



Hikkaduwa Development Plan

2024–2033



Urban Development Authority
Ministry of Urban Development & Housing

HIKKADUWA DEVELOPMENT PLAN 2024-2033

The Vibrant Turquoise

A tourism destination on South Coast, where you can experience the colorful corals, feel the shades of ocean green & enjoy delightful vibe



Southern Provincial Office
Urban Development Authority

Minister of Urban Development, Construction and Housing





Hikkaduwa Urban Council Development Plan 2024 -2033 Urban Development Authority - Sri Lanka – 2024

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Publication

Urban Development Authority - Sri Lanka-2025
6th, 7th and 9th Floors “Sethsiripaya” Battaramulla, Sri Lanka
2022
Website - www.uda.gov.lk
Email - info@uda.gov.lk
Tel - +94 912234830

Hikkaduwa Urban Council Development Plan 2024– 2033

The three primary volumes of the Hikkaduwa Urban Council Development Plan 2024–2033, are depicted in volume I, II, and III. The development plan's introduction, background research, the necessity of a development plan, the planning framework, feasibility analysis, and planning domain are documented in the first section. The zoning, development regulations, and planning laws that go into effect in 2024–2033 are included in the second volume. The zoning boundary coordinates, and all annexes make up to the third section.

The Hikkaduwa Urban Council Development Plan 2024-2033 has been prepared by the Galle District Office of the Urban Development Authority, taking into account the advice and guidance of various departments and resource persons of the Urban Development Authority.

Supervision work

Engineer L. B. Kumudu Lal, Chairman-CEO, Chartered Architect and Planner Mahinda Withanarachchi, Director General, Chartered Planner Lalith Wijayaratne, Deputy Director General (Planning) Zone II, Chartered Planner M. P. Ranatunga, Deputy Director General (Planning) Zone I, Chartered Planner s Rupa Ranjani, Director - Strategic Planning CEO.

Planning Team

1. Chartered Planner Anura Medawela, Director (Southern Province) Urban Development Authority, Galle District Office, Master of Science (Town and Country Planning), University of Moratuwa, Master of Science (Environmental Management), University of Jayewardenepura, Postgraduate Diploma (Sustainable Development), Netherlands, Corporate Member - Institute of Town Planners Sri Lanka.
2. Chartered Planner C. W. N. D. S. Somanayake, Assistant Director (Urban Planning) Galle District Office, Urban Development Authority, B.Sc. (Hons.) in Agriculture, University of Peradeniya - Sri Lanka, MSc in Town and Country Planning, University of Moratuwa - Sri Lanka, Corporate Member - Institute of Town and Planners Sri Lanka.
3. Chartered Planner K. K. G. Permila Mayuri, Town Planner, Galle District Office, Urban Development Authority, B.Sc. (Hons.) Town and Country Planning, University of Moratuwa- Sri Lanka, M.Sc. Geographic Information

Systems and Remote Sensing, University of Peradeniya- Sri Lanka, Corporate Member - Institute of Town and Planners Sri Lanka.

4. Uresha Priyadarshani, Town Planner, Galle District Office, Urban Development Authority, Corporate Member - Institute of Town and Planners Sri Lanka.
5. Thilini Kaushalya Weerakkody, Environment Planner, Urban Development Authority, Environment and Landscape Division, BSc in Environmental Management, University of Peradeniya, M.A. (Environmental Management) Rajarata University, Mihintale.
6. S. K. T. N. Ariyawansa, Town Planner, Urban Development Authority, Galle District Office, B.A. Geography (Special) - University of Kelaniya, M.A. Social Sciences University of Kelaniya - Sri Lanka, Institutional Member - Sri Lanka Institute of Environmentalists.
7. Sudharma Jayawardena, Town Planner, Urban Development Authority, Galle District Office, B.A. Geography (Special) - University of Sri Jayewardenepura, Institutional Member - Sri Lanka Institute of Environmentalists.
8. N. A. K. Ariyaratne, Executive Planner, Urban Development Authority, Galle District Office, B.A. Geography (Special) - University of Sri Jayewardenepura, Institutional Member - Sri Lanka Institute of Environmental Scientists.
9. P. D. L. Janaka Senaratne, Town Planner, Urban Development Authority, Galle District Office, Post Graduate Diploma (Regional Development) University of Ruhuna, Bachelor of Arts (General) - University of Ruhuna, Institutional Member - Sri Lanka Institute of Environmentalists..
10. R. Vinodani De Silva, Planner, Urban Development Authority, Galle District Office, Post Graduate Diploma (Regional Development) University of Ruhuna Bachelor of Arts (General) - University of Ruhuna

Supporting Staff

I. Mrs. Deepani Jayasinghe, Management Assistant (Clerical works), Urban Development Authority, Galle District Office

II. Mrs. Chathuree Liyanage, Management Assistant (Computer works), Urban Development Authority, Galle District Office

III. Strategic Planning Division - Urban Development Authority (Supervision, monitoring and Gazetting

IV. Environment and Landscape Division - Urban Development Authority (Preparation of Conservation, Cultural and Heritage Plans)

V. Geographic Information Systems Division - Urban Development Authority (Providing Geographic Information Data and Providing Technical Assistance)

Language translation

I. English Language Translation-W.K.K Chathuranga, Town Planner

II. Tamil Language Translation

Development Plan Preparation, Coordination and Technical Documentation

K. K. G. Permila Mayuri, Town Planner, Galle District Office, Urban Development Authority

Acknowledgement

The plan has been prepared to guide the Hikkaduwa Urban Council area towards a systematic tourism development, taking into account illustrating how to draw resources from the surrounding areas to the area, thereby maximizing the benefits of the area's potential resources and illustrating how to turn it into a vibrant seaside destination while protecting the economic, social, and environmental sustainability of the area and its people as well as those who visit the area for services. This plan is focusing on environmental, social, and economic issues caused by the development activities occurring both, inside and outside the Hikkaduwa Urban Council area.

Conclusions were reached throughout the development plan's preparation by analyzing secondary data gathered for the years of 2012 and 2022 as well as based on data gathered from field surveys. The development plan is valid for the period of 2024-2033 and has been prepared for the area of Hikkaduwa Urban Council, based on the conclusions drawn from the analysis of data for the entire area, which has been declared as a urban development area by the Urban Development Authority. This is a result of both the facts understood through the practical process and the decisions made in accordance with various circumstances during the area's development planning process.

As a result, there are three sections in the Hikkaduwa Development Plan created for the years 2024–2033. The chapters on the development plan's background, foundational research, need of a development plan, development plan framework, SWOT analysis, and the development plan comprise in the first section. The development zones and zoning regulations pertaining to the planning boundaries make up the second section. The zoning boundaries, associated coordinates, and any annexes make up the third section.

The Hon. Minister's Foreword

Planned urban growth is becoming a reality with the development of Hikkaduwa city...



To make the dream of "A Prosperous Country, a Beautiful Life" based on His Excellency President Anura Kumara Disanayake's vision, it is needed that new development plans to be formulated and implemented. This will help to create a new dimension of development and steer the state in the right direction.

The Urban Development Authority is in charge of understanding the inequalities and shortcomings in the nation's urbanization process, polishing the various potentialities in cities based on social, economic, physical, and environmental factors, and to create, carrying out, and enforcing more realistic urban plans.

In light of this, the Urban Development Authority has created and released 68 city development plans in compliance with the mandate, and work is already under progress on creating and releasing an additional 22 plans this year. One of the plans being carried out in this way is the development plan for the Hikkaduwa Urban Council region. On the basis of the necessity to accomplish sustainable development goals by 2025, numerous city plans that will aid in the nation's development have been developed.

The primary factor that has been given priority in the drafting of this development plan is the development of Hikkaduwa as a service delivery center based on the potential of service deliveries identified as the potential of Hikkaduwa town.

Also, identifying the natural ecosystem of the area as well as places of economic value and developing those resources in a way that can be used by residents in a more systematic manner can be mentioned as one of the objectives of this development plan.

In preparing this plan, the views and suggestions of citizens, professionals, experts and stakeholders representing every social strata were sought, and approaches were relied to prepare this plan through a technical methodology by analyzing that information.

Therefore, I would like to express my gratitude to the Director General, the Chairman of the Urban Development Authority, the planning team, and all of the Urban Development Authority officers who have contributed in different ways to make the success of this work. Furthermore, I hope that the Hikkaduwa Development Plan (2024–2033) will be successfully implemented thanks to the assistance and participation of the crucial local government organizations, private sector organizations, and the general public.

Anura Karunathilaka

Minister of Urban Development, Construction and Housing

Foreword by the Honorable Chairman - Urban Development Authority



As established under Act No. 41 of 1978, the Urban Development Authority's main responsibility is to create and carry out development plans for areas designated as Urban Development Areas.

In accordance with Section 8A (1) of the Urban Development Authority (Amendment) Act, No. 04 of 1982 (Part II), the Authority is authorized to create development plans for the urban areas declared by the relevant Minister. As a result, sectors that requires strategic development by take into consideration the socioeconomic, physical, and environmental variables present in the area, has given particular attention in the preparation of the Hikkaduwa Development Plan.

The Hikkaduwa Development Plan for 2024–2033 was developed by the Urban Development Authority by taking into account the present needs while applying practical planning techniques. The development plan has established development zones and zoning regulations . Further to that strategic planning techniques have been used to identify the issues and opportunities present in the planning area and to make the most use of the potential. As a result, it was asked the public and all stakeholders to help developing goals of this development plan, which is being carried out to address the better and more urgent requirements of the public.

Eng. L.B. Kumudu Lal
Chairman
Urban Development Authority

Foreword by the Secretary of the Hikkaduwa Municipal Council



Through the ten-year vision of "The Vibrant Turquoise" this development plan was created with our combined efforts to turn the picturesque town of Hikkaduwa into a popular tourist destination, once more embellished with vibrant coral reefs and furnished with standard tourist amenities. This plan's main goals are to promote urban development, environmental preservation, and robust local economic growth.

Reviving the Hikkaduwa coral reef and safeguarding the special ecological areas that require protection, opening up picturesque locations like the hidden Hikkaduwa river and Rajgama lagoon as places that offer distinctive tourism experiences in tourism development, offering top-notch amenities to visitors, and creating a more useful and convenient regulatory framework for the community, are all reasons why we stress how important it is to carry out this plan.

By developing the city's tourist attractions in a balanced manner while preserving the environment, we all hope to improve the quality of life for the locals and contribute significantly to the Sri Lankan economy through the growth of Hikkaduwa tourism.

Therefore, in order to successfully execute this ten-year development plan, we anticipate that all institutions and the community will work together to transform Hikkaduwa town into a leisure tourism destination on the southern coast where visitors may enjoy a variety of ocean insights and vibrant coral reefs.

For its ongoing direction and assistance with development initiatives at Hikkaduwa region, we are also quite appreciative for Urban Development Authority.

Mrs. M.B.P. Janaki
Secretary, Hikkaduwa Municipal Council

Preface

The Galle District Office of the Urban Development Authority served as the major supervisor for the preparation of the Hikkaduwa Urban Council Development Plan 2024–2033. This plan was presented in order to make the necessary changes to turn the Hikkaduwa Urban Council area into a thriving coastal area on the southern coast and to get it closer to its ten-year future vision. The Hikkaduwa Urban Council Area Development Plan was created in compliance with His Excellency the President Anura Kumara Disanayaka’s vision - A Thriving Nation A Beautiful Life.

The Urban Development Authority, together with the Sri Lanka Tourism Development Authority, prepared a Tourism Development Plan for the Hikkaduwa urban area for the period 2024–2033. The projects identified in this plan, along with the design guidelines were incorporated into the formulation of this development plan to ensure alignment with the overall tourism development strategy.

We would like to thank the Former State Minister of Agriculture, Mr. Mohan P. De Silva, the Chairman of the Hikkaduwa Divisional Coordinating Committee, the current Secretary and Board of Officers, the Divisional Secretary, and all of the officers of that office on behalf of the planning team and the Urban Development Authority for approving the Development Plan 2024-2033 for the Hikkaduwa Urban Council area which prepared accordance with the provisions of the Urban Development Authority Act No. 41 of 1978 as amended by Act No. 4 of 1982.

I would especially like to thank Eng. L.B. Kumudu Lal, Chairman of the Urban Development Authority, Architect Mr. Mahinda Withanachchi, Director General UDA, Mr. Lalith Wijeratne, Deputy Director General (Planning) Zone II, Ms. C. Jayawardena, Adviser (Legal) to the Urban Development Authority, and Ms. Rupa Ranjani, Director of the Strategic Planning Division, for their encouragement and guidance in preparing this plan.

Finally, on behalf of the planning team, we would like to express our gratitude to the Director of the Geographical Information Systems Division, Ms. Senani, and all of the officers of that division, as well as to the Director of Environmental and Landscape division, Ms. Chandana Kalupahana, and all of the officers of that division .

Honorable Ministers Approval

APPROVAL OF THE DEVELOPMENT PLAN FOR HIKKADUWA URBAN COUNCIL LIMIT

I, Anura Karunathilaka, Minister of Urban Development, Construction and Housing do hereby approve the Development Plan for the enactment of development plan for Hikkaduwa Urban Council limit after consideration of recommendation made by the Board of Management of the Urban Development Authority on 11th November 2024 by virtue of the powers vested in me under Section 8 "F" of the Urban Development Authority (Amendment) Act No. 4 of 1982.



Anura Karunathilaka (M.P)

Minister of Urban Development, Construction and Housing

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

Date:26/12/2024



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The Gazette of the Democratic Socialist Republic of Sri Lanka
EXTRAORDINARY

අංක 2417/23 - 2025 ජනවාරි මස 01 මැති බදාදා - 2025.01.01
No. 2417/23 - WEDNESDAY, JANUARY 01, 2025

(Published by Authority)

PART I : SECTION (I) — GENERAL

Government Notifications

**APPROVAL OF THE DEVELOPMENT PLAN FOR HIKKADUWA
URBAN COUNCIL LIMIT**

I, Anura Karunathilaka, Minister of Urban Development, Construction and Housing do hereby approve the Development Plan for the enactment of development plan for Hikkaduwa Urban Council Limit after consideration of recommendation made by the Board of Management of the Urban Development Authority on 11th November 2024 by virtue of the powers vested in me under Section 8 "F" of the Urban Development Authority (Amendment) Act, No. 4 of 1982.

ANURA KARUNATHILAKA (M.P.),
Minister of Urban Development, Construction and Housing.

Ministry of Urban Development, Construction and Housing,
12th Floor,
"Sethsiripaya" Stage II,
Battaramulla,
26th December, 2024.

EOG 01 - 0001/1



1A - PG 6967 - 19 (01/2025)

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**APPROVAL OF THE DEVELOPMENT PLAN FOR HIKKADUWA
URBAN COUNCIL LIMIT**

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, Anura Karunathilaka, the Minister in charge of the subject of Urban Development, Construction and Housing, by virtue of the powers vested in me under Section 8 (F) of the said Act No. 4 of 1982 have approved the Development Plan for Hikkaduwa Urban Council Limit prepared under Section 8 (A) of the said Act on the day of 26th December 2024.

ANURA KARUNATHILAKA (M.P.),
Minister of Urban Development, Construction and Housing.

Ministry of Urban Development, Construction and Housing,
12th Floor,
"Sethsiripaya" Stage II,
Battaramulla.
30th December 2024.

EOG 01 - 0001/2

**APPROVAL OF THE DEVELOPMENT PLAN FOR HIKKADUWA
URBAN COUNCIL LIMIT**

PUBLIC are hereby informed that the Development Plan prepared for Hikkaduwa Urban Council Limit 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 26th December 2024, by Hon. Anura Karunathilaka, Minister of Urban Development, Construction and Housing, by virtue of powers vested on him under Section 8 (F) of the said Act.

Eng. L. B. KUMUDU LAL,
Chairman,
Urban Development Authority.

30th December 2024.

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Volume I

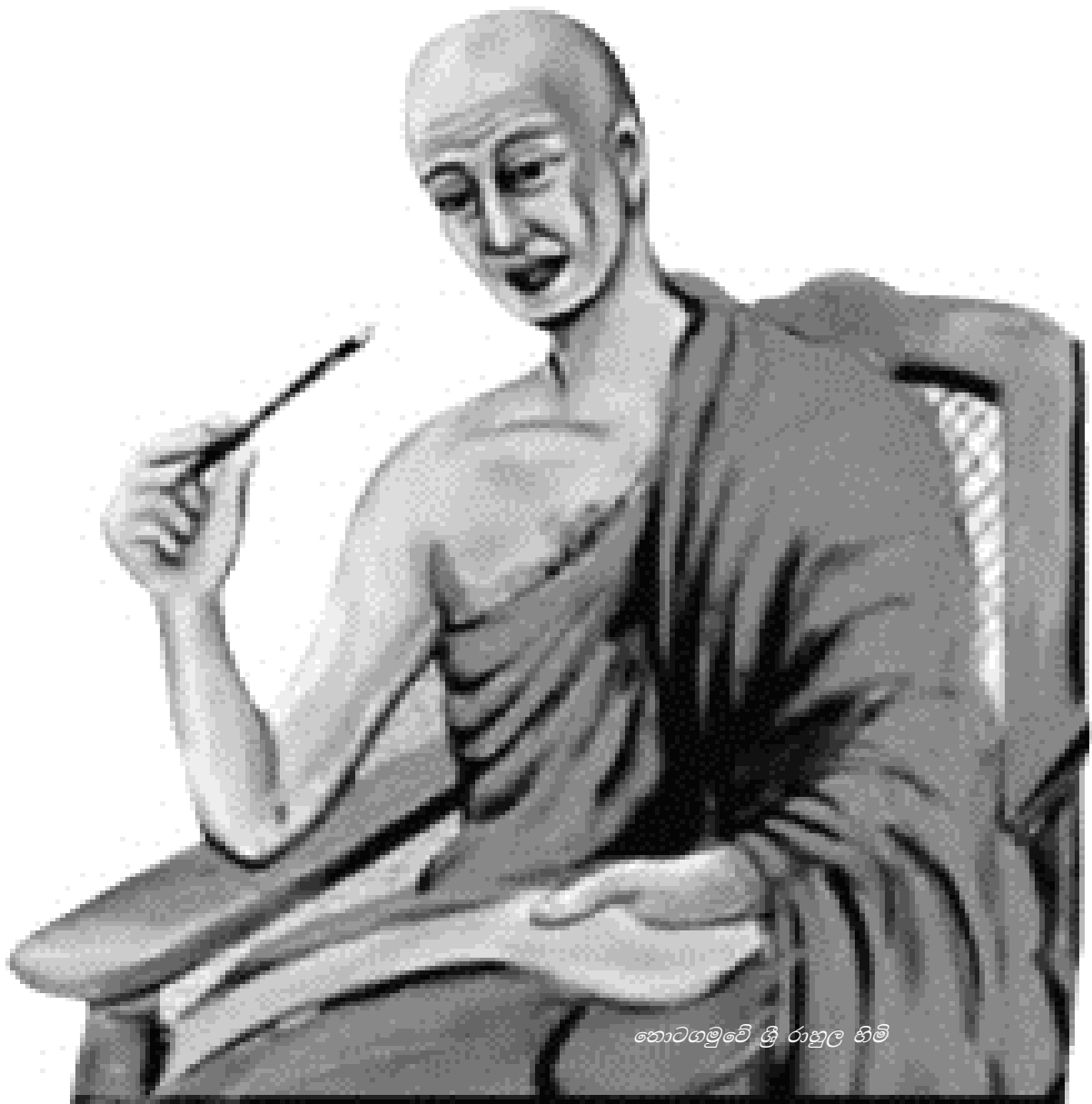


CHAPTER 01

Background Of The Development Plan

PHOTOGRAPHY

Panduka de Silva



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01. BACKGROUND OF THE DEVELOPMENT PLAN

1.1. Introduction

A development plan is a legally recognized document that guides development activities for an urbanized or urbanizing area identified as an “Urban Development Area.” This 10-year program outlines how development operations in the region should be carried out by examining the physical, social, economic and environmental aspects of the area and creating plans in a methodical manner with the involvement of stakeholders.

The Urban Development Authority has been empowered by Section 8 "A" of the Urban Development Authority (Amendment) Act No. 04 of 1982 to prepare a development plan for an area declared as an urban development area by the relevant Minister in charge of the subject matter in accordance with the powers given to the minister at Urban Development Authority Act No. 41 of 1978 by the National Council of State.

Thus, on November 26, 1980, Gazette Notification No. 116/6, declared a portion of the Hikkaduwa Urban Council area as Urban Development Areas. Later, on June 11, 1982, Gazette Notification No. 196/14 declared Thiranagama and Narigama Grama Niladhari Division of Hikkaduwa Urban Council Area. After, on December 17, 1982, Gazette Notification No. 223/16 declared the 01 km of coastline within the Hikkaduwa Urban Council jurisdiction as an Urban Development area. On August 30, 2012, the entire Hikkaduwa Urban Council territory was declared as an Urban Development Authority territory by Gazette Notification No. 1773/34.

Accordingly, the Urban Development Authority's Development Plan (2010–2030) for the Hikkaduwa Urban Area was released by the Minister of Urban Development and Sacred Land Development in 2010.

But in order to guide the area's economic, social, environmental and physical aspects toward sustainable development, it has become necessary to update the 2010–2030 Development Plan created for the Hikkaduwa Urban Council Area. An updated Development Plan has been created for the years of 2024–2033.

1.2. Stakeholders in the Development Plan

The Hikkaduwa Development Plan was prepared with the assistance of all relevant stakeholders from the beginning to the end. Their ideas, suggestions, information and data were gathered through consultation talks, seminars, meetings, phone conversations, field surveys, online methods, e-mail, regular mail, etc. In order to identify issues and opportunities in the region, to create strategic plans, to create development zones, to create development regulations and to create specifications, the ideas and suggestions received from active stakeholders from all sectors including administrative, environmental, physical, political, infrastructure and industry stratas were analyzed.

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

Key Stakeholder

- ❖ Hikkaduwa Urban Council

Consulting Organisations and Other Stakeholders

- ❖ Department of Census and Statistics
- ❖ Department of National Physical Planning
- ❖ Hikkaduwa Divisional Secretariat
- ❖ Central Environmental Authority
- ❖ Department of Coastal Conservation and Coastal Resources Management
- ❖ Department of Sri Lanka Railways
- ❖ National Housing Development Authority
- ❖ Sri Lanka Land Development Corporation
- ❖ Sri Lanka Transport Board
- ❖ Road Development Authority
- ❖ Provincial Road Development Authority
- ❖ National Water Supply and Drainage Board
- ❖ Ceylon Electricity Board (Pvt) Ltd.
- ❖ Ceylon Electricity Board
- ❖ Sri Lanka Telecom
- ❖ Sri Lanka Police
- ❖ National Building Research Organization
- ❖ District Secretariat
- ❖ Sri Lanka Tourism Development Authority
- ❖ Department of Wildlife Conservation
- ❖ Department of Fisheries and Aquatic Resources
- ❖ Sri Lanka Fisheries Ports Corporation
- ❖ Provincial Irrigation Department
- ❖ Department of Irrigation
- ❖ Ruhuna Tourism Bureau
- ❖ Land Reforms Commission
- ❖ Department of Agrarian Services Development
- ❖ Disaster Management Centre
- ❖ Marine Environment Protection Authority

1.3. Scope of the Development Plan

As depicted in the Urban Development Authority Act's powers, the Urban Development Authority Act No. 04 of 1982 gives the power to the authority to develop a development plan for a region that the relevant minister has been declared as an urban development area. Similarly, Circular No. 11 of 07 May 1990 delegated power to the Planning Committee of the appropriate Local Government Institution to develop development plan.

The main goal of creating the development plan is to use generally accepted, accessible facts to work toward a long-term development objective. Thus, the application of present state policies, the potential for development and the obstacles that the Hikkaduwa Urban Council region may encounter will be considered and this plan has established an interconnection in an economic, physical, social and environmental planning aspects.

Although Hikkaduwa, as 4th order city in the Southern Province urban hierarchy, is not specifically listed as a development zone in the National Physical Planning Department's 2050 plan and it is mentioned as an area that will be continuously impact by the Galle urban area's future development. Additionally, the Hikkaduwa and Dodanduwa areas have historically been a hub for trade and fishing. More recently, coastal pursuits like coral gardens, diving and surfing have received increased attention and tourism has emerged as the primary economic sector in the Hikkaduwa Urban Council area. Accordingly, this concept has been created within the parameters of a popular southern coast tourism location where visitors may see a variety of ocean greens and vibrant coral reefs.

In terms of geographical scope, the geographical boundaries of the Hikkaduwa Development Plan are spread across the areas of Rajgama Pradeshiya Sabha and Ambalangoda Pradeshiya Sabha, covering only the Hikkaduwa Urban Council area. The total area covered by the Development Plan is 13.28 square kilometers. The total plan area includes 27 Grama Niladhari Divisions. (Map 1.1).

In order to regulate and manage the overall spatial development anticipated within the Hikkaduwa Urban Council area, this plan was prepared to achieve a long-term vision over the next ten years, focusing on various areas such as environmental management, economic, infrastructure, settlement and social development. It does this in accordance with the requirements specified in the Urban Development Authority Act No. 41 of 1978 regarding the preparation of development plans.



Map 1. 1: Hikkaduwa Urban Council Area - Planning Area
Source: District Office Galle, Urban Development Authority

1.4. Planning Process

In compliance with the planning process outlined in the Urban Development Authority Act No. 4 of 1982 and its Amendment Act, the Hikkaduwa Development Plan was created using a strategic planning method. In order to achieve the desired results in accordance with the principles of the planning process, design process, and implementation at different times, the development plan has been prepared by adopting a new methodology that deviates from the traditional planning process and follows a flexible and easy-to-plan methodology.

Following the creation of the development guidelines and density-based zoning plan, the Urban Development Authority's Main Planning Committee approved the draft plan, which was modified within 60 days after the response received from the Hikkaduwa Urban Council, stakeholders and the general public.

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1. Background Study	Primary Data Acquisition - Satellite Imagery, Internet, Field Observations, Secondary Data Acquisition - Resource Profile, National Physical Plan
2. Scope	The scope of a development plan outlines the area, time frame, and key sectors it covers, providing a framework for sustainable land use, infrastructure and socio-economic development to achieve the area's long-term vision.
3. Identifying problems and potential	Analyzing the problems and potentials identified through discussions with stakeholders
4. Vision & Objective	Formulate a vision and objectives based on the prioritization of the issues and opportunities identified above.
5. Detailed analysis	Analyzing information based on resident population forecast, commuter population forecast, environmental sensitivity analysis, spatial relationship analysis, development pressure analysis, nodal analysis, etc.
6. Plans and strategies	Plans and strategies outline the proposed developments and implementation methods, guiding land use, infrastructure, and socio-economic growth toward sustainable development.
7. Planing specifications	Preparing a zoning map according to the conceptual plan prepared for the planning area and preparing the necessary regulations to implement it
8. Public & stakeholder consultation	Reaching a common consensus on the development plan by engaging stakeholders for public consultation and making relevant amendments
9. Preparation of the final planning report	Submission of the plan to the main planning committee for consideration and approval
10. Approval and publication	Publish the development plan in accordance with the legal framework

1.4.1. Background Study

This included gathering the primary and secondary data needed for the development plan. All local institutions provided information and data, including historical details about the Hikkaduwa Urban Council area, demographics, economics and environmental aspects, pre-planning initiatives, and more. For this, field research, photography, and drone technologies were employed. Additionally, with the backing of the general people and engaged activists or institution representatives data were collected and following task were completed.

- Data collection and analysis
- Field survey
- Document review
- Secondary data collection
- Land use update
- Baseline mapping and database development

This has allowed for the acquisition of vital data and information about the Hikkaduwa Urban Council area, such as details of historical development, planning efforts, demographics, housing, environment ,geological and disaster conditions, land uses and land values, economic conditions, and infrastructure facilities.

1.4.2. Scope

The development plan has been prepared by focusing on various areas such as environmental management, economic, infrastructure, settlement and social development so that the evolution of the city, its geographical setting, population and the desired overall spatial development can be regulated and managed.

1.4.3. Identifying problems and potential

An analysis of the current state of affairs in the Hikkaduwa Urban Council area revealed the necessity for a development plan. Along with thoughts and suggestions gathered from numerous workshops and talks with stakeholders in various sectors, data analysis was used to identify problems and potentials.

1.4.4. Vision & Objective

The vision and objectives have been designed to integrate economic, physical, environmental, and social factors in order to complete urban development operations in accordance with the area's issues, potentials, and development trends. As a result, the goals have been formulated using the information uncovered by the comprehensive SWOT analysis of the vision that is anticipated to be implemented in the region.

1.4.5. Detailed analysis

A detailed data analysis has been carried out based on the vision and objectives of the development plan through a SWOT analysis.

1.4.6. Plan and strategies

The conceptual plan for the Hikkaduwa Urban Council area included the formulation of strategic plans for project implementation as well as the planning of the 2033 land use pattern and related strategic plans for the development of physical infrastructure facilities, economic development, and sustainable environmental development in order to fulfill the development plan's vision and objectives.

1.4.7. Planing Specifications

Planning and development regulations, rules and regulations related to land development and utilization, rules and regulations necessary for the conservation and development of environmentally sensitive areas, as well as regulations to overcome existing problematic situations in achieving development goals have been prepared.

1.4.8. Public and Stakeholder Consultation

The development plan was put on public display for 60 days within the Hikkaduwa Urban Council after a number of events were held to gather the opinions, recommendations, objections, and changes of the pertinent stakeholders. The Urban Development Authority's professionals were then presented the development plan, and the Authority's officers' final opinions and recommendations were gathered.

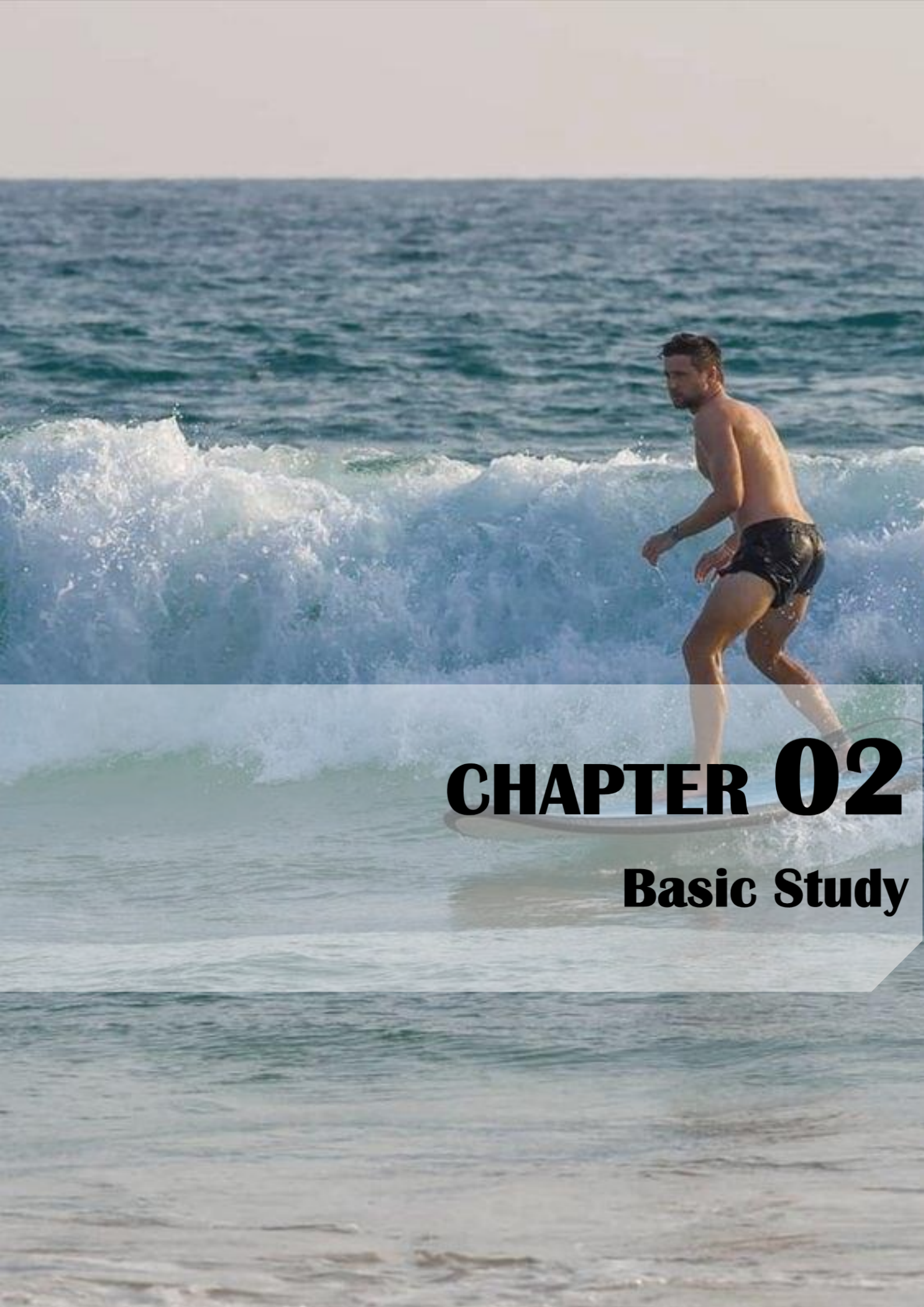
1.4.9. Preparation of the final planning report

The development plan that was created by combining the opinions and recommendations of the Hikkaduwa Municipal Council and the stakeholders was presented to the Main Planning Committee and given to the Development Planning Division. The Main Planning Committee's opinions and recommendations were taken into consideration when creating the final development plan.

1.4.10. Approval and publication

It has been conducted using a number of primary procedures. Consequently,

- ✓ Obtaining approval from the Main Planning Committee
- ✓ Translating the plan into three languages
- ✓ Obtaining approval from the Board of Management
- ✓ Obtaining approval from the Minister in charge of the subject
- ✓ Publication in the Gazette
- ✓ Informing the public through newspapers

A full-page background image of a man surfing on a wave. The man is shirtless, wearing black swim trunks, and is captured in a dynamic pose as he rides the crest of a white, foamy wave. The ocean is a deep blue, and the sky is a pale, hazy blue. The overall mood is energetic and adventurous.

CHAPTER 02

Basic Study



2. BASIC STUDY

2.1. Study Area

Hikkaduwa Urban Council Area, which can be identified as an urban area with a unique tourist attraction in the Southern Province of Sri Lanka, is located in the southern coastal belt of Galle District. It is situated next to the Colombo-Wellawaya main road, 117 kilometers south of Colombo, Sri Lanka's commercial center, around 19 kilometers north of Galle city, and 14 kilometers west of the Southern Expressway's Baddegama entrance. In addition, it shares borders with the Indian Ocean to the west, the Ambalangoda Pradeshiya Sabha area to the east, the Rajgama lagoon to the south, and the Hikkaduwa River from the north.

The Hikkaduwa Urban Council region is situated between 6° 8' 22.0848" North latitude and 80° 6' 22.6260" East longitude, on the Galle District's western edge in the Southern Province. The Hikkaduwa Urban Council area is one of the 14 urban areas in the Galle district that have been declared as urban development areas under Urban Development Authority. The total area of the Hikkaduwa Urban Council is 1387 hectares, which consists of 27 Grama Niladhari Divisions. The total population of the Hikkaduwa Urban Council area is 31,695 (2022 stats) and there are about 7986 house holds (2022).

The Hikkaduwa planning area is located in the lowland wet zone on Sri Lanka's climate zone map. The southwest monsoon brings rain to the Hikkaduwa Municipal Council area primarily from May to September. Rainfall averages around 2000 millimeters every year. Between February and April, the economy is doing well, and the average temperature is between 24 and 30 degrees Celsius.

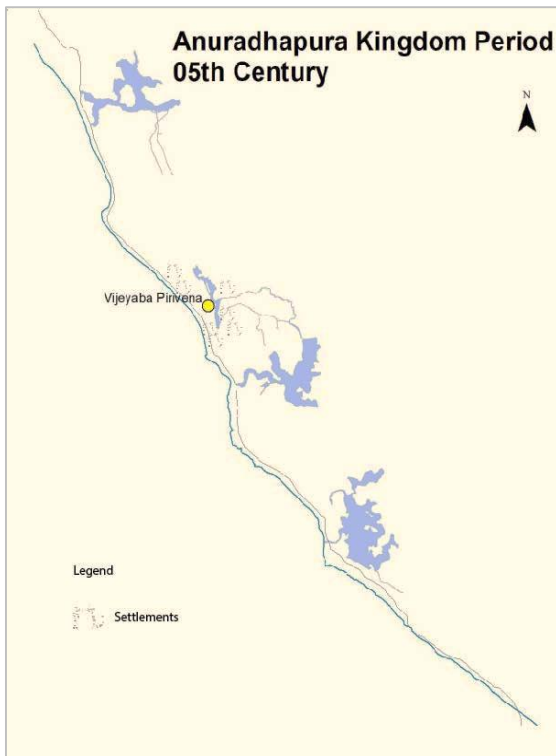
2.2. Planning Context

2.2.1. Historical Background and Evolution

Legends state that the name Hikkaduwa was created from the meaning of the forest with trees (Hik is a type of tree). Legends also state that "Sipkaduwa" later changed to "Hikkaduwa" in the sense of the place where scholars lived, and the settlement of those who had mastered the multi languages well. Legends further state that they were called by the name of Sipkaduwa with the idea that they were skilled in linguistics.

Moreover, it is evident, how the poetry found in the Paravi and "Kovul Sandesaya" were associated with Hikkaduwa. The city of Hikkaduwa, which has a very old history, was a part of the Galle district of the Rohana Deshaya, as history confirms. It is mentioned in history that Sinhala kings like Parakramabahu the 2nd of the Dambadeniya era, who led the battles to defend the nation from foreign invasions, had their armies stationed in the Hikkaduwa and Dodanduwa areas, despite the fact that this is not included in the documented history of the eras from Anuradhapura to the Kurunegala era.

2.2.1.1. Anuradhapura Kingdom Period (5th century)

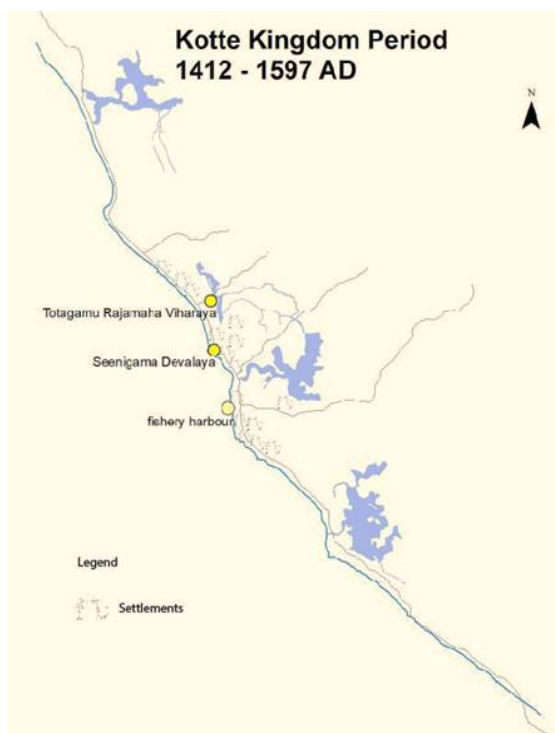


There is proof that people have lived in Hikkaduwa before the third century BC. Historical accounts state that in the fifth century (during the Anuradhapura Kingdom), a "Pirivana" (Buddhist educational center) was located on the present-day Thotagamu Rajamaha Viharaya grounds. The Pirivena was one of the top educational establishments in Sri Lanka at the time and this one was known as the Vijayabha Pirivena. As a result, it is reasonable to believe that there was some rural-style settlement there.

Figure 2 . 1: Settlement Expansion - Anuradhapura Kingdom Period (5th century)

Source: Hikkaduwa Ancient History (හික්කඩුව පුරාණය)

2.2.1.2. Kotte Kingdom Period (1412-1597 AD)



The Thotagamu Raja Maha Vihara Pirivena made the Hikkaduwa region famous during the Kotte Kingdom. It was a well-known educational establishment in Asia, including India, in addition to Sri Lanka.

The ancient grandeur of the Thotagamu Rajamaha Viharaya region is on show in advance. There, "Thotagamuwe Srimath Rahula Hamuduruwo" was a distinguished academic. Additionally, there is an old Devalaya nearby, called Seenigama Devalaya. The Devalaya is thought to have existed during that time as well and is entwined with other historical myths. Another possibility is that there was a fishing port. It is reasonable to suppose that there were many rural villages there.

Figure 2 . 2: Settlement Expansion - Kotte Kingdom Period (1412-1597 AD)

Source: Hikkaduwa Ancient History (හික්කඩුව පුරාණය)

2.2.1.3. Dutch Period (1658 – 1796 AD)

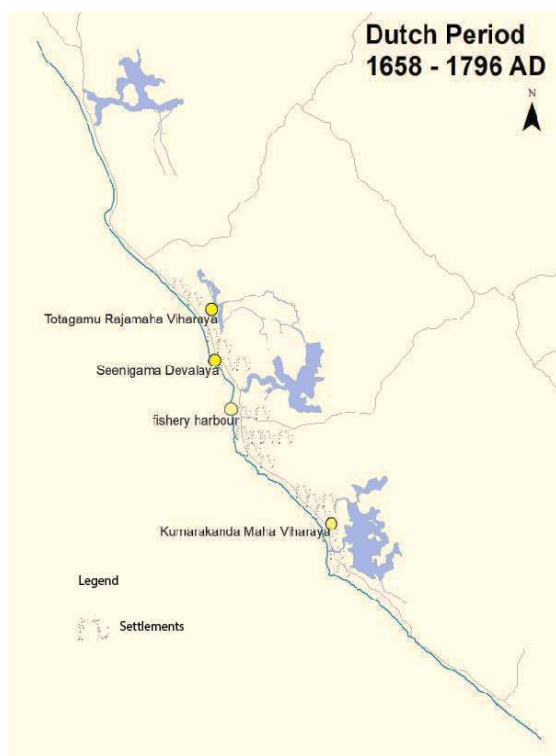


Figure 2.3: Settlement Expansion - Dutch Period (1658-1796 AD)

Source: Hikkaduwa Ancient History (හික්කඩුව පුරාණය)

Galle and Colombo via Rathgama Lake and Hikkaduwa Oya.

The region became a rural area during the Dutch era (1658–1796 AD). The Buddhist temples constructed during that time (beginning in 1765 AD) including the Kumarakanda Maha Viharaya. The Dutch had an effect on the temple's architectural design. Because of the region's favorable natural conditions for the cinnamon industry and the Dutch government's desire for cinnamon exports, local people have persisted in growing cinnamon. During this time, the local community's financial status improved as a result of the economic liberalization.

Also during this period, limestone production began from coral reefs, and lime brick factories were established in the areas of Akurana, Seenigama and Hikkaduwa. In the coastal regions during the Dutch era, fishing was done by individuals without land rights. Additionally, according to mythology, a system of canals was constructed to convey limestone and cinnamon to

2.2.1.4. British Era - Early Period (1796 – 1900 AD)

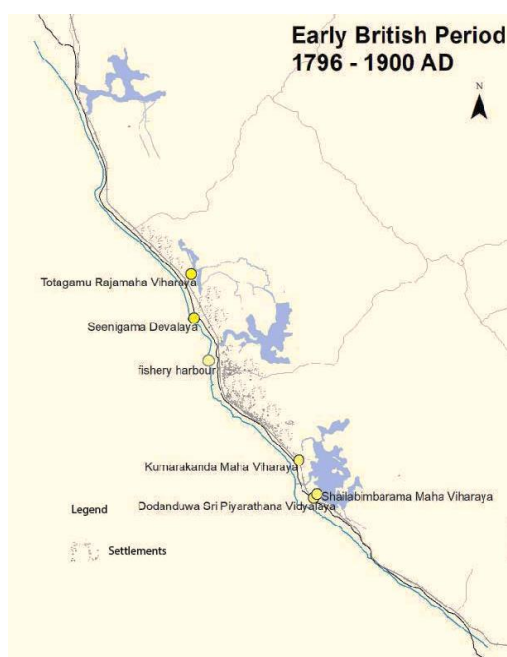


Figure 2.4 Settlement Expansion - British Era - Early Period (1796 – 1900 AD)

The Hikkaduwa area underwent rapid development with the infrastructural development undertaken by the British government in the early part of the British era. The British government's main infrastructure development projects were the building of the coastal railway towards Galle and the improvement of the Galle Road towards Galle city. This resulted in a linear growth surrounding Hikkaduwa city along the Galle Road. The 19th-century Buddhist renaissance in Sri Lanka had an impact on the region's sociocultural activities.

During that time, the Dodanduwa Shailabimbarama Maha Viharaya (Degalla Viharaya) was constructed, and the Dodanduwa Sri Piyaratna Tissa Mahanayake Thero founded the first Buddhist school that called as "Jinalabdhhi Vishodhaka," which is now known as

Dodanduwa Piyaratna Vidyalyaya, close to the temple. A linear development was observed during this time, and these developments occurred in the southern Hikkaduwa area.

2.2.1.5. British Era - Late (1900 - 1948 AD)

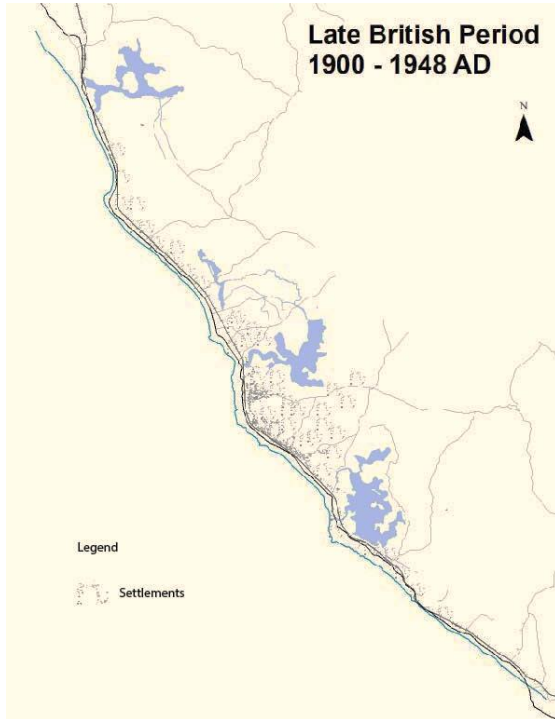


Figure 2 . 5 Settlement Distribution – during the late British Era Period (1900 – 1948 AD)-

Source: Hikkaduwa Ancient History (හික්කඩුව පුරාණය)

mining and limestone production center was established in the Hikkaduwa area in 1895. That historical element was crucial to the area's development because one of the primary drivers of growth is the expansion of highways and transportation, which raises the level of development activities in the region.

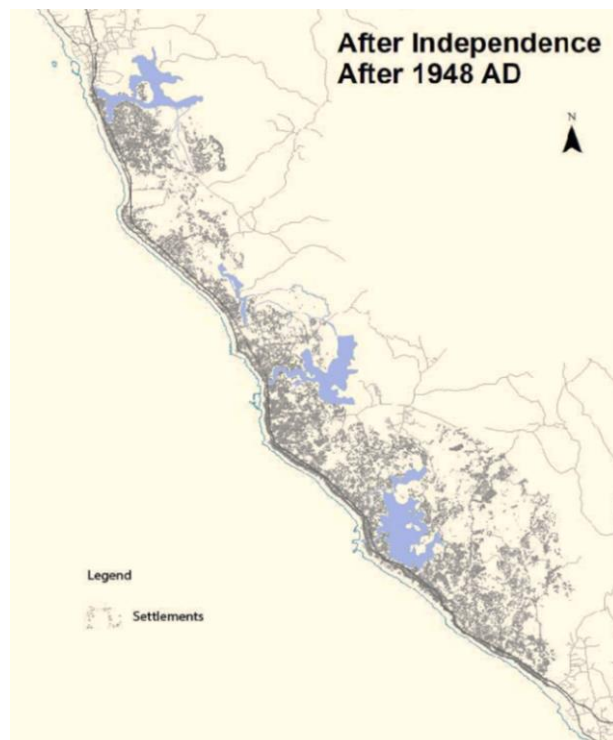
The Hikkaduwa-Galle road experienced linear expansion in the late British era, and numerous byways were built to connect inland villages.

The coastal region between Galle and Balapitiya was employed for cinnamon production during Portuguese administration, and the Hikkaduwa area was well-liked for both coral mining and cinnamon cultivation.

Following the British occupancy in 1796 AD, cultivation was expanded along the coast, and coconuts were planted in place of cinnamon. In this context, the Hikkaduwa region experienced the start of the coconut crushing business. Additionally, this marked the start of the limestone industry's growth.

Also, a separate railway line and platform were constructed for the purpose of loading the products onto the train when the main coral reef

2.2.1.6. After Independence (after 1948 AD)



In 1970, the government established the Ministry of Tourism, which gave the industry a boost. In the 1970s and 1980s, Hikkaduwa rose to the top of Sri Lanka's tourism rankings. It was there that the Coral Garden Hotel, the first tourist inn, was built. During this time, small hotels and inns serving domestic travelers grew.

The first diving center on the island was established in Hikkaduwa. The fishing sector was flourishing by 1980. In order to make it easier to convey supplies for the stone industry and to deliver crops to other locations, the Hikkaduwa Railway Station was built in 1985.

Figure 2 . 6: Settlement Distribution – after Independence (After 1978)

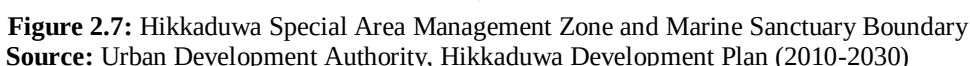
Source: Hikkaduwa Ancient History (හික්කඩුව
පුරාණය)

The city's present environmental strategy places a high priority on the city's ecological balance and aesthetic appeal. The environment includes the sea, the lagoon and the natural shoreline. Several factors have contributed to the area's biodiversity. they are the region's distinctive flora and wildlife, mangroves, sea, grasslands, and coastal regions. The region's waterways exhibit promise for both urban growth and tourist recreation on a national level and Hikkaduwa's inherent economic potential makes it a popular destination. Today, Hikkaduwa city serves as one of the Galle district's most well-known commercial and tourism hubs.

2.2.2. Pre-Planning Efforts

Once considering the previous planning efforts in the Hikkaduwa area, several plans can be identified for urban and tourism development in the area, as well as for the conservation and sustainable use of the Hikkaduwa Marine Sanctuary and the peripheral marine environment.

The Department of Coastal Conservation, the National Aquatic Resources Agency and the Department of Wildlife Conservation collaborated with the Hikkaduwa Special Area Management and Marine Sanctuaries Coordinating Committee to create the Hikkaduwa Special Area Management Plan (1996). The plan area is centered on the area outside the sanctuary and the area that was declared as the Hikkaduwa Marine Sanctuary in 1979 (Figure 2.7).



As a result of this management strategy, fishing boats were prohibited from entering the refuge and the harbor was restored. In the Hikkaduwa area, the Special Area Management procedure was terminated at the end of 1996 as project funds ran out, and attempts to restrict the number of glass-bottom boat operators have not been very successful.

2. Hikkaduwa Development Plan (2010-2030)

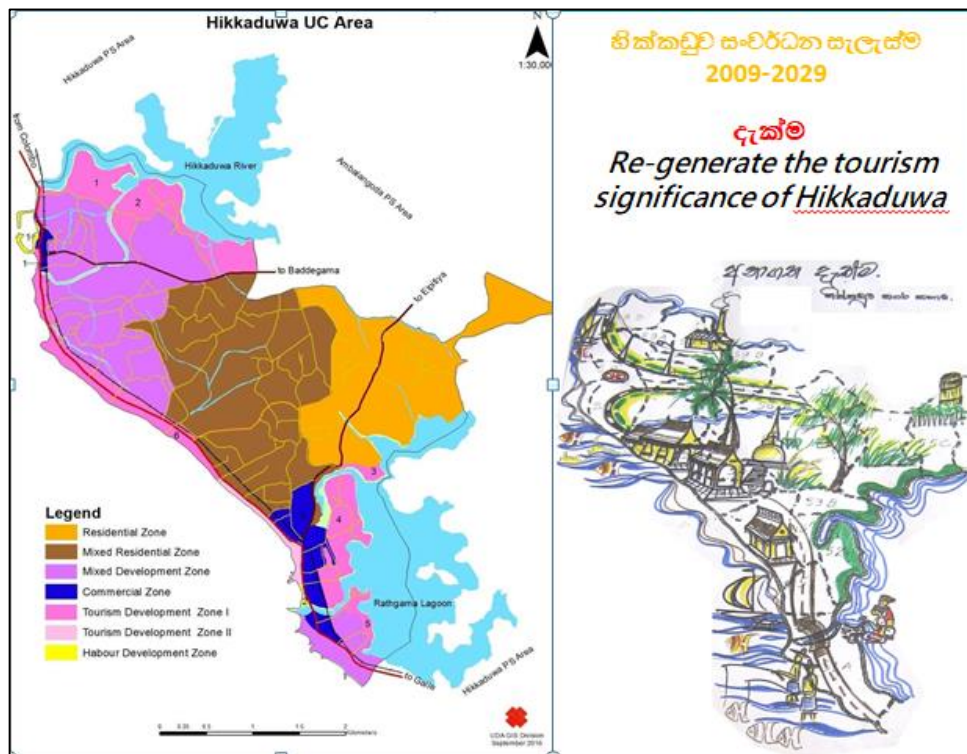


Figure 2. 8: Hikkaduwa Development Plan (2010-2030) - Zoning Plan

Source: Urban Development Authority, Hikkaduwa Development Plan (2010-2030)

The Urban Development Authority has prepared a development plan for the Hikkaduwa Urban Council area for the period of 2010-2030. According to the vision of the development plan, it is aimed to sustainably revitalize Hikkaduwa as a planned tourist town by promoting tourism and service needs. However, it exhibits an antiquated nature because it is founded on the rules and standards of 1986. It is obvious that it lacks appropriate direction for future development initiatives.

3. Port-related Master Plan (2006)

This master plan was created for the ports of Hikkaduwa, Mirissa and Puranawella (Deundara) as part of the United States Agency for International Development's (USAID) Sri Lanka Tsunami Recovery Program.

A strategy has been established to plan, implement and maintain the port facilities in a manner that maximizes the combined capacity of the Sri Lanka Fisheries Harbours Corporation (CFHC).

4. Sri Lanka Coastal Zone and Coastal Resources Management Plan (2018)

The Department of Coastal Conservation and Coastal Resources Management created the aforementioned plan to guarantee the long-term, sustainable use of the coastal environment and its resources in accordance with national development objectives. It has determined that the Hikkaduwa region is vulnerable to sea level rise and has been suggested for designation as a Special Management Area in order to save “Hirigal”.

2.2.3 National Policies Applicable to the Hikkaduwa Development Plan (2024 – 2033)

1. National Physical Plan (2050)

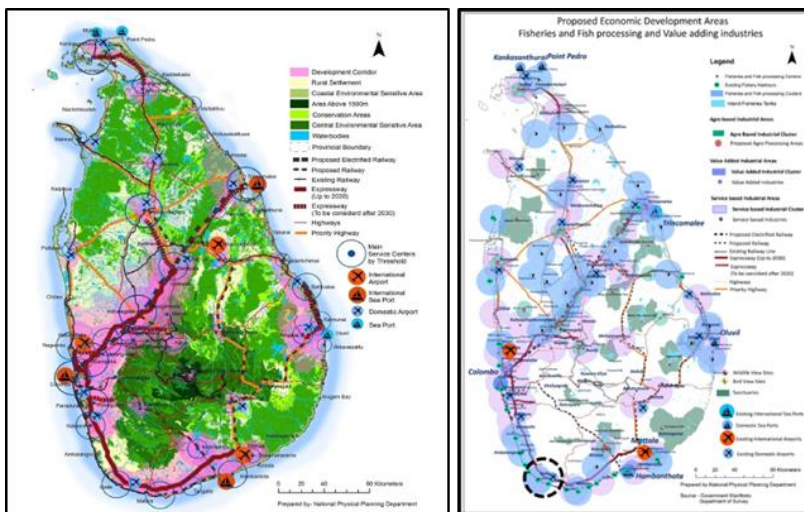


Figure 2.9: National Physical Plan (2050)

Source: National Physical Planning Department of Sri Lanka

The National Physical Planning Department created the National Physical Plan 2050, which outlines sectoral policy and geographic strategies for building a planned and sustainable physical environment in Sri Lanka with the goal of achieving balanced development in terms of the environment, economy, society and physical environment. Four development routes are identified in this plan: the Northern Development Corridor and the East-West Corridor. As a result, Hikkaduwa town has been designated in the Southern Development Corridor area.

Furthermore, Galle is designated as a Metro City and Metro Region in the envisioned Physical Plan 2050. It also covers the Hikkaduwa region, which is situated inside the Coastal Conservation Zone. The Hikkaduwa region has also been designated for development as a service-based industrial cluster center, a site for clusters centered on fisheries and fish processing and a center for service-based knowledge innovation.

3. Tourism Strategic Plan (2017 -2020)

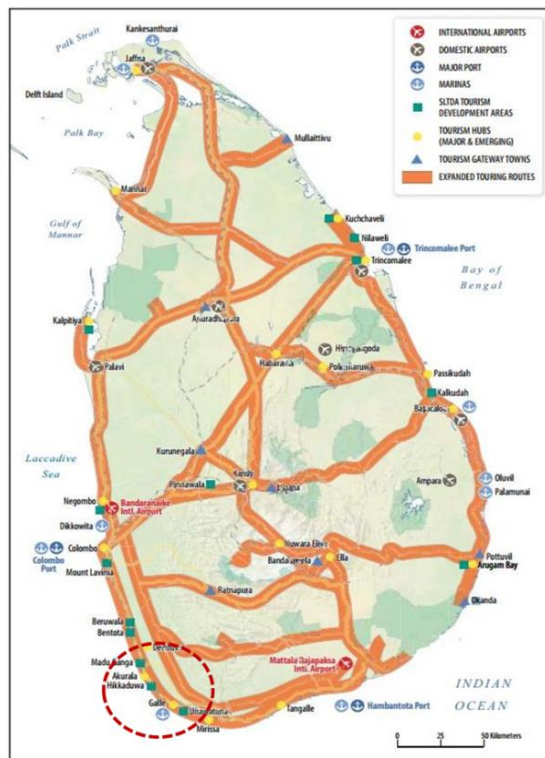


Figure 2.10: Tourism Strategic Plan (2017 -2020)
Source: Sri Lanka Tourism Development Authority

The Hikkaduwa area has been designated as a significant tourist center and a tourism development area in the aforementioned plan, which was created by the Ministry of Tourism Development. Additionally, Rajgama Lagoon and the Hikkaduwa River have been designated for water resource development initiatives.

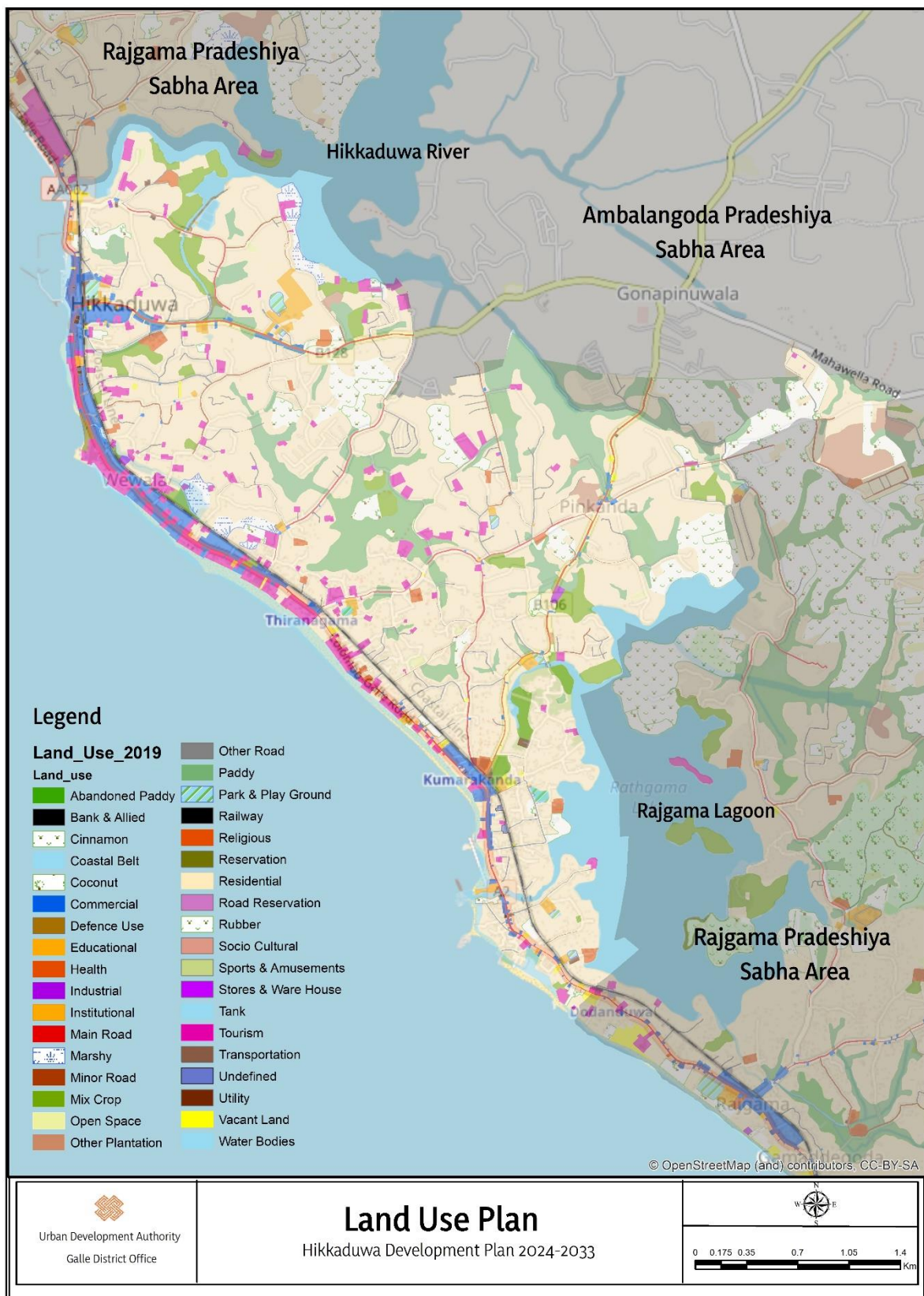
2.2.4. Physical background of the Hikkaduwa Urban Council area

(A) Land use Distribution

According to the land use data in the year 2022, it is clear that the land use in the Hikkaduwa Municipal Council area consists mainly of residential uses. It represents roughly 32.45% of the entire land area. Moreover, agricultural activities occupy almost 20% of Hikkaduwa's land area. Additionally, it is observed that environmentally sensitive areas occupy roughly 6.41% of the land. It is also evident that there is substantial building growth along the planning area's coastline belt. In other words, commercial activity occupies 4.19% of the entire land area, while tourism accounts for 3.21%.

Furthermore, despite the fact that Hikkaduwa is a tourist town with a low percentage of land used for tourism, it is noteworthy that the majority of residential land usage is currently being turned into tourist accommodations.

Because of the drains, canals, marshes, rice fields, closeness to the shore, and the area's proximity to the Rajgama Lagoon and the Hikkaduwa River, it is also possible to observe that there are multiple methods of water drainage. It can also be shown that the tourist appeal can be extended beyond the coast by offering chances for tourism initiatives centered on that environmentally sensitive locations.



Map 2. 1: Land Use Distribution - Hikkaduwa Urban Council Area
Source: Geographic Information System Division, UDA

(B) Road Network

The Hikkaduwa Municipal Council area is connected to the Colombo - Galle (A2) National Road and the Southern Expressway via Baddegama. The primary access route, the Colombo-Galle route, is roughly 30 feet wide in actuality, with a building line of 50 feet from the road's center. The road's width is not as wide as it should be as a national road because so many structures have been constructed outside the building line restriction. Additionally, the railway route between Beliatta and Colombo serves as a primary support for transportation.

The regional routes include Dodanduwa-Gonapeenuwala (B-106) and Hikkaduwa-Baddegama (B-153) conduites. The primary route from Hikkaduwa town to the Baddegama entrance of the expressway is the Hikkaduwa-Baddegama road, which is 40 feet wider and of higher quality than the Colombo-Matara road. As a result, it takes roughly forty minutes to get from Hikkaduwa to the Baddegama entrance.

Furthermore, even though the Hikkaduwa Urban Council region has a well-connected internal road system, it is noted that the majority of those roads are too narrow to handle traffic.

In addition, the primary hubs for passenger transportation in and around Hikkaduwa town are the Hikkaduwa Main Bus Stand, Hikkaduwa Railway Station, and Dodanduwa Railway Station.

No	Type A Road	Length (Km)
01.	Colombo - Galle - Hambantota - Wellawaya Road (A2)	6.87
Total		6.87

Table 2. 1: “A” type Roads
Source: <http://www.rda.gov.lk/>

No	Type B Road	Length (Km)
01.	Hikkaduwa - Baddegama - Nilhena Road (B153)	4.06
02.	Dodanduwa - Gonapinuwa Road (B 106)	3.67
Total		7.73

Table 2. 2: “B” type Roads
Source: <http://www.rda.gov.lk/>

No	Roads belonging to the Provincial Road Development Authority	Length (Km)
	55 - C16 - Thiranagama - Pinkanda	2.3
	56 - C17 - Bopegoda - Pinkanda	06
	58 - D40 - Gonapinuwa - Mahawela - Lelkada	3.5
Total		6.4

Table 2. 3: Roads belonging to the Provincial Road Development Authority
Source: Provincial Road Development Authority, Southern Province

No	Roads identified for development under the Hikkaduwa Development Plan (2010-2030)	Length (Km)
01.	Narigama Pathana Road	1.97
02.	Pinkanda Road	2.06
03.	S. R. Nananayakkara Mawatha	1.72
04.	Pathana Panwila Road	1.52
05.	Narigama Punchi Pathana Road	1.93
06.	Kumarakanda Katukoliha (Kumara Mawatha) Road	1.49
07.	Dhammissara Mawatha	0.62
08.	Sri Kalyanawansa Mawatha	0.71
09.	Wellawatte Road	1.12
10.	Sri Soratha Mawatha	0.44
11.	Jinasara Mawatha	0.57
12.	Delgasduwa Mawatha	-
13.	Saranajothi Road	0.40
14.	Kohuambe (Peter Kahingala Road) Road	0.54
15.	Walamulla Dodandugoda Road	0.86
16.	Dodandugoda Road	0.77
Total		16.72

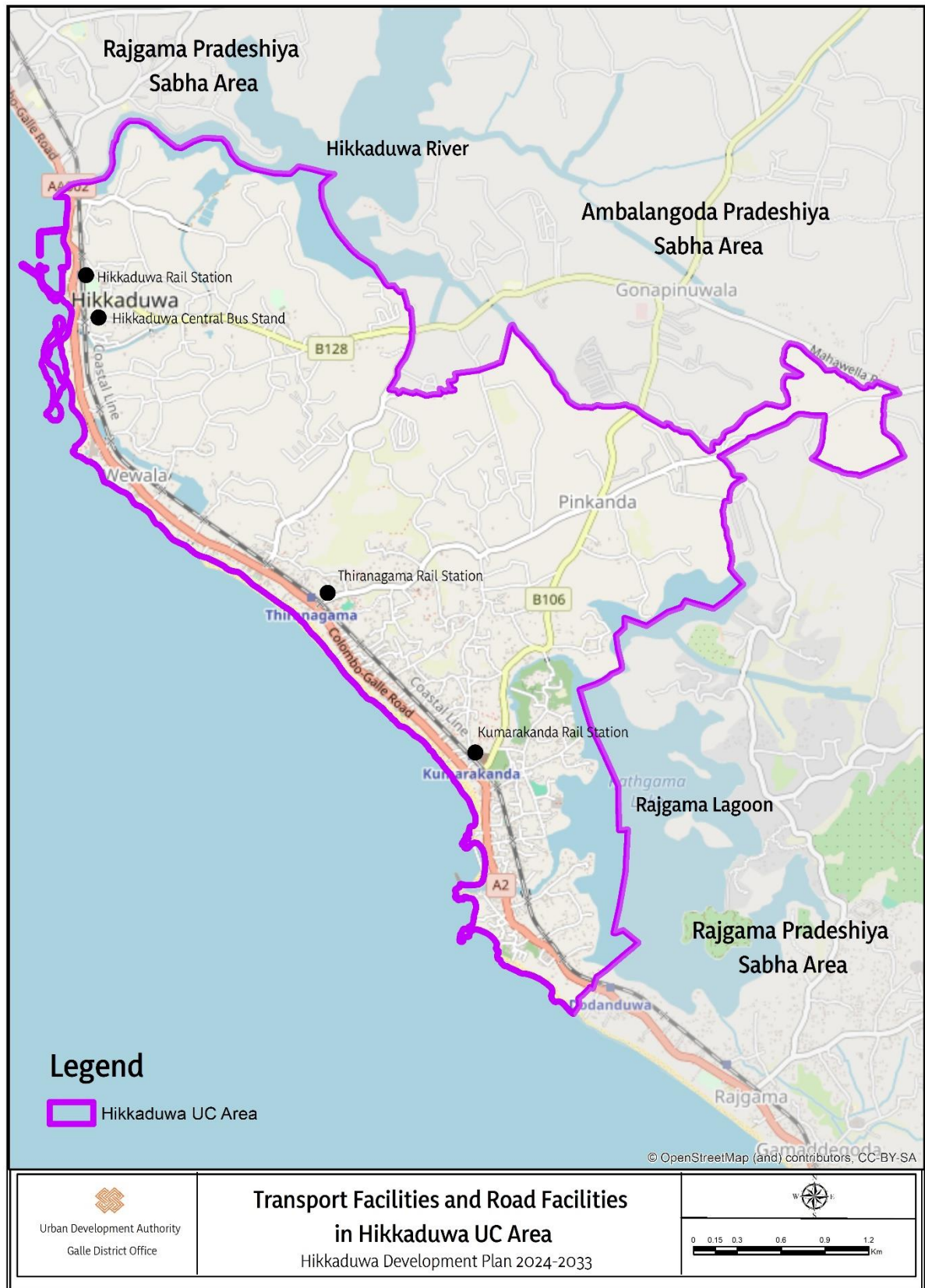
Table 2. 4: Roads identified for development under the Hikkaduwa Development Plan (2010-2030)

Source: Hikkaduwa Development Plan 2010-2030, Urban Development Authority

No	Railway	Length (Km)
01.	Colombo-Galle-Beliatta railway line	6.87
Railway Stations I. Hikkaduwa Railway Station (Main) II. Thiranagama Railway Station III. Kumarakanda Railway Station		

Table 2. 2: Railways and railway stations in the Hikkaduwa Urban Council area

Source: Sri Lanka Railways Department



Map 2.2: Distribution of Highways and Transport Facilities in the Hikkaduwa Urban Council Area

Source: Galle District Office, Urban Development Authority

In Hikkaduwa, buses and trains are the primary modes of transportation. Transportation services are offered by both the public and private sectors. The Colombo-Galle-Beliatta railway line includes three stations and is situated inside the boundaries of the Hikkaduwa Municipal Council. The route between Colombo, Galle, Hambantota, and Wellawaya is served by around 4 short-distance buses with 240 daily trips and approximately 325 long-distance buses with 980 daily journeys.

Additionally, the Colombo and Galle districts, as well as Yakkalamulla, Ambalangoda, Hikkaduwa, and Niyagama Divisional Secretariat Divisions, are flooded with almost 5000 passengers it each day.

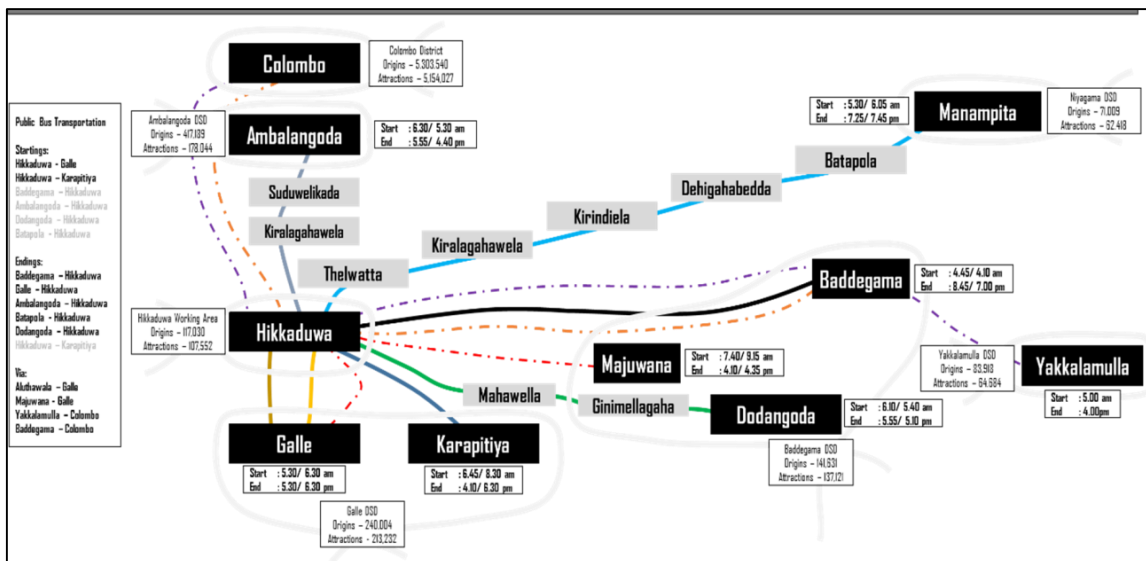


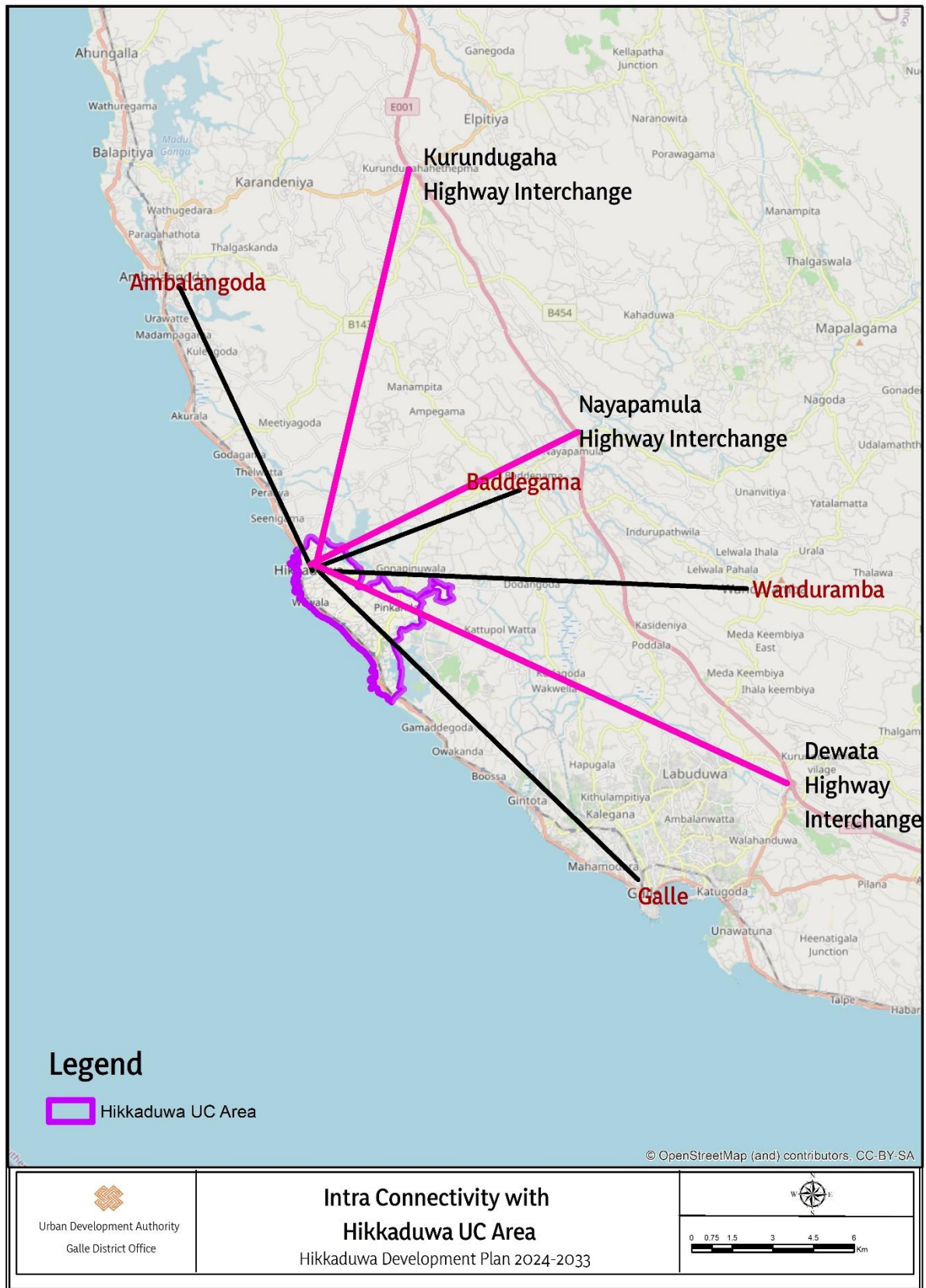
Figure 2.11: Bus services starting from Hikkaduwa to peripheral areas

Source: Road Passenger Transport Authority - 2023



Figure 2.12: Railway transport facilities related to the Hikkaduwa Urban Council area

Source: Sri Lanka Railways Department



Map 2.3: Regional connectivity in the Hikkaduwa Urban Council area

Source: Galle District Office, Urban Development Authority

(C) National Connectivity

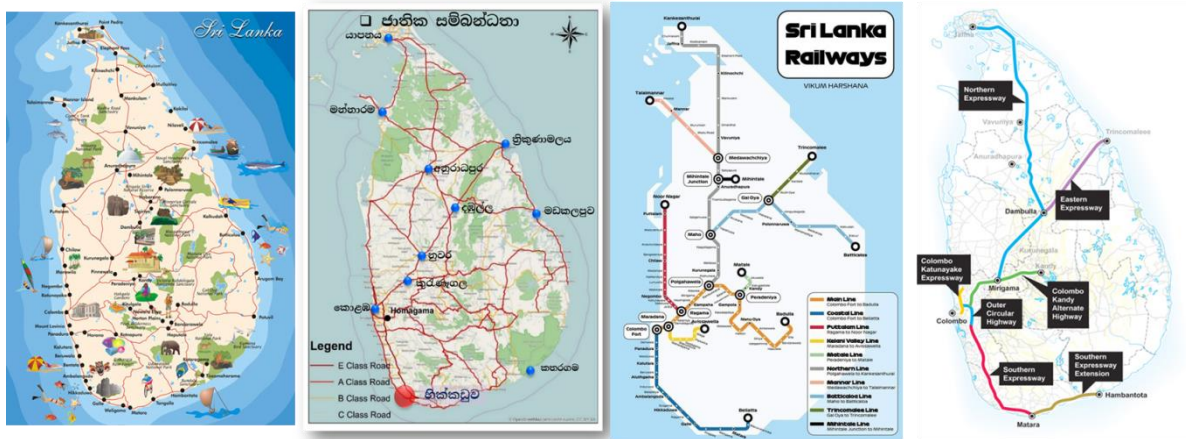


Figure 2.13: National connectivity of the Hikkaduwa urban council area
Source: Galle District Office, Urban Development Authority

Hikkaduwa is directly connected to two of the four major commercial cities (Colombo and Hambantota), one of the nine national cities (Galle), and one of the associated cities (Matara), as per the National Physical Plan's urban classification.

Hikkaduwa	Colombo	117km	2 h 33min
	Nuwara	219km	4 h 56min
	Katharagama	169km	2h 45min
	Anuradhapura	334 km	5h 48min
	Jaffna	471km	8h 56min
	Mannar	378km	7 h 13min
	Kurunagala	189km	3h 41min
	Dambulla		

Figure 2.14: Distance between Hikkaduwa urban council area and other national cities
Source: Galle District Office, Urban Development Authority

(D) Regional Connectivity

Galle	20.5km	34 min
Ambalangoda	15.3km	25 min
Balapitiya	27.8km	47 min
Bentota	43.8km	1h
Matara	64.9km	1 h 46 min
Baddegama	10.5km	13 min
Batapola	14.2 km	24 min
Elpitiya	29 km	35 min

Figure 2.15: Distance between Hikkaduwa urban council area and regional cities
Source: Galle District Office, Urban Development Authority

2.2.5 Social Background of the Hikkaduwa Urban Council Area

(A) Population

Galle District ranks seventh in terms of population at the district level in Sri Lanka. The Hikkaduwa Divisional Secretariat Division has the greatest population density in the Galle District at the Divisional Secretariat level, as per the Department of Population and Statistics' 2012 Census data.

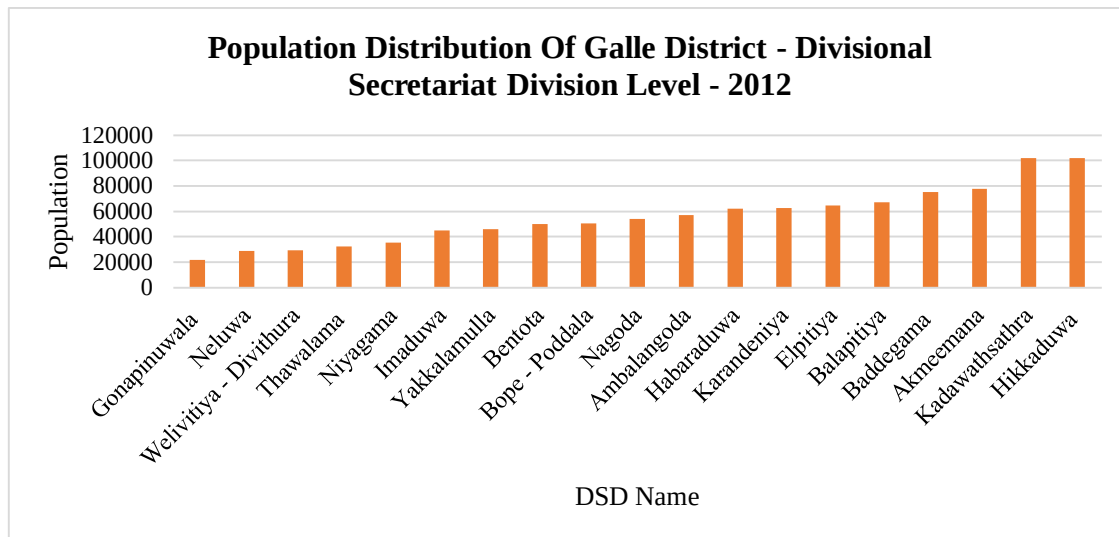


Chart 2. 1: Population distribution at divisional secretariat division level in Galle district (2012)

Source: Department of Census and Statistics – 2020

Hikkaduwa has 108,273 residents overall, according to the 2020 Population and Housing Census report. When compared to other Divisional Secretariat Divisions, it can be said to have the densest population. Hikkaduwa Division has a population composition of 24% out of the total population compared all Divisional Secretariat Divisions (Rajgama Sub DSD, Madampagama Sub DSD and Hikkaduwa UC).

