LOCAL AREA DEVELOPMENT PLAN

LOCAL AREA DEVELOPMENT PLAN FOR KAYTS PRADESHIYA SABHA

2026 - 2035

VOLUME II

Urban Development Authority
Ministry of Transport, Highways & Urban

LOCAL AREA DEVELOPMENT PLAN FOR KAYTS PRADESHIYA SABHA

2026 – 2035

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Ministry of Transport, Highways & Urban Development

Gazette Notification

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The Gazette of the Democratic Socialist Republic of Sri Lanka

EXTRAORDINARY

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No. 2502/25 - TUESDAY, AUGUST 18, 2026

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PART I : SECTION (I) — GENERAL

Government Notifications

APPROVAL OF THE GREATER JAFFNA DEVELOPMENT PLAN FOR THE JAFFNA MUNICIPAL COUNCIL, CHAVAKACHCHERI URBAN COUNCIL, POINT PEDRO URBAN COUNCIL, VALVETTITHURAI URBAN COUNCIL, NALLUR PS, VALIKAMAM EAST PS, VALIKAMAM WEST PS, VALIKAMAM SOUTH WEST PS, VALIKAMAM SOUTH PS, VALIKAMAM NORTH PS, CHAVAKACHCHERI PS, VADAMARACHCHI SOUTH WEST PS, KARAINAGAR PS, VELANAI PS, DELFT PS, KAYTS PS, AND POINT PEDRO PRADESHIYA SABHA AREAS

I, Bimal Niroshan Rathnayake , Minister of Transport, Highways and Urban Development do hereby approve the Greater Jaffna Development Plan for the Jaffna Municipal Council, Chawakachcheri Urban Council, Point Pedro Urban Council, Valvettithurai Urban Council, Nallur PS, Valikamam East PS, Valikamam west PS, Valikamam South West PS, Valikamam South PS, Valikamam North PS, Chavakachcheri PS, Vadamarachchi South West PS, Karainagar PS, Velani PS, Delft PS, Kayts PS and Point Pedro Pradeshiya Sabha areas after Considaration of recommendation made by the Board of Management of the Urban Development Authority on 24th July 2025 by virtue of the powers vested in me under Section 8 ("F") of the Urban Development Authority (Amendment) Act, No. 4 of 1982.

BIMAL NIROSHAN RATHNAYAKE (M.P),
Minister of Transport, Highways and Urban Development.

Ministry of Transport, Highways and Urban Development,
6th Floor.
"Sethsiripaya" Stage II,
Battaramulla,
23rd July, 2026.

EOG 08 - 0240/1

1A - PG 7909 - 18 (08/2026)

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APPROVAL OF THE GREATER JAFFNA DEVELOPMENT PLAN FOR THE JAFFNA MUNICIPAL COUNCIL, CHAVAKACHCHERI URBAN COUNCIL, POINT PEDRO URBAN COUNCIL, VALVETTITHURAI URBAN COUNCIL, NALLUR PS, VALIKAMAM EAST PS, VALIKAMAM WEST PS, VALIKAMAM SOUTH WEST PS, VALIKAMAM SOUTH PS, VALIKAMAM NORTH PS, CHAVAKACHCHERI PS, VADAMARACHCHI SOUTH WEST PS, KARAINAGAR PS, VELANAI PS, DELFT PS, KAYTS PS, AND POINT PEDRO PRADESHIYA SABHA AREAS

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, Bimal Niroshan Rathnayake, the Minister in charge of the subject of Transport , Highways, and Urban Development by virtue of the powers vested in me under Section 8 (F) of the said Act, No: 4 of 1982 have approved the Greater Jaffna Development Plan for the Jaffna Municipal Council, Chavakachcheri Urban Council, Point Pedro Urban Council, Valvettithurai Urban Council, Nallur PS, Valikamam East PS, Valikamam West PS, Valikamam South West PS, Valikamam South PS, Valikamam North PS, Chavakachcheri PS, Vadamarachchi South West PS, Karainagar PS, Velanai PS, Delft PS, Kayts PS and Point Pedro Pradeshiya Sabha areas prepared under Section 8 (A) of the said Act, on the day of 23rd July 2026.

BIMAL NIROSHAN RATHNAYAKE (M.P),
Minister of Transport, Highways and Urban Development.

Ministry of Transport, Highways and Urban Development,
6th Floor,
"Sethsiripaya" Stage II,
Battaramulla,
10th August, 2026.

EOG 08- 0240/2

APPROVAL OF THE GREATER JAFFNA DEVELOPMENT PLAN FOR THE JAFFNA MUNICIPAL COUNCIL, CHAVAKACHCHERI URBAN COUNCIL, POINT PEDRO URBAN COUNCIL, VALVETTITHURAI URBAN COUNCIL, NALLUR PS, VALIKAMAM EAST PS, VALIKAMAM WEST PS, VALIKAMAM SOUTH WEST PS, VALIKAMAM SOUTH PS, VALIKAMAM NORTH PS, CHAVAKACHCHERI PS, VADAMARACHCHI SOUTH WEST PS, KARAINAGAR PS, VELANAI PS, DELFT PS, KAYTS PS, AND POINT PEDRO PRADESHIYA SABHA AREAS

PUBLIC are hereby informed that the Greater Jaffna Development Plan for the Jaffna Municipal Council, Chawakachcheri Urban Council, Point Pedro Urban Council, Valvettithurai Urban Council, Nallur PS, Valikamam East PS, Valikamam west PS, Valikamam South West PS, Valikamam South PS, Valikamam North PS, Chavakachcheri PS, Vadamarachchi South West PS, Karainagar PS, Velanai PS, Delf PS, Kayts PS and Point Pedro Pradeshiya Sabha areas 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 23rd July 2026, by Hon. Bimal Niroshan Rathnayake, Minister of Transport, Highways, and Urban Development, by virtue of powers vested on him under Section 8 (F) of the said Act.

M. G. HEMACHANDRA,
CHAIRMAN,
Urban Development Authority.

12th August, 2026.

EOG 08- 0240/3

PRINTED AT THE DEPARTMENT OF GOVERNMENT PRINTING, SRI LANKA.

Notice of Approval

APPROVAL OF THE GREATER JAFFNA DEVELOPMENT PLAN FOR THE JAFFNA MUNICIPAL COUNCIL, CHAVAKACHCHERI URBAN COUNCIL, POINT PEDRO URBAN COUNCIL, VALVETTITHURAI URBAN COUNCIL, NALLUR PS, VALIKAMAM EAST PS, VALIKAMAM WEST PS, VALIKAMAM SOUTH WEST PS, VALIKAMAM SOUTH PS, VALIKAMAM NORTH PS, CHAVAKACHCHERI PS, VADAMARACHCHI SOUTH WEST PS, KARAINAGAR PS, VELANAI PS, DELFT PS, KAYTS PS, AND POINT PEDRO PRADESHIYA SABHA AREAS

I, Bimal Niroshan Rathnayake, Minister of Transport, Highways and Urban Development do hereby approve the Greater Jaffna Development Plan for the Jaffna Municipal Council, Chavakachcheri Urban Council, Point Pedro Urban Council, Valvettithurai Urban Council, Nallur PS, Valikamam East PS, Valikamam West PS, Valikamam South West PS, Valikamam South PS, Valikamam North PS, Chavakachcheri PS, Vadamarachchi South West PS, Karainagar PS, Velanai PS, Delft PS, Kayts PS and Point Pedro Pradeshiya Sabha areas after consideration of recommendation made by the Board of Management of the Urban Development Authority on 24th July 2025 by virtue of the powers vested in me under Section 8 ("F") of the Urban Development Authority (Amendment) Act No. 4 of 1982.

Bimal Niroshan Rathnayake (M.P)

Minister of Transport, Highways and Urban Development

Bimal Rathnayake (M.P.)
Minister of Transport,Highways & Urban Developm
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Koswatta, Battaramulla

Ministry of Transport, Highways and Urban Development,
6th Floor,
"Sethsiripaya" Stage II
Battaramulla.

Date: .....23-7-..... **2026**

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Part I

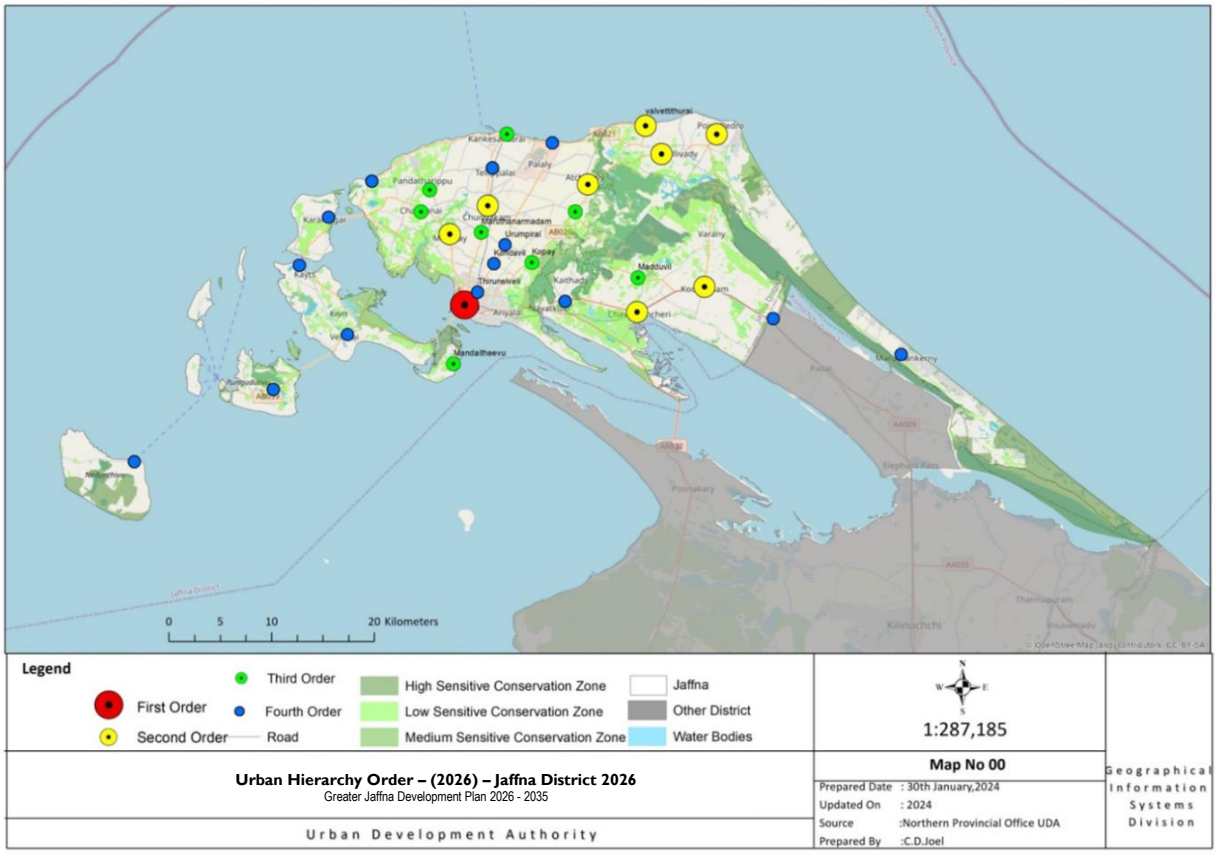
Chapter 01 – Background of the Local Area Plan

1.1 General Introduction (Existing Urban Hierarchy and Proposed Urban Hierarchy)

Greater Jaffna Development Plan, which encompasses the entire Jaffna District, refers as **Volume** I. The district consists of 17 Local Authorities and includes several prominent town centers. In this Volume II focus to prepare the Local Area Development Plan for each Local Authority separately.

The following map illustrates the existing Urban Hierarchy within the Jaffna District.

Map 1: Existing Urban Hierarchy



At present, Jaffna town is recognized as a first-order town, serving as the primary urban hub. In addition, towns such as Chunnakam, Manipay, Chavakachcheri, Kodikamam, Point Pedro, Valvettithurai, Nelliady, and Atchuvely function as second-order towns. Furthermore, several towns are classified under the third and fourth orders, reflecting their varying levels of service provision, population concentration, and economic activity.

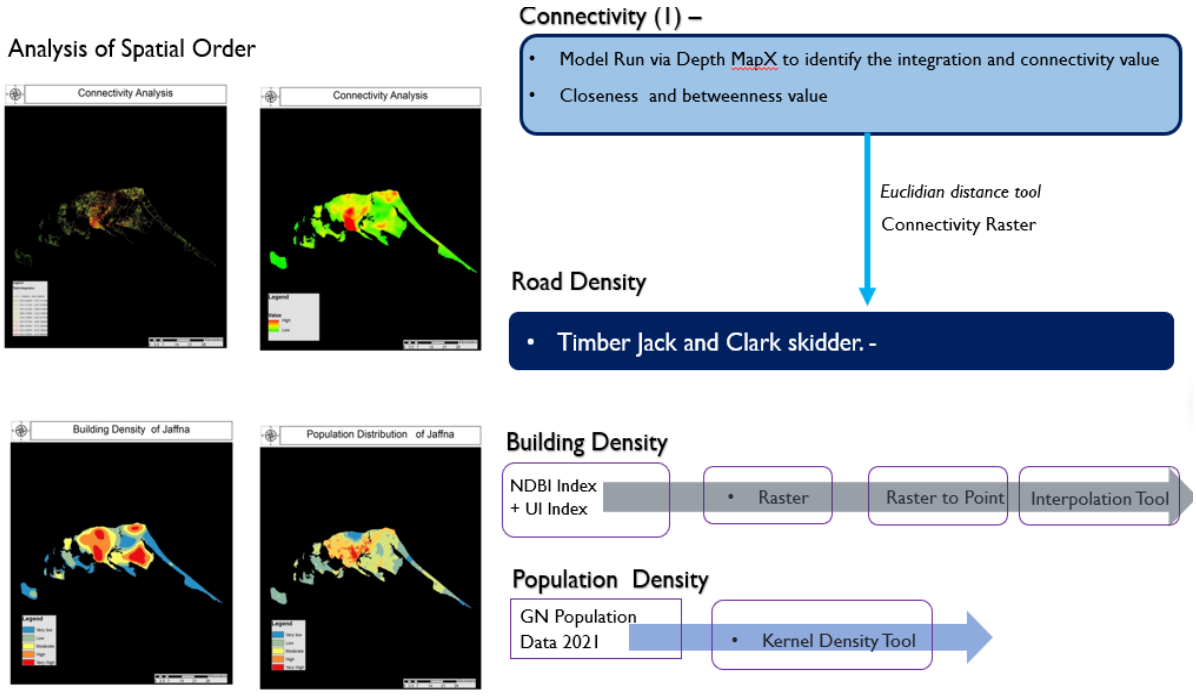
The proposed **Development Plan** has been designed with a forward-looking approach, covering a period of **10 years (2026 to 2035)**. A partial component of this plan is the re-evaluation of the *future urban hierarchy* to support sustainable urban growth and balanced regional development.

To determine the future urban hierarchy, a comprehensive analysis was conducted, which considered the following factors:

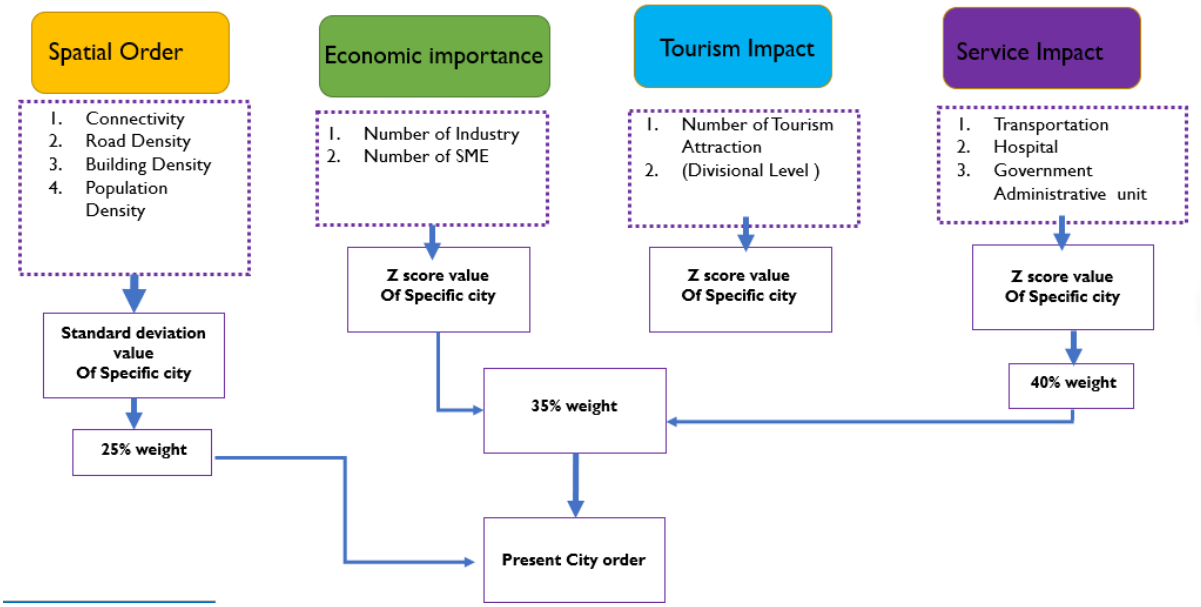
- **Population distribution**
- **Building density**
- **Road density** (analyzed using the Clark Model to establish spatial order)
- **Economic significance of towns**
- **Tourism potential and impact**
- **Service delivery and accessibility**

The combination of these parameters was examined through a **Weighted Index Analysis**, which provided the basis for ranking towns into their respective future orders.

Following chat and table elaborates how it has been conducted.



