

HATTON DEVELOPMENT PLAN 2024-2033

“The Eden of Tea Hill”



Urban Development Authority
Ministry of Urban Development & Housing

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Hatton Development Plan 2024 - 2033 consists of parts Part I, II, and III. Part I consists of the background study, preliminary studies, the need of the plan, the planning framework, the SWOT analysis, and the plan. Part II consists of the Planning and Building Guidelines and Zoning Guidelines about the planning boundary for 2024 - 2033. Part III consists of the zoning boundaries with the coordinates and all the annexures.

The Nuwara Eliya District Office has prepared the Hatton Development Plan 2024 - 2033.

Supervision

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Supportive Divisions of the UDA

Strategic Planning Division – (Supervision, Monitoring and Gazetting)

Environment and Landscape Division - (Preparation of the PORS, DRR, Conservation, Cultural & Heritage Plans)

GIS Division – (Providing Arc GIS Spatial data layer)

Research and Development Division – (Conduct awareness programs to introduce new techniques)

Acknowledgment

The Nuwara Eliya District Office has taken the lead in providing the supervision for the preparation of the Hatton Development Plan 2024– 2033. The objective of this plan is to direct the future spatial development of the city towards building a service city that provides all the necessary facilities to residents of Hatton and the Sri Pada pilgrims as well as local and foreign tourists who visit Hatton while preserving tea plantation and cultural identity of the town with the vision of “The Eden of Tea Hill”.

It is our proud privilege to Honorable Prasanna Ranatunga subject Minister of Urban Development & Housing for approving the Hatton Development Plan 2024– 2033 under the provision of Urban Development Authority Act No. 41 of 1978 as amended by Act No. 04 of 1982. Further, it is our privilege to the Secretary to the Ministry of Urban Development & Housing for their guidance and support in this process.

Special gratitude is offered on behalf of the planning team and the UDA, to the Chairmans, Secretaries, and members of the Hatton-Dickoya Urban Council, Ambagamuwa Pradeshiya Sabha, Norwood Pradeshiya Sabha, and the Secretary of Ambagamuwa Divisional Secretariat and the staff for their generous support given for the successful completion of this development plan.

Also, special appreciation on behalf of the UDA offered to Nuwara Eliya District Secretariat, all government and private institutions as well as individual resource persons has provided the relevant data, other support, and directives required for the preparation of this plan.

Appreciatively thankful to the Chairman of UDA, Mr. Nimesh Herath, Director General of UDA Arct. Plnr. Mahinda Wiithanaarachchi, Former Director General of UDA Plnr. N.P.K. Ranaweera, Deputy Director General (Planning) Zone I of UDA Plnr. M.P.Ranatunga, Attorney at Law Dayani Kiriwaththuduwa, Perf.Director (Legal) – UDA, Plnr. W.A. Rupa Ranjani Director (Strategic Planning) – UDA, Plnr. Priyani Nawarathne, Former Director (Strategic Planning) – UDA, Plnr. D.B.S.K Disanayaka, Director- (Central Province), Plnr. E.M.S.B Ekanayaka, Former Director- (Central Province), Plnr. B.H.M Ranjith Bandara, Former Perf.Director- (Central Province) on behalf of the planning team for their incomparable courage, guidance, and welcoming support.

In the end, Director – Environment & Landscape Division L.Arct. C.K.E. Kalupahana and the staff of the division and Director - Geographical Information System & ITS Plnr. J.P.S. Somasekara and the staff of the division and all divisions are gratefully appreciated on behalf of the planning team for their support in the successful completion of this task.

Hon. Minister's Foreword



Towards realization of "Hatton" City Development....

In accordance with President Ranil Wickramasinghe's manifesto, in order to effectively realize the goals and objectives to build a fully developed Sri Lanka by 2048, it is vital to implement new development plans to steer the country towards the right direction.

The Urban Development Authority implements and enforces Urban Development Plans taking into consideration the existing gaps and inconsistencies prevailing among the cities of same district as well as among the districts of same province as a result of the country's urbanization process.

Accordingly, Development Plans have been published so far for 30 priority cities identified by the Urban Development Authority and another set of Development Plans targeting 50 cities are currently in the process of preparation and are planned to be legalized within this year. Hatton Development Plan is also one such plans and preparations are in place to formulate more plans in the year 2024.

Priority has been given in the Hatton Development Plan for the residential population and the threshold population obtaining services from the Hatton town and there is potential to further develop it as a service centre. Also, the Development Plan has identified to utilize the existing environmental system as well as the places with economic value in a sustainable manner as it benefits the urban population.

The comments and suggestions of professionals, experts, stakeholders and community were obtained during the preparation of this plan and the planning approach adopted included utilization of modern analysis methods and technical tools.

The contribution made by the Chairman, Director General, Planning Team, and the relevant staff members of UDA who contributed to the Plan in numerous ways in order to successfully complete the plan is highly commendable. I believe that the Hatton Development Plan (2024-2033) will be successfully implemented through the cooperation and collective contribution of the relevant local authorities, state and private sector agencies and the general public.

Prasanna Ranathunga
Honorable Minister of Urban Development & Housing

Hon. Chairman's Foreword (UDA)



The Urban Development Authority is the main agency responsible for planning and implementation related to urban area management in Sri Lanka. The primary objective of the establishment of the Urban Development authority in 1978 has been to promote and regulate the development of these areas through integrated planning and implementation.

Accordingly, the Authority has been empowered to prepare development plans under Section IIA, part 8 A (1) of the Urban Development Authority Amended Act No. 4 of 1982 for urban areas as declared by the minister in charge. Therefore, Hatton Development Plan has been prepared taking into account the physical, economic, social and environmental aspects of the area.

Hatton Development Plan has been prepared as to address the identified existing problems while optimally utilizing the potentials in order to ensure favorable development in the area through adopting strategic approach and introducing development zones and zoning regulations. Therefore, I request all the stakeholders and the public to contribute to the realization of the vision of this plan through implementation of the plan serving to the best interest of the public.

I would like to express my heartfelt thanks to the planning team of the Urban Development Authority for their support in completing Hatton Development Plan within the stipulated time. I am also grateful to all the stakeholders and the community who have supported and contributed to the successful completion of these tasks and I hope that you will continue to extend your utmost support to the successful implementation of the plan.

Nimesh Herath
Chairman
Urban Development Authority

Preface

This development plan has been completed for the Hatton Urban Council, part of Ambagamuwa Pradeshiya Sabha and part of Norwood Pradeshiya Sabha with comprising 11 no of Grama Niladari Divisions for next 10 years period. Hatton is one of the major attractive commercial center and the second largest town in Nuwara Eliya District. It serves as a gateway to Adam's Peak (Sri Pada). The town is widely recognized as the Tea Capital of the island and a vital center of Sri Lanka's prominent tea industry due to numerous significant tea plantations such as Maskeliya, Talawakelle, Bogawantalawa, and Dickoya that are located in its vicinity.

Hatton is highlighted as a multi-cultural and multi-ethnic town where Buddhist, Hindu, Christian, and Muslim religious people live in the area. The town is located 1270 meters above the mean sea level & has quite a temperate, tropical climate where the annual average temperature is about 19.9 °C with an annual rainfall of 2834 mm in a region of salubrious climate.

Vision of the development plan is "The Eden of Tea Hill". Accordingly, it is envisages directing the future spatial development of the city towards building a service city that provides all the necessary facilities to residents of Hatton and the Sri Pada pilgrims as well as local and foreign tourists who visit Hatton while preserving tea plantation and cultural identity of the town.

The development Plan consists of three parts, part I include the situational analysis and proposed plan of the Hatton. Part II consist Zoning and Zoning guidelines, guidelines on Building line and proposed road width. Part III is consisting annexures

Part One - Chapter 1 of the plan detailed out the meaning of the term development plan, its legal context, the stakeholders of the plan, its context and the planning process followed. Chapter 2 & Chapter 3 of the part I respectively include the planning area, history of the area, boundary delineation of the area and need of the plan in detail. Chapter 4 consists of Vision, Goals and Objectives and Strategic Plans while Chapter 5 include the detailed description on the baseline SWOT analysis for each Goal. Further, Chapter 6 of the plan describe the conceptual plan and proposed land use development plan. Under that the main strategic plans of the Hatton Development Plan such as Social and Physical Infrastructure Development Strategy, Road and Transport Development Strategy, Sustainable Environment Development Strategy, Economic Development Strategy and Implementation Strategy has been detailed out as sub sections.

Similarly, Part Two - Chapter 7 of the Part II has been dedicated to describe zoning guidelines and in chapter 8 described the identified zones and zoning guidelines and Chapter 9 included proposed road width, building line and reservations. Part III consisting with annexures of the Part I and part II.

Approval of the Minister

APPROVAL OF THE DEVELOPMENT PLAN FOR LIMIT OF HATTON DICKOYA URBAN COUNCIL, PART OF PRADESHIYA SABHA LIMIT OF AMBAGAMUWA AND PART OF PRADESHIYA SABHA LIMIT OF NORWOOD

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the enactment of development plan for limit of Hatton Dickoya Urban Council, part of Pradeshiya Sabha limit of Ambagamuwa and part of Pradeshiya Sabha limit of Norwood after consideration of recommendation made by the Board of Management of the Urban Development Authority on 29th May, 2024 by virtue of the powers vested in me under Section 8 "F" of the Urban Development Authority (Amendment) Act No. 4 of 1982.



Prasanna Ranathunga (M.P)

Minister of Urban Development and Housing

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

Prasanna Ranatunga (M.P)
Minister of Urban Development and Housing
Ministry of Urban Development and Housing
2nd Floor, "Sethsiripaya"
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Date: 02.07.2024

Gazette Notification



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Government Notifications

**APPROVAL OF THE DEVELOPMENT PLAN FOR LIMIT OF HATTON DICKOYA
URBAN COUNCIL, PART OF PRADESHIYA SABHA LIMIT OF AMBAGAMUWA AND PART OF
PRADESHIYA SABHA LIMIT OF NORWOOD**

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the enactment of development plan for limit of Hatton Dickoya Urban Council, part of Pradeshiya Sabha limit of Ambagamuwa and part of Pradeshiya Sabha limit of Norwood after consideration of recommendation made by the Board of Management of the Urban Development Authority on 29th May, 2024 by virtue of the powers vested in me under Section 8 "F" of the Urban Development Authority (Amendment) Act No. 4 of 1982.

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

Ministry of Urban Development and Housing,
12th Floor,
"Sethsiripaya" Stage II,
Battaramulla.
02nd day of July, 2024.



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**APPROVAL OF THE DEVELOPMENT PLAN FOR LIMIT OF HATTON DICKOYA
URBAN COUNCIL, PART OF PRADESHIYA SABHA LIMIT OF AMBAGAMUWA
AND PART OF PRADESHIYA SABHA LIMIT OF NORWOOD**

NOTICE is hereby given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8 (G) of the Urban Development Authority Law No. 41 of 1978 as amended by the Act No. 4 of 1982 that I, Prasanna Ranathunga, the Minister in charge of the subject of Urban Development & Housing, by virtue of the powers vested in me under Section 8 (F) of the said Act No. 4 of 1982 have approved the Development Plan for the Urban Council Limit of Hatton Dickoya, Part of Pradeshiya Sabha Limit of Ambagamuwa and Part of Pradeshiya Sabha Limit of Norwood prepared under Section 8 (A) of the said Act on the day of 2nd July 2024.

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

Ministry of Urban Development and Housing,
12th Floor,
"Sethsiripaya" Stage II,
Battaramulla.
04th day of July, 2024.

**APPROVAL OF THE DEVELOPMENT PLAN FOR LIMIT OF HATTON DICKOYA
URBAN COUNCIL, PART OF PRADESHIYA SABHA LIMIT OF AMBAGAMUWA
AND PART OF PRADESHIYA SABHA LIMIT OF NORWOOD**

PUBLIC are hereby informed that the Development Plan prepared for the Urban Council Limit of Hatton Dickoya Urban Council, Part of Pradeshiya Sabha Limit of Ambagamuwa and Part of Pradeshiya Sabha Limit of Norwood under section 8 (A) of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act No. 4 of 1982, has been approved on 2nd July 2024, by Hon. Prasanna Ranathunga, Minister of Urban Development & Housing, by virtue of powers vested on him under Section 8 (F) of the said Act.

NIMESH HERATH,
Chairman,
Urban Development Authority.

04th day of July, 2024.

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PART I

Chapter 01

Background of the Development Plan

1.1 Introduction

The Urban Development Authority has been identified as a key regulatory institution established under Act No. 41 of 1978 to integrate planning in urban areas declared by the Minister in charge of organizing and preparing development plans, regulations, and enforcement activities. Thus, the authority has regulatory power to prepare the integrated development plans for all urban declared areas under the UDA (Amendment) Act. No. 04 of 1982 Part II - section 8 A (I).

The corporate plan of UDA prepared for the year 2020-2024 focuses on 5 main principles & the first three principles are directly linked with the development plan preparation process & its importance. That emphasized “We Plan”, “We Enforce” & “We Implement” as the first three principles which derive the integrated developments within the urban declared area, effective & efficient regulations & strategic projects with community, economic & environmental aspects. Accordingly, the Hatton Development Plan preparation was guided under the principles & aspects of the UDA - Cooperate plan 2020 – 2024.

According to the gazette notification of No. 100/4 dated 04.08.1980 and Extraordinary Gazette Notification No 2380/31 and dated 19.04.2024, under the UDA Act 1978, the limits of the Urban Council area of Hatton and Part of Ambagamuwa Pradeshiya Sabha, and Part of Norwood Pradeshiya Sabha were declared as an Urban Development area. In addition, there is no development plan prepared for the area and practicing the common rules and regulations gazetted under the UDA Act.

According to the above factors, it is necessary to prepare a new development plan valid from 2023-2033 time periods to Hatton Dickoya Urban Council area including Norwood Pradeshiya Sabha (Part) and Ambagamuwa Pradeshiya Sabha (Part). New development regulations and new development strategies are introduced in this development plan.

1.2 Stakeholders of the Plan

Preparation of the Hatton development plan makes a common platform for all government and private responsible authorities, relevant agencies, and communities, and their suggestions, proposals were included in the development plan preparation process.

- Main Stakeholder Agencies

1. Hatton Dick Oya Urban Council
2. Ambagamuwa Pradeshiya Sabha
3. Norwood Pradeshiya Sabha
4. Ambagamuwa Divisional Secretariat Office

- Other Stakeholder Agencies

1. All Religious Dignitaries
2. National Physical Planning Department
3. Central Environmental Authority
4. Forest Department
5. Road Development Authority
6. Nuwara Eliya District Secretariat Office

7. National Building Research Organization
8. Department of Agriculture
9. Land Use Policy Planning Department
10. Department of Agrarian Development
11. Department of Railway
12. Provincial Passenger Transport Authority
13. Ceylon Electricity Board
14. National Water Supply & Drainage Board
15. Sri Lanka Tourism Development Authority
16. Trade Union of Hatton
17. Hotel Union of Hatton
18. Tourist Guide Union of Hatton
19. Non-Governmental Organization

Chapter 01
Background of the
Development Plan

Introduction

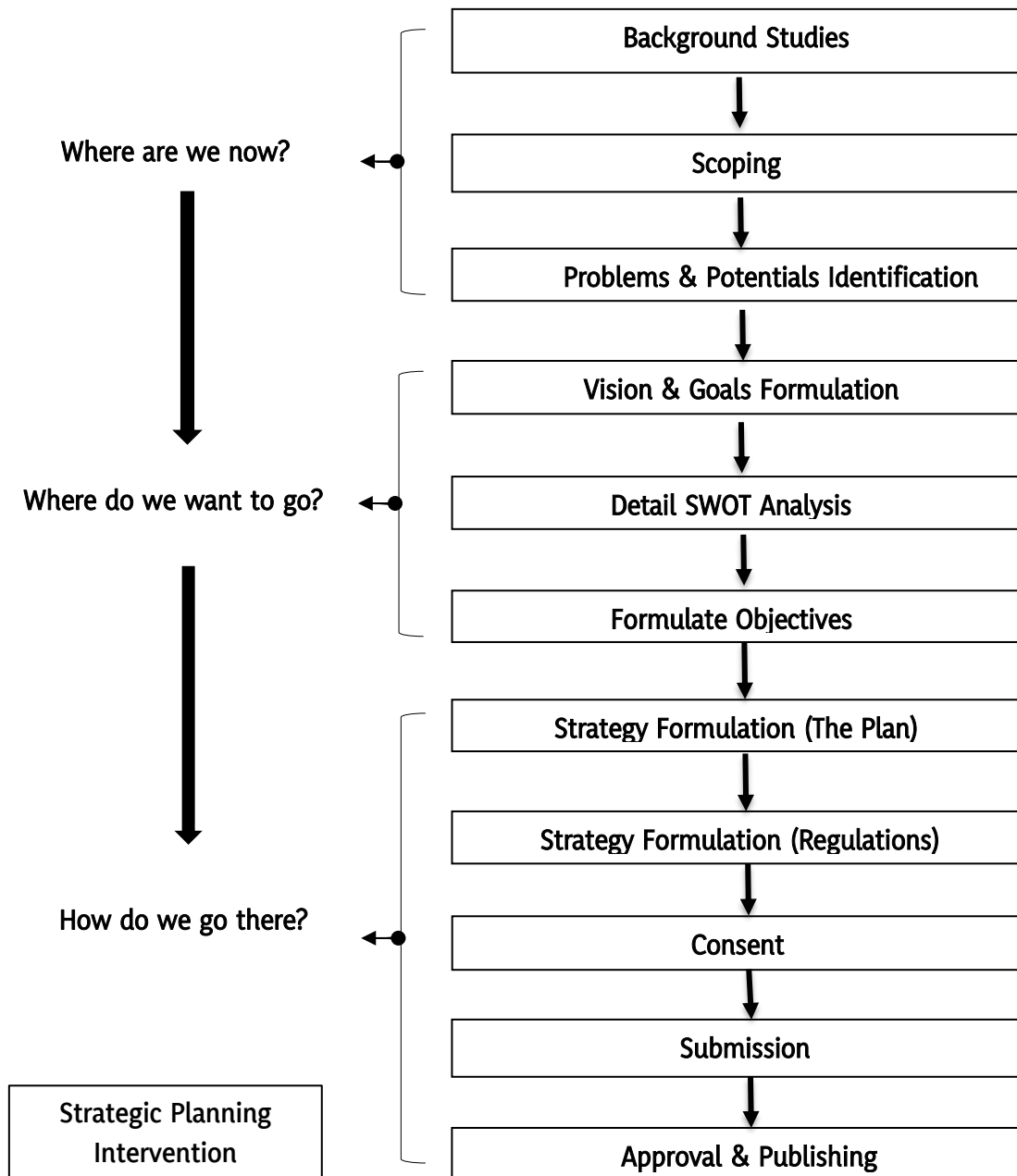
1.3 Scope of the Development Plan

Hatton is a unique town in the Ambagamuwa Divisional Secretariat Division in the Nuwara Eliya District of the central province of Sri Lanka. The town is the main commercial and service center of the district. In addition to that, the area is in highly environment-sensitive area within the Central Fragile Area which is identified through the National Physical Plan 2017-2050 of Sri Lanka. This urban area is surrounded by tea estates and diversified forest cover. Hence the development plan has been prepared bearing in mind to limit population expansion and avoid large-scale development projects in the Hatton area.

Further, the Hatton Development Plan focuses to touch the areas of physical sector development, environmental upgrading with protecting the environmental sensitivity as well as social and economic improvement of the area. Therefore, accordingly, the Hatton development plan also focuses attention on the environmental sensitivity of the area and makes proposals for the allocation of funds through proper management with the aims of achieving economic, and social development and environmental preservation.

1.4 Planning Process

Hatton development plan was prepared under the strategic planning process with the following steps.



1.4.1 Background Studies

The background studies for this development plan included primary and secondary data collected through Surveys, field visits, the Internet, Drone Survey, Google Maps, and Satellite information. Review the National, Regional, and Local plans to study identity, importance, and linkages. The relevant information was gathered from the National Physical Planning Department, Ceylon Electricity Board, National Water Supply and Drainage Board, Ambagamuwa Divisional Secretariat Office, Hatton Dickoya Urban Council, Ambagamuwa Pradeshiya Sabha, Norwood Pradeshiya Sabha, Health Department, Education Department and so on and then analyzed the information following scientific methods.

1.4.2 Scoping

The scoping involved understanding the Hatton area about its context. Accordingly, the collected data was analyzed to understand the existing Economic, Social & Environmental conditions of the planning area through Featured Maps, Graphs & Tables. Accordingly, the scope of the plan was set out for formulation of the vision and new development projects in the planning area.

1.4.3 Problem & Potential Identification

The problems and potentials were framed based on the knowledge and experience of the planning officers, stakeholders' views, pocket meetings with relevant institutions, and the results of the detailed analysis. Furthermore, information gathered from the consultation of Stakeholders at the stakeholder meeting held on 17.02.2020 about the planning area analyzed by NVIVO confirmed the identified problems and potentials of the area.

1.4.4 Vision, Goal, Objective Formulation

Under this context, the necessary vision and goals have been made to pursue the town for progress through balanced development of environmental, economic, social, and physical sectors by tapping development potentials and avoiding problems in the region.

The Vision is detailed, based on Economic, Social, Physical, and Environmental factors to achieve specific milestones of the development of the planning area. Accordingly, goals and objectives are formulated to achieve the expected vision of the area prepared through the identified problems and potentials.

1.4.5 Detail Analysis

According to the Vision, goals, and objectives placed in the Hatton Development Plan the SWOT Analysis was done to identify Strengths, Weaknesses, Opportunities, and Threats. Additionally, the identification of sensitive areas, development potential areas, and development directions or trends were analyzed using methods such as environmentally sensitivity analysis and development pressure analysis, connectivity analysis, SWOT analysis, etc.

1.4.6 Strategy Formulation (The Plan)

Under this context, a detailed analysis of economic, social, physical & environmental factors transforms into to urban development process to achieve the expected vision in the town area. The Land Use Zoning Plan, Infrastructure Facilities Service Plan, Economic Plan, Sustainable Environmental Plan Archeological and Heritage Conservation Plan, and Strategic Plan and projects are prepared according to the identified vision, mission, and objectives.

1.4.7 Strategy Formulation (Regulations)

Formulated Planning and Building Regulations have been incorporated into the second part of this development plan. This section puts forward the preparation of the zoning regulations, planning and building regulations, and General and Special regulations.

1.4.8 Consent

This stage aims to obtain the approval of the general public and the local authority. The draft development plan will be kept open for public review for 60 days at the local authority. In addition, to educate the public and other stakeholders and incorporate their views and comments further information sessions are to be organized appropriately. This will expect to obtain ideas and proposals from local authorities as well.

1.4.9 Submission

At this stage, the comments and suggestions of the local authority, as well as the comments of the other stakeholders in conjunction with the draft development plan are to be presented to the Main Planning Committee. Then a final draft of the development plan will be made based on the comments and suggestions of the Main Planning Committee.

1.4.10 Approval and Publishing

The following steps were taken during this phase:

1. Obtain approval of the Main Planning Committee
2. Translation of the development plan into the three languages
3. Obtain approval of the management board
4. Obtain approval of the subject minister
5. Publication of the gazette
6. Public notification through newspapers

Chapter 02

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2.1 The Study Area

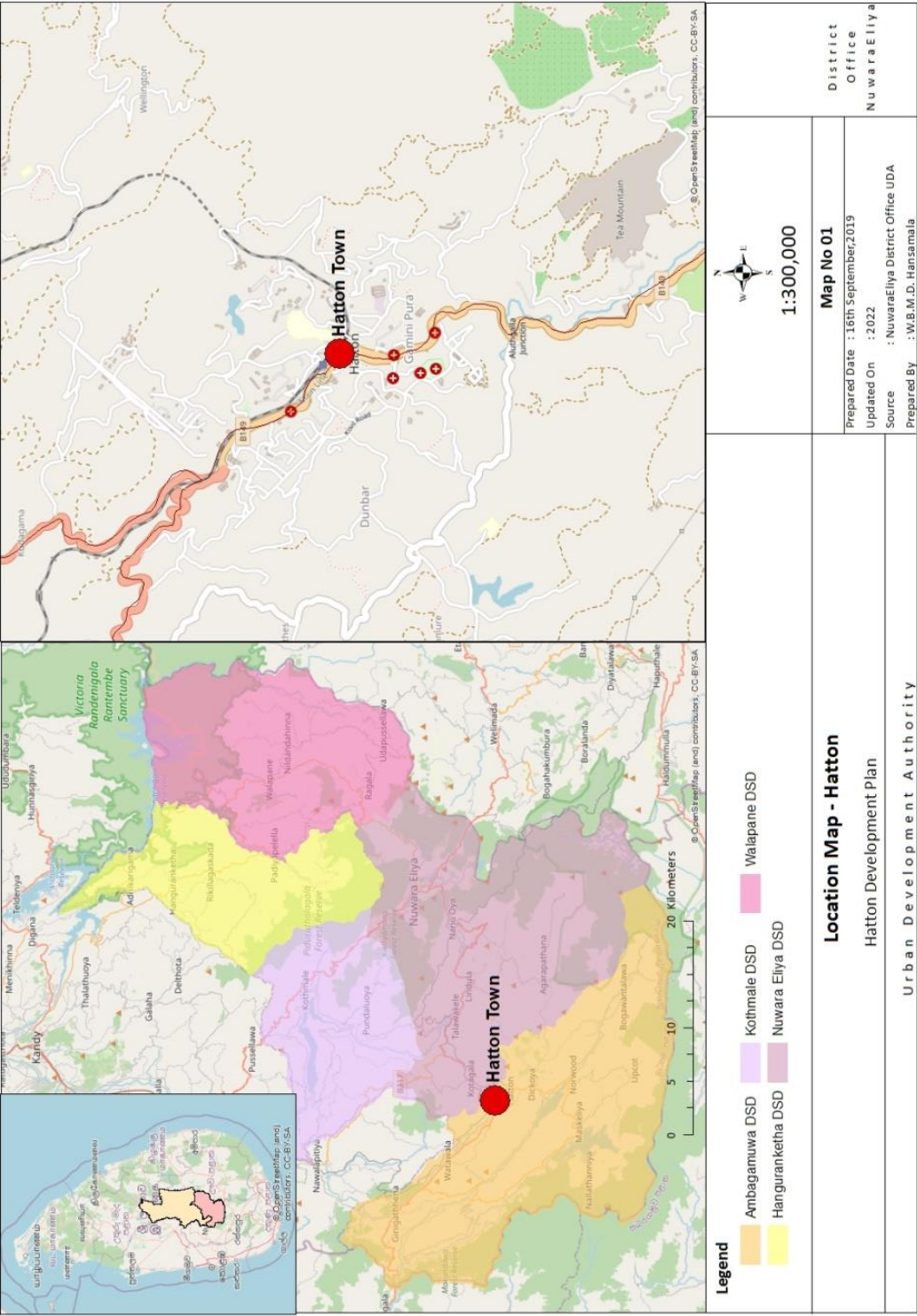
The Study Area

Hatton, a charismatic town surrounded by beautiful landscapes of emerald tea plantations situated in the hill country of Sri Lanka. It is bordered by sloping hills, cascading waterfalls, meandering streams, and colonial estate bungalows. Hatton is one of the major attractive commercial center and the second largest town in Nuwara Eliya District. It serves as a gateway to Adam's Peak (Sri Pada). The town is widely recognized as the Tea Capital of the island and a vital center of Sri Lanka's prominent tea industry due to numerous significant tea plantations such as Maskeliya, Talawakelle, Bogawantalawa, and Dickoya that are located in its vicinity.

Hatton is located within the Ambagamuwa Divisional Secretariat Division in Nuwara Eliya district in Central province. (Map No 2.1) The exercise of preparing of Hatton Development Plan is done in consideration & studying of Fifteen (15) Grama Niladhari Divisions of Ambagamuwa Divisional Secretariat Division consisting of 95 sq. km in extent. This region is combined with 3 Local Authority Areas including a 01 Urban Council and 02 Pradeshiya Sabha namely Hatton Dickoya Urban Council, Amabagamuwa Pradeshiya Sabha, and Norwood Pradeshiya Sabha. (Annexure 1,2)

Hatton is highlighted as a multi-cultural and multi-ethnic town where Buddhist, Hindu, Christian, and Muslim religious people live in the area. The town is located 1270 meters above the mean sea level & has quite a temperate, tropical climate where the annual average temperature is about 19.9 °C with an annual rainfall of 2834 mm in a region of salubrious climate.

Map 2. 1: Location Map



Source: Urban Development Authority Nuwara Eliya 2021

2.2 Delineation of the Planning Boundary

2.2.1 Introduction

The determination of the planning area of the Hatton and its immediate surroundings was undertaken based on the analysis of local development trends, prevailing development potentials and geographical characteristics of the area, functional limits, and administrative boundaries. It was considered mainly in Geographical Boundary, Functional Boundary, and Administrative Boundary for preparation of the Hatton Development Plan.

2.2.2 The Functional Boundary

Hatton area and its surroundings can be identified as one of the most functional centers of Nuwara Eliya district and due to that there are different types of functions and activities. There is high connectivity by the A7 main road with other well-connected road networks and the Badulla- Colombo railway.

In particular, the area is surrounded by tea estates, and therefore the majority of catchment populations are estate workers. Since the town acts as a commercial and administrative center. Due to the above reasons the land values are very high along the main road in the center of the town which is between Rs. 1200000 and Rs. 5000000. In addition to that, the residence population can be seen all around this area.

There are following factors have been considered for the functional boundary selection which is based on Development Pressure Analysis. (Annexure 3,5)

2.2.3 The Geographical Boundary

The area is located 1270m elevation and high elevated mountains can be identified around the Hatton town center. Also, the richest water body network falls through the area and the main water body is Caseltriegh Reservoir and other water bodies such as Panmur Lake, Hatton Pool Bank Lake, Mahaweli Ganga, Dick Oya, and Kehelgamu Oya. Other than that, Singimale Mountain is also situated within the study area. (Annexure 6,7)

The following aspects have been considered for the selection of the physical boundary through the Environmental Sensitivity Index. (Annexure 4,8)

2.2.4 Administrative Boundary

The study area consists of 3 local authorities of Hatton Dickoya Urban Council, part of Norwood Pradeshiya Sabha, and part of Ambagamuwa Pradeshiya Sabha. Consideration of the present condition of the town area and future development, the total Hatton Dickoya Urban Council area is considered for the plan and also part of the Norwood Pradeshiya Sabha and part of Ambagamuwa Pradeshiya Sabha added to the planning boundary. The total area is within the Ambagamuwa Divisional Secretariat of Nuwara Eliya District.

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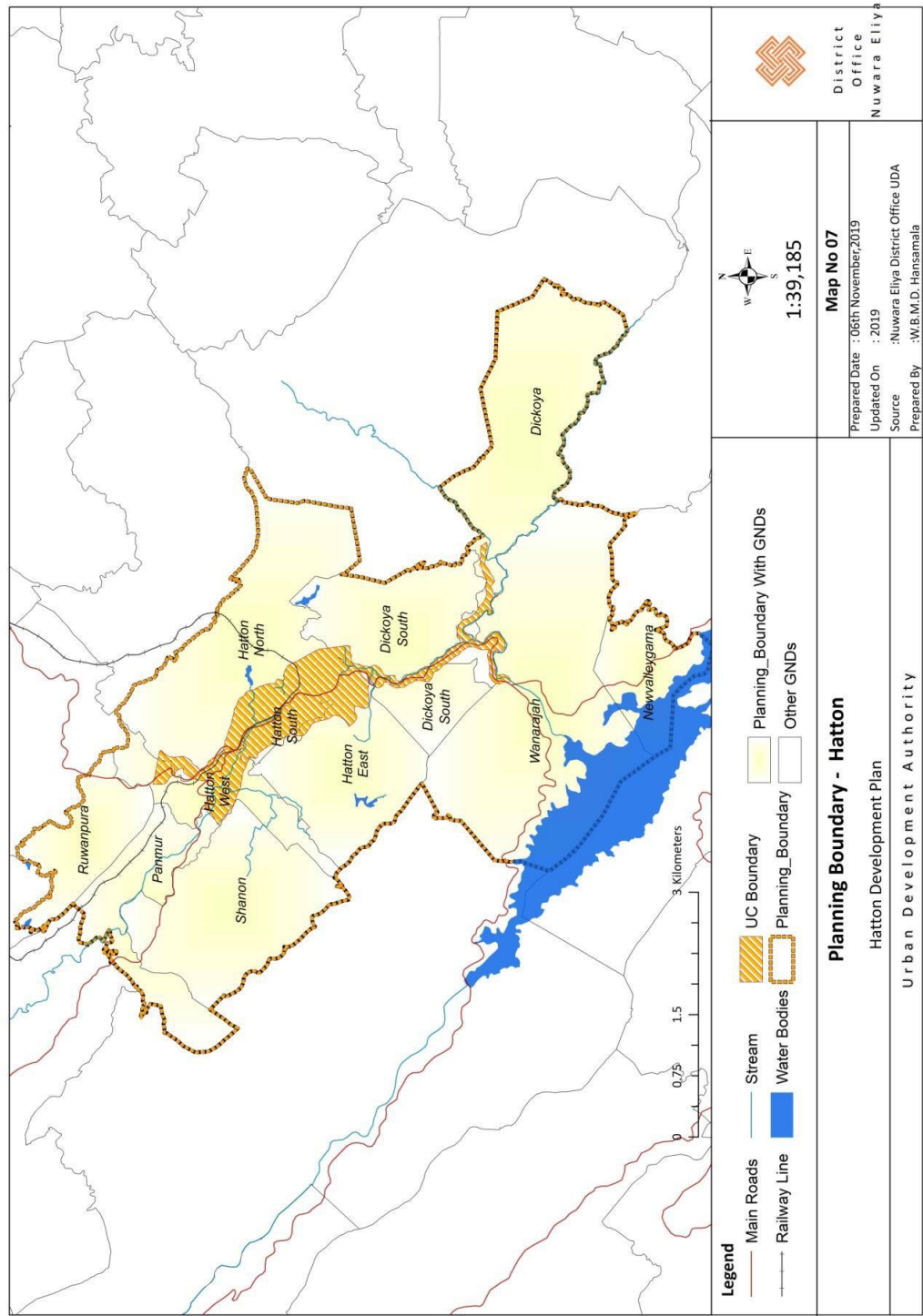
Delineation of the Planning
Boundary

2.2.5 The Planning Boundary

Finally, the planning boundary of the plan has been selected through consideration of administrative, functional, and geographical boundaries as well as studying the town and its surroundings. When studying the Hatton area and its suburbs, can be identified more urban characters near the town center and there are highlighted trends to move those commercial activities to other suburbs of the town center. These developments go to outer areas of the Urban Council limits specially Wanaraja, and part of the Newvelleygama areas. Especially, reviewing the analysis done for the selection of the planning boundary that highlighted Ruwanpura and Newvelleygama GN divisions. Although identified through the filed inspections, the development gathered and future development trends will have only some parts of the above two Grama Niladari Division. Since then, decided to get part of the Ruwanpura and Newveligama GN divisions considered for the planning boundary.

15 Grama Niladari Divisions are being considered as study areas and out of that, 11 GN divisions are selected as planning boundaries for the Hatton Development Plan. The planning boundary covers a land extent of 33 sqkm. (Map 2.2) (Annexure 9, 10)

Map 2. 2: Planning Boundary



Source: Urban Development Authority, Nuwara Eliya District Office 2021

2.3 Planning and Situational Context

Hatton is the main commercial and one of the administrative towns of the Nuwara Eliya District. It has highlighted multi-cultural and multi-ethnic characters related to other towns.

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2.3.1 City Evolution

According to the folk tale story behind the Hatton, the name was derived when the British came to cultivate up-country tea estates. There were big tea estates there. The estate manager “Sudda” is a very strict person. That is why the plantation workers begin work when the white hat of the plantation manager emerges from the trees in the distance. As time went on, Sudda realized how scared the estate workers were of the hat. So Sudda did the thing. The Sudda’s hat was hanging over a bush near the bungalow on the top of the hill. The workers seem like the Sudda watching from above. But the workers realized that was a subterfuge. One day a worker crawled up the hill to see the secret of this hat. When the worker went and looked, the hat was on top. So, the worker screamed, “No Sudda - the hat is on top.” But the top of the hat was said in English, “Hat – on hat – on.” After that, the area was known as Hatton. That's why they started calling it “Hatton” later.

Figure 2.1: Historical Pictures in Hatton Town



Source: www.alamy.com

Hatton was founded by the British during the colonial British era. The name “Hatton” derived from a village in Aberdeenshire, Scotland. A number of the tea estates in the area are also named after Scottish villages. It was formed as a service supplying center for the tea estate in the upcountry. The Hatton region was initially used for coffee plantations in the earlier period of the 19th century, which proved unsuccessful. Then started the cultivation of tea around 1825-1935.

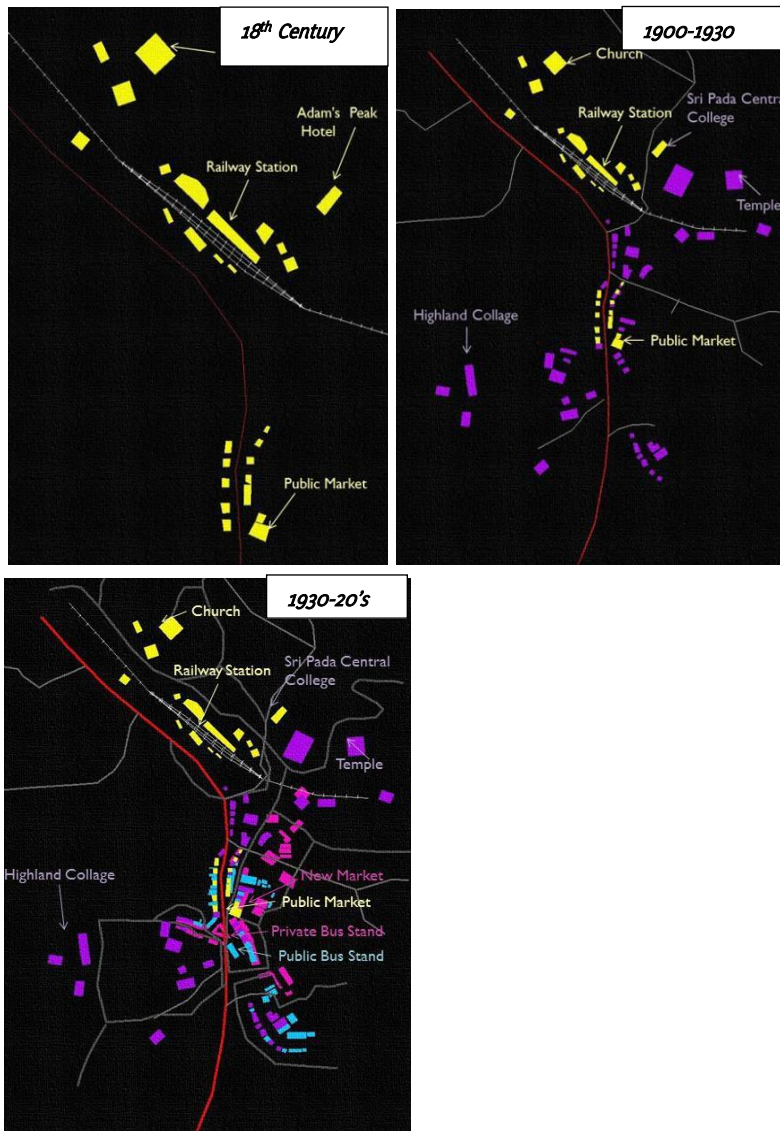
From 1820 to 1835 most attractive service center was Dick Oya town and gradually the activities are shifted to Hatton town center. Small “Kadamandiya” was established in the town center (currently called Main Street). It formed an association namely “Hatton Trust” for these commercial developments. Meanwhile, the public market was opened in 1868 and the British also established train systems to transport their productions from the highlands to Colombo. Then Hatton Railway Station was opened on 4 June 1884 and Hatton was the main commercial and distribution hub. The church was established in 1895. Gradually attraction to Hatton increased and commercial development grew. The fuel distribution centers, Machinery supply centers, and machinery repairing centers were also established in Hatton town at the end of the 19th century. One of the hotels namely “Adam’s Peak Hotel” was also established on top of the mountain near the town center. The state planters and other VIPs used this hotel for their leisure activities.

In the earlier period of the 20th century commercial and warehouse activities were spread. The “Highland” college was opened in 1900 as a Tamil medium school. The existing Adam’s Peak Hotel premises were gifted to open the school in 1930 and it was called “The Buddhist School”. Later it was called “Sri Pada Central College”. In the middle of the 20th century commercial and residential activities also grew, establishing a town council, police station, court complex, St.Gabrial Convent College, St.Bosco Boys College, and prison was reason to attract people from the estate and village located in surrounding in Hatton.

In 1985 the bus stand and it is a significant point in changing the development of this town. As this area is the most important public gathering and moving area it was a reason to increase commercial development. The old market building was dilapidated and then the urban council opened the new market building with 35 shopping stalls in 1996. But 5 years later the shops which were located inside of the new market were shifted to the front of the building. In 2004 Urban Council built a private bus stand near the CTB bus stand. After that operation of CTB and PTS buses was separately.

In 2007 pedestrian shops were established between private bus stands and commercial buildings which was the most crowded pedestrian path in the town area. Now Hatton town was compacted with commercial buildings and crowded places with public movement.

Figure 2.2: City Formation



Source: PWNM Paranagama, MSc Site Planning Report, 2019

There seemed to be 56% tea lands, 9% buildup area, 10% grassland, open forest 4%, 4% water resources, and 0.3% seasonal crops within the study area in 2020. (Annexure 11) According to that, more than 50 % is made up of tea plantations while the balance 50% is shared between the other diverse activities and natural resources of the area.

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2.3.2 National & Regional Linkages

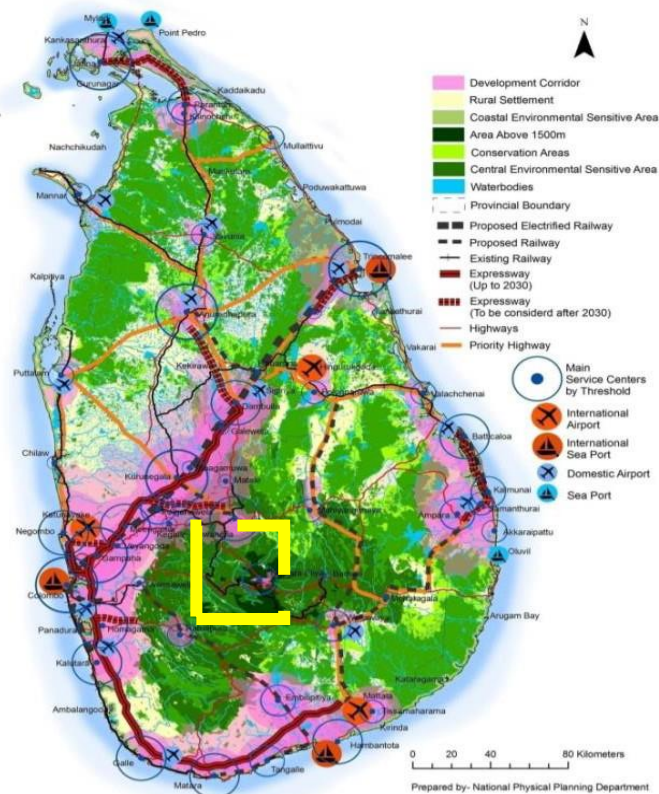
Awissawella - Hatton - Nuwara Eliya Road (A7) and Hatton – Maskeliya-Dalhousie Road (B149) are key roads that connect Hatton town. The Colombo – Badulla Railway line is directly linked with Hatton and it is 173.06 km along the railway line from the Colombo Fort Railway Station at an elevation of about 1,262.5 m above sea level. Accordingly, both road and railway transport modes provide better opportunities for inter-regional linkage with other regions and within Hatton. (Annexure 12)

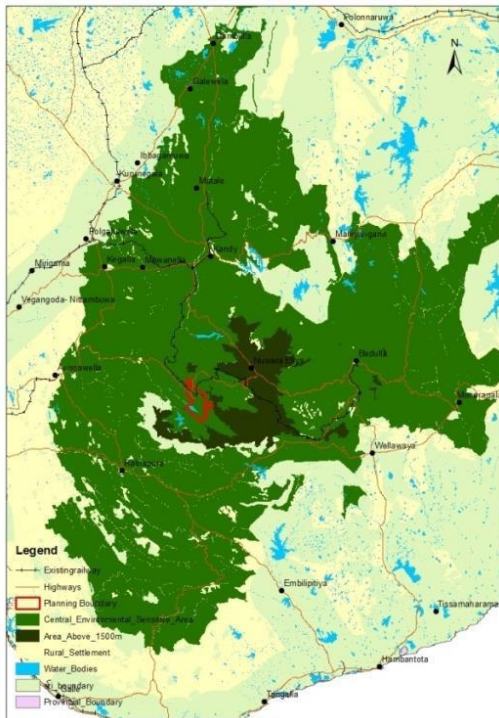
2.3.3 National & Regional Policies

According to the National Physical Plan (2050) prepared by the National Physical Planning Department, Hatton is identified as the Central Fragile Area. The plan further identified locating plantation clusters, tourism priority areas, and knowledge/innovation-based industrial clusters in the planning area.

Figure 2.3: Proposed Spatial Structure 2050

Figure 5.1 : The Proposed Spatial Structure - 2050





Source: National Physical Planning Department 2050

Sri Lanka Tourism Development Authority prepared the Sri Lanka Tourism Strategic Plan with the commanded action projects and implementation mechanisms for the next four years, with a long-term view toward Tourism Vision 2025 and to achieve the United Nations' (UN) sustainable development goals. According to the Sri Lanka Tourism Strategic Plan, Hatton is located in an expanded tourism route. (Annexure 13)

2.3.4 Population

Demographic information gathered is based on the Population census carried out by the Department of Census and Statistics. The Census enumerated in 2018 recorded a population of 38961 in the Hatton, which has increased to 39744 in the years of 2020 (Table 2.5). The Census has reported a population growth rate of 1.0% in the planning area during the period between 2018-and and 2020. (Annexure 14)

The information in Table 2.1 demonstrates the highest population distribution within Urban Council limits especially Hatton North Grama Niladhari Division. Ruwanpura, Hatton West, Panmur, and Newveligama Grama Niladari Divisions recorded the low population distribution because of the large extent of tea estate lands.

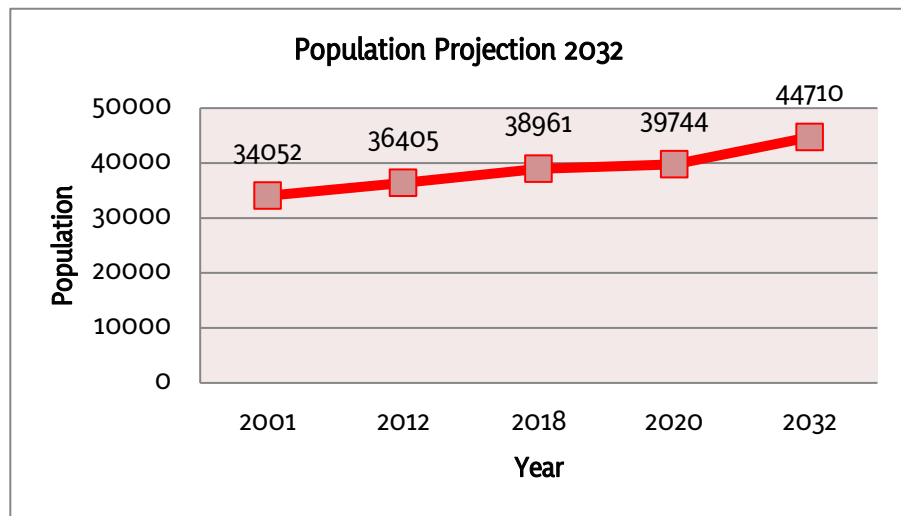
The current natural population growth rate is 1.3%, and if this growth rate continues further, the total population is expected to reach approximately 44710 by 2032. (Figure 2.5)

Table 2.1: Population Distribution 2001-2020

GNDs	Population 2001	Population 2018	Population 2020
Dickoya	2616	3733	3757
Dickoya South	3847	3581	3603
Hatton East	4380	5299	5332
Hatton North	7043	8189	8241
Hatton South	3920	4035	4060
Hatton West	1672	2157	2170
Newvalleygama	1046	1171	1178
Panmur	1900	2010	2469
Ruwanpura	990	1135	1235
Shanon	2665	3238	3258
Wanarajah	3973	4413	4441
Total	34052	38961	39744

Source: Census & Statistics Department Report 2020

Figure 2.5: Population Projection



Source: Census & Statistics Department Report 202

Population density was 18 persons per hectare in 2012, 19 persons per hectare in 2018, and 20 persons per hectare in the year 2020. It is highlighted in Urban Council limits than in other peripheries. The highest population density was identified near the Hatton town area and along to main roads. Wanaraja GN division has the lowest population density. (Annexure 15)

Table 2.2: Population Density

Year	2001	2012	2018	2020
Population	34052	36405	38961	39744
Population Density (Persons per Ha)	18	18	19	20

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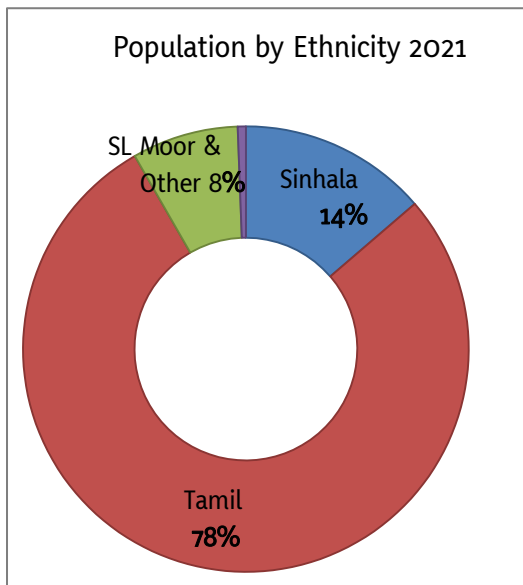
Source: Census & Statistics Department Report 2020

According to the sex ratio, the female population was emphasized at 53%, and the male population was 47% of the total population in 2020.

Population

Hatton is a multi-ethnic city, consisting of Sinhalese, Tamil, Sri Lankan Moors, etc. The majority is Tamil and it accounts for 32134, 78% of the total population. The second highest is Sinhalese, which accounts for 5643, 14% of the total population. And rest of the 8% are Sri Lankan Moors and other nations. (Figure 2.6)

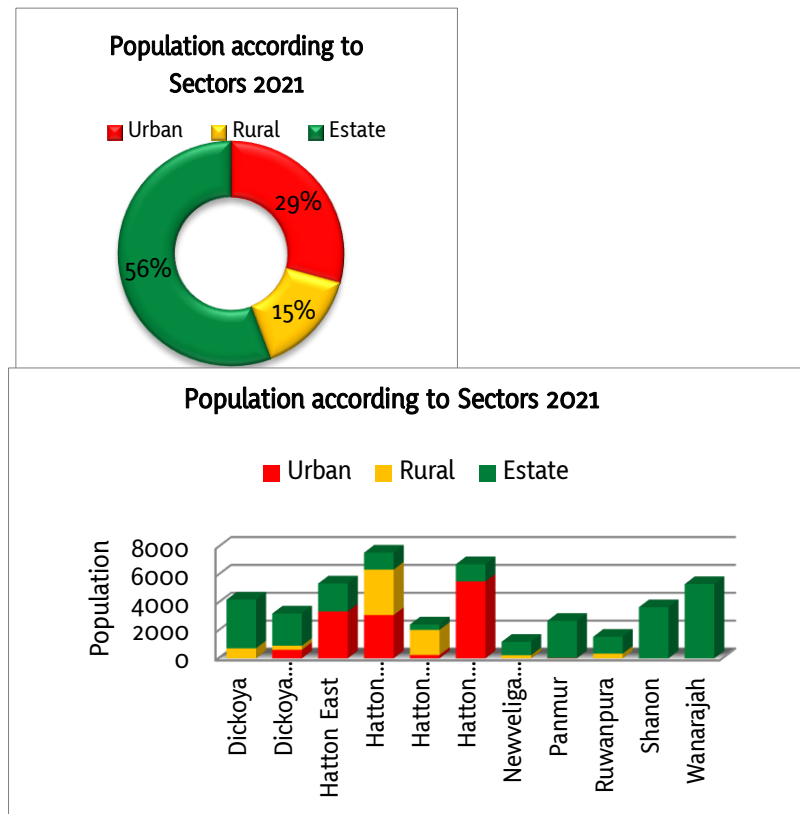
Figure 2.6: Population by Ethnicity 2021



Source: Census & Statistics Department Report 2021

The estate Populations is a resource for Hatton Town. The economy of the town is depending on the estate population. According to Figure 2.7 56% population are estate population while 29% and 15% are the urban population and rural population respectively.

Figure 2.7: Population according to Sectors 2021



Source: Resource Profile of Ambagamuwa Divisional Secretariat Office-2021

Hatton town is located 35 km away from “Sripadaya” (Adam’s Peak) and most of the pilgrims travel via the Hatton. For Pilgrims who travel by Train, their destination is Hatton Station.

According to Hatton and Maskeliya police detail, about 3.5 million pilgrims travel to “Sripadaya” every 6 months (December to May). Most of the pilgrims use Hatton Town for their services and it helps to increase the business sector in the city. (Table 2.3)

Table 2.3: Sri Pada Pilgrims Arrival 2018/2019

No. of Pilgrims	December	January	February	March	April	May
2018/2019	345665	470547	1225258	892654	404332	71997

Source: Hatton & Maskeliya Police Station 2019

2.3.5 Housing

The majority of the households (73%) belong to permanent housing units, 10% of householders are semi-permanent, and 5% of housing units in temporary structures. As well as 8% of house units required and 4% of housing units damaged by disasters. (Annexure 17)

The highest housing density was recorded in the Hatton South and the lowest density was recorded in Wanarajah, Ruwanpura, Lethant, and Anfield(Annexure 16). Considering the housing type by ownership, 46% are line houses because the majority population in the area was the estate population. 27% are townhouses 5% are live in rent houses and 5% are unauthorized houses.

Considering the sanitary facilities, 4155 houses use water-stamped toilets, 1548 houses use pit lavatory toilets and the rest of 124 houses use other toilets. Out of 90% of houses that have toilet facilities 10% of houses are not having toilet facilities. (Annexure 18)

2.3.6 Health

The Dickoya District Base Hospital is the principal medical facility functioning in the Study Area. It is located approximately 6 km away from Hatton Town area. The hospital has 48 doctors, 60 nurses, and no. of 276 beds. This sector is also supported by many health facilities centers, such as Dunbar General Hospital, Ayurveda Centre, Dispensaries, Pharmacies, and lots of private medical centers /hospitals. (Annexure 19,20)

2.3.7 Education

Hatton is the leading Tamil education center in the country. According to the zonal educational report, only 24 schools in the Hatton education zone are functioning. Pupil-Teacher ratio is 16%. It means 16 students per teacher. Out of the total students in the planning area, 9981 students are studying Tamil medium and 2202 students are studying Sinhala medium. Besides these schools, there are higher education facilities located within the planning area, such as Vocational Training Centre, Open University, and Esoft Institute functioning in the planning area to promote higher education in the locality. (Annexure 21, 22 & 23)

Figure 2.81: Number of Students by Study Medium 2021

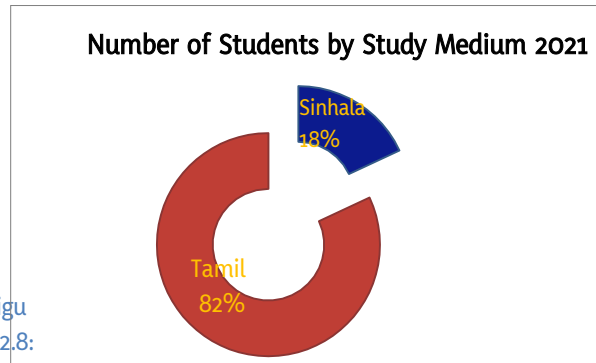


Figure 2.8:
Number of St

Source: Hatton Zonal Education Office Report 2021

The above figure 2.8 shows that 82% of students study in Tamil medium and the rest of 18% of students study in Sinhala medium. Considering the number of schools by study medium, 17 schools out of 23 are Tamil medium schools and 2 schools are both Sinhala /Tamil medium.

According to the population by educational attainment, 37% population has secondary education while 31% have primary education. 15% faced the O/L examination 9% faced the A/L examination 2% have tertiary level education and the rest 6% were not educated by the school. (Figure 2.9)

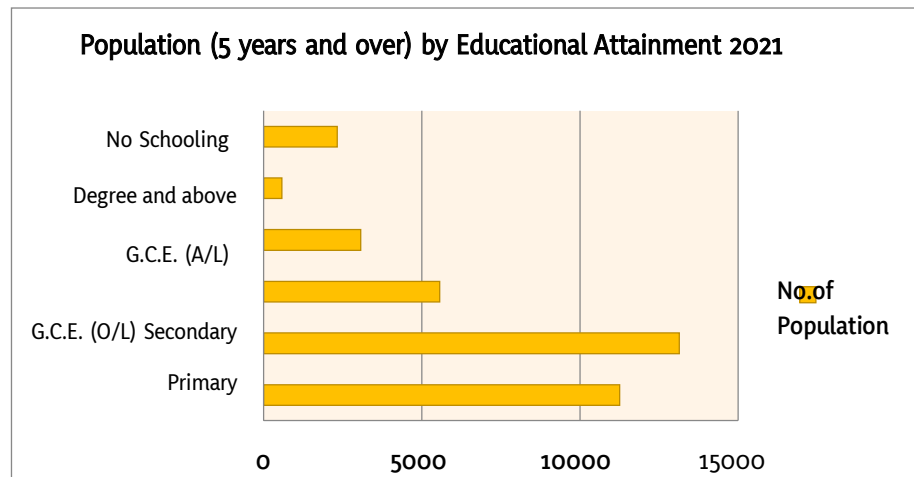


Figure 2.9: Population by Educational Attainment

Source: Census & Statistics Department Report 2020

2.3.8 Transportation

The bus transportation and railway transportation connect the other towns with Hatton. According to the Ceylon Transport Board (CTB) data, about 85-90 numbers of buses are coming to the city and traveling outside from the Hatton.

As well as 600 turns per day and about 24000 passengers use the bus transportation daily. Ceylon Transport Board said that they earn LKR 14,000,000 income from bus transportation.

Other than the railway transportation also transports the passengers and goods to the city and outer area. Hatton railway station is located on the upcountry railway line of the hill country 14 turns start and 16 turns end at this railway station per day. Daily 400-600 passengers use the railway transport and LKR 250,000 is earned from that per day.

2.3.9 Land Use Pattern

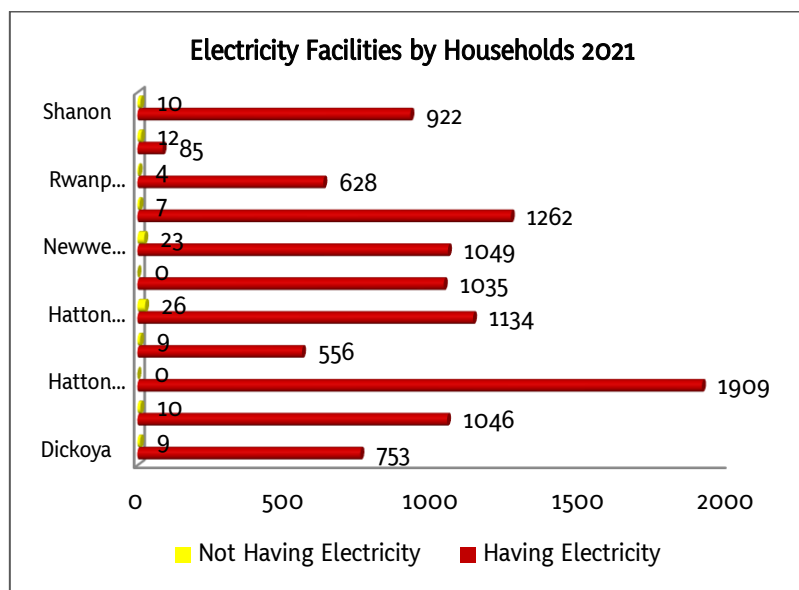
The planning area has a land extent of 33 sq. km and which more than 57% is made up of tea plantations while the balance 43% shared between the other diverse activities of the area. (Table 2.4/Annexure 24) There seemed to be 55% tea lands, 9% buildup area, 10% grassland, 4.1% roads, open forest 4%, 4% water resources, and 0.3% seasonal crops within the planning area.

Table 2.4: Land Use 2021

Land use	Land Extent (Sq.)km	%
Tea	19	57%
Residential	4	11%
Grass Land	2	6%
Abandoned Tea	2	5%
Roads (A, B & Other)	1.4	4.1%
Open Forest	1	4%
Major Reservoir	1.0	3%
Marsh	0.9	3%
Forest Plantation	0.9	3%
Scrub Land	0.3	1%
Commercial	0.3	0.8%
Mixed Use	0.3	0.8%
Areas with Exposed Rocks	0.1	0.4%
Seasonal Crops	0.1	0.3%
Institutional	0.07	0.2%
Playground	0.07	0.2%
Total	33	100%

Source: Nuwara
Eliya UDA 2021

Figure 2.10: Electricity Facilities by Households 2021

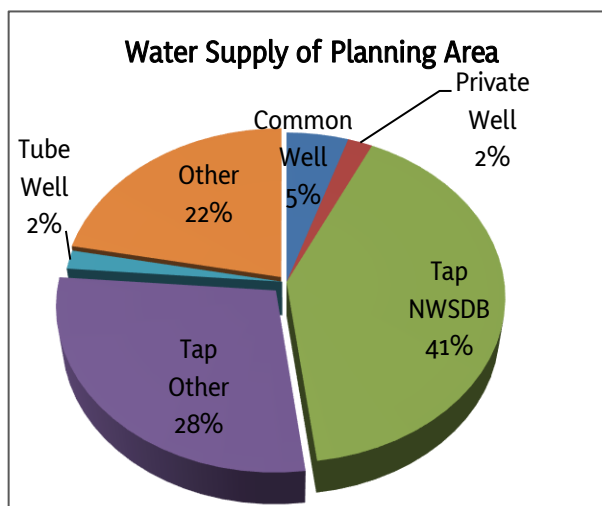


Source: Resource Profile of Ambagamuwa Divisional Secretariat Office-2021

2.3.11 Water Supply

Pipe-born water is the main source of water and the National Water Supply & Drainage Board supplies it. There are two catchment water supply schemes feeding Hatton's high-level water supply scheme. One catchment area of the Invery stream is 1.2 km² and capacity is about 250m³. Another separate catchment is feeding the Hatton Low-Level supply scheme. It is called Duckenoase. This is an impound Reservoir. This catchment area is a forest. (Annexure 26, 27,28)

Figure 2.11: Water Supply



Source: NWS&DB Hatton 2022

2.3.12 Solid Waste

The daily generation of solid waste is around 6 Tons per day in urban council areas. Degradable waste is collected 3 days a week (Monday, Wednesday, and Friday), and non-degradable waste on Saturday. 55 laborers are working and 03 Tractors and 01 Lorry are used for collecting waste. The wastes are disposed onto the 1.28 acres of land located at Recarton in Maskeliya. But the land is not sufficient. Solid waste is a leading environmental problem in the Hatton. There are no proper waste collection and management strategies also lacking of dumping yard facilities.

Figure 2.12: Solid waste dumping site



Source: Google Earth

2.3.13 Economy

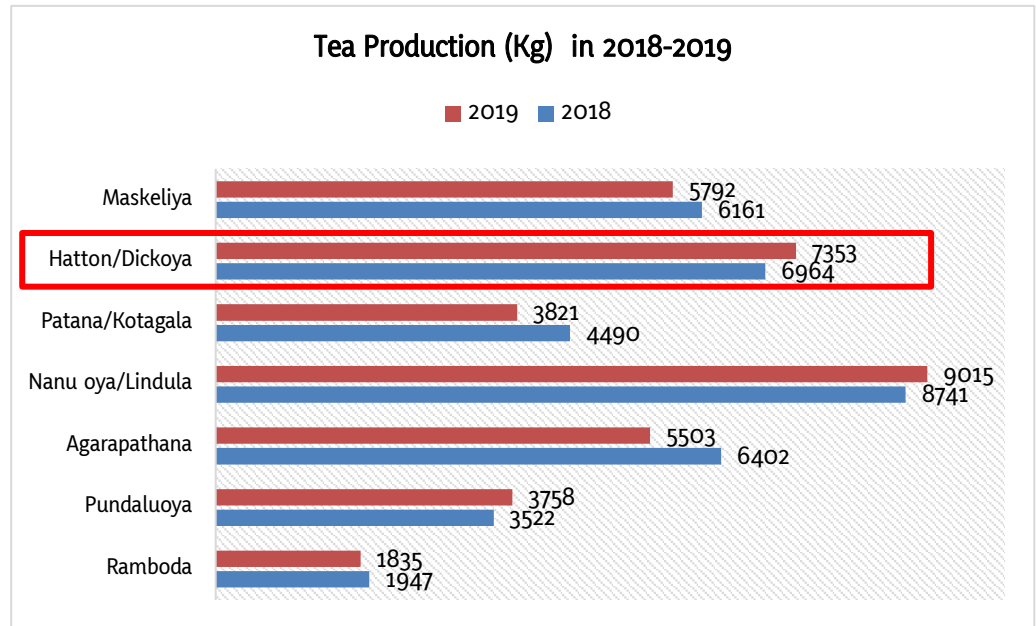
11.5% of the provincial GDP share has the central province from the national economic contributions. According to the sectorial composition of Provincial GDP in 2020, agriculture, industry, and services sectors represent 12%, 11.4, % and 11.1% in Central province. (Annexure 29)

The economic base of the city has been built through agriculture, industries, and the commercial sector. The prominent economic contribution is provided by agriculture which is mainly from tea and crop cultivation.

Today about 10% of the world's tea comes from Sri Lanka and several of the leading hill country plantations that produce some of the finest Sri Lankan tea are situated in Hatton. When considering the Island's GDP of the Tea sector recorded 2% approximately.

According to a 2019 statistic report, the total tea production of the Hatton area was nearly 7500 kg and it is the second highest production among other areas in Nuwara Eliya District.

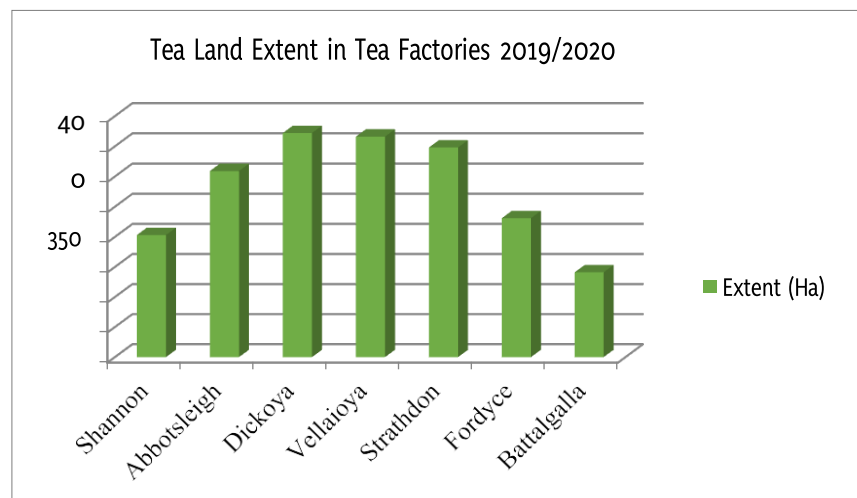
Figure 2.13: Tea Production 2018/2019



Source: Sri Lanka Tea Board Annual Report 2020

Figure 2.14 represents the land extent of tea factories located in Hatton. It reveals that most of the tea factories have more than 300 hectares of land extent.

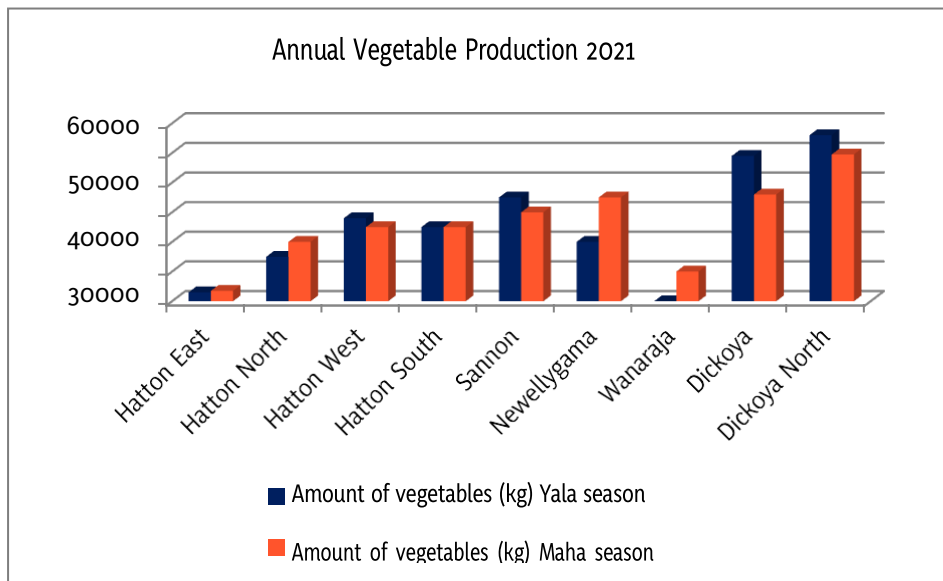
Figure 2.14: Tea Extent in Tea Factories 2019/2020



Source: Sri Lanka Tea Board Annual Report 2020

The farmers cultivate vegetables, fruits, and spices in their lands in the Yala season as well as the Maha season. Vegetables such as Carrot, Beetroot, Bean, Capsicum, Cabbage, and Radish are cultivated in both the Maha and Yala seasons. In addition, Cinnamon and Cardamom are common species cultivated in the area, and Grapes, Orange, Jackfruit, and Guava are the fruits cultivated by farmers. Figures 2.15 & 2.16 represent the annual vegetable production and fruit production of both the yala and maha seasons in the year 2021.

