environmental sustainability are the guiding principles for the National Physical Planning Policy and National Physical Plan. Sustainable development requires the effective integration of economic, social and environmental considerations in decision-making processes, and can be achieved through the implementation of the following principles:

- the precautionary principle - if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation;
- inter-generational equity - the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations;
- conservation of biological diversity and ecological integrity - conservation of biological diversity and ecological integrity should be a fundamental consideration; and
- improved valuation, pricing and incentive mechanisms - environmental factors should be included in the valuation of assets and services.

**Principles of Sustainable Development**

The principles of sustainable development provide a framework for addressing the issues and challenges that will face Sri Lanka towards 2030. Resolution of competing or conflicting proposals, and prioritizing projects, can be facilitated by adherence to these long terms and globally oriented guiding principles. Environmental protection and social integration, for instance, are core components of continued economic growth and development. Progress towards the stated vision and objectives is unlikely to be balanced and equitable if the principles of sustainable development are not fully integrated into the development and implementation of physical planning at the national, regional and local levels.

**Conclusion**

The National Physical Planning Policy and Plan sets out the framework for the future development of Sri Lanka. It was prepared using the principles of economic social and environmental sustainability. This is reflected in the Vision for Sri Lanka in 2030 and the Objectives that support the Vision.
Section Two
International and Asian Context
Section 2

International and Asian Context

Sri Lanka, which has a population of 18 million, constitutes the 51st most populous nation, and in terms of population density Sri Lanka occupies the 36th position in the world (12th in Asia).

Figure 2: Sri Lanka’s Strategic Location

Sri Lanka’s Strategic location
While Sri Lanka is well placed to adapt to changing global trends, given high literacy and education levels, it is Sri Lanka’s strategic geographical location in relation to import and export markets, major regional infrastructure and transportation routes that could provide an edge over many other countries. There are prospects of oil and petroleum exploration within Sri Lanka’s Exclusive Economic Zone (see Figure 10), and plans to expand this Zone to cover the outer edge of the continental shelf would improve these prospects. Fishing resources contained within this exclusive economic zone also have the potential to be developed for the benefit of domestic and international markets.

The Emerging Asian Region
Sri Lanka forms part of the South Asian Association for Regional Cooperation (SAARC), which is the largest regional organization in the world, covering approximately 1.47 billion people. SAARC is an economic and political organization of eight countries in Southern Asia, including India, Pakistan, Bangladesh, Sri Lanka, Nepal, Afghanistan, Maldives and Bhutan. Other regional links are formalized through organizations such as the Indian Ocean Rim Association for Regional Cooperation (IOR-ARC) and in the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC). Further, trade agreements with
South Asian countries such as India have further enhanced economic ties and created an emerging sense of regionalism in South Asia.

To take advantage of this emerging regionalism, and ensure that Sri Lanka is a lead country within the South Asian regional context, it is critical that the linkages between this island nation and the Indian Sub Continent are reinforced by facilitating infrastructure. This may include:

- establishing Sri Lanka’s role as a hub within the regional and global hierarchy of sea ports;
- creating sufficient domestic and international airport network to facilitate the movement of people for both tourist and business purposes, and create a regional hub for cargo and passenger transport;
- developing road, rail and telecommunication corridors across the Palk Strait;
- introduce new urban centers with a strong service base to match international demand;
- ensuring that Colombo continues to perform its role as an influential regional economic centre; and
- Affording employment and education, health, recreation, sporting and entertainment opportunities to meet both domestic and international demand.
Section Three
Projects in the International and Asian Context
Section 3:

Projects in the International and Asian Context

3.1 Transport & Access

3.1.1 Asian Highway

Proposals to link Sri Lanka with the South Asian mainland by road and rail, such as the Asian Highway and Trans-Asian Railway (Figures 3 and 4) would drastically change Sri Lanka’s trade and exchange with India and other South Asian neighbors.

Figure 3: Proposed link to the Asian Highway

Source: United Nations Economic and Social Commission for Asia and the Pacific (ESCAP), 1992

3.1.2 Trans-Asian Railway

A Railway bridge crossing appears to be the least cost mode of direct connection based on available data. Initially a single-line railway may be installed which could be converted to a double line later. The advantage of a railway crossing over the ship crossing is the continuity of passage without the need for transfer of modes.
Proposed Sri Lanka/India Connection

A. Palk Strait
It is undisputed that due to the close proximity to the Indian Subcontinent, setting up of the proposed Asian highway link between Sri Lanka and India would benefit Sri Lanka immensely. Some benefits that could accrue are stated as follows:
1. Promotion of International transport and regional integration.
2. Main Access to Sri Lanka for gas and oil resources at Bangladesh.
3. Link of areas of economic activities such as main agricultural and industrial centers.
4. Connections to main sea ports thereby increase of container handling and logistic supply.
5. Major cargo input to ports at Colombo and Hambanthota from and to Indian Subcontinent.
6. Development of tourist industry by connection to major tourist destination.

B. Proposed Mannar - Hambantota Road & Rail and Connections to Asian Highway & Railway
The NPPD proposal (figure 5) to extend the Asian Highway as a railway from Mannar directly to Trincomalee via Vavuniya and to extend the Asian Highway as a railway to Hambantota via Padukka, Ratnapura and Embilipitiya is justified in terms of the environmental protection and regional development.
Benefits to the Hambantota Harbour include:

1. International Trade of Asian countries to other regions of the world via Hambantota harbour
2. Increased ability to provide goods and services not available locally
3. Internal distribution of goods unloaded at the harbour

Figure 5: Connections to Asian Highway/Railway, an alternative proposal by the NPPD

![Diagram showing connections to Asian Highway/Railway](image)

Source: National Physical Planning Department, 2009

3.1.3 Indian-Pacific Sea Routes/Hambantota Port

One factor that directly affects the economy and economic growth is the effectiveness of the transport network. Transport is influential at the local, national, regional and international level, with strong networks and linkages being often essential elements of successful and high growth economies. Being an island nation, Sri Lanka’s linkages with other countries are currently only possible by sea and air. However, its southwest coast is approximately 4 miles from the major international east-west shipping routes, transporting oil and containers between the Middle East and Singapore and other countries.
3.1.4 International Air Routes

The advantages of linking Sri Lanka by air to one or more of the South Asian regional air hubs (such as Delhi, Chennai, Kolkata and Mumbai), and international hubs (such as Singapore, Bangkok and Hong Kong) include improving access to cargo and freight transport, in addition to facilitating business and tourist passenger travel. Expanding the capacity of Sri Lankan domestic airports to enable both improved domestic and regional linkages would also contribute to improved connectivity. Existing patterns of tourism travel are likely to be influenced by improved access to Sri Lanka, particularly if a second international airport and improved domestic air travel facilities are developed. The end of the conflict in Sri Lanka already indicates a return to the high volume of tourist demand for the coastal, central and northern areas of Sri Lanka which increase demands for domestic and regional air travel infrastructure.

