

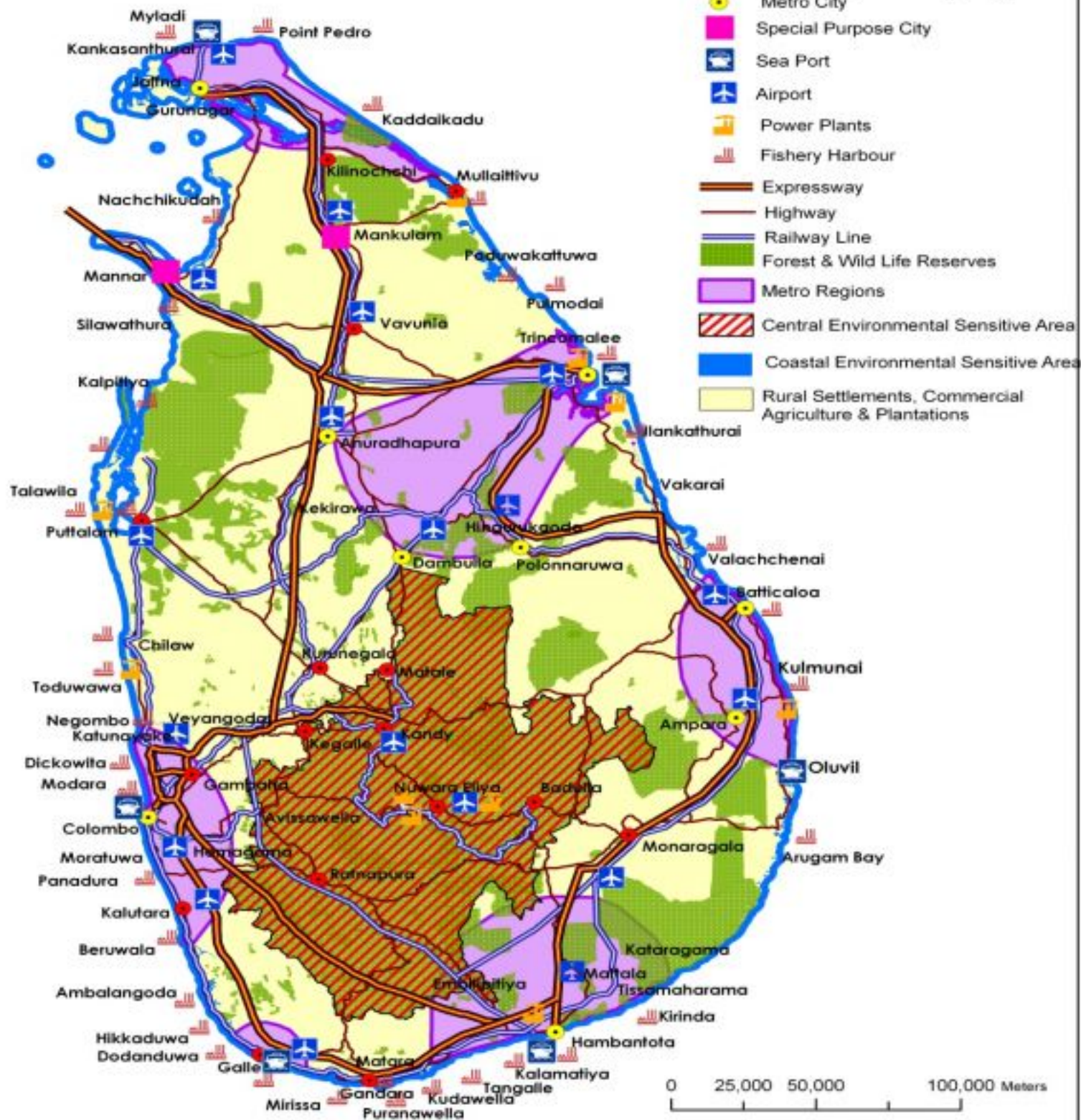
# NATIONAL PHYSICAL STRUCTURE PLAN - 2030

N



## Legend

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



## **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**

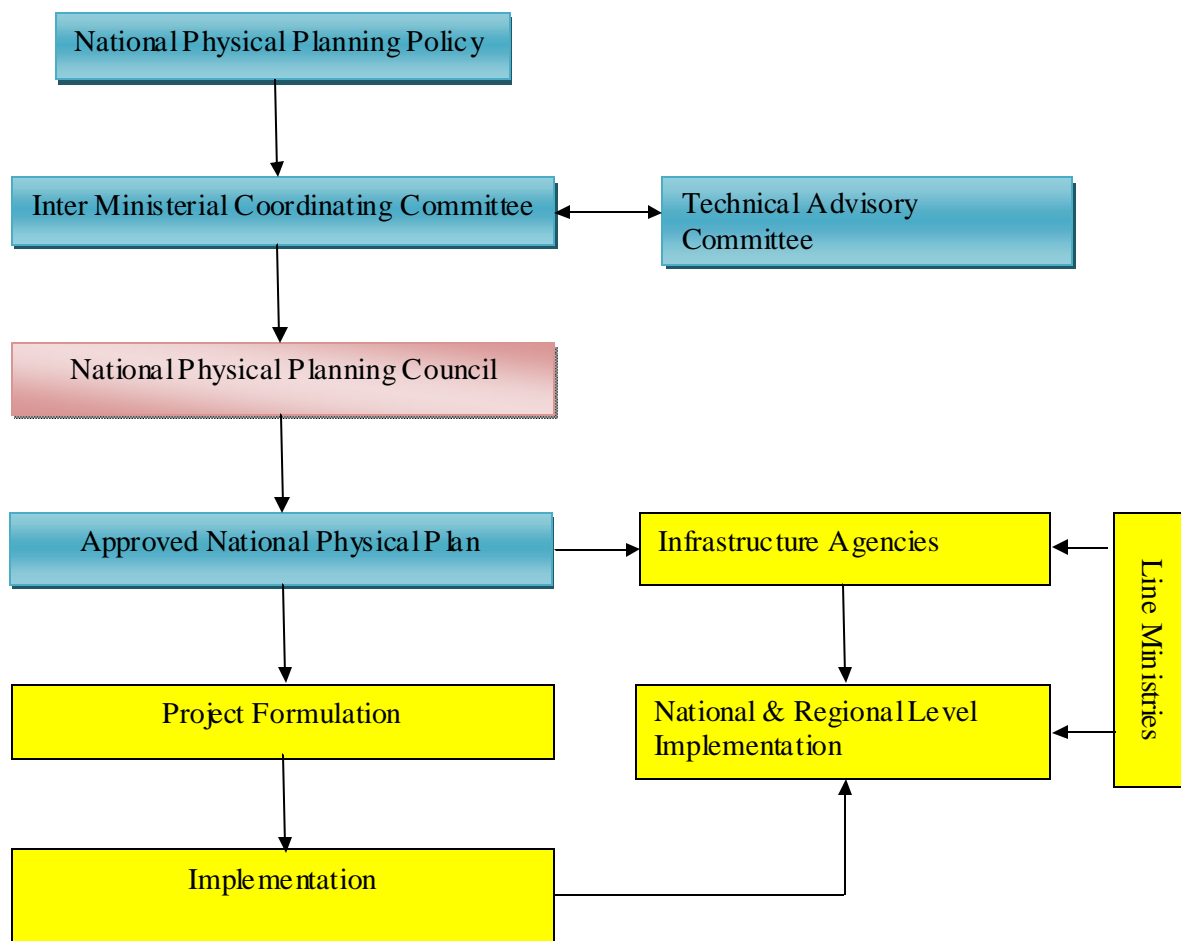
The National Physical Planning Policy and National Physical Plan provide a broad framework to secure Sri Lanka's place in the global economy by promoting economic growth. It is a strategic document that outlines a vision for Sri Lanka in 2030. Its role is to promote and regulate the integrated planning 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**



## **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 Strait 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 (12<sup>th</sup> 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**

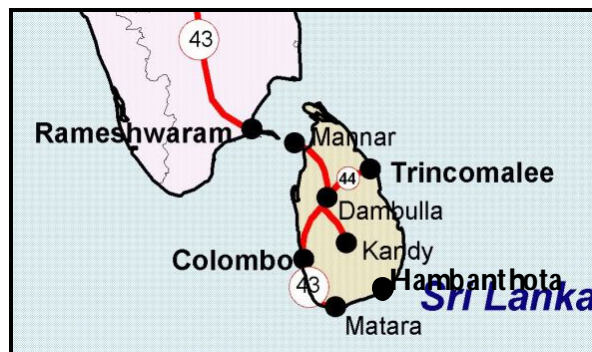
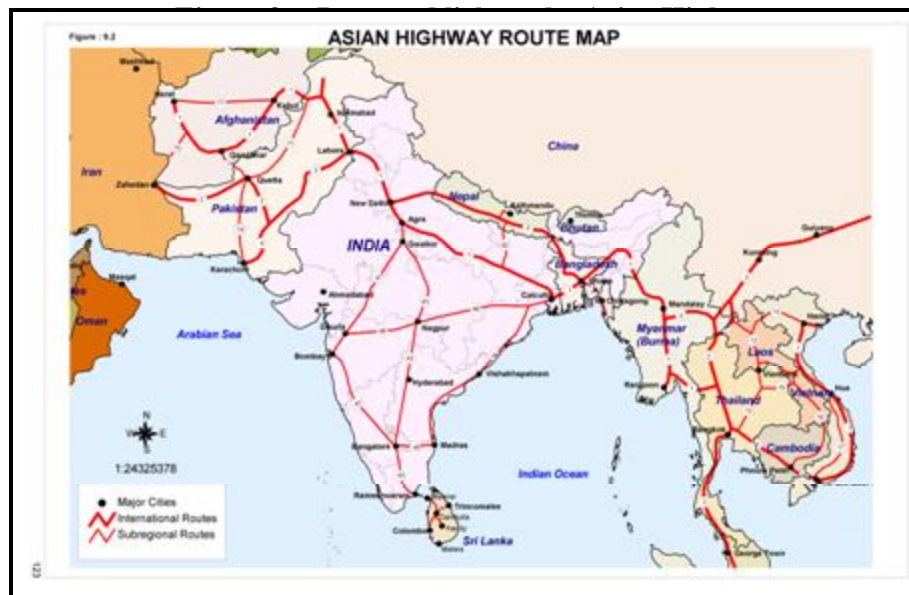
## Section 3:

### 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.



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.

**Figure 4: Proposed Trans-Asian Railway Network**



Source: United Nations, December 2004

## **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.

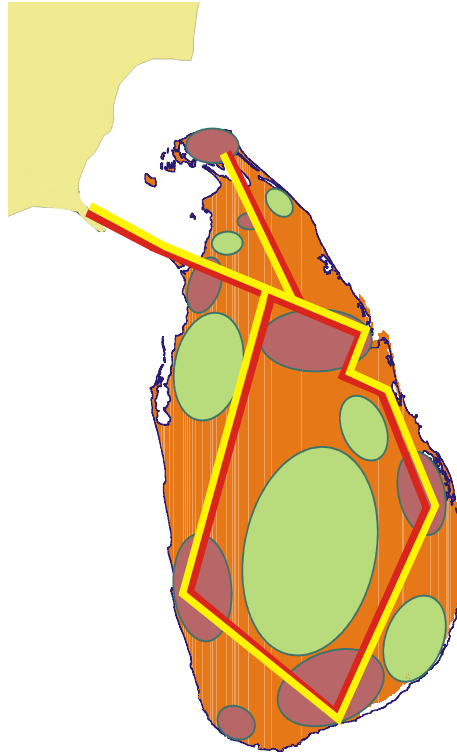
### **B. Proposed Mannar - Hambantota Road & Rail and Connections to Asian Highway & Railway**

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**

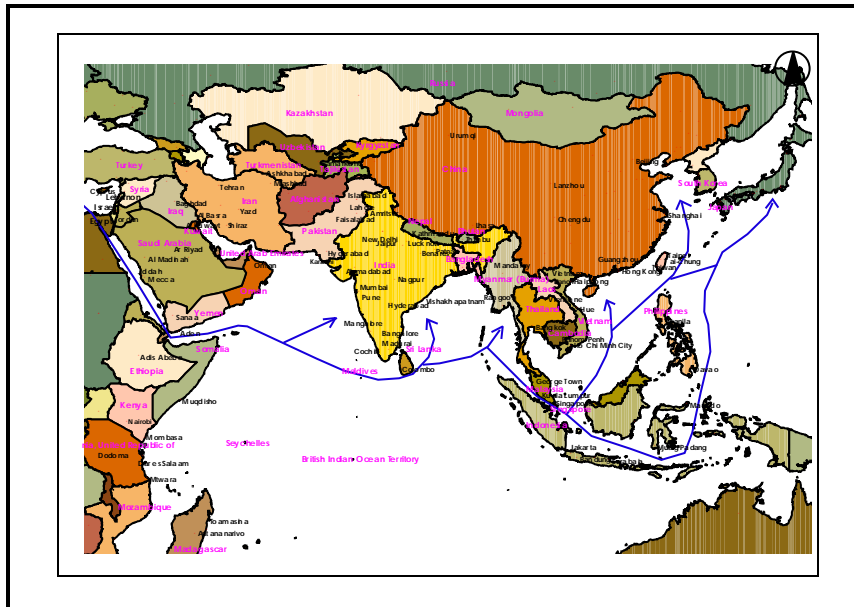


Source: National Physical Planning Department, 2009

### **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.

**Figure 6: Regional Sea Routes**



### 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 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 Katunayake Airport**