Figure 40.15: Annual Vegetable Production 2021



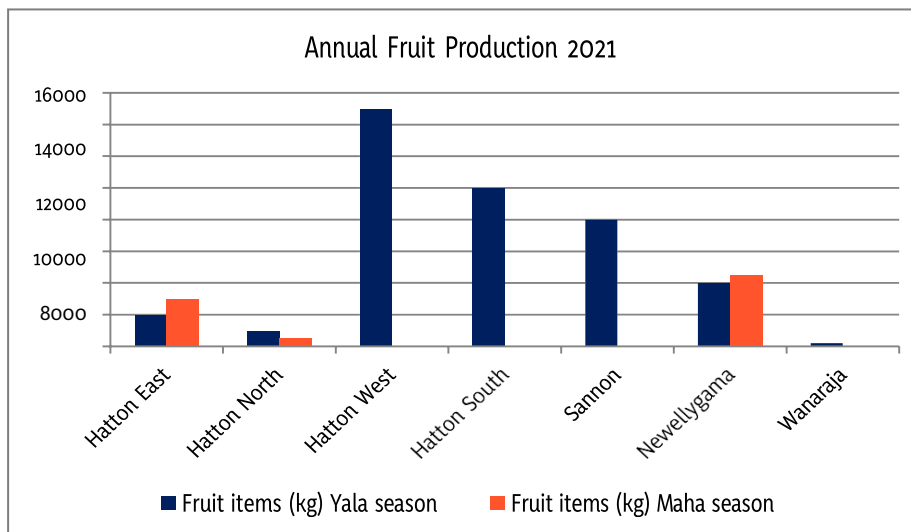
Source: Resource Profile of Ambagamuwa Divisional Secretariat Office 2021

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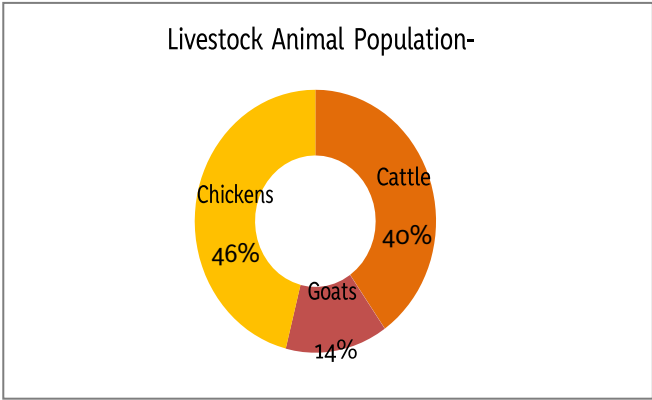
Figure 2.16: Annual Fruit Production 2021



Source: Source: Resource Profile of Ambagamuwa Divisional Secretariat Office-2021

According to the available statistics from the Agrarian Department 51% are engaged in poultry farming, 37% are engaged in dairy farming and the rest 12% engaged in other farming. The livestock population of cattle, goats, and chickens is shown in Figure 2.17. Monthly liquid milk production, meat, and egg production are shown in Figure 2.18.

Figure 2.17: Livestock Population 2021



Source: Agrarian Service Centre 2021

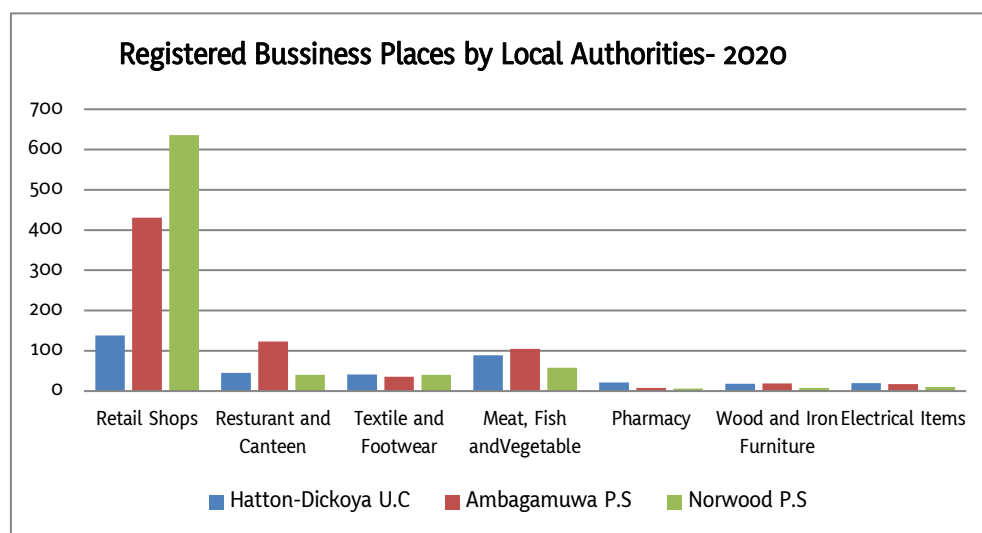
Figure 2.18: Monthly Liquid Milk, Egg, and Meat Production 2021



Source: Agrarian Service Centre 2021

The following chart (Figure 2.19) shows registered business places. It reveals that 1205 Retail shops, 208 Restaurants, 117 Textile and Footwear shops, and 252 Meat/Fish and Vegetable shops. Also, the majority of the commercial service providers are clustered around the town center, and they cater primarily to the residential needs of that area.

Figure 2.19: Registered Business Places by Local Authorities- 2020



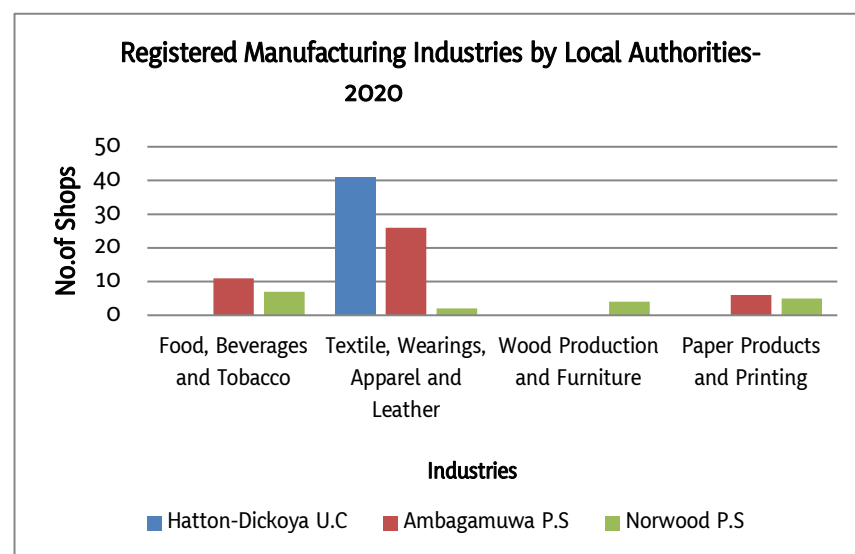
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Source: Resource Profile of Ambagamuwa Divisional Secretariat Office-2021

Textile /Apparel and Leather, Food/ Beverages and Tobacco, Wood and Furniture, Paper products, and printing are the manufacturing industries located in the planning area.

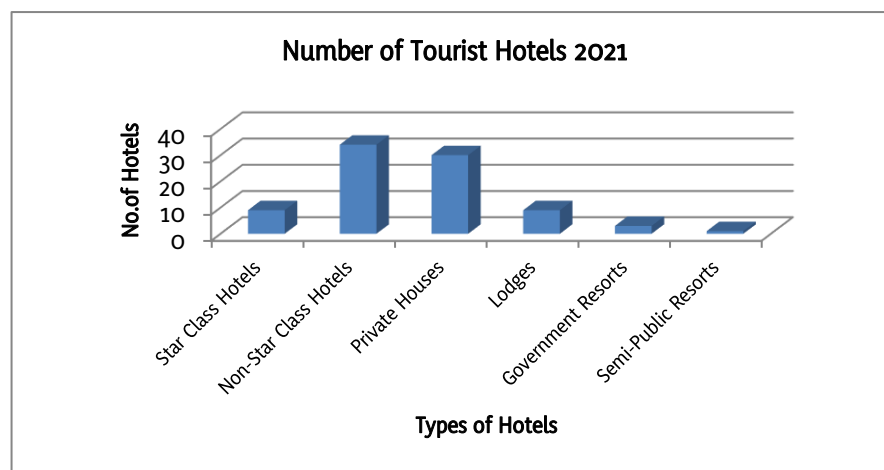
Figure 2.20: Registered Manufacturing Industries by Local Authorities- 2020



Source: Resource Profile of Ambagamuwa Divisional Secretariat Office-2021

Hatton consists of several tourism hotspots which can attract local and foreign tourists. Adam's Peak, Singimale Tunnel, Castlereigh Reservoir, Christ Church Warleigh, Hatton Pool Bank Lake, Hatton Railway Station, and hidden waterfalls are some examples. (Annexure 30). There are 9-star class hotels, 34 non-star class hotels, 30 private houses, 9 lodges, 3 government resorts, and 1 semi-public resort available in the planning area.

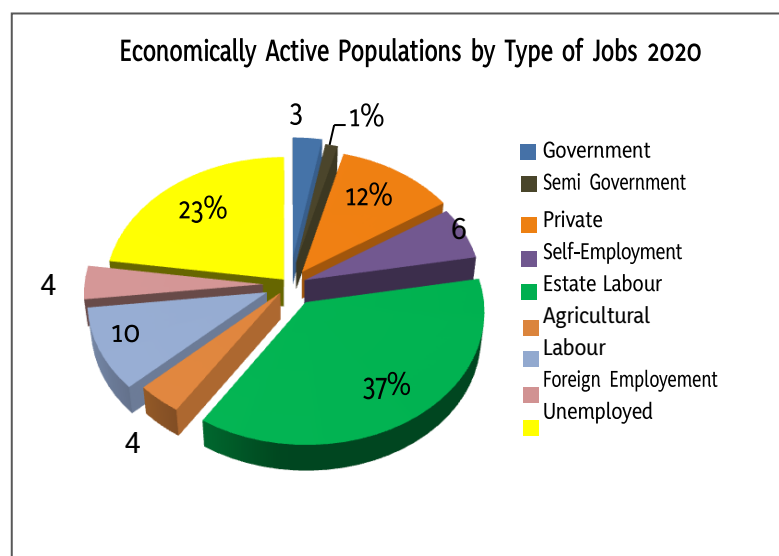
Figure 2.21: Number of Tourist Hotels 2021



Source: Resource Profile of Ambagamuwa Divisional Secretariat Office-2021

The following figure represents the employment distribution by economically active population. According to that 37% of people are estate labor, 12% are private sector employers and 23% are unemployed.

Figure 2.22: Economically Active Populations by Type of Jobs 2020

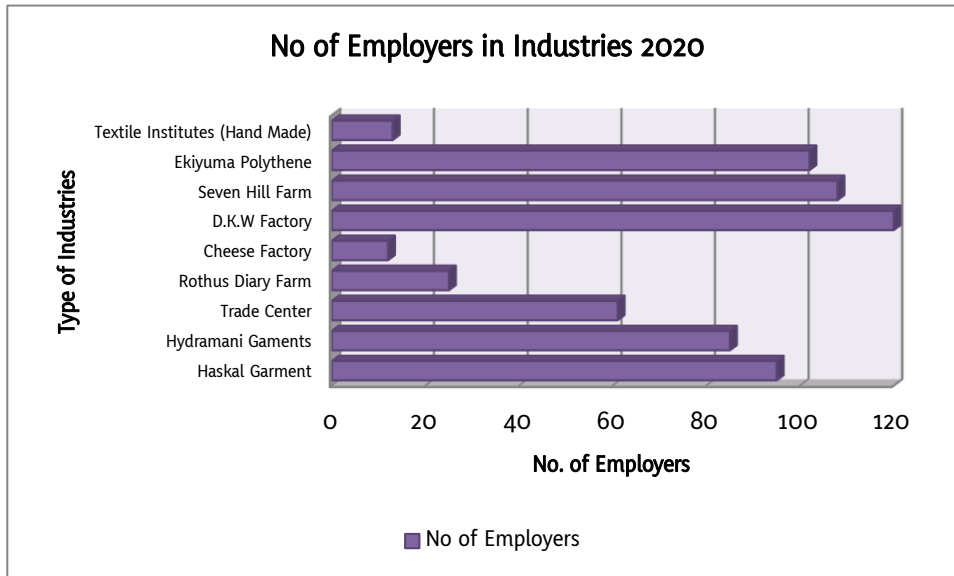


Source: Resource Profile of Ambagamuwa Divisional Secretariat Office-2021

The following figure shows the number of employers in industries & tea factories in Hatton.

Chapter 02
Preliminary Study

Figure 2.23: Number of employers in industries & tea factories



Planning and Situational
Context

Source: Resource Profile of Ambagamuwa Divisional Secretariat Office-2021

2.3.14 Hydrology

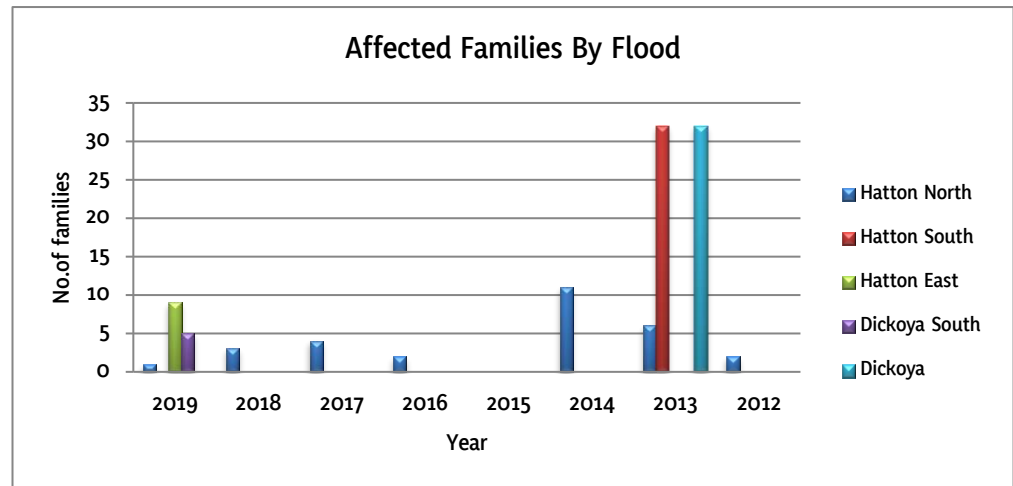
The area is located 1270m elevation and high elevated mountains can be identified around the Hatton town center. Also, the richest water body network falls through the area and the main water body is Castlereigh Reservoir and other water bodies such as Panmur Lake, Hatton Pool Bank Lake, Mahaweli Ganga, Dick, Oya, and Keselgamu Oya. Other than that, Singimale Mountain is also situated within the Hatton planning area. (Annexure 31)

2.3.15 Disaster

Floods and landslides are the disasters that occur in the planning area. There are 3 categories of landslide areas namely; landslide high-risk areas, medium-risk areas, and no-risk areas are identified considering disaster areas by the Disaster Management Center and National Building Research Organization (NBRO) in the planning area. Accordingly, Hatton was included in a low-risk area for the landslide (Annexure 32). When considering the landslide affected Grama Niladhari Divisions namely, Hatton North, Hatton South, Hatton East, and Dickoya South GNDs can identify. 34 families in Hatton North GN Division is affected by a landslide from 2012 to 2019. 12 families in Hatton East GN Division is affected by a landslide in the year 2013.

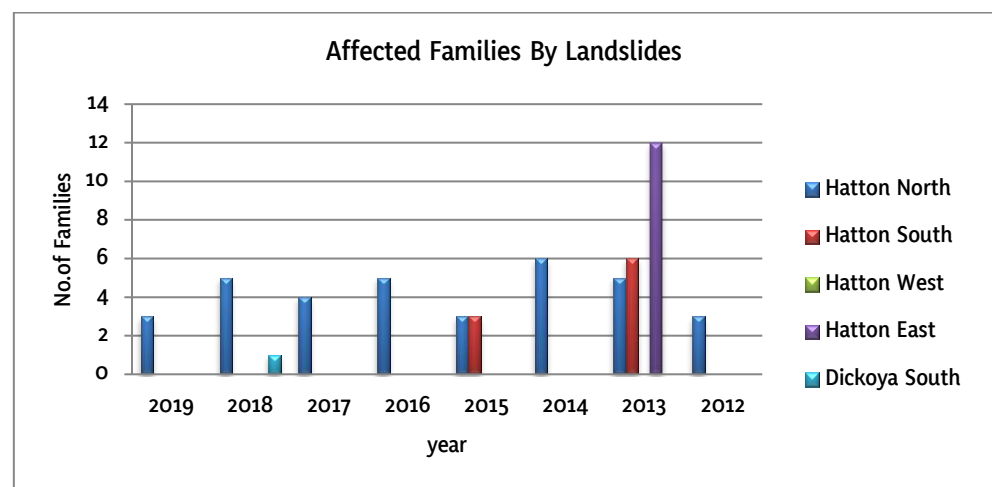
The following graph shows the families affected by floods in the period from 2012 to 2019. 64 families of Hatton South and Dickoya GNDs were affected by flood in 2013. 16 families of Hatton East, Dickoya South, and Hatton North GNDs were affected by flood in 2019. (Annexure 33)

Figure 2.24: Flood Affected Families



Source: Resource Profile of Ambagamuwa Divisional Secretariat Office 2020

Figure 2.25: Affected Families by Landslides



Source: Resource Profile of Ambagamuwa Divisional Secretariat Office 2020

2.3.16 Open Spaces

When considering the outdoor recreational facilities, parks & playgrounds have 10.27 hectares within the planning area 0.37 ha of pocket park, 4.03ha of Mini Park, 2.38ha of Local Park, and 3.49ha of Community Park. (Annexure 34)

Chapter **03**

Need of the Development Plan

3.1 Introduction

The purpose of preparing the Hatton Development Plan is to optimize the utilization of the available potentials of the area to avoid the physical, economic, social, and environmental problems that arise in that area and management of future development thereby providing strategic projects and regulations for economic, social, environment & cultural component of integrity.

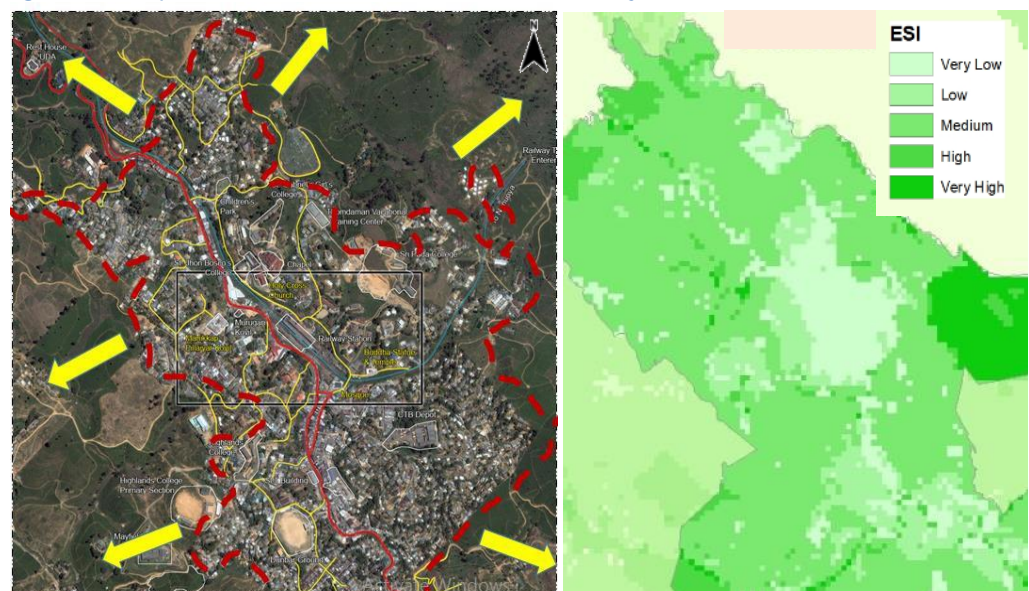
A stakeholders meeting was held on 17.03.2020 to obtain views of Town planners and identified stakeholders regarding existing potentials and problems of the town and identified few problems & potentials that had been discussed as per subject areas particular to them at that forum have been considered for preparing the Hatton Development Plan. (Annexure 35, 36)

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

1. Absence of a Development Plan for the planning area
2. To Enhance the potential & address the identified issues

Previously, there was no Development plan prepared for the Hatton. Hatton town cannot further expand and the area is already compacted due to the town area being covered by surrounding tea plantations. So, there is a need to consider the further expansion of the town area while protecting the surrounding tea plantation and the environment based on the upcoming development. Figure 3.1 shows the environmental sensitivity analysis to visualize the compact condition of the planning area.

Figure 3.1: Compacted Town with environmental sensitive analysis



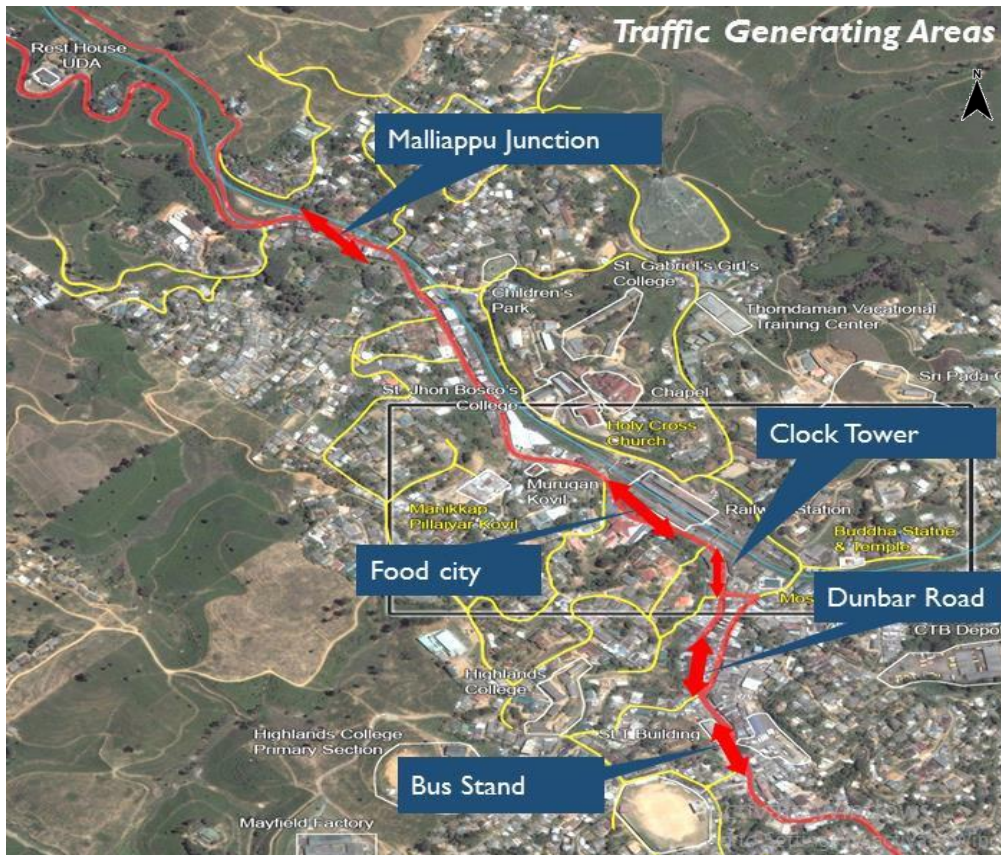
Source: Nuwara Eliya District Office 2021

3.2 Identified Issues

3.2.1 Limitation of Vehicle and Pedestrian Mobility

Traffic congestion can be identified as the main issue in the planning area. Traffic congestion could frequently be seen from Malliappu junction, clock tower, Food City, Dunbar Road, near bus stand. The reasons for the traffic congestion are not adequate road width for vehicular movement, no alternative road, not having proper direction board and poor parking facilities. Most of existing roads width is 3- 4m.

Figure 3.2: Traffic Generating Areas



Roads are congested in peak times 7.00 am -9.00 a.m., 1.00 p.m.- 2.00 p.m., and 4.00p.m-7.00 p.m in the evening due to the schools, government institutions, and vegetable transportation (Annexure 37). Also, congestion is created during festival seasonal times such as Deepawali and Thaipongal, etc. As well as due to visits of local pilgrims to Sri Pada via Hatton town make the road congested.

Chapter 03
Need of the Development
Plan

Poor parking facilities can be seen in the town area. There are 15 three-wheel parks in the town. (Table 3.1) But only 01 public parking space is available in the town centre which is in the location of the weekly fair. Other than that, there is not adequate parking space and basement parking for the institutions as well as the shops. Therefore, vehicles are parked along the roadside. (Annexure 38)

Table 3.1: Registered Three-wheel Park

Identified Issues

Limitation of Vehicle and
Pedestrian Mobility

No	Park Name	Number of Three wheels
1	A – Fruithill	22
2	B – Sathosa	8
3	C – Food City	21
4	D – People’s Bank	22
5	E – Saman Junction	17
6	F – P.H	16
7	G – Namagal	25
8	H – Dunbar near Malliga	38
9	J – Telecom	17
10	K – Side Street near Kularatna	32
11	L – City Plaza	16
12	M – Bus Stand	22
13	N – Post Office	23
14	P – Sunday Fair	33
15	Q – Star Square	8
Total		320

Source: Hatton-Dickoya Urban Council 2021

Issues with bus stand premises are also the reason for traffic congestion. The bus stand area is about 90 perch. Approximately 300 buses are used at this bus stand each day. The function of the bus stand starts at about 5.30 am and it will end at 10.00 pm each day. But the actively functioning period is 7.00 am to 6.00 pm and very busy time is morning 7.00 am to 9.00 am, 11.30 am to 2.30 pm, and 4.00 pm to 5.30 pm.

Table 3.2: Bus Routes and Number of Buses

Bus Root	No of Bus trips		Average passengers
	CTB	PTS	
Hatton-collombo	44	30	3550
Hatton-thalawakele	48	51	4695
Hatton -Kandy	42	44	4080
Hatton-Maskeliya	30	33	2985
Hatton- Bogawantalawa	32	32	3040
Hatton -Sanchimale	6	20	1200
Hatton -Osbon	0	19	855
Hatton -Salankanada	12	16	1320
Hatton -Fordies	9	22	1440
Hatton -Balangoda	3	5	375
Hatton -Abosly	0	15	675
Hatton -Nuwara Eliya	16	38	2510
Hatton -Oltan	6	20	1200
Hatton - Watawala	2	18	910
Hatton -wigtoan	12	12	1140
Hatton -Templestone	8	14	1030
Hatton -Welioya	10	16	1220
Hatton -Diagama	14	20	1600
Hatton -Antonay Male	0	20	900
Hatton -Jafna	0	1	45
Hatton -Nortan Bridge	16	0	800
Hatton -Laxapana	14	0	700
Hatton -Ginigathhena	12	0	600
Hatton -Nawalapitiya	12	0	600
Hatton - Kottellena	6	0	300
Total	354	446	37770

Source: CTB Hatton 2021

The bus stand area comprises 90 perch and within that area, 2 buildings are located. On the other hand, part of the area, is used for access and part of the area has been encroached on by businessmen. The following chart shows the peak time over-capacity of the bus stand.

Figure 3.3: Hatton Bus Stand



Source: Field Observation 2021

Chapter 03
Need of the Development
Plan

Identified Issues

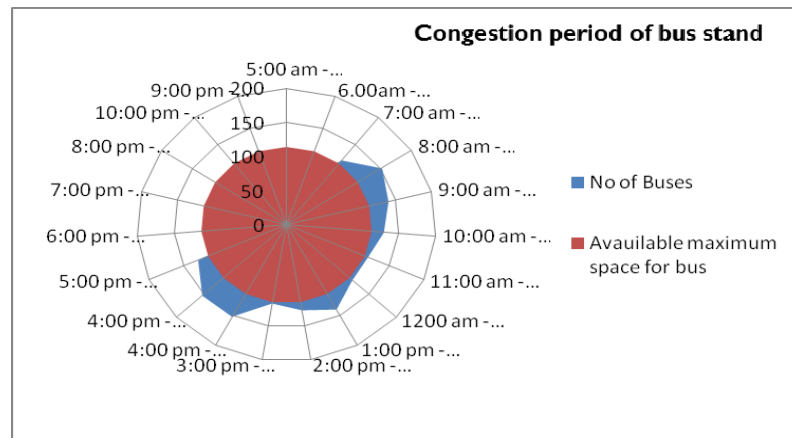
Limitation of Vehicle and
Pedestrian Mobility

Chapter 03
Need of the Development
Plan

Identified Issues

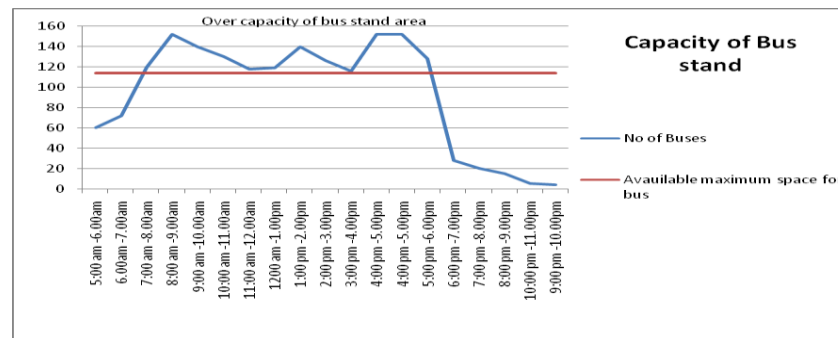
Limitation of Vehicle and
Pedestrian Mobility

Figure 3.4: Congestion period of Bus Stand



Source: CTB Hatton 2021

Figure 3.5: Capacity of Bus Stand



Source: CTB Hatton 2021

The over-capacity period represents the peak hours of the city center. It will then result in congestion and time waste. Normally each buses waste 15 minutes more to leave or enter to bus stand because of the congestion. And festival season bus stand will be very crowded and congested areas.

The lack of pedestrian facilities is also a problem in the city center. The people who are arrival to the town center have main destination points located in the surrounding area. Government offices, (UC, Education Office, Court Complex, Prison, Police station, Tanning College), Railway Station, Schools are the main trip generation point. 95% of the people travel to that place by walking and that pedestrian path is located through the city center.

Especially the Tamil people come to the town with all the members of the family. As well as in the Deepawali festival season about 30000 people come to the city center. They use pedestrian ways for travel.

Figure 3.6: Town crowded in Deepawali Season



Source: Field Observation 2021

The footpath located between the bus stand and the railway station is very famous and attractive. Especially within the “Sripada” season the pilgrims who travel by train, use this pedestrian path to walk commercial areas and bus stand. (“Sri pada” season has 6-month period)

Table 3.3 shows the width of the pavement. The width of the pavement is not adequate. The maximum width is 1.5m and the minimum width is 0.3m. And some pedestrian ways have no width. (Annexure 39)

Table 3.3: Pavement Width

Pedestrian Path	Pavement width(m)
Near the Station	1
Side Street	1.5
Near the mosque	1.5
Beyond Private Bus stand	1
Market area	1.5
Market entrance road	0.5
Danbar road	0.3
Pansala para	No width
Telecom Triangle	No width
Nursing Home Road	No width

Source: Hatton-Dickoya Urban Council 2021

It can be found out most of the area of the pedestrian path has encroached by the shops and it is reason to make difficulties for smooth flow of pedestrian movement.

Chapter 03
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Plan

Identified Issues

Limitation of Vehicle and
Pedestrian Mobility

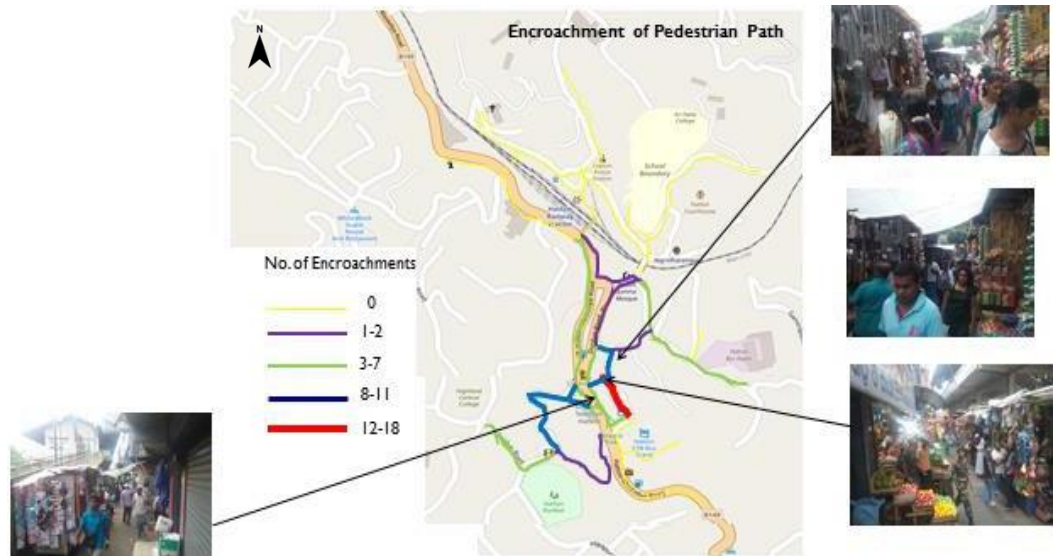
Chapter 03
Need of the Development
Plan

The encroachments of pedestrian paths are displayed in Figure 3.7. It shows no encroachments within the 100m span of the pedestrian path, red color represents the highest encroachment area; this is a path between a Private Bus stand and a commercial building

Figure 3.7: Encroachment of Pedestrian Paths

Identified Issues

Limitation of Vehicle and
Pedestrian Mobility



Source: Field Observation 2021

3.2.2 Limitation of Existing Infrastructure Facilities

Not having a proper solid waste management mechanism is another big issue at Hatton. Solid waste management is managed by the Urban Council. But some issues have been raised. The dumping site land extent is about 1.28 acres and the land is not adequate for future requirements. And lack of human and physical resources is another problem. Currently, there are 55 laborers, 03 tractors, and 01 lorry available for waste management. But those resources are not adequate. Open dumping and burning the waste in the town center is another issue. Burning waste in Star Square, behind the UC building, and near the bus stand causes health problems for the people who live in the city.

Figure 3.8: Open dumping in the city



Source: Field Observation & News Papers 2021

There is no available methodology for wastewater management in the city. This wastewater and farm waste directly flows to common drains and natural streams such as Dickoya Ela, Mahaweli River, Hatton Ela, and Castlereigh Reservoir. Due to this, the natural water was polluted.

Figure 3.9: Waste disposal and release to the natural stream



Source: News Papers & Field Observation 2021

Identified Issues

Limitation of Existing
Infrastructure Facilities

Issues in the Storm Water Drainage System are another issue. Lack of maintenance of drainage network and drainage covered by pavement causes flash floods in high rainfall intensities. Places such as Bus stands, Dickoya Road, near the Telecom building, near C.R.N. Medical center, and near Manikkayar Pilleyar Kovil were affected due to the heavy rainfall. (Annexure 40,41)

3.2.3 Defects in the Economic Development of the city

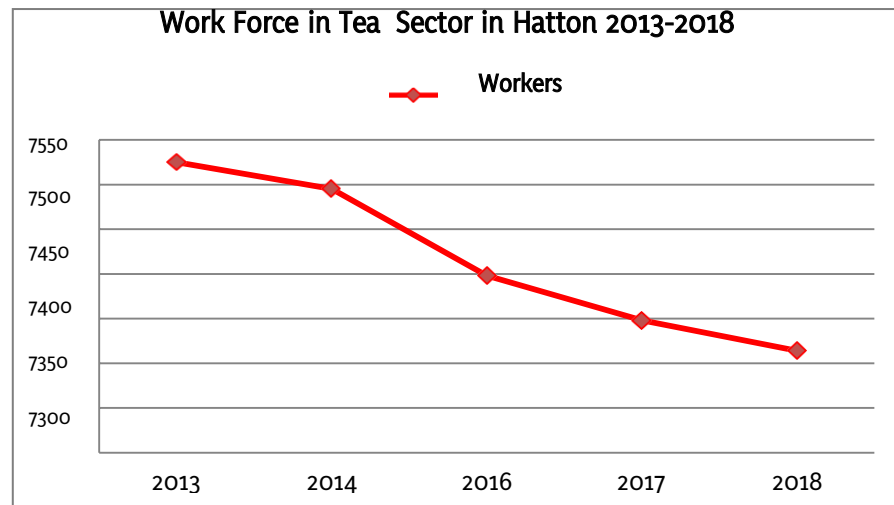
Issues in the tea plantation sector and lack of infrastructure facilities in the tourism sector were major issues in the economic development of Hatton.

Because of low worker income and low recognition of the job can see the outer migration of the workforce in the tea plantation sector to urban areas and overseas. And younger generation prefers to work in the apparel and retail industries because of that. The following graph shows the decline of the tea plantation workforce in Hatton from 2013 to 2018.

And there is a shortage of skilled labor on tea estates. The reasons for worker shortage can be identified as 3 facts such as economic, social, and cultural facts. Availability of jobs for 1st-time job seekers, better cash wages outside, remittances from Colombo, and availability of alternate employment are the economic reasons. Social reasons are access to education, improvement in literacy and education levels, language barriers, and a lower social image for plantation work. The unwillingness of parents (71%) and low dignity attached to plantation jobs (35% prefer another job) are culturally affected, unlike work in the plantation sector.

Chapter 03
Need of the Development
Plan

Figure 3.10: Work Force in Tea Sector in Hatton 2013-2018



Source: Sri Lanka Tea Board Annual Report 2020

Identified Issues

Defects in Economic
Development of the city

The lack of infrastructure facilities in the tourism sector is also another problem. Tourist arrival to Hatton town is low when compared to the Nuwara Eliya. But most tourists pass Hatton town to get to Nuwara Eliya. There are tourist attractions places in Hatton that are not popular with tourists. Also, there are no tourist information center, route maps, or direction boards. And there are no tourism entertainment activities like water boats, water sports, cable cars, etc. Annexure 42 shows some thoughts from tourists who travel to Hatton and express their ideas on the “Trip Advisor” web page.

About 400000-500000 pilgrims travel to Sri Pada via Hatton town. Table 3.4 represents the passengers and the income generated by railway and bus transportation in the Sri Pada season. According to that 3000-5000 pilgrims used railway transportation to come to Hatton. 30000-32000 pilgrims used the buses from Hatton to travel to Sri Pada and from that Ceylon Transport Board got LKR 2000000 income from that. The Railway Department gets LKR 800000 income in Sri Pada season.

However, there is no plan to attract Sri Pada pilgrims to Hatton town to get the maximum economic potential. If there are proper plans to attract them, the residents have opted to engage in quick-money-making economic activities.

Table 3.4: Sri Pada Pilgrims

Sripada Season			
Railway Transport		Bus Transport	
Passengers	3000-5000	Passengers	30000 - 32000
Trains	16-18	Buses	85-90
		Turns per day	800
Income	LKR 800,000	Income	LKR 2,000,000

Source: Ceylon Transport Board & Railway Station – Hatton

3.3 Identified Potentials

Chapter 03
Need of the
Development Plan

3.3.1 Religious and Cultural Significance of Hatton

Hatton is a multi-ethnic city, consisting of Sinhalese, Tamil, Sri Lankan Moors etc. The majority is Hindu and it accounts for 77% of the total population. And 9% of Buddhists, 8% of Christians and 6% of Islamic. There are 11 Hindu temples, 08 churches, 04 Buddhist temples, and 03 mosques located within the planning area. (Annexure 43)

Identified Potentials

Multiple festivals of various religions are throughout the year demonstrating the religious significance of Hatton Town. Hatton Duruthu Perahara, Deepawali, Thaipongal, Maha Shivaratri, Theru, and Hajji are the festivals in Hatton.

Religious and Cultural
Significance of Hatton

As well as the Hatton is a gateway town for Sri Pada. Most of the pilgrims travel to the Sri Pada through Hatton town. Nearly 200,000- 400,000 pilgrims arrive in Sri Pada via Hatton town.

Figure 3.11: Festivals



Hatton Duruthu Perahara



Maha Shiva Rathri

Theru

3.3.2 Functioning as a service center for the surrounding tea estates and its community

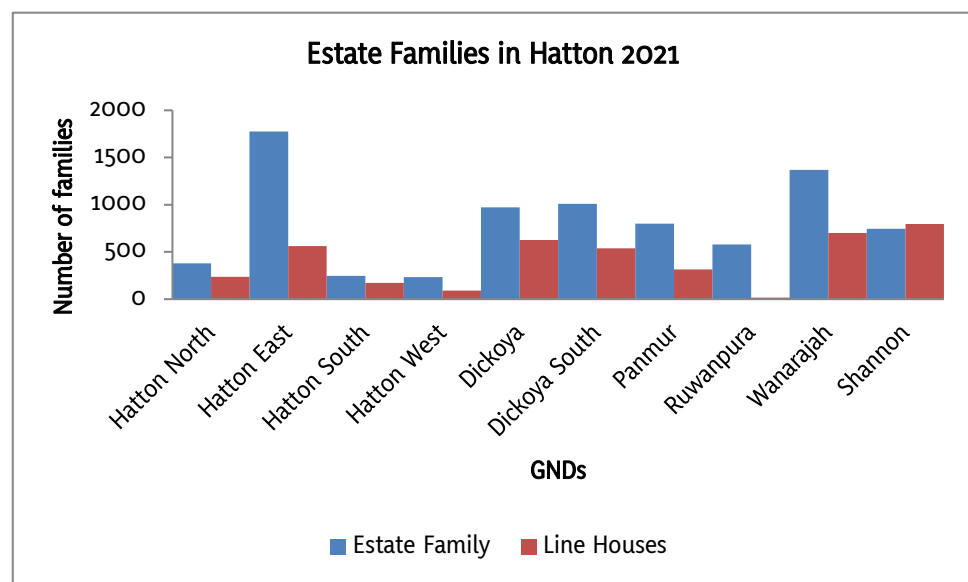
Identified I Potentials

Functioning as a service center for the surrounding tea estates and its community

Hatton Town functions as a services center for the surrounding tea state and its community. Therefore, the estate Population is a resource for Hatton Town. About 30,000 populations use the town for their services. Also, their behavior will directly affect the city's activities. When the estate salary payment is made every week, the business in the city is very high and the city center is crowded. Also, when the tea market drops the income of the community is less and it is directly affected by Hatton City activities.

The area consists of 56% of the estate population, while 29% and 15% are urban population and rural populations respectively. The below figure 3.12 represents number of estate families and line houses in the Hatton area.

Figure 3.12: Estate Families in Hatton



Source: Grama Niladhari Report 2021

Chapter 04

Framework of the Development Plan

4.1 Vision

“The Eden of Tea Hill”

Chapter 04
Framework of the
Development Plan



Vision & Vision
Statement

4.2 Vision Statement

▪ “Tea Hill”

As Hatton, a charismatic town skirted by beautiful landscapes of emerald tea in the central hills preserves as unique character of the town and will help to further development.

▪ “The Eden”

Promote as prominent service hub for the residents and Sri Pada pilgrims with highlighting cultural diversity and enhancing the natural beauty of Hatton.

Hatton is one of the major attractive commercial center and the second largest town in Nuwara Eliya District. It serves as a gateway to Adam's Peak (Sri Pada). The town is widely recognized as the Tea Capital of the island. Hatton is highlighted as a multi-cultural and multi-ethnic town where Buddhists, Hindus, Christians, and Muslims religious people are living in the area.

Thus, the vision envisages directing the future spatial development of the city towards building a service city that provides all the necessary facilities to residents of Hatton and the Sri Pada pilgrims as well as local and foreign tourists who visit Hatton while preserving tea plantation and cultural identity of the town.

4.3 Goals

Goal 01: Strengthen the City Economy

Goal 02: Become Prominent Service Provider

Goal 03: Protect the Cultural Diversity of Hatton

4.4 Objectives

Objectives of the Goal 01

Goal 01: Strengthen the City Economy

1. Facilitate upgrading the employment opportunities by value added tea, mechanization of harvesting and 'out grower' model in Tea sector by 2030
2. Promote untapped existing and new tourism destinations such as, Panmur lake, Pool Bank, Singimale Tunnel, Singimale Forest & lake in Hatton area by 2030
3. To provide tourism related infrastructure facilities to increase the arrival & stay period of tourists and Sri Pada pilgrims in Hatton by 2025
4. Improve the agricultural and animal husbandry sectors by providing cooling rooms facilities, introducing post harvesting technology, encouraging organic farming and conducting awareness programs by 2030

Objectives of the Goal 02

Goal 02: Become Prominent Service Provider

1. To develop proper mechanism of physical infrastructures of solid waste and waste water disposal in 100% by 2025
2. To increase 100%, inter & intra connectivity as well as accessibility by providing road and street developments of Hatton by 2030
3. To promote proper storm water drainage system through improving and maintaining existing drainage network by 2025
4. To preserve 100% highly sensitive existing green patches through maintaining reservation and regulating developments by 2033.

Objectives of the Goal 03

Goal 03: Protect the Cultural Diversity

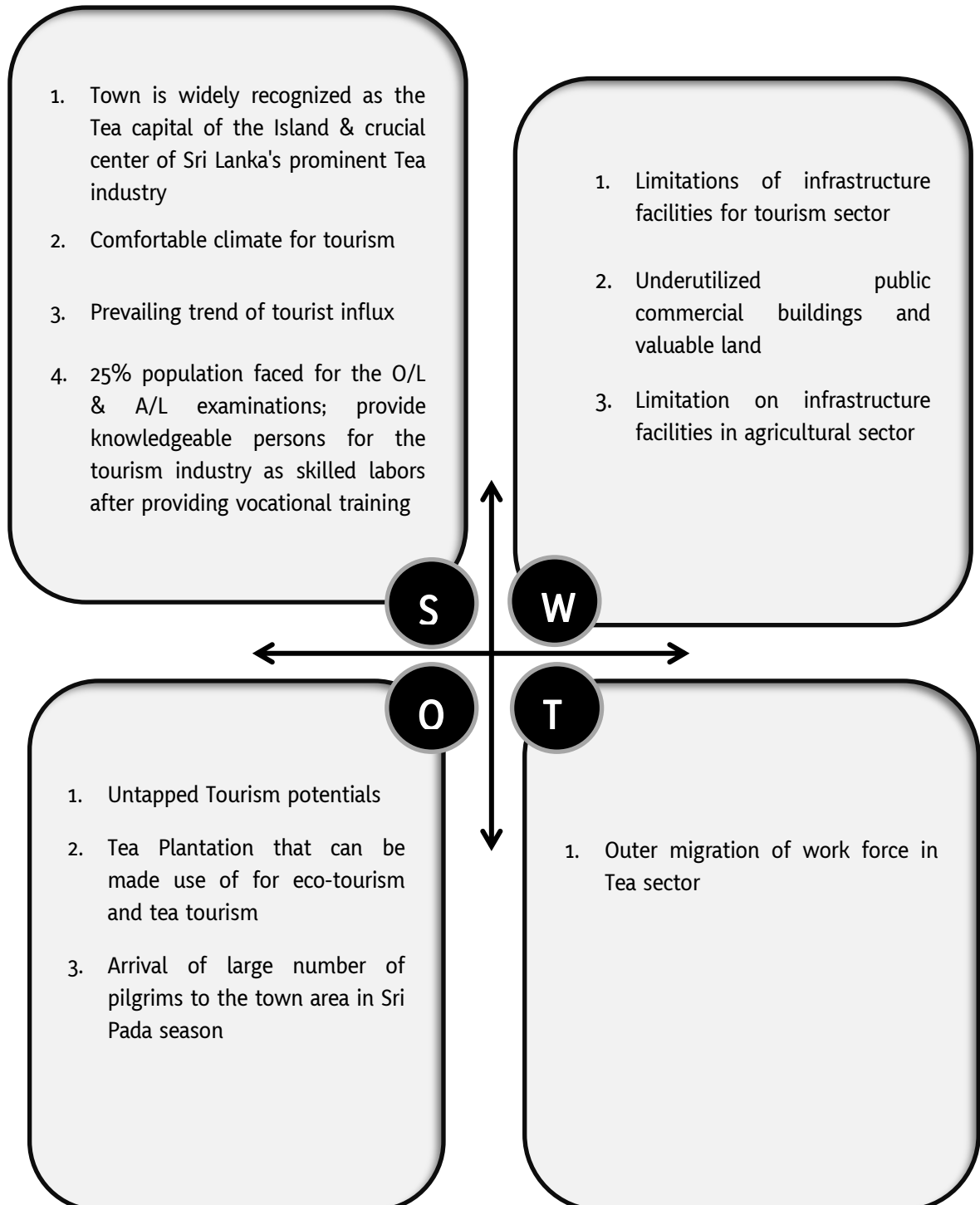
1. To preserve the religious and cultural important places of Hatton by 2025
2. To promote inherent cultural activities of Hatton such as cultural festivals, exhibitions, events and food festivals by 2030

Chapter 05

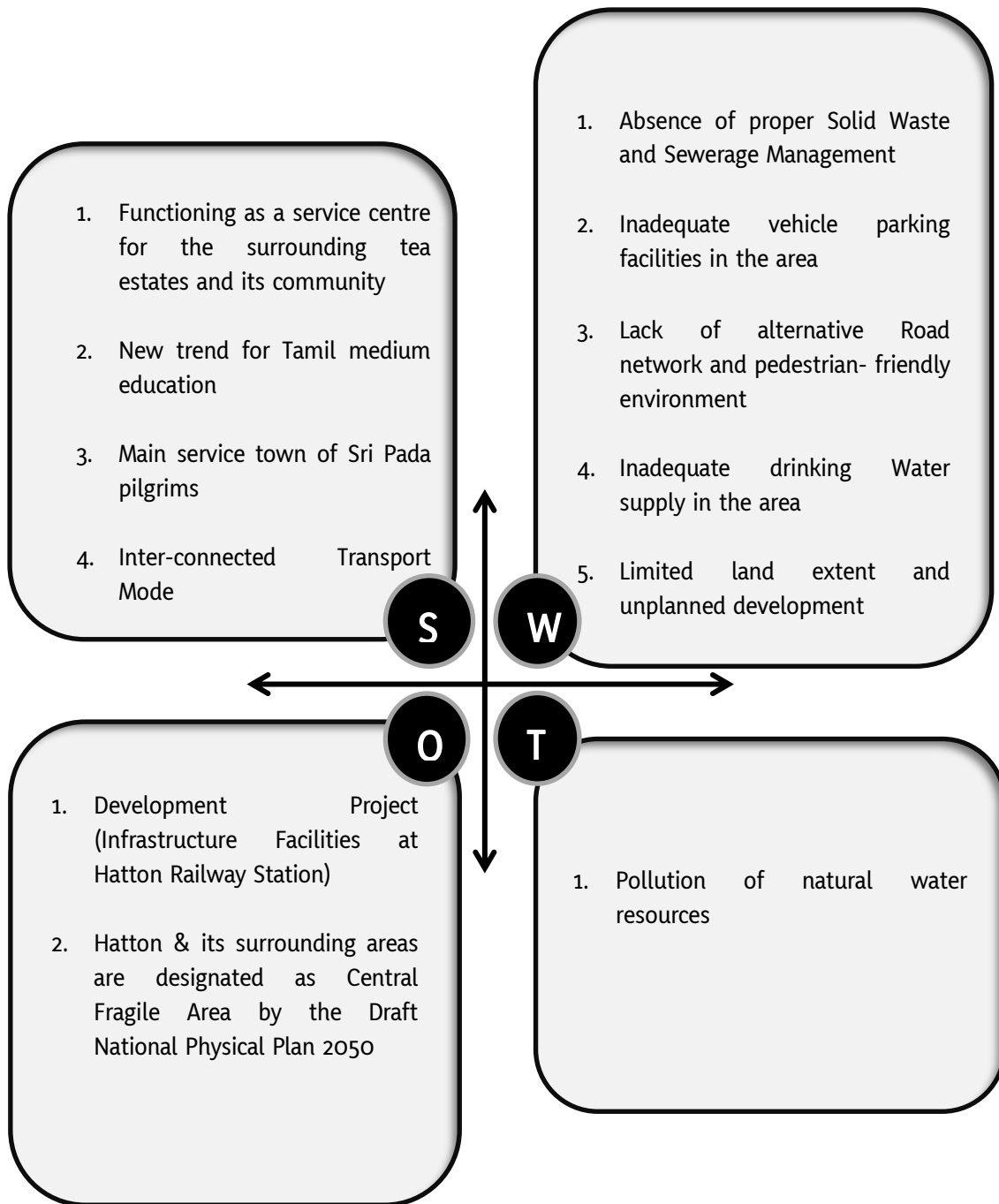
SWOT Analysis

5.1 Summarized SWOT Analysis

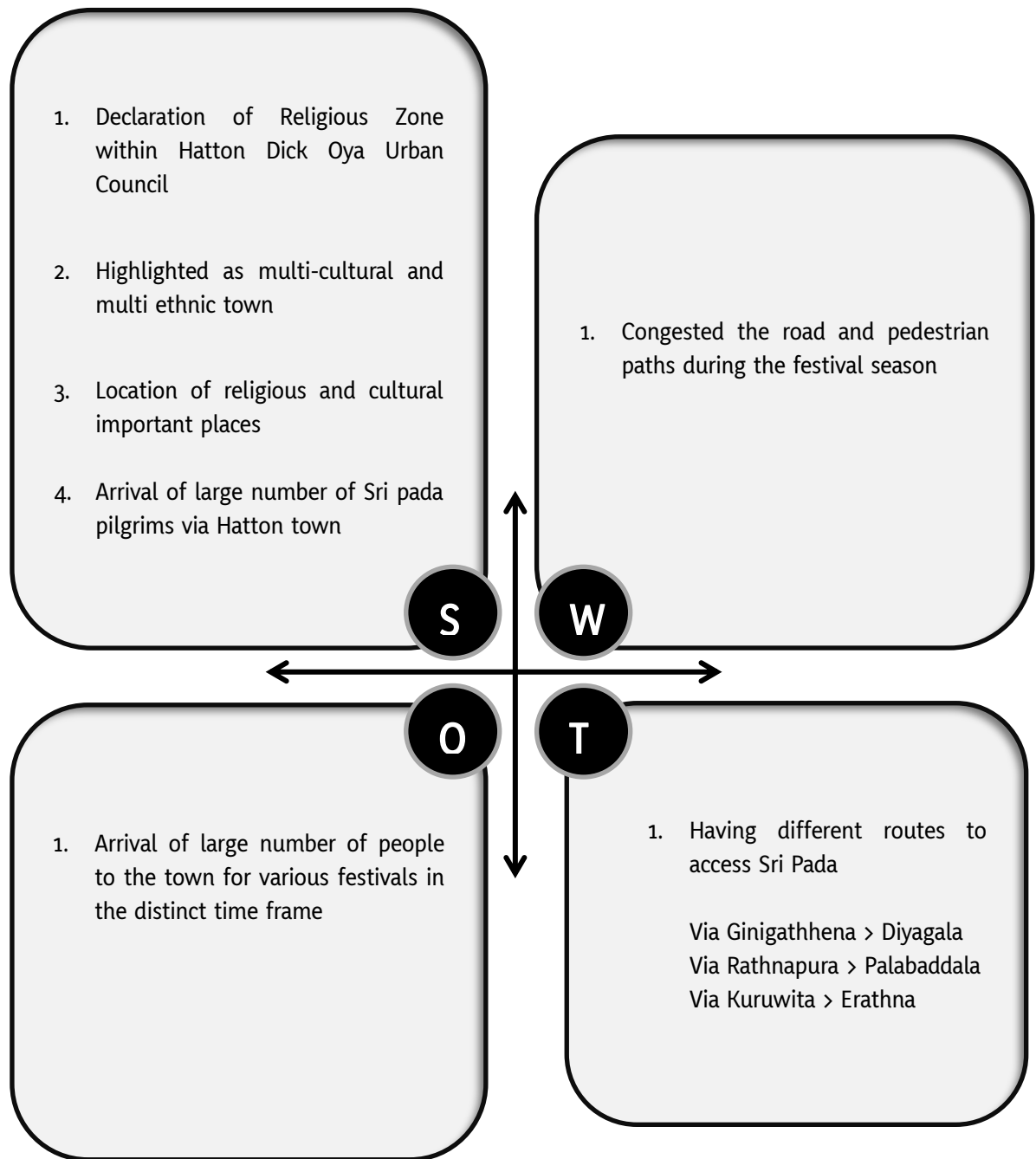
Goal 01 - Strengthen the city economy



Goal 02 Become Prominent Service Provider



Goal 03 - Protect the cultural diversity



5.2 Detailed SWOT Analysis

Chapter 05
Detailed SWOT Analysis

Goal 01-Strengthen the city economy

Strengths

Goal 01 - Strengthen the city economy

1. Town is widely recognized as the Tea capital of the Island & crucial center of Sri Lanka's prominent Tea industry.

Strengths

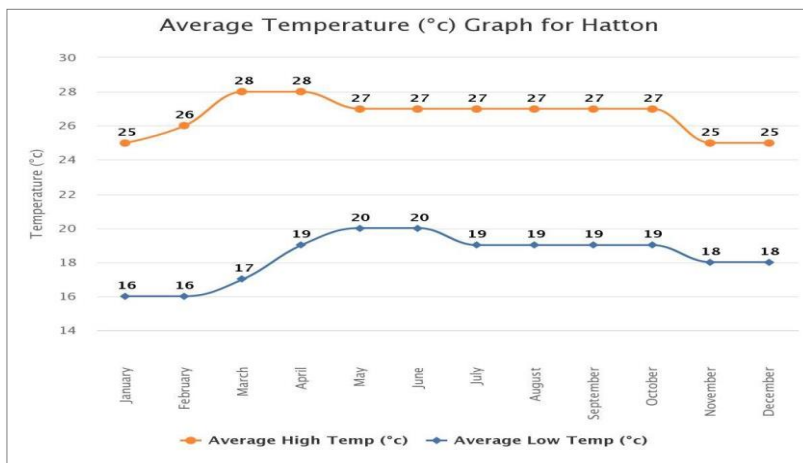
The town is widely recognized as the Tea Capital of the island and a crucial center of Sri Lanka's prominent tea industry due to the numerous significant tea plantations such as Maskeliya, Talawakelle, Bogawantalawa, and Dickoya that are located in its vicinity.

According to a 2019 statistics report, the total tea production in the Hatton area was nearly 7500 kg, which is the second highest production among other areas in Nuwara Eliya District.

2. Comfortable climate for tourism

Hatton and its surrounding area have an ideal climatic condition with a comfortable temperature and a rail fall, which increases tourist arrivals in the planning area. According to the information published by the Department of Meteorology, the highest and lowest temperature recorded in the Hatton area fluctuates between 25 and 16 degrees Celsius, which resembles a temperature climate.

Figure 5.1: Average Temperature in Hatton

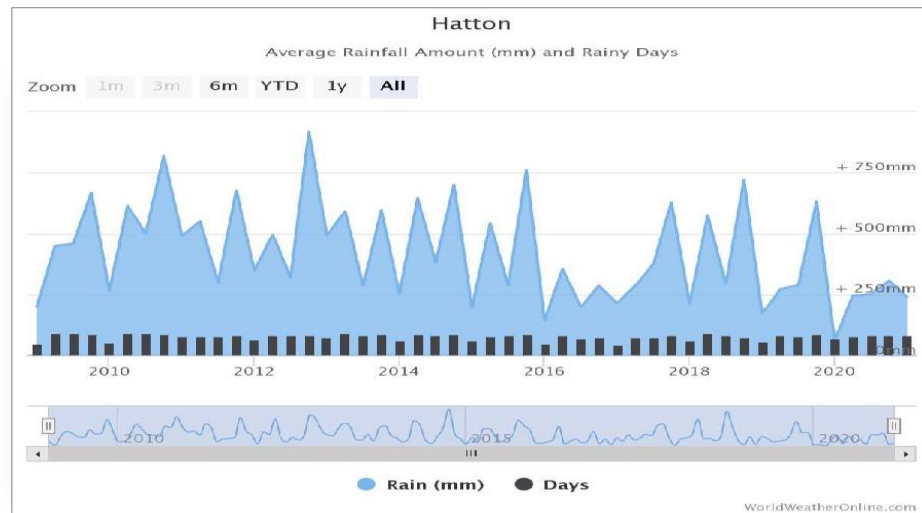


Chapter 05
Detailed SWOT Analysis

Goal 01 - Strengthen the
city economy

Strengths

Figure 5.2: Average Rainfall and Rainy Days in Hatton



Source: Department of Meteorology 2022

The Hatton area has an annual rainfall of 4125 mm, on average, 18 days in a month experience rainfall. The wettest month (with the highest rainfall) is October (656mm). The driest month (with the least rainfall) is January (85mm). The month with the highest number of rainy days is May (29.8 days). The month with the fewest rainy days is February (16.3 days).

3. Prevailing trend of tourist influx

The map of expanded tourist routes in Sri Lanka prepared by the SLTDA is appended in Annexure 13. According to that, the most popular and traditionally established tourist routes in Sri Lanka covered the areas of the Southern Coastal Belt, Anuradhapura and Polonnaruwa historical cities and their surroundings, known as the Cultural Triangle, Yala Wild Life Sanctuary, and the Kandy and Up-Country areas. However, these traditional routes have changed following the tsunami that hit the eastern and southern coastal belts in 2004. The new areas of interest to tourists following the tsunami have been Jaffna, Trincomalee, Ampara, and the new areas of the upcountry.

The new tourist routes that emerged recently converged on the Hatton town, implying that this town has become a tourist destination. Many tourists coming to this Country makes it a point to visit Hatton without fail. The train service that provides transport to Hatton town facilitates the tourists to easily visit the area while traveling they will be able to share the experience of picturesque sceneries of the up-country.

4. 25% population faced the O/L & A/L examinations; provide knowledgeable persons for the tourism industry as skilled labors after providing vocational training

Chapter 05
Detailed SWOT Analysis

Table 5.3 shows that 8640 of the total population, which is 25%, faced the O/L and A/L examinations, which can provide knowledgeable persons for the tourism industry as skilled labourers after providing vocational training. It will change the lifestyles and aspirations of the plantation youth. The aspirations of plantation youth became so special in the dynamic social structures, and that resulted in new outlooks on youth life that are open up in the modern social arena. Youth tend to cherish their increased goals and ambitions throughout their life cycle.

Goal 01 - Strengthen the city economy

Strengths

Table 5.1: Population faced O/L and A/L

GN Division	G.C.E. (O/L)	G.C.E. (A/L)
Dickoya	463	153
Dickoya South	417	231
Hatton East	775	325
Hatton North	1401	1025
Hatton South	661	591
Hatton West	333	158
Newvalleygama	438	220
Panmur	177	48
Ruwanpura	181	77
Shanon	350	129
Wanarajah	371	116
Total	5567	3073

Source: Census & Statistic Department Report 2020

Weaknesses

Weaknesses

1. Limitations of infrastructure facilities for tourism sector

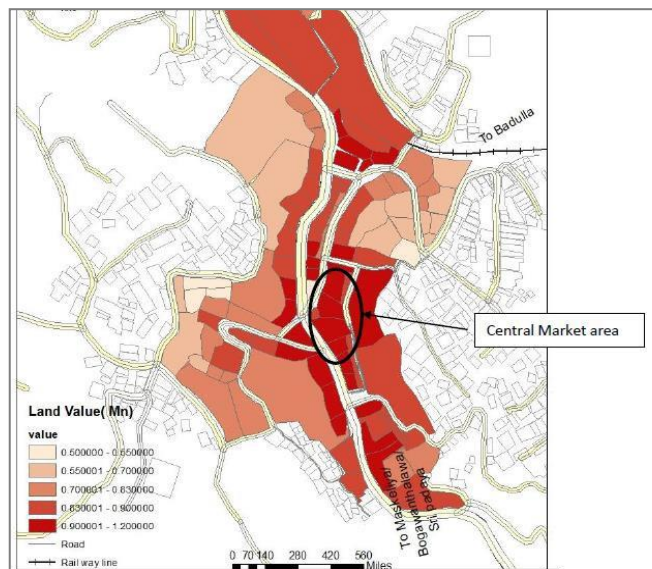
Even though Hatton is located within a tourism region, tourist arrivals to Hatton town are low when compared to Nuwara Eliya. But most tourists pass Hatton town to get to Nuwara Eliya. There are tourist attractions in Hatton that are not popular with tourists. Therefore, most tourists neglect these sites on their tourism routes. Hatton Pool Bank Lake, Panmur Lake, Singimale Tunnel, and Waterfall are some of them. Also, there are no tourist information center route maps or direction boards. Also, there are no tourist entertainment activities like water boats, water sports, cable cars, etc.

2. Underutilized public commercial buildings and valuable land

Underutilized public commercial buildings are another weakness. The buildings are located in the center of the city. Both markets have 65 stalls. The old market building is now in dilapidated condition, and the attraction of customers is also declining. As a result, it is not a business-friendly building, and there is less demand for the rental. Some of the stalls in the new market also closed down due to less attraction of the public. Although the building is located near the main pedestrian path, it failed to attract pedestrians to the inside of the building.

The town area represents a high land value (Figure 5.11). To the land value, the return can be determined considering the ground rental of buildings in that area. Building rental is the highest amount in the city center. When it is compared with land value, when the land value is high, rental also goes high, except in the central market area. Due to the decapitated condition, the urban council could not charge a real value for this building. So, these buildings did not get the highest and best use.

Figure 5.3: Land Value in City Center



Source: Nuwara Eliya UDA Office 2021

Figure 5.4: Existing situation of New Market



Source: Field Visit 2022.08.12

3. Limitation on infrastructure facilities in the agricultural sector

Chapter 05
Detailed SWOT Analysis

There are several issues in the agricultural sector in the planning area. Most farmers do not have proper infrastructure facilities in the agricultural sector.

Those issues are,

- 90% use chemical fertilizers for cultivation.
- Absence of organic fertilizer provision center.
- No cooling room facilities.
- Weakness of post-harvest technology

Goal 01 - Strengthen the
city economy

Weaknesses

About 90% of Farmers use chemical fertilizers for cultivation and there is no organic fertilizer-providing center in the planning area. There are some physical damages in harvest due to packaging, overloading in transportation, inappropriate packing materials, and poor road conditions. And there is no cooling room facility for storage of excess harvest. As well as there are weaknesses in post-harvest technology in vegetable and fruit harvest. Providing post-harvest technology stimulates agricultural production by preventing post-harvest losses, adds value to agricultural products, opens new marketing opportunities, and generates new jobs.

Similarly, there are some issues to improve animal husbandry in this area.

- No skilled and knowledgeable persons about animal husbandry
- The shortage of breeding substances.

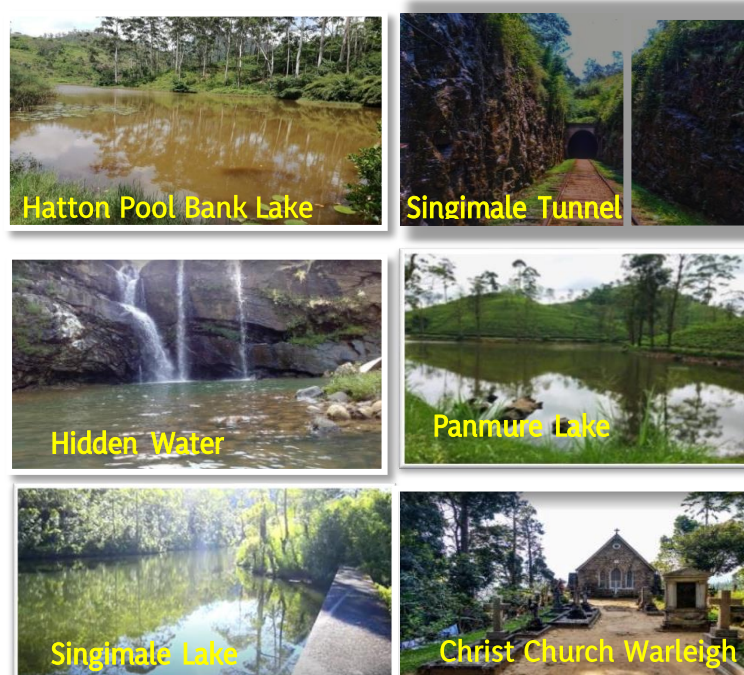
Opportunities

Opportunities

1. Untapped Tourism potentials.

Hatton is fast becoming a unique holiday destination for tourists. Tourist attractions closer to the town area are neglected and hidden, which can be developed into mega projects. There are many tourist attractions around the town, like Hatton Pool Bank Lake, Panmur Lake, Singimale Lake, a hidden waterfall, and Singimale Tunnel. It can promote new and untapped tourism areas. 9-star hotels in the town area are also adding economic value to the development. (Annexure 30)

Figure 5.5: Tourist Attraction Places



Source: Field Visit 2020-2022

2. 57% of tea-cultivated land can be made use of for eco-tourism and tea tourism

The land area under tea plantations constitutes approximately 57%. The tourism activity areas are concentrated around these tea plantation lands, which offer a better opportunity to make use of their potential to uplift tourism development opportunities. The new trend in the tourism industry indicates that many of the tourists coming to Hatton love to share the experiences surrounding the tea plantations and the factories.

Tea Trails experience: cycling, a tea factory with a resident planter, and plantation hiking are activities that can be promoted in tea plantations to give novel experiences to tourists. The tea plantations that can be used for tourism are depicted in the following table.

Table 5.2: List of Tea Factories

Tea Factories and Estates
Dickoya Estate
Wanaraja Estate
Strathdon Tea Factory
Shanon Tea Factory
Battalgalla Estate
Albbostsleigh Estate
Ingestre Estate

Source: Nuwara Eliya UDA Office 2020

3. Arrival of a large number of pilgrims to the town area in Sri Pada season

Chapter 05
Detailed SWOT Analysis

400000–500000 pilgrims travel to Sri Pada via Hatton town. Apart from that, 3000–5000 pilgrims used railway transportation to come to Hatton. 30000–32000 pilgrims used the buses from Hatton to travel to Sri Pada, and from that, the Ceylon Transport Board got LKR 2,000,000 in income. The Railway Department gets LKR 800,000 in income in the Sri Pada season. Most of the pilgrims use Hatton Town for their services, which helps increase the business sector in the city.

Goal 01 - Strengthen the city economy

Opportunities &
Threats

Threats

1. Outer migration of workforce in the Tea sector

Because of low worker income and low recognition of the job, we can see the outer migration of the workforce in the tea plantation sector to urban areas and overseas. And the younger generation prefers to work in the apparel and retail industries because of that. The unwillingness of parents (71%) and low dignity attached to plantation jobs (35% prefer another job) are culturally affected by the desire to work in the plantation sector.

Plantation youth wish to have a reasonable amount of money and to be free from the drudgery of estate work and conditions limiting their freedom. That is why they come up with various reasons for not staying on the estate. Especially, educated young people tend to search for jobs in the city due to the disagreeable atmosphere in the area.

A strong peer network that connects estate youth with those who work in the city creates a very positive image of the city among the estate youth and influences them to migrate. Further, it was found that media and the availability of employment opportunities in the city are factors that contribute to the changing nature of youth aspirations among plantation youth in Sri Lanka.

Chapter 05
Detailed SWOT Analysis

Goal 02 -Become a prominent service provider

Strengths

Goal 02 - Become a prominent service provider

Strengths

1. New trend for Tamil medium education

In the earlier period, Hatton Town was very famous for estates and estate-related services. Based on that, the city was developed, and activities were oriented. Because of the war in the northern and eastern provinces in the 1990–2005 period, people migrated to Hatton. Also, in the meantime, attraction from people who are living in the surrounding area increased. Accordingly, demand for infrastructure increased.

Especially, demand for Tamil-medium education was high. As a result, Hatton is the main Tamil medium education center in the country. Currently, Hatton “Highland College” is a prime Tamil education center. Therefore, Hatton City has an attraction for educational activities from not only the surrounding area but also other areas of the country. As a result, the city is currently trending towards education and education-supporting services. It is a strength for the city. 82% of students study in Tamil, and the rest 18% study in Sinhala medium. Considering the number of schools by study medium, 17 out of 23 are Tamil medium schools, and 2 schools are both Sinhala and Tamil medium.