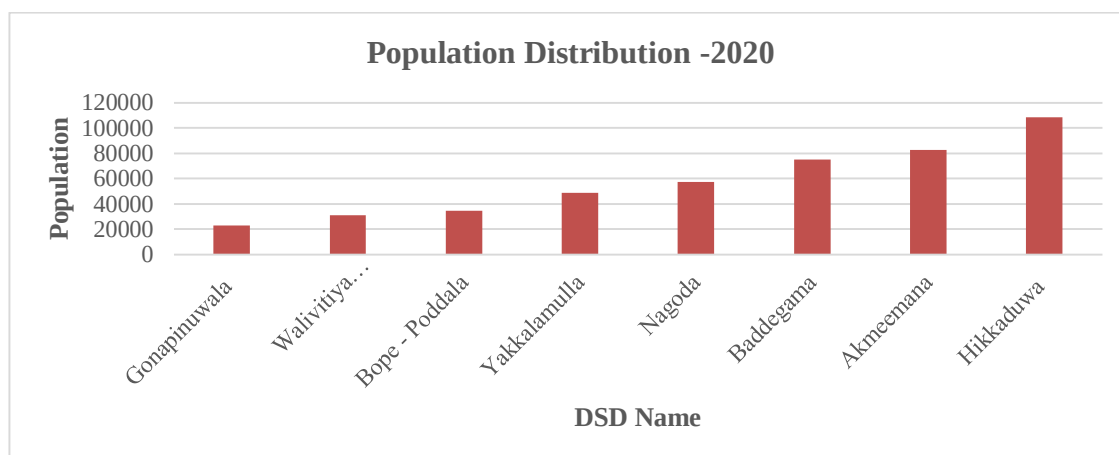


Chart 2. 2: Population distribution (2012) - areas surrounding Hikkaduwa urban council area

Source: Department of Population and Statistics - 2020

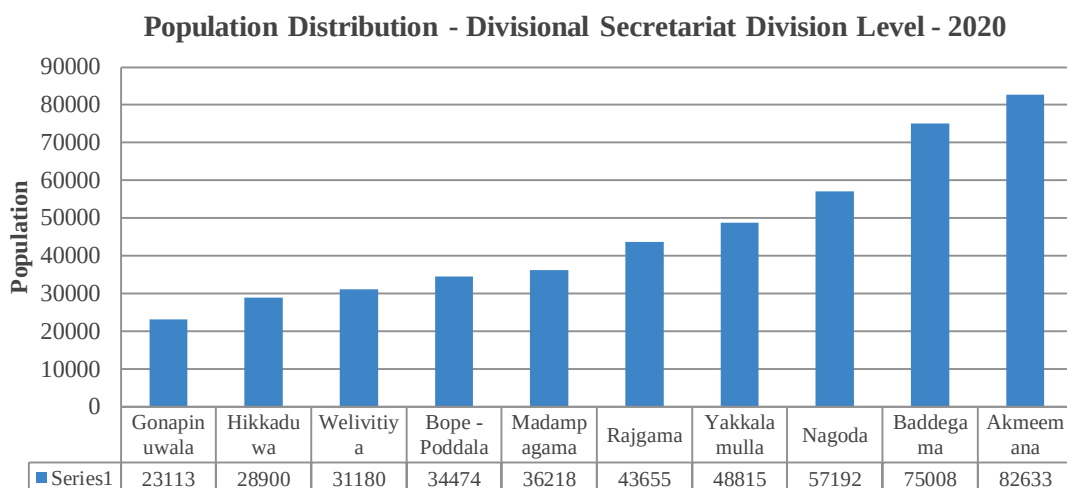


Chart 2.3: Population distribution (2020) - areas surrounding Hikkaduwa urban council area

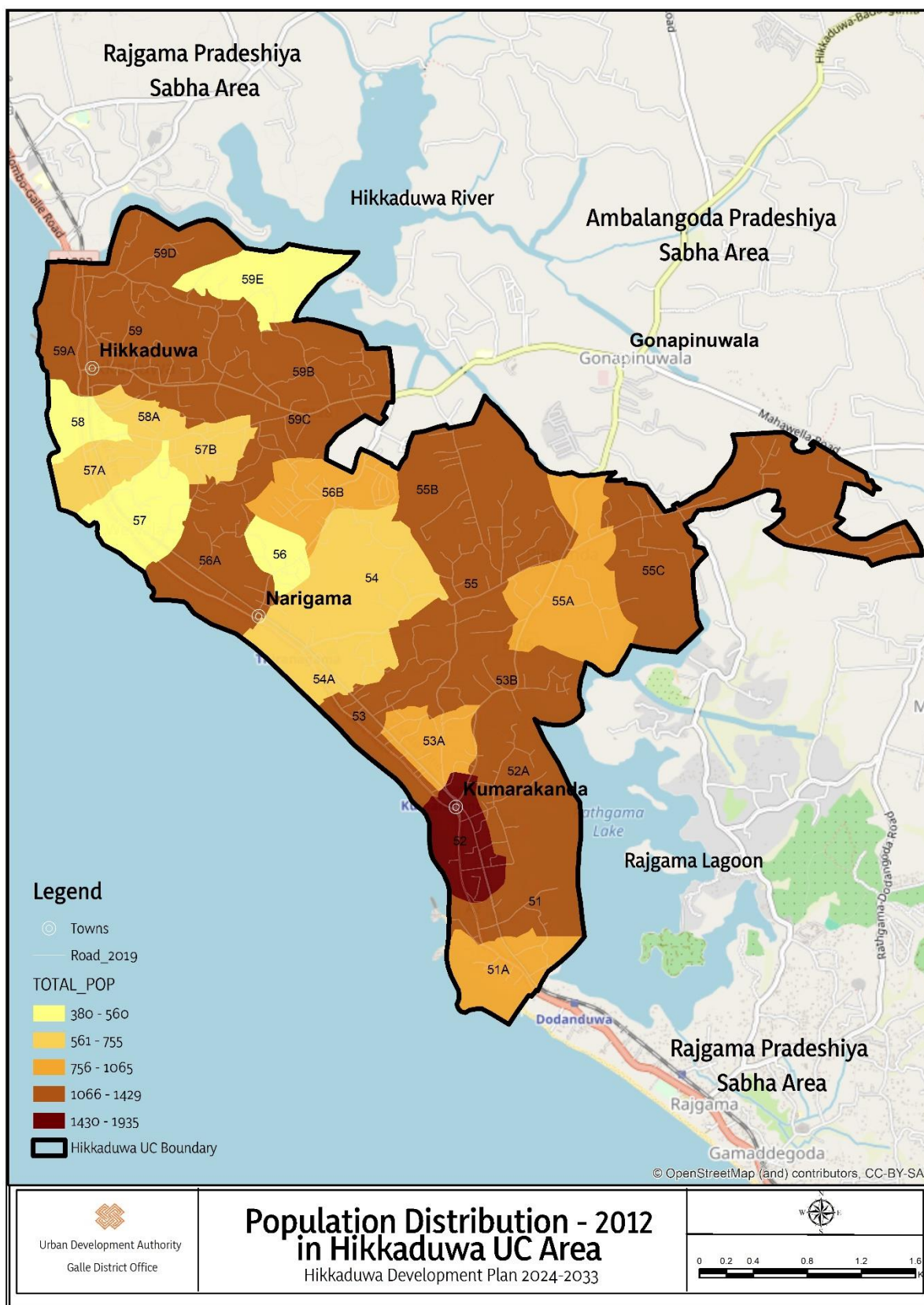
Source: Department of Population and Statistics – 2020

However, after declaring as separate DS divisions, it is evident that Hikkaduwa, Madampagama and Rajgama have the second-lowest population distribution when the population distribution is examined after 2021.

The population distribution in the Hikkaduwa Urban Council area's Grama Niladhari divisions must also be taken into account.

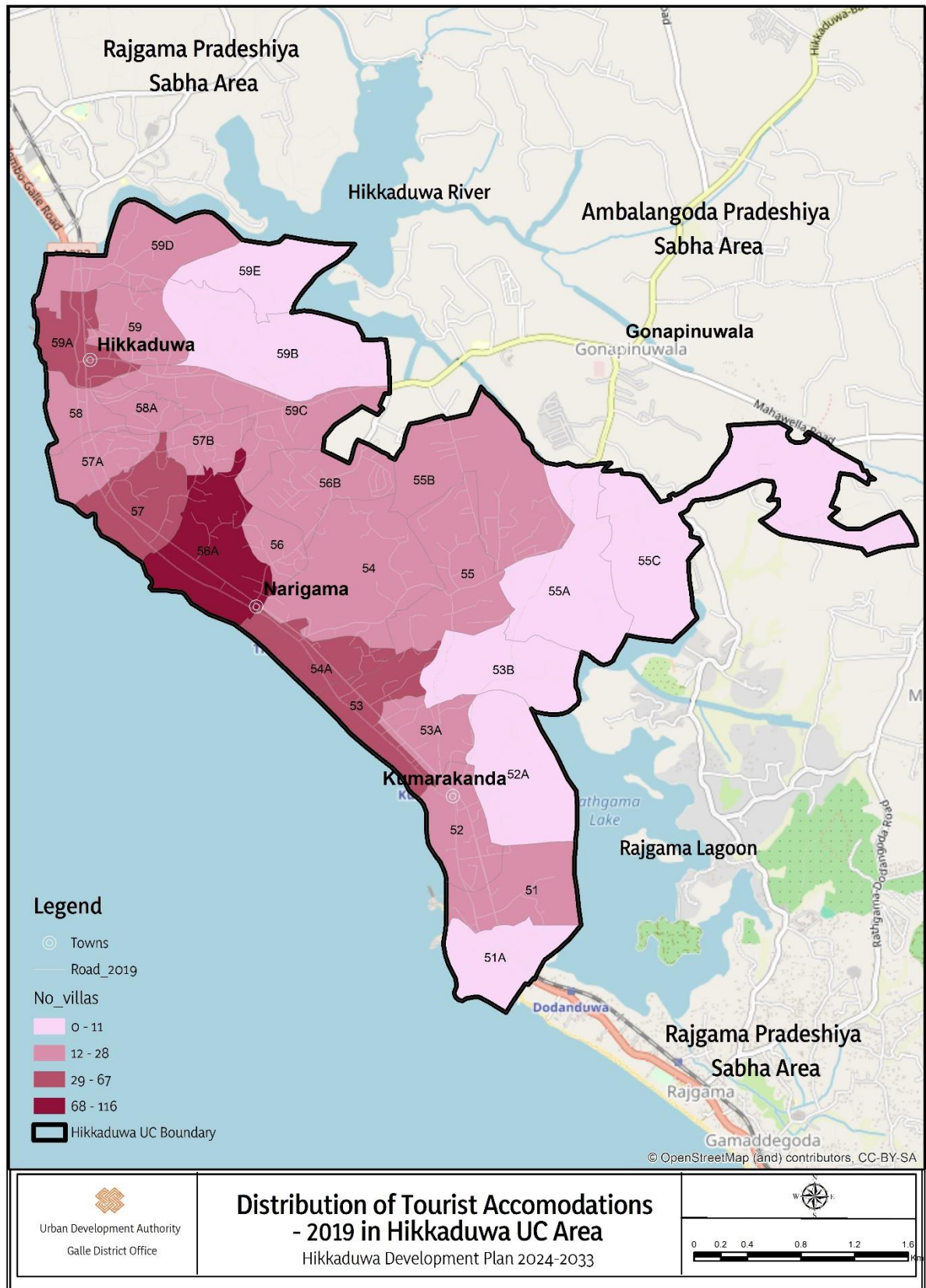
According to the Department of Population and Statistics' 2012 population data, the Modara-Patuwatha Grama Niladhari Division has the highest population, while the Narigama Grama Niladhari Division has the smallest. Notwithstanding the population growth, the Modara-Patuwatha Grama Niladhari Division has the largest population distribution among the Grama Niladhari Divisions, while the Narigama Grama Niladhari Division has the smallest, according to the 2022 Resource Profile Report.

According to research, the Hikkaduwa Pradeshiya Sabha area's population is growing by 0.28 and 24% of the neighboring areas' total population. Currently, the Hikkaduwa area's population expansion has been significantly impacted by the lack of available land; as a result, one fundamental element is the migration of residents from those areas to the towns of Akmeemana and Baddegama. Additionally, it is evident from the Hikkaduwa Urban Council survey data that residential uses are being transformed into villas inside the Hikkaduwa Urban Council area.



Map 2.4: Population distribution in the Hikkaduwa urban council area 2012

Source: Department of Census and Statistics - 2012



Map 2. 5: Distribution of tourist accommodation in the Hikkaduwa urban council area 2019

Source: Hikkaduwa Pradeshiya Sabha, 2019

(B) Population Density

No	Area	Population	Area in km2	Population density per km2
1	Nagoda	57192	179	195
2	Baddegama	75008	111	718
3	Welivitiya - Divithura	31180	60	520
4	Gonapinuwala	23113	27	856
5	Bope - Poddala	53474	30	1782
6	Akmeemana	82633	65	1271
7	Yakkalamulla	48815	110	444
8	Hikkaduwa	108103	24	4504

Table 2. 6: Population density (2020)- Hikkaduwa divisional secretariat area and surrounding areas
Source: Department of Census and Statistics - 2020

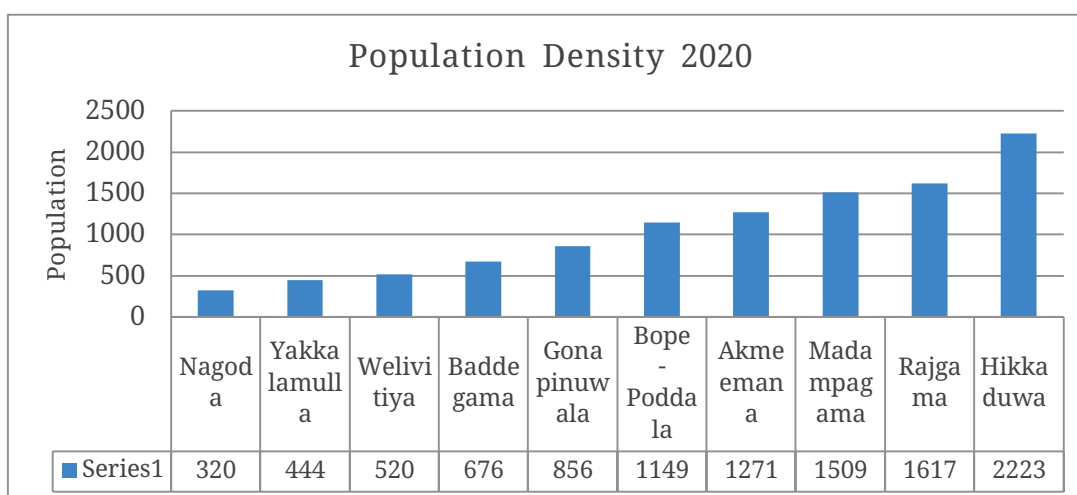


Chart 2. 4: Population density at divisional secretariat level in Galle district (2020)
Source: Department of Population and Statistics - 2020

The Hikkaduwa Divisional Secretariat has the densest population, according to the table and graph above. Additionally, there are more than 1000 people per square kilometer in the Bope-Poddala and Akmeemana regions.

The Hikkaduwa Urban Council has a population density of 2121 persons per square kilometer, according to data from 2022. Additionally, in 2012, there were 1960 individuals per square kilometer. Based on population density statistics from 2012 and 2022, there has been an increase in population density in rural areas in 2022 in addition to the coastal area and the areas on both sides of the Baddegama road. In other words, the Grama Niladhari divisions of Katukoliha, Pinkanda, and Delgahaduwa have seen a rise in population.

The Grama Niladhari Divisions of Modara Patuwatha (52), Wavulagoda East (58A) and Hikkaduwa West (59) also exhibit a comparatively high population level. Additionally, the

Grama Niladhari Divisions of Handa Udumulla (55 C) and Thiranagama (54) exhibit a minimal population. From a planning point of view, the areas around the fishing ports and Rajagama Lagoon and the areas around Hikkaduwa town show a high population.

Additionally, low population density is evident in places with cultivated lands and paddy fields. Furthermore, it may be presumed that the direct access to the Southern Expressway's through Baddegama entrance, the quick draw of tourists, and the concentration of the fishing community are the main causes of the population growth in 2022 as compared to 2012.

(D) Population by age group

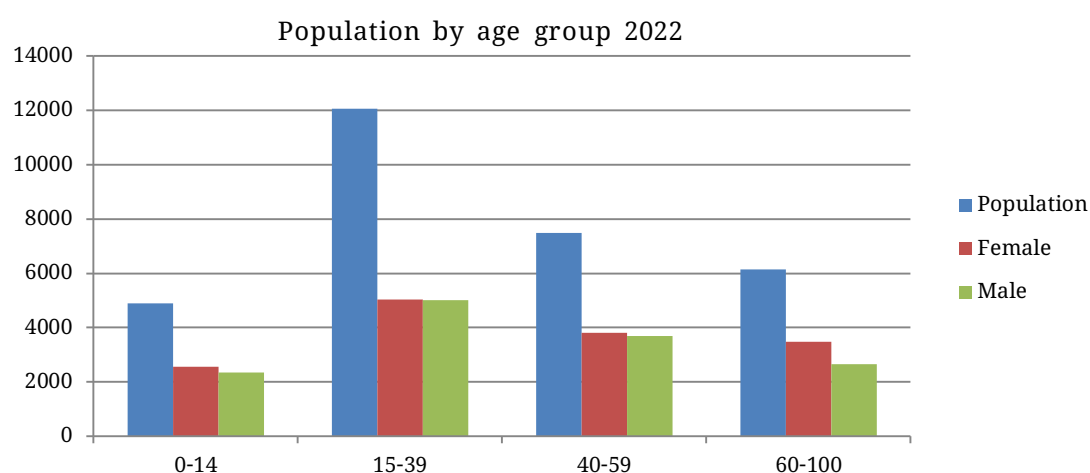
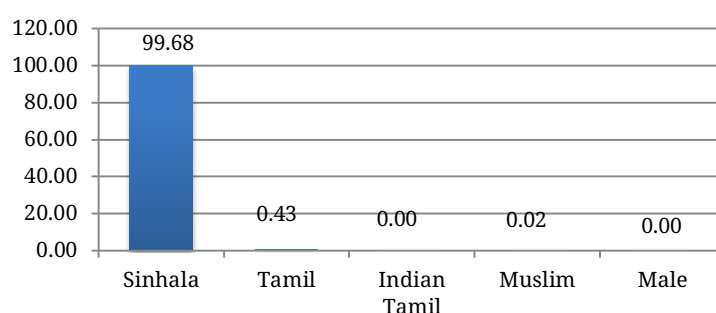


Chart 2. 5: Population by age group

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat

The population between the ages of 15 and 64 is taken into account when calculating the workforce in a given area. Based on the information in the 2022 Resource Profile Report of the Hikkaduwa Urban Council area, approximately 68% of the area's population is between the ages of 15 and 59. The workforce in the Hikkaduwa Urban Council area is in a suitable age range, as evidenced by the fact that 40% of this population is between the ages of 15 and 39.

(D) Population composition by ethnic group – 2022

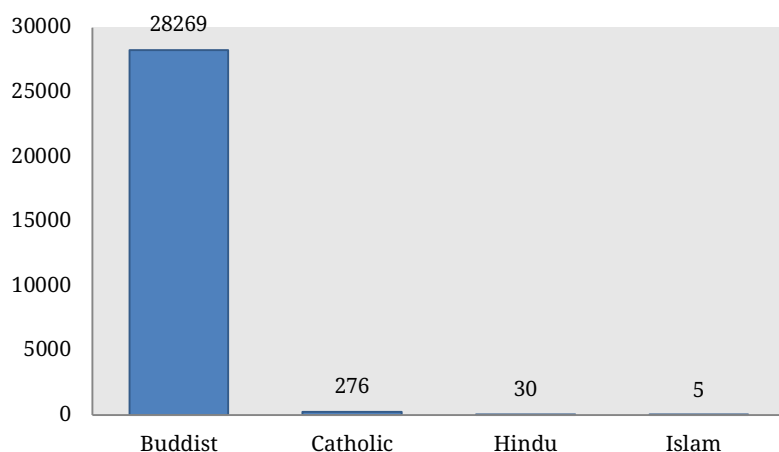


The population is divided into Sinhalese, Tamil, Indian Tamil, Muslim, and Malay, which are 99%, 0.43%, 0.00%, 0.02% and 0.00% respectively.

Chart 2. 6: Population composition by ethnic group (2022)

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat

(E) Population by religion – 2022



When examining the religious makeup of the population, 28269 people can be classified as Buddhists. The Hikkaduwa Municipal Council region is home to 1% of the people that identify as Hindu, Muslim, or Catholic. Catholics make up 0.9% of this.

Chart 2. 7: Population by religion (2022)

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional

(F) Housing and housing density

Housing classification

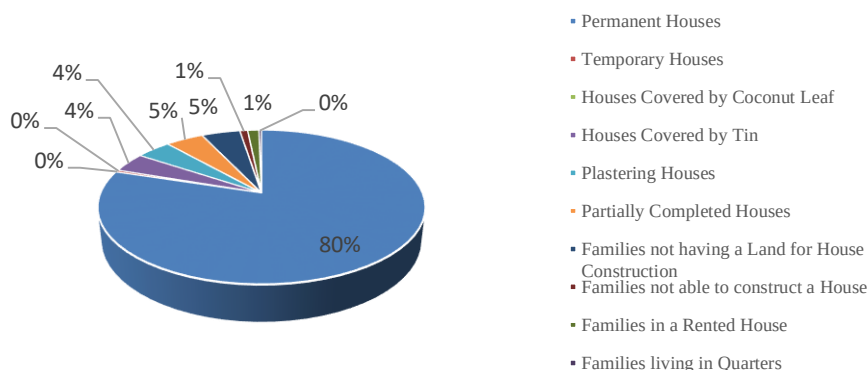
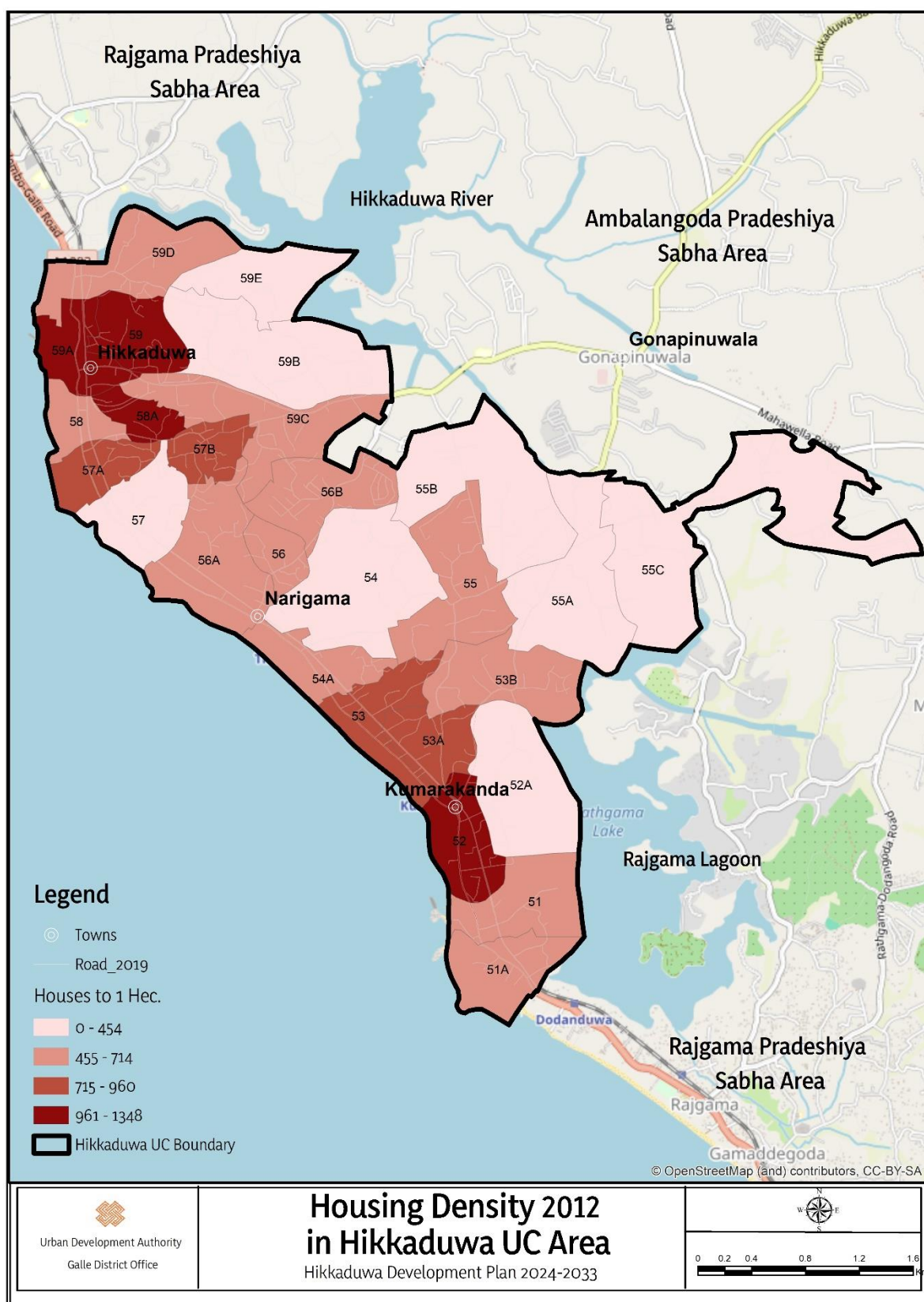


Chart 2.8: Housing classification

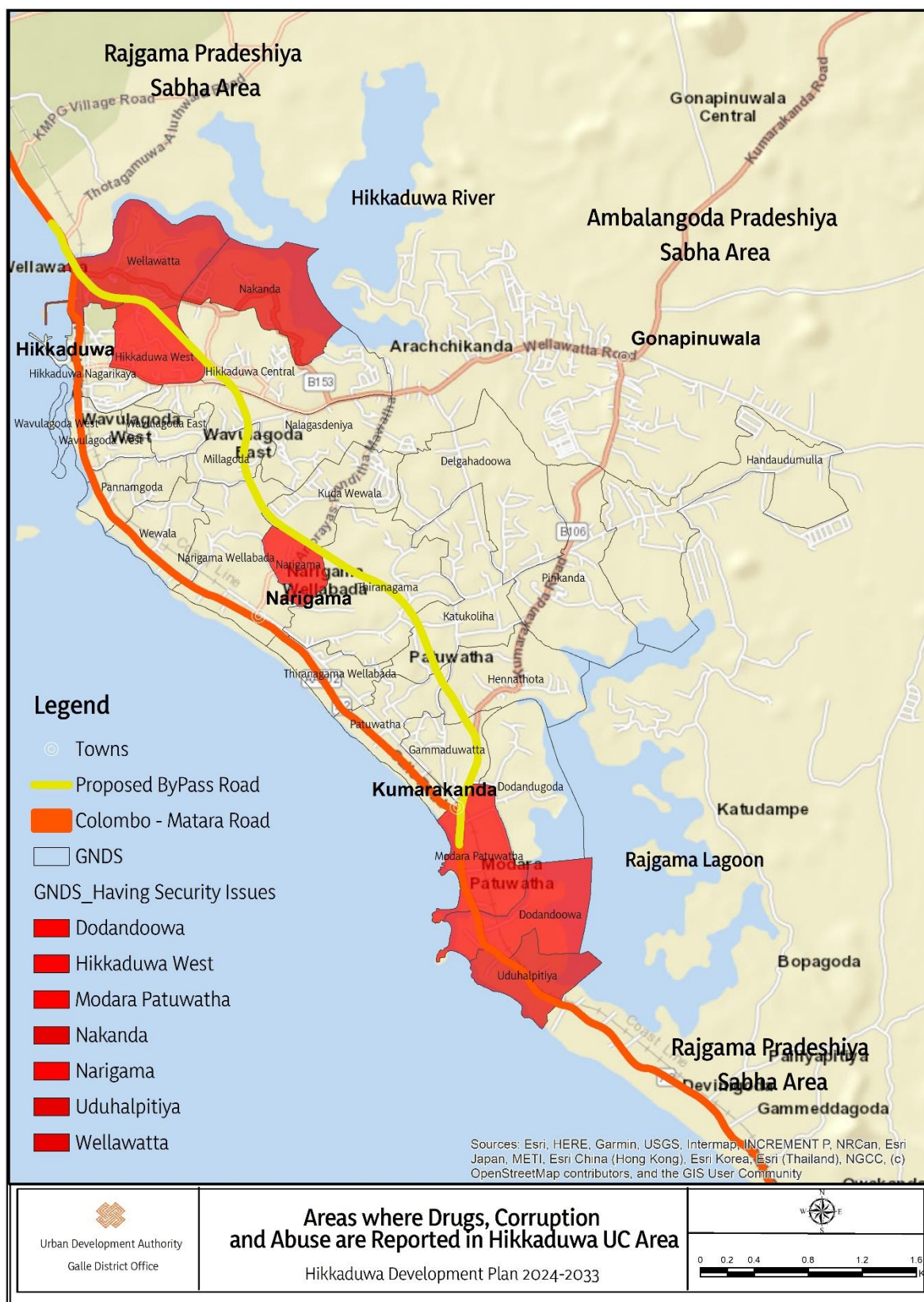
Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat

The fact that 80% of the homes in the Hikkaduwa Urban Council area are permanent residences which is a crucial aspect. Nonetheless, the fact that 9% of homes are temporary or semi-permanent suggests that there is now a housing shortage. The existence of temporary and semi-permanent housing in the Galle District's most populous and densely populated sector suggests that unapproved and informal housing development is taking place. The Hikkaduwa Urban Council has a housing density of roughly 195 homes per square kilometer, based on data from 2022. There are roughly 8,126 homes distributed overall. Accordingly, Modara Patuwatha (52), Hikkaduwa West (59), Hikkaduwa Urban (59 A), and Wavulagoda East (58A) Grama Niladhari Divisions have the highest housing density, whereas Wellawatte (59 D) has the highest housing distribution. Additionally, the housing distribution as a ratio of population distribution is 1:3.6(based on statistics from 2022). Accordingly, it can be concluded that according to the practical rule that there are 04 people in one family, majority of families got a house.



Map 2. 6: Housing density in Hikkaduwa urban council area 2022

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat



Map 2.7: Places where drugs, abuse and corruption are reported - Hikkaduwa urban council area

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat and Department of Sri Lanka Police

G) Public safety issues

The Hikkaduwa area is perceived by the general public as having a somewhat detrimental impact on community security. The security sector believes that public-harming actions including drug use, corruption, and vandalism are common even if the city has a distinctive tourist draw. The Wellawatte, Nakanda, Hikkaduwa West, Narigama, Modara Patuwatta, Dodanduwa, and Udugalpitiya Grama Niladhari Divisions have all reported drug use, corruption, and vandalism, according to statistics from the Hikkaduwa Police Station. Public nuisance activities have been reported in areas where the fishing community is more prevalent, where there is a proliferation of houses made of temporary building materials, and where the community is not frequented, according to the physical and social environment of those areas.

2.2.6. Economic background of the Hikkaduwa Urban Council area

Regarding the Southern Province's contribution to Sri Lanka's economy, it is evident from the Department of Census Statistics' 2021 estimates ,it accounts for 14.3% of agricultural activity, 6.3% of industrial activity, and 9.8% of services sector activity.

Because of this, the Hikkaduwa Urban Council area's economic sector is represented by the following figure: 40% of the population works in tourism, 27% in commerce, 6% in agriculture, and 2% in industry.

Economic activities by economic sector in the Hikkaduwa Municipal Council area (2019)

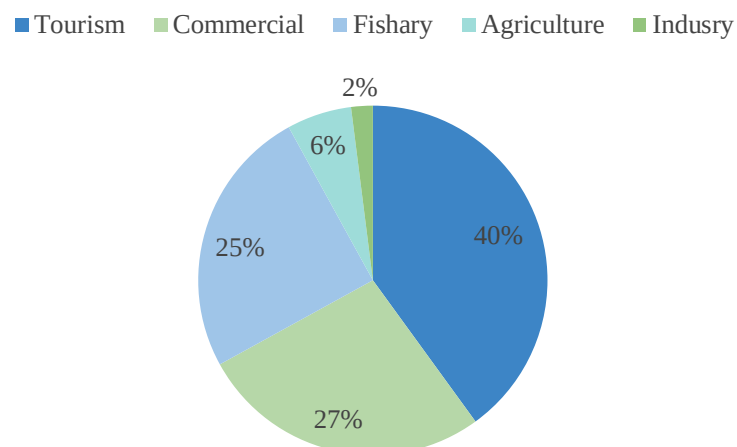


Chart 2.9: Economic sectors in Hikkaduwa urban council area (2022)

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat

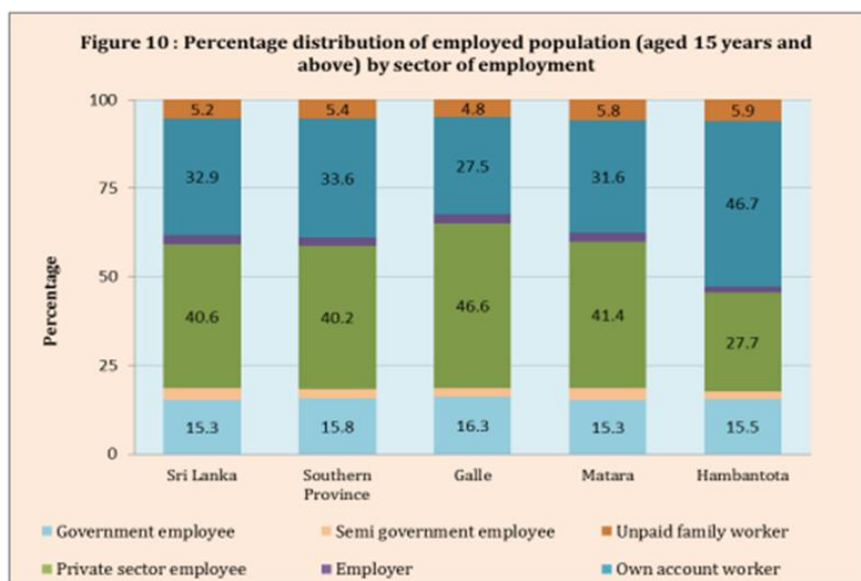


Figure 2.16: Employment in Galle District by employment structure (2021)

Source: Department of Census and Statistics

Also, it is evident from the Department of Census and Statistics' 2021 data that the job structure in the Galle District is as follows, 16.3% of the population works in the government sector, 27.5% are engaged in the private sector and 4.8% are housewives.

Therefore, it is noteworthy to note that 34% of the population works in the private sector, 15% in the government sector and 18% are entrepreneurs when looking at the employment structure of the Hikkaduwa area. Thus, it can be said that the Hikkaduwa area's economy mostly relies on the job structure of private, self-employment and tourism.

Employment in jobs according to the job structure - Hikkaduwa Divisional Secretariat Division-2022

■ Government ■ Private ■ Semi - Government ■ Self Employment ■ Foreign Employment ■ Other

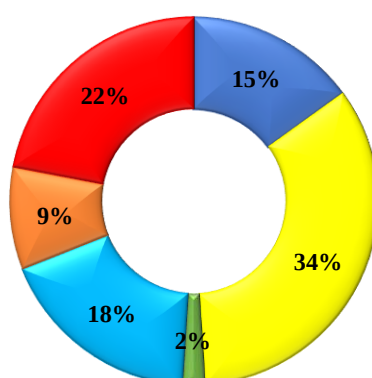


Chart 2.10: Employment by employment structure (2022)

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat

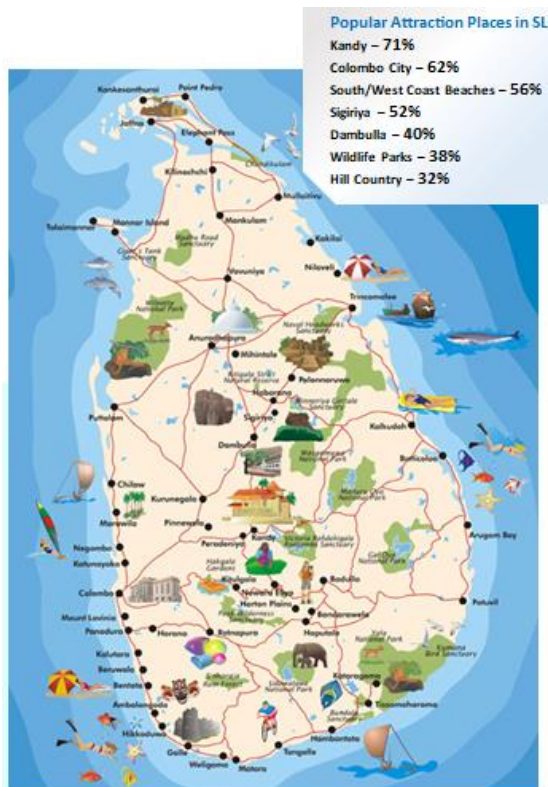


Figure 2.17: Famous tourists attractions in Sri Lanka

Source: Research and International Relations Division, -2018-2019, Sri Lanka Tourism Development Authority

As a result, Hikkaduwa, a well-known tourist destination, deserves special attention for its contribution to Sri Lanka's tourism industry and national economy. When questioned about the most popular tourist destinations in Sri Lanka, the Tourism Development Authority's 2021 data revealed that 56% of visitors are drawn to the country's southern and western shores.

Additionally, 83.2% of visitors come to Sri Lanka for leisure and holiday, according to 2019 data from the Sri Lanka Tourism Development Authority. Additionally, it is evident that 77.2% of the most popular water activities among tourists are related to beaches and the sea. Another unique aspect of Sri Lanka is the choice of Arugam Bay and Hikkaduwa as the destinations where visitors spend the most time. One unique aspect of Hikkaduwa is that it is ranked among the most attractive locations, accounting for 21% of the total.

According to the above data and information, it can be identified that the tourism sector is a major sector of the Hikkaduwa economy and has strong potential due to the Hikkaduwa beach and related tourism activities..

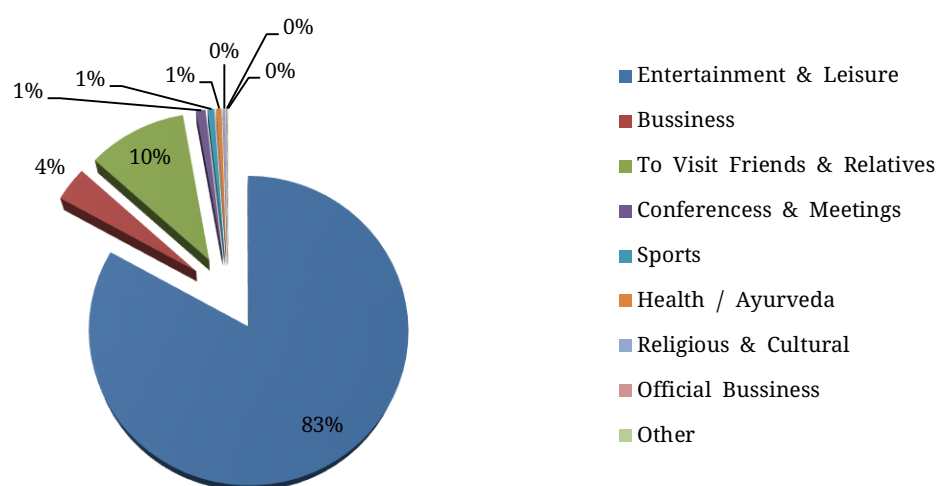


Chart 2.11: Purpose of tourists visiting Sri Lanka

Source: Research and International Relations Division, -2018-2019, Sri Lanka Tourism Development Authority

Popular Water-based Activity In Sri Lanka For Tourists

■ Beach and Sea ■ Surfing ■ Snorkelling ■ Whale & Dolphin Watching

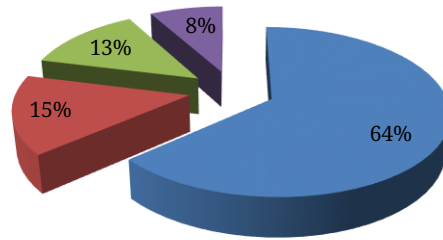


Chart 2.12: Popular water-based activities for tourists in Sri Lanka

Source: Research and International Relations Division, -2018-2019, Sri Lanka Tourism Development Authority

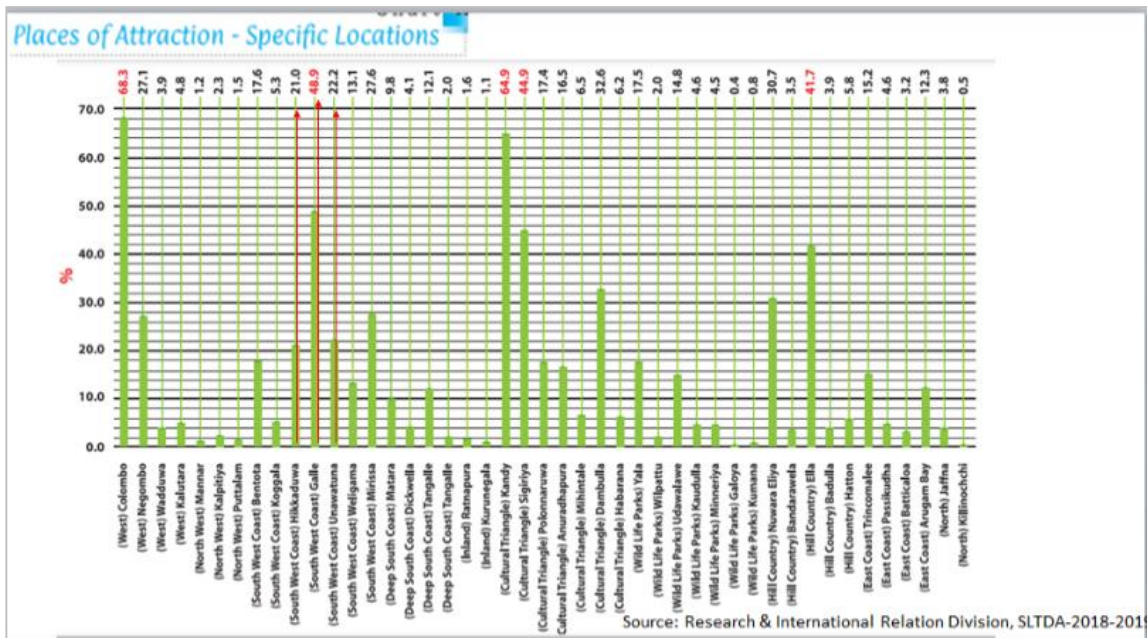


Figure 2.18 : Places of attraction – specific locations

Source: Research and International Relations Division, -2018-2019, Sri Lanka Tourism Development

Duration of Stay in Popular Destinations



Figure 2.19: Tourists' length of stay at popular destinations

Source: Research and International Relations Division, -2018-2019, Sri Lanka Tourism Development

Therefore, it is evident from looking at the tourism-related jobs in the Hikkaduwa area in 2022, the majority of 24 percent are involved in handicrafts industry. The majority of the Hikkaduwa area is employed in the tourism industry, as evidenced by the fact that they are involved in diving-related activities, boat and taxi services, ornamental jewelry design, and clothes design.

Tourism Industry Related Jobs - 2020

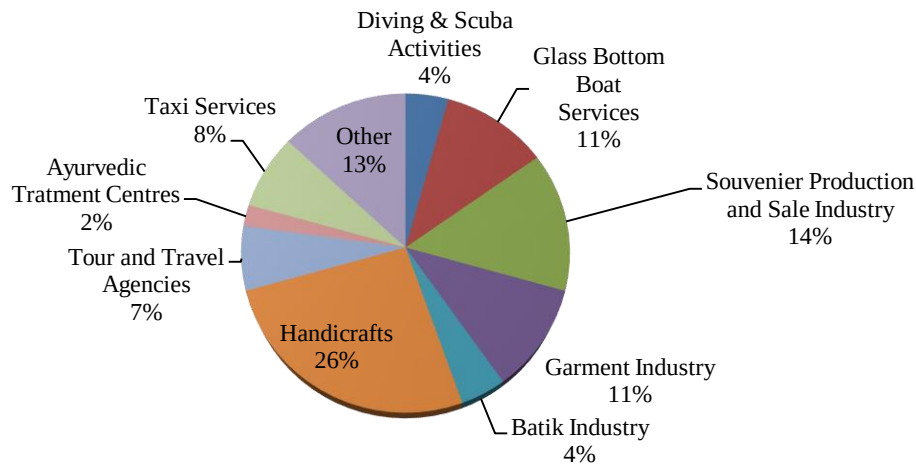


Chart 2.13: Tourism industry related jobs (2020)

Source: Hikkaduwa Resource Profile Report - 2020, Hikkaduwa Divisional Secretariat

Furthermore, it is clear that most of the jobs are based on tourism. **57%**, are directly related. Furthermore, working as tourist guides can also be identified as a unique trend of the tourism sector found in this area.

Tourism-based Employment Opportunities

■ Direct ■ Indirect

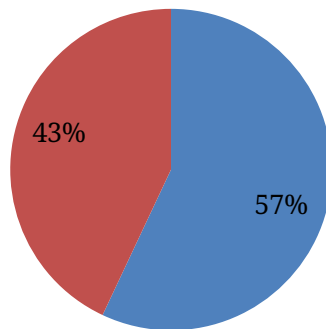


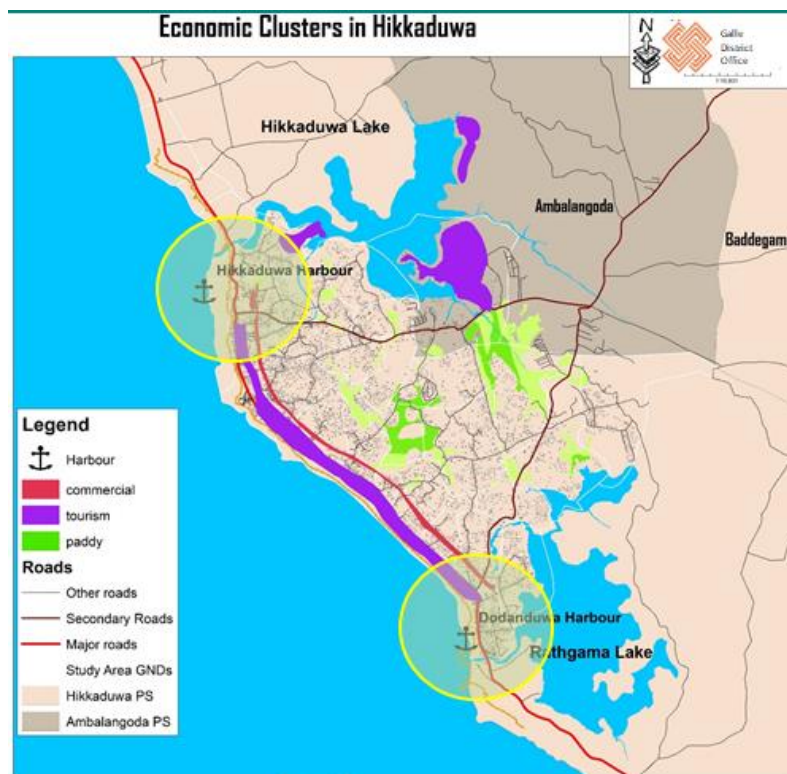
Chart 2.14: Tourism-based employment opportunities

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat

• Fishing industry

It is noted that a significant portion of the Hikkaduwa economy is derived from the fishing industry. The production of freshwater and saltwater fish in the Hikkaduwa region is a major contributor to Sri Lanka's economy.

Inland fishing ports in the Hikkaduwa region are identified as Hikkaduwa Fishing Port and Dodanduwa Fishing Port. The Ministry of Fisheries and Aquatic Resources' 2019 statistics



shows that Hikkaduwa fishing port contributes significantly to Sri Lanka's fish production, ranking sixth in terms of the number of boats operating under port operations in Sri Lanka.

Figure 2.20: Ports operating in the Hikkaduwa urban council area

Source: Preparation: Galle District Office, Urban Development Authority

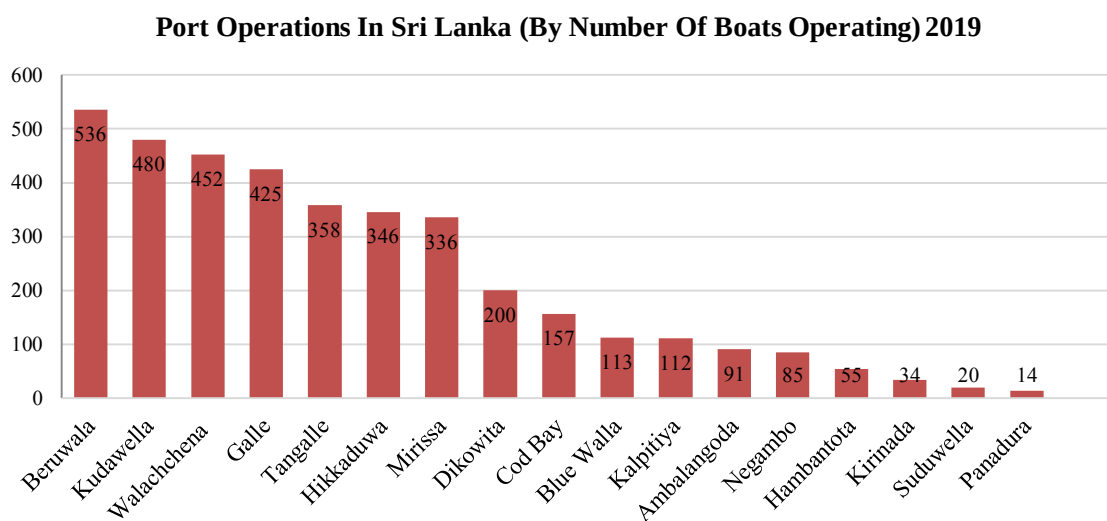


Chart 2.15: Port Operations in Sri Lanka (number of operating boats) (2019)

Source: Prepared by: Ministry of Fisheries and Aquatic Resources - 2019

Additionally, the Galle district ranks second in terms of its contribution to Sri Lanka's saltwater fish production, with the Hikkaduwa area reportedly contributing roughly 8%, indicating a great potential.

Marine Fish Production by District (2019)

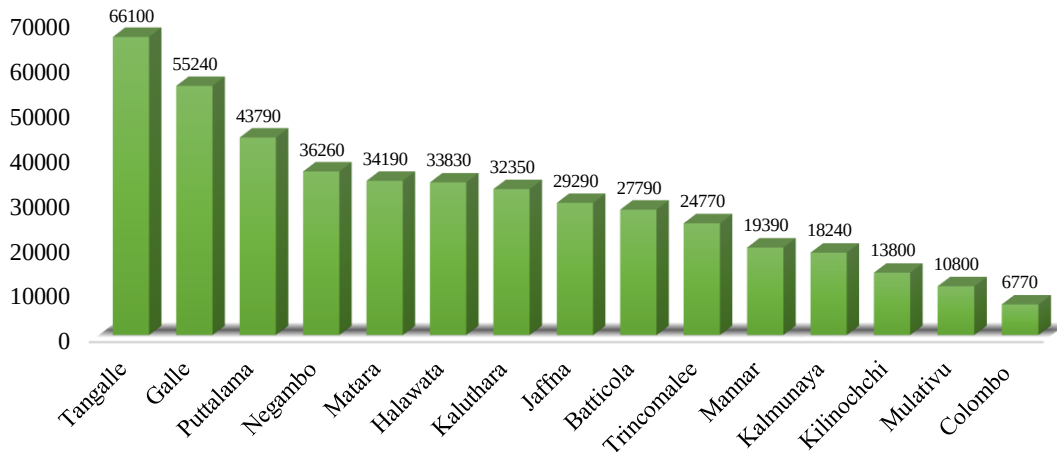


Chart 2.16: Marine fish production by district (2019)

Source: Prepared by: Ministry of Fisheries and Aquatic Resources - 2019

Furthermore, freshwater fish production mainly takes place in the Rajgama Lagoon and Hikkaduwa Lake areas, and according to the **2019** Resource Profile Report data, it can be observed that **79%** of total fresh water fish production is from the Rajgama Lagoon area and **14%** in the Hikkaduwa Lake area. Accordingly, the production of **110** metric tons from Hikkaduwa can be identified and can be marked as a significant potential.

Freshwater Fish Production Hikkaduwa 2019

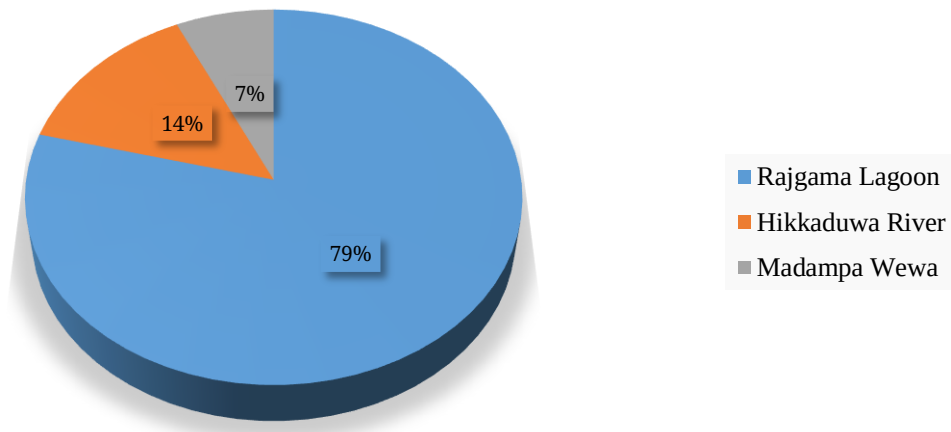


Chart 2.17: Freshwater Fish Production Hikkaduwa (2020)

Source: Hikkaduwa Resource Profile Report - 2019, Hikkaduwa Divisional Secretariat

Investigating the facts concerning the fishing community is crucial as a result. Therefore, it is evident from the Department of Fisheries and Aquatic Resources' 2022 figures that the Dodanduwa area, as well as the Hikkaduwa South and Hikkaduwa North areas, are home to the majority of the fishing population. Additionally, it can be seen that, there are 1734 fishing

families working in the saltwater sector and 102 fishing families working in the freshwater sector.

Distribution Of Active Fishermen In Hikkaduwa-2020

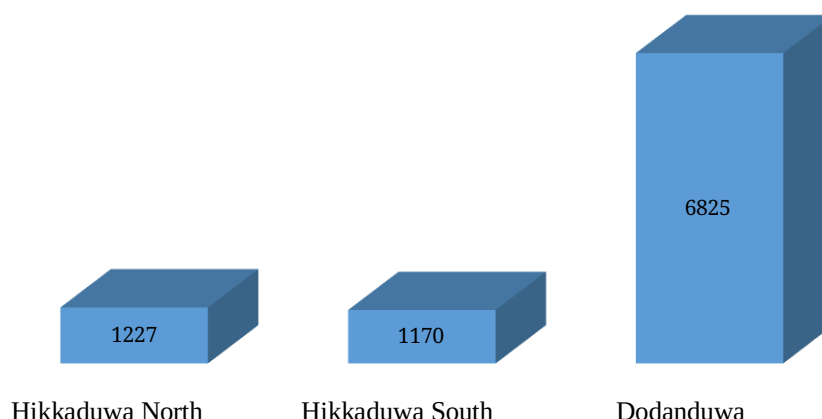


Chart 2.18: Distribution of active freshwater fishermen in Hikkaduwa (2020)

Source: Department of Fisheries and Aquatic Resources - 2020

Year	Number of fishing families	Number of saltwater basedfishing families	Number of freshwater fishing families
2018	1,662	1,573	139
2020	1,734	1,481	153
2022	1,981	1,734	102

Table 2.7: Number of saltwater and freshwater fishing families - Hikkaduwa

Source: Hikkaduwa Resource Profile Report - 2020, Hikkaduwa Divisional Secretariat

Furthermore, when examining data related to various fishing methods, it is clear that the amount of people engaged in saltwater fish production is very high.

• Commercial Sector

Commercial uses account for 4.19 % of Hikkaduwa's land use. Additionally, it is evident from the 2020 Resource Profile statistics that the vast majority of the population (about 25%) works in retail, restaurant, and cooking-related occupations, as well as handicrafts and the selling of meat, fish, and vegetables. Accordingly, it can be concluded that Hikkaduwa is a city that provides service facilities for residential purposes as well .

Trade and Commercial Use – 2022

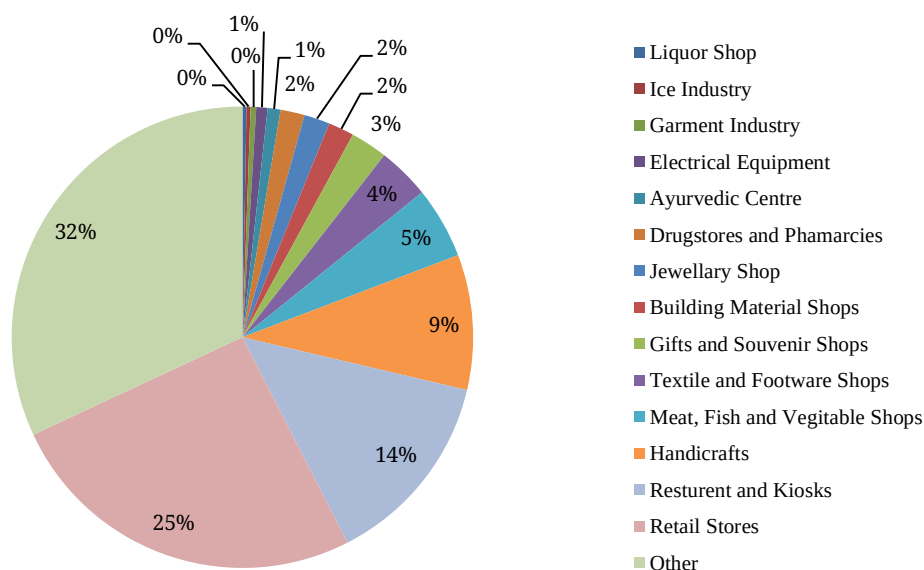


Chart 2.19: Trade and Commercial activities (2020)

Source: Hikkaduwa Resource Profile Report - 2020, Hikkaduwa Divisional Secretariat

• Agricultural Sector

It is evident that agriculture occupies almost 10% of the Hikkaduwa Municipal Council's entire land area. Coconut farming and agriculture occupy the majority of the area. Additionally, there is the cultivation of vegetables, fruits, and cinnamon. Though it is uncommon, 49% of the paddy fields to remain fallow as a result of the salt water intrusion . Another problem is the reduction in agricultural activity brought on by workers as they switching to tourism-related jobs.

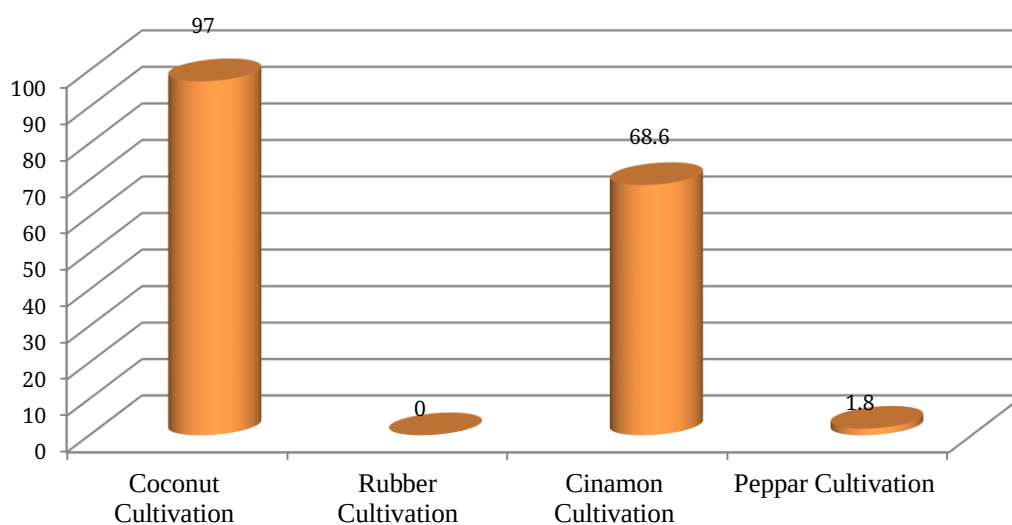


Chart 2.20: Land used for agricultural purposes (in acres)

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat

In terms of animal husbandry, dairy production associated with cows, buffaloes, chicken and egg production, and pig husbandry are particularly prominent. Animal husbandry activities are prevalent in the Wawulagoda East, Pinkanda, Nalagasdeniya, and Nakanda Grama Niladhari Divisions, according to the resource profile data.

Additionally, it is evident that a significant portion of the population (20%) works in handicrafts industry, 16% makes rope, and 13% fixes boats.

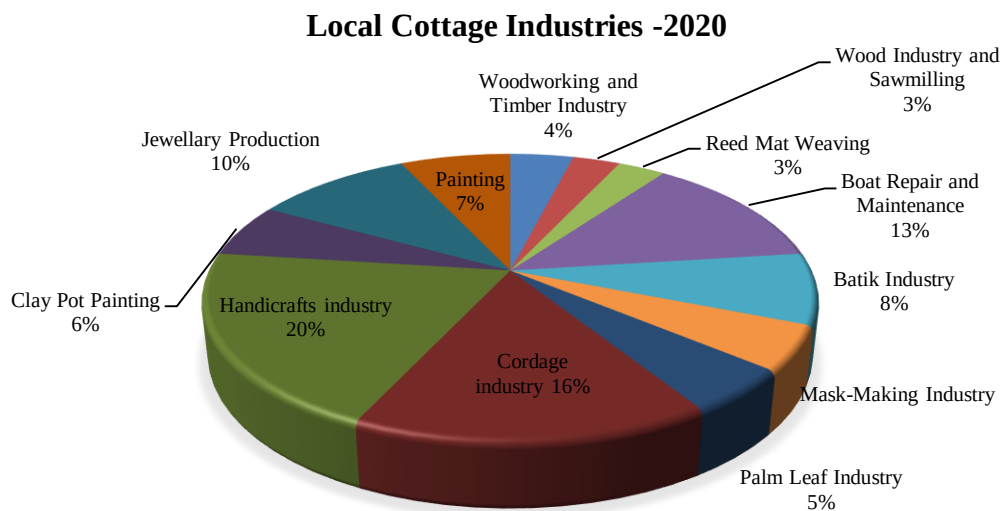
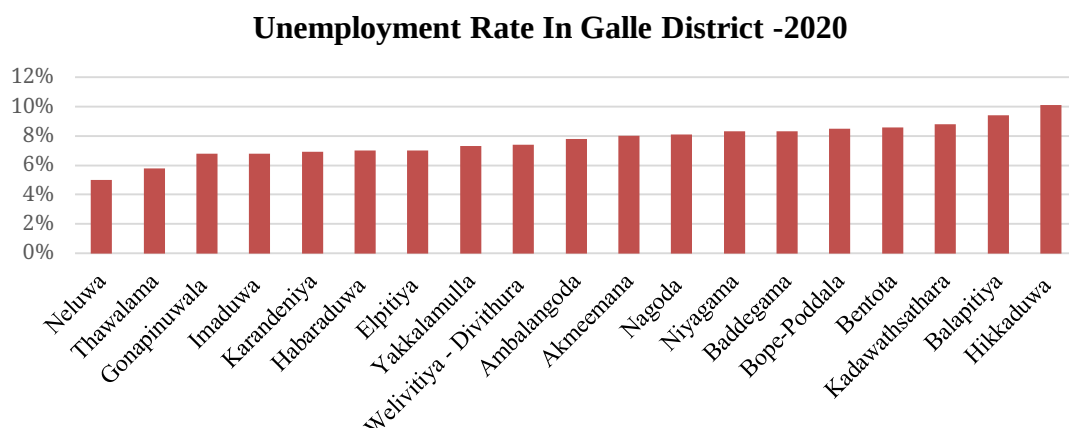


Chart 2. 21: Participation in local cottage industries (2020)

Source: Hikkaduwa Resource Profile Report - 2020, Hikkaduwa Divisional Secretariat

However, based on the department of Census and Statistics' 2020 data, Hikkaduwa has the highest unemployment rate (10%) at the divisional secretariat level in the Galle District. The Hikkaduwa Divisional Secretariat's employment rate, expressed as a percentage of the economically active population which is 30%. The employment rate is 69.17%.



Graph 2.22: Unemployment rate in Galle district by divisional secretariat division level) (percentage of the economically active population) (2020)

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat

In the planning perspective, it can be concluded that educational level and employment structures have a major impact on employment equity.

Employment and Unemployment as a Percentage of Economically Active Population Hikkaduwa Divisional Secretariat Division -2020 As a Percentage of Total Population - 51%	
Employment	UnEmployment
69.17%	30%

Table 2.8: Employment and unemployment as a percentage of the economically active population

Source: Hikkaduwa Resource Profile Report - 2022, Hikkaduwa Divisional Secretariat

The Hikkaduwa Urban Council area's 2022 statistics show that the number of families can be categorized by monthly income levels as follows. The poverty line, which is the lowest amount of money needed by an individual to cover basic needs like food and shelter, is defined as a family's monthly income of less than Rs. 16,975.00, according to data from the Department of Census and Statistics for 2024.

Accordingly, it is evident from Graph 2.14 that roughly 30% of the population in the Hikkaduwa Urban Council area makes less than the poverty line, while roughly 50% of the population makes more than the poverty line.

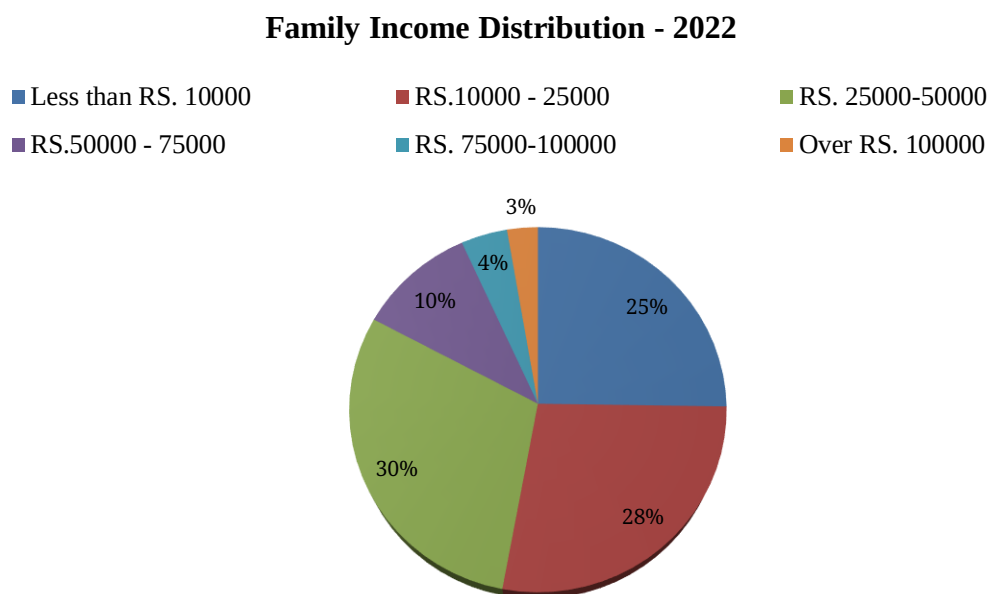


Chart 2.23: Income distribution of families (2022)

Source: Department of Population and Statistics 2020

2.2.7. Service and Infrastructure Background in the Hikkaduwa Area

- Water Supply

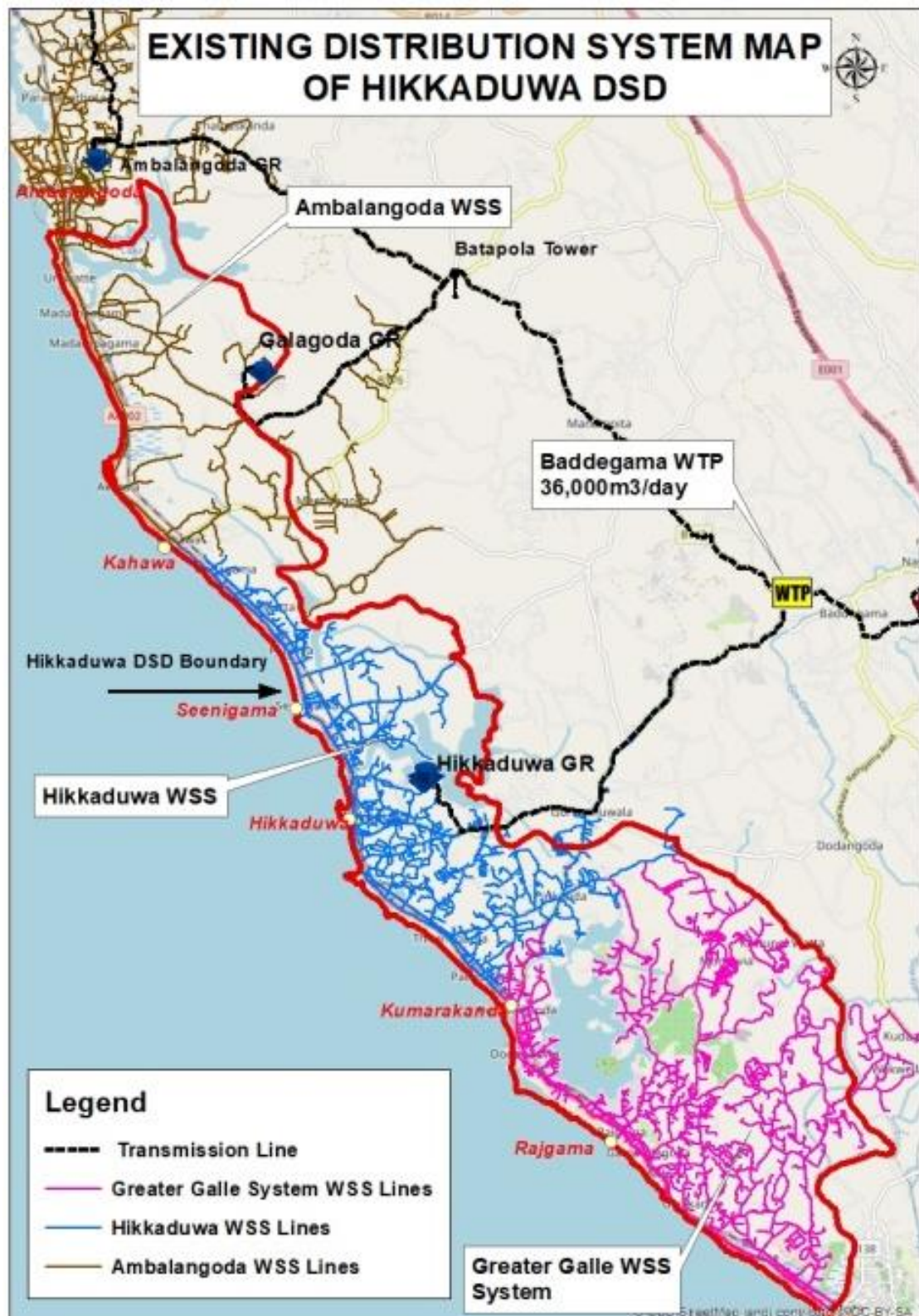


Figure 2.21: Pipe borne water supply system

Source: University of Moratuwa, Department of Town and Country Planning

Methods Of Meeting Water Needs

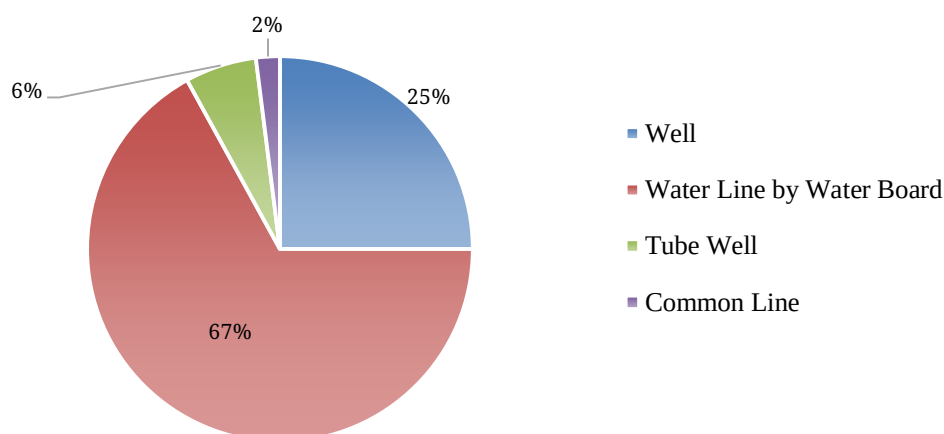


Chart 2.24: Methods of meeting water needs

Source: Hikkaduwa Resource Profile Report - 2020, Hikkaduwa Divisional Secretariat

The pipe borne water supply holds a significant position in the Hikkaduwa area's water sources. In other words, 6% of people utilize tube wells, 25% use well water, and 67% use pipe borne water. Accordingly, the Gin Ganga serves as the primary water source in the Hikkaduwa Urban Council area. The Baddegama water storage tank serves as the primary water supply. As a result, the Water Supply and Drainage Board reports that the entire Hikkaduwa Urban Council territory is served by a piped borne water supply as now.

• Electricity Power supply

Energy Sources

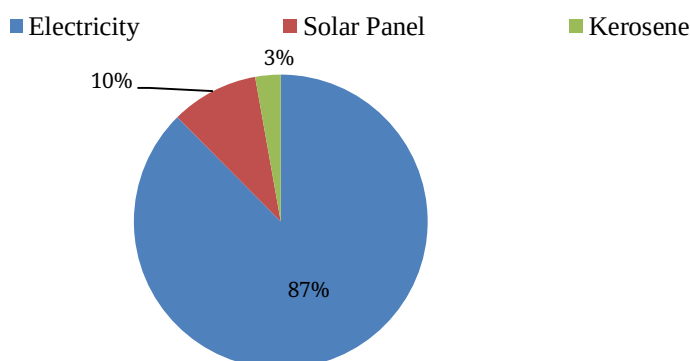


Chart 2.25: Energy sources in the Hikkaduwa area

Source: Hikkaduwa Resource Profile Report - 2020, Hikkaduwa Divisional Secretariat

Regarding Hikkaduwa's energy use, the public electricity supply accounts for 87% of total electricity consumption. Just 10% of solar panels are used. The Sri Lanka Electricity Company (Pvt.) Ltd. provides 90% of the electricity in the Hikkaduwa Municipal Council area.

- **Waste Management**

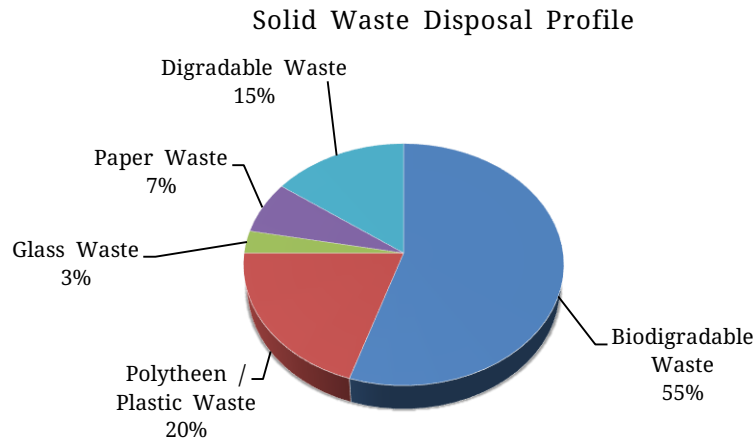


Chart 2.26: Solid waste disposal profile - Hikkaduwa

Source: University of Moratuwa, Department of Urban Design Studies

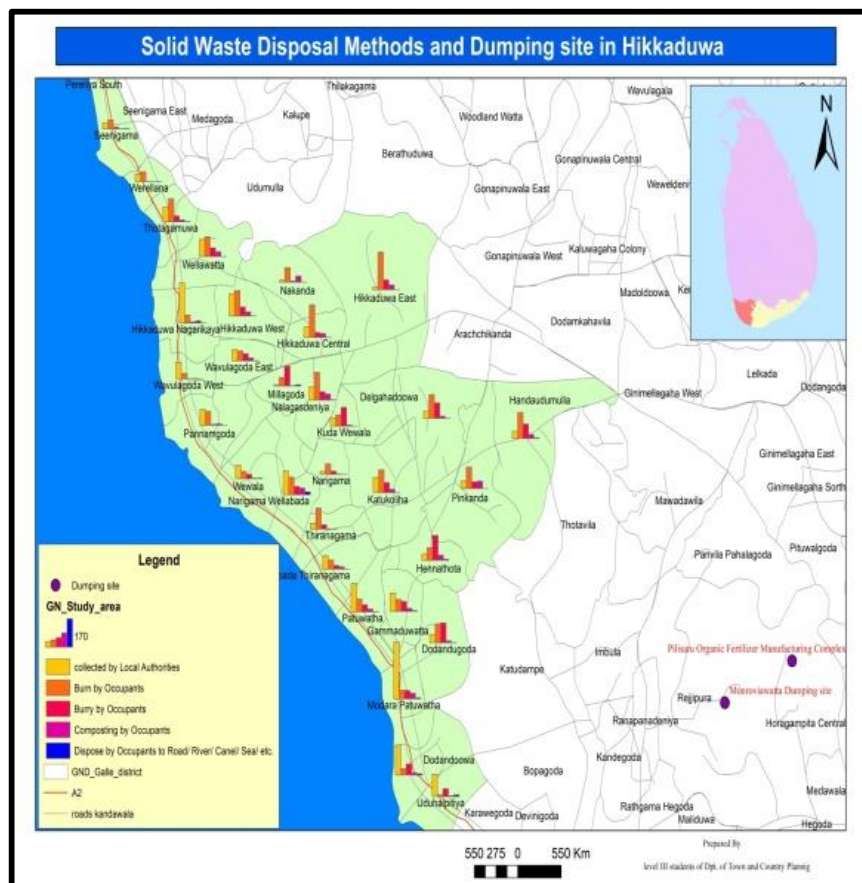


Figure 2.22: Solid waste disposal system - Hikkaduwa

Source: University of Moratuwa, Department of Town and Country Planning

The amount of waste generated daily in the Hikkaduwa Municipal Council area is between 30-35 metric tons. Biodegradable solid waste makes about 55% of the solid waste composition, whereas polythene, plastic, and other materials make up 20%. It is evident that the significant part of solid wastes in Hikkaduwa city, Modara Patuwata neighborhood was removed by local authority. It is clear that garbage disposal is mainly carried out at the Monroviawatta garbage

yard in Rathgama. According to statistics, especially in rural areas, garbage management is carried out at home yards.

• Sewage Management

The Hikkaduwa Municipal Council collects roughly 660 m³ of sewage per day. The sewage treatment plant that serves the Hikkaduwa Municipal Council has a daily capacity of 1100 m³. The National Water Supply and Drainage Board is in charge of running this sewage treatment facility, and the Hikkaduwa Sewerage Plant also helps with sewage management in Habaraduwa and Ambalangoda.

The daily volume of sewage coming to the center from within and outside the Hikkaduwa Municipal Council area is about 1375 m³. The officers in charge of the center ,have concluded that the capacity of this center, which follows a natural sewage treatment system, exceeds the planned capacity during the rainy season.

However, only 193 homes are actually connected to the sewerage system, despite the fact that 350 homes or 0.35 square kilometers are anticipated to be connected to the system in the Hikkaduwa Urban Council area. Even though this possibility has been made available, particularly for structures near waterways and the seaside, only a small number of homes have sewage systems installed because it typically costs between Rs. 2 -. 3 lakhs to connect a house to the system.

Water pollution has consequently grown to be a serious issue. The pollution of the water surrounding the Mawakada and Thuduwegoda canals in particular is a serious issue that requires immediate attention since it is causing the coral reef system and marine waters to deteriorate.