Weighted index analysis

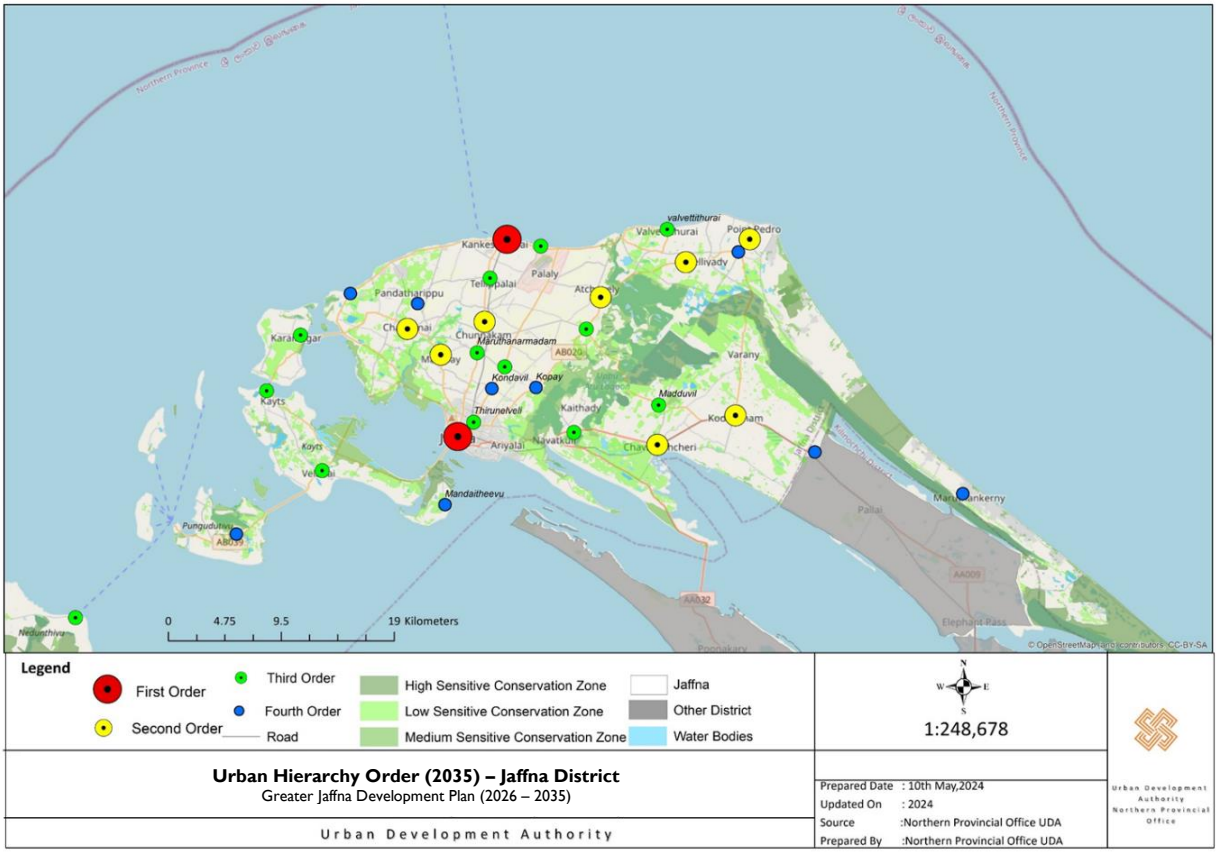


Based on the analysis, the **Proposed Urban Hierarchy of Jaffna District for 2035** is outlined in the following table:

Table 1: Orders of Towns

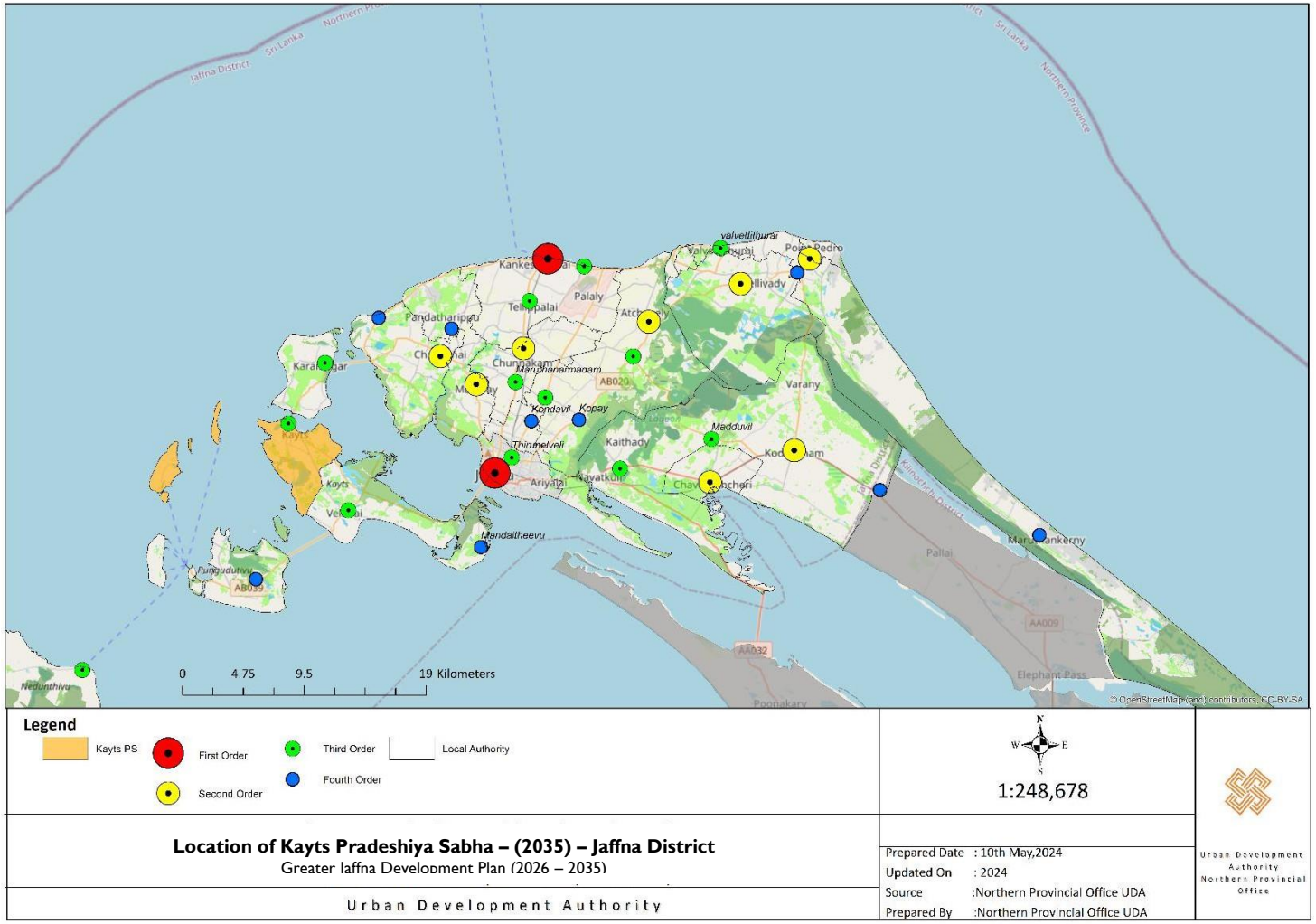
Order	Towns
First-order	Jaffna, Kankesanthurai
Second-order	Chunnakam, Manipay, Chavakachcheri, Kodikamam, Point Pedro, Chankanai, Nelliady, Atchuvely
Third-order	Valvettithurai, Maruthanarmadam, Puttur, Maduvil, Velanai, Neduntivu, Kayts, Karainagar, Thirunelveli, Urumpirai, Kaithady, Palali
Fourth-order	Pungudutivu, Mandaitivu, Thellipalai, Pandatharippu, Kondavil, Eluthumaduval, Maruthankeni, Kopay

Map 2: Proposed Urban Hierarchy Order for Jaffna District – 2035



The proposed urban hierarchy of the Jaffna District for 2035 provides a structured framework to guide future development. On this background, **Kayts** is designated as a **Third-order town** in the proposed urban hierarchy for 2035. In alignment with this designation, a **Local Area Development Plan** has been specifically prepared for the **Kayts Pradeshiya Sabha**, with the objective of strengthening its role as a regional center and supporting balanced development within the Jaffna District.

Map 3: Location



Chapter 02 – Study Area

2.1 Introduction to Kayts Pradeshiya Sabha

The Kayts PS area which has been declared as an Urban Development Area in the Extraordinary Gazette Notification No.2185/74 of Dated on 24.07.2020 under Section 3(i) of the Urban Development Authority Act No. 41 of 1978 . This administrative division, consisting of 15 Grama Niladhari Divisions.

2.2 Location

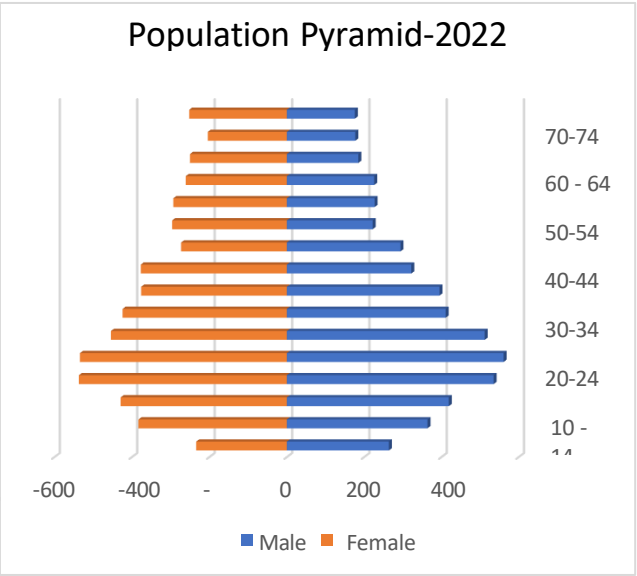
Kayts, located in Jaffna District, encompasses a land area of 3,251 hectares, with 2,682 hectares (82.4%) designated as developable. It is bordered by the sea on three sides and Velanai Pradeshiya Sabha to the south. The region is rich in historical and cultural attractions, including colonial-era forts, churches, and annual heritage festivals that showcase its vibrant cultural identity.

2.3 Demographic profile

Population

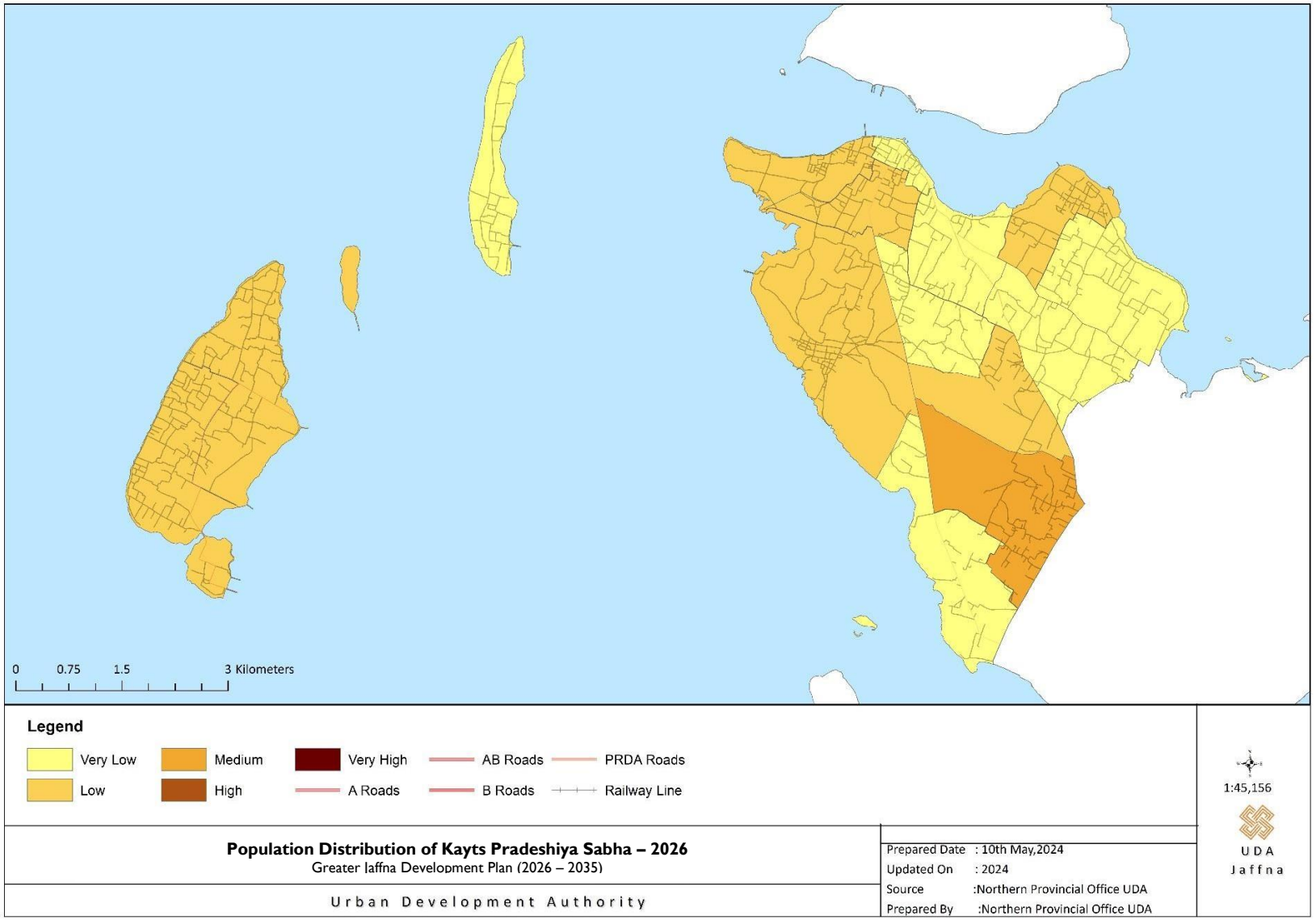
The population of Kayts was 10,866 in 2022, with a projected growth rate of 0.21% leading to an estimated population of 11,207 by 2035. The population density stands at 4 individuals per hectare. The area exhibits a nearly balanced sex ratio and a youthful demographic, with significant portions of the population aged below 34. Religious affiliations are predominantly Hindu and Christian.

Chart 1:Population Pyramid-2022

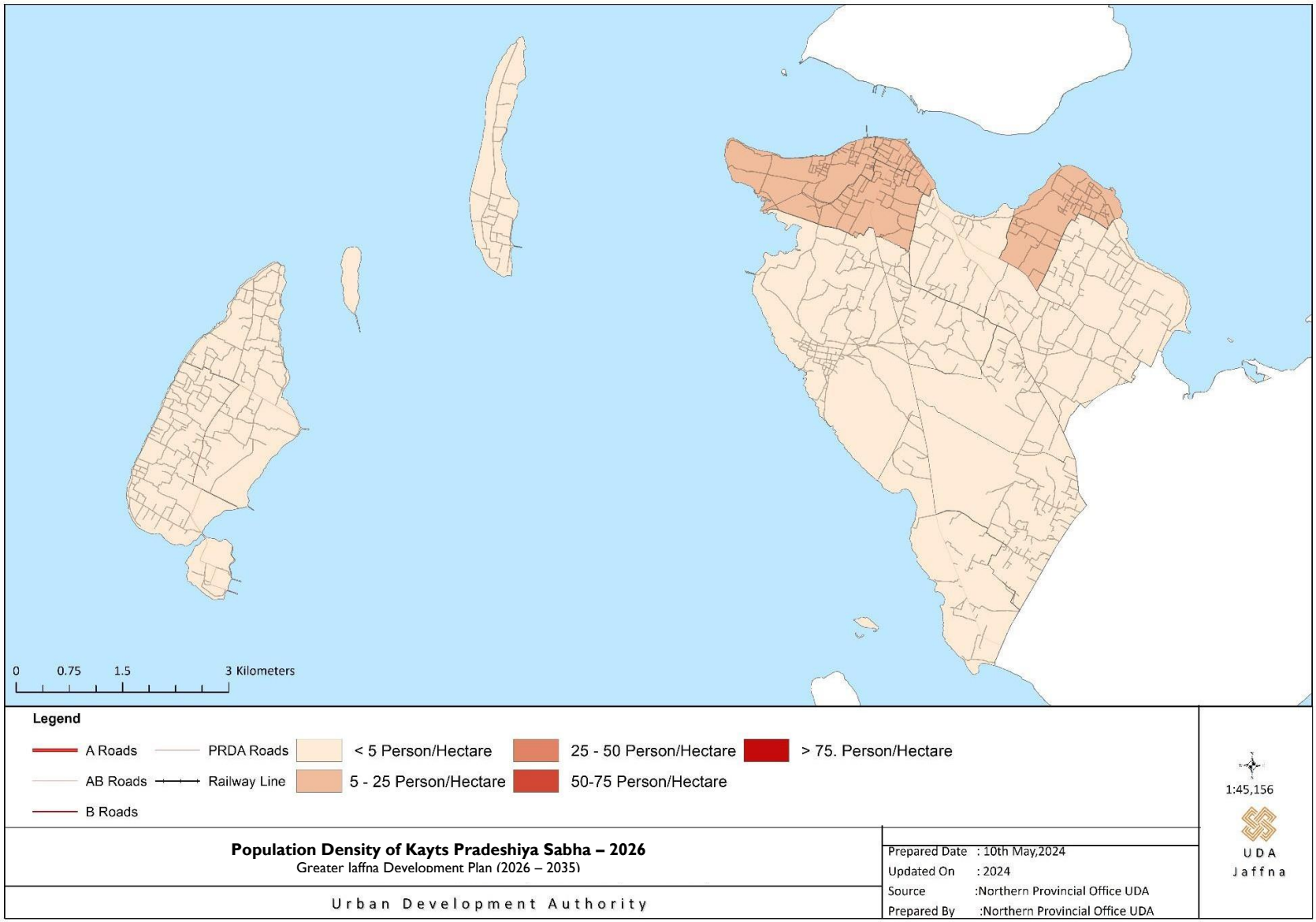


The age-wise population distribution of Kayts reflects a youthful demographic with a balanced structure across various age groups. The largest segment comprises individuals aged 15-34 years, representing the workforce potential and highlighting the area's economic productivity. A significant proportion of the population is below 15 years, indicating a robust younger demographic that will contribute to the labor force in the future and emphasizing the need for investments in education and childcare services.

Map 4: Population Distribution



Map 5: Population Density



This distribution reflects a community with a growing, active labor force and a low elderly dependency ratio, positioning Kayts for steady development if adequate opportunities and support systems are established.

According the population profile, Puliyankoodal has the highest population which is 12.41% and second highest population is in Naranthanai North West which is 10.41% among the total population. Karampon south east G.N division which has the percentage of 1.45%, is the lowest area within the study area.

Kayts Pradeshiya Sabha is composed exclusively of Tamil and Sinhala ethnic groups, with no Muslim community present. The population is overwhelmingly Tamil-speaking, comprising 99.96% of the residents. Religious composition consists of Christians and Hindus. Hindus form the majority, making up 55% of the population. Christians represent the remaining 45%. This distribution shows a balanced yet Hindu-majority religious demographic in the area.