Source: Airport & Aviation Authority



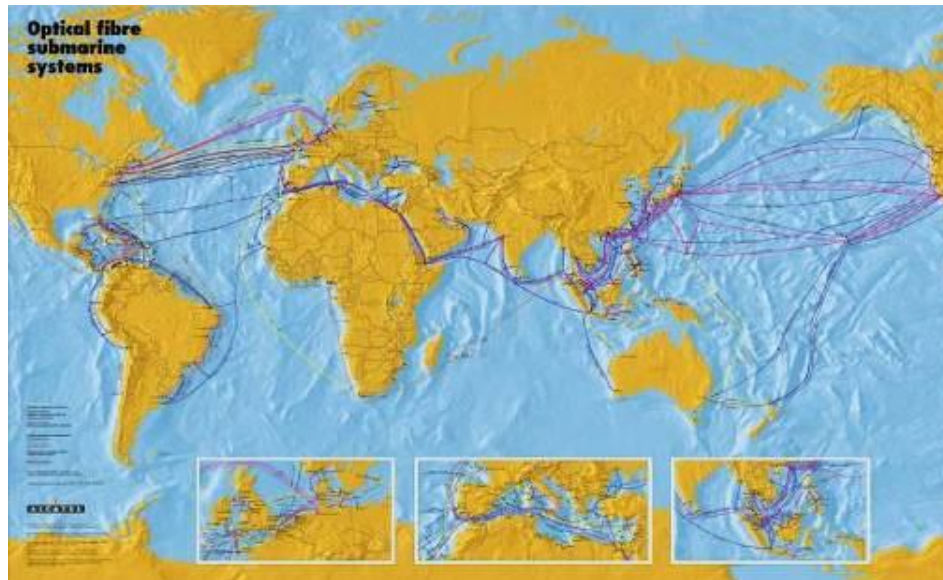
### 3.2 Communications

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**



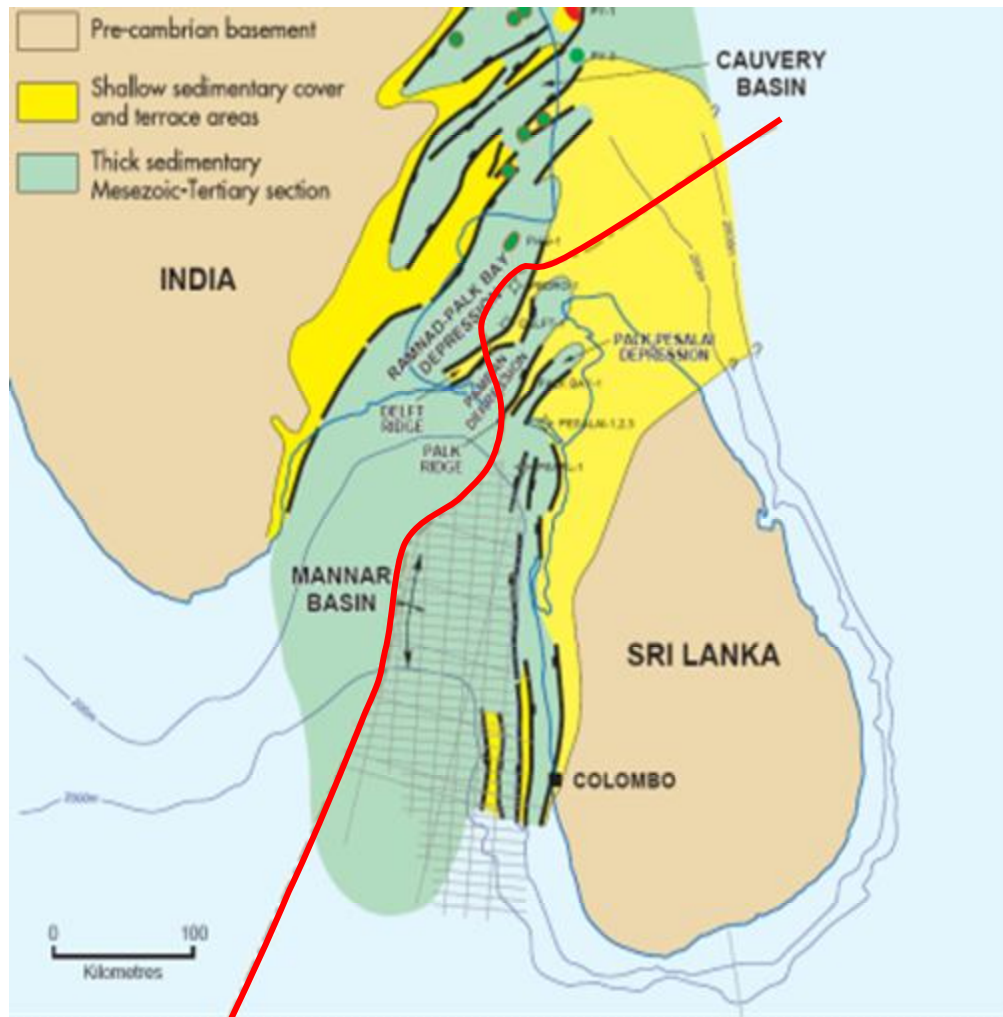
- Supporting the development of computer-telecommunication technologies in proposed Metro-cities throughout Sri Lanka; and
- Ensuring adequate IT infrastructure is available to enable the development of identified IT Parks.

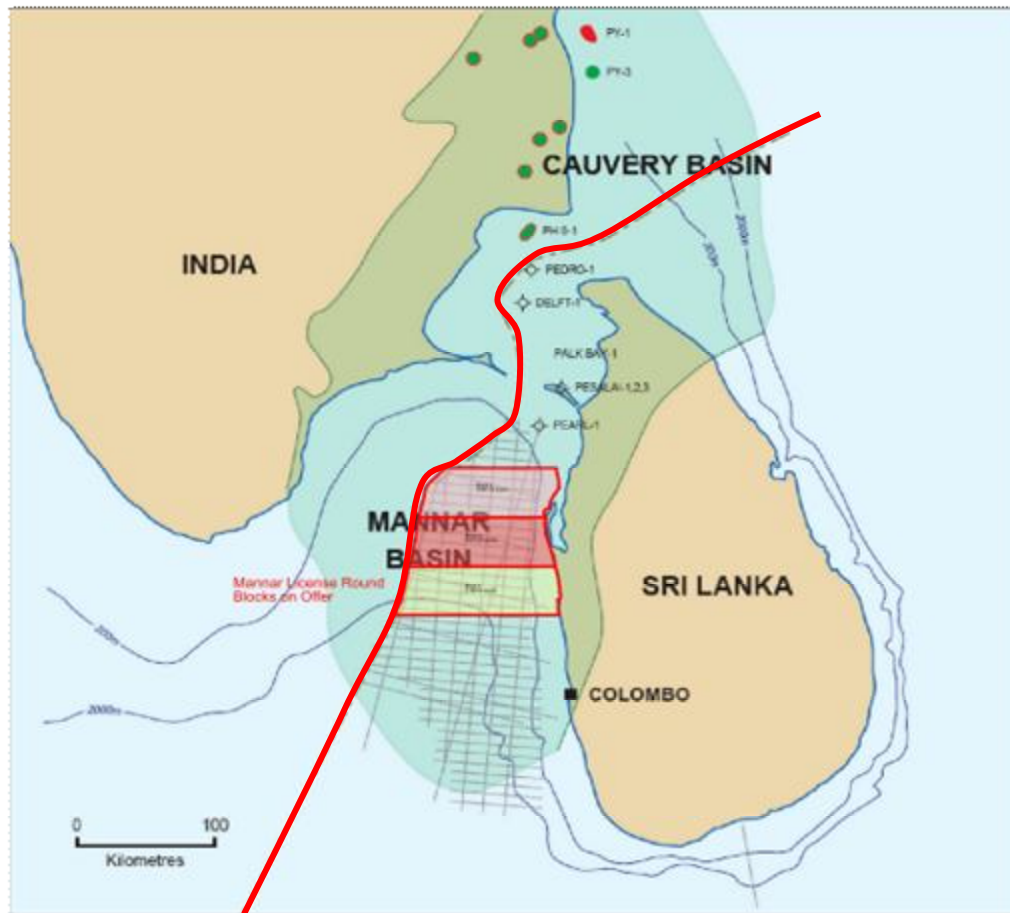
### 3.3 Energy and Exploration

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**





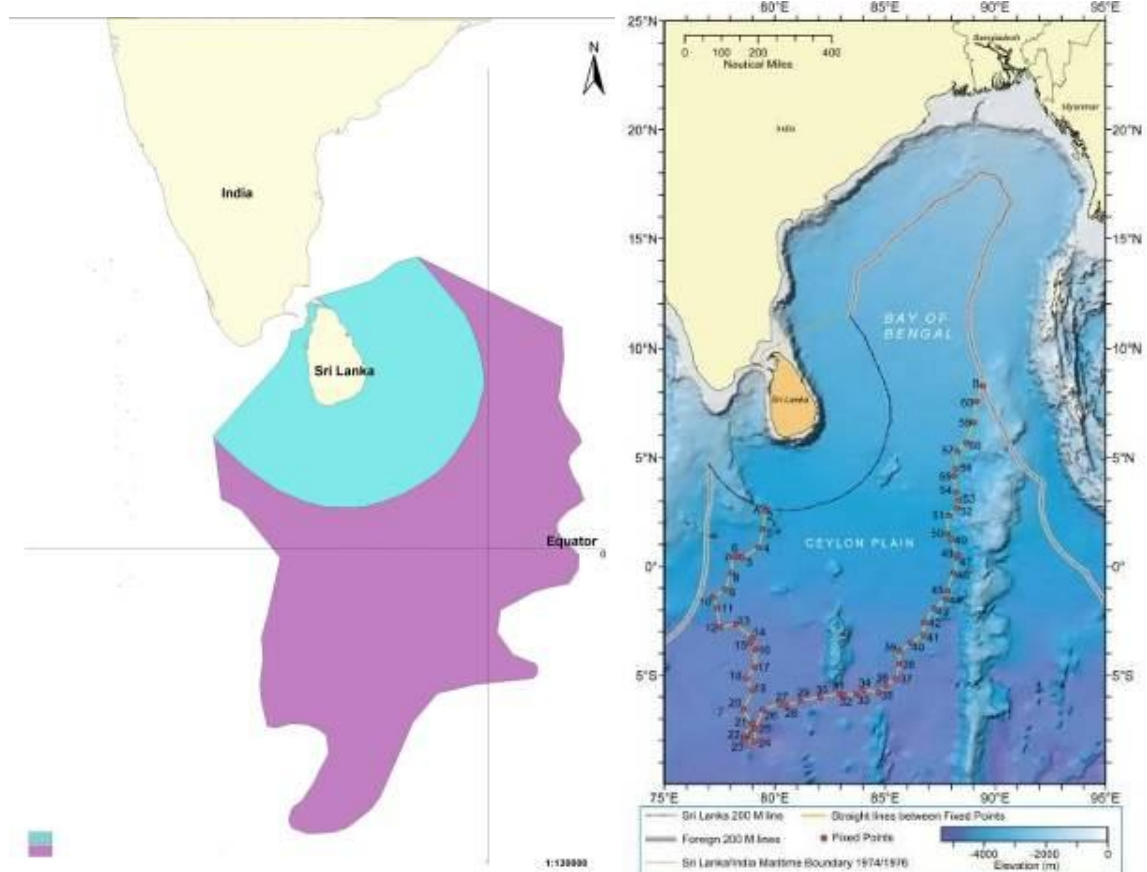
Source: Petroleum Resources Development Secretariat (PRDS), Ministry of Petroleum & Petroleum Resources Development, 2007

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

Category	Energy Source
1.	Oil and gas
2.	Coal based
3.	Renewable: <ul style="list-style-type: none"> <li>• Solar, wind, oceanic, hydro;</li> <li>• Biomass cultivation; and</li> <li>• Mini-hydro and biogas facilities for rural areas.</li> </ul>

**Figure 11: Sri Lanka's Exclusive Economic Zone**



Source: National Hydrographic Office of Sri Lanka

### 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:

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

# **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.

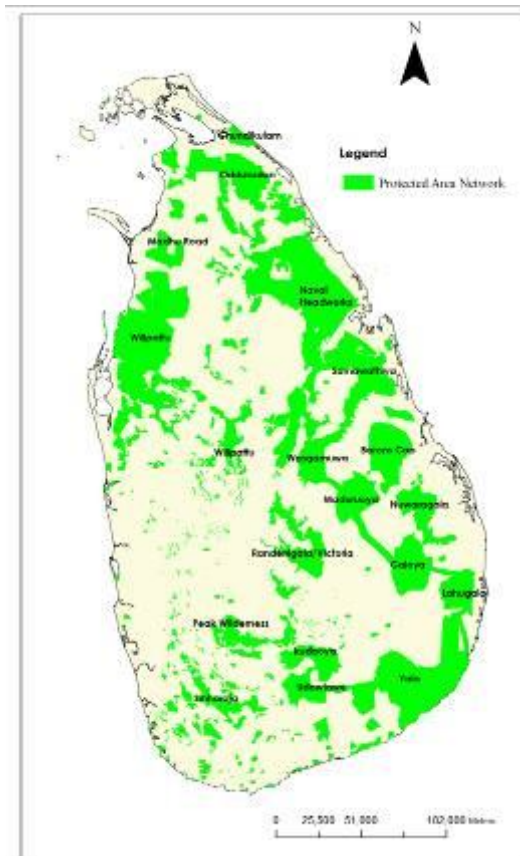
#### Principles:

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

**Figure 12: Previous Protected Area Network**



Source: Department of Wildlife Conservation, Department of Forest

**Figure 13: Proposed Protected Area Network**

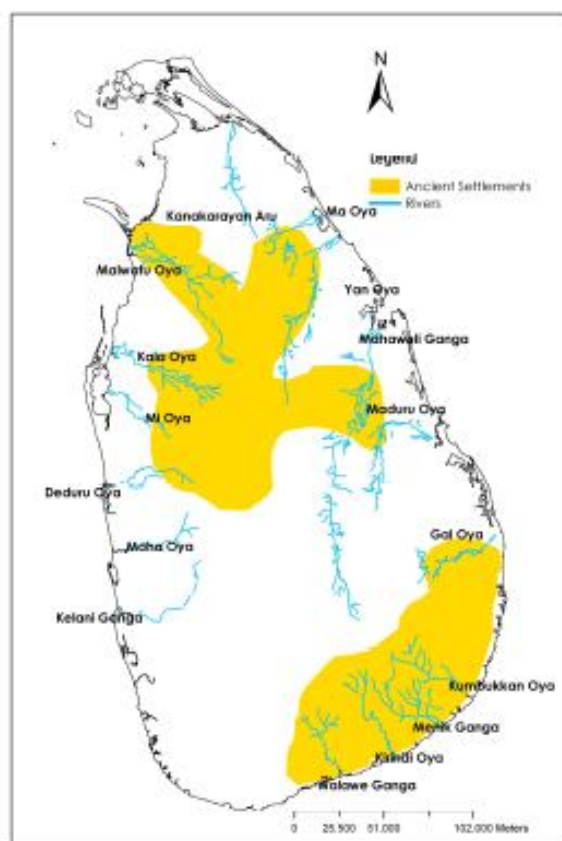
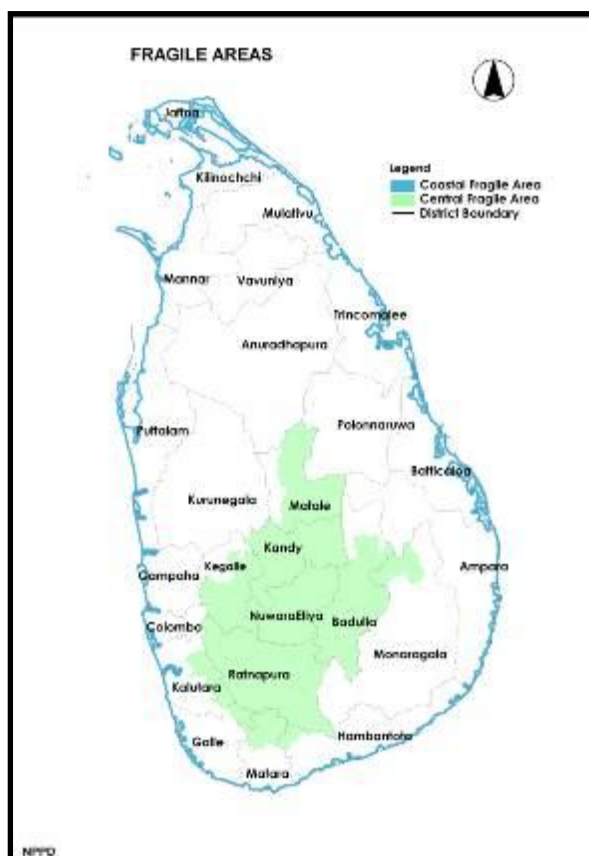


**Figure 14: Fragile Areas**

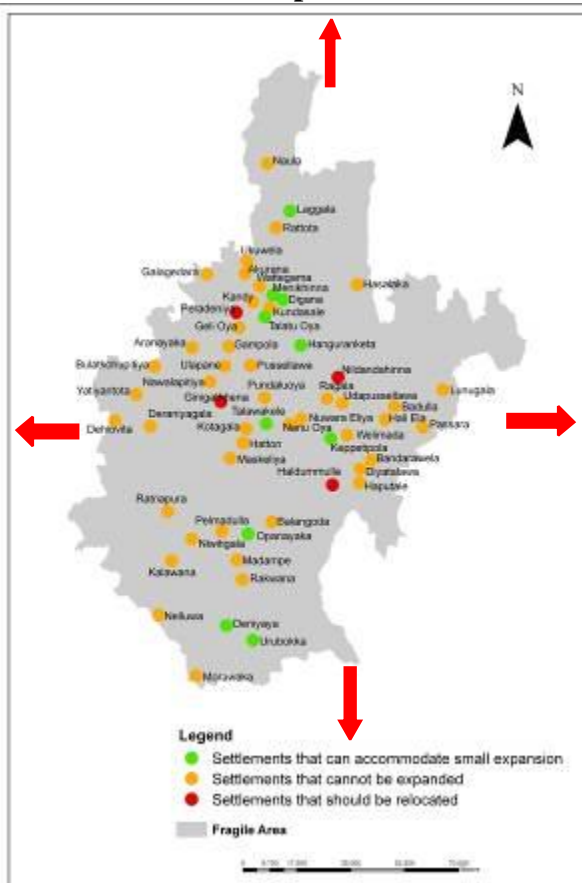
The Central Fragile Region has been included in the Protected Area Network to establish its importance in conserving the water sources of the country. In this area selected towns will continue to exist but their development and expansion will be controlled and restricted. In instances of land use conflicts, the conservation consideration shall take precedence.