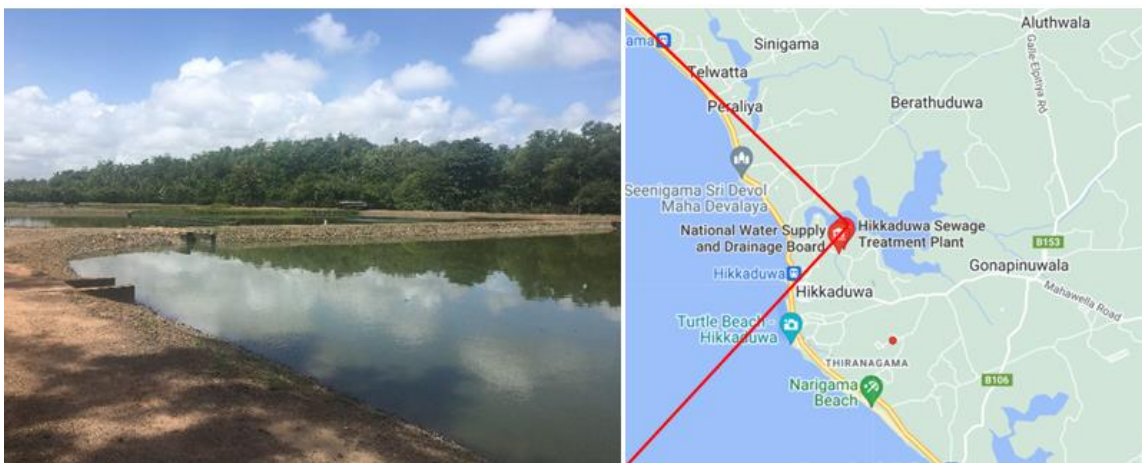


Figure 2 23: Hikkaduwa Fecal Waste Management Center
Source: Galle District Office, Urban Development Authority

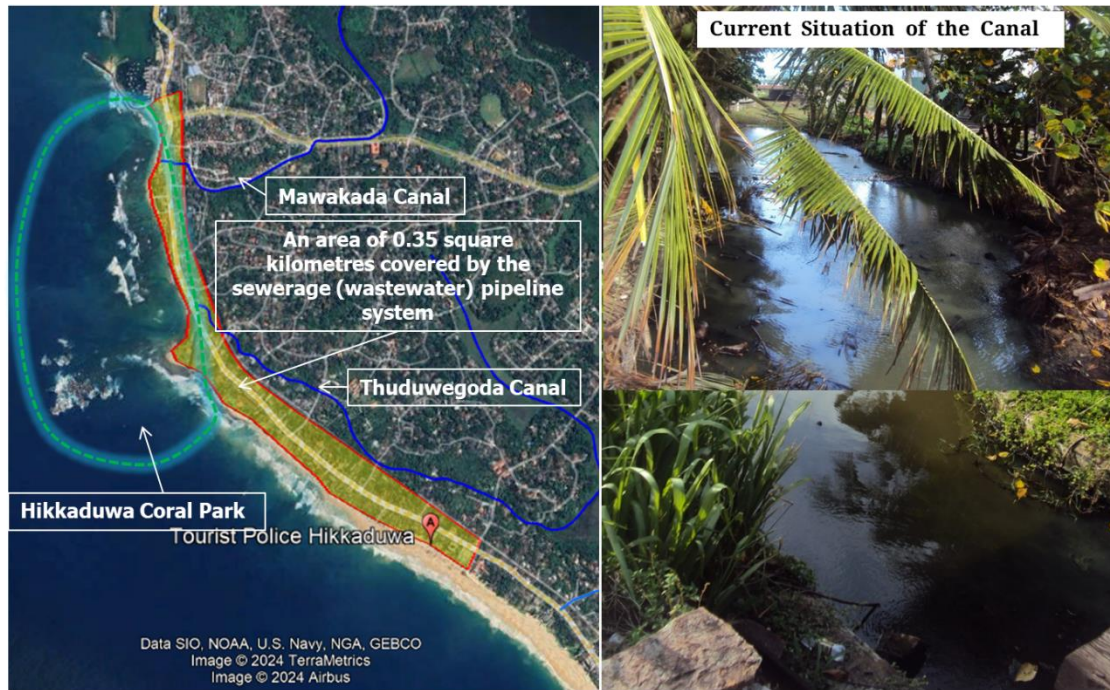


Figure 2.24: Sewerage service area

Source: Galle District Office, Urban Development Authority

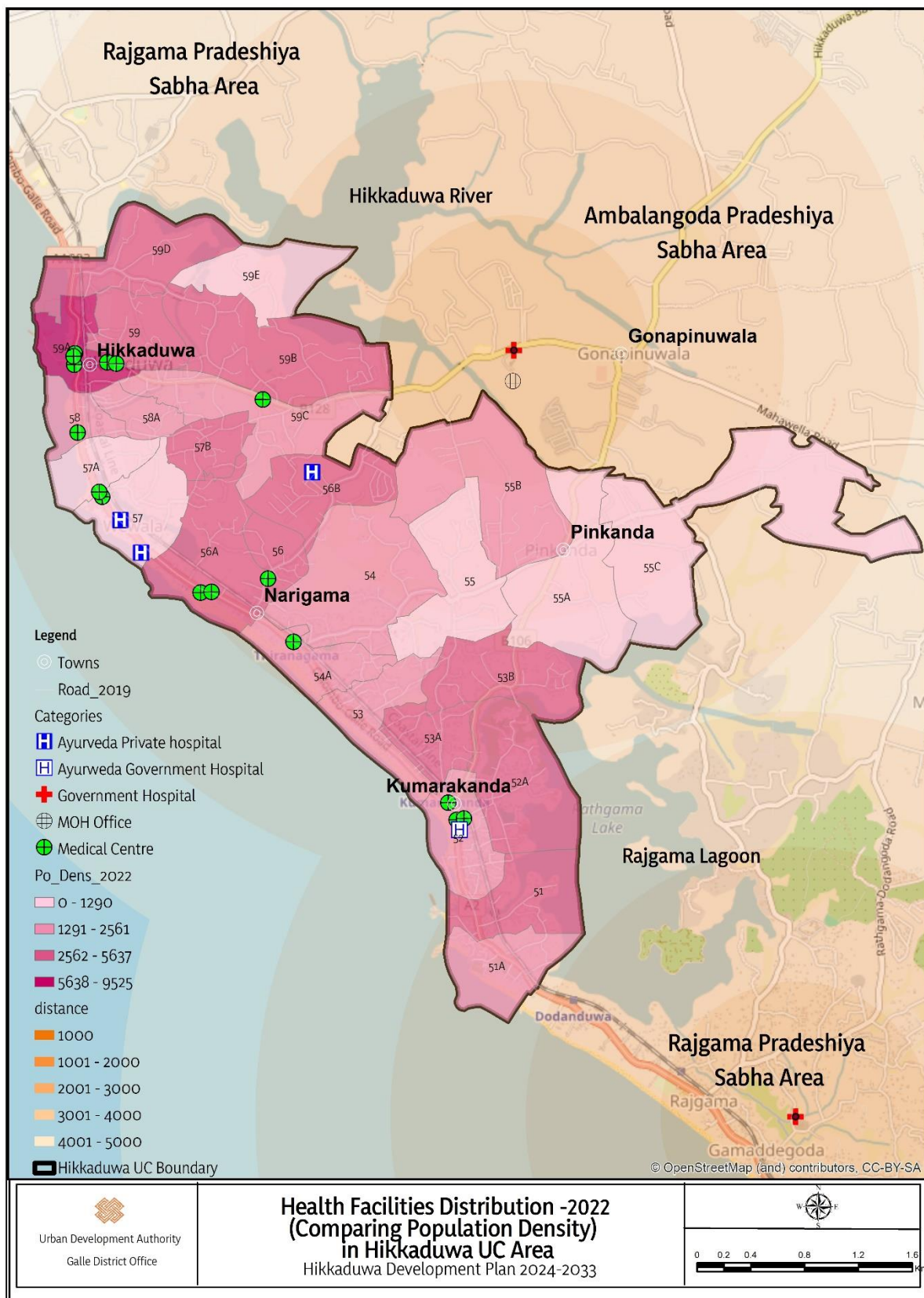
• Health Facilities

Medical centers and Ayurvedic medical centers can be seen spreading out close to the coastal belt in the Hikkaduwa Urban Council area.

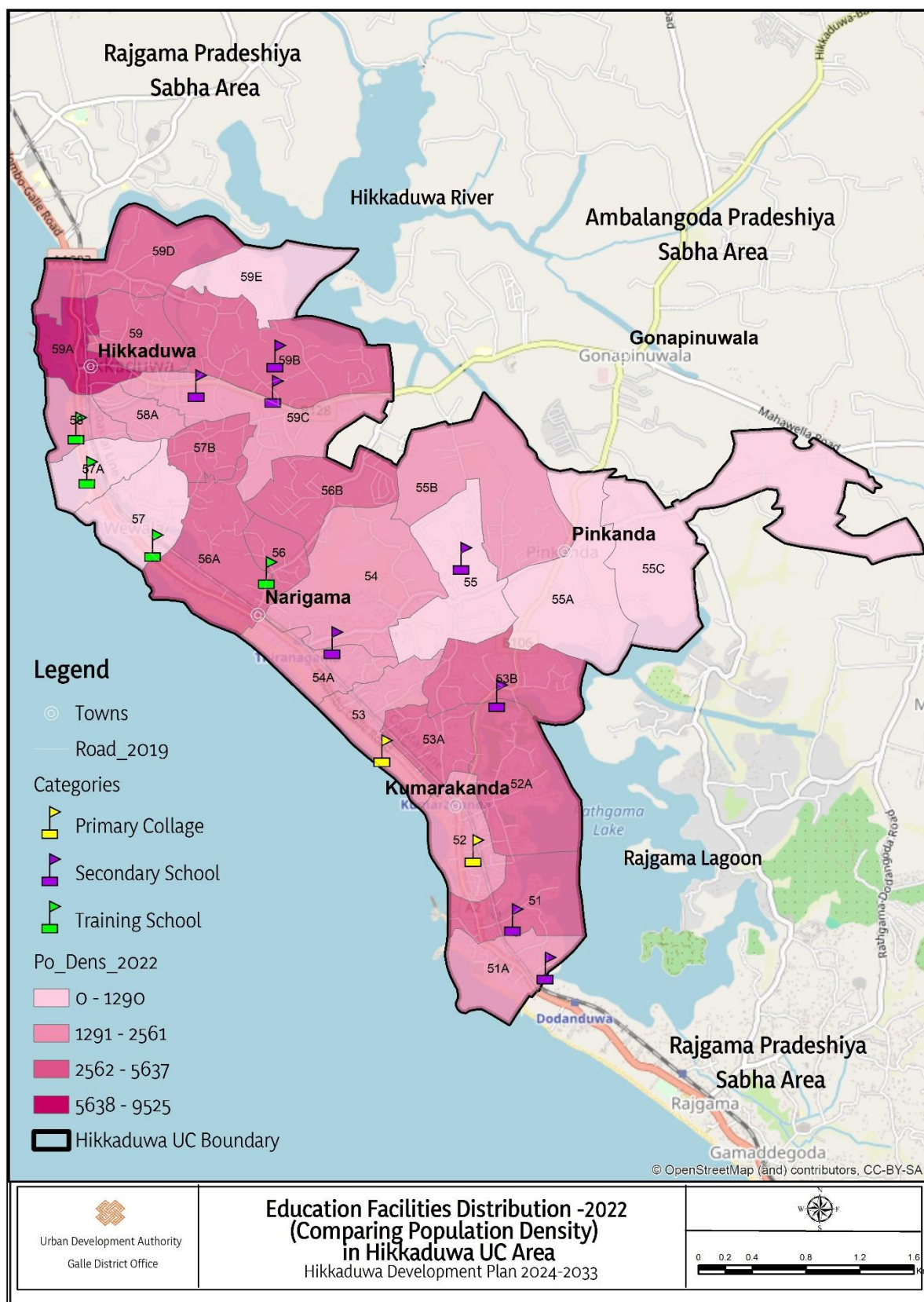
From a planning perspective, the fact that Karapitiya Teaching Hospital is located **18** km away, Baddegama District Hospital is located **10** km away, Arachchikanda Regional Hospital is located **8** km away and the existence of a strong transport system associated with it, can be identified as a strong potential of the Hikkaduwa Urban Council area.

• Educational Facilities

The Hikkaduwa Urban Council region is home to ten government schools, one national school, and two colleges. A unique potential can also be found in the area's as existence of big hotels, tourist training facilities, and the existence of a vocational training center and a serfin training center. Additionally, taking into account, the student-teacher ratio is 1:34, and it is evident that the 1:20 ratio is not far with the practical demands of the education sector.



Map 2.8: Distribution of health facilities - Hikkaduwa urban council area
Source: Galle District Office, Urban Development Authority



Map 2.9: Distribution of educational facilities - Hikkaduwa urban council area

Source: Galle District Office, Urban Development Authority

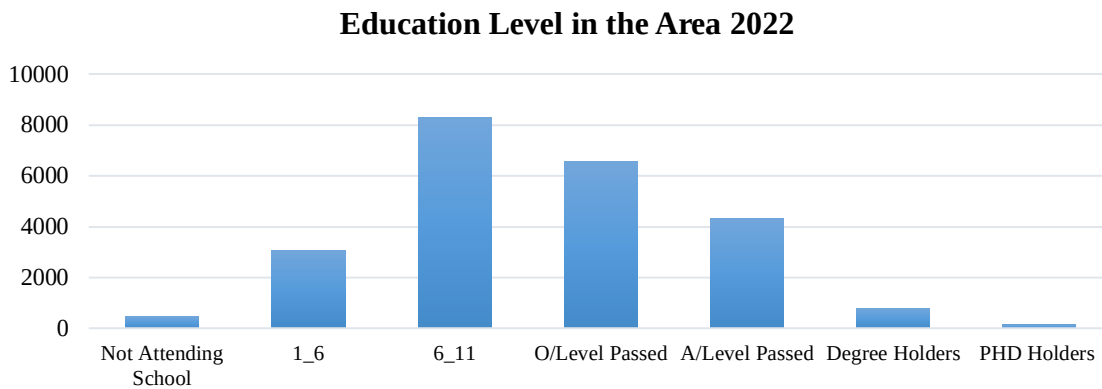


Chart 2.27: Education level in the aHikkaduwa urban council area (2022)

Source: Hikkaduwa Resource Profile 2022, Hikkaduwa Divisional Secretariat Division

The reasons for depicted issues reflects as students leaving school before completing the required period and engaging in tourism and fishing activities. High levels of drug addiction among school students, can be observed and over 50% of students opting to study in schools outside the area.

2.2.8. Environmental Context in the Hikkaduwa Urban Council area

The study of the environmental context in the Hikkaduwa Urban Council area can be described under the following sections.

01. Environmentally sensitive areas
02. Disaster situations
03. Places of cultural, religious and archaeological value
04. Areas reserved for public outdoor recreational activities

• Environmentally sensitive area within the jurisdiction of Hikkaduwa Urban Council

The Hikkaduwa Urban Council occupies an area of roughly 13.27 square kilometers. Special ecologically sensitive sites can be observed including the Hikkaduwa Marine National Park, Rajgama lagoon, Hikkaduwa river, Hikkaduwa coastal barrier, wetlands, picturesque locations, watercourses, and water retention zones. Wetlands in the Hikkaduwa Municipal Council area includes Mawakada, Thuduwegoda, Kohuambe Ela, Dambulla Ela, and their surrounding water catchment areas, as well as farmed, ancient, and underdeveloped paddy lands.

2.2 Hikkaduwa Beach

The primary beach in Hikkaduwa is regarded as Hikkaduwa Beach. The Hikkaduwa Urban Council is where the beach is situated. Numerous beach activities, like as scuba diving, snorkeling, whale watching, swimming in the water, and glass-bottom boat trips, have made Hikkaduwa beach a famous destination.

The reason behind Hikkaduwa beach's rising appeal as a tourist destination is Hikkaduwa National Park, a marine sanctuary in the sea that borders the beach. This marine refuge is linked to the tourist activities listed above. One of Sri Lanka's three maritime national parks, the sanctuary is made up of a coral reef with a high level of biodiversity. In addition, Hikkaduwa Beach is among Sri Lanka's top surfing spots. The busiest time of year for surfers at Hikkaduwa is the dry season, which runs from November to March. Multinational event organizers host a number of international surfing competitions in Hikkaduwa, and these times are among the best times to visit the area.

At Hikkaduwa beach, night time beach parties are another popular attraction. Visitors to Hikkaduwa, seldom fail to attend these beach parties, which are promoted by the lovely clubs, pubs, and cafes along the shore.

2.3 Narigama Beach

The southern region of the Hikkaduwa Pradeshiya Sabha area is home to Narigama Beach. The beach is well-known for water sports and adventure. Its primary beach activities include surfing, jet skiing, scuba diving, snorkeling, and paragliding. In contrast to other coastal tourist towns, Narigama is renowned as an inexpensive water adventure destination, and there are numerous local stores that sell surfboards.

2.4 Hikkaduwa National Park

As the first Marine Protected Area (MPA) in Sri Lanka, Hikkaduwa spans roughly 1.35 kilometers of shoreline between the rocky islands close to the Nippon Villa Hotel and the southern breakwater of Hikkaduwa Fishery Harbour. According to approximate estimations, the Hikkaduwa National Park is 104 hectares in size and reaches a depth of roughly 5 meters below sea level.

The reef that encircles the coastal Hikkaduwa Coral Reef Sanctuary is covered in layers of multicolored coral and is home to an enormous number of vibrant species. A group of tiny islands off the shore are encircled by stunning coral reefs. Large turtle species and a diverse range of fish species can be found here. Divers can explore over four distinct shipwrecks, and there are numerous diving companies that provide equipment and instruction. In addition, a number of glass-bottom boat services offer amenities in Hikkaduwa to improve the activities available to visitors on the beach.

The reef has a relatively high diversity of corals, with 60 species belonging to 31 genera recorded from the reef. Over 170 species of reef fish belonging to 76 genera have also been recorded. The 1998 coral bleaching event resulted in a decline in live coral cover, which currently stands at around 13%. Before the bleaching, the reef had a live coral cover of 47%, dominated by branching and leaf plants.

A prominent illustration of the shallow reef systems seen throughout Sri Lanka's southern coast is further verified by the reef at Hikkaduwa. The reef located in the Sri Lanka's most visited tourist spots, and despite its small size, it has a high level of biodiversity and has been of conservation interest since the 1960s. In 1979, it was designated as a sanctuary, and in 2002, it became a national park. The reef is currently badly damaged as a result of both natural and man-made factors.

2.6 Hikkaduwa Turtle Hatchery

In Hikkaduwa, turtle hatching is another popular tourist attraction. Along the Hikkaduwa shore, numerous turtle hatcheries are operated by different private sector investors. Additionally, a variety of turtle species can find a home along this amazing shoreline.

The conservation of some of the most endangered turtle species in the world is the goal of several turtle hatcheries. On the south shore of the island, there are numerous turtle hatcheries. What started out as a community initiative to support the preservation of the south coast's biodiversity has grown into a full-fledged breeding facility with teams devoted to researching, caring for, and safeguarding a number of turtle species.

The breeding and rescue center currently cares for five different species of turtles. These include the green turtle, loggerhead turtle, hawksbill turtle, leatherback turtle, and olive ridley turtle. The sea turtle breeding and rescue center has state-of-the-art facilities that include water tanks for caring for both adult turtles that have been rescued from the sea because of injuries and newborn turtles. A particularly rare to see the turtle nesting, where tiny sand mounds are carefully placed on top of one another. To follow the turtle eggs' hatching process, each of these mounds is regularly observed.

❖ Other natural attractions in Hikkaduwa

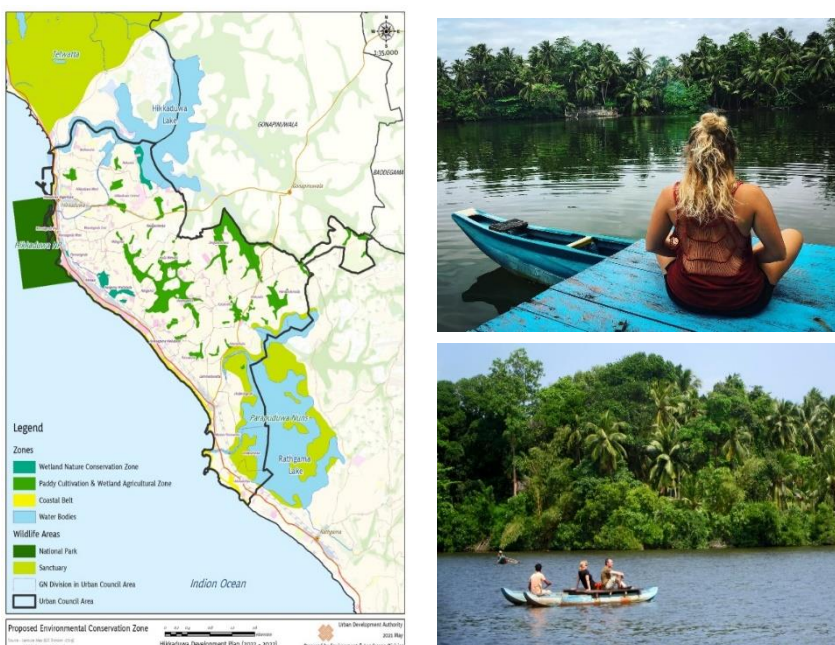


Figure 2.25: Other natural attractions in Hikkaduwa
Source: Galle District Office, Urban Development Authority

The two freshwater areas that make up the Hikkaduwa Urban Council area which called the Rathgama Lagoon and the Hikkaduwa Lake where have a rich and varied biodiversity and the potential to boost domestic travel.

a) Hikkaduwa Lake

The nearest natural landmark to Hikkaduwa Beach is Hikkaduwa Lake. In the Hikkaduwa region, which has a rich biodiversity, it can observe reptile species, vibrant birds, fish, crocodiles, and turtles. Hikkaduwa Lake is a stunning exploring destination.

It offers maximum comfort to those seeking relaxation and rejuvenation and is also a famous place for water camping tourism activities such as boating, canoeing, kayaking and lake safari.

b) Rathgama Lagoon

Rathgama Lagoon is a natural lagoon located in the south of the island, adjacent to Delgasduwa. The lagoon is 17.66 km long and has a calm nature. It is a very popular lake for boat trips and the surrounding area is naturally beautiful with its lush green color. It is certainly one of the highlights around Hikkaduwa. It is a great place for bird watching as many different birds fly in this area.

It also has two islands, Parappuduwa and Polgasduwa, which are rich in flora and fauna. It is also the main freshwater fish production center in the Hikkaduwa area.



Figure 2.26: Rathgama Lagoon

Source: Urban Research Division, Urban Development Authority

❖ The Undeulated terrain Zones

Hikkaduwa covers a slight elevation change, with a maximum elevation change of 0-45 feet. The coastal area includes a flat terrain, which has become a critical issue for natural disasters.

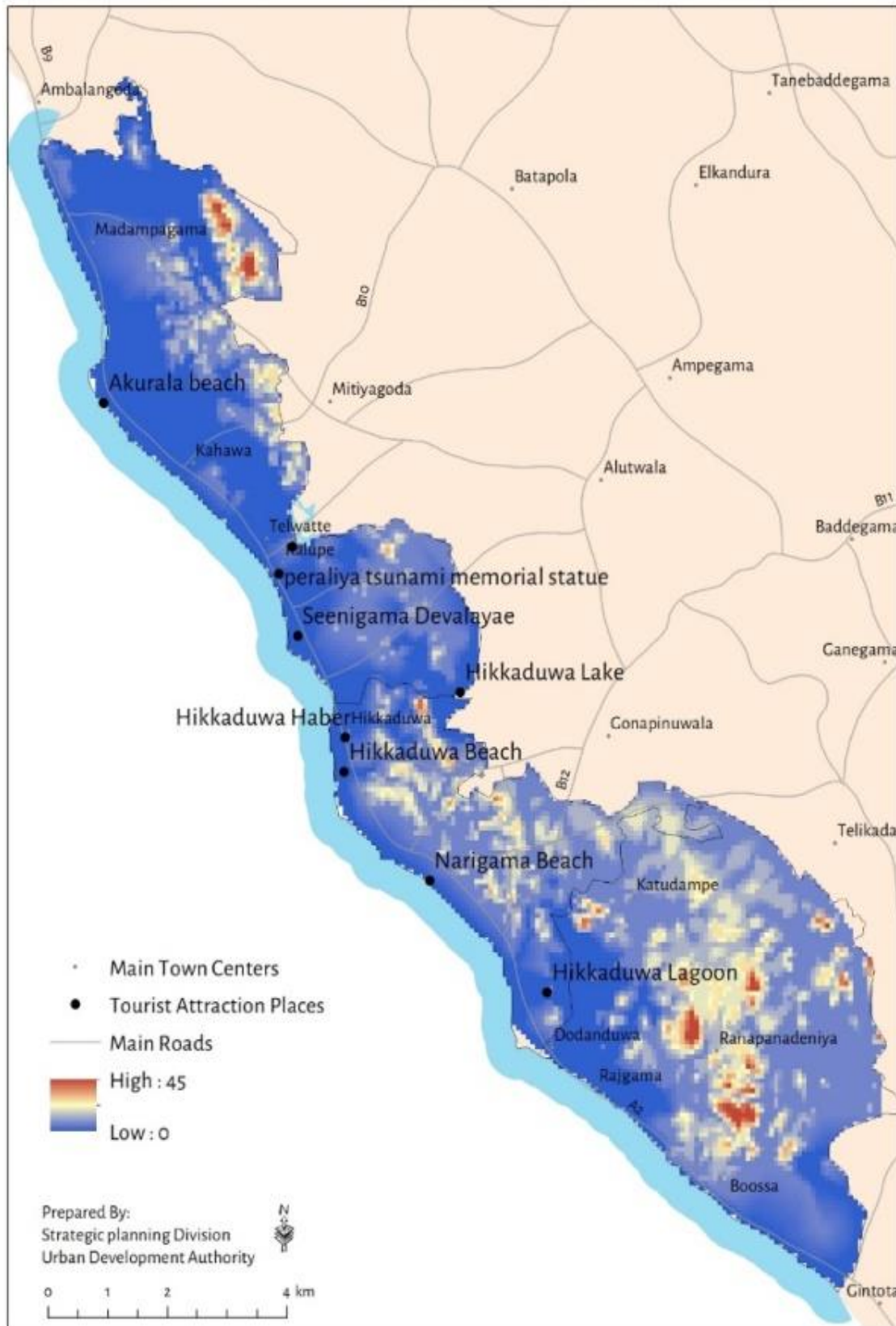


Figure 2.27: Elevation distribution - Hikkaduwa
Source: Urban Research Center, Urban Development Authority

❖ Hikkaduwa Environmental Setting

Hikkaduwa is a well-known place with typical coastal and island diversity that enhances the coastal lifestyle of the southern region. The natural environment of Hikkaduwa is defined by its climate, vegetation types and natural formation characteristics of coastal diversity.

a) Climatic conditions

Hikkaduwa has its own natural climate due to its special location in the southern region and is located in the lowland wet zone with diversified natural assets. On the other hand, it is also known as the resort town on the southern coast of Sri Lanka, which has a high potential to attract tourists for its spectacular beach activities.

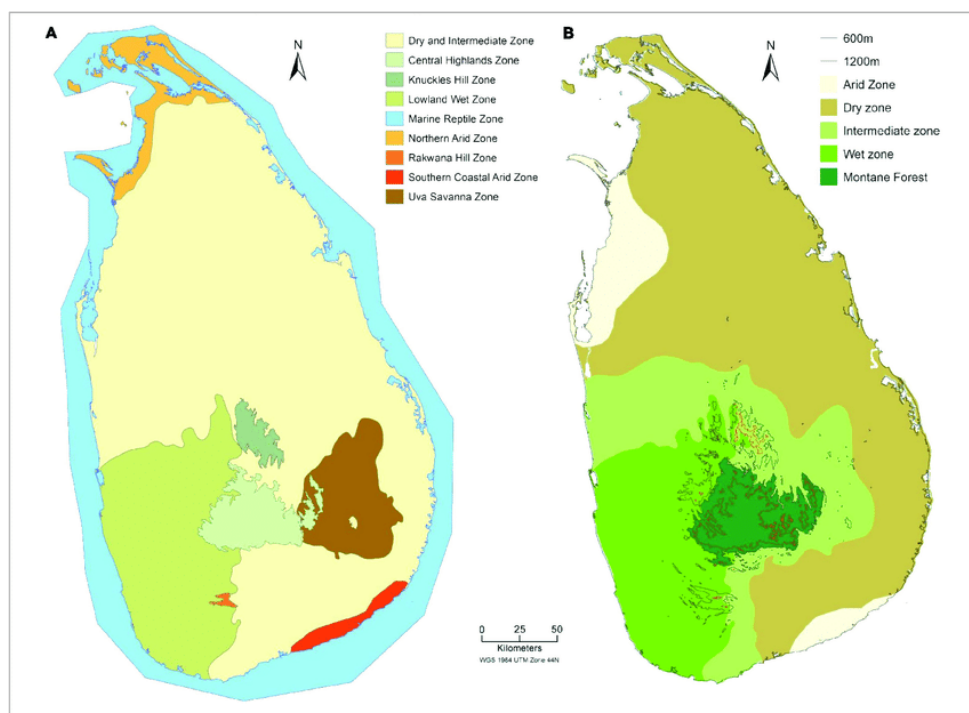


Figure 2.28: Sri Lanka climate zone map , five Bio –Climatic zones

Source: Ministry of Environment and Mahaweli Development -2019

c) Temperature Variation

The average temperature in Hikkaduwa is between 24 and 30.3 degrees Celsius because of the area's susceptibility to strong winds and clouds. In contrast, the warm climate of Hikkaduwa's southern coastline region makes a variety of beach sports possible. The warmest seawater occurs in April, with an average sea temperature of 29.6 °C (85.3 °F), while the hottest months are March and April, with average high temperatures of 30.3 °C (86.5 °F). Additionally, with an average of 9.3 hours of sunshine per day, April gets the most sunshine of the year. Furthermore, Hikkaduwa experiences significant humidity for a number of months of the year. March has the lowest relative humidity (74.7%), while July has the highest (83.8%). In the Hikkaduwa area, the wind is typically quiet. June is the windiest month, however July and

May are also windy months. A "gentle breeze" is defined as a wind speed of 8.3 knots (9.6 MPH or 15.4 KPH) on average in June. In early to mid-July, when the average maximum sustained speed hits 14.1 knots, indicating a moderate breeze, maximum sustained winds the fastest speed of the day lasting longer than a few seconds peak.

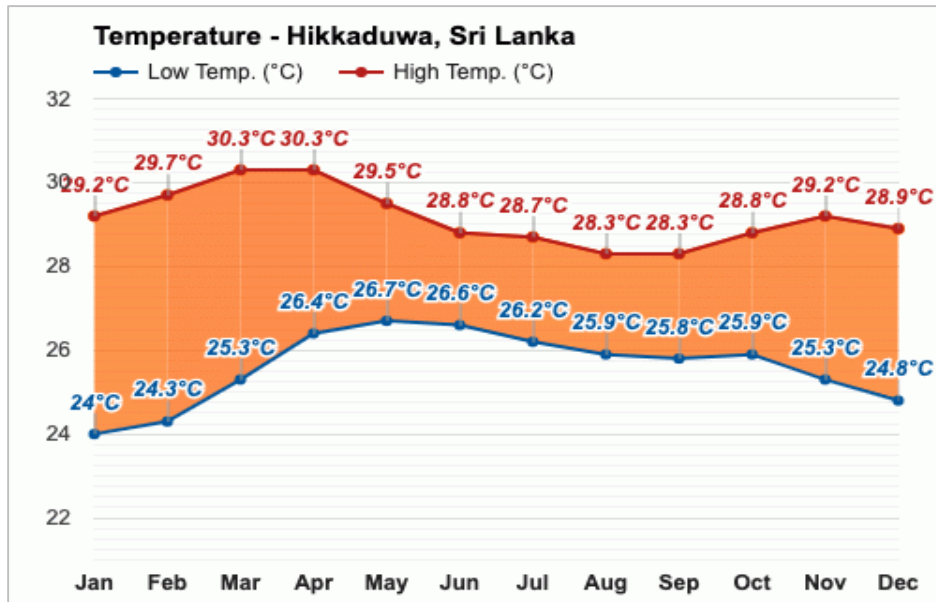


Figure 2.29: Temperature pattern in Hikkaduwa

Source: Weather Atlas

c) Rainfall Pattern

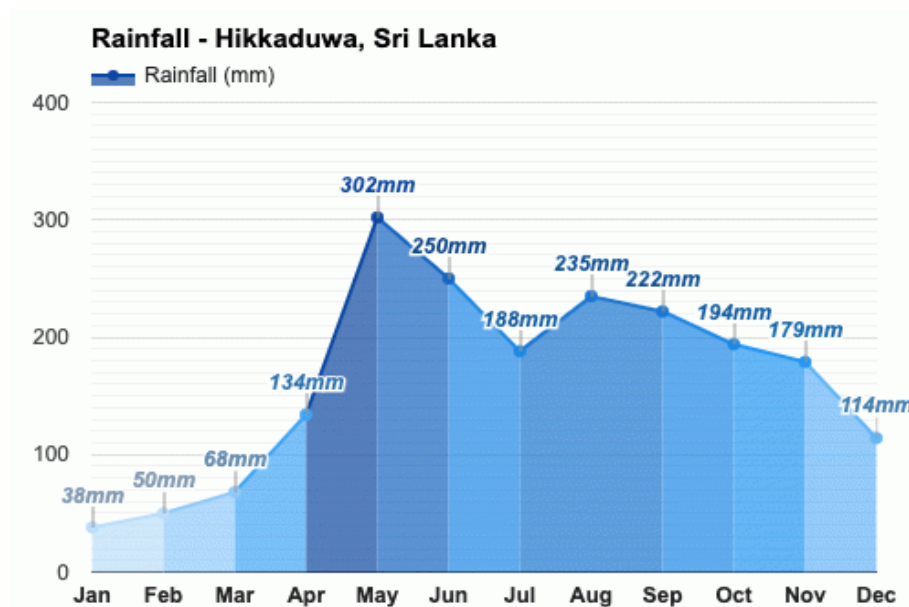


Figure 2.30: Rainfall pattern in Hikkaduwa

Source: Weather Atlas

Hikkaduwa has a tropical climate and a significant rainfall pattern with short showers in most months. The wettest month is May (302 mm) and the driest month is January (38 mm), with

the highest rainfall pattern occurring from May to September with the southwest monsoon. Tropical storms and cyclones are also observed throughout the year.

D) Wind Speed And Wind Direction Indicator

According to the Hikkaduwa wind speed chart (Figure 25), the wind in the Hikkaduwa area reaches a particular speed. This indicates that the monsoon produces calm winds from June to October and consistent, powerful winds from December to April. The number of hours per year that the wind blows from the designated direction is displayed by the wind direction indicator. From the southwest (SW) to the northeast (NE), the wind blows. Generally speaking, the south monsoon winds are strong, which makes it extremely challenging for sailing vessels to move from east to west.

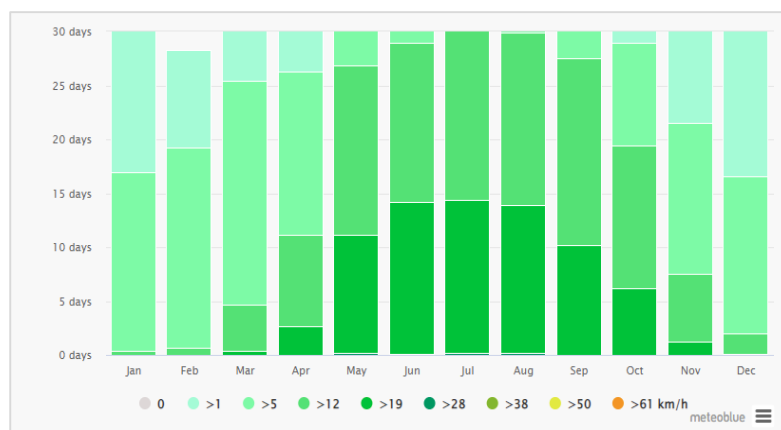


Figure 2.31: Wind speed in Hikkaduwa
Source: Meteoblue

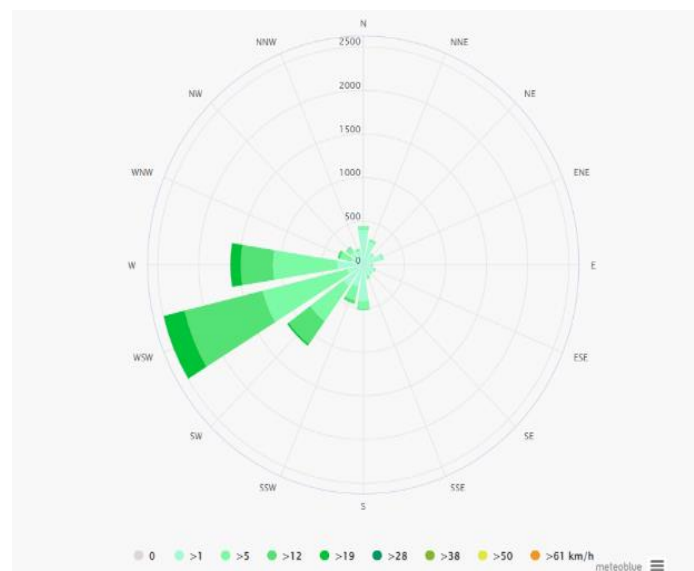


Figure 2.32: Wind direction in Hikkaduwa
Source: Meteoblue

e) Water Detention and Water Detention Areas

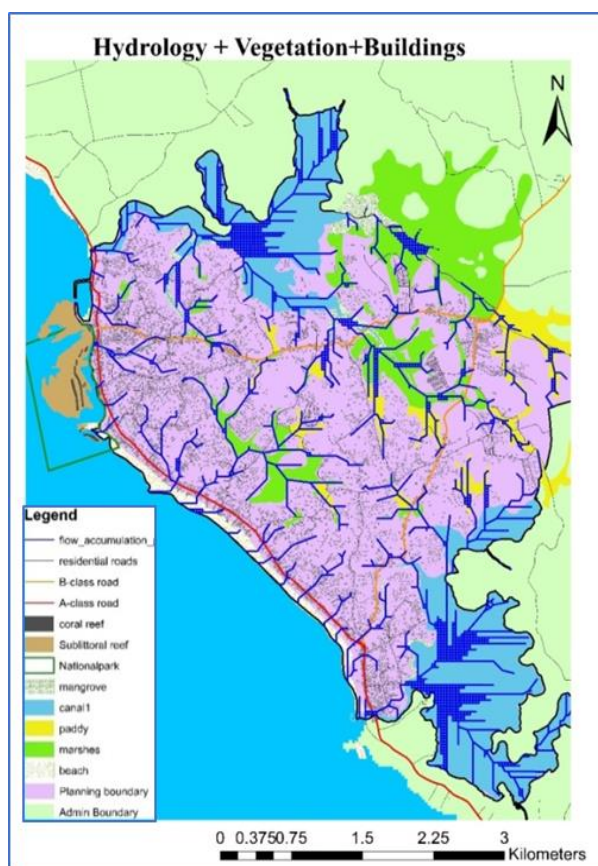


Figure 2.33: Hikkaduwa water accumulation pattern

Source: Department of Town & Country Planning, University of Moratuwa

In the Hikkaduwa urban area, it is evident that the coastal strip, Hikkaduwa River, Rajgama Lagoon, canals, and related low-lying areas are extensive, allowing water to pour down from all four directions. However, there is a reduction in water retention areas as a result of the slow building of canals and low-lying areas. Additionally, flash floods may happen as a result of the roads' inadequate drainage system.

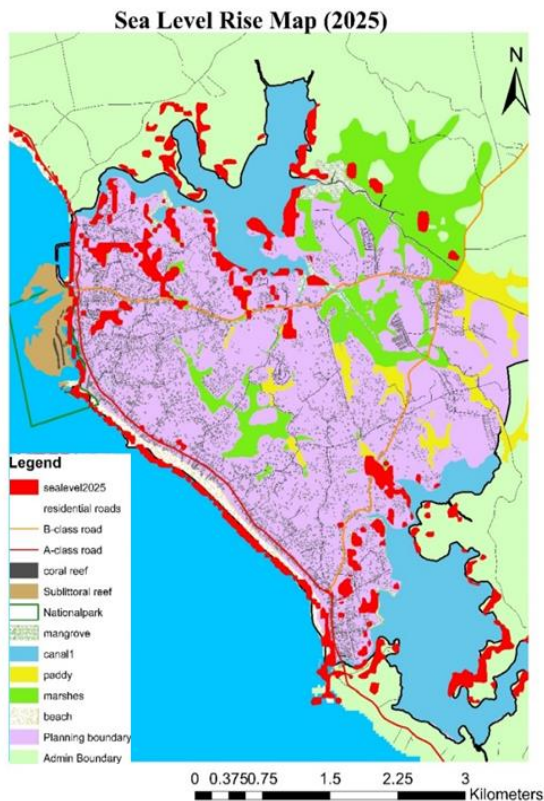
Some areas in the region are vulnerable to flash floods because of drainage channel blockages and the Gin Ganga overflowing during periods of intense rainfall. Below is a list of the harm this has caused during the past six years.

Year	For residents Done Who Disaster	To disaster Appointment Number
2010	183	37,700
2014	01	85
2015	01	308
2016	-	310
2017	30	650
2019	21	946

Table 2.9 : Information on flood affecting in Hikkaduwa Urban council area

Source: Department of Census and Statistics, 2020

2. Sea Level Rising



It is also observed that this area is affected by the rising sea level. The Disaster Management Center's data indicates that 1078.56 hectares of land will be inundated. There are roughly 579 buildings impacted.

Image 2.35: Sea Level Rise

Source: Department of Town and Country Planning, Moratuwa University

3. Sea Erosion

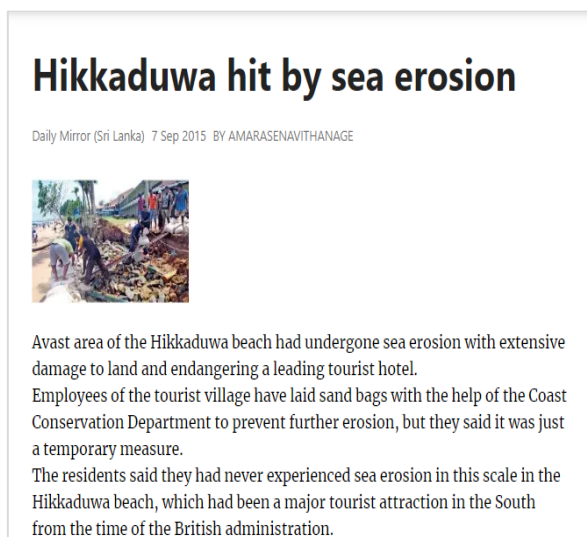


Figure 2.36: Newspaper Article on Hikkaduwa beach erosion

Source: Daily Mirror, 2015

The motion of ocean water and the consequences of the waves, tides, and currents that it creates are what lead to coastal erosion. When the wind blows across the ocean's surface, waves are produced. Coastal erosion is exacerbated by the rapidity with which these waves strike the beach. This scenario is further accelerated by mild winds. In the Hikkaduwa region, the annual rate of coastline erosion has increased from 0.2 to 0.3 meters. The loss of coral reefs, an increase in building construction along the coast, and an increase in unfavorable human activities are the main drivers of coastal

erosion.

4.Wind Patterns

This area experiences occasional strong winds with rains during the monsoon, when the southwest monsoon and northeast monsoon are active.

This area experiences occasional strong winds with rains during the Kala Seema, where the southwest monsoon and northeast monsoon are active.

The damage caused by the wind conditions experienced in the Hikkaduwa area in the past few years as shown below.

Year	Houses Damage	To disaster Appointment Number
2011	03	58
2012	05	-
2013	30	-
2017	902	4138
2018	48	52
2019	107	409
2020	08	31

Table 2.10 :Wind conditions and related damages in Hikkaduwa

Source: Department of Census and Statistics, 2020

2.2.9.Existing public outdoor recreational areas within the Hikkaduwa Urban Council area

Direct and indirect recreational facilities are the two primary categories under which recreational facilities are categorized in this context. Spaces for active participation are necessary for direct recreational facilities. That is

- i. Playing sports
- ii. Swimming
- iii. Running
- iv. Walking
- v. Boating
- vi. Traditional fishing etc.

The places where the above requirements can be met within the Hikkaduwa Urban Area are listed below.

No	Parks Type	Size	Village Officer Domain
01.	Existing mini parks	0.3	Udugalpitiya
02.	Existing mini parks	0. 44	Katukoliha
03.	Municipal Council Stadium	1. 17	Hikkaduwa Urban
04.	Makola Public Stadium	1. 12	Dodanduwa
05.	Beach Parks	20 hectares	Dodandugoda
	Total	Ha.23. 03	

Table 2.11 : Existing public outdoor recreation areas in Hikkaduwa urban council area

Source: Field Visit data

According to Table No. 2.6, there is currently 3.02 hectares of open land for public outdoor recreation in the Hikkaduwa Urban Council area, and 42.97 hectares should be set aside for public outdoor recreation for the 2021 population of 30,695. However, according to Table No. 01, it should be noted that this amount of open land is not sufficient.

2.2.10. Places and buildings of cultural, historical and religious value

Several places and buildings of cultural, religious and historical value can be identified within the declared jurisdiction of the Hikkaduwa Urban Development Authority.

1. Kumarakanda Maha Viharaya .



Figure 2.37: Kumarakanda Maha Viharaya

The Kumarakanda Kumara Maha Viharaya, located on the Galle-Colombo main road in the Hikkaduwa Divisional Secretariat Division, is a 256-year-old historical sacred site. Located on a very high hill, the surrounding environment is very scenic from the area where the Bodhi tree of the temple is located. The temple building here is very dilapidated, and the reclining Buddha statue there is cracked and broken in places. According to sources including the Kumara Sambhava, the Kumara Maha Viharaya, built on the top of a mountain called Kumarakanda because the god Skanda Kumara resided before moving to Kataragama, is located inland from the Colombo-Galle highway, not far from the ancient Dodanduwa harbor. According to the Kumara Sambhava, when the divine king Indra came to the warlord Kanda Suridun and told him to defeat the demon Taraka, the ruler of Lanka, he accompanied the four-armed army and came to Sri Lanka, camped at Kumarakanda, fought a fierce war for seven years and won. The beginning of the Kumara Maha Vihara is believed to have taken place in the year 1765. The temple, built in 1781 on the site of a small mango tree with only two fruits when the temple grounds were cleared, was built in two stages. The branches of the ancient Bodhi tree there are still worshipped by devotees. A new Bodhi branch was planted in 2010. Three chambers with architectural features of the Dutch era are seen here. This temple has

been renovated and embellished from time to time, and the two-story Dharma Hall, built in 1853, is also a unique creation.

2. Udugalpitiya Temple



There are Devol temples spread throughout Sri Lanka, despite the fact that the Devol god was originally located at Seenigama. The major Devol temple is situated in the Udugalpitiya Grama Niladhari Division, next to Hikkaduwa, in the sea. On May 17, 2013, this site was designated as an archaeological protected monument.

Figure 2.38: Udugalpitiya Devol Temple

3. Shailabimbarama Maha Viharaya.

The ancient Dodanduwa Shailabimbarama Viharaya is located near the Dodanduwa railway station, near the 103rd kilometer post on the Galle-Colombo main road. This temple is believed to have been built in the early 19th century. A small presbytery was built around 1819 AD, and later a monastery was added and the temple was dedicated to Venerable Kathaluwe Gunarathana in 1808 AD.

The stone Buddha statue currently in the temple was brought from the Kaveri region of South India in 1839. The current idol house was built after 1837 AD and the paintings in it are believed to have been completed in 1877 AD. The image house is very unique and is built in the Dutch style. The front verandah has a large arch and there are three doors leading to the inner chamber. Both the inner and outer walls of the inner chamber are covered with beautifully painted wall paintings and include the presence of Sanghamitta Thero with the Sri Maha Bodhi.

This temple played a major role in the revival of Buddhism during the colonial period. After the colonial rulers replaced the thousand-year-old Sri Lankan education system with their missionary education system, the Dodanduwa Sri Piyaarachana Thero, who was based at this temple, was the initiator of the establishment of the first Buddhist school in the country. The Dodanduwa Piyaarachana College, opened in 1869, was the first college. The Dodanduwa Shailabimbaramaya was also the first place of residence for Colonel Henry Still Olcott, who landed at the Galle port in Sri Lanka in 1880. S. Mahinda Thero used this temple extensively while composing his books. The items he used, such as the bed, chairs, bookshelves, and the room he used, can still be seen at Shailabimbaramaya.

2. Holy Trinity Church.

In the early 19th century, there were only a few Christians in Dodanduwa. The land and buildings were donated by David Weerasuriya and his cousin Alexander Theodore Weerasuriya and the Galle Municipal Council. The church was built in 1875. From the beginning, Christians of all denominations, Wesleyans, Anglican Salvationists and Baptists were members of this church. British missionaries were in charge of the church until 1912. This is an Anglican church and is located in Patuwatta, Hikkaduwa.



Figure 2.39: Holy Trinity Church

3. The Birthplace of Venerable Sri Sumangala Thero of Hikkaduwa.



Figure 2.40: Birthplace of Venerable Sri Sumangala Thero - Hikkaduwa

Venerable Sri Sumangala Thero of Hikkaduwa was born on 20th January 1827 and his birthplace is located near the Sri Sumangalaramaya Temple of Hettigoda in 55D Grama Niladhari Division of Hikkaduwa Divisional Secretariat. It is a small house (about 9 cubits) with a small veranda in front of the house. The roof of the veranda is supported on 4 wooden pillars. The wooden door frames and windows of this building and the large walls are made according to Dutch architectural features.

The roof is two-sided and the front roof is made sloping. At present, this building is used as an office of the Department of Archaeology.

There are two identical houses in the place. Both houses have a stilt house. The Sadakada Pahana and Korawakgala at the entrance to the house have been rescued by someone and the current one is newly built.

4. Jananandarama Viharaya.

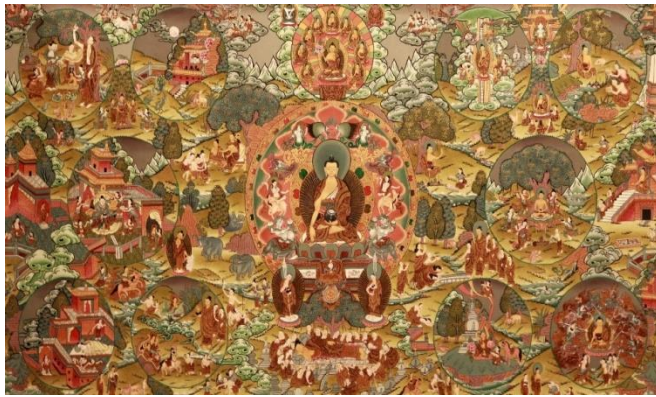


Figure 2.41: Jannandarama Viharaya

This temple is located on the Hikkaduwa Baddegama road. A pirivena and a Dhamma school are currently being run here.

4. Piyarathana Vidyalaya.

Venerable Sri Piyarathana Thero of Dodanduwa founded the first Buddhist school in Sri Lanka, Dodanduwa Piyarathana Vidyalaya in 1869. It was initially located in the Sri Swarna Shaila Bimbarama Viharaya, Dodanduwa. The school was officially registered in 1874, five years after its establishment. Henry Olcott also participated in this. This is also clear from the documents in the Shaila Bimbarama. The old building on the school grounds was declared an archaeological protected monument on 18 August 2006.

5. Hettigoda Viharaya.

The old monument here is the building with the avaasa house. The other buildings were built or renovated later.

6. Ganegodella Sri Sudharshanaramaya.

The idol and the small temple in this temple are ancient monuments. The paintings in the idol are very old. These buildings have been renovated. Some of the idols are being renovated. There is only a staircase to access the idol. The stupa is of recent times. Currently, a pirivena is maintained here.

❖ Scenic spots

The Hikkaduwa River, the main water source that feeds the Hikkaduwa Municipal Council area, Rajgama Lake, Thuduwegoda Stream and Mawakada Stream give high value to the scenic beauty of the area. However, due to the increase in building density, blocking of access roads, unauthorized construction in protected areas and dumping of waste in the water, it can be seen that it has lost its appeal to the community.

2.2.11. Festivals and Arts with Historical and Cultural Value

The Hikkaduwa area has festivals and arts with historical and cultural value, as well as beliefs and beliefs that are unique to the area.

a) Seenigama Devalaya Perahera

The annual Esala festival of the historic Sri Devol Devalaya in Seenigama is held with great pomp. The Esala festival of the Sri Devol Devalaya, which begins with the auspicious ceremony of planting the kapa, is held in August. On the opening day, the basic activities of the festival are carried out by offering Heela Maha Dan with an all-night Pirith sermon and a Sapirikara offering for the Sangha.

The cultural dance show that begins that night continues throughout the night. Then, in the afternoon, the first day Maha Perahera of the day arrives at the ancient Thotagamu Ratpath Raja Maha Viharaya in Thelwatte and then the Maha Perahera arrives at the tourist town of Hikkaduwa in the evening. The Devol Madhu Yagya is performed throughout the last day and the next morning, the devotees cross the seven-meter-high fire fence and offer milk to the deity in the morning.

b) Rituals associated with the Seenigama Temple

People worship the Devol deity because of the belief that the deity has the ability to cure diseases that cannot be easily cured and the special ability to punish enemies. For this reason, pujas and other rituals that are not found in any other temple in Sri Lanka are also seen in Seenigama. Among them, the main thing is to grind chillies. It is not an ordinary chili grind and there is a special method for it. Chilli grinding is done to punish enemies.

Where devotees who go to the Diyamba Temple take a pot of offerings containing chillies, peppercorns, etc. and a coconut. After praying the relevant matter, Mr. Kapu should go to the chilli grinding stone and grind it saying his desired matter.

There, the chillies etc. should be crushed with a piece of chilli stone like the one we use in the kitchen and grind it in the opposite direction with that stone. It is a very careful thing to do, as it is not to grind the stone towards oneself. It is believed that by grinding it towards oneself, the revenge will come back to oneself. After grinding the chillies, the coconut taken away is also thrown. This is called Palipola.

The well from which Devol Swami took water to cure diseases at that time is still visible on the temple grounds and it is said that it does not dry up even in severe drought. Although this well is located in the middle of the sea, its water is clean and not brackish.

c) Beliefs and Beliefs

Among the beliefs and beliefs of the Hikkaduwa area, the belief in Devol is special.

❖ Devol God

Devol God is the god worshipped in Hikkaduwa and Seenigama in the southern province. Devol God can be identified as a god worshipped for both good and bad purposes.

There are several legends related to Devol God, among which the main legend is that in the past, a king named Ramasinghe, who lived in the land of Dambadiva Kuduppara, had a son named "Mahasali", who was the most powerful among the sons, and when he grew up, he became skilled in archery and relentlessly hunted animals. The king, angry with this trait, exiled them from the country and they were exiled to Sri Lanka. The legend also states that they had to face various difficulties on the coasts of Sri Lanka. Legend has it that although Lord Natha in Jaffna, Lord Kataragama in Hambantota, Lord Vishnu in Devundara, Lord Hirigal Bandara in Koggala, Lord Maha Brahma in Gintota and Udugalpitiya, and Goddess Patthini in Seenigama created seven fires to scare them, they somehow managed to put out the fire and landed in Seenigama.

After landing in Seenigama, it is said that this group helped cure the illness of a local chief named Seenigama Mathidu who lived there, and after recovering from the illness, a temple was built for this group there. It is also said that after that, while only the Mahasami stayed in Seenigama, the other princes went to various places.

A scenic view of a lake with a tree in the foreground and canoes on the grass. The lake is calm, and the sky is clear. In the foreground, there is a grassy area with three canoes (two blue and one yellow) and a small tree. In the background, there are more trees and a small dock in the water.

CHAPTER 03

The Need for a Development Plan



03. NEED FOR A DEVELOPMENT PLAN

3.1 Introduction

The first strategic question in the strategic planning process, ‘What is the current situation in the planning area?’, was intended to provide answers to the real need for a plan. In order to identify the direction the plan should take and the direction the city’s development should take in the future, it is necessary to identify the real need for a plan or to identify the reasons for making a plan. Identifying the need for planning began primarily by identifying the various problems existing in the planning area identified by various stakeholders associated with the city. Under this, the main stakeholders, service providers and users (including citizens and commuters and the general public) were asked about the current problems in the city. Since each stakeholder looks at the city from different perspectives, a wide range of problems that exist in the city and can be identified in this process. The next step was to conduct an in-depth analysis to identify the root causes of the identified problems, which allowed us to accurately define the problems in the area.

3.2. Analysis of Problems in the Planning Area

01. Need for an updated development plan that is in line with new development trends.

As of now, the development plan gazetted for the Hikkaduwa Urban Council area is not in line with current developments, so it is necessary to update the development plan for the entire planning area.

When studying the population at the Divisional Secretariat level in the Galle District, it can be identified that the highest population (according to 2021 data) is in the Hikkaduwa Divisional Secretariat area. Accordingly, the development pressure in the Hikkaduwa Urban Council area is spread throughout the area. Furthermore, the development pressure has spread along the access roads and it can be concluded that the Baddegama Expressway access connection is a strong reason for this. In comparison, when considering the expansion of tourist accommodation facilities, it can be seen that it is spread along the coastal strip, along the Hikkaduwa Baddegama road and Hikkaduwa town. Furthermore, a trend of converting existing residential buildings into villas is a special feature seen in this area.

A development plan for the period 2010 -2030 is being implemented for the Hikkaduwa Urban Council area, and the fact that its period has expired also confirms the need for a new development plan. Furthermore, in view of the above, according to the zoning plan of the 2010-2030 Development Plan prepared for the Hikkaduwa Urban Council area, a pattern can be identified that tourism activities have spread throughout the area in addition to the coastal strip. Furthermore, it should be said that the plan fails to identify development guidelines that would provide accurate guidance for development activities. Although the areas around Hikkaduwa and Rajgama Lagoon are particularly open for tourism, the development guidelines do not appear to balance those developments with the sensitive ecosystem.

Therefore, activities such as construction taking place even within the protected boundaries of water-related areas, improper waste management, uncontrolled increase in building height and increase in unauthorized construction can be seen.

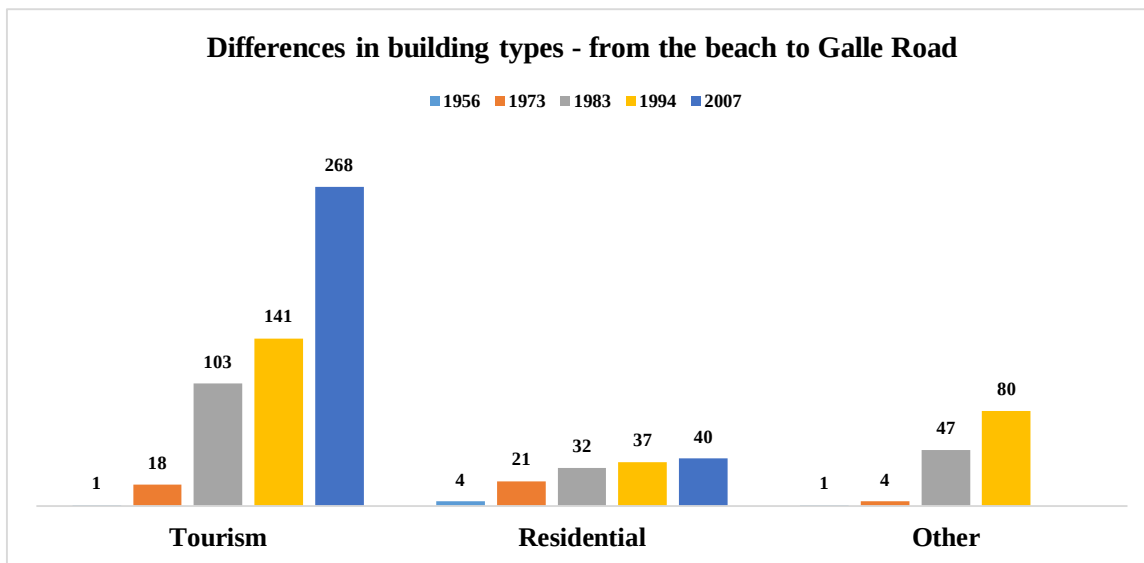


Chart 3.1: Differences in building types (from the beach to Galle road)

Source: Urban Research Division, Urban Development Authority

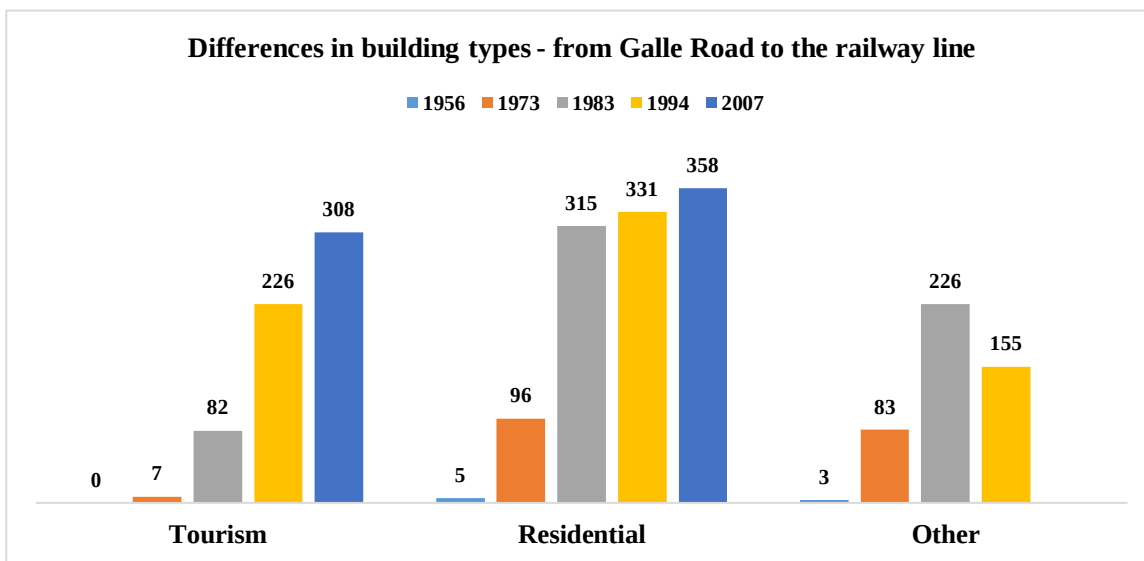


Chart 3. 2: Differences in building types (from Galle road to the railway line)

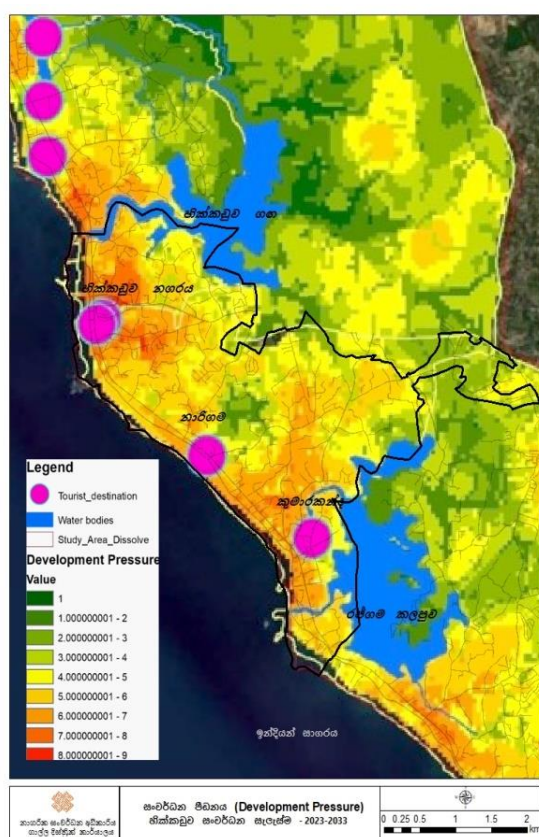
Source: Urban Research Division, Urban Development Authority

According to the analysis, a sprawling nature of buildings can be identified throughout the area. Especially in the coastal belt and environmentally sensitive areas, an increase in building density can be seen. It can be concluded that “Hikkaduwa” can be completely removed from the tourist attraction through development without formal regulation in the Hikkaduwa Municipal Council area, which is an environmentally sensitive area.

The construction of the Southern Expressway in 2007, the simultaneous creation of the Baddegama entrance and the improvement of the Hikkaduwa-Baddegama road and other roads, the improvement of port facilities, the creation of a bus stand, the proposal to construct new access roads, the extension of the Colombo Dumiriya road to Beliatta, and the implementation of development projects such as the implementation of “Hikkaduwa” as a 4th tier city have led to a rapid change in the development direction.

Furthermore, in terms of tourism, Hikkaduwa is becoming famous worldwide as a unique surfing destination in Sri Lanka, the increase in night tourism and its adverse effects, the conversion of residential buildings into tourist accommodation, the increase in the number of tourists visiting for turtle viewing, the increase in eco-friendly tourism in terms of tourist attraction, and the decrease in the tourist attraction of the Marine National Park, all of which will demonstrate the need for a new development plan.

Furthermore, due to the Corona pandemic and the current decline in the Sri Lankan economy, there is a need for a development plan that will strengthen the Sri Lankan economy, and the Hikkaduwa Municipal Council area is a great catalyst for this. The need for a new development plan, especially given the increased attention paid to the tourism sector under state policies to strengthen the country's economy, confirms this. Therefore, the need for a development plan that provides opportunities for new development trends with formal regulation can be highlighted here.



Map 3. 1: Development Pressure Analysis

Source: Galle District Office, Urban Development Authority



Map 3. 2: NDVI Analysis

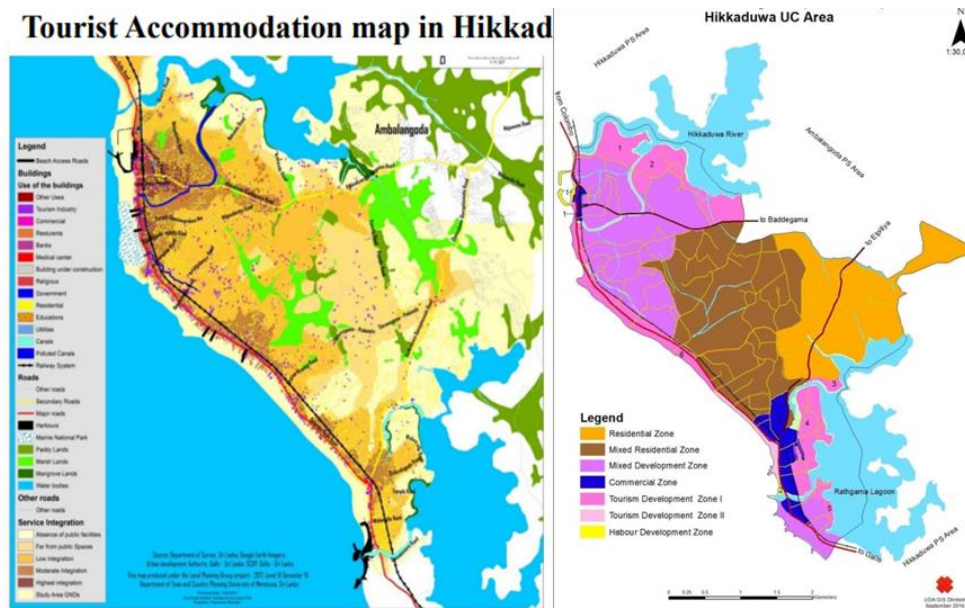


Figure 3.1: Hikkaduwa development plan (2010-2030): zoning plan and expansion of tourist accommodation facilities

Source: Galle District Office, Urban Development Authority

02. Although Hikkaduwa is a tourist attraction town, there is no properly developed infrastructure for tourists (domestic and foreign) visiting the town.

As a major tourist town in Sri Lanka, the access roads, transport facilities and road facilities available to Hikkaduwa are minimal compared to other towns, which has become a matter of concern in the development of Hikkaduwa.

Even the press media has drawn attention to the fact that many tourists express their displeasure regarding the excessive noise on the Colombo-Matara road, which covers the Hikkaduwa Municipal Council area, the insecurity of walking on the road, and the speed of vehicles.

ISSN: 1391 - 0531 Sunday April 20, 2008 Vol. 42 - No 4

News

Hikkaduwa: Road rage frightens tourists away

By Jeevananda S. Kaviratne

Hikkaduwa, a once popular tourist destination in the Southern Province may soon disappear from the tourist map of Sri Lanka, due to lack of proper planning, those involved in the industry have warned. One of Hikkaduwa's main attractions is the Under Water Marine Sanctuary, more popularly known as 'Coral Gardens'. This attracts not just holidaymakers but also marine biologists, naturalists and conservationists.

One of the main issues affecting the Hikkaduwa resort, 20 km north west of Galle, is the reckless driving along the Colombo-Galle main road, that cuts through the town area. Hoteliers complain that tourists who come here in search of a relaxed holiday are instead faced with the nightmare of speeding vehicles. Some years back small blocks of concrete had been placed, along the middle of the road as a temporary move to curb speeding, but that only resulted in the bifurcation of the already narrow stretch of road. Members of the Hikkaduwa Hoteliers' Association said within weeks this RDA project came a cropper, although lots of money was spent on it, with many accidents being reported. They also said vehicles went over these concrete blocks crushing them to pieces.

Hoteliers complain that discussions over the years with officials of the Tourist Board and the Ministry of Tourism, to find a solution to this problem have borne little results. They say that although there was a proposal as far back as in 2003 to develop an interior road as a bypass little has been done about it.

The Sunday Times learns that an interior road in Milla had been earmarked by the Tourist Board, to be developed as a bypass. However, a foreigner who owns a hotel, by the side of this road had reportedly objected on the grounds that the noise of the vehicles along this bypass would disturb the clients.

Meanwhile Hikkaduwa UC chairman Winnie Kariyawasam also confirmed that many tourists were keeping away from this holiday resort because of the risk they face on the main road. He said he had received many complaints from foreigners that they feared for their lives even when they merely went for a walk or a shopping expedition along the main road. He said some holiday makers had vowed never to return to Hikkaduwa and had voiced their surprise that such speeding was permitted in what was considered a resort area.

An idyllic scene

Figure 3.2: Newspaper article - Hikkaduwa traffic jam scares tourists

Source : <https://www.sundaytimes.lk/080420/News/news0026.html>, Sunday April 20, 2008

Furthermore, the lack of proper and modern railway and other transportation facilities as an attractive tourist city can be identified as another weakness.



Figure 3.3: Newspaper article - Lack of public facilities at the Hikkaduwa bus stand
Source:[https://www.dailymirror.lk/print/news/Lack-of-public-facilities-at-Hikkaduwa-bus-stand/239-30MAR2024226820,](https://www.dailymirror.lk/print/news/Lack-of-public-facilities-at-Hikkaduwa-bus-stand/239-30MAR2024226820)

Furthermore, it can be identified that the minimum road width, street lighting facilities and safe roads beyond the coastal belt have also had a strong impact on the tourism development as well as the economic development of this area. In particular, the road width is between 20-30 feet (about 75 roads of 10 feet are spread), and the lack of even 10% of forest roads clearly shows the weakness in the area regarding road facilities. Therefore, with the aim of boosting the Sri Lankan economy and increasing tourist attraction, the need to establish a safe and comfortable road system and a modern transport facility system in the Hikkaduwa area has been identified.

Also, the inadequate access between the Galle Road and the beach can be identified as another significant weakness. The increase in tourist attraction in Hikkaduwa has been a major reason for the increase in the purchase of coastal lands for tourism-related construction. The land is fenced off from the public beach, preventing local residents from accessing the beach. In particular, due to the illegal construction of the tourist industry on the Galle Road, both access to the beach and the view of the beach from the road are blocked.

There is only one road connecting the Galle Road and the beach for a distance of almost 2 kilometers from the Galle-Elpitiya Road to the Narigama-Pathana Road. The rest of the beach is inaccessible due to private property. This lack of access has created a functional barrier between the beach and the Galle Road.

❖ Sand filling in the vicinity of the Hikkaduwa and Dodanduwa ports

Many people are of the opinion that sand filling in the ports due to the breakwaters built around the ports without proper studies mainly affects port activities. It can be noted that the lack of a proper solution to the long-term situation of Hikkaduwa and Dodanduwa ports, which make a strong contribution to fish production in the Southern Province, is having a strong impact on the economic development of the Hikkaduwa area. Therefore, it is aimed to draw systematic and urgent attention to the above problem through the new development plan.

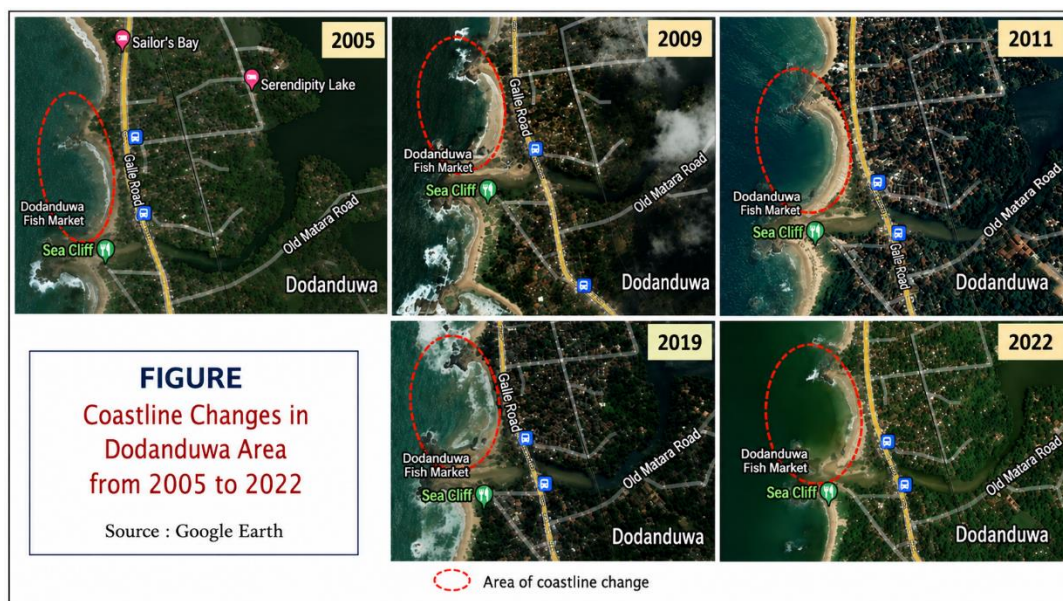


Figure 3. 4: Google Maps Analysis - Hikkaduwa port area
Source: Galle District Office, Urban Development Authority



Figure 3. 5: Google Maps Analysis – Dodanduwa port area
Source: Galle District Office, Urban Development Authority

In addition, the following issues have been highlighted as per the stakeholder discussion held on 18.08.2022.

- Lack of parking facilities in the city
- Lack of sidewalks and footpaths
- Inadequate space for urban expansion
- Lack of a tourist information centre
- Inadequate drainage system on the main road
- The drain that discharges waste in Hikkaduwa city discharges through the fishing harbour, resulting in a foul smell
- Excessive traffic congestion in the city centre
- Inadequate facilities at the existing railway station for tourists
- Sand filling around the Hikkaduwa and Dodanduwa ports



Figure 3. 6: Pictures of the stakeholder discussion held on 18.08.2022

Source: Galle District Office, Urban Development Authority

Furthermore, some of the major natural disasters that occur in the Hikkaduwa Municipal Council area include tsunamis, coastal erosion and sea level rise, storms and cyclones, and floods. The tsunami in **2004** severely affected an area of about **200** meters from the coast. According to data released by the Disaster Management Center, **579** buildings and an area of **1078.56** hectares have been affected in the Hikkaduwa area due to the rise in sea level. Furthermore, it has been explained earlier under the heading of natural disasters that a large number of building damages and loss of life have occurred in the Hikkaduwa area due to storm conditions.

Accordingly, it has been identified as a development plan requirement to create a safe area that is least affected by these natural disasters.

03. The need to protect the sensitive ecosystem of Hikkaduwa.

The destruction of the attractive coral reefs and coastal erosion that are endemic to the Hikkaduwa area due to environmental imbalance and human activities can be identified as a major problem here.

There are **03** marine national parks operating in Sri Lanka, of which the most recreational and popular marine national park is the Hikkaduwa Coral Reef. The Hikkaduwa Coral Reef is also the identity of the Hikkaduwa town. Accordingly, the **102**-hectare Hikkaduwa Coral Reef was declared a National Park and Marine Reserve in **1979**. It was gazetted as a National Park in **2022**. However, it is observed that coral reef erosion has increased rapidly at present. Various newspaper reports also indicate that the amount of Hikkaduwa coral has decreased rapidly and that it has strongly affected the identity and tourist attraction of Hikkaduwa.

According to the statistics of the Sri Lanka Department of Wildlife (Hikkaduwa), **20%** of coral reefs were destroyed due to invasive algae in **1977**, **32%** due to natural influences such as El Nino in **1998**, and **40%** due to the tsunami in **2004**. In addition, experts have revealed that coral reefs are mainly affected by various and harmful human activities. Accordingly, they have emphasized that the amount of living coral reefs has decreased to **7%** and that the Hikkaduwa coral reef may completely disappear in about **10** years.

According to the studies of the Department of Wildlife, it can be revealed that sand filling on corals due to the ripening of the southern breakwater in Hikkaduwa, irregular constructions near the shore, and irregular waste disposal methods are the main reasons. Therefore, it has been identified that it is essential to protect the coral system native to the Hikkaduwa area, which is being destroyed due to environmental imbalance and human activities.

Under the natural ecosystems native to the Hikkaduwa Urban Council area, attention can be paid to the ecosystems of the Hikkaduwa River, Rajgama Lagoon, Mawakada Canal, Thuduwegoda Canal and the coastal belt. According to the environmental sensitivity analysis carried out in the area, it is seen that building construction has increased in the above sensitive areas and green areas and protected areas have been encroached upon. Furthermore, unauthorized construction has been observed in the vicinity of canal reserves, river reserves, coastal reserves, lagoon reserves, and mangrove ecosystems. Furthermore, when focusing on population growth, it is clear that a high population growth has been concentrated in the vicinity of the Hikkaduwa River and Rajgama Lagoon.



Figure 3.7: Newspaper article – Destruction of the Hikkaduwa marine environment and environmental damage around Rathgama lagoon
Source: Daily News and Lankadeepa Newspaper Media

Also, the pollution of natural water bodies due to various human activities has damaged the sustainability of the entire ecosystem, as evidenced by the pollution of water bodies.

Accordingly, the need for a new plan to protect the natural ecosystem in the Hikkaduwa area has been identified.

04. The potentials existing in the Hikkaduwa area are not being properly utilized for economic development.

❖ Hikkaduwa Coastline

I. Hikkaduwa as a surfing destination



Figure 3.8: Surfing destinations in Sri Lanka

Source : <https://ninefootstudio.com/blogs/journal/surfing-sri-lanka-some-of-the-best-surf->

Surfing is the leading tourist activity in Hikkaduwa from November to April. There are waves suitable for beginners, with shallow, sandy bottoms and "A-frame" waves. (In surfing, an "A-frame" is a wave that has a crest in the middle that allows surfers to move in any direction. Both sides of the wave provide a clean and stable shoulder for surfing maneuvers.) These types

of waves are popular with surfers of all skill levels. Furthermore, Hikkaduwa is important because it is one of the first recognized surfing beaches in Sri Lanka.

Accordingly, nine (09) surf spots can be identified in the vicinity of Hikkaduwa, each spot specializing in certain surfing levels, from beginner level, intermediate level to advanced level.

Accordingly, this can be identified as a strong potential in the Hikkaduwa area and it can be identified that this should be improved as a key element to increase tourist attraction.



Figure 3.9: Famous surfing spots in Hikkaduwa Urban Council area
Source: Urban Research Division, Urban Development Authority

II. Hikkaduwa as a Snorkeling and Diving Destination

Snorkeling, diving and fishing are the main attractions of Hikkaduwa. Snorkeling is particularly popular as it provides a breathtaking and adventurous way to explore the coastal

wildlife. Sri Lanka's vast coastal areas provide an opportunity to view vibrant marine life through snorkeling.

Hikkaduwa is one of the premier snorkeling destinations in Sri Lanka, along with other places such as Pasikuda, Kirinda, Mirissa, Pigeon Island (Trincomalee), Koggala, Weligama, Kalpitiya, Polhena and Unawatuna. Snorkeling is best experienced between November and April, as is the main tourist season in Hikkaduwa. During the remaining months (May to September), the coastal area of Trincomalee is ideal for snorkeling.

Snorkeling in Hikkaduwa is particularly rewarding due to the Hikkaduwa Marine Sanctuary, which offers a variety of marine life experiences.

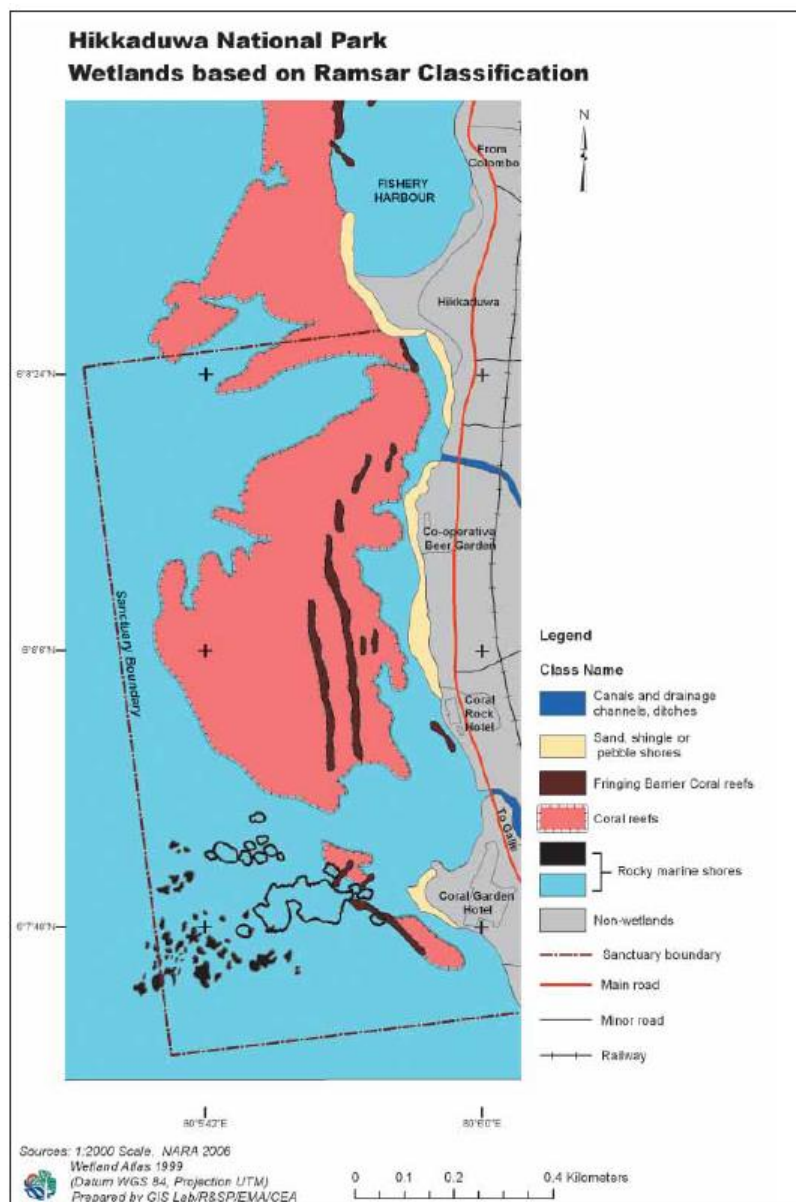


Figure 3.10: Hikkaduwa national marine park
Source: Sri Lanka Department of Wildlife Conservation

There are two main snorkeling spots in Hikkaduwa. The shallow water spot and the deep water spot. The shallow water spot is located about **25** meters off the shore near the Hikkaduwa reef and has a depth of **1** to **1 ½** meters. It is primarily popular with beginners in snorkeling. On the other hand, the deep water spot, reaching depths of **6** to **7** meters, attracts tourists with more experience in snorkeling.

Diving is another popular activity in the Hikkaduwa area, and several dive centers cater to different skill levels. There are also various dive sites in Hikkaduwa, including a shallow water area used for snorkeling. This area is also suitable for beginners in scuba diving. Divers in Hikkaduwa are certified to the standards set by the Professional Association of Diving Instructors (PADI).

III. Narigama Beach

Narigama Beach is located in the southern part of the Hikkaduwa Pradeshiya Sabha area. This beach is famous for adventure and water sports including paragliding, scuba diving, snorkeling, jet skiing and surfing. Local shops provide surfboards and unlike other coastal tourist towns, Narigama is known as an affordable water adventure destination. Furthermore, the beach is also known for its nightly beach parties, which is a strong potential.

IV. Hikkaduwa Turtle Hatchery

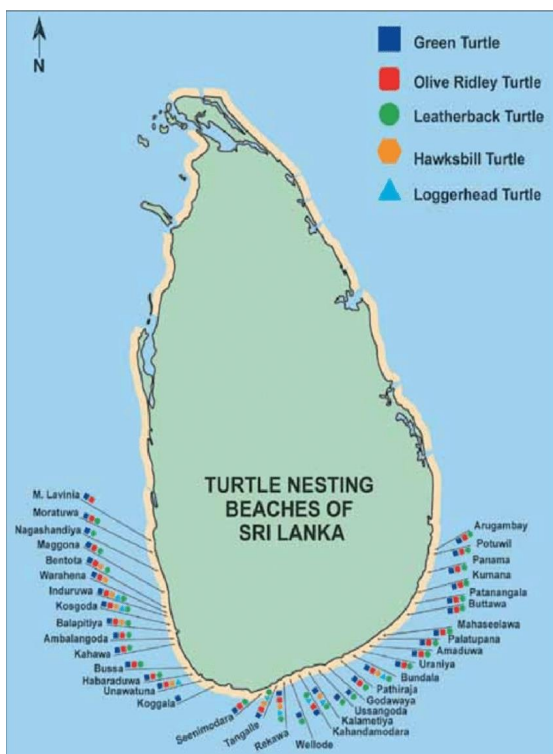


Figure 3.11: Turtle breeding sites in Sri Lanka

Source:

<https://www.seaturtlesofindia.org/about/distribution/sri-lanka/>

Turtle hatcheries are a popular tourist attraction in Hikkaduwa, and there are many such establishments along the beach, run by various private sector investors. The beach is home to various species of turtles. The primary objective of these hatcheries is to conserve endangered turtle species. What started as a community project has now become a full-fledged breeding and rescue center, with dedicated teams working 24 hours a day to study, care for and protect several turtle species.