Chart 2:Population by Religion

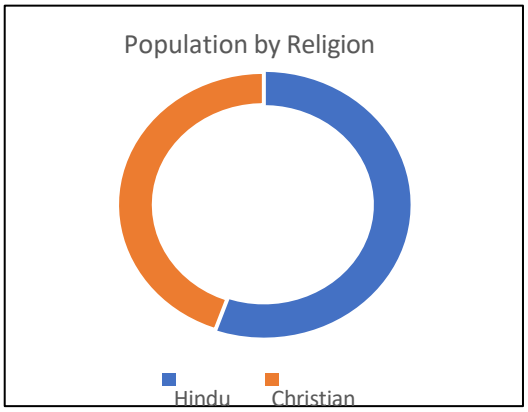
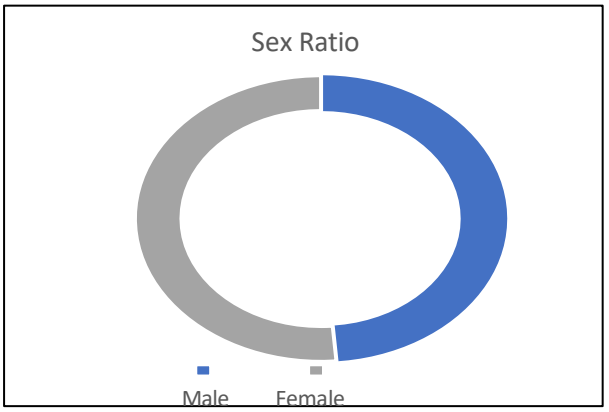


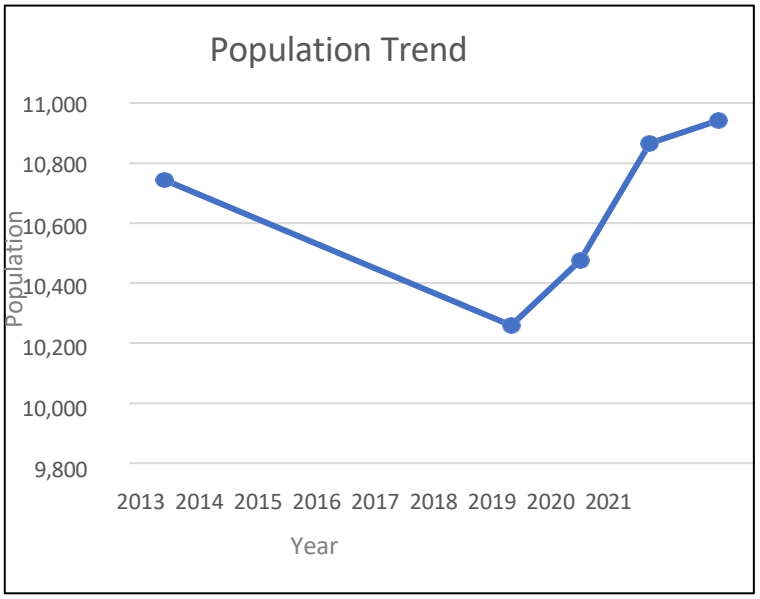
Chart 3:Sex Ratio



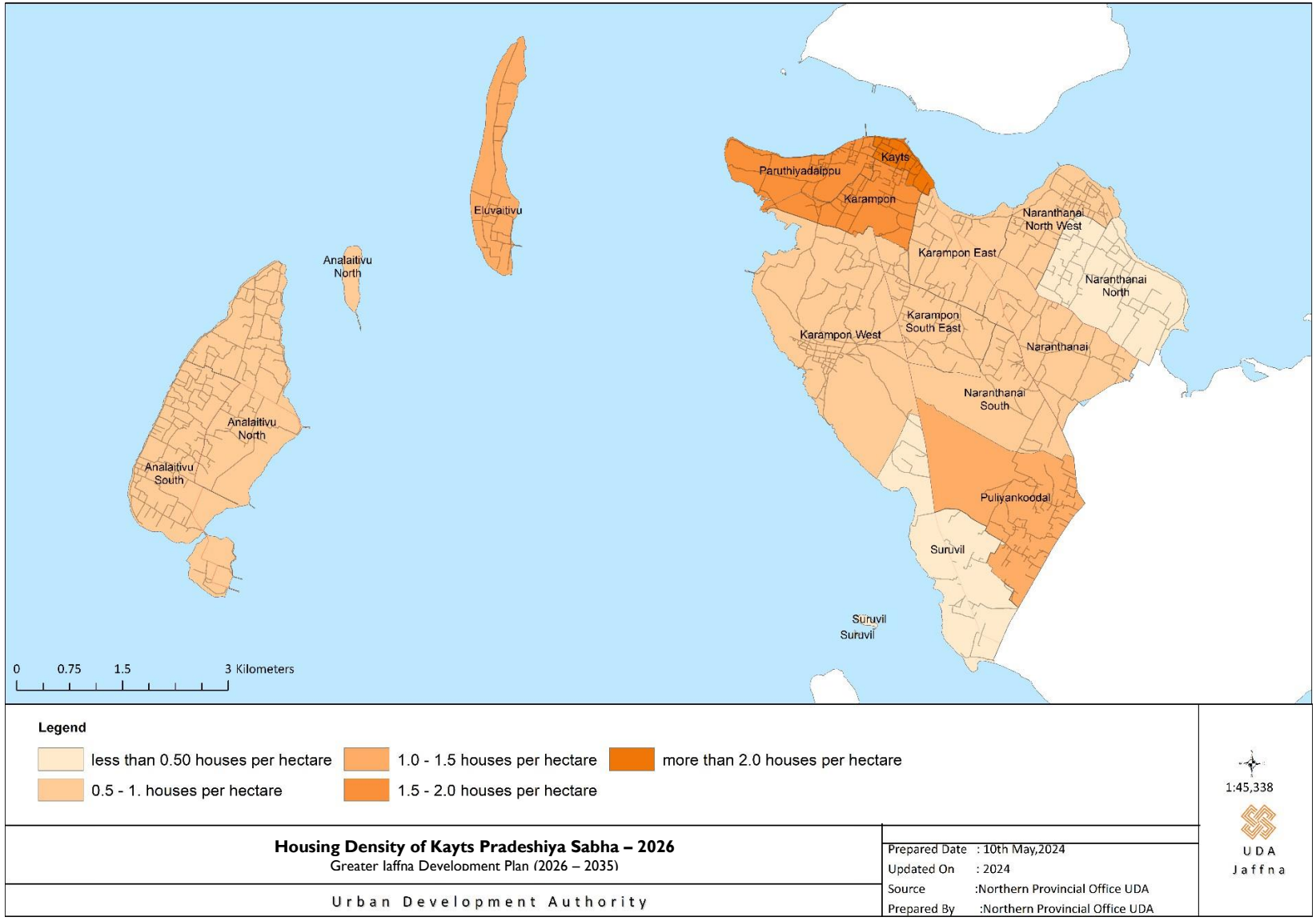
Projected Population

The area's population growth rate is modest at 0.21% annually, projecting a population increase to 11,207 by 2034. This slow growth indicates demographic stability, allowing for sustainable planning and resource management. The low population density is indicative of a predominantly rural or semi-urban environment, offering opportunities for spatial expansion and infrastructure development while maintaining a balanced relationship with the natural environment.

Chart 4: Population Trend



Map 6: Housing Density



2.4 Housing

The housing profile of Kayts reveals significant aspects of its socio-economic and infrastructural framework. The region has 2,904 housing units to accommodate 3,410 families, resulting in a housing ratio of 1:1.17, indicating a shortage of adequate housing. The average family size is 3.1 members, reflecting small household units. Housing density is reported at 1 unit per hectare, while household density is slightly higher at 1.27 families per hectare.

Despite these figures, challenges persist, with 314 families (9.2%) requiring resettlement, 286 families (8.3%) categorized as vulnerable, and 262 families (7.68%) identified as landless. These challenges highlight the need for targeted housing programs to address shortages and ensure safe and secure living conditions. The housing profile underscores the importance of prioritizing housing development and infrastructure in the region's broader development plan.

2.5 Land use

The land use pattern in Kayts is a balanced mix of development, agriculture, and environmental conservation, reflecting the region's economic and ecological priorities. Of the total 3,251 hectares, 82.4% (2,682 hectares) is designated as developable. Agriculture occupies 8% of the land, with paddy, coconut, and palmyrah cultivation playing a significant role in the local economy. Built-up areas, comprising residential, commercial, and institutional spaces, account for 24%, indicating moderate urbanization. Additionally, 24% of the land is allocated to home gardens, blending residential spaces with small-scale agricultural practices. Environmentally sensitive areas, including mangroves, lagoons, and forests, cover 17%, highlighting the region's commitment to biodiversity and ecological preservation. The remaining land includes paddy fields, scrublands, and other uses, offering scope for sustainable development. This diverse land use pattern emphasizes the importance of balancing growth with environmental stewardship to ensure long-term sustainability.

Chart 5:Land use Classification

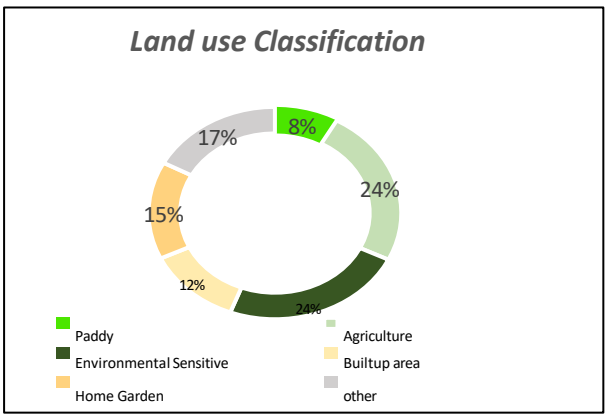
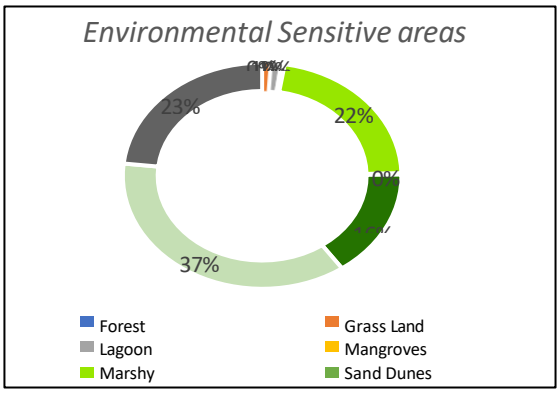
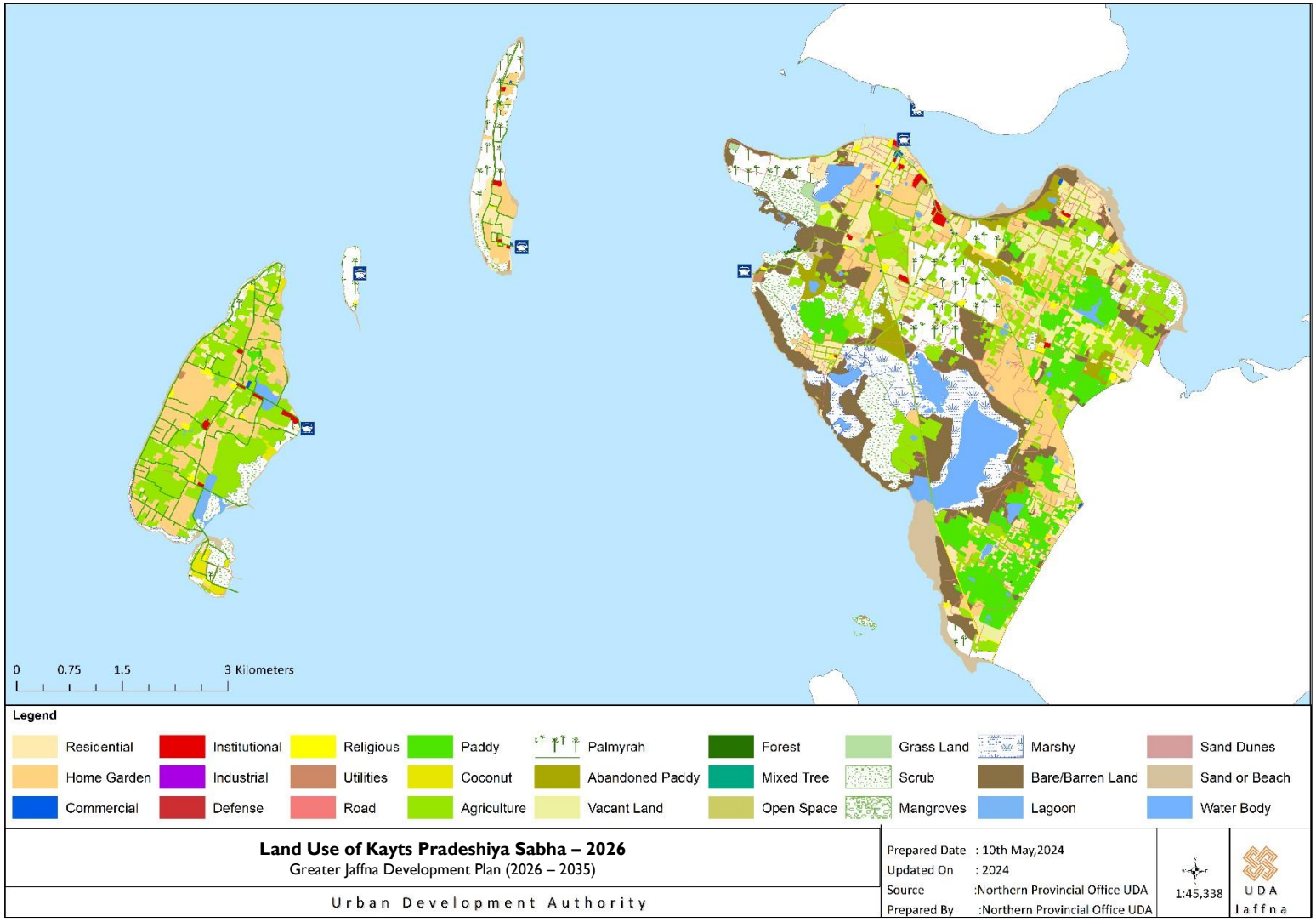


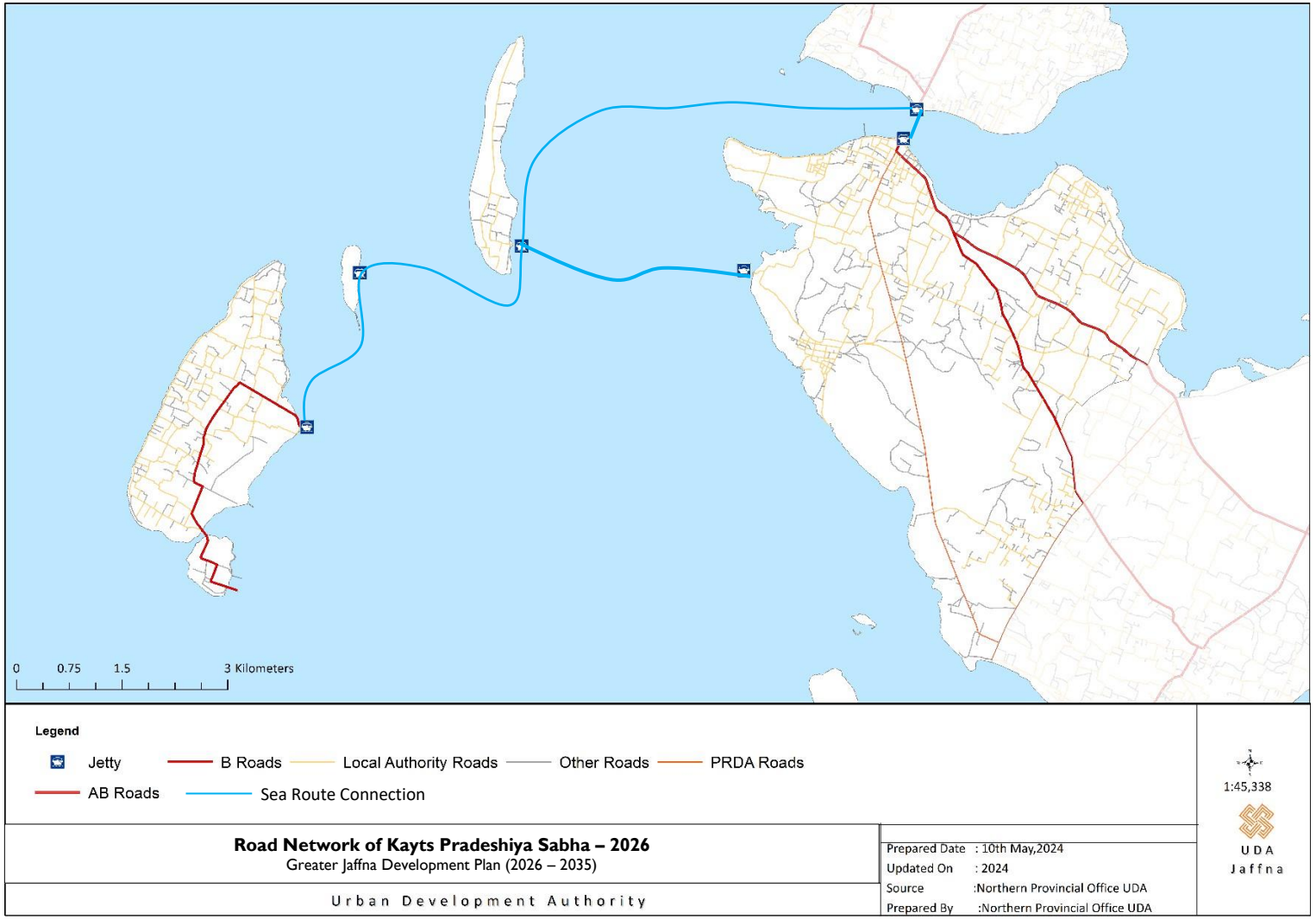
Chart 6:Environmental Sensitive areas



Map 7: Land use



Map 8: Road Network & Sea Route Connection



2.6 Physical infrastructure

Transportation

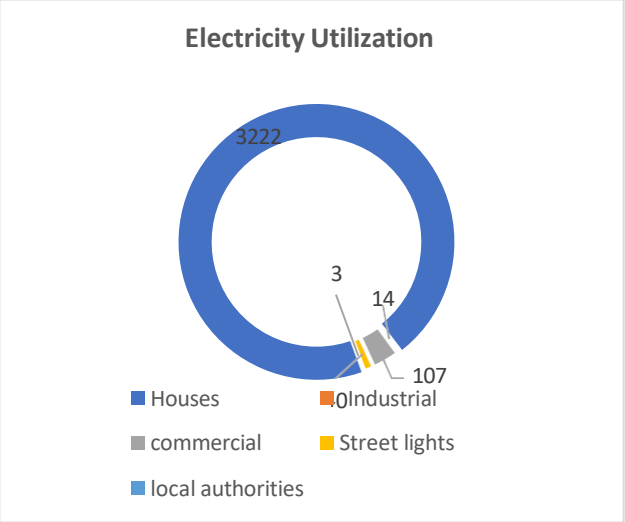
The road network in Kayts serves as a crucial element of connectivity and development, though it faces several challenges. The primary route is the AB19 road, also known as the Jaffna-Pannai-Kayts Road, which is classified as an A-class road and plays a pivotal role in linking Kayts to nearby regions. However, the overall connectivity within Kayts is limited, as gaps in the road network, particularly between Karainagar and Kayts, necessitate the use of ferry services for transportation. This dependency on ferries indicates a significant infrastructure gap that limits mobility and economic activities.