**Figure 15: Ancient Settlement Pattern**



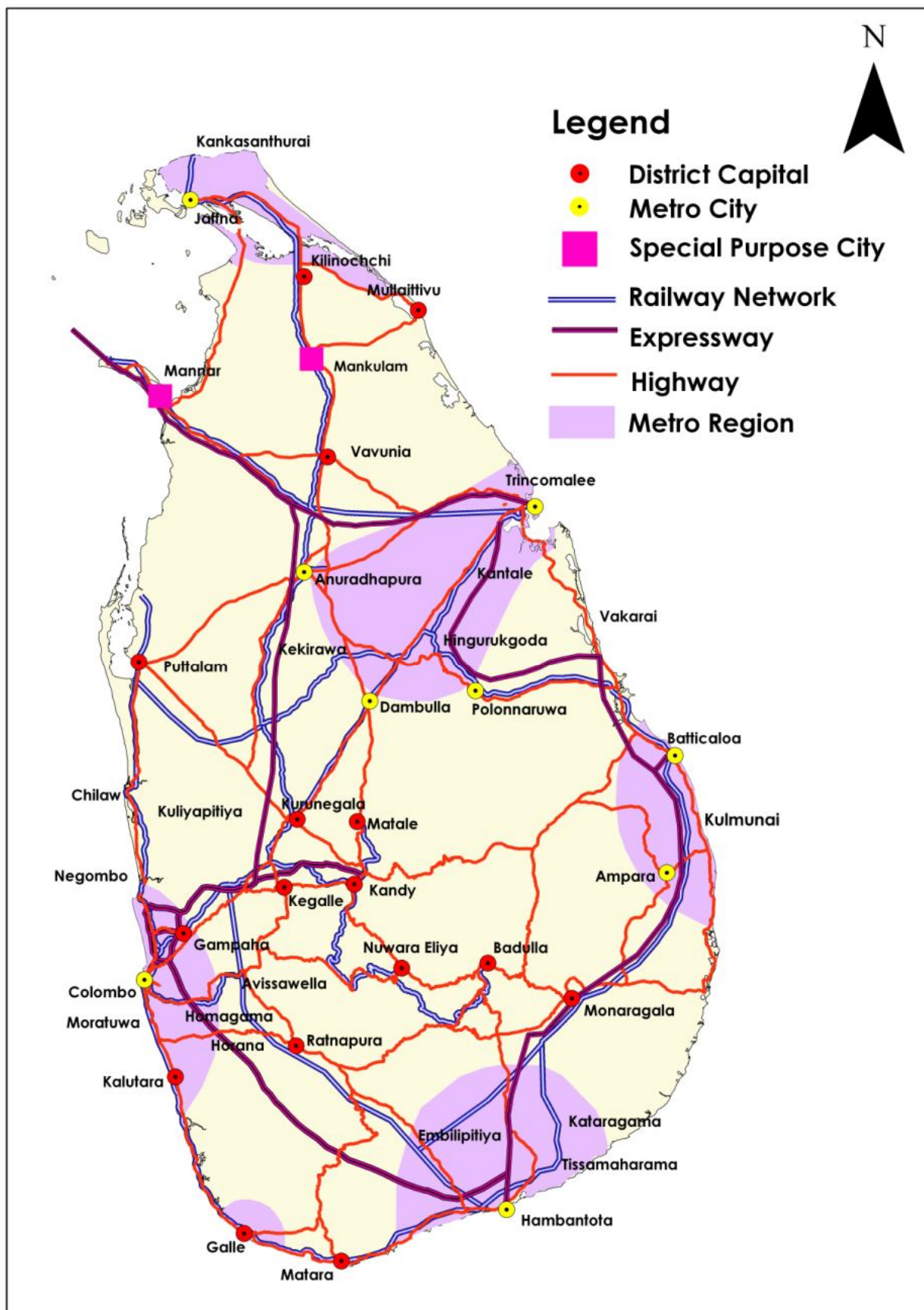


# 16: Proposed Outward Movement of Population and Plantations (see Appendix B)





**Figure 17: Settlement Pattern 2030 and Schematic Location of Metro Regions**



### Distribution of Population - 2030

City Type	City Name	Target Population	
Western Metro Region			
Metro City	Colombo	2,000,000	
District Capital	Gampaha	750,000	
District Capital	Kalutara	750,000	3,500,000
North Central Metro Region			
Metro City	Anuradhapura	1,500,000	
Metro City	Dambulla	1,000,000	
Metro City	Polonnaruwa	500,000	
Metro City	Tricomalee	1,000,000	4,000,000
Eastern Metro Region			
Metro City	Ampara	500,000	
Metro City	Batticaloa	500,000	1,000,000
Hambantota Metro Region			
Metro City	Hambantota	1,000,000	1,000,000
Jaffna Metro Region			
Metro City	Jaffna	1,000,000	1,000,000
Major Cities			
District Capital	Badulla	75,000	
District Capital	Galle	300,000	
District Capital	Kandy	100,000	
District Capital	Kegalla	50,000	
District Capital	Kilinochchi	50,000	
District Capital	Kurunegala	200,000	
District Capital	Manner	200,000	
District Capital	Matale	100,000	
District Capital	Matara	100,000	
District Capital	Monaragala	100,000	
District Capital	Mulativu	50,000	
District Capital	Nuwara Eliya	50,000	
District Capital	Puttalam	100,000	
District Capital	Ratnapura	75,000	
District Capital	Vavuniya	200,000	1,750,000
Special Purpose Cities			
	Mankulam City	500,000	
	Mannar City	100,000	600,000
Urban			12,850,000
Rural			12,150,000
Total			25,000,000

## **4.2 Infrastructure facilities**

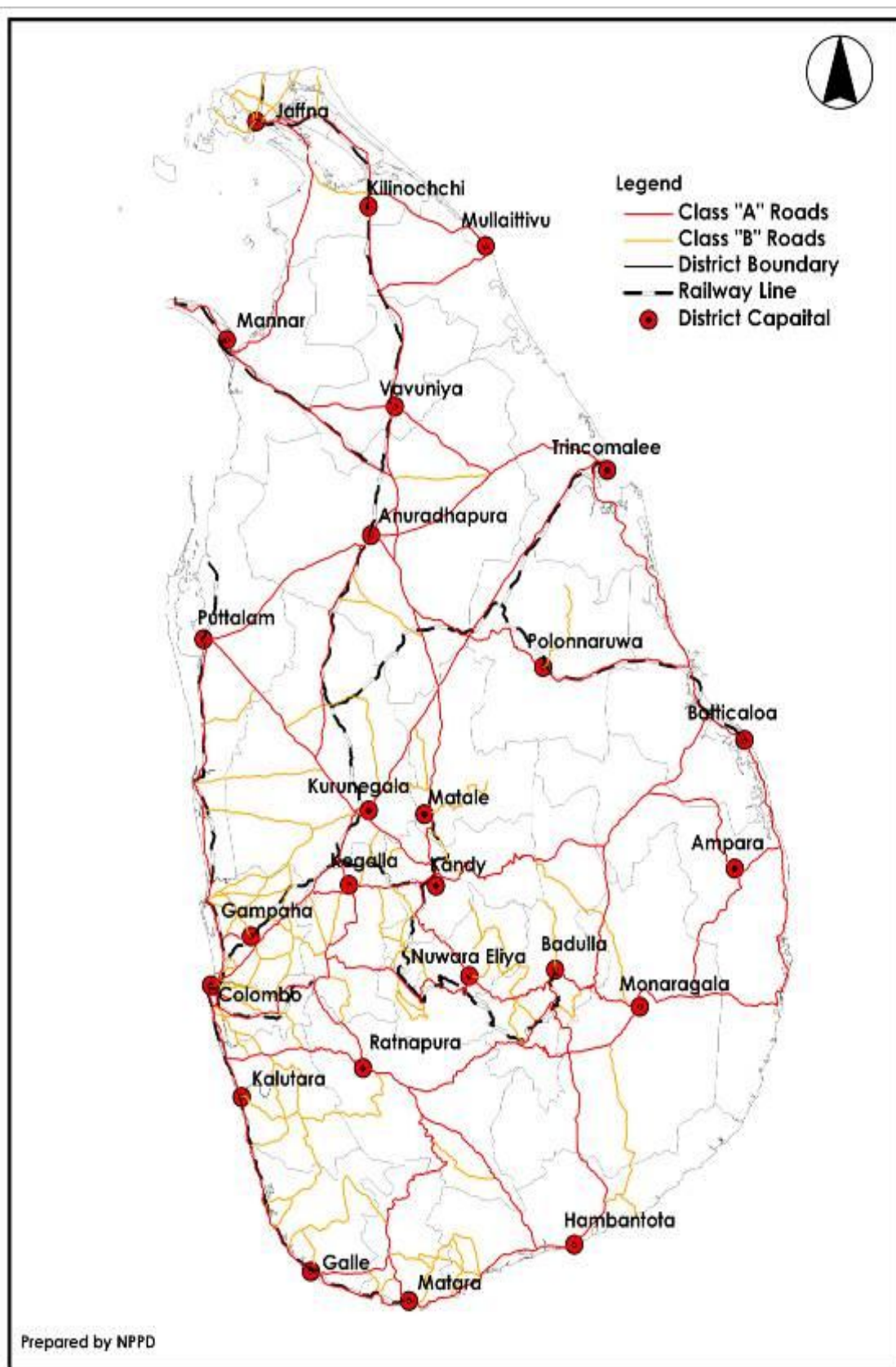
### **Objective**

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.