Currently, the breeding center is home to five species of turtles: the Olive Ridley Turtle, the Leatherback Turtle, the Loggerhead Turtle, the Hawksbill Turtle and the Green Turtle. The facilities are state-of-the-art and include water tanks for newborn turtles and adult turtles rescued from the sea due to injuries. A unique sight here is the ability to closely observe the turtle nesting areas, observe the hatching process of turtle eggs, and release the hatchlings into the sea.



Figure 3.12: Five species of sea turtles in Sri Lanka

Source : WWW.Ayuihewild.Com

V. Natural Resources and Anthropological Sites

The area is home to several other attractions including natural resources and anthropological sites. The rivers, lagoons and streams in the area have become potential destinations for tourism and there is a trend of increasing tourism activities around them, especially the creation of tourist accommodation, fishing-tourism and safaris are becoming popular in these areas.

While the Hikkaduwa River and the Rathgama Lagoon play an important role in the ecosystem of the area, these water bodies also attract tourism-related activities. However, due to the lack of tourism facilities in the surrounding areas and the emergence of security issues, it can be identified that it has not been possible to take proper advantage of these features.

Accordingly, the Hikkaduwa area can be identified as an area that has the potential to increase tourism attraction through diversified tourism activities.

Economic structure of the Hikkaduwa area

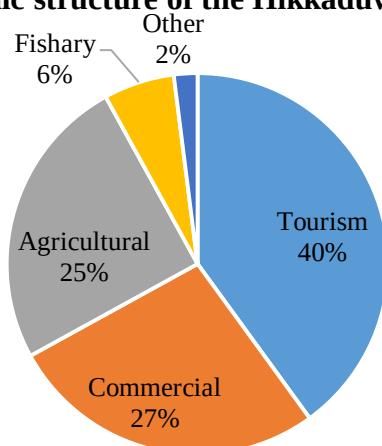


Chart 3.3: Economic structure of the Hikkaduwa area

Source: Resource Profile Report 2022, Hikkaduwa Divisional Secretariat

The traditional economic structure of Hikkaduwa relied on fishing and coconut cultivation, but now tourism has replaced coconut cultivation as the dominant industry. Today,

Hikkaduwa's economy is mainly driven by the tourism, fishing and commercial sectors. According to **2022** statistics, tourism is the largest contributor to the city's economy, accounting for **40%** of the total economy, with the fishing sector contributing **25%**.

Around **27** Grama Niladhari Divisions in Hikkaduwa are actively involved in tourism and related industries, with the tourism sector being particularly important. Initially concentrated along the coastline, tourism has spread to inland areas such as Hikkaduwa Central Grama Niladhari Division and Millagoda Grama Niladhari Division. According to the **2022** Hikkaduwa Resource Profile, the local community's participation in the tourism sector is reported to be **39.8%**.

VI. Interlinkage with Fisheries and Tourism

Hikkaduwa has established itself as a leading destination for deep sea fishing and visitors and locals alike enjoy this leisure activity. These **3 to 4** hour trips offer the opportunity to catch a variety of fish species including Cod Trevally, Spanish Mackerel, Skipjack Tuna, Yellowfin Tuna, Sailfish, Marlin and Frigate Tuna.

The sea off Hikkaduwa is renowned for its sport fishing and **3 to 4** hour deep sea fishing trips are available as a water sports activity. The cost for up to six people is approximately **450** USD. The best time for fishing in Hikkaduwa is between December and March.

In addition, the freshwater fishing industry in Hikkaduwa is based on the Rathgama Lagoon and the Hikkaduwa River.

VII. Culture associated with the Hikkaduwa tourism sector

Hikkaduwa tourism culture revolves around several major events and activities, including Hikka Fest, surf culture, Hikka Market, night parties and beach boy culture.

Hikka Fest, also known as the Hikkaduwa Beach Festival, is one of the largest beach festivals in the area. It is known for its exciting rhythms featuring world-renowned DJs, dancers and musicians. The festival is usually held in July or August, starting in **2008**. Organized by various corporate organizations in Hikkaduwa in collaboration with the Sri Lanka Tourism Promotion Bureau, the festival offers a range of activities such as sand castle building, surf competitions, movies, beach games, kite festivals, international DJs, concerts, and fun parties that attract local and foreign visitors of all ages.

Hikkaduwa's nightlife is famous for its beach parties, attracting both local and international tourists. It is known for having a lively party atmosphere on the southern coast of Sri Lanka. According to writer G. Gupta (**2022**), the town's nightlife has evolved from a backpacker stopover to a full-fledged party destination. This vibrant nightlife culture increasingly attracts tourists who contribute significantly to the town's economy (wealthy tourists).

Popular places for nightlife include Vibration Music Bar, Top Secret, Mambos Place, Funky De Bar and Long Beach Surf Cafe. These beach parties are particularly popular with young tourists, who often indulge in alcohol and other entertainment. Various venues, such as Vibration Music Bar on Fridays and Mambos Place on Saturdays, host parties on different days of the week.



Figure 3.13: Shallow-water fishing

Source: <https://www.bestofceylon.com/best-travel-experiences-in-sri-lanka/deep-sea-fishing->



Figure 3.14: Deep-sea fishing in Hikkaduwa

VII. Culture Related to the Hikkaduwa Tourism Sector



Figure 3.15: Tourism-related cultural events and activities in Hikkaduwa



Figure 3. 16: Hikkaduwa night beach features

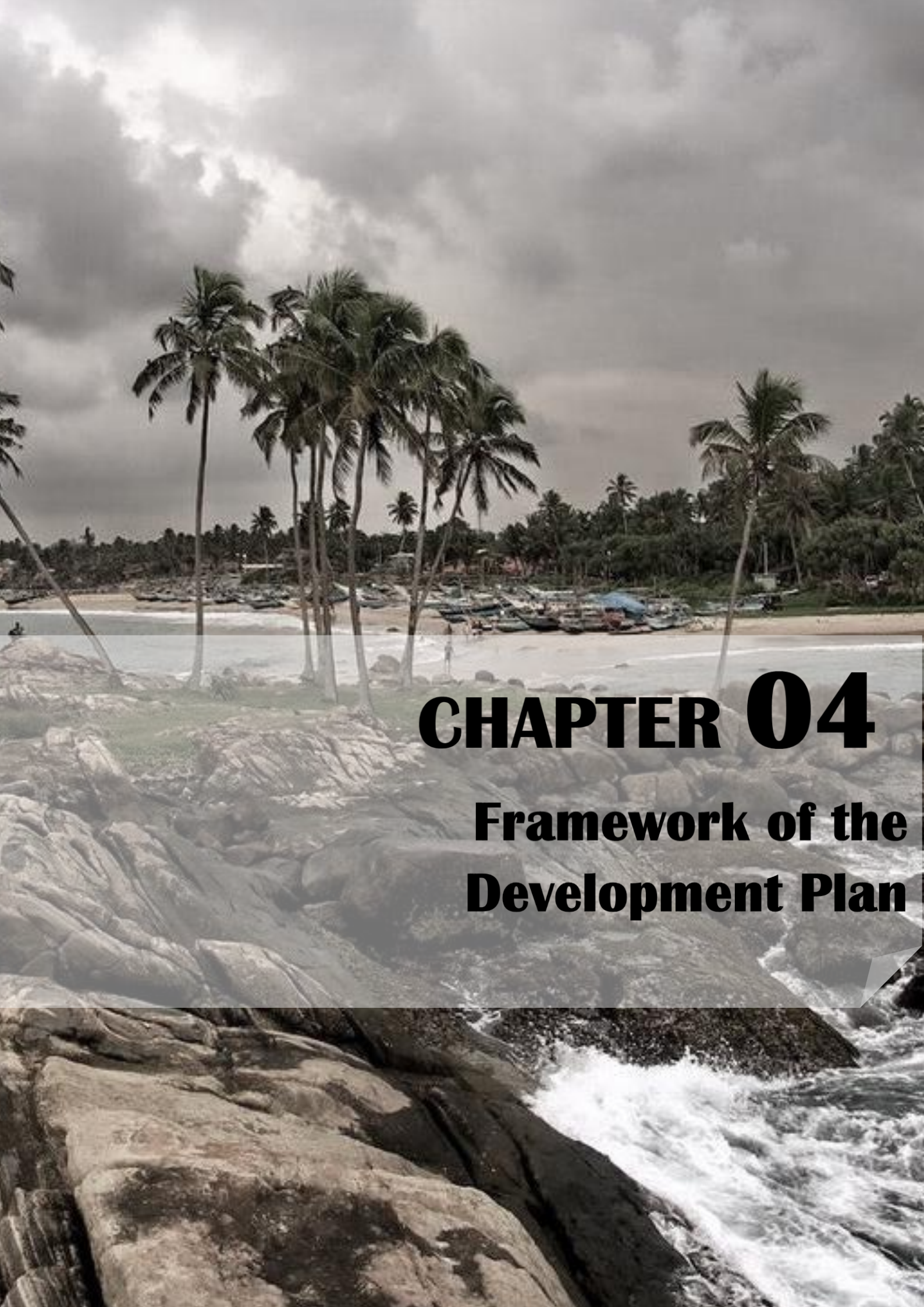
VIII. Paddy fields and wetlands network with scenic natural views

Apart from the Hikkaduwa coastal zone, Hikkaduwa River and Rajgama Lagoon, the canals spread around the Hikkaduwa Municipal Council area can be identified as ideal places for the development of scenic cycle paths and walking trails. Furthermore, the surrounding marshlands can be transformed into places that provide unique experiences for exploring ecosystems with natural beauty and biodiversity by developing them as wetland parks and opening them to local and foreign tourists. Moreover, paddy lands, mangrove lands, rubber plantations, lagoons and river reserves can be transformed into scenic places. Through this, it is possible to transform them into an area that provides mental well-being to the eye as well as the mind.

IX. Places of Ancient and Cultural Value

There are about 7 archaeological sites and places of historical and cultural value within the jurisdiction of the Hikkaduwa Municipal Council. In addition to focusing on the Hikkaduwa coastline and natural beauty, these archaeological sites and places of historical and cultural value can be identified as a unique catalyst for enhancing economic and tourism activities in the Hikkaduwa area.

****This has been explained in Chapter 2.***

A tropical beach scene with palm trees, a rocky foreground, and a cloudy sky. The foreground is dominated by large, dark, wet rocks. In the middle ground, there is a sandy beach with several palm trees and a few small boats. The background shows a dense line of palm trees under a heavy, grey sky.

CHAPTER 04

Framework of the Development Plan



© Tien Nung Ching

4. FRAMEWORK OF THE DEVELOPMENT PLAN

4.1. Vision of the Development Plan

“විවිත වුඩ්ස් සමුද්‍රා නිකය”

“Hikka – The Vibrant Turquoise”

4.2. Vision Statement

The vision statement of the Hikkaduwa Development Plan explains the development activities as “A tourism destination on South Coast, where you can experience the colorful corals, feel the shades of ocean green and enjoy delightful vibe”. The Vibrant Turquoise describes a tourist destination on the South Coast where offer you prismatic vibe with elegant sceneries and associated feelings.

“Vibrant” is an adjective used to describe something that is full of energy, life and activity. It often implies a lively and dynamic quality. It describes a feeling of brightness, intensity and energy. For example, it describes a lively atmosphere of a city, busy streets, a rich cultural scene, and a rest full of colorful sights.

Here, “sea” describes a greenish blue color. It falls on the spectrum between blue and green, and especially describes the uniqueness and attractiveness of seawater and associated environment.

The Hikkaduwa area located on the southern coast with a unique greenish blue color and an attractive sea, with youthful energy, life, vitality, unique and diverse tourist activities and modern facilities. It has meant for the unique goal of the Hikkaduwa Development Plan for the year 2024-2033 to become a recreational city with a brand in terms of respect, appreciation, fame and safety on the southern coast, and with protected aesthetic ecosystems.

4.3. Main Goals and Objectives of the Development Plan

The Hikkaduwa Development Plan 2024-2033 has 04 main goals to achieve the vision of the plan.

Goal 01

Rebuilding the image of the city's unique tourist attraction, based on the Hikkaduwa Coral Reef.

Goal 02

Make it a unique tourist destination where diverse of tourist activities can be experienced on the southern coast

Goal 03

Make the southern coast a safe and secure tourist destination with full facilities

Goal 04

Become an unique fishing - tourism hub in the Galle District

4.4. Objectives of the Development Plan

Goal 01

Rebuilding the image of the city's unique tourist attraction, based on the Hikkaduwa Coral Reef.

1. To increase the coral reef coverage of the Hikkaduwa Marine Sanctuary to 40% by 2033.
2. Zero waste disposal in Hikkaduwa Marine Sanctuary by 2033
3. Protect coastal areas that are critically vulnerable to coastal erosion by 2026.
4. Bring Hikkaduwa Marine Sanctuary among the top ten coral reefs in Asia by 2033.

Goal 02

Make the southern coast a unique tourist destination where diverse of tourist activities can be experienced

1. To make Hikkaduwa beach a top-rated tourist coastal destination in Sri Lanka.
2. To expand standardized marine, beach and recreational tourism activities.
3. To make the Hikkaduwa coastal zone a Blue Flag coastal zone by 2033.
4. By 2026, a 2 km long beach in Hikkaduwa will be converted into a turtle-hatching habitat.

Goal 03

Make the southern coast a safe and secure tourist destination with full facilities

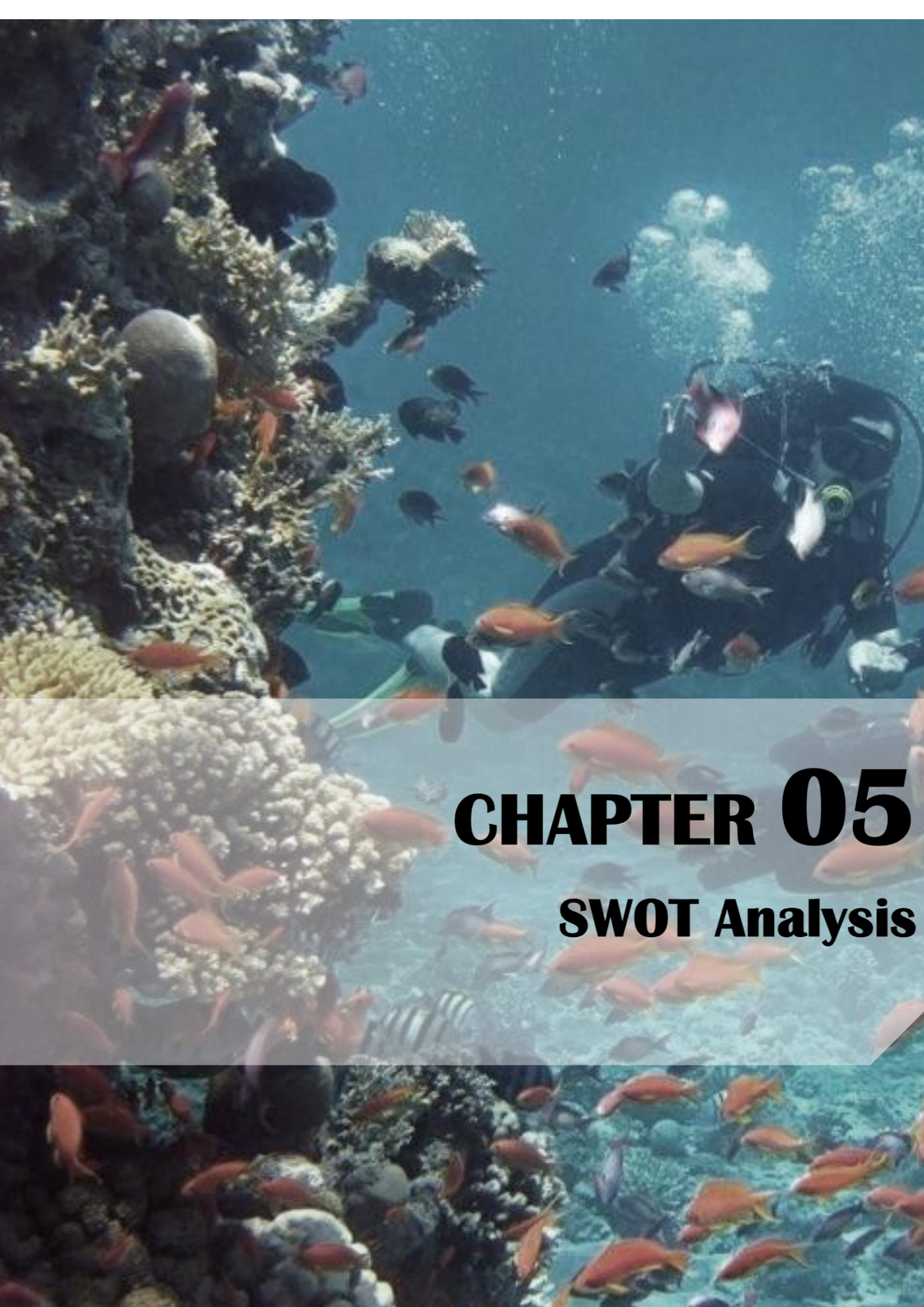
1. By 2033, the Colombo-Matara road will be transformed into an attractive tourist route on the southern coast, with high safety and comfort for passengers.
2. By 2033, to increase the interconnection and accessibility of access roads and ensure that public transport facilities are equipped with smart technology.
3. To ensure community safety through crime prevention environmental design methods in the entire area by 2033.
4. To integrate every tourist accommodation with the sewerage infrastructure system, by 2033.

Goal 04

Become a unique fishing - tourism hub in the Galle District

1. To make the Hikkaduwa River, Rajgama Lagoon and surrounding areas in to an environment-friendly tourist experience and inland fishing ambiance.
2. To make the areas around Hikkaduwa and Dodanduwa ports into vibrant and attractive fishing and tourism hubs.

3. To increase the contribution of Hikkaduwa and Dodanduwa ports to the production of saltwater fish in the Galle District up to 50% by the year 2033.
4. To increase the contribution of the Hikkaduwa Urban Council area to the production of freshwater fish in the Galle District up to 40% by the year 2033.



CHAPTER 05

SWOT Analysis



05. SWOT ANALYSIS

5.1. Detailed SWOT Analysis

Based on the identified goals and objectives of this development plan, the strengths, weaknesses, opportunities and threats for the development of the area have been analyzed.

5.1.1 Rebuilding the image of the city's unique tourist attraction, based on the Hikkaduwa Coral Reef.

Strengths			Weaknesses
	1. Environmental and climatic factors, conducive to the growth of coral reefs are found in the Hikkaduwa sea area. 2. The Hikkaduwa Coral Reef has been gazetted as a National Marine Park and is recognized as the most closely linked national park with marine tourism activities among the three National Marine Parks in Sri Lanka. 3. The Hikkaduwa Coral Reef is located close to the Colombo-Matara main road and close to the Hikkaduwa-Baddegama expressway entrance and the Hikkaduwa Railway Station. 4. According to the data of the Sri Lanka Department of Wildlife, about 60 species of coral and over 170 species of reef fish are widespread in the vicinity of the Hikkaduwa Coral Reef. 5. According to the data of the Sri Lanka Tourism Development Authority for 2015-2019, there is significant amount of local and foreign tourist visiting recorded for the Hikkaduwa Coral Reef. 6. Snorkeling in the Hikkaduwa area is widespread in terms of “shallow water and deep water” and a large number of tourists gather for it. 7. There are about 09 diving sites in the Hikkaduwa area. 8. According to research conducted by NARA in the year 2000, the amount of living corals, which had decreased by 7% in 1999 and 2000, has increased to 14%. It can be identified as a strong force in terms of coral restoration.	1. Natural environmental factors favorable to the growth and survival of coral reefs, has been affected by adverse human activities that lead to destruction of corals. 2. According to data from the Sri Lanka Department of Wildlife, the amount of living coral reefs in the Hikkaduwa Marine Park has decreased by 16%. 3. Unauthorized construction along the beach and beach access roads. 4. The construction of the southern breakwater of the Hikkaduwa Fishing Harbour has disrupted the natural tidal pattern, causing sand to enter the Coral Garden, causing coral reefs to be flooded with sand, hindering coral growth. 5. The lack of pedestrian-friendly, clearly identifiable attractive beach access roads to enter the Coral Garden. 6. Lack of sanitary facilities and other public facilities for local and foreign tourists who are entering the Coral Garden. 7. Lack of community awareness programs and a tourist information center in the vicinity of the Coral Garden to educate the public about the Coral Garden. 8. According to data from the Sri Lanka Tourism Development Authority, the number of tourists visiting the Hikkaduwa Coral Garden has decreased. The number of tourists, which was 33,979 in 2018, has decreased to 17,510 by 2019.	

Opportunities	1. 62% of foreign tourists visit Sri Lanka and Hikkaduwa is included as one of the areas. 2. Among the tourist attractions in Sri Lanka, the southern coast and the western coast attract 56% of the tourists. 3. Among water-based tourism activities, 77.2% of the tourist attractions are for beach and sea-related activities, in addition to which 15.8% are for snorkeling. 4. Joint coral restoration programs have been identified to restore damaged corals. For example; - Planning to implement a joint coral restoration program between the Marine Resources Conservation Society and the Department of Wildlife Conservation with the support of “Tokyo Super” Cement to restore damaged corals. 5. According to the overview analysis regarding the connected devices and services in 2023, the percentage of active social media users in Sri Lanka is 32.9% and it can be used as a means of educating the community to protect the coral garden. 6. Stakeholders have been informed that the construction of the Hikkaduwa Fishery Harbour breakwater has caused coral degradation.	1. The increase in tourist attractions in areas such as Unawatuna, Ahangama, Mirissa, Hiriketiya, Polhena, etc. instead of the Hikkaduwa beach on the southern coast. 2. The central government's inadequate attention to the risk of erosion of the Hikkaduwa coral reef and the lack of implementation of a quick program. 3. Problematic situations are observed in Sri Lanka regarding the allocation of financial provisions for coral restoration. 4. The identification of the Hikkaduwa coastal area as a risk area for the recurrence of a tsunami and as a risk area related to rising sea levels. 5. The construction of the Hikkaduwa Fisheries Harbour breakwater has caused coral degradation.	Threats
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Table 5.1: SWOT Analysis of Rebuilding the image of the city's unique tourist attraction, based on the attraction for Hikkaduwa Coral Reef

5.1.1.1 Strengths

01. Environmental and climatic factors, conducive to the growth of coral reefs are found in the Hikkaduwa sea area.

- Environmental factors conducive to the growth of coral reefs and their survival.

Accordingly, the Hikkaduwa area belongs to the wet zone, and the temperature is about 28 degrees Celsius. The scientific conclusion of the Sri Lanka Department of Wildlife Conservation is that even during the dry season, the water temperature is up to 28 to 30 degrees Celsius, which is a coral-friendly climatic feature.

Furthermore, it is stated that the Hikkaduwa Coral Garden is full of seagrasses, which trap silt and prevent erosion of the seabed. It is also clear that it is a cause of the breeding of living corals. Also, due to the spread of coral reefs in the shallow sea and the reefs near the sea, an ecosystem conducive to coral growth is found in the Hikkaduwa area.

02. The Hikkaduwa Coral Reef has been gazetted as a National Marine Park and it is recognized as a national park that has the closest links with marine tourism activities among the three national marine parks in Sri Lanka.

The Hikkaduwa Coral Reef, which was declared a sanctuary on 18 May 1979 and a nature reserve on 14 August 1988 with the aim of conserving coral reefs, was declared a National Marine Park on 05/10/2022 under the Fauna and Flora Act (Marine National Parks Protection Ordinance) by Gazette No. 1257/14. This marine ecosystem, covering an area of 101.58 hectares, is home to a unique ecosystem. Establishment of first diving center in Hikkaduwa proves as great example for above.

03. The Hikkaduwa Coral Reef is located close to the Colombo-Matara main road and close to the Hikkaduwa-Baddegama expressway entrance and the Hikkaduwa Railway Station.

The beach entrance that provides access to the Hikkaduwa Coral Reef is located facing the Colombo - Matara road. The Hikkaduwa Main Bus Stand and the Hikkaduwa Railway Station are located facing the Colombo - Matara road. This coral entrance is located about 300 meters from these passenger transport centers. Furthermore, the Baddegama entrance is directly connected to the Hikkaduwa town and the Colombo - Matara road, and the Baddegama Expressway entrance is located about 11 kilometers from the Hikkaduwa Coral Garden.

04. According to the data of the Sri Lanka Department of Wildlife, about 60 species of coral and over 170 species of reef fish are widespread in the vicinity of the Hikkaduwa Coral Reef.

It has been concluded that the formation of coral reefs is created by the powdery skeletons secreted by the body of a species of animal called coral. In Sinhala, these corals are called “galmal” and fish can be seen in their vicinity. According to the information found during the surveys, living hard corals, substrates, algae and sea grasses grow in these reefs. It is very beneficial for fish breeding.

Accordingly, the coral species “Porites Desilveri”, which is endemic to Sri Lanka, and two reef fish species, “Cholorurus Rhakoura and Pomacentrus Proteus”, which only found in Sri Lanka, are found in the Hikkaduwa coral reef. According to research conducted by NARA in 2000, the increase has been recorded of living corals, which had decreased by 7% in 1999 and 2000, can be identified as a strong force in terms of coral restoration.

05. Snorkeling in the Hikkaduwa area is widespread in terms of shallow water and deep water and a large number of tourists gather for it.

The shallow water area is about 25 meters from the Hikkaduwa reef towards the shore and has a depth of 1 to 0.5 meters. There is more tourist attraction for snorkeling in the deep water, which usually varies from 06 to 07 meters.

06. There are about 09 diving sites spread around the Hikkaduwa area.

07. According to the Sri Lanka Tourism Development Authority's 2015-2019 data, there is a significant number of local and foreign tourist visiting the Hikkaduwa

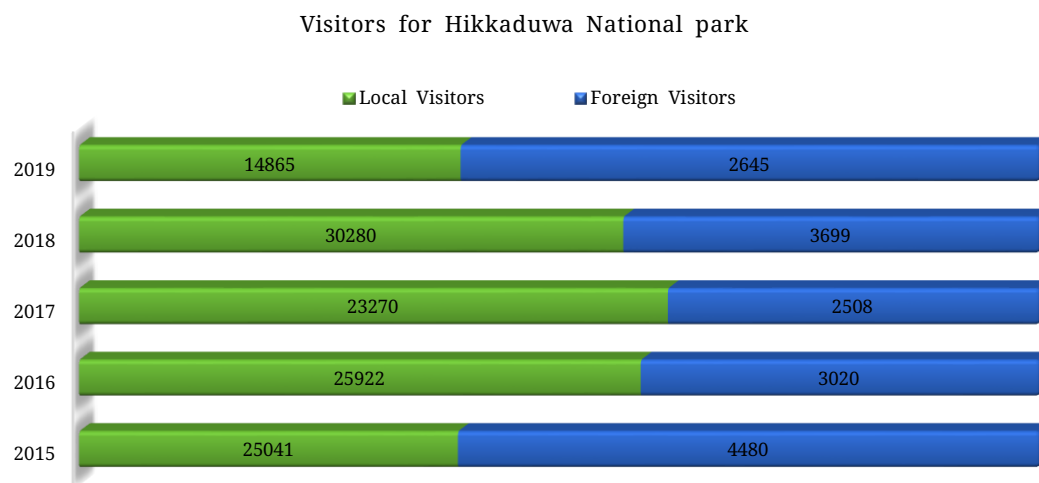


Chart 5.1: Tourist Arrivals at Hikkaduwa National Park

Source: SLTDA's Annual Statistical Reports 2015-2019

According to research conducted by NARA in the year 2000, the amount of living corals, which had decreased by 7% in 1999 and 2000, has increased to 14%. It can be identified as a strong force in terms of coral restoration.

Cover of live corals on reefs in Sri Lanka before and after the 1998 bleaching mortality, showing the extent of damage, with some recovery.

Location	Depth (m)	Pre-bleaching- live coral cover	1999 – 2000 live coral cover	2001-2002 live coral cover
Bar reef	0-3	78.5% overall in 1993-1994.	Nearly 100% mortality	Some new colonies; too few to measure cover.
Bar reef	7-8		Nearly 100% mortality	14%
Kandakuliya	0-5	22%	Small colonies present	Corals smothered by <i>Halimeda</i> .
Hikkaduwa Nature Reserve	0-4	47.2%	7%	12%
Hikkaduwa, South of Nature Reserve	7-13	Not estimated	Not estimated	17%
Rumassala	1-5	45%	19.6%	Better recovery at 4-5m; cover not estimated
Weligama	0-2	92%	28.0% 31.04%	54%

Figure 5.1: Coral Cover Percentage in Sri Lanka, (1999–2000)

Source : Research conducted By NARA -2000

5.1.1.2 Weaknesses

1. Natural environmental factors that are favorable for the growth and survival of coral reefs and adverse human activities have mainly affected the destruction of corals.

- The quality of the coral-friendly saline water is damaged and sunlight is blocked and further the direct discharge of untreated/semi-treated waste/waste from coastal buildings into the sea is observed .
- The quality of water suitable for coral growth is reduced due to the discharge of waste and sewage into the Mawakada and Thuduwegoda canals.
- The survival of corals is damaged due to fishing, netting, use of glass-bottomed boats, and use of kerosene boats in the Coral Reef National Park.

2. According to the data of the Sri Lanka Department of Wildlife, the number of living coral reefs in the Hikkaduwa Marine Park has decreased by 16%.

1994 Living Coral Reefs = 44%

2006 Living Coral Reefs = 13%

2008 Living Coral Reefs = 15%

2016 Living Coral Reefs = 20%

2022 Living Coral Reefs = 16%

Source : Research conducted by wild life conservation department Hikkaduwa

3. Unauthorized construction along the beach and beach access roads.



Figure 5.2: Blocked beach access routes

Source : Urban Development Authority survey findings, Galle district office

5.1.1.3 Opportunities

1. 62% of foreign tourists visit Sri Lanka and Hikkaduwa is included as one of the areas.
2. Among the tourist attractions in Sri Lanka, the southern coast and the western coast attract 56% of the total.

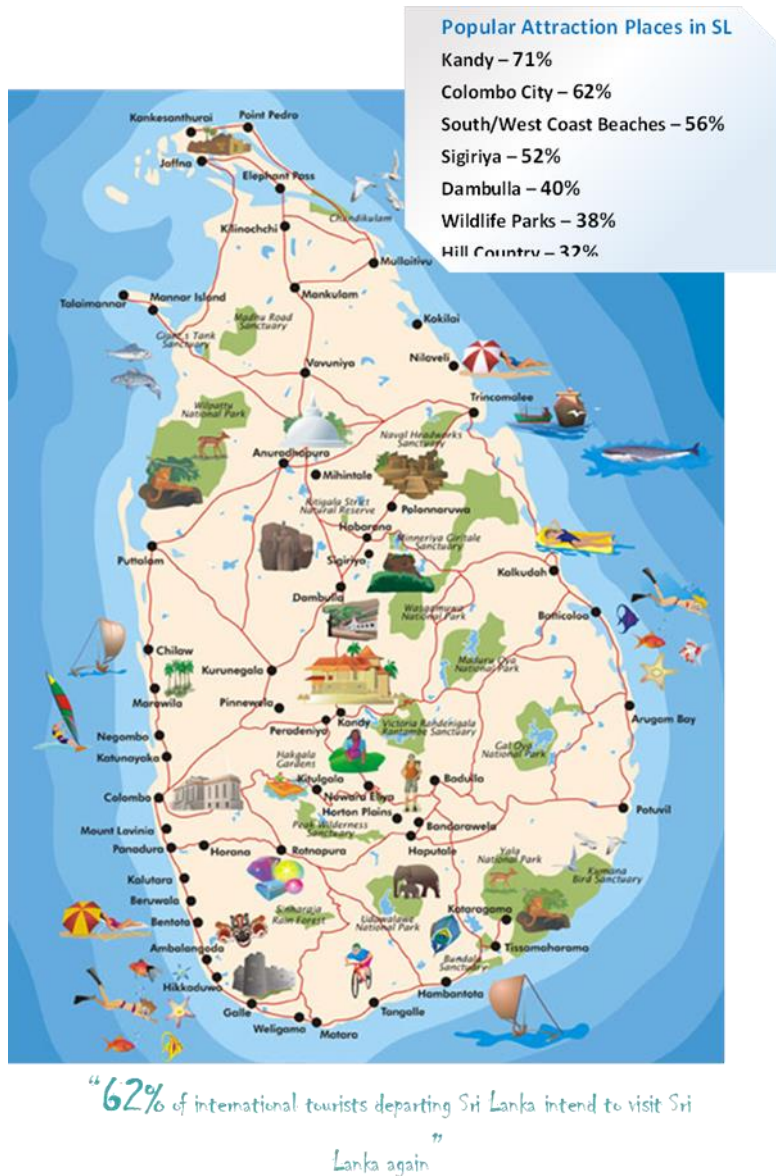


Figure 5.3: Tourist Attractions in Sri Lanka

Source: Research and International Relations Division, -2018-2019, Sri Lanka Tourism Development Authority

3. Among water-based tourism activities, 64% of the top tourist attractions are for beach and sea-related activities, with an additional 15.8% for snorkeling.

Popular Water-Based Activities in Sri Lanka for Tourists

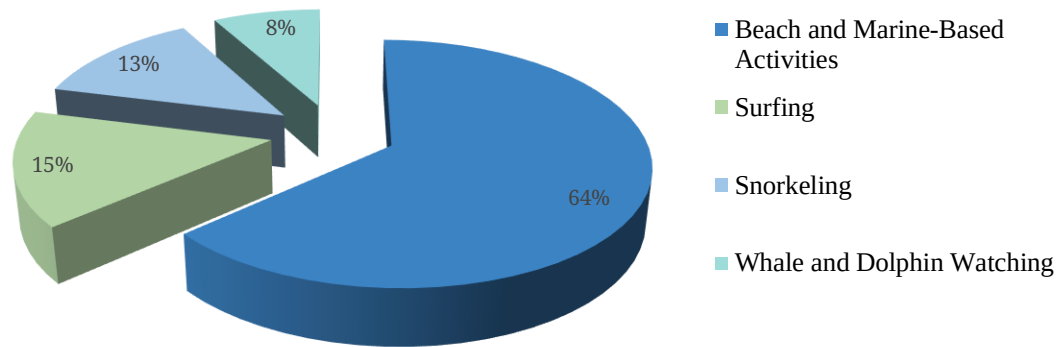


Chart 5.2: Popular water-based activities for tourists in Sri Lanka

Source: Research and International Relations Division, -2018-2019, Sri Lanka Tourism Development Authority

4. According to the overview analysis regarding the connected devices and services in 2023, the percentage of active social media users in Sri Lanka is 32.9% and it can be used as a means of educating the community to protect the coral garden.



Figure 5.4: Connected Devices and Services in Sri Lanka, 2023

Source: <https://datareportal.com/reports/digital-2023-sri-lanka>

5,062 KEYWORDS RELATING TO SRI LANKA

Flights, Travel, Hotels, Tours, Destinations, Activities, Hotel Brands
and similar were used to understand the overall online demand for Sri Lanka.

Figure 5.5: Keywords searched through digital media related to the tourism sector

Source: <https://www.srilankatourismalliance.com/wp-content/uploads/2022/11/Sri-Lanka-Tourism-Demand-Insights-Oct-2022.pdf>

5.1.2 To make it a unique tourist destination where diverse of tourist activities can be experienced on the southern coast.

Strengths	01. The existence of a 6 km long coastline within the Hikkaduwa Municipal Council area that can be opened for public use. 02. The Hikkaduwa Municipal Council area faces the Hikkaduwa River to the north and the Rajgama Lagoon to the southeast and has the potential to open those areas for environmentally friendly activities. 03. The Hikkaduwa beach is one of the most popular surfing spots in Sri Lanka. 04. The Hikkaduwa beach is popular among local and foreign tourists for various beach activities. 05. Turtle hatchling is a popular tourist activity unique to the Hikkaduwa Municipal Council area. 06. The presence of religious sites with historical value as tourist attractions. 07. Tourist attractions include Mawakada Canal, Thuduwegoda Canal, paddy fields and other cultivated land, mangrove ecosystems, and wetlands spread throughout the Hikkaduwa Urban Council area. 08. The daily population commuting in the Hikkaduwa area is close to 50,000 and 4.2% of this comes for tourism purposes.	01. Due to unauthorized constructions along the Hikkaduwa coastal areas, the public beach has been converted into private property. 02. Increased coastal erosion due to unauthorized constructions along the Hikkaduwa coastal area. 03. The 6 km long beach entrances along the coastal area have not been developed as attractive for public use and are being used for unauthorized constructions, parking lots, and temporary stalls. 04. Due to the constructions ,Hikkaduwa coastal area being covered with boundary walls and the increase in building density.The paths from which the general public can see the sea from the main road have been blocked. 05. The Colombo-Matara main road, which provides access to the Hikkaduwa coastal area, is not in a pedestrian-friendly condition, creating obstacles to accessing the Hikkaduwa coastal area. 06. The identity of the Hikkaduwa area is not visible in the vicinity of Hikkaduwa town or at the entrances of the area. 07. The unauthorized construction in the reserves around the Hikkaduwa River and Rajgama Lagoon and the obstruction of public access to those ecological areas. 08. Although suitable areas for watching the sunset are found in the region between Dodanduwa and Rajgama areas, those areas are not open to tourists. 09. Due to the lack of a program to encourage rural tourism, products such as local handicrafts and local food items are not available to tourists.	Weaknesses
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Opportunities	01. About 83.2% of tourists visiting Sri Lanka come for vacation and leisure purposes. 02. According to global tourism trends in 2022, tourism attraction is focused on rural and nature tourism sectors, with short trips, educational tours, cultural tours, sports tours, medical and wellness tours and food tourism sectors being the weakest. 03. The Sri Lanka Tourism Development Authority is preparing plans to boost tourism in the Hikkaduwa area.	01. Tourists are attracted to areas such as Hikkaduwa, Ahangama, Nilaveli, Arugam Bay and Unawatuna to gain various tourism experiences. 02. Problems in allocating financial resources to implement projects to enhance various tourism activities.	Threats
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Table 5.2: SWOT Analysis of the potential to develop the southern coast a unique tourism destination offering diverse tourism activities

5.1.2.1 Strengths

- 1. The existence of a 6 km long beach area within the Hikkaduwa Urban Council area that can be opened for public use.**

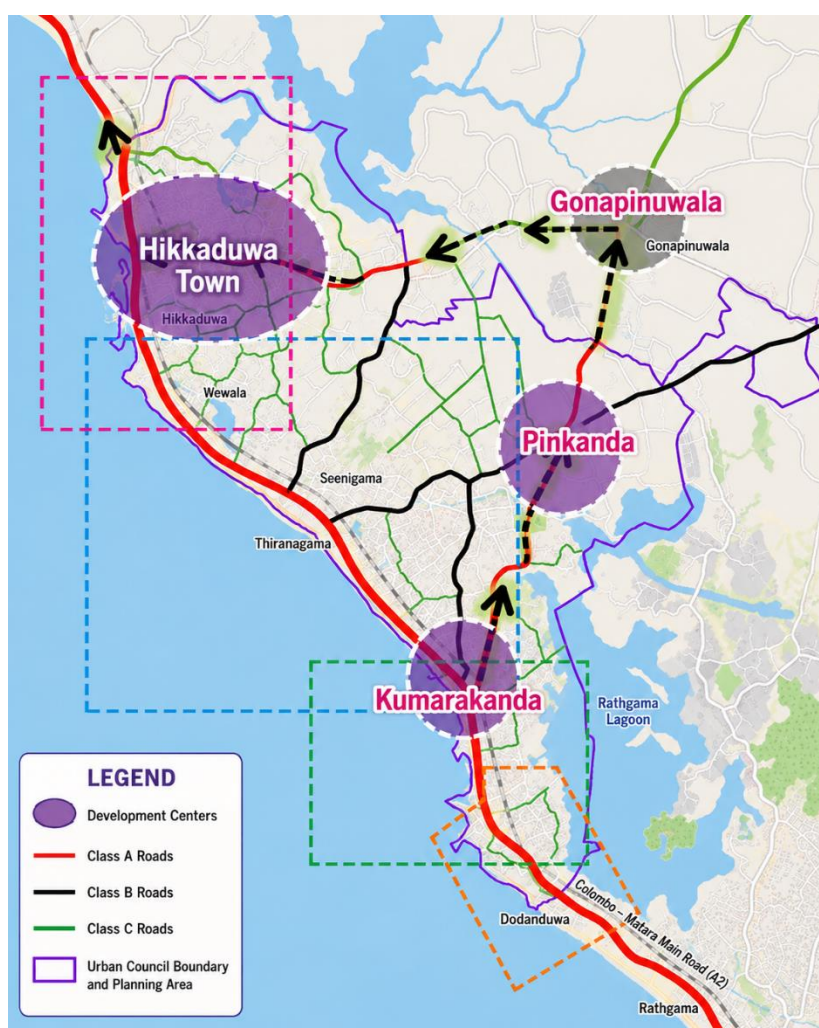
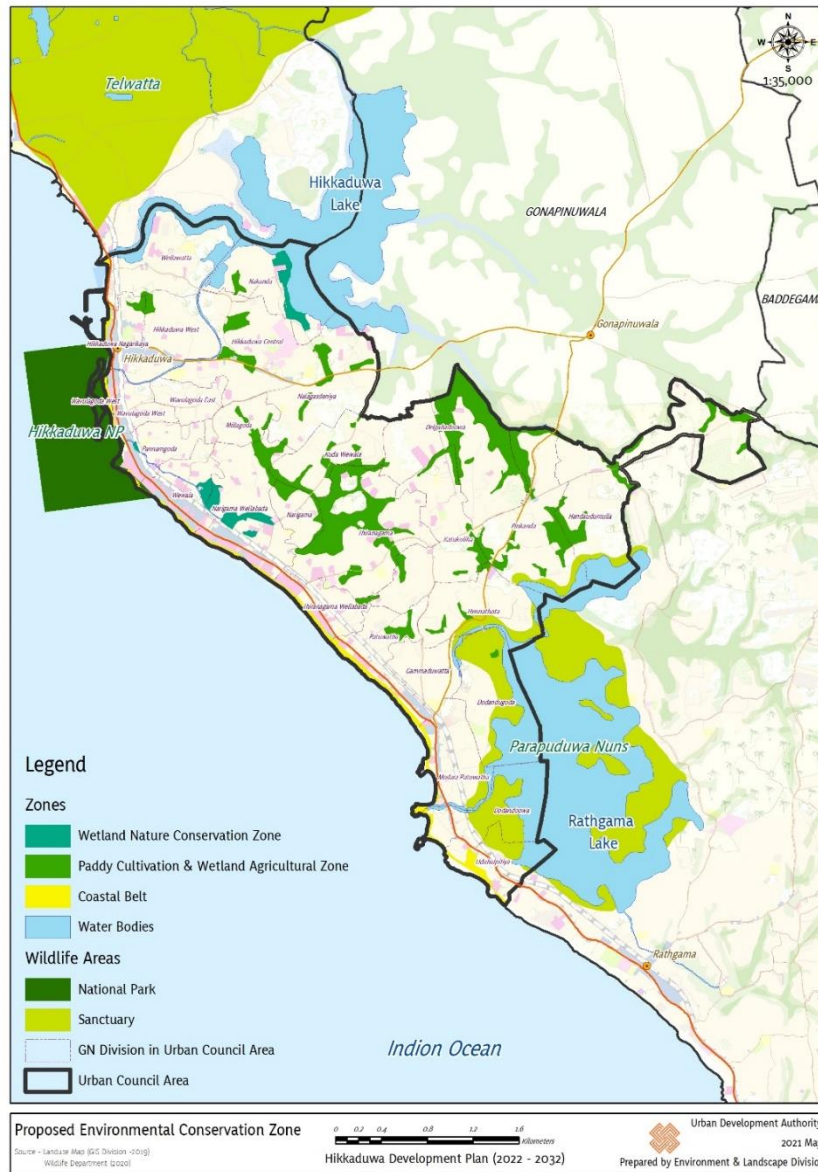


Figure 5.6: Hikkaduwa Coastal Zone

Source: Field Survey; Galle District Office, Urban Development Authority (UDA).

2. The Hikkaduwa Urban Council area is bordered by the Hikkaduwa River to the north and the Rajgama Lagoon to the southeast, providing opportunities to develop and promote environmentally friendly activities in these areas.



Map 5.1 Environmentally sensitive areas

Source : Environment and Landscape Division, Urban Development Authority

5. Turtle hatching is one of the unique inheritance to the area

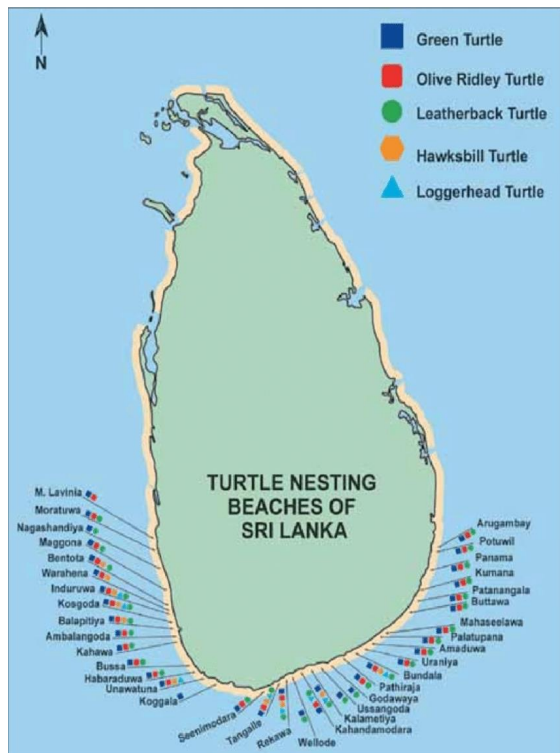
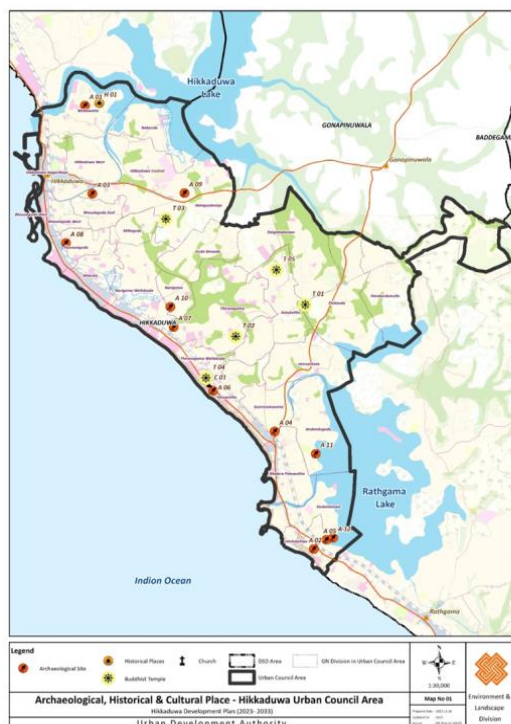


Figure 5.9 : Tutle conservation project, Sri Lanka (2004)

Source : <https://www.seaturtlesofindia.org/about/distribution/sri-lanka/>

6. Enriched location with archaeliological,cultural and religious legacy



පුරාවිද්‍යාත්මක ස්ථාන .

1. ශ්‍රී සුමංගල හිමි උපන් ස්ථානය
2. උඩුගල්පිටිය දෙවොල් දේවාලය
3. ජනනන්දාරාම විහාරය
4. කුමාරකන්ද මහා විහාරය
5. පියරතන විද්‍යාලය

ආගමික ස්ථාන .

1. හෙට්ටිගොඩ විහාරය
2. සිරි බෝක්කාරාම මහා විහාරය
3. ශෛලබිම්බාරාම මහා විහාරය
4. ගණේගොඩැල්ල ශ්‍රී සුදර්ශනාරාමය
5. පුණ්‍යාරාමය
6. ශ්‍රී ශෛලතලාරාම විහාරය
7. තපෝධනාරාම විහාරය
8. ශ්‍රී නාහාරාම පුරාණ විහාරය
9. ශ්‍රී සීලකන්ද බෞද්ධ මධ්‍යස්ථානය
10. මොරකොල ගංගාරාම විහාරය
11. සුමනාරාම විහාරය
12. ගලවාගැනීමේ හමුදා දේවස්ථානය
13. හෝලි ට්‍රිනිටි දේවස්ථානය

Figure 5.10 : Historical and archaeological places that attract tourists

Source: Environment and Landscape division, UDA

7. The daily commuter population, circulating in the Hikkaduwa area is close to 50, 000 and 4.2 % of this population is for tourism purposes.

Commuter Population- 2020

■ Administrative ■ Commercial ■ Tourism ■ Transportation ■ Educational ■ Business ■ Other

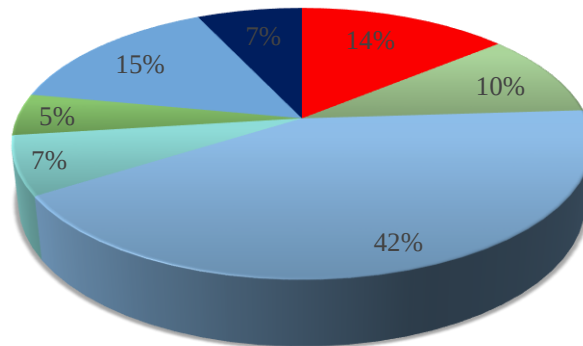


Chart 5.3 : Dailly commuter population distribution

Source: Hikkaduwa Resource Profile 2022, Hikkaduwa Divisional Secrétariat Division

5.1.2.2 Weaknesses

1. Due to unauthorized constructions ,public beach has been converted to private properties



Figure 5.11 : Unauthorized constructions along Hikkaduwa beach

Source: Galle District Office, Urban Development Authority

2. Increased Coastal Erosion Due To Unauthorized Construction Of Protective Walls Along The Hikkaduwa Coastal Zone. For Tourism Purposes.



Figure 5.12 : Unauthorized construction of security walls along Hikkaduwa beach

Source: Galle District Office, Urban Development Authority

3. The 6 Km Long Coastal Zone Has Not Been Developed As An Attractive Public Access Point And Is Being Used For Unauthorized Construction, Parking, And Temporary Stalls.



Figure 5.13: Beach entrances blocked by unauthorized constructions, parking areas and temporary stalls.

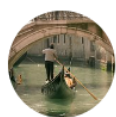
Source: Galle District Office, Urban Development Authority

4. Due to the increase in building density along the Hikkaduwa beach, the construction boundary walls are being appeared, blocking the general public's view of the sea from the main road.



Figure 5.14: Beach view is blocked by the boundary walls
Source: Galle District Office, Urban Development Authority

5. The Colombo-Matara main road, which provides access to the Hikkaduwa beach, is not in a pedestrian-friendly condition, creating obstacles to access the Hikkaduwa beach.



VILI K
Izola, Slovenia
21 likes

Nice but the main road is a disaster

Review of Hikkaduwa Beach

★★★★☆ Reviewed August 1, 2016 via mobile

We spend 5 nice days in Hikkaduwa after been travelling all around Sri Lanka. The beach is preety narrow, there are many waves from the ocean, but in the part protected by the coral reef, was nice to swim and to discover the reef, nearly close to the shore. Unfortunately there is the overcrouded main road to Colombo where the traffic is mad, especially the buses drive crazy and at high speed, overtaking orher buses, tuk-tuks and trucks in the city. If they will succed in moving the havy traffic from the city, it will be completely another story

Date of experience: August 2016

Figure 5 .15: Tourist reviews of Hikkaduwa

Source : https://www.tripadvisor.com/ShowUserReviews-g-304134d-7034305r-400205224Hikkaduwa_Beach_Hikkaduwa_Galle_District_Southern_Province.html

6. The identity of the Hikkaduwa area is not visible in Hikkaduwa town or at the entrances to the area.



Figure 5.16: Entrance to Hikkaduwa town

Source: Galle District Office, Urban Development Authority

7. Unauthorized construction in protected areas along the Hikkaduwa River and Rajgama Lagoon causing blocking public access to those ecological areas.



Figure 5.17: Unauthorized constructions in the Rajgama lagoon area

Source: Galle District Office, Urban Development Authority.

8. Although suitable areas for watching the sunset are found in the region between Dodanduwa and Rajgama, those areas are not open to tourists.



Figure 5.18: Locations for sunset viewing
Source: Galle District Office, Urban Development Authority.

5.1.2.3. Opportunities

1. About 83.2% of tourists visiting Sri Lanka come for vacation and leisure purposes.

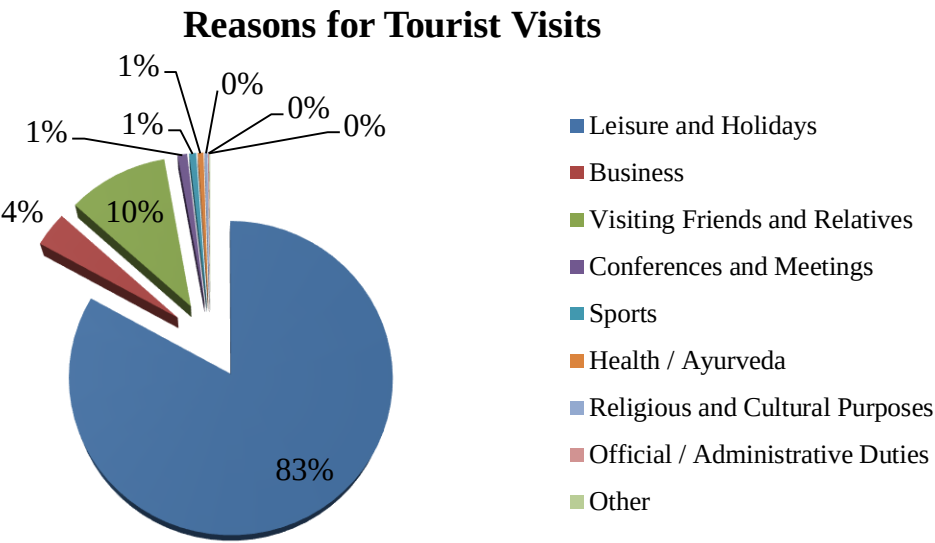


Chart 5.4 : Reasons for tourist visits
Source: Galle District Office, Urban Development Authority.

2. According to global tourism trends in 2022, tourism attraction is shifting towards rural and nature tourism sectors, with short trips, educational tours, cultural tours, sports tours, medical and wellness tours, and food tourism sectors taking the lead.

5.1.3. To make the southern coast a safe and secure tourist destination with full facilities

Strengths	1. There is good connectivity between the national roads and internal roads that are spread throughout the Hikkaduwa Municipal Council area. 02. The operation of the Colombo-Beliatta railway line through Hikkaduwa town and the Hikkaduwa, Dodanduwa railway station is located within the Hikkaduwa Municipal Council area. 03. The existence of the B-156 road as a direct route connecting Hikkaduwa town and the Baddegama Expressway entrance of the Southern Expressway. 04. The presence of water and electricity facilities covering more than 90% of the Hikkaduwa Municipal Council area. 05. The presence of internet facilities throughout the area and the relatively high level of data transfer through it. 06. The operation of a waste management center that covers the Hikkaduwa Municipal Council area. 07. The second most visited tourist destination in Sri Lanka The tendency to spend more days (55 days) in the Hikkaduwa area 08. There are about 512 villas, lodges and guest houses spread within the Hikkaduwa Urban Council area and 37% of them are registered “villas” 09. There are 02 five-star hotels, 11 four-star hotels, and 047 three-star hotels spread around the Hikkaduwa area 10. The Hikkaduwa Urban Council area belongs to the Hikkaduwa and Gonapinuwala police areas and a tourist police station is operational 11. There is a highway and transport system in place to reach health and educational facilities in a short time	1. Decreased pedestrian safety facilities and increased noise pollution along the Colombo-Matara road. 02. Decreased modern public facilities suitable for tourists near public transport hubs within the Hikkaduwa Urban Council area. 03. No expansion of star-class hotels, food outlets, and clothing outlets beyond the coastal area. 04. 10 feet wide roads are seen in the Hikkaduwa area even in the middle of the city 05. Lack of public parking facilities and other public and sanitary facilities in the vicinity of tourist attractions 06. Constructions along canals, coastal constructions, and non-implementation of the waste management center 07. Lack of a proper drainage system along the main roads 08. Unauthorized constructions in the vicinity of building boundaries, canal reserves, river reserves, and lagoon reserves 09. The number of tourist police units stations located within the Hikkaduwa Urban Council area is minimal 10. Interconnections between main roads are not planned according to the standard width of the road or the grade of the road 11. Tourist accommodation without approval of existing residential buildings Development as 12. Disposal of garbage and sewage along canals 13. Wellawatte, Narigama, Kumarakanda, Udugalpitiya, Dodanduwa, Nakanda, Narigama areas have been reported as areas of drug trafficking and Hikkaduwa West, Wellawatte, Kumarakanda, Dodanduwa areas have been reported as areas of corruption, abuses and malpractice .	Weaknesses
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Opportunities	01. The establishment of the “Pilisar Organic Fertilizer Production Complex” in Rajgama Monrowiyawatta for solid waste management and the availability of space for waste management activities by the Hikkaduwa Municipal Council 02. The National Water Supply and Drainage Board has prepared plans to provide piped water facilities to meet the piped water demand that may be generated for the coming year. 03. The National Water Supply and Drainage Board has prepared plans to increase the capacity of the sewage treatment plant to meet the demand that may arise in relation to sewage that may be generated for the coming year. 04. The Road Development Authority has planned to implement the Hikkaduwa Bypass Road Development Project to minimize congestion on the Matara-Colombo road. 05. The presence of sound health and education facilities in the cities of Ambalangoda and Galle and the availability of access facilities.	01. The difficulty in allocating financial resources for the implementation of planned projects 02. Protests by local residents regarding the operation of the Monroviawatte landfill.	Threats
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Table 5.3: SWOT Analysis of the potential to develop the southern coast as a safe and secure tourism destination with diverse activities

5.1.1.2 Strengths

1. There is sound connectivity between the national roads and internal roads that are spread around the Hikkaduwa Urban Council area.



Figure 5.19: National road network serving the planning area

Source: Galle District Office, Urban Development Authority.

Hikkaduwa is connected to the Colombo - Galle (A2) main road. Strip is 24.4 Km long and 60 feet wide and more than 5000 vehicles circulates within the planning area daily. Furthermore, the Kahawa - Batapola B class road, which has a traffic volume of more than 1000 vehicles per day, is 2.4 km long and 40 feet wide, while the Hikkaduwa - Baddegama road is 4 km long and 40 feet wide within the planning area. It serves more than 1000 vehicles per day.

03. The operation of the Colombo-Beliatta railway line through Hikkaduwa town and the Hikkaduwa, Dodanduwa railway station being located within the jurisdiction of the Hikkaduwa Urban Council.



Figure 5.20: Internal and external road connectivity within the planning area
Source: Urban Research Division, Urban Development Authority (UDA).

2. The Colombo–Beliatta railway line passes through Hikkaduwa Town, and the Hikkaduwa and Dodanduwa railway stations are located within the Hikkaduwa Urban Council area.



Figure 5.21: Hikkaduwa Railway Station
Source : <https://rainbowpages.lk/travel/railway-stations/hikkaduwa-railway-station-/3>

The Railways Department offers a number of weekly trips from Colombo to Galle via Hikkaduwa, each with a daily train with an air-conditioned first class compartment. In addition, the Kandy to Galle train, which runs once a day, is considered a prime train journey for foreigners.

The journey to Hikkaduwa by train was explained by a foreigner as “It is necessary to arrive at Colombo Fort, the main railway station in the capital (and the most central) to find out which train line is the next to stop at Hikkaduwa, heading towards Matara. Since there are no proper signs and the station staff are hard to find, there is no other option but to ask other passengers who do everything to help. As the first train to Matara, as usual on weekends, was completely full, the solution was to rely on the help of one of the passengers who was traveling in the same direction. So we first take a train in the opposite direction to Maradana Station (about 10 minutes away), where the train to Matara starts. There we wait for the next train to stop at Hikkaduwa. The journey to Hikkaduwa after leaving Colombo is very pleasant because the train runs along the coast with a view of the sea. When reaching Hikkaduwa, when you exit the small railway station, you will see a small bus terminal on the other side of the road. Busy To go to Narigama or Trianagama beaches, just south of Hikkaduwa, catch one of the buses plying on the main road adjacent to the Galle terminus.” Accordingly, the main problems affecting the railway tourism business in the Hikkaduwa area can be identified as the lack of basic infrastructure such as proper sanitation facilities, tourist waiting rooms, proper seating facilities.

3. Water and electricity facilities are widespread to cover more than 90% of the Hikkaduwa Urban Council area.

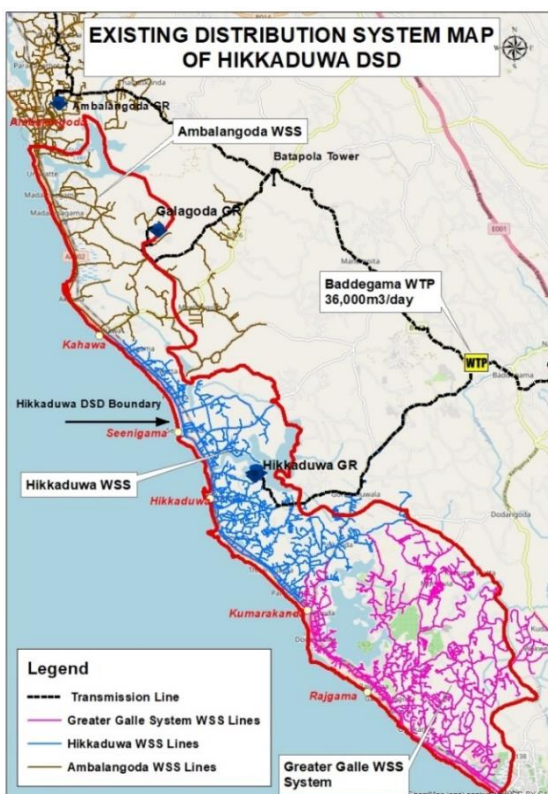


Figure 5.22: Pipe borne water coverage – Hikkaduwa urban council area
Source: National Water Supply and Drainage Board (NWSDB).

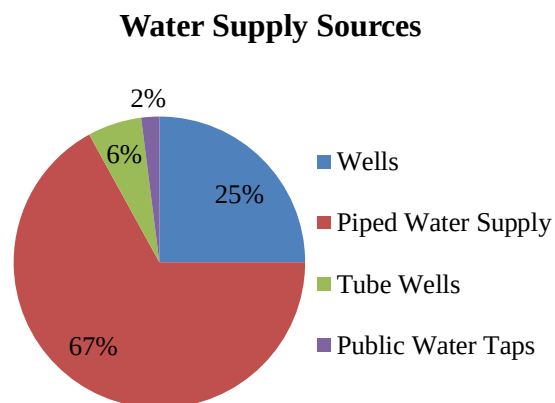
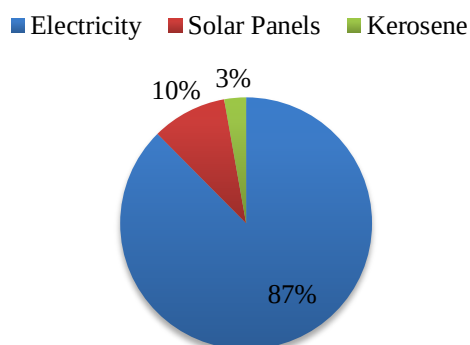


Chart 5.5 : Source of Water supply

Source: Resource profile data 2022, Divisional secretariat division Hikkaduwa

Piped borne water supply has been extended to cover the Hikkaduwa Urban Council area and 67% of the population is connected to the piped water supply. It can also be identified that about 25% use well water. The use of well water is especially widespread in rural areas beyond the city.

Energy Consumption



The electricity supply for the Hikkaduwa Urban Council area is done through the Galle Electricity Substation. It is also clear from the Resource Profile Report data that 87% of the population receives electricity facilities under that system and about 10% has turned to alternative energy.

Graph 5.6: Energy consumption distribution

Source: Resource profile data 2022, Divisional secretariat division Hikkaduwa

4. Internet facilities are widespread throughout the area and data transfer speed through them is relatively high.

Telecommunications infrastructure plays a crucial role in the development of the tourism sector. Increasing globalization is largely driven by internet connectivity, which is expected to see significant improvements by 2022. Telecommunications systems have become essential for tourists around the world to search for destinations, determine available transport options, assess cost-effectiveness with safety, and estimate and identify travel times. As such, network coverage, internet availability, and data transfer speeds have become critical factors that countries must provide to promote tourism.

Hikkaduwa is a major tourist destination and the telecommunications needs of tourists must be met to ensure visitor satisfaction. The major mobile network providers in Sri Lanka claim to offer island-wide GSM coverage, including Hikkaduwa. This ensures the basic level of network coverage required for incoming, outgoing, and IDD calls. However, there are differences between providers when it comes to data transfer speeds.

Considering the network coverage, Mobitel and Dialog are the only local network providers that offer 4G network coverage for the Hikkaduwa area in addition to providing GSM and LTE basic network coverage. Meanwhile, Airtel, Hutch, and Etisalat can only provide 3G, GSM, and LTE network coverage for the Hikkaduwa area.

5. Operation of a solid waste management center to cover the Hikkaduwa area.

In order to transform Hikkaduwa into a tourist-friendly city with the construction of the Hikkaduwa Sewage Treatment Plant (STP) in 2010, the municipal council transport the collected sewage to the Hikkaduwa Sewage Treatment Plant for recycling. The Sewage Management Centre, operated and maintained by the National Water Supply and Drainage Board, consists of a series of ponds that follow natural treatment methods. The treatment centre

charges around Rs. 225 per cubic metre for disposal of waste.

The city's current solid waste management system faces a number of challenges including resource constraints, lack of institutional capacity to handle the increasing volume of waste, and lack of a proper disposal mechanism. Furthermore, the municipal council has limited resources for wastewater management. There are no adequate waste disposal facilities, which can lead to indiscriminate disposal at various locations, causing a number of environmental and health problems for the city's residents. Therefore, implementing a proper wastewater disposal system is an essential requirement, even if it comes at a high cost.

However, the Municipal Council is only allowed to dispose of a limited amount of waste per day at the sewage management center. Furthermore, due to the distance between the city and the sewage treatment plant (30 km), the Municipal Council has taken steps to limit the sewage collection service. Due to the above reasons, the Municipal Council is currently unable to meet the demand for waste removal from the sanitation systems in the area.

6. Hikkaduwa is the second most visited tourist destination in Sri Lanka (5.5 days).

According to a study conducted by the Research and International Relations Division of the Sri Lanka Tourism Development Authority in 2018-2019, Hikkaduwa Municipal Council area is the second most visited tourist destination in Sri Lanka (5.5 days). Accordingly, this can be identified as a strong potential for improvements in the tourism sector.



Figure 5.23: Tourists' Length of Stay

Source : Research and International Relations Division of the Sri Lanka Tourism Development Authority in 2018-2019

07. There are about 512 villas, lodges and guest houses spread within the Hikkaduwa Municipal Council area and 37% of them are registered “villas”.

08. There are about 02 five-star hotels, 11 four-star hotels and 047 three-star hotels spread around the Hikkaduwa area.

There are about 512 villas, lodges and guest houses in the Hikkaduwa Municipal Council area. Out of these, 37% are not registered with the Hikkaduwa Municipal Council. About 30% of the residential units have been converted into villas. The high-end tourist accommodation cluster is located on the beach while backpacker tourist accommodation is mostly spread inland of Hikkaduwa.

10. The Hikkaduwa Urban Council area belongs to the Hikkaduwa, Rajgama and Gonapinuwa police areas and a tourist police station is in operation.

In terms of ensuring tourism and community security, the Hikkaduwa Urban Council area is covered under the 3 police areas as mentioned above and can be identified as a potential for ensuring the security of the Hikkaduwa area as a tourist town.

11. The existence of a highway and transport system to reach health and educational facilities in a short time.

The main hospital premises which are operating in the Galle district are Karapitiya Teaching Hospital, Karapitiya Maternity and Children's Hospital, Ruhunu Hospital. Schools such as Sanghamittha Girls' College, Mahinda College, Richmond College, Southland College can be identified. A unique feature is the fact that a suitable road system is in place to reach these facilities by travelling about 17 kilometers from Hikkaduwa town via public or private transport.

5.1.3.2. Weaknesses

1. Pedestrian safety facilities along the Colombo-Matara road are minimal and noise pollution is increasing.

ISSN: 1391 - 0531 Sunday April 20, 2008 Vol. 42 - No 4
News

Hikkaduwa: Road rage frightens tourists away

By Jeevananda S. Kaviratne

Hikkaduwa, a once popular tourist destination in the Southern Province may soon disappear from the tourist map of Sri Lanka, due to lack of proper planning, those involved in the industry have warned. One of Hikkaduwa's main attractions is the Under Water Marine Sanctuary, more popularly known as 'Coral Gardens'. This attracts not just holidaymakers but also marine biologists, naturalists and conservationists.

One of the main issues affecting the Hikkaduwa resort, 20 km north west of Galle, is the reckless driving along the Colombo-Galle main road, that cuts through the town area. Hoteliers complain that tourists who come here in search of a relaxed holiday are instead faced with the nightmare of speeding vehicles. Some years back small blocks of concrete had been placed, along the middle of the road as a temporary move to curb speeding, but that only resulted in the bifurcation of the already narrow stretch of road. Members of the Hikkaduwa Hoteliers' Association said within weeks this RDA project came a cropper, although lots of money was spent on it, with many accidents being reported. They also said vehicles went over these concrete blocks crushing them to pieces.

Hoteliers complain that discussions over the years with officials of the Tourist Board and the Ministry of Tourism, to find a solution to this problem have borne little results. They say that although there was a proposal as far back as in 2003 to develop an interior road as a bypass little has been done about it.

The Sunday Times learns that an interior road in Milla had been earmarked by the Tourist Board, to be developed as a bypass. However, a foreigner who owns a hotel, by the side of this road had reportedly objected on the grounds that the noise of the vehicles along this bypass would disturb the clients.

Meanwhile Hikkaduwa UC chairman Winnie Kariyawasam also confirmed that many tourists were keeping away from this holiday resort because of the risk they face on the main road. He said he had received many complaints from foreigners that they feared for their lives even when they merely went for a walk or a shopping expedition along the main road. He said some holiday makers had vowed never to return to Hikkaduwa and had voiced their surprise that such speeding was permitted in what was considered a resort area.



An idyllic scene

Figure 5.24: High Levels of Noise Pollution Along the Colombo–Matara Road Corridor

Source: <https://www.sundaytimes.lk/080420/News/news0026.html>

2. Lack of modern public facilities suitable for tourists in the public transport hubs of the Hikkaduwa Municipal Council area.

The Matara-Colombo road can be identified as the main road operating in the Hikkaduwa Municipal Council area. Pedestrian facilities, traffic congestion and encroachment on building boundaries can be seen along this road, which runs parallel to the coastal belt. Furthermore, the lack of modern public facilities in the Hikkaduwa railway station and Hikkaduwa bus stand can be identified as a major weakness in the city as a major tourist town.

3. Lack of expansion of star-class hotels, food outlets and clothing outlets beyond the coastal area.

The following diagram shows that although the residential facilities in the Hikkaduwa Urban Council area are widespread, the expansion of tourist facilities such as hotels, food outlets, and clothing outlets beyond the coastal area is minimal. Though many tourist attractions are spread beyond the coastal area, they are not open to the public.

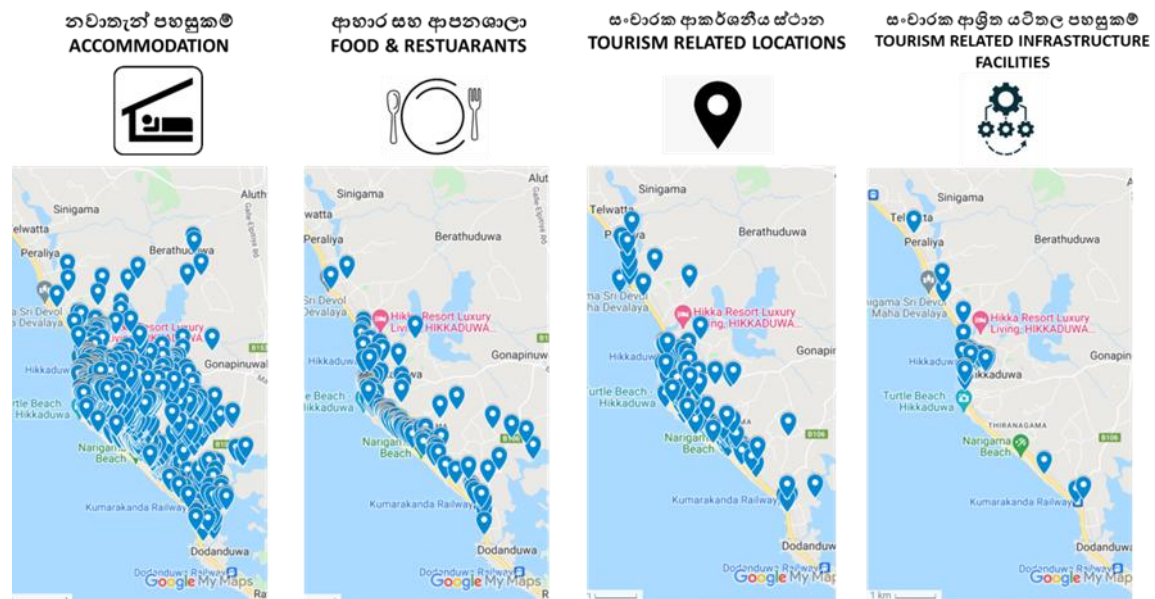


Figure 5.25: Distribution of commercial activities related to the tourism sector – in the Hikkaduwa Urban Council area

Source: Galle District Office, Urban Development Authority.

4. Even in the vicinity of Hikkaduwa town, 10-foot wide roads are found.

According to the Hikkaduwa Resource Profile Report, when the width of the existing access roads is studied, it is clear that on average, about 80% of the widths of each of those roads are between 8-10 feet. This can be identified as a major weakness in this area, which is expected to develop based on density.

5. Lack of public parking facilities and other public and sanitary facilities near tourist attractions.

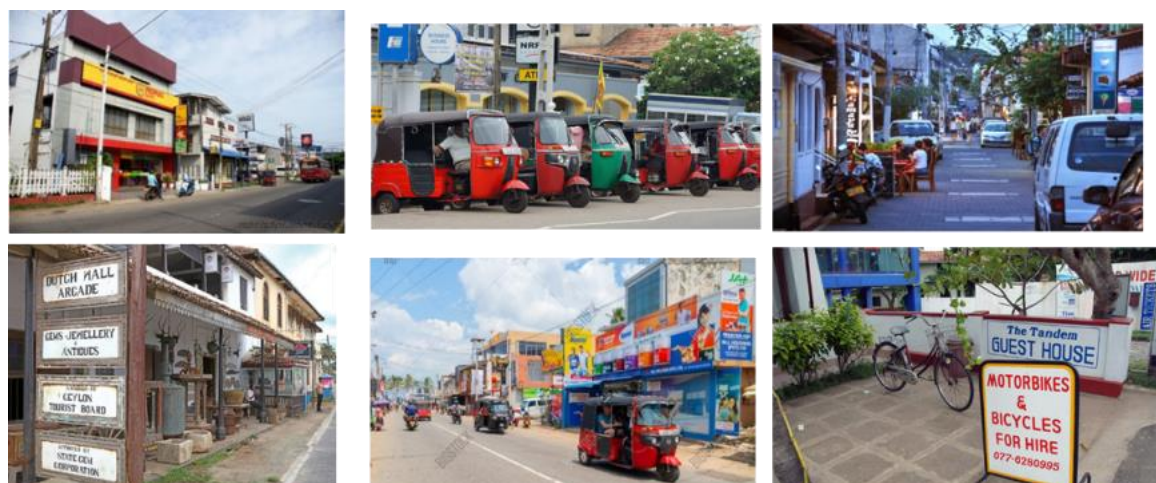


Figure 5.26: Lack tourism related infrastructure in the Hikkaduwa Urban Council area

Source: Galle District Office, Urban Development Authority.

6. Construction along canals, construction along the coast, and failure to integrate with the sewage waste management plants.

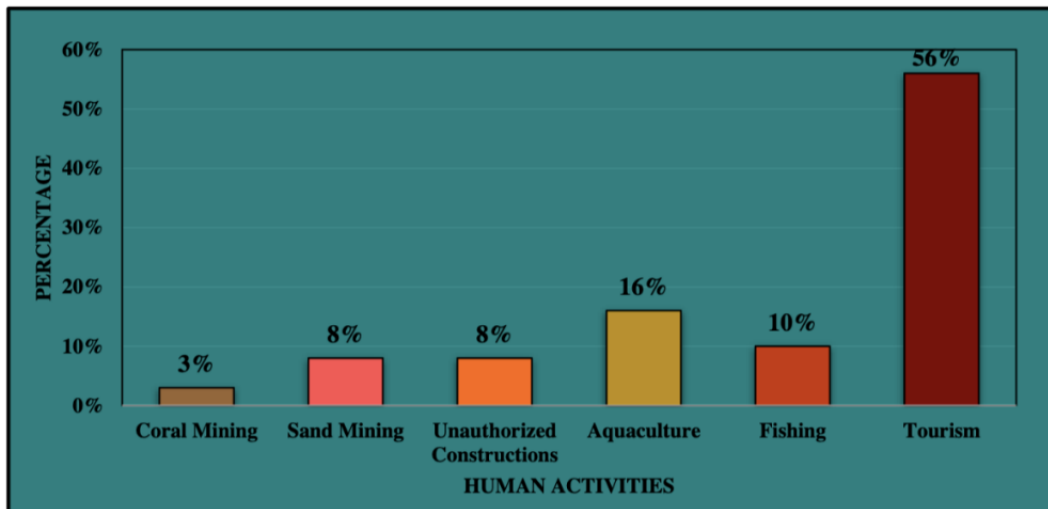


Figure 5.27: Human activities causing coral degradation

Source: Kankanamge, H., Ranwella, I., & Jayasinghe, L. P. (2021). The consequences of anthropogenic activities on changing coastal landscape in Hikkaduwa Coastal Zone, Sri. . . ResearchGate.

The consequences of anthropogenic activities on changing coastal landscape in Hikkaduwa Coastal Zone.

Marine pollution in the Hikkaduwa area is mainly caused by human activities. In 2019, the level of marine pollution in the Hikkaduwa coastal zone has increased as a result of human activities that have changed the coastal landscape. According to the graph 56% of tourism activities, agriculture (16%), fishing (10%), coral reef mining (3%), sand mining (8%) and unauthorized construction (8%) have directly affected the pollution of the marine environment.

Moreover, the expansion of sewage management pipelines in this area has spread only to certain areas in the Hikkaduwa coastal zone, and the release of sewage into canals can be identified as a weakness in waste management.

7. Lack of a formal drainage system along the main roads.

In particular, there is no rainwater drainage system along the Colombo-Matara road, and since the buildings and boundary walls on both sides of the road have been constructed violating the regulations. further the existing drains are not functioning properly.



Figure 5.28: Lack of drainage facilities along the Matara –Colombo road near the Hikkaduwa Urban Council
Source: Sothern provincial Office, Urban Development Authority

08. Unauthorized constructions occurring encroaching building lines, canal reserves, river reserves, and lagoon reserves.



Figure 5.29: Illegal constructions near canal reserves
Source: Sothern provincial Office, Urban Development Authority

These sketches will bear witness to the way buildings have been constructed, especially along the Hikkaduwa River, Rajgama Lagoon and canals.

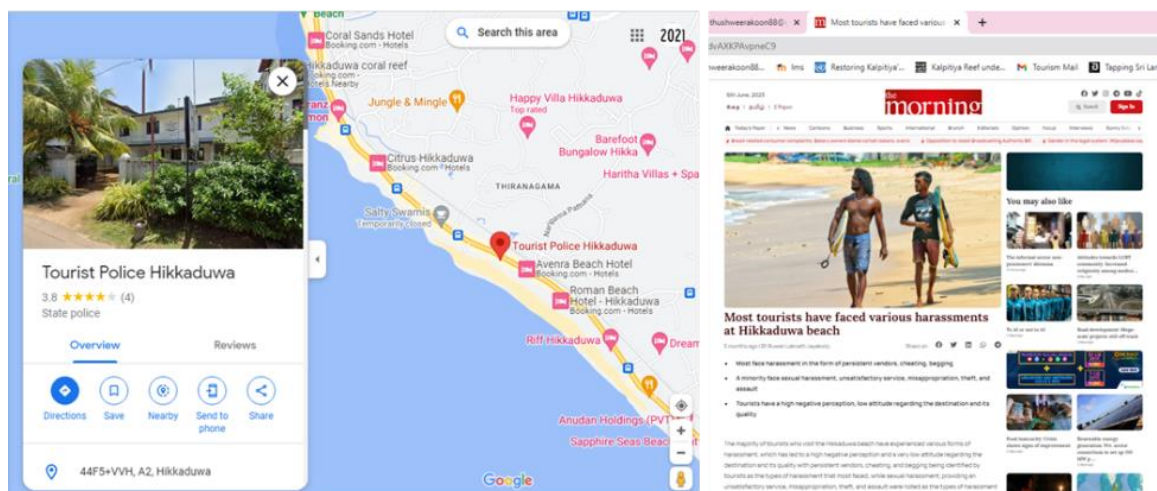


Figure 5.30: Tourist police units near the Hikkaduwa urban council area
Source: Sothern provincial Office, Urban Development Authority

09. Reduced number of Tourist Police Stations located within the jurisdiction of Hikkaduwa Municipal Council

The limited number of Tourist Police Stations located in the Hikkaduwa area can adversely affect the tourism industry in several ways such as security, tourist escorts, crime prevention and response, support, etc. Accordingly, it is essential to prioritize the safety and security of tourists.

5.1.3.3. Opportunities

01. The establishment of the “Pilisaruru Organic Fertilizer Production Complex” in Rajgama Monrowiyawatte for solid waste management and the acquisition of space there for waste management activities by the Hikkaduwa Municipal Council.

The Monrowiyawatte Compost Plant Complex, which was opened in 2012 on a 20-acre lease, facilitate to collect and dump waste from seven local government institutions; The Rathgama, Hikkaduwa, Balapitiya, Galle, Ambalangoda (both its Pradeshiya Sabhas and Urban Councils) and Bope-Poddala local government areas generate 12 tons of solid waste per day and the Monroviawatta Waste Management Centre, which has a capacity to manage 40 metric tons of waste per day, produces compost from biodegradable waste and sells compost. The price is Rs. 10.00 per 1 kg . More than 50% of the waste is incinerated and 21% is buried by residents at their respective places. Also, only 18% of the waste from the total generation is collected by the local authorities. And approximately 2% of the collected waste is landfilled. Composting is being developed and 9% of the waste generated is composted by residents and a portion is disposed of in to the sea, canals and streams.

02. The National Water Supply and Drainage Board has prepared plans to provide pipe borne water facilities to meet the piped borne water demand that may be generated for the coming year.