While the existing jetty is in good condition, it is insufficient to meet current demand, including seating and waiting areas for passengers. The road network and transportation infrastructure in Kayts require upgrades to enhance accessibility, reduce reliance on ferries, and support regional development. Improvements in this area would also facilitate better integration with neighboring areas and boost economic and social activities.

Electricity supply

In the Kayts PS area nearly 97.88% of households currently have access to electricity, with only 2.2% requiring additional electrical services. This accounts for 76 families in need.The electricity mostly consumed by the houses and local authorities' consumption is in least amount. The below chart shows the total consumption of electricity in the Island North PS area.The predominant use of electricity is for domestic purposes, comprising 95% of the total consumption, while commercial usage represents 3% of the electricity tariff.

Chart 7: Electricity Utilization



Water supply

Groundwater is the primary source of water for drinking and other purposes for the whole Island North PS Area. Most of the areas falling under the planning region are currently covered by district water supply systems offered by the National Water Supply and Drainage Board.

When analyze the water consumption of the area there are four types of water sources. Namely from Common Well (21%), Open well (62%), Tube well (4%), Pipelines (13%) and other open sources.

According to the available data compare to the other water sources there is a requirement of pipe line water (41%) in Point Pedro PS Area. The water facilities in Kayts highlight both strengths and areas for improvement. The primary water sources include common wells, open wells, tube wells, and pipeline systems. Two key water supply schemes, the Kayts Water Supply Scheme and the Analaitheevu Water Supply Scheme, provide significant coverage, benefiting 130 and 2,800 users respectively. Despite these resources, water accessibility remains a challenge for many households. Approximately 914 families require improved water infrastructure to meet their daily needs.

The total water supply capacity is 4,670 m^3 per month, yet demand outpaces the current infrastructure, highlighting the need for expansions and upgrades. Addressing these deficiencies is crucial for improving living standards and ensuring sustainable access to water, particularly as the population grows. Investments in modern water distribution systems and better maintenance of existing facilities would help mitigate these issues and enhance the overall quality of life in Kayts.

Chart 8: Source of Water

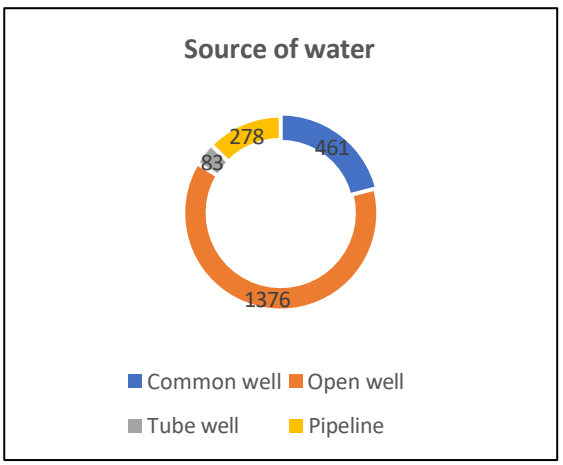
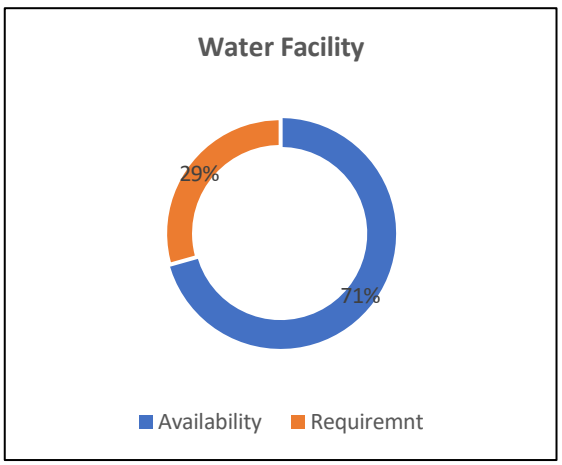


Chart 9: Water Facility

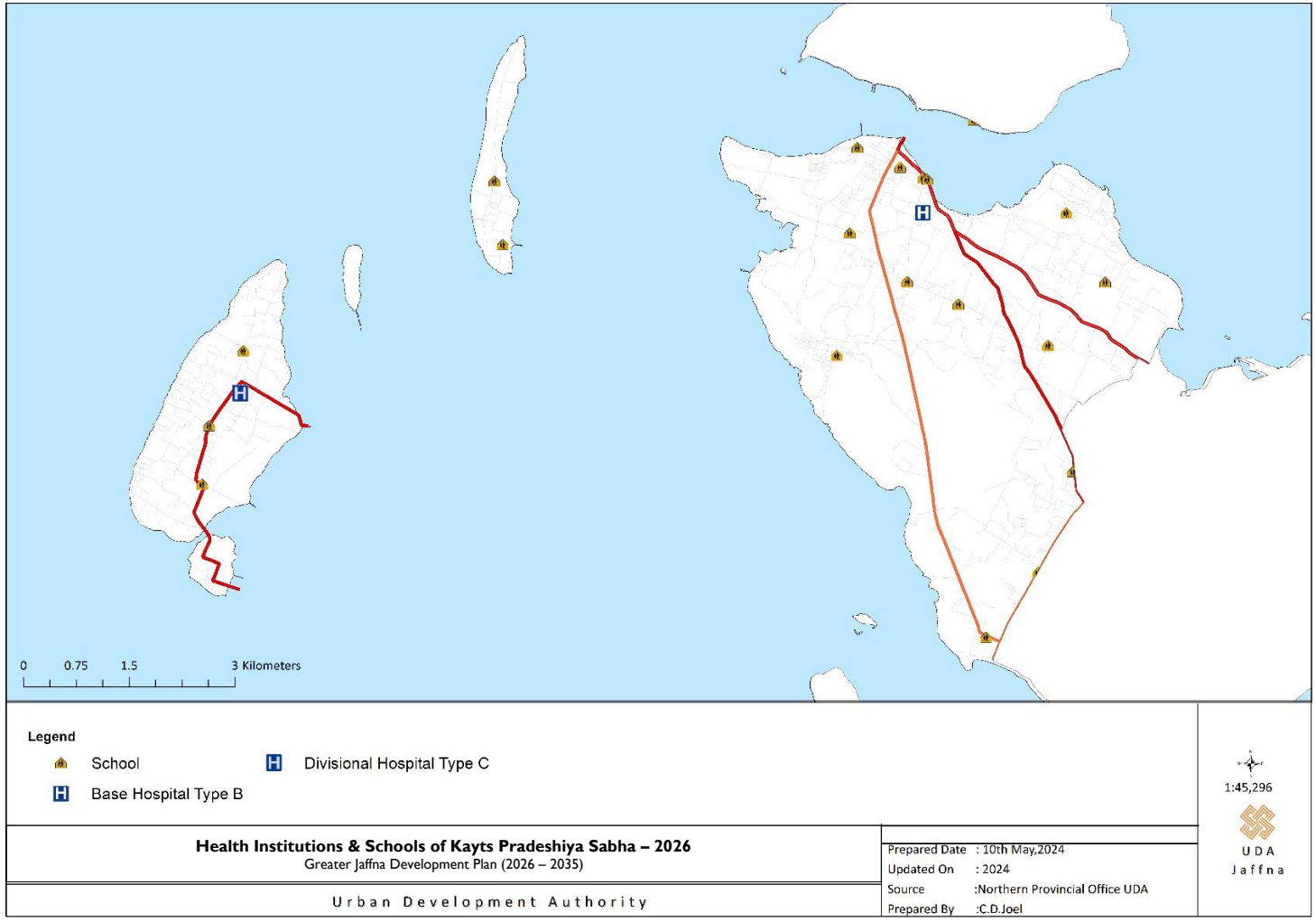


2.7 Economic Profile

Health

The Planning area of Island North PS limit has a significant number of health facilities within the region, including one base hospital, one divisional hospital, one MOH office, one primary medical care units and 3 public health clinic centers. When taking into consideration, the divisional hospital is in Kayts and the base hospital is in Analaitivu. Total indoor patients are 4061 and the average admission per day is 12. The base hospital and the divisional hospital have 59 and 24 beds, respectively. So the total bed strength of the Island North PS area is 83. The statistical data indicates that the region's annual crude birth rate per 1000 people is 15.8%, and the annual crude death rate is 6.2% for the Planning area.

Map 9: Social Infrastructure Distribution

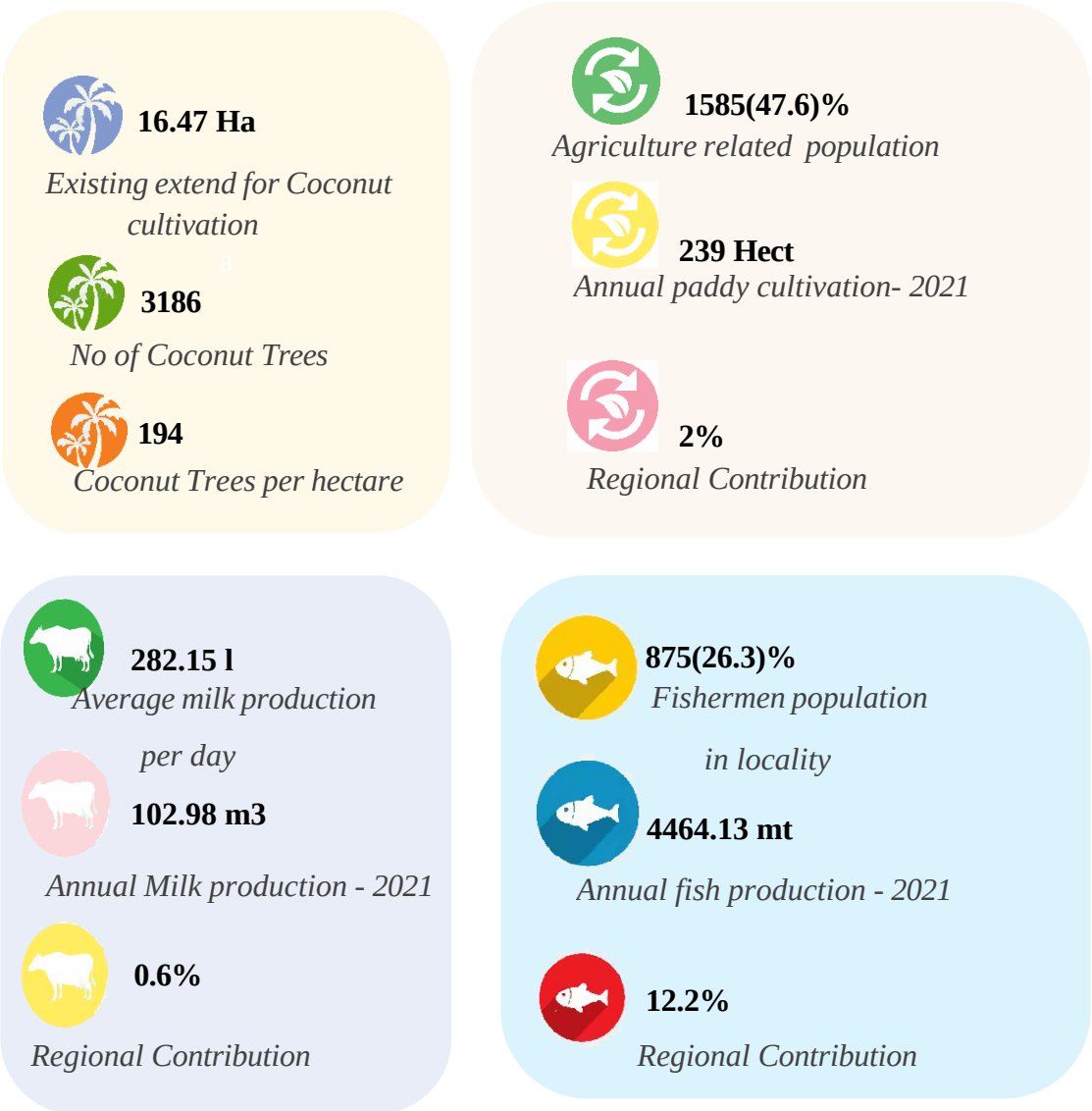


Education

The Planning area is facilitated with 18 provincial schools but one is not functioning now. Included in that are 01 1AB Schools, 02 1C Schools, 6 2schools and 8 Type III Schools. In the planning area, the average teacher-to-student ratio is 8.67:1. The following diagram illustrates how educational institutions are distributed in Island North PS.

2.8 Economic Profile

The labor force in Kayts is a vital component of its economic structure, with 66.15% of the population actively participating in economic activities. The workforce is predominantly engaged in the primary sector (74%), which includes agriculture and fishing, reflecting the area's reliance on natural resources. The secondary sector (9%), comprising manufacturing and industrial activities, and the tertiary sector (17%), which includes services, form smaller portions of the labor market.



The economic profile of Kayts is rooted in its primary industries of agriculture, fishing, and small-scale economic activities, though challenges such as high unemployment persist. Agriculture forms a significant part of the economy, with 239 hectares dedicated to paddy cultivation and an additional 16.47 hectares for coconut farming, yielding over 3,186 coconut trees. However, the agricultural output remains minimal at the regional level. Fishing is another vital sector, employing 875 fishermen who contribute 4,464 metric tons annually, accounting for 12.2% of the regional production. Additionally, fruit crops like mango, lime, and plantain are cultivated, but their overall contribution is marginal. Livestock farming, particularly milk production, generates 282.15 liters per day, highlighting the potential for growth in this sector. Despite these activities, the unemployment rate is 42%, with the labor force distributed across the primary (74%), secondary (9%), and tertiary (17%) sectors. The economy of Kayts, though diverse, requires strategic investments to enhance production, create job opportunities, and leverage its agricultural and marine resources for sustainable development.

However, the region faces a significant challenge with a high unemployment rate of 42%, indicating that a large segment of the working-age population lacks job opportunities. This high unemployment rate underscores the need for diversification of the local economy, improved infrastructure, and skill development initiatives to create employment in sectors beyond agriculture and fishing. Addressing unemployment is critical for fostering economic growth and improving the standard of living in Kayts.

2.9 Problems & Potential

Problems

- **Underutilization of Lands:**

Large tracts of land in Kayts remain unoptimized, reducing economic productivity and hindering sustainable development. This lack of proper land use planning contributes to low economic activity, minimal urban growth, and inefficient resource utilization.

- **Colonial Remains are Not Tapped:**

Historical structures and remnants from colonial periods have significant heritage value. However, they are currently neglected, offering untapped potential for tourism, culture-driven urban development, and community identity building.

- **Connectivity Issues with Land-to-Land:**

Poor infrastructure and transportation links between different parts of the island and the mainland hinder economic activities, mobility, trade, and access to essential services.

- **Water Scarcity:**

Kayts faces challenges in accessing sufficient and sustainable water sources, impacting both everyday life and agricultural productivity. This issue threatens long-term development, quality of life, and public health.

- **Underutilization of Island Characteristics:**

Despite its location and unique island features, Kayts has not fully leveraged its maritime, ecological, and cultural assets for tourism, economic opportunities, or environmental preservation.

- **Solid Waste Dumping Yard:**

Unregulated or poorly managed waste disposal areas create environmental hazards, diminish public health, and reduce aesthetic appeal, and potentially impact tourism and local quality of life.

- **No return of Migrated Population**

The prolonged armed conflict resulted in the large-scale displacement of the indigenous population of Kayts to other regions of Sri Lanka and abroad. Despite the restoration of peace, the return of the displaced population has remained limited due to a combination of economic, social, and infrastructural challenges.

Potentials

- **Remains of Colonial Architectural Activities:**

The presence of colonial-era buildings (St James Church, Kayts Fort, Bishop House, and Hammenheil Fort & St Mary Church) and structures can serve as key assets for tourism, historical preservation, and cultural initiatives. Revitalizing these landmarks could transform Kayts into a destination for heritage tourism and cultural events.

- **Location of Regional Administrative Units:**

Kayts' role as a hub for regional administration presents opportunities for developing essential public services, infrastructure, and enhanced governance, leading to better local development management.

- **Infrastructure Location (Sea Route Connection):**

The island's access to maritime routes offers significant potential for trade, tourism, and transportation. Enhanced port facilities and sea-based logistics services can stimulate economic growth and connectivity.

- **Land connectivity with main land of Jaffna**

Kayts is well connected to the Jaffna mainland through the Pannai–Kayts Causeway (A32 Highway), which provides uninterrupted road access between the island and Jaffna City. This strategic land connection has significantly improved the mobility of people, goods, and services, reducing dependence on water transport and enhancing regional accessibility.

- **Rural Characteristics of the Islands:**

Maintaining and building upon the island's rural identity could promote eco-tourism, sustainable agriculture, and other activities in harmony with local culture and nature. This unique rural characteristic can foster a balanced development approach, combining heritage preservation and modernization.

- **Close Sea Route Connectivity with Karainagar Island**

Kayts enjoys close sea route connectivity with Karainagar Island, providing a convenient and efficient link between the two islands. This maritime connection has traditionally played an important role in facilitating the movement of people, goods, and services, particularly for local communities engaged in fisheries, trade, and other economic activities. It also serves as an alternative transport route, complementing the existing road network and enhancing the resilience of the regional transport system.

- **Availability of Agricultural Lands**

Agriculture is one of the key land uses in Kayts, with approximately **32% of the total land area** dedicated to agricultural purposes. These agricultural lands provide a valuable resource for crop cultivation, livestock rearing, and home gardening, contributing to local food security and supporting the livelihoods of rural communities.

Chapter 03 – Frame work of the Local Area Plan

3.1 Sub Vision



"Wharf of Tranquility"

"Intersection City, established along the island's shoreline, serves as a pivotal hub for tourism and contributes significantly to the economic maritime trajectory of the island."

Key Values

- Connect Tourism and Local economy.
- Placemaking approach.
- Regeneration of colonial remains

3.2 Correlation of Sub vision with the Main Vision

"Ceaseless Waves, Towards a Thriving Region."

As known, Jaffna is a North coast district in Sri Lanka surrounded by creating waves. It is unique district in Sri Lanka due to its creating waves which means richness of Marine resources, Islands, Renewable energy, Mangroves, Knowledge base, cultural sprit with high connectivity of Marine and air route with South Indian and South East Asian context.

Goals	Objective
Fabricate as renowned neighborhood of South India	O 1 : To create Kankesanthurai as a transit point of Sri Lanka in connection with South India in 2035
	O 2 : To revitalize Jaffna as a canter point of trade in connection with South India in 2035
A foremost Marine hub of Sri Lanka	O 1 : To achieve the fish production of the district by 25 % in 2035
	O 2 : To allocate 5000 acres to achieve the production of Mari farming by 1000 tons to global market in the year 2035
Ideal investment platform for green	O 1 : To supply the 400 MW(5% of the national) electricity to the national grid in 2035 by renewable energy
	O 2 : To keep 40% of the district land as Agricultural Land in 2035
	O 3 : To hiked up the indigenous crops as competitive crops in the global market in 2035
Rebrand the life style and real sense of Jaffna	O 1 : To magnify the "Jaffna" s' image with its unique colonial & post-colonial ambience in 2035.
	O 2 : Provision of Quality & Affordable services for All Walks of Life in 2035.
	O 3 : To develop excursions opportunities through conserve Blue & Green Resources in 2035.