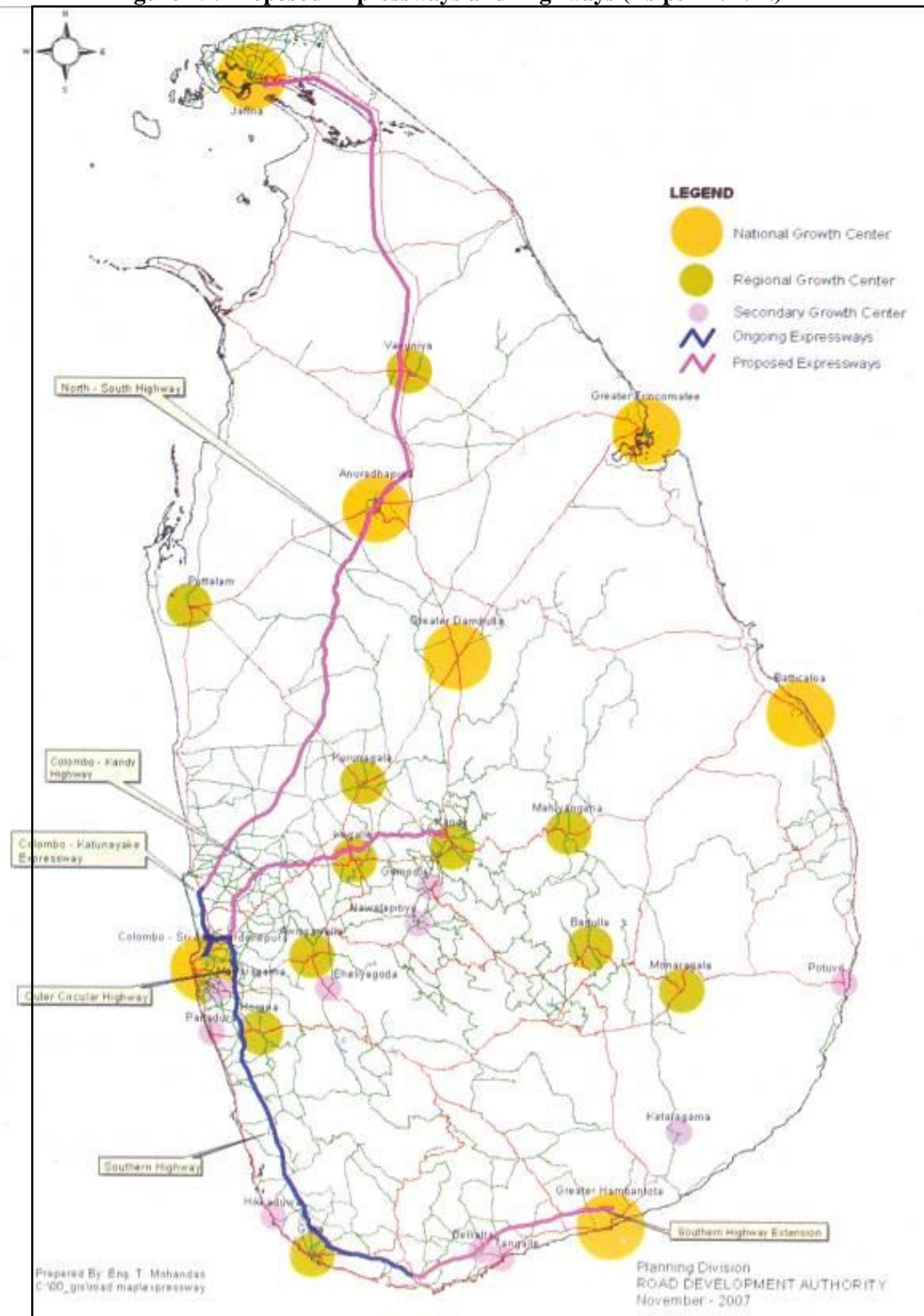
Figure 18: Existing Roads



Source: Road Development Authority

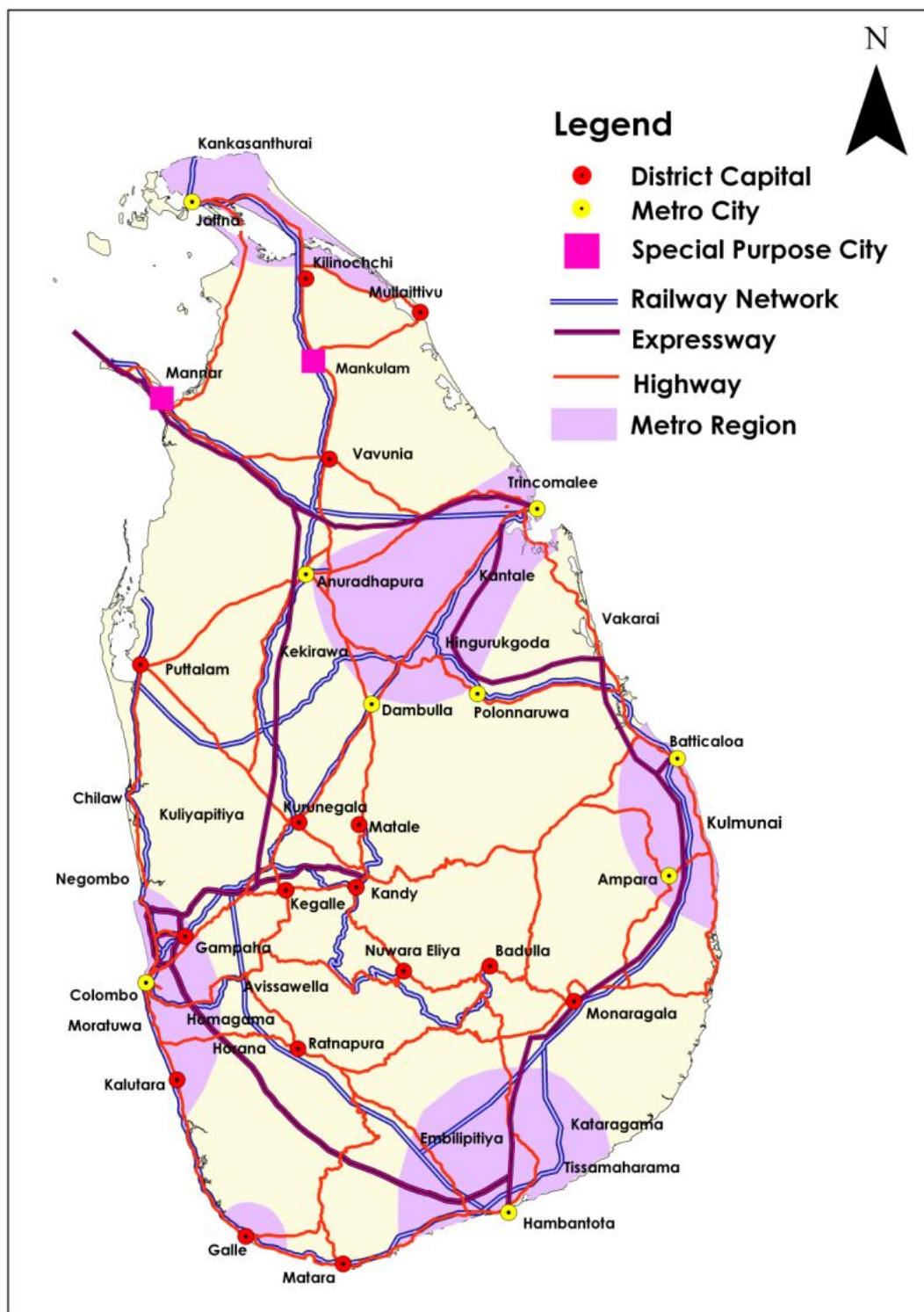


**Figure 19: Proposed Expressways and Highways (As per R.D.A.)**



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**

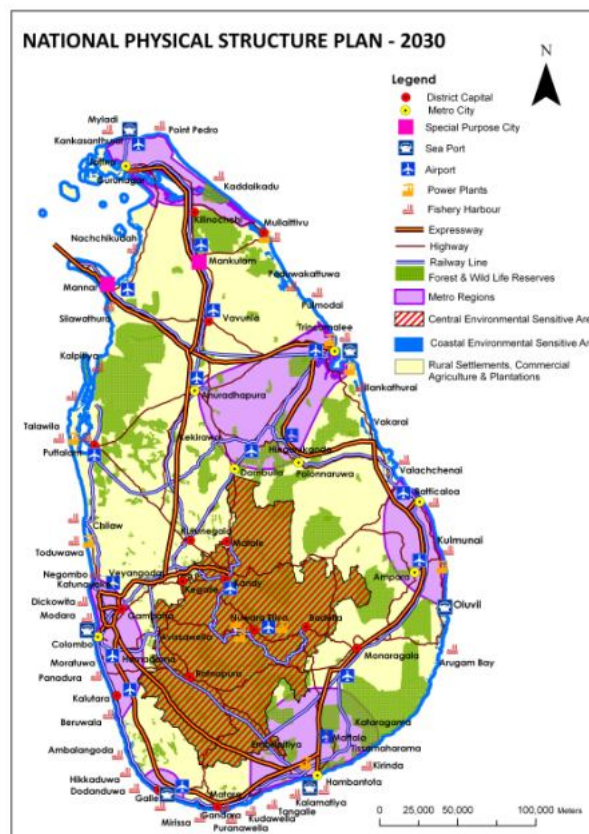
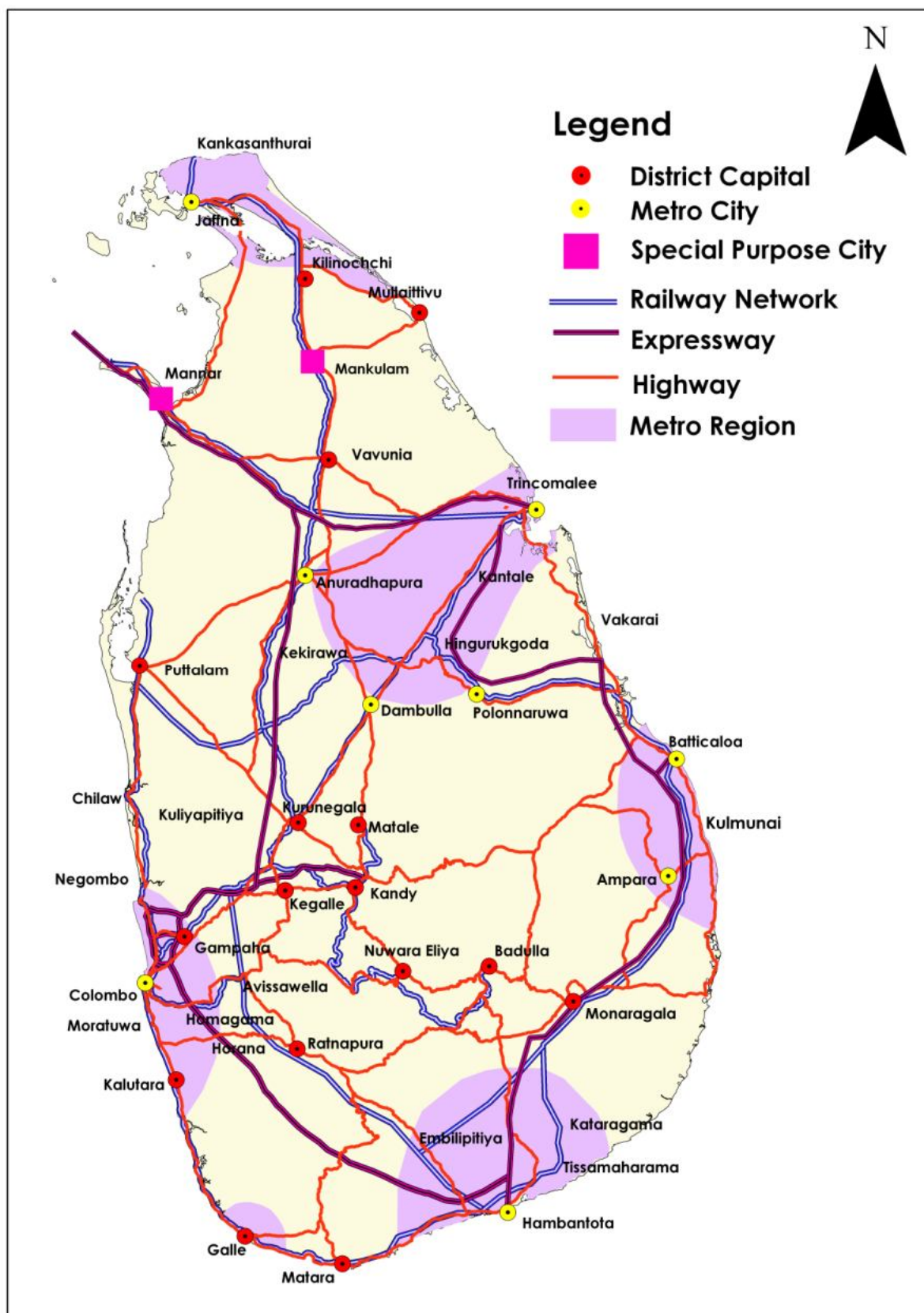


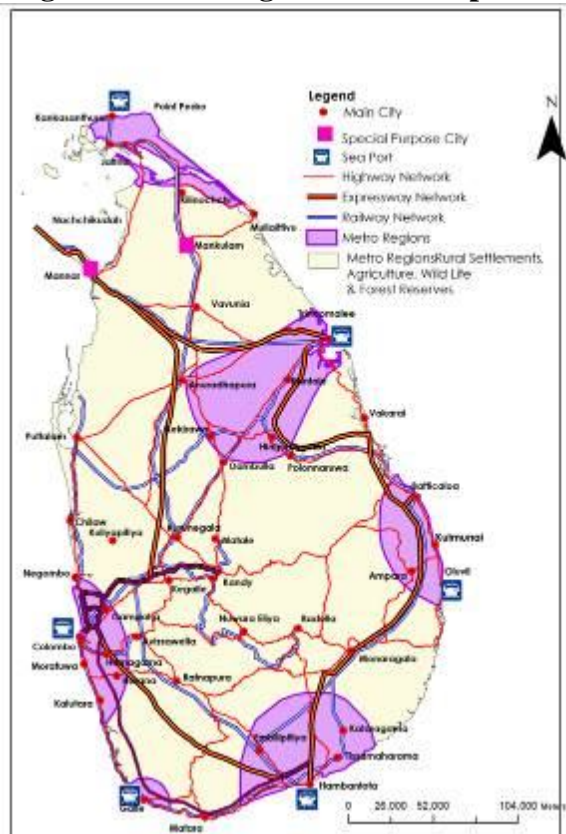


Figure 24: Existing & Proposed Road & Rail Network

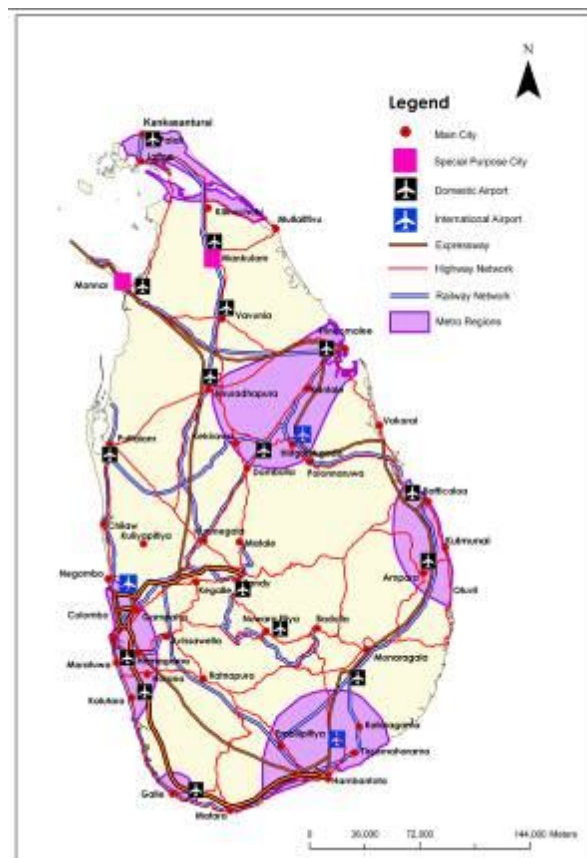




**Figure 25: Existing Ports to be expanded**



**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

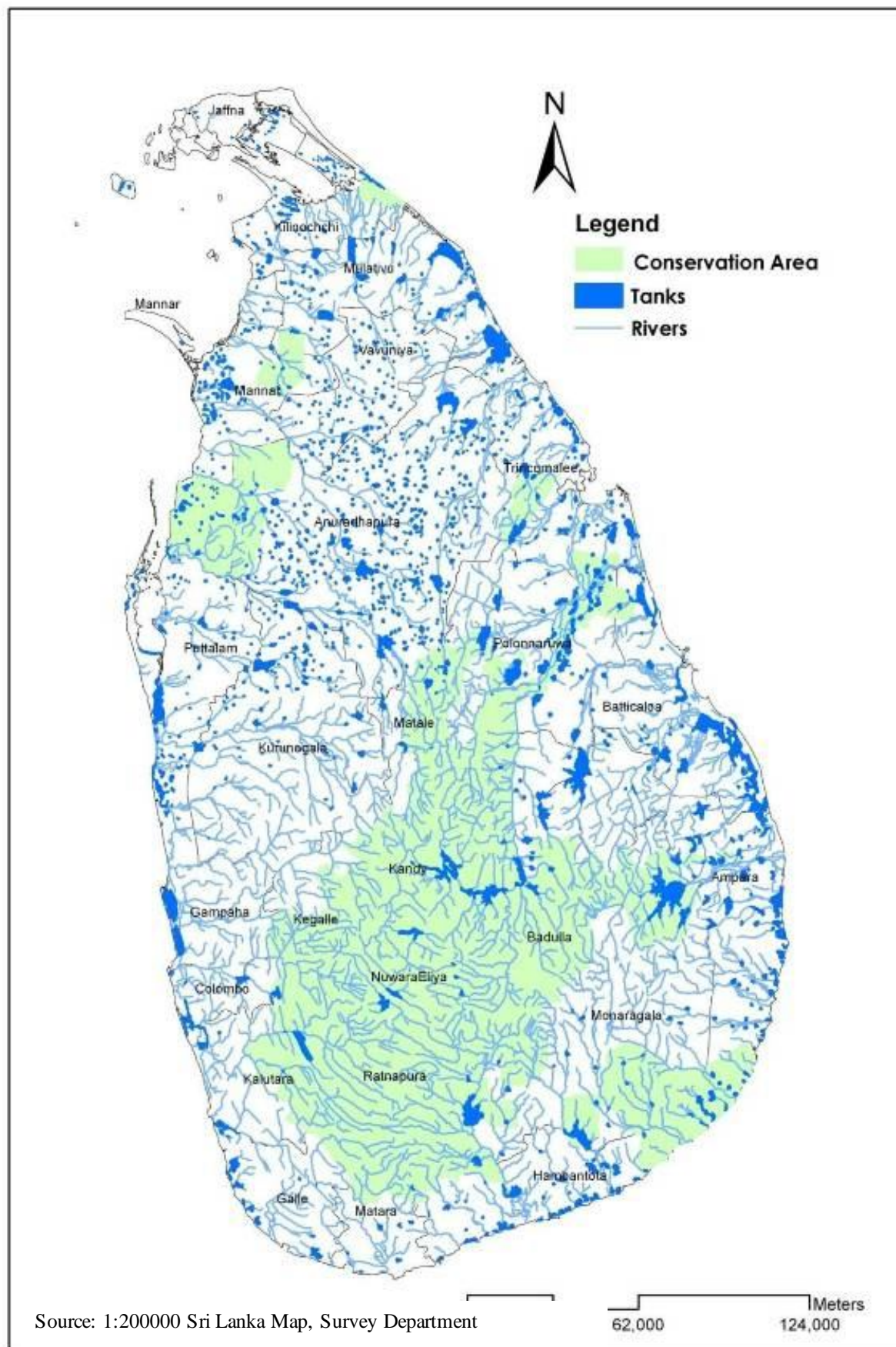
Water Sensitive Urban Design (WSUD) is about integration of water cycle management into urban planning and design. It also ensures that new development occurs in areas that are free from flooding.