A new water treatment plant with a capacity of 30,000 m³/day has been identified for construction at the Baddegama Water Supply Scheme.

03. The National Water Supply and Drainage Board has prepared plans to increase the capacity of the sewage treatment plant to meet the demand that may arise for sewage that may be generated for the coming year.

The National Water Supply and Drainage Board has identified the adjacent land to be used to increase the capacity of the sewage treatment plant, but due to land acquisition issues and problems in allocating funds, made difficulties in implementing the project. However, in view of the expected improvement efforts in the tourism sector in the future, the implementation of this project is essential and it can be identified as a unique opportunity.

04. The Road Development Authority has planned to implement the Hikkaduwa Bypass Road Development Project to reduce congestion on the Matara - Colombo road.

This alternative road development project can be identified as one of the projects that will determine the direction of future development in the Hikkaduwa area. Although this project is not operational even today due to problems in allocating financial resources, it can be

identified that this project is an essential and urgent project for the development of the area.



Figure 5.31: Hikkaduwa Bypass Road Development Project
Source: Road Development Authority

5.1.4. To Become A Unique Fishing - Tourism Hub In The Galle District

Strengths	01. Two ports related to saltwater fish production are operating within the jurisdiction of the Hikkaduwa Municipal Council. These are the Hikkaduwa and Dodanduwa Fishery Ports. 02. The Hikkaduwa Fishery Port is ranked sixth in terms of the size of the ports in Sri Lanka and the number of boats. 03. By 2021, 27% of contribution made to saltwater fish production from the Hikkaduwa Municipal Council area and 13% of contribution made to freshwater fish production in the Galle District. 04. Freshwater fish production will be operating along the Hikkaduwa River and the Ratlama Lagoon. 05. Freshwater fish production of nearly 11 metric tons occurred in the Hikkaduwa area 06. A high number of fishing families are spread around the Hikkaduwa South, Hikkaduwa North and Dodanduwa Grama Niladhari Divisions 07. According to the 2022 statistics of the Fisheries Department, there are about 1981 fishing families spread around the Hikkaduwa area 08. Employment in fishing-related jobs is about 51.12% in the Hikkaduwa area	01. Obstruction of port activities due to excessive sand accumulation in Dodanduwa and Hikkaduwa ports 02. Absence of a freshwater fish breeding center for the freshwater fishing industry 03. Lack of market facilities for the sale of fish products, so the products have to be transported out of the city 04. Since the drain that discharges waste in Hikkaduwa city drains through the fishing port, the port water is polluted and foul smelling 05. Blockage of tourist attractions due to unauthorized constructions between Rajgama Lagoon and the Hikkaduwa River 06. Damage to the lagoon activity due to poor connectivity between Rajgama Lagoon and the sea	Weaknesses
Opportunities	01. The Sri Lanka Fisheries & Ports Corporation has identified project plans and proposals to increase Hikkaduwa fish production. 02. The reserves have been identified along the Hikkaduwa River and Rajgama Lagoon and those reserves have been gazetted.	1. The lack of a formal program regarding the development of the Rajgama Lagoon and ports and the lack of political - institutional integration 02. The lack of financial allocation for the implementation of the identified projects and the economic recession in Sri Lanka	Threats

Table 5.4 : SWOT Analysis for Positioning Hikkaduwa as a unique fisheries and tourism destination in Galle district

5.1.4.1. Strengths

01. Two ports related to saltwater fish production are operating within the jurisdiction of the Hikkaduwa Urban Council. These are the Hikkaduwa and Dodanduwa fisheries ports.

Harbour	Hikkaduwa	Dodanduwa
Area of Extent	1.35 Ha	1.1Ha
Estuary	4.5 Ha	1.4 Ha
Water breaker length (m)	485	273
Anchoring Depth (m)	3	3
Anchoring Capacity	250	50
Commercial area	214	186

Table 5.5: Facilities and Characters of Hikkaduwa and Dodanduwa Harbours
Source : Fisheries and aquatic resources department

The fact that the Hikkaduwa Fisheries Harbour and Dodanduwa Fisheries Harbour are located and operating within the Hikkaduwa Municipal Council area can be identified as a strong potential.

02. Hikkaduwa Fisheries Harbour is ranked sixth in terms of the size of the ports in Sri Lanka alongside with the number of boats.

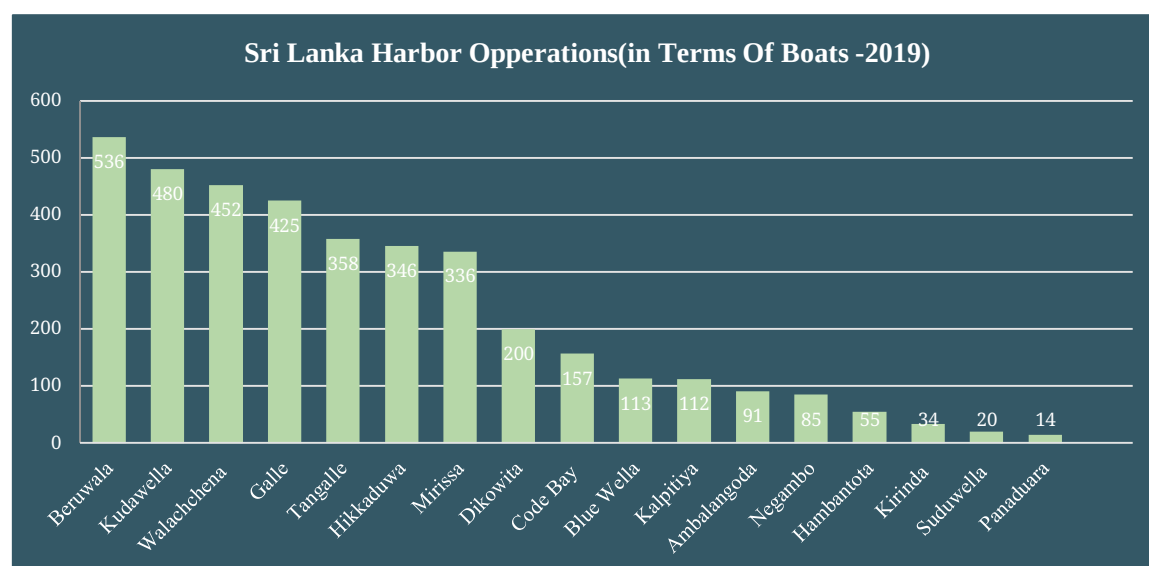


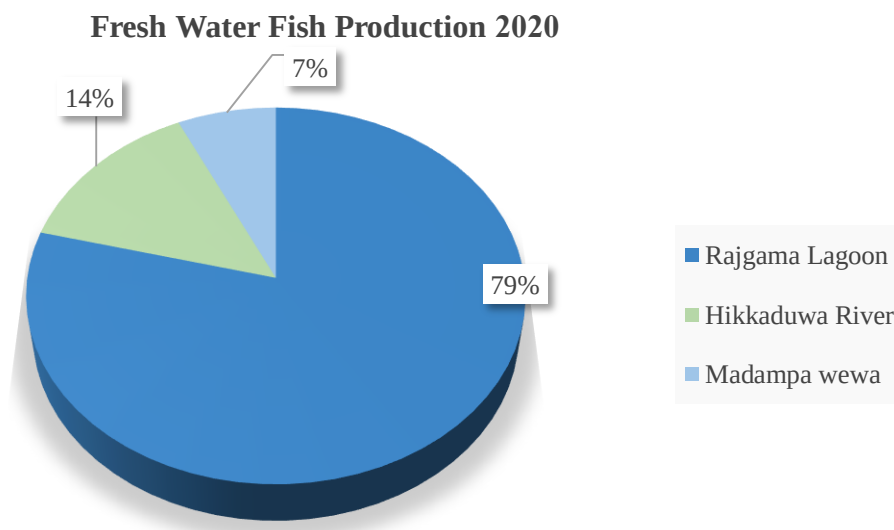
Chart 5.7: Magnitude of Sri Lanka harbour operations -number of boats-2019
Source –Fisheries and aquatic resources department

According to the Ministry of Fisheries and Aquatic Resources -2019 data, the Hikkaduwa Fisheries Harbour is ranked 6th in terms of the number of boats operating in ports in Sri Lanka, which reflects the size of the Hikkaduwa Fisheries Harbour and the contribution it makes to the Sri Lankan economy. Accordingly, port-related activities can be identified as a strong

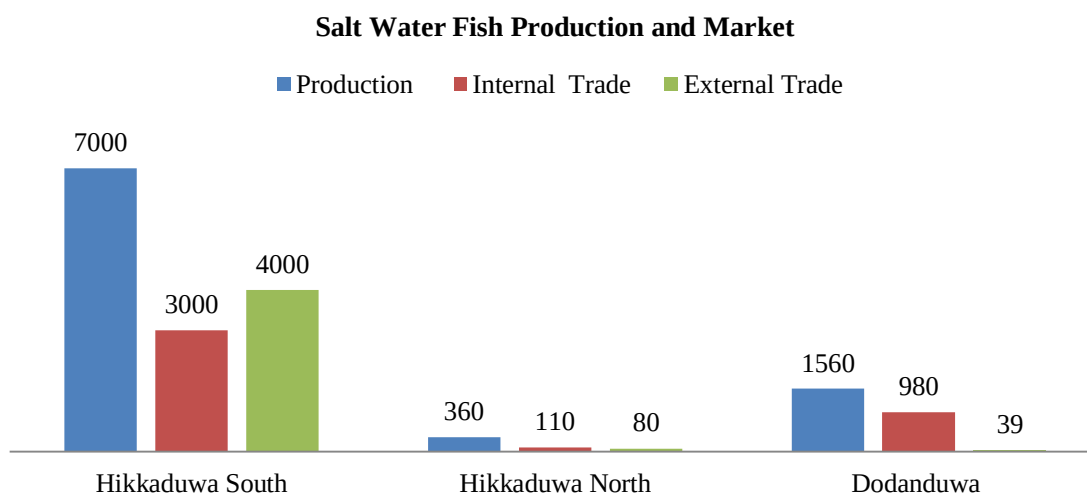
potential for boosting the economy of the Hikkaduwa area.

03. By 2021, 27% contribution is made to saltwater fish production from the Hikkaduwa Municipal Council area and 13% contribution is made to freshwater fish production.

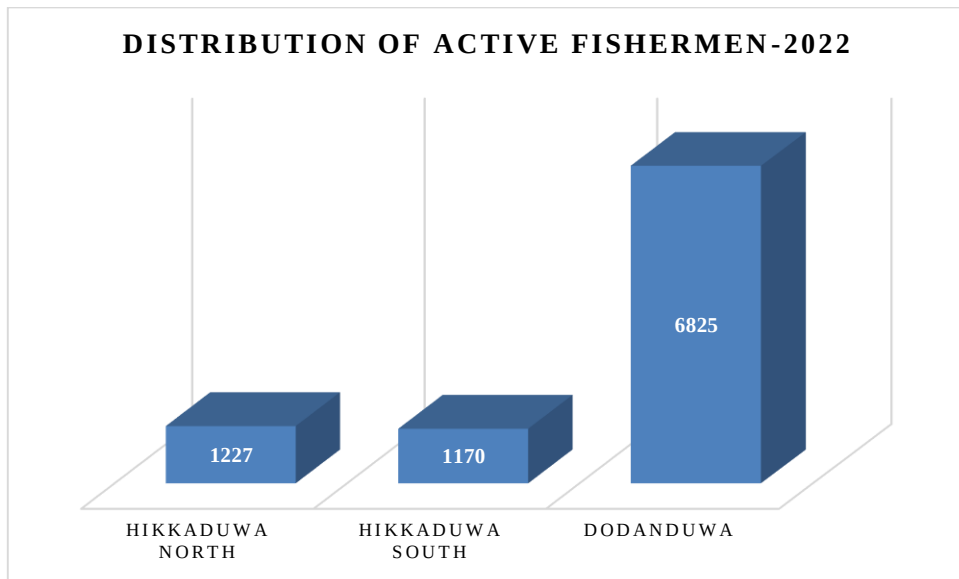
Freshwater fish production in the Hikkaduwa Municipal Council is mainly takes place in the Hikkaduwa River and Rajgama Lagoon. According to the Resource Profile Report data (2022), nearly 110 metric tons of freshwater fish production is produced in Hikkaduwa. 79% of the fish is produced in the Rajgama Lagoon and 14% in the Hikkaduwa River, which is a strong diversity that can be identified in the fisheries industry.



Graph 5.8: Freshwater fish production of Hikkaduwa
Source : Fisheries and aquatic resources department



Graph 5.9: Salt water Fish production of Hikkaduwa
Source –Fisheries and aquatic resources department



Graph 5.10: Distribution of Active fishermen in Hikkaduwa

Source : Fisheries and aquatic resources department

According to the 2022 data of the Department of Fisheries and Aquatic Resources, the number of active fishermen in the Hikkaduwa Municipal Council area is close to 8000. Among these, about 7000 are in the Dodanduwa Grama Niladhari Division. In terms of fishing families, the number of families engaged in the saltwater fishing industry is higher than the number of families engaged in the freshwater fishing industry.

05. Hikkaduwa Sea is a famous place for fishing for sport and recreation

Hikkaduwa Sea is known as one of the most famous places for fishing for sport and recreation, and deep sea fishing trips lasting 3 to 4 hours. Tour facilities are provided at a price of \$ 450 for 6 people at a time. It can be identified as a unique aspect of attracting tourists.



The sea off Hikkaduwa is known to be one of the best places for game fishing and the 3-to-4-hour deep sea fishing tours are offered as a water sport activity at Hikkaduwa in the price of 450US\$ and can take up to 6 people. The best season for fishing in Hikkaduwa is between December and March. (Source: Hikkaduwa Top20 Tours, attractions, Things to do in Hikkaduwa - Sri-lanka (sunleisureworld.com))

Figure 5.32 : Fishing for recreation

Source : sunleisureworld.com

5.4.1.2. Weakness

01. Port operations disrupted due to excessive sand accumulation in Dodanduwa and Hikkaduwa ports



Figure 5.33: Sand Filling Problem –Hikkaduwa harbour

Source: googleearthpro Images



Figure 5.34 : Sand Filling Problem –Dodanduwa harbour

Source: googleearthpro Images

According to Google image analysis, it will be clear how the sand has been accumulated around the Hikkaduwa port from 2005 to 2022. Furthermore, according to discussions with the port staff, it was stated that in addition to port activities, the sand filled around the port will have to be removed. It was also clear that it will affect the port activities. According to Google image analysis, the problem of sand filling around the Dodanduwa port from 2005 to 2022 is clear.

02. Lack of a freshwater fish breeding center for the freshwater fishing industry.

03. Since there are no necessary market facilities for selling fish products, the products have to be transported outside the city.

04. Since the drain where waste flows in the Hikkaduwa city flows through the fishing port, the port water is polluted and stinks.

This issue is being discussed at the Hikkaduwa Regional Coordination Committee meetings and this issue can be identified as a significant issue that has not yet been properly resolved.

05. Blockage of tourist attractions due to unauthorized constructions along the Rajgama Lagoon and Hikkaduwa River.

The constructions have been carried out without keeping the reservation boundaries in places along the Rajgama Lagoon and Hikkaduwa River and the way in which the lagoon has been filled.

06. Damage to the lagoon's functions due to the weak connection between the Rajgama Lagoon and the sea.

Many people got the opinion that the natural functions of the lagoon have been disrupted due

to the constructions along the estuary and the construction of the breakwater.



Figure 5.35 : Newspaper article on issue regarding the Rathgama lagoon area
Source : https://www.lankadeepa.lk/latest_news

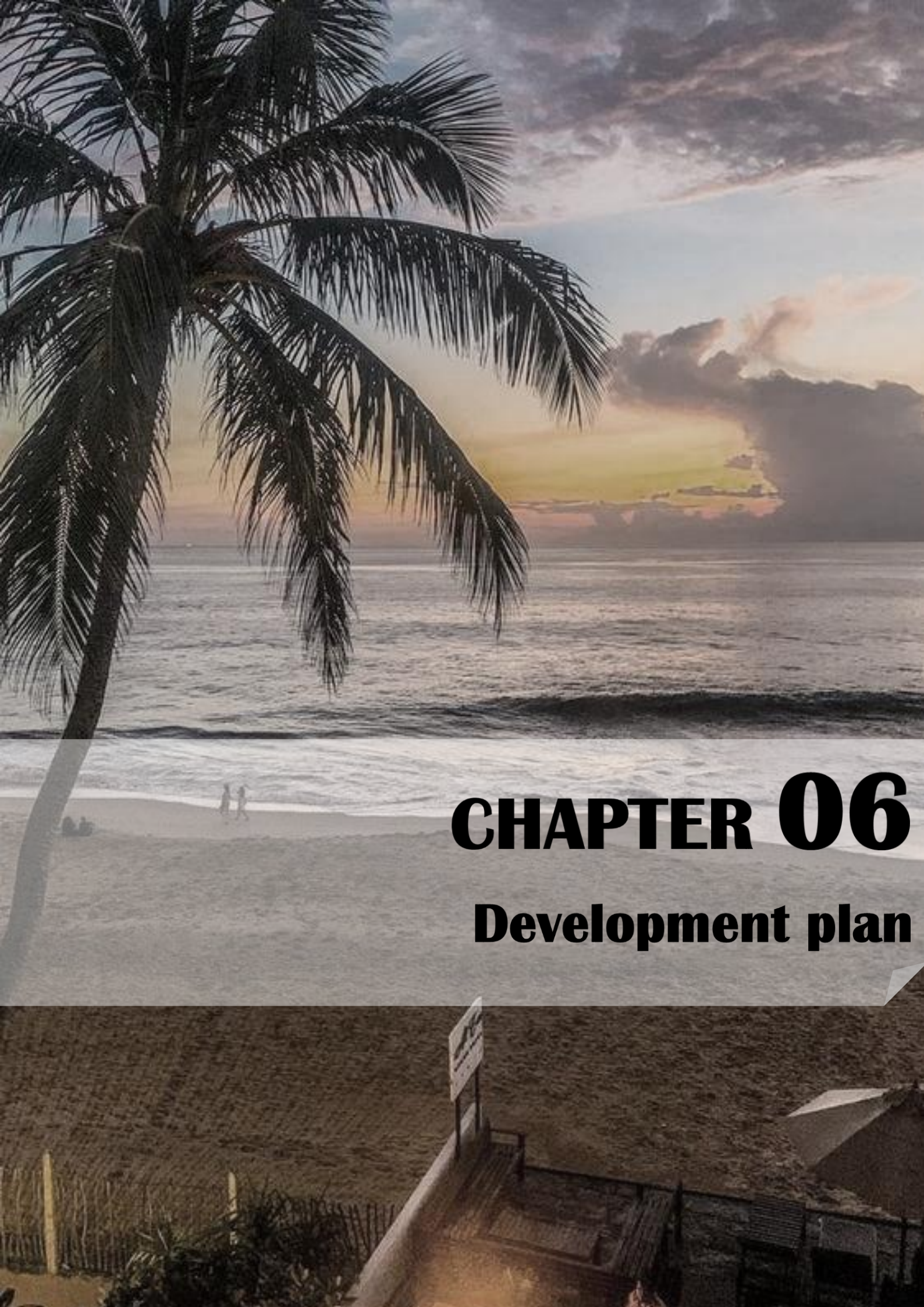
5.1.4.3. Opportunities

01. Project plans and proposals have been identified by the Sri Lanka Fisheries & Ports Corporation to increase Hikkaduwa fish production.

- ❖ Construction of a 150-meter stone wall connecting the northern breakwater (second breakwater towards Colombo) to the breakwater
- ❖ Extension of the southern breakwater (outer breakwater towards Galle) to the breakwater by 50 meters
- ❖ Widening as required for a port entrance
- ❖ Repairing the dilapidated platform wall
- ❖ Construction of a new jetty (northern breakwater)
- ❖ Expansion of the fish auction hall in the port premises
- ❖ Acquisition of the vacant land belonging to the Hikkaduwa Municipal Council near the port for the construction of an ice factory
- ❖ Construction of a fuel station to the right of the port office
- ❖ Extension of the existing main platform wall by 25 meters on both sides

02. Identification of reserves in the Hikkaduwa River and Rajgama Lagoon and gazette those reserves.

Rajgama Lagoon operates under the Irrigation Department and according to them, its protected area is 6.5 meters from the edge of the lagoon bank. Hikkaduwa River belongs to the Provincial Irrigation Department and its protected area is 6.5 meters strip from the river bank.

A tropical beach scene at sunset. A large palm tree is in the foreground on the left. The ocean is in the middle ground with waves breaking. The sky is filled with colorful clouds. A semi-transparent text box is overlaid on the right side of the image.

CHAPTER 06

Development plan



6. DEVELOPMENT PLAN

6.1. Conceptual plan

The Hikkaduwa Development Plan has been designed in line with the background plans such as the National Physical Plan 2050 prepared by the National Physical Planning Department and the Hikkaduwa Tourism Plan prepared by the Urban Development Authority, which are necessary to achieve the ten-year vision of the area as a "Hikka – The Vibrant Turquoise".

It is evident that the Hikkaduwa Urban Council area is mostly involved in the tourism industry when considering its economic, social, physical, and environmental aspects. This implies that increasing the Hikkaduwa area's tourism appeal doesn't require much effort. A tourist town has already been established in the area.

Even though the Hikkaduwa Urban Council area is a popular tourist destination, it is evident that the growth of tourism-related activities as well as social, economic, and physical development is occurring slowly and irregularly because there isn't an integrated plan that fully understands the area's strengths and weaknesses.

Therefore, the Hikkaduwa Development Plan 2024-2033 has determined the direction of development in the Hikkaduwa Urban Council area for the next 10 years, with the vision of "The Hikka – Vibrant Turquoise". The conceptual plan of the Hikkaduwa Development Plan explains how this should be done.

The development of the coastal zone is the main focus of as the Vacation Vibes Sea Shore Recreational Esplanade, as seen in Figure 6.1. In other words, the 200 meters or so from the beach is intended to be developed as a visually appealing and well-equipped area that is ideal for both domestic and international visitors to enjoy their free time. It is anticipated to be developed as a coastal area with beautiful roads, pedestrian-friendly tourist streets that are safe, streets with a constant view of the sea, streets that are always open to the public, clean beaches, a chance to observe the marine ecosystem, and a place to enjoy fun marine tourism activities. Hikkaduwa Municipal Council core area has the highest density of development. It is anticipated that the new alternative road project will become the primary route in this region, enhance the current connectivity between the roads, establish new city centers, and transform the area into a significant city center zone. It is anticipated that this will create a free zone for the development of tourism activities along the coast.

“Adored Aesthetic Nature Paradise” explains the Hikkaduwa River region. It is planned to open up the Hikkaduwa River ecosystem and the potential for tourism development to tourists and provide them with a free and quiet environment where they can enjoy the natural ecosystem.

“Aquatic Leisure & Fishing District” This zone is planned to be created between the Rajgama Lagoon and the Fishing Village. It is aimed to develop this zone as an area where people can experience freshwater fish production, enjoy freshwater fish dishes, and experience various water sports activities.

“Countryside Aesthetic area ”zone covers the rural area. It is expected to create and maintain an environment of large cinnamon plantations, rubber plantations, Kitul products, handicrafts and peaceful homes for 10 years. It is expected that, through this, various types of tourist accommodation facilities will be spread within the Hikkaduwa Urban Council area.

Accordingly, this plan seeks to create a ***“fun tourist destination where you can experience colorful coral reefs and diverse ocean colors and have diverse tourist experiences”*** in the Hikkaduwa Urban Council region.

Making this conceptual plan a reality through the implementation of development zones and development projects that align with the aforementioned vision is the ultimate goal of the Hikkaduwa Development Plan (2023–2032).

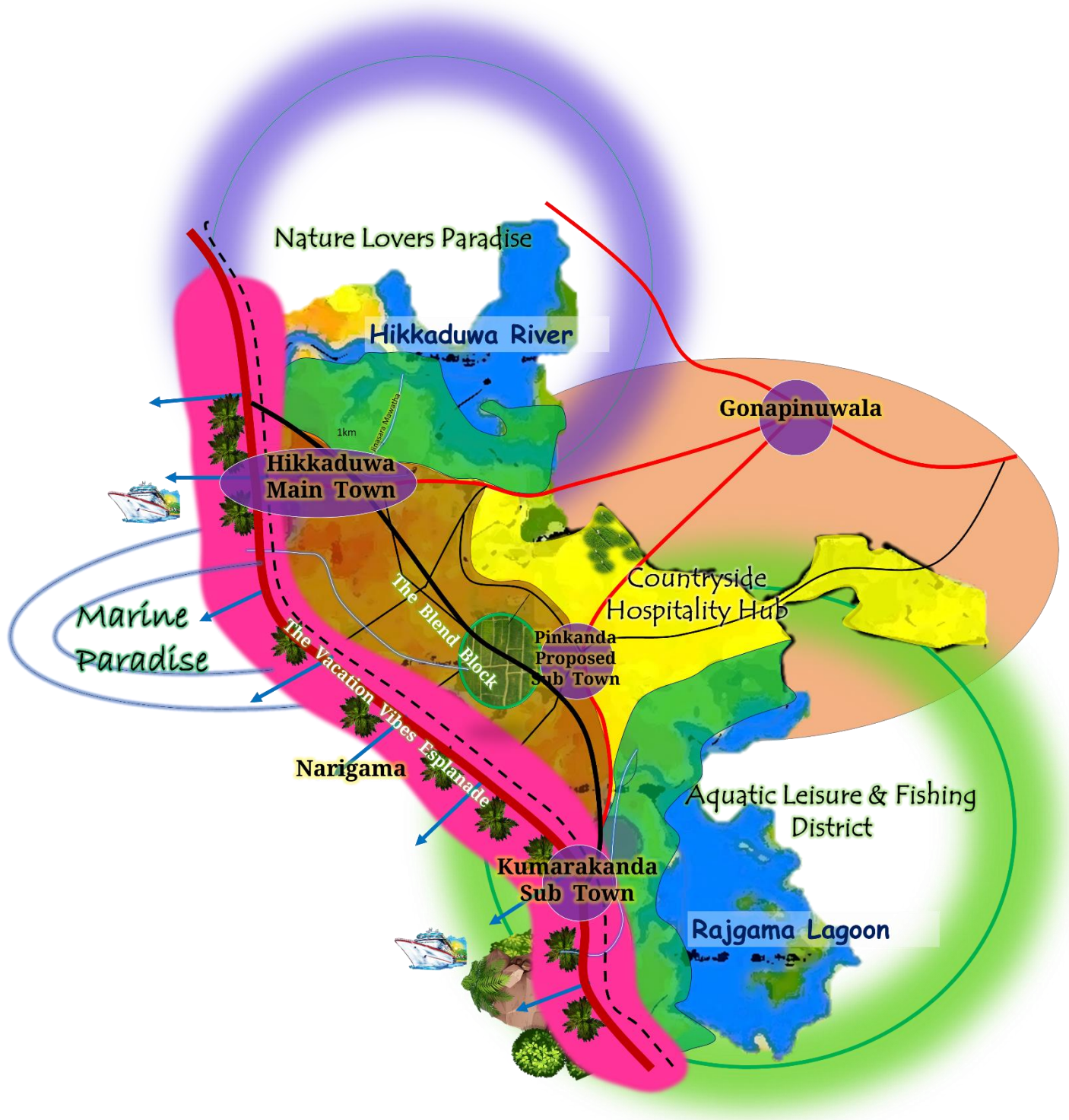


Figure 6. 1: Conceptual Plan for the Hikkaduwa Urban Council Area 2024-2033
Prepared by: Galle District Office, Urban Development Authority

6.2. Composition of the Hikkaduwa Development Plan

To realize the objectives of the conceptual plan for the planning area, the plan has created 7 key strategies and a number of strategic projects have been identified within those strategies. These projects are planned to be implemented over the next ten years in a sequence of identified priorities.

I. Spatial Development Strategic Plan

The proposed zoning plan, as well as the terms and conditions and restrictions for the development of lands and buildings for the Hikkaduwa Urban Council region, have all been thoroughly planned out in this plan. This article describes a plan that includes a hierarchy of roads and zones, including conservational, sensitive, high, medium, and low density characters. Among these, this strategic plan's goal is to organize the area to accomplish the goals of developing a development that is consistent with the city's identity and establishing a secure urban system that safeguards the natural ecosystem.

II. Strategic plan for the development of infrastructure facilities

This plan intends to guarantee the seamless operation of socio-economic and political processes in the city, build an overall effective infrastructure network, and provide sufficient social infrastructure amenities to the local population as well as those arriving from outside.

It is anticipated that this approach will accomplish the long-term objectives of establishing a harmonic and seamless metropolitan system with well managed essential utility services such drinking water, electricity, wastewater treatment, and solid waste management. This plan has specifically implemented urban planning techniques to guarantee public safety.

III. Economic Development Strategic Plan

The project strategy for boosting self-employment, tourism, and fishing is outlined in the Economic Development Strategic strategy. It outlines the necessity of establishing the conditions required to boost the Hikkaduwa region's economy, particularly through the travel and fishing industries, as well as identifying and carrying out catalytic initiatives.

IV. Strategic plan for managing environmental conservation and public open recreational space

This plan aims to minimize natural disasters, network historical and cultural archaeological sites, introduce leisure and recreational facilities in accordance with the proposed development needs, and use environmentally sensitive areas within the Hikkaduwa Urban Council area for sustainable social, economic, and environmental uses.

V. Implementation Strategic Plan

A project plan is a meticulously designed blueprint for carrying out a task or project successfully. It outlines the tasks, deadlines, and roles needed for the projects.

6.2.1. Spatial Development Strategic Plan

6.2.1.1. Introduction

A development plan's spatial development strategy is crucial because it establishes guidelines for the area's development density and direction throughout the course of the following few years, when the plan is expected to be executed. The spatial development plan identifies two fundamental tasks: determining the best urban spatial development for the city and putting the required strategic mechanisms into place to carry it out in the territory.

6.2.1.2. Objective

The primary objective of the Development Plan of the Hikkaduwa 2024-2033 is to determine the most appropriate spatial structure for the Hikkaduwa Urban Council area based on density patterns, dominant uses and other characteristics and to create and maintain a good urban pattern and distinctive urban image while minimizing adverse environmental and social impacts.

6.2.1.3. Contribution to the Goals and Objectives of the Hikkaduwa Development Plan 2024-2033

The primary objective of the Spatial Development Plan of the Hikkaduwa 2024-2033 is to restore a space that can be developed as a unique tourist destination on the southern coastal belt, where environmentally sensitive areas are protected. spatial structure is prepared based on density patterns, and dominant uses and unique features are highlighted.

The following goals are directly attained through the spatial development strategy of this plan: Goal 1: To revitalize the city's distinctive tourist destination, the Hikkaduwa Coral Reef, Goals 02, 03, and 04 are to make the southern coast a unique fishing and tourism hub in the Galle District, a safe tourist destination with all the amenities, and a unique tourist destination where a variety of tourist activities may be enjoyed.

6.2.1.4. Scope

The spatial development strategy planning framework consists of the following:

- 1) Identification of density-based development zones
- 2) Population forecast and distribution
- 3) Desired urban form

6.2.1.5. Identification of Development Zones Based on Density.

The introduction of density-based zoning in place of conventional land use zoning is one phase in the development plan's spatial development strategy. As a result, the plan area has been identified using the following criteria and is zoned as high density, medium density, and low density based on the desired development density.

- Development Capacity
- Infrastructure
- Sensitive Environmental and Social Analysis
- Population and Urbanization Trends
- Existing Land Uses, Land Use Patterns and Existing Floor Area Ratio (F.A.R.)
- Impact of Proposed and Currently Implemented Development Projects

Accordingly, the proposed density-based zoning maps illustrate how land use will occur in the Hikkaduwa Urban Council area during the period 2024-2033. This primarily explains the land use to implement the development objectives based on the objectives set to achieve the vision of this development plan.

	Development zone	Zoning factor
1	High Density Tourist Zone	2.11
2	Medium Density Tourist Zone	1.91
3	Medium Density Residential Zone	0.88
4	Low Density Tourist Zone 01- Hikkaduwa River Area	0.92
5	Low Density Tourist Zone 02 - Rajgama Lagoon Area	1.18

Table 6. 1: Development Zones and Zone Factor

Arrangement: Galle District Office, Urban Development Authority

6.2.1.6. Population Forecast and Distribution

The natural population growth rate calculated based on the existing population data for the years 2012 and 2022 is 1. However, due to the proposed projects and the growth in population attraction, the assumed resident population for the year 2024 is about 35,007. Also, the predicted visitor population (per day) for the year 2033 is about 65,000.

Development zone	Expected population growth 2033
High Density Tourist Zone	47,205
Medium Density Tourist Zone	19,127
Medium Density Residential Zone	7,206
Low Density Tourist Zone 01- Hikkaduwa River Area	10,673
Low Density Tourist Zone 02 - Rajgama Lagoon Area	12,346

Table 6.2: Population Forecast by Development Zone

Prepared by: Galle District Office, Urban Development Authority

6.2.1.7. Desired Urban Model

The Hikkaduwa Urban Council area's most suitable spatial urban layout has been determined by a scientific examination of the development density as well as the suitable dominant applications and attributes. Additionally, the city's present development trajectory was determined for this. As a result, the following diagrams show how the area's skyline and built environment are predicted to vary in the future depending on the development density.

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***** *This strategy is described in more detail in the second part of this plan.***

6.2.2. Strategic Plan For the Development of Infrastructure Facilities

6.2.2.1. Introduction

A city's ability to operate effectively depends critically on its infrastructure. To guarantee prudent resource use, resource conservation, and fair access to infrastructure, an integrated and comprehensive strategy should be used in infrastructure management. Demand identification and supply assurance in a way that satisfies demand are the fundamental tasks of effective infrastructure management.

6.2.2.2. Objective

It is anticipated that the Hikkaduwa Development Plan's Infrastructure Development Plan will guarantee the seamless operation of the city's socioeconomic and political processes, build an all-around effective infrastructure network, and provide sufficient social infrastructure facilities to the local population as well as visitors from outside.

6.2.2.3. Contribution to the Goals and Objectives of the Hikkaduwa Development Plan 2024-2033

The development of infrastructural facilities is the third goal of the Hikkaduwa Development Plan. This directly helps to create a physical and social environment that is effective, safe, and comfortable for both locals and visitors.

6.2.2.4.Scope

The strategic plan for the development of physical infrastructure consists of the following:

- I. Physical Infrastructure Improvement Plan
- II. Social Infrastructure Improvement Plan

6.2.2.4.1. Physical Infrastructure Improvement Plan

The Physical Infrastructure Improvement Plan's enhancement of road and transportation infrastructure is the main emphasis of the Hikkaduwa Development Plan. Furthermore, the broader intervention known as the Efficient Supply of Utilities takes into account the provision of solid waste management, power, sewage, wastewater, piped water, and health facilities. The Utilities Management Strategy encompasses all projects pertaining to the areas of focus.

6.2.2.4.1.1.Improving Highways and Transportation Facilities

Projects to establish a road hierarchy within the Hikkaduwa Urban Council area, build new roads, widen existing roads, provide bike lanes, encourage coastline access routes, offer parking spaces, and enhance transportation service facilities have all received attention under this plan.

1. Implementing a Route Hierarchy

In the Hikkaduwa Urban Council region, around 80% of the roadways are narrower than 6 meters. Nonetheless, principles for density-based development have been incorporated into the Hikkaduwa Development Plan (2024-2033). Introducing a road hierarchy is crucial since road width is a major determinant of density-based development. As a result, the planned zoning and zoning coefficient of the roads dispersed throughout the area have been taken into account while determining the recommended road width. In this case, roadways with more width allow for higher and taller structures, whereas roads with less width allow for smaller and smaller structures (Figure 6.2).

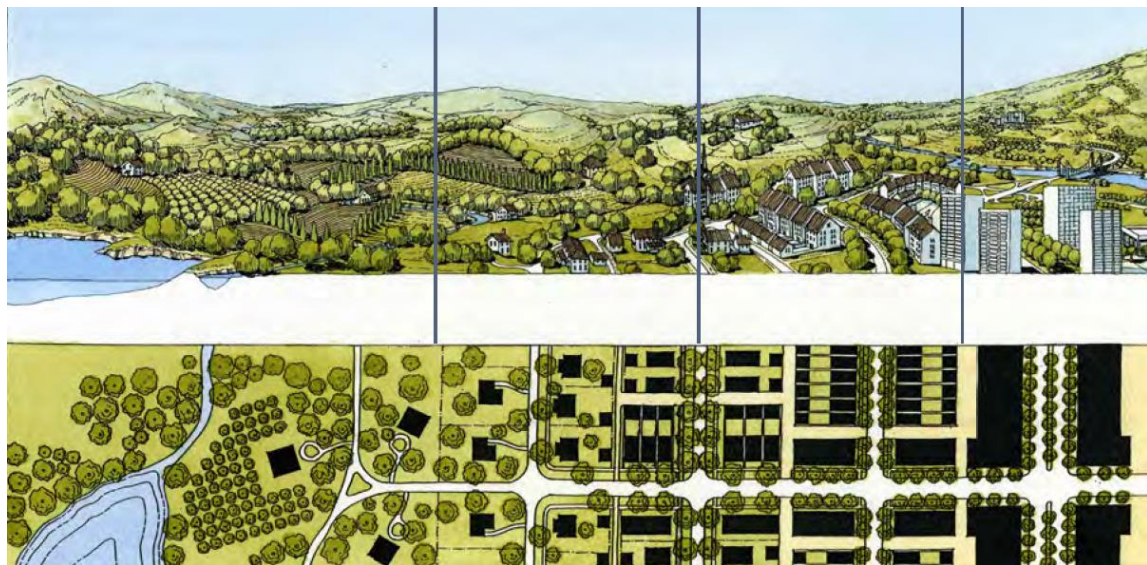


Figure 6.2: Building density determined by the width of the access road

Source: https://www.researchgate.net/publication/329855563_Parametric_Modelling_in_Form-Based_Urban_Design_Code_for_High-Dense_Cities#pdf3

Accordingly, all roads within the Hikkaduwa Urban Council area have been classified as roads identified to be developed with a width of 12 meters, roads identified to be developed with a width of 9 meters, roads identified to be developed with a width of 6 meters and roads identified to be developed with a width of 4.5 meters.

1) Roads identified to be developed with a width of 24 meters

The following roads within the Hikkaduwa Urban Council area have been identified as roads to be developed with a width of 24 meters.

Road Name	Proposed road width (m)	Building line (meters)
1. Colombo - Galle - Hambantota - Wellawaya Road	24	15 (from the middle of the road)
2. Proposed Hikkaduwa Bypass Road	24	15 (from the middle of the road)
3. Baddegama Road	24	15 (from the middle of the road)
4. Dodanduwa - Gonapinuwa Road	24	15 (from the middle of the road)

Table 6.3: Roads identified for development with a width of 24 m
Source: Road Development Authority

2). Roads identified to be developed with a width of 10 meters

The following roads are included in the roads identified to be developed with a width of 10 meters. The physical width of these roads should be 10 meters.

Road name	Proposed Road (M)	Building Line (M))
1. Narigama - Pathana Road	10	7.6 (from the middle of the road)
2. Pinkanda Road	10	7.6 (from the middle of the road)
4. Rathgama - Pinkanda - Ambagaha Junction Road (Pinkanda Katudampe Road) Remaining Section of the Road	10	7.6 (from the middle of the road)
55 - C16 - Thiranagama - Pinkanda	10	10.7 (from the middle of the road)
56 - C17 - Bopegoda - Pinkanda	10	10.7 (from the middle of the road)
58 - D40 - Gonapeenuwala - Mahawela - Lelkada	10	7.6 (from the middle of the road)

Table 6.4: Roads identified for development with a width of 10 m
Prepared by : Galle District Office, Urban Development Authority

3). Roads identified to be developed with a width of 7 meters

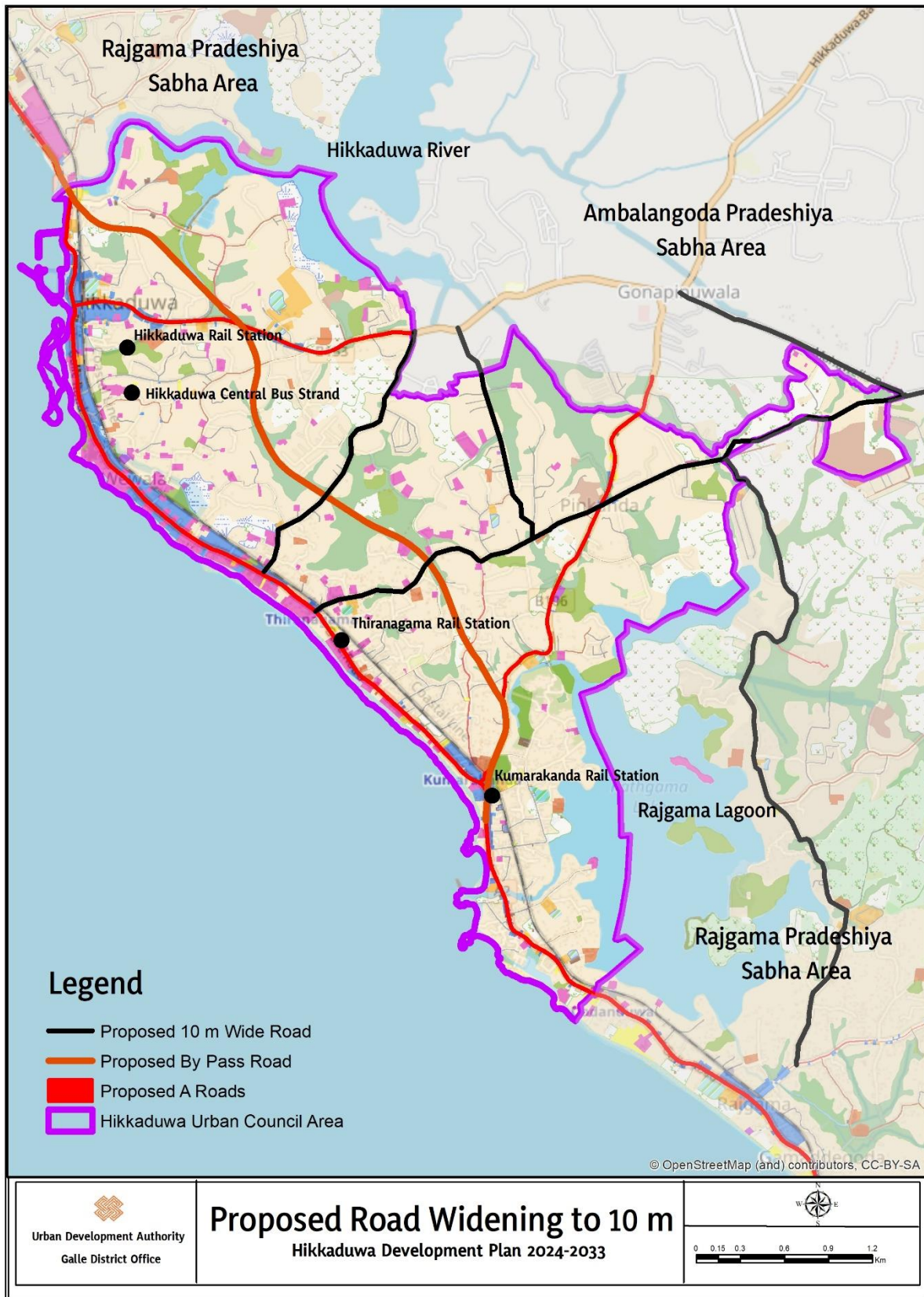
The physical width of these roads should be 7 meters. These roads should be identified using the map below.

****** Further details including the proposed road width and its building limits are provided in Chapter 08.**

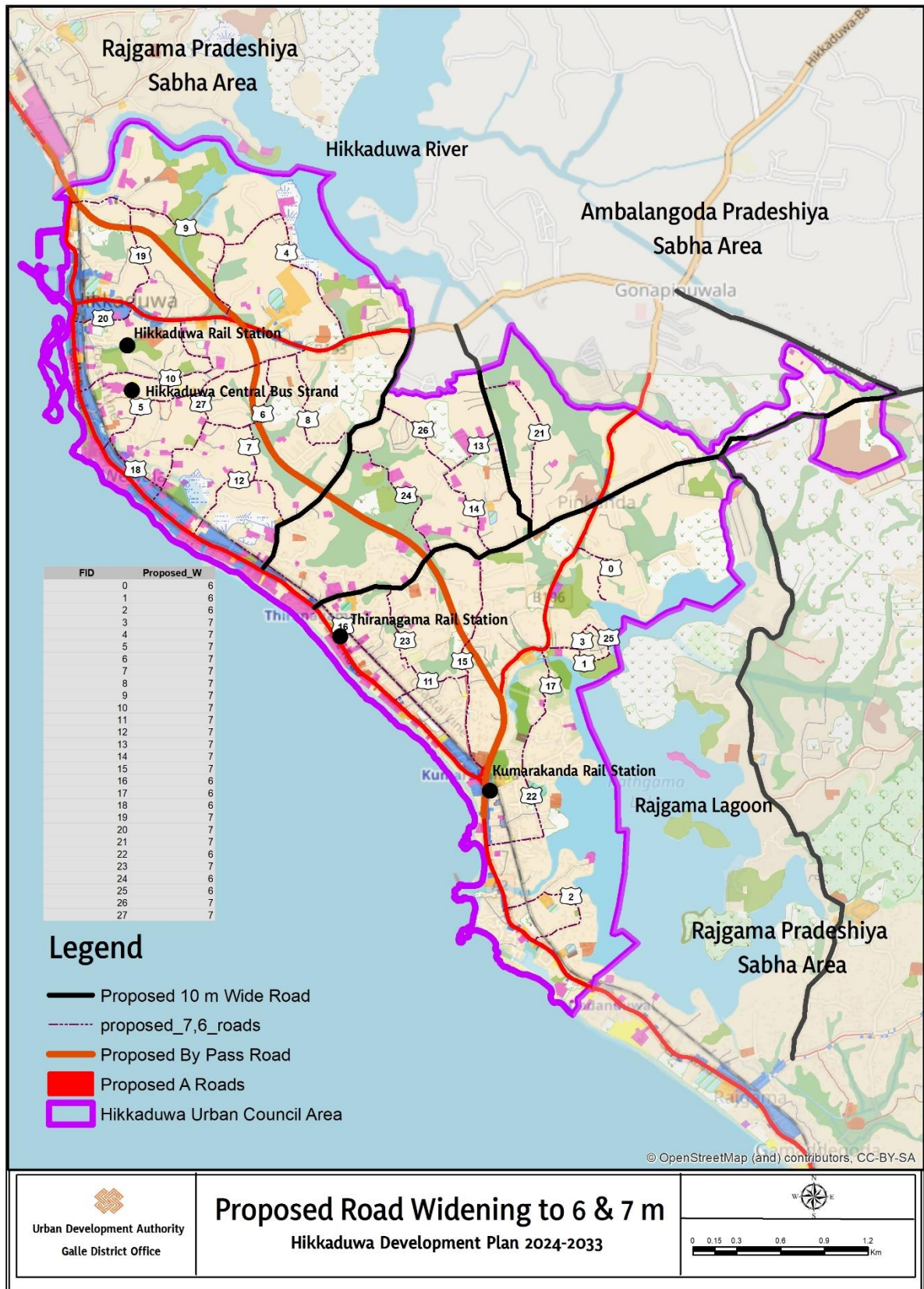


Map 6.1: Roads Identified for Upgrading to a 24-Metre Width

Prepared by: Galle District Office, Urban Development Authority



Map 6. 2: Roads identified for upgrading to 10 meters
Prepared by : Galle District Office, Urban Development Authority



Map 6. 3: Roads identified for upgrading to 6 and 7 meter widths
Prepared by: Galle District Office, Urban Development Authority

2. New road construction projects

The Road Development Authority has proposed to construct a new two-lane road parallel to the Colombo-Galle-Hambantota-Wellawaya road at a maximum distance of one kilometre from the coast. This project, which has been planned for more than a decade, can be introduced as a priority project that must be implemented to plan the direction of development in the area, which has not been implemented due to high costs. The aim is to divert long-distance service vehicles from the Colombo-Galle-Hambantota-Wellawaya road to the new road and thereby reduce congestion on the existing road and turn it into a scenic tourist route.

In addition to reducing traffic on the current road and transforming it into a picturesque tourist route, this new road is intended to become the primary thoroughfare in the Hikkaduwa area. The proposal additionally seeks to incorporate other development activities outside but near the shore, given the high value of the lands in the Hikkaduwa Urban Council region, which are valued at between Rs. 3 and 4 million per square meter. This project will make it easier to manage waste, power, and water in this area. As a result, the proposed new alternative road's construction is a significant project for the area, highlighting its priority status.

❑ Proposed pedestrian-friendly Colombo - Galle - Hambantota - Wellawaya road



Figure 6.3: Proposed tourism concept

Existing road width		Building Line	Proposed physical road width
Feet 20-35	From center of the road width 50		Feet 79

Table 6. 5: Proposed road width of the proposed tourist route

Additionally, new roads that are intended to create direct linkages under the new road development are included, as are the proposed new alternative roads. It is anticipated that this would result in the creation of a contemporary, technologically advanced, and comfortable metropolitan environment with large roadways and infrastructure facilities across the region where increased density development is anticipated.

❑ Development of the proposed by-road as the main access road



Figure 6.4: Proposed Town Centre Associated with the Proposed Alternative Road
Prepared by: Galle District Office, Urban Development Authority

Three urban centers have been selected to be established along the proposed new by-pass road in order to develop the Colombo-Galle-Hambantota-Wellawaya road as a tourism route and to establish the new road as the primary entry to the Hikkaduwa Urban Council area. It has been determined that these urban centers were developed to satisfy the community's everyday demands. The following lands have been designated for this purpose.



Figure 6. 5: Proposed urban amenities for the proposed town center along the proposed alternative road
Prepared by: Galle District Office, Urban Development Authority

- **Urban Center 01- Creating city centers that provide essential urban amenities and transportation facilities**



Figure 6.6: Area identified for proposed townCenter 01
Prepared by: Galle District Office, Urban Development

As shown in Figure 6.5, the area identified for the proposed Town Centre 01 is shown in this figure. The plan proposes to construct a long distance and express bus service centre, a parking area and a fuel filling station and a wetland park about one kilometre from the Hikkaduwa town centre and the intersection of the proposed alternative road and the Hikkaduwa-Baddegama road. Through the implementation of this project, it is aimed to expand the Hikkaduwa town along the

Baddegama road by about one kilometre and develop that area as the main town centre of Hikkaduwa. Furthermore, this area has been identified for development as a town centre under a formal drainage plan under the recommendations of the Road Development Authority and the Sri Lanka Land Development Corporation..

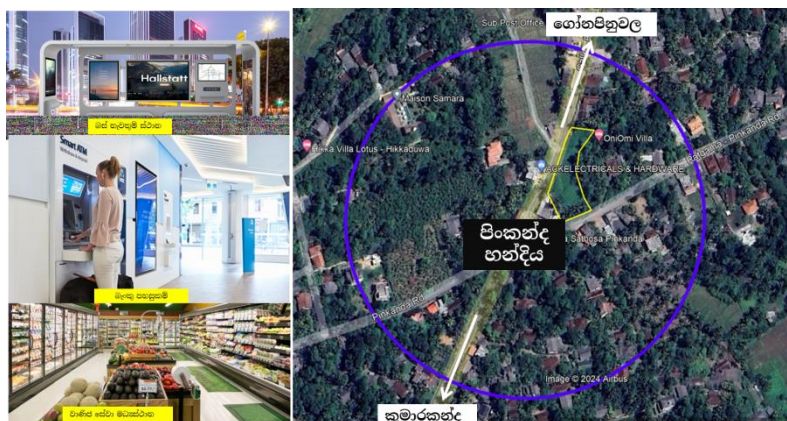


Figure 6. 7: Area identified for proposed town centre 2

been identified to be developed as a suburb under this development plan. Furthermore, an abandoned paddy field measuring about 0.5 acres has been identified for this purpose and it has been identified to be developed as a town centre under a formal drainage plan under the recommendations of the Sri Lanka Land Development Corporation. The creation of a commercial service centre, banking facilities and a bus stand in the vicinity of this town has been identified.



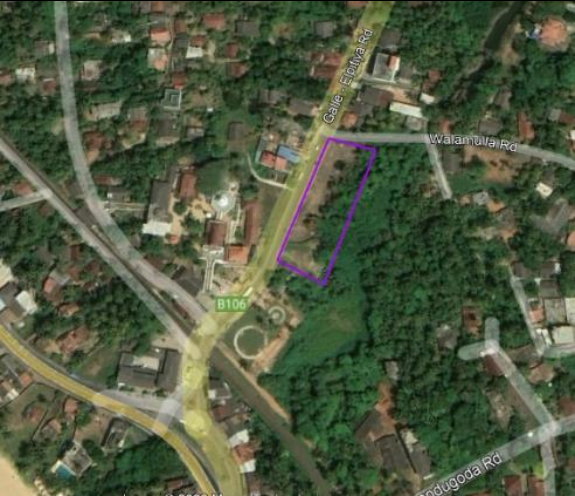
Figure 6. 8: Identified Area for Proposed Town Centre 03

Kumarakanda Junction. It is aimed to develop this city centre as a supporting service area for the area around Rajgama Lagoon.

3. Parking lot creation projects

Under the Hikkaduwa Development Plan, the following lands have been proposed to be developed as parking lots.

Land location	Proposed plan layout
 Land 01 Land Ownership: Railway Department Land Size: 1 Acre Project Description: Public Parking Lot Land 02 Land Ownership: Hikkaduwa Divisional Secretariat Land Size: 80 Perches Project Description: Public Parking Lot	Land 01  It has been identified as appropriate to operate this parking lot as a ground floor. Land 02 
 Land 03 Land Ownership: Hikkaduwa Urban Council	 It has been identified that it is appropriate to develop this parking lot

Land Size: 65 Perches Project Description: Bicycle Parking Area	as a bicycle parking area for people visiting the Hikkaduwa National Marine Park.
 Land 02 Land Ownership: Government Land Size: 57 Perches Project Description: Public Parking Lot	 This is a place that is currently operating as a parking lot near the point where the Mawakada Canal flows into the sea. It has been identified that this parking lot, which is operating within the building limits of the Colombo - Matara road, is suitable to be operated as a temporary parking lot..
 Land Ownership: Government Land Size: 136 Perches Project Description: Public Parking Lot	

 Land Ownership: Government Land Size: 30 Perches Project Description: Public Parking Lot	
 Land Ownership: Government Land Size: 45 Perches Project Description: Public Parking Lot	

Table 6.6: Locations Proposed for Development as Parking Areas

Prepared by: Galle District Office, Urban Development Authority

4. Bicycle lane construction projects



Figure 6 9: Proposed cycle path

Prepared by: Galle District Office, Urban Development Authority

The Hikkaduwa River, Rajgama Lagoon, and a planned public park close to the Thotagamuwa Bridge are all included in the proposed bike routes that seek to connect the main tourist street of the Colombo-Galle-Hambantota-Wellawaya road. In order to give bikers a pleasurable and safe experience along existing roads and natural features, these paths have been chosen to create visually appealing and secure routes. The project's main objectives are to reveal undiscovered tourist destinations, turn drug-ridden and corrupt regions into lively community places, and improve accessible for everyone.

5. Promoting coastal access roads

The Department of Coastal Resources and Coastal Management has gazetted 29 coastal entrances along the coast of the Hikkaduwa Urban Council area. Based on the unique features of those entrances, the plan has identified them for attractive development under those themes. The routes gazetted by the Department of Coastal Resources and Coastal Management are given below.

1. Udugalpitiya Handicraft House I Beach Entrance
2. Udugalpitiya Handicraft House II Beach Entrance (Near the Post Office)
3. M. Beach entrance I, II, III, IV, which splits from G. Mendis Mawatha
4. Dodanduwa Customs Road Beach Entrance I and II

5. Dodanduwa Kohumola Road
6. 6.Dodanduwa Harbour Beach Entrance
7. Footpath 160 meters from Dodanduwa Harbour towards Hikkaduwa
8. Beach entrance opposite 64 Kanuwa
9. Beach entrance up to Karape Fisherman's Wharf
10. Beach entrance in front of Kumarakanda Gas Shop
11. Beach entrance near Kumarakanda Children's Park
12. Footpath in front of Patuwata People's Bank
13. Patuwata Beach Entrance
14. Beach entrance near Lavanga Hotel
15. Beach entrance near Cinnamon Garden Hotel
16. Beach entrance near Avendra Garden Hotel
17. Beach entrance near Narigama Tourist Police
18. Beach entrance near Narigama Drifterf Hotel
19. Beach entrance near Bandula Beach Hotel
20. Beach entrance near Mamas Hotel
21. Beach entrance in front of Hikkaduwa Municipal Council
22. Beach entrance near Wildlife Park
23. Beach entrance near Thuduwegoda Canal
24. Footpath from the harbor to Hikkaduwa Saranga Pharmacy
25. Hikkaduwa Fisheries Harbor Beach Entrance

The coastal access routes that should be opened in parallel have been explained in detail in the tourism planning strategy.

Additionally, it has been determined that bilingual signboards that incorporate the details of the beach entrance are appropriate, and that these beach entrances can be developed through private partnerships under a variety of themes.



Figure 6.10: Concept of naming and attractively designing coastal entrances

6.2.2.4.1.2. Supply of the Pipe Borne Water

The Gin Ganga serves as the primary water source in the Hikkaduwa Urban Council region, and the Sri Lanka National Water Supply and Drainage Board is in charge of owning and managing the piped water supply.

The Sri Lanka National Water Supply and Drainage Board provides water to roughly 67% of the people living in the Hikkaduwa Urban Council region. As a result, the Baddegama Water Storage Tank provides the region with piped water.

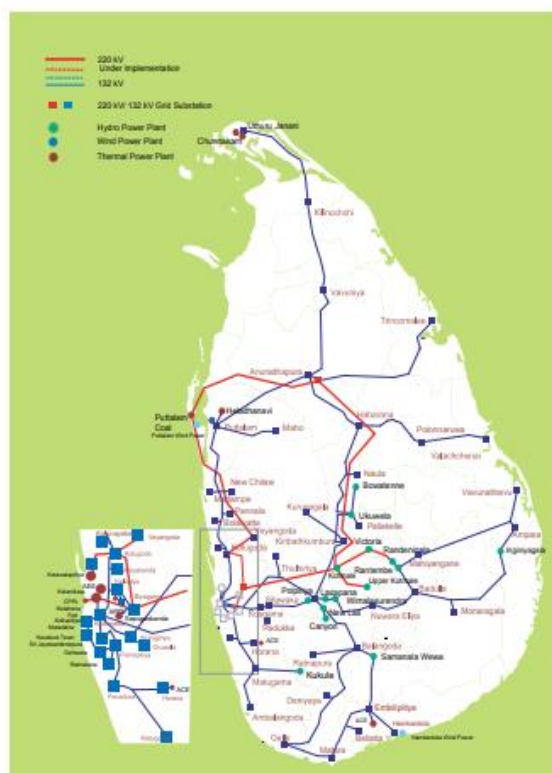
The National Water service and Drainage Board is now building more storage tanks in Kosgoda, Uragaha, Karandeniya, Batapola, Ampegama, and Baddegama in order to properly implement water service to the Galle District's suburban areas.

However, according to studies conducted by the National Water Supply and Drainage Board, the projected water demand in the area for the year 2050 is 96,000m³ per day. The existing water supply station can only release 36,000m³ per day. In the year 2050, an additional 60,000m³ per day will have to be provided. The National Water Supply and Drainage Board proposes to implement a water supply project which has been identified to be implemented in two phases depending on the availability of funds. By 2035, Phase I of the project will be able to meet the remaining water demand of 30,000m³ per day, while Phase II is planned to be implemented by 2050. If the water supply plans are implemented without any hindrance, the piped water demand in the Hikkaduwa Urban Council area will be met without any problem.

6.2.2.4.1.3. Electricity Supply

The national power system provides 90% of the electricity in the Hikkaduwa Urban Council region. The Southern Province's Galle district receives its energy from the Galle and Ambalangoda (grid) substations via the 132/33 kv distribution network. Additionally, it has been noted that roughly 10% of the Hikkaduwa Urban Council area is covered by solar panels. The Hikkaduwa Urban Council area's electricity supply is not experiencing any issues, and if regional capacity increases are implemented correctly at the designated times and the use of alternative energy sources is promoted, there may be a chance to supply the electricity capacity needed by the anticipated population and projects.

CEB TRANSMISSION NETWORK



DISTRIBUTION DIVISIONS

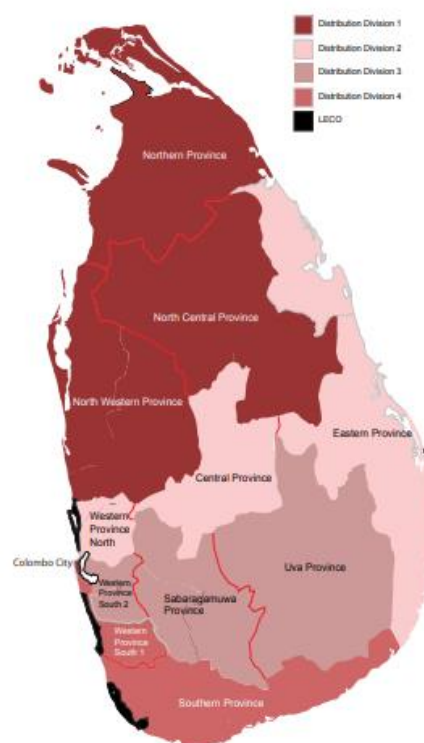


Figure 6. 11: Electricity Supply Process in Sri Lanka
Source: Sri Lanka Electricity Board

6.2.2.4.1.4. Solid Waste Management

While some waste in rural regions is treated at the source of generation, the Hikkaduwa Urban Council handles waste management within its jurisdiction. About 60% of the solid waste in the Hikkaduwa Urban Council area is managed by the Urban Council and sent to the Pilisaru Organic Fertilizer Production Complex in Monroviawatta, Rathgama, according to the data that is currently available.

However, garbage dumping is common in the area's canal reserves and along roads, and since it is a tourist area, items such as orange peels and pieces of broken fiber boats related to fishing activities are found along the shore.

There are three components to solid waste management under this approach.

1. Domestic Waste Management

a. Waste classification

Every home that utilizes this approach ought to collaborate with the Municipal Council. This approach should be used, especially for any home with less than 20 perches of land.



Figure 6. 12: Waste classification

Source: From Web

b). Solid waste pit method for biodegradable waste

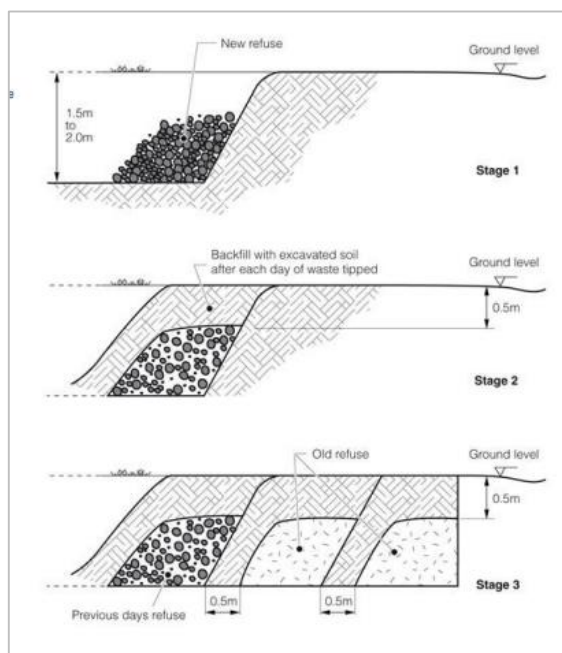


Figure 6. 13: Waste Management Method - Mulch Method

Source: Towards sustainable solid waste management in Jordan - Scientific Figure on ResearchGate. Available from: https://www.researchgate.net/figure/Landfilling-practice-at-Jordan_fig4_260596396 [accessed 31 Mar, 2024]

a) Connecting with private institutions

District	Contact Person	Company Name & Address	Tele. No.	Nature of the business	Nature of materials that are collected/ recycled	Final product
	Mr.L.W. Nandika Chaminda	No.57, Kumarakanda Hardware Stores, Kumarakanda, Dodanduwa	775885925	Collector	PP, HDPE(Polythene from construction)	Sold as it is
	Mr.K.Nimal Siri	"Sirivila", Gammaddegoda, Rathgama.	716271448	Collector	PET,PVC, PP, PS, ABS, HIPS,PC,Iron, Aluminium, Paper(white, news papers,old books),Glasses (white,color, arrack & beer bottles)	Sold as it is

b) This is displayed on their website by the Central Environmental Authority. Updated in 2019. The main purpose of this data is to inform the public about these and other private waste management institutions. This can be done by informing the community through advertisements and providing an opportunity to deal directly with those private institutions..

Ex: Solid waste collection

Figure 6.14: Private sector involvement in waste management

Source: Central Environmental Authority

Contact : +9477 59 600 96

Login Register

HOME ABOUT US PARTNERS COLLECTION CENTER TERMS AND CONDITION CONTACTS

Trash?

Now you Can Drop off or Schedule a pickup

Recycle your trash in a more responsible way

We want you to be a change agent because change starts within you.
If you can join with ZeroTrash that will be an amazing behavioural change and a commitment.
Let's make Sri Lanka clean and safe

Register for Free

Make a Pickup Order Now

Customer Type [Individual / Organization]
Organization

Customer Name *
Customer Name

Customer NIC / PP | BR
Customer NIC / PP | BR

Customer Mobile *
Customer Mobile : 0777123456

Figure 6.15: Private sector involvement in waste management - Online System

Source: Website

2. Solid Waste Management in Public Areas



Figure 6.16: Waste classification methodology
Source: Website

This approach should be used in coastal regions. By bringing together the local population, business community, hotel owners, institutions, and the circulating community (both domestic and foreign tourists), the Urban Councils and Divisional Secretariats should collaborate. Additionally, by placing CCTV cameras in specific locations, this approach can be enhanced. Furthermore, by using social media to stop illegal waste disposal, municipal councils and the police can jointly establish units to collect fines, thereby generating financial assets for waste management.



Figure 6.17: Means to reduce illegal waste disposal
Source: Website

d). King Coconut-related waste management



Figure 6.18: Concept of managing king coconut-related waste

Source: Website

Since Hikkaduwa is a tourist town, it is typical for waste linked to oranges to be dumped in canals, marshes, highways, and along the coast. As a remedy, a program should be put in place to mobilize the business community and mobile vendors in order to collect and dispose of that garbage under a formal system. The Municipal Council is primarily responsible for carrying out this procedure, and this strategy has determined that a portion of the Monroviawatte rubbish yard ought to be utilized as a recycling program for waste related to king coconut.

The plan also emphasizes the need to use the land identified for filling sanitary lands in the vicinity of the Monroviawatte garbage yard for the management of waste such as glass and fiber that is not collected by the Hikkaduwa Municipal Council and to implement that project.

6.2.2.4.1.5.Sewerage Waste Management

The Hikkaduwa Urban Council region is home to a major sewage management center. However, issues with water absorption in areas parallel to sea level due to variations in land elevation, canals, rivers, and lagoons, as well as water pollution in the vicinity, can also be recognized as issues. Additionally, it can be observed that the Hikkaduwa sewage collecting pipe system encompasses around 0.35 square kilometers of the Hikkaduwa Urban Council region's entire land area and approximately 2 kilometers from Hikkaduwa town.

Despite requests from the local population to extend the sewerage system and establish a connection, no solution has been found as of yet. As a result, the plan has determined that the following tactics should be put into practice.

1. Perform on-site inspections and connect structures without a sewerage plan along canals, lagoons, rivers, and beaches to the sewerage system.
2. Perform on-site inspections, submit all projects along rivers, canals, lagoons, and beaches for approval by the Urban Development Authority or Municipal Council, and pursue legal action.

3. For lands with a ground height of less than 4 meters, implementing the wastewater management system (non-toilet wastewater) as specified in the Strategic Plan for the Provision of Wastewater Infrastructure or managing wastewater in accordance with the written recommendations obtained through a formal methodology from the Central Environmental Authority.
4. 4. If the management of toilet waste is to be managed within one's own land or connected to the sewage system, one should act in accordance with the recommendations obtained in writing through a formal procedure with the National Water Supply and Drainage Board or the Central Environmental Authority.
5. The Septic Tank and Soakage Pit system should be implemented in the development of buildings on lands with a ground height of more than 4 meters, as per the recommendations of a qualified person as per Schedule 3 of the General Regulations under Gazette Notification No. 2235/54-2021.07.08, in cases where the public sewerage system is not connected (in cases where the land is managed within the land), in accordance with the relevant national and international standards. In other cases, the Septic Tank and Soakage Pit system with a filter should be implemented.
6. Wastewater management for properties with a land elevation below 4 meters in accordance with the Central Environmental Authority's recommendations. During land approval, the survey plan must include the land elevation.
7. Use of grease traps for kitchen wastewater management as per the recommendations of the Central Environmental Authority or the local government.



Figure 6.19: Soak Pit System for Kitchen Wastewater Management

Source: Website

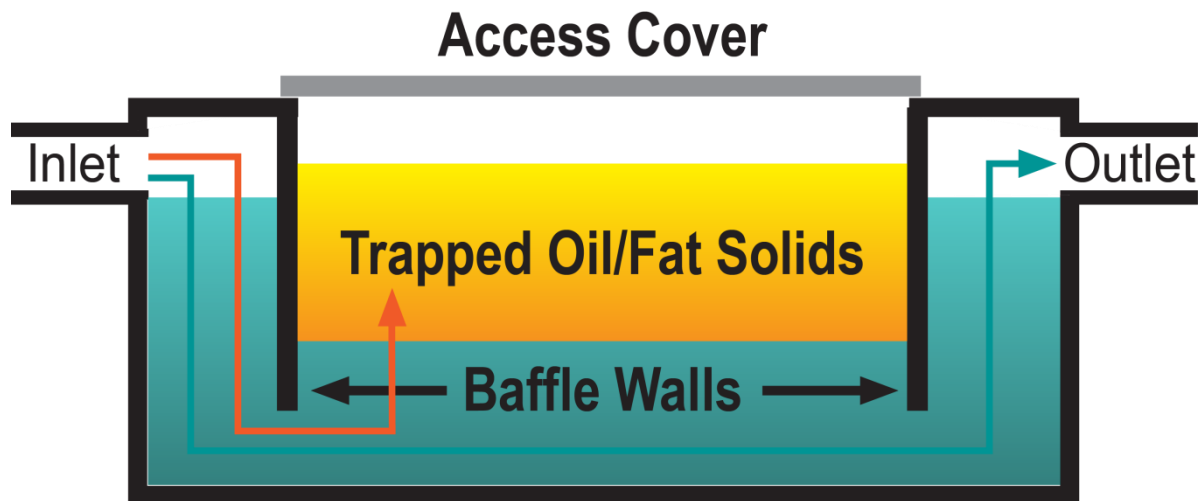


Figure 6.20: Installation of a Grease Trap for Kitchen Wastewater Management
Source: Website

- **Implementation of the proposal to increase the capacity of the existing solid waste management center**

The proposed location for the expansion of the Waste Management Center has been strategically selected to increase waste management capacity and minimize environmental impact, in order to meet the ever-increasing demand for waste treatment services within the Hikkaduwa Urban Council area. The Waste Management Center Trustee explained that this site has been proposed by the National Water Supply and Drainage Board and plans have been prepared for it. It was also stated that the project was not implemented due to difficulties in obtaining financial resources. However, it has been identified that the proposed site should be allocated for the purpose of increasing the capacity of the Waste Management Center to meet future demand.



Figure 6. 21: Proposed location for expansion of the Fecal Waste Management Center
Source: National Water Supply and Drainage Board

Additionally, plans have been made to create 500 new connections from the anticipated sewerage system extension along the Hikkaduwa Urban Council area's coastal zone up to Dodanduwa. This plan also highlights how important the project is for the region, even though its development has also been halted because of funding allocation issues. Additionally, the Urban Development Authority and the Water Resources and Drainage Board believe that the sewage pipe system should be expanded to encompass the full municipal council territory, namely along the Mawakada, Thuduwegoda, and Gorakagasbokiya canals.

The National Water Supply and Drainage Board has also provided an opportunity for individuals or households who do not have the ability to connect directly to the sewage system to be able to connect to the sewage management system in conjunction with the Municipal Council.

There, the community in the Hikkaduwa Urban Council area has the opportunity to connect with this Waste Management Center by paying an amount of Rs. 700 + VAT for a private unit and Rs. 500 + VAT for a state institution, along with the relevant fees to the Urban Council.



Figure 6. 22: Proposed sewerage system to be implemented in the Hikkaduwa Urban Council area

Prepared by: Galle District Office, Urban Development Authority

6.2.2.4.2. Social Infrastructure Improvement Plan.

1. Integration of the train station and bus stop

The road between Colombo, Galle, Hambantota, and Wellawaya has been designated as a tourism destination under this strategy. Additionally, room for both short- and long-distance bus services has been made available by the current Hikkaduwa bus terminal. As a result, the Hikkaduwa long-distance bus stop has been located along the Baddegama road in the proposed city center.

According to the plan, a flyover would be built to connect the Hikkaduwa Railway Station with the current bus station (the projected short-distance bus stand) in Hikkaduwa. It has been determined that the Hikkaduwa Railway Station should be constructed as a two-story structure with passenger service amenities. It is proposed to provide ATM facilities, food and beverage facilities, toilet facilities, recreation facilities and other smart technological facilities. Here, the existing petrol filling station will be relocated to the land identified in the proposed City Centre Project 1, and the existing petrol filling station land will be identified for expansion and development as a short-distance bus stop.



Figure 6.23: Concept of integrating train station and bus station

Prepared By: Galle District Office, Urban Development Authority

2. Concept for the Renovation of the Open Public Market Complex

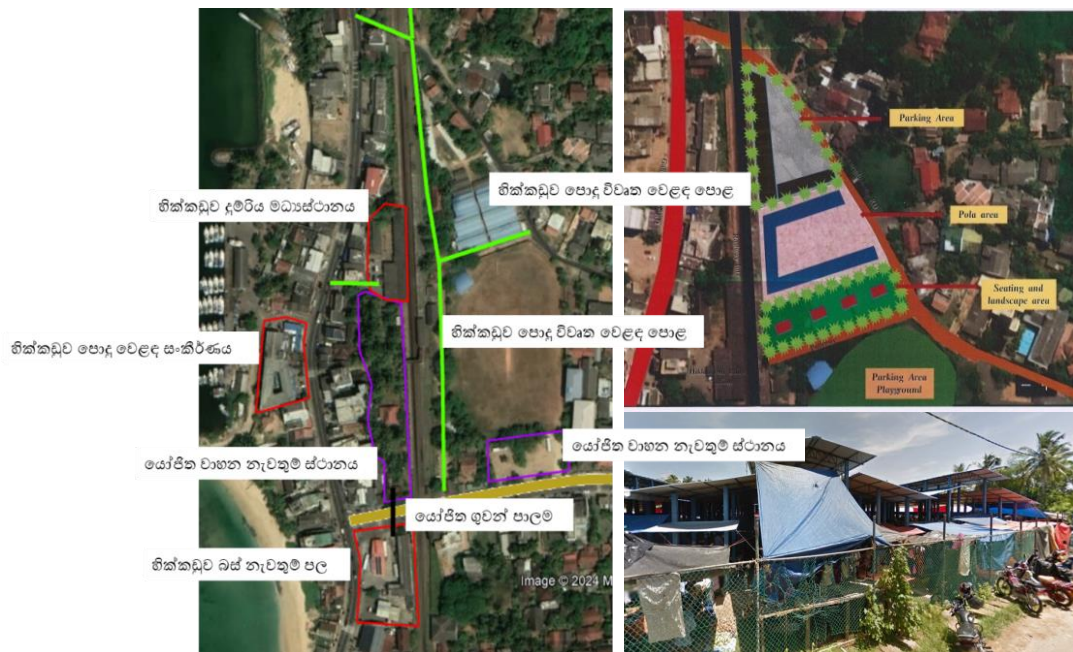


Figure 6. 24: Concept for the Renovation of the Open Public Market Complex
Prepared By: Galle District Office, Urban Development Authority

The project to renovate the 27.4perches open public market in Rudra 3can be identified as a project that will help enhance the orderliness and attractiveness of the city.This project has been proposed to be implemented with the aim of enhancing the amenity of the city by integrating the bus stand, train stand, Hikkaduwa Public Market Complex and the open public market.

6.2.3. Economic Development Strategic Plan

6.2.3.1. Introduction

The Economic Development Strategy aligns the city's economic activities with its overall spatial plan and guides the realization of the vision of the overall urban development plan. Here, investment contributions from the public and private sectors are essential for the desired physical development of the city.

6.2.3.2. Objective

Three strategies make up the Hikkaduwa Development Plan's economic development strategy, which aims to foster regional growth and prosperity. These consist of:

- 1) **Tourism Promotion Plan:** The aim is to enhance the reputation of the Hikkaduwa Municipal Council area as a tourist destination by attracting local and foreign tourists. This includes improving tourism facilities, promoting cultural and natural attractions and improving the overall visitor experience. In doing so, it aims to boost tourism-related businesses and generate employment opportunities.
- 2) **Self-Economic Activities Promotion Plan:** The plan focuses on empowering local communities to engage in sustainable and self-sufficient economic activities. This may include supporting small-scale agriculture, handicrafts and other cottage industries. The aim is to improve the livelihoods of local residents and reduce dependence on external sources.
- 3) **Fisheries Economic Activities Promotion Plan:** Given Hikkaduwa's coastal location, the fisheries industry plays an important role in the local economy. The plan aims to modernize and improve the efficiency of the fishing industry while promoting sustainable practices. This includes improving fishing infrastructure, encouraging freshwater fish production and integrating fishing with tourism.

Overall, the economic development strategy of the Hikkaduwa Development Plan aims to create a vibrant and diverse economy that benefits residents and businesses. It emphasizes sustainable growth, community empowerment and the conservation of Hikkaduwa's unique cultural and natural heritage.

6.2.3.3. Contribution to the Goals and Objectives of the Hikkaduwa Development Plan 2024-2033

The proposed economic development strategic plan directly contributes to the achievement of the second objective of the Hikkaduwa Development Plan, which is to "make it a unique tourist destination where various tourist activities can be experienced on the southern coast" and the fourth objective, which is to "make it a unique fishing and tourism hub in the Galle District".

6.2.3.4. Scope

The Economic Development Strategy focuses primarily on the following areas:

- 1) Tourism Promotion Plan
- 2) Self-Employment Promotion Plan
- 3) Fisheries Promotion Plan

6.2.3.4.1. Plan to Promote Tourism, Self-Reliance and Fishing Activities

I. Renovation of the Thotagamuwa Bridge.



Figure 6. 25: The concept of renovating and improving the Thotagamuwa Bridge

Arrangement: Galle District Office, Urban Development Authority

Improving the appearance of the Thotagamuwa Bridge, which is the entry point into the Hikkaduwa Municipal Council area from Colombo, has significant potential to increase the attractiveness and economic vitality of the city. By attracting a higher number of tourists, local businesses will benefit from increased patronage. As a result, Hikkaduwa will increase its readability and identity. This transformation will not only instill a sense of pride among residents, but will also enhance the city's reputation as a leading destination. Overall, the transformation of the bridge will help make the city a more vibrant and enjoyable place to visit and a memorable one for local and international tourists.

I. Attractive redesign of the entrance to Hikkaduwa



Figure 6.26: Concept for the Attractive Improvement of the Hikkaduwa Urban Council Entrance from the Matara Direction

Arrangement: Galle District Office, Urban Development Authority

The attractive redesign of the Hikkaduwa Municipal Council entrance from Matara also aims to enhance the existing tourist attraction and identity of Hikkaduwa. Based on the current characteristics, this area can be identified as an area with minimal attention to tourist attraction. Furthermore, since it is aimed to expand various tourist activities related to the Turtle Conservation Center and Rajgama Lagoon in this area, the creation of this city entrance has been included in the plan.

II. Reconstruction of the boundary wall built around the Hikkaduwa Port to provide a view of the sea



Figure 6. 27: Concept of redesigning the boundary wall built around Hikkaduwa Harbour facing the sea

Arrangement: Galle District Office, Urban Development Authority

It is proposed to redesign the boundary wall built around the Hikkaduwa Harbour to face the sea by creating a transparent mesh to replace the existing ten-foot high boundary wall. It aims to visually enhance the visual connection with the Hikkaduwa Harbour and thereby enhance the tourist appeal of the town.

III. Creating coastal parks

1. Proposed Coastal Park No 1

The proposed beach park is proposed to be built on an area of approximately one acre of land belonging to the Divisional Secretariat located near the Thotagamuwa Bridge. This piece of land is also located facing the Colombo-Matara-Wellawaya main road. Accordingly, the

strategic location of the park ensures easy access to the public, from the young to the old, with the main target group being foreign tourists. The plan provides a strong visual connection with the surrounding natural surroundings. The sea view in particular fosters interaction between visitors and nature.

It is also proposed to develop this park by including features such as a bicycle rental area, market stalls, a solid waste management program, and a canopy of trees.



Figure 6. 28: Proposed beach park no 1

Arrangement: Environment and Landscape Division, Urban Development

2. Proposed Coastal Park No 2

This beach park is proposed to be created as Coral Heaven Beach Park. As per the guidelines of the Sri Lanka Coastal Resources and Coastal Conservation Authority, the beach zone from the permanent shoreline towards the sea (up to the high tide line) has been proposed for this. Furthermore, this beach zone covers the beach zone from the southern breakwater of the Hikkaduwa Harbour to the Hikka Trans Hotel. Also, it is proposed to divide this beach zone

into three parts according to the use and create a beach park. Through this, it has been envisaged to provide various tourist experiences.

- I. Event, festival and family-friendly picnic area
- II. Coral Exploration Zone
- III. Water Sports Zone

i. Event, festival and family-friendly picnic area



Figure 6.29: Proposed coastal zone for programs, events and family-friendly outings
Arrangement: Galle District Office, Urban Development Authority

It can be identified that this zone is already operating as a zone for stalls, beach shows, parties and recreational trips. However, the fact that this coastal zone is operating as a private space can be identified as a major weakness. In particular, the fact that the beach entrances have been blocked and constructed, the beach entrances have been converted into private roads, the fact that construction has been carried out within the 10-meter protected zone from the permanent edge of the beach towards the land according to the requirements of the Sri Lanka Coastal Conservation Authority, and the fact that the coastal zone beyond that is made up of temporary private constructions that are not mobile can be identified as the reasons for this. Therefore, it can be concluded that this coastal zone should be planned in an organized manner under the following recommendations.

❖ Recommendations

Restoring public access: Efforts should be made to restore beach access and ensure that it is reopened and accessible to the public. This should include negotiating with private entities that have encroached on public beach space or taking legal action.

Ensuring compliance with regulations: To prevent further encroachment on public beach spaces, the guidelines of the Coastal Conservation Authority of Sri Lanka should be strictly implemented and no construction should be permitted within the protected area and public access should be ensured.

Promoting inclusive development: Future development plans for the beach park should prioritize inclusion and community participation. It should ensure that the park meets the needs of the local and tourist community.

