

# **KILINOCHCHI DEVELOPMENT PLAN**

(PART OF PRADESHIYA SABHA LIMITS OF KARAICHCHI)

**2023 – 2033**



**Urban Development Authority  
Ministry of Urban Development & Housing**



Volume 1

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Kilinochchi Development Plan 2023-2033 mainly consists of two parts as part I and II. The part I consists of the background study, preliminary studies, the need of the plan, the planning framework and the SWOT Analysis and the part II consists of Planning and Building guidelines and Zoning boundaries and guidelines with all the annexures pertaining to the planning boundary for the period of 2023-2033.

Kilinochchi Development Plan 2023-2033 has been prepared by the Northern Provincial Office, Urban Development Authority. This has been done with the advice and guidance of various sections and the resource persons of the UDA.

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Environmental & Landscape Division – UDA (Preparation of the PORS, DRR, Conservation, Cultural & Heritage Plans)

## **Acknowledgement**

Kilinochchi Urban Area Development Plan has been prepared by the Northern Provincial Office of the Urban Development Authority with the consultations and supports from the Stakeholder agencies and other supporting individuals.

First of all, our sincere gratitude is extended to the Minister of Urban Development and Housing, Honourable Prasanna Ranatunga for giving high priority to prepare the development plans with his guidance and encouragements. The significant support given by the Secretary of the Ministry of Urban Development and Housing and other officials of the Ministry also encourages us a lot in the preparation of the Development Plan. Also, our special thanks is extended to the Chairman, Council Members, Secretary and staffs of the Local Authority of Karaichchi Pradeshiya Sabha for their valuable contribution in the preparation of this plan. Further, our special thanks is extended to all the stakeholder agencies for their exclusive participation and their eagerness in sharing the ideas, comments, suggestions and information to complete the plan in a successive manner. Similarly, our sincere thanks is extended to the general public and the Well-wishers who were considered the plan as their development treasure and gave their valuable comment and ideas for creating the plan. Our special gratitude is extended to the Chairman of the Urban Development Authority, Nimesh Herath for his direct guidance and encouragement throughout the process of development plan preparation and support to adopt new planning techniques and methodologies under his continuous supervision and discussions. And special gratitude is extended to the Director General of the UDA, Plnr.N.P.K. Ranaweera , Additional Director General, Deputy Director Generals and Directors of all the Divisions of the UDA for their valuable suggestions and supervision. Special thanks is also extended to Strategic planning divisions, GIS division, Environmental & Landscape division for their continuous support to complete this plan successfully and also to all the staffs of the UDA who has given their valuable time and support directly or indirectly in various ways to complete the Plan.

At last, a sincere thanks is delivered to all of the individuals heartfully for encouraging us and giving your participation for the success of this Plan.



## **Hon. Minister's Foreword**

### **Towards realization of “Kilinochchi” City Development.**

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

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

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

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

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

The contribution made by the Chairman, Director General, Planning Team, and the relevant staff members of UDA who contributed to the Plan in numerous ways in order to successfully complete the plan is highly commendable. I believe that the Kilinochchi Development Plan (2023-2033) will be successfully implemented through the cooperation and collective contribution of the relevant local authorities, state and private sector agencies and the general public.

Prasanna Ranathunga

Honourable Minister of Urban Development & Housing

## Chairman's Foreword – Urban Development Authority



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

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

The Urban Development Authority has prepared **the Kilinochchi Urban area Development Plan** using modern planning strategies to be effective from 2023-2033. **The Kilinochchi Urban area development plan**, by identifying the existing problems in the planning area, uses potentials optimally to ensure the favourable development of the area through adopting a strategic approach and, further development zones and zoning guidelines are guided by the development plan. Therefore, I request all the stakeholders and the public to contribute to the realization of the vision of this plan through the implementation of the plan that serves the public interest.

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

**Nimesh Herath**

Chairman

Urban Development Authority

## Secretary's Foreword – Karachchi Pradeshiya Sabha



This plan has been prepared for the development of Kilinochchi urban areas for year 2023 to 2033. It is a welcome feature of this plan in that, an accurate analysis had been undertaken, priority being given on the basis of the immediate intervention areas as to which project should be undertaken in which area, which and where activities should be implemented.