2. Main service town of Sri Pada pilgrims

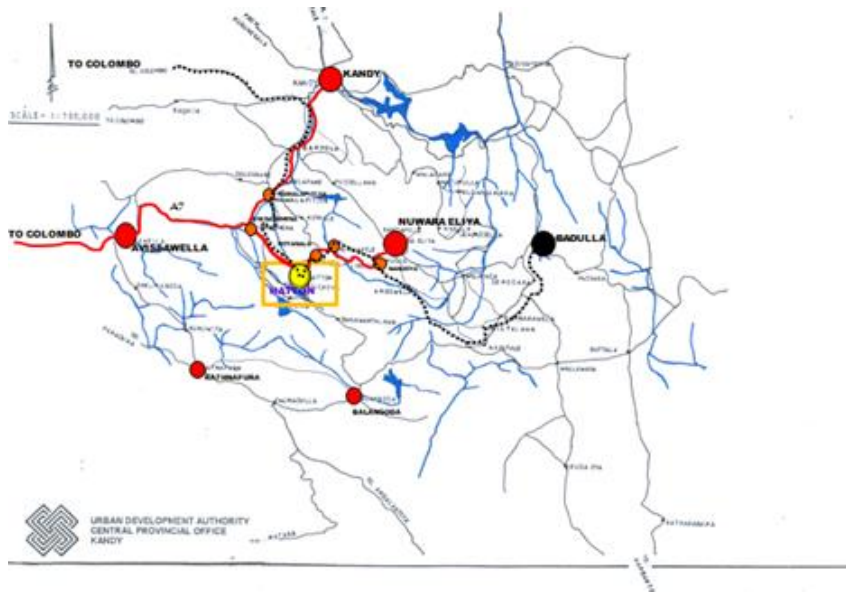
Hatton town is located 35 km away from “Sripadaya,” and most of the pilgrims travel via Hatton. Therefore, Hatton is the main service town for Sripada devotees. About 3.5 million pilgrims travel to “Sripadaya” every 6 months (December to May) Most of the pilgrims use Hatton town for their services, and this helps increase the business sector in the city.

3. Inter-connected Transport Mode

Bus and railway transportation connect the other towns with Hatton. According to the CTB and PTS data, about 85–90 buses are coming to the city and traveling outside from Hatton. As well as 600 turns per day, about 24000 passengers use bus transportation daily. And daily, 400–600 passengers use railway transport.

When considering the history, there is evidence to confirm that Hatton railway station was opened in 1828 and used for transport for estate supply and product, passenger transport, and fuel transportation. In 2017, UDA started a new project at Hatton Railway Station to develop a new entrance from the main road to the station. It also has the advantage of connecting with the city center and pedestrians.

Figure 5.6: Transport Network



Source: Urban Development Authority Nuwara Eliya District Office 2020

Chapter 05
Detailed SWOT Analysis

Goal 02 - Become
prominent service
provider

Strengths

4. Availability of Water Resources

There are natural water sources located in the Hatton area. Those are Mahaweli river, Pool bank lake, Panmure lake, Singimale lake, Dick oya, Keselgamu oya, Invery river, Sittarawattha Wewa, Castlereigh Reservoir, etc. (Annexure 31)

The potential of these water sources is enormous, and they can supply water to the residents as well as the visitors coming to the town in addition to the supply of water to agriculture if the water management is done scientifically. Therefore, these water sources have been considered as a potential for the development of infrastructure facilities for the planning area.

Weaknesses

Weaknesses

1. Absence of proper Solid Waste and Sewerage Management

The absence of a proper solid waste management mechanism is another big issue in Hatton. The dumping site's land extent is about 1.28 acres, and that land is not adequate for future requirements. The site is located in Riccarton, Maskeliya. Open dumping and burning of waste in the town center is another issue regarding solid waste. The collected waste is burning in the star square, behind the UC building, and near the bus stand in the town area. It causes health problems for the people living in the city and spreads bad smells around the area.

Chapter 05

Detailed SWOT Analysis

Goal 02 - Become a prominent service provider

Weaknesses

2. Inadequate vehicle parking facilities in the area

Inadequate vehicle parking facilities can be seen in the town area. There are 15 three-wheel parks in the town. But only one public parking space is available in the town center, which is the location of the weekly fair. Other than that, there is not adequate parking space or basement parking for the institutions as well as the shops. Therefore, vehicles are parked along the roadside. This causes the following impacts:

- Disturbing to pedestrian movements
- The main reason for traffic congestion
- Reduce the productivity and efficiency of the city

Figure 5.7: Parking along the Roads



Source: Field Visits 2022.08.12

3. Lack of alternative Road network and pedestrian-friendly environment

During the period when “Sri Pada” starts, most pilgrims travel to Sri Pada via Hatton town. On average, 35,000–40,000 people arrive in the town per day. An average of 80,000 people used the town for their services during the festival period, such as Deepawali. Then it creates congestion on main roads. However, there are no developed alternative road networks in the Hatton area. There were road networks that could be used after the development. Old Colombo Road, Dunbar Road, and inner roads can be developed and used as alternative road networks in order to limit traffic congestion.

Government offices (UC, Education Office, Court Complex, Prison, Police Station, Training College), railway station, and schools are the main trip generation points. 95% of people travel to those places by walking through pedestrian paths.

This situation is aggravated by the lack of pedestrian-friendly walkways and pavements within the town areas of Hatton. Especially the Tamil population who live in the area, they come to the city with their whole family. These are the facts that have been considered weaknesses for the development of the city in the long run.

4. Inadequate drinking Water supply in the area

Chapter 05
Detailed SWOT Analysis

Inadequate water supply in the area is another weakness. The water supply to Hatton Town has been the responsibility of the National Water Supply and Drainage Board (NWS&DB), which plans the water supply scheme, implements it, and maintains it in the long run. The Hatton town previously had water supplied from Singimale reservoir (Dukenose) but due to population increase the water supply is not enough. As a result of that, the Hatton high-level & Low-Level Water treatment plants were established. However, there is not adequate water in the treatment plant in the dry season because only 1 pumping station functioning in a dry period. Because of that water supply was provided day after day in that period.

Goal 02 - Become prominent service provider

Weaknesses

Because of not adequate pumping capacity and less capacity to provide new connections, there is less capability to provide sufficient water supply in the future. The following Table 5.1 represents the deficits of water supply in the year 2032.

Table 5.3: Demand for Water Supply

Existing Population 2020	39744
The standard quantity of required water per person per day for domestic uses.	100 Liters
Required Water Quantity for Existing Population	3,974 m ³ (3,974,400 L) /per day
Water capacity in existing water sources	2900 m ³ /per day
Future Population in 2033	44710
Required Water Quantity for Future Population 2032	4,388 m ³ (4,388,300 L)/per day
Deficit water Quantity 2033	1388 m ³ / per day

Source: Nuwara Eliya UDA Office 2022

Figure 5.8: Newspaper article about drinking water issue

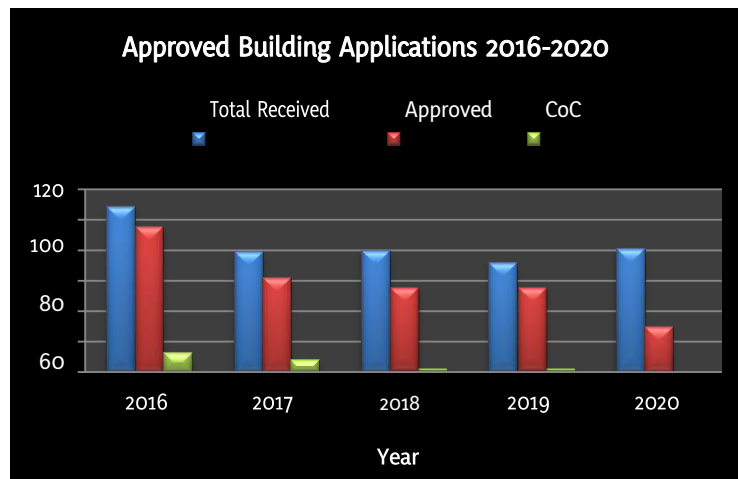


Source: News Paper Article 2022

5. Limited land extent and unplanned development.

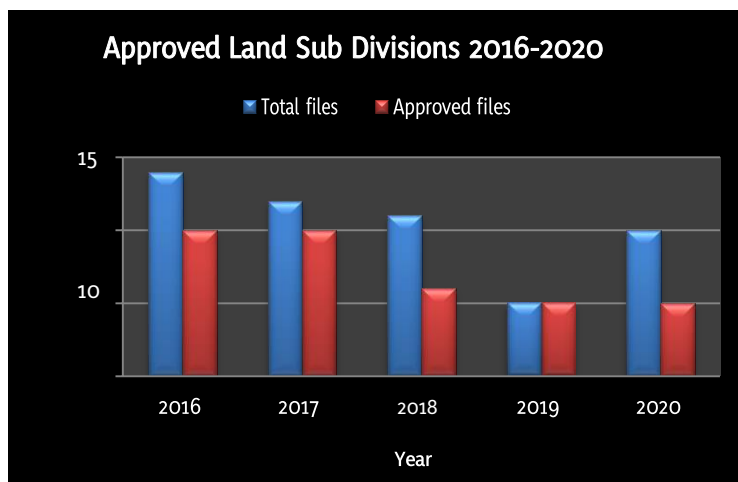
The land is limited. The land extent of most lands is 3-4 perch. Therefore, approval issues arise in residential development. In the year 2020, only 30 building applications were approved out of 80 building application files (Figure 5.3). Figure 5.4 reveals that most of the land sub-division files are not approved because of the extent of the land plot. In the year 2020, 5 files were rejected out of 10 sub-division files.

Figure 5.9: Approved Building Applications 2016-2020



Source: Hatton-Dickoya Urban Council 2021

Figure 5.10: Approved Land Sub Divisions 2016-2020



Source: Hatton-Dickoya Urban Council 2021

And also, there are lots of unplanned shops in the town center. Hatton is based on the estate population. They live in line/estate houses. Mostly 2-3 families live in limited land spaces. When the land extent is limited, the land is divided into small plots again, there are unauthorized constructions.

As well as there are also unplanned developments that are constructed on top of the hills and tea plantations. Most of the developments are houses. But those houses are constructed without considering the basic needs. Because most houses do not have even infrastructure facilities. (Annexure 44)

Figure 5.11: Shops in Town area



Source: Field Visit 2022.08.12

Goal 02 - Become prominent service provider

Weaknesses

Opportunities

Opportunities

1. Design and Construction of Infrastructure Facilities Project at Hatton Railway Station

The Hatton Town Infrastructure Development Project is a treasury-funded project by the Urban Development Authority. The project consists of widening the main road, construction of a retaining wall of the road, providing car parking space, and construction of the ground floor for the CGR activities (the front office of the CGR will be moved to the Hatton-Colombo Road), and the first and second floors will be allocated for commercial purposes with the presale procedure. This project will have the opportunity to provide service facilities to pilgrims and residents of Hatton.

Table 5.4: Design and Construction of Infrastructure Facilities Project at Hatton Railway Station

1 Project Description	<ul style="list-style-type: none"> Land Extent – 1 A. 14 p Land Ownership – Railway Department
2 Project Output	<ul style="list-style-type: none"> Development of commercial building (Sanitary facilities, pilgrims' accommodations, public resting area) Development of Landscaping work and construction of platform

Source: Nuwara Eliya UDA Office 2021

Chapter 05
Detailed SWOT Analysis

Goal 02 - Become a
prominent service
provider

Opportunities

Figure 5.12: Design and Construction of Infrastructure Facilities Project



Source: Field Visit 2022.08.12

3. Hatton & its surrounding areas are designated as Central Fragile Area by the National Physical Plan 2050.

The Department of National Physical Planning published a set of Guidelines on the preparation of physical development plans by a Government Gazette Notification bearing number 1729/15 on 27th of October 2011 under the National Physical Planning Policy and Plan (2011-2030). This National Physical Policy and Plan was revised in 2017, with effect from 2017 to 2050. According to this revised National Physical Policy and Plan, the Hatton planning area is located in the Central Fragile Area.

Threats

Threats

1. Pollution of natural water resources

Waste, sewerage, and farm waste release into natural water resources is a threat in the area. Sewage from a large-scale animal farm in the Hatton area is discharged into the Mahaweli River through a major water network. As a result, the stench spreads throughout the area and the water becomes polluted beyond use. Not only Mahaweli River but water pollution can also be seen at Dick oya Ela, Hatton Sanuwa, and Castlereigh Reservoir. This water pollution and the spread of odors throughout the environment pollute the air and pose a threat to the health of people in the area as the number of mosquitoes in the polluted water increases.

Figure 5.13: Waste discharge into natural water bodies



Source: NuwaraEliya UDA Office 2021

Goal 03-Protect the cultural diversity

Chapter 05
Detailed SWOT Analysis

Strengths

1. Declaration of Religious Zone within Hatton Dick Oya Urban Council

Goal 03- Protect the
cultural diversity

The Urban Development Authority has declared the Hatton-Dickoya Urban Council as an urban development area under Section 03 of UDA Law No. 41 of 1978 by Extraordinary Gazette No. 100/4 in 1980. (Annexure 45) Further to this declaration, the area encompassing all religious places located within Hatton Town is designated as a Religious Zone to maintain, manage, and achieve the following

Strengths

- I. Relocation of incompatible land uses and the conservation of suitable land uses and buildings
- II. Facilitation of parking and pedestrian movements
- III. Reservation of Architectural, landscaping, institutions, and improvements of the environment.
- IV. Controlling of hoardings, name boards, and advertisements.
- V. Any other activities to improve the above.

2. Highlighted as a multi-cultural and multi-ethnic town

Hatton is a multi-ethnic city, consisting of Sinhalese, Tamil, Sri Lankan Moors, etc. The majority is Hindu, and it accounts for 77% of the total population. And 9% are Buddhist, 8% are Christian, and 6% are Islamic. There are 11 Hindu temples, 8 churches, 4 Buddhist temples, and 3 mosques located within the planning area.

Multiple festivals of various religions are held throughout the year, demonstrating the religious significance of Hatton Town. Hatton Duruthu Perahara, Deepawali, Thaipongal, Maha Shivaratri, Theru, and Hajji are the festivals in the Hatton

3. Location of religious and cultural important places

There are 11 Hindu temples, 8 churches, 4 Buddhist temples, and 3 mosques located within the planning area (Annexure 24). Table 5.7 shows the religious places in Hatton with their names. Also, Sripada Central College, Christ Church Warleigh, and Hatton Railway Station are the archaeologically important places in Hatton (Annexure 43).

Chapter 05
Detailed SWOT Analysis

Table 5.5: Religious Places

Goal 03- Protect the
cultural diversity

Strengths
Weaknesses
Opportunities
Threats

Code	Religious Places Name	Code	Religious Places Name
C 01	Christ Church	K 06	Kumariamman Kovil
C 02	Infant Jesusu Church	K 07	Sri Muththumariamman kovil
C 03	House of Prayer Church	K 08	Sri Sithi Vinayagar Temple
C 04	Dikoya Chirst Church	K 09	Sri Raja Rajeshwaram Kovil
C 05	Holy Cross Church	K 10	Vali pillayar kovil
K 01	Diloya Hindu Kovil	K 11	Sri Muththumariamman Kovil
K 02	Sri Muththumariamman Kovil	K 12	Battelgale Kovil
K 03	Sri Ramakrishnan Kovil	K 13	Kovil
K 04	Sri Muthu Mariamman Kovil	M 01	Dikoya Jumma Mosque
K 05	Panmur Seven Temple	T 01	Sri Sumanaramaya

Source: Environment & Landscape Division UDA 2020

Weaknesses

1. Congested the road and pedestrian paths during the festival season

When the period of “Sri Pada” starts, most pilgrims travel to Sri Pada via Hatton town. On average, 35,000–40,000 people arrive in the town per day. An average of 80,000 people used the town for their services during the festival period, such as Deepawali. Then it creates congestion on the roads.

Opportunities

1. Arrival of large number of people to the town for various festivals in the distinct time frame

Multiple festivals of various religions are held throughout the year, demonstrating the religious significance of Hatton Town. Hatton Duruthu Perahara, Deepawali, Thaipongal, Maha Shivaratri, Theru, and Hajji are the festivals in Hatton. Nearly 200,000- 400,000 pilgrims are arriving to Sri Pada via Hatton town.

Threats

1. Having different routes to access Sri Pada

Via Ginigathhena > Diyagala

Via Rathnapura > Palabaddala

Via Kuruwita > Erathna

Chapter 06

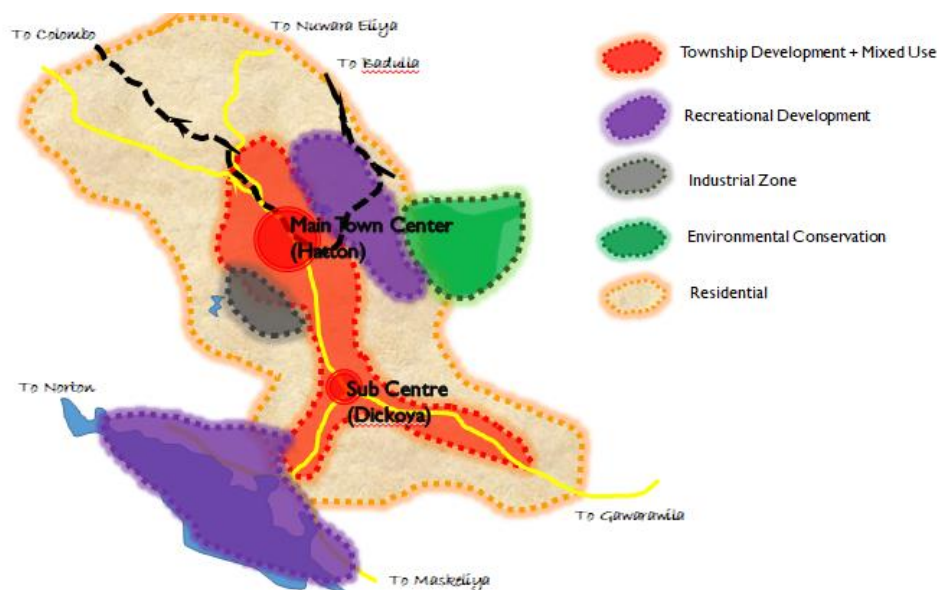
The Plan

6.1 Concept Plan

The conceptual plan included in the Hatton Development Plan illustrates how the future development of the city will take place. The concept was developed with the aim of developing Hatton as the main service center for its residents, Sri Pada pilgrims, and tourists while preserving the natural environment as well as the emerald tea plantations to achieve the vision of “Eden of Tea Garden” in 2032. In developing the conceptual plan, the urban trends in the planning areas as well as future opportunities have been considered.

Known as a multi-religious and multi-cultural city, the expansion of Hatton City is naturally limited by the tea estates spread throughout the area. Also, settlements have spread around the tea estates. Hatton City development should be done in a very sensitive manner while protecting the environment because of the areas surrounding tea plantations. Accordingly, when preparing the conceptual plan, attention will be paid to the main aspects of providing all services for the citizens; strengthening the city economy, protecting the multicultural life of Hatton, and physical development while protecting the quality of the natural environment.

Figure 6.1: Concept Plan



Source: Nuwara Eliya UDA Office 2022

Hatton will be developed as the main town and Dickoya will be developed as a suburb. The development of the city has been planned by leading the mixed development to provide necessary facilities to the estate people and the people living in the city, Sri Pada pilgrims, and tourists who come to Hatton City. The tourism, and recreational area has been planned with tourist spots like Caseltriegh Reservoir, Hatton Pool Bank Lake, and Singimale Tunnel as the center. The residential development is identified by focusing on the existing settlements around tea plantations.

6.2 Proposed Land Use Plan

Chapter 06
The Plan

The proposed Land use plan displayed the composite image of future Hatton with the proposed strategic projects under the different sectorial plans of economic, environmental, and infrastructure development strategies.

Proposed Land Use Plan

This is focused on achieving its goals and objectives through zoning and special projects in order to pursue the vision of the plan. Thus, it is expected to facilitate Hatton Town to become a best service provider for the citizens as well as devotees and tourists together with preserving the natural environment and vibrant tea plantations.

This proposed land use plan hopes to develop core town areas, with highly dense vertical development with all types of infrastructure facilities, including sewerage and drainage systems, and maintain the plot coverage within the town area.

The development of existing roads, alternative roads, and internal roads will provide better transportation and introduce planning regulations to carry out future development activities while conserving the existing tea plantation as well as water resources.

Under this land use plan, 6 main use zones have been formulated which are appended below.

1. High-Density Mixed Development Zone
2. Medium Density Mixed Development Zone
3. Low-Density Residential Zone
4. Agriculture Zone
5. Low Sensitive Conservation Zone
6. High-Sensitive Conservation Zone

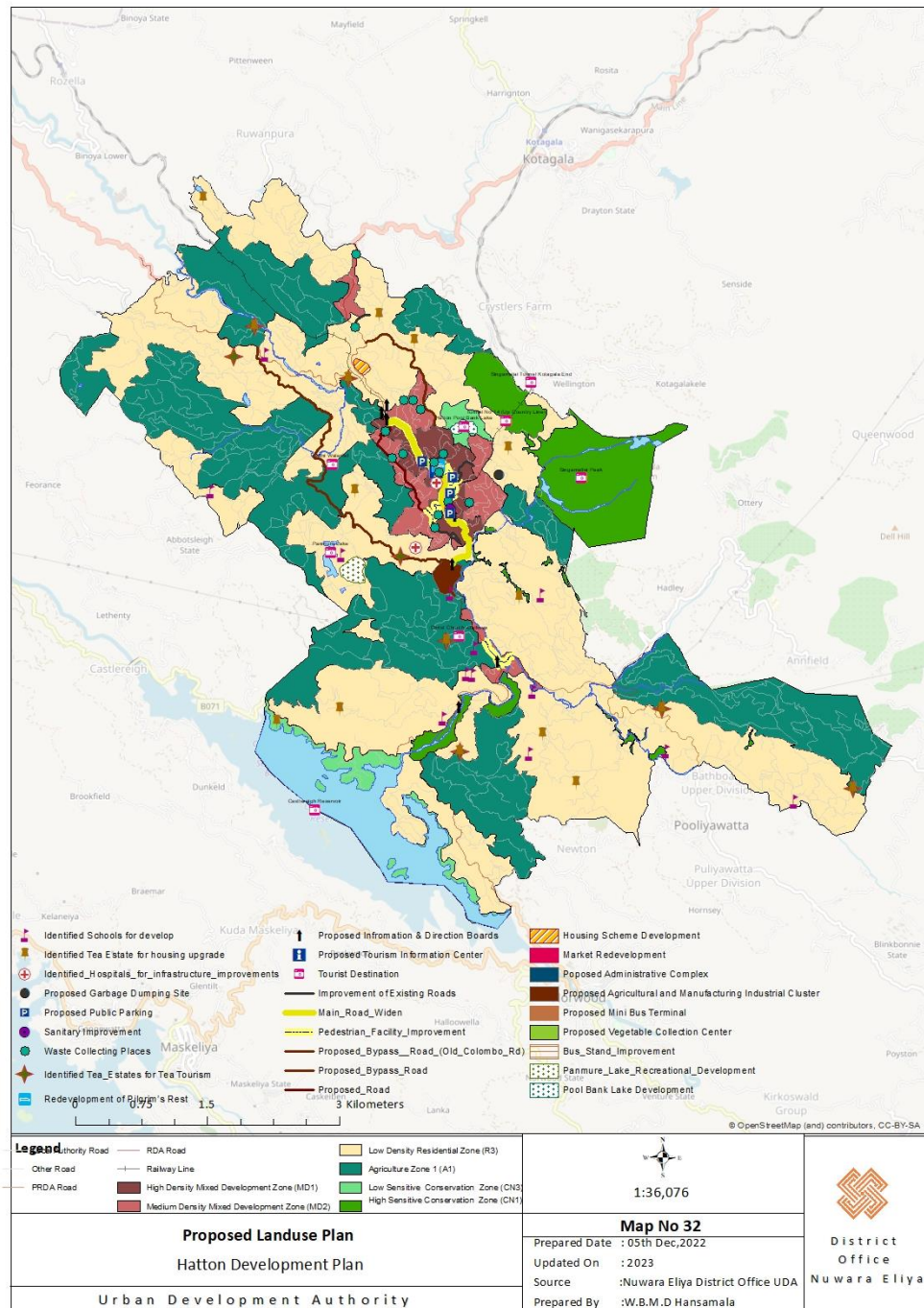
Planned, built environment and a physical form are being anticipated in time to come through the implementation of the above-mentioned use zones in the Planning Area and by providing necessary infrastructure facilities that could guide the development also with the support of the planning and development Regulations.

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Chapter 06
The Plan

Proposed Land Use Plan

Map 6.1: Proposed Land use Plan



Source: Nuwara Eliya UDA Office 2022

6.3 Economic Development Strategies

Through the economic development strategies, it is expected to improve the local economy of the planning area and through that systematically contribute to the regional and national economy. Prominent economic contribution is provided by agriculture which is mainly from tea cultivation in Hatton. The vision of Hatton development plan is “The Eden of Tea Hill”. Accordingly, the main goal of that vision was to strengthen the city's economy.

The objectives of the Economic Development Strategies of the plan are to contribute national GDP, get the maximum benefit for the local economy through the hidden tourism potentials, enhance the living conditions of people who engage in the tea industry, and facilitate the agricultural sector.

6.3.1 Agro Economic Development Plan

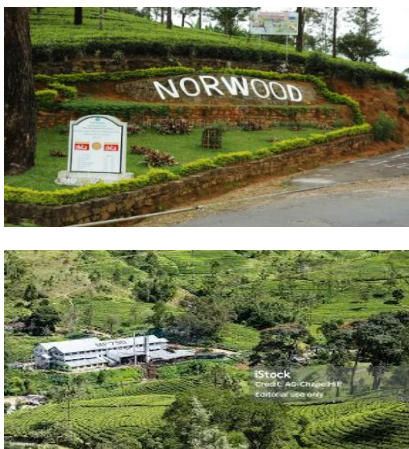
Agriculture (Tea plantation and crop) is the main income generation source for the community. Therefore, it is identified as value-adding, and market opportunities and provides infrastructure facilities to develop the area's agricultural sector.

It has been progressing since the British rule and Tea plantations have made a significant contribution to the economic development of the region. Amongst tea-producing countries, the principal producers are China, India, Kenya, Turkey & Sri Lanka. The Island's GDP of Tea is approx—4.1%. Major high-grown agro climate tea production reported from the Nuwara Eliya district ranks second among the Tea producing districts in Sri Lanka and contributes 16% to Tea production.

Strategy 01

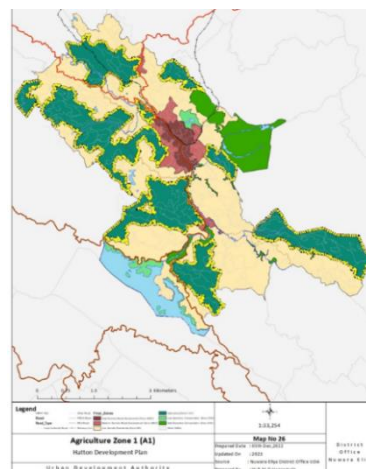
Enhance plantation economy and promote all productive tea plantations as prominent use through proper zoning & regulation

Figure 6.2: Permissible Uses for Agricultural Zone



Source: Nuwara Eliya UDA Office 2022

Map 6.2: Zoning Plan - Agriculture Zone



Chapter 06
The Plan

Economic Development
Strategies

Agro Economic
Development Plan

Chapter 06
The Plan

Economic Development
Strategies

Agro Economic
Development Plan

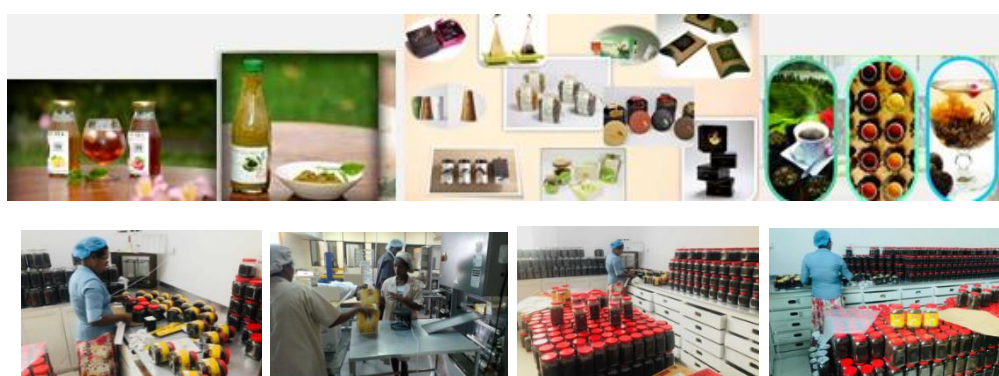
Strategy 02

Promote value-added tea production by facilitating existing tea factories and identifying locations in the area

By facilitating existing tea factories and identified locations in the area, the promotion of value-added tea production can lead to increased revenue, market competitiveness, and product diversification. This approach adds value to the tea industry and contributes to the overall growth and development of the plantation economy.

Ex: Carbonated Tea, Instant Black Tea, Instant Milk Tea, Tea Protein, Tea Baby Soap, Tea Source and Tea Wine

Figure 6.3: Value added tea production



Source: Internet/Google Image

Strategy 03

Encourage the local community to engage with the tea plantation sector through the “out-grower model,” where workers receive plots of land from plantations to independently cultivate, and supply green leaf to factories.

- Concept to improve the productivity of tea lands, youth contribution & worker shortage
- The allocation of land for each out-grower to obtain a reasonable harvest
- Estates should provide fertilizers, and technical know-how to the communities with material supplies, on a cost-recovery basis
- The estate management will assist, create awareness, train, monitor, evaluate, and give solutions for proper agricultural management of the blocks
- The green leaf harvested by the out-growers should be purchased by the estate at a market price based on the Tea Commissioner's formula.

Strategy 04

Chapter 06
The Plan

Encourage employment engagement and provide skilled labour in the tea sector by introducing mechanization of the harvesting of tea. This will increase efficiency, improve quality control, and cost savings, and enhance worker safety, skill development, and technological advancement. And it contributes to the growth, competitiveness, and sustainability of the tea industry.

Economic Development
Strategy

Mechanization of Plucking of Tea Leaves

- Tea Leaf Harvester
- Tea Plucker
- Kawasaki 2-man tea harvester
- Kawasaki engine-driven tea harvester
- Kawasaki battery-operated tea harvester
- Mori tea Prunner
- Kawasaki hedge trimmer

Agro Economic
Development Plan

Figure 6.4: Machines used for tea plucking



Source: Internet/Google Image

Strategy 05

Provide employment opportunities for the skilled labor force through facilitating vocational training courses related to Tea plantations.

- Tea Technology and Value Addition
- Tea plantation
- Crop management of Tea
- Tea manufacturing technology
- Plantation Crop Technology & Management
- Tea manufacturing and Factory Practices

Those courses will be introduced to the Thondaman Vocational Training Center, NAITA Vocational Training Institute, Newvelly Vocational Training Centre and open university. By facilitating vocational training courses related to tea plantations, individuals can acquire the necessary skills and knowledge to pursue rewarding careers in the tea industry.

Figure 6.5: Vocational Courses



Strategy 06

Redevelopment of the public market to get the highest and best use

The city center has two market buildings. One was built in 1880 in the earliest period and the new building was built in 1996. Both market areas contain about 4000 square meters. The city center's land value is also high. Both Markets have 65 no stalls. Old market building is now dilapidated condition and the Attraction of customers also declining. As a result, it is not business business-friendly building, and less demand for rental. New market stalls also closed down due to less attraction of the public. Although the building is located near the main pedestrian path, it failed to attract the inside of the building. Thus, it needs to redevelop the existing market building with banquet hall facilities for various occasions to get the highest and best use.

1. Redevelopment of public market with banquet hall facilities for various occasions at existing market land

Figure 6.6: Location of Market



Source: Nuwara Eliya UDA Office 2022

Figure 6.7: Proposed Development



Source: Nuwara Eliya UDA Office 2022

Strategy 07

Chapter 06
The Plan

Establishing a Vegetable Collection Center for smooth and fast transportation of agricultural products

Setting up a Vegetable Collection Center can indeed help facilitate smooth and fast transportation of agricultural products. Such a center serves as a centralized location where farmers can bring their harvested vegetables, which are then sorted, graded, and prepared for transport to various markets or distribution channels. Especially the collected vegetables such as Maskeliya, Norwood, and Upcott areas, are transported through small lorries to Malliyappu Junction, and then the vegetables transfer to large lorries and transported to Colombo. A large number of vegetables are wasted during these transferring activities and some storage facilities need to store the vegetable until delivered.

Economic Development
Strategy

Agro Economic
Development Plan

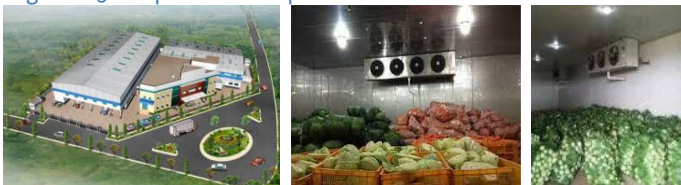
1. Construction of a Vegetable Collection Center with cooling facilities near the railway station

Figure 6.8: Location for proposed vegetable collection center



Source: Nuwara Eliya UDA Office 2022

Figure 6.9: Proposed Development



Source: Google/Internet

Strategy 08

Promote agricultural and manufacturing industrial services

The main economic source of the town is tea, and agriculture and in addition, several small industries are operating in the area. It is proposed to industrial cluster with the collaboration of the Industrial Development Board to promote eco-friendly and non-polluting industries, encourage SMEs, and promote value-added tea production industries by considering the locational advantage as well as bus and railway transportation modes.

1. Establish industrial cluster with collaboration of the Industrial Development Board

Figure 6.10: Location of Proposed Industrial Cluster



Source: Google/Internet

Figure 6.11: Proposed Industries



Strategy 09

Conduct awareness programmes for the community about agricultural products.

- Post-harvest technology
- Improve nutrition & Packaging and transportation
- Encourage organic farming

Conducting awareness programmes is an excellent way to educate the community about agricultural products and promote important aspects such as post-harvest technology, improving nutrition, packaging, and transportation, and encouraging organic farming. Awareness programmes help farmers stay updated with the latest advancements in post-harvest technology, packaging, transportation, and organic farming. Introducing them to new techniques, technologies, and best practices, enables them to improve their farming methods, reduce post-harvest losses, enhance product quality, and increase overall efficiency.

Figure 6.12: Proposed Awareness Programmes & Activities



Source: Google/Internet

6.3.2 Tourism Development Plan

A scenic place is the spatial character of all tourism activities. Sustainable development of scenic places emerges as an important area of tourism development. There are tea plantations outside the environmental conservation areas, which can be used to provide opportunities for tourists to share experiences with the tea plantations without harming the plantation industry. The tourists who visit Hatton town hope to tour the tea plantations and the workers' activities in the sector to study their knowledge of the process of tea making, right from the tea plucking to the turning out of the final products. Therefore, this plantation industry has a great opportunity to attract tourists.

The focus on tourism development strategies for Hatton is to enhance the existing & untapped tourism potential, improve tourism-related infrastructure facilities, and promote activities.

With these strategies, it is expected to gather more tourists, including local and foreign tourists and Sri Pada pilgrims, and increase the duration of their stay in the town by providing them with more entertainment activities, cultural festivals, and other opportunities providing them with more memorable experiences. The following strategies are identified to develop the tourism sector in the Hatton development plan.

Strategy 01

Develop, promote, and implement tour guide plans for tourist attraction places located in Hatton

- Singimale Tunnel
- Singimale Forest
- Pool Bank Lake
- Panmur Lake

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- Inner waterfall
- Christ church walreigh
- Castlereigh Reservoir
- Historical and religious places
- Flower Farm

Developing, promoting, and implementing a tour guide plan for tourism attraction places in Hatton brings numerous advantages, including enhanced visitor experiences, improved safety, and security, local employment opportunities, preservation of cultural and natural heritage, increased tourism revenue, positive word-of-mouth promotion, support for small businesses, and educational and cultural exchange. It will contribute to the sustainable and responsible development of tourism in Hatton, benefiting both the local community and visitors.

Figure 6.13: Tourist Attraction Places



Flower Farm – Cut Flower Farm



Source: Nuwara Eliya UDA Office 2022

Strategy 02

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Promote local economic opportunities by providing adventure tourism, tea tourism, and cultural activities.

- Adventure Tourism - Hiking, Climbing, Camping, Kayaking at Caseltriegh Reservoir
- Tea Tourism - Tea Trails experience by cycling, tea factory with a resident planter, visit to a tea factory, Plantation hiking, Tea bungalow visiting, Tea plucking
- Cultural Tourism – Cultural festivals (Duruthu Perahara Deepawali, Theru ect.), Food festivals, Tea festivals

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Promoting local economic opportunities through adventure tourism, tea tourism, and cultural activities in Hatton can have numerous benefits for the community and Hatton can diversify its tourist offerings, create employment opportunities, stimulate the local economy, and preserve and promote its unique natural and cultural heritage.

Figure 6.14: Various Tourism Activities



Source: Google/Internet

Strategy 03

Proposed direction and information sign boards for selected locations for visitors' convenience.

It is important to provide clear and informative signboards to guide visitors and enhance their convenience. The signboards with clear and readable fonts, appropriate colors, and symbols for easy comprehension. Visually appealing and culturally relevant signboard designs that reflect the essence of Hatton's attractions and heritage. By implementing these directions and information signboards, visitors will be able to navigate Hatton's tourism attractions more easily, access relevant information, and make the most of their experience.

Figure 6.15: Locations and designs for Placed the Direction Boards



Source: Google/Internet

Strategy 04

Establishment of a tourist facility center to provide necessary facilities for tourists. From this, Hatton can greatly enhance the visitor experience and provide necessary amenities for tourists.

1. Tourist Facility Center Development

Figure 6.16: Proposed Tourist Facility Centre



Source: Google/Internet

Strategy 05

Provide Accommodation facilities for Tourists and Pilgrims (Pilgrims come by Train)

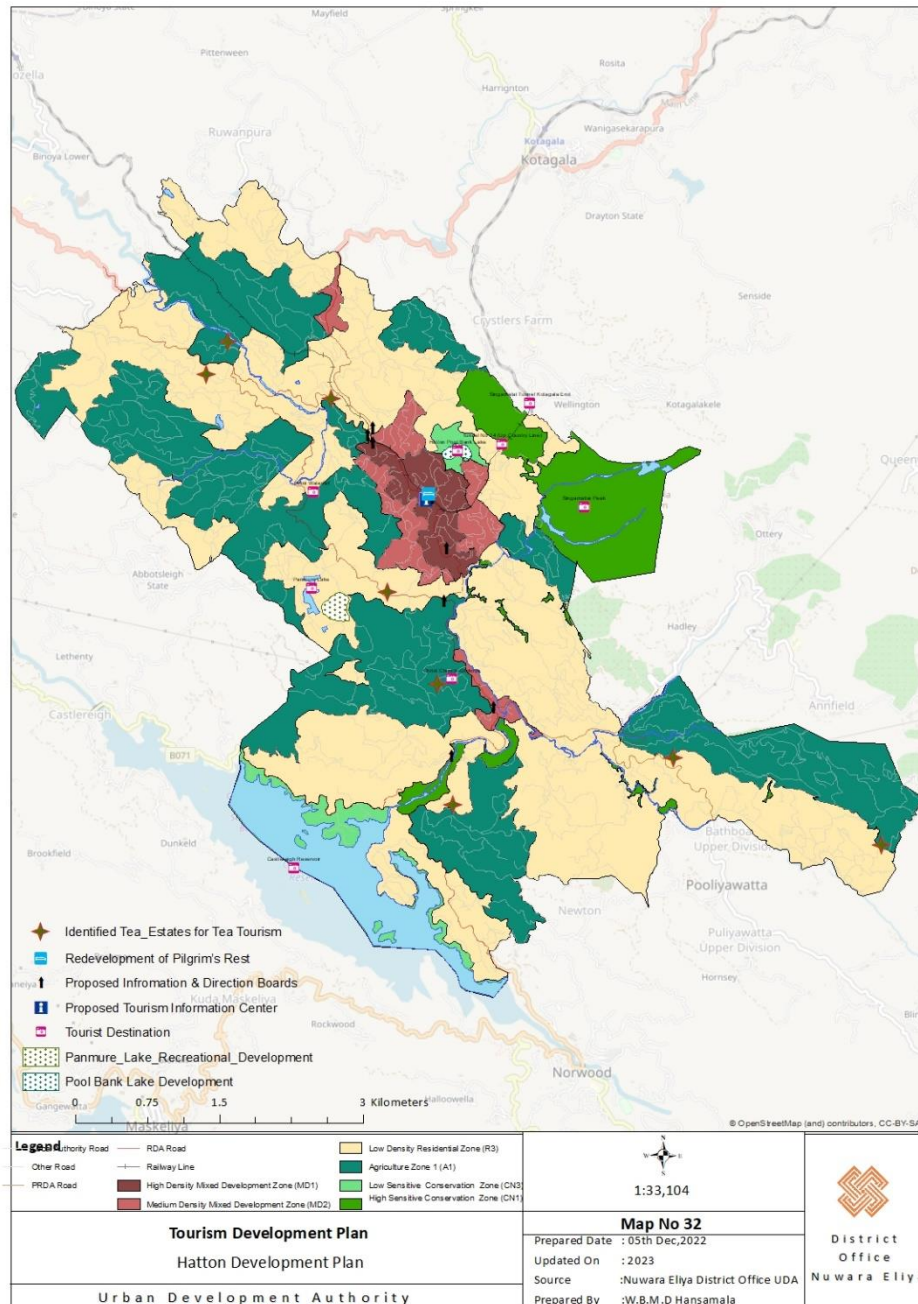
1. Redevelopment of Pilgrim's Rest at Hatton Railway Station
2. Development of Accommodation facilities at Hatton Railway Station

Figure 6.17: Redevelopment of Pilgrim's Rest



Source: Nuwara Eliya UDA Office 2023

Map 6.35: Tourism Development Plan



Source: Nuwara Eliya UDA Office 2023

6.4 Social and Physical Infrastructure Development Strategies

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Under the social and physical infrastructure development strategies, it is discussed about the availability and proposed social and physical infrastructure and relevant analysis that has been done for the social infrastructure such as housing, service centers, education, health services, public market service, and public recreational activities. Under the physical infrastructure, it is discussed transport, water supply, electricity supply, road development, sewerage & drainage systems, solid waste management, and other facilities.

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6.4.1 Social Infrastructure Development Strategic Plan

The proposed social infrastructure development strategic plan for the year 2033 includes proposals on infrastructure development for residential facilities, health, and education services, which are identified as key services in the city.

6.4.1.1 Settlement Plan

The objectives of the settlement plan are to provide a better living environment and facilitate to increase in the quality of houses in this area such as line rooms and temporary houses. The current population of the Hatton area is 39744 (2020) and the forecasted population by the year 2030 is 44710. Housing is for peoples' living and it has many interrelated aspects in the context of the built environment in Hatton. The total number of housing within the planning area is 9412 according to the analysis done by UDA based on the statistics of the divisional secretariat in 2020. Out of the particular housing lot, 75% is permanent, 11% is semi-permanent, 5% is temporary and 9% is required housing. The forecasted housing for 2032 is 11177 and the housing density is 65.

Strategy 01

Upgrade housing facilities in identified estate families to enhance living conditions of estate people

- Upgrade housing facilities in the identified estate

Table 6.1: Existing & Future Housing in Planning Area

Year	Population	Housing	Housing Density
2012	36405	8722	53
2020	39744	9412	58
2032	44710	11177	65

Source: Planning Team, Nuwara Eliya Urban Development Authority

Strategy 02

Provision of affordable housing development for middle-income community

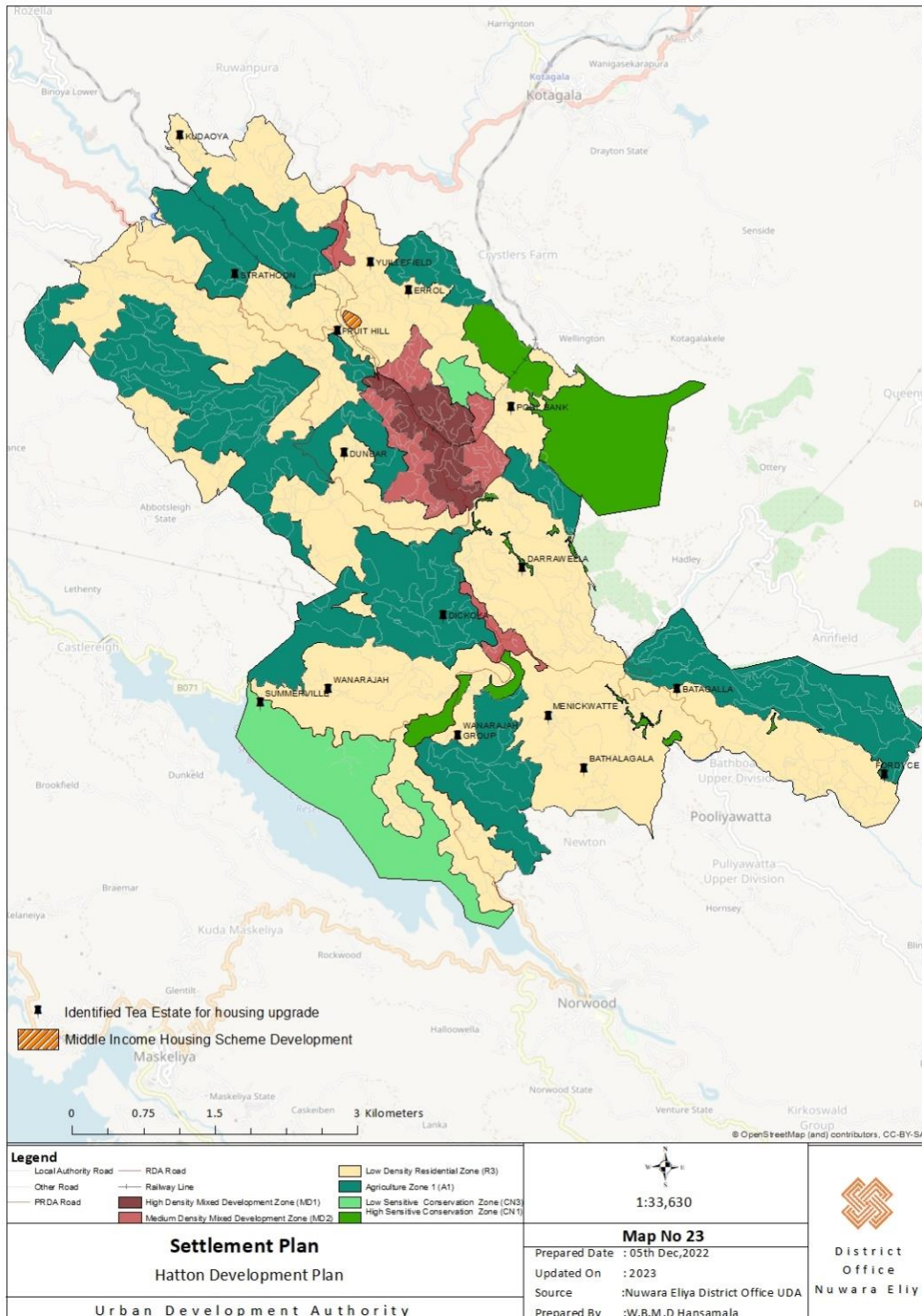
- Proposed affordable middle-income housing scheme in Fruithill

Table 6.2: Identified Houses to be upgraded

Estates	Num. of houses to be upgraded	Estates	Num. of houses to be upgraded
Fruithill	6	Strathdon Estate	2
Wilfradpura	4	Fruithill Estate	4
Hatton Easte	15	Western Estate	6
Errol Estate	14	K.M Estate	14
Singimale	1	Ruwanpura	2
Fernando Town	2	Kudaoya	4
Fruithill Street	1	Wanarajah Upper Division	28
Dickoya Estate	9	Wanarajah Lower Division	34
Darawala Upper Division	2	Warleigh	29
Darawala Lower Division	2	Manikkawatte 1st Division	40
Darawala Colony	1	Manikkawatte 2nd Division	23
Batalgala Upper Division	3	Manikkawatte 3rd Division	20
Batalgala Lower Division	4	Summervill Division	42
Aluthgama	2	South Wanarajah	18
Darawalagama	4		

Source: Resource Profile of Ambagamuwa Divisional Secretariat 2021

Map 6.5: Settlement Plan



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Settlement Plan

Source: Planning Team, Nuwara Eliya, Urban Development Authority

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6.4.1.2 Educational Service Plan

Regarding the education facilities for the people in the planning area, the total number of students is 12193, and the total number of teachers is 719 by 2021. There are 24 schools located in the area, and all of them are provincial schools. Of the schools, 16 are Tamil schools, and those are located in estates.

There are schools that do not even have the basic infrastructure facilities to meet the current needs. Under these circumstances, the educational service plan envisages providing infrastructure facilities to identified schools to create a better environment in the schools to support the students' comfort.

Tertiary education facilities can be identified as one of the main factors supporting economic growth and considering the progress of development. Currently, the Thondaman Vocational Training Center, Newvelly Vocational Training Center, and NAITA Vocational Training Institute have been established to provide tertiary education to school leavers in Hatton. The Open University and ESOF institute are functioning to promote higher education in the locality.

Table 6.3: Training Centers and Course Details

Institutes	Address	Training Courses	Number of Students
Thondaman Vocational Training Center	Hatton	Computer, Electrician, Sewing, English, Hotel	1060
NAITA Vocational Training Institute	Hatton	Computer, Beauty Culture, English, Sewing, Electrician, Nursing Training, Carpentry	30
Newvelly Vocational Training Center	Diyasirigama, Norwood	IT Technician, Garment Quality Control Technician, Electrician, Tailor, Carpenter	97

Source: Resource Profile of Ambagamuwa Divisional Secretariat 2021

Strategy 01

Provision and improvement of adequate infrastructure facilities for the identified schools.

Strategy 02

Upgrade estate schools (Type C) into Type 2 (1-11 Grades) schools.

Table 6.4: Schools with a lack of infrastructure facilities

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School Name	Buildings	Toilets	Library	Laboratory	Computer Lab
Abbotsliegh T.M. V	-	3	-	-	-
Dickoya S.V.	1	-	1	1	1
Dickoya T. V	-	5	-	-	1
Darrawella U.D T. V	1	2	1	1	-
Darawella L.D T.V.	1	-	1	1	1
Fruithill T. V	1	5	1	1	1
Fordyce T. V	-	-	1	-	1
Manickawatta T.V.	1	3	1	1	1
Panmure T.M.V.	1	-	-	1	-
Puliyawatta P.T. V	1	4	1	1	1
Srivani T. V	-	-	1	-	-
Wanaraja U.D T. V	1	1	1	1	1
Wanarajah L.D T. V	1	-	1	1	1

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Source: Resource Profile of Ambagamuwa Divisional Secretariat 2021

Strategy 03

To improve skilled labourers through the introduction of new vocational training courses that suit the economic resources inherent in this area

Introduction of new courses in Vocational Training Centers focusing on the Tea industry, tea-based tourism, and tourism industry.

- Hospitality, Tourism and Events Management
- Tea Technology and Value Addition
- Crop management of Tea
- Tea manufacturing technology
- Plantation Crop Technology & Management
- Tea manufacturing and Factory Practices

6.4.1.3 Health Service Plan

Dickoya District Base Hospital is the main healthcare center in the planning area. This hospital became a prominent hospital that was used to treat people from all over the country during the Covid-19 pandemic. Also, health services are provided by Dunbar local dispensaries, Ayurveda centers, Dispensaries, Pharmacies, and lots of private medical centers/hospitals. The staff composition of Dickoya base hospital is appended below.

Table 6. 5: Staff composition in Dickoya Base Hospital

Hospital	Doctors	Specialist Doctors	Dental Doctors	Nurses	Attendants	Labors	Drivers
Dickoya Base Hospital	45	15	03	60	10	68	4

Source: Resource Profile of Ambagamuwa Divisional Secretariat 2021

Strategy 01

Provision of adequate healthcare facilities by improving Dunbar local dispensary and Ayurveda Center.

- Dunbar Local Dispensary – Improvement of sanitary facilities
- Ayurveda Centre – building with treatment center and laboratory facilities

Figure 6.19: Locations and photos of existing situation



Source: Google/Internet /Field visit

Strategy 02

Provision of Hatton MOH building with facilities at the current clinic center at Hatton.

Strategy 03

Improving adequate sanitary facilities for the citizens.

Development of new public toilet facilities and improvement of the existing public toilets at the Bus stand

Strategy 04

Initiative of School and Preschool Feeding Programme with the collaboration of the Ministry of Health, Ministry of Education, and NGOs.

6.4.1.4 Cultural, Religious, and Heritage Management Plan

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Under the cultural, religious, and heritage management plan, the following strategies were identified:

Strategy 01

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Conservation of old buildings as per scientific methods of the Department of Archaeology

Identified buildings for conservation as per scientific methods of the Department of Archaeology

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- Old building of Hatton Sripada Vidyalaya
- Christ Church Warleigh
- Hatton Railway Station
- Sri Nigrodharama Temple
- Hatton Old Town Hall
- Old building of Highland College

Strategy 02

To create awareness about the historical and cultural archaeological value, promote local and foreign tourism programmes through the connectivity of monuments, and contribute to the local economy.

Strategy 03

Increasing tourist attraction and increasing tourist attraction by including Christ Church Warleigh Anglican Church, which is a tourist destination, in the Tourism Guide Plan of the Tourism Board.

Strategy 04

Facilitate cultural institutions in this area to promote and protect unique cultural events, and festivals in this area.

Strategy 05

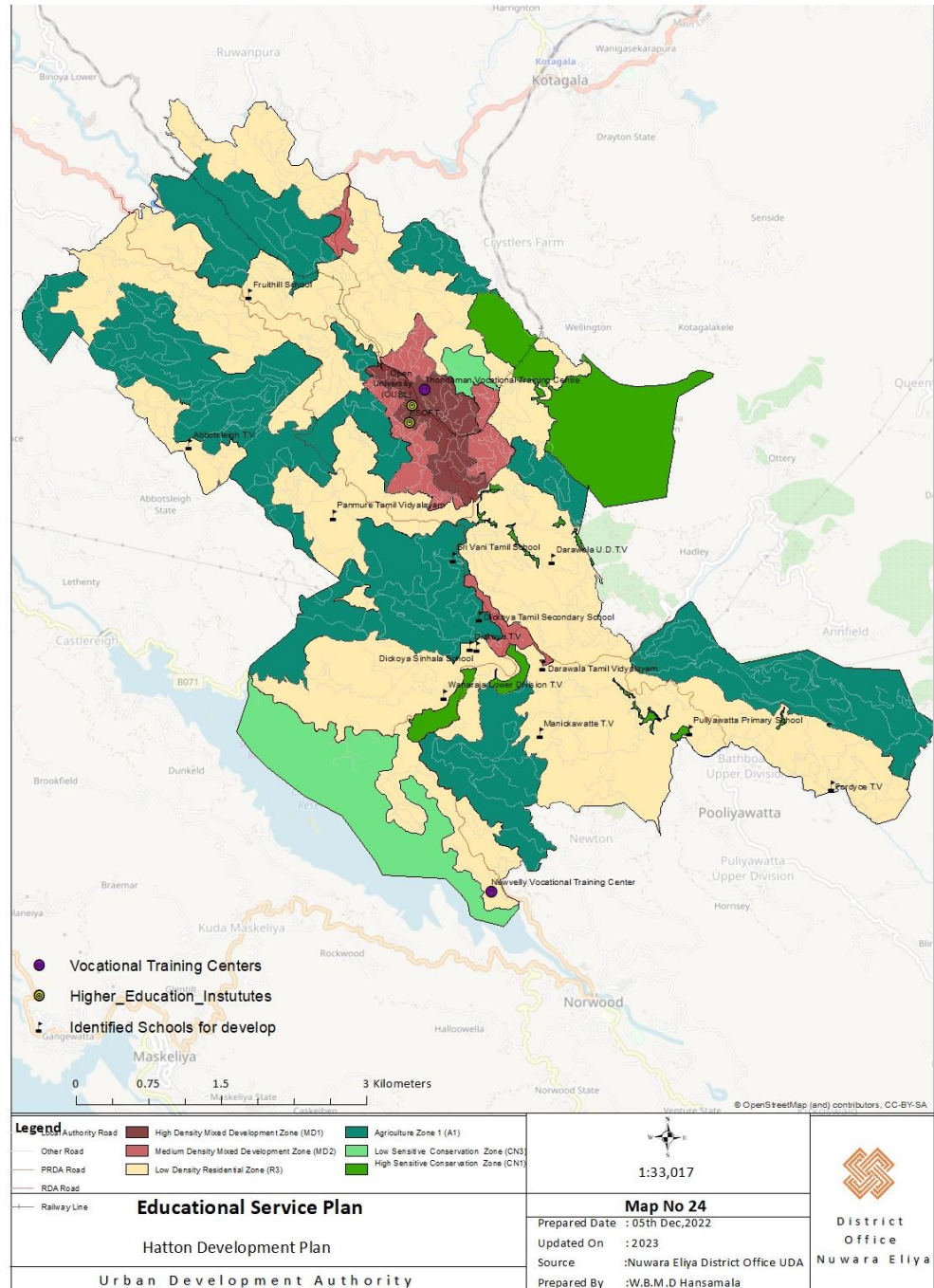
For the promotion of education and tourism activities, to display archaeological sites, monuments, and movable artifacts, and to educate people and students about archaeological sites through publications, conferences, lectures, and conferences (This can be done through modern means of communication, including the Internet)

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Map 6.6: Educational Service Plan

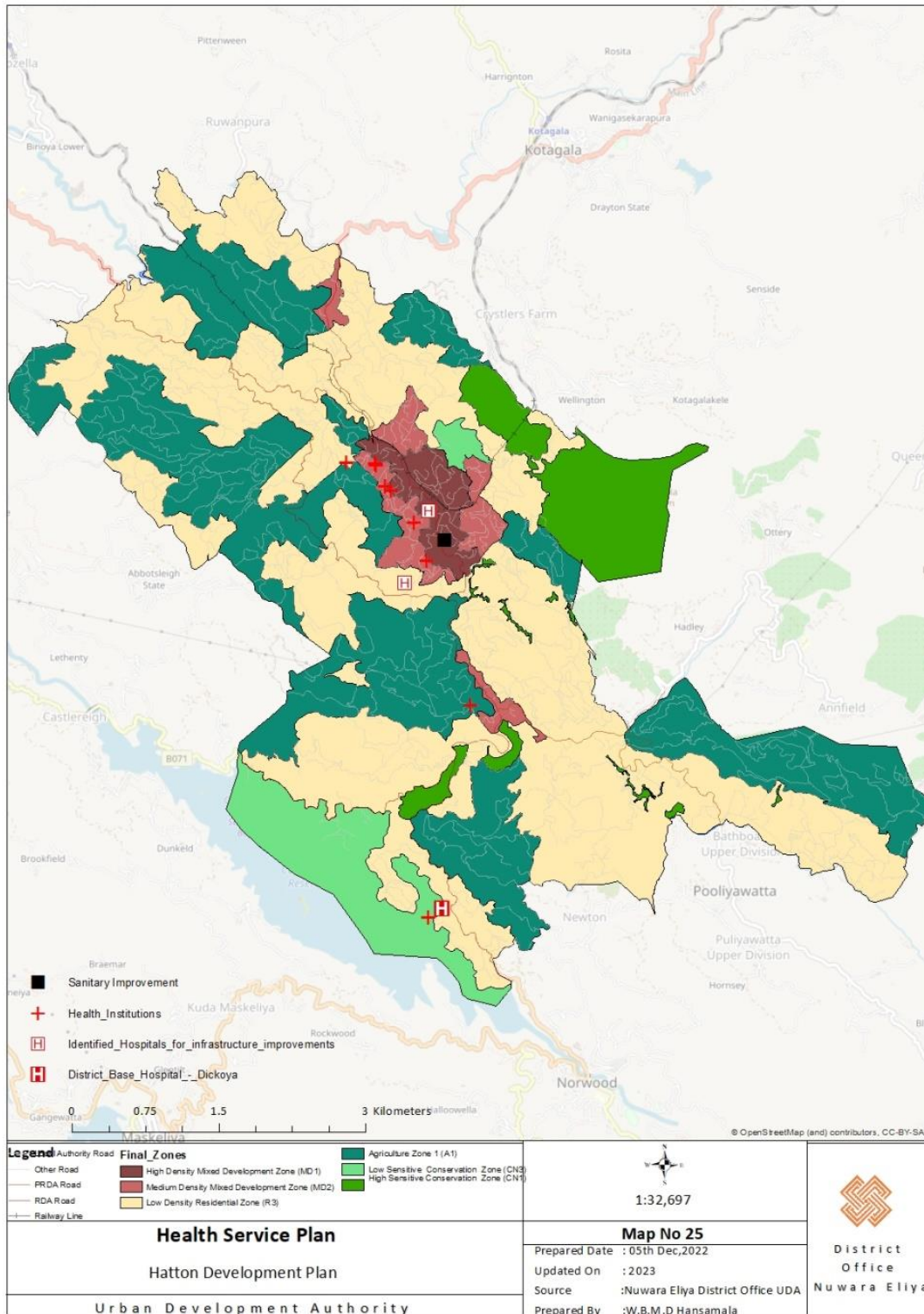
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Source: Planning Team, Nuwara Eliya Urban Development Authority

Map 6.7: Health Service Plan



Source: Planning Team, Nuwara Eliya Urban Development Authority

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6.4.1.5 Administrative Service Plan

Under the administrative service plan, attention is given to the expansion of administrative institutions. One of the main objectives of this development plan was to provide more infrastructure services to the resident population and the visitor population of Hatton. Therefore, this plan was prepared aiming at providing facilities to the people.

Strategy 01

Facilitate administrative functions by new administrative complex

- Construct a new Administrative Complex at the existing Hatton Urban Council building land

Figure 6.20: Proposed Administrative complex



Source: Google/Internet

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6.4.2 Physical Infrastructure Development Strategic Plan

The proposed physical infrastructure development strategic plan for the year 2033 includes proposals on infrastructure development for road facilities, water supply, electricity supply services, solid waste management and sewerage management which are identified as key utility services in the city.

6.4.2.1 Road & Transportation Development Plan

The transportation system serves as the main link that enables people to connect with and engage with the community. As per the problem analysis, the Hatton Development area has poor quality internal roads, a lack of a pedestrian-friendly street network, walkways, pavements, adequate vehicle parks, and a public bus stand. A transportation strategy has been introduced to overcome the above issues and provide convenient transportation.

.

Strategy 01

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Proposed three bypasses to minimize the traffic congestion in the town center.

This is an opportunity to overcome traffic congestion, especially during the Sri Pada period. The following roads were identified to be developed as bypass roads:

- Old Colombo Road
- Proposed bypass road via Ariyagama and Dunbar Road
- Proposed bypass road via Erol Watta Para, Park Road and Circular Road

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Strategy 02

Increase transport efficiency by expanding the main access road.

- Wide the main road from Malliyappu junction to the starting point of Old Colombo Road.

The distance from the Malliyappu junction to Old Colombo Road is about 2.5km. This road provides the main access to Hatton town; therefore, it is necessary to be widened.

Strategy 03

Improving connectivity by developing existing by-roads in the surrounding area.

The following internal roads need to be improved:

- Mount Road (length 75m, width 3m, concrete)
- Kudagama Road (length 60m, width 3m, concrete)
- Pansala Para (length 4m, width 3m, carpet)
- Bandaranayakapura Road (length 40m, width 3m, concrete)

Figure 6.21: Internal Roads



Source: Google/Internet

Strategy 04

Facilitating passenger convenience through the redevelopment of the main bus stand, railway station and minibus terminal

Redevelopment of Hatton Bus stand

As identified in the situational context, the bus stand was congested due to limited space, and part of the premises was encroached on by businessmen. The residents of Hatton and the outer area, as well as tourists and devotees coming from long distances to Hatton town, need a better bus terminal with facilities like shops, sanitary facilities, and organized bus parking facilities that enable people to board buses that will transport them to distant destinations. Therefore, it is required to redevelop the bus stand properly.

Figure 6.22: Location and proposed development of Bus stand



Source: Google/Internet/Nuwara Eliya UDA Office

- Redevelopment of Hatton Railway Station
- Construct a mini bus terminal near the railway station

This is to provide better transport facilities to devotees who are coming by train in Sri Pada seasonal period.

Figure 6.23: Proposed Mini Bus Terminal



Source: Google/Internet

Strategy 05

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Reducing traffic congestion on both sides of the road & creating convenient public service in the city center by providing enough public parking facilities

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

- Behind railway station land (length 150m, width 120m)
- Underground parking in proposed market redevelopment
- Existing Parking lots

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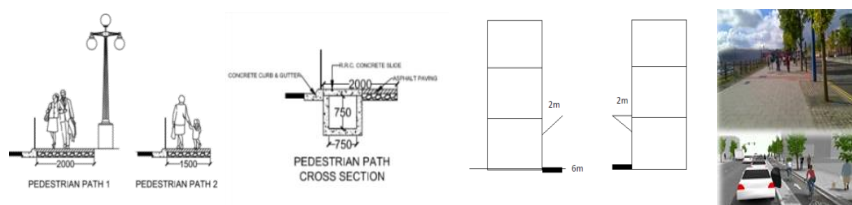
Strategy 06

Construction and development of sidewalks/footwalks and cycle lanes for the convenience of pedestrians.

Pedestrian & Cycling facility improvement in Hatton town & Dickoya town

Table 6.6 Pedestrian Facility Improvements

Widen Pedestrian Paths	Components
Near the Railway Station	<ul style="list-style-type: none"> • Width 1.5m • With surface finish by paving • Landscaping & fixing fence
Side Street	
Near the Mosque	
Construct New Pedestrian Paths	Components
Near Private Bus Stand	<ul style="list-style-type: none"> • Width 1m – 1.5m • With surface finish by paving • Landscaping & fixing fence
Market area	
Pansala para	
Dunbar Road	
Telecom Trangle	
Market Entrance Road	
Construct Shed	Components
Side Street	2m span transparency roof
Market Entrance Road	



Source: Planning Team, Nuwara Eliya Urban Development Authority

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6.4.2.2 Water Supply Plan

The supply of pipe water within the town is operated by the National Water Supply and Drainage Board. The length of water supply lines within the town is approximately 31 km. Two (2) water supply schemes (Hatton high-level & Hatton low-level supply schemes) within the town are available and their total capacity is 2250 m³/day. The following table describes the water connection amount according to usage in 2021 & 2030.

Table 6.7: Water Consumption 2021 & 2030

Usage	Number of Connections 2021	Number of Connections 2030
Residential	3638	5838
Commercial	575	975
Industries	07	25
Institutions	48	88
Public Services	20	45
Other	25	42
Total	4313	7013

Source: National Water Supply and Drainage Board, 2021

It is essential to fulfill the future water requirement for the estimated 44710 future communities and the strategic projects planned by the Development Plan for 2030. It is calculated that 4,471 m³ quantity of water is required in the year 2032 and 1571 m³ water deficit in the future.

Strategy 01

Increase the diameter of the pipeline that takes water from the Dick Oya - Darawala area to Hatton to increase the water capacity.

6.4.2.3 Electricity Supply Plan

This plan proposed to supply electricity for the predicted population in 2032 while keeping the existing supply as it is

6.4.2.4 Drainage, Sewerage & Waste Water Management Plan

As per the result of the detailed analysis, the Hatton area must implement a wastewater management project. According to the proposed Hatton- Dickoya area development density, the town area needs a proper sewage & Waste Water Management project to manage sewerage and wastewater. With the coordination of the Water supply and drainage board, it has been calculated that the total wastewater generated per day was 5338m³ per day by the year 2052.

Table 6.8: Waste water generation amount per day

GND Name	Total WW (m ³ /day)
Dickoya	151
Dickoya South	-
Hatton East	1,074
Hatton North	1,660
Hatton South	-
Hatton West	-
Newvalleygama	-
Panmur	-
Ruwanpura	-
Shanon	-
Wanarajah	-
Migrant Population (Floating)	2,452
Total	5,338

Source: National Water Supply and Drainage Board, 2022

All the wastewater and stormwater in the area flows to the Mahaweli River, Dick Oya, Kehelgamu Oya, and Castlereigh reservoir through the internal drainage network.

The flash flood situation can be identified in town areas during the heavy rains, because of improper construction, lack of maintenance of drainage network, and drainage covered by pavement. Places such as Bus stands, Dickoya Road, near to Telecom building, near C.R.N.Medical Center, and near Manikka Pilleyar Kovil were affected due to the heavy rainfall.

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Strategy 01

Improvement of the existing storm water drainage system

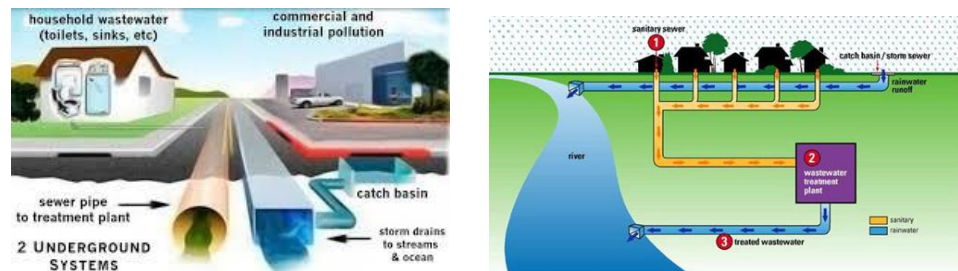
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Strategy 02

Preventing water pollution by applying an appropriate treatment method to wastewater release towards water bodies

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Figure 6.24: Appropriate Waste Water Treatment Methods



Source: Google/Internet

6.4.2.5 Solid Waste Management Plan

Solid waste management is a crucial problem within Hatton Town. At present per day, solid waste generation in the town area is about 6-8 tons. As per the projections, solid waste generation will increase up to 10-12 tons by 2032. Collected solid waste dump at the Ricarton site and it is not well managed. Open dumping and burning waste in the town center is another issue. And wastes are discharged into Mahaweli River and Castlereigh reservoir is another problem.

Strategy 01

Relocating the existing solid waste dumping site to a new location for proper management

- Relocate the existing solid waste dumping site to the identified land at Gaminipura.
 - Composting degradable waste
 - Recycling non- degradable waste

Strategy 02

Enhance citizen engagement for effective solid waste management mechanisms and improve the waste collection and transport system.

- Introduce door to door collection system and awareness among the public about the waste collection schedule

Figure 6.25: Proposed Door-to-Door Waste Collection Route



Source: Planning Team, Nuwara Eliya Urban Development Authority

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Strategy 03

Segregation of solid waste introduced properly designed bins labeled separately according to the National color code for collection by the local authority.

Introduced properly designed bins labeled separately according to the National color code for collection by the local authority. It is also expected to establish garbage collection bins along the garbage collection routes and at identified locations in the center of the city.