Figure 6: Regional Sea Routes

Figure 7: Global Air Routes
To realize the vision to be the South Asia Air Hub, there is an urgent need to expand the Bandaranaike International Airport due to the competition from other airports in the South Asian region. For the airport expansion, an area covering 900 ha around the Bandaranaike International Airport has been set aside under the master plan. This is to accommodate the international and domestic flights operation, modern cargo complex, a second well-separated runway, the extension of the present runway as well as the SLAF air base. According to IATA, the second runway needs to be separated from the existing runway by 2.5 km to accommodate the new airport related facilities and the existing airbase.

Other strategies to improve international aviation linkages include:

- Preparation of an aviation development plan to facilitate the exploitation of Sri Lanka’s strategic location in the South Asian region; and
- Develop a second runway at Katunayake and construct new international airports at Mattale and Hingurakgoda.

### 3.1.5 Major Airport Development Projects

- Katunayake Airport Expansion
- Development of Proposed Mattala and Hingurakgoda International Airports

**Figure 8: Proposed Second Runway at Katunayaka Airport**

![Diagram of proposed second runway at Katunayaka Airport](source: Airport & Aviation Authority)
3.2 Communications

Sri Lanka forms a critical hub in the optical fiber submarine network. The opportunity is available to introduce greater technology into the existing system and expand the network.

Strategies to enhance telecommunications networks include:

- Improvement to the telecommunications network of Sri Lanka by linking with the nearby global submarine fiber network;

  **Figure 9: Proposed Connections to Global Optical Fiber Submarine System**

- Supporting the development of computer-telecommunication technologies in proposed Metro-cities throughout Sri Lanka; and

- Ensuring adequate IT infrastructure is available to enable the development of identified IT Parks.

3.3 Energy and Exploration

Sri Lanka is expanding its Exclusive Economic Zone and hence it’s potential to invite partnership projects for offshore oil and gas exploration and development. The EEZ will also provide opportunities for expanded marine economies, including additional fishing grounds and ecotourism of offshore reefs and shoals.
Figure 10: Proposed Exploration Sites in the Regional Offshore Petroleum and Natural Gas Resources
The future reliability of energy supplies and renewable energy sources will include implementation of a National Energy Policy and Strategies for Sri Lanka that includes an extended Exclusive Economic Zone (EEZ).

### Potential Energy Sources

<table>
<thead>
<tr>
<th>Category</th>
<th>Energy Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Oil and gas</td>
</tr>
<tr>
<td>2.</td>
<td>Coal based</td>
</tr>
<tr>
<td>3.</td>
<td>Renewable:</td>
</tr>
<tr>
<td></td>
<td>- Solar, wind, oceanic, hydro;</td>
</tr>
<tr>
<td></td>
<td>- Biomass cultivation; and</td>
</tr>
<tr>
<td></td>
<td>- Mini-hydro and biogas facilities for rural areas.</td>
</tr>
</tbody>
</table>
3.4 Marine Based Projects

The many opportunities available for Sri Lanka to take a greater role in the South Asian Region and global economy include:

- Potential petroleum resources and development of a petrochemical sector;
- Mineral excavation and processing;
- Expansion of the fishing and fish processing industries;
- The provision of air and sea transport facilities and developing the services associated with construction, repair and support for air and sea travel;
- Increasing tourism, including ecotourism that promotes and protects Sri Lanka’s unique natural environment;
- Developing Sri Lanka as a trade, finance and industrial hub;
- First choice provider of specialist skills to the South Asian Region;
- Improving Sri Lanka’s telecommunication industry by linking into the global optical fiber submarine system; and
- Fostering an environment that looks outward and attracts investment from both international and national sources.
### 3.5 List of International and Asian Context Projects:

<table>
<thead>
<tr>
<th>No</th>
<th>Category</th>
<th>Name of the Project</th>
<th>Relevant Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tr>
<tr>
<td>01</td>
<td>Transport and Access</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1.1</td>
<td>Asian Highway</td>
<td>Connection to Southern India</td>
<td>Board of Investment, Ministry of Highways</td>
</tr>
<tr>
<td>1.2</td>
<td>Trans-Asian Railway</td>
<td>Connection to Southern India</td>
<td>Board of Investment, Ministry of Railways</td>
</tr>
<tr>
<td>1.3</td>
<td>Indian-Pacific Sea Routes</td>
<td>New Major Port Facilities at Hambanthota (under construction)</td>
<td>Port Development Authority</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Expand Port at Olivil</td>
<td>Port Development Authority</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Expand Port at Kankasanthurai</td>
<td>-do-</td>
</tr>
<tr>
<td>1.4</td>
<td>International Air Routes</td>
<td>New International Airport at Mattala, Hambanthota</td>
<td>Ministry of Aviation, Airport and Aviation Authority</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Expand International Airport at Katunayake</td>
<td>Ministry of Aviation, Airport and Aviation Authority</td>
</tr>
<tr>
<td></td>
<td></td>
<td>New International Airport at Hingurkgoda</td>
<td>Ministry of Aviation, Airport and Aviation Authority</td>
</tr>
<tr>
<td>02</td>
<td>Communications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2.1</td>
<td>Optical Fiber Network</td>
<td>Create International Communications Hub</td>
<td>Board of Investment, Telecom Regulatory Commission etc.</td>
</tr>
<tr>
<td>03</td>
<td>Energy and Exploration</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3.1</td>
<td>Exploration &amp; Development</td>
<td>Encourage Oil and Gas Exploration in the Exclusive Economic Zone</td>
<td>Ministry of Petroleum, Board of Investment etc</td>
</tr>
</tbody>
</table>
Section Four

National Projects
National Projects

4.1 Cities and Settlements

By 2030, Sri Lanka’s population is estimated to be 25 million. To accommodate such it will be necessary to develop new cities, restrict development in the Protected Area Network (PAN) and the Central Fragile Area (CFA).

Restricted Areas

Enable the Protected Area Network to contribute to the environmental, social and economic development of Sri Lanka by prohibiting new development in the area identified as Category 1, consisting of:

a. wildlife reserves and identified corridors;
b. conservation forests;
c. degraded forest areas that will be restored for ecological reasons;
d. areas of archaeological and historical value;
e. areas of natural beauty and natural features of exceptional value;
f. environmentally and hydrologically important wetlands and catchments;
g. corridors identified by the National Physical Planning Department;
h. areas where landslides are likely;
i. unutilized lands in areas of high rainfall intensity, with slopes that have a gradient of over 60 degrees and highly erodible soils; and
j. All natural and man-made water courses, water bodies and their reservations.

Strategies identified to achieve these objectives include:

- Identify, protect and manage land with nature conservation and biodiversity values in Regional and Local Plans.
- Ensure that land use planning and development activities consider and respect conservation and biodiversity values.

Principles:

1. Regulate development in the Protected Area Network
2. Protect and retain land with environmental values
3. Create new Cities and settlements and encourage an outward movement of population and plantations from the PAN and CFA.