The captioned chat highlighted how the vision of the Great Jaffna Development Plan can be realized through the sub-vision of the Kayts Pradeshiya Sabha. To achieve this, three key goals are emphasized:

1. A foremost Marine hub of Sri Lanka
2. Ideal investment platform for green
3. Rebrand the lifestyle and real sense of Jaffna

These goals are closely linked to the initiatives of the Kayts Pradeshiya Sabha. Additionally, This local area plan supports the Fabricate as renowned neighborhood of South India objective.

3.3 SWOT

Strengths

1. **Cultural and Historical Richness**
    - Colonial-era forts, churches, and cultural landmarks present significant tourism potential. (St James Church, Kayts Fort, Bishop House, and Hammenheil Fort & St Mary Church)
    - Annual heritage festivals that showcase local traditions, crafts, and music.
2. **Marine and Ecotourism Opportunities**
    - Coral reefs and marine biodiversity support tourism and environmental conservation.
    - Nature trails and bird-watching attract eco-tourists.
3. **High Connectivity via Ferry and Strategic Location**
    - Existing jetty and central position among Jaffna's islands facilitate tourism and trade.
4. **Environmental and Agricultural Assets**
    - Significant developable land (82.4%).
    - Potential for enhancing agriculture (paddy, coconut, palmyrah) and fisheries.
5. **Infrastructure Initiatives**
    - Access to electricity for 97.88% of households.
    - Solid waste collection systems in place.

Weaknesses

1. **Infrastructure Gaps**
    - Limited road connectivity, particularly between Kayts, Karainagar, and other localities.
    - Insufficient water supply infrastructure (11.37% lack proper toilet facilities).
    - Underdeveloped transportation systems limit economic activities.
    - Unavailability of Modernized Jetty Facilities and Mini cruise ships
2. **Economic Limitations**
    - High unemployment rate (42%).
    - Minimal regional contribution to agriculture, milk, and fisheries.
3. **Environmental and Resource Management Issues**
    - Inefficient waste disposal leading to health and aesthetic concerns.
    - Limited utilization of land resources and maritime potential.
4. **Economic Instability**

- Kayts Island continues to experience economic instability due to limited economic diversification, a declining population, and insufficient private sector investment.
- The local economy is predominantly dependent on traditional sectors such as fisheries and agriculture, which are vulnerable to seasonal variations, climate change, and market fluctuations.

5. **No return of Migrated Population**

- The prolonged armed conflict resulted in the large-scale displacement of the indigenous population of Kayts to other regions of Sri Lanka and abroad.
- Despite the restoration of peace, the return of the displaced population has remained limited due to a combination of economic, social, and infrastructural challenges.

6. **Housing and Resettlement Needs**

- 314 families require resettlement; 286 are vulnerable.
- Housing density and infrastructure lag behind population growth

Opportunities

1. **Tourism and Heritage Development**
    - Revitalizing colonial-era landmarks and introducing cultural tourism routes. ((St James Church, Kayts Fort, Bishop House, and Hammenheil Fort & St Mary Church)
    - Development of secluded tourist retreats.
    - Potential for place making and town center rejuvenation.
2. **Economic Diversification**
    - Expanding fishing and agricultural industries with value-added initiatives.
    - Leveraging Palmyra-focused community development for rural tourism.
3. **Urban Planning Innovations**
    - Transit-oriented development centered around ferry hubs.
    - Town center enhancement blending heritage and commerce.
4. **Sustainable Development**
    - Integration of conservation strategies for environmental preservation.
    - Opportunities for renewable energy projects

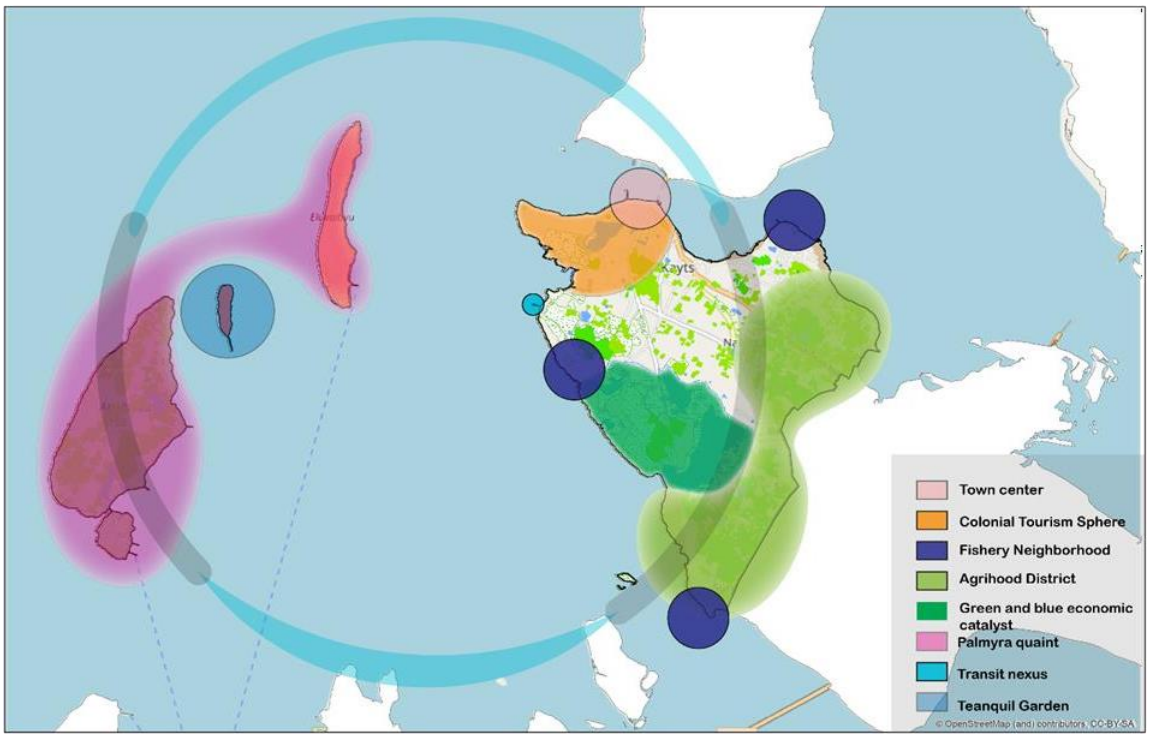
Threats

1. **Environmental Risks**
    - Vulnerability to resource depletion, particularly water scarcity.
    - Encroachment and degradation of environmentally sensitive areas.
2. **Economic Instability**
    - Overreliance on micro-level production in agriculture and fisheries.
    - Limited financial capacity of the local authority (Rs11.32 million annual revenue).
3. **Population Pressures**
    - Slow growth rate (0.21%) may hinder labor force expansion and urbanization potential.
    - Inadequate infrastructure to support housing and educational needs.

4. **Global and Regional Competition**

- Challenges in attracting investments and tourists due to connectivity issues.
- Potential risks from external tourism markets offering better infrastructure

3.4 Conceptual plan



Town center development

Develop the town center to reflect its colonial heritage, seamlessly integrating historical elements with vibrant commercial activity. Design commercial spaces that foster a lively urban atmosphere, supported by efficient transportation facilities.

Colonial Tourism Sphere

Design a neighborhood centered around historic forts and churches to boost the local economy by leveraging its tourism appeal and hosting cultural festivals that draw visitors and foster community engagement.

Fishery Neighborhood

Enhance the existing fishing district with improved infrastructure to streamline supply chains and increase value-added opportunities. Implement planning solutions to address market inefficiencies and prevent gentrification, preserving community integrity.

Agri hood District

Strengthen the local economy by promoting agriculture focused on native crops, establishing an agrarian district that supports livelihoods, fosters Agri-based community development, and enhances local tourism appeal.

Green and blue economic catalyst

Implement an integrated environmental conservation strategy within the existing natural landscape to attract both local and international tourists, boosting sustainable economic activity and enhancing regional appeal.

Palmyra quaint

Develop the islands to reflect a Palmyra-centered, rural-style community that preserves the existing character and promotes tourism. This area will serve as a retreat for visitors seeking a peaceful, rustic alternative to urban life

Transit Nexus

Create a transit-oriented town center that leverages the existing ferry service, integrating it with a well-planned residential environment to enhance connectivity and foster a vibrant, accessible community hub.

Tanguile Garden

Design a secluded tourist island focused on privacy and intimate group experiences, providing a nature-friendly environment where visitors can escape congestion and enjoy a peaceful retreat amidst natural surroundings.

Chapter 04 - Project Implementation Strategy

4.1 Township development



Emerging hub

The emerging hub aims to enhance public movement through interconnected roads and streets surrounded by buildings. Courtyards feature verandas, promoting outdoor activity. Street development and veranda-based streetscapes are proposed to create a seamless flow between indoor and outdoor spaces, encouraging pedestrian engagement and fostering a vibrant community atmosphere.

- **Street Development**

To boost public movement, a new road is planned within the existing network. As all buildings are surrounded by roads, this proposed road will enhance activity in the area. It will interconnect two churches, encouraging churchgoers to use it and naturally increasing activities in the emerging hub. This development will create a seamless flow of people, fostering a more dynamic and vibrant community atmosphere.

- **Veranda base streetscape**

The veranda base streetscape development focuses on revitalizing the colonial architectural elements of existing structures, preserving the town's historical charm while modernizing its facilities. By restoring and repurposing these iconic buildings, the project seeks to attract businesses, tourists, and locals alike, creating a vibrant community space.



The blend of old- world charm with contemporary amenities is expected to stimulate the local economy, fostering growth in retail, dining, and cultural activities. Emerging Hub stands as a testament to Kayts' rich heritage and dynamic future.

After the developments the emerging hub will have the below characters.



1. Development of Bus Stand
2. Regeneration of commercial building with Main Street Porches: furnished with outside seating, external displays of goods, engaging storefronts, and activities.
3. Development of commercial square
4. Façade development of commercial building
5. Regeneration of Market and open stage

Ferry yard development

The Ferry Yard Development is a strategic transit hub linking Kayts and Karainagar, designed to significantly enhance the travel experience for ferry passengers. This designated area aims to create a welcoming and efficient environment through a comprehensive place-making strategy. By integrating modern amenities, comfortable waiting areas, and efficient boarding processes, the Ferry Yard Development focuses on passenger convenience and satisfaction. Additionally, the design includes green spaces and aesthetic elements to improve the overall ambiance, making transit not just a necessity but a pleasant part of the journey. This development is pivotal in boosting connectivity between the regions, fostering economic growth, and promoting sustainable travel while ensuring a high-quality experience for all ferry users. The Ferry Yard Development encompasses four key activities to enhance the passenger experience and the surrounding environment.

1. Sidewalk Improvement:

Upgrading walkways to ensure safe and easy access for all passengers, including those with mobility issues.



Expected Park area

Seating Area Development:

Creating comfortable seating areas for passengers to relax while waiting, incorporating shelters and shade for added comfort.



Expected seating area development



Expected Front Porch area in ferry stop with seating area

2. Ferry Park with Facilitation Center:

Establishing a dedicated park featuring a car park and an information hut where visitors can learn about tourist locations and plan their trips around the island.



Expected ferry park development along coastal road

3. Monument/Landmark Development:

Erecting a significant monument or landmark to serve as a focal point, enhancing the aesthetic appeal and providing a cultural touchstone for visitors.



Pedestrian Friendly & Living street corridor corridor development

The planned development of the streetscape along major roads in Kayts aims to create a serene and inviting atmosphere for both residents and visitors. This initiative prioritizes aesthetic enhancement, aiming to beautify the town center while fostering a sense of belonging and community pride. Incorporating green spaces along newly proposed roads increases permeability, promoting a healthier urban environment and offering refreshing respites for pedestrians. Streets near churches will be carefully designed to enhance visibility and amplify the area's cultural richness, inviting exploration and appreciation of the town's heritage. Overall, these efforts not only elevate the town's visual appeal but also stimulate economic growth by attracting more visitors and enhancing the quality of life for resident.

Cultural district

The Cultural District in Kayts integrates religious sites and the bishop's house, each holding profound tourism appeal. Positioned strategically along the ferry route, this district serves as a pivotal attraction drawing tourists into the town center. The religious sites, steeped in historical and cultural significance, offer visitors a glimpse into the island's rich heritage. The presence of the bishop's house adds further intrigue, reflecting the area's spiritual and administrative importance. Together, these elements create a compelling cultural narrative that enhances tourism experiences, contributing to Kayts' identity as a vibrant destination deeply rooted in tradition and history.



Expected street Porches development along block 3



Need of Regeneration – Existing building with traditional façade



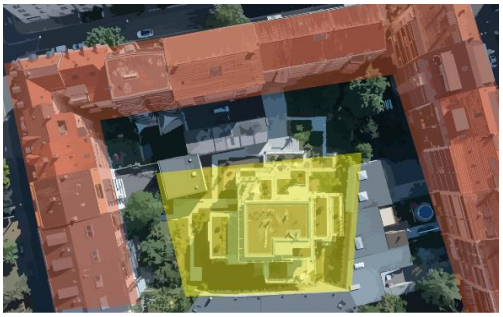
Expected street Porches development along main roads



Expected view of block 4&5



Expected street Porches development along block 3



Expected plan view of block 3

4.2 Colonial Tourism Sphere Development.

The Colonial Tourism Sphere is a strategic urban planning initiative aimed at revitalizing historic and cultural assets to drive economic development and enhance community engagement. This sphere leverages the tourism appeal of colonial-era landmarks, such as forts and churches, by integrating them into a broader urban framework that promotes cultural heritage.

Focus: Leverage historic forts and churches.

Activities:

- Beautification of surrounding areas (e.g., Kayts Fort).
- Creation of green buffers and gardens.
- Development of dumping yards and adjacent streetscapes



A -Conservation of Kayts Fort B -Kalli Kullam Beautifications C-Streetscape Development of adjacent Fort village D-Kayts Dumping Yard Development E-Green Buffer Development
F-Palmyra and Coconut Garden Development

The plan includes the conservation of key sites, beautification of adjacent areas, and the development of green buffers to create visually appealing and sustainable environments. Streetscape enhancements around these landmarks, including pedestrian-friendly zones, foster accessibility and improve the visitor experience. Additionally, infrastructure improvements like dumping yard redevelopment and garden installations aim to balance tourism growth with environmental and community needs. By seamlessly integrating these historic elements into the urban fabric, the Colonial Tourism Sphere not only preserves cultural identity but also catalyzes economic activity through increased tourism and cultural festivals, benefiting both residents and visitors.

4.3 Fishery Neighborhood Development

The **Fishery Neighborhood Development** embodies a targeted urban planning approach to strengthen the economic foundation of fishing communities while preserving their cultural integrity. This initiative addresses critical market inefficiencies and infrastructure gaps by enhancing landing sites, establishing refueling stations, and developing small-scale fish markets with cold storage facilities to streamline the supply chain. Proposed bird-proof drying hangars and improved road networks ensure efficiency and resilience in fish processing and distribution. Beyond economic improvements, the plan emphasizes community well-being through the development of solar-powered stations, healthcare units, playgrounds, and community halls, fostering a holistic living environment. Housing schemes are integrated to accommodate future population growth while maintaining affordability. By prioritizing infrastructure, market accessibility, and community facilities, this development initiative promotes sustainable economic growth, resists gentrification, and reinforces the identity of the fishery neighborhood as a vital cultural and economic hub.

Focus: Enhance the fishing industry and prevent gentrification.

Infrastructure Proposals:

- Landing sites, refueling stations, and small-scale fish markets with cold storage.
- Bird-proof drying hangars and improved road networks.
- Solar stations, healthcare units, playgrounds, and community halls.



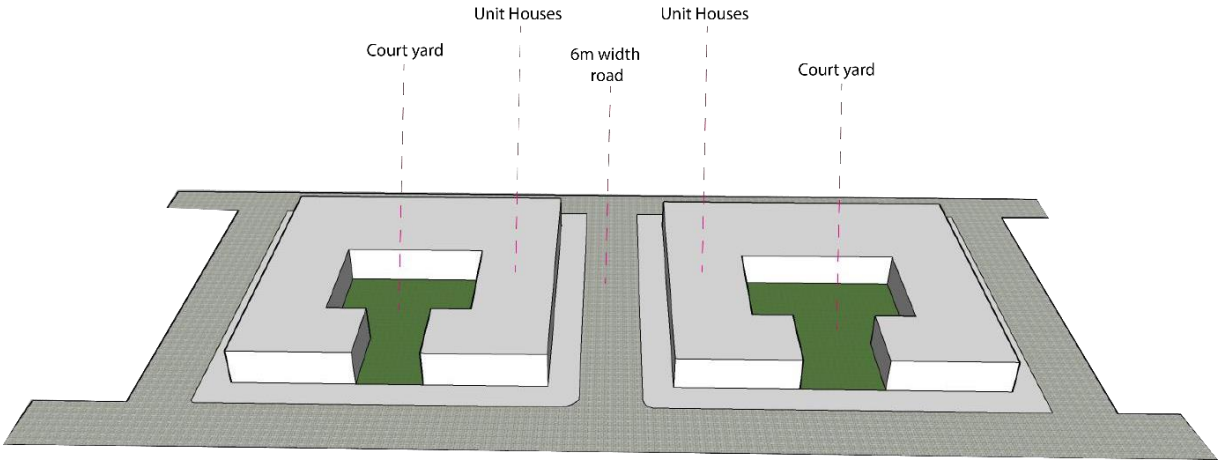
Development Proposal of Melinchimunai neighborhood



Development Proposal of Suruvil neighborhood



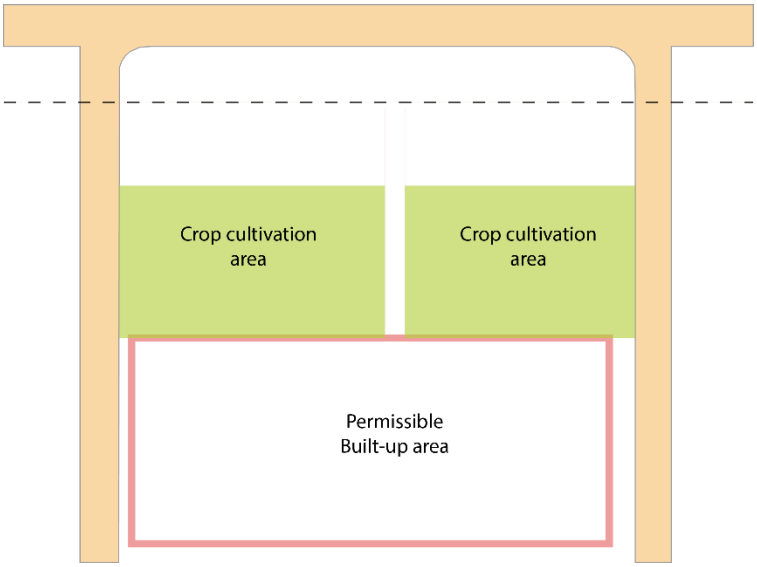
Development Proposal of Thampaddy neighborhood



Proposed Housing structure for future Development

4.4 Agri hood District Development

The Agri-Hood Development integrates agriculture into urban planning to create a sustainable district that supports local economies, preserves cultural heritage, and fosters community well-being. Focused on promoting native crops and agritourism, the initiative envisions vibrant neighborhood markets where farmers can showcase naturally grown produce, handmade crafts, and regional specialties. It incorporates farm stays and immersive experiences, such as crop tours, aquaculture visits, and hands-on farming activities, allowing visitors to connect with rural lifestyles while boosting tourism. Supporting infrastructure includes hospitality facilities, enhanced access to heritage sites, and sustainable practices like evaporation control through vegetation.