Biodegradable (Food) waste – Green

Paper waste - Yellow

Plastic waste - Red

Glass waste - Blue

Figure 6.26: Color Codes



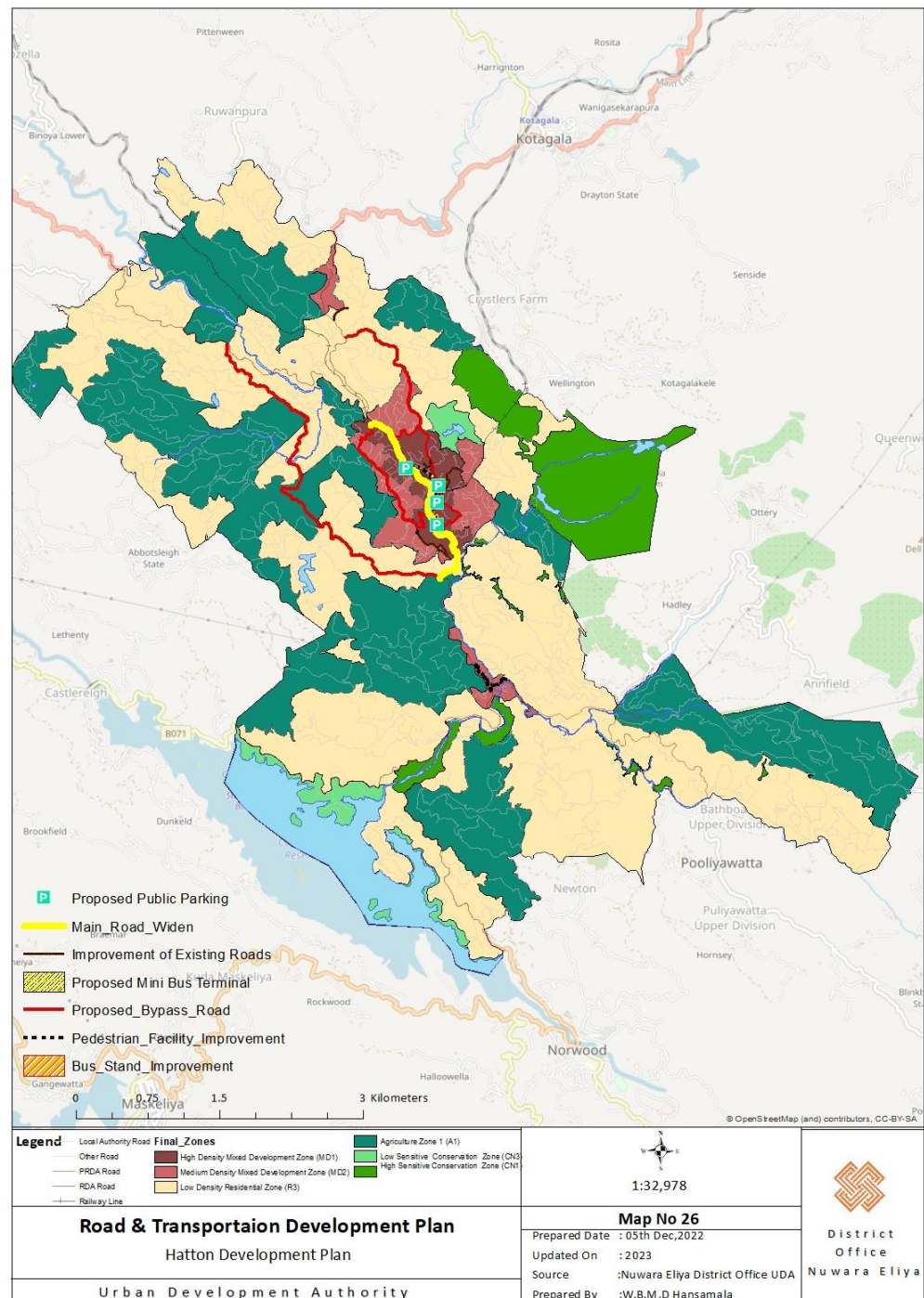
Source: Google/Internet

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Map 6.8: Road & Transport Development Plan

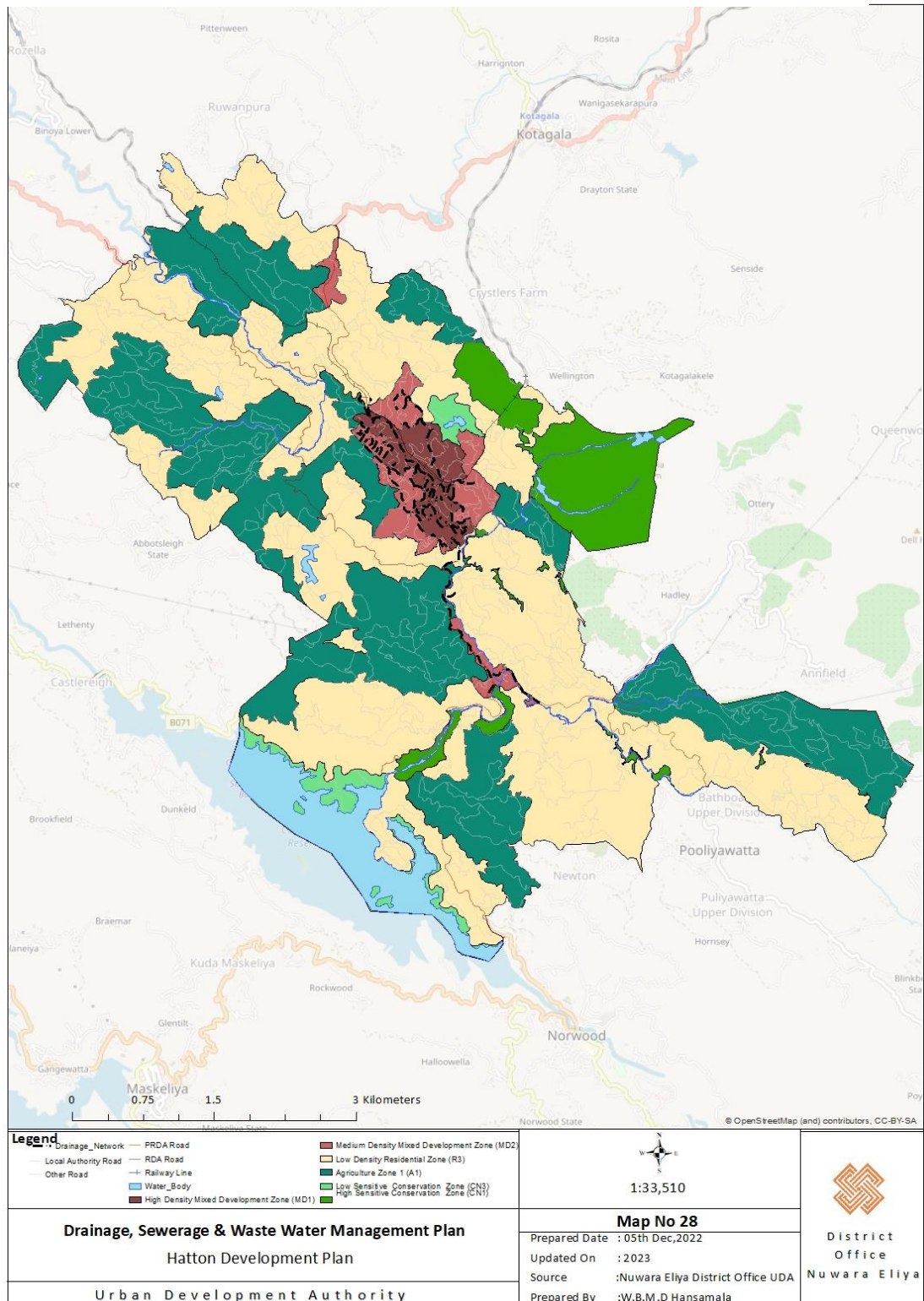
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Source: Planning Team, Nuwara Eliya Urban Development Authority

Map 6.9: Drainage, Sewerage & Waste Water Management Plan



Source: Planning Team, Nuwara Eliya Urban Development Authority

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Sustainable
Environmental Strategies

Strategy 04

Promote conversion of all short-term biodegradable waste material into compost and promote community participation to ensure sustainable composting.

- Conducting awareness programs about solid waste management by local authorities with the collaboration of NGOs for the community.
- Promote organic fertilizers using degradable solid waste and encourage community.

Figure 6.27: promoting community participation



Source: Google/Internet

6.5 Sustainable Environmental Strategies

Concerning the vision of 2030, the environmentally sustainable strategy will facilitate to achievement of the goal of “Become a prominent service provider” through the objectives of to preserve 100% highly sensitive existing green patches by maintaining reservations and regulating developments by 2032.

6.5.1 Conservation Plan

The demarcation of Conservation zones is based on existing natural features and their sensitivity level. Singimale Mountain area and marshy lands are identified as a conservation zone and they should be classifying as highly conserved area.

Strategy 01

Protection of existing sensitive areas through demarcation of Zoning and regulation

- Introduction of Forest and marsh land conservation zone

Figure 6.28: Singimale Forest



Source: Planning Team, Nuwara Eliya Urban Development Authority

6.5.2 Disaster Risk Reduction Plan Strategy 01

Flood Risk Reduction (Modifying the Flood -keep flood water away from development and populated areas)

Sustainable
Environmental Strategies

- Embankments and dikes for Dick oya river
- Establishment of an extensive forecasting network in the Hatton town area
- Improving the canals that feed the Dick oya river
- Enforce the current Regulations for blocking developments along canals
- Enforce the Regulations for the reservation of water Bodies

Disaster Risk Reduction
Plan

Table 6.9: Regulations for reservation of water Bodies

Name of the waterway	Building Limit/Reservation	Responsible entity
Mahaweli River	From River Bank Less than 5m - 20m 5m -15m - 40m More than 20m - 60m	Main Responsibility – Mahaweli Authority
Natural Ela Less than 3m 3m -8m 8m-15m More than 15m	From the existing boundary on either side twice the width of the bottom of the existing canal	Main Responsibility – Divisional Secretary Local Authority
Buildup Ela & Drainage 3m & More 1.5m -3m Less than 1.5m	From the existing boundary on either side twice the width of the bottom of the existing canal and drain	Main Responsibility – Divisional Secretary Local Authority

Strategy 02

Landslide Risk Reduction

- Awareness programs for the community will improve the consciousness about the landslide risk
- Permanently relocate the people from landslide-vulnerable locations according to the instructions and guidelines and settle them in safer places with NBRO recommendations
- Reduce the intensity of disaster and control the development of hazardous area
- Regulate development according to landslide risk zones identified by NBRO

Figure 6.29: Awareness Programs



Figure 6.30: Landslide risk zones identified by NBRO

Zone	High Risk Zone
Permissible Uses	<ul style="list-style-type: none"> • Parks, forest reserve parks, plant nurseries, gardens ,open ground ,playgrounds • Crops recommended for slopes • Residential works recommended by Urban Development Authority and National Building Research Organization. • Contour line cultivation • Temporary buildings
Non-Permitted Uses	<ul style="list-style-type: none"> • Industries • Institute of Education • Places of public gathering, places of financial activity, animal breeding centers
Other requirements	<ul style="list-style-type: none"> • All construction should be done in accordance with slope gradients and other safety measures. • Special sewage treatment methods should be introduced. • Obtaining permission from relevant institutions <ul style="list-style-type: none"> ○ Urban Development Authority ○ Disaster Management Centre ○ National Building Research Institute • Adequate parking facilities
Zone	Medium Risk Zone
Permissible Uses	<ul style="list-style-type: none"> • Residential work • Industrial activities, parks and playgrounds • Open spaces and leisure and recreational activities • Cultivation activities • Plantations • Corporate Affairs • Community development activities • Public gathering center • Financial affairs • Recommended multi-purpose buildings by weight • Cultivation done according to contour line methods
Non-Permitted Uses	
Other Requirements	<ul style="list-style-type: none"> • Construction should be done in accordance with the relevant ground slopes and under all other safety measures. • Special drainage and treatment methods should be introduced. • Permission should be obtained from the relevant institutions. <ul style="list-style-type: none"> ○ Urban Development Authority ○ Disaster Management Centre • Adequate parking facilities and waste disposal facilities should be provided. (The type that is not prone to disasters)
Zone	Low Risk Zone
Permissible Uses	<ul style="list-style-type: none"> • Residential (less ground cover) • Industries • Allowing space for high-rise buildings. • Public gathering places • Government and semi-government buildings • Administrative complex, educational and training institutes, cultural centres, and places of worship, community halls, museums and parking complexes. • Parking lots • Cultivation and plantation industries • Power generation
Non-Permitted Uses	
Other Requirements	<ul style="list-style-type: none"> • All construction should be done based on contour lines. • All planting should be done according to the contour line method and under other protective measures. • Sewage treatment methods should be introduced. • Local Authority and National Building Research Institute permits

Source: NBRO

6.5.3 Proposed Public Open Spaces and Recreation Development Plan

The strategies set out under the Public open spaces and recreational development plan, which has been prepared with the objective of providing such facilities in Hatton are appended below

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Sustainable
Environmental Strategies

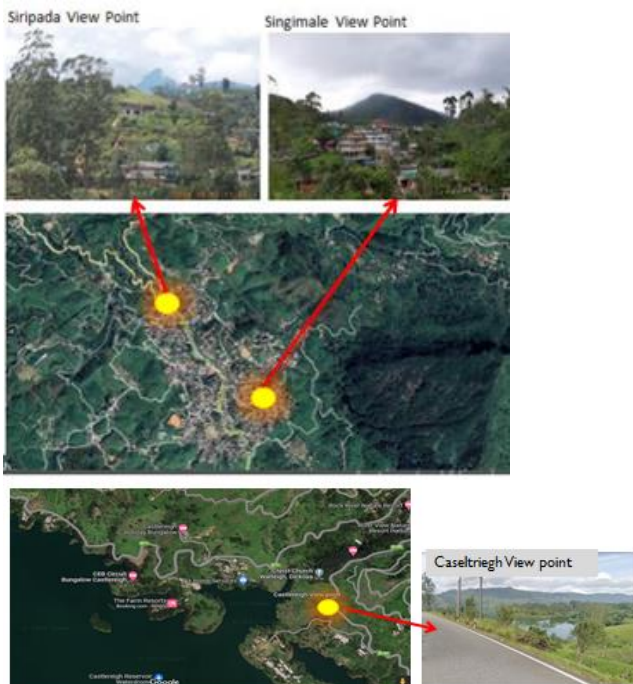
Strategy 01

Preservation of existing scenic viewpoints identified in the area through guidelines

Public Open Spaces and
Recreation Development
Plan

- Identifying scenic areas in the planning area
 - Develop Guidelines to protect Scenic views & view sheds
 - Discourage all development activities which affect/Block Scenic Views
 - Develop Guidelines for Billboards placing which block scenic views

Figure 6.31: Scenic view points



Source: Field Visits

Strategy 02

Promote and develop scenic areas in the planning area as passive recreational spaces

- Pool Bank Lake Development Project
- Proposed Viewing Deck and Tea Boutique with Tea Sale Center

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Public Open Spaces and
Recreation Development
Plan

Figure 6.32: Proposed Pool Bank Lake Development



Figure 6.33: Proposed Viewing Deck and Tea Boutique with Tea Sale Center



Strategy 03

Promote suitable tree planting mechanisms and beautification for the area.

- Dickoya town beautification project

Strategy 04

Enhance active recreational activities by redeveloping existing playgrounds

- Development of Dunbar Playground

Figure 6.34: Dunbar Playground Development



Source : UDA Nuwaraeliya

6.6 Project Implementation Strategy

Chapter 06

The Plan

6.6.1 Introduction

The Hatton Development Plan 2024- 2034 set out strategies for implementation of project proposals. The project proposals identified under each strategy will be implemented in a manner selected through a comparative analysis of the methodology and the analysis of the social and environmental impact of such project proposals.

Project Implementation
Strategy

Prioritizing the Projects

6.6.2 Prioritizing the Projects

The projects have been divided into three categories based on their urgency and significance: priority projects, second priority projects, and third priority projects. These projects have been prioritized due to their strategic importance and geographical considerations. Below are the specifics for each category:

1. First Priority Project

2. Second Priority Project

3. Third Priority Project

1. First Priority Projects

- i. Widen the main road from Malliyappu junction to the starting point of Old Colombo Road
- ii. Redevelopment of Hatton Public Bus stand
- iii. Bypass road developments
 - a. Old Colombo Road
 - b. Park Road
 - c. Dunbar Road
- iv. Redevelopment of public market with banquet hall facilities for various occasions at existing market land
- v. Development of public vehicle parking
 - a. Behind railway station land (length 150m, width 120m)
 - b. Underground parking in proposed market redevelopment
- vi. Improvement of the stormwater drainage system
- vii. Relocate the existing solid waste dumping site to the identified land at Gaminipura
- viii. Establish garbage collection bins along the garbage collection routes and at identified locations in the center of the city
- ix. Conducting awareness programs about solid waste management by local authorities with the collaboration of NGOs for community

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Project Implementation
Strategy

Prioritizing the Projects

2. Second Priority Projects

- i. Improvement of internal roads
 - a. Mount Road (length 75m, width 3m, concrete)
 - b. Kudagama Road (length 60m, width 3m, concrete)
 - c. Pansala Para (length 4m, width 3m, carpet)
 - d. Bandaranaakapura Road (length 40m, width 3m, concrete)
- ii. Increase the diameter of the pipeline that takes water from Dick Oya – Darawala area to Hatton to increase the water capacity
- iii. Construct a minibus terminal near the railway station
- iv. Development of tourism attraction places
 - a. Tourism-related infrastructure facilities development project
 - b. Tourist information center
 - c. Sanitary facilities
- v. Establish direction and information sign boards for selected locations
- vi. Infrastructure development of identified schools
- vii. Upgrade housing facilities in identified estates
- viii. Improvement of sanitary facilities at Dunbar local dispensary
- ix. Proposed Viewing Deck and Tea Boutique with Tea Sale Center

3. Third Priority Projects


- i. Development of new Administrative Complex at existing Hatton Urban Council building land
- ii. Walkability Improvement at Hatton town and Dickoya town
 - Widen and construct new pedestrian paths
- iii. Dickoya town beautification project
- iv. Housing scheme development at Fruthill
- v. Development of new public toilet facilities and improvement of the existing public toilets at Bus stand
- vi. Development of a Vegetable Collection Center near the railway station
- vii. Improving the canal network
- viii. Development of embankments and dikes for Dick oya ela
- ix. Development of a building with a treatment center and laboratory facilities in Ayurveda Centre
- x. Conserve the selected historical and archeologically important places, and buildings according to the recommended methods by the Department of Archaeology
- xi. Development of Dunbar Playground
- xii. Pilgrim's Rest Redevelopment

6.6.3 Details of Projects

Chapter 06

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6.6.3.1 Project 01

Project Name	Widen the main road from Malliyappu junction to the starting point of Old Colombo Road										
Project Proposal	Increase transport efficiency by expanding the main access road										
Project location											
Location	Province	Central			District		Nuwara Eliya				
	Divisional Secretariat	Ambagamuwa			Local authority		Hatton Dickoya Urban Council				
Access	Nuwara Eliya Hatton Avissawella Road (A7) & Hatton Dalhousie Road (B149)										
Location map											
Project Justification											
Nature of the Project	New		Improvement			Extention		√	Land development only		
Project Category	Preservation		Commercial		Landscaping		Historical preservation		Houses	Resettlement	Other
											√
Project Objectives	<ul style="list-style-type: none">● Increase transport efficiency● Reduce traffic congestion● Improve traffic flow● Improve pedestrian and cyclist facilities● Enhance public transportation										

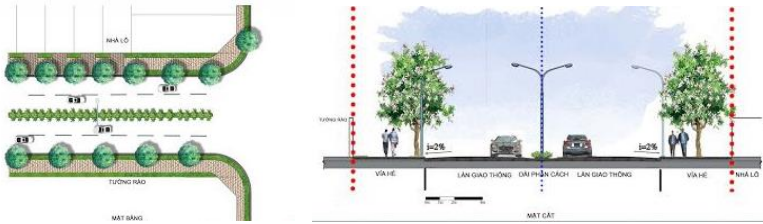
Project
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Strategy

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Projects

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Project Suitability	Widening the main road from Malliyappu junction to the Old Colombo Road can be justified by several factors. It can alleviate traffic congestion, improve safety, enhance transportation efficiency, and stimulate economic development. Narrow roads can pose safety risks, but widening the road provides additional space for proper lanes, markings, and safety features. A wider road can accommodate a higher volume of vehicles, resulting in improved transportation efficiency. Economic development is also facilitated by a well-connected road network, attracting investments and facilitating goods transportation.						
Description of the Project Property							
Present ownership of land & extent	U.D.A.		Private		Government	√	Road Length 2.5km
Project Components	<ul style="list-style-type: none">• Road Widening 15m• Pedestrian Walkways• Tree planting• Drainage Improvements <div></div>						
Implementation of the Project							
Project duration	Short (1 Yr - less)	√	Medium-term (Yrs. 1-3)		Long-term (Yrs. 3-over)		
Institution to be implemented	RDA Hatton Dickoya Urban Council						
Fundraising Methodology	Treasury Funds						
Zone	High-Density Mixed Development					Compatible with the zoning	√

6.6.3.2 Project 02

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The Plan

Project
Implementation
Strategy



Details of
Projects

Project Name	Redevelopment of Hatton Public Bus stand							
Project Proposal	Facilitating passenger convenience through redevelopment of the main bus stand							
Project location								
Location	Province	Central		District	Nuwara Eliya			
	Divisional Secretariat	Ambagamuwa		Local authority	Hatton Dickoya Urban Council			
Access	Hatton Maskeliya Dalhousie Road							
Location map								
Project Justification								
Nature of the Project	New		Improvement		Extention	√	Land development only	2 Ha
Project Category	Preservation	Commercial	Landscaping	Historical preservation	Houses	Resettlement	Other	
		√						
Project Objectives	<ul style="list-style-type: none">• Reduce to traffic congestion in city center and bus stand• Provide sufficient spaces for the transportation and infrastructure facilities.• Facilite passenger convenience							

Chapter 06
The Plan

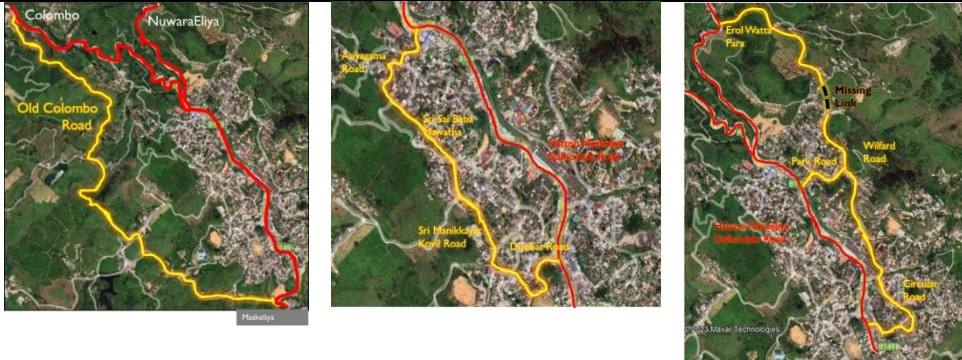
Project Implementation
Strategy

Details of Projects

Project Suitability	<p>The redevelopment of the Hatton Public Bus Stand is justified by several reasons, including improvements in infrastructure, safety, accessibility, traffic management, economic development, integration with public transportation, sustainable development, preservation of cultural identity, and long-term benefits.</p> <p>Issues with bus stand premises are also the reason for traffic congestion. The bus stand area is about 90 perch. Approximately 300 buses are used at this bus stand each day. Normally each buses waste 15 minis more to leave or enter to bus stand because of the congestion. And festival season bus stand will be very crowded and congested area.</p> <p>This redevelopment is an investment in the future, providing a foundation for efficient and sustainable transportation services, and accommodating future demands for improved connectivity and mobility.</p>							
Description of the Project Property								
Present ownership of land & extent	U.D.A.		Private		Government	√	Land Extent	2ha
Project Components	<ul style="list-style-type: none">• Bus bays• Integrated public bus stand & Private bus stand• Commercial Shops• Sanitary Facilities• Seating Arrangement• ATM Facilities <div></div>							
Implementation of the Project								
Project duration	Short (1 Yr - less)	√	Medium-term (Yrs. 1-3)		Long-term (Yrs. 3-over)			
Institution to be implemented	Ceylon Transportation Board Road Passenger Transport Authority Hatton Dickoya Urban Council							
Fundraising Methodology	Treasury Funds/Local Authority's Fund							
Zone	High-Density Mixed Development					Compatible with the zoning	√	

6.6.3.3 Project 03

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Project Name	Bypass road developments that connect outer major roads <ol style="list-style-type: none">1. Old Colombo Road2. Proposed bypass road via Ariyagama and Dunbar Road3. Proposed bypass road via Erol watta para, park road, and circular road									
Project Proposal	Proposed three bypasses to minimize the traffic congestion in the town center									
Project location										
Location	Province	Central			District		Nuwara Eliya			
	Divisional Secretariat	Ambagamuwa			Local authority		Hatton Dickoya Urban Council Ambagamuwa Pradeshiya Sabha			
Access	Nuwara Eliya Hatton Avissawella Road & Hatton Maskeliya Dalhousie Road									
Location map										
Project Justification										
Nature of the Project	New		Improvement	√	Extention		Land development only			
Project Category	Preservation		Commercial	Landscaping	Historical preservation		Houses	Resettlement	Other	
									√	
Project Objectives	<ul style="list-style-type: none">• Reduce to traffic congestion in city center• Provide sufficient spaces for the transportation and infrastructure facilities.• Facilitate passenger convenience									

 Project
Implementatio
n Strategy

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Projects

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Project Implementation
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Details of Projects


Project suitability	By connecting outer major roads, bypass roads create more efficient transportation networks. They enhance overall connectivity and accessibility, allowing vehicles to reach their destinations more quickly and smoothly. This reduces the congestion in town due to festivals and the Sri Pada season.							
Description of the Project Property								
Present ownership of land & extent	U.D.A.		Private		Government	√	Road Length	Old Colombo Road-4.7km Road via Ariyagama and Dunbar Road - 1.8km Road via Erol watta para, park road, and circular road-3.5km
Project Components	<div>Old Colombo Road</div> <ul style="list-style-type: none">Existing road proposed to be wideningMinimum 7m width <div>Proposed bypass road via Ariyagama and Dunbar Road</div> <ul style="list-style-type: none">Existing road improvementMinimum 6m widthProposed Connected Road Sections<ul style="list-style-type: none">Ariyagama RoadSri Sai Baba MawathaSri Manikkayar Kovil RoadDunbar Road <div>Proposed bypass road via Erol watta para, park road, and circular road</div> <ul style="list-style-type: none">Existing road improvementNew development of Road - Missing link 120mMinimum 4m widthProposed Connected Road Sections<ul style="list-style-type: none">Erol Watta ParaPark roadWilfard RoadCircular Road							
Implementation of the Project								
Project duration			Short (1 Yr - less)			Medium-term (Yrs. 1-3)	√	Long-term (Yrs. 3- over)
Institution to be implemented			Road Development Authority Hatton Dickoya Urban Council Ambagamuwa Pradeshiya Sabha					
Fundraising Methodology			Treasury Funds					
Zone			High Density & Medium Density Mixed Development/Low Density Residential/Agriculture				Compatible with the zoning	√

6.6.3.4 Project 04

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Implementatio
n Strategy



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Projects

Project Name	Redevelopment of public market with banquet hall facilities for various occasions at existing market land									
Project Proposal	Redevelopment of the public market and to get the highest and best use									
Project location										
Location	Province	Central		District		Nuwara Eliya				
	Divisional Secretariat	Ambagamuwa		Local authority		Hatton Dickoya Urban Council				
Access	Hatton Maskeliya Dalhousie Road									
Location map										
Project Justification										
Nature of the Project	New		Improvement	√	Extention			Land development only		
Project Category	Preservation		Commercial	Landscaping	Historical preservation		Houses	Resettlement	Other	
			√							
Project Objectives	<ul style="list-style-type: none"> • Reduce to traffic congestion in city center • Provide sufficient spaces for the transportation and infrastructure facilities. • Facilitate passenger convenience 									

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Project Implementation
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Details of Projects


Project suitability	The central market area contains with old market building which is built in 1938 and new market building build in 1996 with a plot covering an extent of approximately 15000 sq.ft. The old market building is with only the ground floor and the new market building includes a 1st-floor level also. A good advantage for this market area is main pedestrian movement is located through this area. However, due to dilapidated conditions and failure of arrangement, the inside stalls of buildings were not functioning. The shops were shifted to in front of the road and encroached on the pedestrian path. Also, the market road is very narrow, and difficult to move the vehicles to the inside of the market area. Pedestrians also face difficulties such as the non-availability of pedestrian paths. Therefore, from this project, the shops located along the market road (built in 1968 with 10 shops) are to be re-arranged and expanded the road.						
Description of the Project Property							
Present ownership of land & extent	U.D.A.		Private		Government	√	Land Extent 1.12A
Project Components	<ul style="list-style-type: none">• Public Market• Banquet Hall• Parking• Landscaping• Shops to be relocated (Total shops 220)<ul style="list-style-type: none">○ Central market- 100○ Outside of Market-50○ Private Bus stand & Star square-70 <div></div> <div></div>						
Implementation of the Project							
Project duration	Short (1 Yr - less)				Medium -term (Yrs. 1-3)	√	Long-term (Yrs. 3- over)
Institution to be implemented	Hatton Dickoya Urban Council Urban Development Authority						
Fundraising Methodology	Treasury Funds/ Local Authority's Fund/PPP						
Zone	High-Density Mixed Development					Compatible with the zoning	√

6.6.3.5 Project 05

 Chapter 06
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 Project
Implementation
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Details of Projects

Project Name	Development of public vehicle parking								
Project Proposal	Reducing traffic congestion on both sides of the road & creating convenient public service in the city center by providing enough public parking facilities								
Project location									
Location	Province	Central		District		Nuwara Eliya			
	Divisional Secretariat	Ambagamuwa		Local authority		Hatton Dickoya Urban Council			
Access	Hatton Maskeliya Dalhousie Road (B149)								
Location map									
Project Justification									
Nature of the Project	New	√	Improvement	√	Extention			Land development only	
Project Category	Preservation		Commercial	Landscaping	Historical preservation		Houses	Resettlement	Other
			√						
Project Objectives	<ul style="list-style-type: none">• Reduce to traffic congestion in city center• Provide sufficient spaces for the transportation and infrastructure facilities.• Reducing on-street parking congestion• Ensuring safety and security.• Generating revenue and managing parking resources								

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Project Implementation
Strategy

Details of Projects

Project Suitability	Hatton Town face a shortage of parking spaces due to limited available land for parking and most of vehicle are park beside the road. Developing public parking facilities helps alleviate this problem by providing dedicated spaces for vehicles, reducing on-street parking, and improving overall parking availability. Properly designed and well-maintained public parking facilities enhance safety and security for both vehicles and users. Developing public parking facilities aligns with urban planning principles, managing traffic congestion, reducing on-street parking, and supporting pedestrian-friendly urban environments.						
Description of the Project Property							
Present ownership of land & extent	U.D.A.		Private		Government	√	Land Extent 100P
Project Components	Proposed Site				Land Ownership		Land Extent
	Behind railway station land (length 150m, width 120m)				CGR		20P
	Underground parking in proposed market redevelopment				Hatton UC		60P
	Existing Parking lot				Hatton UC		20P
Implementation of the Project							
Project duration			Short (1 Yr - less)			Medium-term (Yrs. 1-3)	√ Long-term (Yrs. 3- over)
Institution to be implemented			Hatton Dickoya Urban Council Urban Development Authority				
Fundraising Methodology			Treasury Funds/ Local Authority's Fund				
Zone			High-Density Mixed Development			Compatible with the zoning	√

6.6.3.6 Project 06

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Project Name	Improvement of the stormwater drainage system							
Project Proposal	Rehabilitation and Development of Existing Drainage Network in the town centre							
Project location								
Location	Province	Central	District	Nuwara Eliya				
	Divisional Secretariat	Ambagamuwa	Local authority	Hatton Dickoya Urban Council				
Access	Hatton Maskeliya Dalhousie Road							
Location map								
Project Justification								
Nature of the Project	New		Improvement	√	Extension		Land development only	
Project Category	Preservation	Commercial	Landscaping	Historical preservation	Houses	Resettlement	Other	
								√
Project Objectives	<ul style="list-style-type: none"> Mitigate flash flood in City center Minimize property damage caused by flash flooding Promote sustainable stormwater management practices Enhance the overall efficiency and functionality of the stormwater drainage system 							

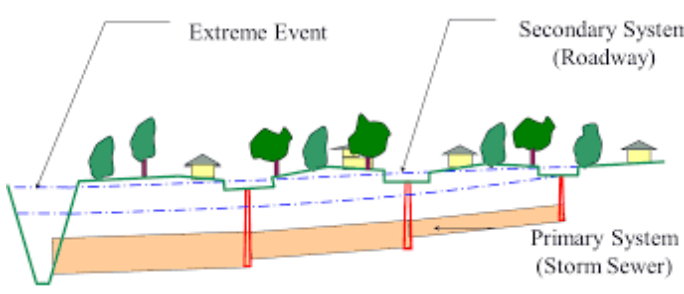
 Project
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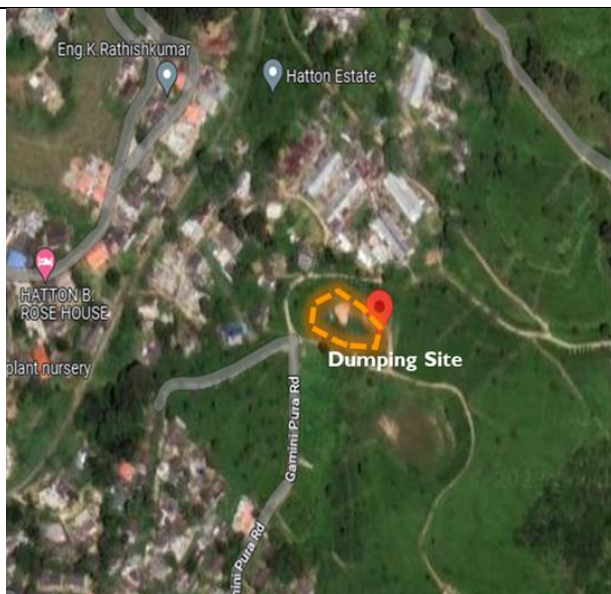
Project Suitability	<p>Issues in the Storm Water Drainage System are issues in Hatton Town. Lack of maintenance of drainage network and drainage covered by pavement are cause to flash flood in high rainfall intensities. The places such as the Bus stand, Dickoya Road, near to Telecom building, near the C.R.N.Medical center, and near Manikka Pilleyar Kovil were affected due to the heavy rainfall.</p> <p>The stormwater drainage system can be improved for several reasons, including reducing flood risk, enhancing infrastructure resilience, protecting the environment, complying with regulations, minimizing public safety and health risks, promoting economic benefits, enhancing community well-being, and achieving long-term cost savings. Flooding can cause significant damage to properties, infrastructure, and the environment, resulting in property damage, public safety hazards, and economic losses. Upgrading and improving the system can also enhance its capacity to handle increased rainfall intensity due to climate change.</p> <p>Improving the stormwater drainage system can enhance community well-being by reducing anxiety related to flooding and improving the quality of life for residents.</p>						
Description of the Project Property							
Present ownership of land & extent	U.D.A.		Private		Government	√	Land Extent -
Project Components	<p>Improvement of existing Strom Drainage system</p> 						
Implementation of the Project							
Project duration	Short (1 Yr - less)			Medium-term (Yrs. 1-3)	√	Long-term (Yrs. 3-over)	
Institution to be implemented	Hatton Dickoya Urban Council Urban Development Authority						
Fundraising Methodology	Local Authority's Fund						
Zone	High-Density Mixed Development Medium Density Mixed Development				Compatible with the zoning		√

6.6.3.7 Project 07

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Implementation
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Details of
Projects

Project Name	Relocate the existing solid waste dumping site to the identified land at Gaminipura								
Project Proposal	Relocating the existing solid waste dumping site to a new location for proper management								
Project location									
Location	Province	Central			District		Nuwara Eliya		
	Divisional Secretariat	Ambagamuwa			Local authority		Hatton Dickoya Urban Council		
Access	Hatton Maskeliya Dalhousie Road and Gaminipura Road								
Location map									
Project Justification									
Nature of the Project	New	√	Improvement	√	Extension		Land development only		
Project Category	Preservation		Commercial	Landscaping	Historical preservation	Houses	Resettlement	Other	
								√	
Project Objectives	<ul style="list-style-type: none">Protect the environment and minimize the adverse impacts of the existing dumping siteImprove public health conditionsBring the solid waste management practices in line with updated regulations and standards.Community engagement and consultation								

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Project Implementation
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Details of Projects

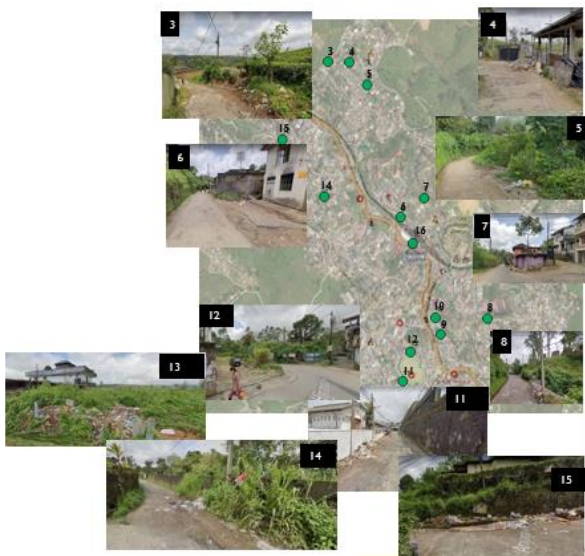
Project Suitability	Not having a proper solid waste management mechanism is a big issue in Hatton. Solid waste management is managed by Urban Council. But there are issues that have been raised. The dumping site land extent is about 1.28 acres and the land is not adequate for future requirement. Open dumping and burning the waste in the town center is another issue. Burning waste in Star Square, behind the UC building, and near the bus stand causes health problems for the people living in the city. Relocating an existing solid waste dumping site to a new site can protect the environment by preserving natural resources and mitigating negative impacts on ecosystems and biodiversity. It can improve public health by reducing exposure to hazardous substances and improving air and water quality. Relocating the site can contribute to long-term sustainability in waste management by implementing modern waste treatment technologies and promoting recycling and waste reduction practices.						
Description of the Project Property							
Present ownership of land & extent	U.D.A.		Private		Government	√	Land Extent 1A
Project Components	<ul style="list-style-type: none">• Treatment Plant• Composting Yard• Recycling Yard <div></div>						
Implementation of the Project							
Project duration			Short (1 Yr - less)	√	Medium-term (Yrs. 1-3)		Long-term (Yrs. 3- over)
Institution to be implemented			Hatton Dickoya Urban Council				
Fundraising Methodology			Local Authority's Fund				
Zone			Low-Density Residential Zone			Compatible with the zoning	√

6.6.3.8 Project 08

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Details of Projects

Project Name	Establish garbage collection bins and Introduce door to door collection system							
Project Proposal	Segregation of solid waste introduced properly designed bins labeled separately according to the National color code for collection by the local authority and Enhance citizen engagement for effective solid waste management mechanisms and improve the waste collection and transport system							
Project location								
Location	Province	Central		District	Nuwara Eliya			
	Divisional Secretariat	Ambagamuwa		Local authority	Hatton Dickoya Urban Council Ambagamuwa Pradeshiya Sabha Norwood Pradeshiya Sabha			
Access	Main Road & Internal Roads							
Location map								
Project Justification								
Nature of the Project	New	√	Improvement	√	Extension		Land developme nt only	
Project Category	Preservation		Commercial	Landscaping	Historical preservation	Houses	Resettleme nt	Othe r
								√
Project Objectives	<ul style="list-style-type: none">• Improve Waste Management Efficiency• Enhance the effectiveness of waste management practices and promoting sustainable waste processing.• Enhance the overall living environment• Promote sustainable agriculture practices.							

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Project Suitability	Not having a proper solid waste management mechanism is a big issue in Hatton Separate garbage collection bins are strategically placed along waste collection routes and in central locations to promote waste segregation, improve waste management efficiency, reduce cross-contamination, and protect the environment. This allows for the separation of different types of waste, such as recyclables, organic waste, and non-recyclable waste, thereby reducing environmental impact and promoting resource conservation. These bins also enhance waste management efficiency by reducing the distance traveled by collection vehicles, optimizing collection routes, and minimizing collection times. They also prevent improper waste disposal, such as littering or dumping, by providing designated disposal points. Separate bins serve as a visual reminder and educational tool for waste management practices, raising public awareness about waste segregation and encouraging. At identified locations in the city center, garbage collection bins contribute to maintaining a clean and aesthetically pleasing environment, preventing littering, and keeping public spaces tidy.							
Description of the Project Property								
Present ownership of land & extent	U.D.A.		Private		Government	√	Land Extent	-
Implementation of the Project								
Project duration	Short (1 Yr - less)		√	Medium-term (Yrs. 1-3)			Long-term (Yrs. 3- over)	
Institution to be implemented	Hatton Dickoya Urban Council Ambagamuwa Pradeshiya Sabha Norwood Pradeshiya Sabha							
Fundraising Methodology	Local Authority's Fund							
Zone	High-Density Mixed Development						Compatible with the zoning	√
Project Component s	<ul style="list-style-type: none">Introduce door to door collection system and awareness among public about waste collection time scheduleEstablish garbage collection bins along the garbage collection routes and at identified locations in the center of the city<ul style="list-style-type: none">Biodegradable (Food) waste – GreenPaper waste - YellowPlastic waste - RedGlass waste - Blue <div></div>							

6.6.3.9 Project 09

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Project Name	Conducting awareness programs about solid waste management by local authorities with collaboration of NGOs for community									
Project Proposal	Promote conversion of all short-term biodegradable waste material into compost and promote community participation to ensure sustainable composting									
Project location										
Location	Province	Central		District		Nuwaraeliya				
	Divisional Secretariat	Ambagamuwa		Local authority		Hatton Dickoya Urban Council Ambagamuwa Pradeshiya Sabha Norwood Pradeshiya Sabha				
Access	-									
Location map										
Project Justification										
Nature of the Project	New	√	Improvement		Extension		Land development only			
Project Category	Preservation		Commercial	Landscaping	Historical preservation	Houses	Resettlement	Other		
								√		
Project Objectives	<ul style="list-style-type: none"> • Empower the community to take an active role in waste management and agriculture • Encourage responsible waste disposal habits • Utilize degradable solid waste for organic fertilizers • Community engagement and consultation 									

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Project Suitability	<p>Local authorities and NGOs are conducting awareness programs about solid waste management, promoting organic fertilizers using degradable solid waste. These programs aim to educate the community about the importance of proper waste disposal, recycling, and composting practices, promoting behavior change, and fostering community engagement. They also encourage responsible waste disposal habits, such as reducing waste generation and segregating waste at the source. Collaboration with local authorities and NGOs fosters collective efforts towards effective waste management, facilitating the sharing of resources, expertise, and best practices.</p> <p>Promoting organic fertilizers using degradable solid waste encourages the community to view waste as a valuable resource, reducing waste generation and promoting recycling. This approach supports a circular economy concept, where waste is seen as a potential resource rather than a burden. Utilizing degradable solid waste for organic fertilizers reduces reliance on chemical fertilizers, promoting sustainable agriculture practices that enhance soil fertility, preserve ecosystems, and minimize pollution.</p> <p>Awareness programs empower the community to take an active role in waste management and agriculture, leading to greater resilience, self-sufficiency, and a sense of ownership in environmental stewardship.</p>							
Description of the Project Property								
Present ownership of land & extent	U.D.A.		Private		Government	√	Land Extent	-
Project Components	<ul style="list-style-type: none">Conducting awareness programs about solid waste management by local authorities with collaboration of NGOs for communityPromote organic fertilizers using degradable solid waste and encourage community <div></div>							
Implementation of the Project								
Project duration	Short (1 Yr - less)			√	Medium-term (Yrs. 1-3)		Long-term (Yrs. 3-over)	
Institution to be implemented	Hatton Dickoya Urban Council Ambagamuwa Pradeshiya Sabha Norwood Pradeshiya Sabha							
Fundraising Methodology	Local Authority's Fund/PPP							
Zone	-						Compatible with the zoning	-

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Project Suitability	Upgrading housing facilities in identified estates can improve living conditions, enhance safety and security, increase property values, promote infrastructure sustainability, promote social inclusion and equity, stimulate economic development and job creation, comply with regulations and standards, and demonstrate government initiatives and social responsibility. Improved living conditions include addressing issues such as deteriorating infrastructure, substandard housing units, inadequate amenities, and poor sanitation. This creates a safer, healthier, and more comfortable living environment for residents.							
Description of the Project Property								
Present ownership of land & extent	U.D.A.		Private	√	Government		Land Extent	-
Project Components	• Identified estates for upgrade							
	Estates			Num.of houses to be upgraded	Estates		Num.of houses to be upgraded	
	Fruithill			6	Strathdon Estate		2	
	Wilfradpura			4	Fruithill Estate		4	
	Hatton Easte			15	Western Estate		6	
	Errol Estate			14	K.M Estate		14	
	Singimale			1	Ruwanpura		2	
	Fernando Town			2	Kudaoya		4	
	Fruithill Street			1	Wanarajah Upper Division		28	
	Dickoya Estate			9	Wanarajah Lower Division		34	
	Darawala Upper Division			2	Warleigh		29	
	Darawala Lower Division			2	Manikkawatte 1st Division		40	
	Darawala Colony			1	Manikkawatte 2nd Division		23	
	Batalgala Upper Division			3	Manikkawatte 3rd Division		20	
	Batalgala Lower Division			4	Summerville Division		42	
	Aluthgama			2	South Wanarajah		18	
	Darawalagama			4				
Implementation of the Project								
Project duration			Short (1 Yr - less)			Medium-term (Yrs. 1-3)	√	Long-term (Yrs. 3- over)
Institution to be implemented			Hatton Dickoya Urban Council Ambagamuwa Pradeshiya Sabha Norwood Pradeshiya Sabha					
Fundraising Methodology			Treasury Funds/PPP					
Zone			-		Compatible with the zoning			-

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Project Name	Pool Bank Lake Development Project							
Project Proposal	Develop, promote, and implement tour guide plan for tourism attraction places located in Hatton Promote and develop scenic areas in the planning area as passive recreational spaces							
Project location								
Location	Province	Central	District	Nuwara Eliya				
	Divisional Secretariat	Ambagamuwa	Local authority	Norwood Pradeshiya Sabha				
Access	Park Road							
Location map								
Project Justification								
Nature of the Project	New		Improvement	√	Extension		Land development only	
Project Category	Preservation	Commercial	Landscaping	Historical preservation	Houses	Resettlement	Other	
			√					
Project Objectives	<ul style="list-style-type: none">To utilize the abundant land as sustainable mannerTo conserve bio diversity of pool bank lakeTo provide infrastructure and recreational facilities for local and foreign touristsTo control the unauthorized encroachmentsTo enhance the economy of local community							

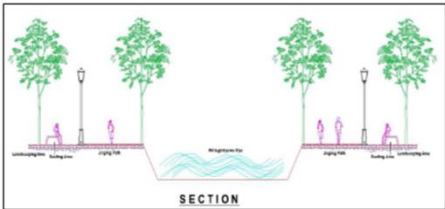



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Project Suitability	Hatton has not any proper recreational activity or no specific place to spend time. There is only one Children Park which is maintained by urban council for leisure time activity. And a family park near to Children Park. The extent of the family park is less than 0.5 acres. This Pool Bank Lake and the surrounding area are Abandoned without any activities. If creating a Pool Bank Lake development with recreational activities, it will give more benefits and in future Hatton town become a tourist destination place with natural beauty.						
Description of the Project Property							
Present ownership of land & extent	U.D.A.		Private	√	Government		Land Extent 5A
Project Components	<div><ul style="list-style-type: none">• Dredging the Lake• Walking Paths• Landscaping• Benching• Lighting</div> <div></div> <div></div> <div></div> <div></div>						
Implementation of the Project							
Project duration	Short (1 Yr - less)			Medium-term (Yrs. 1-3)	√	Long-term (Yrs. 3-over)	
Institution to be implemented	Norwood Pradeshiya Sabha Urban Development Authority						
Fundraising Methodology	Treasury Funds/PPP						
Zone	Low Sensitive Conservation Zone		Compatible with the zoning			√	

6.6.3.12 Project 12

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Project Name	Pilgrim's Rest Redevelopment							
Project Proposal	Redevelopment of Pilgrim's Rest at Hatton Railway Station (Pilgrims come from Train)							
Project location								
Location	Province	Central	District	Nuwara Eliya				
	Divisional Secretariat	Ambagamuwa	Local authority	Hatton Dickoya Urban Council				
Access	Railway Station Access Road							
Location map								
Project Justification								
Nature of the Project	New		Improvement	√	Extension		Land development only	
Project Category	Preservation	Commercial	Landscaping	Historical preservation	Houses	Resettlement	Other	
		√						
Project Objectives	<ul style="list-style-type: none">To provide essential services and amenities for pilgrimsTo enhance the visitor/pilgrim experience and support tourism development.							

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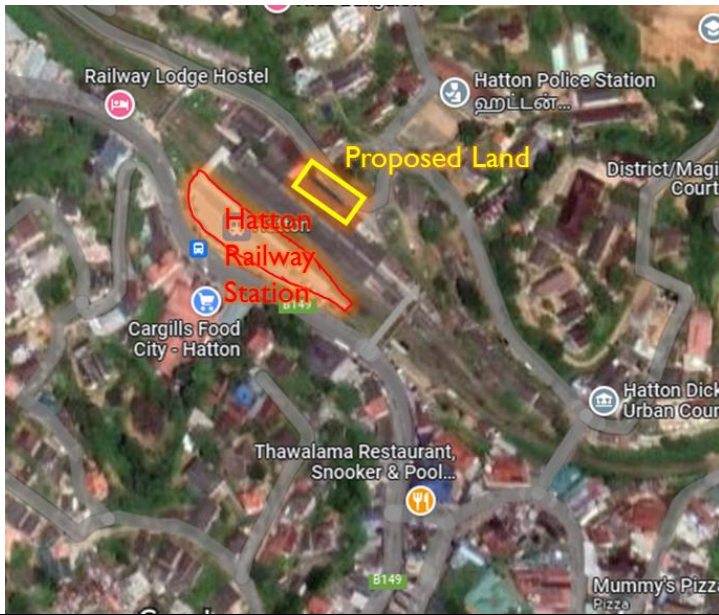
Project Suitability	Pilgrim's Rest's redevelopment could significantly boost its economy by enhancing its infrastructure, amenities, and services, attracting more pilgrims and tourists, and creating employment opportunities. The project could also promote tourism by creating a welcoming environment and offering engaging experiences. This would not only enhance the visitor/pilgrims' experience but also improve the quality of life for residents, making the town more livable and accessible.						
Description of the Project Property							
Present ownership of land & extent	U.D.A.		Private		Government	√	Land Extent 30P
Project Components	<div><ul style="list-style-type: none">Pilgrim Rest/ AccommodationSanitary FacilitiesResting</div> <div></div>						
Implementation of the Project							
Project duration	Short (1 Yr - less)		√	Medium-term (Yrs. 1-3)		Long-term (Yrs. 3-over)	
Institution to be implemented	Ceylon Government Railway Urban Development Authority						
Fundraising Methodology	Treasury Funds/PPP						
Zone	High-Density Mixed Development		Compatible with the zoning				√

6.6.3.13 Project 13

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Project Name	Construct mini bus terminal near the railway station							
Project Proposal	Facilitating passenger convenience through redevelopment of main bus stand and mini bus terminal							
Project location								
Location	Province	Central		District	Nuwara Eliya			
	Divisional Secretariat	Ambagamuwa		Local authority	Hatton Dickoya Urban Council			
Access	Railway Station Access Road							
Location map								
Project Justification								
Nature of the Project	New	√	Improvement		Extension		Land development only	
Project Category	Preservation		Commercial	Landscaping	Historical preservation	Houses	Resettlement	Other
			√					
Project Objectives	<ul style="list-style-type: none">Provide convenience for passenger travel from train especially in Sri Pada season.							




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Project Suitability	<p>Sri Pada attracts a significant number of pilgrims during the pilgrimage season. By constructing a mini bus terminal near the railway station, it provides a dedicated and organized space for pilgrims to board buses directly after disembarking from the train. This terminal provides a dedicated space for pilgrims to board buses directly after disembarking from the train, reducing the need for additional travel arrangements. This efficient transportation management ensures an orderly and timely transfer to the pilgrimage site, alleviating congestion and waiting times.</p> <p>The Sri Pada pilgrimage season often witnesses heavy crowds and increased demand for transportation services. A mini-bus terminal near the railway station allows for efficient transportation management during this peak period. Buses can be organized and scheduled to accommodate the influx of pilgrims, ensuring an orderly and timely transfer to the pilgrimage site. This helps alleviate congestion, reduces waiting times, and enhances the overall efficiency of transportation operations.</p>						
Description of the Project Property							
Present ownership of land & extent	U.D.A.		Private		Government	√	Land Extent 10P
Project Components	<div><ul style="list-style-type: none">• Bus bays• Seating Arrangement</div> <div></div>						
Implementation of the Project							
Project duration	Short (1 Yr - less)		√	Medium-term (Yrs. 1-3)		Long-term (Yrs. 3-over)	
Institution to be implemented	Ceylon Government Railway Ceylon Transport Board Urban Development Authority						
Fundraising Methodology	Treasury Funds/PPP						
Zone	High-Density Mixed Development		Compatible with the zoning			√	

PART II

Chapter 07

Development Zones and Zoning Guidelines

7.1 Introduction

Hatton Development Plan (2024-2033) has been prepared to achieve the vision of “The Eden of Tea Hill”. Through this development plan, the goals and objectives to be achieved in the next 10 years have been identified and strategic plans have been formulated to make those factors a reality. Accordingly, this section contains the physical development strategies and guidelines relevant to the proposed land use plan prepared for 2033.

This zoning plan has been prepared and its boundaries have been identified based on several spatial analyses carried out concerning the design area utilizing Hatton Development Plan, (2024-2033) Vision, Plan Concept, Development Pressure Analysis, Sensitivity Analysis, Connectivity Analysis, Livability Analysis, etc.

After considering the analyses and strategies mentioned above, zoning is done by considering the potential and promotional practices in each area and determining the applications for the respective regions so that the identity of each region can be retained. Accordingly, six zones have finally been identified and special terms and conditions applicable to it are also set out with those zones. In addition, this chapter contains general guidelines applicable to all six zones.

7.2 Development Zones and Zoning Factor

Hatton Urban Council, parts of the Norwood and Ambagamuwa Pradeshiya Sabha divided into No. 06 of main development zones as per the Hatton Development Plan, and those main development zones are based on the expected development density. Accordingly, the Zone Factor was determined based on the expected development density and the extent of developable land for that development zone.

The proposed development zones and zoning factor of the Plan are mentioned as follows: (Table No. 7.1)

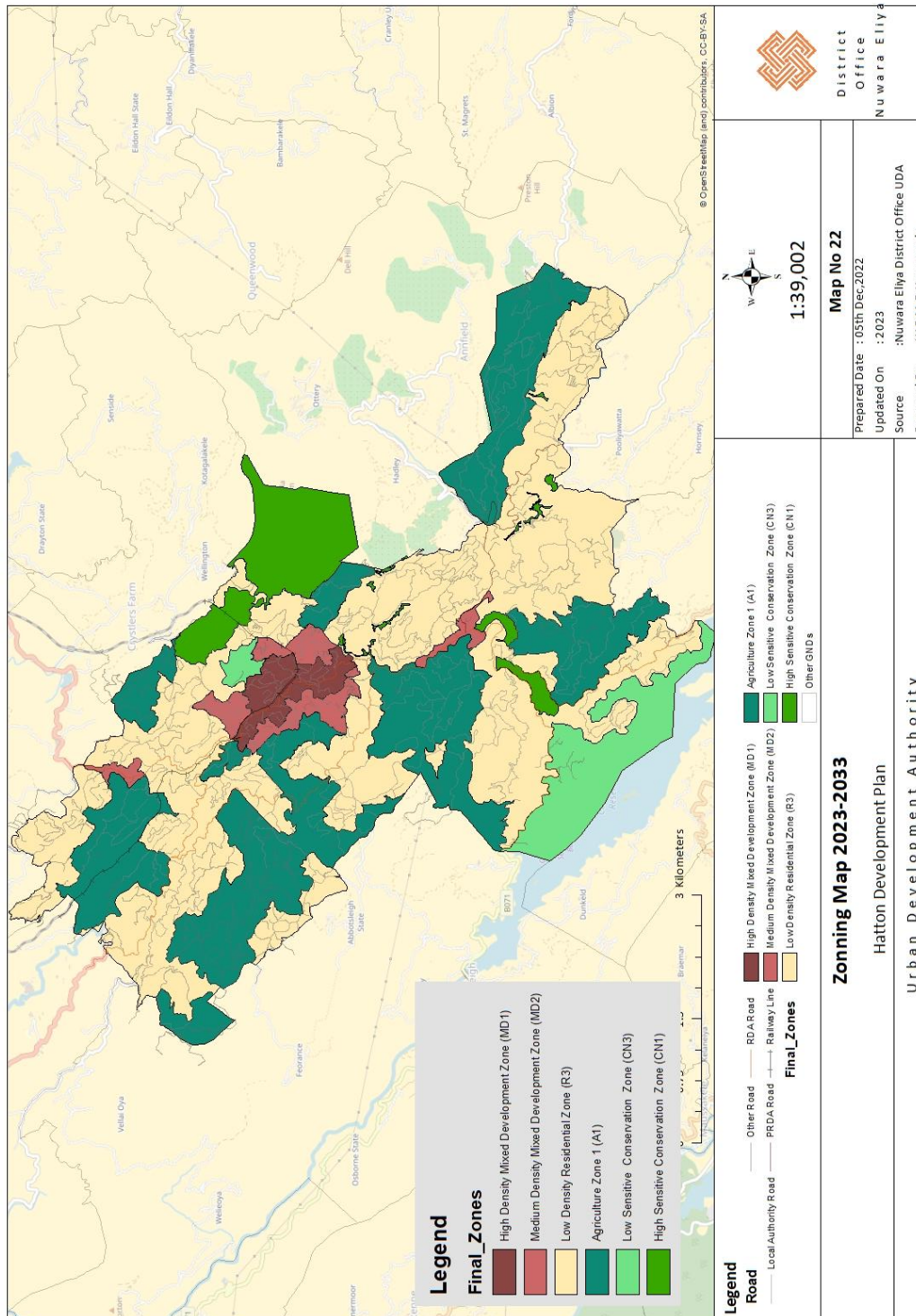
Table 7.1: Development Zones and Zoning Factor

Development Zone	Sub Development Zone	Zone Code	Zoning Factor
Mixed Development Zone	High-Density Mixed Development Zone	MD1	2
	Medium Density Mixed Development Zone	MD2	1.75
Residential Zone	Low-Density Residential Zone	R3	1.25
Agriculture Zone	Agriculture Zone	A1	0.7
Conservation Zone	Low Sensitive Conservation Zone	Cn3	0.5
	High Sensitive Conservation Zone	Cn1	0

Source: Urban Development Authority Nuwara Eliya District Office, 2023

7.3 Zoning Plan

Map 7.51: Zoning Plan



Source: Urban Development Authority Nuwara Eliya District Office, 2023

7.4 Common Guidelines for Planning Area

- 7.4.1 These Regulations and guidelines apply to the entire area within the administrative limits of the Hatton –Dickoya Urban Council, Part of Ambagamuwa Pradeshiya Sabha, and Part of Norwood Pradeshiya Sabha area which has been declared as an Urban Development Area in the Extraordinary Gazette Notification No. 100/04 and dated 04.08.1980 and Extraordinary Gazette Notification No 2380/31 and dated 19.04.2024 under Section 3(i) of the Urban Development Authority Act No. 41 of 1978.
- 7.4.2 In addition to the provisions of this zoning plan, the Planning and Development guidelines applicable to any development work is regulated by the Planning and Building Regulations/Orders (General) published in the Gazette Notification No. 2235/54 dated 08th July 2021 by the Urban Development Authority.
- 7.4.3 For areas declared as urban areas before 10.03.1986, the lots sub-divided before 10.03.1986 and the minimum plot size is less than 150 sqm are considered as existing lots. And for areas declared as urban areas after 10.03.1986, the lots sub-divided before the declaration date as an urban area and the minimum plot size is less than 150 sqm are considered existing lots. and the maximum permissible number of floors including the ground floor for such lands is two (G + 1).
- 7.4.4 The regulations introduced by the Development Guide Plan shall apply to the Development Guide Planning Areas. The zoning regulations in this plan shall also apply to the above areas until the said regulations are introduced. However, Preliminary Planning Clearance from the Urban Development Authority shall be obtained for the development activities to be carried out in the above Development Guide Plan Areas and the Authority shall have power to decide the developments in accordance with the Draft Development Guide Plan prepared by the Authority.
- 7.4.5 If the owner of a certain land gifts the portion of land, falling within the street line/proposed road width without compensation for the road, the entire plot will be considered for the allowable Floor Area Ratio for the proposed development. But while calculating the plot coverage percentage, the rest of the plot, excluding the portion belonging to the street line/proposed road width should be considered.
- 7.4.6 In cases where the development premises face more than one road having the right of way with a minimum width of 6 m or more than and connected to main roads independently, the sum of the widths of all those roads may be considered as the access road width to calculate the permissible development on a case-by-case basis.

7.4.7 In the construction of buildings, the Maximum Permissible Floor Area Ratio related to the Zone Factor given in "Form C" shall be determined by considering the slope of the proposed land and in accordance with the specifications shown in Table No 7.2.

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Table 7.2: Permissible Maximum Plot Coverage Percentage and FAR percentage depending on the slope of the land

The slope of the land (degrees)	Maximum Permissible Plot Coverage	The Percentage of Maximum Permissible Floor Area Ratio
From 0° to 10°	According to the zoning regulations.	100%
From 10° < to 20°	According to the zoning regulations.	75%
From 20° < to 30°	50%	50%
From 30° < to 45°	40%	35%
More than 45°	Development works are permitted in accordance with the recommendation of the National Building Research Organizations	

Common Guidelines for
Planning Area

Source: Urban Development Authority , 2023

7.4.8 In case of sub-division of a sloping land, the Minimum Land Extent shall be maintained as per the specifications given below

Table 7.3: The Minimum Land Extent and width & depth of the land in accordance with the slope of the land

Slope of the land (Degree)	Minimum Permissible Land Extent (Sqm)	Minimum Permissible Width and Depth of Land
From 0° to 10°	150	Must comply with planning and development regulations.
From 10° < to 20°	250	
From 20° < to 30°	500	
From 30° < to 45°	750	
Above 45°	Development works are permitted per the recommendation of the National Building Research Organizations	

Source: Urban Development Authority, 2023

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7.4.9 In the case of bank cutting for construction work on a sloped land, the recommendations of the relevant institutions should be obtained and a space of at least 01 meter should be allocated from the upper edge of the cutting plane to the border of the adjacent fence.

Common Guidelines
for Planning Area

7.4.10 In cases where any land belongs to two or more zones, the designated zone of the land is determined as the zone that provides the main access to the respective lot.

When such a plot of land is accessed by two or more roads of the same width, the zone where a higher portion of land is fallen shall be considered the designated zone.

This regulation does not apply to conservation zones.

7.4.11 If a land portion falls between two Local Authority areas, the Authority shall determine the use of that land on the agreement of the relevant Local Authorities for the use of the zone that gets the main access.

If the plot is accessed by two or more roads of the same width, the zone of the larger extent of the plot shall be applied.

7.4.12 When a zone is demarcated as the first block facing an access road as the zone boundary, the entire plot shall be included in that zone. When the plots in the back is somehow amalgamated with the first plot and approved as a single plot of land, the last boundary of that total land shall be considered as the zonal boundary.

7.4.13 If a boundary change occurs between the physical boundary and Geographical Coordinates shown in the zoning plan, the final decision in this regard rests with the Planning Committee of the Urban Development Authority.

7.4.14 The Authority has the power to decide on granting approval for uses similar to the permitted uses in the zone, although not specified in the category of permitted uses in the zoning plan.

7.4.15 Existing uses that are not permissible within the particular zone can be considered only for continuing under prevailing status. Approval for any extension of those existing uses shall not be considered and if the continuation of that use is deemed unfavorable, such misuse may be ordered to cease.

7.4.16 Construction of boundary walls within the Building Line may be considered for approval subject to the signing of a non-compensation agreement with the agency to which the road belongs.

- 7.4.17 Various religious statues, religious symbols, signs, or similar constructions are not allowed in the intersection, both sides of roads, building lines, road widening limits, and reservations, and no compensation will be paid for the removal of such constructions.
- 7.4.18 If any land is earmarked for a cemetery/crematorium, recommendations should be obtained from the relevant local authority.
- 7.4.19 A Preliminary Planning Clearance from the Urban Development Authority should be obtained for the approval of low lands, swamp lands, paddy fields, wetlands or Owita, or other such land which are not identified in the development plan.
- 7.4.20 If the tower cranes are being used for any development, approval with the recommendation of a qualified engineer and insurance cover shall be obtained from the institution where relevant development approval was granted.
- 7.4.21 50% of the land should be kept open as open space when constructing buildings for schools and children's homes.
- 7.4.22 If it is not possible to provide parking space within the development site itself, then a site at a maximum distance of 500 meters can be used for the purpose subject to a Preliminary Planning Clearance.
- 7.4.23 Architectural or planning regulations may be imposed to preserve the identity of areas identified by the Authority.
- 7.4.24 In this planning area, the lands or reservations belong to the government institutions, departments, or corporations such as the Department of Archeology, Forest Conservation Department, Mahaweli Development Authority, Irrigation Department, Coastal Conservation Department, Agrarian Services Development Department, Land Development Corporation, Geological Survey, and Mines Bureau, etc., recommendations and development proposals from the relevant institutions should be obtained before carrying out the development work.
- 7.4.25 All excavation work should be done according to the recommendations of the relevant institutions including the Geological Survey and Mines Bureau, and after the completion of the work, the excavated places should be restored or appropriate measures should be taken according to the recommendation of the said institution.
- 7.4.26 In case a problem arises in relation to any statutory planning, development, or building regulation or its interpretation or practical application, the Main Planning Committee of the Urban Development Authority makes the final decision on the matter.

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Development Zones
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7.4.27 If a regulation related to the land is relaxed or removed for any reason during the granting of development approval and the amount of land belonging to that regulation is numerically calculated, the related value is assessed and an amount not exceeding 30% of that value should be charged to the authority.

Common Guidelines
for Planning Area

- 7.4.28 The following specifications apply to spaces with stair(steps) access
- a. The building line is 1 meter from the stair(step) boundary for private stairs(steps) and stairs(steps) maintained by Hatton Urban Council, Norwood Pradeshiya Sabha, Ambagamuwa Pradeshiya Sabha.
 - b. Permissible Uses- Residential, Tourism, Agricultural, and less than 25 sq.m Commercial premises.
 - c. Commercial and Tourism development where access by stairs, should obtain a Preliminary Planning Clearance from the Urban Development Authority before applying the building application.
 - d. If it is expected to further subdivide the plots of land with access by steps, it will be considered in connection with permitting to divide it only among the children of the family or among the relatives. Otherwise, will not be allowed further sub-division of such lands.
 - e. Where access is by stairs, no parking spaces are required for residential use, and for tourist use, parking space must be provided within a radius of 250 meters from the starting point of the stairs.
 - f. In such cases, the developer should submit a special proposal for fire protection and obtain fire certificate from the fire department of the local authority or an authorized agency.
 - g. Specifications of stairs

Width of Stair	1.8m
Maximum Height of Stair	6 inches
Minimum Width of Stair	12 inches
Maximum Length of Stair	300 m
Building Line	1 m from the border

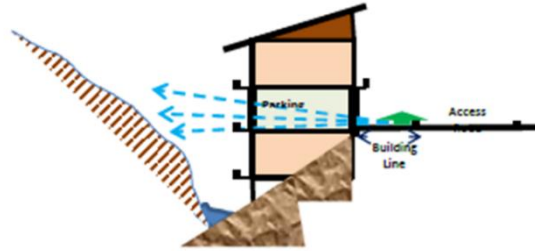
- 7.4.29 The number of floors for 3m, 4.5m wide roads, and stairs with a minimum width of 1.5m should be placed as per “B” form. (Only for residential, commercial (retail), and tourist uses)

Form B - Number of Floors for 3.0m & 4.5m wide Roads					
Minimum Road Width	Minimum Site Frontage	Plot Coverage*	Maximum Number of Floors		
			Zone Factor 0.5 – 0.74	Zone Factor 0.75 – 1.24	Zone Factor 1.25 – 3.49
3.0m	6m	65%	1 (G)	2 (G+1)	3 (G+2)
4.5m	6m	65%	1 (G)	2 (G+1)	3 (G+2)
1m (Stairs**)	6m	65%	1 (G)	2 (G+1)	3 (G+2)
Number of floors are indicated including parking areas Maximum Height of Building should be below 10m * Where no plot coverage is specified under the zoning regulations ** Residential, Commercial (Retail) & Tourism only					

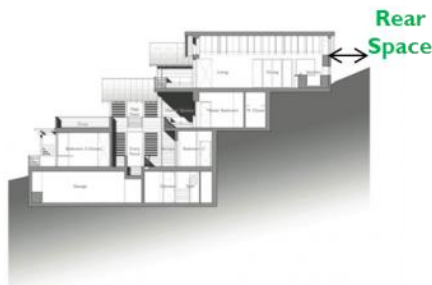
- 7.4.30 The following specifications are applicable in the development of existing and new narrow lanes in the town
 Minimum width 1.8 meters
 There should be lighting & Landscaping
- 7.4.31 For every construction in these zones, the recommendation of the National Building Research Organization (NBRO) should be obtained regarding land suitability and construction.
- 7.4.32 Every building must have foundations that can safely support the individual weight of the building and the load imposed on it in such a way that no settlement or movement occurs to damage the stability of the whole building or any part thereof or damage the whole building or any part thereof or any adjacent building.
- 7.4.33 The ground supporting or helping to support a building or any part thereof shall not be subjected to any pressure (whether caused by any part of the building itself or otherwise) which is not stress acceptable to the Authority to secure the safety of the occupants of that building.
- 7.4.34 Buildings in slopy land should always be designed with the existing natural slope and should be done with minimum soil filling and earth cutting. Such construction should not cause any damage to the surrounding land or the boats or the public.



- 7.4.35 In the development of topographical and unique environmental scenery places in the area, construction should be done in a manner that does not obstruct such places. Buildings should be designed in such a way as to preserve such features. buildings must be constructed in such a way that the surrounding landscape can be seen through the floor at the entrance road level. In such a case, the Authority has the power to make recommendations for such plans. The floor can be used as parking space



- 7.4.36 Where the building is situated on more than one street, the rear space is considered from the widest street from the land gets the right of way.
- 7.4.37 When the land is located above the access road and the building is supposed to be built step-wise, then the rear space will be considered at the highest level of the land



- 7.4.38 In some circumstances, if considering the surrounding landscape of the plot of land where the Telecommunication Tower is intended to be built, it is found to be a hindrance/block to that view, it should be designed in a way that fits the landscape with a tree-like shape, instead of the typical plan of the tower.