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**



## 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:

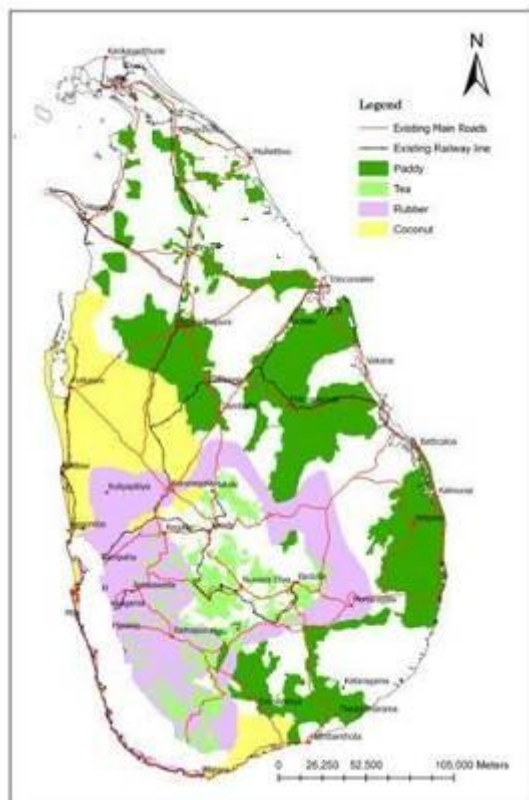
- heavy environmental degradation;
- low levels of agricultural productivity;
- a weak industrial sector;
- the neglect of oceanic resources;
- the persistence of poverty;
- weak international links;
- a slow rate of economic growth; and
- Widening regional disparities.

### 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.

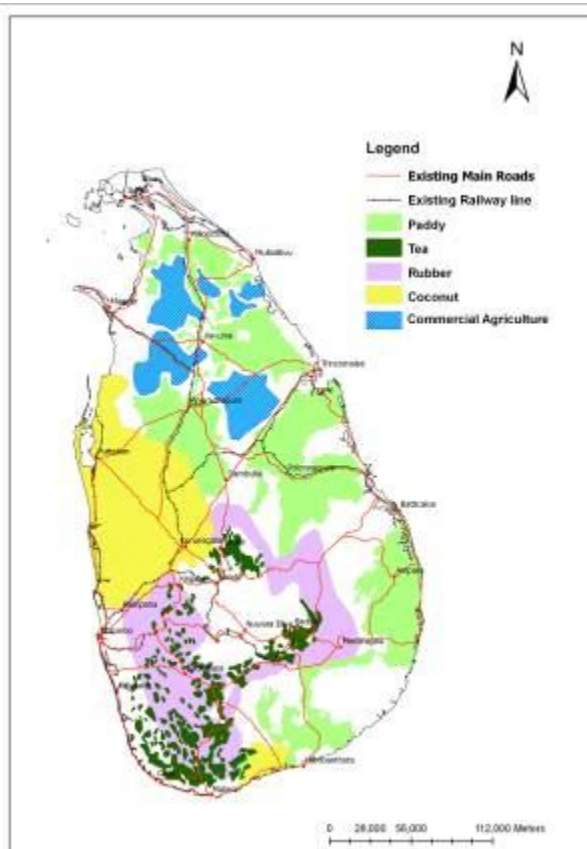


**Figure 28: Existing Productive Agricultural Areas**

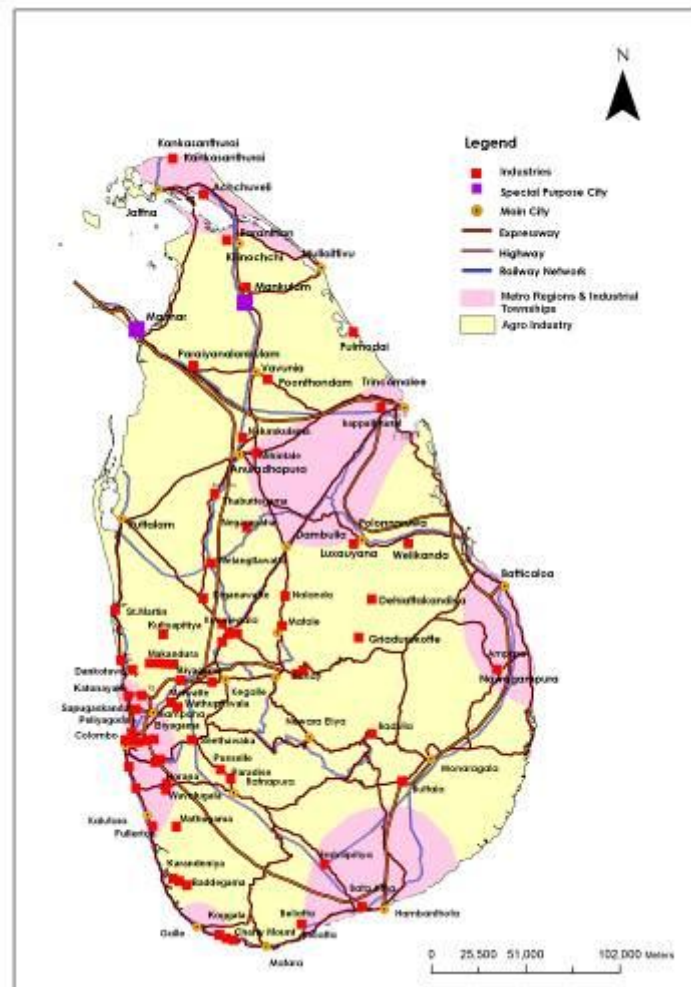


Source: Rubber Research Institute, Tea Research Institute,  
Coconut Research Institute

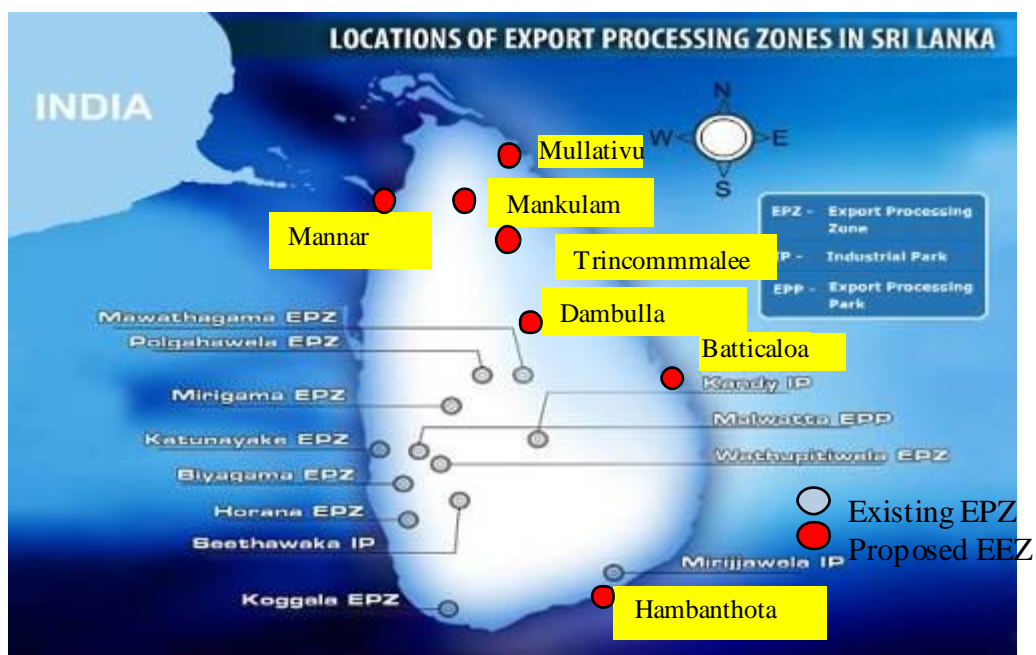
**Figure 29: Proposed Highly Productive Agricultural Areas**



**Figure 30: Existing and Proposed Industrial Estates**



**Figure 31: Locations of Export Processing Zones in Sri Lanka**



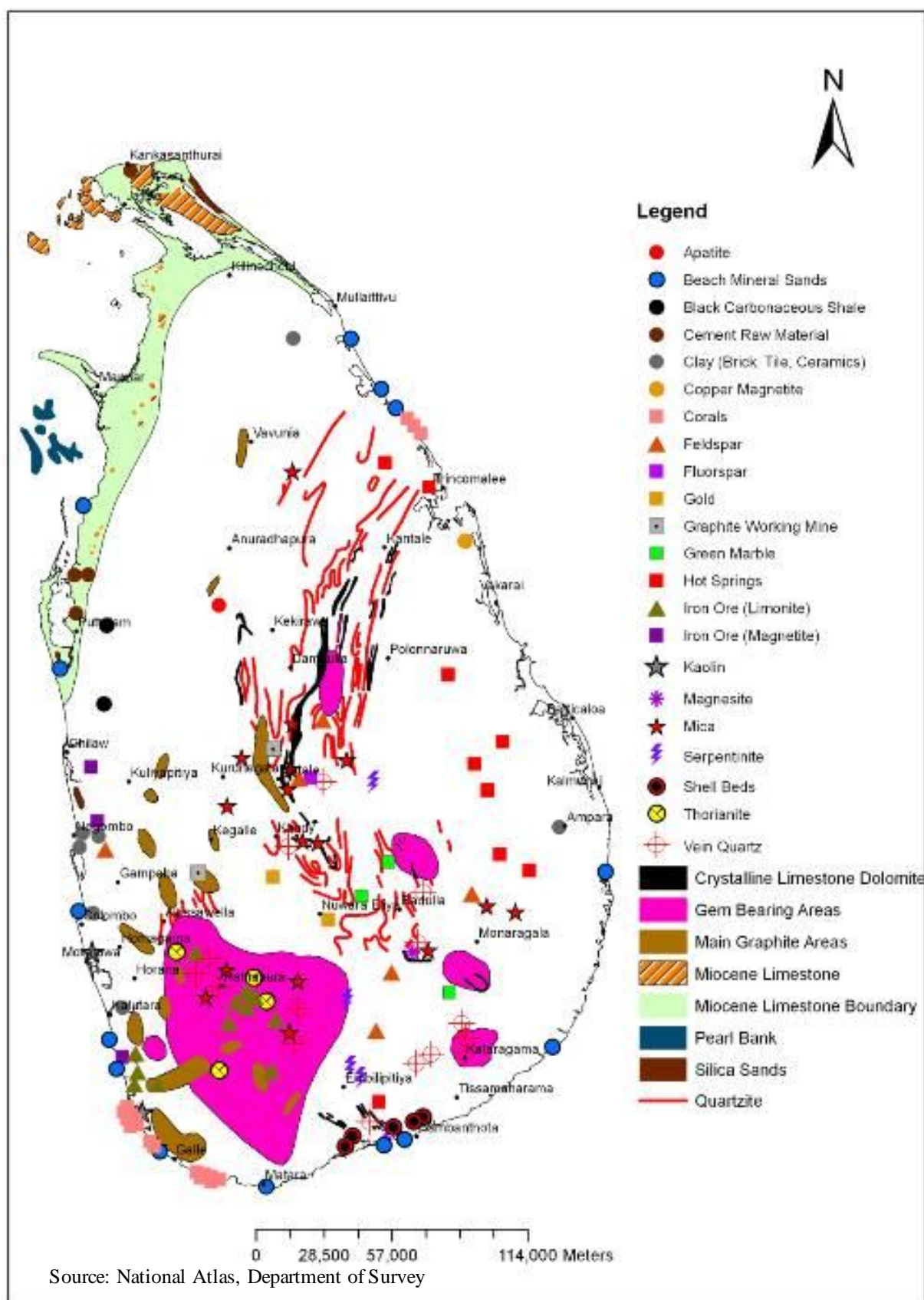
Source: Board of Investment of Sri Lanka 2010