Previous Protected Area Network and Changes

(A) Expansion of Commercial Agriculture and Plantation
(B) Realignment of Forest Area
(C) Expansion of Forest and Wildlife
The Central Fragile Region has been included in the Protected Area Network to establish its importance in conserving the water sources of the country. In this area selected towns will continue to exist but their development and expansion will be controlled and restricted. In instances of land use conflicts, the conservation consideration shall take precedence.
16: Proposed Outward Movement of Population and Plantations (see Appendix B)
Figure 17: Settlement Pattern 2030 and Schematic Location of Metro Regions
## Distribution of Population - 2030

<table>
<thead>
<tr>
<th>City Type</th>
<th>City Name</th>
<th>Target Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Western Metro Region</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro City</td>
<td>Colombo</td>
<td>2,000,000</td>
</tr>
<tr>
<td>District Capital</td>
<td>Gampaha</td>
<td>750,000</td>
</tr>
<tr>
<td>District Capital</td>
<td>Kalutara</td>
<td>750,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<tr>
<td>North Central Metro Region</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro City</td>
<td>Anuradhapura</td>
<td>1,500,000</td>
</tr>
<tr>
<td>Metro City</td>
<td>Dambulla</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Metro City</td>
<td>Polonnaruwa</td>
<td>500,000</td>
</tr>
<tr>
<td>Metro City</td>
<td>Trincomalee</td>
<td>1,000,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Northern Metro Region</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Metro City</td>
<td>Anuradhapura</td>
<td>1,500,000</td>
</tr>
<tr>
<td>Metro City</td>
<td>Dambulla</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Metro City</td>
<td>Polonnaruwa</td>
<td>500,000</td>
</tr>
<tr>
<td>Metro City</td>
<td>Trincomalee</td>
<td>1,000,000</td>
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<td></td>
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<tr>
<td>Eastern Metro Region</td>
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<tr>
<td>Metro City</td>
<td>Ampara</td>
<td>500,000</td>
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<tr>
<td>Metro City</td>
<td>Batticaloa</td>
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<td>Hambantota Metro Region</td>
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<td>Metro City</td>
<td>Hambantota</td>
<td>1,000,000</td>
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<td>Jaffna Metro Region</td>
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<tr>
<td>Major Cities</td>
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<tr>
<td>District Capital</td>
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<td>District Capital</td>
<td>Galle</td>
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<tr>
<td>District Capital</td>
<td>Kandy</td>
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</tr>
<tr>
<td>District Capital</td>
<td>Kegalla</td>
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<tr>
<td>District Capital</td>
<td>Kilinochchi</td>
<td>50,000</td>
</tr>
<tr>
<td>District Capital</td>
<td>Kunneagalal</td>
<td>200,000</td>
</tr>
<tr>
<td>District Capital</td>
<td>Manner</td>
<td>200,000</td>
</tr>
<tr>
<td>District Capital</td>
<td>Matale</td>
<td>100,000</td>
</tr>
<tr>
<td>District Capital</td>
<td>Matara</td>
<td>100,000</td>
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<tr>
<td>District Capital</td>
<td>Monaragala</td>
<td>100,000</td>
</tr>
<tr>
<td>District Capital</td>
<td>Mulativu</td>
<td>50,000</td>
</tr>
<tr>
<td>District Capital</td>
<td>Nuwara Eliya</td>
<td>50,000</td>
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<td>District Capital</td>
<td>Puttalal</td>
<td>100,000</td>
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<tr>
<td>District Capital</td>
<td>Ratnapura</td>
<td>75,000</td>
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<tr>
<td>District Capital</td>
<td>Vavuniya</td>
<td>200,000</td>
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<td></td>
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<tr>
<td>Special Purpose Cities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mankulam City</td>
<td>500,000</td>
<td></td>
</tr>
<tr>
<td>Mannar City</td>
<td>100,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>12,850,000</td>
<td></td>
</tr>
<tr>
<td>Rural</td>
<td>12,150,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>25,000,000</strong></td>
<td></td>
</tr>
</tbody>
</table>
4.2 Infrastructure facilities

Objective
An efficient and developed network of physical and social infrastructure across the country is vital for creating opportunities for economic growth, poverty alleviation, employment generation and thereby reducing regional disparity. A network of infrastructure, including transport that supports and links cities, towns and villages will create an economic environment that will be able to provide jobs and services to its community. It will also ensure that there is a focus for investment.

Principle
1. Develop bus networks to improve inter-city and intra-city connections.
2. Upgrade and extend the railway network for passenger and freight travel.
3. Maintain and rehabilitate the existing road network and construct regional highways to urban regional centers.
4. Develop regional and international ports and support infrastructure to reinforce sea based economic gateways to Sri Lanka.
5. Improve domestic and international aviation linkages for passenger transport and expand capacity for air based cargo transport.
Figure 18: Existing Roads

Source: Road Development Authority

Prepared by NPPD
Figure 19: Proposed Expressways and Highways (As per R.D.A.)

Source: Road Development Authority
Figure 20: Proposed Roads, Rail & Expressway Network as per National Physical Structure Plan
Figure 21: Existing Rail Network

Source: Department of Railways

Figure 22: Proposed Railway Network

Source: Department of Railways

Figure 23: National Physical Structure Plan
Figure 24: Existing & Proposed Road & Rail Network
Figure 25: Existing Ports to be expanded

Figure 26: Existing and Proposed International /Domestic Airports
4.3 Power & Energy

Objective
Provide sustainable energy facilities and renewable energy where possible, that can support cities, towns and villages and economic growth.

Principle
Improve the availability and reliability of energy supply and encourage the development and use of renewable energy sources to reduce greenhouse emissions.

Strategies
- Improve power distribution systems, especially in Metro Cities and industrial areas.
- Support the development and use of alternative power sources such as solar, wind, oceanic, mini hydro and biogas energy for domestic purposes, particularly in rural areas by another 300 MW.
- Improve the power generation capacity by protecting the Central Fragile Area and water catchments from inappropriate development by another 500 MW.
- Facilitate the provision of sufficient land for biomass cultivation to make it a viable form of electricity generation through reforestation and commercial agriculture. Support the implementation of the National Energy Policy and Strategies of Sri Lanka by ensuring that there is sufficient land in appropriate locations for power generation.
- Oil exploration
- Create enough water catchment areas through reforestation to open up new opportunities for hydro power stations.
- Identification of new hydro power station points

4.4 Water Resources

Objective
Protect water catchments, water resources and tanks to improve water quality and ensure sufficient supply of water for domestic, agricultural, industrial activities and power generation.

Context
Sri Lanka has both surface and ground water resources. These water resources are supplemented by direct rain water harvesting in the hill country and dry zone. Population growth and the expansion of urban areas are putting more pressure on the country’s water supplies and other water uses. Water availability is further complicated by climate change which may mean warmer conditions, less rainfall and higher evaporation rates, and leading to more urgent need to manage water resources more efficiently.
Water cycle management is an important consideration for urban development that contributes to an ecologically sustainable city. Water cycle management covers:

- drinking water
- storm water run-off
- water catchment and waterway health
- sewage treatment
- re-cycling

Water Sensitive Urban Design (WSUD) is about integration of water cycle management into urban planning and design. It also ensures that new development occurs in areas that are free from flooding.