- | | | |
|--------|---|--|
| 7.4.39 | In some cases, when it is proposed to develop housing projects under low-income or special funds or with the objectives of developing estate infrastructure related to Tea cultivation, the responsible party must obtain a Preliminary Planning Clearance from the Urban Development Authority at the initial stage. | Chapter 07
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| 7.4.40 | The foundations of any building shall not extend beyond the boundary lines of the land on which the building is erected, except in the case of a boundary wall erected by mutual consent of the owners of the lands on which the boundary wall is situated. | Common Guidelines
for Planning Area |
| 7.4.41 | Any foundation work or related earthworks such as piling, earth compaction, and excavation which may impose a load on the subject property cause movement of the ground, or have any adverse effect on the stability of any part of the adjoining property. Before commencing on the ground, the plans and designs prescribed under these orders shall be carefully considered by the qualified person at the time of preparation and it shall always be the responsibility of the qualified person and the owner to prevent possible damage. | |
| 7.4.42 | The entire work site, including foundation turning and temporary retaining works, shall be separated from the adjoining road or property by a suitable fence or enclosure in such manner as may be prescribed by the Authority. | |
| 7.4.43 | If there is any damage to any building or property on the land or adjacent to it due to ground preparation/ construction activities carried out before obtaining a development permit or contrary to the conditions of the development permit, the concerned developer shall be responsible for all damages. | |

Chapter 08

Zoning Regulations

8.1 Zoning Regulations and Guidelines

Chapter 08
Zoning Regulations

The zoning plan of the Hatton Development Plan has identified 06 development zones and the development regulations applicable to each zone as follows.

8.1.1 High Density Mixed Development Zone

Table 8.1: Zoning Regulations of Mixed Development Zone

High-Density Mixed
Development Zone

Main Zone Name	Mixed Development Zone
Zoning Definition	<p>This zone is the main zone where development will be promoted for the next 10 years in the planning area. Hatton's economic, commercial, and other basic services are concentrated in the downtown area, so this region is primarily centered on Hatton.</p> <p>Priority is given to mixed development activities in this zone, and it is expected to promote economic and commercial activities and create easy access to economic and commercial services for service recipients.</p>
Zoning Boundaries	<p>North: Medium Density Mixed Development Zone & Low Sensitive Conservation Zone</p> <p>East: Medium Density Mixed Development Zone</p> <p>South: Low-Density Residential Zone</p> <p>West: Medium Density Mixed Development Zone</p>
Sub Zone Name	High-Density Mixed Development Zone
Zone No	MD1
Zone Factor	2
Permissible Maximum FAR/ Number of floors	As per the form "A" in Schedule I & "B" in Schedule II
Permissible Maximum Plot Coverage	As per the form "B" in Schedule II and form "E" in Schedule III

Chapter 08
Zoning Regulations

High-Density Mixed
Development Zone

Setbacks & Maximum Height	As per the form “E” in Schedule III
Minimum Land Extent for Sub Division	150sq.m (6P)
Permissible Uses	As per the form “F” in Schedule IV & “G” in Schedule V
Common Zoning Regulations	<ol style="list-style-type: none"> 1. For all proposed constructions in this zone, it is mandatory to show parking spaces within the same plot. If it is not possible to show such space in any case, after consideration by the planning committee, payment should be made to the Local Authority for the parking spaces based on a proper assessment 2. Approval cannot be considered in cases where a piece of land is less than 150 Square Meters. However, if there is a parcel of land that has been subdivided before the gazette of this development plan within the 100 Meters on both sides of the main road belonging to this zone, it is the responsibility of the planning committee to consider it and consider it as a parcel of existing land, and the maximum height of the existing constructions in the surrounding parcels of land shall be considered. Preliminary Planning Clearance must be obtained from the Urban Development Authority to determine the height. 3. In any case where it is expected to start development work in a piece of land that does not have the minimum land size to be met, the adjacent land pieces should be combined to complete the said land size and a joint plan should be presented for it 4. Should be obtained approval from other institutions in case where those recommendations are deemed necessary.

Source: Urban Development Authority Nuwara Eliya District Office, 2023

8.1.2 Medium-Density Mixed Development Zone

Chapter 08
Zoning Regulations

Table 8.2: Zoning Regulations of Mixed Development Zone

Main Zone Name	Mixed Development Zone
Zoning Definition	This area is situated next to the High-Density Mixed Development Zone, which is centered around the A7 main road and the town of Dik Oya. The priority of this zone is to facilitate mixed development activities, and it has been established to cater to the needs of the residents living in the peripheral areas of Hatton and Dik Oya cities, as well as those who travel through the cities. The purpose of this zone is to provide necessary facilities for economic and commercial development in a medium density with other uses.
Zoning Boundaries	North: Low-Density Residential Zone East: Low-Density Residential Zone South: Low-Density Residential Zone West: Low-Density Agricultural Zone
Sub Zone Name	Medium Density Mixed Development Zone
Zone No	MD2
Zone Factor	1.75
Permissible Maximum FAR/ Number of floors	As per the form "A" in Schedule I & "B" in Schedule II
Permissible Maximum Plot Coverage	As per the form "B" in Schedule II and form "E" in Schedule III

Medium Density
Mixed Development
Zone

Chapter 08
Zoning Regulations

Medium Density Mixed
Development Zone

Setbacks & Maximum Height	As per the form "E" in Schedule III
Minimum Land Extent for Sub Division	250sq.m (10P)
Permissible Uses	As per the form "F" in Schedule IV & "G" in Schedule V
Common Zoning Regulations	<ol style="list-style-type: none"> 1. If development activity carries out on the lands which have direct access through Avisawella - Hatton - Nuwara Eliya Main Road parking facilities should be provided within the respective land. 2. For all proposed development in the Dickoya town area, it is mandatory to show parking spaces within the same land. If it is not possible to show such space in any case, after consideration by the planning committee, payment should be made to the Local Authority for the parking spaces based on a proper assessment 3. In any case where it is expected to start development work on a piece of land that does not have the minimum land size to be met, the adjacent land pieces should be combined to complete the said land size and a joint plan should be presented for it 4. Should be obtained approval from other institutions in case where those recommendations are deemed necessary.

Source: Urban Development Authority Nuwara Eliya District Office, 2023

8.1.3 Low Density Residential Zone

Chapter 08
Zoning Regulations

Table 8.3: Zoning Regulations of Low-Density Residential Zone

Main Zone Name	Residential Zone
Zoning Definition	<p>This particular zone, which encompasses a significant portion of the planning area, is intended primarily for residential use and it is expected that this zone will promote residential use for the next 10 years.</p> <p>The purpose of establishing this zone is to strengthen the livability of the zone by paying special attention to the land use characteristics of the zone</p>
Zoning Boundaries	<p>North: Ambagamuwa Pradeshiya Sabha Jurisdiction</p> <p>East: High Sensitive Conservation Zone and Kotagala Pradeshiya Sabha Jurisdiction</p> <p>South: Norwood Pradeshiya Sabha Jurisdiction</p> <p>West: Ambagamuwa Pradeshiya Sabha Jurisdiction and Low Sensitive Conservation Zone</p>
Sub Zone Name	Low Density Residential Zone
Zone No	R3
Zone Factor	1.25
Permissible Maximum FAR/ Number of floors	As per the form "A" in Schedule I & "B" in Schedule II
Permissible Maximum Plot Coverage	As per the form "B" in Schedule II and form "E" in Schedule III

Low-Density
Residential Zone

Chapter 08
Zoning Regulations

Low-Density
Residential Zone

Setbacks & Maximum Height	As per the form “E” in Schedule III
Minimum Land Extent for Sub-Division	250sq.m (10P)
Permissible Uses	As per the form “F” in Schedule IV & “G” in Schedule V
Common Zoning Regulations	<ol style="list-style-type: none"> 1. In some cases, when it is proposed to develop housing projects under low-income or special funds or with the objectives of developing estate infrastructure related to Tea cultivation, the responsible party must obtain a Preliminary Planning Clearance from the Urban Development Authority at the initial stage 2. Should obtain approval from other institutions in case where those recommendations are deemed necessary.

Source: Urban Development Authority Nuwara Eliya District Office,2023

8.1.4 Agricultural Zone

Table 8.4: Zoning regulations of Agricultural Zone

Main Zone Name	Agricultural Zone
Zoning Definition	<p>The areas surrounding plantations are included in this agricultural zone.</p> <p>This area was created to promote the tea plantations as a place to work and to carry out development activities that will enhance the quality of life for residents while also developing the plantations' economic potential.</p>
Zoning Boundaries	<p>North: Ambagamuwa Pradeshiya Sabha Jurisdiction & Low-Density Residential Zone</p> <p>East: Norwood Pradeshiya Sabha Jurisdiction</p> <p>South: Norwood Pradeshiya Sabha Jurisdiction</p> <p>West: Ambagamuwa Pradeshiya Sabha Jurisdiction and Low Sensitive Conservation Zone</p>
Sub Zone Name	Agricultural Zone
Zone No	A1
Zone Factor	0.7
Permissible Maximum FAR/ Number of floors	As per the form "A" in Schedule I & "B" in Schedule II
Permissible Maximum Plot Coverage	As per the form "B" in Schedule II and form "E" in Schedule III

Agricultural Zone

Chapter 08
Zoning Regulations

Agricultural Zone

Setbacks & Maximum Height	As per the form “E” in Schedule III
Minimum Land Extent for Sub-Division	250sq.m (10P)
Permissible Uses	As per the form “F” in Schedule IV & “G” in Schedule V
Common Zoning Regulations	<ol style="list-style-type: none"> 1. It is not permitted any environmentally damaging industrial activities and practices. 2. Subdivision of agricultural land is not allowed and construction is allowed only on 30% of the land cover. The remaining land should be used for agricultural purposes only. 3. After reviewing the projects by the Urban Development Authority, permission is granted for environmental and tea-related tourism activities. 4. In some cases, when it is proposed to develop housing projects under low-income or special funds or with the objectives of developing estate infrastructure related to Tea cultivation, the responsible party must obtain a Preliminary Planning Clearance from the Urban Development Authority at the initial stage 5. Should be obtained approval from other institutions in case where those recommendations are deemed necessary.

Source: Urban Development Authority Nuwara Eliya District Office, 2023

8.1.5 Low Sensitive Conservation Zone

Chapter 08
Zoning Regulations

Table 8.5:: Zoning regulations of Low Sensitive Conservation Zone

Main Zone Name	Conservation Zone
Zoning Definition	<p>Hatton Pool Bank Lake, Castlereagh Reservoir, and the surrounding area belong to this zone.</p> <p>The purpose of establishing this zone is to protect the existing specific biodiversity, reduce the risk to the sensitive environment due to human activities, and make it an area that has the potential to promote eco-friendly tourism activities.</p>
Zoning Boundaries	<p>North: Low-Density Residential Zone</p> <p>East: Low-Density Residential Zone</p> <p>South: Medium Density Mixed Development Zone and Norwood Pradeshiya Sabha Jurisdiction</p> <p>West: High-Density Mixed Development Zone and Castlerigh Reservoir</p>
Sub Zone Name	Low Sensitive Conservation Zone
Zone No	Cn3
Zone Factor	0.5
Permissible Maximum FAR/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
Permissible Maximum Plot Coverage	As per the form “B” in Schedule II and form “E” in Schedule III

Low Sensitive
Conservation Zone

Chapter 08
Zoning Regulations

Low Sensitive
Conservation Zone

Setbacks & Maximum Height	As per the form “E” in Schedule III
Minimum Land Extent for Sub-Division	-
Permissible Uses	As per the form “F” in Schedule IV & “G” in Schedule V
Common Zoning Regulations	<ol style="list-style-type: none"> 1. All construction in this zone must be subject to a preliminary planning clearance from the Urban Development Authority. 2. After reviewing the projects by the Urban Development Authority, permission is granted for environmental and tea-related tourism activities. 3. The existing use shall be continued in the same manner and no permanent construction shall be permitted. 4. Subdivisions are not allowed. 5. National Priority Projects will be considered by the District Planning Committee of the Urban Development Authority 6. After considering the proposal by the Urban Development Authority, telecommunication towers, and telephone poles are allowed. 7. Should be obtained approval from other institutions in case where those recommendations are deemed necessary.

Source: Urban Development Authority Nuwara Eliya District Office,2023

8.1.6 High Sensitive Conservation Zone

Chapter 08
Zoning Regulations

Table 8.6: Zoning regulations of High Sensitive Conservation Zone

Main Zone Name	Conservation Zone
Zoning Definition	<p>This zone includes the Singimale Forest Reserve and the existing swamps in the planning zone.</p> <p>The purpose of establishing this zone is to protect the areas of high ecological sensitivity as well as to protect the existing water catchment areas in the highly sensitive ecological zone</p>
Zoning Boundaries	<p>North: Low-Density Residential Zone and Kotagala Pradeshiya Sabha Jurisdiction</p> <p>East: Kotagala Pradeshiya Sabha Jurisdiction and Low-Density Residential Zone</p> <p>South: Norwood Pradeshiya Sabha Jurisdiction and Low-Density Agricultural Zone</p> <p>West: Low-Density Residential Zone</p>
Sub Zone Name	High Sensitive Conservation Zone
Zone No	Cn1
Zone Factor	0
Permissible Maximum FAR/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
Permissible Maximum Plot Coverage	As per the form “B” in Schedule II and form “E” in Schedule III

High Sensitive
Conservation Zone

Chapter 08
Zoning Regulations

High Sensitive
Conservation Zone

Setbacks & Maximum Height	As per the form “E” in Schedule III
Minimum Land Extent for Sub-Division	-
Permissible Uses	As per the form “F” in Schedule IV & “G” in Schedule V
Common Zoning Regulations	<ol style="list-style-type: none"> 1. The existing land use should be continued in the same manner. 2. No construction will be allowed. 3. National Priority Projects will be considered by the District Planning Committee of the Urban Development Authority 4. After considering the proposal by the Urban Development Authority, telecommunication towers, and telephone poles are allowed.

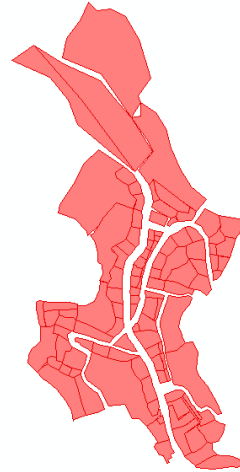
Source: Urban Development Authority Nuwara Eliya District Office,2023

8.2. Town Center Design Guidelines

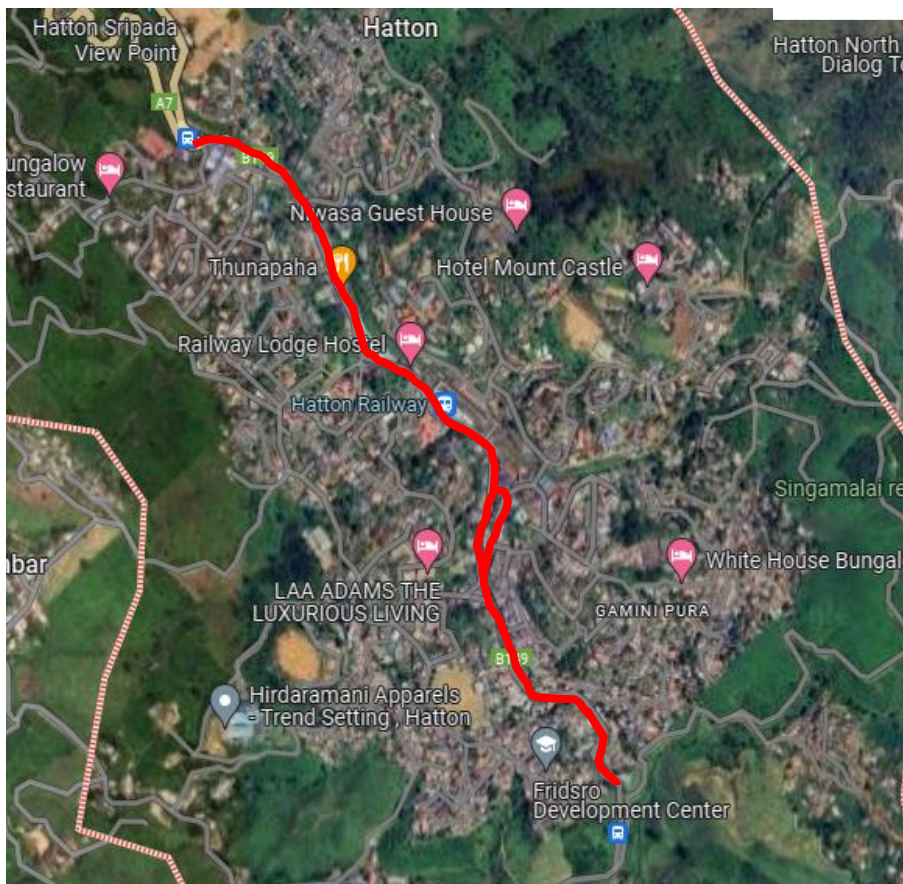
The town center design guidelines are prepared to manage the limited space of the town center sustainably and effectively by following the vision of the development plan. These town center design guidelines apply to the town center of Hatton. (B149 Hatton-Maskeliya-Dalhousie Road and Side Street).




Chapter 08
Zoning Regulations

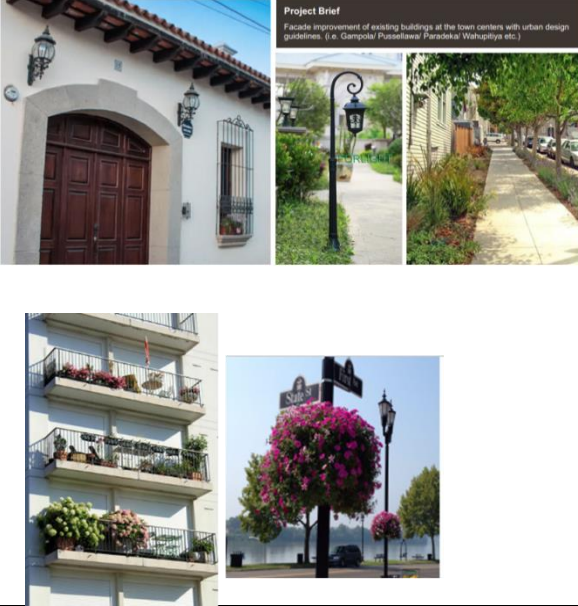


Existing



Town Center Design
Guidelines



Land Extent	Existing plots should be maintained as it is and encourage Land pooling/Land Amalgamation techniques
Parking Space	Parking should be allocated within the premises If not, payment should be made to the Local Authority
Name Board	<ul style="list-style-type: none"> Maximum height 3m It should be fixed in such a way that it coincides with the name boards of the existing shops on both sides
Building Facade	<ul style="list-style-type: none"> Blind walls and not plastered walls should be plastered and painted. Balconies, balconies and handrails should be painted in dark colors. The plants in front of the shop, flower plants should be maintained. • <ul style="list-style-type: none"> Recommended Flowers/Plants <ul style="list-style-type: none"> <i>Canna indica</i> <i>Petunia</i> <i>Penstemon Gloxinioides</i> <i>Lobularia Maritima</i> <i>Lipstick Plant</i> <div style="text-align: center;">  <p><i>Lobularia maritima</i></p>  <p><i>Petunia</i></p>  <p><i>Canna indica /Spes.</i></p>  </div>

Building Line	Development will not allow beyond the building line
Landscaping	<ul style="list-style-type: none"> When placing flower pots and performing decoration work, pedestrian circulation should be maintained in a manner that does not interfere 
Building Height	<p>Maximum 4 Floors (16m)</p> 
Building Color	<p>shall be painted in the color mentioned</p> 

Chapter 08
Zoning
Regulations

Town Center
Design
Guidelines

8.3. Schedule

Schedule I – Form "A": Permissible Floor Area Ratio published in the Gazette Notification No. 54/2235 dated 08.07.2021 by the Urban Development Authority

Land Extent (Sq.m)	Zone Factor = 0.50 - 0.74				Zone Factor = 0.75-0.99				Zone Factor = 1.25-1.49			
	Minimum Road Width				Minimum Road Width				Minimum Road Width			
	**6m	9m	12m	15m and above	**6m	9m	12m	15m and above	**6m	9m	12m	15m and above
150 less than 250	0.8	0.9	0.9	0.9	1.3	1.3	1.4	1.4	2.0	2.2	2.3	2.4
250 less than 375	0.9	1.0	1.2	1.3	1.3	1.6	1.8	2.0	2.2	2.7	3.0	3.3
375 less than 500	0.9	1.0	1.2	1.4	1.3	1.6	1.9	2.1	2.3	2.8	3.2	3.4
500 less than 750	1.0	1.1	1.3	1.5	1.4	1.7	2.0	2.2	2.4	3.0	3.4	3.5
750 less than 1000	1.0	1.2	1.4	1.7	1.5	1.8	2.2	2.5	2.6	3.0	3.6	4.0
1000 less than 1500	1.1	1.3	1.5	1.8	1.6	1.9	2.3	2.7	2.7	3.1	3.8	4.5
1500 less than 2000	1.1	1.4	1.7	2.0	1.7	2.1	2.5	3.0	2.9	3.4	4.2	5.0
2000 less than 2500	1.2	1.5	1.8	2.1	1.8	2.3	2.7	3.1	3.0	3.5	4.4	5.4
2500 less than 3000	1.2	1.6	2.0	2.4	1.9	2.4	3.0	3.6	3.1	3.8	4.7	5.8
3000 less than 3500	1.3	1.7	2.1	2.5	2.0	2.5	3.1	3.7	3.2	4.0	5.0	6.2
3500 less than 4000	1.4	1.8	2.2	2.6	2.2	2.6	3.3	3.9	3.3	4.3	5.5	6.6
More than 4000	1.5	1.9	2.3	2.8	2.5	2.8	3.5	4.0	3.5	4.5	6.0	7.0

Land Extent (Sq.m)	Zone Factor = 1.50 - 1.74				Zone Factor = 1.75-1.99				Zone Factor = 2.00-2.24			
	Minimum Road Width				Minimum Road Width				Minimum Road Width			
	**6m	9m	12m	15m and above	**6m	9m	12m	15m and above	**6m	9m	12m	15m and above
150 less than 250	2.4	2.6	2.7	2.8	2.8	3.0	3.2	3.3	3.0	3.4	3.6	3.8
250 less than 375	2.6	3.2	3.6	4.0	3.0	3.4	4.3	4.7	3.2	3.6	4.5	4.5
375 less than 500	2.7	3.3	3.8	4.2	3.2	3.5	4.5	5.0	3.4	3.7	4.8	5.2
500 less than 750	2.8	3.4	4.0	4.5	3.4	3.6	4.7	5.5	3.5	4.0	5.0	6.0
750 less than 1000	3.1	3.6	4.3	5.0	3.5	3.8	5.1	6.0	3.6	4.5	5.7	6.5
1000 less than 1500	3.2	3.8	4.6	5.5	3.6	4.0	5.4	6.5	3.7	5.0	6.1	8.0
1500 less than 2000	3.4	4.0	5.0	6.0	3.7	4.2	5.8	7.0	3.8	5.1	6.7	9.0
2000 less than 2500	3.5	4.2	5.2	6.5	3.8	4.4	6.2	7.5	3.9	5.2	7.1	*10
2500 less than 3000	3.6	4.4	5.5	7.0	3.9	4.6	6.5	8.0	4.0	5.3	7.4	*10.5
3000 less than 3500	3.7	4.6	6.0	7.5	4.0	4.8	6.9	8.5	4.0	5.4	7.6	*11
3500 less than 4000	3.8	4.8	6.3	7.7	4.0	5.0	7.3	9.0	4.0	5.5	7.8	*11.5
More than 4000	4.0	5.0	6.5	8.0	4.0	5.2	7.5	9.5	4.0	5.6	8.0	*12

UL - Unlimited

Floor area allocated for parking facilities are not calculated for FAR

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

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

Clearance shall be taken from National Building Research Organization for the lands having slope more than 110

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

**Minimum road width of 7m shall be considered for the roads identified as 7m wide road in the particular development Plan

Schedule II – Form "B": Permissible Number of Floors published in the Gazette Notification No. 54/2235 dated 08.07.2021 by the Urban Development Authority

Form B - Number of Floors for 3.0m & 4.5m wide Roads					
Minimum Road Width	Minimum Site Frontage	Plot Coverage*	Maximum Number of Floors		
			Zone Factor 0.5 - 0.74	Zone Factor 0.75 - 1.24	Zone Factor 1.50 - 3.49
3.0m	6m	65%	1 (G)	2 (G+1)	3 (G+2)
4.5m	6m	65%	1 (G)	2 (G+1)	3 (G+2)
Number of floors are indicated including parking areas					
* Where no plot coverage specified under the zoning regulations					

Schedule III – Form "E": Open spaces published in the gazette notification No. 54/2235 dated 08.07.2021 by the Urban Development Authority

Form E - Setbacks & Open Spaces									
Building Height (m)	Minimum Site Frontage (m)	Plot Coverage *		Rear Space (m)		Side Space (m)		Light Well for NLV	
		Non-Residential	Residential	When no NLV is taking this end	When NLV is taking this end	When no NLV is taking this end	When NLV is taking this end	Minimum width	Minimum Area
less than 7	6	80%**	65%	2.3m	2.3m	-	2.3m	2.3m	5Sq.m
7 less than 15	6	65%	65%	3.0m	3.0m	-	3.0m	3.0m	9 Sq.m
15 less than 30	12	65%	65%	4.0m	4.0m	1.0m and 3.0m	4.0m	4.0m	16 Sq.m
30 less than 50	20	65%	65%	4.0m	5.0m	3.0m both side	5.0m	5.0m	25 Sq.m
50 less than 75	30	50%***	50%***	5.0m	6.0m	4.0m both side	6.0m	6.0m	36 Sq.m
75 and above	Above 40	50%***	50%***	5.0m	6.0m	5.0m both side	6.0m	6.0m	****
NLV - Natural Light & Ventilation Building Height - Height between access road level to roof top or roof level (Including parking floors) * Where no Plot Coverage specified under the zoning regulations ** The entire development is for non-residential activities *** 65% plot coverage can be allowed only for the podium level not exceeding 20% of the tower height or 12 floors whichever is less **** Minimum area shall be increased by 1Sq.m for every additional 3m height									

Schedule IV - Form "F ": Permissible Uses for Development Zones and Schedule V- Form "G": Minimum Land extent for Permissible Uses

Schedule IV - Form "F ": Permissible Uses for Development Zones				Schedule V- Form "G": Minimum Land extent for Permissible Uses					
				High-Density Mixed Development Zone (MD)	Medium Density Mixed Development Zone (MD)	Low-Density Residential Zone(R)	Agricultural Zone (A)	Low Sensitive Conservation Zone (Cn3)	High Sensitive Conservation Zone (Cn1)
Main Use	No	Sub Use	Minimum Land Extent (Sq.m)	MD1	MD2	R1	A1	Cn1	Cn3
1.Residential	1	Houses	150						
	2	Condominium Housing Complexes							
	3	Housing Complexes							
	4	Housing Projects							
	5	Quarters/Labor Quarters	150						
	6	Service Apartments	150						
	7	Studio Apartments	150						
	8	Dometry							
	9	Hostels							
	10	Daycare Centers	250						
	11	Patient Care Centers	500						
	12	Elders home	500						
	13	Children's home	500						
	14	Disability rehabilitation home	500						
	15	Rehabilitation /Probation home	1000						
	16	Community centers	500						

	17	Resorts/Tourism bungalow/Home stay	250						
	18	Guest House	250						
	19	Lodge	250						
	20	Rest House	250						
	21	Retirement halls	250						
2.Health	1	Hospital	1000						
	2	Medical centers (One doctors)	150						
	3	Medical centers (Two doctors or more)	250						
	4	Sample collecting centers	150						
	5	Laboratory	150						
	6	Pharmacy	150						
	7	Veterinarian/ Animal clinics	150						
	8	Veterinarian/ Animal hospitals	500						
	9	Quarantine centers	500						
	10	Child and maternal Clinic/ Family Clinic centers	250						
	11	Other medical institutions not falling under uses from 1 to 10	250						
	12	Medical Consultancy Service Centers	500						
	13	Animal Protection Centers	500						
	14	Ayurveda Hospital	1000						
	15	Estate Hospital	1000						
3.Office & Institution	1	Office	150						
	2	Professional Office	150						
	3	Office complex (Over 10,000Sq.m)	1000						
	4	Banks/ Insurance/ finance institutions	150						
	5	Other office and institutional uses not included under uses from1 to 4							

4.Commercial and Services	1	Shopping complex	500						
	2	Retail shops	150						
	3	Wholesale Shops	250						
	4	Department Stores/ Super Markets	500						
	5	Open Markets	150						
	6	Showrooms	500						
	7	Restaurants (Take Away)	150						
	8	Restaurants	250						
	9	Reception Halls	1000						
	10	Star Class Hotels	2000						
	11	Hotels	500						
	12	City Hotels	250						
	13	Club	500						
	14	Motel	250						
	15	Cabana Hotels	500						
	16	Broadcasting Centers	500						
	17	Studio (non-broadcasting)	150						
	18	Beauty Parlor / Barber Shops	150						
	19	Customer Service Centers	150						
	20	SPA	150						
	21	Tailor Shops	150						
	22	Funeral Parlors	500						
	23	Florist	150						
	24	Laundry/ costume cleaning centers	250						
	25	Hardware/ building material selling shops	150						
	26	Liquor shops	150						

	27	Vehicle spare parts shops	150						
	28	Vehicle renting centers	250						
	29	Vehicle service centers							
		• Bicycle/three-wheeler	375						
		• Light vehicle	500						
		• Heavy vehicle	1000						
	30	Vehicle fuel stations	1000						
	31	Emission testing centers	1000						
	32	Vehicle fuel stations	1000						
5. Educational	33	Betting Centers	150						
	34	Bus Station	1000						
	1	Pre School/ Early childhood development center	500						
	2	Primary school	-						
	3	Secondary school	-						
	4	Tertiary school	-						
	5	Private school/ International school	-						
	6	High education institutions (Campus)	3000						
	7	Government/ Private university	4000						
	8	Technical college/ Vocational training center/ Training center	1000						
	9	Private Tution Classes-less than 50sqm	150						
	10	Private Tution Classes- 50m to 500sqm	500						
	11	Private Tution Classes-more than 500 sqm	1000						
	12	Art institutions/ drama institution	1000						
	13	Other educational institution	250						

	14	Research and Development Centers	250						
6. Social & Religious	1	Religious center	500						
	2	Religious education center	500						
	3	Museum	250						
	4	Social & Cultural center	500						
	5	Cemetery/ Crematoriums							
	6	Community Development Centers	150						
	7	Auditorium	500						
	8	Conference Centers	1000						
7. Industrial	1	Vehicle assembling/ repairing center	500						
	2	Stores for distribution activities	500						
	3	Stores/ warehouse	1000						
	4	Service industries	1000						
	5	Domestic Industry	250						
	6	Packing industry	500						
	7	Recycling industry	1000						
	8	Value addition industry	1000						
	9	Defective material collection center	1000						
	10	Bakery productions- Wood kilns	500						
	11	Bakery productions- electric	250						
	12	Concrete related production industry	500						
	13	Tile and brick industries	1000						
	14	Furniture related industry	500						
	15	Mills	250						
	16	Lathes, welding shops	500						
	17	Other non-polluting industries (as defined by Central Environment Authority)	500						
	18	Other polluting industries (as defined by Central Environment Authority)	1000						

8. Leisure	1	Indoor stadium	1000						
	2	Open theater	1000						
	3	Library	250						
	4	Gymnasium	150						
	5	Children parks	500						
	6	Open grounds	1000						
	7	Cinema theater/ open cinema theater	500						
	8	Swimming pool	250						
	9	Parks	-						
	10	Recreational parks	-						
9.Agriculture	1	"Lellama"							
	2	Animal and crop farms	2000						
	3	Agricultural products collection centers	500						
	4	Animal and Seed Breeding Centers	1000						
	5	Greenhouse	150						
10. Other	1	Roof antenna towers	-						
	2	Antenna towers	250						
	3	Communication Towers							
	4	Vehicle parkings	250						
	5	Electricity sub stations	-						
	6	Sand Mining/Mineral Mining/Washing	-						
	7	Quarrying	-						
	8	Soil Excavation / clay Excavation	-						
	9	Sanitary buildings	-						
	10	A.T.M	Not Applicable						
	11	Electric charging stations	Not Applicable						
	12	Compost facility/waste recycling centres	2000						

- Non- Permissible Uses
- Permissible Uses

Chapter **09**

Proposed Road Width, Building Lines and Reservations

9.1 Proposed Road Width and Building Lines

9.1.1. Main Roads

Road Development Authority

Table 9.1: Road Width and Building Line for Main Roads

Road No	Road Name	Road Width / Proposed Road Width(m)	Building Line	
			Meter (m)	Feet (ft)
A7	Avissawella Hatton Nuwaraeliya Road	12	15	50
B149	Hatton – Maskeliya- Dalhousie Road	10	15	50
BO71	Carolina-Norton-Wanarajah	6	7.5	25

Chapter 09
Proposed Road Width
and Building Lines
and Reservations

Proposed Road Width
and Building Lines

Provincial Road Development Authority

Table 9.2: Road Width and Building Line for Roads belong to the Provincial Road Development Authority

No	Road Name	Road Width(m)	Building Line	
			Meter (m)	Feet (ft)
O1	Dickoya - Annfield Road	3.5	6	20
O2	Dickoya - Bathfordvally Road	3.5	6	20

9.1.2. Other Roads

Local Authority Roads – Hatton-Dick Oya Urban Council

Table 9.3: Road Width and Building Line for Roads belong to Hatton-Dick Oya Urban Council

No	Road No	Road Name	Road Width(m)	Building Line	
				Meter(m)	Feet (Ft)
1	EO65	Dickoya Darawala Gandhi Kovil Road	8	10	32
2	EO70	Dickoya Library Road	7.5	10	32
3	EO75	Side Street or 2 nd Main Street	5.2	6	20
4	EO01	Dunbar Road	5	6	20
5	EO10	Upper Dumburugiriya Road	5	6	20
6	EO38	Railway Station Road	5	6	20
7	EO48	Hatton House Road	4.6	6	20
8	EO61	UC Quarters Road	4.6	6	20
9	EO03	Hijirapura Road	4	6	20
10	EO04	Hijirapura Road from Highland School	4	6	20

Chapter 09
Proposed Road Width
and Building Lines and
Reservations

Proposed Road Width
and Building Lines

No	Road No	Road Name	Road Width(m)	Building Line	
				Meter(m)	Feet (Ft)
11	E016	Kandaiah Building Road	4	6	20
12	E017	Ariyagama Boundary Road	4	6	20
13	E023	Park Road	4	6	20
14	E024	Wilfredpura Road	4	6	20
15	E032	SSP Office Road	4	6	20
16	E039	St. John Bosco College Road	4	6	20
17	E074	Perakum Mw (near Telecom)	3.8	6	20
18	E005	Mendis Mawatha	3.6	6	20
19	E013	Hill Street	3.6	6	20
20	E027	Wilfredpura 2 nd Cross Road	3.6	6	20
21	E029	Wilfredpura Bakery Road	3.6	6	20
22	E047	Circular Road	3.6	6	20
23	E059	Gaminipura Road From Bus stand (Lower)	3.5	6	20
24	E025	Wilfredpura to Saliyapura	3.4	6	20
25	E068	St Gabriels College Road	3.4	6	20
26	E026	Wilfredpura 1 st Cross Road	3.3	6	20
27	E043	Ponnager Road	3.3	6	20
28	E046	Education Department Road	3.2	6	20
29	E002	Bandaranayakepura Road & Cross Road	3	4.5	15
30	E006	Mendis Lane	3	4.5	15
31	E007	Approach road to Highland Pre-School	3	4.5	15
32	E008	Raju Lane	3	4.5	15
33	E009	Karuppiahpillai Building Road	3	4.5	15
34	E022	Aqua Factory Road	3	4.5	15
35	E033	Upper Campvalley Road	3	4.5	15
36	E034	Lower Campvalley Road	3	4.5	15
37	E035	Lower Campvalley Estate Road	3	4.5	15
38	E041	District Courts Road	3	4.5	15
39	E042	TVTC Road	3	4.5	15
40	E044	Wirathungapura Road	3	4.5	15
41	E049	Gaminipura 1 st Road	3	4.5	15
42	E050	Gaminipura 2 nd Road	3	4.5	15
43	E054	Gaminipura Bandiah Kovil Junction to Houses	3	4.5	15
44	E055	Gaminipura Shortcut to Bandaiah Kovil Junction.	3	4.5	15
45	E056	Aluthgala Gaminipura Road	3	4.5	15
46	E058	Gaminipura Road from Dickoya Road	3	4.5	15

Chapter 09
Proposed Road Width
and Building Lines
and Reservations

Proposed Road Width
and Building Lines

No	Road No	Name of the Road	Road Width(m)	Building Line	
				Meter(m)	Feet (Ft)
47	E060	Gaminipura road From Bus Stand (Upper)	3	4.5	15
48	E066	Sripada School Road	3	4.5	15
49	E072	CEB Depot Road	3	4.5	15
50	E073	Approach Road from CEB Road to Houses	3	4.5	15
51	E011	Anjaneyar Kovil Road	3	4.5	15
52	E012	Alagamuththu Mawatha	3	4.5	15
53	E063	Sunday Fair Road	3	4.5	15
54	E064	Kanagaratnam Mw (Pasal MW)	3	4.5	15
55	E069	Browns Road	3	4.5	15
56	E071	Valliakka Kovil Road	3	4.5	15
57	E014	Ariyagama 1 st Lane	2.6	4.5	15
58	E021	Ariyagama Community Hall Road	2.6	4.5	15
59	E036	Mount Road	2.6	4.5	15
60	E040	Pansala Road	2.6	4.5	15
61	E045	Ponnager Upper Road	2.6	4.5	15
62	E051	Gaminipura 3 rd Road	2.6	4.5	15
63	E052	Gamanipura Bandiah Kovil Road - 1 (up to Mosque)	2.6	4.5	15
64	E053	Gamanipura Bandiah Kovil Road - 2(upper)	2.6	4.5	15
65	E062	Gaminipura Sunday Fair Road	2.6	4.5	15
66	E018	Ariyagama 1 st Lower Road	2.5	4.5	15
67	E019	Ariyagama 1 st Cross Road	2.5	4.5	15
68	E030	Old Dispensary Road	2.5	4.5	15
69	E067	Tunnel Road	2.5	4.5	15
70	E057	Gaminipura road up to Darawala Estate Boundary	2.4	4.5	15
71	E028	Charles Building Road	2.3	4.5	15
72	E031	David Sinho Road	2.3	4.5	15
73	E037	Magistrate Quarters Road	2.3	4.5	15
74	E015	Ariyagama 2 nd Lane	1.5	3	10
75	E020	Ariyagama 2 nd Cross Road	1.5	3	10

Chapter 09
Proposed Road Width
and Building Lines and
Reservations

Local Authority Roads – Norwood Pradeshiya Sabha

Table 9.4: Road Width and Building Line for Roads belong to Norwood Pradeshiya Sabha

No	Name of the Road	Road Width(m)	Building Line	
			Meter (m)	Feet (ft)
01	Darawala Sanchimale Road	6	7.5	25
02	Darawala Bridge to Darawala Colony, Darawala Upper Division, Aluthgala Junction	6	7.5	25
03	Headly Road	4	6	20
04	Wanarajah Kovil Junction to Wanarajah Upper Division	4	6	20
05	Abbotsleigh Factory Road	4	6	20
06	Mandira Dickoya Bangalow Road	3.5	4.5	15
07	Gaminipura Road	3	4.5	15
08	Dickoya Amman Kovil Junction to Dickoya Estate Ground	3	4.5	15

Proposed Road Width
and Building Lines

Local Authority Roads – Ambagamuwa Pradeshiya Sabha

Table 9.5: Road Width and Building Line for Roads belonging to Ambagamuwa Pradeshiya Sabha

No	Name of the Road	Road Width(m)	Building Line	
			Meter (m)	Feet (ft)
01	Old Colombo Road	6	7.5	25
02	Ruwanpura Road	4.5	6	20
03	Dunbar Estate Road	3.5	4.5	15

Note

1. Roads not mentioned in the above table but gazette by the Hatton Dickoya Urban Council, Ambagamuwa Pradeshiya Sabha & Norwood Pradeshiya Sabha should have a building line of 6 meters from the center of the road to both sides.
2. Roads not mentioned in the above table but maintained by the Hatton Dickoya Urban Council, Ambagamuwa Pradeshiya Sabha & Norwood Pradeshiya Sabha should have a building line of 4.5meters from the center of the road to both sides.
3. The building line should not be less than 1.0 m from the center of the footpath for a location adjacent to a stairway to any public footpath.
4. The building line should not be less than 1.5 m from the center of the Private Road.
5. In addition to this, the Urban Development Authority will make changes and restrictions on newly constructed roads and the aforementioned roads through an announcement from time to time.
6. The building line is demarcated from the center of the road to both sides.
7. The existing railway reservations will be determined on the recommendation of the Railway Department.

9.2 Reservations of Canals, and Rivers

Canal reservations/building lines should be maintained in both directions from the boundary of the canal as shown in Table 9.6 under the surface width of all-natural main canals, all sub canals, and all catchment canals designed for drainage or drainage of the area.

Table 9.6: Reservations of Canals, Rivers and Reservoirs

Name of the river / canal	Reservation (from the river bank)
Mahaweli River	20m
Natural Canals Less than 3 meters 3 to 8 meters 8 to 15 meters More than 15 meters	From the existing boundary on either side twice the width of the bottom of the existing canal
Constructed Canals 3 meters and above 1.5 to 3 meters Less than 1.5 meters	From the existing boundary on either side twice the width of the bottom of the existing canal

Reservations of
Canals, and Rivers

Note:

1. The reserves declared by the Irrigation Department, Central Environment Authority, Mahaweli Authority, Agrarian Services Department and Local Government Institutions in respect of the above reserves shall be placed in the reserve of the said reserves in excess of the reserves stated in this statement.
2. The canal reserve can only be used as an access road when there is no alternate route, but it should not be paved, concrete, or any other layer of stone.
3. In the case of a canal reserve, leasing of commercial property for any other purpose shall not be levied by any person, association, institution or local authority.
4. Land parcels should not be used for parking, garage use in areas declared as canal reserves.

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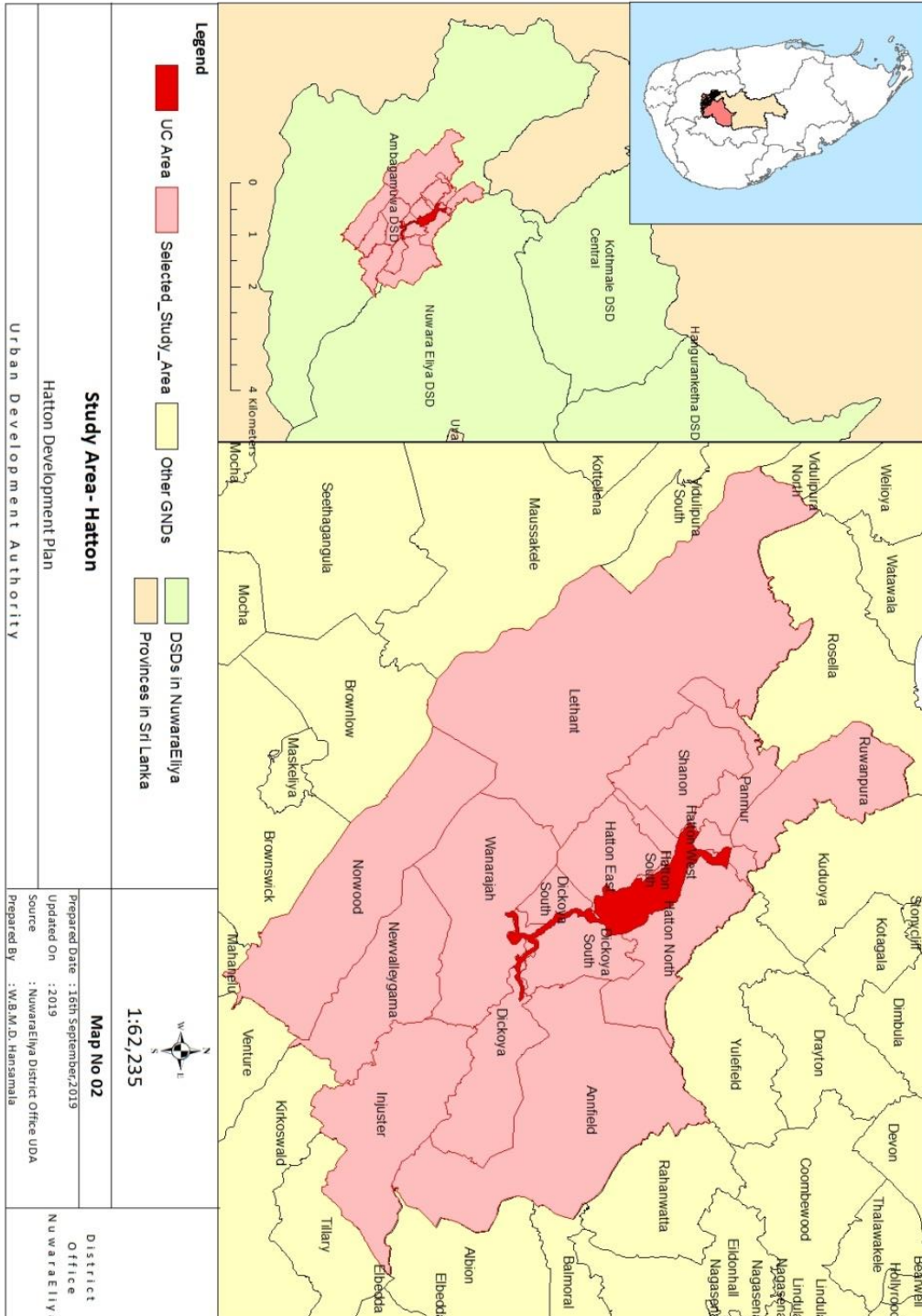
Annexures

Annexure 1: GN Divisions of Study Area

	Grama Niladari Division	Division No
1	Annfield	319I
2	Dickoya	319A
3	Dickoya South	319
4	Hatton East	319E
5	Hatton North	319B
6	Hatton South	319D
7	Hatton West	319C
8	Injustry	319L
9	Lethant	319K
10	Newvalleygama	319H
11	Norwood	320
12	Panmur	320R
13	Ruwanpura	320G
14	Shanon	320O
15	Wanarajah	319J

Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 2: Study Area



Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 3: Core Attributes for Development Pressure Analysis

Core Attributes	Weight
Accessibility Index (AI)	30
Level of Accessibility from Major Road (A Class Road)	Score 1-5
Level of Accessibility from Minor Road (B & C Class Road)	
Level of Accessibility from Local Roads	
Land use Index (LI)	25
Type of Land uses	Score 1-5
Population Index (PI)	35
Population Density	Score 1-5
Population Growth	
Special Accessibility Index (SAI)	10
Proximity to Schools	Score 1-5
Proximity to Health Facilities	
Proximity to Government Institutions	

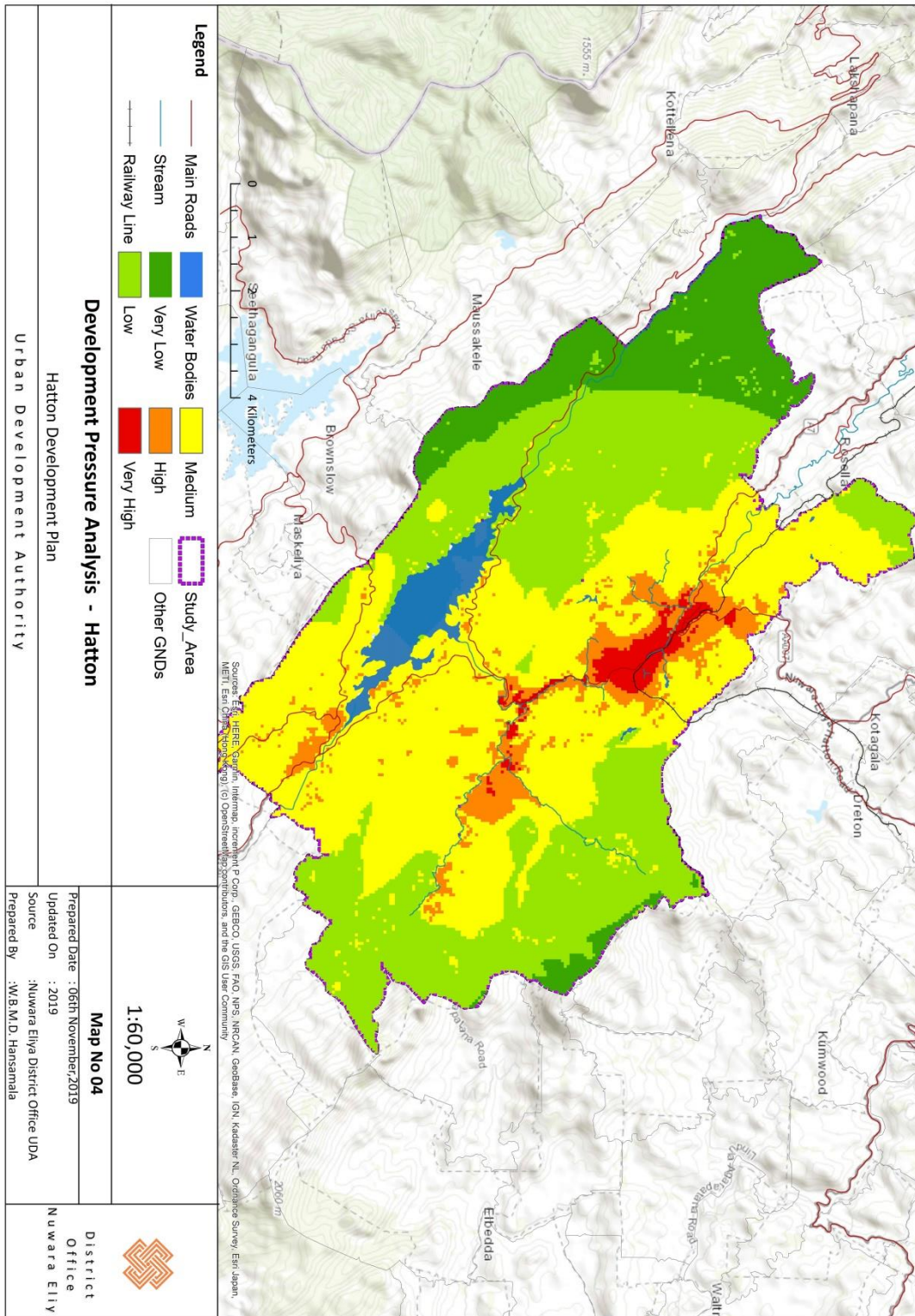
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 4: Core Attributes of ESI

Core Attributes	Weight
Hydro Systems	20
Rivers/ Tributaries / Lakes / Reservoir	Score 1-5
Vegetation Cover	30
Type of Land uses	Score 1-5
Geomorphologic & Relief Features	25
Slope Analysis	Score 1-5
Human Use Resources	15
Religious Places	Score 1-5
Tourism Destinations	
Land Slide Prone Area High Risk Moderate Risk Low Risk	Score 1-5

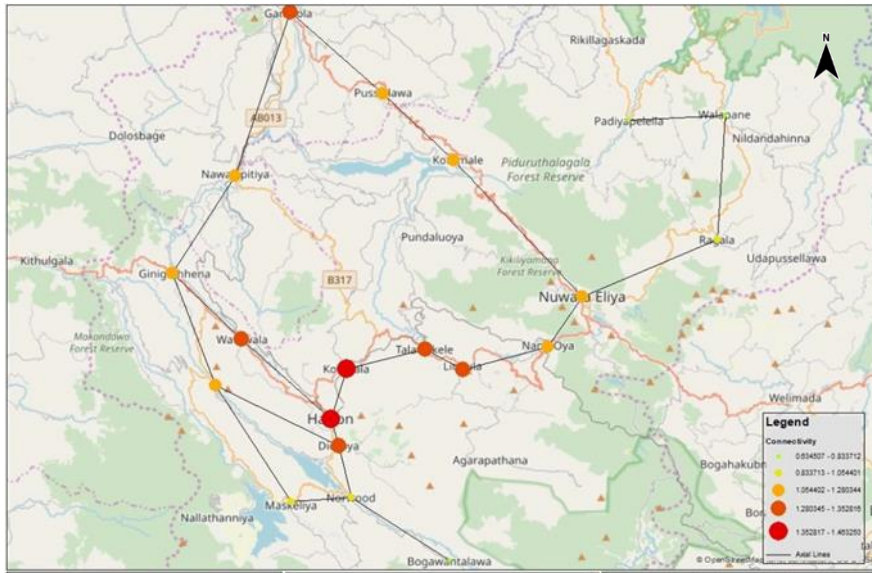
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 5: Development Pressure Analysis



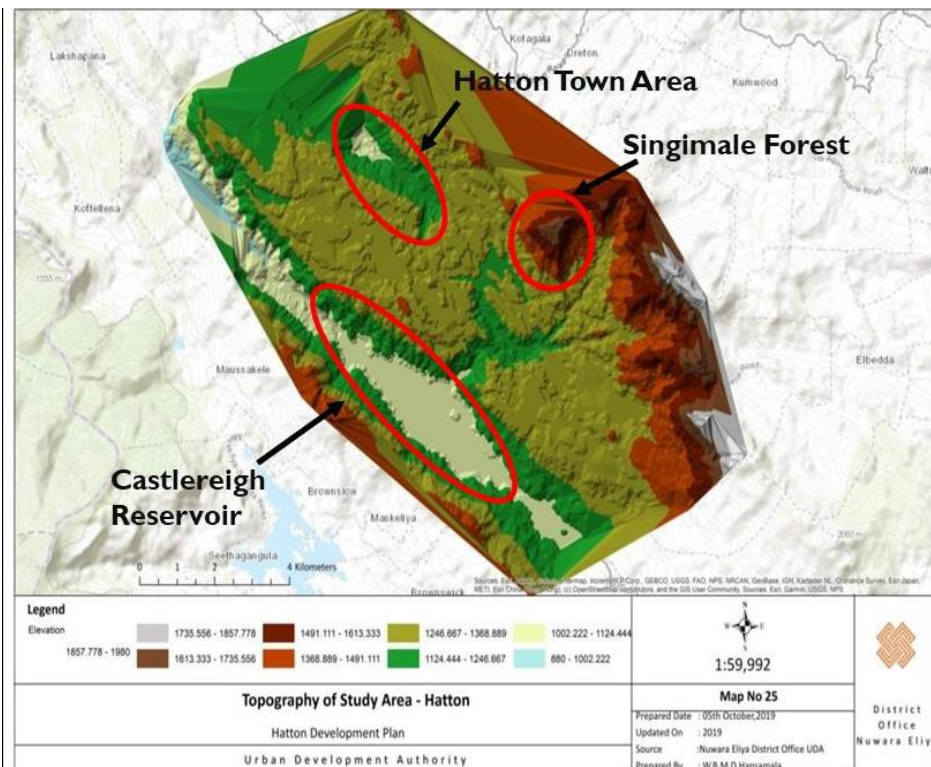
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 6: Connectivity Analysis



Source: Urban Development Authority, NuwaraEliya District Office 2021

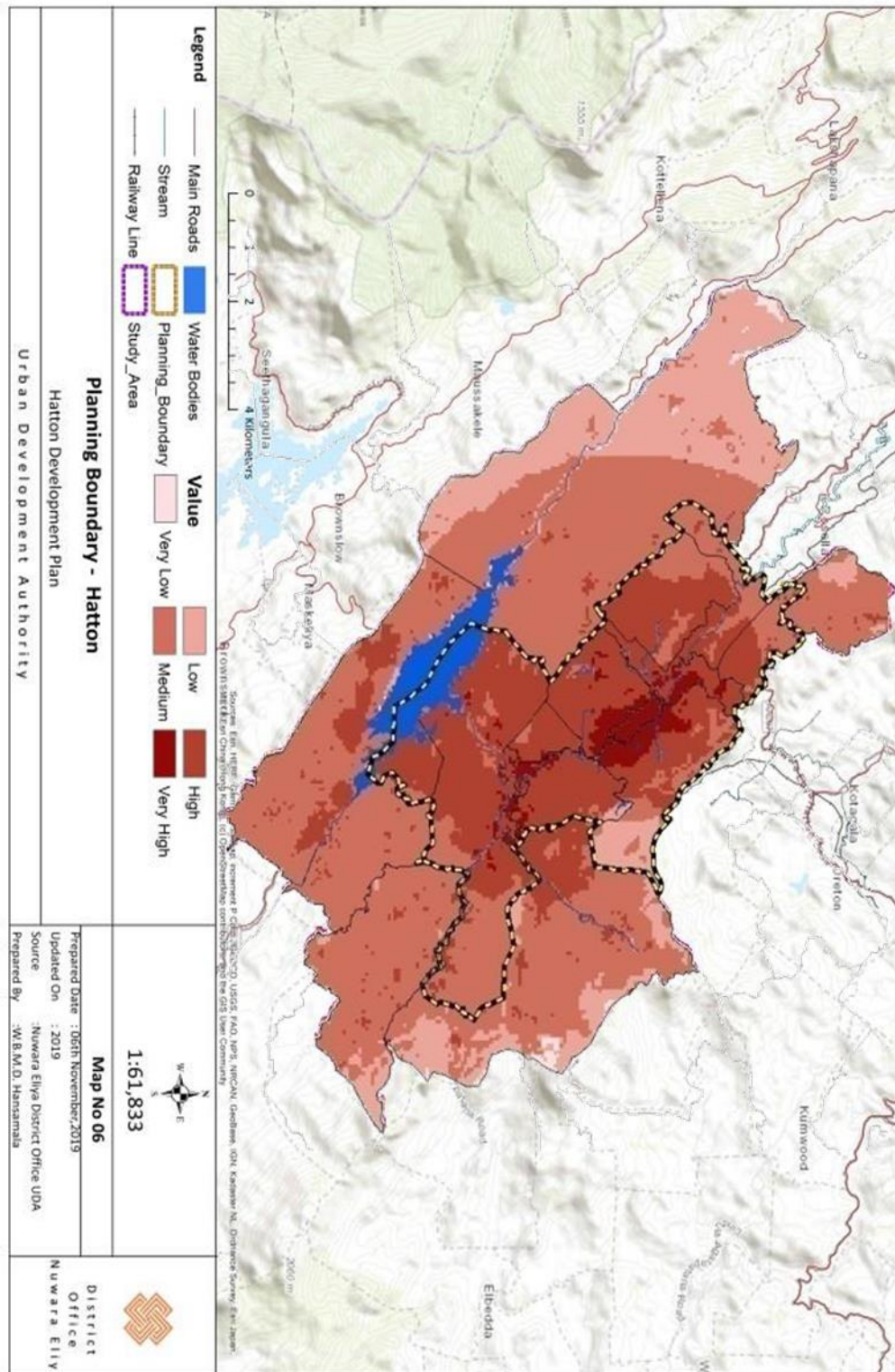
Annexure 7: Topography Map of Study Area



Source: Urban Development Authority, NuwaraEliya District Office 2021



Annexure 9: Planning Boundary



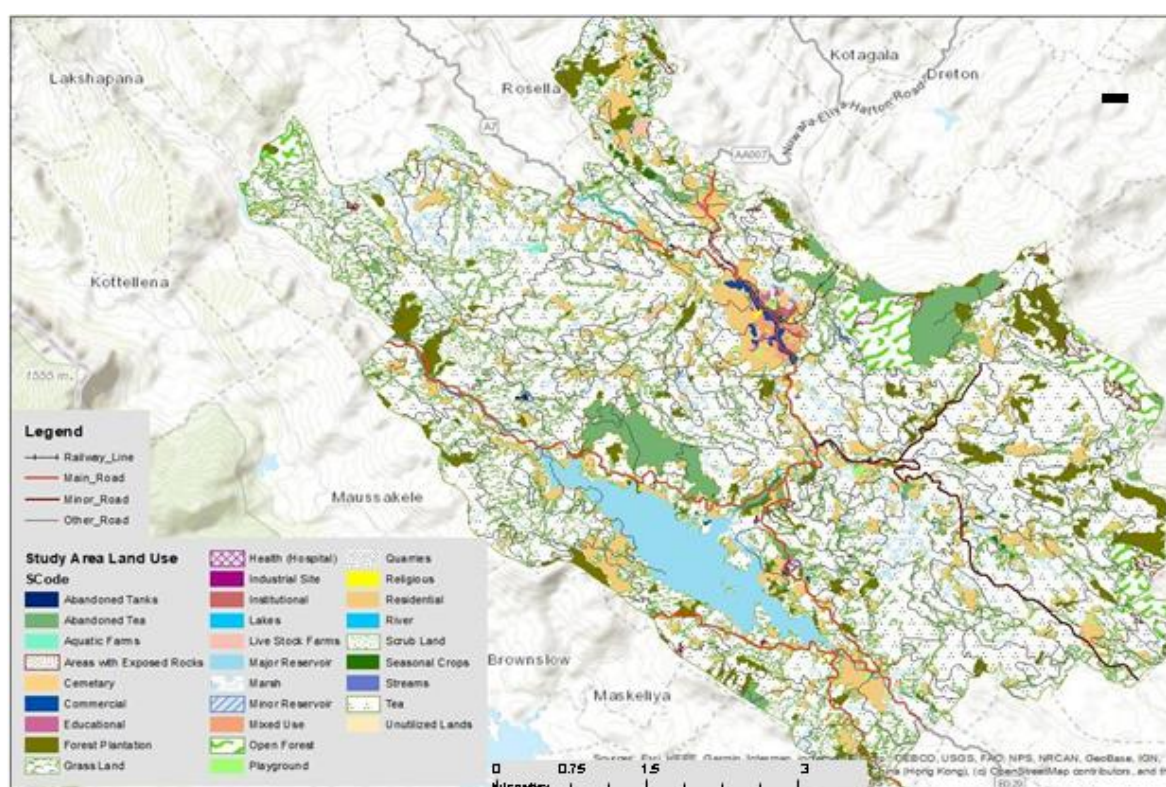
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 10: Land Extent with GNDs of Planning Area

GN Divisions	Area (Sqkm)	GN Divisions	Area (Sqkm)
Dickoya	4.38	Newvalleygama	1.44
Dickoya South	3.18	Panmur	2.04
Hatton East	2.78	Ruwanpura	1.61
Hatton North	4.87	Shanon	3.61
Hatton South	0.39	Wanarajah	7.30
Hatton West	1.44	Total	33.08

Source: Urban Development Authority, NuwaraEliya District Office 2021

Annexure 11: Existing Land Use in Study Area



Source: Urban Development Authority, NuwaraEliya District Office 2021

Annexure 12: Regional Linkages



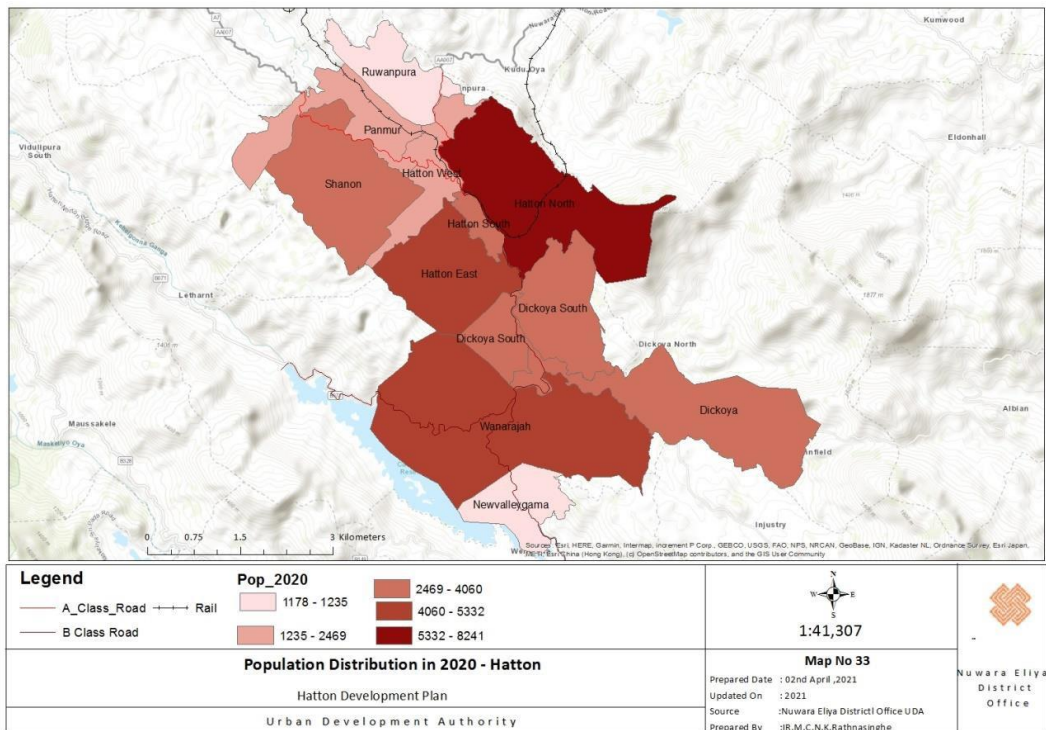
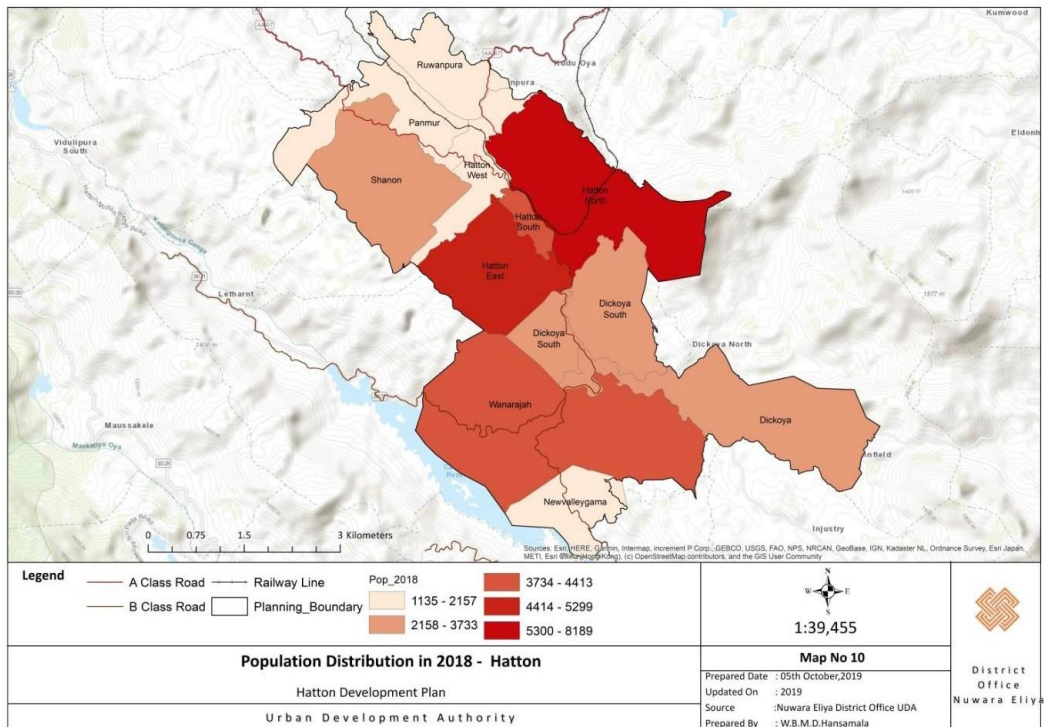
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 13: Sri Lanka Tourism Strategic Plan



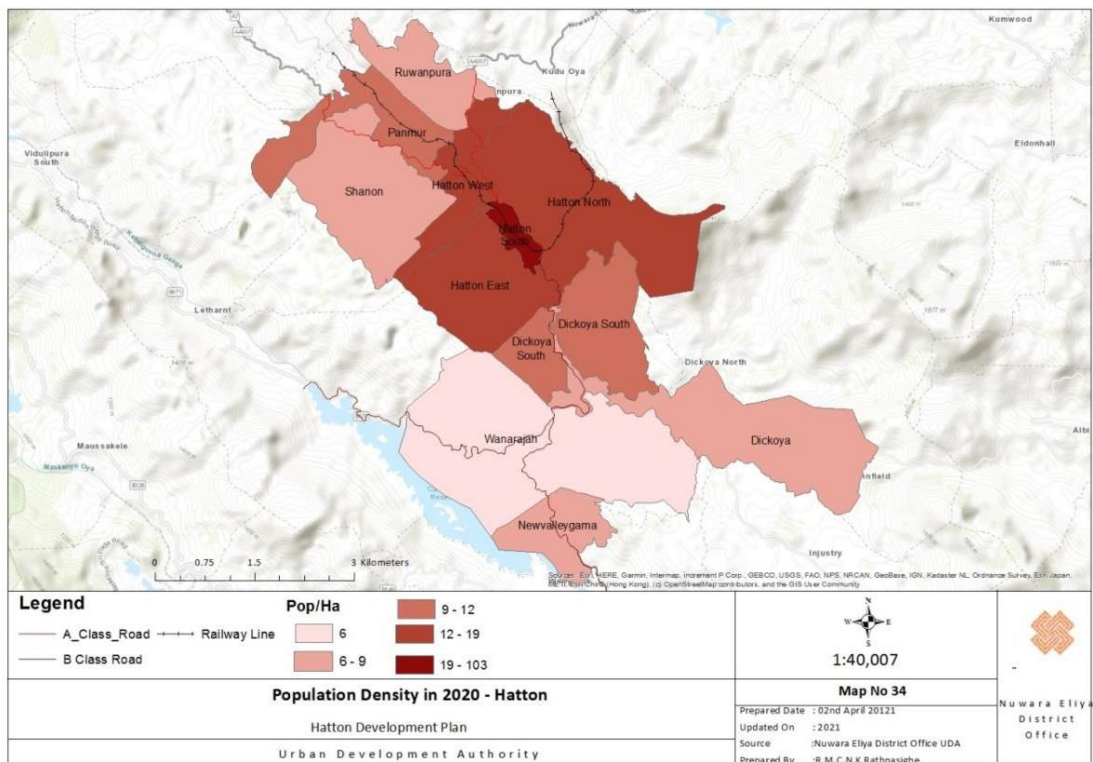
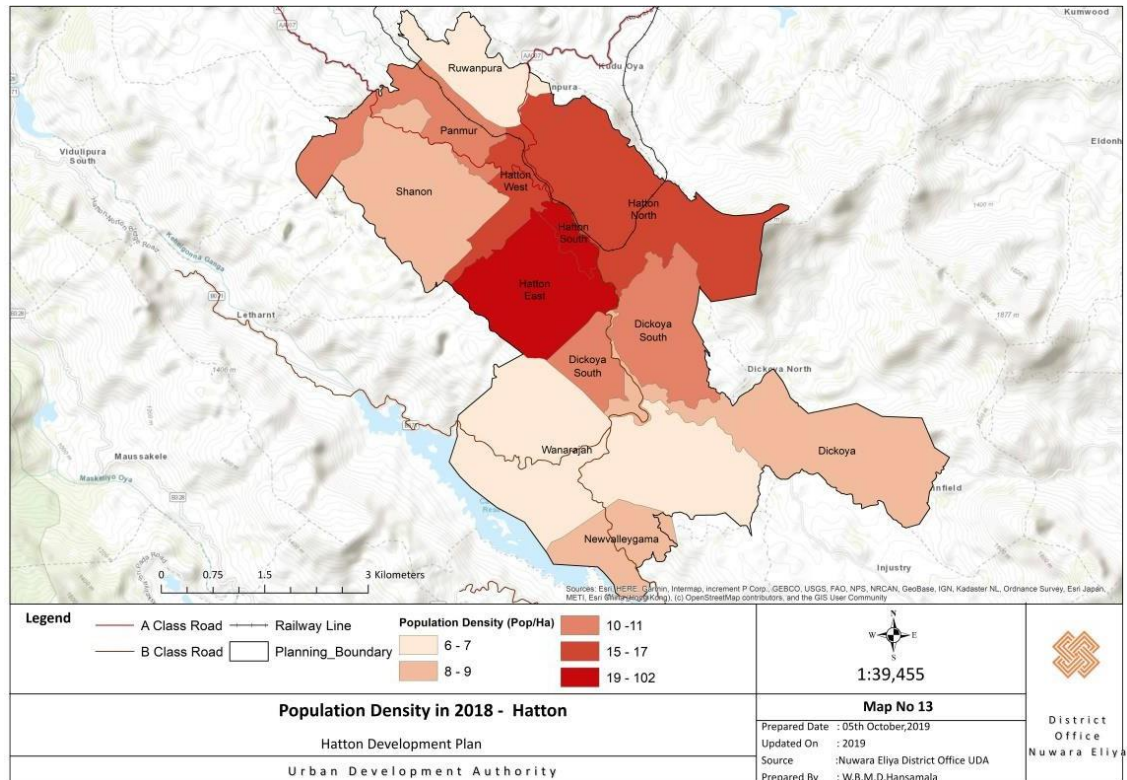
Source: Sri Lanka Tourist Board 2017