Expected plan view of Agri hood district plot

This development model blends agricultural activities with urban living, turning rural areas into economic and cultural hubs. By integrating tourism, conservation, and local trade, the Agri-Hood district exemplifies how urban planning can enhance livelihoods while maintaining environmental balance and cultural identity.

Focus: Promote native crops and agritourism.

Key Projects:

Development of markets showcasing farm products and crafts.

To boost the local economy and trade in native crops and regional specialty products. These markets can feature stalls showcasing unique offerings such as naturally grown farm vegetables, handmade crafts, plant nurseries, and homemade dishes by integrating these products into Agro tourism initiatives.

Creation of farm stays offering immersive agricultural experiences.

Agro tourism offers visitors the chance to stay on farms, immersing them selves in nature's essence. Farm stays, equipped with all necessary facilities, entice visitors to indulge in an extended Agro tourism experience within the village. This allows visitors to explore and visit farms, and observe the process of sowing and growing crops.



Expected village development

Integration of tourism activities with traditional farming practices.

By leveraging Agro tourism, visitors can engage in a range of enriching experiences such as exploring tobacco farms, observing operations, learning about diverse crop cultivation practices, visiting aquaculture ponds, and touring dairy farms. Additionally, visitors can experience wells, heritage structures, ancient temples, and historical sites, creating a memorable and educational experience.



These activities not only promote tourism but also preserve cultural heritage and offer opportunities for photography and personal reflection. The surrounding areas of these villages are ripe for further exploration, transforming them into hubs of sustainable tourism and local economic development.

4.5 Palmyra quaint & Tranquil Garden Development

The Palmyra Quaint and Tranquil Garden Development exemplifies a rural-centric urban planning approach that prioritizes cultural preservation and sustainable tourism. This initiative focuses on conserving the traditional Palmyra-oriented heritage village, safeguarding its architecture, crafts, and indigenous livelihoods. By celebrating local traditions, the development fosters a sense of community pride while attracting visitors seeking authentic, culturally immersive experiences.

Focus: Preserve rural charm while enhancing

tourism. Key Projects

4.6 Conservation of heritage villages and traditional architecture.

The conservation of the Palmyra-oriented Heritage Village preserves traditional architecture, crafts, and livelihoods. This initiative celebrates cultural heritage, supports sustainable tourism, and revitalizes local traditions, enhancing community identity and pride.

4.7 Development of passenger jetties to improve island connectivity.

Partitivu Tourism Development - Focus on secluded tourist zones offering privacy and nature-focused retreats.



The Tanguile Garden component emphasizes creating a serene, nature-friendly retreat, with secluded areas designed for privacy and intimate group interactions. Enhancing connectivity through passenger jetty development ensures safe and efficient access to these destinations, linking them to broader transportation

networks. By blending cultural conservation with eco-tourism, this plan not only revitalizes rural communities but also offers a peaceful alternative to urban tourism, balancing economic growth with environmental and cultural sustainability.



Expected Partitivu village development

Identified Projects through Conceptual Plan

S.No	Strategy	Identified Projects
01	**Town Centre Development Strategy**	a. Streetscape Development for Town Centre Roads - St Mary's Road - St Anthoniyar 1st, 2nd & 3rd Lane - St James Road - Suruvil Road b. Development of Veranda base Streetscape

		development for buildings which are located within town centre c. Development of Bus Stand d. Regeneration of commercial building with main street porches of the Town e. Development of Commercial Square at Kayts Town f. Regeneration of Existing Market & Open Stage at Kayts Town g. Ferry yard development between Kayts & Karainagar h. Ferry park with facilitation centre at Kayts Jetty Area i. Monument/ Landmark development at Kayts Jetty Area j. Development of Post office land for SLTB Depot purposes at Suruvil k. Development of Linear Park Development along the eastern side of the Kayts Jetty Area l. Redevelopment of Existing Base Hospital at Jaffna – Pannai Kayts Road
02	**Colonial Tourism Sphere**	a. Beautification of Colonial Sites (Kayts Fort, St Anthony Church & St Anthonis Villa) b. Creation of Green buffers & garden (Kayts Fort, St Anthony Church & St Anthonis Villa) c. Development of Waste Management Site dumping yards & adjacent street scape at Ithaampulam
03	**Fishery Neighbo**	a. Land sites, refueling stations & small scale fish markets with cold storage at selected jetty areas

	rhood (Melinchimunai, Thampaddy & Suruvil)	b. Bird proof drying hangers & improved road networks c. Solar stations, health care units, playground & community halls
04	**Agrihood district (Karampan East & West, Naranthanai, Puliyankudal and Thampaddy)**	a. Development of Markets, showcasing farm products & crafts b. Creation of farm stays offering immersive agricultural experiences c. Integration of tourism activities with traditional farming practices d. Establishments of Palmyrah & Coconut factories at Puliyankudal e. Establishment of Modernized Toddy at Kayts Town Area & Naranthanai East f. Development of Unit for the Palmyra Coconut Development Board at Sinnamaddu Area



Part – II

Chapter 05 – Development Zones and Zoning Guidelines

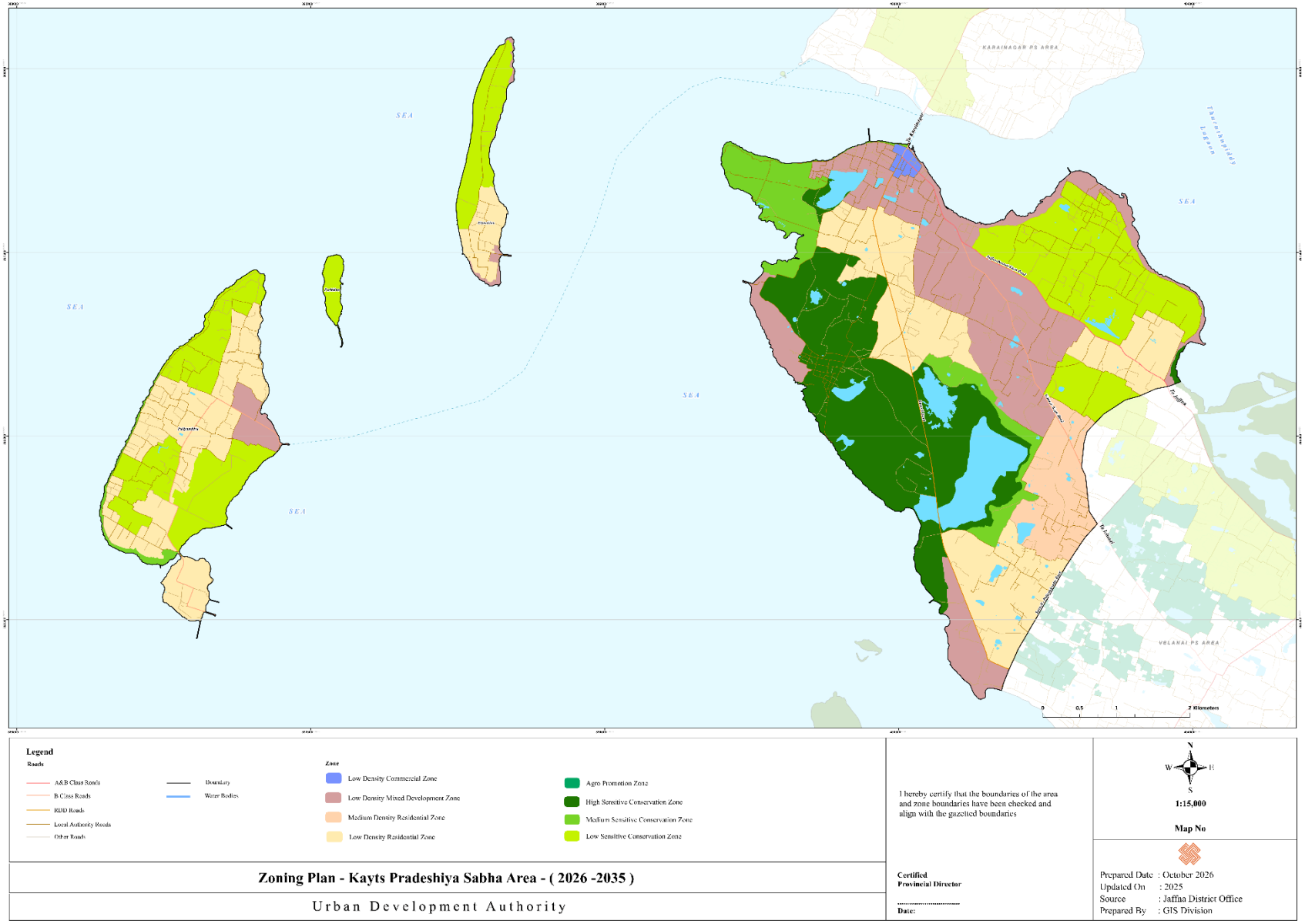
5.1 Introduction

In Greater Jaffna Development Plan (2026- 2035) the jurisdiction is divided in to 08 main development zones and from that, 05 zones are included in to Kayts PS. Those zones are further divided in to sub zones based on the expected development density.

Table 2:Development Zones & Zone Factor

Main Zone	**Sub Development Zone**	**Zone Code**	**Zone Factor**
Commercial Zone	Low Density Commercial Zone	C3	1.78
Mixed Development Zone	Low Density Mixed Development Zone	MD3	1.37
Residential Zone	Low Density Residential Zone	R3	0.78
Agro Promotion Zone	Agro Promotion Zone	A	0.95
Conservation Zone	High Sensitive Conservation Zone	CN1	0
	Medium Sensitive Conservation Zone	CN2	0
	Low Sensitive Conservation Zone	CN3	0.56

Map 10:Zoning Plan for Kayts Pradeshiya Sabha



5.2 Common Guidelines for Planning Area

i. These Regulations and guidelines apply to the entire area within the administrative limits of the Kayts Pradeshiya Sabha area which has been declared as an Urban Development Area in the Extraordinary Gazette Notification No.2185/74 of 24.07.2020 under Section 3(i) of the Urban Development Authority Act No. 41 of 1978.

ii. In addition to the provisions of this zoning plan, the Planning and Development guide lines 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.

iii. For areas declared as urban areas prior to 24.07.2020, the lots sub-divided before 24.07.2020 are considered as existing lots.

iv. If the owner of a certain land gifts the portion of land, falling within the proposed road width measured from the centerline of the road 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 proposed road measured from the centerline of the road should be considered.

v. In cases where the development premises face more than one road having right of way with a minimum width of 6 m or more than that 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.

vi. In cases 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 1 meter should be allocated from the upper edge of the cutting plane to the border of the adjacent fence.

vii. In cases where any land belongs to two or more zones, the designated zone of the

land is determined as the zone which provides the main access to the respective lot.

viii. When such plot of land, is accessed by two or more roads of the same width the zone in which higher portion of land is fallen shall be considered as the designated zone. (This regulation is not applicable for conservation zones**.)**

ix. 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 which 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.

x. When a zone is demarcated as the first block facing an access road as the zone boundary, the entire plot shall include in that zone. When the plots in the back is somehow 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. (This regulation is not applicable for conservation zones**.)**

xi. 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

xii. 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.

xiii. Existing uses which are not permissible within particular zone can be considered only for continuing under prevailing status. Approval for any extension of those existing uses shall be considered within the same lot.

xiv. Construction of boundary walls along the Street Line may be considered for approval subject to the signing of non-compensation agreement with the agency to which the road belongs.

xv. 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.

xvi. If any land is earmarked for a cemetery/crematorium, recommendations should be obtained from the relevant local authority.

xvii. If the tower cranes are being used for any development, an approval with the recommendation of qualified engineer and insurance cover shall be obtained from institution where relevant development approval was granted.

xviii. 50% of the land should be kept open as open space when constructing buildings for schools and children's homes.

xix. 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.

xx. Architectural character and planning regulations may be imposed to preserve the identity of areas identified by the Authority.

xxi. In this planning area, for the lands or reservations belongs to the government institutions, departments or corporations such as Department of Archeology, Department of Forest Conservation, 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 approval before carrying out the development work.

xxii. 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.

xxiii. 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 has the final decision in the

matter.

xxiv. 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.

xxv. If the proposed development area located adjacent to the edge of the zoning boundaries will get the benefits of prominent zone. (This regulation is not applicable for conservation zones**(.**

xxvi. If the proposed development area located facing to main road, will get the benefits of prominent zone. (This regulation is not applicable for conservation zonesand applicable forfront lot only)

xxvii. If boundary wall construction proposed as center foundation, consent to be obtained from owner of the adjacent land and which should be certified by particular Grama Niladhari.

xxviii. On boundary construction can be allowed only in High density Commercial zone, Medium density Commercial zone, Low density Commercial zone, High density Mixed development zone, Medium density Mixed development zone)

xxix. Location of water source should be located at least 18m away from waste water disposal site, Septic Tanks & Soakage pits.

xxx. If the distance between water source & pit is below 18m, system to be recommended by the MOH & Structural Stability to be recommended by the Structural Engineer.

xxxi. Where solar energy is used for the building, the maximum height for installation of solar panels on a flat roof shall be 1.2m

xxxii. Building Limit to be maintained for the Pond as 3m from the edge of the pond.

xxxiii. Non-Residential Activities on 7 m Wide Roads

Non-residential development may be permitted on roads having a minimum right-of-way width of 7.0 m, subject to the following conditions:

a. The total number of parking spaces provided within the development premises shall not exceed 10 spaces.
b. The development shall not cause obstruction to the movement of vehicles, pedestrians, or emergency services along the access road.
c. Adequate on-site parking and access arrangements shall be provided in accordance with the applicable planning and development requirements.

xxxiv. Building limit to be maintained for the Channel as follow:

Channel Width	Building Limit (from the Edge of the Channel)
0-1m	= 1m
1-2m	=1.5m
2-3m	=2m
>3	= 3m

5.3 Zoning Guidelines

Table 3:Commercial Zone

i.	**Main Zone**	**Commercial Zone**
ii.	**Characteristics of the Zone**	Non-residential activities with Low Density
iii.	**Zoning Boundaries**	Annexures
iv.	**Sub Zone**	**Low Density Commercial Zone**
v.	**Zone Code**	**C3**
vi.	**Zone Factor**	1.78
vii.	**Permissible Floor Area Ratio**	Schedule 6 - Form "A" & Form "B" (As per the Gazette notification No. 2235/54)
viii.	**Permissible Maximum Plot Coverage**	Commercial - 80 % Others - 65 %
ix.	**Setbacks & Open Spaces**	Schedule 6 - form "E" (As per the Gazette notification No. 2235/54)
x.	**Minimum land extent for sub division**	**150 Sq.m**
xi.	**Permissible uses & Minimum Land Extent**	Schedule 1 - Form "F" Schedule 2 - Form "G"
xii.	**Common zoning regulations**	1. Clearances should be obtained from relevant agencies if needed. 2. If an area where there is no pipe borne water supply system is installed, the minimum land extent shall be 250 sq.m. 3. District planning committee of UDA will have the full rights to decide any special development considerations within the Zone.

Source : Urban Development Authority 2025

Table 4:Mixed Development Zone

i. Main Zone	**Mixed Development Zone**
ii. Characteristics of the Zone	Low Density Mixed Development Activities
iii. Zoning Boundaries	Annexures
iv. Sub Zone	**Low Density Mixed Development Zone**
v. Zone Code	**MD3**
vi. Zone Factor	1.37
vii. Permissible Floor Area Ratio	Schedule 6 - Form "A" & Form "B" (As per the Gazette notification No. 2235/54)
viii. Permissible Maximum Plot Coverage	65 %
ix. Setbacks & Open Spaces	Schedule 6 - form "E" (As per the Gazette notification No. 2235/54)
x. Minimum land extent for sub division	**150 Sq.m**
xi. Permissible Uses & Minimum Land Extent	Schedule 1 - Form "F" Schedule 2 - Form "G"
12.Common Zoning Regulations	1. Clearances should be obtained from relevant agencies if needed. 2. District planning committee of UDA will have the full rights to decide any special development considerations within the Zone.

Source : Urban Development Authority 2025

Table 5:Residential Zone

i.	**Main Zone**	**Residential Zone**
ii.	**Characteristics of the Zone**	Residential activities with Low Density
iii.	**Zoning Boundaries**	Annexures
iv.	**Sub Zone**	**Low Density Residential Zone**
v.	**Zone Code**	**R3**
vi.	**Zone Factor**	0.78
vii.	**Permissible Floor Area Ratio**	Schedule 6 - Form "A" & Form "B" (As per the Gazette notification No. 2235/54)
viii.	**Permissible Maximum Plot Coverage**	65 %
ix.	**Setbacks & Open Spaces**	Schedule 6 - form "E" (As per the Gazette notification No. 2235/54)
x.	**Minimum land extent for sub division**	**250 Sq.m**
xi.	**Permissible uses & Minimum Land Extent**	Schedule 1 - Form "F" Schedule 2 - Form "G"
xii.	**Common zoning regulations**	1. Clearances should be obtained from relevant agencies if needed. 2. District planning committee of UDA will have the full rights to decide any special development considerations within the Zone.

Source : Urban Development Authority 2025

Table 6:Agro promotion Zone

i.	**Main Zone**	**Agro promotion Zone**
ii.	**Characteristics of the Zone**	Predominantly crop cultivation and oriented activities
iii.	**Zoning Boundaries**	Annexures
iv.	**Sub Zone**	**Agro promotion Zone**
v.	**Zone Code**	**AG3**
vi.	**Zone Factor**	0.95
vii.	**Permissible Floor Area Ratio**	Schedule 6 - Form "A" & Form "B" (As per the Gazette notification No. 2235/54)
viii.	**Permissible Maximum Plot Coverage**	50%
ix.	**Setbacks & Open Spaces**	Schedule 6 - form "E" (As per the Gazette notification No. 2235/54)
x.	**Minimum land extent for sub division**	**500 Sq.m**
xi.	**Permissible uses & Minimum Land Extent**	Schedule 1 - Form "F" Schedule 2 - Form "G"
xii.	**Common zoning regulations**	1. While development, 50% of the total land to be allocated for the agriculture purpose such portion of the land defined in the survey plan and in future that portion not allowed for any other development and balance land allowable for the development with the 50% plot coverage 2. 3m Side space to be provided 3. Clearances should be obtained from relevant agencies if needed. 4. If any alteration or addition in the existing residential Development, no need to maintained the 50% for the agriculture purpose. However, for the further subdivision, condition no 1 to be adhered. 5. Proposed development should be done without land filling. 6. No need to maintained 10% open space for the subdivision purpose. 7. District planning committee of UDA will have the full rights to decide any special development considerations within the Zone.