Due to the many demands for water it is important to ensure that there is sufficient supply for all users. It is important to ensure that all people have clean and safe water to drink and that there is sufficient water for economic activities such as agriculture and industry. It is also important to coordinate the many organisations that share the water supply system but use it for a range of different purposes.

**Principles:**

1. Rehabilitation of all tanks including those inside the forest reserves
2. Creation of new tanks where appropriate including inside the forest reserves
3. Reforestation of fragile area and in newly identified areas.
4. Protect ground water without allowing them to be polluted by

   a) Flood  
   b) Pesticide/Weedicide Fertilizer  
   c) Landslide and follow up pollution
Figure 27: Existing Water Supply System of Sri Lanka

Legend
- Conservation Area
- Tanks
- Rivers

Source: 1:200000 Sri Lanka Map, Survey Department
4.5 Economic Development

Objective
Provide an integrated spatial pattern of development that finds the balance between production and protection of natural resources and encourages economic development.

Context
The past few decades have seen major shifts in both domestic and regional economies. In the mid-twentieth century the Sri Lankan economy was largely based around production of tea, rubber and coconut. In more recent times a combination of the remittances from Sri Lankans working abroad, the local apparel industry, and export of tea are some of the major foreign exchange earners. These shifts in economic activities reflect changing global trends towards high productivity in commodity production and expansion of service industries. Despite these global shifts, Sri Lanka maintains a strong domestic agricultural base which contributes to food security and employment and produces significant produce for local consumption.

Key Issues
The key issues facing the economy of Sri Lanka are:
- heavy environmental degradation;
- low levels of agricultural productivity;
- a weak industrial sector;
- the neglect of oceanic resources;
- the persistence of poverty;
- weak international links;
- a slow rate of economic growth; and
- Widening regional disparities.

Principles:
1. Improve the global advantage of Sri Lanka.
2. Improve agricultural productivity.
3. Encourage industrial development within Metro Cities.
4. Make optimum use of minerals and other non-agricultural resources.
5. Expand the tourist sector
6. Encourage the sustainable use of offshore resources
7. Expand the fishery sector.
Figure 28: Existing Productive Agricultural Areas

Source: Rubber Research Institute, Tea Research Institute, Coconut Research Institute

Figure 29: Proposed Highly Productive Agricultural Areas
Figure 30: Existing and Proposed Industrial Estates

![Map of Existing and Proposed Industrial Estates](image1)

Figure 31: Locations of Export Processing Zones in Sri Lanka

![Map of Export Processing Zones](image2)

Source: Board of Investment of Sri Lanka 2010
Figure 32: Existing and Proposed Fishery Harbors

Source: Ministry of Fisheries
Figure 33: Areas Reserved for Mineral Exploration

Source: National Atlas, Department of Survey
Figure 34: Tourist Development Areas
Figure 35: Potential Archaeological Tourism Development Areas