There is no doubt that Kilinochchi urban areas will be converted into a beautiful, fertile, resourceful area by year 2033, when the implementation of all the identified projects in the plan.

Particularly, it gives great pleasure that Kilinochchi urban areas had been fully incorporated in this plan. Further, the prepared project proposals for the Kilinochchi urban areas to be implemented efficiently and arrangements had to be undertaken to administer the urban development in the future.

I wish state the all should joint hands beyond all projects, for this plan to be implemented properly and to undertake development and express -my best wishes for the plan to succeed. I congratulate the Urban Development Authority who had prepared this plan in proper manner.

A handwritten signature in blue ink, appearing to read 'P. Pathmahan', with a long horizontal stroke extending to the right.

P. Pathmahan,  
Secretary,  
Karachchi Pradeshiya Sabha,  
Kilinochchi.

## **Preface**

The Development plan has been prepared for the implementation of identified development potentials within the Kilinochchi urban area by 2033. Kilinochchi town is the capital of Kilinochchi District which has the population of approximately 54,000 with land extent of 127 km<sup>2</sup>. The Kilinochchi district is strategically located in the centre of the Province which has better connectivity for other district of the Province. Also, the district is recognized as the emerging development town accumulated with many investment opportunities and it has high potential for Agricultural resources, industrial orientations and Educational resources which can act as the major economic booster of the District.

In order to tap the potentials, well established vision, goal & objectives has been formulated. And through the strategic plans, list of projects has been identified and prioritized based on the immediate intervention sectors such Agricultural sector, Industrial Sector and Educational sector. On this basis; the Kilinochchi Urban area Development Plan 2023-2033 is prepared consists with three main parts.

The part I consists of the background study. Preliminary studies, the need of the plan, the planning framework, the SWOT analysis and the plan. Part II consists of the Planning and Building Regulations and zoning regulations pertaining to the planning boundary for the period of 2023 – 2033. The Part III consist of the zoning boundaries with the coordinates and all the annexures.

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

Similarly, Part Two - Chapter 7 has been dedicated to describe planning & Building regulations and in chapter 8 described the identified zones and zoning regulations and Chapter 9 included proposed road width, building line and reservations. Thus, the intention of this Authority and the Government of Sri Lanka is to implement the Kilinochchi Urban area Development Plan 2023-2033 in near future

**Approval of the Development Plan for the Part of Pradeshiya Sabha limit of  
Karaichchi**

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE  
PART OF PRADESHIYA SABHA LIMIT OF KARAICHCHI**

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the Part of Pradeshiya Sabha limit of Karaichchi after consideration of recommendation made by the Board of Management of the Urban Development Authority on 11<sup>th</sup> May 2023 by virtue of the powers vested in me under section 8(F) of the Urban Development Authority (Amendment) Act No. 4 of 1982.

Prasanna Ranatunga (M.P)  
Minister of Urban Development and Housing  
Ministry of Urban Development and Housing  
2<sup>nd</sup> Floor, "Sethsiripaya"  
Battaramulla

  
Prasanna Ranathunga (M.P)  
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..... 21.07.2023





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**Government Notifications**

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE PART OF PRADESHIYA SABHA LIMIT OF KARAICHCHI**

I, Prasanna Ranathunga, Minister of Urban Development and Housing do hereby approve the Development Plan for the Part of Pradeshiya Sabha limit of Karaichchi after consideration of recommendation made by the Board of Management of the Urban Development Authority on 11th May 2023 by virtue of the powers vested in me under Section 8(F) of the Urban Development Authority (Amendment) Act, No. 4 of 1982.

**PRASANNA RANATUNGA (M. P.),**  
Minister of Urban Development & Housing.

Ministry of Urban Development & Housing,  
17th and 18th Floors,  
“Suhurupaya”,  
Subhuthipura Road,  
Battaramulla,  
21st July, 2023.