Figure 32: Existing and Proposed Fishery Harbors

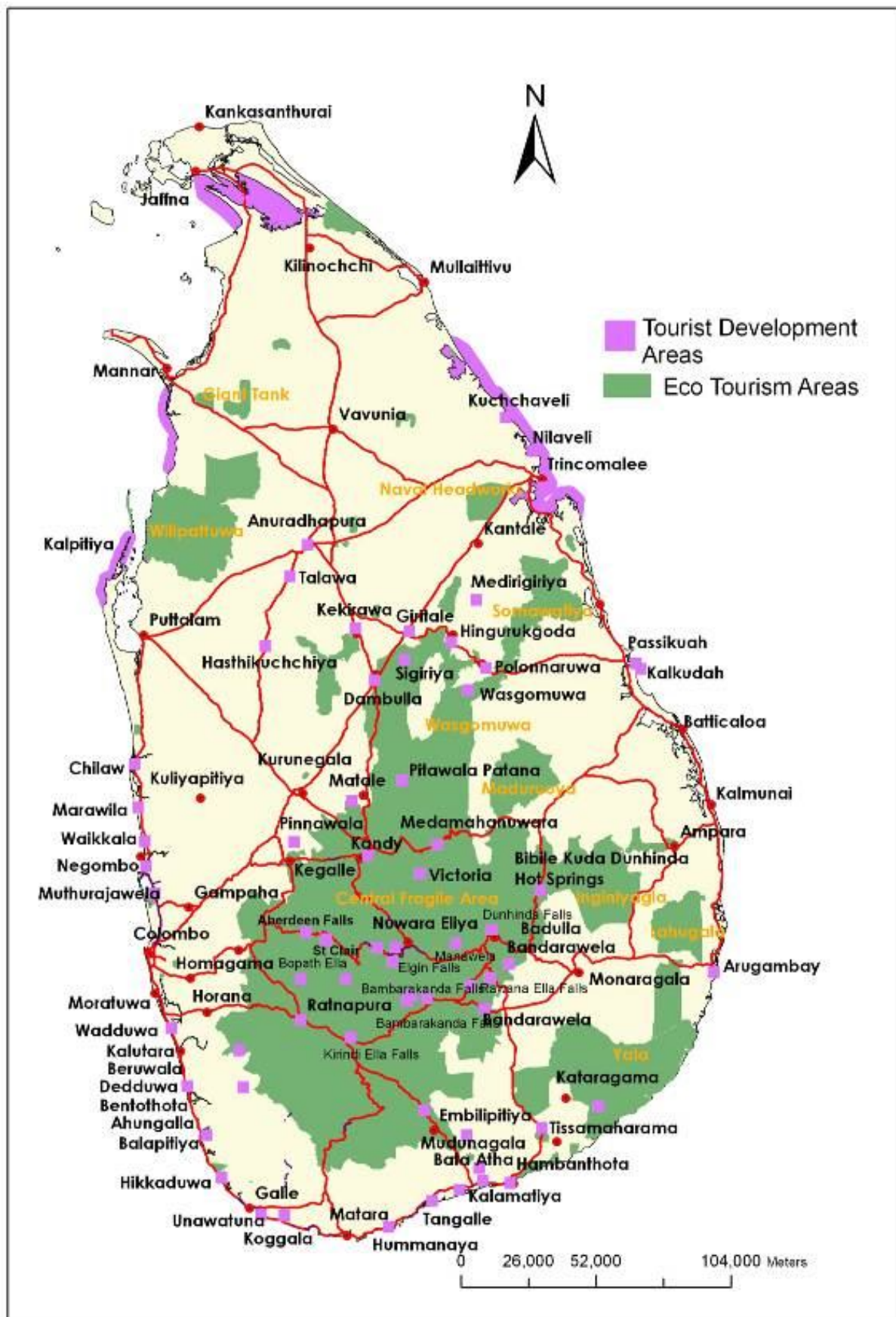




Figure 33: Areas Reserved for Mineral Exploration

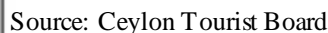


### Figure 34: Tourist Development Areas





---



## 4.6 Summary of National Projects

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

## 4.7 Implementation of National Projects

Project	Responsible Agencies
<p>1. Implement forest replanting programs in areas that are currently under cultivation, have slopes with a gradient of over 60% and have been identified by the NBRO. Land that meets these criteria is located in the following Districts.</p> <ol style="list-style-type: none"> <li>Nuwara Eliya (15870 ha)</li> <li>Ratnapura (66780 ha)</li> <li>Kandy (32080 ha)</li> <li>Kegalle (18890 ha)</li> </ol> <p>Any additional land that meets the above criteria will also be included in the program.</p>	<p>Ministry of Environment Ministry of Agriculture Ministry of Plantation National Building Research Organization Department of Forest Conservation</p>
<p>2. Provide facilities and amenities for ecotourism activities, including hotels, access roads, information centers etc, in areas:</p> <ol style="list-style-type: none"> <li>identified by the Ceylon Tourist Board and National Physical Planning Department and</li> <li>located in the fragile areas.</li> </ol>	<p>Ministry of Tourism/Ceylon Tourist Board Provincial Councils Ministry of Environment National Physical Planning Department</p>
<p>3. Relocate settlements in areas vulnerable to natural disasters to risk free areas identified by Regional and Local plans</p>	<p>National Physical Planning Department Provincial Councils Local Authorities</p>
<p>4. Prepare town plans for relocation of identified settlements in accordance with the guidelines prepared by the National Building Research Organization</p> <ul style="list-style-type: none"> <li>Ginigathena</li> <li>Haldummulla</li> <li>Nildandahinna</li> <li>Peradeniya</li> </ul> <p>These town plans will be completed within 5 years.</p>	<p>National Physical Planning Department Urban Development Authority Provincial Councils/Local Authorities National Building Research Organization District Secretaries/Divisional Secretaries Relevant infrastructure agencies</p>
<p>5. Prepare zoning plans and development guidelines to guide new development in the fragile areas.</p>	<p>Ministry of Land/LUPP Department National Building Research Organization Provincial Councils/Local Authorities Secretaries/Divisional Secretaries</p>
<p>6. Prepare town development plans and zoning guidelines for Metro Regions, Metro Cities and District Capitals.</p>	<p>National Physical Planning Department Urban Development Authority Regional Planning Committees</p>
<p>8. Construct the following Railway lines:</p> <ol style="list-style-type: none"> <li>Matara – Batticaloa (via Hambantota, Monaragala, Oluvil, Trincomalee via Galoya and includes extension to Ampara)</li> <li>Kurunegala – Habarana (via Dambulla)</li> <li>Palavi – Maho</li> <li>Moneragala to Embilipitiya</li> </ol>	<p>Ministry of Transport</p>
<p>9. Construct the following Highways</p> <ol style="list-style-type: none"> <li>The Southern Expressway (Colombo – Matara)</li> <li>Extension of Southern Expressway (Matara – Hambantota – Monaragala)</li> <li>Kandy Expressway (Colombo – Kandy)</li> <li>Mannar – Hambanthota Expressway</li> <li>Mannar – Hambanthota Railway</li> </ol>	<p>Road Development Authority</p>
<p>10. Improve the minor road net work to increase access between rural areas and urban</p>	<p>Provincial Councils</p>



centres.	
12. Establish 10 IT parks at Hambantota, Anuradhapura, Polonnaruwa, Dambulla, Trincomalee, Jaffna, Kandy, Batticaloa, Ampara, Nuwara Eliya	Ministry of Science and Technology
11. Prepare detailed plans and cost estimates for provision of following infrastructure facilities to Metro Regions and Metro Cities. a. Water Supply b. Sewerage c. Electricity Supply d. Solid waste management e. Transport facilities	National Water Supply and Drainage Board Ceylon Electricity Board Provincial Councils Ministry of Transport Ministry of Environment
12. Construct 12 fishery harbours at Arugam Bay, Point Pedro, Thoduwawa, Kandakuli, Chilaw, Dickwella, Ambalangoda, Dodanduwa, Kalametiya and Negombo.	Ministry of Fisheries.
13. Develop tourist related activities in the Eastern Coastal belt between Panama and Thiriyaya	Ceylon Tourist Board.
14. Establish rice based food processing industries in Anuradhapura, Ampara Hambantota. Polonnaruwa,	Ministry of Industries
15. Establish fish based food processing industries in proposed Fishery harbours	Ministry of Fisheries
16. Undertake actions identified by the Coastal Management Plan to prevent sea erosion in the following areas: a. Beruwala to Bentota b. Bentota to Robolgodia Headland c. Seenigama to Coral Garden Headland d. Coral Garden Headland to Dodanduwa	Coast Conservation Department
17. Implement the Coastal Conservation Management Plan	Coast Conservation Department
18. Construct an international port at Hambantota and a regional port at Oluvil.	Ministry of Ports
19. Improve the regional ports of Trincomalee, Kankasanturei and Galle.	Ministry of Ports
20. Construct airports at Mattala and Hingurakgodia	Ministry of Ports and Aviation
21. Improve Katunayake International airport	Ministry of Ports and Aviation
22. Establish a oceanic wave power generation plant at Trincomalee	Ministry of Power and Energy Ceylon Electricity Board
23. Establish a wind power generation plants at: a. Chilaw b. Nuwara Eliya c. Oluvil d. Mulativu	Ministry of Power and Energy Ceylon Electricity Board
24. Establish coal power plans at: a. Kalpitiya b. Hambantota c. Trincomalee	Ministry of Power and Energy Ceylon Electricity Board
25. Dredge reservoirs to increase their capacity for water supply and power generation	Ministry of Irrigation Ministry of Power and Energy
26. Undertake a feasibility study for establishing a	Ministry of Defence

oceanic security network within a specified distance	Ministry of Fisheries Natural and Aquatic Resources Agency
27. Study the global air traffic patterns to determine the best approach for integrating with the South Asian transport hubs	Airport and Civil Aviation Ceylon Tourist Board.
28. Undertake a technical and financial feasibility study to connect Sri Lanka to the Trans Asia Highway	Ministry of Highways Ministry Foreign Affairs Ports Authority Sri Lanka Railways
29. Submit area of territorial waters under international laws	Ministry of Foreign Affairs Natural and Aquatic Resources Agency
30. Exploit oil resources	Ministry of Power and Energy Natural and Aquatic Resources Agency
31. Undertake a feasibility study for a range of alternative energy sources and negotiate with industrialized nations to finance the energy program	Ministry of Power and Energy Natural and Aquatic Resources Agency Natural Resources Engineering and Science Authority
32. Research the effects of global warming and sea level rise and identify the areas that are likely to be affected. Prepare a strategy to mitigate identified impacts of global warming.	Ministry of Science and Technology National Physical Planning Department Meteorological Department

## Implementation of National Projects

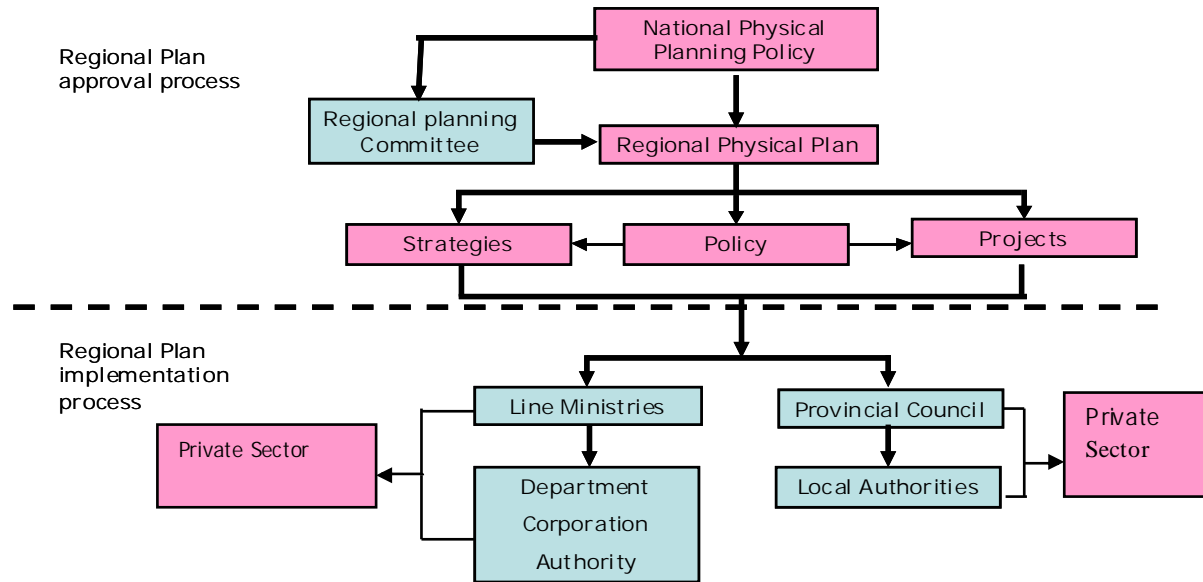
The success of the National Physical Plan lies in its implementation. Effective implementation requires cooperation of community, stakeholders and coordination of government activities, policies and plans. This will involve coordinating and reviewing a range of policies, plans, infrastructure and services 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, gazettal 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.

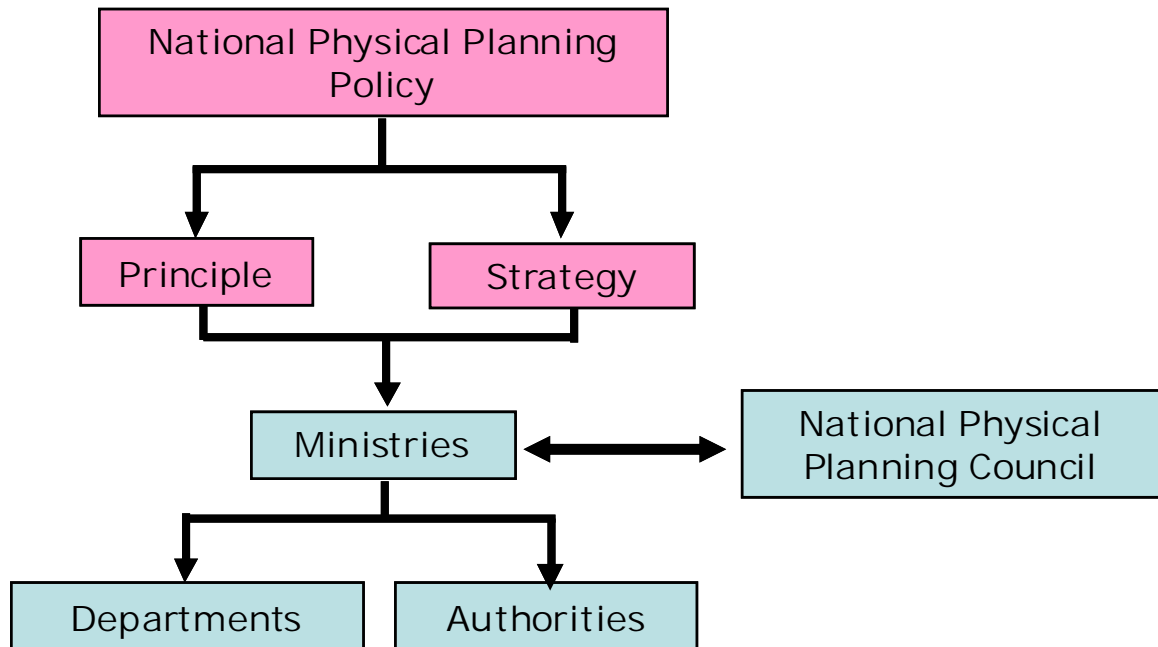
**Figure 36: Regional Plan Implementation Process**



## 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.

**Figure 37: Implementation Process through Government Policy**



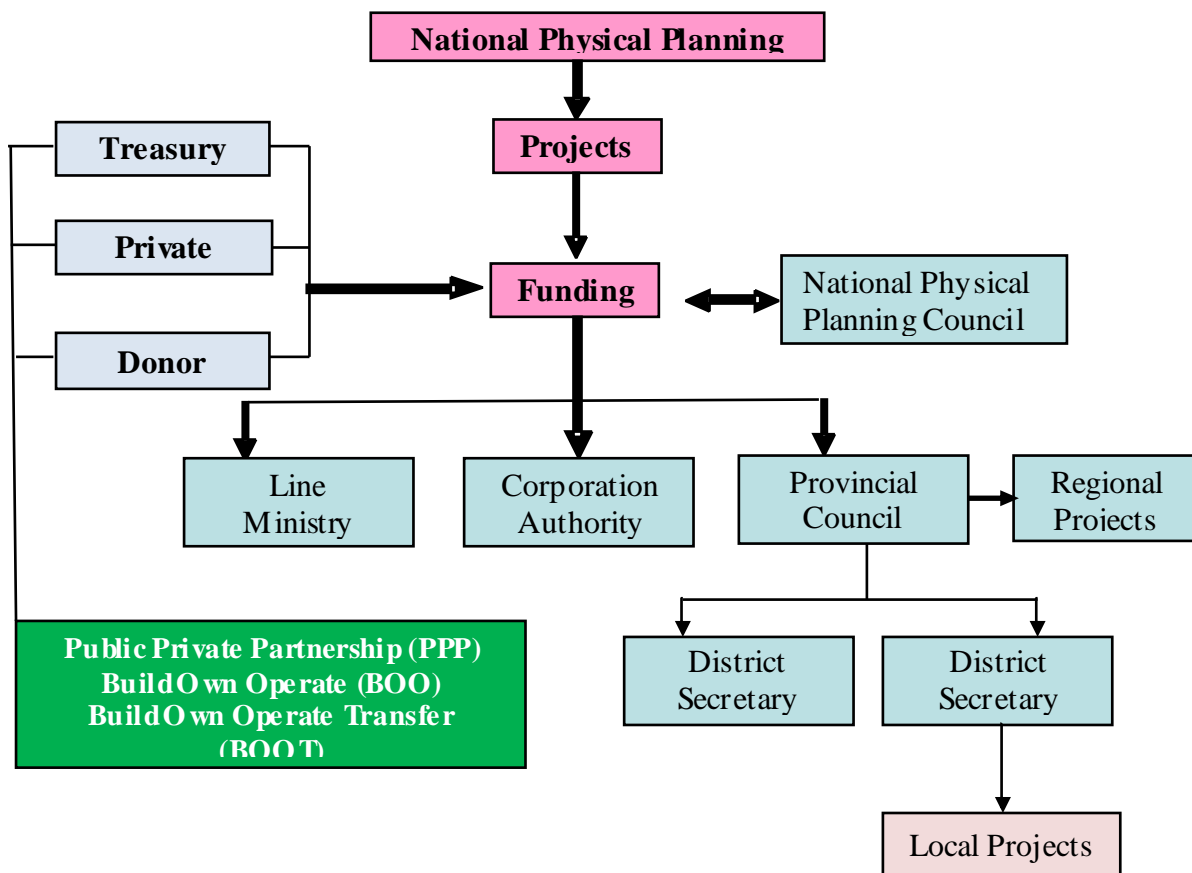
## Conclusion

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.