Source: Ceylon Tourist Board
4.6 Summary of National Projects

<table>
<thead>
<tr>
<th>No.</th>
<th>Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Cities and Setlements</td>
</tr>
<tr>
<td></td>
<td>Regulate development in the Protected Area Network (PAN)</td>
</tr>
<tr>
<td></td>
<td>Protect and retain land with environmental values</td>
</tr>
<tr>
<td></td>
<td>Create new Cities and settlements and encourage an outward movement of population and plantations from the PAN and CFA</td>
</tr>
<tr>
<td></td>
<td>Creation of North Central Province (NCP) Metro Region City to accommodate 5.0 million population</td>
</tr>
<tr>
<td></td>
<td>Creation of Galle City to accommodate 1.0 million population</td>
</tr>
<tr>
<td></td>
<td>Creation of expanded Jaffna City to accommodate 1.0 million population</td>
</tr>
<tr>
<td></td>
<td>Creation of Eastern Metro Region to accommodate 1.0 million population</td>
</tr>
<tr>
<td></td>
<td>Creation of Mankulam City to accommodate 0.5 million population</td>
</tr>
<tr>
<td></td>
<td>Creation of Mannar City to accommodate 0.1 million population</td>
</tr>
<tr>
<td></td>
<td>Development of District Capitals to accommodate more population while conserving rest of the areas</td>
</tr>
<tr>
<td>2.</td>
<td>Infrastructure</td>
</tr>
<tr>
<td></td>
<td>Maintain and rehabilitate the existing road network and construct new regional highways to link the regional urban centers</td>
</tr>
<tr>
<td></td>
<td>Develop bus networks to improve inter-city and intra-city connections</td>
</tr>
<tr>
<td></td>
<td>Upgrade and extend the railway network for passenger and freight travel and construct new railway to link the regional centers</td>
</tr>
<tr>
<td></td>
<td>Develop international and regional ports and support infrastructure to reinforce sea based economic gateways to Sri Lanka</td>
</tr>
<tr>
<td></td>
<td>Improve domestic and international aviation linkages for passenger transport and expand capacity for air based cargo transport</td>
</tr>
<tr>
<td></td>
<td>Enhance telecommunications networks to increase the IT facilities</td>
</tr>
<tr>
<td></td>
<td>Ensure the sustainable management, treatment and disposal of solid waste and sewerage</td>
</tr>
<tr>
<td>3.</td>
<td>Energy</td>
</tr>
<tr>
<td></td>
<td>Coal Fired Station at Noracholai</td>
</tr>
<tr>
<td></td>
<td>Coal Fired Station at Trincomalee</td>
</tr>
<tr>
<td></td>
<td>Hydro (Upper Catchment) at Madum Oya</td>
</tr>
<tr>
<td></td>
<td>Coal Fired Station at Kerawalapitiya</td>
</tr>
<tr>
<td></td>
<td>Wind generation at Puttalam</td>
</tr>
<tr>
<td></td>
<td>Wind generation at Hambantota</td>
</tr>
<tr>
<td></td>
<td>Dendron and Hydro-electricity Up Country</td>
</tr>
<tr>
<td></td>
<td>Establishment of additional hydropower plants in central fragile areas</td>
</tr>
<tr>
<td>4.</td>
<td>Water Resources</td>
</tr>
<tr>
<td></td>
<td>Ensure that there is sufficient water supply for agricultural, domestic, industrial and power generation uses</td>
</tr>
<tr>
<td></td>
<td>Efficiently manage storm water drainage</td>
</tr>
<tr>
<td>5.</td>
<td>Economic Development</td>
</tr>
<tr>
<td></td>
<td>Improve the global advantage of Sri Lanka</td>
</tr>
<tr>
<td></td>
<td>Improve agricultural productivity and commercial agriculture</td>
</tr>
<tr>
<td></td>
<td>Encourage industrial development within Metro Cities</td>
</tr>
<tr>
<td></td>
<td>Make optimum use of minerals and other non-agricultural resources</td>
</tr>
<tr>
<td></td>
<td>Expand the tourist sector</td>
</tr>
<tr>
<td></td>
<td>Expand the exploitation of oceanic resources</td>
</tr>
<tr>
<td></td>
<td>Encourage the sustainable use of offshore resources</td>
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<tr>
<td></td>
<td>Expand the fishery sector</td>
</tr>
<tr>
<td>6.</td>
<td>Air Ports</td>
</tr>
<tr>
<td></td>
<td>Construction of international Airport in Hambantota</td>
</tr>
<tr>
<td></td>
<td>Construction of international Airport in Hingurakgoda</td>
</tr>
<tr>
<td></td>
<td>Improvement of facilities at Domestic Airports to cater to the tourism</td>
</tr>
<tr>
<td>7.</td>
<td>Sea Ports</td>
</tr>
<tr>
<td></td>
<td>Expansion of Colombo Port</td>
</tr>
<tr>
<td></td>
<td>Construction of Hambantota Port</td>
</tr>
<tr>
<td></td>
<td>Expansion of Trincomalle Port</td>
</tr>
<tr>
<td></td>
<td>Expansion of Galle Port</td>
</tr>
<tr>
<td></td>
<td>Expansion of Kankasanthurei Port</td>
</tr>
<tr>
<td></td>
<td>Construction of Oluvil Port</td>
</tr>
</tbody>
</table>
### 4.7 Implementation of National Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Responsible Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Implement forest replanting programs in areas that are currently</td>
<td>Ministry of Environment</td>
</tr>
<tr>
<td>under cultivation, have slopes with a gradient of over 60% and</td>
<td>Ministry of Agriculture</td>
</tr>
<tr>
<td>have been identified by the NBRO. Land that meets these criteria is</td>
<td>Ministry of Plantation</td>
</tr>
<tr>
<td>located in the following Districts.</td>
<td>National Building Research Organization</td>
</tr>
<tr>
<td>a. Nuwara Eliya (15870 ha)</td>
<td>Department of Forest Conservation</td>
</tr>
<tr>
<td>b. Ratnapura (66780 ha)</td>
<td></td>
</tr>
<tr>
<td>c. Kandy (32080 ha)</td>
<td></td>
</tr>
<tr>
<td>d. Kegalle (18890 ha)</td>
<td></td>
</tr>
<tr>
<td>Any additional land that meets the above criteria will also be</td>
<td></td>
</tr>
<tr>
<td>included in the program.</td>
<td></td>
</tr>
<tr>
<td>2. Provide facilities and amenities for ecotourism activities,</td>
<td>Ministry of Tourism/Ceylon Tourist Board</td>
</tr>
<tr>
<td>including hotels, access roads, information centers etc, in areas:</td>
<td>Provincial Councils</td>
</tr>
<tr>
<td>a. identified by the Ceylon Tourist Board and National Physical</td>
<td>Ministry of Environment</td>
</tr>
<tr>
<td>Planning Department and</td>
<td>National Physical Planning Department</td>
</tr>
<tr>
<td>b. located in the fragile areas.</td>
<td></td>
</tr>
<tr>
<td>3. Relocate settlements in areas vulnerable to natural disasters to</td>
<td>National Physical Planning Department</td>
</tr>
<tr>
<td>risk free areas identified by Regional and Local plans</td>
<td>Provincial Councils</td>
</tr>
<tr>
<td>Local Authorities</td>
<td></td>
</tr>
<tr>
<td>4. Prepare town plans for relocation of identified settlements in</td>
<td>National Physical Planning Department</td>
</tr>
<tr>
<td>accordance with the guidelines prepared by the National Building</td>
<td>Urban Development Authority</td>
</tr>
<tr>
<td>Research Organization</td>
<td>Provincial Councils/Local Authorities</td>
</tr>
<tr>
<td>• Ginigathhena</td>
<td>National Building Research Organization</td>
</tr>
<tr>
<td>• Haldummulla</td>
<td>District Secretaries/Divisional Secretaries</td>
</tr>
<tr>
<td>• Nildandahimma</td>
<td>Relevant infrastructure agencies</td>
</tr>
<tr>
<td>• Peradeniya</td>
<td></td>
</tr>
<tr>
<td>These town plans will be completed within 5 years.</td>
<td></td>
</tr>
<tr>
<td>5. Prepare zoning plans and development guidelines to guide new</td>
<td>Ministry of Land/LUPP Department</td>
</tr>
<tr>
<td>development in the fragile areas.</td>
<td>National Building Research Organization</td>
</tr>
<tr>
<td>6. Prepare town development plans and zoning guidelines for Metro</td>
<td>Provincial Councils/Local Authorities</td>
</tr>
<tr>
<td>Regions, Metro Cities and District Capitals.</td>
<td>Secretaries/Divisional Secretaries</td>
</tr>
<tr>
<td>7. Construct the following Railway lines:</td>
<td>Regional Planning Committees</td>
</tr>
<tr>
<td>a. Matara – Batticaloa (via Hambantota, Monaragala, Oluvil,</td>
<td></td>
</tr>
<tr>
<td>Trincomalee via Galoya and includes extension to Ampara)</td>
<td></td>
</tr>
<tr>
<td>b. Kurunegala – Habarana (via Dambulla)</td>
<td></td>
</tr>
<tr>
<td>c. Palavi – Maho</td>
<td></td>
</tr>
<tr>
<td>d. Moneragala to Embilipitiya</td>
<td></td>
</tr>
<tr>
<td>8. Construct the following Highways</td>
<td>Ministry of Transport</td>
</tr>
<tr>
<td>a. The Southern Expressway (Colombo – Matara)</td>
<td></td>
</tr>
<tr>
<td>b. Extension of Southern Expressway (Matara – Hambantota –Monaragala)</td>
<td></td>
</tr>
<tr>
<td>c. Kandy Expressway (Colombo – Kandy)</td>
<td></td>
</tr>
<tr>
<td>d. Mannar – Hambanthota Expressway</td>
<td></td>
</tr>
<tr>
<td>e. Mannar – Hambanthota Railway</td>
<td></td>
</tr>
<tr>
<td>9. Improve the minor road net work to increase access between rural</td>
<td>Provincial Councils</td>
</tr>
<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>10. Construct the following Railway lines:</td>
<td></td>
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<tr>
<td>11. Improve the minor road net work to increase access between rural</td>
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<tr>
<td>areas and urban</td>
<td></td>
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<tr>
<td>12. Construct the following Railway lines:</td>
<td></td>
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<tr>
<td>13. Improve the minor road net work to increase access between rural</td>
<td></td>
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<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>14. Construct the following Railway lines:</td>
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<tr>
<td>15. Improve the minor road net work to increase access between rural</td>
<td></td>
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<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>16. Construct the following Railway lines:</td>
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<tr>
<td>17. Improve the minor road net work to increase access between rural</td>
<td></td>
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<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>18. Construct the following Railway lines:</td>
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<tr>
<td>19. Improve the minor road net work to increase access between rural</td>
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<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>20. Construct the following Railway lines:</td>
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<tr>
<td>21. Improve the minor road net work to increase access between rural</td>
<td></td>
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<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>22. Construct the following Railway lines:</td>
<td></td>
</tr>
<tr>
<td>23. Improve the minor road net work to increase access between rural</td>
<td></td>
</tr>
<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>24. Construct the following Railway lines:</td>
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</tr>
<tr>
<td>25. Improve the minor road net work to increase access between rural</td>
<td></td>
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<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>26. Construct the following Railway lines:</td>
<td></td>
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<tr>
<td>27. Improve the minor road net work to increase access between rural</td>
<td></td>
</tr>
<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>28. Construct the following Railway lines:</td>
<td></td>
</tr>
<tr>
<td>29. Improve the minor road net work to increase access between rural</td>
<td></td>
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<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>30. Construct the following Railway lines:</td>
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</tr>
<tr>
<td>31. Improve the minor road net work to increase access between rural</td>
<td></td>
</tr>
<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>32. Construct the following Railway lines:</td>
<td></td>
</tr>
<tr>
<td>33. Improve the minor road net work to increase access between rural</td>
<td></td>
</tr>
<tr>
<td>areas and urban</td>
<td></td>
</tr>
<tr>
<td>12. Establish 10 IT parks at Hambantota, Anuradhapura, Polonnaruwa, Dambulla, Trincomalee, Jaffna, Kandy, Batticaloa, Ampara, Nuwara Eliya</td>
<td>Ministry of Science and Technology</td>
</tr>
<tr>
<td>---</td>
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</tr>
<tr>
<td>12. Construct 12 fishery harbours at Arugam Bay, Point Pedro, Thuduwawa, Kandakuli, Chilaw, Dickwella, Ambalangoda, Dodanduwa, Kalametiya and Negombo.</td>
<td>Ministry of Fisheries</td>
</tr>
<tr>
<td>13. Develop tourist related activities in the Eastern Coastal belt between Panama and Thiriyaya</td>
<td>Ceylon Tourist Board</td>
</tr>
<tr>
<td>14. Establish rice based food processing industries in Anuradhapura, Ampara Hambantoa, Polonnaruwa,</td>
<td>Ministry of Industries</td>
</tr>
<tr>
<td>15. Establish fish based food processing industries in proposed Fishery harbours</td>
<td>Ministry of Fisheries</td>
</tr>
<tr>
<td>17. Implement the Costal Conservation Management Plan</td>
<td>Coast Conservation Department</td>
</tr>
<tr>
<td>18. Construct an international port at Hambantota and a regional port at Oluvil.</td>
<td>Ministry of Ports</td>
</tr>
<tr>
<td>19. Improve the regional ports of Trincomalee, Kankasanturei and Galle.</td>
<td>Ministry of Ports</td>
</tr>
<tr>
<td>20. Construct airports at Mattala and Hingurakgoda</td>
<td>Ministry of Ports and Aviation</td>
</tr>
<tr>
<td>21. Improve Katunayake International airport</td>
<td>Ministry of Ports and Aviation</td>
</tr>
<tr>
<td>22. Establish a oceanic wave power generation plant at Tricomlee</td>
<td>Ministry of Power and Energy Ceylon Electricity Board</td>
</tr>
<tr>
<td>25. Dredge reservoirs to increase their capacity for water supply and power generation</td>
<td>Ministry of Irrigation Ministry of Power and Energy</td>
</tr>
<tr>
<td>26. Undertake a feasibility study for establishing a</td>
<td>Ministry of Defence</td>
</tr>
</tbody>
</table>
Implementation of National Projects