Source : Urban Development Authority 2025

Table 7:Conservation Zone

i.	**Main Zone**	**Conservation Zone**
ii.	**Characteristics of the Zone**	Already declared as an Environmental Protection Areas/Protected Areas or Special Conservation areas published by International Convention or National Act/gazette areas.
iii.	**Zoning Boundaries**	Annexures
iv.	**Sub Zone**	**High Sensitive Conservation Zone**
v.	**Zone Code**	**CN1**
vi.	**Zone Factor**	-
vii.	**Permissible Floor Area Ratio**	Schedule 6 - Form "A" & Form "B" (As per the Gazette notification No. 2235/54)
viii.	**Permissible Maximum Plot Coverage**	05 %
ix.	**Setbacks & Open Spaces**	Schedule 6 - form "E" (As per the Gazette notification No. 2235/54)
x.	**Minimum land extent for sub division**	-
xi.	**Permissible uses**	Other than the form "F" in Schedule 1 following Activities can be allowed. 1. Nature Friendly Restaurant & Rooms Stay 2. Nature Parks which conserve the natural eco-system. 3. Field study/Information centers on stilts. 4. Raised boards walks, deck on stilts, shelters/rest huts on stilts. 5. Nature trails, hides, observation towers, canopy walkways, carefully located cycle paths, bridleways and the like. 6. Camping, picnicking, bird watching and the like, while ensuring that the natural habitat is not disturbed. 7. Security posts, tickets booths, site offices 8. Traditional fishing, Animal Farming & Mari farming 9. Continuation of existing paddy fields. 10. Mobile Sanitary Facilities 11. "Lellama" 12. "Madel Paadu" built with constructions 13. Fishing piers 14. Berths & Boat jetty/ ferry accommodation 15. Recreational parks 16. Open theatre 17. Open Gymnasium 18. Research and Development Centers

xii. Common zoning regulations	1. Clearances should be obtained from relevant agencies if needed. 2. District planning committee of UDA will have the full rights to decide any special development considerations within the Zone 3. Sustainable Materials: Use environmentally friendly and locally sourced materials for construction. Consider timber from sustainable sources, recycled materials, or materials with low environmental impact. 4. Low-Impact Foundations: Ensure that the foundations or footings of the development have minimal impact on the forest floor to prevent soil compaction and disruption to the ecosystem. 5. Natural Aesthetics: Design development that blend with the natural surroundings. Use earthy and muted color schemes that harmonize with the forest environment. 6. Rustic Design: Incorporate rustic architectural elements, such as exposed timber beams, stone accents, or thatched roofs, to create a natural and cozy atmosphere. 7. Sustainability Features: Include green building features like rainwater harvesting, solar panels for lighting, and low-flow water fixtures to minimize environmental impact. 8. Off-Grid Amenities: Provide off-grid amenities such as composting toilets, and limit the use of electricity to maintain a sustainable and eco-friendly experience. 9. Natural Ventilation: Design the development with proper ventilation to minimize the need for air conditioning, allowing guests to enjoy the fresh forest air. 10. Privacy and Scenic Views: Ensure that each Development offers privacy and scenic views of the forest. Incorporate large windows or open-air elements to connect guests with nature. 11. Minimal Site Disturbance: Construct each development with minimal disruption to the natural terrain. Avoid

	cutting down trees or disturbing sensitive areas. 12. Outdoor Spaces: Include private outdoor spaces like decks, patios, or balconies where guests can relax and enjoy the forest. 13. Fire Safety: Implement fire-resistant building practices and provide safety equipment to mitigate the risk of forest fires. 14. Accessibility: Design development to be accessible to people with disabilities, including wheelchair ramps and wider doorways. 15. Multi-Season Use: Insulate cabanas for year-round use, and include heating options for colder seasons. 16. Waste Management: Establish a responsible waste management system for guests and staff to minimize the environmental impact. 17. Local Workforce: Employ local labor and support local communities for construction and maintenance to benefit the local economy. 18. Educational Signage: Install signage or materials in cabanas that educate guests about the forest ecosystem and encourage eco-friendly behavior. 19. Wildlife-Friendly: Design features that minimize disturbance to wildlife, such as bird-friendly window treatments or designated wildlife viewing areas. 20. Light Pollution Control: Use lighting fixtures that minimize light pollution and allow guests to enjoy stargazing. 21. Signs and billboards should, where possible, incorporate colors and materials that are compatible with the existing character of an environmentally sensitive area. 22. It is preferable that billboards and freestanding signs in sensitive environmental areas are used for interpretive, public safety or educational purposes. 23. Dune Stabilization Planting native dune vegetation to stabilize sand dunes and prevent erosion, as well as providing habitat for wildlife. Promoting ecotourism,

	nature based coastal development.

Source : Urban Development Authority 2025

Table 8:Conservation Zone

i.	**Main Zone**	**Conservation Zone**
ii.	**Characteristics of the Zone**	Wetland areas with high biological diversity, areas of water retention and detention which need to be kept for flood control and to reduce risk of floods; such as Marshes and Mangroves.
iii.	**Zoning Boundaries**	Annexures
iv.	**Sub Zone**	**Medium Sensitive Conservation Zone**
v.	**Zone Code**	**CN2**
vi.	**Zone Factor**	-
vii.	**Permissible Floor Area Ratio**	Schedule 6 - Form "A" & Form "B" (As per the Gazette notification No. 2235/54)
viii.	**Permissible Maximum Plot Coverage**	05 %
ix.	**Setbacks & Open Spaces**	Schedule 6 - form "E" (As per the Gazette notification No. 2235/54)
x.	**Minimum land extent for sub division**	-
xi.	**Permissible uses**	Other than the form "F" in Schedule 1 following Activities can be allowed. 1. Nature Friendly Restaurant & Rooms stay 2. Nature Parks conserving the natural eco-system 3. Eco-friendly restaurants 4. Field study/Information centers 5. Mini conference centers 6. Raised boards walks, deck on stilts, shelters/rest huts. 7. Nature trails, hides, observation towers, canopy walkways, carefully located cycle

	paths, bridleways and the like. 8. Security posts, tickets booths, site offices 9. Camping, picnicking, bird watching and the like 10. Outdoor fitness/exercise facilities 11. Visitor centers 12. Wetland museum 13. Eco-tourism facilities (Small-scale, eco-friendly, tourist development such as cabanas on stilts) 14. Wetland Adventure/ Theme Parks, conserving/restoring the natural eco system. 15. Other nature-based recreation activities 16. Open grassed areas (as public parks/playgrounds) 17. Traditional fishing, Animal Farming & Mari Farming 18. Flower Collection with Garden 19. Water transport if carefully integrated and operated 20. Dairies and grazing, but no other form of animal husbandry 21. Wetland forestry 22. Vitally important public infrastructure projects, under exceptional circumstances 23. Irrigation/flood protection structures 24. Wetland agriculture including reed cultivation 25. Mobile Sanitary Facilities 26. Greenhouse 27. “Lellama” 28. “Madel Paadu” built with constructions 29. Fishing piers 30. Berths & Boat jetty/ ferry accommodation 31. Recreational parks 32. Open grounds 33. Open theatre 34. Research and Development Centers 35. Cabana Hotels
xii. Common zoning regulations	1. Clearances should be obtained from relevant agencies if needed. 2. District planning committee of UDA will have the full rights to decide any special

	development considerations within the Zone. 3. G+2 or 10m height building only can be allowed in the existing lot. 4. Expansion of existing development within the same lot can be permitted only 10m height. 5. Sustainable Materials: Use environmentally friendly and locally sourced materials for construction. Consider timber from sustainable sources, recycled materials, or materials with low environmental impact. 6. Low-Impact Foundations: Ensure that the foundations or footings of the development have minimal impact on the forest floor to prevent soil compaction and disruption to the ecosystem. 7. Natural Aesthetics: Design development that blend with the natural surroundings. Use earthy and muted color schemes that harmonize with the forest environment. 8. Rustic Design: Incorporate rustic architectural elements, such as exposed timber beams, stone accents, or thatched roofs, to create a natural and cozy atmosphere. 9. Sustainability Features: Include green building features like rainwater harvesting, solar panels for lighting, and low-flow water fixtures to minimize environmental impact. 10. Off-Grid Amenities: Provide off-grid amenities such as compos ng toilets, and limit the use of electricity to maintain a sustainable and eco-friendly experience.

	11. Natural Ventilation: Design the development with proper ventilation to minimize the need for air conditioning, allowing guests to enjoy the fresh forest air. 12. Privacy and Scenic Views: Ensure that each Development offers privacy and scenic views of the forest. Incorporate large windows or open-air elements to connect guests with nature. 13. Minimal Site Disturbance: Construct each development with minimal disruption to the natural terrain. Avoid cutting down trees or disturbing sensitive areas. 14. Outdoor Spaces: Include private outdoor spaces like decks, patios, or balconies where guests can relax and enjoy the forest. 15. Fire Safety: Implement fire-resistant building practices and provide safety equipment to mitigate the risk of forest fires. 16. Accessibility: Design development to be accessible to people with disabilities, including wheelchair ramps and wider doorways. 17. Multi-Season Use: Insulate cabanas for year-round use, and include heating options for colder seasons. 18. Waste Management: Establish a responsible waste management system for guests and staff to minimize the environmental impact. 19. Local Workforce: Employ local labor and support local communities for construction and maintenance to benefit the local economy. 20. Educational Signage: Install signage or materials in cabanas that educate guests about the forest ecosystem and encourage

	eco-friendly behavior. 21. Wildlife-Friendly: Design features that minimize disturbance to wildlife, such as bird-friendly window treatments or designated wildlife viewing areas. 22. Light Pollution Control: Use lighting fixtures that minimize light pollution and allow guests to enjoy stargazing. 23. Signs and billboards should, where possible, incorporate colors and materials that are compatible with the existing character of an environmentally sensitive area. 24. It is preferable that billboards and freestanding signs in sensitive environmental areas are used for interpretive, public safety or educational purposes. 25. Dune Stabilization Planting native dune vegetation to stabilize sand dunes and prevent erosion, as well as providing habitat for wildlife. Promoting ecotourism, nature based coastal development.

Source : Urban Development Authority 2025

Table 9:Conservation Zone

i.	**Main Zone**	**Conservation Zone**
ii.	**Characteristics of the Zone**	This zone consists with existing cultivated paddy lands, abandoned paddy fields and sand dunes.
iii.	**Zoning Boundaries**	Annexures
iv.	**Sub Zone**	**Low Sensitive Conservation Zone**
v.	**Zone Code**	**CN1**
vi.	**Zone Factor**	0.56
vii.	**Permissible Floor Area Ratio**	Schedule 6 - Form "A" & Form "B" (As per the Gazette notification No. 2235/54)
viii.	**Permissible Maximum Plot Coverage**	50 %
ix.	**Setbacks & Open Spaces**	Schedule 6 - form "E" (As per the Gazette notification No. 2235/54)
x.	**Minimum land extent for sub division**	**500 Sq.m**
xi.	**Permissible uses & Minimum Land Extent**	Schedule 1 – Form "F" Schedule 2 – Form "G"
xii.	**Common zoning regulations**	1. Clearance to be obtained from agrarian development department. 2. Clearances should be obtained from relevant agencies if needed. 3. If identify the highland within this zone it can be considered as developable land. 4. Such development not permitted within this zone but which is existing development can be allowed for the further development 5. District planning committee of UDA will have the full rights to decide any special development considerations within the Zone

Source : Urban Development Authority 2025

5.4 Permissible Uses for Development Zones

NO	Principle Use	Sub Uses	Low Density Commercial Zone	Low Density Mix Zone	Low Density Residential Zone	Low Sensitives Conservation Zone	Agro Promotion Zone	High Sensitivity Conservation Zone	Medium Sensitivity Conservation Zone
1	1. Residential	Houses	x	x	x	x	x		
2		Condominium Housing Complexes		x					
3		Housing Complexes		x	x				
4		Housing Projects		x	x				
5		Quarters/Labour Quaters	x	x	x				
6		Service Apartments		x					
7		Studio Apartments	x	x					
8		Dometry		x	x				
9		Hostels	x	x	x				
10		Day-care Centers	x	x	x		x		
11		Patient Care Centers	x	x	x		x		
12		Elders home	x	x	x	x	x		
13		Children’s home	x	x	x	x	x		

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

1	4. Commercial	Shopping complex	x	x					
2		Retail shops	x	x	x	x	x		
3		Wholesale Shops	x	x					
4		Department Stores/ Super Markets	x	x					
5		Open Markets	x	x	x	x	x		
6		Showrooms	x	x					
7		Restaurants (Take Away)	x	x	x	x	x		
8		Restaurants	x	x	x	x	x		
9		Reception Halls	x	x	x		x		
10		Star Class Hotels	x	x	x				
11		Hotels	x	x	x				
12		City Hotels	x	x					
13		Club	x	x					
14		Motel	x	x	x				
15		Cabana Hotels		x	x	x	x		x
16		Broadcasting Centers	x	x	x				
17		Studio (Non Broadcasting)	x	x	x				
18		Beauty Parlour	x	x	x	x	x		
19		Customer Service Centers	x	x	x	x	x		
20		SPA	x	x					
21		Tailor Shops	x	x	x		x		
22		Funeral Parlours	x	x					
23		Flouriest	x	x					
24		Laundry/ costume cleaning centers	x	x	x		x		
25		Hardware/ building material selling shops	x	x	x		x		
26		Liquor shops	x	x					
27		Vehicle spare parts shops	x	x	x		x		

28		Vehicle renting centers	x	x	x	x	x		
29		Vehicle service centers	x	x	x		x		

30		Bicycle/three-wheeler s.c.	x	x	x		x		
31		Light vehicle s.c.	x	x	x		x		
32		Heavy vehicle s.c.	x	x	x				
33		Garage	x	x	x		x		
34		Vehicle fuel stations	x	x	x	x	x		
35		Emission Testing Centers	x	x	x	x	x		
36		Betting centers	x	x					
37		Bus terminals	x	x					
1	5. Educational	Pre School/ Early childhood development center	x	x	x		x		
2		Primary school	x	x	x	x	x		
3		Secondary school	x	x	x	x	x		
4		Tertiary school	x	x	x	x	x		
5		Private school/ International school	x	x	x				
6		High education institutions (Campus)		x	x				
7		Government/ Private university		x	x				
8		Technical college/ Vocational training center/ Training center		x	x				
9		Private Tuition Classes-less than 50sqm	x	x	x	x	x		
10		Private Tuition Classes- 50m to 500sqm	x	x	x		x		
11		Private Tuition Classes-more than 500 sqm	x	x	x				
12		Art institutions/ drama institution	x	x	x				
13		Other educational institution	x	x	x				
14		Research and Development Centers		x	x	x	x		x
1	6. Social & Religious	Religious center		x	x		x		
2		Religious education center		x	x		x		

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

1	8. Leisure	Indoor stadium		x	x		x		
2		Open theatre		x	x		x	x	x
3		Library	x	x	x	x	x		
4		Gymnasium	x	x	x		x		
5		Children parks	x	x	x	x	x		
6		Open grounds	x	x	x	x	x		x
7		Cinema theatre/ open cinema theatre	x	x	x		x		
8		Swimming pool	x	x	x		x		
9		Parks	x	x	x	x	x	x	x
10		Recreational parks	x	x	x	x	x	x	x
1	9. Agriculture and Fishery	Boat jetty/ ferry accommodation		x	x			x	x
2		Berths		x	x			x	x
3		Fishing piers		x	x			x	x
4		“Madel Paadu” built with constructions		x	x			x	x
5		“Lellama”		x	x			x	x
6		Animal and crop farms			x	x	x		
7		Agricultural products collection centres		x	x	x	x		
8		Animal and Seed Breeding Centres		x	x	x	x		
9		Greenhouse	x	x	x	x	x		x
1	10. Other	Roof antenna towers	x	x	x		x		
2		antenna towers	x	x	x		x		
3		communication Towers	x	x	x		x		
4		vehicle parking	x	x	x				
5		electricity sub stations	x	x	x	x	x		
6		Sand Mining/Mineral Mining/Washing			x	x	x		
7		quarrying			x	x	x		
8		Soil Excavation / clay Excavation			x	x	x		

9		Sanitary buildings	x	x	x	x	x	x	x
10		A.T.M	x	x	x	x	x		
11		Electric charging stations	x	x	x	x	x		
12		Compost facility/waste recycling centres	x	x	x	x	x		

	Non- permissible uses
✓	Permissible uses

5.5 : Minimum Land extent for Permissible Uses

Form "G" – Minimum Land extent for Permissible Uses			
Main Uses	**Number**	**Sub Uses**	**Minimum Land Extent (sqm)**
1. Residential	1	Houses	150
	2	Condominium Housing Complexes	500
	3	Housing Complexes	150
	4	Housing Projects	500
	5	Quatres/Labor Quarters	150
	6	Service Apartments	150
	7	Studio Apartments	150
	8	Dometry	500
	9	Hostels	500
	10	Daycare Centers	350
	11	Patient Care Centers	250
	12	Elders home	500
	13	Children's home	500
	14	Disability rehabilitation home	500
	15	Rehabilitation /Probation home	1000
	16	Community centers	150
	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 Centres	250
	13	Animal Protection Centers	500
3. Office & Institution	1	Office	250
	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	150
4. Commercial	1	Shopping complex	500
	2	Retail shops	150
	3	Wholesale Shops	250
	4	Department Stoeres/ Super Markets	500

	5	Open Markets	150
	6	Showrooms	500
	7	Resturants (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	Flourist	150
	24	Flourist	150
	25	Laundery/ costume cleaning centers	150
	26	Hardware/ building material selling shops	150
	27	Liquor shops	150
	28	Vehicle spare parts shops	150
	29	Vehicle renting centers	500
	30	Vehicle service centers	