1A- PG 6425 - 46 (08/2023)

*This Gazette Extraordinary can be downloaded from [www.documents.gov.lk](http://www.documents.gov.lk)*

## **GOVERNMENT NOTIFICATION**

### **NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE PART OF THE PRADESHIYA SABHA LIMIT OF KARAICHCHI**

NOTICE is hereby given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8 (G) of the Urban Development Authority Law No. 41 of 1978 as amended by the Act No. 4 of 1982 that I, Prasanna Ranathunga, the Minister in charge of the subject of Urban Development & Housing, by virtue of the powers vested in me under Section 8 (F) of the said Act No: 4 of 1982 have approved the Development Plan for the Part of The Pradeshiya Sabha Limit of Karaichchi prepared under Section 8 (A) of the said Act on the day of 21<sup>st</sup> July 2023.

**Prasanna Ranathunga (M.P)**  
**Minister of Urban Development & Housing**

Ministry of Urban Development & Housing,  
17<sup>th</sup> and 18<sup>th</sup> Floors,  
“Suhurupaya”,  
Subhuthipura Road,  
Battaramulla.

**28<sup>th</sup> July 2023**

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### **APPROVAL OF THE DEVELOPMENT PLAN FOR THE PART OF PRADESHIYA SABHA LIMIT OF KARAICHCHI**

PUBLIC are hereby informed that the Development Plan prepared for the Part of the Pradeshiya Sabha Limit of Karachchi 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 21<sup>st</sup> July 2023, by Hon. Prasanna Ranathunga, Minister of Urban Development & Housing, by virtue of powers vested on him under Section 8 (F) of the said Act.

**Nimesh Herath**  
**Chairman**  
**Urban Development Authority**  
**28<sup>th</sup> July 2023**

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# *PART - 01*



### ***1.1. Introduction***

Urban Development Authority (UDA) is the regulatory body of the urban development of Sri Lanka. Thus, it has been empowered to function as the key urban planning implementing agency in the Country by Urban Development Authority Act No 41 of 1978. One of the major powers provided to the UDA by the Amended Act No 4 of 1982 is to prepare the Development Plans for the UDA declared areas in order to guide & promote the development. The Preparation of a development plan for the future of a city starts on the base of the trends of the social, economic, Physical and environmental forces. Considering these scenarios development plans are prepared for the wellbeing of the city with a futuristic vision and to take advantage of the city's new development opportunities and to provide development benefits to the inhabitants of the development area.

Accordingly, The Kilinochchi Urban Area was declared under the UDA Act No.41 of 1978 as Urban Development area under the gazette notification No. 1644/9, on 9<sup>th</sup>, March, 2010. Thus the UDA through the powers delegated on it initiated the preparation of the development plan for the declared area of the Kilinochchi in order to guide the development trend and to promote sustainable development of the area.

### ***1.2. Stakeholders of the Plan***

Preparation of the Kilinochchi development plan created a general platform for many Government and Non-Government responsible Authorities and Local communities to share their suggestions and supports for the formulation of the development plan at various processing stages such as data collection, problem identification, strategical plan preparations etc.

#### **Main Stakeholders**

1. Karaichchi Pradeshiya Sabha
2. Karaichchi Divisional Secretariat
3. Kandawalai Divisional Secretariat

#### **Main Consultancy Agencies**

1. Central Environmental Authority
2. Department of Archaeology
3. Road Development Authority



4. Department of Forest Conservation
5. National Water Supply and Drainage Board
6. Board of Investment of Sri Lanka
7. Land Use Policy Planning Department
8. Department of Wildlife Conservation
9. Disaster Management Centre
10. Ceylon Electricity Board
11. Railway Department of Sri Lanka
12. Department of Irrigation
13. University of Jaffna\_Kilinochchi Campus
14. Sustainable Energy Authority
15. Industrial Development Board
16. Northern Provincial Council
17. Department of Agrarian
18. Road Development Department
19. Paranthan Chemical Factory pvt Ltd