The success of the National Physical Plan lies in its implementation. Effective implementation requires cooperation of community, stakeholders and coordination of government activities, policies and plans. This will involve coordinating and reviewing a range of policies, plans, infrastructure and services across all Government sectors. Implementation of the National Physical Plan will occur through:

a. the preparation, gazettal and implementation of Regional and Local plans;
b. coordination of government policy; and
c. Projects.

Preparation, gazetral and implementation of Regional, District and Local Plans

As part of the Town and Country Planning Amendment Act No. 49 of 2000 the provinces were declared as regional development areas and directed to prepare a Regional Plans. The National Physical Planning Department will be responsible for ensuring that Regional Plans, District plans and Local plans reflect and adopt the principles and strategies of the National Plan in their own planning. Consequently the implementation of the National Physical Plan relies on the preparation and implementation of the Regional, District and Local plans.
Figure 36: Regional Plan Implementation Process

Coordination of Government Policy

The policies in the National Physical Plan provide the framework for promoting and regulating integrated planning. The integrated nature of the National Physical Plan means that principles and strategies are implemented by a number of line ministries and specialist authorities. The National Physical Planning Department has a key role in ensuring that any new or amended policy or plan of Government takes account of and is consistent with the National Physical Plan. In the instances where there is an inconsistency in policies, line ministries and specialist corporations may need to amend their legislation in consultation with the National Physical Planning Department. Any issues in this process will be resolved by the National Physical Planning Council. Figure 36 documents the process for implementing the strategies of the National Physical Plan.
Conclusion

Projects have been identified on the basis of following criteria:

1. Consistency with guiding principles
2. Ability to achieve objectives
3. Implementing of policies and strategies

Projects form a key element of the implementation of the National Physical Plan. Projects include major projects undertaken by central agencies and local projects undertaken by line agencies. Some projects identified by the National Physical Plan may also be implemented by provincial, district or local government.
4.8 National Spatial Structure Plan

The National Physical Plan identifies the interrelationship between the fragile areas, Metro Regions, Metro Cities and their supporting infrastructure networks. Together this spatial structure will provide the means of achieving the key elements of the National Physical Planning Policy. The spatial pattern promoted by the National Physical Plan will provide the framework for the economic development of the whole of Sri Lanka, by protecting important environmental areas, encouraging urban centres that will be the focus of economic and social activity, and providing an infrastructure network that will support the settlement structure and economic activities. Together, these elements will contribute to the integration of communities, land use, transport and economic activity and reduce regional social and economic disparities.