Stakeholder Engagement: All stakeholders, including private sector entities, local authorities and community members, should be engaged to find mutually beneficial solutions that preserve the natural beauty of the coastal area while ensuring public access and enjoyment. Furthermore, strategic legal plans should be developed to promote business development, prioritizing public interests.

Accordingly, the Hikkaduwa Beach Park has the potential to be a vibrant and sustainable public space that benefits the community and promotes responsible tourism. However, challenges such as limited public access and non-temporary private construction must be addressed to achieve this vision. By restoring public access, enforcing regulations, promoting public amenities, and engaging stakeholders, this coastal park project can be introduced as a strategic plan for coastal development that balances commercial interests with public needs and environmental conservation.

❖ Proposed strategic projects

I. Coastal access points identified for improvement



Figure 6.30: Coastal accesses identified for improvement

Source: Galle District Office, Urban Development Authority

II. Creating a coastal access and decorating the surrounding wall with vibrant wall art.



Figure 6.31: Proposed concept for creating coastal access point 1

III. Opening of coastal entrances 2 and 3 to the general public

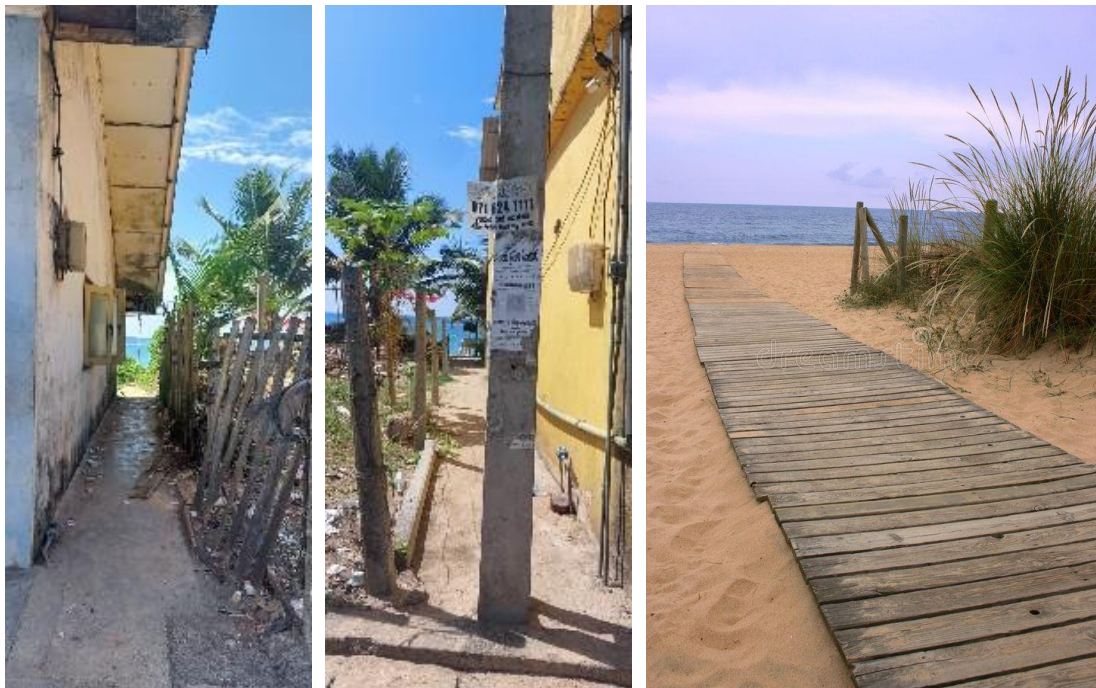


Figure 6.32: Proposed concept for creating coastal access points 2,3

Source: Galle District Office, Urban Development Authority

IV. Opening of access to the general public.



Figure 6.33: Concept of opening four coastal entrances to the general public

Source: Galle District Office, Urban Development Authority

v. Beachfront improvement

As a step to improve this coastal frontage, it is expected that the permanent seawall will be developed as an access road (10 feet road) in accordance with the requirements of the Department of Coastal Resources and Coastal Conservation of Sri Lanka, and the facade of the constructions facing the beach will be attractively designed and the use of the beach will be carried out in a systematic manner. Here, it is expected that the permanent seawall will be used as a public access and through it, the coastal frontage of the buildings will be improved in a systematic manner under the plans. Although the permanent seawall may be submerged by sea water at certain places during high tides, it is possible to create a coastal strip with space for public use by preparing the necessary background for the creation of the beach through methods to prevent coastal erosion.

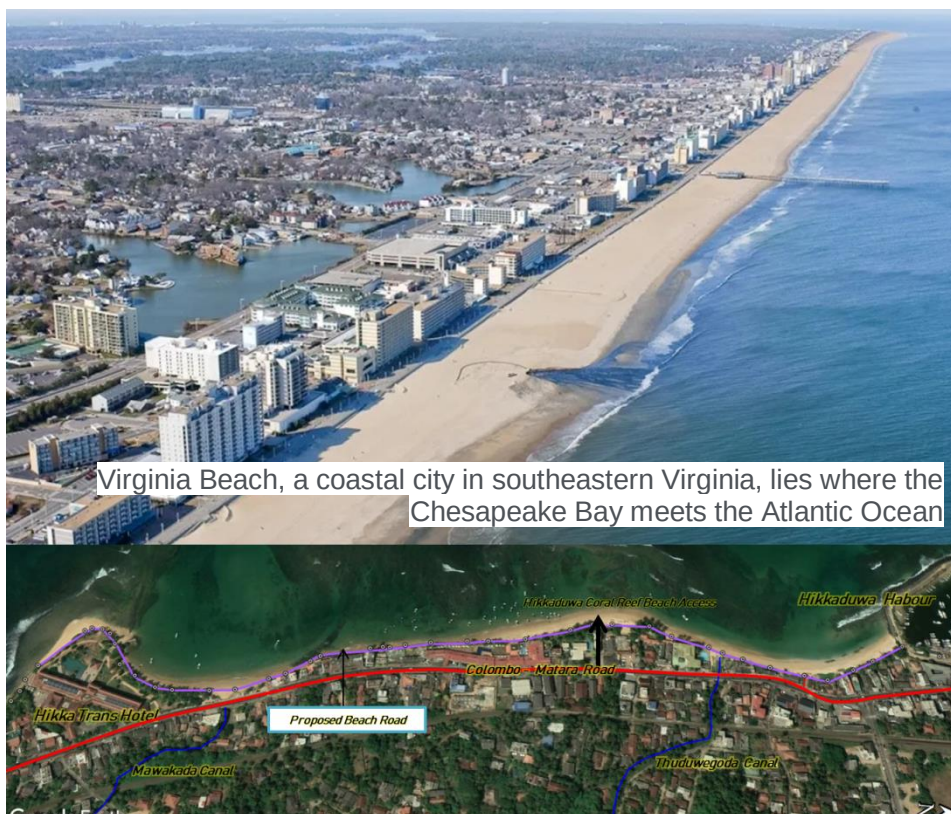


Figure 6.34: Beachfront Improvement Concept
Source: Galle District Office, Urban Development Authority

ii. Coral Exploration Zone

The Hikkaduwa National Marine Park can be identified as one of the unique features that remains the identity of the Hikkaduwa town. According to the data and information of the Department of Wildlife, this zone covers an area from the southern breakwater of the Hikkaduwa Harbour to the Nippon Villa building. Accordingly, in order to further promote the identity of Hikkaduwa and its coral reef, a series of strategic projects have been proposed in this plan aimed at enhancing the conservation, education and tourism potential of the Marine Park.

Objectives:

- ❖ To enhance the conservation and protection of coral reefs and marine life within the Hikkaduwa National Marine Park.
- ❖ To promote public awareness and education on the importance of coral reef and marine conservation.
- ❖ To develop sustainable tourism activities that showcase the beauty and biodiversity of the Marine Park while minimizing environmental impact.

Recommendations

- ❖ Provide facilities for monitoring and conservation of coral reefs
- ❖ Ensure safety and provide public amenities for visitors
- ❖ Eco-friendly tourism activities and waste management initiatives
- ❖ Redevelop the coral garden access
- ❖ Take legal action against unauthorized construction, illegal trade and parking

Accordingly, the proposed strategic projects for the promotion of the Hikkaduwa National Marine Park and Coral Reefs aim to enhance conservation efforts, raise public awareness and develop sustainable tourism activities. By implementing these projects and following the recommendations, the long-term health and vitality of the Hikkaduwa National Coral Reef can be ensured, and tourists and the local community will be able to improve opportunities for education and recreation.

❑ Strategic Development Projects

- i. Construction of a tourist information center to educate local and foreign tourists about coral reef related activities.

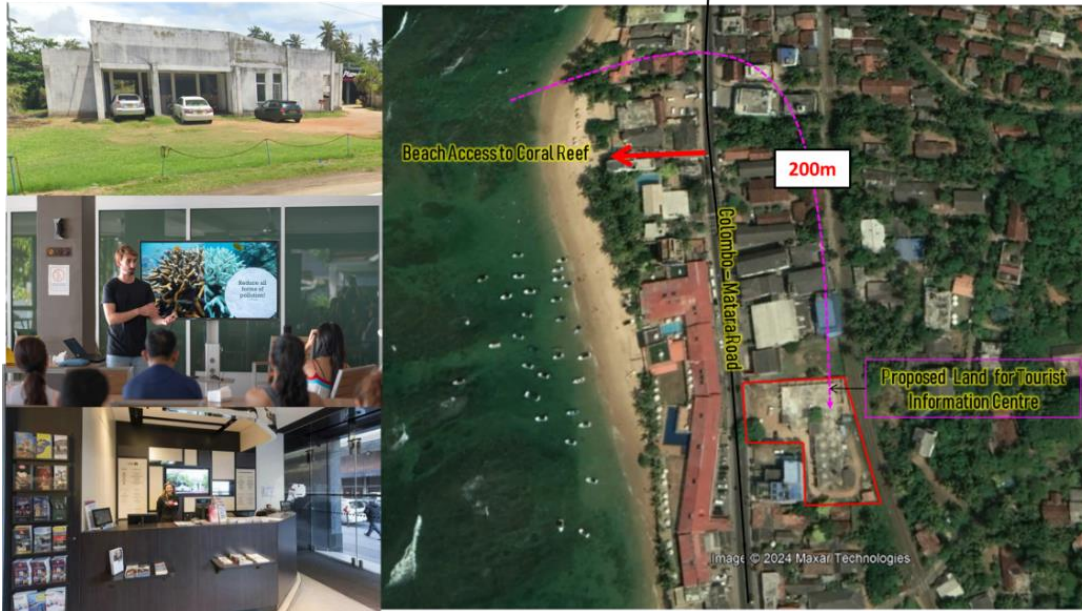


Figure 6.35: Proposed location for the construction of a tourist information center

Source: Galle District Office, Urban Development Authority

As shown in Figure 6.33, the site currently owned by the Ruhuna Tourism Development Board and currently used by Pizza Hut for commercial purposes has been identified for this purpose. The plan identifies that the existing building should be constructed as a two-storey building and a portion of its ground floor should be allocated for a tourist information center to educate local and foreign tourists about coral reef activities.

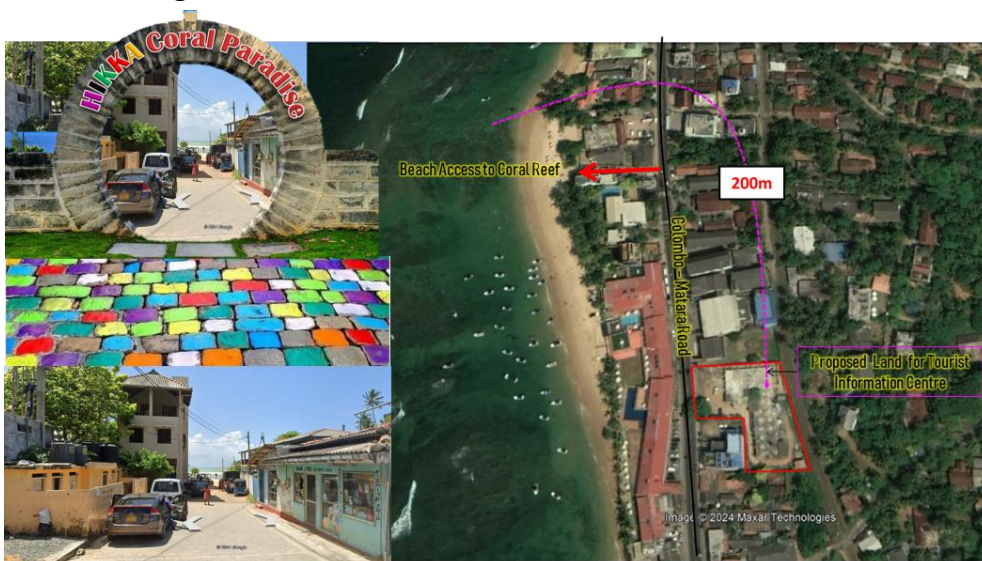


Figure 6.36: Proposed rehabilitation of the coastal entrance to the coral reef

Arrangement: Galle District Office, Urban Development Authority

ii. Restoration of the coastal access to the coral reef.

Here, the development of a multi-colored stone path and the creation of an entrance gate at the existing beach entrance have been identified. This aims to make the areas around the coral reef an attractive area and enhance its identity.

iii. Provision of toilet facilities



Figure 6.37: Proposed location for providing toilet facilities

For this purpose, it has been identified that the current location of the toilet facilities is suitable for those facilities and that the toilet system should be designed in an attractive manner to match the various colored lining of the proposed entrance gate and access road. Furthermore, it has been identified that disabled facilities should also be provided. It has been identified that it is appropriate to provide toilet facilities using a disposable container instead of the existing building.

iv. Providing bathing facilities along the beach



Figure 6.38: Proposed locations for bathing facilities along the beach

Two locations have been identified for bathing facilities along this beach and construction activities have been identified to be carried out as temporary structures in a creative manner that is compatible with the coral system as shown in Figure 6.37. This should be done as per the recommendations of the Department of Coastal Resources and Coastal Conservation.

v. Solid Waste Management

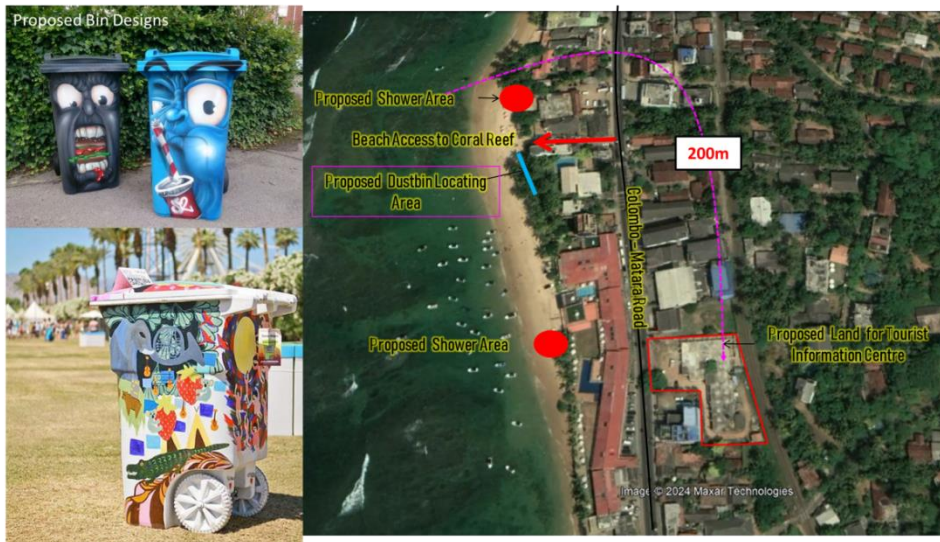


Figure 6.39: Proposed locations for providing waste sorting facilities

It has been identified that the provision of waste sorting facilities for solid waste management will be the main implementation. For this, it has been identified that, it is appropriate to design waste containers in a manner that suits the colorful coastal zone and install those containers in the identified location within the coastal zone with the support of the Municipal Council .

III. Water Sport Zone

The proposed coastal park No. 03 has identified the coastal zone to be developed as a water sports zone. Accordingly, it has been identified that it is essential to provide necessary public facilities to promote water sports with tourist facilities and to ensure a hassle-free and enjoyable experience for tourists.

Recommendations

- I. Preventing coastal erosion
- II. Providing public facilities for tourists and waste management

Strategic Development Projects

- I. Coastal Erosion Mitigation Projects

The area where the Mawakada Ela flows into the sea has been identified as an area where coastal erosion mitigation projects are required. The sea wall at that location, which has been destroyed by now, has been identified to be renovated. It has also been identified that it is appropriate to plant trees on both sides of the area where the Mawakada Ela flows into the sea. The aim is to curb coastal erosion in the area and develop the area into a safe and open space for the general public with a view of the sea.



Figure 6.40: Location identified for coastal erosion control

I. Provision of toilet facilities



Figure 6.41: Site Identified for the Provision of Public Toilet Facilities

According to the regulations of the Coastal Resources and Coastal Conservation Department of Sri Lanka, a 10-meter area from the permanent shoreline should be maintained as a coastal reserve. However, at present, that area has become private property. In such a situation, it has been identified that, it is appropriate to provide mobile toilet facilities within the area identified by the plan. Furthermore, those measures should be implemented as per the recommendations of the Coastal Resources and Coastal Management Department. It is appropriate to implement those facilities as a private sector project or a joint public and private partnership project and it is appropriate to provide the necessary guidance and support through the Municipal Council.

II. Providing bathing facilities along the beach



Figure 6.42: Location identified for providing bathing facilities along the beach

As per the guidelines of the Coastal Resources and Coastal Conservation Department of Sri Lanka, it has been identified that it is appropriate to provide bathing facilities along the beach within the area identified by the plan for the common good of the public within the coastal reserve, where 10 meters from the permanent shoreline.

iv. Solid Waste Management



Figure 6.43: Location identified for providing waste sorting facilities

It has been identified that the provision of waste sorting facilities for solid waste management will be the main implementation. For this, it has been identified that it is appropriate to design waste containers in a manner that suits the colorful coastal zone and install those containers in

the identified location within the coastal zone and carry out waste management through the Municipal Council.

3. Proposed Coastal Park No 3

The proposed coastal park has focused on the Narigama coastal zone. This zone, which packed with the most recreational and coastal activities in the Hikkaduwa Municipal Council area, extends from near the Hikkaduwa Nippon Villa Hotel up to geographical coordinates of 6° 6'23.30"N, 80° 7'30.57"E. The development plan has identified the zone to be improved and developed as the joyful coastal zone.

Under that,

1. Opening and improving coastal access roads
2. Preparing the necessary space for recreational coastal activities
3. Improving the facade of buildings in the coastal zone and regulate unauthorized constructions
4. Providing public facilities have been identified for implementation of strategic planning projects.

❑ Strategic Development Projects

I. Opening and improving coastal access roads



Figure 6.44: Coastal inlets identified for development under Coastal Zone No. 3

Source: Galle District Office, Urban Development Authority

29 beach entrances have been identified in this coastal zone and it has been identified that these beach entrances should be improved in an attractive way. It has been identified that these beach entrances are suitable for development under various themes. There, attractive development can be carried out through strategic activities such as decorating the walls on both sides of the beach entrances with 3D paintings suitable for taking photos, improving the beach path with stones, lighting and creating entrance gates. Also, parking of vehicles and commercial activities are prohibited at these beach entrances at any time and the beach entrances should not be blocked. In particular, buildings on both sides of the beach entrances should be designed in a spectacular way.

a) Creation of the coastal entrance gate number 11



Figure 6.45: Concept for designing the entrance gate of the beach entrance number 11

Source: Galle District Office, Urban Development Authority

This beach entrance can be identified as the main beach entrance to Narigama Beach. Therefore, the plan has identified that ,this beach entrance should be designed in a way that exudes color, energy and fun.

b) Decoration of the boundary wall on both sides of the coastal entrance number 15



Figure 6.46: Concept for beautifying the boundary wall on both sides of the beach entrance number 11

Source: Galle District Office, Urban Development Authority

The boundary wall on both sides of Beach Entrance No. 3 has been identified for decoration with 3D paintings, which make it suitable for photography.

b) Provision of public facilities



Figure 6.47: Area identified for provision of public facilities along the Narigama main beach entrance

Source: Galle District Office, Urban Development Authority

To provide public facilities, approximately 80 perches belonging to the Municipal Council have been identified for the development of community facilities, including the Fishermen's Community Hall.

It has been identified that the land is suitable for the construction of public toilet facilities and a tourist information center. For this purpose, it has been identified that it is appropriate to construct a new two-story building in place of the existing community hall and carry out the proposed developments.

C. Community Hall.

Additionally, restrooms and changing areas should be situated close to the beach to enhance the comfort and cleanliness of visitors. It is possible to determine whether facilities for bathing, storing personal equipment, and bathrooms of suitable sizes are included when authorizing buildings associated with such places, particularly for visitors who participate in sea sports.

c) Implementing strategies to improve surfing and diving activities

The aim is to increase tourism attraction and enhance community recreation through the implementation of strategic approaches to enhance surfing and diving activities. For that, following proposals were made

- Beautifying coastal areas: Keeping beaches and coastal areas clean and improving them as safe areas for everyone to enjoy.

- Supporting tourism: Making areas with adequate facilities and services for tourists who like surfing and diving activities
- Protecting the environment: Setting rules to protect marine life while allowing people to enjoy the ocean.

i. Concept for the Development of a Permanent Vegetation Buffer as an Access Pathway



Figure 6.48: Concept for the Development of a Permanent Vegetation Buffer as an Access Pathway
Source: <https://web.facebook.com/photo/?fbid=724745419833836&set=a.402604145381300>

To ensure a pleasant experience for tourists, it has been identified that a permanent vegetation turf with access road, as identified by the Department of Coastal Resources and Coastal Management of Sri Lanka. This road will be surrounded by a green belt on both sides, enhancing the scenic beauty and providing a refreshing environment for tourists.

It is suggested that a reserve border be maintained 10 meters from the road towards the land, in compliance with the guidelines established by the Department of Coastal Resources and Coastal Management, Sri Lanka. This limit will serve as the building boundary for any building development. There should be no development along the boundary, and the design should blend in with the beach and its surroundings.

Thus, its goal is to maintain the integrity

of the coastal environment and save the natural coastal landscape.

The path is proposed to be finished with wood, which will protect tourists' feet from hot sand, sharp shells or debris, and aims to increase the safety and comfort of visitors.

iv. Construction of Lifeguard Huts Along The Coast

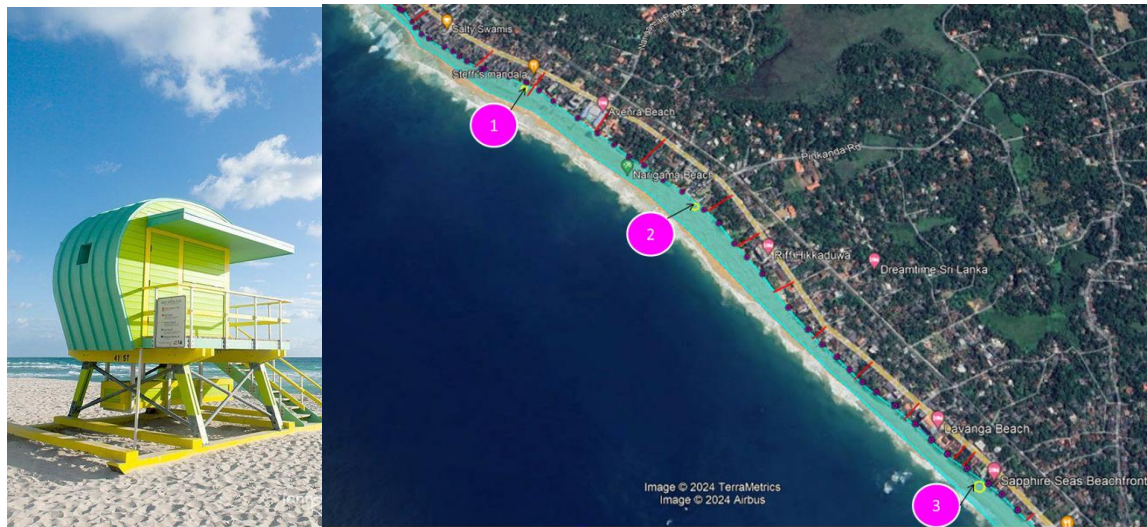


Figure 6.49: Areas identified for construction of lifeguard stations along the coast

Arrangement: Galle District Office, Urban Development Authority

The locations mentioned as 1, 2 and 3 along this coastal zone have been identified as suitable for the construction of lifeguard stations. It has been identified as suitable for the construction of a temporary building under the recommendations of the Department of Coastal Resources and Coastal Conservation of Sri Lanka.

v. Waste management



Figure 6.50: Proposed strategies for waste management

The efficient management of solid waste in public beaches is essential to protect the natural environment, ensure the safety of visitors, and maintain the attractiveness of the beach for locals and tourists. Accordingly, the plan identifies the following methods for managing solid waste on public beaches as appropriate.

- **Provision of waste collection infrastructure:**

Installing a combination of trash and recycling bins along the beach, at every beach entrance and on the shoreline is important . This involves using clearly marked bins with separate compartments for recyclables and general waste.

For this, garbage bins should be placed at every coastal entrance identified by the plan, monitored by hotel associations in the coastal zone, and garbage removal should be carried out through municipal councils.

- **Regular cleaning and maintenance:**

This could be done by having a team of beach cleaners patrol the beach several times a day, setting up bags to collect trash. To ensure that the beach is clean for tourists, they could be involved in full cleanups during off-peak hours. This could create a sense of commitment to protecting the environment for tourists.

- **Public awareness and education:**

This strategy can be implemented by launching a public awareness campaign with eye-catching posters and signs at beach entrances, distributing educational materials, and conducting interactive workshops on recycling and waste reduction, highlighting the importance of proper waste disposal and the impact of waste on marine life.

- **Beach access restrictions:**

Enforce a ban on single-use plastics such as plastic bags, straws and cups in the coastal area. This could include restricting activities that avoid generating excessive waste, at events such as fireworks displays or large-scale shows without a proper waste management plan. Obtaining proposals under a proper mechanism and granting permission for the relevant shows are proposed to enforce .

- **Partnership and collaboration:**

Partnering with local businesses to sponsor the installation of recycling bins and provide financial support for beach cleanup initiatives, and collaborate with environmental organizations to organize educational and beach cleanup campaigns.

- **Encourage reusable options:**

Provide facilities to encourage visitors to bring their own reusable water bottles or containers. For example, establish water refill stations along the beach.

- **Community involvement and volunteer programs:**

Organize monthly beach cleanup events in collaboration with local schools, businesses, community groups, and recognized volunteers with certificates of appreciation, or organize social gatherings to celebrate their contributions to keep beaches clean.

4. Proposed Beach Park No. 04 - Turtle Beach

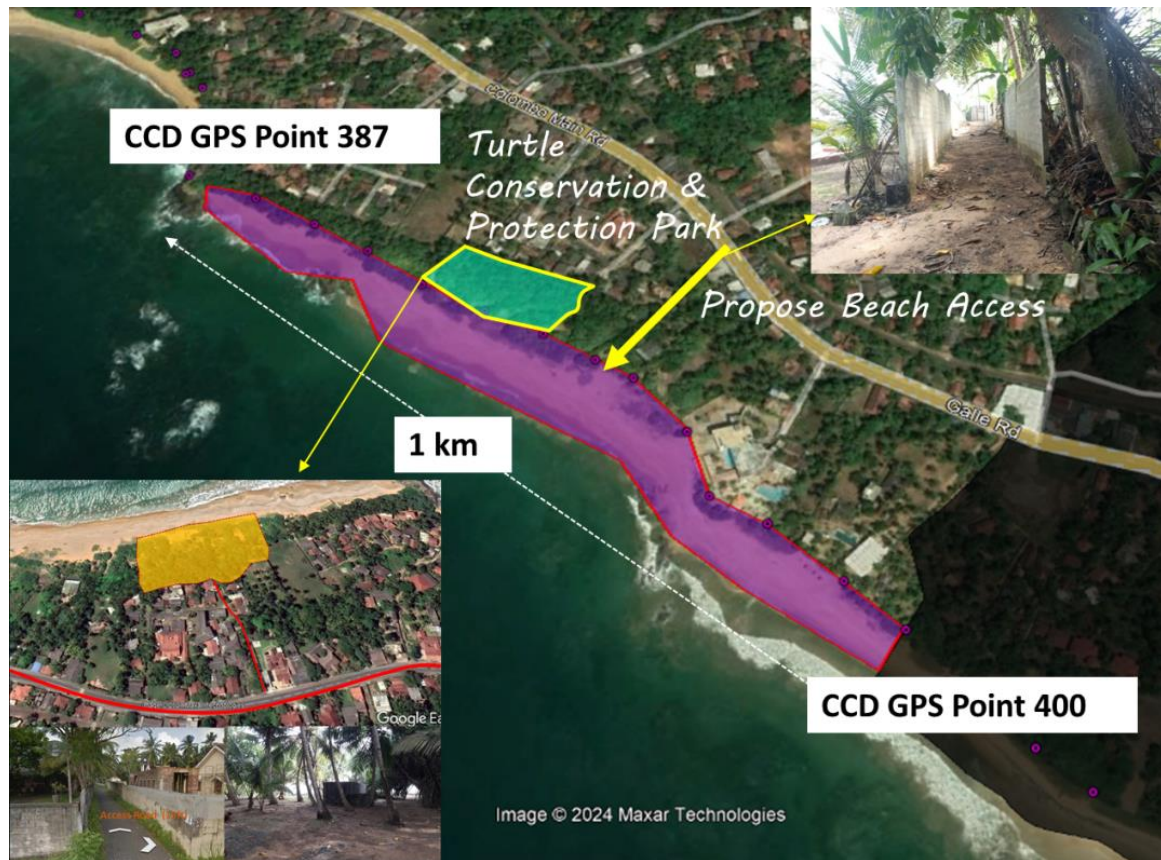


Figure 6.51: Proposed Beach Park No. 04 - Turtle Beach

Source: Galle District Office, Urban Development Authority

This area, extends from geographical coordinates 6° 6'0.97"N, 80° 7'33.53"E to 6° 5'48.50"N, 80° 7'51.06"E, has been identified for development as the Turtle Beach Zone. It has been planned to promote this area as the Turtle Beach with a strategic method to turn this region, which has escaped the tourist spotlight.

The plan identifies the following strategies as appropriate to create a turtle-friendly beach, minimize human disturbance, reduce threats to turtles and hatchlings, and enhance habitat quality

1. Coastal Management Plans

The entire coastal zone within the municipal limits can be identified as a turtle-friendly coastal zone. However, many people are of the opinion that the coastal zones have become less favorable for turtles due to the increase in coastal erosion due to adverse human activities. Therefore, the Department of Wildlife, Sri Lanka, Coastal Resources and Coastal Conservation Department, Central Environmental Authority, Marine Environment Protection Authority and Urban Development Authority should jointly take decisions and prevent such constructions in areas where causes to coastal erosion.

2. Creating artificial reefs

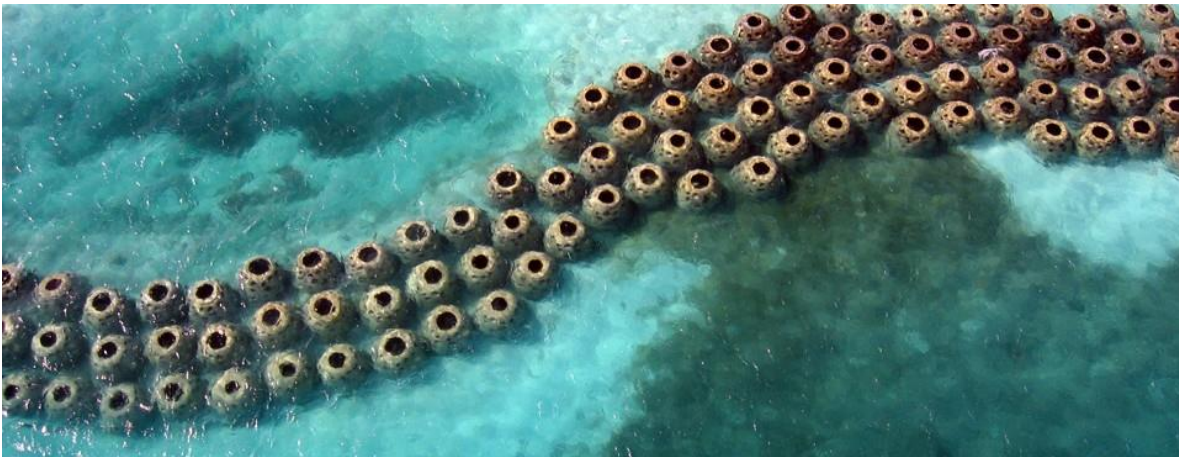


Figure 6.52: Reef Ball breakwater method

Source:[https://web.facebook.com/designedreefs?_cft__\[0\]=AZVhoXBsFXK1CLl8kyJI1vnKwkiWJfWN_oOHlNeZKF0LU0j73auTh-ZRhYPE9KBZq7LR4HcJ1iYwbcVq7AB5PjdSkQlRf6xnVxrjaMQ4a8NV04tj6A1wuyBjmzDLmudZ6bdw&tn=-UC%2CP-R](https://web.facebook.com/designedreefs?_cft__[0]=AZVhoXBsFXK1CLl8kyJI1vnKwkiWJfWN_oOHlNeZKF0LU0j73auTh-ZRhYPE9KBZq7LR4HcJ1iYwbcVq7AB5PjdSkQlRf6xnVxrjaMQ4a8NV04tj6A1wuyBjmzDLmudZ6bdw&tn=-UC%2CP-R)

The aim is to conduct research and studies on coastal erosion and prepare the environment for natural coastal formation. Artificial reefs are man-made underwater structures, usually placed on the seabed, to mimic natural reef habitats. These structures serve a variety of purposes, including providing habitat for marine life, enhancing biodiversity, protecting shorelines from erosion, and supporting recreational activities such as diving and fishing. Artificial reefs can be made from a variety of materials, including concrete, steel, fiberglass, and recycled materials. They come in a variety of shapes and sizes, from simple structures such as concrete blocks and old ships to complex reef modules designed to mimic natural reef formations. Artificial reefs are strategically placed in coastal waters, estuaries, or offshore areas to create or enhance marine habitats and promote environmental conservation and sustainable resource management. These structures attract a diverse array of marine life, including fish, corals, sponges, and crustaceans, by providing shelter, food sources, and breeding sites. Over time, artificial reefs can develop into thriving ecosystems that support commercial and recreational fishing, ecotourism, and scientific research. Additionally, artificial reefs help reduce the impact of human activities such as overfishing, habitat degradation, and coastal development by providing alternative habitats for marine species and promoting ecosystem resilience.

In particular, this method aims to create a natural (stone-free) coastline suitable for turtle breeding.

3. Display of signs and interpretations

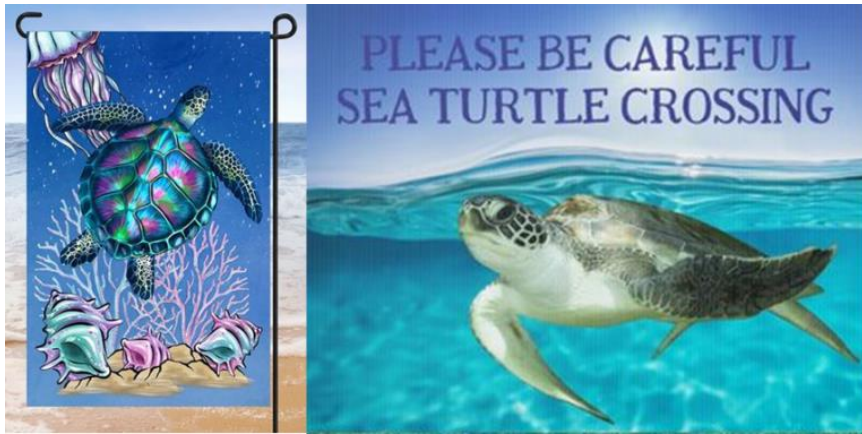


Figure 6. 53: Concept of suitable advertisements to be displayed in the coastal zone

This can be done by installing informational signs and interpretive displays at turtle nesting sites to provide visitors with information about sea turtles, nesting behavior, and conservation guidelines, through the use of graphics,

photographs, and interactive elements to enhance the educational experience and encourage responsible beach behavior.

4. Creation of a turtle conservation park

Within this zone, a portion of one acre of land (Figure 6.50) owned by the Hikkaduwa Divisional Secretary has been given to the Sri Lanka Wildlife Department for the creation of a Turtle Conservation and Protection Park. It has been identified as a project to be taken forward under this plan.

5. Creating coastal accesses



Figure 6.54: Proposed coastal access road to be opened

Quote: Website

This coastal access is not connected to the Colombo - Matara road and is being illegally acquired by private landowners. Therefore, it has been identified that this coastal access should be created by connecting the existing coastal road and obtaining space for a 20-foot access from the existing land facing the Colombo - Matara road.

1. Proposed Beach Park No. 04 – Sunset Vista Beach



Figure 6.55: Proposed Beach Park No. 04 – Sunset Vista Beach

Prepared by: Galle District Office, Urban Development Authority

This coastal region can be identified as a beautiful coastal strip that has lost its tourist attraction. It can be identified as an area with high cliffs where the sunset can be viewed spectacularly. Accordingly, it has been identified that the following strategies should be implemented in this coastal region.

As shown in Figure 6.54, four sunset viewing locations have been identified.

1. Improving coastal access roads



Figure 6.56: Proposed concept for improving the beach access at Beach Park 4

Quote: Website

As shown in Figure 6.55, three coastal entrances have been identified for improvement and the boundary walls along these routes have been decorated with canopy lighting systems and bright colors to create an attractive coastal entrance. This aims to improve tourist attraction as well as tourist safety.

2. Transforming the image frame into a dynamic coastal zone



Figure 6.57: The concept of creating a dynamic coastal landscape

Quote: Website

When constructing tourist hotels, restaurants, villas, guest houses or residential buildings along the coast, steps should be taken to create a scenic coastal screen along the coast. The aim is to create a scenic and quiet coastal zone. In this regard, private or public institutions should act according to the recommendations of the Sri Lanka Coastal Resources and Coastal Conservation Department.

3. Construction of a tourist police station and a luxury hotel

The land shown in the image is currently vacant. The land is owned by the private sector and the project is being implemented jointly by private and public institutions with the aim of attracting a large number of local and foreign tourists to this area.



Figure 6.58: Land identified for the construction of a tourist police station and a luxury hotel

Quote: Website

4. Proposed tourist facility center and recreation area along the Hikkaduwa River



Figure 6.59: Proposed public tourist facility center and recreation area along the Hikkaduwa River

Prepared by: Galle District Office, Urban Development Authority

This land, which is located adjacent to the Hikkaduwa River and adjacent to the proposed cycle path, is about 6 acres. Accordingly, it has been identified that it should be developed as a public tourist facility center, a floating boat restaurant, public toilet facilities and a landscaped recreational area with the aim of attracting tourists to the Hikkaduwa River area. It is appropriate to implement this project through a private investor and it should be done under the advice of the Urban Development Authority and other institutions.

5. Seaplane landing site



Figure 6.60: Proposed land for the seaplane yard

Prepared by: Galle District Office, Urban Development Authority

About 2 acres of this 6-acre land in the vicinity of Rajgama Lagoon has been identified as suitable for this purpose as identified under the seaplane adventure park .This project, which has been identified to be implemented under a public-private partnership, aims to highlight the tourist attraction potential of Rajgama Lagoon. It has also been identified that the following projects should be implemented in parallel with this project.

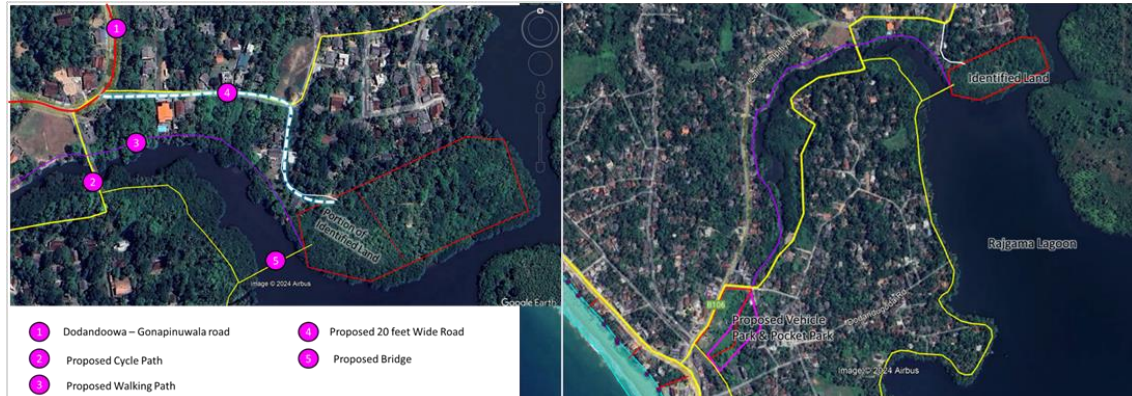


Figure 6. 61: Projects to be implemented concurrently with the proposed seaplane yard

Prepared by: Galle District Office, Urban Development Authority

To make the Seaplane Adventure Park more successful, cycle paths, walking paths and existing road widening have been identified. In addition, it has been identified that it is appropriate to construct a public parking lot and a public park near the Kumarakanda Junction.

6. Proposed Mixed-Use Building



Figure 6. 62: Proposed location for the proposed mixed-use building

Prepared by : Galle District Office, Urban Development Authority

The land identified for the implementation of the proposed project is currently being used as a fruit and vegetable market and a fish market. This building, located in the vicinity of

Hikkaduwa town, is located adjacent to the entrance to the Hikkaduwa harbour and Hikkaduwa railway station. Therefore, it has been identified that the existing building should be replaced by a building with a number of floors determined by the zoning coefficient and that it is suitable for more formal fruit, vegetable and fish market activities, luxury commercial activities and a restaurant with a sea view on its upper floor. It has been identified that it is appropriate to implement the project under the public and private partnership.

7. Construction of an indoor multi-sports building

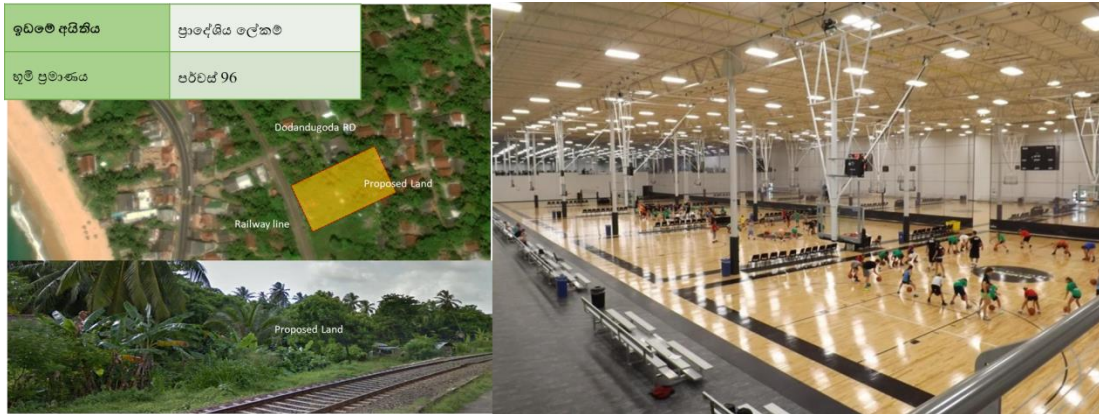


Figure 6.63: Proposed land for indoor multi-sports building

Prepared by: Galle District Office, Urban Development Authority

The vacant land of about 96 perches owned by the Hikkaduwa Divisional Secretariat has been identified as suitable for the construction of a multi-sports center. Although there is no proper access road to this land, it has been identified as appropriate to implement this project with the aim of increasing tourism attraction and improving community safety. It has been identified that the roads, including other infrastructure facilities, will be improved on a lease basis through public partnership and the project will be implemented through a private investor. Through this, it is hoped to create a high-quality and civilized tourist environment around Rajgama Lagoon, ensuring that various tourism activities have spread around Hikkaduwa.

6.2.4. Sustainable Environmental Strategies

6.2.4.1. Goals

“Environmental Management” is a fundamental component of a development plan and these environmental conservation strategies are designed to overcome natural and man-made problems. It is expected that the Hikkaduwa Municipal Council area will be developed as a sustainable city by minimizing natural disasters and creating a green urban environment.

The goal of the zoning of environmentally sensitive areas in the Hikkaduwa Municipal Council area is,

By 2033, the environmentally sensitive areas in the Hikkaduwa Municipal Council area will be utilized for sustainable social, economic and environmental uses, taking into account their potential and other environmental benefits, thereby preventing unauthorized acquisition and inappropriate uses.

6.2.4.2. Objectives

- I. To create sustainable development by protecting the unique ecological areas covering the National Marine Park, Lagoon Sanctuary, Paddy Fields and Wetlands.
- II. Strengthen the local economy by enhancing biodiversity and increasing environmental, tourism and recreational opportunities.
- III. Striking a balance between urban development and environmental conservation through strategic planning.
- IV. Minimizing environmental risks and ensuring the long-term well-being of the community by integrating disaster risk reduction measures and sustainable development principles., creating a resilient and prosperous Hikkaduwa for future generations.

6.2.4.3. Strategies

I. Strategy I

Establish conservation zones to protect and enhance ecosystem functions based on the natural characteristics of existing environmentally sensitive areas and their level of sensitivity. Under this, two main conservation zones are proposed as follows. This is detailed in Chapter 7 of this plan.

I. Highly Sensitive Conservation Area - Conservation Wetlands.

Wetlands declared by an international convention, a local act or a gazette notification belong to this zone. (The Hikkaduwa Marine National Park, which was designated by Gazette No.

1257/14 of 05 October 2002 under the Wildlife Protection Act, and the Rathgama Lagoon Sanctuary, which was gazetted on 17.08.1988 under the Department of Wildlife Conservation, measuring 101.58 hectares.)

II. Medium Sensitive Conservation Zone

This zone includes areas that should be designated as wetlands and water retention and drainage areas to minimize and control flood risk, as well as existing cultivated paddy fields, abandoned paddy fields and associated areas such as Deniya, Owita, etc., and areas where agricultural industries related to wetlands are carried out, totaling about 145.17 hectares.

Strategy II

To prevent the local people from dumping waste into the Thuduwegoda canal and Mawakada Canals, a systematic program for waste collection from their homes, including educating them about waste segregation and disposal, will be developed (further details are provided in the Solid Waste Management Plan, 6.3.4.1.4).

Strategy III

Planting plants that can naturally purify water in the middle of the Thuduwegoda canal and creating “artificial floating wetlands”. This will stop the dumping of garbage into the canal and, by cleaning the dirty water, will prevent the entry of waste water into the sea area, which is the main tourist attraction of Hikkaduwa. This plan has identified that it is appropriate to implement this project under the criteria of environmental management and conservation, and improving water quality, which is one of the criteria of the “Blue Flag” certificate , in order to meet the criteria required to make the Hikkaduwa coastline a Blue Flag coastline.



Figure 6.64: Areas identified for creation of floating wetlands along the Mawakada and Thuduwegoda canals

Strategy IV

Minimizing physical damage to the coral reef by improving the ecosystems around the Hikkaduwa National Park. Preparing appropriate plans for the renovation and maintenance of the Thudawe canal and Mawakada canals in the city center.



Figure 6.65: Installation of garbage traps in Mawakada and Thuduwegoda canals

As per Figure 6.64, this plan has identified that it is appropriate to install garbage traps along the Mawakada and Thuduwegoda canals with the aim of improving environmental management and conservation and water quality, while meeting the criteria required to make the Hikkaduwa coastline a Blue Flag coastline.

Strategy V

Displaying billboards to prevent tourists from walking on the coral reefs near the beach. In this regard, the Hikkaduwa Wildlife Office will introduce a system of laws and regulations, educate the public and implement the laws and regulations, and the office will act as the responsible institution in this regard. Furthermore, the plan has identified the construction of a tourist information center in the vicinity of the coral reef ,in parallel.

Furthermore, this plan identifies the need to update the Hikkaduwa Coral Park Zoning Plan with the aim of achieving the objective of environmental management and conservation while meeting the criteria required to make the Hikkaduwa coastline a Blue Flag coastline.

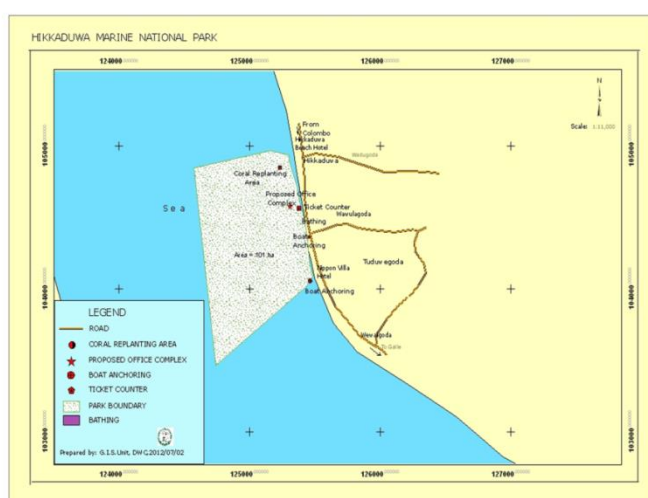


Figure 6.66: Coral Garden Zone Plan identified for update
Source: Department of Wildlife - Hikkaduwa

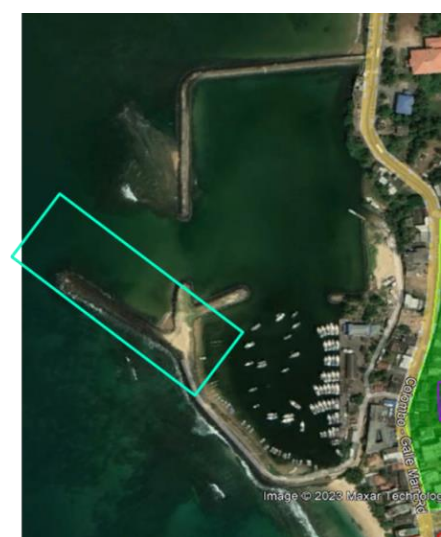


Figure 6.67: Breakwater constructed near Hikkaduwa Fishing Harbour

In addition, the plan identifies that it is appropriate to conduct an environmental impact assessment by the Ministry of Fisheries in collaboration with the Department of Wildlife regarding the construction of a breakwater to manage the problem of sand erosion around coral reefs that take appropriate measures regarding the breakwater constructed near the Hikkaduwa fishing harbour.

- **Strategies to protect the ecosystem around Rathgama Lagoon**

Strategy V I - Community Engagement and Education

Conducting educational programs are crucial to educate local communities about the importance of mangroves for biodiversity and lagoon shore conservation. Under this strategy, it has been identified that it is appropriate to create a mangrove fence along the banks of Rajgama Lagoon, thereby aiming to minimize bank erosion.

Involving local communities in mangrove conservation efforts, emphasizing their role in sustainable resource management.

Strategy VII - Implementation and enforcement of regulations for sustainable fishing practices.

Promote community-based fisheries management by involving local fishermen in decision-making processes to ensure the long-term survival of the ecosystem. This plan identifies the need to conduct an environmental impact study on the breakwater constructed near the Dodanduwa Fishing Port under the strategy of protecting the ecosystem around the Rajgama Lagoon..

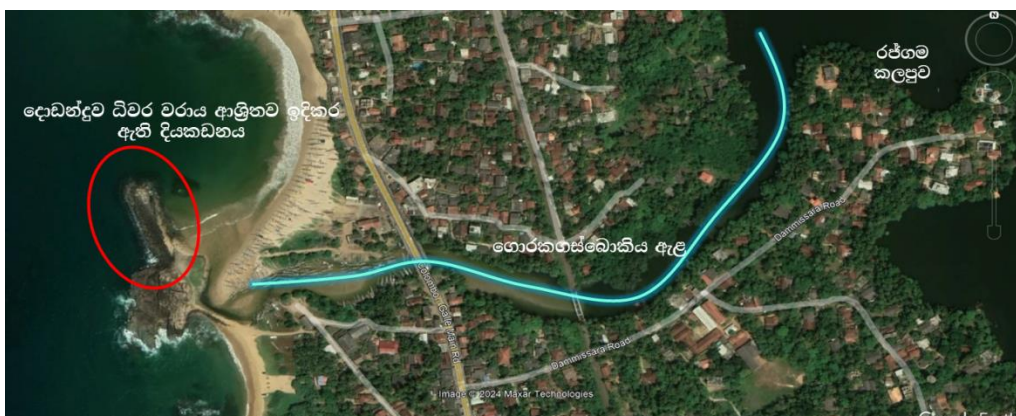


Figure 6. 68: Breakwater constructed near Dodanduwa Fisheries Harbour

Strategy VIII- Creating alternative livelihoods

Introducing alternative livelihoods (such as tourism - fishing) for communities that depend on the lagoon for income.

Providing training and support for sustainable livelihoods such as promoting eco-tourism and

fisheries - tourism activities to reduce dependence on environmentally destructive practices.

Strategy IX - Erosion Control Measures

Working with environmental agencies and experts to design and implement effective erosion control strategies and involving local people in their implementation

Strategy X - Regulating land use and development

Enforce strict regulations related to the use of land around the sanctuary and take steps to prevent encroachment and unsustainable development.

Constant monitoring to identify and address unauthorized activities occurring within the sanctuary boundaries.

Strategy XI - Ecotourism Initiatives

Develop and promote responsible ecotourism projects that highlight the natural beauty and biodiversity of the Rathgama Lagoon Sanctuary.

Ensure that tourism activities are conducted in an environmentally sustainable manner to minimize negative impacts.

Strategy XI I - Continuous Monitoring and Research:

Establish a comprehensive monitoring program to monitor the health of the sanctuary, including water quality, biodiversity, and mangrove cover.

Conduct regular research studies to assess the impact of human activities and climate change on the lagoon ecosystem.

Strategy XIII- Law Enforcement

Strengthen law enforcement mechanisms to prevent and punish activities that threaten the sanctuary, such as illegal logging, fishing or encroachment.

Strategy XIV

Develop and implement climate resilience strategies for the sanctuary, considering the potential impacts of climate change on the lagoon ecosystem.

(Implementing all the strategies proposed to be carried out in the highly sensitive conservation zone, under the responsibility of the Department of Wildlife Conservation, the Coastal Conservation Department, the Central Environmental Authority, the Urban Development Authority and Hikkaduwa Municipal Council. They should be jointly coordinated with all relevant institutions, including the Department of Wildlife Conservation, the Central

Environmental Authority, the Urban Development Authority, the Hikkaduwa Municipal Council, etc.)

6.2.4.1.Landscape Management Plan

- The main objective of this plan is to conserve and enhance the natural landscape features of the area. This will help to preserve the identity of the city.
- In addition, it is expected that various ecosystems, roads. will be developed sustainably through systematic plans that prioritize environmental conservation.
- The landscape plan of the Hikkaduwa Urban Council area will be prepared according to the following objectives to face global climate change in the future.
- Increasing urban forest cover to minimize disasters such as increasing urban temperatures, increasing carbon footprint, increasing air pollution, and flooding
- Adding a variety of indigenous plants to the environment to enhance urban biodiversity
- Introducing dedicated pedestrian lanes, sidewalks and seats to further encourage walkers and ensure pedestrian safety.
- Protecting sensitive ecosystems and using them for sustainable, environmentally friendly recreational activities by introducing wise use
- Creating well-designed open spaces with non-structural facilities such as urban squares and public parks for the people.
- Providing beauty, identity and economic development to the city by adding various parks, paths, appropriate billboards and lighting.

6.2.4.2.Disaster Impact Mitigation Plan for the Hikkaduwa Urban Council Area

Objective :

The objective of this plan is to make the municipality a disaster-resilient city by 2033. Specific disaster situations that can be identified in the Hikkaduwa Municipality area include flash floods, strong winds and tsunamis. In addition, the discharge of sewage, waste and wastewater into the sea through the canals that flow into the Hikkaduwa Marine National Park can also be considered a disaster situation.

I. Minimizing flood disaster risk

Strategy I

Minimizing flooding of the road by properly constructing drainage systems on both sides of the Colombo-Galle main road. This is expected to reduce the risk of disasters and provide safety and comfort for residents and tourists visiting the city.

Strategy II

Conserving existing wetlands, including swamps, paddy fields, canals, etc. , to minimize the risk of flooding by retaining water.

II. Tsunami Disaster Risk Reduction

Strategies I - Early Warning

Strengthen early warning systems to provide warnings to residents and tourists in the event of a tsunami threat. Conduct regular drills and public awareness programs to ensure that the community knows how to respond when warnings are issued.

Strategy II- Community Participation and Education

- Conduct regular community training programs on the scientific background of tsunamis, tsunami preparedness, response and recovery.
- Educate the public on emergency evacuation plans.
- Properly display notice boards indicating evacuation routes and designated shelters by the Disaster Management Centers.

Strategy III- Creating infrastructure that can withstand disaster situations

- Implementing and enforcing building design and land use regulations that prioritize tsunami resilience

Strategy IV- Natural barriers and green infrastructure

- Reconstructing mangrove ecosystems that can act as natural barriers against tsunami waves, while implementing and enforcing planning regulations to protect the natural coastal zone
- Planting vegetation that can stabilize the coastline to improve the resilience of the coastline

Strategy V -Hazard Map Updating

Continuously update tsunami hazard maps, taking into account factors such as sea level rise and changes in coastal topography, to inform risk for land use planning decisions and identify areas that may require additional protection measures

III. Mitigating the Risk of Strong Winds

Strategies I- Developing Wind-Resistant Infrastructure

- Design and construct buildings and structures using wind-resistant materials and construction techniques.
- Plant windbreaks using native and resilient vegetation in coastal areas to act as a natural barrier to reduce wind speed and protect vulnerable structures.

Strategy II - Community Awareness and Preparedness

- Implement community awareness programs on risks and safety measures during high wind events

6.2.4.3.Spatial Plan for Public Outdoor Recreation Spaces for the Hikkaduwa Urban Council Area

Objective:

The main objective is to protect the scenic spots of the urban area and sustainably utilize them for the use of the people, and to properly plan the open spaces required for direct and indirect recreational activities for the increasing population by the year 2033. For this, attention is paid to public open spaces such as public parks, stadiums, walking paths, beaches, etc. that are freely accessible.

In this strategic plan, followings are considered.

- I. Identifying open lands that can be used for recreation in the city
- II. Identifying the natural resources, waterways, special landscape features, forests and scenic spots, etc.
- III. Quantifying those places and preparing proposals for each special project
- IV. The identified areas are mapped and proposals are prepared for the areas to be renovated.

According to the Urban Development Authority standards, there is a need about 65 hectares of public open space compared to the population forecast as 65,000 in 2033. There is not enough land to meet all the open space requirements and the following plan has been presented considering the available space to meet the existing requirement.

Strategy I - Creation of multipurpose beach areas

- Utilizing the beach from near the Nippon Beach Resort Hotel to Dodanduwa for multipurpose activities such as beach volleyball, yoga and other low-impact sports.
- Allocating suitable places on the above-mentioned beaches for community

festivals and outdoor concerts to promote cultural and recreational activities.

- Use of easily removable temporary structures to maintain the natural beauty of the beach
- In the section declared as a National Park by the Department of Wildlife Conservation, zones for activities that are allocated need to be displayed in a way that is easily visible to the users.

Strategy II - Development of public facilities around the beach area

- Development of small pavilions or shaded areas with seating for local and foreign tourists who come for excursions and relaxation.
- Provision of public facilities such as restrooms, places where clean water can be consumed (for bathing) and waste disposal need to be enhanced
- Creation of a main entrance to the Hikkaduwa Marine National Park to make it easier for tourists to identify it

Strategy III - Development of publicly accessible playgrounds

- Optimal use of existing stadiums for high-impact sports that require more space such as football or cricket.
- Renovate and make the existing children's parks usable for children and maintain them properly.

Strategy IV - Development of bicycle paths.

- Under this, a bicycle path of about 24 km in the planning area is proposed.
- Public park development projects identified for implementation by the development plan

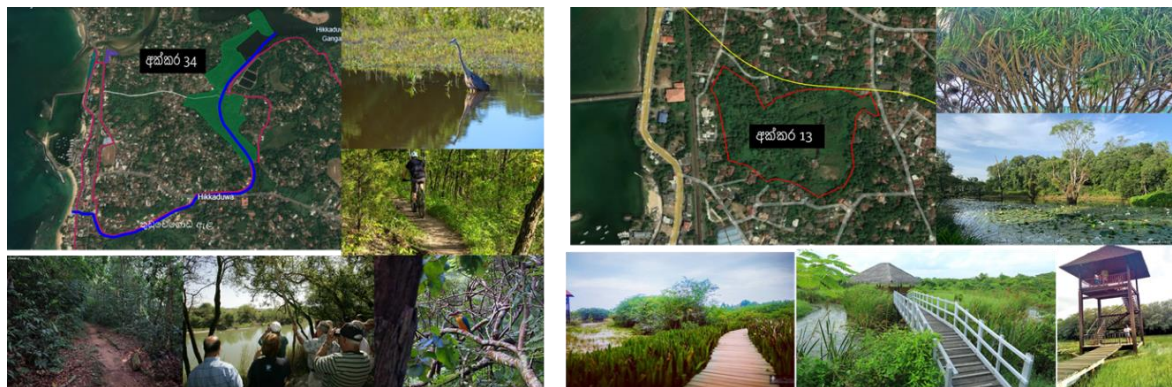


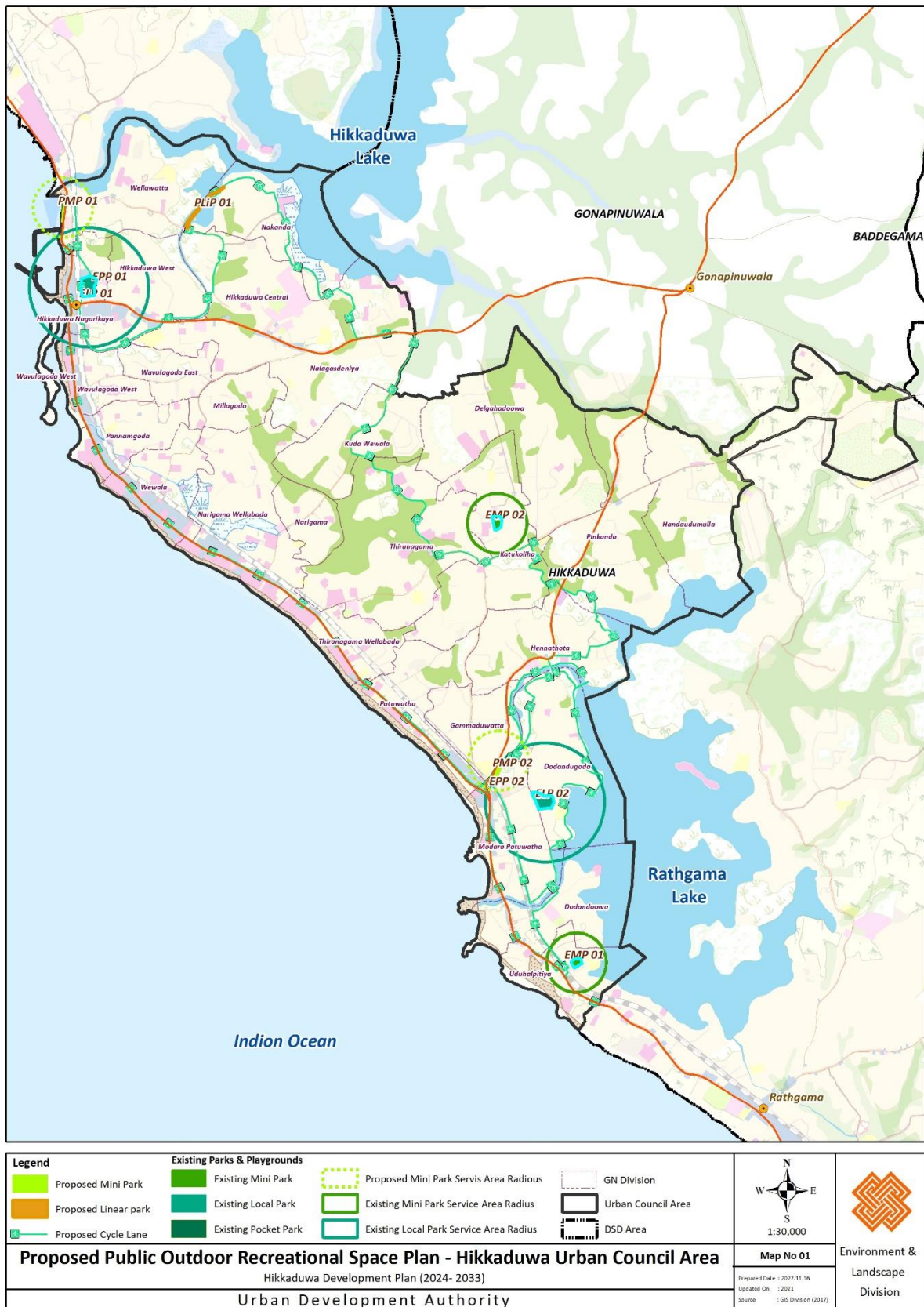
Figure 6. 69: Conversion of wetlands along the Hikkaduwa River into natural wetland parks



Existing leisure and recreational activities Public parks		
Code	Name	Extent (Ha)
ELP 01	City Hall Playground	1.2
ELP 02	Marakola Playground	1.1
EMP 01	Playground	0.3
EMP 02	Playground	0.4
EPP 01	Children's Park	0.1
EPP 02	100 City Park	0.2
	Total Size	3.2
Proposed leisure and recreational activity Public parks		
PMP 01	Proposed Small Gardens	0.2
PMP 02	Proposed Small Gardens	0.5
PLiP 01	Proposed Linear Garden	0.4
	Total Area	1.1
	Total Area	4.3

Table 6.7: Public parks identified for maintenance within the Hikkaduwa Urban Council area

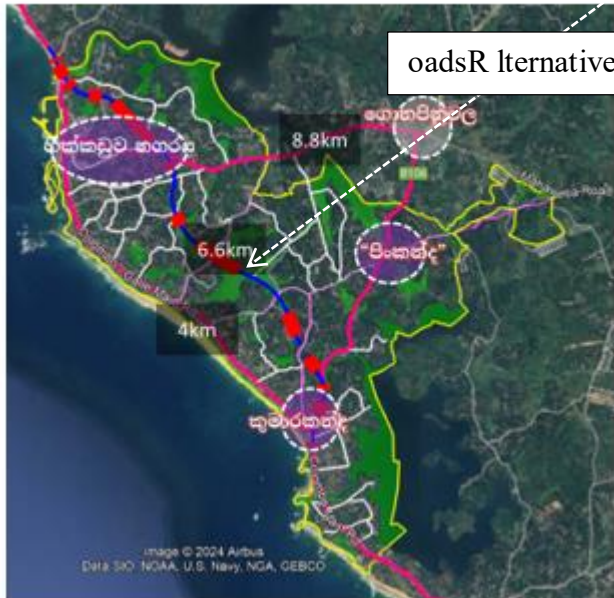
According to the table, the public parks identified for maintenance within the Hikkaduwa Urban Council area can be identified by map numbers.



Map 6.4: Public parks identified for maintenance within the Hikkaduwa Urban Council area

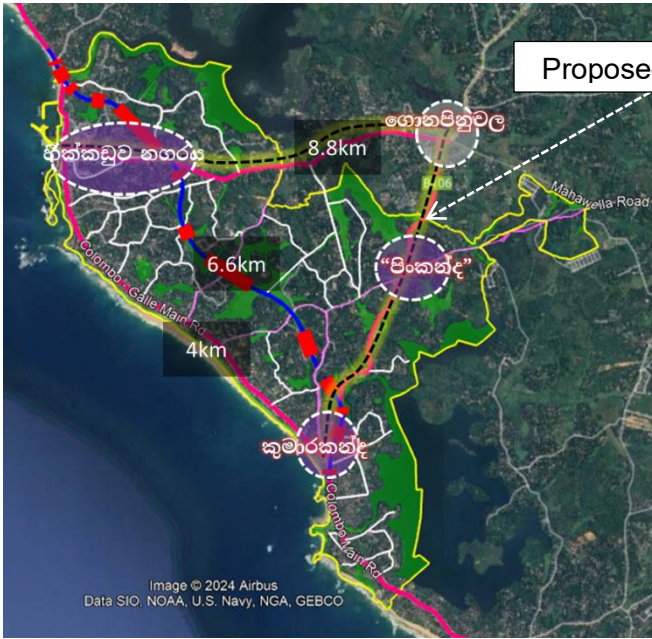
Project Implementation Startegic Plan 6.2.5.

I. Suggested Hikkaduwa Alternative Road Construction

dentificationI Project					
Project title		Suggested Hikkaduwa Alternative Road Construction			
Project proposal		This project has been proposed to be implemented as a priority project with the friendly road and to -Matara road a pedestrian -aim of making the Colombo long the coastal zone to the interior of the expand the development pressure a city. As proposed by the Road Development Authority, this project has been proposed to be implemented with a width of 24 meters and a building limit of ccordinglymeters (in one direction) from the center of the road. A 15, the ultimate expectation is to make this road the main road in the area and thereby friendly-Matara road a pedestrian -make the Colombo and safe road.			
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access		-			
Location map					
					
Project justification					
Project types	Conservati on		Project nature	New	
	Landscapes			expanded To be	
	Heritage			Land development	

				only			
	Replacement		Project goals	Economic			
	Houses			Social			
	Road Development			Environmental			
	Commerce						
	Other			Physical			
Project goals	friendly road-Matara road a pedestrian-Making the Colombo Expansion of development pressure along the coastal zone into the city interior						
The basis of the project	Heavy traffic, unsafe conditions for pedestrians and noise pollution along the Matara road have a negative impact on coastal tourism-Colombo. on that road, linear development and relatively increased building Based .density will have a negative impact on the marine and coastal ecosystem						
Description of the project property							
Current ownership of the land	UDA		Land size	about 6.6 km long and 24 meters wide	Survey plan	Number	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	Central Government of Sri Lanka Road Development Authority					
	Fundraising method	Government funds financial Foreign assistance	Institutions that require approval	Landowners Central Environmental Authority Hikkaduwa Pradeshiya Sabha Hikkaduwa Divisional Secretariat			

2.Introducing an alternative way for heavy vehicles and long distance vehicles

identification Project					
Project title	Introducing an alternative way for heavy vehicles and long distance vehicles				
Project proposal	The project aims to convert the Colombo - Matara highway into a pedestrian-friendly highway by constructing an alternative highway and implementing it as part of its development plan. This project will divert heavy vehicles and long-distance vehicles from the Kumarakanda junction to the Elpitiya highway and then via the Oskus Kagonapinuwala to the Hikkaduwa Dekadgama highway to the Colombo - Matara highway via the Oskus Hikkaduwa town.				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administr ative unit	Hikkaduwa Municipal Council		West	
Access	-				
Location map					
					
Project justification					
Project types	Conservati on		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replaceme nt		Project goals	Economic	
	Houses			Social	
	Road			Environmental	

	Development						
	Commerce						
	Other				Physical		
Project goals	I. friendly road-Matara road a pedestrian-Making the Colombo And reduce traffic congestion there						
The basis of the project	to the Road term project, the existing roads belonging-As a short -Development Authority can be used as an alternative for heavy and long Matara road until -distance service buses operating along the Colombo .the proposed alternative road is constructed						
Description of the project property							
Current ownership the land of	UDA		Land size	New roads measuring approximately 6.6 km in length and 6-9 meters in width	Survey plan	Number	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	Development Authority Road Hikkaduwa Municipal Council					
	Fundraising method	Government funds	Institutions that require approval		Hikkaduwa Regional Coordinating Committee		

3 Expansion and improvement of Hikkaduwa main town centre

IdentificationI Project					
Project title	Expansion and improvement of Hikkaduwa main town centre				
Project proposal	It has been identified that it is appropriate to create a new town center near the intersection of the Baddegama Road and the proposed alternative road in order the proposed Hikkaduwa alternative road to make as the main road in the -Hikkaduwa Urban Council area and to reduce congestion on the Colombo .Matara road				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access	Hikkaduwa Baddegama Road				
Location map					
 					
Project justification					
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			development only	Land
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce				
	Other			Physical	
Project goals	I. Making the proposed Hikkaduwa alternative road the main road in the area Hikkaduwa Urban Council II. Matara road-Reducing congestion on the Colombo				

	III. distance service transportation center equipped with -Creating a long modern facilities						
The basis of the project	• The existence of abandoned paddy lands suitable for development -alternative road and along the Hikkaduwa along the proposed .Baddegama road • distance -It is necessary to have a bus stop for express and long .services anda public parking lot in the vicinity of the city • Matara road needs to be-The petrol station facing the Colombo .relocated to the inner city • The need to expand Hikkaduwa town along the Baddegama road						
Description of the project property							
Current ownership of the land	UDA		Land size	About 4 acres	Survey plan	Number	
	Governme nt					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementi ng agency	Urban Development Authority Hikkaduwa Municipal Council					
	Fundraisin g method	Government funds private -Public investment	Institutions that require approval			Central Environmental Authority Department of Agrarian Services Road Development Authority Land Development Corporation	

4. Installation of reef balls in the Hikkaduwa sea area

Identification Project					
Project title	Installation of reef balls in the Hikkaduwa sea area				
Project proposal	This plan has identified the Hikkaduwa coastline as suitable for becoming a Blue Flag coastline. Accordingly, it is necessary to create a wide coastline and for this, the installation of reef balls in the Hikkaduwa sea area as a to coastal erosion has been identified as a project to be implemented. solution Furthermore, through this project, it is aimed to establish a suitable environment for marine biodiversity and coral formation				
Location	Province	South	Limitations	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access	Colombo Matara Road, Hikkaduwa Beach Entrance and Beachfront				
Location map area surrounding The marine zone from Hikkaduwa Harbour to the of the proposed Turtle Conservation Center					
					
Project justification					
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce			Physical	
	Other				

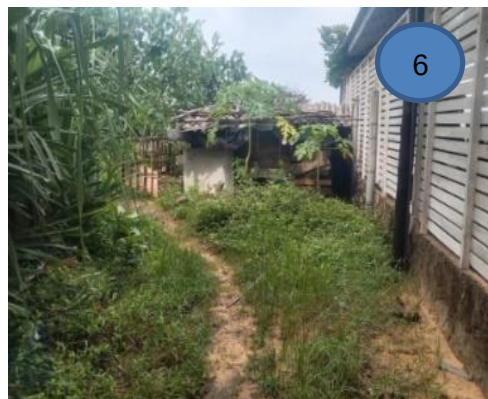
Project goals	• Expansion of the Hikkaduwa coastal zone • Reducing coastal erosion • Increasing coral and fish biodiversity • Creating a suitable environment for surfing • Hikkaduwa coastal zone a Blue Flag beach Making the						
The basis of the project	Ensuring the creation of a wide coastal zone with high tourist attraction, minimized coastal erosion, and a coastal strip rich in biodiversity						
Description of the project property							
Current ownership of the land	UDA		Land size		Survey plan	Number	
	Government					Date	
	Other					Land size	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	Conservation Department of Wildlife Marine Environmental Protection Authority Central Environmental Authority Department of Coastal Resources and Coastal Conservation					
	Fundraising method	Government funds private -Public investment	Institutions that require approval		Department of Wildlife Conservation Marine Environmental Protection Authority Central Environmental Authority Department of Coastal Resources and Coastal Conservation		

5 Opening the beach access ways

IdentificationI Project					
Project title	coastal access roads Opening and improving				
Project proposal	The Sri Lanka Coastal Resources and Coastal Management Department has gazetted 29 beach entrances within the Hikkaduwa Urban Council area and identified 5 new beach entrances as suitable for inclusion. The project ther identifies the need to enhance the unique features of the beach fur entrances, to enhance the tourist attractions and characteristics of a coastal town, and .to display name boards in three languages				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access	-				
Location map					
1) Udugalpitiya Handicraft HousesI Beach Entrance 2) Udugalpitiya Handicraft HouseII (Near the Post Office) Beach Entrance 3) I, II, III, IV alleways , which splits from M. G. Mendis Road 4) Dodanduwa Customs Road Beach Entrance I and II 5) Dodanduwa Kohumola Road 6) Dodanduwa Harbor Shore Entrance 7) The footpath towards Hikkaduwa, 160 meters from Dodanduwa Harbour 8) The beach entrance in front of 64 th post 9) Beach access to the Karapefishing pier 10) The beach entrance in front of the Kumarakanda gas station 11) The beach entrance near Kumarakanda Children's Park 12) The footpath in front of the People's Bank, Patuwatta 13) Beach Entrance Patuwatha 14) The beach entrance near the Lavanga Hotel 15) The beach entrance near the Cinnamon Garden Hotel 16) The beach entrance near the Avendra Garden Hotel 17) The beach entrance near the Narigama Tourist Police Station 18) el, NarigamaThe beach entrance near the Diftturf Hot 19) The beach entrance near the Bandula Beach Hotel 20) The beach entrance near Mama's Hotel 21) The beach entrance in front of the Hikkaduwa Municipal Council 22) The beach entrance near the wildlife park 23) The coastal entrance near the Thuduwegoda Canal 24) ootpath from the harbor to Saranga Pharmacy, HikkaduwaThe f 25) Hikkaduwa Fisheries Harbour Beach Entrance					



6° 6'38.7"N, 80° 7'2.00"E



6° 6'38.7"N, 80° 7'27.3"E

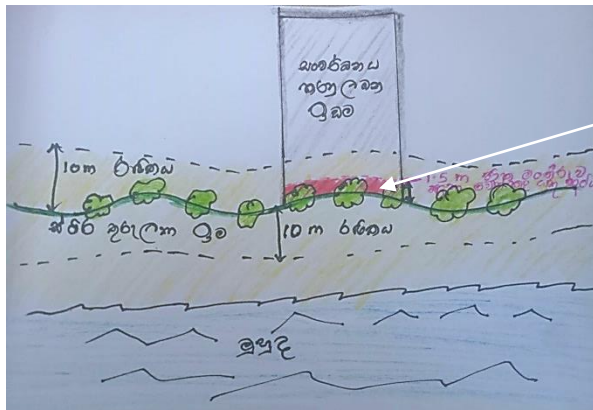
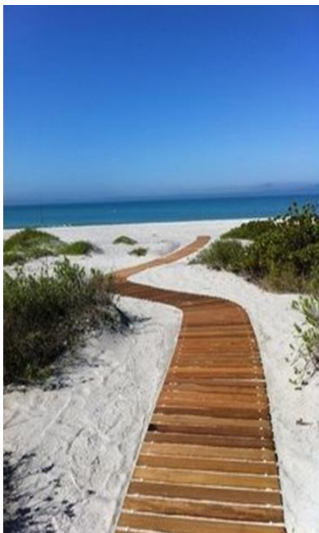
Project justification

Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce			Physical	
	Other				

Project goals	- Conservation and improvement of coastal access - Increasing accessibility to the coastline - Meeting the criteria required to make Hikkaduwa beach a Blue Flag beach
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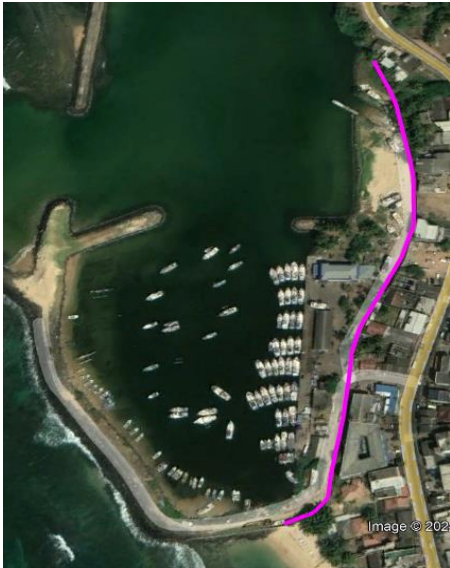
The basis of the project	- 29 Bhaves have been gazetted each entrances - Beach access blockages and situations where beach access must be opened as a matter of urgency						
Description of the project property							
Current ownership of the land	UDA		Land size		Survey plan	Number	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	I. Department of Coastal Resources and Coastal Conservation, II. Hikkaduwa Pradeshiya Sabha and Divisional Secretariat, III. Urban Development Authority					
	Fundraising method	Government funds private -Public investment Donations from land and building developers/local residents	Institutions that require approval			Department of Coastal Resources and Coastal Conservation Urban Development Authority	

6 Creating permanent vegetation line as a walking path

Project identification					
Project title		Creating permanent vegetation line as a walking path			
Project proposal		It is proposed to develop the permanent coastal linefoot coastal -as a 5 walkway along the coast, as determined by the Department of Coastal Resources and Coastal Management. The permanent coastal strip should not be damaged and the recommendations of the Department of Coastal . nt should be followedResources and Coastal Manageme  The area to be reserved for the 1.5			
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access		-			
Location map					
From Hikkaduwa Harbour to the area surroundingof the proposed Turtle Conservation Center					
					

Project justification						
Project types	Conservation		Project nature	New		
	Landscapes			To be expanded		
	Heritage			development only	Land	
	Replacement		Project goals	Economic		
	Houses			Social		
	Road Development			Environmental		
	Commerce					
	Other			Physical		
Project goals	Protection of permanent vegetation line Facilitating pedestrian traffic along the coast Creating a wide coastline Making the beach front more orderly and attractive Construction of coastal erosion barriers or boundary walls beyond the permanent coastal line					
The basis of the project	- published by The coordinates of the permanent shoreline have been the Department of Coastal Resources and Coastal Management of Sri Lanka - Unauthorized use of permanent residence permits encroaching beach spaces as personal purposes - Increased coastal erosion due to boundary walls. - ify developments that created coastlines as It is possible to identify private land, where private ownership cannot be established - The existence of a long coastline of nearly 4 km					
Description of the project property						
Current ownership of the land	UDA		Land size	Survey plan	Number	
	Government				Date	
	Other				Land size	
Project implementation						
Project implementation methodology	Implementing agency	Private, Tourist or Hotel Associations, Ruhuna Tourism Development Bureau, Coastal Resources and Coastal Management department, Hikkaduwa Urban Council, Hikkaduwa Divisional Secretariat, Urban Development Authority				
	Fundraising method	Government funds private -Public investment	Institutions that require approval	Urban Development Authority, Coastal Resources and Coastal Co Management department, Hikkaduwa UC, Hikkaduwa Divisional Secretariat		

7 Creating a permeable sea views from main couduet of ccolombo -Matara

Project identification					
Project title	Removing the boundary wall built around the Hikkaduwa and Dodanduwa ports and constructing a transparent mesh fence				
Project proposal	It has been proposed to remove the boundary wall built around the Hikkaduwa and Dodanduwa ports and construct a transparent mesh fence in those d to provide pedestriansplace. Through this, it is expecteto Matara road with a view of the beautiful views -walk along the Colombo .tourism connection-of the Hikkaduwa port and to enhance the fishing				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access					
Location map					
  					
Project justification					
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce			Physical	
	Other				

Project goals	Providing a scenic view of the Hikkaduwa Harbor with pedestrians Matara road-walking along the Colombo tourism relationship and increasing tourist -Enhancing the fishing attraction						
The basis of the project	The boundary wall around Hikkaduwa and Dodanduwa harbours significantly obstructthe sea view and hinders the attractiveness of the .coastline						
Description of the project property							
Current ownership of the land	UDA		Land size		Survey plan	Number	
	Governme nt					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementi ng agency	and Aquatic Resources and Ports Department of Fisheries Authority					
	Fundraisin g method	Government funds	Institutions that require approval		Road Development Authority Urban Development Authority Hikkaduwa Municipal Council		

8 Promotion of sunset viewing spots

Identification Project					
Project title	Promotion of sunset viewing spots				
Project proposal	Promoting the Hikkaduwa sunset viewing spots represents a valuable opportunity to enhance local tourism and showcase the natural beauty of the area. The project aims to create a unique and unforgettable experience environmental sustainability for tourists while prioritizing safety and, making a positive contribution to the local economy and preserving the .natural landscape				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access					
Location map					
Project justification					
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce				

	Other		Physical	
Project goals	1) Improving the visibility and attractiveness of sunset viewing points in Hikkaduwa 2) sunset Increasing number of visitors to Hikkaduwa spots. Appreciating the natural beauty of the region 3) Improved infrastructure, amenities and security at sunset viewing points will increase community participation and economic benefits in the area 4) Ensuring safety and environmental sustainability			
The basis of the project	- The presence of 4 cliffs as climax sunset viewing spots, and its concealment - The beach access to reach those places has been announced by the Department of Coastal Resources and Coastal Management - Advertising can be done by paintings and coloring the boundary walls along those roads - The existence of suitable land and a wide coastline for the development of luxury hotels - Having been identified by the Sri Lanka Police Department as an area that poses a threat to public safety			
Project elements	1. Infrastructure Development: - Ensuring safety around the cliffs - Lighting (for evening safety) - clear, visible signage - Comfortable seats - Trash cans - Toilet facilities - Regular maintenance and cleaning - Information display of sunset times and location guides 2. Luxury hotel development 3. Construction of a tourist police building 4. Creating an suitable environment for beach access and walking - Developing or improving roads to the coast - Maintaining clean walkways 5. Marketing and Promotion: - Through social media and advertising 6. Implementing marketing strategies - Digital marketing campaigns - Cooperation with local media - Partnerships with tourism boards and influencers - Organizing promotional programs and campaigns to raise awareness 7. Safety and environmental measures: - Conducting regular and emergency safety inspections 8. Community Participation: - Encouraging local vendors and services 9. Monitoring and Evaluation:			

	- Monitoring and analyzing visitor data - Feedback and reviews						
Description of the project property							
Current ownership of the land	UDA		Land size		Survey plan	Number	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	Ruhuna Tourism Development Bureau Resources and Coastal Department of Coastal Management, Sri Lanka					
	Fundraising method	Government funds private -Public investment	Institutions that require approval		I. Central Environmental Authority, II. Marine Environmental Protection Authority, III. Hikkaduwa Urban Council, IV. Hikkaduwa Divisional Secretariat, V. Department of Coastal Resources and Coastal Management, Sri Lanka		

9 Turtle Beach Conservation

Project identification					
Project title		Development of Turtle Beach Conservation Area			
Project proposal		The project aims to transform the Turtle Coast into a designated conservation area. It will focus on establishing a turtle conservation center, improving access to the beach, developing a turtle hatchery, and ensuring community safety and better land development. The project aims to conserve local wildlife , enhance environmental sustainability, and improve the quality of life for residents and visitors			
Location	Province	South	Limitations	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Urban Council		South	
	Administrative unit	Hikkaduwa Urban Council		West	
Access					
Location map					
					
Project justification					
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce				
	Other			Physical	
Project goals		- Establish a functioning turtle conservation center and hatchery - Improving beach access and infrastructure - community safety and environmental sustainability Ensuring			

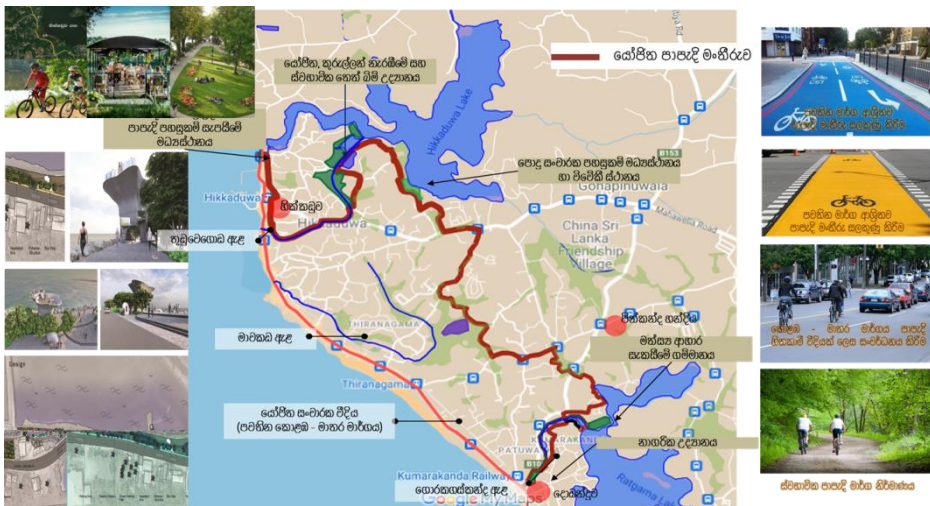
	- Increasing awareness and engagement in turtle conservation efforts - Creating better land development that supports both conservation and community needs and safety						
The basis of the project	- the one acre of land available with the Divisional Secretary A portion of has been allocated and given to the Wildlife Department for project development - The need to develop and implement turtle conservation and educational programs -chment issues and improve The need to address coastal encroa accessibility -Need to protect the hidden nature to provide a unique,calm and tranquil experience for tourists - The need to plan and implement land development that supports being-conservation goals and improves community well						
oject Pr elements	- Design and construction of the Turtle Conservation Center - Providing luxury tourist accommodation - Creation of the proposed beach access road - Improving existing coastal paths and accessibility features - Improving infrastructure (lighting, CCTV installation,. and facilities toilet facilities garbage container installation, signboard display) to ensure safety in the area - Protecting and maintaining the permanent vegetation line						
Description of the project property							
Current ownership land of the	Na . San . . High		Land size		Su rv ey pla n	Number	
	Governme nt					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementi ng agency	I. Hikkaduwa Divisional Secretariat (Release of land for activities development II. Ruhuna Tourism Development Bureau, Hikkaduwa Urban Council and Coastal Resources and Coastal Management Department (development of access roads , (display of signboards and provision of other facilities III. Department of Wildlife, nt Marine Environme Protection Authority and Central Environmental Authority(Maintaining the Turtle Conservation Center and protecting the ecosystem)					
	Fundraisin g method	Government funds private -Public investment	Institutio ns that require approval		Urban Development Authority, Hikkaduwa Divisional Secretariat, Central Environmental Authority, Hikkaduwa Urban Council, Department of Coastal Resources and Coastal Management		

10. Creating city entrance that highlights the city's identity at city entrances

Project identification					
Project title	Attractive design of the entrance to Hikkaduwa town from Colombo and the entrance to Hikkaduwa town from Galle				
Project proposal	The aim of this project is to transform the city entrances from Colombo and Galle into attractive and distinctive gateways to Hikkaduwa town. By creating visually appealing and memorable entry points.it aims to enhance the identity of the town, warm welcome to visitors provide a, and enhance the overall perception of Hikkaduwa as a vibrant and inviting destinatio				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access	-				
Location map					
 Colombo to Hikkaduwa entrance Galle to Hikkaduwa entrance					
Project justification					
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			development only	Land
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce				
	Other			Physical	
Project goals	- Strengthening the city's identity through distinctive and memorable city entrance designs. - Providing a welcoming and engaging experience for visitors to				

	Hikkaduwa						
The basis of the project	- Being a strategic location to highlight the identity of the Colombo and Galle gateways - Creating visually appealing entrances - attraction enhancement Tourism development and						
Project elements	Creating entrance doors						
Description of the project property							
Current ownership of the land	UDA		Land size		Survey plan	Number	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	Ruhuna Tourism Development Bureau Tourism Development Authority					
	Fundraising method	Government funds private -Public investment	Institutions that require approval			Urban Development Authority, Road Development Authority Electricity Board	

11. lanes cycle Creating

Project identification					
Project title	Development of cycle paths connecting Hikkaduwa coastal and suburban tourist attractions				
Project proposal	to connect the coastal zone with the tourist attractions in the suburbs of Hikkaduwa by developing cycle paths using existing roads, demarcating water reserves and creating a network of cycle paths. The project aims to increase tourist attraction , r hidden touristuncovem assets, utilize underutilized lands and increase the safety and attractiveness of tourist areas. By combining these objectives, it is expected to create a more connected , . accessible and attractive destination for tourists				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access	-				
Location map					
					
Project justification					
Project types	Conservation		nature Project	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce			Physical	
	Other				

Project goals	I. .located near water bodies Development of existing lands II. Pay attention to the road plan related to pedestrian lanes when developing those lands III. Creating pedestrian paths connecting water conservation areas and other access roads IV. for Release of existing lands suitable for tourism activities development based on footpaths V. Increase tourism attraction by linking development activities with pedestrian walkways. Connect coastal zones with nearby .tourist attractions VI. Protecting water areas and opening and improving reserves VII. lized lands for development activitiesOpening up underuti VIII. Improving community safety and opening up hidden tourist attractions						
The basis of the project	In this project, the focus has been on increasing accessibility and and tourist attractions attractiveness by connecting the city's access roads (land adjacent to wetlands and wetlands) with the development of public .footpaths based on access roads and water reserves						
Project elements	• Development of access roads and pedestrian lanes: - Development of pedestrian paths connecting water conservation areas and other access roads by the private and public sectors - Implementing a program to connect new roads and repair facilities • Land Identification and Development: - Identifying lands that can be used for tourism activities. - Focus on developing pedestrian lanes and access roads when developing these lands. • Development methods: - Land development , development of pedestrian paths and road plans in waterside areas - Installation of necessary safety equipment and facilities related to the project - Street lighting through developers						
Description of the project property							
Current ownership of the land	UDA.		Land size		Survey plan	Number	
	Governme nt					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	The Urban Development Authority, Hikkaduwa Urban Council, Irrigation Department, Central Environmental .Authority and land developers should work together					
	Fundraisin g method	Government funds private -Public investment	Institutio that ns require approval	Urban Development Authority, Hikkaduwa Urban Council, Irrigation Department, Central Environmental Authority, Wildlife Department			

12. Improvement of the beach park near Thotagamuwa Bridge

Project identification									
Project title		Improvement of the beach park near Thotagamuwa Bridge							
Project proposal		The aim of this project is to improve the beach park located near the Thotagamuwa Bridge in Hikkaduwa. It will also include a bicycle rental station,with open land facilities for deve lopment and a connection with the proposed cycle path before this project. The project will provide new access routes for tourists , provide new entertainment opportunities and also .increase the attractiveness of the area							
Location		Province	South	Limitati ons	North				
		District	Galle		East				
		Regional limit	Hikkaduwa Municipal Council		South				
		Administrative unit	Hikkaduwa Municipal Council		West				
Access									
Location map									
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ඉඩමේ ප්‍රමාණය	1 A								
Project justification									
Project types	Conservation		Project nature	New					
	Landscapes			To be expanded					
	Heritage			Land development only					
	Replacement		Project goals	Economic					
	Houses			Social					
	Road Development			Environmental					
	Commerce			Physical					
	Other								
Project goals		I. Development of open lands that provide new facilities for recreation and leisure for tourists.							