#### **Urban Development Authority (Northern) Planning Team**

<b>1. Director</b>	Plnr.D.B.S.K. Dissanayake
<b>2. Deputy Director</b>	Plnr.Kavitha Jeevagan
<b>3. Assistant Director</b>	Plnr. S.Jeyabalan
<b>4. Town Planner</b>	Plnr.P.Ragavan
<b>5. Town Planner</b>	Plnr.S.A.P. Culas
<b>6. Enforcement Planner</b>	S.Michealthasan
<b>7. Architect</b>	Arct.J.Nirupan
<b>8. Landscape Architect</b>	Arct. U.Menalan
<b>9. Planning Assistant</b>	J.Thayalini,
<b>10. Enforcement Officer</b>	P.Sivaseelan
<b>11. Development Officer</b>	A.Sujeetha

#### **Top Management & Urban Development Authority Supportive Divisions**

<b>1. Chairman, Urban Development Authority</b>	Mr. Nimesh Herath
<b>2. Director General, Urban Development Authority</b>	Plnr.N.P.K.Ranaweera
<b>3. Deputy Director General (Planning Zone-I)</b>	Plnr.M.P.Ranathunga

4. Strategic Planning Division
5. Geographic Information Systems Division
6. Environmental & Landscape Division

### *1.3. Scope of the Development Plan*

#### *Scope of the Development Plan*

The Kilinochchi Development plan covers the urban area which is declared under the Urban Development Authority that includes 31 GN divisions within the Local Authority limits of Karaichchi Pradeshiya Sabha. In addition to this physical scoping, the development plan also covers the functional boundaries beyond the UDA declared area for the conceptualization of the future plans.

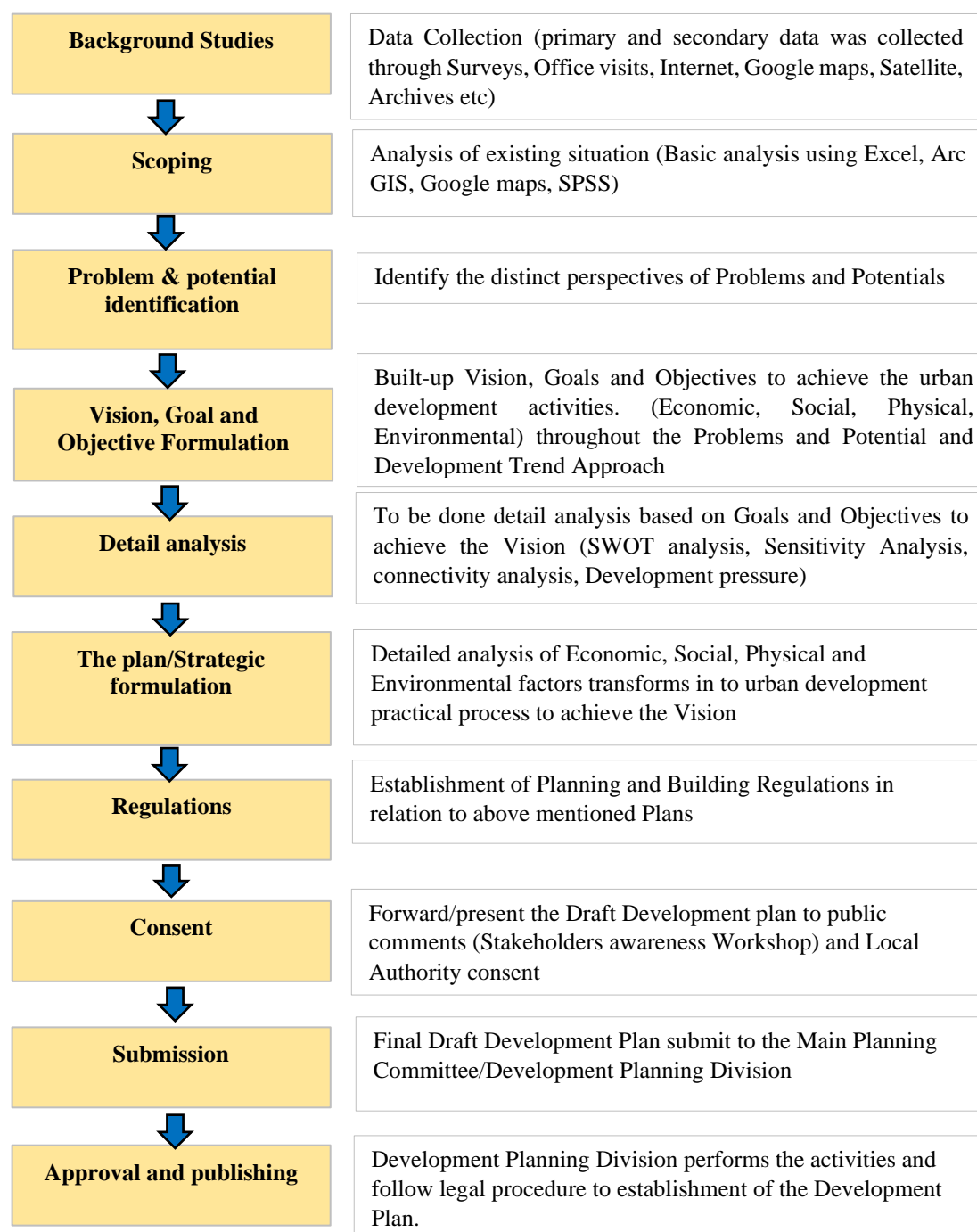
Further the development plan has given high priority and importance for the development trend focused on the thriving factors like Physical Infrastructure, Industrial and Educational developments, Agriculture and Livelihood sector, Environmental preservation and conservations, Renewable energy and Disaster management.