Annexure 14: Population Distribution 2018/2020



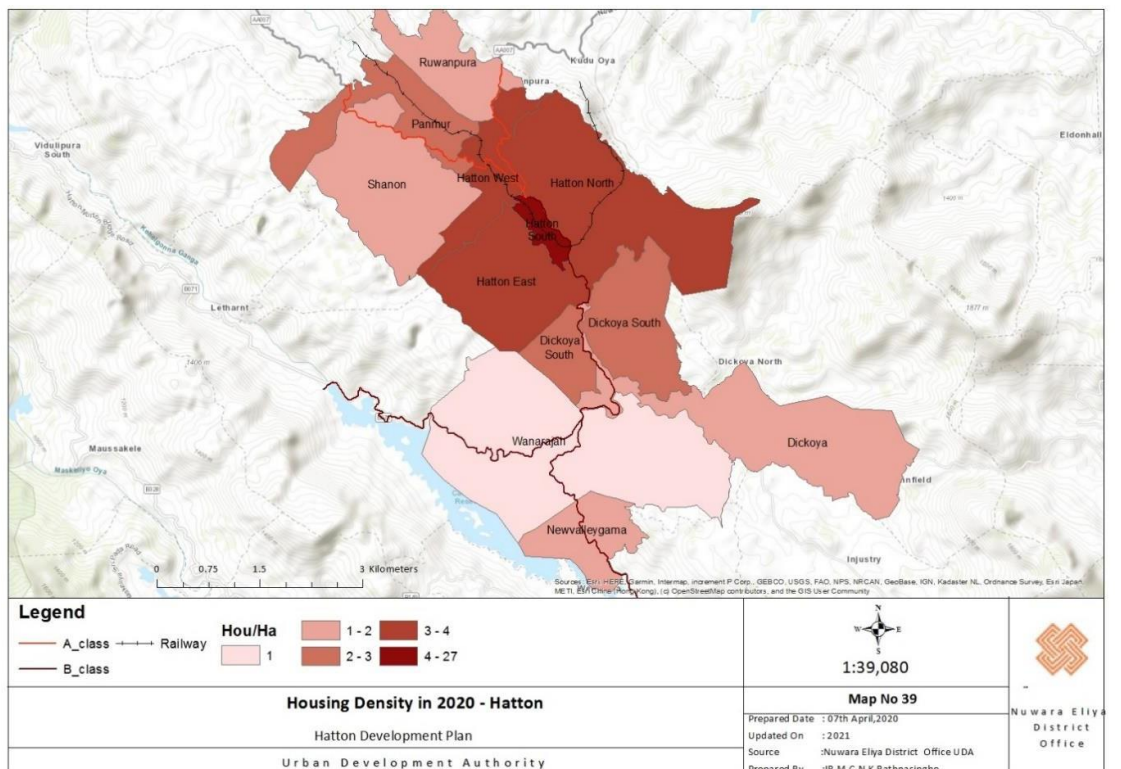
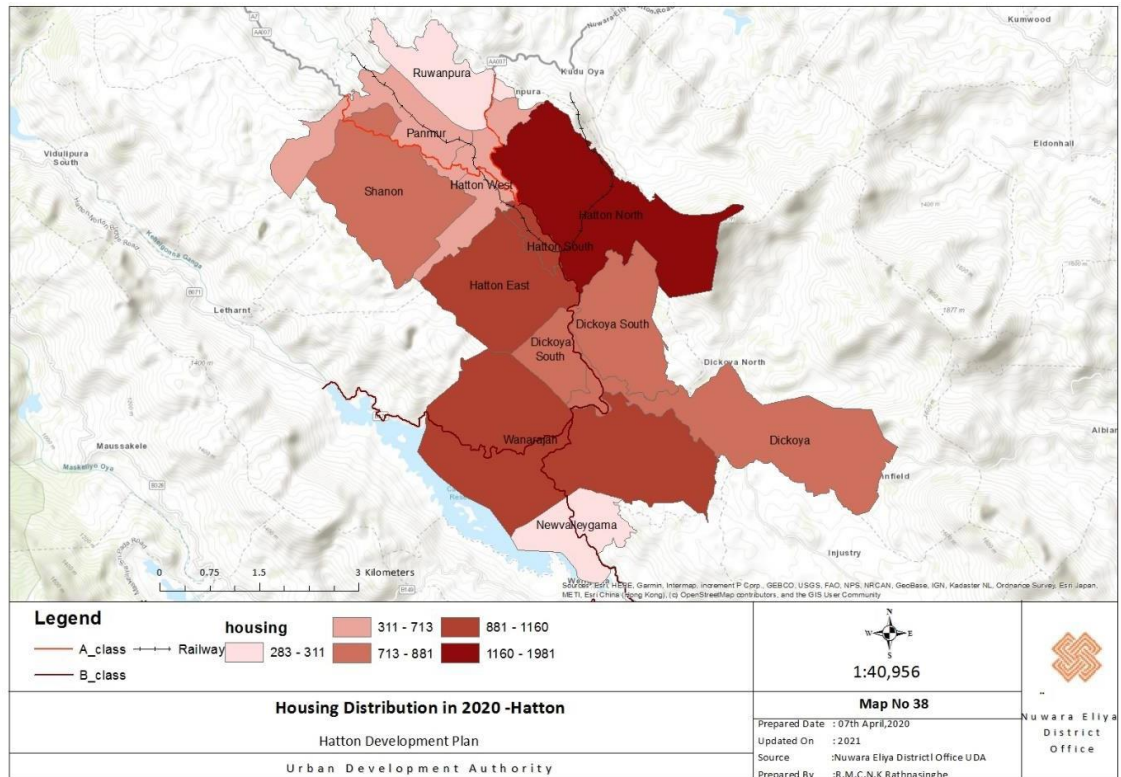
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 15: Population Density 2018/2020



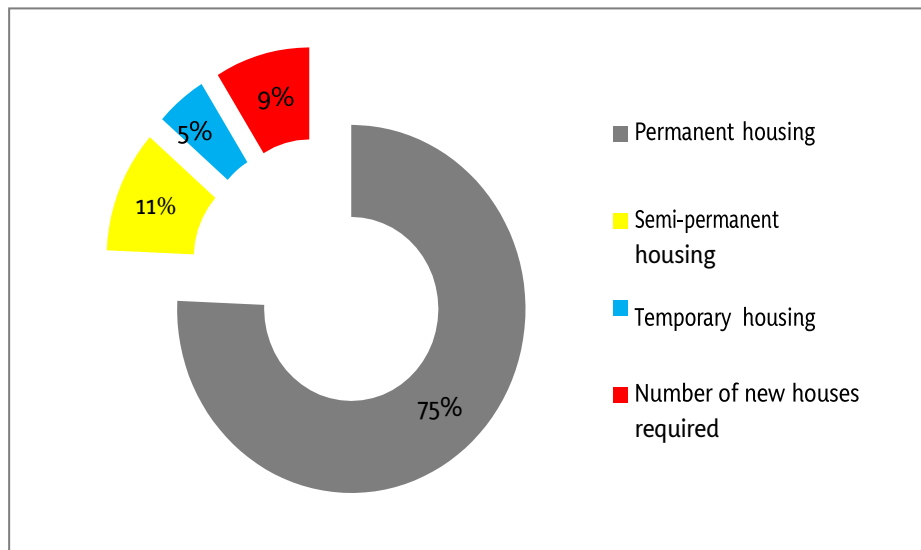
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 16: Housing Distribution & Density 2020



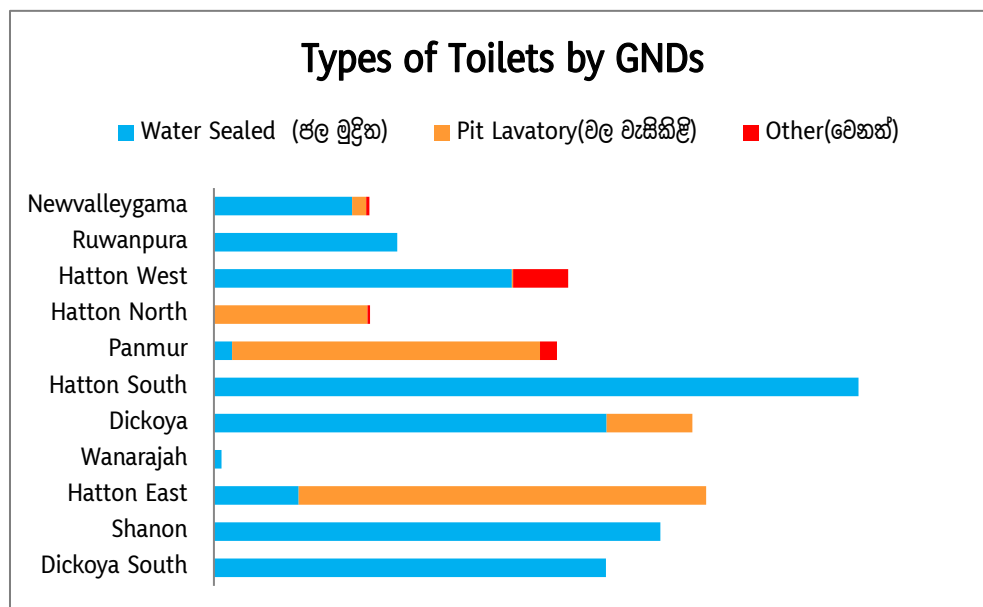
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 17: Types of Houses



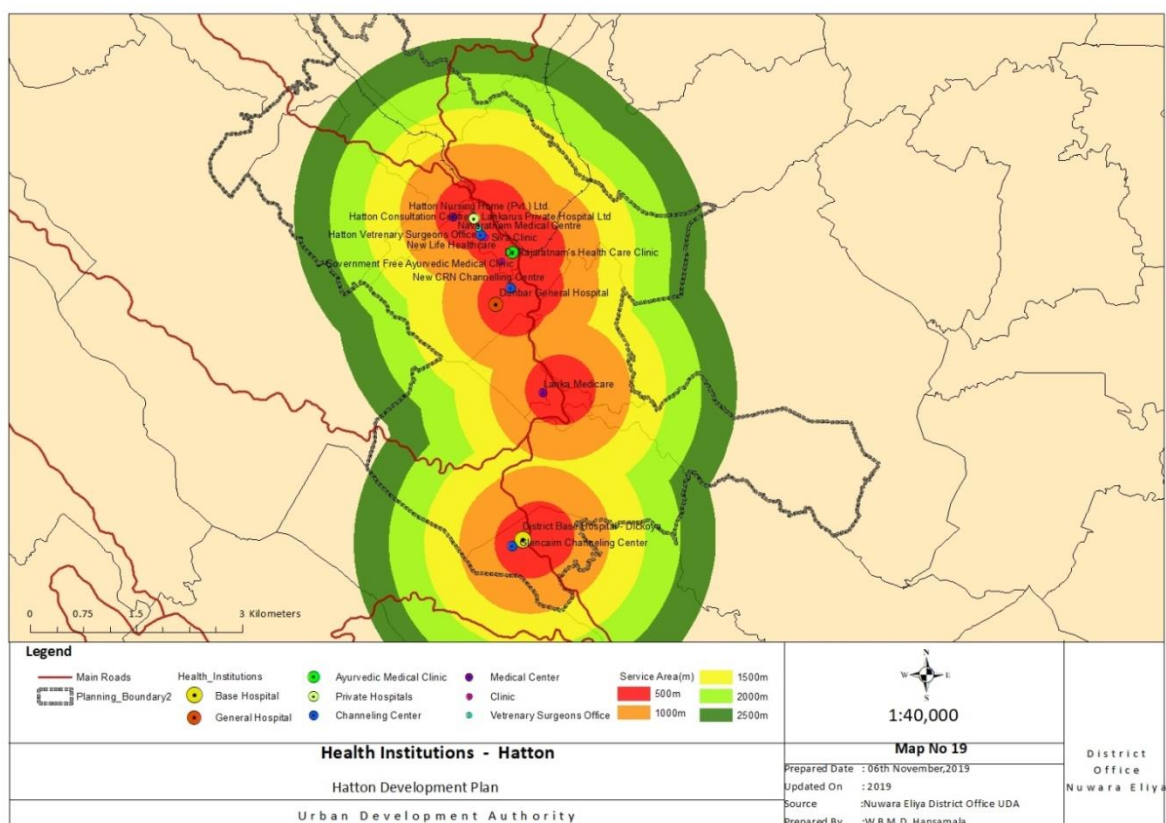
Source: Resource Profile of Ambagamuwa Divisional Secretariat Office 2021

Annexure 18: Types of Toilets



Source: Resource Profile of Ambagamuwa Divisional Secretariat Office 2021

Annexure 19: Location of Health Institutions



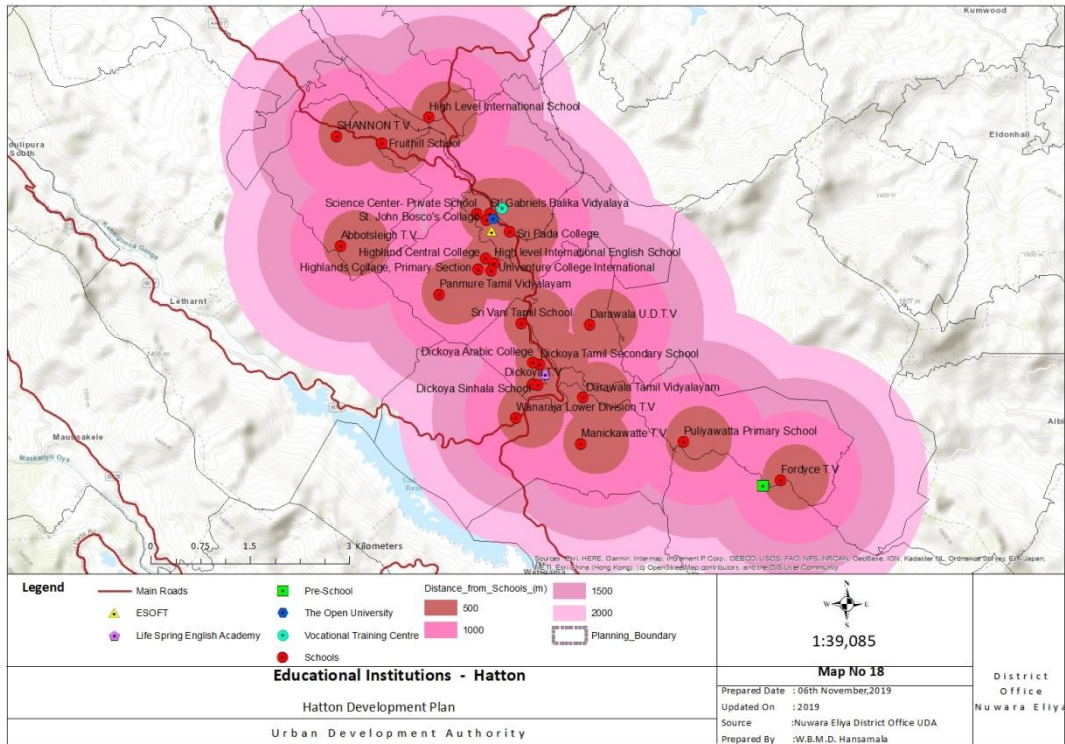
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 20: Categories of Health Institutions

Category	Number
Basic Hospital	01
General Hospital	01
Ayurvedic Centre	01
Private Hospital	01
Medical Centers	10

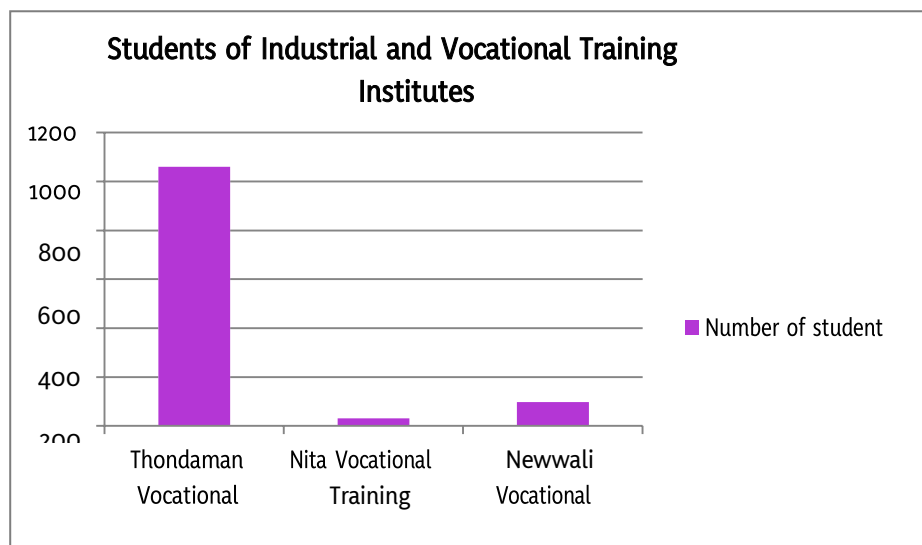
Source: Resource Profile of Ambagamuwa Divisional Secretariat Office 2021

Annexure 21: Location of Educational Institutions and Categories



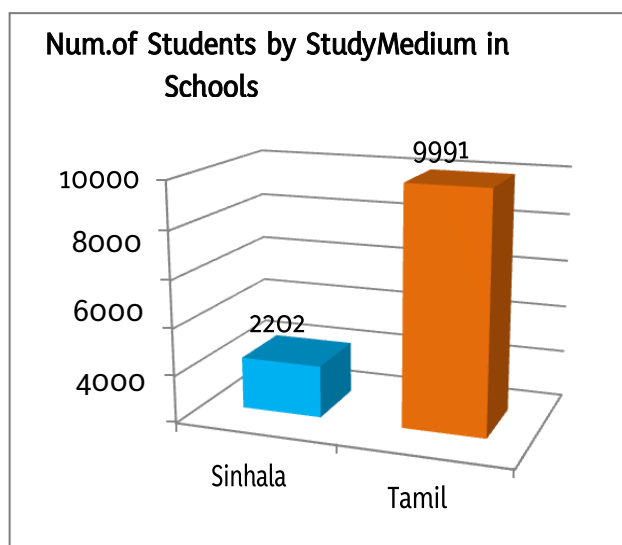
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 22: Students of Industrial and Vocational Training Institutes



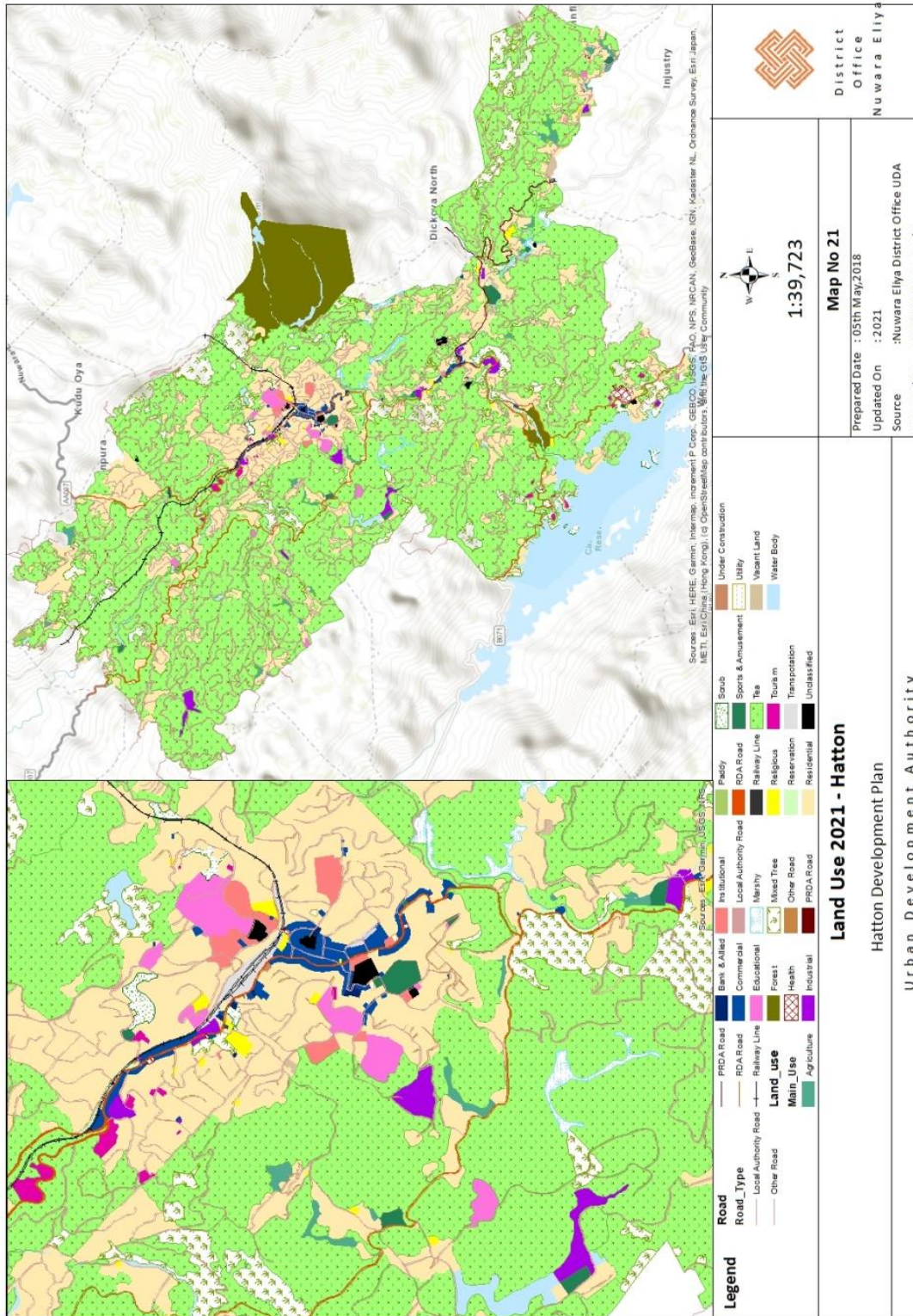
Source: Resource Profile of Ambagamuwa Divisional Secretariat Office 2021

Annexure 23: Num. of Students Study Medium in Schools



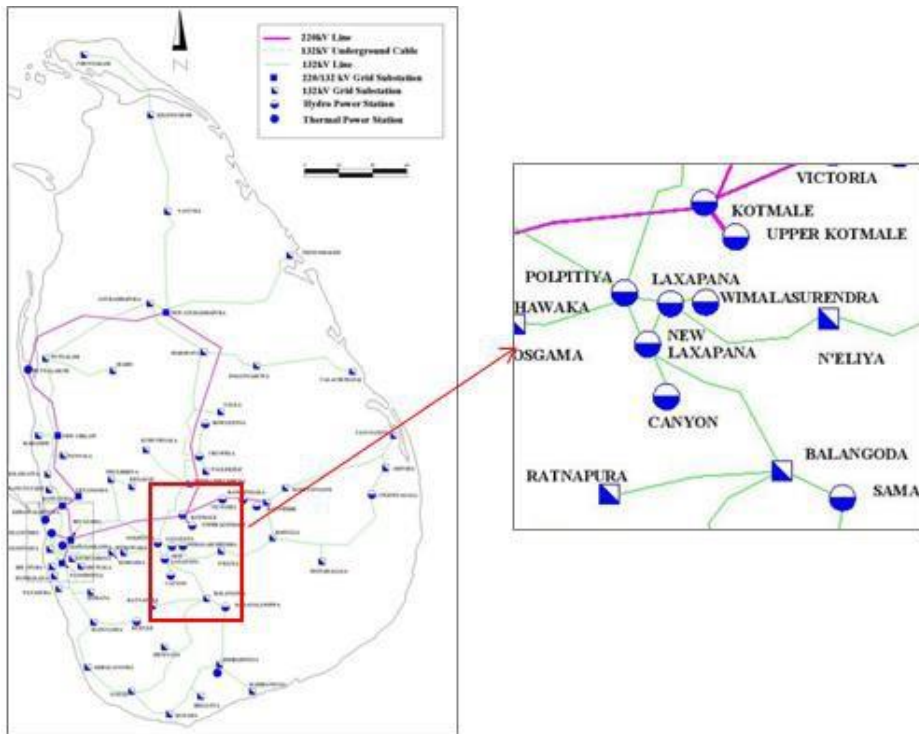
Source: Resource Profile of Ambagamuwa Divisional Secretariat Office 2021

Annexure 24: Land Use Map of Planning Area



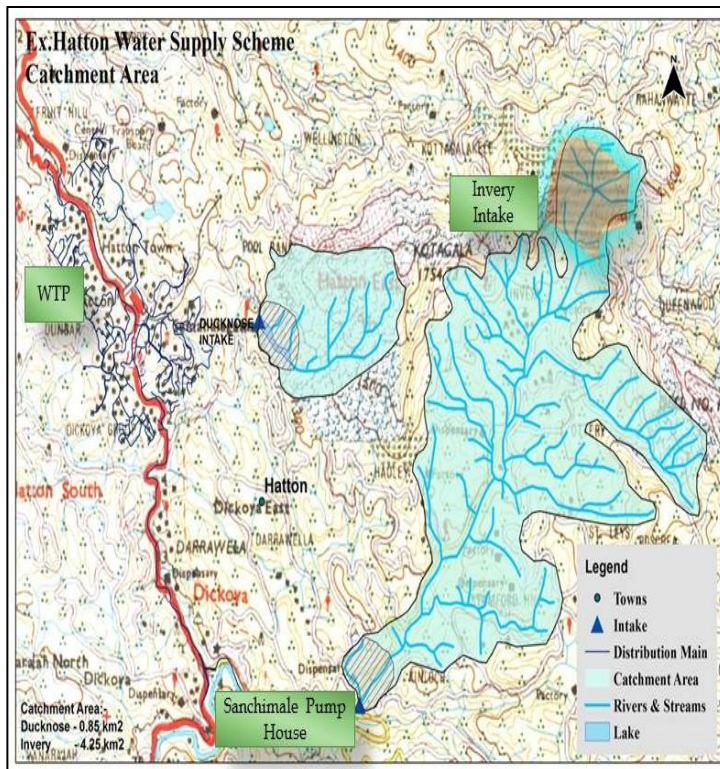
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 25: Map of Transmission System



Source: Ceylon Electricity Board, Hatton 2021

Annexure 26: Hatton Water Supply Scheme



Source: National Water Supply & Drainage Board, Hatton 2021

Annexure 27: Hatton Water Supply Scheme Details

Treatment Plant	Design Capacity m ³	Present Capacitym ³	Total Connection	Supply area
High Level (Invery Stream & Sanchimalai Stream)	2000 m ³ per day	1700m ³	2689	Ponnagar, Wilfard town, Camp valley, Bandaranayaka town, Rothaschiled
Low Level (Duck Nose Impound Reservoir)	2000 m ³ per day	1200m ³	1459	Hatton town , Dickoya town, Malliyappuwa, Aluthgala, Darawala road

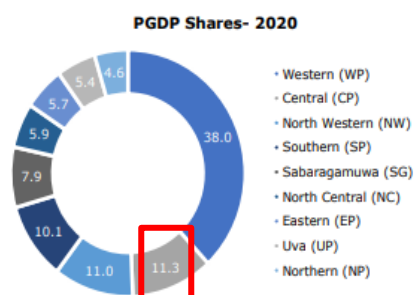
Source: National Water Supply & Drainage Board, Hatton 2021

Annexure 28: Details about water supply by NWSDB

Water Source	High Level- Invery Stream &Sanchimalai Stream Low Level- Duck Nose Impound Reservoir
No of Reservoirs	02
Total Production Capacity	2000 m ³ /day
Current Production Capacity	H/L-1500 m ³ /day L/L-750 m ³ /day
Water Supply hour/day	H/L- 3.00 am to 9.00 pm L/L- 4.00 am to 8.00 pm
No. of Connection	5337

Source: National Water Supply & Drainage Board, Hatton 2021

Annexure 29: National Economic GDP Share

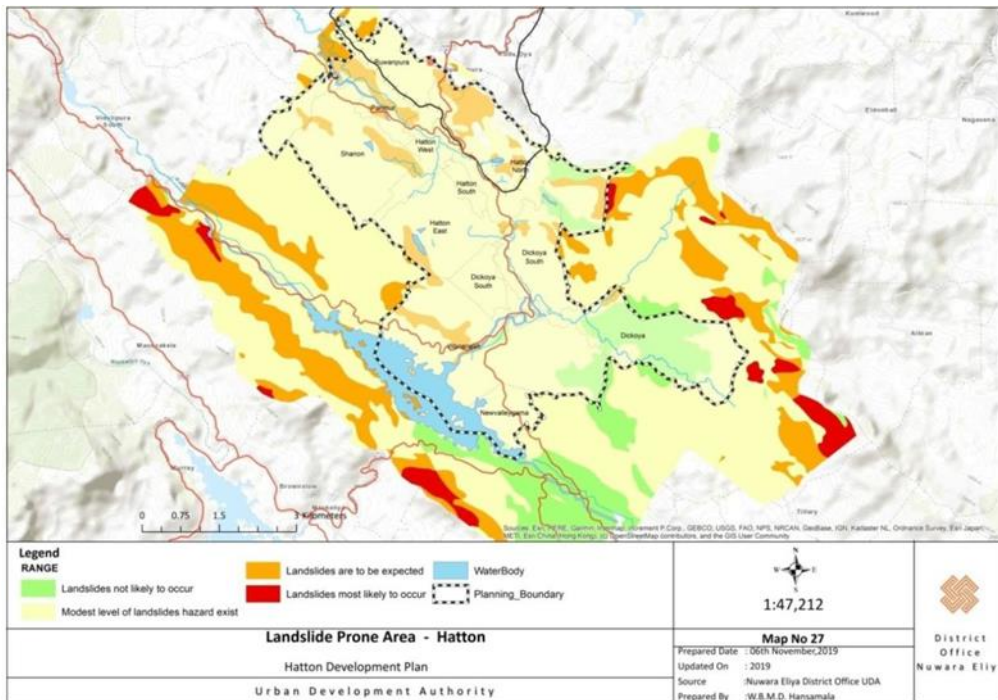


Source: Central Bank Report 2020

Sectoral Composition of PGDP - 2019 and 2020

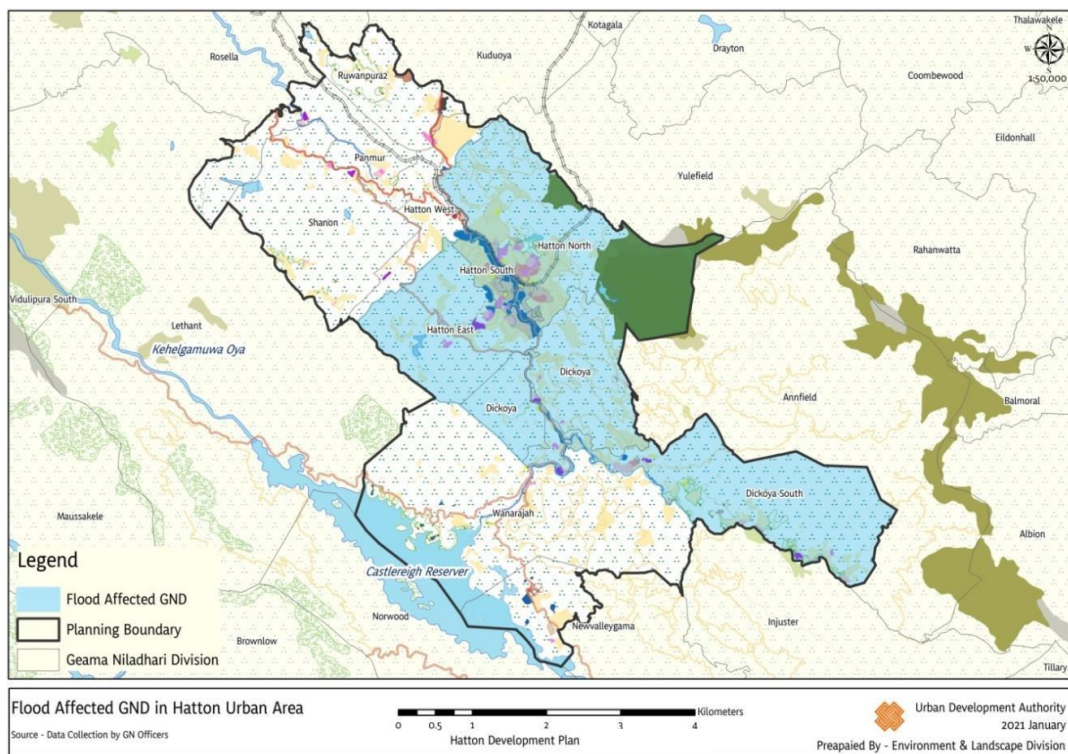
Province	Agriculture (%)		Industry (%)		Services (%)	
	2019	2020	2019	2020	2019	2020
WP	9.6	8.1	45.6	44.6	39.7	39.3
CP	10.8	12.0	11.3	11.4	11.3	11.1
SP	15.9	14.3	6.9	7.7	10.6	10.6
NP	9.8	8.8	5.2	4.8	3.9	3.9
EP	10.5	10.2	4.7	4.4	5.5	5.6
NW	17.2	17.6	9.9	10.3	10.6	10.5
NC	9.0	11.9	3.5	3.4	6.0	6.1
UP	9.5	9.6	5.2	5.0	4.9	5.1
SG	7.7	7.7	7.6	8.5	7.5	7.7
SL	100.0	100.0	100.0	100.0	100.0	100.0

Annexure 32 Landslide Prone Area



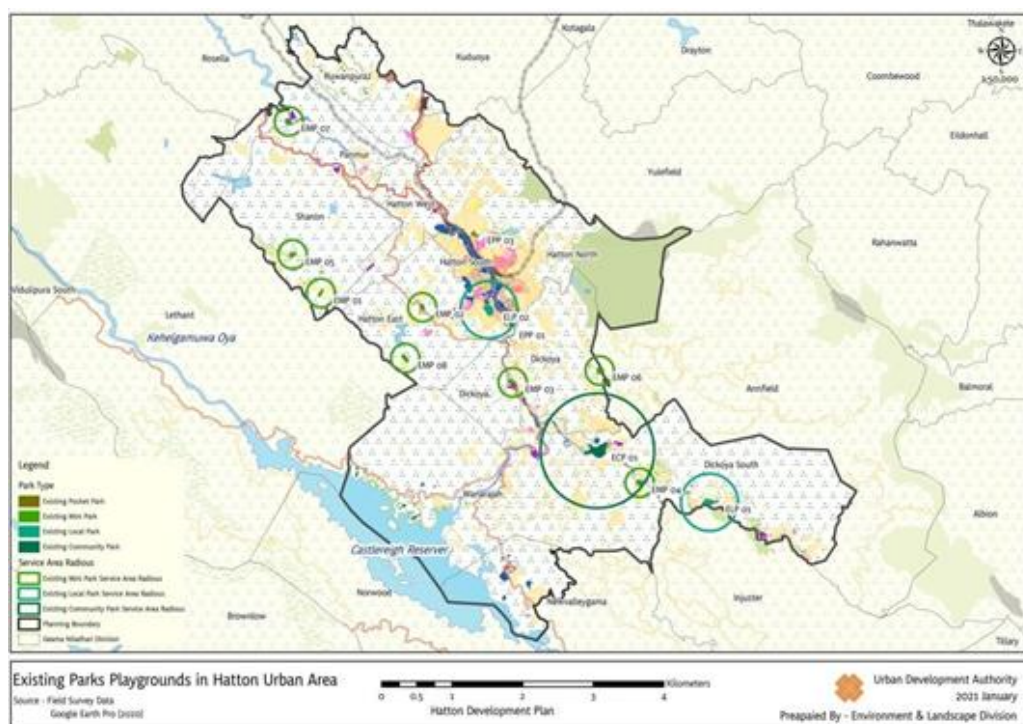
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 33: Flood Affected GNDs



Source: Urban Development Authority, Environmental & Landscape Division 2021

Annexure 34: Existing Park and Playgrounds



Source: Urban Development Authority, Environmental & Landscape Division 2021

Annexure 35: Clouds Analysis-Issues identified by Stakeholders



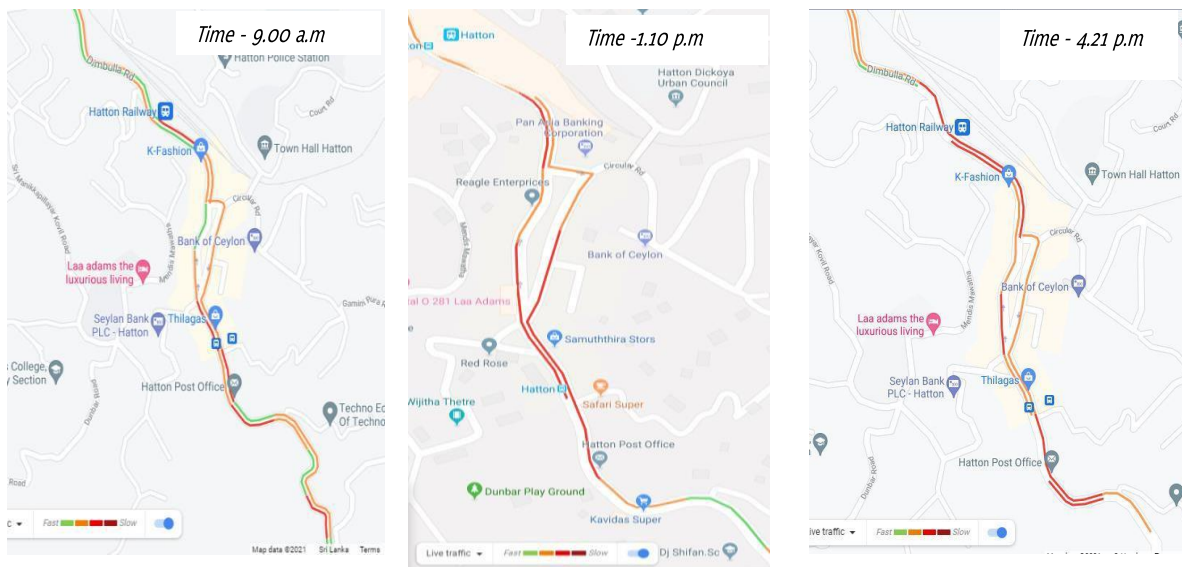
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 36: Clouds Analysis-Suggestions identified by Stakeholders



Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 37: Traffic Pattern in Hatton



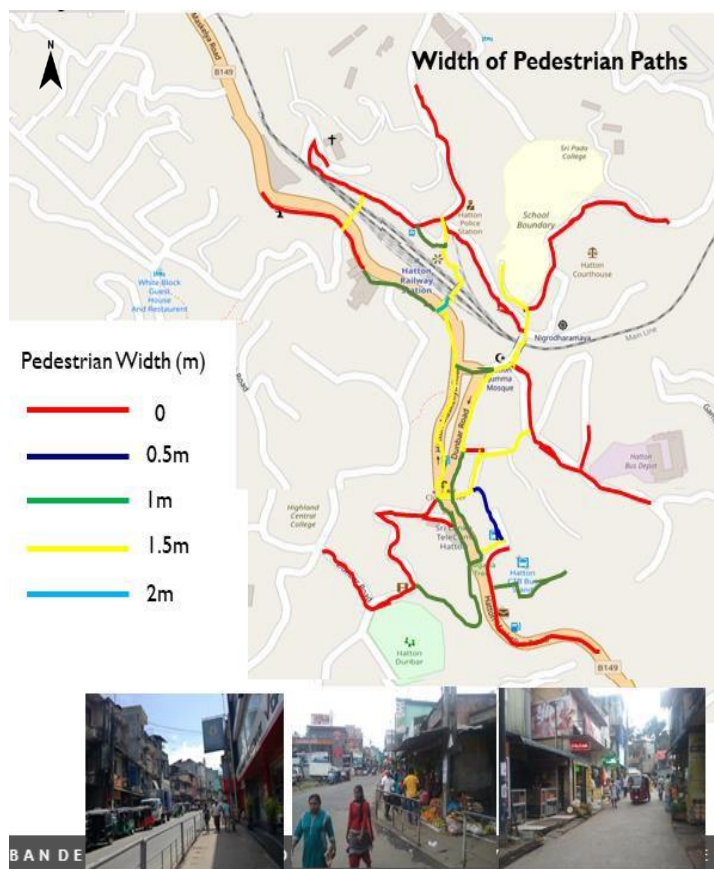
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 38: Parking along the Roads



Source: Urban Development Authority, Nuwara Eliya District Office, Field Visit 2021

Annexure 39: Width of Pedestrian Paths



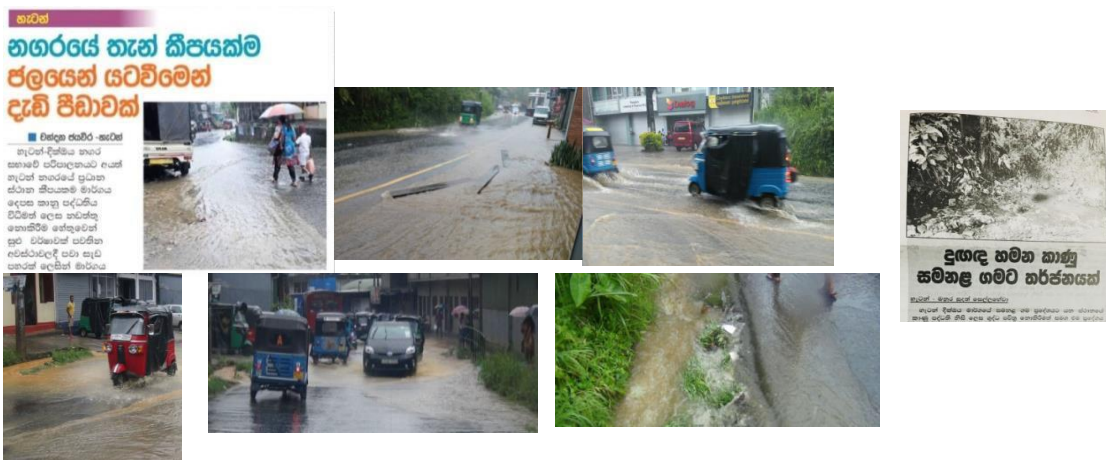
Source: Urban Development Authority, Nuwara Eliya District Office, Field Visit 2021

Annexure 40: Drainage covered by pavements



Source: Urban Development Authority, Nuwara Eliya District Office, Field Visit 2021

Annexure 41: Flash floods due to heavy rainfall



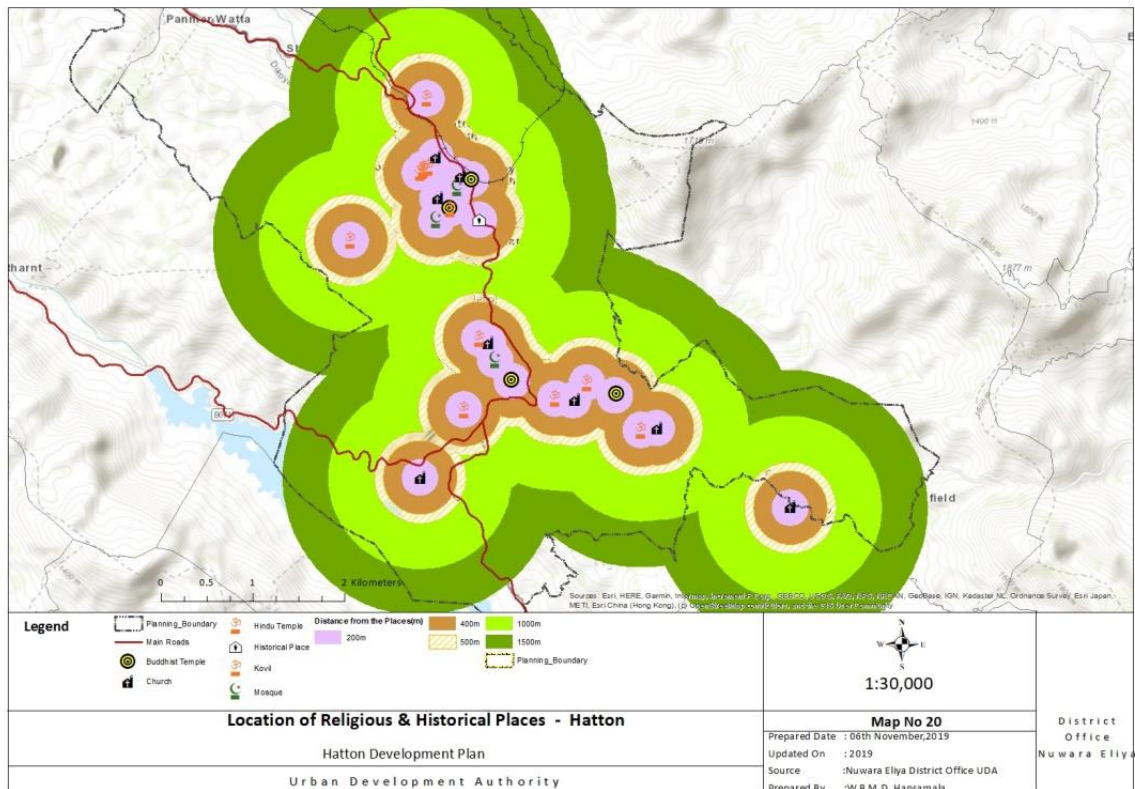
Source: NEWS Paper Article 2021

Annexure 42: Tourist's thoughts and experiences about Hatton



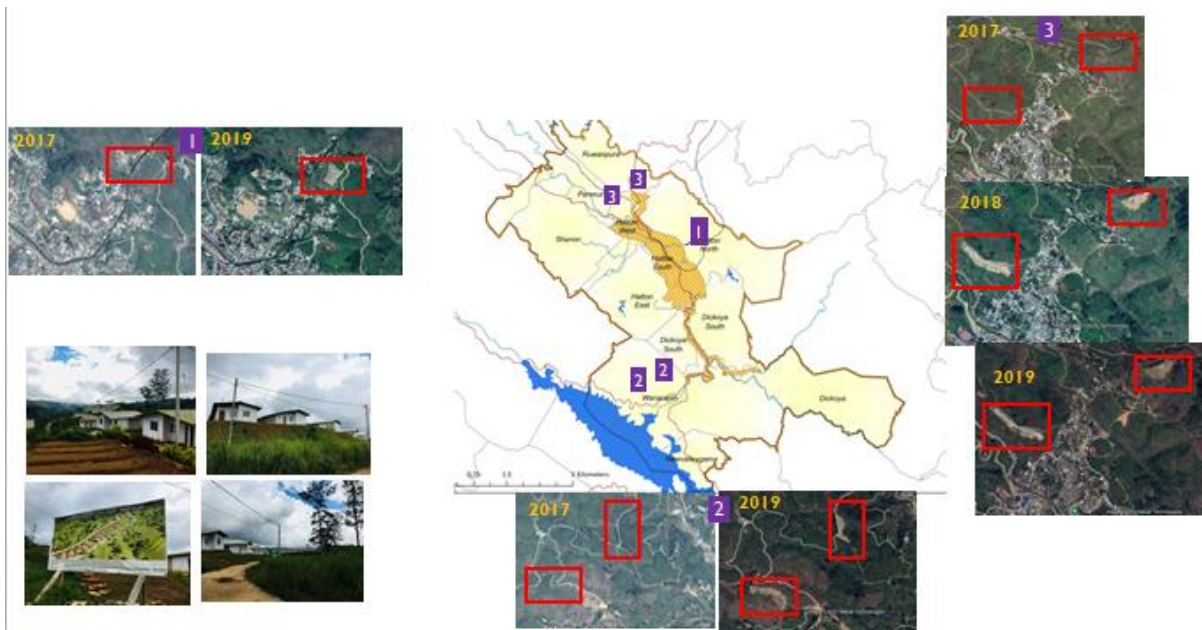
Source: Tripadvisor.com

Annexure 43: Location of Religious Places



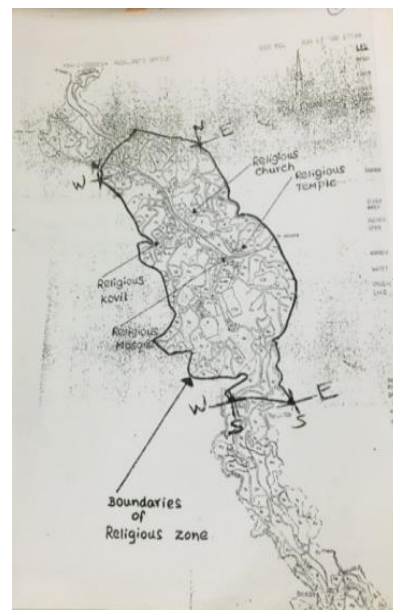
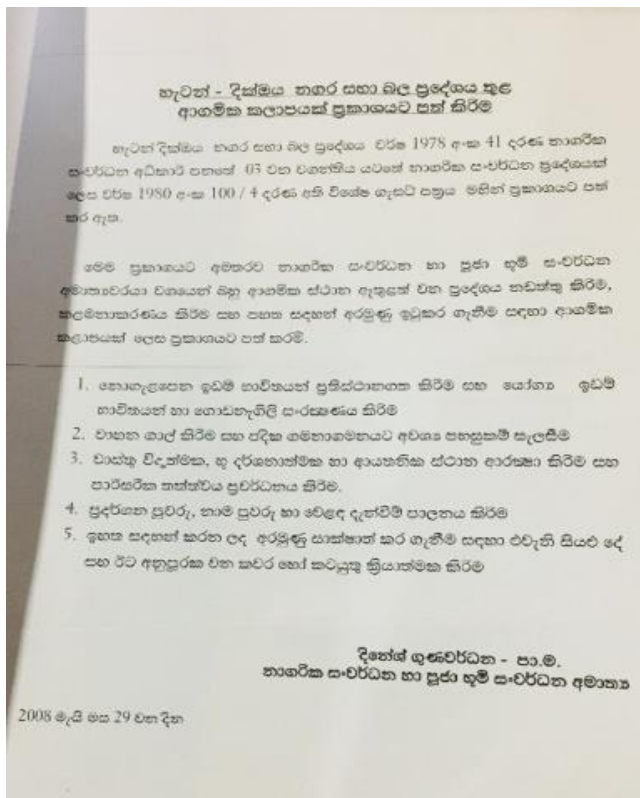
Source: Urban Development Authority, Nuwara Eliya District Office 2021

Annexure 44: Unplanned Development/Constructions



Source: Urban Development Authority, Nuwara Eliya District Office 2021

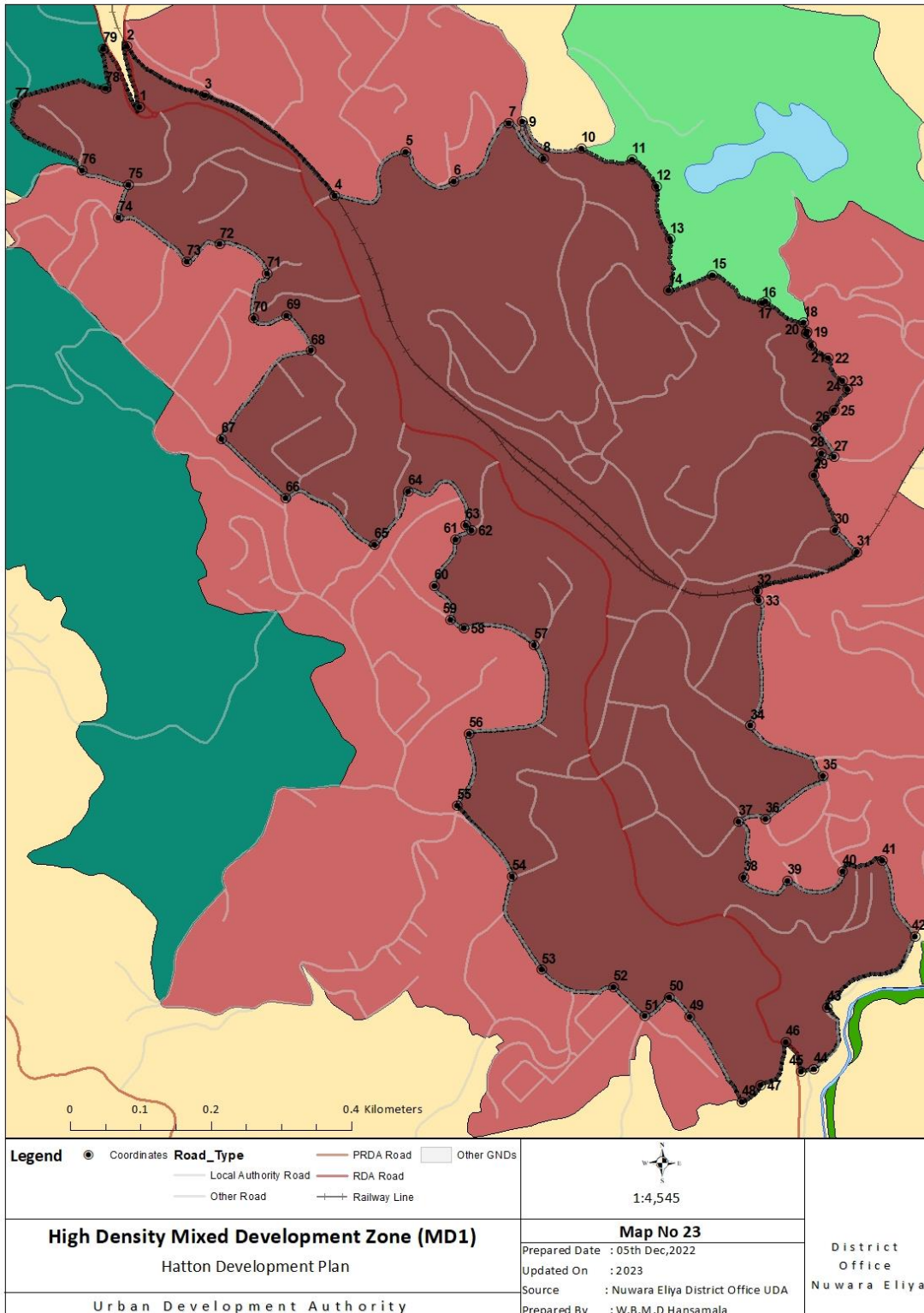
Annexure 45: Gazette paper about Hatton religious zone



Source: Urban Development Authority, Nuwara Eliya District Office 2021

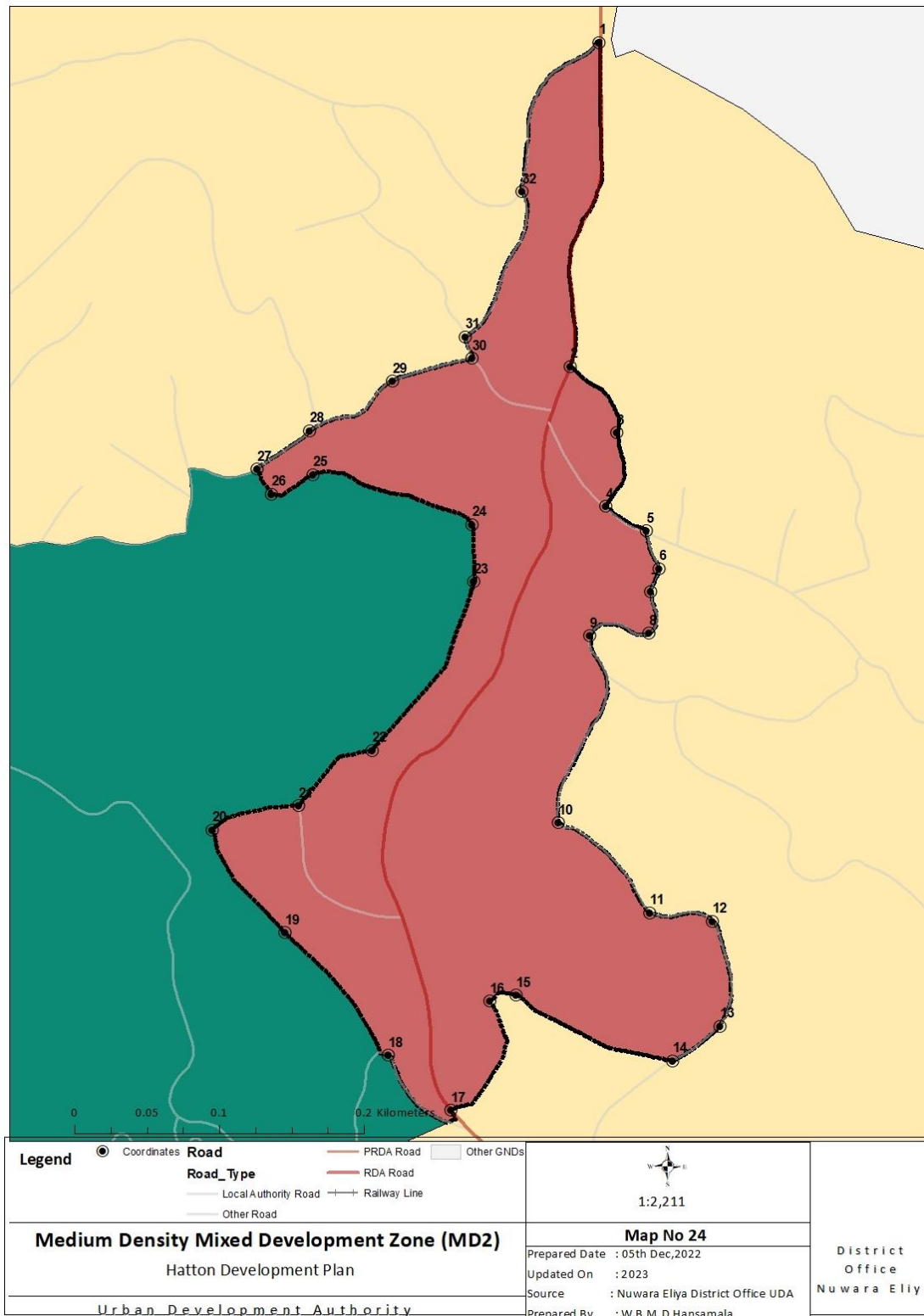
Annexure 46: Zoning Boundaries

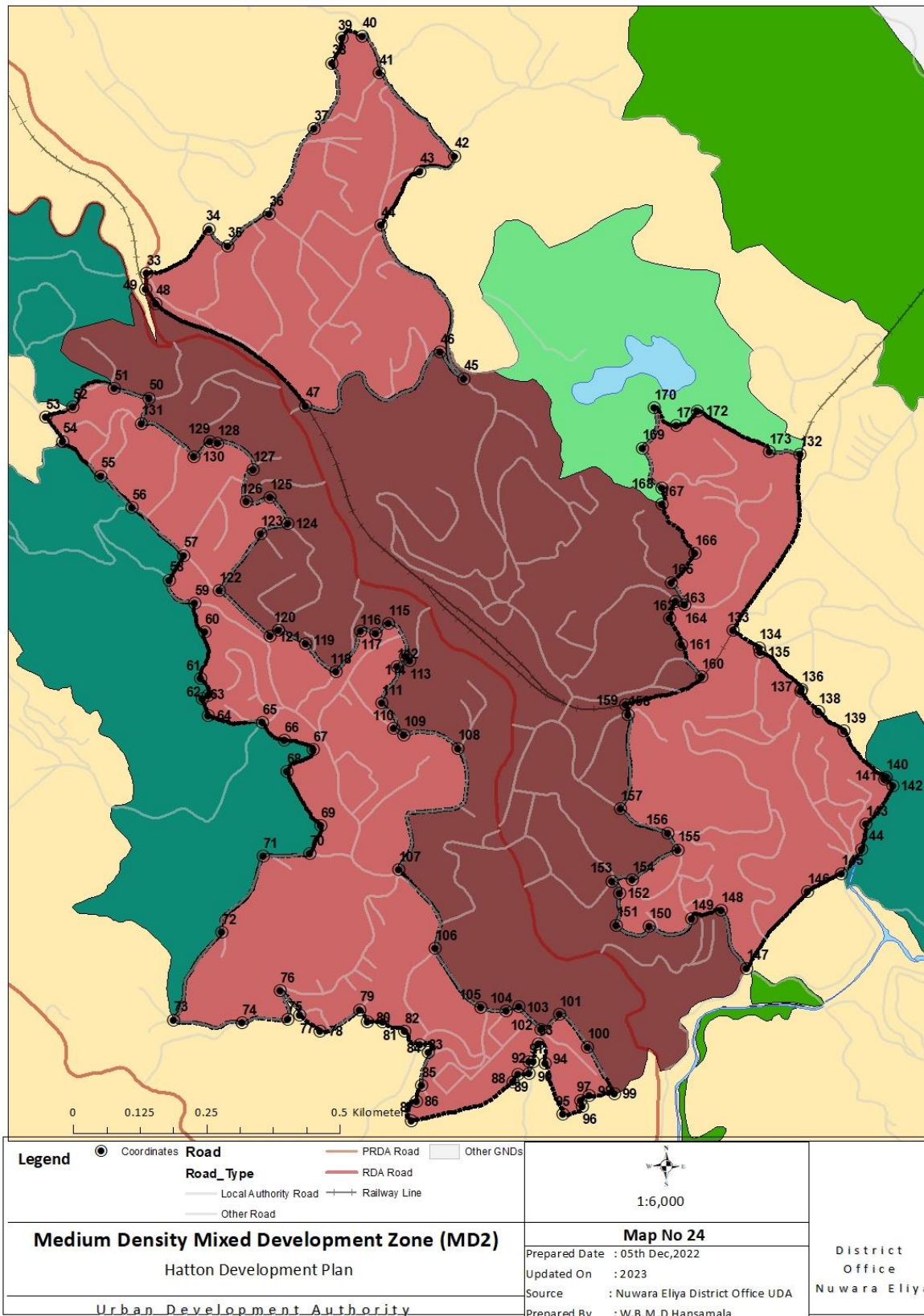
High Density Mixed Development Zone

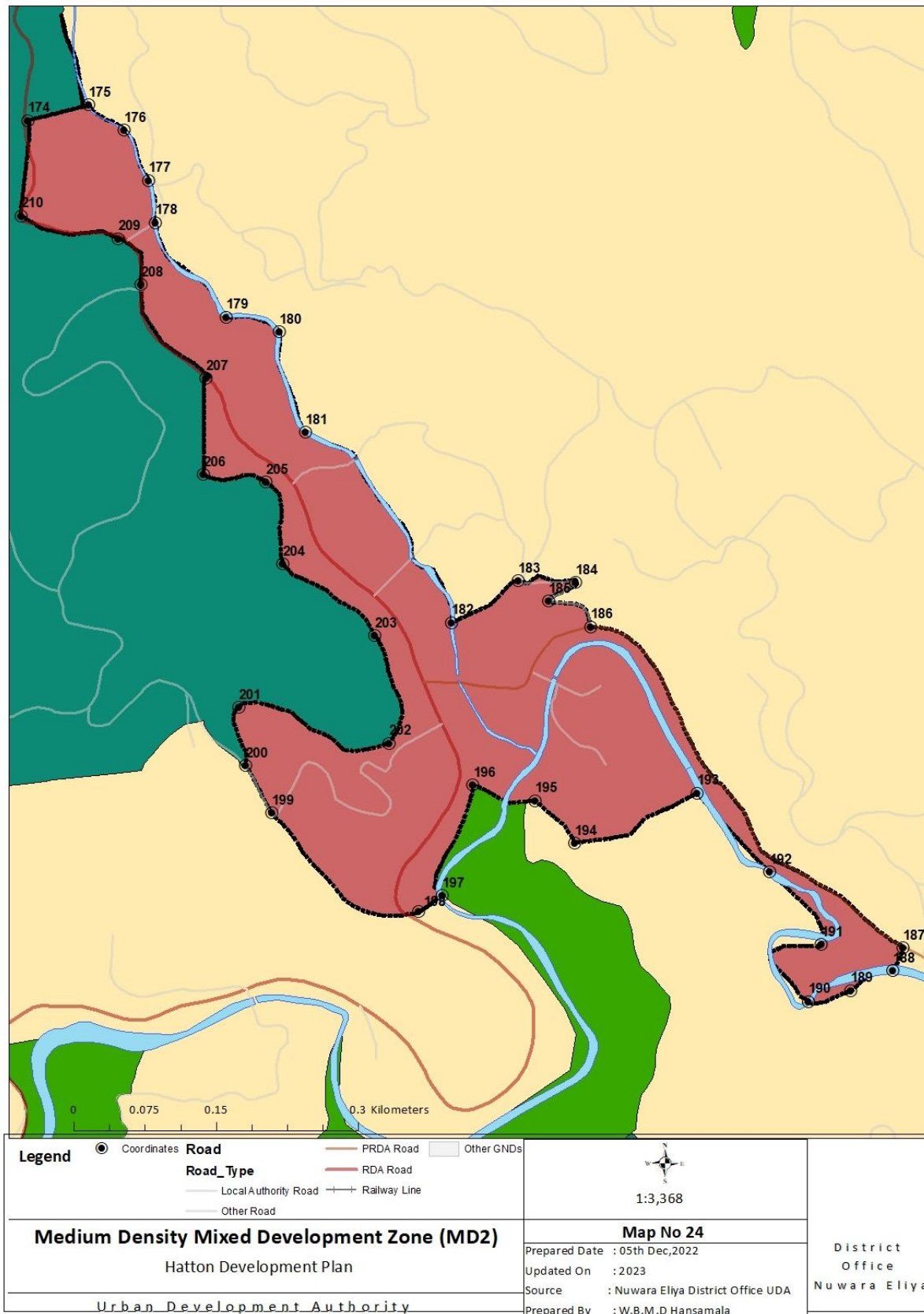


High Density Mixed Development Zone (MD1)					
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
1	80°35'32.67"E	6°53'53.49"N	41	80°36'7.13"E	6°53'18.59"N
2	80°35'32.06"E	6°53'56.32"N	42	80°36'8.66"E	6°53'15.04"N
3	80°35'35.70"E	6°53'54.03"N	43	80°36'4.59"E	6°53'11.77"N
4	80°35'41.72"E	6°53'49.40"N	44	80°36'3.94"E	6°53'8.90"N
5	80°35'45.00"E	6°53'51.41"N	45	80°36'3.35"E	6°53'8.77"N
6	80°35'47.27"E	6°53'50.04"N	46	80°36'2.66"E	6°53'10.17"N
7	80°35'49.80"E	6°53'52.74"N	47	80°36'1.50"E	6°53'8.15"N
8	80°35'51.38"E	6°53'51.10"N	48	80°36'0.63"E	6°53'7.39"N
9	80°35'50.43"E	6°53'52.82"N	49	80°35'58.19"E	6°53'11.34"N
10	80°35'53.15"E	6°53'51.59"N	50	80°35'57.25"E	6°53'12.23"N
11	80°35'55.53"E	6°53'51.06"N	51	80°35'56.10"E	6°53'11.35"N
12	80°35'56.65"E	6°53'49.81"N	52	80°35'54.68"E	6°53'12.69"N
13	80°35'57.29"E	6°53'47.37"N	53	80°35'51.34"E	6°53'13.50"N
14	80°35'57.19"E	6°53'45.00"N	54	80°35'49.97"E	6°53'17.81"N
15	80°35'59.24"E	6°53'45.72"N	55	80°35'47.40"E	6°53'21.10"N
16	80°36'1.53"E	6°53'44.40"N	56	80°35'47.97"E	6°53'24.45"N
17	80°36'1.71"E	6°53'44.50"N	57	80°35'50.99"E	6°53'28.56"N
18	80°36'3.47"E	6°53'43.50"N	58	80°35'47.74"E	6°53'29.34"N
19	80°36'3.64"E	6°53'43.08"N	59	80°35'47.10"E	6°53'29.73"N
20	80°36'3.57"E	6°53'43.02"N	60	80°35'46.36"E	6°53'31.28"N
21	80°36'3.81"E	6°53'42.46"N	61	80°35'47.32"E	6°53'33.45"N
22	80°36'4.61"E	6°53'41.86"N	62	80°35'48.09"E	6°53'33.87"N
23	80°36'5.26"E	6°53'40.80"N	63	80°35'47.80"E	6°53'34.12"N
24	80°36'5.52"E	6°53'40.42"N	64	80°35'45.13"E	6°53'35.69"N
25	80°36'4.89"E	6°53'39.45"N	65	80°35'43.58"E	6°53'33.20"N
26	80°36'4.03"E	6°53'38.64"N	66	80°35'39.47"E	6°53'35.38"N
27	80°36'4.89"E	6°53'37.27"N	67	80°35'36.48"E	6°53'38.09"N
28	80°36'4.30"E	6°53'37.45"N	68	80°35'40.62"E	6°53'42.20"N
29	80°36'3.96"E	6°53'36.44"N	69	80°35'39.48"E	6°53'43.82"N
30	80°36'4.94"E	6°53'33.87"N	70	80°35'37.95"E	6°53'43.69"N
31	80°36'5.95"E	6°53'32.86"N	71	80°35'38.60"E	6°53'45.78"N
32	80°36'1.31"E	6°53'31.07"N	72	80°35'36.40"E	6°53'47.13"N
33	80°36'1.40"E	6°53'30.62"N	73	80°35'34.88"E	6°53'46.32"N
34	80°36'1.00"E	6°53'24.82"N	74	80°35'31.70"E	6°53'48.36"N
35	80°36'4.39"E	6°53'22.48"N	75	80°35'32.16"E	6°53'49.90"N
36	80°36'1.70"E	6°53'20.48"N	76	80°35'29.99"E	6°53'50.54"N
37	80°36'0.46"E	6°53'20.38"N	77	80°35'26.91"E	6°53'53.61"N
38	80°36'0.70"E	6°53'17.79"N	78	80°35'31.09"E	6°53'54.34"N
39	80°36'2.74"E	6°53'17.63"N	79	80°35'30.99"E	6°53'56.20"N
40	80°36'5.29"E	6°53'18.08"N			