		Bicycle/threewheeler	375
	31	Light vehicle	500
	32	Heavy vehicle	1000
	33		
	34	Garage	500
		Vehicle fuel stations	1000
		Emission testing centers	500
5. Educational	1	Pre School/ Early childhood development center	500
	2	Primary school	2000
	3	Secondary school	4000
	4	Tertiary school	4000
	5	Private school/ International school	3000
	6	High education institutions(Campus)	1000
	7	Government/ Private university	4000
	8	Technical college/ Vocational training center/ Training center	1000
	9	Private Tution Clases-less than 50sqm	150
	10	Private Tution Clases- 50sqm to 500sqm	500
	11	Private Tution Clases-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	1000
	6	Community Development Centers	150
	7	Auditorium	500
	8	Conference Centers	1000
7. Industrial	1	Vehicle assembling/ repairing center	500
	2	Stores for distribution activity	500
	3	Stores/ warehouse	1000
	4	Service industries	500
	5	Domestic Industry	250
	6	Packing industry	250
	7	Recycling industry	1000
	8	Value addition industry	250
	9	Defective material collection center	250
	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	250
	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	250
	5	Children parks	500
	6	Open grounds	1000
	7	Cinema theater/ open cinema theater	500
	8	Swimming pool	250
	9	Parks	150
	10	Recreational parks	500
9. Agriculture and fishery industry	1	Boat jetty/ ferry accommodation	-
	2	Berths	-
	3	Fishing piers	-
	4	“Madel Paadu” built with constructions	-
	5	“Lellama”	-
	6	Animal and crop farms	1000
	7	Agricultural products collection centres	250
	8	Animal and Seed Breeding Centres	500
	9	Greenhouse	150

10. Other	1	Roof antenna towers	-
	2	antena 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	-
	11	Electric charging stations	-
	12	Compost facility/waste recycling centres	1000

Chapter 06 – Proposed Road Width, Street line and Building Limit

	Name of the road	Road ID	Proposed road width from the Center of the Road (m)	Street line(m)	Building line(m)
1	Vadalikkula Road	NJKYE001	7	3.5	4.5
2	Zeon Church Road	NJKYE002	7	3.5	4.5
3	Periyavar Kaaddu Road	NJKYE003	7	3.5	4.5
4	Koolavadi Road	NJKYE004	7	3.5	4.5
5	Light house Road	NJKYE005	7	3.5	4.5
6	Light house 1st Road	NJKYE006	7	3.5	4.5
7	Light house Cross Road	NJKYE007	7	3.5	4.5
8	Kanthan Adaippu Road	NJKYE008	7	3.5	4.5
9	Samatter Road	NJKYE009	7	3.5	4.5
10	Eruthal Road	NJKYE010	7	3.5	4.5
11	Aninsipula road	NJKYE011	7	3.5	4.5
12	Perukkady Road	NJKYE012	7	3.5	4.5
13	Kumulankaddu Road	NJKYE013	7	3.5	4.5
14	Sunkarajanpula Road	NJKYE014	7	3.5	4.5
15	Vadaloor front Road	NJKYE015	7	3.5	4.5
16	East beach Road	NJKYE016	7	3.5	4.5
17	Hospital Road	NJKYE017	7	3.5	4.5
18	Kalikovil Road	NJKYE018	7	3.5	4.5
19	Sinnappandaravayl Road	NJKYE019	7	3.5	4.5
20	Thillankuli Road	NJKYE020	7	3.5	4.5

21	Aalampula Road	NJKYE021	7	3.5	4.5
22	Kollavalavu Road	NJKYE022	7	3.5	4.5
23	Ponnampalam Road	NJKYE023	7	3.5	4.5
24	Puliyadi Link Road	NJKYE024	7	3.5	4.5
25	Puliyadi Road	NJKYE025	7	3.5	4.5
26	Kaladdy Road	NJKYE026	7	3.5	4.5
27	Dringing water well Road	NJKYE027	7	3.5	4.5
28	Pasture Land Road	NJKYE028	7	3.5	4.5
29	Puliyantheevu Road	NJKYE029	7	3.5	4.5
30	Housing Scheme Road	NJKYE030	7	3.5	4.5
31	West beach Road	NJKYE031	7	3.5	4.5
32	Housing Scheme 1st Road	NJKYE032	7	3.5	4.5
33	Housing Scheme 2nd Road	NJKYE033	7	3.5	4.5
34	Housing Scheme 3rd Road	NJKYE034	7	3.5	4.5
35	Housing Scheme 4th Road	NJKYE035	7	3.5	4.5
36	Housing Scheme 5th Road	NJKYE036	7	3.5	4.5
37	Housing Scheme 6th Road	NJKYE037	7	3.5	4.5
38	Housing Scheme 7th Road	NJKYE038	7	3.5	4.5
39	Housing Scheme 8th Road	NJKYE039	7	3.5	4.5
40	Housing Scheme 9th Road	NJKYE040	7	3.5	4.5
41	HousingScheme10th Road	NJKYE041	7	3.5	4.5
42	HousingScheme11th Road	NJKYE042	7	3.5	4.5
43	HousingScheme12th Road	NJKYE043	7	3.5	4.5
44	West Beach link Road	NJKYE044	7	3.5	4.5
45	Housing Scheme link Road	NJKYE045	7	3.5	4.5
46	West Beach 1st Road	NJKYE046	7	3.5	4.5
47	West Beach 2nd Road	NJKYE047	7	3.5	4.5
48	West Cross Road	NJKYE048	7	3.5	4.5
49	Kadaiyadi back Road	NJKYE049	7	3.5	4.5

50	West field Road	NJKYE050	7	3.5	4.5
51	Kadaiyadi 3rd Road	NJKYE051	7	3.5	4.5
52	Murugan kovil back Road	NJKYE052	7	3.5	4.5
53	Kadaiyadi Cross Road	NJKYE053	7	3.5	4.5
54	Paddy field Road	NJKYE054	7	3.5	4.5
55	Achikovil back Road	NJKYE055	7	3.5	4.5
56	Achikovil Road	NJKYE056	7	3.5	4.5
57	Vizhavadi Road	NJKYE057	7	3.5	4.5
58	Kadaiyadi 2nd Road	NJKYE058	7	3.5	4.5
59	Kadaiyadi 1st Road	NJKYE059	7	3.5	4.5
60	Achivayal Road	NJKYE060	7	3.5	4.5
61	Co-op Road	NJKYE061	7	3.5	4.5
62	Iyanar kovil Road	NJKYE062	7	3.5	4.5
63	Iyanar kovil 6th Road	NJKYE063	7	3.5	4.5
64	Iyanar kovil 5th Road	NJKYE064	7	3.5	4.5
65	Arunothaya c.c cross Road	NJKYE065	7	3.5	4.5
66	Vizhnu kovil Road	NJKYE066	7	3.5	4.5
67	Iyanar kovil 4th Road	NJKYE067	7	3.5	4.5
68	Bake house Road	NJKYE068	7	3.5	4.5
69	Bake house front Road	NJKYE069	7	3.5	4.5
70	Iyanar kovil 2nd Road	NJKYE070	7	3.5	4.5
71	Iyanar kovil back Road	NJKYE071	7	3.5	4.5
72	Iyanar kovil 1st Road	NJKYE072	7	3.5	4.5
73	Iyanar kovil 3rd Road	NJKYE073	7	3.5	4.5
74	Vairavar kovil Road	NJKYE074	7	3.5	4.5
75	Achikovil back cross Road	NJKYE075	7	3.5	4.5
76	Arumugam Road	NJKYE076	7	3.5	4.5
77	Veerapathirar kovil Road	NJKYE077	7	3.5	4.5
78	Valipadu Road	NJKYE078	7	3.5	4.5
79	Earampu Road	NJKYE079	7	3.5	4.5

80	Kovil Road	NJKYE080	7	3.5	4.5
81	Sellapa Road	NJKYE081	7	3.5	4.5
82	Thevasakajam Road	NJKYE082	7	3.5	4.5
83	Thevasakajam Link Road	NJKYE083	7	3.5	4.5
84	Sepamalai Road	NJKYE084	7	3.5	4.5
85	MPCS Road	NJKYE085	7	3.5	4.5
86	Anthoniyar Road	NJKYE086	7	3.5	4.5
87	Burial ground Road	NJKYE087	7	3.5	4.5
88	Thomaiyar back Road	NJKYE088	7	3.5	4.5
89	West beach Road	NJKYE089	7	3.5	4.5
90	West beach link Road	NJKYE090	7	3.5	4.5
91	West beach 2nd Road	NJKYE091	7	3.5	4.5
92	West beach 1st Road	NJKYE092	7	3.5	4.5
93	Suruvil main st. 1st lane	NJKYE093	7	3.5	4.5
94	Suruvil main st. 2nd lane	NJKYE094	7	3.5	4.5
95	St.Mary's Lane (Kayts Pannai 1st Lane)	NJKYE095	7	3.5	4.5
96	Kayts Pannai 2nd Lane	NJKYE096	7	3.5	4.5
97	Kayts Pannai 3rd Lane	NJKYE097	7	3.5	4.5
98	Kayts Pannai 4th Lane	NJKYE098	7	3.5	4.5
99	Kayts Pannai 5th Lane	NJKYE099	7	3.5	4.5
100	Kayts Pannai 6th Lane	NJKYE100	7	3.5	4.5
101	St.Mary's1st Lane	NJKYE101	7	3.5	4.5
102	East Beach Road	NJKYE102	9	4.5	5.5
103	St.James Veethy	NJKYE103	9	4.5	5.5
104	West beach road (St.Jems lane)	NJKYE104	9	4.5	5.5
105	St.James 1st Lane	NJKYE105	7	3.5	4.5

106	St.James 2nd Lane	NJKYE106	7	3.5	4.5
107	Negadda Veethy	NJKYE107	7	3.5	4.5
108	Puliyadi lane	NJKYE108	7	3.5	4.5
109	Camp Veethy	NJKYE109	9	4.5	5.5
110	Camp Veethy 1st Lane	NJKYE110	7	3.5	4.5
111	Mankuli veethy	NJKYE111	7	3.5	4.5
112	Customs Veethy	NJKYE112	7	3.5	4.5
113	Kathiresan Kovil Lane	NJKYE113	7	3.5	4.5
114	Post Office Veethy	NJKYE114	7	3.5	4.5
115	Camp Veethy 2nd Lane	NJKYE115	7	3.5	4.5
116	St.James - West beach link road (Paruthiyadipu Lane)	NJKYE116	7	3.5	4.5
117	Uppukula Lane	NJKYE117	7	3.5	4.5
118	Aiththampula Veethy	NJKYE118	7	3.5	4.5
119	Aiththampula 1st Lane	NJKYE119	7	3.5	4.5
120	Aiththampula 2nd Lane	NJKYE120	7	3.5	4.5
121	Kalichchambai Lane	NJKYE121	7	3.5	4.5
122	Post Office Joint Road (Periyapulam veethy 1st Lane)	NJKYE122	7	3.5	4.5
123	Palavi Veethy	NJKYE123	7	3.5	4.5
124	Sivan Kovil front road	NJKYE124	7	3.5	4.5
125	Sebastiyar Veethy	NJKYE125	7	3.5	4.5
126	Kalikulam Veethy	NJKYE126	7	3.5	4.5
127	Koththikula Veethy	NJKYE127	7	3.5	4.5
128	St.Joseph Veethy	NJKYE128	7	3.5	4.5
129	Suruvil Veethy 3rd Lane	NJKYE129	7	3.5	4.5
130	Kathiresan Kovil infront Lane	NJKYE130	7	3.5	4.5
131	Kathiresan Kovil Back Lane	NJKYE131	7	3.5	4.5

132	Kathiresan Kovil 1st Lane	NJKYE132	7	3.5	4.5
133	Kathiresan Kovil 2nd Lane	NJKYE133	7	3.5	4.5
134	Kathiresan Kovil 3rd Lane	NJKYE134	7	3.5	4.5
135	Kathiresan Kovil 3rd Lane	NJKYE135	7	3.5	4.5
136	St.James Sub Lane (Kathirasan Kovil Veethy)	NJKYE136	7	3.5	4.5
137	Shanmuganathan School Lane	NJKYE137	7	3.5	4.5
138	Cemetery road (1st cross street)	NJKYE138	7	3.5	4.5
139	Park Road	NJKYE139	7	3.5	4.5
140	Velangani Matha Street	NJKYE140	7	3.5	4.5
141	Mellinchimunai Main Street	NJKYE141	7	3.5	4.5
142	Kannakaiamman Veethy	NJKYE142	7	3.5	4.5
143	Puthukudijirupu Road	NJKYE143	7	3.5	4.5
144	1St Cross Lane	NJKYE144	7	3.5	4.5
145	2nd Cross Lane	NJKYE145	7	3.5	4.5
146	3rd Cross Lane	NJKYE146	7	3.5	4.5
147	Common Hall Road	NJKYE147	7	3.5	4.5
148	Temple Road	NJKYE148	7	3.5	4.5
149	Temple Road 1st cross Lane	NJKYE149	7	3.5	4.5
150	Temple Road 2nd cross Lane	NJKYE150	7	3.5	4.5
151	Kovil Back Veethy	NJKYE151	7	3.5	4.5
152	Kovil Back Veethy 1st Cross Lane	NJKYE152	7	3.5	4.5
153	Kovil Back Veethy 2nd Cross Lane	NJKYE153	7	3.5	4.5
154	Mellinchimunai Main Street 1st cross Lane	NJKYE154	7	3.5	4.5
155	Karampon - Naranthanai 1st Lane (Karampon - Velanai 1st Lane)	NJKYE155	7	3.5	4.5
156	Oluvil Road 1st Lane (Lily Lane)	NJKYE156	7	3.5	4.5
157	Oluvil Road 2nd Lane	NJKYE157	7	3.5	4.5

158	Oluvil Road 3rd Lane	NJKYE158	7	3.5	4.5
159	Oluvil Road 4th Lane	NJKYE159	7	3.5	4.5
160	Oluvil Road 5th Lane	NJKYE160	7	3.5	4.5
161	Oluvil Road 6th Lane (6th Lane)	NJKYE161	7	3.5	4.5
162	Karampon - Naranthanai 2nd Lane (Karampon-Velanai Road 2nd Lane)	NJKYE162	7	3.5	4.5
163	Paththanampiddi Lane	NJKYE163	7	3.5	4.5
164	Karampon Naranthanai 3rd Lane (Karampon-Velanai 3rd Lane)	NJKYE164	7	3.5	4.5
165	Karampon Naranthanai 4th Lane (Karampon-Velanai 4th Lane)	NJKYE165	7	3.5	4.5
166	Manasuparuthani Lane	NJKYE166	7	3.5	4.5
167	Maniyakaran Veethy	NJKYE167	7	3.5	4.5
168	Hospital Road 1st Lane (Hosiptial Back Road 1st Lane)	NJKYE168	7	3.5	4.5
169	Hospital Road 2nd Lane (Hosptial Back Road 2nd Lane)	NJKYE169	7	3.5	4.5
170	Kalikovil front Veethy	NJKYE170	7	3.5	4.5
171	Sinna Mulai Veethy	NJKYE171	7	3.5	4.5
172	Karampon Naranthanai Road 3rd Lane (Velanai Karampon Road 3rd Lane)	NJKYE172	7	3.5	4.5
173	Beach Road	NJKYE173	7	3.5	4.5
174	Punithavalan Veethy	NJKYE174	7	3.5	4.5
175	St.Therasa Veethy	NJKYE175	7	3.5	4.5
176	Ampalavanar Veethy	NJKYE176	7	3.5	4.5
177	Thampiran Thodda Veethy	NJKYE177	7	3.5	4.5
178	Periyapulam Veethy	NJKYE178	7	3.5	4.5

179	Periyapulam 1st Lane	NJKYE179	7	3.5	4.5
180	Periyapulam 2nd Lane	NJKYE180	7	3.5	4.5
181	Thampaddi central Lane	NJKYE181	7	3.5	4.5
182	Avarampula Veethy	NJKYE182	7	3.5	4.5
183	Vaady Veethy	NJKYE183	7	3.5	4.5
184	Sudalai Lane	NJKYE184	7	3.5	4.5
185	Muththumari amman Kovil Back Veethy (Kovil Back Veethy)	NJKYE185	7	3.5	4.5
186	10 Housing Shceme street	NJKYE186	7	3.5	4.5
187	Kokkuruniya Veethy	NJKYE187	7	3.5	4.5
188	Kokkuruniya Veethy 1st Lane	NJKYE188	7	3.5	4.5
189	Seddiyar Thodda Road	NJKYE189	7	3.5	4.5
190	Ganesha School Road	NJKYE190	7	3.5	4.5
191	Manonmani Amman Road	NJKYE191	7	3.5	4.5
192	Uthavarapiddy Road	NJKYE192	7	3.5	4.5
193	Keniyady Veethy	NJKYE193	7	3.5	4.5
194	Sudalai Lane	NJKYE194	7	3.5	4.5
195	Veerangal Lane	NJKYE195	7	3.5	4.5
196	St.Peters Lane	NJKYE196	10	5	6
197	St.Peters cross Lane	NJKYE197	7	3.5	4.5
198	Kanthasamy Kovil Lane	NJKYE198	7	3.5	4.5
199	Koddankadu Veethy (Kanthasamy Kovil 1st Cross Lane)	NJKYE199	7	3.5	4.5
200	Selva Veethy	NJKYE200	7	3.5	4.5
201	Srimurugan Road	NJKYE201	7	3.5	4.5

202	Sri Gnanavairavar Veethy	NJKYE202	7	3.5	4.5
203	Saththuvayal Veethy	NJKYE203	7	3.5	4.5
204	Sellappa Veethy	NJKYE204	7	3.5	4.5
205	Anna Veethy	NJKYE205	7	3.5	4.5
206	Othiyampala Veethy	NJKYE206	7	3.5	4.5
207	Kayts Velanai Road 1st Lane	NJKYE207	7	3.5	4.5
208	Kayts Velanai Road 2nd Lane	NJKYE208	7	3.5	4.5
209	Lilly Lane	NJKYE209	7	3.5	4.5
210	Kayts Velanai Road 3rd Lane	NJKYE210	7	3.5	4.5
211	Common Hall Veethy	NJKYE211	7	3.5	4.5
212	Sinna Madu 1st Lane	NJKYE212	7	3.5	4.5
213	Sinna Madu 2nd Lane	NJKYE213	7	3.5	4.5
214	Puliyankoodal North Lane	NJKYE214	7	3.5	4.5
215	Uppukula Veethy 1st Lane (North Lane 1sr cross street)	NJKYE215	7	3.5	4.5
216	Uppukula Veethy 2nd Lane (North Lane 2nd cross street)	NJKYE216	7	3.5	4.5
217	Uppukula Veethy 3rd Lane (North Lane 3rd cross street)	NJKYE217	7	3.5	4.5
218	North Lane 4th cross street	NJKYE218	7	3.5	4.5
219	North Lane 5th cross street	NJKYE219	7	3.5	4.5

*Street Line & Building Limit for the Public roads that are mentioned in the list prepared as follows and any public roads which are not included in the above road list, street line and building limit of particular road to be followed as in this table.					
Serial number	**Length of the Road (m)**	**Average width of the Road (m)**	**Proposed road width(m)**	**Street Line (m)**	**Building Line (m)**
1	<=50	<=3	4.5	2.25	3.25
2	>50	<=3	6	3	4
3		3< 6=>	7	3.5	4.5
4		6< 9=>	9	4.5	5.5