The entire Kilinochchi declared area is taken into consideration and this development plan highly covers the local context. Through this Development Plan it is emphasized to tap the untapped resources of Kilinochchi declared area and create a path to make the Kilinochchi as the best supporter for the entire Northern and attain the resource based Sustainable Development by the year of 2033. Also hope to develop this plan in the national level context in future.

### 1.4. The Planning Process

Kilinochchi Development Plan was prepared under the strategic planning process with the following steps.

Figure 1\_Strategic Planning Process



## 2.1 The Study Area

Kilinochchi District is located in the Northern Province of Sri Lanka and is strategically located at the central of the province. Geographically, most of the area of the district borders on the main land. The district covers a land area of approximately 1279 sq.km. The district is surrounded by Jaffna District on the North, Mullaitivu and Mannar district on the East

and South respectively and by Sea on the West. Administratively, Kilinochchi district is divided into four Divisional Secretary divisions, namely Karaichchi, Kandawalai,

Poonagary and

Pachchialipalli

under three

functional local

Authorities

(Pradeshiya

Sabha) such as

Karaichchi,

Poonagary and

Pachillaipalli.

There are 95

Grama

Niladhari

divisions in the

district which

comprises the

total

population of

around

145,992.

The study area

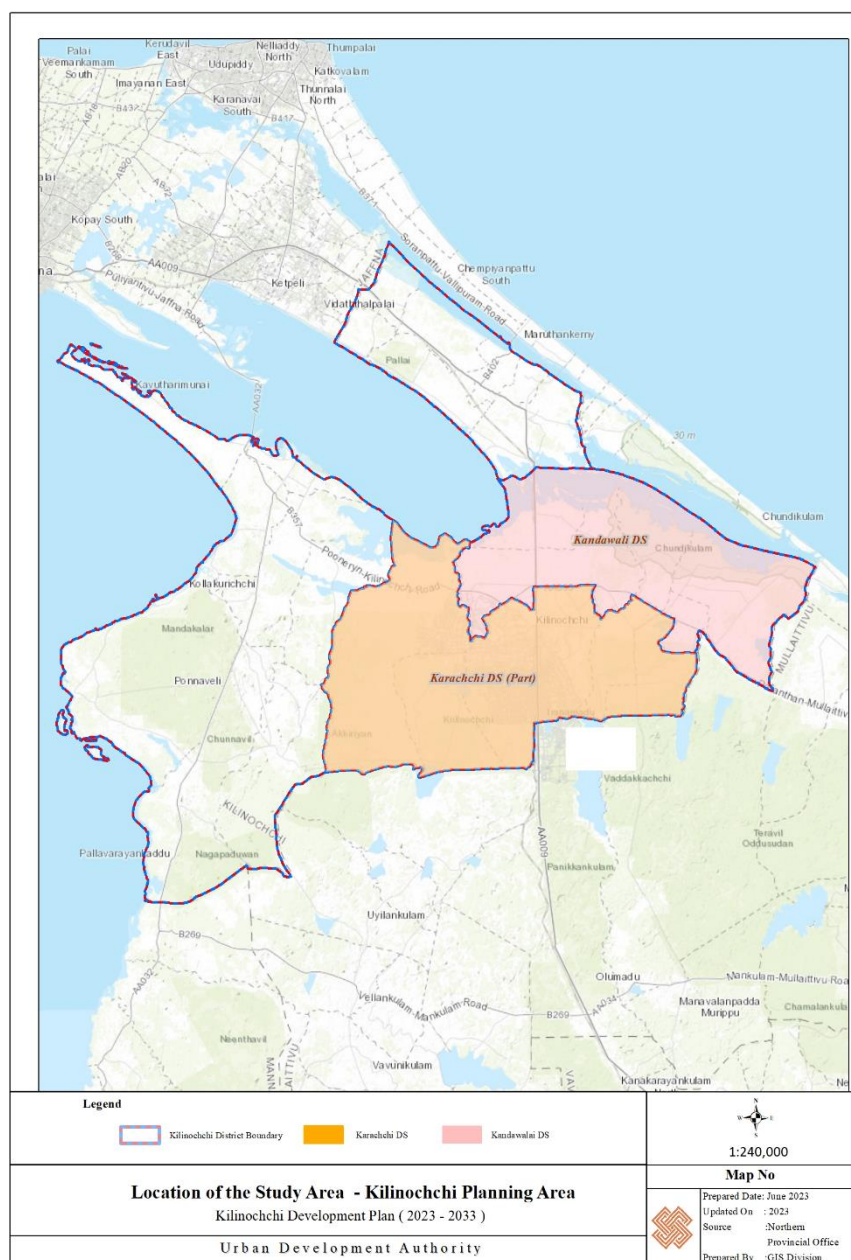
covers

Karaichchi and

Kandawalai

divisional secretariat division under the Karaichchi Pradeshiya

Map 1\_Location of the Study Area



Source: UDA, NP

Sabha which comprises of 58 GN divisions. The Total population of the Study area is around 105300 with nearly 46000 families. The land Use survey of 2022 reveals that nearly 33.27% of the study area's total land is coming under Agricultural uses and among that Paddy covers the share of nearly 23.5%. Especially, crop land and other covers nearly 4.4% of the land