Medium Density Mixed Development Zone





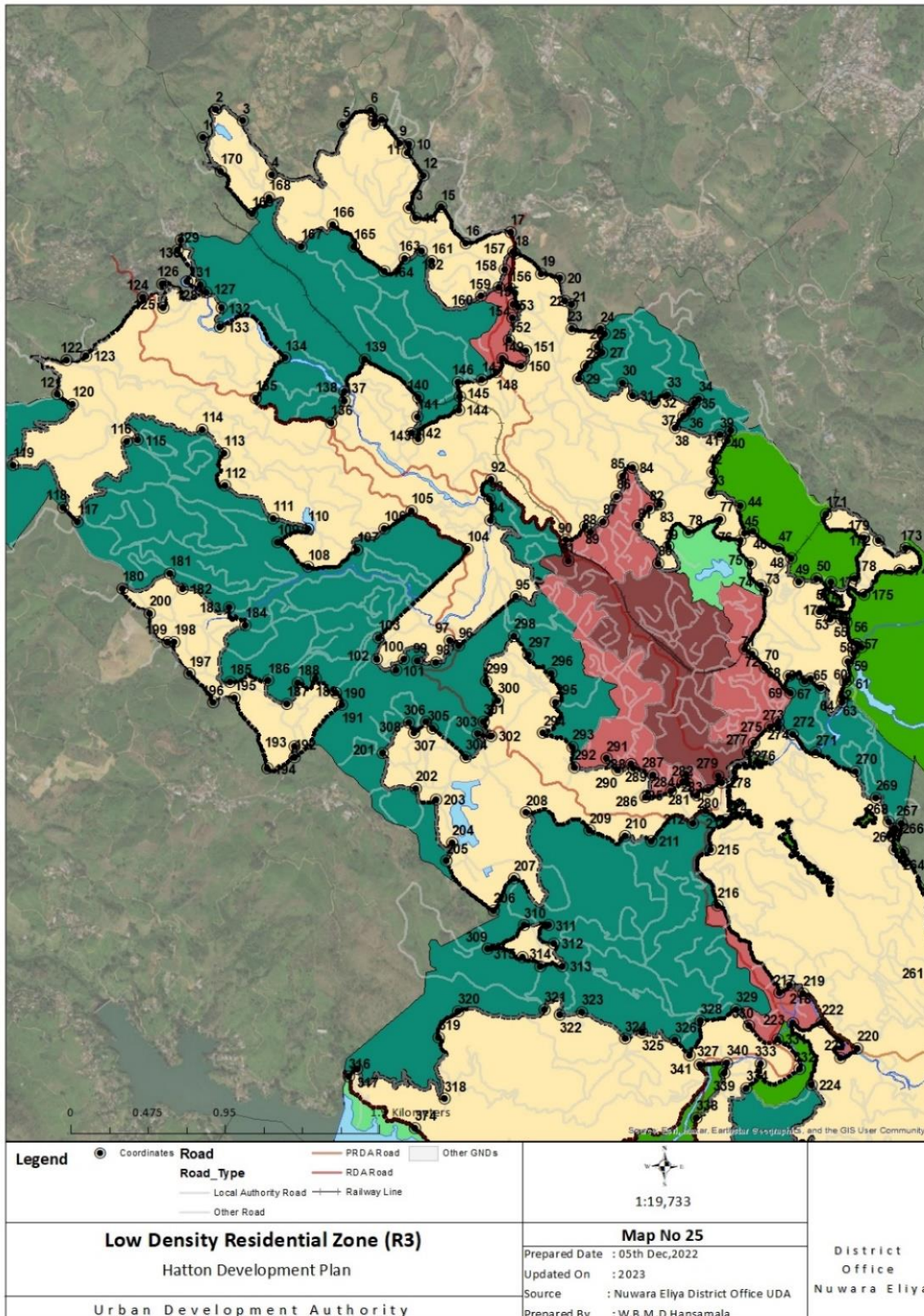


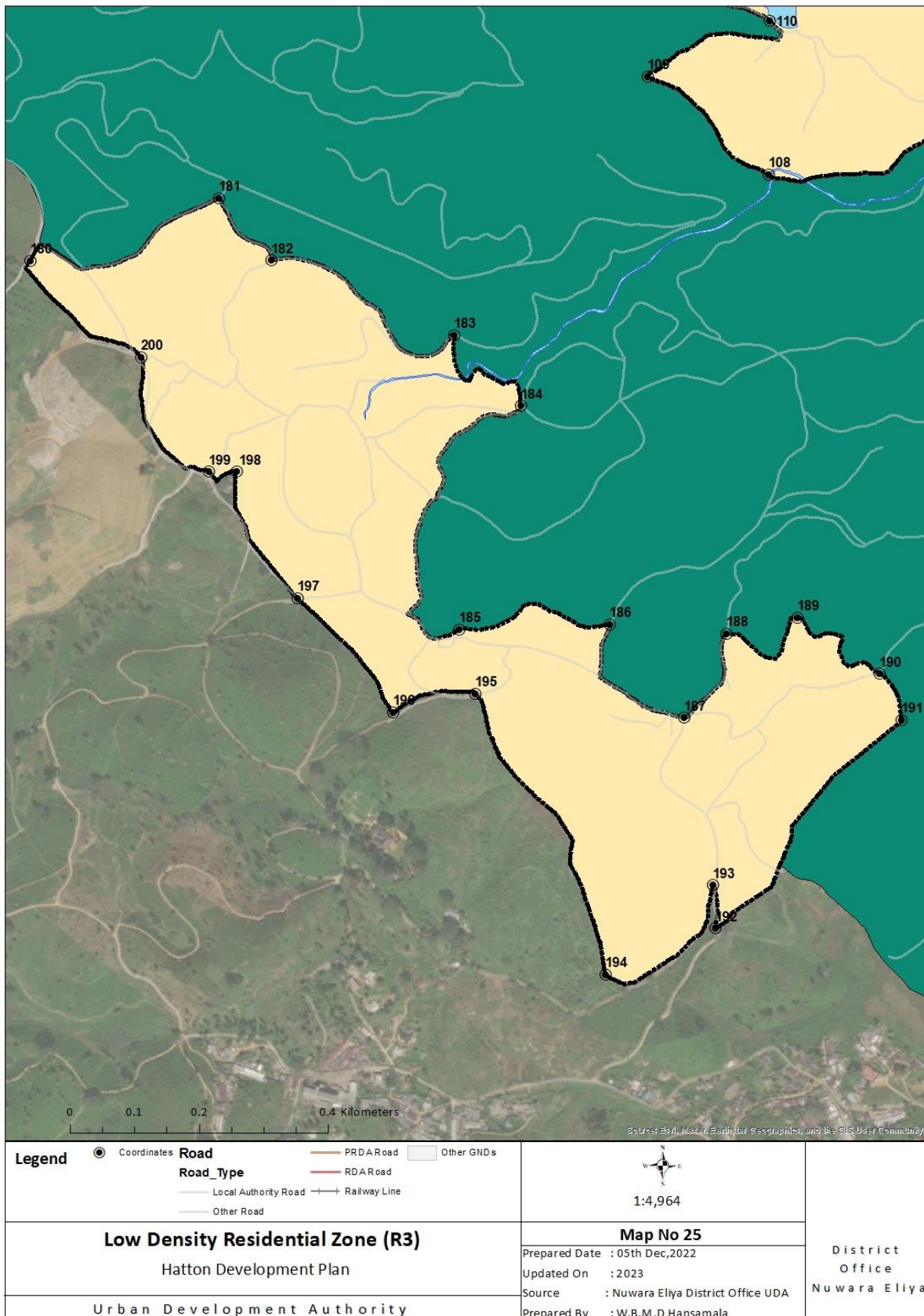
Medium Density Mixed Development Zone (MD2)					
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
1	80°35'21.33"E	6°54'55.32"N	40	80°35'45.17"E	6°54'12.02"N
2	80°35'20.68"E	6°54'48.04"N	41	80°35'46.21"E	6°54'9.79"N
3	80°35'21.74"E	6°54'46.55"N	42	80°35'50.84"E	6°54'4.69"N
4	80°35'21.48"E	6°54'44.89"N	43	80°35'48.68"E	6°54'3.76"N
5	80°35'22.39"E	6°54'44.34"N	44	80°35'46.34"E	6°54'0.49"N
6	80°35'22.68"E	6°54'43.49"N	45	80°35'51.40"E	6°53'51.09"N
7	80°35'22.49"E	6°54'42.98"N	46	80°35'49.96"E	6°53'52.71"N
8	80°35'22.46"E	6°54'42.04"N	47	80°35'41.71"E	6°53'49.43"N
9	80°35'21.13"E	6°54'41.98"N	48	80°35'32.54"E	6°53'55.69"N
10	80°35'20.42"E	6°54'37.77"N	49	80°35'31.93"E	6°53'56.57"N
11	80°35'22.48"E	6°54'35.75"N	50	80°35'32.15"E	6°53'49.89"N
12	80°35'23.89"E	6°54'35.56"N	51	80°35'30.01"E	6°53'50.48"N
13	80°35'24.06"E	6°54'33.20"N	52	80°35'27.47"E	6°53'49.34"N
14	80°35'23.00"E	6°54'32.42"N	53	80°35'25.85"E	6°53'48.72"N
15	80°35'19.48"E	6°54'33.90"N	54	80°35'26.89"E	6°53'47.26"N
16	80°35'18.89"E	6°54'33.76"N	55	80°35'29.22"E	6°53'45.14"N
17	80°35'18.00"E	6°54'31.31"N	56	80°35'31.10"E	6°53'43.21"N
18	80°35'16.59"E	6°54'32.54"N	57	80°35'34.28"E	6°53'40.29"N
19	80°35'14.27"E	6°54'35.30"N	58	80°35'33.37"E	6°53'38.79"N
20	80°35'12.63"E	6°54'37.61"N	59	80°35'34.94"E	6°53'37.38"N
21	80°35'14.58"E	6°54'38.15"N	60	80°35'35.56"E	6°53'35.62"N
22	80°35'16.24"E	6°54'39.40"N	61	80°35'35.30"E	6°53'32.76"N
23	80°35'18.52"E	6°54'43.19"N	62	80°35'35.77"E	6°53'31.74"N
24	80°35'18.47"E	6°54'44.48"N	63	80°35'35.39"E	6°53'31.54"N
25	80°35'14.89"E	6°54'45.60"N	64	80°35'35.80"E	6°53'30.51"N
26	80°35'13.97"E	6°54'45.16"N	65	80°35'39.09"E	6°53'30.08"N
27	80°35'13.65"E	6°54'45.72"N	66	80°35'40.44"E	6°53'29.01"N
28	80°35'14.83"E	6°54'46.59"N	67	80°35'42.20"E	6°53'28.43"N
29	80°35'16.68"E	6°54'47.70"N	68	80°35'40.61"E	6°53'27.08"N
30	80°35'18.47"E	6°54'48.22"N	69	80°35'42.66"E	6°53'23.76"N
31	80°35'18.33"E	6°54'48.70"N	70	80°35'41.97"E	6°53'22.08"N
32	80°35'19.59"E	6°54'51.96"N	71	80°35'39.14"E	6°53'21.90"N
33	80°35'31.97"E	6°53'57.51"N	72	80°35'36.59"E	6°53'17.26"N
34	80°35'35.83"E	6°54'0.23"N	73	80°35'33.67"E	6°53'11.91"N
35	80°35'36.93"E	6°53'59.21"N	74	80°35'37.85"E	6°53'11.72"N
36	80°35'39.51"E	6°54'1.15"N	75	80°35'40.66"E	6°53'11.92"N
37	80°35'42.21"E	6°54'6.37"N	76	80°35'40.20"E	6°53'13.69"N
38	80°35'43.29"E	6°54'10.37"N	77	80°35'41.36"E	6°53'12.21"N
39	80°35'43.94"E	6°54'11.88"N	78	80°35'42.62"E	6°53'11.21"N

Medium Density Mixed Development Zone (MD2)					
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
79	80°35'45.06"E	6°53'12.54"N	114	80°35'47.82"E	6°53'34.11"N
80	80°35'45.53"E	6°53'11.81"N	115	80°35'46.78"E	6°53'36.14"N
81	80°35'46.45"E	6°53'11.77"N	116	80°35'46.01"E	6°53'35.53"N
82	80°35'47.80"E	6°53'11.22"N	117	80°35'45.10"E	6°53'35.67"N
83	80°35'48.73"E	6°53'10.39"N	118	80°35'43.59"E	6°53'33.17"N
84	80°35'49.23"E	6°53'9.94"N	119	80°35'41.73"E	6°53'34.88"N
85	80°35'48.81"E	6°53'7.91"N	120	80°35'40.09"E	6°53'35.73"N
86	80°35'48.50"E	6°53'6.94"N	121	80°35'39.56"E	6°53'35.34"N
87	80°35'48.18"E	6°53'5.77"N	122	80°35'36.43"E	6°53'38.15"N
88	80°35'54.40"E	6°53'8.12"N	123	80°35'38.98"E	6°53'41.62"N
89	80°35'54.69"E	6°53'8.60"N	124	80°35'40.63"E	6°53'42.22"N
90	80°35'55.41"E	6°53'8.66"N	125	80°35'39.55"E	6°53'43.83"N
91	80°35'55.41"E	6°53'9.35"N	126	80°35'38.08"E	6°53'43.56"N
92	80°35'55.64"E	6°53'9.36"N	127	80°35'38.53"E	6°53'45.53"N
93	80°35'55.93"E	6°53'10.47"N	128	80°35'36.36"E	6°53'47.13"N
94	80°35'56.35"E	6°53'9.27"N	129	80°35'35.85"E	6°53'47.24"N
95	80°35'57.47"E	6°53'6.17"N	130	80°35'34.91"E	6°53'46.32"N
96	80°35'58.64"E	6°53'6.64"N	131	80°35'31.68"E	6°53'48.35"N
97	80°35'58.52"E	6°53'7.01"N	132	80°36'11.94"E	6°53'46.48"N
98	80°35'59.08"E	6°53'7.31"N	133	80°36'7.82"E	6°53'35.72"N
99	80°36'0.61"E	6°53'7.39"N	134	80°36'9.45"E	6°53'34.67"N
100	80°35'58.97"E	6°53'10.27"N	135	80°36'9.49"E	6°53'34.38"N
101	80°35'57.26"E	6°53'12.24"N	136	80°36'12.04"E	6°53'32.12"N
102	80°35'56.10"E	6°53'11.34"N	137	80°36'11.97"E	6°53'32.03"N
103	80°35'54.74"E	6°53'12.70"N	138	80°36'13.07"E	6°53'30.76"N
104	80°35'54.00"E	6°53'12.45"N	139	80°36'14.62"E	6°53'29.56"N
105	80°35'52.46"E	6°53'12.66"N	140	80°36'17.21"E	6°53'26.74"N
106	80°35'49.63"E	6°53'16.27"N	141	80°36'17.12"E	6°53'26.63"N
107	80°35'47.40"E	6°53'21.10"N	142	80°36'17.60"E	6°53'26.21"N
108	80°35'51.04"E	6°53'28.51"N	143	80°36'15.98"E	6°53'23.90"N
109	80°35'47.70"E	6°53'29.33"N	144	80°36'15.71"E	6°53'22.36"N
110	80°35'47.10"E	6°53'29.73"N	145	80°36'14.49"E	6°53'20.87"N
111	80°35'46.37"E	6°53'31.28"N	146	80°36'12.38"E	6°53'19.75"N
112	80°35'47.32"E	6°53'33.50"N	147	80°36'8.66"E	6°53'15.08"N
113	80°35'48.06"E	6°53'33.87"N	148	80°36'7.15"E	6°53'18.62"N

Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
149	80°36'5.29"E	6°53'18.13"N	182	80°36'14.86"E	6°52'26.72"N
150	80°36'2.75"E	6°53'17.64"N	183	80°36'17.15"E	6°52'28.16"N
151	80°36'0.71"E	6°53'17.71"N	184	80°36'19.13"E	6°52'28.10"N
152	80°36'0.90"E	6°53'19.67"N	185	80°36'18.22"E	6°52'27.46"N
153	80°36'0.46"E	6°53'20.40"N	186	80°36'19.67"E	6°52'26.58"N
154	80°36'1.70"E	6°53'20.48"N	187	80°36'30.41"E	6°52'15.54"N
155	80°36'4.51"E	6°53'22.31"N	188	80°36'30.05"E	6°52'14.75"N
156	80°36'3.87"E	6°53'23.34"N	189	80°36'28.60"E	6°52'14.08"N
157	80°36'0.98"E	6°53'24.83"N	190	80°36'27.15"E	6°52'13.70"N
158	80°36'1.43"E	6°53'30.58"N	191	80°36'27.58"E	6°52'15.66"N
159	80°36'1.28"E	6°53'31.20"N	192	80°36'25.82"E	6°52'18.15"N
160	80°36'5.94"E	6°53'32.87"N	193	80°36'23.31"E	6°52'20.86"N
161	80°36'4.67"E	6°53'34.84"N	194	80°36'19.10"E	6°52'19.14"N
162	80°36'3.96"E	6°53'36.45"N	195	80°36'17.75"E	6°52'20.60"N
163	80°36'4.30"E	6°53'37.47"N	196	80°36'15.61"E	6°52'21.14"N
164	80°36'4.89"E	6°53'37.27"N	197	80°36'14.55"E	6°52'17.34"N
165	80°36'4.05"E	6°53'38.65"N	198	80°36'13.73"E	6°52'16.78"N
166	80°36'5.53"E	6°53'40.42"N	199	80°36'8.68"E	6°52'20.17"N
167	80°36'3.52"E	6°53'43.41"N	200	80°36'7.79"E	6°52'21.80"N
168	80°36'3.47"E	6°53'44.42"N	201	80°36'7.55"E	6°52'23.80"N
169	80°36'2.32"E	6°53'46.86"N	202	80°36'12.71"E	6°52'22.57"N
170	80°36'3.04"E	6°53'49.33"N	203	80°36'12.23"E	6°52'26.27"N
171	80°36'4.39"E	6°53'48.23"N	204	80°36'9.05"E	6°52'28.74"N
172	80°36'5.68"E	6°53'49.13"N	205	80°36'8.49"E	6°52'31.54"N
173	80°36'10.05"E	6°53'46.63"N	206	80°36'6.34"E	6°52'31.81"N
174	80°36'0.28"E	6°52'43.98"N	207	80°36'6.43"E	6°52'35.11"N
175	80°36'2.37"E	6°52'44.52"N	208	80°36'4.17"E	6°52'38.34"N
176	80°36'3.61"E	6°52'43.65"N	209	80°36'3.41"E	6°52'39.92"N
177	80°36'4.44"E	6°52'41.92"N	210	80°36'0.07"E	6°52'40.70"N
178	80°36'4.66"E	6°52'40.47"N			
179	80°36'7.12"E	6°52'37.22"N			
180	80°36'8.94"E	6°52'36.72"N			
181	80°36'9.85"E	6°52'33.26"N			

Low Density Residential Zone





Low Density Residential Zone (R3)			Low Density Residential Zone (R3)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
1	80°34'19.12"E	6°55'18.32"N	36	80°35'56.79"E	6°54'23.62"N
2	80°34'21.69"E	6°55'23.94"N	37	80°35'55.65"E	6°54'22.42"N
3	80°34'27.04"E	6°55'21.67"N	38	80°35'53.93"E	6°54'20.13"N
4	80°34'32.97"E	6°55'10.91"N	39	80°36'2.90"E	6°54'18.63"N
5	80°34'47.21"E	6°55'20.96"N	40	80°36'5.20"E	6°54'19.52"N
6	80°34'52.74"E	6°55'23.83"N	41	80°36'4.38"E	6°54'17.49"N
7	80°34'53.51"E	6°55'21.07"N	42	80°36'1.37"E	6°54'11.25"N
8	80°34'55.07"E	6°55'21.92"N	43	80°36'0.99"E	6°54'6.95"N
9	80°34'58.68"E	6°55'17.24"N	44	80°36'7.03"E	6°54'4.50"N
10	80°35'0.42"E	6°55'16.95"N	45	80°36'7.85"E	6°53'58.92"N
11	6°55'15.28"N	6°55'15.28"N	46	80°36'9.57"E	6°53'59.30"N
12	80°35'3.33"E	6°55'10.68"N	47	80°36'14.65"E	6°53'55.74"N
13	80°35'0.52"E	6°55'4.23"N	48	80°36'17.30"E	6°53'53.93"N
14	80°35'1.82"E	6°55'2.27"N	49	80°36'18.83"E	6°53'49.12"N
15	80°35'7.00"E	6°55'4.35"N	50	80°36'22.29"E	6°53'49.89"N
16	80°35'11.87"E	6°54'57.18"N	51	80°36'23.75"E	6°53'46.50"N
17	80°35'20.90"E	6°54'59.29"N	52	80°36'24.99"E	6°53'44.05"N
18	80°35'21.69"E	6°54'55.02"N	53	80°36'22.87"E	6°53'43.25"N
19	80°35'27.07"E	6°54'51.07"N	54	80°36'25.04"E	6°53'41.61"N
20	80°35'30.79"E	6°54'50.09"N	55	80°36'27.29"E	6°53'41.68"N
21	80°35'31.78"E	6°54'45.59"N	56	80°36'28.35"E	6°53'40.99"N
22	80°35'33.10"E	6°54'44.84"N	57	80°36'30.31"E	6°53'36.68"N
23	80°35'33.23"E	6°54'39.89"N	58	80°36'31.29"E	6°53'36.12"N
24	80°35'38.99"E	6°54'39.87"N	59	80°36'29.75"E	6°53'34.91"N
25	80°35'39.79"E	6°54'38.91"N	60	80°36'28.68"E	6°53'33.21"N
26	80°35'38.18"E	6°54'36.45"N	61	80°36'28.67"E	6°53'29.51"N
27	80°35'39.26"E	6°54'35.13"N	62	80°36'28.05"E	6°53'29.06"N
28	80°35'36.06"E	6°54'32.54"N	63	80°36'27.59"E	6°53'25.86"N
29	80°35'34.52"E	6°54'29.92"N	64	80°36'27.43"E	6°53'25.06"N
30	80°35'43.35"E	6°54'29.03"N	65	80°36'23.17"E	6°53'27.88"N
31	80°35'45.39"E	6°54'26.47"N	66	80°36'21.14"E	6°53'29.74"N
32	80°35'49.90"E	6°54'25.18"N	67	80°36'19.98"E	6°53'29.20"N
33	80°35'52.37"E	6°54'26.73"N	68	80°36'16.75"E	6°53'30.18"N
34	80°35'58.64"E	6°54'25.86"N	69	80°36'17.06"E	6°53'26.82"N
35	80°35'57.75"E	6°54'24.95"N	70	80°36'12.00"E	6°53'32.01"N

Low Density Residential Zone (R3)			Low Density Residential Zone (R3)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
71	80°36'9.48"E	6°53'34.66"N	106	80°34'55.49"E	6°53'59.85"N
72	80°36'7.83"E	6°53'35.70"N	107	80°34'50.06"E	6°53'55.61"N
73	80°36'12.15"E	6°53'47.34"N	108	80°34'40.29"E	6°53'52.09"N
74	80°36'11.05"E	6°53'48.41"N	109	80°34'34.17"E	6°53'57.03"N
75	80°36'9.03"E	6°53'52.81"N	110	80°34'40.31"E	6°53'59.86"N
76	80°36'6.95"E	6°53'57.46"N	111	80°34'33.30"E	6°54'1.83"N
77	80°36'2.86"E	6°54'1.67"N	112	80°34'23.64"E	6°54'8.54"N
78	80°35'56.60"E	6°53'59.09"N	113	80°34'23.41"E	6°54'14.95"N
79	80°35'52.53"E	6°53'56.20"N	114	80°34'19.00"E	6°54'19.77"N
80	80°35'50.45"E	6°53'52.83"N	115	80°34'6.04"E	6°54'17.57"N
81	80°35'46.37"E	6°54'0.44"N	116	80°34'3.81"E	6°54'17.35"N
82	80°35'48.74"E	6°54'3.90"N	117	80°33'53.95"E	6°54'1.21"N
83	80°35'50.87"E	6°54'4.71"N	118	80°33'51.03"E	6°54'3.98"N
84	80°35'45.33"E	6°54'12.08"N	119	80°33'40.98"E	6°54'12.60"N
85	80°35'43.30"E	6°54'10.34"N	120	80°33'52.98"E	6°54'24.75"N
86	80°35'42.16"E	6°54'6.32"N	121	80°33'49.81"E	6°54'26.75"N
87	80°35'39.50"E	6°54'1.16"N	122	80°33'51.70"E	6°54'33.62"N
88	80°35'36.91"E	6°53'59.22"N	123	80°33'55.74"E	6°54'34.53"N
89	80°35'35.86"E	6°54'0.29"N	124	80°34'7.15"E	6°54'46.25"N
90	80°35'31.97"E	6°53'57.54"N	125	80°34'11.17"E	6°54'44.09"N
91	80°35'32.55"E	6°53'53.37"N	126	80°34'11.05"E	6°54'48.94"N
92	80°35'17.05"E	6°54'9.67"N	127	80°34'19.84"E	6°54'47.16"N
93	80°35'16.62"E	6°54'5.73"N	128	80°34'15.88"E	6°54'49.36"N
94	80°35'16.87"E	6°54'1.50"N	129	80°34'14.00"E	6°54'55.69"N
95	80°35'21.91"E	6°53'46.14"N	130	80°34'14.78"E	6°54'57.71"N
96	80°35'10.57"E	6°53'36.35"N	131	80°34'18.61"E	6°54'48.82"N
97	80°35'8.67"E	6°53'37.33"N	132	80°34'22.81"E	6°54'44.10"N
98	80°35'6.01"E	6°53'32.99"N	133	80°34'22.54"E	6°54'40.24"N
99	80°35'2.19"E	6°53'33.24"N	134	80°34'35.65"E	6°54'34.07"N
100	80°34'59.50"E	6°53'33.64"N	135	80°34'29.68"E	6°54'25.96"N
101	80°34'57.89"E	6°53'31.35"N	136	80°34'44.78"E	6°54'21.03"N
102	80°34'54.07"E	6°53'33.61"N	137	80°34'47.52"E	6°54'25.55"N
103	80°34'54.44"E	6°53'37.89"N	138	80°34'47.62"E	6°54'27.40"N
104	80°35'12.23"E	6°53'55.72"N	139	80°34'51.57"E	6°54'33.84"N
105	80°35'1.05"E	6°54'3.34"N	140	80°35'2.40"E	6°54'26.15"N

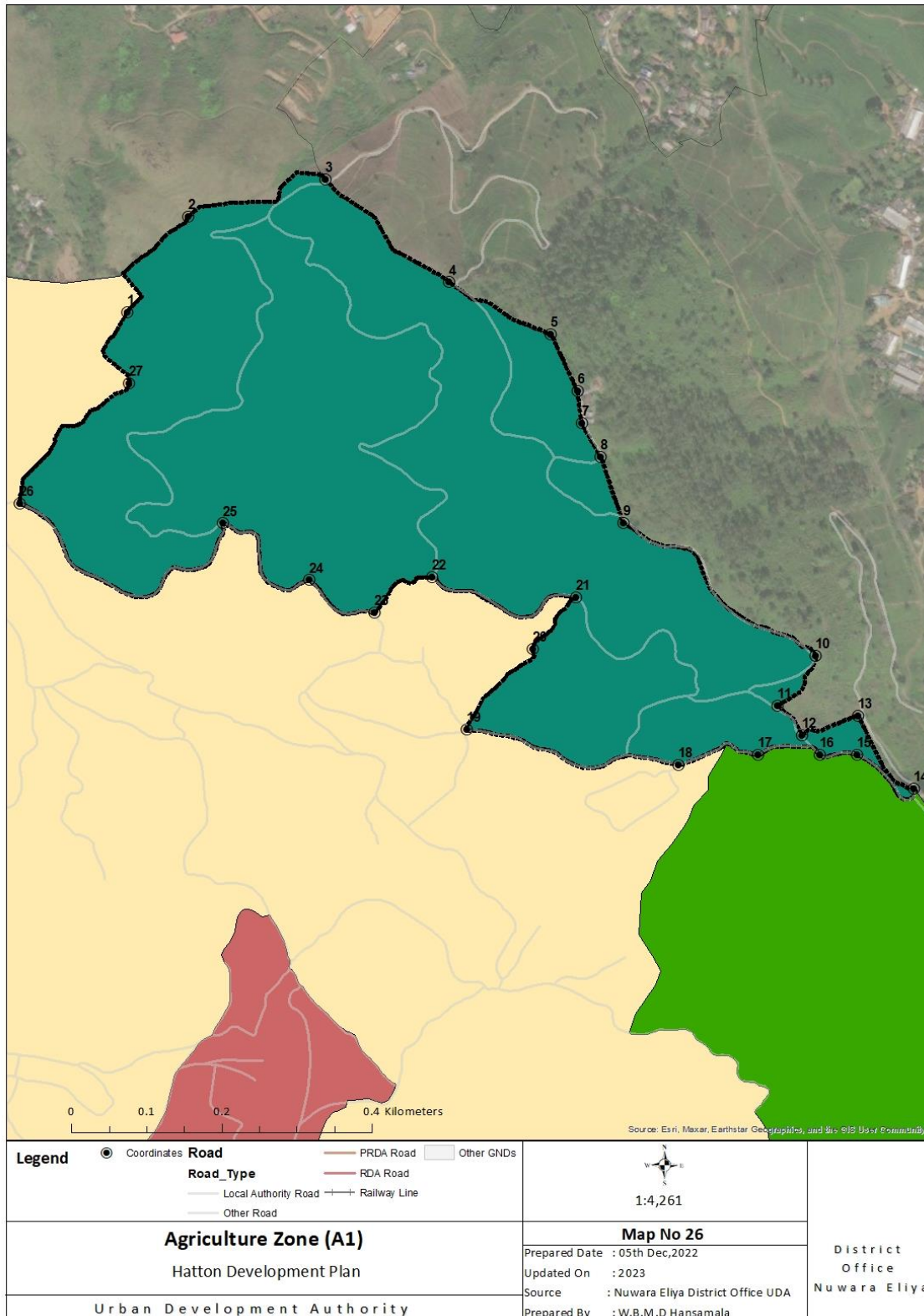
Low Density Residential Zone (R3)			Low Density Residential Zone (R3)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
141	80°35'2.13"E	6°54'22.23"N	176	80°36'25.53"E	6°53'43.49"N
142	80°35'1.03"E	6°54'19.02"N	177	80°36'25.21"E	6°53'49.15"N
143	80°35'2.43"E	6°54'17.82"N	178	80°36'30.02"E	6°53'49.85"N
144	80°35'10.49"E	6°54'23.64"N	179	80°36'31.85"E	6°53'58.01"N
145	80°35'10.67"E	6°54'26.28"N	180	80°34'2.93"E	6°53'47.71"N
146	80°35'10.33"E	6°54'29.27"N	181	80°34'12.46"E	6°53'50.86"N
147	80°35'15.05"E	6°54'29.74"N	182	80°34'15.15"E	6°53'47.73"N
148	80°35'18.00"E	6°54'31.30"N	183	80°34'24.39"E	6°53'43.95"N
149	80°35'19.12"E	6°54'33.92"N	184	80°34'27.74"E	6°53'40.38"N
150	80°35'22.96"E	6°54'32.43"N	185	80°34'24.64"E	6°53'29.05"N
151	80°35'23.92"E	6°54'35.55"N	186	80°34'32.26"E	6°53'29.31"N
152	80°35'20.49"E	6°54'37.72"N	187	80°34'36.00"E	6°53'24.60"N
153	80°35'21.25"E	6°54'42.12"N	188	80°34'38.15"E	6°53'28.85"N
154	80°35'22.40"E	6°54'44.36"N	189	80°34'41.74"E	6°53'29.66"N
155	80°35'21.49"E	6°54'44.89"N	190	80°34'45.89"E	6°53'26.83"N
156	80°35'20.68"E	6°54'48.02"N	191	80°34'47.03"E	6°53'24.51"N
157	80°35'21.33"E	6°54'55.34"N	192	80°34'37.61"E	6°53'13.96"N
158	80°35'19.63"E	6°54'51.89"N	193	80°34'37.47"E	6°53'16.14"N
159	80°35'18.46"E	6°54'48.23"N	194	80°34'32.03"E	6°53'11.62"N
160	80°35'14.86"E	6°54'46.61"N	195	80°34'25.46"E	6°53'25.83"N
161	80°35'5.07"E	6°54'53.55"N	196	80°34'21.29"E	6°53'24.89"N
162	80°35'3.10"E	6°54'55.50"N	197	80°34'16.47"E	6°53'30.66"N
163	80°34'59.58"E	6°54'54.06"N	198	80°34'13.36"E	6°53'37.06"N
164	80°34'55.60"E	6°54'51.42"N	199	80°34'11.95"E	6°53'37.04"N
165	80°34'49.49"E	6°54'56.44"N	200	80°34'8.53"E	6°53'42.84"N
166	80°34'45.12"E	6°55'0.79"N	201	80°34'55.18"E	6°53'14.71"N
167	80°34'38.95"E	6°54'56.46"N	202	80°35'1.90"E	6°53'7.68"N
168	80°34'32.39"E	6°55'6.26"N	203	80°35'5.92"E	6°53'5.49"N
169	80°34'28.94"E	6°55'2.98"N	204	80°35'9.15"E	6°52'56.75"N
170	80°34'22.66"E	6°55'11.52"N	205	80°35'8.01"E	6°52'53.12"N
171	80°36'24.14"E	6°54'2.70"N	206	80°35'17.56"E	6°52'43.13"N
172	80°36'34.80"E	6°53'57.44"N	207	80°35'21.64"E	6°52'49.66"N
173	80°36'40.20"E	6°53'55.98"N	208	80°35'23.98"E	6°53'2.80"N
174	80°36'39.04"E	6°53'51.48"N	209	80°35'36.69"E	6°52'59.25"N
175	80°36'31.88"E	6°53'46.66"N	210	80°35'43.91"E	6°52'58.11"N

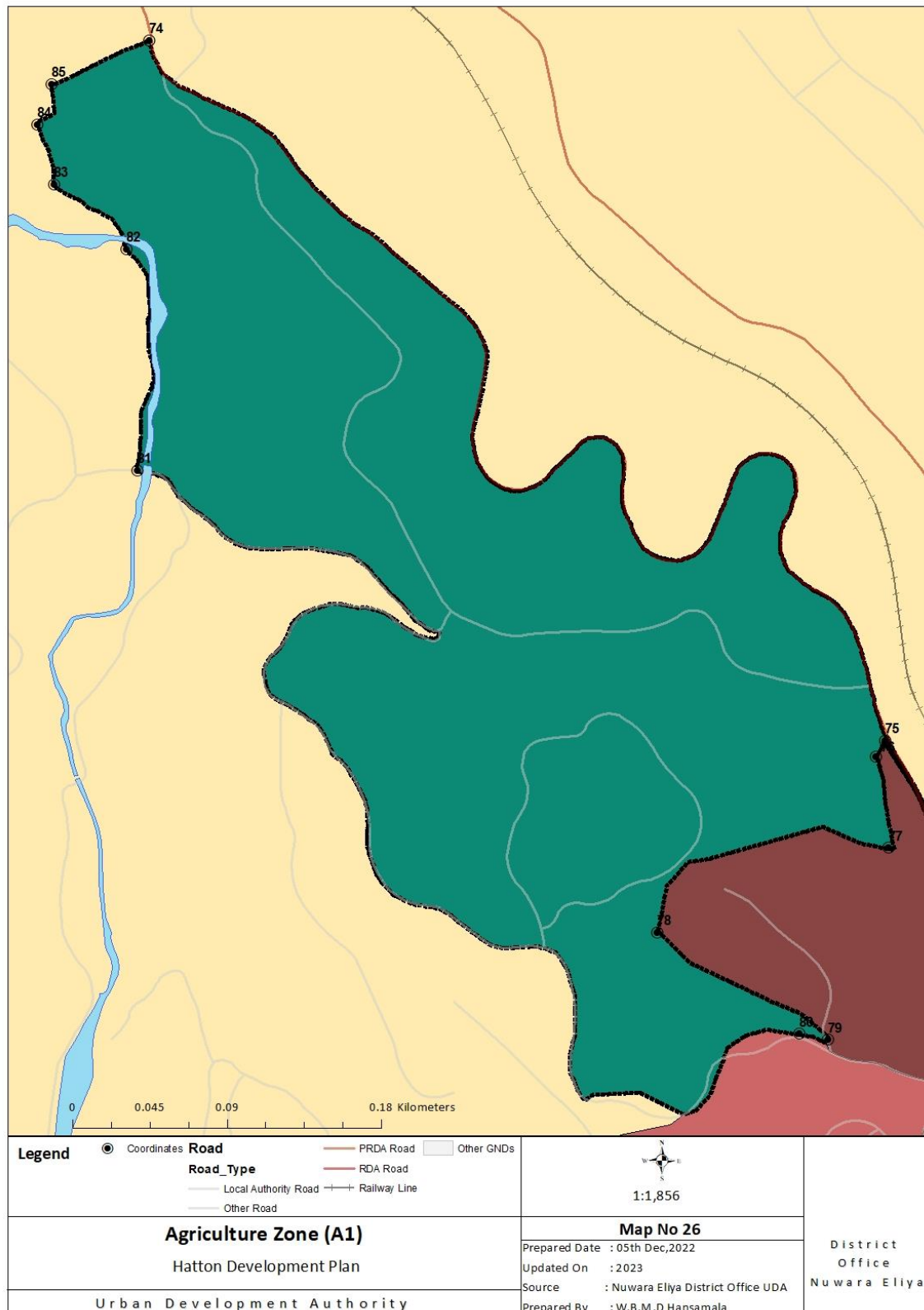
Low Density Residential Zone (R3)			Low Density Residential Zone (R3)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
211	80°35'49.14"E	6°52'57.17"N	246	80°38'24.65"E	6°51'36.87"N
212	80°35'57.45"E	6°53'0.71"N	247	80°38'23.86"E	6°51'43.84"N
213	80°36'0.04"E	6°53'3.25"N	248	80°38'20.93"E	6°51'45.30"N
214	80°36'4.11"E	6°53'1.40"N	249	80°38'3.45"E	6°51'52.92"N
215	80°36'1.01"E	6°52'55.49"N	250	80°38'2.61"E	6°51'54.37"N
216	80°36'2.53"E	6°52'44.26"N	251	80°37'53.00"E	6°51'56.96"N
217	80°36'14.87"E	6°52'26.76"N	252	80°37'49.99"E	6°51'59.27"N
218	80°36'16.98"E	6°52'28.14"N	253	80°37'46.77"E	6°52'0.85"N
219	80°36'19.70"E	6°52'26.54"N	254	80°37'29.58"E	6°52'1.54"N
220	80°36'30.46"E	6°52'15.54"N	255	80°37'22.11"E	6°52'9.38"N
221	80°36'27.19"E	6°52'13.66"N	256	80°37'8.58"E	6°52'7.94"N
222	80°36'23.32"E	6°52'20.78"N	257	80°36'56.81"E	6°52'13.29"N
223	80°36'17.53"E	6°52'20.55"N	258	80°36'56.31"E	6°52'16.27"N
224	80°36'21.41"E	6°52'8.12"N	259	80°36'55.36"E	6°52'21.78"N
225	80°36'18.59"E	6°51'52.29"N	260	80°36'50.91"E	6°52'23.87"N
226	80°36'24.78"E	6°51'27.46"N	261	80°36'45.38"E	6°52'29.80"N
227	80°36'40.36"E	6°51'26.22"N	262	80°36'46.85"E	6°52'34.97"N
228	80°36'55.16"E	6°51'26.40"N	263	80°36'46.81"E	6°52'41.53"N
229	80°37'1.42"E	6°51'20.94"N	264	80°36'39.74"E	6°52'54.86"N
230	80°37'6.32"E	6°51'16.90"N	265	80°36'38.03"E	6°52'55.42"N
231	80°37'5.70"E	6°51'22.50"N	266	80°36'38.01"E	6°52'59.63"N
232	80°37'10.52"E	6°51'36.05"N	267	80°36'39.43"E	6°53'0.66"N
233	80°37'11.20"E	6°51'48.20"N	268	80°36'36.84"E	6°53'1.04"N
234	80°37'13.57"E	6°51'50.04"N	269	80°36'34.31"E	6°53'5.85"N
235	80°37'18.98"E	6°51'43.96"N	270	80°36'30.10"E	6°53'11.05"N
236	80°37'30.14"E	6°51'47.82"N	271	80°36'22.14"E	6°53'14.89"N
237	80°37'37.83"E	6°51'46.17"N	272	80°36'17.57"E	6°53'18.59"N
238	80°37'45.51"E	6°51'39.28"N	273	80°36'14.77"E	6°53'19.96"N
239	80°37'58.51"E	6°51'30.88"N	274	80°36'14.70"E	6°53'21.10"N
240	80°38'12.76"E	6°51'25.05"N	275	80°36'13.01"E	6°53'20.10"N
241	80°38'19.82"E	6°51'20.29"N	276	80°36'9.77"E	6°53'16.89"N
242	80°38'25.73"E	6°51'21.99"N	277	80°36'8.64"E	6°53'15.02"N
243	80°38'30.73"E	6°51'29.54"N	278	80°36'3.34"E	6°53'8.78"N
244	80°38'30.33"E	6°51'35.45"N	279	80°36'2.65"E	6°53'10.16"N
245	80°38'28.11"E	6°51'36.04"N	280	80°36'0.63"E	6°53'7.37"N

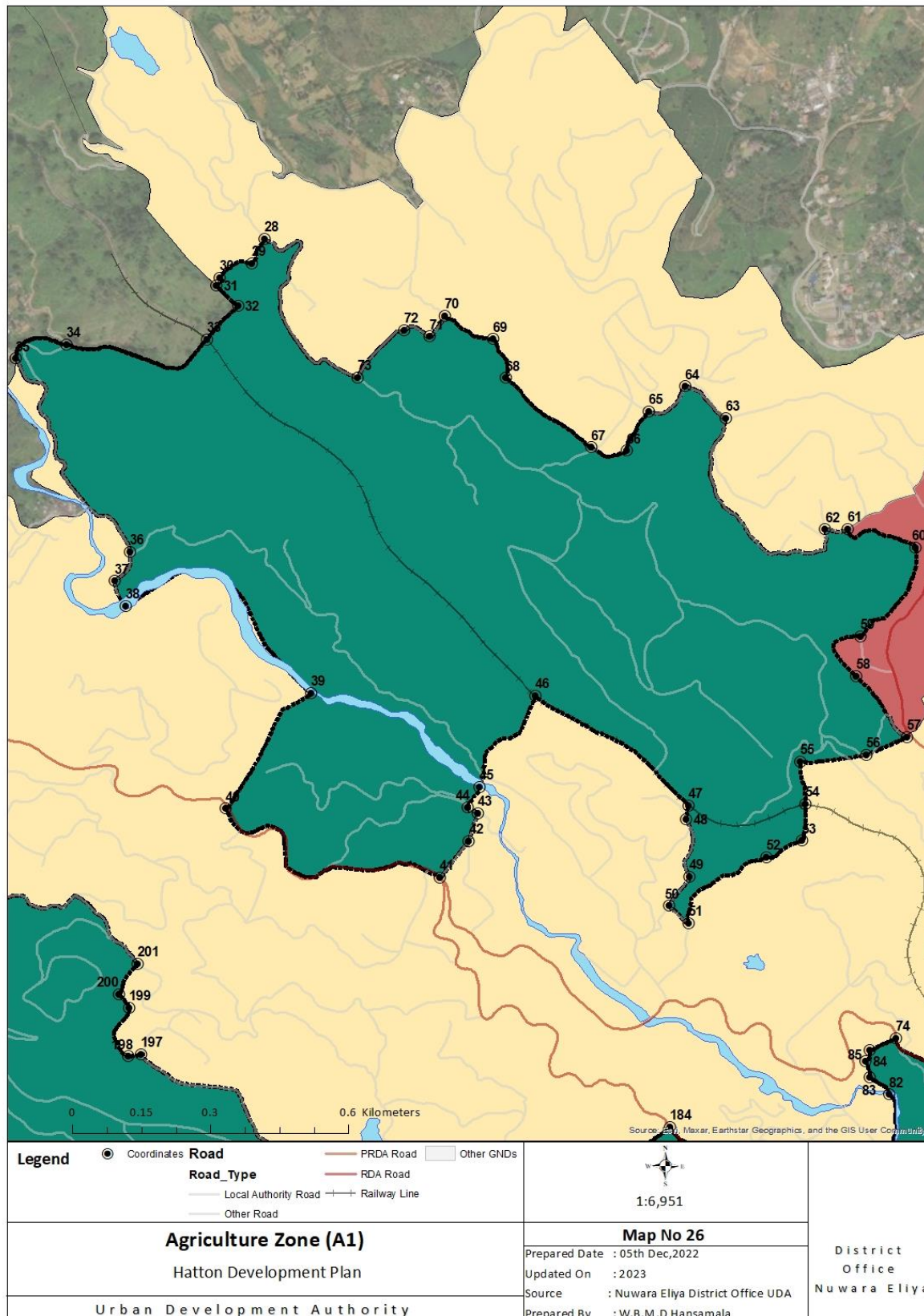
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
281	80°35'58.42"E	6°53'6.28"N	316	80°34'48.41"E	6°52'9.89"N
282	80°35'56.53"E	6°53'8.68"N	317	80°34'50.24"E	6°52'11.29"N
283	80°35'56.18"E	6°53'10.51"N	318	80°35'7.72"E	6°52'5.33"N
284	80°35'55.40"E	6°53'9.04"N	319	80°35'6.42"E	6°52'17.70"N
285	80°35'53.11"E	6°53'7.07"N	320	80°35'10.41"E	6°52'22.96"N
286	80°35'47.91"E	6°53'5.98"N	321	80°35'27.70"E	6°52'23.34"N
287	80°35'49.46"E	6°53'10.34"N	322	80°35'30.76"E	6°52'22.19"N
288	80°35'45.53"E	6°53'11.80"N	323	80°35'35.17"E	6°52'22.80"N
289	80°35'45.04"E	6°53'12.54"N	324	80°35'43.93"E	6°52'17.43"N
290	80°35'42.43"E	6°53'11.41"N	325	80°35'47.40"E	6°52'18.67"N
291	80°35'40.22"E	6°53'13.70"N	326	80°35'53.89"E	6°52'17.17"N
292	80°35'33.65"E	6°53'11.94"N	327	80°35'56.81"E	6°52'14.11"N
293	80°35'33.33"E	6°53'16.05"N	328	80°35'59.09"E	6°52'21.00"N
294	80°35'27.48"E	6°53'18.77"N	329	80°36'6.25"E	6°52'23.33"N
295	80°35'29.93"E	6°53'24.94"N	330	80°36'8.74"E	6°52'20.06"N
296	80°35'29.02"E	6°53'30.79"N	331	80°36'14.55"E	6°52'17.31"N
297	80°35'24.42"E	6°53'34.44"N	332	80°36'18.91"E	6°52'11.32"N
298	80°35'21.68"E	6°53'38.18"N	333	80°36'11.07"E	6°52'12.44"N
299	80°35'15.91"E	6°53'29.19"N	334	80°36'8.33"E	6°52'7.53"N
300	80°35'18.32"E	6°53'25.30"N	335	80°36'4.32"E	6°51'48.51"N
301	80°35'15.57"E	6°53'21.01"N	336	80°35'51.08"E	6°51'49.51"N
302	80°35'17.05"E	6°53'18.22"N	337	80°35'50.15"E	6°51'51.17"N
303	80°35'14.32"E	6°53'18.60"N	338	80°35'58.19"E	6°52'1.56"N
304	80°35'11.84"E	6°53'13.89"N	339	80°36'3.81"E	6°52'10.52"N
305	80°35'5.33"E	6°53'19.72"N	340	80°36'4.27"E	6°52'12.53"N
306	80°35'3.87"E	6°53'20.99"N	341	80°35'58.92"E	6°52'12.15"N
307	80°35'1.46"E	6°53'18.87"N	342	80°35'42.96"E	6°51'55.71"N
308	80°35'0.51"E	6°53'20.93"N	343	80°35'41.51"E	6°51'50.92"N
309	80°35'16.39"E	6°52'35.44"N	344	80°35'45.00"E	6°51'47.92"N
310	80°35'23.66"E	6°52'40.19"N	345	80°35'57.56"E	6°51'28.15"N
311	80°35'28.52"E	6°52'40.20"N	346	80°36'0.96"E	6°51'29.60"N
312	80°35'29.62"E	6°52'36.59"N	347	80°36'5.45"E	6°51'23.51"N
313	80°35'31.34"E	6°52'31.91"N	348	80°36'8.72"E	6°51'19.42"N
314	80°35'26.98"E	6°52'31.95"N	349	80°36'13.12"E	6°51'20.51"N
315	80°35'23.39"E	6°52'33.80"N	350	80°36'13.17"E	6°51'18.16"N

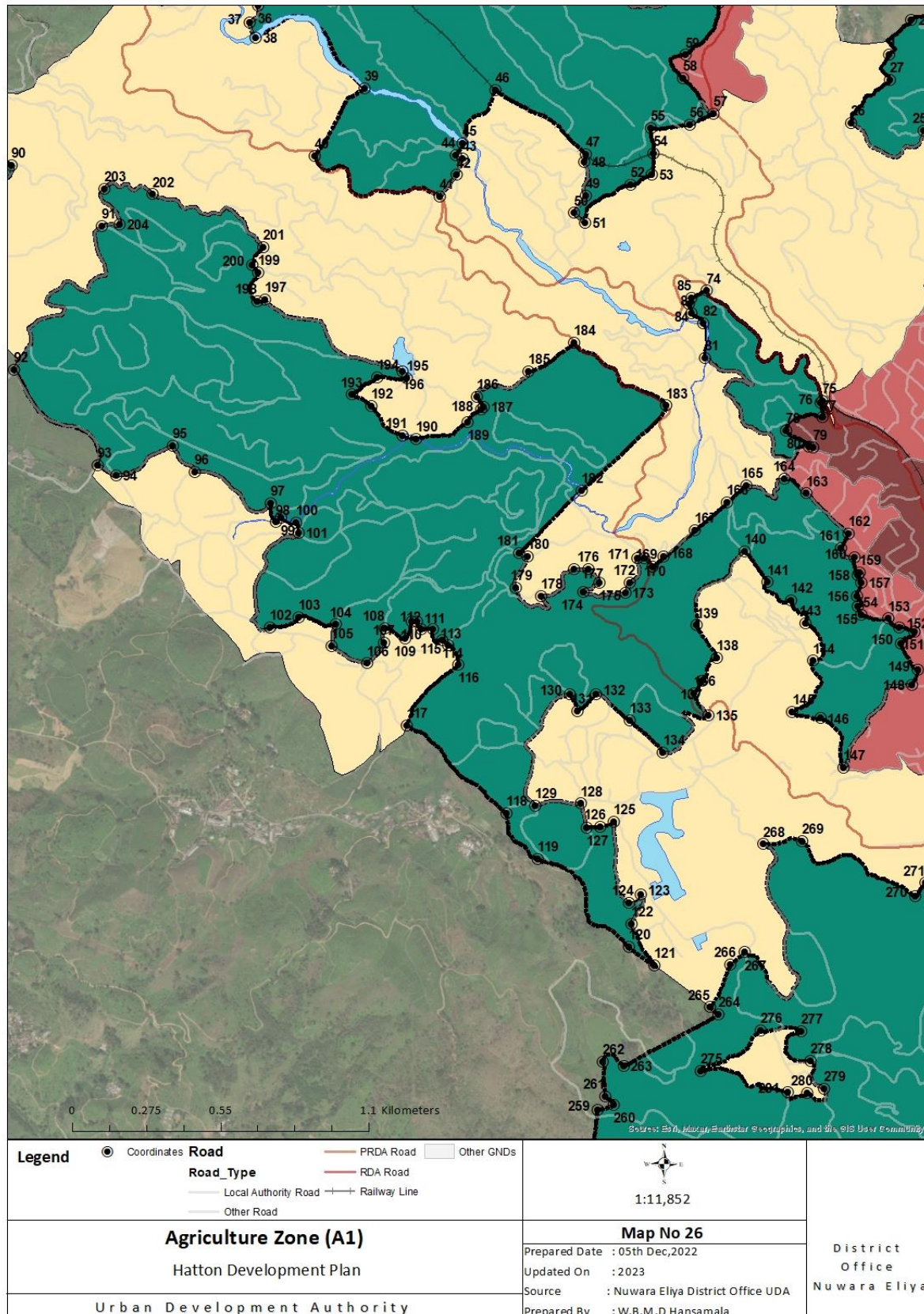
Low Density Residential Zone (R3)		
Point No	X (Longitude)	Y (Latitude)
351	80°36'9.87"E	6°51'16.90"N
352	80°36'16.16"E	6°51'11.58"N
353	80°36'19.74"E	6°51'8.68"N
354	80°36'12.26"E	6°51'1.43"N
355	80°36'18.31"E	6°50'54.14"N
356	80°36'12.45"E	6°50'51.67"N
357	80°36'5.82"E	6°50'55.64"N
358	80°36'2.58"E	6°51'3.52"N
359	80°35'56.46"E	6°51'5.29"N
360	80°35'57.63"E	6°51'10.87"N
361	80°35'52.80"E	6°51'12.98"N
362	80°35'56.89"E	6°51'17.40"N
363	80°35'51.39"E	6°51'28.10"N
364	80°35'44.43"E	6°51'33.86"N
365	80°35'38.48"E	6°51'34.49"N
366	80°35'46.62"E	6°51'20.37"N
367	80°35'36.50"E	6°51'21.66"N
368	80°35'35.79"E	6°51'25.25"N
369	80°35'31.07"E	6°51'35.15"N
370	80°35'37.87"E	6°51'48.12"N
371	80°35'38.42"E	6°51'50.14"N
372	80°35'35.79"E	6°51'49.65"N
373	80°35'10.43"E	6°51'51.39"N
374	80°35'1.72"E	6°51'59.41"N

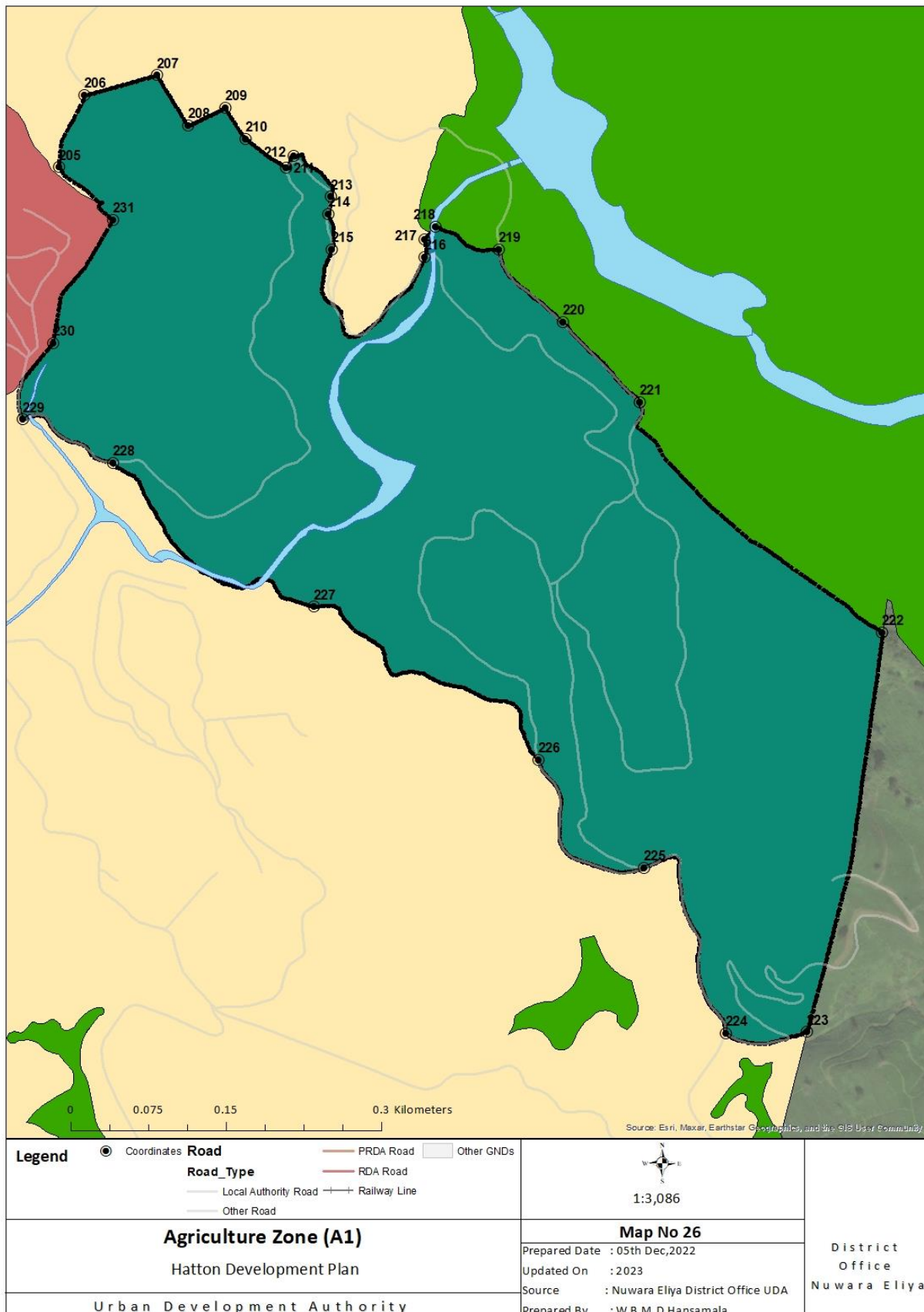
Agricultural Zone

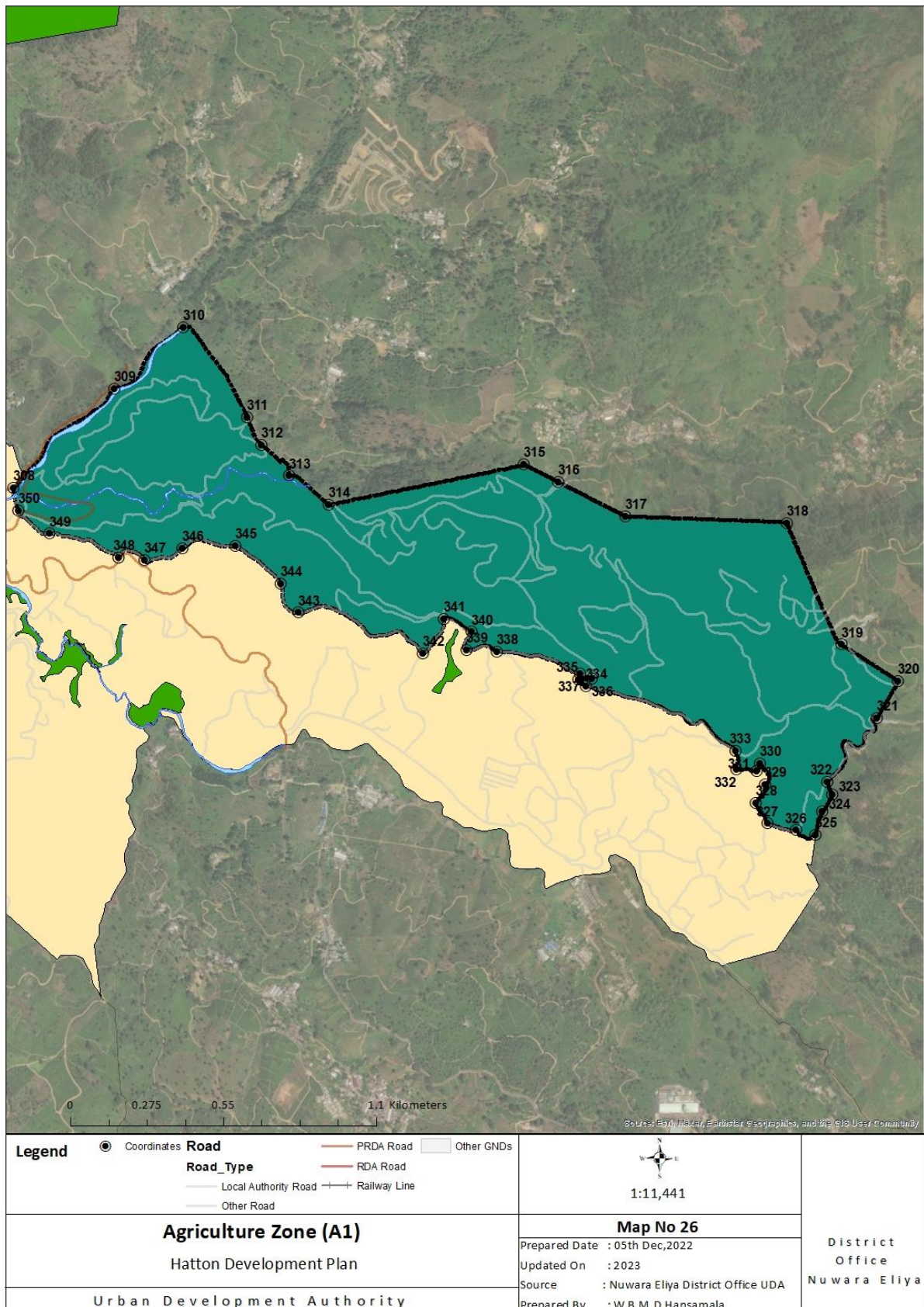


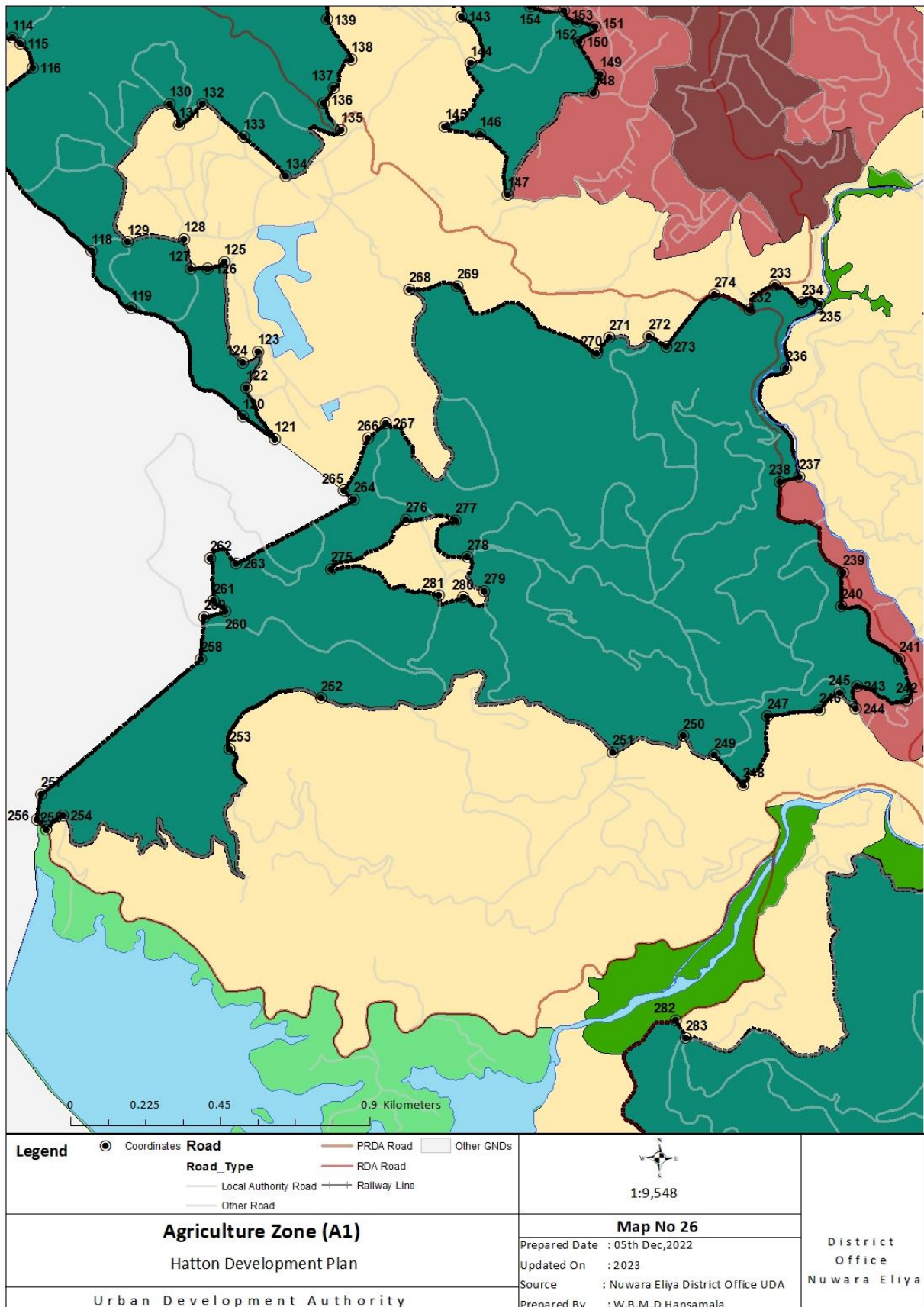


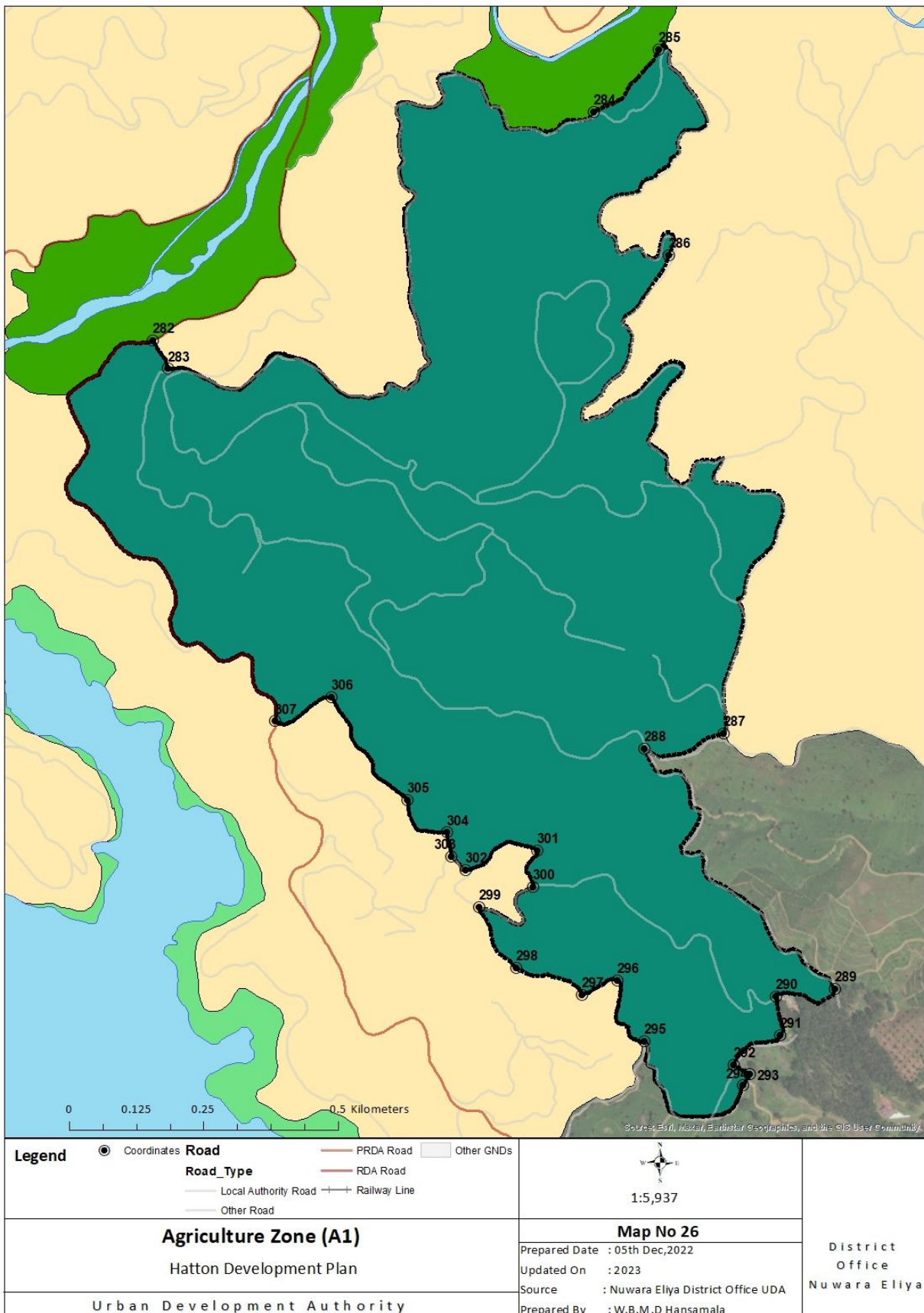












Agriculture Zone 1 (A1)			Agriculture Zone 1 (A1)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
1	80°35'39.18"E	6°54'38.21"N	36	80°34'22.83"E	6°54'44.11"N
2	80°35'41.84"E	6°54'42.37"N	37	80°34'21.75"E	6°54'42.03"N
3	80°35'47.77"E	6°54'44.00"N	38	80°34'22.54"E	6°54'40.24"N
4	80°35'53.16"E	6°54'39.53"N	39	80°34'35.67"E	6°54'34.08"N
5	80°35'57.58"E	6°54'37.27"N	40	80°34'29.66"E	6°54'25.92"N
6	80°35'58.74"E	6°54'34.80"N	41	80°34'44.79"E	6°54'21.04"N
7	80°35'58.93"E	6°54'33.42"N	42	80°34'46.86"E	6°54'23.64"N
8	80°35'59.74"E	6°54'31.94"N	43	80°34'47.51"E	6°54'25.60"N
9	80°36'0.72"E	6°54'29.10"N	44	80°34'46.74"E	6°54'26.00"N
10	80°36'9.07"E	6°54'23.31"N	45	80°34'47.59"E	6°54'27.44"N
11	80°36'7.42"E	6°54'21.15"N	46	80°34'51.56"E	6°54'33.91"N
12	80°36'8.48"E	6°54'19.86"N	47	80°35'2.43"E	6°54'26.16"N
13	80°36'10.89"E	6°54'20.73"N	48	80°35'2.25"E	6°54'25.19"N
14	80°36'13.34"E	6°54'17.55"N	49	80°35'2.45"E	6°54'21.12"N
15	80°36'10.87"E	6°54'19.04"N	50	80°35'1.03"E	6°54'19.05"N
16	80°36'9.26"E	6°54'19.02"N	51	80°35'2.40"E	6°54'17.84"N
17	80°36'6.56"E	6°54'19.02"N	52	80°35'7.93"E	6°54'22.47"N
18	80°36'3.12"E	6°54'18.60"N	53	80°35'10.47"E	6°54'23.66"N
19	80°35'53.93"E	6°54'20.13"N	54	80°35'10.67"E	6°54'26.27"N
20	80°35'56.80"E	6°54'23.60"N	55	80°35'10.33"E	6°54'29.28"N
21	80°35'58.65"E	6°54'25.86"N	56	80°35'15.02"E	6°54'29.74"N
22	80°35'52.41"E	6°54'26.74"N	57	80°35'17.89"E	6°54'31.01"N
23	80°35'49.91"E	6°54'25.19"N	58	80°35'14.25"E	6°54'35.32"N
24	80°35'47.08"E	6°54'26.60"N	59	80°35'14.55"E	6°54'38.14"N
25	80°35'43.34"E	6°54'29.06"N	60	80°35'18.49"E	6°54'44.43"N
26	80°35'34.52"E	6°54'29.93"N	61	80°35'13.64"E	6°54'45.74"N
27	80°35'39.27"E	6°54'35.15"N	62	80°35'12.08"E	6°54'45.70"N
28	80°34'32.39"E	6°55'6.27"N	63	80°35'5.05"E	6°54'53.58"N
29	80°34'31.46"E	6°55'4.53"N	64	80°35'2.18"E	6°54'55.82"N
30	80°34'29.18"E	6°55'3.52"N	65	80°34'59.57"E	6°54'54.06"N
31	80°34'28.94"E	6°55'2.97"N	66	80°34'58.05"E	6°54'51.26"N
32	80°34'30.49"E	6°55'1.50"N	67	80°34'55.50"E	6°54'51.50"N
33	80°34'28.31"E	6°54'59.14"N	68	80°34'49.48"E	6°54'56.41"N
34	80°34'18.37"E	6°54'58.78"N	69	80°34'48.53"E	6°54'59.17"N
35	80°34'14.77"E	6°54'57.77"N	70	80°34'45.11"E	6°55'0.79"N