The provision of international air and sea ports will assist in promoting Sri Lanka's role in the South Asian Region. In addition, domestic transport infrastructure such as road and rail will facilitate the demand for movement of goods and people. Proposed major transport infrastructure will be located outside the identified fragile area, in response to the importance of these sensitive areas as environmental, social and economic assets. The identification and protection of fragile areas contributes to a strong environmental sustainability component to the National Physical Plan and will enable all Sri Lankans to enjoy these areas, now and in the future.
Figure 39: Spatial Structure Plan

NATIONAL PHYSICAL STRUCTURE PLAN - 2030

Legend
- District Capital
- Metro City
- Special Purpose City
- Sea Port
- Airport
- Power Plants
- Fishery Harbour
- Expressway
- Railway Line
- Forest & Wild Life Reserves
- Metro Regions
- Central Environmental Sensitive Area
- Coastal Environmental Sensitive Area
- Rural Settlements, Commercial Agriculture & Plantations

0 25,000 50,000 100,000 Meters
APPENDICES
A.1 Northern Province Regional Structure Plan

Background
Northern Province consists of Jaffna (166,930 ha), Mannar (199,600 ha), Mullaitivu (261,700 ha), Vavuniya (196,700 ha) and Kilinochchi (63,530 ha) Districts covering an area of 884,460 ha, which represent 13.46 percent of the total landmass of Sri Lanka.
The population of the Northern Province stood at 1.13 million in 2004 according to the Northern Provincial Council.

Northern Province Physical Structure Plan
The Northern Province Physical Plan is the plan that will have a rapid effect on the Northern Province, which will help to bring it up to the development levels of other regions; it will launch a sustainable development pattern that will make it one of the well balanced developed regions of the country.

The Physical Plan consists of 8 elements:
1. Asia Highway/Railway
2. The Urban Areas and Rural Settlements;
3. Road and Railway Network;
4. Conservations Areas;
5. Water Bodies;
6. Agricultural areas;
7. Industrial Sites
8. Inter – Nodal transport centres at Mannar and Vavuniya

North Province Physical Structure Plan

Mankulam City Development

Proposed Mankulam Township Development Plan
The Northern Regional Structure Plan identifies a new spatial hierarchy structure with consideration for the future sustenance of the northern region. There is a need to identify administrative centres which fulfil the regional requirements as well as the national requirements with better service provisions, connectivity and better infrastructure. The location of Mankulam is a focal point which connects all parts of the country by having better road network.

**Objectives**
To develop Mankulam city as an administrative centre while providing all required infrastructure and services.

**Physical Infrastructure Development:**
- Lay down new road network
- Provision of water supply network
- Provision of electricity network
- Housing schemes
- Improving or construction of schools, hospitals, post office and other social infrastructure facilities.
- Construction of administrative buildings (Provincial council head office and other social services providers regional head offices)

**Infrastructure Development:**
- Construction of 4 primary and secondary schools (Accommodate 50,000 students)
- Construction of town hall
- Construction of provincial council complex
- Playgrounds
- Regional police station complex
- Public library

**Livelihood Development:**
- Establish industries which utilizes local resources
- Establish vocational training centres

**Social Development:**
- Provision of playgrounds, recreational places, community centres, religious places
- Provisions of assistances for livelihood development

**Jaffna City Development**

Jaffna was known as a distinct cultural centre of Northern part of Sri Lanka. National Physical Planning Department identified Jaffna as a Mega City in National Plan for 2030. In addition to that seven regional transportation routes connect town centre with other surrounding satellite town centres. The popular schools and Jaffna University are located in town. The physical infrastructure facilities are not located in proper manner. Therefore, there is a need to revitalize this infrastructure within town by providing all of the facilities. Revival of Northern Province considers the development of Jaffna as a fully fledged cultural and educational centre.
Proposed Urban Plan, Jaffna:

Objective
To revitalize Jaffna as the major centre it once was providing all required infrastructure and services.

Infrastructure Development:
- Improve road network
- Construction of Municipal Council and Town hall
- Reconstruction of Railway station & railway tracks
- Development of commercial complex
- Development of water based recreation and beautification of Vannan Kulam in town centre
- Development of Pullukkulam
- Improvement of sewerage and drainage system
- Upgrade of f water supply network
- Upgrade of electricity network
- Providing telecommunication facilities

Social Development:
- Development of cultural centres
- Establishment of vocational training centre
- Providing community centre, cinema, conference hall, playground, museum
- Providing adult educational programmes
- Improving of Jaffna Teaching Hospital

Economic Development:
- Development of small scale fishing activities
- Development of storage facilities
- Providing fishing equipments
Mannar City Development

The transport hub development is main feature of the Mannar city development. Mannar is located very close to India with minimum travelling distance. Asian super highway project will add more value to Mannar town and have a potential to act as an entire port connects the other ports of the country and India.

As a whole it would be:

- Gateway to Asia (Indo–Sri Lanka Bridge)
- Entrepot (India and other ports of the country)
- Transport terminal (Including bus and railway terminals)

Therefore, it would attract more floating population such as tourist, business peoples and pilgrims from other countries create more demand for more accommodation places to be located in Mannar.

Objective

To develop Mannar as an International gateway hub of the country with connecting projects such as the Sethusamudram project and Asia super highway.
A.2 North Central Metropolitan Region

The North Central Metropolitan Region (NCMR) is one of the 5 regions earmarked for concentrated development in the National Physical Plan.

North Central Metropolitan Structure Plan

The Structure Plan of the NCMR has 5 major components:

1. **Metro Cities**: These are conglomerations of towns with a central city. Four such Metro Cities have been identified: Anuradhapura, Polonnaruwa, Trincomalee and Dambulla. Inside the boundaries of Metro Cities are high density settlements, towns, agriculture areas, industrial areas, archaeological, forest and wildlife reserves. The total area of Metro Cities will be 23.8% of the NCMR.

2. **Urban area network**: There shall be an urban area network that serves the inhabitants at various levels. These areas include cities, towns and service centres. The service centres cater to the needs of the immediate surrounding rural areas at a basic level; towns do so at an intermediate level and cater to a wider range covering several service centres; cities afford urban amenities at the highest scale to the whole of the Metro City and beyond.

3. **Communication routes**: The urban areas are connected to each other by communication routes consisting of the following:
   i. Major roads that connect Metro Cities with each other and with other cities and towns outside the NCMR.
ii. Roads that connect towns and service centres.
iii. Roads that connect towns within Metro Cities.
iv. Circular road that connects towns at the periphery of Metro cities and the rural hinterlands.
v. Railway that connects Metro Cities and towns those lie in its path.
vi. LRT network that connects Metro Cities.

vii. Sea Port at Trincomalee that connects it to other ports of Sri Lanka.
viii. Major air port at Hingurakgoda and local air ports at Anuradhapura and Trincomalee.
ix. The IT network that connects all parts of the NCMR with each other and with all parts of the world.

4. **Protected Area Network:** This network consists of the following:
   i. Forest reserves and their buffer zones.
   ii. Wildlife reserves and their buffer zones.
   iii. Archaeological reserves and protected monuments.
   iv. Reservations and buffer zones of roads, railway, tourist reserves, coastal conservation zones.
   v. Irrigation network consisting of the water bodies (tanks, canals) and their reservations.

The total share of the protected area network will be 35.4% of the NCMR.