**Figure 38: National Project Implementation Procedure**



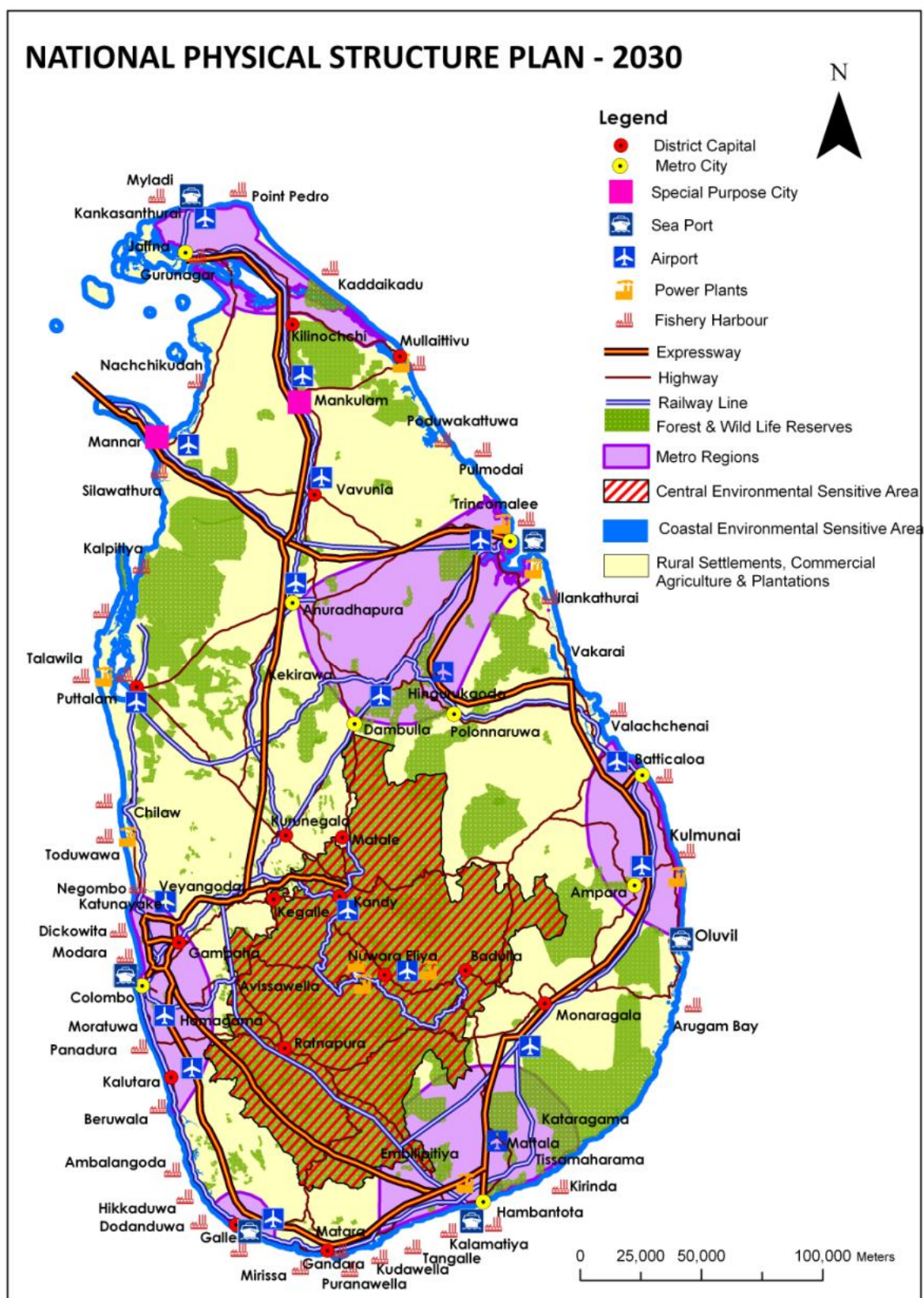
## 4.8 National Spatial Structure Plan

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



## **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 Killinochchi (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.

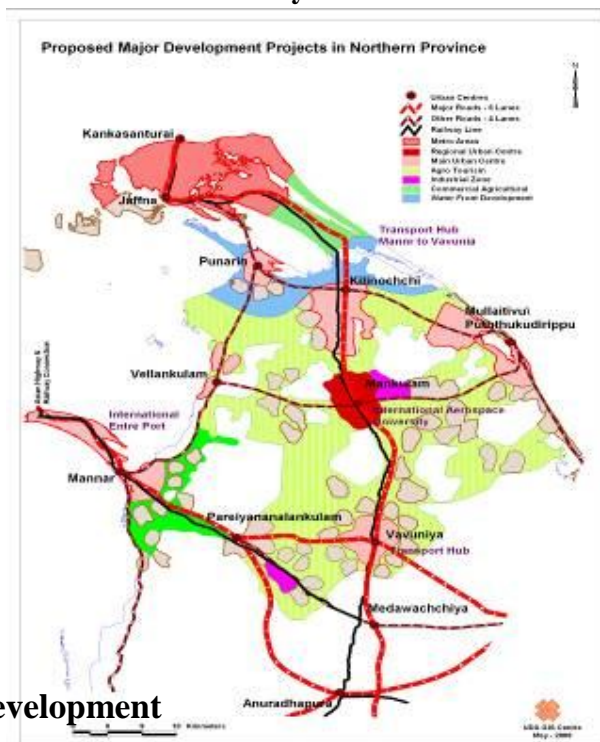
### Northern Province Physical Structure Plan

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:

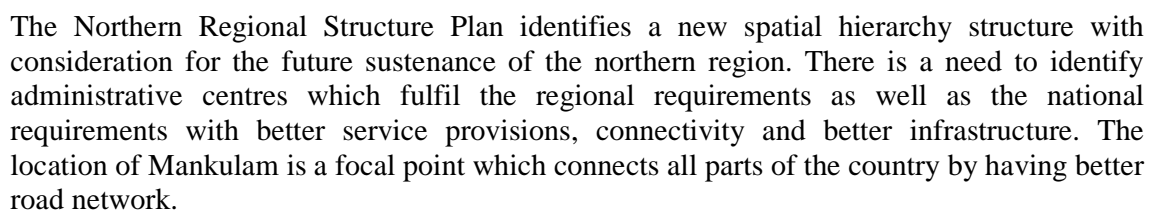
1. Asia Highway/Railway
2. The Urban Areas and Rural Settlements;
3. Road and Railway Network;
4. Conservations Areas;
5. Water Bodies;
6. Agricultural areas;
7. Industrial Sites
8. Inter – Nodal transport centres at Mannar and Vavuniya

### North Province Physical Structure Plan



### Mankulam City Development

### Proposed Mankulam Township Development Plan



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

- 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 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

### **Proposed Water Front Development, Jaffna:**



### **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:

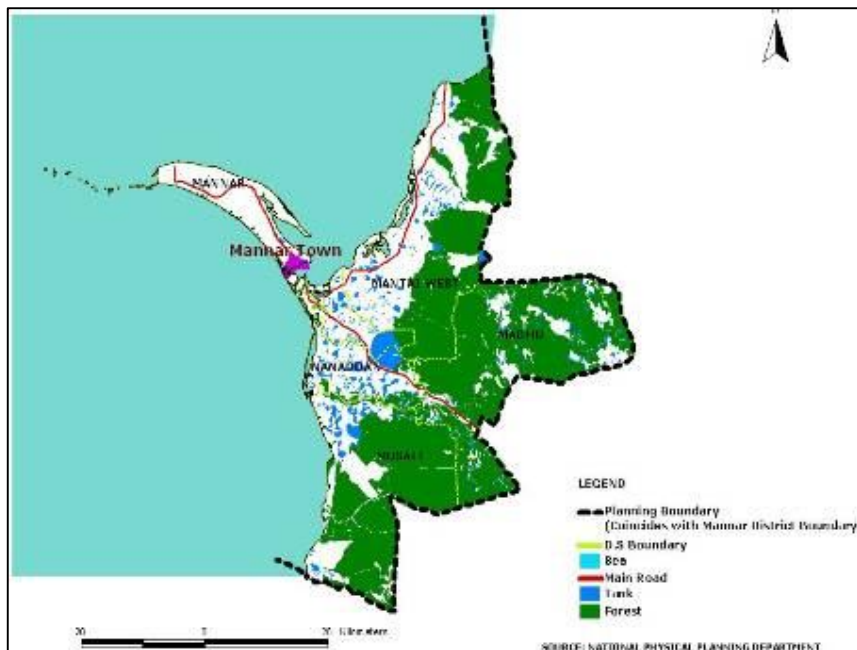
- Gateway to Asia (Indo–Sri Lanka Bridge)
- Entrepot (India and other ports of the country)
- Transport terminal (Including bus and railway terminals)

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.

### Greater Mannar Development Area:



## 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.

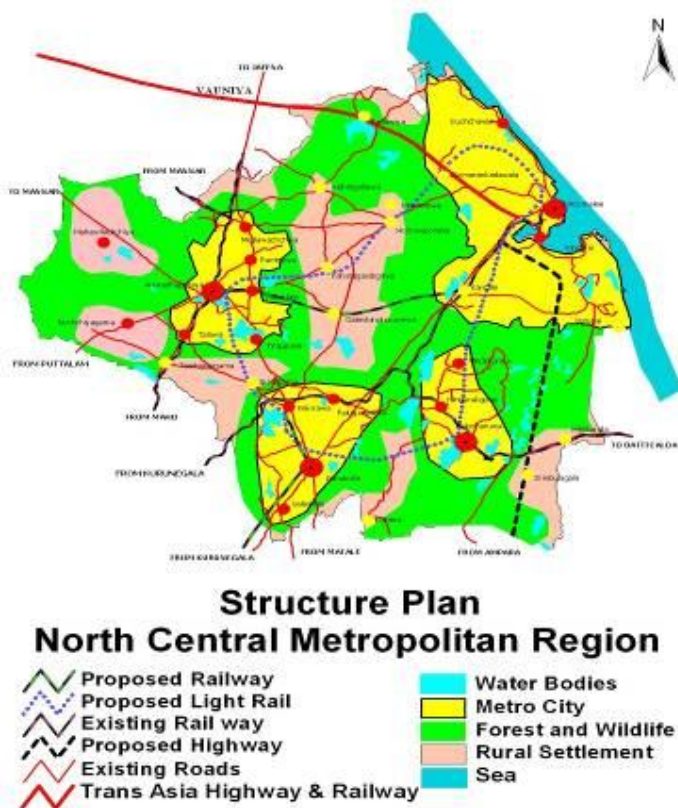
- ii. Roads that connect towns and service centres.
- iii. Roads that connect towns within Metro Cities.
- iv. Circular road that connects towns at the periphery of Metro cities and the rural hinterlands.
- v. Railway that connects Metro Cities and towns those lie in its path.
- vi. LRT network that 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.

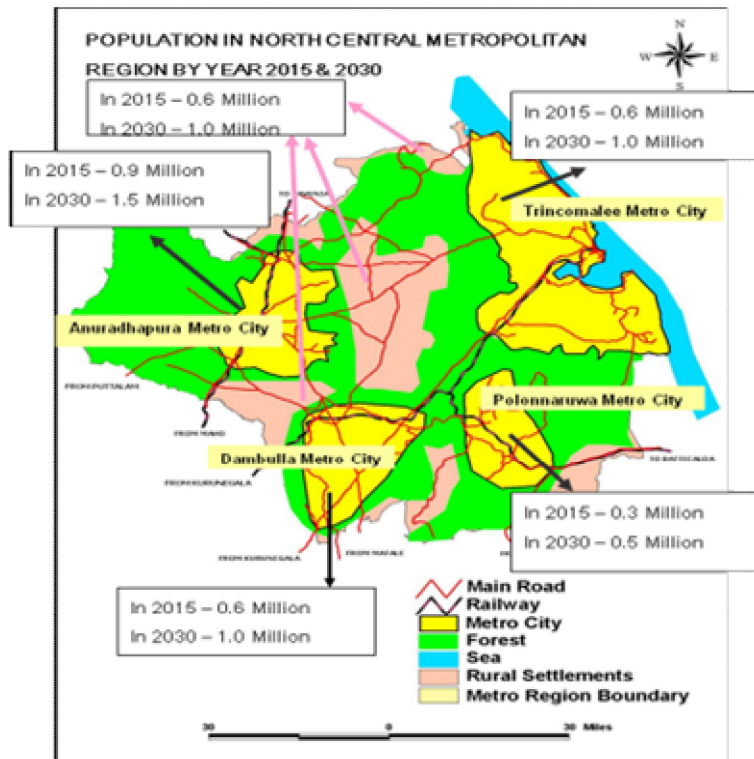
The total share of the protected area network will be 35.4% of the NCMR.

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.