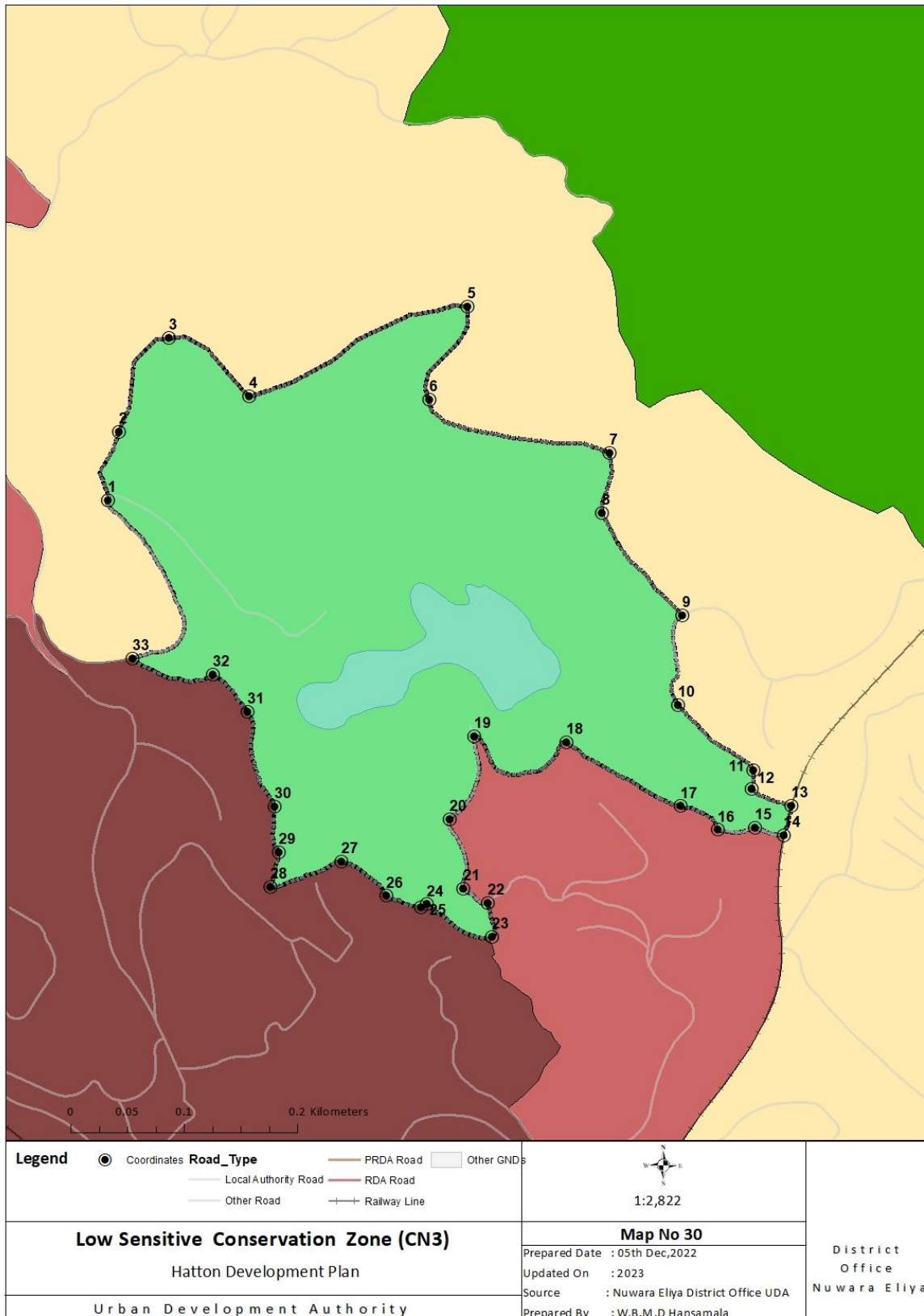
Agriculture Zone 1 (A1)			Agriculture Zone 1 (A1)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
71	80°34'44.07"E	6°54'59.34"N	106	80°34'35.99"E	6°53'24.62"N
72	80°34'42.26"E	6°54'59.78"N	107	80°34'38.04"E	6°53'27.15"N
73	80°34'38.95"E	6°54'56.45"N	108	80°34'38.12"E	6°53'28.85"N
74	80°35'17.08"E	6°54'9.66"N	109	80°34'40.65"E	6°53'27.63"N
75	80°35'31.06"E	6°53'56.38"N	110	80°34'41.39"E	6°53'29.65"N
76	80°35'30.89"E	6°53'56.08"N	111	80°34'42.03"E	6°53'29.62"N
77	80°35'31.13"E	6°53'54.35"N	112	80°34'42.61"E	6°53'28.74"N
78	80°35'26.73"E	6°53'52.75"N	113	80°34'44.03"E	6°53'28.71"N
79	80°35'29.97"E	6°53'50.71"N	114	80°34'45.12"E	6°53'27.44"N
80	80°35'29.43"E	6°53'50.82"N	115	80°34'45.88"E	6°53'26.85"N
81	80°35'16.85"E	6°54'1.51"N	116	80°34'47.07"E	6°53'24.50"N
82	80°35'16.64"E	6°54'5.70"N	117	80°34'40.84"E	6°53'17.11"N
83	80°35'15.27"E	6°54'6.93"N	118	80°34'52.84"E	6°53'6.52"N
84	80°35'14.95"E	6°54'8.07"N	119	80°34'56.72"E	6°53'0.96"N
85	80°35'15.22"E	6°54'8.83"N	120	80°35'7.71"E	6°52'50.36"N
86	80°33'49.80"E	6°54'26.75"N	121	80°35'10.81"E	6°52'48.17"N
87	80°33'32.02"E	6°54'14.22"N	122	80°35'8.01"E	6°52'53.16"N
88	80°33'40.74"E	6°53'55.64"N	123	80°35'9.13"E	6°52'56.72"N
89	80°33'50.79"E	6°54'4.21"N	124	80°35'7.68"E	6°52'55.65"N
90	80°33'52.95"E	6°54'24.75"N	125	80°35'5.87"E	6°53'5.52"N
91	80°34'3.92"E	6°54'17.42"N	126	80°35'4.23"E	6°53'4.86"N
92	80°33'53.35"E	6°54'0.10"N	127	80°35'2.60"E	6°53'4.80"N
93	80°34'3.39"E	6°53'48.57"N	128	80°35'1.88"E	6°53'7.68"N
94	80°34'5.63"E	6°53'47.34"N	129	80°34'56.37"E	6°53'7.42"N
95	80°34'12.48"E	6°53'50.88"N	130	80°35'0.50"E	6°53'20.93"N
96	80°34'15.15"E	6°53'47.76"N	131	80°35'1.46"E	6°53'18.88"N
97	80°34'24.42"E	6°53'43.95"N	132	80°35'3.72"E	6°53'20.91"N
98	80°34'25.03"E	6°53'41.67"N	133	80°35'7.77"E	6°53'17.78"N
99	80°34'25.56"E	6°53'42.26"N	134	80°35'11.84"E	6°53'13.89"N
100	80°34'27.48"E	6°53'41.62"N	135	80°35'17.28"E	6°53'18.38"N
101	80°34'27.76"E	6°53'40.36"N	136	80°35'15.56"E	6°53'21.02"N
102	80°34'24.29"E	6°53'28.91"N	137	80°35'16.54"E	6°53'22.49"N
103	80°34'27.79"E	6°53'30.20"N	138	80°35'18.31"E	6°53'25.31"N
104	80°34'32.22"E	6°53'29.32"N	139	80°35'15.90"E	6°53'29.23"N
105	80°34'31.72"E	6°53'26.71"N	140	80°35'21.67"E	6°53'38.19"N

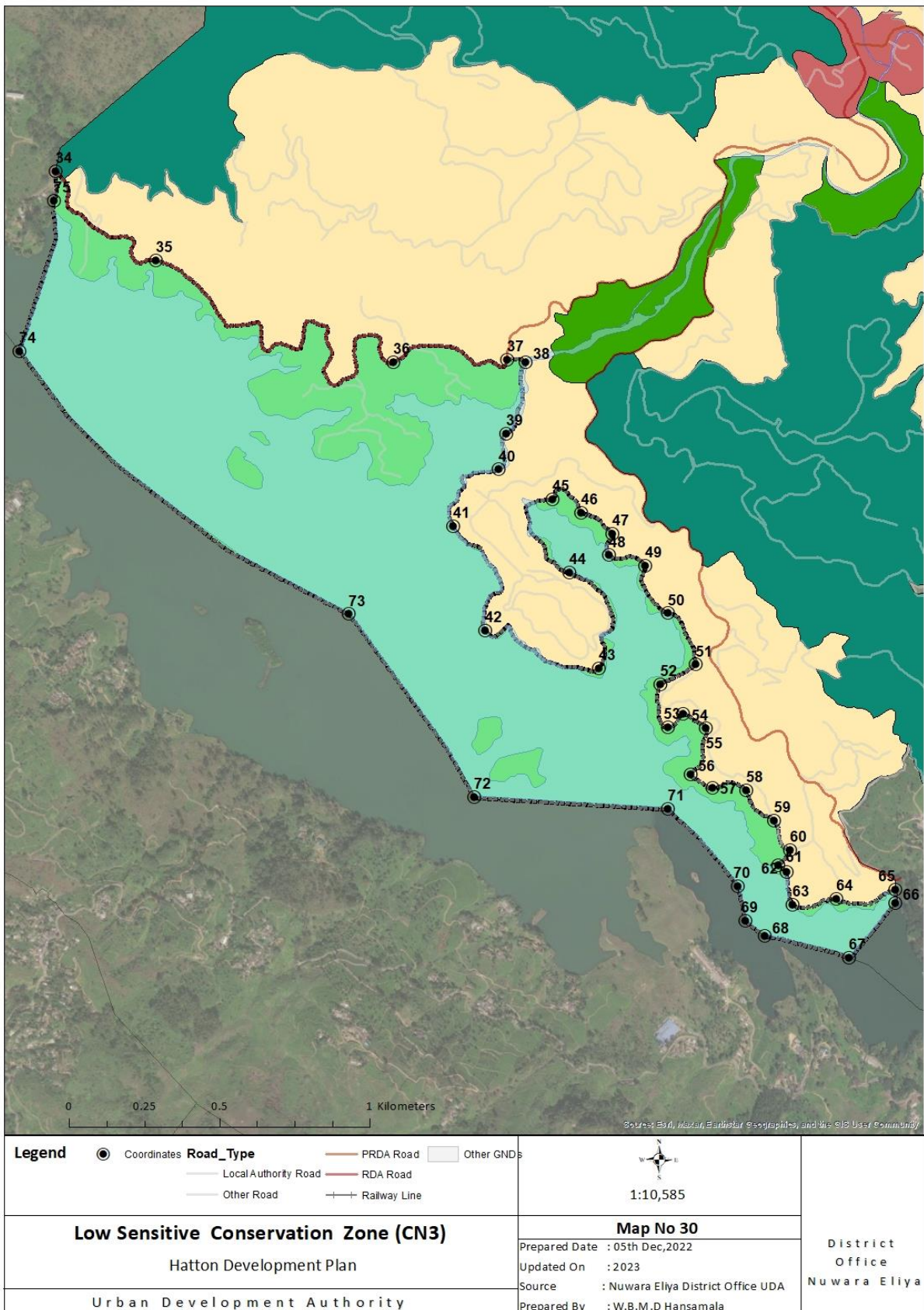
Agriculture Zone 1 (A1)			Agriculture Zone 1 (A1)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
141	80°35'24.44"E	6°53'34.43"N	176	80°35'2.80"E	6°53'35.97"N
142	80°35'27.35"E	6°53'32.27"N	177	80°35'1.09"E	6°53'35.97"N
143	80°35'29.05"E	6°53'29.51"N	178	80°34'57.11"E	6°53'32.76"N
144	80°35'29.95"E	6°53'24.95"N	179	80°34'54.02"E	6°53'33.77"N
145	80°35'27.47"E	6°53'18.77"N	180	80°34'55.43"E	6°53'37.57"N
146	80°35'30.85"E	6°53'18.00"N	181	80°34'54.42"E	6°53'37.91"N
147	80°35'33.62"E	6°53'12.07"N	182	80°35'2.00"E	6°53'45.51"N
148	80°35'41.97"E	6°53'22.06"N	183	80°35'12.21"E	6°53'55.78"N
149	80°35'42.63"E	6°53'23.86"N	184	80°35'1.09"E	6°54'3.38"N
150	80°35'40.60"E	6°53'27.08"N	185	80°34'55.49"E	6°53'59.87"N
151	80°35'42.18"E	6°53'28.49"N	186	80°34'49.29"E	6°53'56.86"N
152	80°35'40.41"E	6°53'29.02"N	187	80°34'50.08"E	6°53'55.61"N
153	80°35'39.09"E	6°53'30.06"N	188	80°34'49.83"E	6°53'55.27"N
154	80°35'35.80"E	6°53'30.52"N	189	80°34'48.15"E	6°53'53.79"N
155	80°35'35.38"E	6°53'31.53"N	190	80°34'41.91"E	6°53'51.76"N
156	80°35'35.29"E	6°53'32.76"N	191	80°34'40.30"E	6°53'52.10"N
157	80°35'35.79"E	6°53'34.42"N	192	80°34'36.50"E	6°53'55.69"N
158	80°35'35.41"E	6°53'35.28"N	193	80°34'34.17"E	6°53'57.09"N
159	80°35'35.54"E	6°53'35.63"N	194	80°34'37.19"E	6°53'59.17"N
160	80°35'34.95"E	6°53'37.40"N	195	80°34'40.86"E	6°53'59.07"N
161	80°35'33.34"E	6°53'38.60"N	196	80°34'40.28"E	6°53'59.90"N
162	80°35'34.27"E	6°53'40.29"N	197	80°34'23.62"E	6°54'8.53"N
163	80°35'29.16"E	6°53'45.16"N	198	80°34'22.74"E	6°54'8.37"N
164	80°35'26.51"E	6°53'46.94"N	199	80°34'22.78"E	6°54'11.84"N
165	80°35'21.94"E	6°53'46.14"N	200	80°34'22.11"E	6°54'12.78"N
166	80°35'19.59"E	6°53'44.07"N	201	80°34'23.41"E	6°54'14.92"N
167	80°35'15.70"E	6°53'40.72"N	202	80°34'10.10"E	6°54'21.27"N
168	80°35'11.93"E	6°53'37.49"N	203	80°34'4.19"E	6°54'21.97"N
169	80°35'10.54"E	6°53'36.29"N	204	80°34'6.04"E	6°54'17.61"N
170	80°35'9.50"E	6°53'37.38"N	205	80°36'15.92"E	6°53'27.89"N
171	80°35'8.67"E	6°53'37.34"N	206	80°36'16.71"E	6°53'30.15"N
172	80°35'7.81"E	6°53'34.39"N	207	80°36'19.00"E	6°53'30.78"N
173	80°35'7.24"E	6°53'33.18"N	208	80°36'19.98"E	6°53'29.20"N
174	80°35'2.18"E	6°53'33.29"N	209	80°36'21.13"E	6°53'29.76"N
175	80°35'4.15"E	6°53'34.39"N	210	80°36'21.78"E	6°53'28.78"N

Agriculture Zone 1 (A1)			Agriculture Zone 1 (A1)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
211	80°36'23.05"E	6°53'27.88"N	246	80°36'4.19"E	6°52'21.61"N
212	80°36'23.29"E	6°53'28.24"N	247	80°35'59.09"E	6°52'21.02"N
213	80°36'24.47"E	6°53'26.96"N	248	80°35'56.69"E	6°52'14.29"N
214	80°36'24.38"E	6°53'26.41"N	249	80°35'53.91"E	6°52'17.19"N
215	80°36'24.50"E	6°53'25.31"N	250	80°35'50.85"E	6°52'19.08"N
216	80°36'27.42"E	6°53'25.06"N	251	80°35'43.93"E	6°52'17.45"N
217	80°36'27.41"E	6°53'25.63"N	252	80°35'15.33"E	6°52'22.77"N
218	80°36'27.75"E	6°53'26.01"N	253	80°35'6.38"E	6°52'17.76"N
219	80°36'29.75"E	6°53'25.30"N	254	80°34'50.12"E	6°52'11.31"N
220	80°36'31.76"E	6°53'23.02"N	255	80°34'48.41"E	6°52'9.89"N
221	80°36'34.18"E	6°53'20.50"N	256	80°34'47.53"E	6°52'10.88"N
222	80°36'41.82"E	6°53'13.25"N	257	80°34'47.95"E	6°52'13.33"N
223	80°36'39.46"E	6°53'0.69"N	258	80°35'3.56"E	6°52'26.59"N
224	80°36'36.91"E	6°53'0.64"N	259	80°35'3.94"E	6°52'30.68"N
225	80°36'34.33"E	6°53'5.84"N	260	80°35'5.93"E	6°52'31.26"N
226	80°36'30.99"E	6°53'9.24"N	261	80°35'4.84"E	6°52'32.31"N
227	80°36'23.93"E	6°53'14.06"N	262	80°35'4.52"E	6°52'36.46"N
228	80°36'17.61"E	6°53'18.58"N	263	80°35'7.06"E	6°52'35.98"N
229	80°36'14.77"E	6°53'19.95"N	264	80°35'18.54"E	6°52'42.19"N
230	80°36'15.72"E	6°53'22.36"N	265	80°35'17.57"E	6°52'43.08"N
231	80°36'17.60"E	6°53'26.22"N	266	80°35'19.99"E	6°52'48.23"N
232	80°35'57.30"E	6°53'0.81"N	267	80°35'21.68"E	6°52'49.71"N
233	80°35'59.81"E	6°53'3.19"N	268	80°35'23.96"E	6°53'2.79"N
234	80°36'2.44"E	6°53'1.56"N	269	80°35'28.67"E	6°53'3.11"N
235	80°36'4.11"E	6°53'1.41"N	270	80°35'42.35"E	6°52'56.55"N
236	80°36'0.85"E	6°52'55.06"N	271	80°35'43.60"E	6°52'58.09"N
237	80°36'2.17"E	6°52'44.48"N	272	80°35'47.40"E	6°52'58.19"N
238	80°36'0.27"E	6°52'43.98"N	273	80°35'49.15"E	6°52'57.18"N
239	80°36'6.42"E	6°52'35.11"N	274	80°35'53.83"E	6°53'2.29"N
240	80°36'6.33"E	6°52'31.82"N	275	80°35'16.36"E	6°52'35.40"N
241	80°36'12.01"E	6°52'26.60"N	276	80°35'23.65"E	6°52'40.25"N
242	80°36'12.71"E	6°52'22.58"N	277	80°35'28.54"E	6°52'40.20"N
243	80°36'7.83"E	6°52'23.96"N	278	80°35'29.65"E	6°52'36.59"N
244	80°36'7.71"E	6°52'21.76"N	279	80°35'31.28"E	6°52'33.23"N
245	80°36'6.17"E	6°52'23.32"N	280	80°35'29.28"E	6°52'32.71"N

Agriculture Zone 1 (A1)			Agriculture Zone 1 (A1)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
281	80°35'26.91"E	6°52'32.86"N	316	80°38'0.16"E	6°52'16.87"N
282	80°35'50.11"E	6°51'51.21"N	317	80°38'8.08"E	6°52'12.85"N
283	80°35'51.06"E	6°51'49.51"N	318	80°38'26.98"E	6°52'12.06"N
284	80°36'16.86"E	6°52'5.08"N	319	80°38'33.41"E	6°51'57.81"N
285	80°36'20.77"E	6°52'8.84"N	320	80°38'39.98"E	6°51'53.51"N
286	80°36'21.41"E	6°51'56.38"N	321	80°38'37.50"E	6°51'49.16"N
287	80°36'24.73"E	6°51'27.42"N	322	80°38'31.71"E	6°51'41.73"N
288	80°36'19.93"E	6°51'26.51"N	323	80°38'32.30"E	6°51'40.23"N
289	80°36'31.47"E	6°51'11.94"N	324	80°38'31.14"E	6°51'38.21"N
290	80°36'27.92"E	6°51'11.50"N	325	80°38'30.33"E	6°51'35.49"N
291	80°36'28.13"E	6°51'9.14"N	326	80°38'28.09"E	6°51'36.02"N
292	80°36'25.34"E	6°51'7.35"N	327	80°38'24.70"E	6°51'36.82"N
293	80°36'26.31"E	6°51'6.77"N	328	80°38'23.31"E	6°51'39.20"N
294	80°36'25.90"E	6°51'6.11"N	329	80°38'24.43"E	6°51'41.43"N
295	80°36'19.94"E	6°51'8.77"N	330	80°38'23.85"E	6°51'43.88"N
296	80°36'18.31"E	6°51'12.46"N	331	80°38'23.47"E	6°51'42.95"N
297	80°36'16.15"E	6°51'11.58"N	332	80°38'21.06"E	6°51'43.21"N
298	80°36'12.15"E	6°51'13.24"N	333	80°38'20.94"E	6°51'45.30"N
299	80°36'9.89"E	6°51'16.89"N	334	80°38'3.42"E	6°51'52.93"N
300	80°36'13.19"E	6°51'18.15"N	335	80°38'2.53"E	6°51'53.70"N
301	80°36'13.44"E	6°51'20.33"N	336	80°38'4.09"E	6°51'53.82"N
302	80°36'9.08"E	6°51'19.13"N	337	80°38'2.67"E	6°51'54.36"N
303	80°36'8.21"E	6°51'19.98"N	338	80°37'52.91"E	6°51'57.00"N
304	80°36'7.95"E	6°51'21.42"N	339	80°37'49.44"E	6°51'57.15"N
305	80°36'5.54"E	6°51'23.40"N	340	80°37'50.02"E	6°51'59.28"N
306	80°36'0.97"E	6°51'29.62"N	341	80°37'46.77"E	6°52'0.80"N
307	80°35'57.55"E	6°51'28.16"N	342	80°37'44.29"E	6°51'56.74"N
308	80°36'56.23"E	6°52'16.16"N	343	80°37'29.64"E	6°52'1.53"N
309	80°37'8.09"E	6°52'27.81"N	344	80°37'27.58"E	6°52'4.92"N
310	80°37'16.11"E	6°52'35.03"N	345	80°37'22.24"E	6°52'9.34"N
311	80°37'23.69"E	6°52'24.42"N	346	80°37'16.10"E	6°52'9.06"N
312	80°37'25.29"E	6°52'21.23"N	347	80°37'11.59"E	6°52'7.68"N
313	80°37'28.56"E	6°52'17.60"N	348	80°37'8.58"E	6°52'7.97"N
314	80°37'33.23"E	6°52'14.22"N	349	80°37'0.46"E	6°52'10.79"N
315	80°37'56.07"E	6°52'18.91"N	350	80°36'56.80"E	6°52'13.46"N

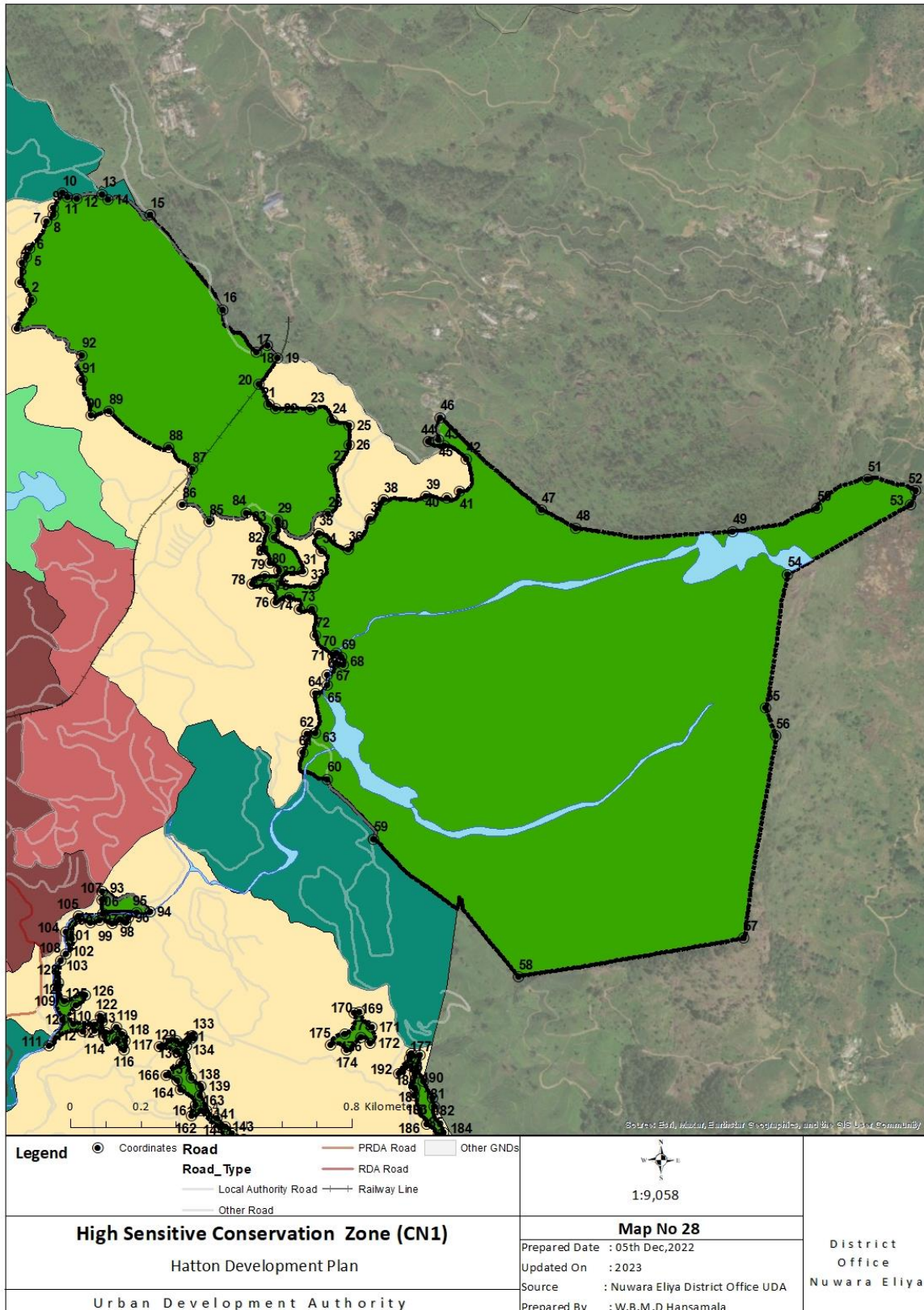
Low Sensitive Conservation Zone

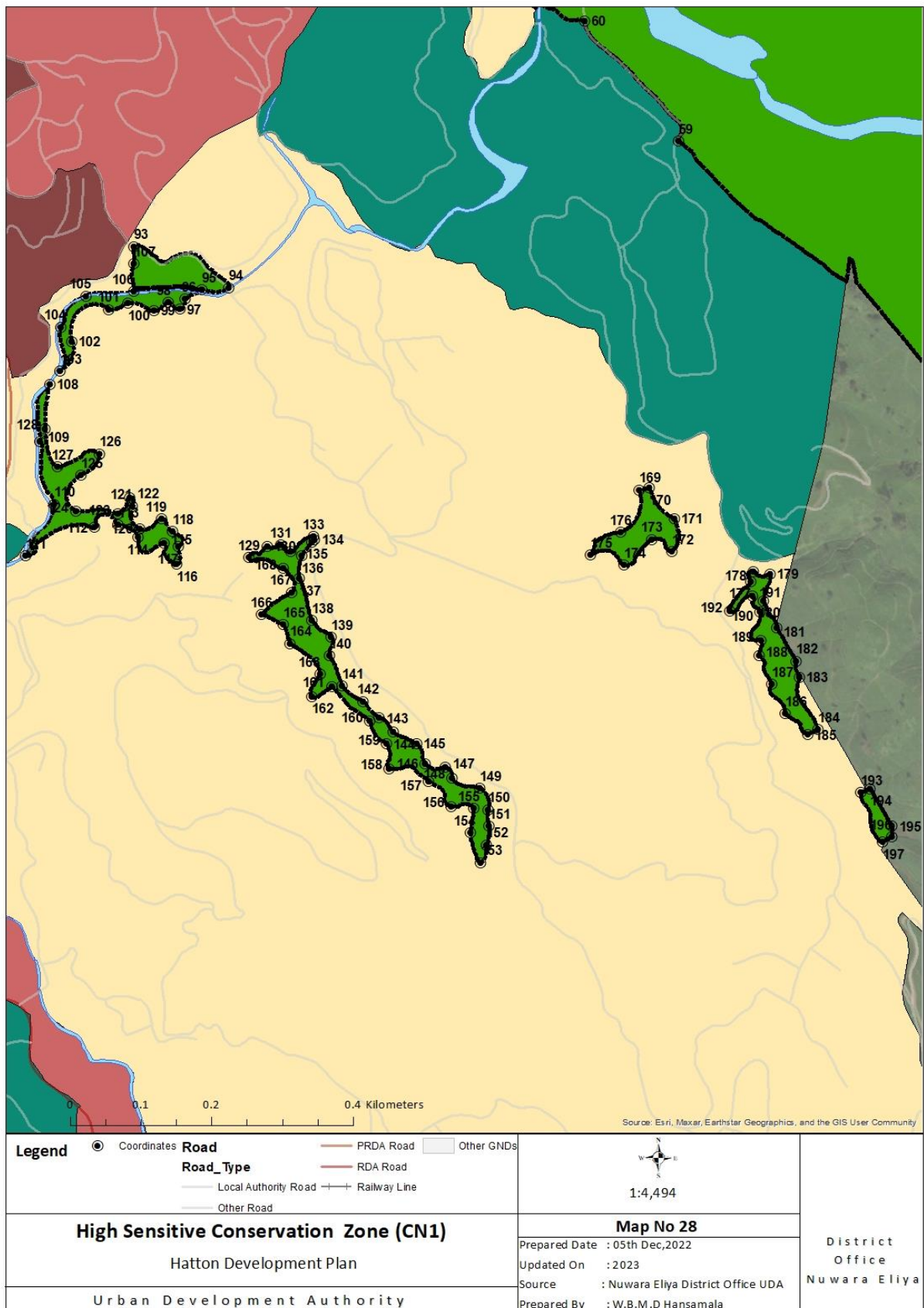


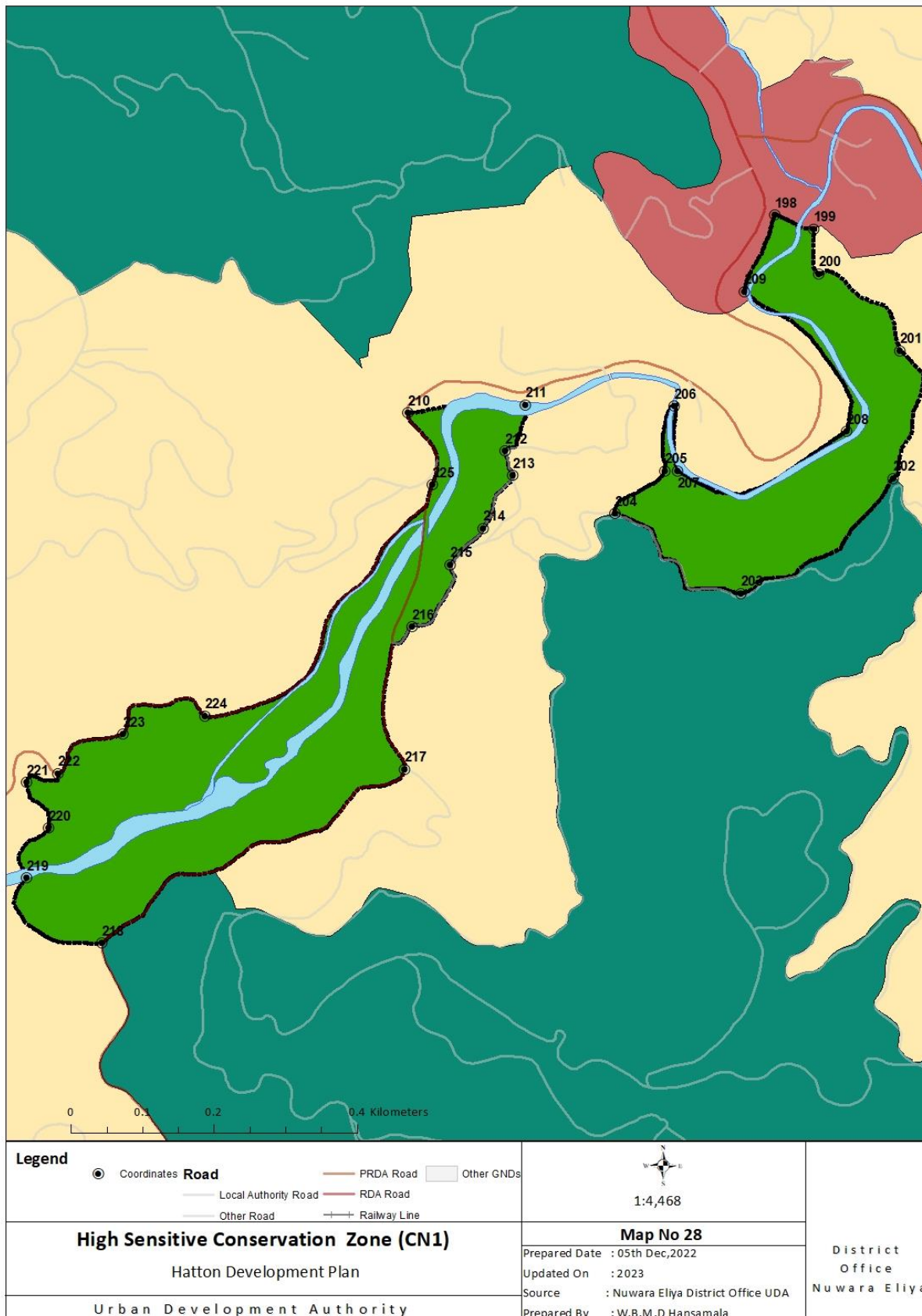


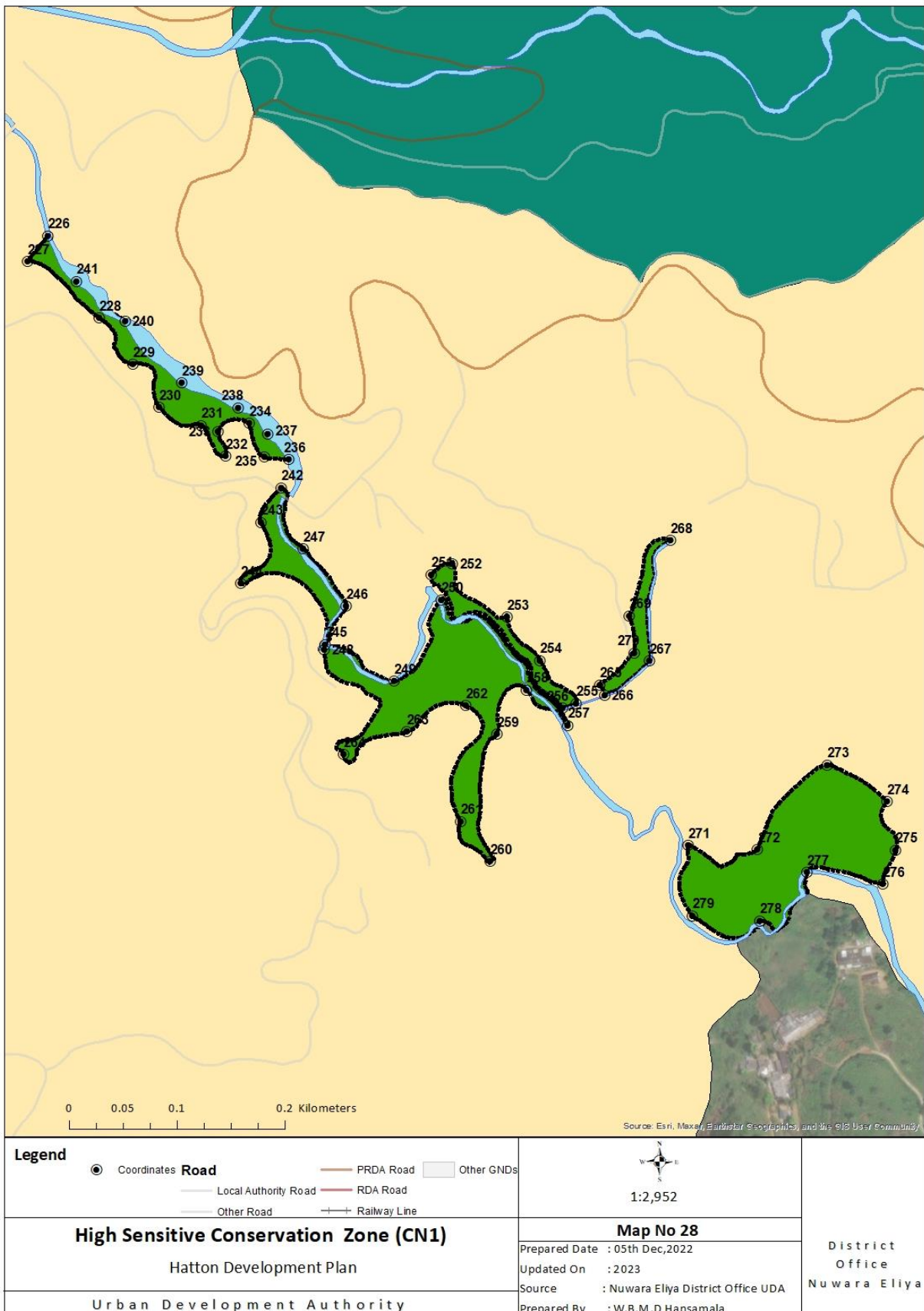
Low Sensitive Conservation Zone (CN3)			Low Sensitive Conservation Zone (CN3)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
1	80°35'52.52"E	6°53'56.11"N	39	80°35'36.30"E	6°51'42.37"N
2	80°35'52.84"E	6°53'58.08"N	40	80°35'35.55"E	6°51'38.50"N
3	80°35'54.27"E	6°54'0.77"N	41	80°35'30.61"E	6°51'32.35"N
4	80°35'56.58"E	6°53'59.09"N	42	80°35'34.06"E	6°51'21.07"N
5	80°36'2.86"E	6°54'1.67"N	43	80°35'46.39"E	6°51'16.92"N
6	80°36'1.76"E	6°53'58.99"N	44	80°35'43.14"E	6°51'27.31"N
7	80°36'6.94"E	6°53'57.47"N	45	80°35'41.35"E	6°51'35.27"N
8	80°36'6.71"E	6°53'55.75"N	46	80°35'44.42"E	6°51'33.83"N
9	80°36'9.03"E	6°53'52.81"N	47	80°35'47.81"E	6°51'31.54"N
10	80°36'8.91"E	6°53'50.22"N	48	80°35'47.49"E	6°51'29.21"N
11	80°36'11.07"E	6°53'48.36"N	49	80°35'51.37"E	6°51'28.09"N
12	80°36'11.02"E	6°53'47.81"N	50	80°35'53.82"E	6°51'22.92"N
13	80°36'12.16"E	6°53'47.33"N	51	80°35'56.85"E	6°51'17.35"N
14	80°36'11.95"E	6°53'46.49"N	52	80°35'53.03"E	6°51'15.22"N
15	80°36'11.12"E	6°53'46.71"N	53	80°35'53.90"E	6°51'10.58"N
16	80°36'10.05"E	6°53'46.64"N	54	80°35'55.53"E	6°51'11.98"N
17	80°36'8.99"E	6°53'47.32"N	55	80°35'57.97"E	6°51'10.47"N
18	80°36'5.69"E	6°53'49.15"N	56	80°35'56.36"E	6°51'5.48"N
19	80°36'3.04"E	6°53'49.33"N	57	80°35'58.66"E	6°51'4.00"N
20	80°36'2.34"E	6°53'46.95"N	58	80°36'2.34"E	6°51'3.73"N
21	80°36'2.73"E	6°53'44.95"N	59	80°36'5.35"E	6°51'0.42"N
22	80°36'3.43"E	6°53'44.54"N	60	80°36'7.06"E	6°50'57.23"N
23	80°36'3.56"E	6°53'43.57"N	61	80°36'5.78"E	6°50'55.65"N
24	80°36'1.70"E	6°53'44.50"N	62	80°36'6.69"E	6°50'54.86"N
25	80°36'1.53"E	6°53'44.40"N	63	80°36'7.39"E	6°50'51.36"N
26	80°36'0.51"E	6°53'44.74"N	64	80°36'12.10"E	6°50'51.97"N
27	80°35'59.24"E	6°53'45.73"N	65	80°36'18.49"E	6°50'53.00"N
28	80°35'57.19"E	6°53'45.00"N	66	80°36'18.52"E	6°50'51.55"N
29	80°35'57.42"E	6°53'45.99"N	67	80°36'13.52"E	6°50'45.59"N
30	80°35'57.32"E	6°53'47.30"N	68	80°36'4.37"E	6°50'47.90"N
31	80°35'56.53"E	6°53'50.02"N	69	80°36'2.23"E	6°50'49.58"N
32	80°35'55.54"E	6°53'51.09"N	70	80°36'1.48"E	6°50'53.31"N
33	80°35'53.23"E	6°53'51.55"N	71	80°35'53.84"E	6°51'1.69"N
34	80°34'47.53"E	6°52'10.81"N	72	80°35'32.84"E	6°51'3.02"N
35	80°34'58.34"E	6°52'1.15"N	73	80°35'19.27"E	6°51'22.81"N
36	80°35'24.10"E	6°51'50.16"N	74	80°34'43.63"E	6°51'51.30"N
37	80°35'36.42"E	6°51'50.42"N	75	80°34'47.30"E	6°52'7.59"N
38	80°35'38.40"E	6°51'50.13"N			

High Sensitive Conservation Zone









High Sensitive Conservation Zone (CN1)			High Sensitive Conservation Zone (CN1)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
1	80°36'1.02"E	6°54'6.95"N	36	80°36'31.76"E	6°53'46.57"N
2	80°36'2.33"E	6°54'9.65"N	37	80°36'33.77"E	6°53'49.35"N
3	80°36'1.38"E	6°54'11.25"N	38	80°36'35.01"E	6°53'51.11"N
4	80°36'1.49"E	6°54'13.03"N	39	80°36'38.89"E	6°53'51.44"N
5	80°36'1.92"E	6°54'13.57"N	40	80°36'40.83"E	6°53'51.28"N
6	80°36'2.21"E	6°54'14.42"N	41	80°36'42.01"E	6°53'51.91"N
7	80°36'3.80"E	6°54'16.85"N	42	80°36'42.66"E	6°53'54.85"N
8	80°36'4.40"E	6°54'17.50"N	43	80°36'40.61"E	6°53'56.12"N
9	80°36'4.42"E	6°54'18.12"N	44	80°36'39.11"E	6°53'56.52"N
10	80°36'5.21"E	6°54'19.54"N	45	80°36'40.07"E	6°53'56.71"N
11	80°36'5.74"E	6°54'19.16"N	46	80°36'40.22"E	6°53'58.74"N
12	80°36'6.58"E	6°54'19.02"N	47	80°36'49.58"E	6°53'50.22"N
13	80°36'8.89"E	6°54'19.40"N	48	80°36'52.80"E	6°53'48.53"N
14	80°36'9.43"E	6°54'18.94"N	49	80°37'7.36"E	6°53'48.20"N
15	80°36'13.40"E	6°54'17.47"N	50	80°37'15.13"E	6°53'50.35"N
16	80°36'20.09"E	6°54'8.71"N	51	80°37'19.83"E	6°53'53.06"N
17	80°36'23.25"E	6°54'4.82"N	52	80°37'24.25"E	6°53'52.00"N
18	80°36'24.21"E	6°54'5.39"N	53	80°37'23.84"E	6°53'50.70"N
19	80°36'25.20"E	6°54'4.22"N	54	80°37'12.44"E	6°53'44.23"N
20	80°36'23.47"E	6°54'1.86"N	55	80°37'10.42"E	6°53'31.87"N
21	80°36'24.39"E	6°53'59.94"N	56	80°37'11.31"E	6°53'29.28"N
22	80°36'25.04"E	6°53'59.56"N	57	80°37'8.36"E	6°53'10.54"N
23	80°36'28.22"E	6°53'59.49"N	58	80°36'47.49"E	6°53'6.97"N
24	80°36'30.28"E	6°53'58.46"N	59	80°36'34.11"E	6°53'19.72"N
25	80°36'31.82"E	6°53'58.02"N	60	80°36'29.78"E	6°53'25.26"N
26	80°36'31.79"E	6°53'56.23"N	61	80°36'27.52"E	6°53'27.69"N
27	80°36'30.35"E	6°53'54.05"N	62	80°36'27.93"E	6°53'29.41"N
28	80°36'29.88"E	6°53'49.80"N	63	80°36'28.66"E	6°53'29.49"N
29	80°36'25.20"E	6°53'49.25"N	64	80°36'28.68"E	6°53'33.19"N
30	80°36'24.85"E	6°53'47.66"N	65	80°36'29.80"E	6°53'33.96"N
31	80°36'27.54"E	6°53'44.51"N	66	80°36'29.75"E	6°53'34.90"N
32	80°36'25.56"E	6°53'43.41"N	67	80°36'30.53"E	6°53'36.01"N
33	80°36'28.60"E	6°53'43.08"N	68	80°36'31.27"E	6°53'35.83"N
34	80°36'29.27"E	6°53'46.40"N	69	80°36'31.08"E	6°53'36.58"N
35	80°36'29.01"E	6°53'48.05"N	70	80°36'30.66"E	6°53'36.92"N

High Sensitive Conservation Zone (CN1)			High Sensitive Conservation Zone (CN1)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
71	80°36'30.31"E	6°53'36.70"N	106	80°36'8.99"E	6°53'12.78"N
72	80°36'28.68"E	6°53'38.60"N	107	80°36'8.96"E	6°53'14.04"N
73	80°36'28.37"E	6°53'41.01"N	108	80°36'5.09"E	6°53'8.48"N
74	80°36'27.21"E	6°53'41.00"N	109	80°36'4.65"E	6°53'5.86"N
75	80°36'26.30"E	6°53'42.08"N	110	80°36'5.30"E	6°53'2.96"N
76	80°36'25.05"E	6°53'41.63"N	111	80°36'3.99"E	6°53'0.57"N
77	80°36'24.64"E	6°53'42.94"N	112	80°36'7.17"E	6°53'1.88"N
78	80°36'22.85"E	6°53'43.34"N	113	80°36'8.26"E	6°53'2.00"N
79	80°36'23.97"E	6°53'44.03"N	114	80°36'9.18"E	6°53'1.43"N
80	80°36'25.29"E	6°53'44.55"N	115	80°36'10.36"E	6°53'1.15"N
81	80°36'24.47"E	6°53'45.26"N	116	80°36'10.94"E	6°53'0.19"N
82	80°36'23.76"E	6°53'46.51"N	117	80°36'11.04"E	6°53'1.01"N
83	80°36'24.17"E	6°53'48.45"N	118	80°36'10.75"E	6°53'1.69"N
84	80°36'22.29"E	6°53'49.92"N	119	80°36'10.25"E	6°53'2.27"N
85	80°36'18.85"E	6°53'49.11"N	120	80°36'9.27"E	6°53'1.82"N
86	80°36'16.37"E	6°53'50.67"N	121	80°36'8.91"E	6°53'2.85"N
87	80°36'17.31"E	6°53'53.92"N	122	80°36'8.80"E	6°53'3.26"N
88	80°36'15.08"E	6°53'55.95"N	123	80°36'8.23"E	6°53'2.50"N
89	80°36'9.56"E	6°53'59.31"N	124	80°36'6.30"E	6°53'2.63"N
90	80°36'7.88"E	6°53'58.90"N	125	80°36'6.53"E	6°53'4.30"N
91	80°36'7.07"E	6°54'2.19"N	126	80°36'7.39"E	6°53'5.28"N
92	80°36'7.03"E	6°54'4.51"N	127	80°36'5.45"E	6°53'4.67"N
93	80°36'8.97"E	6°53'14.84"N	128	80°36'4.88"E	6°53'6.44"N
94	80°36'13.37"E	6°53'12.95"N	129	80°36'14.28"E	6°53'0.49"N
95	80°36'12.13"E	6°53'12.86"N	130	80°36'15.14"E	6°53'1.00"N
96	80°36'11.36"E	6°53'12.42"N	131	80°36'15.78"E	6°53'1.07"N
97	80°36'11.09"E	6°53'11.95"N	132	80°36'16.21"E	6°53'0.76"N
98	80°36'10.55"E	6°53'12.27"N	133	80°36'17.27"E	6°53'1.47"N
99	80°36'9.90"E	6°53'11.88"N	134	80°36'17.32"E	6°53'1.33"N
100	80°36'8.72"E	6°53'12.22"N	135	80°36'17.18"E	6°53'1.22"N
101	80°36'7.83"E	6°53'11.94"N	136	80°36'16.73"E	6°53'0.57"N
102	80°36'6.11"E	6°53'10.47"N	137	80°36'16.62"E	6°52'59.54"N
103	80°36'5.57"E	6°53'9.10"N	138	80°36'17.20"E	6°52'57.59"N
104	80°36'5.60"E	6°53'11.13"N	139	6°52'56.82"N	6°52'56.82"N
105	80°36'6.76"E	6°53'12.56"N	140	80°36'18.00"E	6°52'55.96"N

High Sensitive Conservation Zone (CN1)			High Sensitive Conservation Zone (CN1)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
141	80°36'18.61"E	6°52'54.59"N	177	80°36'37.44"E	6°52'59.41"N
142	80°36'19.56"E	6°52'53.86"N	178	80°36'37.58"E	6°52'59.86"N
143	80°36'20.31"E	6°52'53.10"N	179	80°36'38.35"E	6°52'59.73"N
144	80°36'20.95"E	80°36'20.31"E	180	80°36'38.05"E	6°52'58.51"N
145	80°36'22.03"E	6°52'51.91"N	181	80°36'38.66"E	6°52'57.26"N
146	80°36'22.44"E	6°52'51.00"N	182	80°36'39.54"E	6°52'55.73"N
147	80°36'23.37"E	6°52'50.83"N	183	80°36'39.71"E	6°52'54.98"N
148	80°36'23.67"E	6°52'50.33"N	184	80°36'40.56"E	6°52'52.57"N
149	80°36'24.93"E	6°52'49.86"N	185	80°36'40.08"E	6°52'52.33"N
150	80°36'25.32"E	6°52'48.87"N	186	80°36'39.03"E	6°52'53.30"N
151	80°36'25.39"E	6°52'48.11"N	187	80°36'38.41"E	6°52'54.67"N
152	80°36'25.24"E	6°52'47.25"N	188	80°36'37.84"E	6°52'55.97"N
153	80°36'25.00"E	6°52'46.43"N	189	80°36'37.91"E	6°52'56.68"N
154	80°36'24.51"E	6°52'47.80"N	190	80°36'37.89"E	6°52'57.98"N
155	80°36'24.69"E	6°52'48.92"N	191	80°36'37.52"E	6°52'58.72"N
156	80°36'23.63"E	6°52'49.02"N	192	80°36'36.47"E	6°52'58.03"N
157	80°36'22.60"E	6°52'50.17"N	193	80°36'42.55"E	6°52'49.66"N
158	80°36'20.78"E	6°52'50.77"N	194	80°36'42.97"E	6°52'49.84"N
159	80°36'20.64"E	6°52'51.91"N	195	80°36'43.98"E	6°52'48.11"N
160	80°36'19.88"E	6°52'52.96"N	196	80°36'43.95"E	6°52'47.61"N
161	80°36'18.12"E	6°52'54.55"N	197	80°36'43.56"E	6°52'47.38"N
162	80°36'17.20"E	6°52'54.10"N	198	80°36'15.63"E	6°52'21.12"N
163	80°36'17.58"E	6°52'55.13"N	199	80°36'17.40"E	6°52'20.48"N
164	80°36'16.20"E	6°52'56.53"N	200	80°36'17.64"E	6°52'18.44"N
165	80°36'15.89"E	6°52'57.40"N	201	80°36'21.33"E	6°52'14.94"N
166	80°36'14.89"E	6°52'57.86"N	202	80°36'21.01"E	6°52'9.12"N
167	80°36'16.28"E	6°52'58.90"N	203	80°36'14.08"E	6°52'3.88"N
168	80°36'15.89"E	6°52'59.99"N	204	80°36'8.36"E	6°52'7.51"N
169	80°36'32.29"E	6°53'3.62"N	205	80°36'10.61"E	6°52'9.46"N
170	80°36'32.76"E	6°53'3.71"N	206	80°36'11.03"E	6°52'12.41"N
171	80°36'33.92"E	6°53'2.30"N	207	80°36'11.20"E	6°52'9.47"N
172	80°36'33.80"E	6°53'0.79"N	208	80°36'18.91"E	6°52'11.27"N
173	80°36'32.89"E	6°53'1.34"N	209	80°36'14.25"E	6°52'17.63"N
174	80°36'31.62"E	6°53'0.16"N	210	80°35'58.92"E	6°52'12.09"N
175	80°36'30.07"E	6°53'0.62"N	211	80°36'4.28"E	6°52'12.46"N
176	80°36'31.44"E	6°53'1.66"N	212	80°36'3.35"E	6°52'10.36"N

High Sensitive Conservation Zone (CN1)			High Sensitive Conservation Zone (CN1)		
Point No	X (Longitude)	Y (Latitude)	Point No	X (Longitude)	Y (Latitude)
213	80°36'3.68"E	6°52'9.26"N	251	80°37'2.25"E	6°51'59.15"N
214	80°36'2.33"E	6°52'6.84"N	252	80°37'2.90"E	6°51'59.47"N
215	80°36'0.83"E	6°52'5.19"N	253	80°37'4.54"E	6°51'57.87"N
216	80°35'59.12"E	6°52'2.37"N	254	80°37'5.54"E	6°51'56.56"N
217	80°35'58.77"E	6°51'55.87"N	255	80°37'6.63"E	6°51'55.26"N
218	80°35'44.97"E	6°51'47.95"N	256	80°37'6.23"E	6°51'55.12"N
219	80°35'41.54"E	6°51'50.92"N	257	80°37'6.38"E	6°51'54.60"N
220	80°35'42.57"E	6°51'53.20"N	258	80°37'5.14"E	6°51'55.67"N
221	80°35'41.54"E	6°51'55.26"N	259	80°37'4.24"E	6°51'54.34"N
222	80°35'42.96"E	6°51'55.68"N	260	80°37'4.05"E	6°51'50.49"N
223	80°35'45.93"E	6°51'57.46"N	261	80°37'3.14"E	6°51'51.70"N
224	80°35'49.68"E	6°51'58.29"N	262	80°37'3.31"E	6°51'55.19"N
225	80°36'0.03"E	6°52'8.82"N	263	80°37'1.53"E	6°51'54.41"N
226	80°36'50.69"E	6°52'9.37"N	264	80°36'59.61"E	6°51'53.72"N
227	80°36'50.06"E	6°52'8.60"N	265	80°37'7.36"E	6°51'55.82"N
228	80°36'52.24"E	6°52'6.89"N	266	80°37'7.50"E	6°51'55.51"N
229	80°36'53.26"E	6°52'5.50"N	267	80°37'8.86"E	6°51'56.55"N
230	80°36'54.05"E	6°52'4.19"N	268	80°37'9.48"E	6°52'0.18"N
231	80°36'55.31"E	6°52'3.65"N	269	80°37'8.23"E	6°51'57.91"N
232	80°36'56.05"E	6°52'2.72"N	270	80°37'8.38"E	6°51'56.79"N
233	80°36'55.81"E	6°52'3.46"N	271	80°37'10.02"E	6°51'50.98"N
234	80°36'56.75"E	6°52'3.71"N	272	80°37'12.12"E	6°51'50.85"N
235	80°36'57.21"E	6°52'2.70"N	273	80°37'14.21"E	6°51'53.41"N
236	80°36'57.97"E	6°52'2.62"N	274	80°37'16.02"E	6°51'52.31"N
237	80°36'57.33"E	6°52'3.38"N	275	80°37'16.28"E	6°51'50.84"N
238	80°36'56.42"E	6°52'4.18"N	276	80°37'15.91"E	6°51'49.81"N
239	80°36'54.72"E	6°52'4.93"N	277	80°37'13.61"E	6°51'50.17"N
240	80°36'53.01"E	6°52'6.79"N	278	80°37'12.19"E	6°51'48.70"N
241	80°36'51.54"E	6°52'8.00"N	279	80°37'10.14"E	6°51'48.86"N
242	80°36'57.74"E	6°52'1.77"N	280	80°37'48.29"E	6°51'59.55"N
243	80°36'57.11"E	6°52'0.73"N	281	80°37'47.53"E	6°51'57.38"N
244	80°36'56.52"E	6°51'58.88"N	282	80°37'48.79"E	6°51'54.51"N
245	80°36'59.05"E	6°51'57.04"N	283	80°37'47.69"E	6°51'53.50"N
246	80°36'59.69"E	6°51'58.19"N	284	80°37'46.31"E	6°51'52.14"N
247	80°36'58.38"E	6°51'59.92"N	285	80°37'45.34"E	6°51'52.42"N
248	80°36'59.04"E	6°51'56.89"N	286	80°37'46.79"E	6°51'54.08"N
249	80°37'1.15"E	6°51'55.93"N	287	80°37'46.91"E	6°51'57.10"N
250	80°37'2.57"E	6°51'58.39"N			

Annexure 47: Archeological, Historical & Cultural Importance of the Planning Area

Places of cultural, religious, architectural and archaeological value

Culture

Culture is common to all societies and is defined in various ways. The simple idea of culture is the whole way of life of a society, be it physical, spiritual or intellectual. Also, culture or civilization is understood to be complex including knowledge, belief, art, morals, law, customs and all other skills and behaviors given by man as a member of society. Accordingly, it is clear that culture is helpful for the survival of any society.

Difference between archaeological sites and places of historical cultural value.

There are several archaeological sites and places of cultural value within the Hatton urban area. Archaeological sites are the places identified by dating physical factors, such as monuments, and places with historical and cultural value are the places that have existed through written factors, traditions, oral or folk associations.

History of the area

In studying the history of Hatton area, the history of Sri Pada and its related area should be studied. Hatton is named after a village in Aberdeenshire, Scotland. It is special that many of the surrounding tea estates are named after villages in Scotland.



Photo no 01



Photo no 02

There is evidence to show that the history of Sri Pada, which was a place of pilgrimage for the Buddhist people, belongs to a very ancient period. Most of them belong to a literary space. In very ancient times, Sripada rock was known as Lanka rock. In some places it is also known as Rohana Parvata. The reason is that at that time this rock belonged to the southern and southeastern administrative region of Sri Lanka known as Rohana. AD An example of this is the work known as Balaramayana written in India in the 9th century. The rock which is now known as Sri Padaya is named as Rohana Rock. According to Balaramayana, it is also mentioned that various gems were common in this area.

AD in the fifth century, this place was known as Samantha Kootaya. The idiom Samanala Kanda, which came into use later, is also formed from the word Samantakoota. Sri Padasthana is also mentioned in the records of Chinese monk Fahian Thero and thus it is clear that the people of Sri Lanka knew about the place even by the 5th century. It is also seen that the attention of the rulers was also focused on it. Accordingly, King Vijayabahu the first is mentioned in the Chulavamsa as the first king who went to worship Sri Pada.

It is reported that the king offered villages called Gilimelaya and Ambagamuwa to the Sri Pada for the maintenance of the Sri Pada. The Ambagamuwa inscription, which mentions the offerings made here, is still seen today. King Nishshankamalla can also be known as another ruler who went to worship Sri Pada. It is further clarified by the inscriptions of King Nishshankamalla worshipping Sri Pada in the rock cave called “Balava” on Sri Pada.

Difference between archaeological sites and sites of historical cultural value.

Several buildings and monuments of archaeological and historical value can be identified within the Hatton Municipal Area and are indicated on the maps. This plan presents the recorded information of archaeological sites and places of historical cultural value as currently gazetted by the Department of Archaeology.

Hatton Sripada College

Hatton Sripada Vidyalaya is a college that started in the late 19th century. A Sat movement of Anagarika Dharmapala and a Buddhist revival movement of Sir Henry Steele Olcott led to the establishment of many Buddhist schools in the late 19th century. Hatton Sripada Vidyalaya is also one of the school cluster. According to Parama Vijnanartha Buddhist Association reports, Hatton Sripada Buddhist School can be known as one of the Buddhist English boys' schools started by the association after 1890.

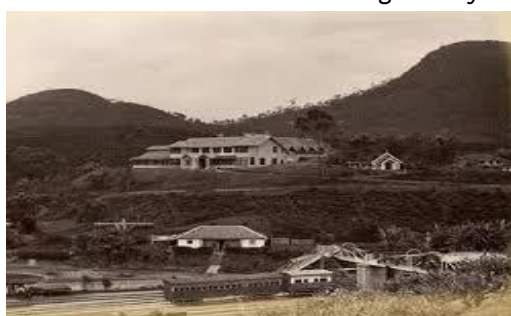


Photo no 03



Photo no 04

Around 1897, Sripada School, which was founded by three teachers and 16 students in Hatton Methodist Church grounds, was established by 1925.05.04 in Hatton Nigrodharama Vihara's Dharamshala under the name of English Buddhist School. During the Second World War, an English planter invited prices to sell his Adamspeak Hotel in Hatton, and his idea was that this building would only be sold for a public institution like a school. Accordingly, H.W., who was an upland planter. Mr. Amarasuriya has acquired this building and handed it over to the "Brown" company to make it suitable for a school. The first existing building in the school was created in that way.

In 1945, the Buddhist English School, which was run in Hatton Nigrodharama Temple, was brought to the present school site and it was called Sripada Vidyalaya. At first, the main medium of education in this school was only English and speaking Sinhala had become a punishable offence. But later, education has been provided through both Sinhala and Tamil medium.

Hatton Railway Station



Photo no 05

Hatton railway station is located between Rosella and Kotagala railway stations on the Colombo-Badulla railway line. Opened on 04 June 1884 from Nawalapitiya to Hatton railway station. Hatton railway station was established to serve coffee plantations and later tea plantations during the British colonial period.

Christ Church Warleigh

Christ Church Walley is an Anglican church built by the British in the 19th century. This church was built in 1878 by William Scott, the manager of the Governor's House during the British colonial period. A Bible dating back to the 1860s is still preserved in this church. It is administered by the Ceylon Church. The architecture here is built according to the typical old British church architecture.

The walls of the church are lined with granite. The interior of the church has wooden furniture, seats, an antique pipe organ (piano) armchair and a 140-year-old Bible, which are of antique value. Most of the materials used to build the church were brought from Britain and the structure is still a great example of Sri Lanka's colonial era. The doors and windows of the church are decorated with stained glass. The small granite church structure is greyish brown in color. The floor of the church is covered with flower pagoda bricks imported from England. This is a tourist attraction. Adjacent to the church is a cemetery with tombstones of English colonial tea planters. This church is open daily for tourists. This place is a tourist destination.



Photo no 06



Photo no 07



Photo no 08

Sir George William Robert Campbell, the first British colonial Ceylon Police Inspector General who came to Ceylon in 1868, is believed to be buried in the church.



Photo no 09



Photo no 10

Sri Nigrodharama Temple

Hatton Sri Nigrodharama Temple belongs to Gunigathhena Divisional Secretariat Area, Ambagamuwa Korala, Nuwara Eliya District. Under the project of the late Sir Henry Olcott to start a Buddhist school, an English Buddhist college was first established near the site of the present temple and it was named as Hatton Sripada Vidyalaya. After about 10 years after Mahagama Wimala Thero became the head of the temple, the Nigrodharama temple has become a perfect temple. The renovation of the old temple here was also done at this time.

Festivals and Arts of Historical and Cultural Value

From December and Uduwap Pohoya to Vesak Pohoya in May, the city is crowded with local and foreign pilgrims and tourists who perform the Siripa pilgrimage. Also, during the Sinhala New Year, Thai Pongal, Deepavali and Christmas, a large crowd can be seen in the city because people belonging to all religions live here.

Related Books:

Lankadeepa.lk/Sunday -Prof. Raj Somadeva -Post Graduate Institute of Archaeology, University of Kelaniya.

Christ Church Church, Worli, Diocese of Colombo, 2019

K. Udeni Arunasiri, Department of Archaeology, Ratnapura

<http://www1.kalaya.org>.

Photo Details

Photo no 01	Sri Pada
Photo no 02	Entrance gate of Sri Pada
Photo no 03	An old photograph of Sri Pada College
Photo no 04	Entrance of Sri Pada College
Photo no 05	Hatton Railway Station
Photo no 06	Nameplate of Christ Church Cathedral
Photo no 07 – 08	Christ Church Cathedral
Photo no 09 – 10	Stained glass windows in the chapel

Archaeological Sites and Historical Sites in the Area

1. Christ Church Warleigh - 1878
2. Sri Pada College
3. Hatton Railway Station
4. Sri Nigrodharama Temple
5. Dikoya Buddhist Temple
6. Sri Sumanaramaya
7. Assembly of God Church - Hatton
8. Hatton Methodist Church

9. Fordyce Church
10. Infant Jesus Church
11. House of Prayers Church
12. Dikoya Christ Church
13. Church of the Holy Cross
14. Shiva Subramaniam Swamy Temple
15. Vali Pillayar kovil
16. Sri Muthumari Amman Temple
17. Battelgala Kovil
18. Dikoya Hindu Temple
19. Panmur Seven Temple
20. Kumari Amman Temple
21. Sri Raja Rajeswaran kovil
22. Hijrapura Masjid Mosque
23. Hatton Jumma Mosque
24. Dik Oya Jumma Mosque

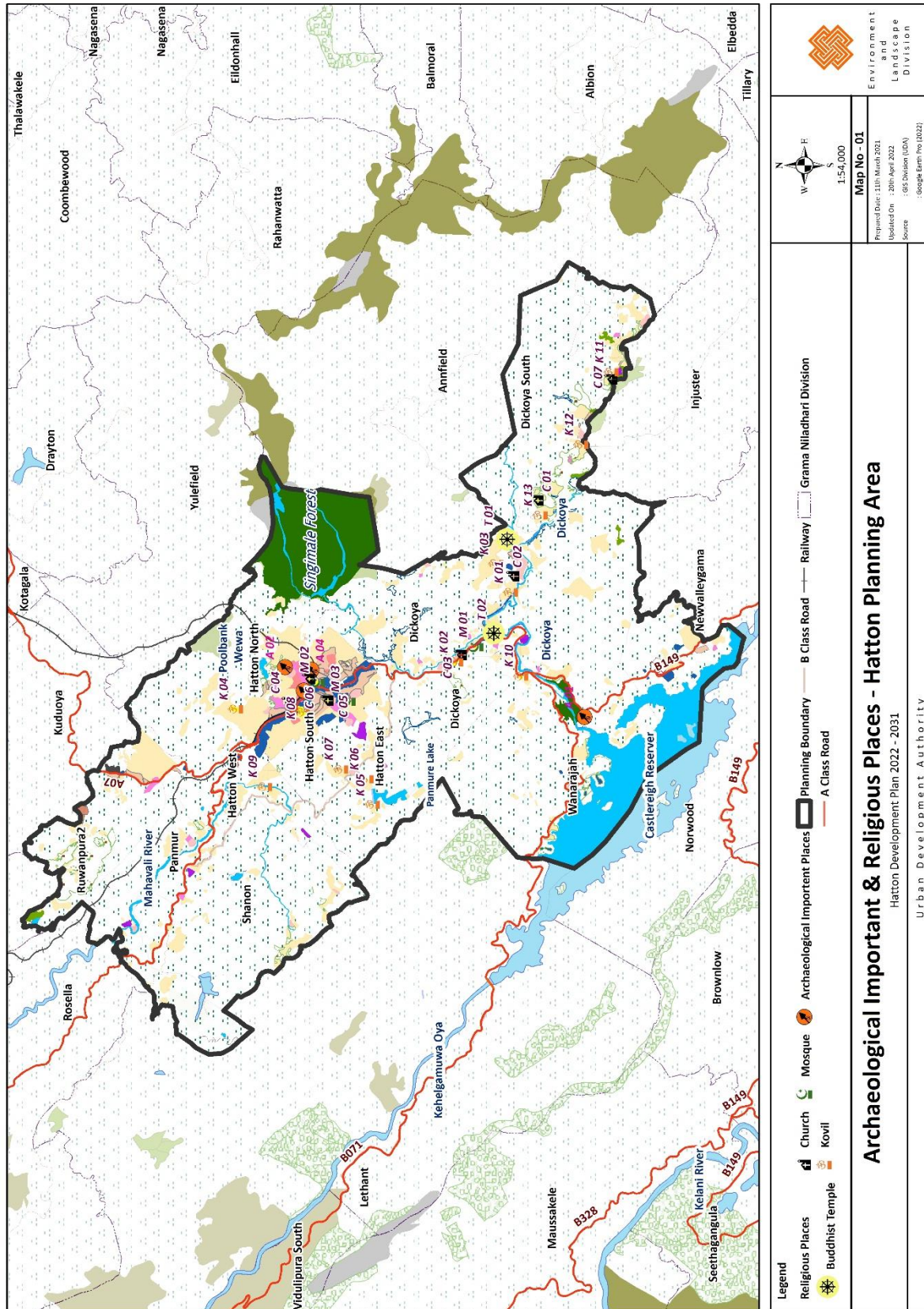
Criteria, Guidelines and Principles for Selection of Places of Importance as Cultural and Historical Heritage

When naming cultural heritage sites as archaeological sites of historical value, several criteria are taken into account by UNESCO and these criteria are revised from time to time. Some of them are as follow.

1. Representing the great creations of human creative genius.
2. Demonstrating the anonymous collection of important human cores associated with the art of architecture that has existed for a long time in the universal cultural field.
3. Important phenomena associated with technology, monumental art, urban design and land use planning.
4. Features/incidents that testify to cultural traditions or civilizations present or extinct in the world.
5. Notable examples associated with building architecture or theories that indicate particular phases of human history.
6. Specific examples associated with traditional human settlements, land use or sea use activities that represent specific human interactions or cultures that are currently threatened with extinction

Apart from these criteria there are other determinants which change from time to time.

Source: Environment & Landscape Division, UDA



Source: Environment & Landscape Division, UDA