5. **Rural Areas:** The rural areas consist of low density village settlements, service centres, and agricultural areas, patches of forest and wildlife reserves. The total area of rural areas will be 40.8% of the NCMR.
Anticipated Population in Metro Cities & Rural Areas by 2015 & 2030:

Tourism Development in Trincomalee
A.3 Eastern Province Regional Physical Structure Plan

The Eastern Province covers an area of about 10,000 square kilometers, which is about 15% of the total land area of the country. The province consists of three districts; the largest is Ampara district with an area of about 4400 sq. km. The other two districts are more or less equal in area with Batticaloa district having a slightly larger area of about 2850 sq.km. while Trincomalee has an area of 2700 sq.km. The topography of the province is relatively flat in the coastal areas and undulating in the western part of the Province. The landscape of the Province is varied, with paddy fields, forests, scrublands, wetlands and lagoons being predominant. The population of the province is about 1.5 million, which is about 6.7% of the total population of Sri Lanka. About a third of the population of the Province live in a relatively smaller area, classified as urban by UDA.

The following objectives were identified:

1. To improve the socio-economic conditions in the region while protecting the environment, including the sensitive areas and marine & coastal ecosystems;
2. To restructure the regional economy in line with its resources;
3. To make optimal use of physical and natural endowments in a sustainable manner;
4. To promote development areas based on industrial, port, fisheries, tourism and agricultural development;
5. To enhance economic growth in rural areas through development of non-farm activities.
6. To create an attractive economic environment for private sector investment;
7. To improve inter and intra regional mobility;
8. To enhance social harmony and equity and minimize intra-regional imbalances;
A.4 Sabaragamuwa Province Regional Physical Structure Plan

Introduction
The vision and objectives for the Sabaragamuwa Province describe the long term aspiration for the whole of the Province.

Objectives
To achieve the Vision the Sabaragamuwa Region Physical Plan will guide future development through the following objectives

Objective 1: Protect the environment
Protect the environment through limiting development in the Central Fragile Area, the Protected Area Network and areas of local, regional and national environmental significance.

Objective 2: Reducing vulnerability to natural disasters
Ensure that the people of Sabaragamuwa Province live in areas safe from natural disasters.

Objective 3: Human Settlement development
Create a strong network of compact cities, towns and villages in the Province that provide a high quality of life, an appropriate range of services and facilities and diverse employment opportunities.

Objective 4: Access and infrastructure facilities
Provide social and physical infrastructure facilities for Sabaragamuwa and good access including efficient and comfortable public transport, to services and facilities to support cities, towns, villages, economic activities and a healthy lifestyle.

Objective 5: Water resource protection and management
Protect water catchments, water resources and tanks / reservoirs in Sabaragamuwa to improve water quality. Ensure sufficient supply of water for domestic, agricultural and industrial activities and power generation. Direct surplus water supplies to areas of water scarcity.

Objective 6: Economic Development
A thriving, diverse and sustainable economy for Sabaragamuwa with a wide range of employment opportunities for local people, including a substantial tourism industry
A.5  UVA Province Regional Physical Structure Plan

Uva Province consists of two districts, Badulla and Monaragala. Uva Province straddles the wet, intermediate and dry zones and takes in both highland and lowland topography, which is reflected in the diverse range of ecological zones in Uva. The people of Uva are amongst the poorest and most underprivileged in the nation and investment in infrastructure in the Province has been less than in other parts of Sri Lanka.

The Vision

“Prosperity through conservation”

By 2030 Uva Province will become a thriving agricultural region with a new image as a successful area known for its quality food, eco tourism, small business entrepreneurs and clean environment.

Uva is regarded as a ‘clean green’ place to live and its lifestyle attracts people relocating from the Central Fragile Area and those seeking to take advantage of opportunities in the nearby metro regions.

Through its strategy based on job and business creation, Uva Province has reduced poverty and underemployment and increased education and health standards to national levels. Ongoing investment in road and rail infrastructure has significantly reduced travel times and Uva will no longer be isolated from other regional centres and Metro Cities in Sri Lanka.

The Veddah community will have all its rights and privileges restored on their terms, as an integral part of society and as an essential factor in the conservation of forest and wildlife.
UVA Province Physical Structure Plan

1. Transport & Development Corridor
2. Development Triangle - Agricultural development and relieves some pressure from CFA Kandy area
3. Consider option of establishing the Provincial capital in Monaragala as the city grows
4. Extend Veddah rights to Madu Oya National Park

Legend:
- Sea Port
- International Airport
- Interchanges
- Provincial Capital
- Railway
- Fibre Optic Cable
- Main Roads
- Expressway
- Proposed Southern Transport Corridor
- Connection to MFP Development Triangle
- Protected Area Network
- MFP Development Triangle
- Development Corridor
- Metro Region
- Central Fragile Area
- Area Reserved for Veddahs
## APPENDIX B: Categorised Settlements in the Central Fragile Area

<table>
<thead>
<tr>
<th>No.</th>
<th>Category</th>
<th>Locations</th>
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<tbody>
<tr>
<td>a.</td>
<td>Settlements that can accommodate a small expansion the built up area in areas that are not environmentally sensitive or prone to landslides</td>
<td>Aranayake, Badulla, Balangoda, Bandarawela, Bulathkohupitiya, Dehiowitz, Deraniyagala, Digana, Galagedara, Gampola, Hali Ela, Hanguranketa</td>
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<td>b.</td>
<td>Settlements that cannot expand the built up area due to the environmental sensitivity and vulnerability of landslides of the surrounding area:</td>
<td>Deniyaya, Diyatalawa, Gelioya, Haputale, Maskeliya, Nawalapitiya, Nivithigala, Nuwara Eliya, Pusellawa, Ratnapura, Udapussellawa, Ulapane</td>
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<tr>
<td>c.</td>
<td>Settlements that should be moved due to high vulnerability to landslides:</td>
<td>Ginigathhena, Haldummulla, Nildandahinna, Peradeniya, Nivithigala, Nuwara Eliya, Pusellawa, Ratnapura, Udapussellawa, Ulapane</td>
</tr>
</tbody>
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Appendix C: Background Papers

The National Physical Planning Policy and National Physical Plan together form the key document that promotes and regulates integrated planning of physical, environmental economic and social aspects of land in Sri Lanka. During the preparation a number of research reports were prepared. These reports are the background documents that support the National Physical Planning Policy and Plan:

- National Physical Planning Policy Volume II: Detailed policy report, September 2002;
- National Physical Planning Policy Volume III: Defining spatial units for implementing the National Physical Planning Policy, September 2002;
- Protected Area Network: Areas identified for protecting under different categories, November 2005;
- Fragile Area: Proposed Conservation Strategy, May 2005;
- Policies prepared by sectoral agencies that are relevant to the National Physical Plan, November 2006;
- Physical Planning Guidelines and Project Proposals for the ‘Vulnerable’ Coastal Zone of Sri Lanka, January 2005;
Acknowledgement

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Dr. Locan Gunarathna - Chairman
Mr. Lalith De silva - Member
Mr. L.W.Jeersinghe - Member
Mr. Sarath Jayathilaka - Member
Mr. K.D.Fernando - Member
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