	II. Establish a connection with the proposed cycle lane from this location.						
	III. Identifying new facilities needed for entertainment and social activities						
The basis of the project	I. recreation and relaxation for .tourists by improving the beach park	Providing new opportunities for					
	II. Providing an attraction that provides an environmentally friendly .tourism method with bicycle rental facilities						
	III. Increasing tourist attraction by creating a connection between the .rk and the bike pathbeach pa						
Project elements	1. Construction of an observation tower to highlight the identity of the coral reef						
	2. Providing seating facilities						
	3. Bicycle rental						
	4. Stall installation						
	5. Placing garbage cans						
	6. Lighting						
	7. Landscape						
property Description of the project							
Current ownershi p of the land	UDA		Land size		Survey plan	Number	
	Governme nt					Date	
	Other					Land size	
Project implementation							
Project implemen tation methodol ogy	Implementi ng agency	Urban Development Authority, Hikkaduwa Urban Council, Department of Coastal Resources and Coastal Conservation					
	Fundraisin g method	Government funds private -Public investment	Institutions that require approval			Department of Coastal Resources and Coastal Conservation Hikkaduwa al Municip Council Central Environmental Authority	

	- Providing new opportunities for local businessmen and artists to sell their creations. II. Improving tourism facilities: - Construction of a tourist information center affiliated with the Hikkaduwa Coral Reef Park.						
The basis of the project	The Department of Wildlife has raised awareness about the need for a tourist information center affiliated with the Hikkaduwa Coral Reef Park per sales center for handicrafts by artisansand the need for a pro.						
Project elements	1) Construction of a multipurpose building 2) Establishment of a tourist information center 3) Premises for the sale of handicrafts Reservation						
Description of the project property							
Current ownership of the land	UDA		Land size		Survey plan	Number	
	Governme nt					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementi ng agency	Ruhuna Tourism Development Bureau					
	Fundraisin g method	Government funds private -Public investment	Institutions that require approval			Urban Development Authority Hikkaduwa Municipal Council	

14. Fish Food Processing & Fishing Village -Tourism Construction

Project identification					
Project title	processingfishing village Construction of a fish food with tourism				
Project proposal	The objective of this project is to develop an undeveloped land area around Rajgama Lagoon as a fish processing fishing village.The village ctivitieswill protect the environment and promote food processing a, provide housing facilities to tourists and provide a fish food processing tourism experience. The project aims to provide attractive opportunities for national and international tourists and contribute to the development -Through this, it is aimed to promote the tourism .of the local economy .fishing sector of the area as a unique tourism element				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Urban Council		South	
	Administrative unit	Hikkaduwa Urban Council		West	
Access	Existing Pradeshiya Sabha road				
Location map					
 අක්කර 6ක ඉඩමක් හඳුනාගෙන ඇති අතර ඉන් අක්කර 3ක පමණ කොටසක් මෙම ව්‍යාපෘතිය සඳහා වෙන් කිරීම					
Project justification					
Project types	Conservati on		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replaceme nt		Project goals	Economic	
	Houses			Social	
	Road Developme nt			Environmental	
	Commerce			Physical	
	Other				

Project goals	I. Providing additional experiences to tourists through the promotion of freshwater fish farming and food processing activities II. food processing methods unique to the Promoting fish and fish area around Rajgama Lagoon III. Enhancing regional economic growth through tourism accommodation and food services IV. Making Hikkaduwa a unique fishing and tourism hub in the Galle District						
The basis of the project	attractive -The need to provide a suitable environment for tourism developments by utilizing the underutilized lands around Rajgama Lagoon, creating a situation where the responsible institutions are fully Lagoon focused on preserving the biodiversity of Rajgama, providing attractive recreational facilities for tourists, promoting fish food processing facilities and bringing them into a legal framework, implementing educational programs to maintain the environment and cultural values of the place, ing tourist access routes and creat based economic growth in the area-community						
Project elements	I. Establish a licensing system and introduce a legal framework for tourism activities around Rajgama Lagoon II. Opening the Rajgama Reserve and implementing programs to protect the biodiversity of the Rajgama Lagoon III. Guidance for development activities through the land owner of the land identified for the project IV. Providing roads and other infrastructure facilities						
Description of the project property							
Current ownershi the p of land	UDA		Land size	3 acres	Survey plan	Number	
	Governme nt					Date	
	Other					Land size	
Project implementation							
Project implemen tation methodol ogy	Implementi ng agency	Landowner, Urban Development Authority					
	Fundraisin g method	private-Public investment	Institutions that require approval		Hikkaduwa Urban Council, Irrigation Department, Department of Wildlife, Urban Development Authority, Central Environmental Authority		

15. Implementation of the proposed freshwater fish breeding center

identification Project					
Project title	Implementation of the proposed freshwater fish breeding center				
Project proposal	The objective of this project is to establish and operate a freshwater fish breeding center in the area. This center will improve the quality and quantity of fish breeding,while provide opportunities for freshwater around the Rajgama Lagoon, and fish farming within a legal framework contribute to the economic growth of the freshwater fish production .sector				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Urban Council		South	
	Administrative unit	Hikkaduwa Urban Council		West	
Access	Existing Pradeshiya Sabha road				
Location map					
					
Project justification					
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce			Physical	
	Other				
Project goals	I. Promoting fish farming activities using the latest technologies and methods II. .Improving the production of fish species III. for fish farming within a legal framework Providing opportunities IV. Providing employment and economic benefits to the local people and contributing to the economic growth of the area				

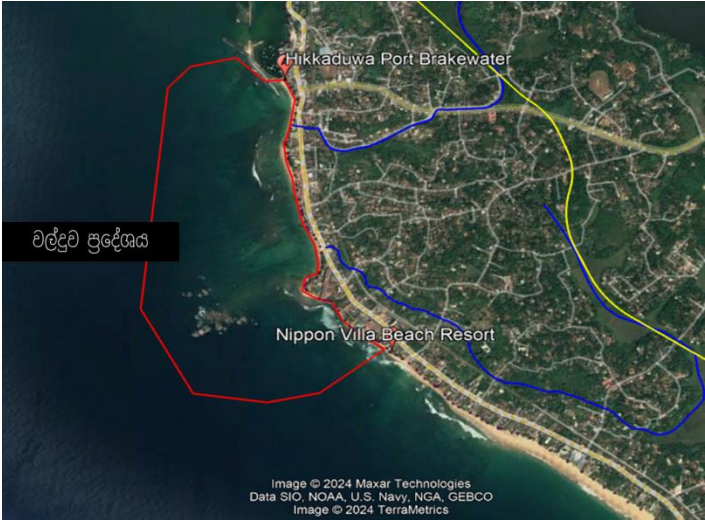
The basis of the project	The Rajgama Lagoon, which is about 103 hectares in area, is currently underutilized for fishing or tourism activities. Furthermore, the economic status of the community around the lagoon is very low. Therefore, a responsible the foundation of this project is to create friendly development environment that protects the -environment ecosystem around the Rajgama Lagoon and promotes fishing and .tourism activities						
Project elements	I. Construction of fish breeding center and setting the legal framework • Preparing the initial plans and features of the center. • breeding equipment , research rooms , and staff facilities. II. Technical and Research Services: • new technologies , research equipment , and breeding methods. • Implementation of guidelines and special programs related to fish species development and research. III. Environmental protection programs: • Educational programs and community awareness on environmental protection. • Organization of live programs on fish protection and environmentally friendly activities. IV. Regional Economic and Community Development: • Providing new business opportunities for the promotion of fish farming. • Providing improved technical knowledge and economic benefits to the community.						
Description of the project property							
Current ownership of the land	UDA		Land size	About 72 acres	Survey plan	Number	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	• Department of Fisheries and Aquatic Resources • Irrigation Department • Environmental Authority Central • Hikkaduwa Municipal Council					
	Fundraising method	Government funds -Public private investment	Institutions that require approval		Department of Fisheries and Aquatic Resources, Irrigation Department, Central Environmental Authority, HikkaduwaUrban Council Urban Development Authority, Central Environmental Authority Department of Wildlife		

16. Regulating the area where fish is sold and managing the fish trade under a licensing system

Project identification					
Project title	area where fish is sold and managing the fish trade under Regulating the a licensing system				
Project proposal	The aim of this project is to implement a recognized system for the sale of fish in the market. The main objective is to establish a licensing system nagement of the fish trade, and to establish a legal and safe for the ma process for the sale. It is also expected to remove obstacles to vehicular Matara road, improve customer -and pedestrian traffic on the Colombo acilities, and provide an participation in the market with proper parking f opportunity to maintain proper supervision for the sale of fish				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access	Matara road -Colombo				
Location map					
Project justification					
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce			Physical	
	Other				

Project goals	I. Establishing a proper area and formal system for the sale of fish. II. Ensuring consumer safety and implementing quality sales in the market.. III. Providing direct and expected benefits for the development of the local economy and community						
The basis of the project	The implementation of this project aims to address the existing problems and potential problems that may arise due to the lack of legal control in the fish trade. The project aims to establish a formal and legal basis for fish sales, maintain a sales area, ensure consumer safety, and meet the need for good management of business activities. This aims to develop the local economy, strengthen consumer confidence, and enhance the attractiveness of fishing and tourism by maintaining the quality of sales through legal control						
Project elements	I. Setting up the sales area: • Selecting a designated area for selling fish and arranging sales pitches in that area. II. License system installation: • Introducing a system of issuing legal licenses for the sale of fish. III. Supervision and Management: • Establish a team of officers to supervise and manage sales , and monitor and control those activities.						
Description of the project property							
Current ownership of the land	UDA		Land size		Survey plan	Number	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	I. Hikkaduwa Divisional Secretary II. Hikkaduwa Municipal Council III. Department of Coastal Resources and Coastal Conservation IV. Urban Development Authority					
	Fundraising method	Government funds -Public private investment	Institutions that require approval		I. Hikkaduwa Divisional Secretary II. Hikkaduwa Urban Council III. Department of Coastal Resources and Coastal Conservation IV. Urban Development Authority		

17. Restoring corals

Project identification					
Project title	Restoring corals				
Project proposal	The aim of this project is to restore corals in the Hikkaduwa Marine Sanctuary, thereby increasing the coral species diversity and coral abundance, making it an attractive destination for tourists. Specifically, and increase coral species it aims to increase coral abundance by 50% diversity by 40%				
Location	Province	South	Limitations	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access	Matara road -Colombo				
Location map					
					
Project justification					
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce			Physical	
	Other				

Project goals	I. Restore coral cover on the southern coast to 50%and provide a coral species cover %40 II. Promoting the Hikkaduwa beach and coral reefs on the southern coast as a special tourist destination improving tourist , . attraction III. Providing colorful coral views and a fun atmosphere in the ocean for environmental and tourism purposes						
The basis of the project	The implementation of this project aims to address the existing problems andpossible problems that may arise due to the lack of legal control in the fish trade. The project aims to establish a formal and legal basis for fish sales, maintain a sales area, ensure consumer safety, and meet the es. This aims to develop need for good management of business activiti the local economy, strengthen consumer confidence, and enhance the attractiveness of fishing and tourism by maintaining the quality of sales .through legal control						
Project elements	I. Coral Replanting : - Increasing the spread of coral areas to 50%. - Ensuring the protection of coral systems and the balance of the ecosystem. II. Coral Species Propagation Transplanting - Increasing the distribution of coral species by 40%. - Conservation of coral species and the formation of new coral varieties. III Tourist attraction: - Organizing special activities to show tourists coral systems and experience the fun atmosphere of the ocean.						
Description of the project property							
Current ownership of the land	UDA		Land size		Survey plan	Number	
	Governme nt					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	Department of Wildlife					
	Fundraising method	Government funds private -Public investment	Institutions that require approval		Department of Wildlife Department of Coastal Resources and Coastal Conservation Marine Environmental Protection Authority		

18. Development of Mawakada and Thuduwegoda canals

Project identification					
Project title	canals Development of Mawakada and Thuduwegoda				
Project proposal	purify water in other reservoir systems, and enhance the beautification of the city by developing the Mawakada and Thuduwegoda canals . The project is expected to provide environmental and social benefits through nwater purificatio				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Urban Council		South	
	Administrative unit	Hikkaduwa Urban Council		West	
Access	Matara road -Colombo				
Location map					
					
Project justification					
types Project	Conservati on		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replaceme nt		Project goals	Economic	
	Houses			Social	
	Road Developme nt			Environmental	
	Commerce			Physical	
	Other				
Project goals	I. Purify the water in the Mawakada and Thuduwegoda canals and build an environmentally friendly water system II. Improving the visual beauty of the city and ensuring a green environment III. Balanced connectivity between waterway systems and				

	facilities modernization of urban.						
The basis of the project	I. Flowing around the city and connecting to the Hikkaduwa National Marine Park and other watersheds II. Solutions must be provided for the water pollution associated .with those canals III. Being close to tourist attractions						
Project elements	Installation of garbage traps in Mawakada and Thuduwegoda canals Creating water treatment floating plant wetlands Implementing a legal and management program for the management of sewage and solid waste						
Description of the project property							
Current ownership of the land	Na . San . . High		Land size		Survey plan	Number	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	Hikkaduwa Urban Council Irrigation Department Central Environmental Authority Department of Wildlife Urban Development Authority					
	Fundraising method	Government funds private -Public investment	Institutions that require approval		Hikkaduwa Municipal Council Hikkaduwa Divisional Secretariat Irrigation DepartmentD Central Environmental Authority Department of Wildlife Urban Development Authority		

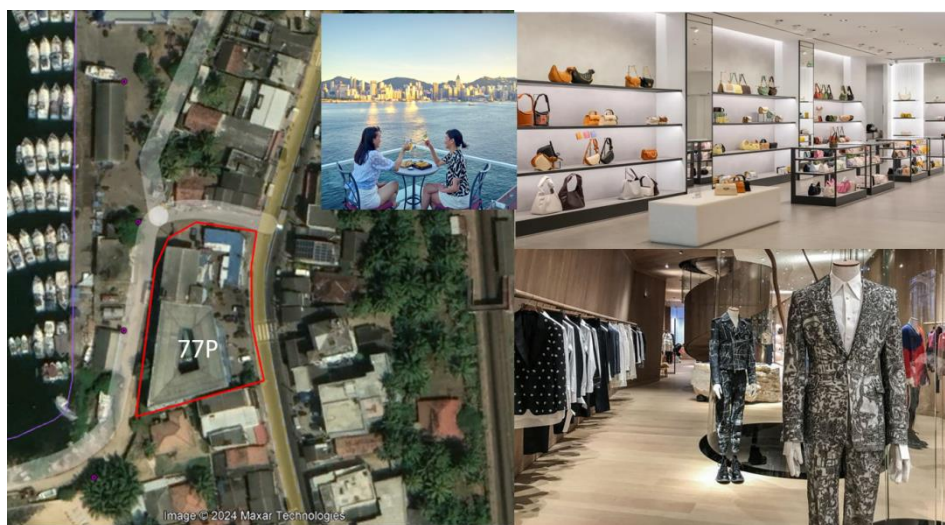
19. Providing coastal tourism facilities

Project identification					
Project title		Providing coastal tourism facilities			
Project proposal		The aim of this project is to improve tourist sanitation facilities and infrastructure in the coastal areas of Hikkaduwa and Narigama. The project will involve the reconstruction of the entrance to the Coral Garden, on centerthe construction of a tourist informati, and the saving services-provision of tourist facilities and life			
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access		Matara road -Colombo			
Location map					
1. Reconstruction of the Coral Garden entrance and construction of a tourist information center.					
  					
2. Improving sanitary facilities, tourist facilities and infrastructure around the Coral Garden					
  					

3. Providing lifeguard services and other tourist facilities along the Narigama coastal zone



4. use building in Hikkaduwa town-Construction of the proposed mixed



5. Dodanduwa -Sports Building -Proposed Indoor Multi



Project justification

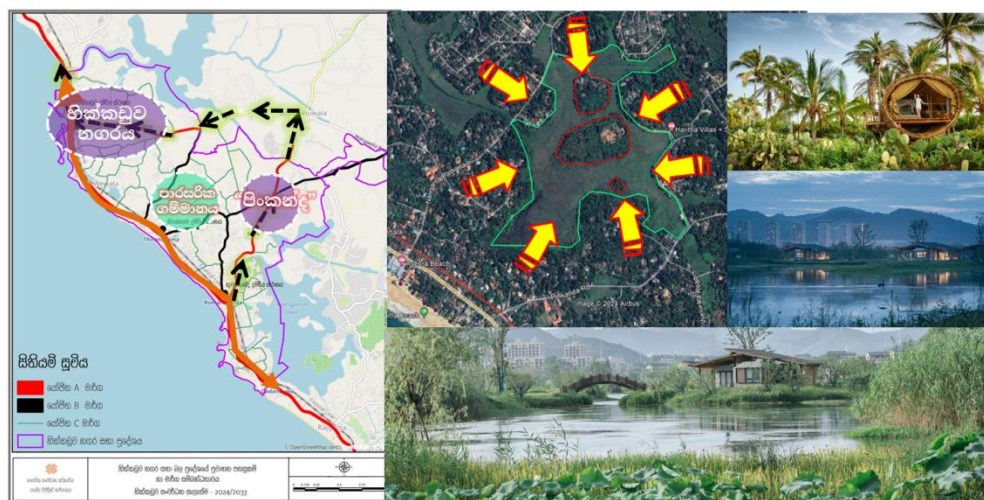
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce			Physical	
	Other				

Project goals	I. Providing organization and attractiveness to the entrance of the Coral Garden. II. Improving tourism facilities around the Coral Garden: III. Providing support services and facilities to tourists. IV. Ensuring tourist safety on Narigama beach. V. Creating a local and attractive place for business and social activities in the city						
The basis of the project	lack of beach sanitation tourism facilities, security services, lack of identity display around the coral reef, unauthorized construction on the beach, use for unauthorized vehicle parking, lack of implementation of a waste management program, lack of educational and information dissemination centers, and lack of modern commercial facilities suitable for tourists						
Project elements	1) Reconstruction of the Coral Garden entrance and construction of a tourist information center 2) Sanitary facilities near the Coral Garden Improving tourism facilities and infrastructure 3) ies along the Providing lifeguard services and other tourist facilit Narigama beach area 4) use building in Hikkaduwa -Construction of the proposed mixed town						
Description of the project property							
Current ownership of the land	UDA		Land size		Survey plan	Number	
	Governme nt					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	1) Hikkaduwa Urban Council 2) Hikkaduwa Divisional Secretariat 3) Irrigation Department 4) Central Environmental Authority 5) Department of Wildlife 6) Coastal Department of Coastal Resources and Conservation 7) Urban Development Authority					
	Fundraising method	Government funds private -Public investment	Institutions that require approval		HikkaduwaUrban Council Hikkaduwa Divisional Secretariat Irrigation Department Central Environmental Authority Department of Wildlife Department of Coastal Resources and Coastal Conservation Urban Development Authority		

20. Implementing a program to protect the Rajgama, Hikkaduwa River and other ecosystems

Project identification					
Project title	Rajgama, Hikkaduwa River and Ecosystem Protection Program				
Project proposal	The primary objective is to protect the Rajgama and Hikkaduwa rivers term objective is to maintain -and their associated ecosystems. The long ysthe ecosystems of the area by protecting waterwa, minimizing flooding, developing ecological and biodiversity, and implementing environmental conservation activities				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Urban Council		South	
	Administrative unit	Hikkaduwa Urban Council		West	
Access	Matara road -Colombo				
Location map					
1. Converting the wetland areas along the Hikkaduwa River into biological natural wetland parks					

2. village-Developing as an eco



Project justification

types Project	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	
	Houses			Social	
	Road Development			Environmental	
	Commerce			Physical	
	Other				
Project goals	I. Protecting waterways II. Enhancement of ecosystems and green areas around waterways , by protecting the environment and biodiversity III. To guide environmental friendly development activities and create a living environment conducive to the people of the area IV. Enhancing biodiversity in ecosystems and promoting ecological balance. V. Promoting economic opportunities in the area by enhancing environmental development and tourist attractions				
The basis of the project	- Hikkaduwa Flowing around the city and connecting to the National Marine Park and other watersheds - Solutions must be provided for the water pollution associated .with those canals - Being close to tourist attractions				
Project elements	1. Creating wetland gardens 2. cle pathsDesign and development of access roads and cy 3. Creating parking lots 4. Development of tourism facilities				

Description of the project property

Current ownership of the land	UDA		Land size		Survey plan	Number	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	1. Hikkaduwa Urban Council 2. Irrigation Department 3. Central Environmental Authority 4. Department of Wildlife 5. Urban Development Authority 6. Department of Agrarian Development 7. Hikkaduwa Divisional Secretariat 8. Development Co Landorporation					
	Fundraising method	Government funds private -Public investment	Institutions that require approval		Hikkaduwa Urban Council Irrigation Department Central Environmental Authority Department of Wildlife Urban Development Authority Department of Agrarian Development Hikkaduwa Divisional Secretariat Land Development Corporation		

21. Improving urban facilities

Project identification					
Project title	1. Merger of Hikkaduwa railway station and bus stand 2. Developing Pinkanda as a suburb				
Project proposal	Although the railway and bus stations in Hikkaduwa town are close to each other, there is a lack of organization and integration, so tourists and the public do not have a convenient parking system. Accordingly, it is hoped to create a transport hub with attractive, modernized facilities and ensuring passenger safety. Also, the need to transform the Pinkanda priority suburb more connected to the-area into a highurbancouncil area is expected to be met by implementing this project				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Urban Council		South	
	Administr ative unit	Hikkaduwa Urban Council		West	
Access	Matara road -Colombo , Gonapinuwala road -Elpitiya				
Location map					
1. Hikkaduwa railway station and bus stand Merger of					
 1.හික්කඩුව දුම්රිය සැවැත්වූ ස්ථානය (1a) 2.හික්කඩුව බස් සැවැත්වූ පල (62p) 3.හික්කඩුව ඉන්ද්‍රජන පරිවහන සැලැස්ම. 					
2. as "Pinkanda"Developing a suburb					
					
Project justification					
Project types	Conservati on		Project nature	New	

	Landscapes		goals Project	To be expanded			
	Heritage			Land development only			
	Replacement			Economic			
	Houses			Social			
	Road Development			Environmental			
	Commerce						
	Other			Physical			
Project goals	I. Consolidating transportation hubs to make transportation more efficient and promote transportation facilities in the city II. To enhance the life and economic development of the area by developing urban facilities in the Pinkanda area.						
The basis of the project	- Since Hikkaduwa is a tourist area, modernize transportation facilities and improve tourist travel facilities - To develop the Pinkanda area as a suburb and increase the economic growth and social amenities of the area						
Project elements	1. Connecting Hikkaduwa bus stand and railway station with a flyover 2. e Hikkaduwa Railway Station to be developed into two floors and the ground floor allocated for parking and sanitary facilities 3. Reservations for upstairs restaurants and lounges 4. bus stops, banking facilities and a commercial service center in the Pinkanda suburb						
Description of the project property							
Current ownership the land of	UDA		Land size	0.5 acres	Survey plan	Number	
	Government					Date	
	Other					Land size	
Project implementation							
Project implementation methodology	Implementing agency	1. Road Passenger Transport Authority and Railway Department 2. Development Authority Road 3. Hikkaduwa Municipal Council					
	Fundraising method	Government funds private -Public investment	Institutions that require approval		Road & Passenger Transport Board and Railway Department, Road Development Authority, Hikkaduwa Urban Council, Department of Agricultural Services, Land Development Corporation, Central Environmental Authority Urban Development Authority		

22. Implementation of sewerage system for areas with ground elevations less than 4 meters

Project identification					
title Project	Implementation of sewerage system for areas with ground elevations less than 4 meters				
Project proposal	The sewerage system should be implemented to cover areas with a ground elevation of less than 4 meters, canals, rivers, lagoons and coastal areas and areas with an elevation equal to sea level and areas with water absorption problems. Under its Phase I, the construction of the sewerage system consisting of 500 connections proposed to be implemented by the Nationale WaterSupply and Drainage Board and the acquisition of the landis done to increase the capacity of the Hikkaduwa Sewage Management Center and the relevant development activities have been identified under this project				
Location	Province	South	Limitati ons	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Urban Council		South	
	Administrative unit	Hikkaduwa Urban Council		West	
Access	Matara road -Colombo				

Location map

I. Implementation of the proposed sewage pipeline



II. Tincrease the capacity of the existing solid waste management he proposal to center



Project justification

Project types	Conservati on		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development	

			Project goals	only		
	Replacement			Economic		
	Houses			Social		
	Road Development			Environmental		
	Commerce					
	Other			Physical		
Project goals	I. Protecting water systems, increasing water purity, and opening up tourist attractions for development in an environmental friendly manner II. city coverage by implementing sewerage systems in Increasing lying areas-low III. Maintaining the installed sewage system and ensuring its efficiency IV. Increasing the capacity of the Hikkaduwa Waste Management Center and carrying out development activities					
The basis of project the	- Sewage management is essential as an infrastructure facility for the development of tourist attractive lands in areas with water absorption problems and in the vicinity - It is necessary to protect the environment by installing a sewage system in coastal areas, watersheds and wetlands, thereby protecting water systems and mitigating environmental problems.					
Project elements	1. sisting of 500 Installation and operation of a sewage system con connections 2. Land acquisition and development activities to increase the capacity of the Hikkaduwa Waste Management Center					
Description of the project property						
Current ownership of the land	UDA		Land size	Survey plan	Number	
	Government				Date	
	Other				Land size	
Project implementation						
Project implementation methodology	Implementing agency	1. National Water Supply and Drainage Board 2. HikkaduwaUrban Council 3. Central Environmental Authority 4. Irrigation Department				
	Fundraising method	Government funds private -Public investment	Institutions that require approval	National Water Supply and Drainage Board, HikkaduwaUrban Council, Central Environmental Authority, Irrigation Department		

23. Solid waste management

Project identification					
Project title	Solid waste management				
Project proposal	Solid waste management within the Hikkaduwa Urban Council area has been identified to be implemented under two sectors - Household Solid Waste Management - Solid waste management in public areas				
Location	Province	South	Limitations	North	
	District	Galle		East	
	Regional limit	Hikkaduwa Municipal Council		South	
	Administrative unit	Hikkaduwa Municipal Council		West	
Access	-				
Location map					
1. coconut and King coconut waste processing plant for the Monroviawatte landfill site 2. Implementation of the sanitary landfill method identified for implementation landfill area to manage waste such as glass Monroviawatte in the and fiber.					
					
Project justification					
Project types	Conservation		Project nature	New	
	Landscapes			To be expanded	
	Heritage			Land development only	
	Replacement		Project goals	Economic	

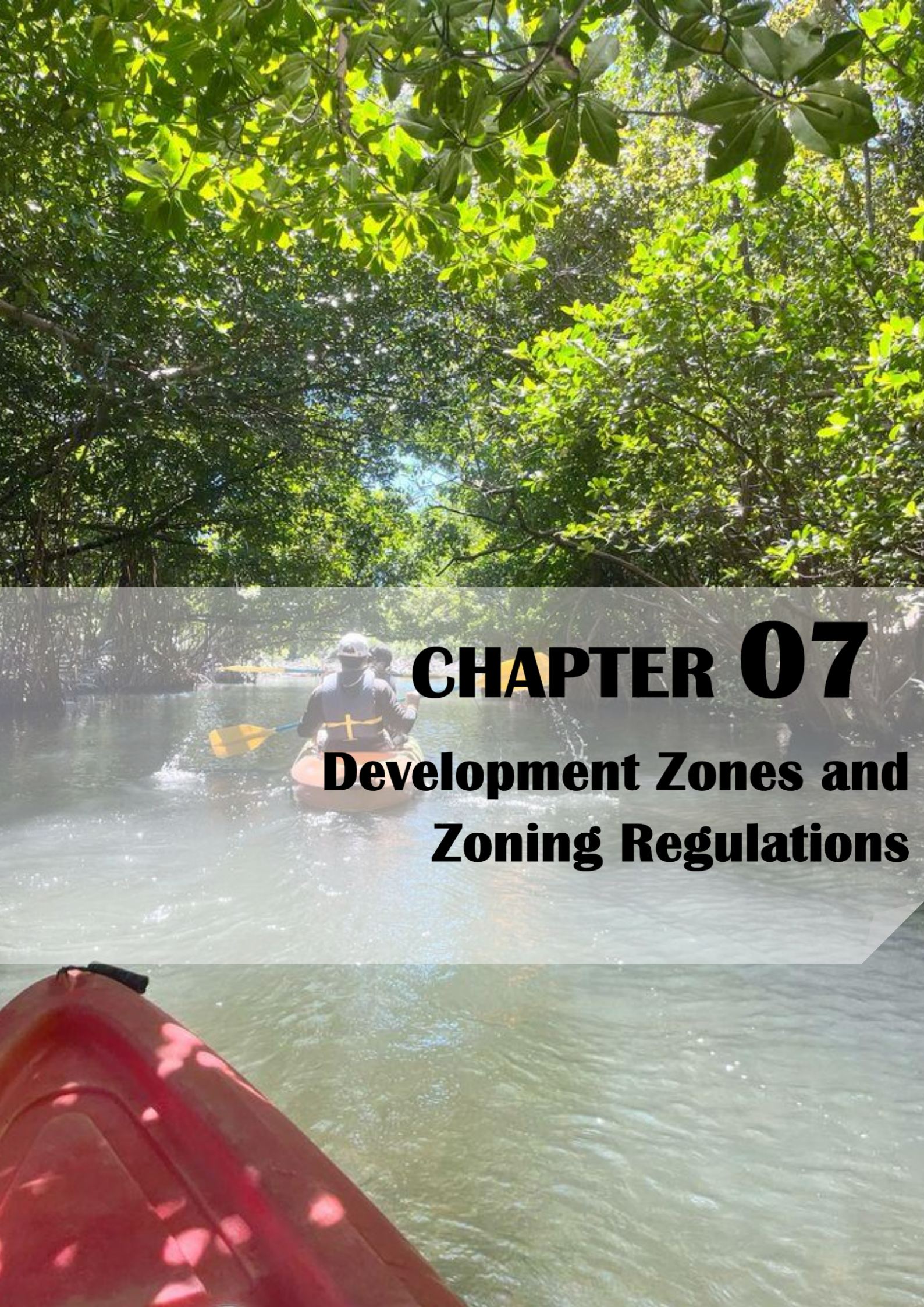
	Houses			Social		
	Road Development			Environmental		
	Commerce			Physical		
	Other					
Project goals	waste through a formal, systematic and legal system Managing and organization					
The basis of the project	- Unauthorized dumping of garbage in open areas - Improper waste management causes health and environmental problems and pollution of water bodies - for provincial government institutions Generating income through waste management					
Project elements	➤ Household Solid Waste Management - Waste classification - Connecting with private institutions - The Urban Council will implement a fine system for those who do not segregate waste correctly during garbage collection - appropriate method from the following methods should be used in waste management in the lands with 10 P or more - Using a compost bin - Using a compost pit - Composting waste according dumping method - If waste is managed through the Urban Council, written permission and recommendations must be obtained in this regard - Land is 6 or 10 P „waste management should be coordinated with the Hikkaduwa Urban Council ➤ Solid waste management in public areas - tallation of waste segregation containers for waste management along the coastline along with installation of CCTV systems - Implementing a system of imposing fines or imprisonment in collaboration with the Sri Lanka Police and local government for waste management in accordance with the institutions Central Environmental Authority Act. - a coconut and King coconut waste processing plant for the Monroviawatte landfill site - Implementation of the sanitary landfill method identified for Monroviawatte landfill area to manage implementation in the Monroviawatte waste such as glass and fiber.					
Description of the project property						
Current ownership of the land	UDA		Land size	Survey plan	Number	
	Government				Date	
	Other				Land size	
Project implementation						

Project implement ation methodolo gy	Implementi ng agency	Central Environmental Authority Hikkaduwa Urban Council Department of Coastal Resources and Coastal Management Urban Development Authority		
	Fundraisin g method	Government funds private -Public investment	Institutions that require approval	Central Environmental Authority, Hikkaduwa Urban Council Department of Coastal Resources and Coastal Management

24. Implementation of recommendations identified in the development plan

Recommendation	Institution to implement the recommendation
1. Coral Garden Zone Update	Department of Wildlife
2. Conducting an environmental impact study on the breakwaters constructed near the Hikkaduwa Fishing Harbour and protect taking appropriate measures to corals	the Department of Coastal Resources and Coastal Management, the Central Environmental Authority and the Department of Wildlife
3. Environmental impacts regarding the breakwater constructed near the Dodanduwa Fishing Port 4. take appropriate Conduct a study and measures to protect corals	the Department of Coastal Resources and Coastal Management, the Central Environmental Authority and the ,Department of Wildlife
5. Establish a licensing system for all ,activities carried out in watershed areas taking into account their quantity and quality	The Department of Irrigation in collaboration with the Central Environmental Authority
6. Preparation of cadastral maps marking the boundaries of watershed areas	The Irrigation Department in the Survey collaboration with Department
7. Matara road -Implementing the Colombo friendly road-as a pedestrian and bicycle	Road Development Authority
8. even parking facilities -Provision of odd within the building limits on the Matara road-Colombo	Road Development Authority
9. oposed alternative route: Heavy Pr distance service buses -vehicles and long will be allowed tottravelvia the proposed alternative route	Road Development Authority
10. Matara road to -Opening the Colombo distance public transport services -short only	Development Authority Road
11. Implementing a system of imposing fines or imprisonment in collaboration with the Sri Lanka Police and local government institutions for waste management in accordance with the Central .Environmental Authority Act	al Authority and Central Environment Hikkaduwa Urban Council jointly
12. a coconut and King Cocconut waste disposal plant for the Monroviawatte landfill	Central Environmental Authority and Hikkaduwa Urban Council jointly
13. Implementation of the sanitary landfill method identified for implementation in landfill area to Monroviawatte the manage waste such as glassand fiber.	Central Environmental Authority and Hikkaduwa Urban Council jointly

PART II



CHAPTER 07

Development Zones and Zoning Regulations



7. DEVELOPMENT ZONES AND ZONING REGULATIONS

7.1. Introduction

The Hikkaduwa Development Plan (2024-2033) envisioned to achieve the vision of "**Hikka The Vibrant Turquoise**" as its development vision. The objectives and goals of this development plan, which has been prepared for the next 10 years, have been introduced to achieve the vision. 07 strategic plans have been introduced to implement those objectives and goals in the area. This Land and Building Development Strategic Plan can be introduced as one of the main plans among those strategic plans.

In particular, this plan, which goes beyond traditional land use and zoning plans, provides an opportunity for density-based development, and aims to create a proposed city model.

This chapter describes the development zones and zoning regulations prepared in this regard, and mainly describes the development zones, zone factors, permissible uses related to development zones and the general regulations affecting those development zones.

It can be noted that the preparation of this zoning plan and its delimitation is based on several specific factors or the result of several analyses. For this, the planning concept of the Hikkaduwa Development Plan (2024-2033), development pressure analysis, environmental sensitivity analysis connectivity analysis, proximity analysis and the distribution of infrastructure facilities have been used to further determine the zones.

Accordingly, it is proposed to develop the plan area under 7 main zones in accordance with the vision and conceptual plan of the Hikkaduwa Development Plan for the years up to 2033.

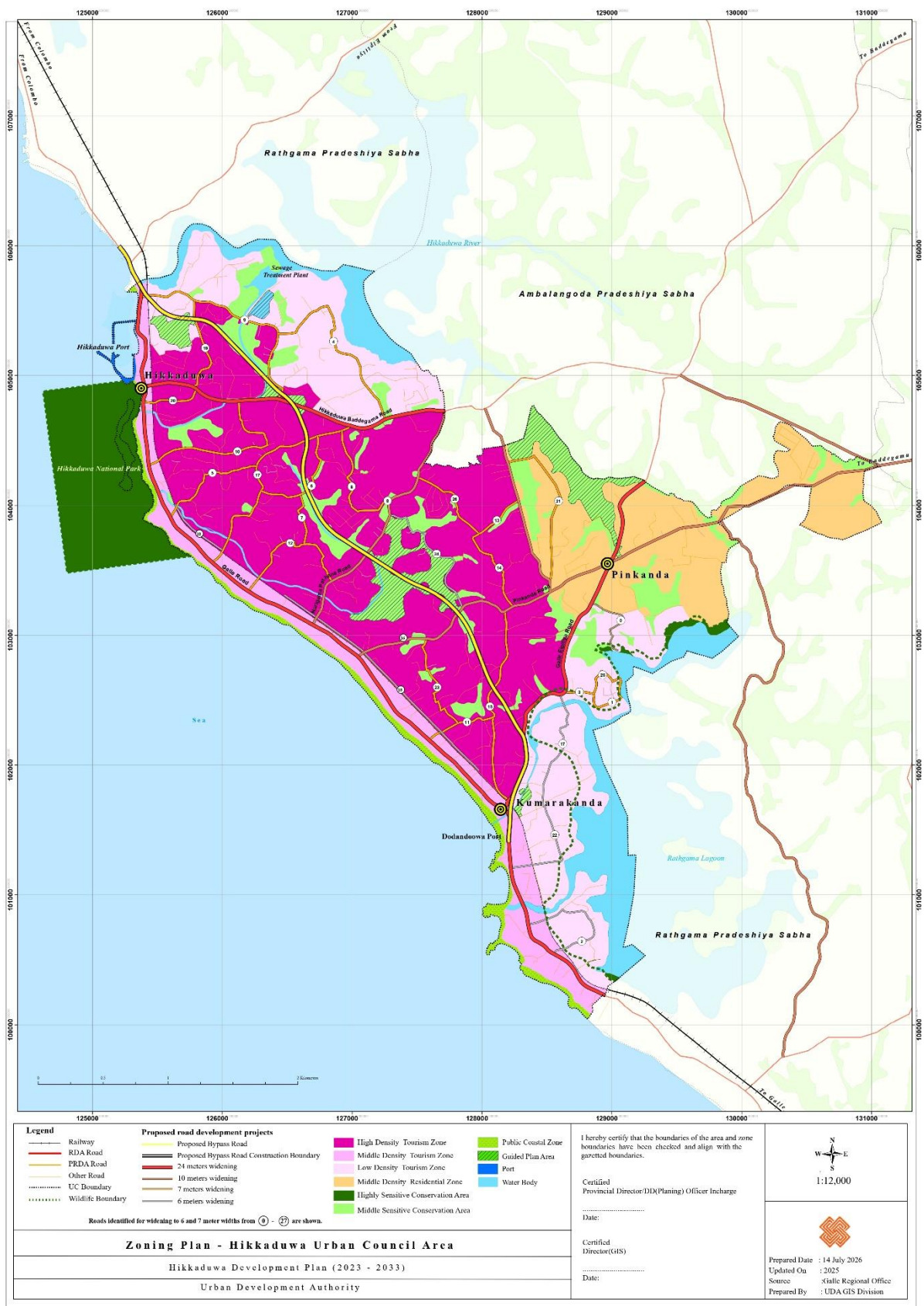
7.2. Development Zones

Development zones are introduced as follows.

1. High Density Tourism Zone
2. Medium Density Tourism Zone
3. Low Density Tourism Zone 01- Hikkaduwa River Area
4. Low Density Tourism Zone 02 - Rajgama Lagoon Area
5. Medium Density Residential Zone
6. Highly Sensitive Conservation Zone
7. Medium Sensitive Conservation Zone

The proposed zoning plan is shown in Map 7.1.

7.2.1. Proposed Development Zones 2024-2033 – Hikkaduwa Urban Council Area



Map 7. 1: Proposed Development Zones 2024-2033 – Hikkaduwa Urban Council Area

Prepared by: Galle District Office, Urban Development Authority

7.3. Zone Factor

Going beyond the land use based zoning which depict the future land uses as per the nature of the area, a new approach has been taken for making the zoning, based on the expected density and nature of the planning area.

Along with this, the amount of land that can be developed for a given property based on the expected density in a specific zone has been determined.

Zoning Factor is the amount of development that can be sustained in a particular area based on the following factors:

- Environmental/cultural sensitivity of the area
- Spread of infrastructure & capacity (access roads, water sources, spread of other public facilities, etc.)
- Carrying capacity based on factors such as geographical conditions, population density

Calculating the amount of land that can be developed based on current land use

Estimating the resident and commuter population by region
(Based on intelligence estimates and assumptions)

Estimating residential and commuter population by region according to objectives and goals
(Based on intelligence estimates and assumptions)

Calculating residential and transit/commuter spaces for regions based on projected population

Calculating the total floor space required for the zones based on the projected population

Calculating the zone coefficient based on the total space for the zones and the total amount of developable land within the zones

Development Zone	Zone Factor	The Relevant Zone as specified in Schedule 1
1. High Density Tourism Zone	2.11	2.00-2.49
2. Medium Density Tourism Zone	1.91	1.75-1.99
3. Low Density Tourism Zone 01- Hikkaduwa River Area	0.88	0.75-0.99
4. Low Density Tourism Zone 02 - Rajgama Lagoon Area	0.92	0.75-0.99
5. Medium Density Residential Zone	1.18	1.25-1.49
6. Highly Sensitive Conservation Zone	-	-
7. Medium Sensitive Conservation Zone	-	-

Table 7.1 : Proposed Development Zones and Zone Factor

Prepared by: Galle District Office, Urban Development Authority

7.4. General Zoning Regulations for the Plan Area

In addition to the uses and regulations introduced in Chapter 8 of this plan for each zone of the proposed zoning plan, this chapter details the general regulations applicable to all those zones.

- 7.4.1.** These regulations shall apply to all areas within the administrative limits of the Hikkaduwa Urban Council which have been declared as an Urban Development Area by the Extraordinary Gazettes No. 1166 ,the Gazette dated 26th November 1980, No. 196/14 ,Gazette dated 11th June 1982, No. 223/16 ,Gazette dated 17th December 1982, No. 1773/34 and Gazette dated 30th August 2012 under Section 8 'A' of the Urban Development Authority Act No. 41 of 1978.
- 7.4.2.** In addition to the provisions of this development plan, the Planning and Development Regulations (General) published in the Gazette No. 2235/54 dated 28th July 2021 shall be applicable to the Hikkaduwa Urban Council area and shall be applicable to all planning and development activities.
- 7.4.3.** The Hikkaduwa Urban Council area has been declared as an Urban Development area by Gazette No. (116/6) 1980.11.26 , 1982.06.11 (196/14) ,1982.12.17 (223/16) , 2012.08.30 (1773/34). Any land of any size that has been subdivided before those dates is considered as an existing lot and in cases where the plot is less than the minimum plot size enforced in the development zone to which it belongs, the maximum number of floors that can be permitted for that land is two floors including a ground floor (G+1).
- 7.4.4.** When a piece of land or property within the Hikkaduwa Urban Council area is allocated for a specific project under the Hikkaduwa Development Plan, it should be used only for the purpose for which it is allocated.
- 7.4.5.** When approving building plans under development activities, the maximum floor area or number of storeys of the building permitted in each plot of land shall be determined in accordance with Forms "A" and "B" of Schedule I of volume III respectively, and the height of the building and the open spaces to be provided, shall be determined in accordance with Form "E". (*The relevant error in the Sinhala document has been corrected here.)
- 7.4.6.** If a landowner cedes the portion of land falling within the street line/proposed road width for the road without compensation, the entire area of the land shall be considered for the purpose of calculating the permitted FAR for the proposed development. However, in calculating the percentage of plot coverage, the remaining area of the land excluding the portion falling within the street line/proposed road width shall be considered.
- 7.4.7.** No construction (e.g. walls, nets, bio-fences, etc.) will be permitted within the portion of land allocated for road widening as per 7.4.6 above.

- 7.4.8.** When constructing a boundary wall on land adjacent to roads that have not been identified for widening, the boundary wall should be constructed 1 meter from the road boundary towards the land.
- 7.4.9.** When granting permission for the construction of boundary walls within the building line, approval will be considered subject to the signing of a non compensation agreement with the relevant party and the road owner.
- 7.4.10.** When granting permission for tourism uses, accessibility should be considered in accordance with Schedule V.
- 7.4.11.** Various religious statues, religious symbols, signs, buildings or similar constructions are not permitted at intersections, road side building limits, road widening limits and reserves in the area and no compensation will be paid for the removal of such constructions.
- 7.4.12.** The Planning Committee of the Urban Development Authority has the power to decide whether to grant approval for a use that is not mentioned in the permitted use category of the Zoning Plan but is similar to the permitted uses in that zone.
- 7.4.13.** In cases where the proposed zone is not an approved use, permission will be given to continue the existing uses in the proposed zone plan. In this case, only a maximum of 10% of the floor area will be considered for increasing infrastructure facilities and employee facilities and approval for this must be obtained through a preliminary planning clearance of the Urban Development Authority. In addition, permission will not be given to further expand the existing use.
- 7.4.14.** For special development projects proposed to be implemented by the Urban Development Authority or other government institutions, the Urban Development Authority Planning Committee has the power to consider determining the maximum zone factor and floor area of the main zone as the sub-zone factors where land originally belongs at, taking into account the existing infrastructure facilities and environmental factors in the sub-zone where the project is proposed to be implemented.
- 7.4.15.** Although a 9-meter access is required for warehouses or industries that are complementary to the tourism industry with a total land area of less than 400 square meters, taking into account the scale, type of development, land use of the area and the capacity of the access road, the Planning Committee of the Urban Development Authority has the power to consider widening the access road to 9 meters through the relevant land and granting permission for the development through a preliminary planning clearance. In that case, the minimum area of the land should be 40 perch.
- 7.4.16.** The reserve for existing railway lines should be recorded in the survey plan as per the recommendations of the Railway Department.

7.4.17. If any development activity is carried out on the land within the proposed new alternative road boundary shown in Map 7.1, preliminary planning clearance must be obtained from the Urban Development Authority.

7.4.18. When determining the permitted floor area as per the zone factor specified in Form "A & B", during the construction of buildings, the maximum floor area ratio should be determined in accordance with the specifications given in Table 7.2, by considering the angle of the proposed land. (*The relevant error in the Sinhala document has been corrected here.)

The slope of the land (degrees)	Maximum allowable plot coverage	Percentage of maximum permissible floor area ratio (from permitted floor area ratio as per zoning plan)
From 0° to 10°	Must comply with the zoning regulations	100%
11° to 20°	Must comply with the zoning regulations	75%
21° < to 30°	50%	50%
31° to 45°	40%	35%
Over 45°	Permission will be granted for development works in accordance with the recommendations of the National Building Research Organization.	

Table 7.2: Maximum permitted plot coverage percentage and percentage of house support according to the land area

Source: Urban Development Authority

7.4.19. When subdividing a slopy land, the minimum land area should be maintained in accordance with the specifications given in Table 7.3. (*The relevant error in the Sinhala document has been corrected here.)

Slop of the land	Minimum allowable land area (m2) (subdivision)	Minimum width and depth of permissible land
0° to 10°	150	The plan must comply with development regulations.
117° < to 20°	250	
21° < to 30°	500	
31° < to 45°	750	
Over 45°	Permission will be granted for development works in accordance with the recommendations of the National Building Research Organization.	

Table 7.3: Minimum permitted land area and minimum land width and depth according to land slope

Source: Urban Development Authority

7.4.20. In cases where the slope of the land exceeds 11 degrees, details regarding the slope of that land should be indicated in the survey plan by the surveyor.

- 7.4.21.** In the case of bank cutting for construction work on sloping land, the recommendations of the relevant institutions should be obtained and acted upon, or a minimum space of 1 meter should be allocated from the top of the cutting bank to the adjacent fence line, or retaining walls should be constructed on the recommendations of a qualified person.
- 7.4.22.** The minimum land area for fuel stations is 1000 square meters and if permission is granted for related uses and the frontage width of the land should be at least 30 meters.
- 7.4.23.** The maximum plot coverage for schools, educational institutions, hospitals, children's homes, elderly homes and rehabilitation homes should not exceed 50%.
- 7.4.24.** All low-lying and paddy lands, water retention and water control areas within the Medium Sensitive Conservation Zone of the Hikkaduwa Development Plan (excluding lands identified for projects by the UDA.) must be in accordance with that zoning plan.
- 7.4.25.** During the construction of the building in water-facing development activities, at least 1/4th of the width of the land face parallel to the water source should be designed in such a way that the water source is visible from the relevant access road. It should not be blocked in any way.
- 7.4.26.** During the development of lands adjacent to streams, lakes, rivers, lagoons and reservoirs, the reserve boundaries and building line imposed for that purpose should be indicated as reserve/building line in the survey plan, and it should be maintained as a green belt without any construction.
- 7.4.27.** The Authority may, at any time it deems appropriate, declare any area as a special project area, redevelopment area, special housing project area, central commercial area, scenic area, conservation area, cultural area or other area. The regulations and requirements introduced for such declared areas shall apply to those areas.
- 7.4.28.** The Authority may restrict or prohibit the construction of any particular building within the areas referred to in 7.4.27 above, or relax the prohibitions imposed by regulations or impose other rules to carry out the functions prescribed for the area.
- 7.4.29.** In cases where a land falls between two zones, the zone that designated for that land area shall be determined by the which zone provide the main access road to facilitate land area. If both zones showing access to that land, both the roads are of the same width, the zone where comes with larger frontage shall be applicable as the zone that designated for that land . **This provision shall not apply to conservation zones.
- 7.4.30.** Where the zoning boundary runs along the outermost boundary of the first parcel of land facing the access road of the subdivision, it shall be considered as extending up to the outermost boundary of the parcel of land parallel to the access road. Where the rear parcels of land have been merged into the first parcel of land and approved as a single plot, the outermost boundary of that single plot shall be considered as the zoning

boundary.

- 7.4.31.** In the event that the boundaries shown in the Zoning Plan are defined by both physical boundaries and (Google Earth) geographical coordinates, the Planning Committee of the Urban Development Authority has the final decision-making powers in the event of a boundary mismatch.
- 7.4.32.** If any piece of land falls between two local government areas, the Authority shall decide on the use of that piece of land in the zone where the main access to it is obtained, with the consent of the relevant local government institutions.
- 7.4.33.** Permission for pubs must be granted at least 50 meters away from religious places and schools. A notice board should be displayed for up to 14 days regarding the proposed use and approval should be considered after checking whether there is any public objection.
- 7.4.34.** If tower cranes are to be used for any development, a permit, along with recommendations from a qualified engineer and insurance coverage, must be obtained from the institution that granted approval for the relevant development.
- 7.4.35.** Antenna towers and telephone towers should be constructed in a manner that is compatible with the natural environment.
- 7.4.36.** When granting permission for low-lying lands, swamps, paddy fields or other such lands not identified in the development plan, a preliminary planning clearance from the Urban Development Authority must be obtained.
- 7.4.37.** Land identified by the Spatial Plan for Public Outdoor open spaces for Sports and Recreation (PORS) should be used only for those purposes.
- 7.4.38.** If any land is allocated for a cemetery/crematorium, recommendations from the relevant local government should be obtained and its boundaries should be maintained as an attractive green belt.
- 7.4.39.** If any excavated land is to be used for development without restoration, an application for preliminary planning clearance must be made along with a project report.
- 7.4.40.** A wastewater management plan should be submitted for non-residential constructions exceeding 3000 square feet, located near water bodies (tanks, rivers or main canals), and wastewater management should be carried out in accordance with the recommendations of the Central Environmental Authority. Also, the Planning Committee of the Urban Development Authority may request that plans be submitted with a landscape plan, if necessary, in the point of building plans submission.

7.4.41. For waste management of plots of land of 10 acres or more, an appropriate method from the following methods should be used.

- I. Using the compost bin
- II. Using a compost pit
- III. Composting waste according to the mulching method
- IV. If waste management is carried out through the Municipal Council, written permission and recommendations must be obtained in this regard.

7.4.42. If the land area is less than 10 acres or if the Authority recommends it as an existing lot, the waste management should liaise with the Hikkaduwa Municipal Council and obtain written permission and recommendations in this regard.

7.4.43. In managing wastewater (non-toilet waste), the wastewater system should be implemented and in cases where the height of the land is less than 4 meters, as per the sewage management program mentioned in 6.2.2.4.1.5 of Chapter 6, it should be done according to the recommendations obtained in writing through a formal procedure of the Central Environmental Authority. (*The relevant error in the Sinhala document has been corrected here.)

7.4.44. If the toilet waste is connected to the public sewer system for management, it should be managed according to the recommendations obtained in writing through a formal procedure with the National Water Supply and Drainage Board.

7.4.45. In cases where the height of the land is more than 4 meters, the septic tank and soakage pit system should be implemented in building development as per the recommendations of a civil engineer or technical officer in accordance with the relevant national and international standards, and in other uses, the septic tank and soakage pit system with a filter or a suitable system should be implemented.

7.4.46. For lands with elevations less than 4 meters, wastewater should be managed as per the recommendations of the Central Environmental Authority and it should be noted in the survey plan during land approval.

7.4.47. In managing storm water, storm water should be discharged to a drain along the access road and in case there is no drain along the main access road facing the land, space should be allocated for a drain according to the water capacity discharged from the land (parallel to the access road). It should be noted as the proposed storm water drain in the survey plan. Until it is practically implemented, the storm water method should be used as per the recommendations of a chartered civil engineer. It should be mentioned as the proposed storm water pit in the survey plan. In addition, if recommendations from other relevant institutions have been given, they should be followed accordingly.

7.4.48. When designing buildings related to tourism uses, action should be taken in accordance with Schedule IV of this plan.

7.4.49. When considering accessibility for tourist use, action should be taken in accordance with Schedule V of this Plan.

7.4.50. If a road connecting to a road identified for widening to 24 meters as per Table 9.1 has a total length of 30 meters or less, then approval for permitted uses in the zone may be considered by physically releasing half of the land required to widen the road to 6 meters.

7.4.51. Industries, fuel stations, hardware (400 square meters or more), shopping complexes, warehouses and warehouses must have a minimum of 40 p of land.

7.4.52. In the event of a dispute arising in relation to any legal planning, development or building regulation or its interpretation or practical application, the final decision in this regard lies with the Main Planning Committee of the Urban Development Authority.

7.4.53. A green certificate from the Urban Development Authority must be obtained for all buildings, including residential buildings, other than industrial buildings, exceeding 1000 square meters.

7.4.54. General regulations for wetlands

- i.** No construction that interferes with water drainage and flood retention capacities should be carried out on wetlands, water bodies or waterways. Special projects approved by the Urban Development Authority in accordance with a development Plan or a Land Development Advisory Guide Plan should be carried out subject to the recommendations and approval of the relevant institutions.
- ii.** Every permitted construction in wetland areas must be designed according to the green building concept with prescribed engineering standards.
- iii.** For all water-facing buildings (including those adjacent to tanks, main canals, swamps and wetlands), a wastewater management facility should be constructed within the relevant premises and a recommendation/certificate of compliance should be obtained from the Central Environmental Authority.
- iv.** In special cases, when filling wetlands, the recommendations of the Sri Lanka Land Development Corporation should be obtained and rainwater drainage methods should be used accordingly. Approval should be obtained from the Central Environmental Authority regarding the materials used for filling wetlands.
- v.** In approved wetland activities, public footpaths and public bathing areas should

be maintained as they are or relocated to a suitable location nearby.

- vi.** The services of professionally qualified professionals should be obtained for the planning, design and supervision of wetland development activities.
- vii.** Wastewater should not be discharged into the ponds. Only treated water should be released as per the recommendations of the Central Environmental Authority.
- viii.** In necessary cases, conditions of institutions such as the Central Environmental Authority, Coastal Conservation Department, Sri Lanka Land Development Corporation, Urban Development Authority, Agrarian Services Development Department and Irrigation Department may be imposed on Prescribe Projects under the Environment Act.
- ix.** In the event that any issue arises regarding a wetland, the Planning Committee of the Urban Development Authority has the power to make decisions based on the recommendations of the relevant institutions after conducting a joint survey by the Department of Agrarian Services, the Sri Lanka Land Development Corporation and the Environmental and Landscape Division of the Urban Development Authority.
- x. It should be noted that:-**
 - A.** If any of the above conditions are violated during the development of any wetland, the Central Environmental Authority, Department of Agrarian Services, Sri Lanka Lands development corporation posses the legalpower to make actions againts it. Legal action will be taken under the powers of the Development Corporation and the Urban Development Authority.
 - B.** Rainwater management/drainage should be carried out as per the plans approved as per the recommendations of institutions such as the Sri Lanka Land Development Corporation, Central Environmental Authority, Irrigation Department, Urban Development Authority, Department of Wildlife Conservation and Department of Agriculture, Agrarian Services Development etc.

7.4.55. Guidelines for wetlands

- A.** These guidelines are valid for the medium Sensitive Conservation Zone (hereinafter referred to as Wetlands) located within the Hikkaduwa Urban Council area.
- B.** Taking into account the increase in the intensity of extreme weather conditions caused by climate change and the disruption of rainwater flow due to reclamation and

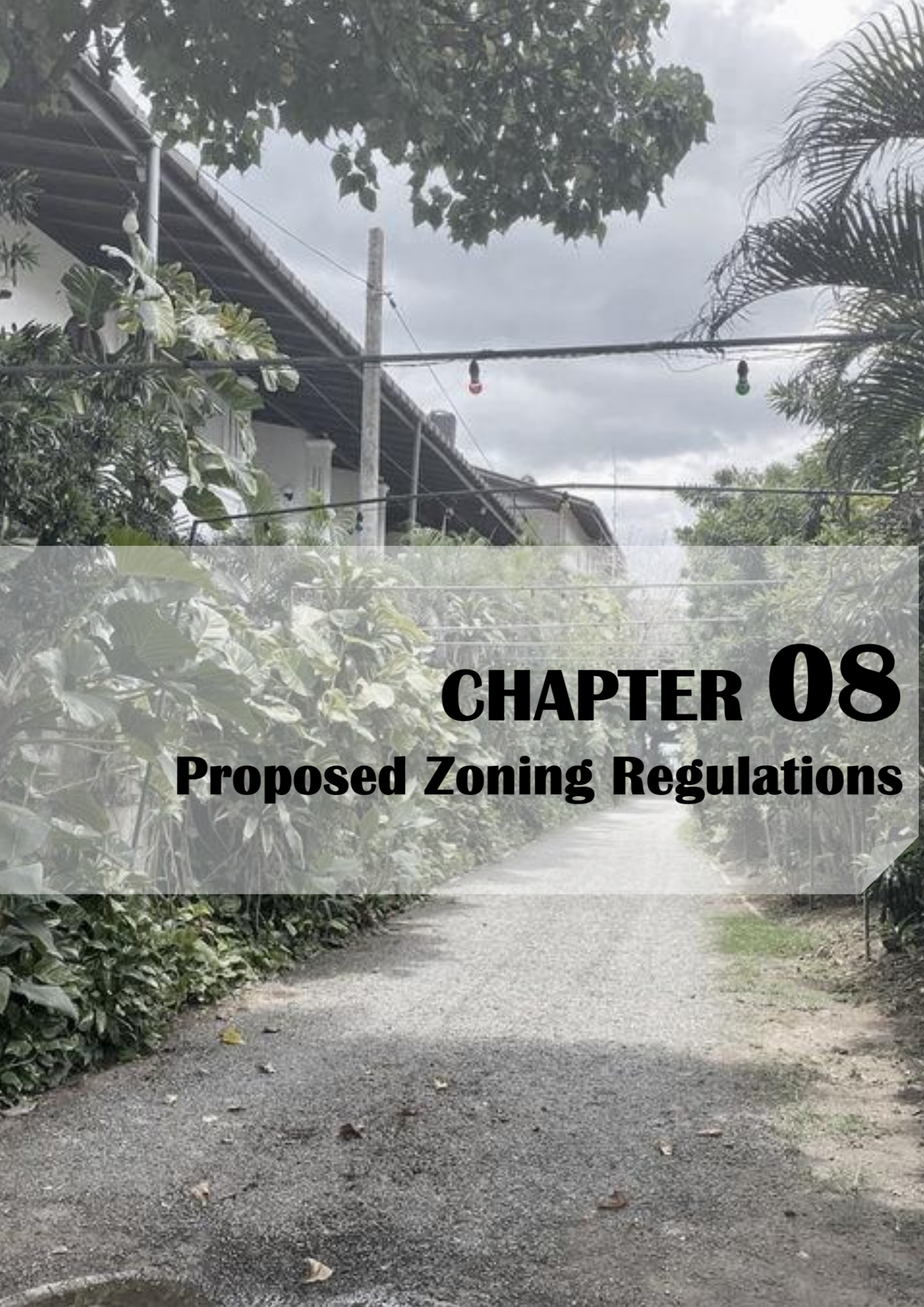
construction in wetlands, flood capacity maintenance and other development activities should be carried out in accordance with decisions taken through coordination among the institutions mentioned in the Schedule.

- C. Before developing low-lying land/filled paddy fields and cultivated paddy fields, approval should be obtained from the Urban Development Authority and the institutions bearing numbers 01, 03, 04, 05 and 09 mentioned in Schedule III. Also, in cases where the ownership of wetlands falls within the scope of the relevant institutions through various means, the necessary recommendation and approval should be obtained from the institutions mentioned in Schedule III and other relevant institutions.
- D. For any development activity that may have an impact on the wetland environment, an Environmental Clearance Certificate or Environmental Protection License must be obtained from the institutions bearing Nos. 03 and 05 mentioned in Schedule III and the said permit must be updated annually before the expiry of the prescribed period.
- E. The recommendation/approval (Final Clearance Certificate) given for a development work on a wetland belonging to the Sri Lanka Land Development Corporation mentioned in Schedule III shall be renewed annually as decided by the said Planning Committee.
- F. Plants and animals other than invasive alien plants and animals should not be removed.
- G. In all wetlands where water retention capacity is particularly important, alternative sites should be appropriately established to mitigate the potential for reduction in water retention capacity and impacts on ecological services. Approval from the relevant institutions should be obtained for this.
- H. Mechanical boats, fishing gear, fuel or other vessels shall not be used in the process of catching fish or other aquatic organisms, except for traditional fishing activities in wetlands.
- I. Wetlands with high biodiversity should be conserved.
- J. All areas where oysters and other aquatic life breed should be protected.
- K. Disposal of waste in wetlands should not be permitted. (Domestic, institutional, industrial, commercial, electronic, and clinical waste)
- L. **It should be noted that:-**
This guideline shall be used as a condition of the issuance of permits by the institutions mentioned in Schedule III for carrying out development activities in wetland areas must be included and violation of those conditions will result in the cancellation of that license or the imposition of penalties.

7.4.56. Cases where a preliminary planning clearance should be obtained from the Urban Development Authority;

In addition to the uses specifically mentioned in the zoning plan of the Hikkaduwa Development Plan for which a clearance certificate from the Urban Development Authority is required, a preliminary planning clearance must be obtained from the Urban Development Authority before obtaining development permits in the following cases:

- i. For development activities falling under “A”, “B” and “C” of the development classification published by the Central Environmental Authority under the National Environmental act under the Extraordinary Gazette No. 1533/16 and dated 2008.01.25
- ii. In the development of low-lying lands, swamps, paddy fields, wetlands, deniya, owita or other such lands not identified in the development plan ii.
- iii. In the event of an application for a use other than that listed as an permissible use according to the development zones
- iv. For condominium development activities
- v. For quarrying granite, gravel cutting, mineral extraction, mineral grinding
- vi. Private schools, private hospitals and private tuition classes (Regardless of how it is stated in the zoning plan, the Local Authority reserves the right to make decisions based on the location and the initial planning recommendations.)
- vii. For the installation of billboards. (On both sides of the roads identified to be widened to 24 meters and 9 meters width)
- viii. When proposing commercial or tourist development activities where the physical width of the road being considered for development is 3 meters
- ix. When carrying out any development activity within a radius of 100 meters from the Rathgama Lagoon boundary and within the Wildlife Sanctuary (Annexure 02)
- x. When carrying out any development work within an area of 300 meters from the bank of the Hikkaduwa River (Annexure 03)
- xi. When carrying out development activities within a radius of 1 mile from the Marine Protection Area (Annexure 4)
- xii. When carrying out any development activity within the medium density tourism zone
- xiii. In all watershed and wetland related development activities
- xiv. When obtaining green certification for buildings
- xv. In addition to the above cases, for activities where the Urban Development Authority determines that a preliminary planning clearance certificate is required.



CHAPTER 08

Proposed Zoning Regulations



8. PROPOSED ZONING REGULATIONS

According to the zoning plan of the Hikkaduwa Development Plan, it is divided into 7 zones, and the development regulations affecting each zone are as follows.

8.1. High Density Tourism Zone

i. Main Zone	Tourism Zone
ii. Zone Characteristics	The High Density Tourism Zone is being introduced to manage the excessive building expansion in environmentally sensitive areas, especially in the Hikkaduwa coastal area. Its objective is to protect sensitive ecosystems and promote environmentally friendly practices. The objective of introducing this zone is to balance the growth of tourism with environmental conservation, and to consolidate the commercial and service facilities associated with the tourism industry in a central area with high-quality infrastructure facilities, thereby transforming the Hikkaduwa coastal area into a free zone for recreational tourism activities.
iii. Zone Boundaries	Refer the annexure I
iv. Sub Zone	High Density Tourism Zone
v. Zone Code	T1
vi. Zone Factor	2.00-2.49
vii. Permissible FAR/Floor area	In accordance with the Schedule I ,”A”, “B” & D forms
viii. Permissible Plot Coverage	In accordance with the Schedule I ,”A”, “B” & D forms
ix. Set Backs & Open Spaces	In accordance with the Schedule I, Form ‘E’
x. Minimum Plot Size for Subdivision	For the subdivisions of lands with 20 perch or more which after 2025-1-1 ,minimum plot size should be 250 Sqm.Lands subdivided before that date are considered as existing lots.
xi. Permissible Uses	In accordance with the Schedule II, Form ‘F’
xii. Common Regulations For The Zone	1. In cases where the width of the existing road is at least 03 meters or more, if the development plan proposes to widen the road, permission for commercial use may be considered by physically releasing half of the proposed road width from the relevant land. 2. Commercial development may be permitted on lands located within 30 metres of a road connected to a road proposed for widening under the Development Plan, subject to the physical allocating half of the land required to achieve the proposed 6-metre road width. 3. In the low-lying areas and watersheds within this zone, approval will be considered for viewing decks and walkways, subject to the recommendations of the relevant institutions.

Table 8.1 : Zoning regulations for the High Density Tourism Zone

Source: Galle District Office, Urban Development Authority

8.2 Medium Density Tourism Zone

i. Main Zone	Tourism Zone
ii. Zone Characteristics	The objective of this zone is to reduce the density of informal buildings established near the coast, expand public open spaces, and develop tourist beach activities, with the Matara-Colombo main road acting as a major tourist route.
iii. Zone Boundaries	Refer the annexure I
iv. Sub Zone	Medium Density Tourism Zone
v. Zone Code	T2
vi. Zone Factor	1.75-1.99
vii. Permissible FAR/Floor area	In accordance with the Schedule I ,”A”, “B” & D forms
viii. Permissible Plot Coverage	In accordance with the Schedule I ,”A”, “B” & D forms
ix. Set Backs & Open Spaces	In accordance with the Schedule I, Form ‘E’
x. Minimum Plot Size for Subdivision	For the subdivisions of lands with 20 perch or more which after 2025-1-1 ,minimum plot size should be 250 Sqm.Lands subdivided before that date are considered as existing lots.
xi. Permissible Uses	In accordance with the Schedule II, Form ‘F’
xii. Common Regulations	1. When developing a coastal land, bio-fence should be used whenever possible and in cases where this is not possible, the construction of a wall not exceeding 3 feet in height from the shore will be considered as per the recommendations of the Department of Coastal Resources and Coastal Conservation. This construction will be considered only within a 10 meter radius from the permanent vegetation line towards the land. 2. No construction or mobile buildings are allowed ,blocking the shore from the permanent vegetation line marked by the Department of Coastal Resources and Coastal Management of Sri Lanka . It should not be used as private land. 3. In the development of land plots facing the permanent vegetation line / shoreline, the facade of the existing or proposed building and the land portion towards the shore should be designed to suit the surrounding environment and the Planning Committee of the Urban Development Authority has the power to impose such regulations, as it deems necessary. 4. No construction shall be carried out within a strip of 10 m from the permanent shoreline marked by the Department of Coastal Resources and Coastal Management of Sri Lanka. (The landward limit from the permanent shoreline(vegetation line) may vary as per the recommendations of the Department of Coastal Resources and Coastal Management of Sri Lanka.) 5. In the event that there is a piece of land adjacent to the coast where private ownership cannot be proved and established,

	the recommendations of the Divisional Secretary of the relevant Divisional Secretariat Division shall be obtained regarding the development of that land. Such pieces of land shall be opened for public use. 6. The beach entrances identified by the development plan shall be opened to the general public without any construction. 7. In the construction of single-storey buildings on land between the Galle-Colombo road and the sea, when the width of the land (road frontage) is 10 meters or more, 03 meters on one side should be maintained without any construction so that the sea is visible, and in the construction of multi-storey buildings, the ground floor should be designed so that the sea is visible. 8. In the development of a land facing the Colombo-Matara road where renovation of an existing building or in the construction of a new building happens, it is necessary to adapt it according to the road facade improvement project, so a preliminary planning approval should be obtained in this regard. 9. In the development of a land adjacent to a coastal entrance / beach access, it is not necessary to set aside the side space to be allocated for sea view. 10. In the development of a land facing a road where not identified for expansion by the development plan, the proposed tourism development can be considered by physically releasing 06 meters of its land to the access road. 11. In cases where the proposed land in this zone exceeds 40 perches or equal 40 perches, and the width of the existing access road is at least 03 meters, the development may be considered by physically waiving the required space from the land for widening the access road as per the zoning factor. Proposals regarding vehicle access and handling will be considered. 12. If any construction is to take place within a radius of 1 mile (seaward and inland) from the Marine Protected Area (National Park), recommendations from the Department of Wildlife and the Central Environmental Authority should be obtained. 13. Within the 10 meters from the permanent shoreline determined by the Department of Coastal Resources and Coastal Management, a 1.5 meter footpath should be developed and it should be demarcated as the proposed footpath in the survey plan.
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	The diagram illustrates a coastal development plan. A 'Proposed Building Area' is shown as a rectangle. A dashed line labeled 'Building Line' is 10m from the building area. A 'Vegetation Buffer Zone' is shown as a green area, 10m wide. A '10 m Setback' is indicated between the building area and the sea. An 'Access Path (1.5 m Wide)' is shown as a red path. A note in a box states: 'Maintain a 10 m vegetation buffer zone from the sea edge.' The 'Sea' is represented by blue wavy lines at the bottom. 14. In cases where the width of the existing road is at least 03 meters or more, if the development plan proposes to widen that road, permission for commercial use may be considered by physically releasing half of the proposed road width from the relevant land. 15. Commercial development may be permitted on lands located within 30 metres of a road connected to a road proposed for widening under the Development Plan, subject to the physically allocating half of the land required to achieve the proposed 6-metre road width. 16. If the length of a road connecting to the Colombo - Matara main road is 30 meters or less than 30 meters, approval for permitted uses in the zone may be considered by physically releasing half of the land required to widen the road to 6 meters.
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Table 8.2 : Zoning regulations for the Medium Density Tourism Zone
Source: Galle District Office, Urban Development Authority

8.3. Low Density Tourism Zone-Associated area with Hikkaduwa River

i. Main Zone	Tourism Zone
ii. Zone Characteristics	Low Density Tourism Zone I is a zone centered around the Hikkaduwa River, with the primary objective of fostering eco-friendly tourism practices and minimizing environmental impact. This zone aims to provide guidelines and regulations for development activities with an emphasis on reducing building density to protect natural landscapes and biodiversity. By promoting sustainable tourism practices and limiting infrastructure expansion, the Low Density Tourism Zone is designed to promote the area as an area that offers eco-friendly tourism experiences by opening the area to tourists while also striving to maintain the ecological integrity of the area.
iii. Zone Boundaries	Refer the annexure I
iv. Sub Zone	Low Density Tourism Zone I
v. Zone Code	T3-I
vi. Zone Factor	0.75-0.99
vii. Permissible FAR/Floor area	In accordance with the Schedule I ,”A” , “B”& “D” forms
viii. Permissible Plot Coverage	65%
ix. Set Backs & Open Spaces	In accordance with the Schedule I, Form ‘E’
x. Minimum Plot Size for Subdivision	For the subdivisions of lands with 20 perch or more which after 2025-1-1, minimum plot size should be 250 Sqm.Lands subdivided before that date are considered as existing lots.
xi. Permissible Uses	In accordance with the Schedule II, Form ‘F’
xii. Common Regulations	1. If the land is within 300 meters from the river bank, 50% of the open area should be landscaped and maintained without any construction, as per the maximum permitted plot coverage. 2. As this is an environmentally sensitive zone, all buildings shall be designed and constructed in harmony with the surrounding environment, including considerations relating to building typology, green coverage, the use of alternative energy sources, and environmentally sustainable building materials. The Urban Development Authority Planning Committee shall have the authority to impose recommendations and conditions necessary to ensure compliance with these requirements. 3. Where environmentally friendly building materials and alternative energy sources are incorporated into a development, permission may be granted for an additional floor area over and above the otherwise permitted floor area, subject to the Green Certification issued by the Urban Development Authority. The extent of such additional floor area shall be determined according to the level of certification obtained. Any development that has been granted an increased Floor Area Ratio (FAR) on the basis of such certification and subsequently fails to comply with the approved environmental requirements shall be liable to

	cancellation of the Development Permit.	
	UDA Green Certification Level	Additional Permitted Floor Area
	Certified	5%
	Silver	10%
	Gold	20%
	4. In this zone, boundary walls are not permitted and only a bio-fence is permitted.	
	5. The Central Environmental Authority should be consulted regarding waste and garbage management when developing land facing a watershed, wetland or other environmentally sensitive area in this zone.	
	6. Consideration will be given to granting approval for viewing decks and walkways in the low-lying areas and watersheds within this zone, subject to the recommendations of the relevant institutions.	