1: 900,000

### Anticipated Population in Metro Cities & Rural Areas by 2015 & 2030:



### Tourism Development in Trincomalee



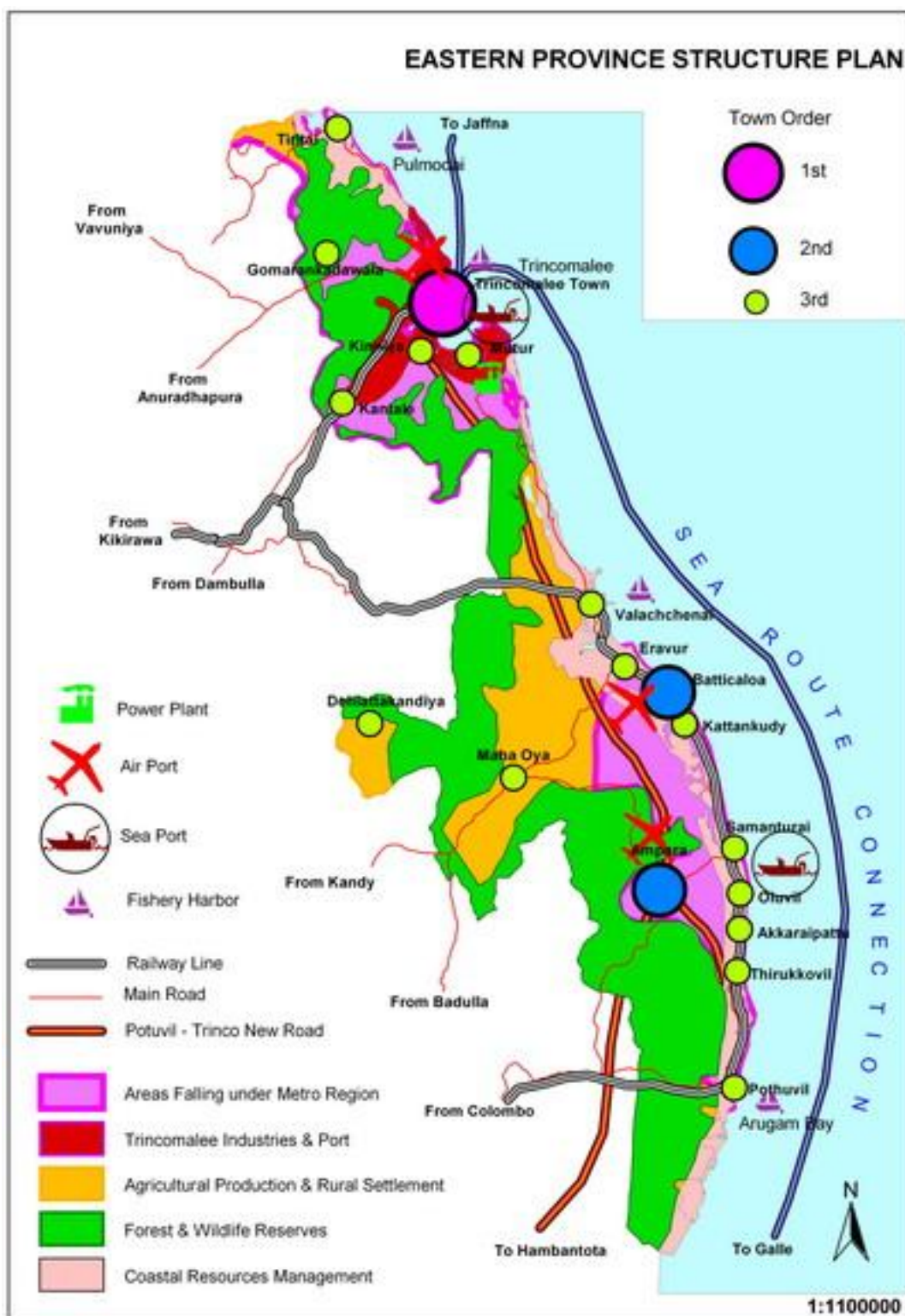


### **A.3 Eastern Province Regional Physical Structure Plan**

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**

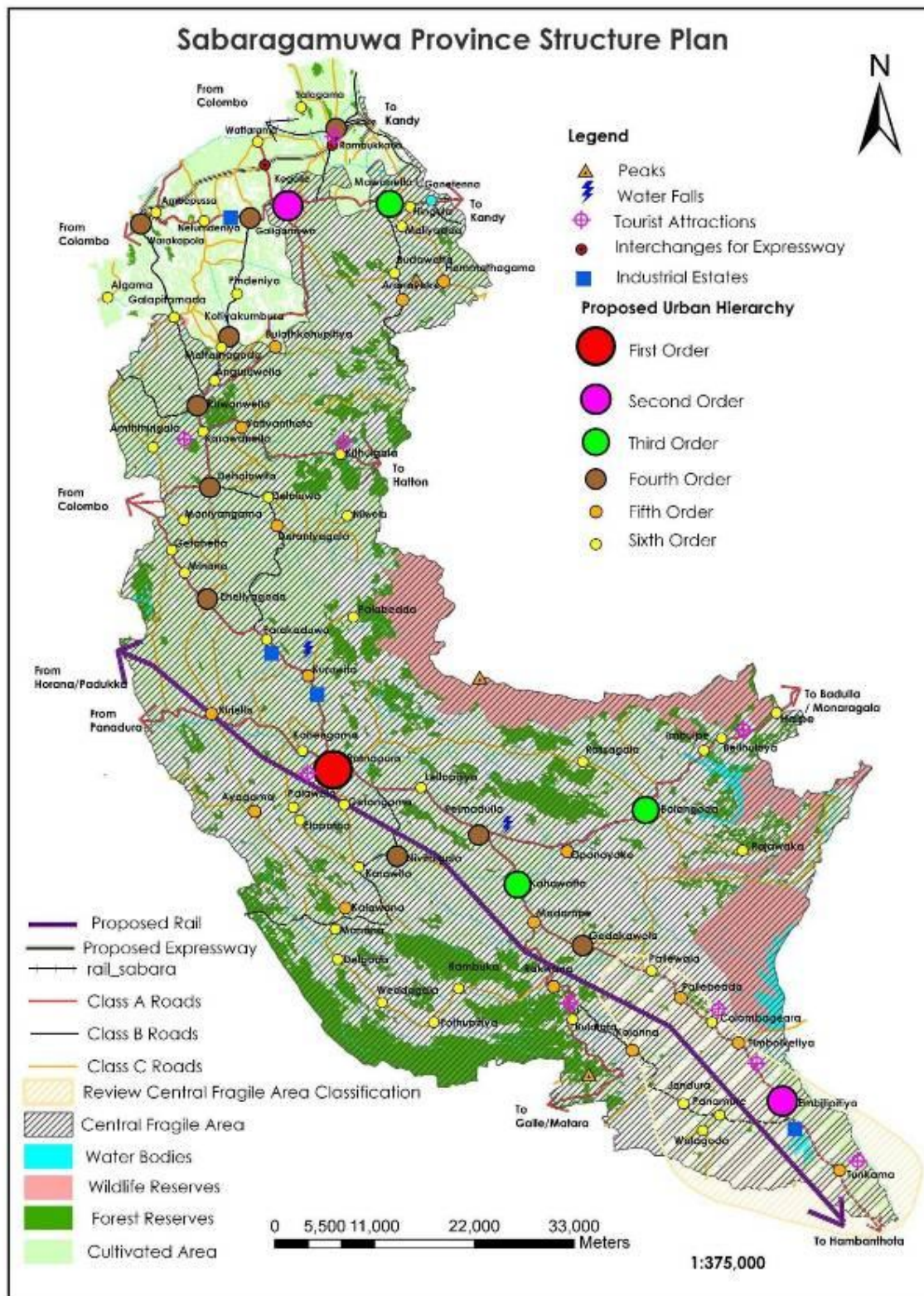
Provide social and physical infrastructure facilities for Sabaragamuwa and good access including efficient and comfortable public transport, to services and facilities to support cities, towns, villages, economic activities and a healthy lifestyle.

#### **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.

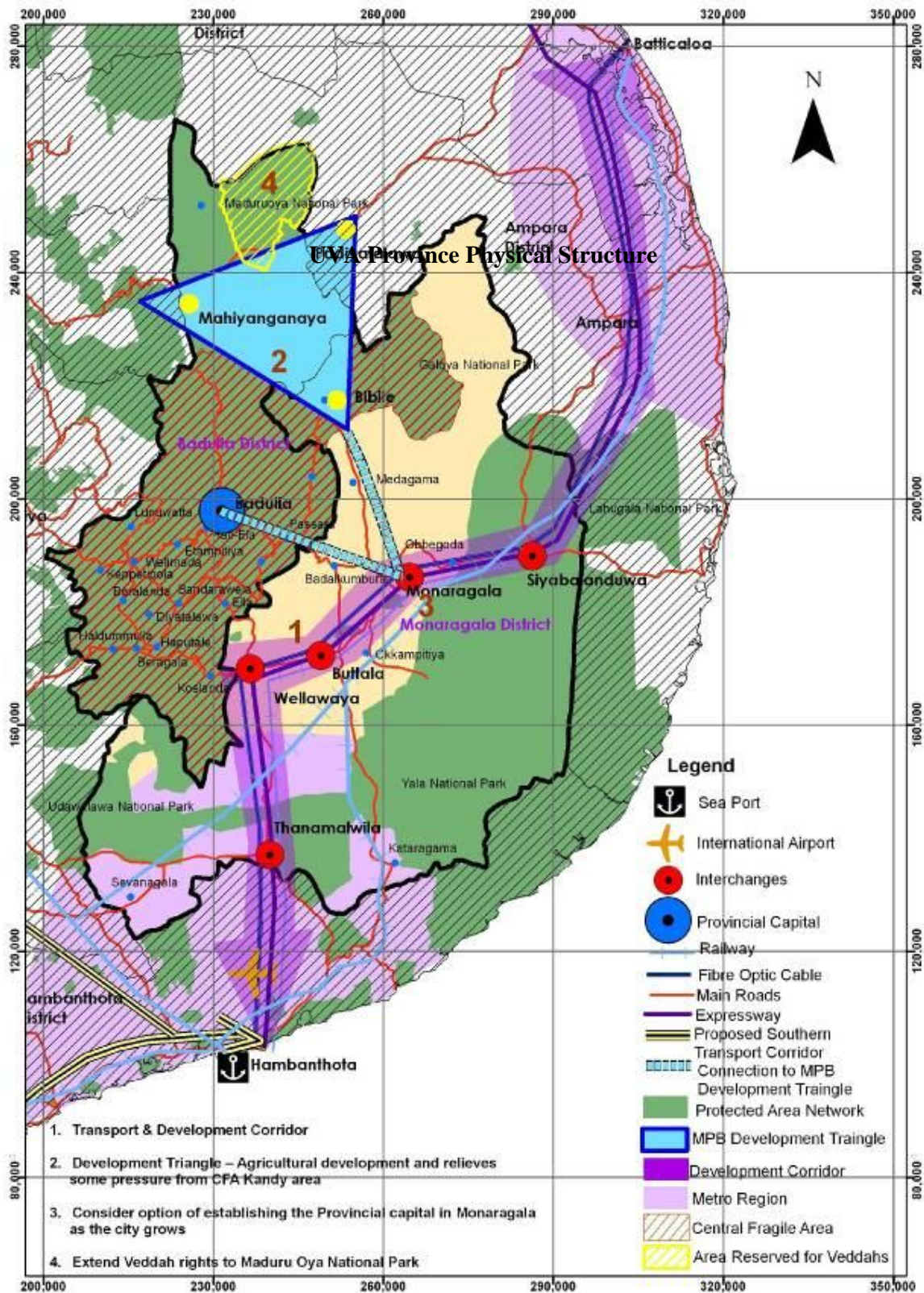
Uva is regarded as a ‘clean green’ place to live and its lifestyle attracts people relocating from the Central Fragile Area and those seeking to take advantage of opportunities in the nearby metro regions.

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



## APPENDIX B: Categorised Settlements in the Central Fragile Area

No.	Category	Locations			
a.	Settlements that can accommodate a small expansion the built up area in areas that are not environmentally sensitive or prone to landslides	Aranayake Badulla Balangoda Bandarawela Bulathkohupitiya Dehiowita Deraniyagala Digana Galagedara Gampola Hali Ela Hanguranketa	Hasalaka Hatton-Dickoya Kadugannawa Kahawatta Kalawana Kandy Keppetipola Kotagala Kotmale Kundasale Laggala Laxapana	Lindula Lunugala Madampe Menikhinna Morawaka Nanu Oya Naula Neluwa Opanayake Passara Pelmadulla Talawakele	Pundaluoya Ragala Rakwana Rattota Thalathuoya Ukuwela Urubokka Welimada Wattegama Yatiantota
b.	Settlements that cannot expand the built up area due to the environmental sensitivity and vulnerability of landslides of the surrounding area:	Deniyaya Diyatalawa Gelioya Haputale Maskeliya Nawalapitiya	Nivithigala Nuwara Eliya Pusellawa Ratnapura Udapussellawa Ulapane		
c.	Settlements that should be moved due to high vulnerability to landslides:	Ginigathhena Haldummulla Nildandahinna Peradeniya			

## 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 I: Policies, September 2002;
- 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;
- National Physical Planning Policy Volume IV: Resource base for the preparation of the National Physical Planning Policies, 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;
- Coastal Management Plan, 2004.

## Acknowledgement

### Members of Technical Advisory Committee

Dr. Locan Gunarathna	- Chairman
Mr. Lalith De silva	- Member
Mr. L.W.Jeerasinghe	- Member
Mr. Sarath Jayathilaka	- Member
Mr. K.D.Fernando	- Member
Mr.A.D.S.Gunawardana	- Member
Mr. B.Abeygunawardana	- Member
Mr.A.M.Jawusi	- Member
Mr. L.B.S.B.Dayarathna	- Member
Mr.Prasad Gunasekara	- Member

## Planning Team

National Physical Planning Department (NPPD)		
No	Name	Designation
1	Mr. J.M.L. Jayasekara	Director General, NPPD
2	Mr. B.A Thilakaratne	Additional Director General (Planning), NPPD
3	Mr. Veranjan Kurukulasuriya	Director (Research), NPPD
4	Mr. Lalith Abeywickrama	Director, (Implementation & Coordination), NPPD
5	Mrs. Saman Kanthi bandara	Director (R/P), NPPD
6	Mrs. Champa Amarasinghe	Director (L/P), NPPD
7	Miss P.P.G. Dias	Director (En), NPPD
8	Mr. R.M.J.C Ratnayake	Development Assistant, NPPD
9	Mr. D.S.N Samaratunge	Development Assistant, NPPD
10	Mr. D.M.P.T.Ranasinghe	Development Assistant, NPPD
11	Mr. L. Amarathunga	Development Assistant, NPPD
12	Mr. N.Muthukumara	Development Assistant, NPPD
13	Mrs. H.D.S.D. Siriwardana	Development Assistant, NPPD
14	Mrs. S.De Silva	Development Assistant, NPPD
15	Mrs. A.P. Nalani	Development Assistant, NPPD
16	Mrs. H.L. Chamila	Development Assistant, NPPD
17	Miss J. Ponnampereuma	Development Assistant, NPPD
18	Mrs. C. Amarasekara	Development Assistant, NPPD
19	Mr. R.I Dilhan	Draughtsman, NPPD
20	Mr. P.Prabaharan	Trainee Graduate (Town & country Planning), NPPD
21	Mr. M.N.M.Rizwan	Trainee Graduate (Town & country Planning), NPPD
External Professional Support		
1	Dr. Percy Silva	Consultant, NPPD
2	Mr. L.H.Indrasiri	Director (GIS), Urban Development Authority
3	Mr. A.V.G.C. Karunathilaka	Consultant, NPPD
4	Mr. Denzil Senanayake	Consultant, NPPD
5	Mr. H.P. Wijewardene	Consultant, NPPD
6	Mr. Dale Sampson	Planner, Planning Institute of Australia
7	Mr. Craig Gilbert	Planner, Planning Institute of Australia
8	Ms. Windy Craig	Planner, Planning Institute of Australia
9	Mr. Sam Callaghan	Planner, Planning Institute of Australia