Table 8.3 : Zoning regulations for the Low Density Tourism Zone I

Source: Galle District Office, Urban Development Authority

8.4 . Low Density Tourism Zone II-Associated area with Rathgama Lagoon

i. Main Zone	Tourism Zone
ii. Zone Characteristics	This zone covers the area around Rajgama Lagoon. Its primary objective is to promote sustainable tourism experiences centered on saltwater and freshwater fishing as well as water-based activities. The zone provides guidelines and regulations aimed at protecting the delicate ecosystem of the area, ensuring its long-term conservation and sustainability for tourists and local communities alike.
iii. Zone Bouderies	Refer the annexure I
iv. Sub Zone	Low Density Tourism Zone II
v. Zone Code	T3-II
vi. Zone Factor	0.75-0.99
vii. Permissible FAR/Floor area	In accordance with the Schedule I ,”A” , “B”& “D” forms
viii. Permissible Plot Coverage	65%
ix. Set Backs & Open Spaces	In accordance with the Schedule I, Form ‘E’
x. Minimum Plot Size For Subdivision	For the subdivisions of lands with 20 perch or more which after 2025-1-1, minimum plot size should be 250 Sqm.Lands subdivided before that date are considered as existing lots.
xi. Permissible Uses	In accordance with the Schedule II, Form ‘F’
xii. Common Regulations	1. If the land is within 18 meters from the lagoon edge, 50% of the open area should be landscaped and maintained without any construction, as per the maximum permitted plot coverage. 2. Permission should be obtained from the Department of Wildlife Conservation for all development activities in the wildlife reserve areas around the Rajgama Lagoon. 3. As this is an environmentally sensitive zone, all buildings shall be designed and constructed in harmony with the surrounding environment, including considerations relating to building typology, green coverage, the use of alternative energy sources, and environmentally sustainable building materials. The Urban Development Authority Planning Committee shall have the authority to impose recommendations and conditions necessary to ensure compliance with these requirements. 4. Where environmentally friendly building materials and alternative energy sources are incorporated into a development, permission may be granted for an additional floor area over and above the otherwise permitted floor area, subject to the Green Certification issued by the Urban Development Authority. The extent

	of such additional floor area shall be determined according to the level of certification obtained. Any development that has been granted an increased Floor Area Ratio (FAR) on the basis of such certification and subsequently fails to comply with the approved environmental requirements shall be liable to cancellation of the Development Permit. <table> <tr> <th>UDA Green Certification Level</th><th>Additional Permitted Floor Area</th></tr> <tr> <td>Certified</td><td>5%</td></tr> <tr> <td>Silver</td><td>10%</td></tr> <tr> <td>Gold</td><td>20%</td></tr> </table> 5. No boundary walls will be permitted in this zone and only a bio-fence will be permitted. 6. The Central Environmental Authority should be consulted regarding waste and garbage management when developing a land facing a watershed, wetland or other environmentally sensitive area in this zone. 7. Consideration will be given to granting approval for viewing decks and walkways in the low-lying areas and watersheds in this zone, subject to the recommendations of the relevant institutions.	UDA Green Certification Level	Additional Permitted Floor Area	Certified	5%	Silver	10%	Gold	20%
UDA Green Certification Level	Additional Permitted Floor Area								
Certified	5%								
Silver	10%								
Gold	20%								

Table 8.4 : Zoning regulations for the Low Density Tourism Zone II

Source: Galle District Office, Urban Development Authority

8.5 Medium Density Residential Zone

i. Main Zone	Residential Zone
ii. Zone Characteristics	This area is expected to be developed as a comfortable residential area where residential activities along with gardening .
iii. Zone Boundaries	Refer the annexure
iv. Sub Zone	Middle Dense Residential Zone
v. Zone Code	R2
vi. Zone Factor	1.18
vii. Permissible FAR/Floor area	In accordance with the Schedule I ,”A” , “B”& “D” forms
viii. Permissible Plot Coverage	65%
ix. Set Backs & Open Spaces	In accordance with the Schedule I, Form ‘E’
x. Minimum Plot Size	For the subdivisions of lands with 20 perch or more which after 2025-1-1 ,minimum plot size should be 250 Sqm.Lands subdivided before that date are consideredas existing lots.
xi. Permissible Uses	In accordance with the Schedule II, Form ‘F’
xii. Common Regulation	Small-scale economic development activities and cottage industries (a building of 150 square meters) will be considered with a minimum access road of 03 meters. In such a case, half of the required 6 meter road should be physically released to the road.

Table 8.5 : Zoning regulations for the Medium Density Residential Zone

Source: Galle District Office, Urban Development Authority.

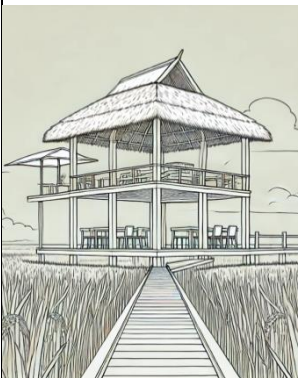
8.6. High Sensitive Conservation Zone

i. Main zone	High Sensitive Conservation Zone
ii. Zone characteristics	Wetlands declared by an international convention, a local act or a gazette notification belong to this zone. Accordingly, the “Hikkaduwa Marine National Park” has declared as per Gazette No. 14/1257 dated 05th October 2002 under the Wildlife Protection Act and the “Rathgama Lagoon” which was declared as a sanctuary on 17.08.1988 under the Wildlife Protection Act with an area of 101.58 hectares, belong to this zone.
iii. Zone Boundaries	The relevant development conditions may be implemented only for approved uses as indicated in the gazette notifications published in accordance with the laws, regulations and acts of the relevant institutions.
iv. Sub Zone	
v. Zone Code	
vi. Zone Factor	
vii. Permissible FAR/Floor area	
viii. Permissible Plot Coverage	
ix. Open space and Heights	
x. Minimum plot size	
xi. Common Regulation	I. Only the approved uses, specified in the international convention, local act or gazette notification published in the said convention, local act, may be implemented. II. If the land belongs to the Rajgama Lagoon Protection Zone, only the approved uses specified in Low Density Tourism Zone-II are permitted subject to the general regulations for that zone.
xii. Permissible uses	-
xiii. Common Regulation	Since the “Hikkaduwa Marine National Park” was designated as a sanctuary under the Wildlife Protection Act by Gazette No.14/1257 dated 05th October 2002 and the “Rathgama Lagoon”, an area of 101.58 hectares under the Wildlife Protection Act by the Gazette dated 17.08.1988. It has been designated as a sanctuary and has been protected by the Gazette issued on 17.08.1988, and the following procedure should be followed for development activities carried out in those areas. ❖ Permission should be obtained from the Department of Wildlife Conservation for all development activities carried out in the buffer zones of those protected areas. Permission will also be granted for “Prescribe Projects” as mentioned in the Environmental Protection Act (No. 22/772 and dated 24 June 1993) subject to an environmental assessment and approvals being granted subject to the “Project Approval Process” conducted by the Department of Wildlife Conservation. ❖ Projects identified by the Central Environmental Authority in terms of Gazette Extraordinary No. 772/22 of 24 June 1993, Gazette Extraordinary No. 859/14 of 23 February 1995, and Gazette Extraordinary No. 1104/22 of 05 November 1999 shall obtain an Initial Environmental Examination (IEE) or an Environmental Impact Assessment (EIA), as applicable, prior to the commencement of development.

Table 8.6 : Zoning regulations for the High Sensitive Conservation Zone

Source: Galle District Office, Urban Development Authority.

8.7 Medium Sensitive Conservation Zone

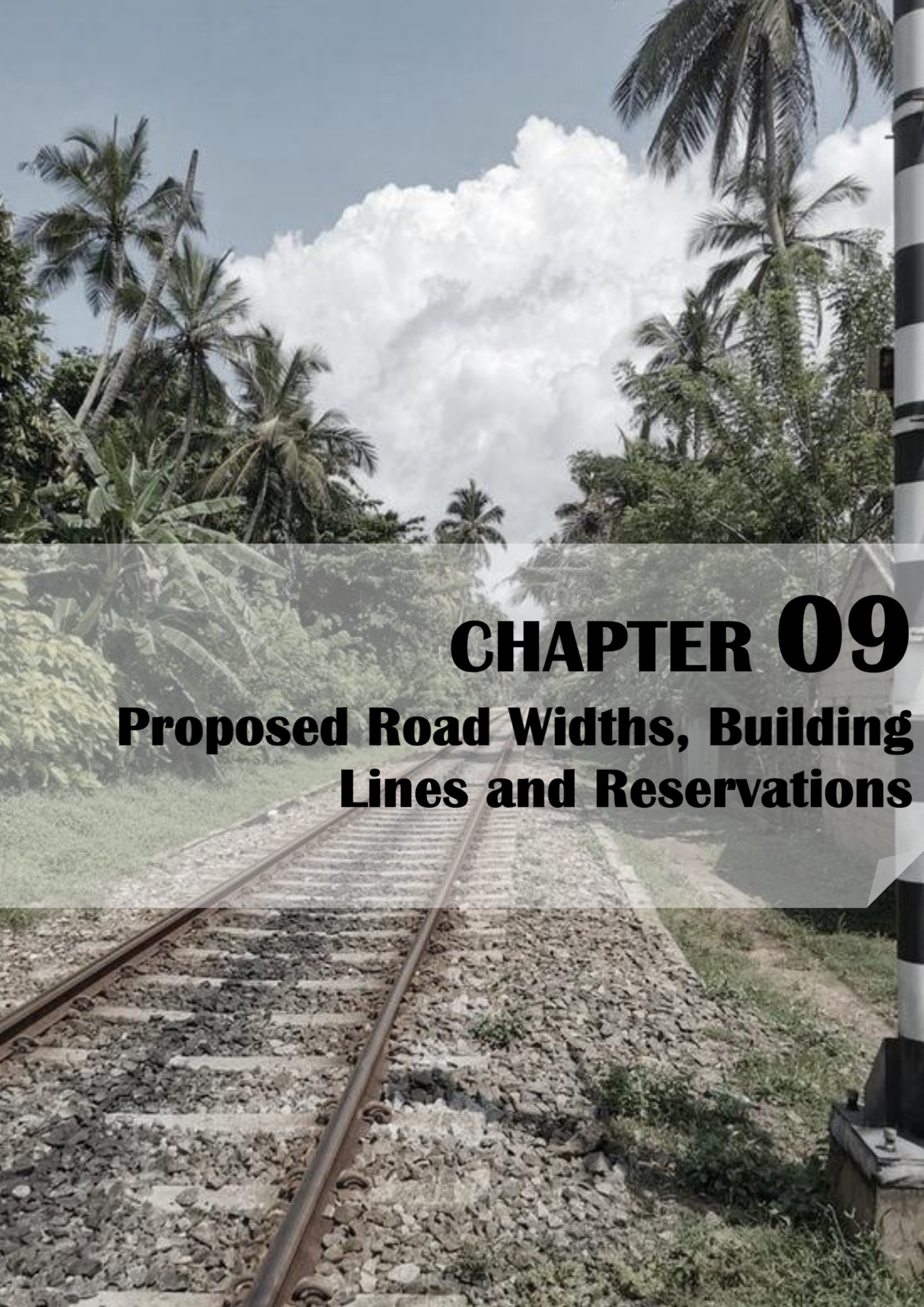
I. Main Zone	Medium Sensitive Conservation Zone
II. Zone Characteristics	Areas that should be designated as wetlands, marshes, water retention and drainage areas to minimize and control flood risk
III. Zone Factor	-
IV. Minimum Plot Size	2 Ha (5 Acres) Permissible uses remain as it is for small lots but not allowed for new developments
V. Maximum Reclamation Limit	5 %of land area (for common infrastructure facilities) Roads, parking lots, toilets and waste disposal/treatment facilities can be used for site management if necessary.
VI. Maximum Plot Coverage	 10% of the total project area. All buildings (non-permanent) on towers/pillars are permitted.
VII. Permissible Infrastructure Projects (Electricity, Water Supply, Telecommunication, Road Etc.)	7% from total project land area
VIII. Maximum Ground Floor Extent For Separate Buildings	300 Sq.m.
IX. Maximum Building Height	7 meters above ground level. (not applicable to Towers / observation posts, stations where animals can be observed from a hidden location, in line with the main concept)
X. Building Type	The buildings may be placed individually or in groups. The construction of the buildings should be done in a way that does not obstruct the view of the wetland from adjacent public roads and public areas.
XI. Sub Divisions	Not permitted
XII. Demarcating Boundaries	Boundary walls are not permitted. A bio-fence, which is compatible with the landscape and does not obstruct the flow of rainwater, may be permitted only along a boundary that extends to an existing elevated area. The boundary marking of other boundaries should be done using markers that are compatible with the landscape (with a minimum spacing of 10meters). In both cases, the work should be carried out subject to the approval of the Urban Development Authority on a site-specific basis.

XIII. Permissible Uses	i. Wetland Natural Parks ii. Eco-friendly restaurants (on towers) - 120 sq m iii. Outdoor fitness areas/physical exercise facilities iv. Cabanas (built on towers) v. Dry weather playgrounds vi. Traditional fishing activities vii. Flower collecting viii. Aquatic plant cultivation ix. Construction of new irrigation systems/construction of flood protection systems x. Educational and research activities xi. Lowland agriculture xii. Growing epiphytes xiii. Excavation activities (subject to land restoration activities and conditions of the Geology and Mines Bureau and the Central Environmental Authority) xiv. Eco-friendly aquaculture ponds xv. Rainwater retention ponds xvi. Ornamental fish farming xvii. Government approved public infrastructure projects of national importance
XIV. Conditions On Implementing Permissible Uses	The Planning Committee of the Urban Development Authority may consider granting permission for development activities in highland areas adjacent to or within the conservation zone and may grant approval for such proposed development activities. Before granting approvals , a survey plan with contour lines and the current use/existing condition of the proposed land should be mentioned as “Existing Highland” in the survey plan and there should be a legal access for the property. In cases where the boundary of this zone is unclear or uncertain, the Planning Committee of the Urban Development Authority has the power to make decisions based on the recommendations of the relevant institutions after conducting a joint inspection with the Sri Lanka Land Development Corporation and the Environmental and Landscape Division of the Urban Development Authority. (To avoid the error in determining the exact location, need to plot according to the Geographical Positioning System - GPS)
XV. Common Regulations	No use other than the approved uses specified under XIII is permitted. In necessary cases, additional site specific conditions may be attributed to institutions such as the Central Environmental Authority, Sri Lanka Land Development Corporation, Urban Development Authority, Department of Agrarian Services Development and Department of Irrigation for "prescribed projects" under the Environment Act. If any of the above conditions are violated during the development of any wetland, legal action will be taken under the powers of the Central Environmental

	Authority, Department of Agrarian Services, Sri Lanka Land Development Corporation and Urban Development Authority.	
	Rainwater management/drainage should be done as per the approved master plan of the Sri Lanka Land Development Corporation, Central Environmental Authority, Irrigation Department, Urban Development Authority, Wildlife Conservation Department and Department of Agriculture, Agrarian Services Development Department etc.	
	Relaxing the regulations on special context	In rare cases where it is necessary to implement an important public infrastructure project, the above conditions may be relaxed.
	NB. In necessary cases, additional special conditions may be imposed by the Central Environmental Authority, Sri Lanka Land Development Corporation, Urban Development Authority, Department of Agrarian Services, Department of Irrigation, etc. for “Scheduled Projects” under the Environment Act.	

Table 8.7 : Zoning regulations for the Medium Sensitive Conservation Zone

Source: Galle District Office, Urban Development Authority.



CHAPTER 09

Proposed Road Widths, Building Lines and Reservations



9. PROPOSED ROAD WIDTH ,BUILDING LINES AND RESERVES

In developing the road network of Hikkaduwa Development Plan, a proposed road width has been given for the roads that need to be widened on a priority basis, and building lines have been introduced for other roads. Similarly, the protected areas for streams, rivers and tanks as declared by the Sri Lanka Land Reclamation and Development Corporation in accordance with the Gazette Notification No. 1662/17 dated 14.07.2010 are applicable to this area, and the protected areas for water areas not covered by the said Gazette Notification have been introduced in Tables Nos. 9.4 and 9.5.

9.1. Proposed Road Width

9.1.1. Roads identified for development with a width of 24 meters (12 meters on each side from the center of the road)

Name Of the road	Proposed Road width (m)	Building line (m)(from road centre)
1.Colombo -Galle -Matara -Wellawaya road	24	15
2.Proposed Hikkaduwa by-road	24	15
3. Baddegama road	24	15
4. Dodanduwa -Gonupinuwala Road	24	15

Table 9. 1: Roads identified for development with a width of 24 meters

Source: Galle District Office, Urban Development Authority

****Please note:** **If at any time a road within the jurisdiction of the Hikkaduwa Urban Council is declared as a road belonging to the Road Development Authority, development activities should be carried out with the proposed road width of 24 meters from that date.*

****When developing a land, the Planning Committee of the Urban Development Authority may consider the proposed road width of the roads identified to be developed with a width of 24 meters as 20 meters and consider granting permission for the proposed development activity.**

9.1.2. Roads identified for development to a width of 10 metres (5 metres measured from the road centre line to either side).

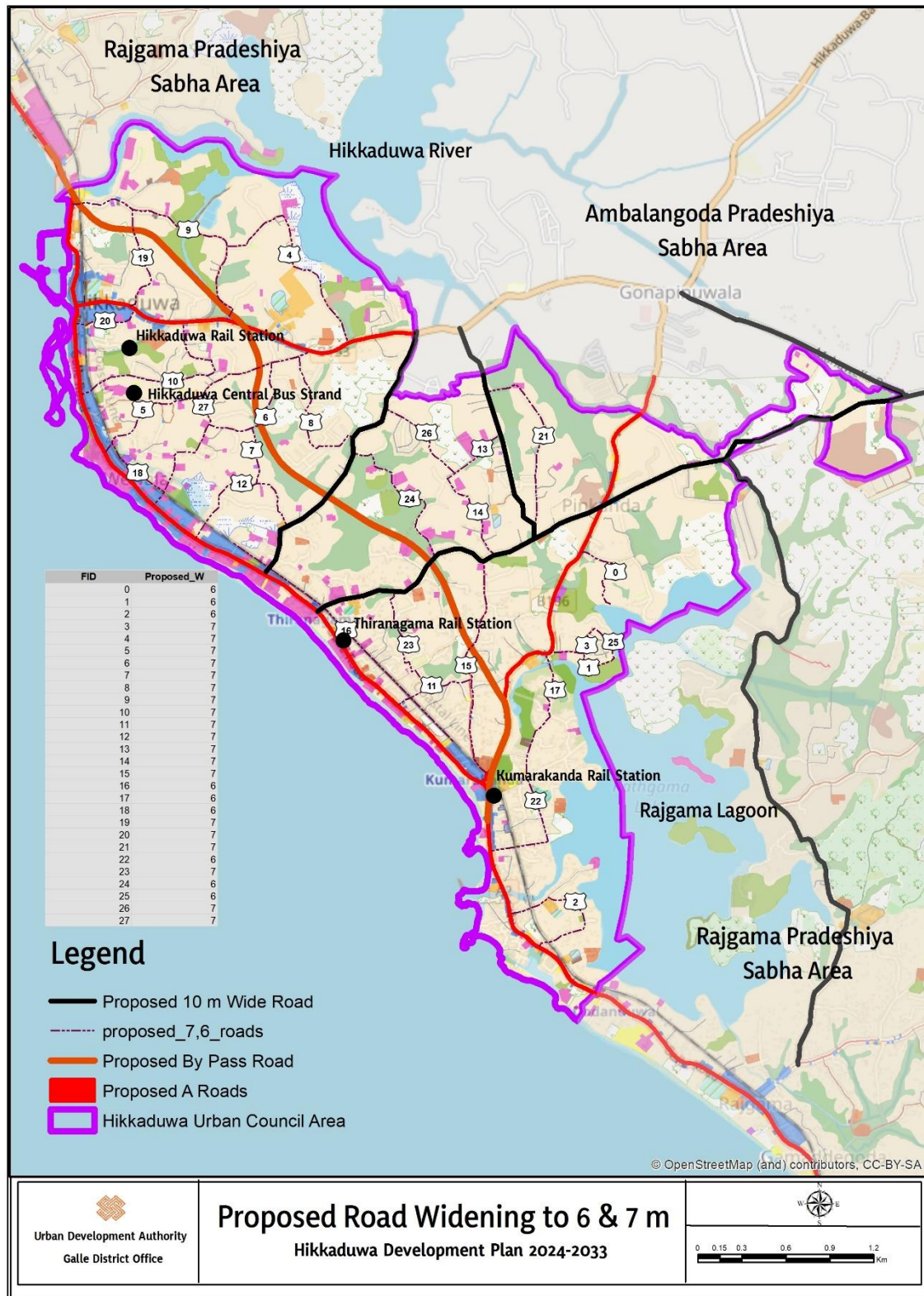
Name Of the road	Proposed Road width (m)	Building line (m)(from road centre)
1. Narigama - Pathana Road	10	7.6
2. Pinkanda Road	10	7.6
4. Rathgama - Pinkanda - Ambagaha Junction Road (Pinkanda Katudampe Road) Remaining Section of the Road	10	7.6
55 - C16 - Thiranagama - Pinkanda	10	10.7
56 - C17 - Bopegoda - Pinkanda	10	10.7
58 - D40 - Gonapeenuwala - Mahawela - Lelkada	10	10.7

Table 9.2: Roads identified for development with a width of 10 meters

Source: Galle District Office, Urban Development Authority

****Please note:** *If at any time a road belonging to the Hikkaduwa Urban Council is declared as a road belonging to the Provincial Road Development Authority, the proposed road width of that road should be considered as 10 meters from that date and development activities should be carried out.*

9.1.3. Roads proposed to be developed to widths of 7 metres and 6 metres (3.5 metres and 3 metres, respectively, measured from the road centre line on either side).



Map 9.1: Roads identified for development with 6 and 7 meter widths

Source: Galle District Office, Urban Development Authority

Note:

** According to this map (Map 9.1), the roads proposed to be developed with a width of 7 and 6 meters should be identified and the roads indicated by numbers 24 and 25 should be developed as new roads by the Municipal Council.*

***The proposed road width of all the roads gazetted by the Municipal Council or published or to be published by the Hikkaduwa Municipal Council, which are not proposed to be widened to 24 and 10 meters, shall be considered as 6 meters. (The road shall be 3 meters on each side from the center of the road).*

****If the road gazetted by the Municipal Council and not identified to be developed with a width of 7 meters according to this plan, its building line should be set at the size published by the Municipal Council. Furthermore, the Hikkaduwa Municipal Council has the power to reduce the existing building line or impose building line limit and the revised building line should be implemented accordingly.*

9.1.4. Other Roads Where Building Restrictions Apply

In addition to the roads identified for development on a priority basis under the Hikkaduwa Development Plan, building line restrictions have been introduced for existing roads considering future development needs. Accordingly, building line restrictions apply for the following roads.

1. Local Government owned roads, roads maintained by local government bodies and other public roads
 - a) For roads where the existing road width of the road under consideration is 12 feet or less, the building line should be 4.5 meters from the center of that road.
 - b) In cases where the existing road width of the road under consideration is 10 feet or less, the building line restriction should be 3.5 meters from the center of that road.
2. Private roads
 - a) The road should be set back 1 meter from the edge.

9.2. Railway Line Reservations**9.2.1. Railway lines**

The road reservations applicable to existing railway lines will be determined as per the recommendations of the Railway Department.

9.3. Reserves / Building Line for Canals / Streams, Tanks, Rivers and Reservoirs

In addition to the reserved limits of rivers, canals, tanks and reservoirs specifically mentioned in Table No. 9.3 of the Hikkaduwa Development Plan, all main canals, all side canals and all feeder canals, which drain or are designed to drain or are natural or have been created for the purpose of draining water in the area, shall be maintained as canal reserved at the distances indicated in the document below from the boundary of both the banks of the canal, corresponding to the surface width of the canal.

Canal surface width (m)	Canal reserve from the bank	
	Open canl (m)(minimum)	covered canl (m)
1.0 – 1.2	1.0	0.3
1.3 – 3.0	2.0	1.0
3.1 – 4.5	2.75	1.0
4.6 – 6.0	3.5	1.5
6.1 – 9.0	4.5	1.5
9.0 <	6.5	2.0

Table 9.3: Canal Reserves / Building Line

Source: Sri Lanka Land Reclamation and Development Corporation (as per Gazette No. 2395/13 and dated 30.07.2024)

9.3.a) In case the distances declared by the Department of Irrigation, Central Environmental Authority, Department of Agrarian Services and Local Government Institutions regarding the above reserves exceed the reserves in this declaration, the reserves declared by the said institution shall be maintained.

9.3.b). In addition to the above reserves, in case a reserve is to be maintained for water drains less than 1 meter, a reserve/building line of 1 meter should be maintained from the edge of that drain.

9.3.c). Rivers, tanks, canals where water reserves should be maintained in particular

River Name	Reserve (m) from the bank
Hikkaduwa River	6.5
Rajgama Lagoon	6.5

Table 9.4: Rivers, tanks, canals and lagoons where water reserves should be maintained

Source: Provincial Irrigation Department, Southern Province

9.3.d)The Central Environmental Authority should be consulted when developing a land located within 60 feet from the bank of the Hikkaduwa River.

9.3.e) If the land is located within (100m) from the bank of the lagoon in the vicinity of the Rajgama Lagoon, the Department of Wildlife should be consulted in developments .

9.3.f). Conditions and rules for canals, roads, coastal reserves (as per Gazette No. 2395/13 and dated 30.07.2024)

- I. No building or structure of any kind shall be constructed and (or) reclaimed within the canal reserves declared as “canal reserves” without the written approval of the Chief Executive Officer of the Sri Lanka Land Development Corporation.
- II. No sewage, industrial waste or any pollutant shall be discharged or caused to be discharged into any canal within this declared canal reserve without the approval of the Corporation.
- III. Although the canal reserve may be used as an access road only in cases where there is no alternative route, no paving, tarring, concreting or other paving shall be done on that road.
- IV. No individual, society, institution or local government shall engage in commercial activities or lease any other purpose within such canal reserve.
- V. No parking of vehicles, use for garages or cultivation shall be allowed within the land areas declared as canal reserves.
- VI. Prior written approval of the Sri Lanka Land Development Corporation shall be obtained for any work to be carried out within the declared canal reserve.
- VII. Any person authorized by the Chief Executive Officer of the Sri Lanka Land Development Corporation to perform the functions of the Act is permitted to enter the relevant declared area and if any person obstructs him/her in doing so, he/she may be made an offender under the Act.
- VIII. Any person who fails to comply with these terms and conditions shall be guilty of an offence under the Corporations Act.
- IX. Subject to the terms and conditions currently imposed in this regard and to the terms and conditions which may be imposed in the future, developments need be regulated.

Part III

Schedule I Form A

« A »Permissible Floor Area Ratio																								
Land Extent (Sqm)	Zone Factor= 0.75-0.99				Zone Factor = 1.25-1.49				Zone Factor = 1.50-1.74				Zone Factor = 1.75-1.99				Zone Factor = 2.00-2.24				Zone Factor = 2.25-2.49			
	Road Width				Road Width				Road Width				Road Width				Road Width				Road Width			
	6 m	9 m	12 m	15m<	6 m	9 m	12 m	15m<	6 m	9 m	12 m	15m<	6 m	9 m	12 m	15m<	6 m	9 m	12 m	15m<	6 m	9 m	12 m	15m<
150 – 250(less)	1.3	1.3	1.4	1.4	2.0	2.2	2.3	2.4	2.4	2.6	2.7	2.8	2.8	3.0	3.2	3.3	3.0	3.4	3.6	3.8	3.0	3.4	3.6	4.0
250 - 375 (less)	1.3	1.6	1.8	2.0	2.2	2.7	3.0	3.3	2.6	3.2	3.6	4.0	3.0	3.4	4.3	4.7	3.2	3.6	4.5	4.5	3.5	3.8	4.5	5.0
375 - 500 (less)	1.3	1.6	1.9	2.1	2.3	2.8	3.2	3.4	2.7	3.3	3.8	4.2	3.2	3.5	4.5	5.0	3.4	3.7	4.8	5.2	3.6	4.5	4.7	5.5
500 - 750 (less)	1.4	1.7	2.0	2.2	2.4	3.0	3.4	3.5	2.8	3.4	4.0	4.5	3.4	3.6	4.7	5.5	3.5	4.0	5.0	6.0	3.7	5.0	5.0	6.0
750 - 1000 (less)	1.5	1.8	2.2	2.5	2.6	3.0	3.6	4.0	3.1	3.6	4.3	5.0	3.5	3.8	5.1	6.0	3.6	4.5	5.7	6.5	3.8	5.1	6.0	6.5
1000 - 1500 (less)	1.6	1.9	2.3	2.7	2.7	3.1	3.8	4.5	3.2	3.8	4.6	5.5	3.6	4.0	5.4	6.5	3.7	5.0	6.1	8.0	3.9	5.3	6.5	8.5
1500 - 2000 (less)	1.7	2.1	2.5	3.0	2.9	3.4	4.2	5.0	3.4	4.0	5.0	6.0	3.7	4.2	5.8	7.0	3.8	5.1	6.7	9.0	4.0	5.4	7.0	*10
2000 - 2500 (less)	1.8	2.3	2.7	3.1	3.0	3.5	4.4	5.4	3.5	4.2	5.2	6.5	3.8	4.4	6.2	7.5	3.9	5.2	7.1	*10	4.0	5.5	7.5	*10.5
2500 - 3000 (less)	1.9	2.4	3.0	3.6	3.1	3.8	4.7	5.8	3.6	4.4	5.5	7.0	3.9	4.6	6.5	8.0	4.0	5.3	7.4	*10.5	4.0	5.6	7.5	*11
3000 - 3500 (less)	2.0	2.5	3.1	3.7	3.2	4.0	5.0	6.2	3.7	4.6	6.0	7.5	4.0	4.8	6.9	8.5	4.0	5.4	7.6	*11	4.0	5.7	8.0	*11.5
3500 - 4000 (less)	2.2	2.6	3.3	3.9	3.3	4.3	5.5	6.6	3.8	4.8	6.3	7.7	4.0	5.0	7.3	9.0	4.0	5.5	7.8	*11.5	4.0	5.8	8.0	*12
4000<	2.5	2.8	3.5	4.0	3.5	4.5	6.0	7.0	4.0	5.0	6.5	8.0	4.0	5.2	7.5	9.5	4.0	5.6	8.0	*12	4.0	5.9	8.0	*UL
UL - Unlimited The amount of land allocated for parking as per the law does not count towards the FAR The above FAR does not apply when the number of floors or FAR is specified under the Zoning Regulations. The above FAR may vary according to the slope of the land , under the development plan When the slope of the land exceeds 11 degrees, the approval of the National Building Research Organization should be obtained * A FAR of 10.0 or more is permitted only for access roads with a minimum building line of 12 meters (from the middle of the road). Otherwise, the maximum FAR should be limited to 9.0. **For roads identified as 7 meters wide in the development plan, the minimum road width is considered 7 meters.																								

Form B

Form “B” - Permissible number of floors for the road width as 3m and 4.5m						
Minimum Road Width	Road Frontage	Plot Coverage*	Maximum Numbers of Floors			
			Zone Factor 0.5 - 0.74	Zone Factor 0.75 - 1.24	Zone Factor 1.25 - 3.49	Zone Factor 3.50 - 4.00
3.0 m	6 m	65%	1 (G)	2 (G+1)	3 (G+2)	3 (G+2)
4.5 m	6 m	65%	1 (G)	2 (G+1)	3 (G+2)	4 (G+3)
The above floor sizes are inclusive of parking spaces.						
The number of housing units specified for each road does not change.						
* In cases where the percentage of building coverage is not specified under the zoning regulations						

Form E

“E” Form – Set Backs & Open Spaces									
Buiding Height	Minimum Frontage	Plot coverage *		Rear space (m)		Side Space (m)		Natural light-ventilation wells	
		Non Residential	Residential	When not Obtaining Natural light-ventilation from rear side	Obtaining Natural light-ventilation from rear side	When not Obtaining Natural light-ventilation from side	Obtaining Natural light-ventilation from side	Minimum width	Minimum floor Area
7 less	6	80%**	65%	2.3 m	2.3 m	-	2.3 m	2.3 m	5 sqm
7 - 15 less	6	65%	65%	3.0 m	3.0 m	-	3.0 m	3.0 m	9 sqm
15 - 30less	12	65%	65%	4.0 m	4.0 m	1.0 m and 3.0 m	4.0 m	4.0 m	16 sqm
30 - 50less	20	65%	65%	4.0 m	5.0 m	3.0 m both sides	5.0 m	5.0 m	25 sqm
50 - 7less	30	50%***	50%***	5.0 m	6.0 m	4.0 m both sides	6.0 m	6.0 m	36 sqm
75 or More	40(higher)	50%***	50%***	5.0 m	6.0 m	5.0 m both sides	6.0 m	6.0 m	****
NLV – Natural Light & Ventilation									
Building Height – Height between access road level to roof top or roof level (including parking floors)									
*Where no plot covergae specified under the zonnig regulations									
**The entire development is for non-residential activities									
***65% plot coverage can be allowed only for the podium level not exceeding 20% of the tower height or 12 floors whichever is less									
****Minimum area shall be incresed by 1 sq.m. for every additional 3m height									

Schedule II
Form “F”

Permissible uses							
No	Use	Special matters	Minimum plot size	Tourism Zone			Residential zone
				High Density (T1)	Medium Density (T2)	Low Density (T3)	Medium Density (T4)
Residential							
1.	Single Houses		150				
2.	Hostels(Not tourism related)		250				
3.	Housing complex/Flats		500			2**	
4.	Condominium Housing		500			2**	
5.	Studio Houses		150				
6.	Quarters		150				
7.	Service Houses		150				
Commercial							
1.	Retail shops		150				
2.	Wholesale shops		250				
3.	Communication centres		150				
4.	Shopping complex(All facilities)		1000				
5.	Shopping complex(without cinema, inns and other facilities)		500				
6.	Supermarkets		500				
7.	Common stalls		500				
8.	Fish stalls		150				
9.	Stores		150				
10.	Domestic production showrooms		150				
11.	Processed meat stalls		150				
12.	Hardware (Mass scale)(cement ,sand ,steel)		500				
13.	Hardware) Small scale(		250			2**	
14.	Cinema/Theatre		1000				
15.	Indoor Assembly		1000				

	centres Auditorium and similar uses						
16.	Liquor shops		250				
17.	Stalls with stores		500			2**	
18.	Bakery products and food stalls		150				
19.	Spa & therapy centers		150				
20.	Saloons & beauty Saloon		150				
21.	Tailor shops		150				
22.	Gym		150				
23.	Pilling stations		1000		-	-	
24.	Gas and electric vehicle piling/charging stations		500			2**	
25.	Funeral pallor		500				
26.	Funeral pallor with ceremony halls		1000			-	
27.	Other consumers service centers		150				
28.	ATM		150				
29.	Furniture shops and showrooms		500			2**	
Health							
1.	Government hospitals		1000			-	
2.	Private Hospitals		1000			-	
3.	Medical and channelling centers with OPD		500				
4.	Medical centers with one doctor	(Minimum floor space 50 sqm)	150				
5.	Medical centers with two or more doctor		150				
6.	Child and maternity clinics		250				
7.	Medical laboratories and specimen collection centers	(Minimum floor space 50 sqm)	150				
8.	Pharmacy	(Minimum floor space 30 sqm)	150				
9.	Ayurvedic Medical centers		150				
10.	Animal clinics		250				

11.	Veterinary hospitals		500			-	
12.	Quarantine centers		500	-	-	-	
13.	Other medical centers not mentioned from 1 to 12		250				
14.	Medical consultant centers		150				
15.	Animal care centers		250	-		-	
Education							
1.	Universities		2000			-	
2.	Private campus and higher education institutes		2000			-	
3.	Government schools		1500				
4.	Government vocational training centers and technical colleges		1000			-	
5.	Private schools		1500				
6.	Vocational training centers		500				
7.	Nursery ,day care centers		500				
8.	Private tuition centers	Less than 50sqm	375				
9.	Private tuition centers	500- 50 sqm	500		-		
10.	Private tuition centers	Greater than 500sqm	1000		-	-	
Institutions							
1.	Office		250			-	
2.	Office complex		1000		-	-	
3.	Professional office		250				
4.	Consultancy office	)Minimum floor space (50	150				
5.	Banks and finance institutes		375				
6.	Office and institutional uses not belongs at 1 to 5		250				

Industry							
1.	Domestic industries		150				
2.	Production industries excluding food and liquor		500			-	
3.	No pollution Industries) As per the CEA definition(		500			-	
4.	Pollution Industries)As per the CEA definition(		-	-	-	-	-
5.	Warehouses for logistics		150				
6.	Stores/ warehouses		-	-	-	-	-
Service Industry							
1.	Vehicle service centers) bikes, three wheels (	**	500			2**	
2.	Other Vehicle service centers	***	1000			-	
3.	Vehicle Repairing Centres / paint garages		500		-	-	
4.	Vehicle hiring Centers		250			2**	
5.	Landry		150				
6.	Soldering workshops		500		-	-	
7.	Electronic device repairing shops		150				
Social services and common affairs							
1.	Community development centers		250				
2.	Social and cultural centres		250				
3.	Auditorium and conference hall		1000			-	
4.	Rehabilitation Centres		500			-	
5.	Disables rehabilitation Centres		500			-	
6.	Library		150				
7.	Day care centres		250				
8.	Elder Homes		500		-		
9.	Children homes		500				
10.	Ambulance Centers		500				
11.	Retirement Homes		500				

Public open recreation spaces							
1.	Cinema		500		-	-	
2.	Indoor stadium		500				
3.	Theatres		500				
4.	Clubs		500				-
5.	Art gallery & Museum		500				
6.	Open air theater		2000				
7.	Gym		300				
8.	Mini parks						
9.	Small Parks						
10.	Passive Parks						
11.	Urban parks						
12.	Community parks						
13.	Suburban parks						
14.	Local parks						
15.	Linear parks						
Tourism							
1.	Ayurvedic hotel		250				
2.	Uruweda medical centres		500				
3.	Boutique villas		250				
4.	Home Stay		150				
5.	Tourism Bungalow		500				
6.	Hostel/Dormitory		500				
7.	Hotels-Take Away		150				
8.	Restaurant		250				
9.	Spa		150				
10.	Spice Garden		4047				
11.	Tourism friendly dinning places		150				
12.	Water sport centres		250				
13.	Camping sites		1000				
14.	Rented houses for tourism		-				
15.	Tourism flats		-				
16.	Tourist Shops		150				
17.	Handmade industries ,bathik,Jem and jewellery industries		150				
18.	Adventure Tourism spots		500				
19.	Culturally valued old houses		-				
20.	Culturally valued Bungalows		-				
21.	Eco Lodge		150				
22.	Luxury Hotel		24rooms				-

			per Ha				
23.	Luxury Hotel		60rooms per Ha				-
24.	Luxury Hotel		120rooms per Ha				-
25.	City Hotel / Urban Hotel)		150				
26.	Motel		500				
27.	Cabana		150				
28.	Resort		1000				
29.	Budget Hotel		150				
30.	Tourism institutes/vehicle hiring Centers		250	1*	1*	1*	1*
31.	Tourist Information Centres		150				
Noted 1*Only considered when facing 9m or greater road width 2**Only considered when facing 6m or greater road width							

Schedule III

01. Sri Lanka Land Development Corporation
02. Irrigation Department
03. Central Environmental Authority
04. Urban Development Authority
05. Hikkaduwa Urban Council
06. Department of Forest Conservation
07. Department of Wildlife Conservation
08. National Building Research Institute
09. Department of Agrarian Development
10. Department of Archaeology
11. National Aquatic Resources Research and Development Authority.
12. Bureau of Geology and Mines
13. Southern Provincial Council
14. National Water Supply and Drainage Board
15. Aquatic Life Development Authority
16. Sri Lanka Electricity Board
17. Sri Lanka Department of Buildings
18. Road Development Authority
19. Department of Fisheries and Aquatic Resources
20. Galle District Secretariat and Hikkaduwa Urban Council

Schedule IV

Considered factor	City Hotel / Urban Hotel	(Motel	Boutique Hotel	Villa	Guest House	Hostel/Dormitory	Cabana	Eco Lodge	Home Stay	Resort	Luxury Hotel	Budget Hotel
Definition	A tourist accommodation located on land facing a road of at least 9 meters wide, 500 meters from the city center or a transport hub.	Found on highways and urban intersections. They cater to the needs of people traveling on the road. They usually have affordable and comfortable rooms. They offer services such as car repair garages, gas stations for refueling, and parking lots. They usually provide the necessary facilities for an overnight stay.	A tourist accommodation offering guests unique amenities and highly personalized services in a luxurious, private and intimate setting	A tourist accommodation, usually with at least two bedrooms, a swimming pool, outdoor living space, and high-end amenities.	A place with at least five bedrooms that offers accommodation for tourists, with or without catering facilities.	This refers to shared rooms or dormitory accommodations that provide short-term lodging with shared facilities for individual travelers (usually backpackers) or groups. The term "dormitory" refers to rooms where travelers share single beds in shared rooms, rather than booking entire rooms, such as in hotels or guesthouses.	A cabana hotel is a type of accommodation that typically features private, independent cabins or bungalows. These hotels often offer a more intimate and relaxed atmosphere, with amenities such as outdoor spaces, swimming pools, and sometimes direct access to the beach or scenic spots. Cabana hotels offer a unique blend of privacy and luxury, ideal for guests seeking a relaxing vacation. These hotels are also built in a Caribbean architectural style.	An eco-lodge is a lodging facility designed to meet minimum standards and is located in a natural setting. These locations are often of significant ecological significance and have robust conservation programs to protect the environment from pollution and degradation. They use technologies to reduce energy consumption and waste, adopt ethical employment practices, and implement robust measures to provide tangible socio-economic benefits to neighboring local communities. A common best practice phrase used by eco-lodges is "Take only pictures, leave only footprints.".	A home inhabited by a host family with one to four guest rooms for accommodating tourists.	A resort is a place designed for relaxation or recreation. These places attract visitors for vacations. Resorts are located in both natural and man-made locations, such as mountains, beaches, islands, and waterfalls..	A luxury hotel is an accommodation establishment that offers world-class services and amenities. These hotels typically offer a high level of service, including restaurants and lounges serving high-quality cuisine, concierge services to assist guests with various needs, well-equipped meeting rooms for business events, and dining facilities that cater to the discerning tastes of guests.	It features comfortable and clean accommodation that meets the basic needs of tourists.
Source	TYPES OF HOTEL. (n.d.). https://www.shcollege.ac.in/wp-content/uploads/Dr.-Radhika-P-C.Types-of-Hotels.pdf	TYPES OF HOTEL. (n.d.). https://www.shcollege.ac.in/wp-content/uploads/Dr.-Radhika-P-C.Types-of-Hotels.pdf	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other Services. (n.d.). SLTDA. https://www.sltda.gov.lk/en/download-2	TYPES OF HOTEL. (n.d.). https://www.shcollege.ac.in/wp-content/uploads/Dr.-Radhika-P-C.Types-of-Hotels.pdf	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other Services. (n.d.). SLTDA. https://www.sltda.gov.lk/en/download-2	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other Services. (n.d.). SLTDA. https://www.sltda.gov.lk/en/download-2	TYPES OF HOTEL. (n.d.). https://www.shcollege.ac.in/wp-content/uploads/Dr.-Radhika-P-C.Types-of-Hotels.pdf	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other Services. (n.d.). SLTDA. https://www.sltda.gov.lk/en/download-2	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other Services. (n.d.). SLTDA. https://www.sltda.gov.lk/en/download-2	TYPES OF HOTEL. (n.d.). https://www.shcollege.ac.in/wp-content/uploads/Dr.-Radhika-P-C.Types-of-Hotels.pdf	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other Services. (n.d.). SLTDA. https://www.sltda.gov.lk/en/download-2	TYPES OF HOTEL. (n.d.). https://www.shcollege.ac.in/wp-content/uploads/Dr.-Radhika-P-C.Types-of-Hotels.pdf
Building height	-	-	-	G+1	-	-	G	-	-	-	-	

Minimum number of rooms			10(5)	2	5				Less than 5		10 (1-2 Star) 30 (3-5 star)	5 or less than 5
Visitors room minimum size			30	30	Single 11.5 Double 13	❖ Each person in a bedroom or dormitory must have at least 5 square meters of floor space. ❖ One bathroom for every six people ❖ To be considered a dormitory, the premises must be able to accommodate at least 20 guests.			Single 9.29 Double 11.14		17 (1-2 star) 22 (3-5 star)	Single 9.29 Double 11.14
Size of a guest room - minimum width (meters).			3	3							3	3
Minimum size of a bathroom (square meters)			4.5	4.5	3.2				2.78		3.7	2.78
Suite (A room that is usually large and has superior amenities. Such a room contains more than one room (e.g., a bedroom, a living room, and sometimes a kitchen) and special amenities.											1 (3 star) 2 (4 star) 3 (5 star)	

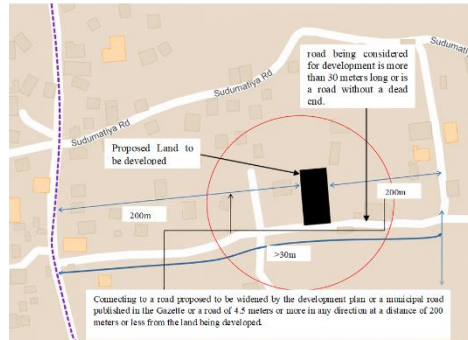
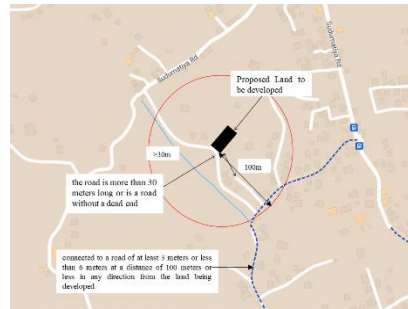
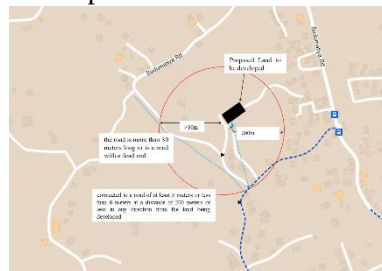
Suites are more spacious than a regular hotel room, and are designed for special guests with special needs.)												
Room size (square meters)											45 (3 star) 45 (4 star) 65 (5 star)	
Dining area			It is mandatory to provide dining facilities.	It is mandatory to provide dining facilities.	A sufficient number of comfortable, clean and good quality chairs and tables should be provided for guests.				"A clean, well-maintained dining area, with high-quality and comfortable seating, should be provided."		It is mandatory to provide dining facilities.	Canteen may consider providing facilities.

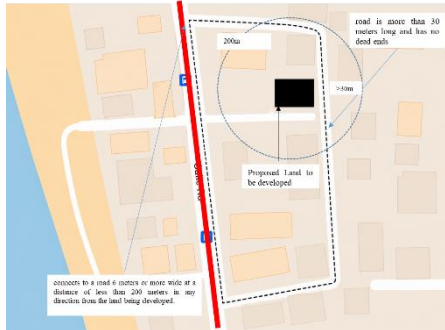
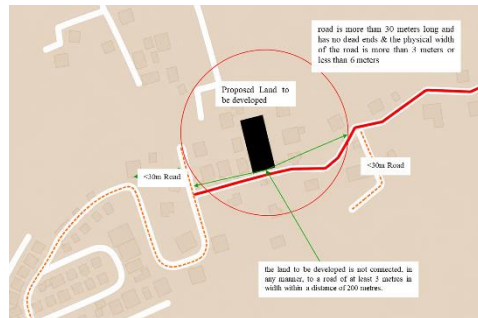
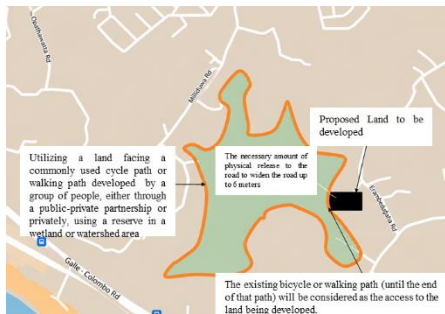
Considered factor	(Ayurvedic Hotel)	(Ayurvedic Healthcare Centre)	(restaurants)	(Spa & Wellness Centre)	(Tourist Friendly Eating Places)	(Tourist Shops)	(Water Sports Centers)	(Tourist Bangalo)	(Camping Sites)	අලුත් (Rented Apartments)	(Classified Hotels)	(Non Classified Hotels)	(Service Apartment)	(Spice Gardens)	Tour Guides (Chauffeur / National Guide / Area Guide / ...)	(Adventure tourism)	(Heritage Home)	(Heritage Bangalow)	(Rented Homes)	ආයතන (Travel Agents)
Definiton	"An "Ayurvedic Hotel" is a place that provides traditional Ayurvedic health services to help guests improve their mental, physical and spiritual well-being.	An "Ayurvedic Tourist Health Service Center" is a special place with facilities for providing Ayurvedic treatment to tourists.	A restaurant is a place where food, drinks, and desserts are prepared and served to customers for money. Meals are usually eaten on the premises, but many restaurants also offer takeout and delivery services. Restaurants can vary widely in their appearance, the types of food they serve, and their service styles.	A spa is a place that focuses on improving overall well-being and relaxation through a variety of professional services and treatments that invigorate the mind, body, and spirit.	An "eating place" is considered an establishment with a minimum of 8 and a maximum of 39 covers that prepares and/or serves food, beverages and desserts to customers on a commercial basis. Although these places may not comply with the official registration guidelines for restaurants set by the Sri Lanka Tourism Development Authority (SLTDA), they cater primarily to local and foreign tourists in tourist areas.				A camping and/or caravan site, also known as a "site", is a designated area of land developed to provide sleeping accommodation in tents or caravans. These sites also provide common facilities for daily living. They are usually located in areas that exhibit outstanding natural or cultural attractions. These areas may be within restricted zones, such as wildlife reserves, nature reserves, forest protection zones, or sacred areas, or in unrestricted areas.		This includes hotels ranging from 1-5 stars.			A spice garden is a dedicated area of land dedicated primarily to the cultivation of various local spices in Sri Lanka. Visitors are invited to explore and learn about these spices firsthand, gaining knowledge and experience. In addition, visitors can purchase these spices to take home with them, enhancing their understanding and enjoyment of local flavors and culture.						
Source	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other	SLTDA Sri Lanka Tourism Development Authority, 3. Accommodation Services and Other

	on Services and Other Services. (n.d.). SLTDA A. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2	Services. (n.d.). SLTDA. https://www.sltdda.gov.lk/en/download-2
Building height																				
Minimum number of rooms																				
Visitors room minimum size			Each person dining in a restaurant must have at least 1.5 square meters of space..																	
Size of a guest room - minimum width (meters)																				
Minimum size of a bathroom (square meters)																				

Schedule V
Access for tourism Uses

Road width considered for development	Maximum length of the road /street	Conditions to fulfil	Development intensity	Permissible uses	Considered zones for developments																
1) Roads proposed to be developed with a width of 24 meters		By physically releasing half of the proposed road width from your land to the road For example: If the proposed road width is 24 meters, then 12 meters from the center of the road to either side	The proposed road width will determine the FAR. (Schedule I, Form A, B, C should be followed)	Permissible uses designated for the zone	Applicable to high-density tourism zone, medium-density tourism zone, low-density tourism zone, and medium-density residential zone.																
2) Roads proposed to be developed with a width of 10 meters																					
3) Roads proposed to be developed with a width of 6 and 7 meters																					
4) All other Pradeshiya Sabha roads (proposed road width 4.5 meters)		In the event that the proposed road width is not released.	The proposed road width will determine the FAR. (Schedule I, Form A, B, C should be followed)																		
5) Minimum physical width of the road in case of 3 meters	When the total length of the road is 30 meters or less or a road with a dead end connects to a road proposed to be widened by the development plan or a municipal road published in the Gazette or a road exceeding 4.5 meters. 	1. Physically releasing half of the required width of the 6m road. **If the land proposed for development is a wetland, wetland or protected area on the opposite side, the road should be physically widened to 6 meters from the proposed land. 2. Approval of another land identified for a parking area within a radius of 500 meters, facing a 20 feet wide entrance. (In such a case, the land proposed for parking cannot be used for other uses.) 3. Provision of two-car parking bays for every 50 meters of the proposed road and widening of the access road from their land	A. Half of the amount required to widen the road to 6 meters must be physically released onto the road. B. Schedule IV should be used. C. Space for parking should be allocated as per Schedule VI. <table><tr><td>D.</td><td>Permissible Height</td><td>Considered lot size</td><td>Maximum plot coverage</td></tr><tr><td></td><td>G+1</td><td>Less than 20</td><td>60%</td></tr><tr><td></td><td>G+1</td><td>20-40</td><td>65%</td></tr><tr><td></td><td>G+1</td><td>>40</td><td>65%</td></tr></table>	D.	Permissible Height	Considered lot size	Maximum plot coverage		G+1	Less than 20	60%		G+1	20-40	65%		G+1	>40	65%	Only tourist uses such as Home Stay, Eco Lodge, Camping Sites/Cabana, Ayurvedic Healthcare Centre, Spa & Wellness Centre, Villa, Guest House are permitted.	Applicable to high-density tourism zones, medium-density tourism zones, and low-density tourism zones.
D.	Permissible Height	Considered lot size	Maximum plot coverage																		
	G+1	Less than 20	60%																		
	G+1	20-40	65%																		
	G+1	>40	65%																		

	In the event that the road being considered for development is more than 30 meters long or is a road without a dead end, connecting to a road proposed to be widened by the development plan or a municipal road published in the Gazette or a road of 4.5 meters or more in any direction at a distance of 200 meters or less from the land being developed. 	4. In the event that the developers who will gain access from the proposed road jointly agree to physically release their land to the road to widen the road as a 6-meter road from the beginning of the road to the proposed lands for development (in this case, the requesting landowners should have a survey plan drawn up with half of the required width as a road reserve approved and physically released to the road) 5. Designing as a project that does not allow vehicles to enter (priority given to cycling and walking)	A. Half of the amount required to widen the road to 6 meters must be physically released onto the road. B. Schedule IV should be used. C. Space for parking should be allocated as per Schedule VI. <table><tr><td>D.</td><td>Permissib le Height</td><td>Considered lot size</td><td>Maximu m plot coverag e</td></tr><tr><td></td><td>G</td><td>Less than 20</td><td>40%</td></tr><tr><td></td><td>G</td><td>20-40</td><td>50%</td></tr><tr><td></td><td>G</td><td>Greater than 40</td><td>65%</td></tr></table>	D.	Permissib le Height	Considered lot size	Maximu m plot coverag e		G	Less than 20	40%		G	20-40	50%		G	Greater than 40	65%	Only tourist uses such as Home Stay, Eco Lodge, Camping Sites/Cabana, Ayurvedic Healthcare Centre, Spa & Wellness Centre, Villa, Guest House are permitted.	Applicable to High-Density Tourism Zone, Medium-Density Tourism Zone, and Low-Density Tourism Zone.
D.	Permissib le Height	Considered lot size	Maximu m plot coverag e																		
	G	Less than 20	40%																		
	G	20-40	50%																		
	G	Greater than 40	65%																		
6) In cases where the physical width of the road is more than 3 meters or less than 6 meters	1). If the road is more than 30 meters long or is a road without a dead end and is connected to a road of at least 3 meters or less than 6 meters at a distance of 100 meters or less in any direction from the land being developed. 		Conditions 1 and one of the following conditions 2, 3, 4, 5 must be met for development to be considered. <table><tr><td>Permissible Height</td><td>Considered lot size</td><td>Maximum plot coverage</td></tr><tr><td>G+2</td><td>Less than 20</td><td>50%</td></tr><tr><td>G+2</td><td>20-40</td><td>60%</td></tr><tr><td>G+2</td><td>Less than 40</td><td>65%</td></tr></table>	Permissible Height	Considered lot size	Maximum plot coverage	G+2	Less than 20	50%	G+2	20-40	60%	G+2	Less than 40	65%	Only permitted for tourism uses relevant to the zones.	Applicable to high-density tourism zone, medium-density tourism zone, and low-density tourism zone.				
Permissible Height	Considered lot size	Maximum plot coverage																			
G+2	Less than 20	50%																			
G+2	20-40	60%																			
G+2	Less than 40	65%																			
	2). If the road is more than 30 meters long or has a dead end and is connected to a road of at least 3 meters or less than 6 meters at a distance of 200 meters or less in any direction from the land being developed. 		Conditions 1 and one of the following conditions 2, 3, 4, 5 must be met in order to be considered for development. <table><tr><td>Permissible Height</td><td>Considered lot size</td><td>Maximum plot coverage</td></tr><tr><td>G+1</td><td>Less than20</td><td>40%</td></tr><tr><td>G+1</td><td>20-40</td><td>50%</td></tr><tr><td>G+1</td><td>Greater than 40</td><td>60%</td></tr></table>	Permissible Height	Considered lot size	Maximum plot coverage	G+1	Less than20	40%	G+1	20-40	50%	G+1	Greater than 40	60%	Only for permitted tourism uses relevant to the zones.	Relevant for high-density tourism zones.				
Permissible Height	Considered lot size	Maximum plot coverage																			
G+1	Less than20	40%																			
G+1	20-40	50%																			
G+1	Greater than 40	60%																			

	3). If the road is more than 30 meters long and has no dead ends and connects to a road 6 meters or more wide at a distance of less than 200 meters in any direction from the land being developed. 		It is imperative that half of the amount required to widen the road to 6 meters be physically released onto the road.	The proposed road width will determine the FAR. (Schedule I, Form A, B, E should be followed)	Applicable to high-density tourism zones, medium-density tourism zones, and low-density tourism zones.												
	4). If the road is more than 30 metres in length and is a non-dead-end road, and the land to be developed is not connected, in any manner, to a road of at least 3 metres in width within a distance of 200 metres. 		1. It is mandatory to physically release half of the amount required to widen the road to 6 meters. <table><thead><tr><th>Permissible Height</th><th>Considered lot size</th><th>Maximum plot coverage</th></tr></thead><tbody><tr><td>G+1</td><td>Less than 20</td><td>25%</td></tr><tr><td>G+1</td><td>20-40</td><td>30%</td></tr><tr><td>G+1</td><td>Greater than 40</td><td>40%</td></tr></tbody></table> 2. Parking spaces - Space should be allocated for a three-wheeler and at least 3 motorcycles and 3 bicycles.	Permissible Height	Considered lot size	Maximum plot coverage	G+1	Less than 20	25%	G+1	20-40	30%	G+1	Greater than 40	40%	Only tourist uses such as Home Stay, Eco Lodge, Camping Sites/Cabana, Ayurvedic Healthcare Centre, Spa & Wellness Centre, Villa, Guest House are permitted.	Applicable to high-density tourism zones, medium-density tourism zones, and low-density tourism zones.
Permissible Height	Considered lot size	Maximum plot coverage															
G+1	Less than 20	25%															
G+1	20-40	30%															
G+1	Greater than 40	40%															
			3.If it is a private road	For permitted tourism uses only in the relevant zones. Schedules IV and VI should be followed	Applicable to high-density tourism zone, medium-density tourism zone, low-density tourism zone												
1) Utilizing a land facing a commonly used cycle path or walking path developed by a group of people, either through a public-private partnership or privately, using a reserve in a wetland or watershed area (after obtaining recommendations from relevant institutions) for tourism use	The existing bicycle or walking path (until the end of that path) will be considered as the access to the land being developed. 		1) The relevant permission must be obtained from the institution or organization that developed the cycle path or walking path. (For access rights) 2) The necessary amount of physical release to the road to widen the road up to 6 meters, must be done 3) The existing cycle path or walking path (until the end of that path) subject to 2 conditions, namely, planning as a project that does not allow vehicles to enter (priority is given to cycling and	Only G+1 eco-friendly tourism uses (only for tourism buildings that follow the Urban Development Authority's green status assessment methodology) with a minimum of 5 rooms and a land coverage ratio of 40% will be permitted.	Applicable to high-density tourism zone and low-density tourism zone.												

			walking), and it is considered as the access to the land being developed 4) The green certificate of the Urban Development Authority must be obtained		
For buildings (tourist or non-tourist) that follow the Urban Development Authority's green certificate assessment methodology, an additional 20% land cover percentage will be considered in addition to the land cover percentage considered in accordance with the regulations. The additional 20% construction should be made using temporary building materials only. (e.g. clay, wood, etc.). Any violation of this methodology will result in legal action and action in accordance with the Second Schedule of the Planning and Building Regulations (General) published in the Gazette No. 2235/54-2021.07.08.					Applicable to high-density tourism zone, medium-density tourism zone, low-density tourism zone, and medium-density residential zone.

Schedule VI Vehicle Parking And Requirement

No	Usage	Type	Specifications			Specifications			
			Minimum road Width (m)	Extent sqm	Minimum extent sqm	Standard Vehicles	Bus	Lorry	i Mult purpose
1	Residential	Single Houses Units/ Residential Bungalow		-	-	Aspace For One Unit and .additional parking unit when exceeding 400 sqms floor area	-	-	-
	Residential Floors Housing- st1 Category	Swimming Pools, Exercise Halls, Apartments with or without super Markets				One space per unit + One additional parking space for each 10 residential units for vistors +one space for above 200 sq m.flor area			
	Residential Floors House- nd2 Category	Except 1st Category ,Additional Luxury Facilities(clubs, Penthouses (House				Aspace For two Unit + one space for every 10 units for Guests			
	Residential	Services /flats Studio Apartment				One space for a Unit			
	Residential	Official quarters				One space for a Unit			
	Residential	supportive usses to maintain main Hostels ,except schools–use				For One space 10 rooms			
	Residential	From the premises Outside Hostels				For One space 5 rooms			
	Residential	From the premises Outside Located Sleeping Halls				One A space200 sq meters			
	Residential	Adult Home/ Children Houses				One Space((minimum for 10 rooms			
	Residential	Government relocation				Service Except Area , 15% the total are of			

No	Usage	Type	Specifications			Specifications			
			Minimum road Width (m)	Extent sqm	Minimum extent sqm	Standard Vehicles	Bus	Lorry	i Mult purpose
2	Commerce	Retail Stores, And Similar Grocery Uses/Shops Travel Tourist	3	Up to50 (maximum)		One space			
			4.5	100 (up to max)		One space			
			6	300 (Maximum) Until		One space for 100 sq meters			
	Commerce	Retail Stores, similar Uses	6			One space for 100 sq. m(except (areas service			
	Commerce	Shops Complex, Related /markets super allStores / Shopping M	9			One space for 100 sq meters		One for space sqm500 and Max2	
	Commerce	Residential Usage With Vehicles Or Tools Equipment Showroom	9			One space for 200 sq meters or minimum one,		One for space sqm200 and Max4	
	Commerce	Stores Buildings Material	6	300 (Maximum)		One space for 100 sq meters		One for space sqm200	
	Commerce		9			One space for 200 sq meters		One for space sqm500 and Max5	
	Commerce	Cinema Halls	9			One space for 10 seats			
	Commerce	Auditorium, Conference Halls, Theater and A And Similar Uses	9			One space for 10 seats Or one space for 20 sqm as per the highest one	For100 seats More More Forest When One A space	One for space sqm500	
	Commercial	Salon/ BeautyParlor / Customer Services Places/ Barbers Shops/ Travel Institutions / Vehicles For rent Give Places	3	Up to50 (maximum)		two space			
			4.5	100 (max. up to)		two space			
			6	300 (Maximum) Until		One space for 100 sq meters			
			9	300 m . More		One space for 100 sq meters			

			road Minimum Width	extent sqm	plot size sqm	Standard Vehicles	Bus	Lorry	-Multi purpose
	Commerce	Vehicles Spare part shops	6	300 sqm (Maximum		One space for 100 sq meters		Lorry01	
			9			one space for 50 sqm			one space if exceedd sqm 500
	Commerce	Banquet halls Funeral	6	300 sqm (Maximum)		one space for 100 sqm	Bus 01		
			9	300 sqm More		one space for 100 sqm	space when one bus exceed 200 sqm		
	Commerce	Halls Funeral	6	300 . sqm (Maximum)		one space for 100 sqm			
	Commerce	betting centers	6			one space for 200 sqm			
	Commerce	commercial broadcasting	9			one space for 200 sqm except service areas			
	Commerce	Broadcasts Compartments Not Auditorium	4.5	sqm max100		one space for 100 sqm			
			9			one space for 100 sqm			
	Commerce	Economic Centers	9			one space for 2 stalls		Minimum One space one space for 10 and Maximum and Shops 5	
	Travel	Urban Hotels	9			one space for 10 rooms	One space +one space near service area for touch and go vehicles		
	Travel	Motel	9			one space for one room	One space		
	Travel	Hotels/ Luxury Hotels /Ayurveda Hotels	6	Rooms1-20		space for 5 rooms one	one space near service area for touch and go vehicles	One space	
			9	Rooms From 1-100		5 spaces for each until 20 rooms, from 21 to 100 rooms, one space for 5 rooms.	One space +one space near service area for touch and go vehicles	One space	
			9	Rooms More than 100		5 spaces for each until 20 rooms, from 21 to 100 rooms, one space for 5 rooms.for more than 101 rooms .one space for each 10 rooms	2 space +one space near service area for touch and go vehicles	2 spaces	

Travel	Travel Bungalow				one space for one unit ,if floor area exceedd 400 sqm need additional space			
Travel	Home stay				one space ofr one unit and additionl space			
Travel	Hostels Accommodation (Hostel/Dometry)				one space for 5 rooms	One space		
Travel	Environment Friendly Accommodation (Eco Lodge)				one space for 5 rooms	One space		
Travel	sites/cabana camping				no t allowed for motor vehicle usen			
	Cabana	4.5 or More			one space for one cabana			
Travel	Services Ayurvedic Ayurveda Health Healthcare Centre	3	Maximum 100 sqm		one space for one consultation room			
Travel		6			two spaces for one consultation room			
Travel	Spa and Wellness Spa& Wellness Centre	3	Maximum 100sqm		two spaces for one consultation room			
		6			two spaces for one consultation room			
Travel	Holiday Resort	6			one space for 5 rooms	2 spaces		
Travel	Information Centers Tourist				2 spaces			
Travel	Hotels Halls Existing banquette	6	Up to5 rooms/ units Up to100 seats		one space for 2 rooms and one space for 10 seats	One space		
ialCommerc Hotels	Halls Existing Hotels banquette	9	more than5 rooms/ units more than 100 seats		one space for 2 rooms and one space for 10 seats	One space		
ialCommerc Hotels	Guest Houses/ Lodges	3	Maximum 4 rooms		one space for one room			
Commerce Hotels	Restaurants/Travel Friendly Food) Taking PlacesTourist Friendly Eating Places)	3	up to 100 sqm		the greater one form one space for 5 seats or one space for sqm100			
		6	more than sqm 100		the greater one form one space for 5 seats or one space for sqm100			
		9	Higher to sqm 900		the greater one form one space seats or one space for 5 for sqm100	More Names At 500 m . One A space		
		3	Up to 2 rooms		one space for one room			

	ialCommerc Hotels	Unique) Boutique Hotels 10 rooms facilities of highly personalized services)	4.5	Up to 5 rooms		for 2 rooms one space			
			6	Up to 5-10 rooms		one space for 2 room			
	ialCommerc Hotels	Villa	3	Up to4 rooms/ units		one space for 2 units			
			4.5	Up to8 rooms/ units		one space for 2 units			
			6	Up to20 units		one space for 2 units			
			9	20 units or More		one space for 3 units			
	ialCommerc Office	Offices/ Institutions(Office/ (Institutions no supported for Inside Customer Services example:- Information Technology	6			One space for 150 sqm			
	ialCommerc Office	Banks	6	.Maximum4 sqm00		One space for 100 sqm			
			9			One space for 100 sqm			
	ialCommerc Office	Institutions / Insurance Finance Institutions	6	Maximum . msq 400		One space for 100 sqm			
			9			One space for 100 sqm			
	ialCommerc Office	Office / Institutions (General	4.5	. Maximum2 sqm 00		One space for 100 sqm			
			6	sqm 400		-same-			
	ialCommerc Office	Office Complex10,000 more sq . m	9			One space for 150 sqm	one space foe each 500 sqm	One space	

No	Usage	Type	Specifications			Specifications			
			On the road Minimum Width	extent sqm	Minimum plot size	Standard Vehicles	Bus	Lorry	urposeMultip
3	Health	Government Hospitals(all Facilities)	9			One space for 10 beds and 30 of the total required space for public parking	One A space	One A space	
	Health	Nursing Houses and Private Hospitals	9			One space for 02 beds or one space for 10 square meters, whichever is greater is considered			
	Health	external Patient Sections ,Medical lab s and Similar Uses	3 (should be road maintained by LA)	Maximum 100sqm		One space for 100 sq.m			
			6	Maximum 200 sqm		One space for 100 sq.m			
			9			One space for 100 sq.m			
	Health	Consultations Centers / Doctor Centers Centers / Medical Channeling	3 (should be road maintained by LA)	Maximum 100sqm		Two spaces for one consultation room and 5 spaces for motorcycles			
			6	Maximum 200sqm		Two spaces for one consultation room and 5 spaces for motorcycles			
			9			Five spaces for one consultation room and 5 spaces for motorcycles			
	Health	dispanssary/ Animals Clinics	6	Up to 50 sqm		Two spaces up to 50 sq.m			
			9	Up to 50 sqm		Two spaces per room			

no	Usage	Type	Specifications	Specifications					
			Minimum road Width	Extent sq m	Minimum plot size	Standard Vehicles	Bus	Lorry	purpose Multi se vehicles
4	Education	Private Universities / Private Higher Education Institutions	9			One space per room	One space		
	Education	Government Schools (Classrooms should be arranged with a standard size of 70 square meters for a maximum of 30 students)	6			One space for 4 classrooms and 03 spaces for getting on and off and provision of space parallel to the road (Merging lane)	One space		
	Education	Government Vocational Training Centers / Industrial Colleges	6			One space for two lecturers and 2 spaces for getting on and off and provision of space parallel to the road (Merging lane)	One space		
	Education	Private Schools (Classrooms should be arranged with a standard size of 70 square meters for a maximum of 30 children)	6			One space for two classrooms and 1 space for 500 square meters for permanent construction areas other than classrooms and 3 spaces for getting on and off students provision of space parallel to the road (Merging lane)	One space		
	Education	Preschools / Day Care Centers	6			One space and 3 spaces for getting on and off students provision of space parallel to the road (Merging lane)			
	Education	Private Tuition Classes (Classrooms should be arranged with a standard size of 50 square meters for a maximum of 30 children)	6			One space for one classroom and 02 spaces for getting on and off, provision of space parallel to the road Provision of space through the land (Merging lane)			
	Education	Lecture Halls with more than 100 children	9			One space per 100 sq.m and 2 spaces for alighting and boarding Provision of space through the proposed land (Merging lane) parallel to the road			
	Education	Libraries	4.5		Up to 500 sqm	Three spaces			
			9		500 sqm More	03 spaces up to 500 sq.m and one space for every 500 sq.m exceeding it			
	Education	Other Educational Institutions (Classrooms should be arranged with a standard size of 50	6			One space for a classroom			

		square meters for a maximum of 30 children)							
5	Industries Halls	Large Scale	9	1500 sqm More	2000	9 spaces up to 1500 sqm and one space for every 300 sqm in excess		Up to1500 m. 3 spaces and Increasing Every. Per1000 sqm One A space	For 2500sqm,. One Space(.max Space Five)
	Industries Halls	Industries domestic	3	100 Maximum sqm		-			
			4.5	300 Maximum sqm		1 space for 250 sqm			
			6	Maximum 500 sqm		1 space for 250 sqm			
	Industries	Stores With shops	9		1000	One space up to 100 sqm and one space for every 200 sqm thereafter		For500sq m,One A space	
	Industries	Warehouse	9		1000	One space for 500 sqm		.Up to 3000 sqm One space for every 500 sqm and one space for every additional 1000 sqm	

No	Usage	Type	Specifications			Specifications			
			road Minimum Width	extent sqm	Minimum plot size	Standard Vehicles	Bus	Lorry	Multipurpose vehicle
6	Rest And Fun Activities and Sports	Leisure and Entertainment and Theme Parks / Adventure Tourism / Spice Gardens	3 (should be road maintained by LA)			One for 200 sqm	One space	one per 1000 sqm	
			6			One space for 100 sqm	One space	One space per 1000 sqm and a maximum of four spaces	
	Rest And Fun Activities and Sports	Sports Complexes / Indoor Stadiums	6			Two spaces for one field and one space for 10 seats if a sports pavilion is provided	One space		
	Rest And Fun Activities and Sports	Commercial Swimming Pools / Gyms / Fitness Centers / Water Sports Centers	6						
	Rest And Fun Activities and Sports	Outdoor Stadiums	6			One space for 100 sqm and one space for 10 seats if a sports pavilion is provided	One space for 1000 seats and maximum of 10		
7	Other Uses	Religious Places	6			One space for 100 seats			
	Other Uses	Other Uses	9			One space for 200 sqm	One space for 500 sqm		

Annexure I

Zone Boundaries

High Density Tourism Zone

Northern Boundary :

Along the center line of the Kurunduwatte Road to the point where it intersects with the Mahawatte Road, from there it continues northward along the center line of the Mahawatte Road to the point where it intersects with the Wellawatte Road, from there it continues eastward along the center line of the Wellawatte Road and ends at the point where it intersects with the Nakanda Road.

Eastern Boundary :

From the point where the northern boundary ends, the Nakanda center line continues south and southeast, from the point where Jinasara Mawatha meets the Baddegama road, the Hikkaduwa-Baddegama road continues along the center line, along the municipal boundary, up to the Panwila road intersection point, from there it continues south, along the center line of the Panwila road, up to the point where the Pinkanda road intersects the center line, and from the south along the Badahela Kumbura boundary, the Galle-Elpitiya road intersects the center line, where the eastern boundary ends.

Southern Boundary :

From the point where the eastern boundary ends, the Galle-Elpitiya road continues southwest along the centerline, where the centerline of that road intersects the Galle-Colombo rail road, where the southern boundary ends.

Western Boundary :

From the point where the southern boundary ends, the Galle-Colombo rail road continues north and ends at the point where the northern direction begins.

Medium Density Tourist Zone

Northern Boundary :

Commencing from the intersection of the Hikkaduwa River and the Galle-Colombo main road and proceeding in a northerly direction along the Municipal Council Road and ending at the point where the Galle-Colombo railway line meets.

Eastern Boundary :

Commencing from the point where the Northern Boundary ends and proceeding in a southerly and north-south-easterly direction along the centre line of the Galle-Colombo Dumiriya Road and ending at the point where the southern boundary meets the Municipal Council boundary.

Southern Boundary :

Commencing from the point where the Eastern Boundary ends and proceeding in a southerly direction along the Hikkaduwa Municipal Council boundary and ending at the southern boundary at the permanent coastal strip boundary.

Western Boundary :

Commencing from the point where the Southern Boundary ends and proceeding in a northerly and southerly direction along the Hikkaduwa Municipal Council boundary and ending at the western boundary at the starting point of the northern boundary.

Medium Density Residential Zones

Northern Boundary :

From the point where Panwila road meets the municipal boundary, the northern boundary ends at the point where Mahawela road meets Pinkanda road.

Eastern Boundary :

From the point where northern boundary ends ,along the urban council boundary ,to the point where Beirathuduwa road meets .

Southern Boundary :

From the point where the eastern boundary ends ,through the point where Beirathuduwa and Elpitiya road meet, the southern boundary ends at the point where Panwila road meets.

Western Boundary :

From the point where the southern boundary ends ,through the point where Panwila road meets, the western boundary ends at the point where the municipal boundary meets.

Low Density Tourist Zone – 01 – Reference to the Hikkaduwa River Area

Northern Boundary :

From the point where the Matara-Colombo railway line and the Hikkaduwa River intersect, the northern boundary ends at the point where the Hikkaduwa Baddegama Road intersects.

Southern Boundary :

From the point where the eastern boundary ends, from the point where the Baddegama-Hikkaduwa main road intersects, proceed westwards along the centre line of the Baddegama road, from the point where the Jinasara road meets, proceed northwards to the point where the Soratha road meets, from there along the centre line of the Bathalawatte road, proceed westwards and northwards, and the southern boundary ends at the point where the rail road intersects.

Western Boundary :

From the point where the southern boundary ends, proceed northwards along the centre line of the Galle-Colombo railway line, and the western boundary ends at the municipal council boundary.

Low Density Tourist Zone -02 – Refrence to the Rajgama Lagoon

Northern Boundary :

From the intersection of the Galle - Elpitiya Road and the Beirathuduwa Road, proceed along the Beirathuduwa Road center line for about 430 meters, pass the road that bends to the left along the road, proceed along the Beirathuduwa Road center line for about 30 meters, proceed along the rice field border on the left of the road, as mentioned earlier, proceed along the center line of the road that bends to the left along the Beirathuduwa Road, proceed along the center line of the road for about 212 meters, proceed along the center line of the road that bends to the south, proceed along the center line of the road that runs to the south, and the northern boundary ends at the point where it meets the municipal boundary.

Eastern Boundary :

From the point where the northern boundary ends, proceed along the centerline of the Rajgama Lagoon in a northeast and southerly direction and the eastern boundary ends at the point where it

meets the municipal boundary.

Southern Boundary :

From the point where the eastern boundary ends, the southern boundary continues eastward along the center line of the urban council boundary and ends at the point where it meets the Dumiriya road.

Western Boundary :

From the point where the southern boundary ends, the northern boundary continues along the center line of the Matara - Colombo railway line and ends at the point where it meets the Galle - Elpitiya road.

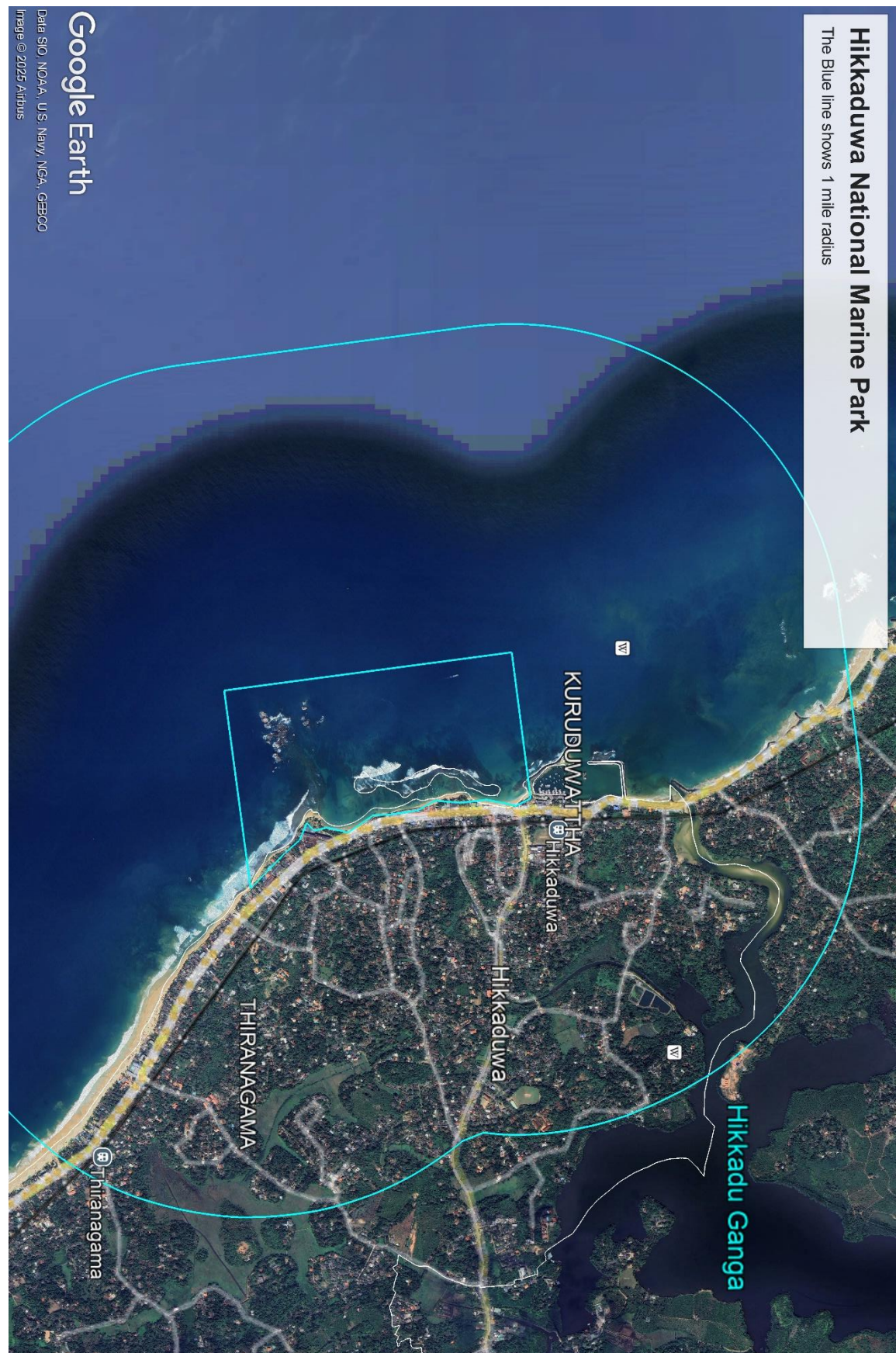
Annexure II



Annexure III



Annexure IV



Annexure V



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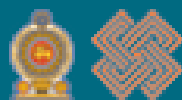
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Urban Development Authority – Sri Lanka
6th, 7th & 9th Floors, "Sethsiripaya", Baththaramulla, Sri Lanka
www.uda.gov.lk