while perennial crops like Coconut, Palmyra, Jack Fruit, Mango, Cashew and other fruit crops covers about 17% of the agricultural land. The economy of the study area is predominantly depended on the agricultural sector. About 18,800 farmers and 18,470 farm labours are involved in agricultural activities within the study area and the total cultivation land area is about 24,000 hectares.

The study area has its importance from the historic evolution of the district. It starts from the origin of Iranamadu Tank which was identified as the main source for Agriculture. In 1904, the Iranamadu tank was built by Villium Thuvaniner and this paved the way for the first human habitation in the Kilinochchi area. Accordingly, in 1930's, the first Civilization was settled in the Maruthanagar within the Karachchi DS division.

Following that, Kaneshapuram, Vannerikulam, Ramanathapuram, Uruthirapuram villages within the study area were accumulated with many settlement schemes. Further to this, in 1967 the major A9 road connectivity was introduced through the study area.

In the period from 1970's to 1980's, the Kilinochchi district was landmarked as the best market for Agricultural production and also encouraged Day and Night economy of the region. The Night Market functions enclosed specially the collection and marketing of vegetable and fish productions and the Kilinochchi town within the Karachchi DS area was considered as the major marketing spot. In 1984, Kilinochchi was declared as an administrative district and meanwhile from the year 1984-2009 the entire urban activities of the district has been controlled by the internal war conflict.

The re-emergence era of the Kilinochchi district, has been comprised with many planning interventions and the urban sprawl of the Kilinochchi has been specially concentrated mainly towards the areas within the Karachchi and Kandawalai DS divisions.

By considering the development sprawl, the Urban Development Authority has declared 31 GN Division within the limits of Karachchi and Kandawalai DS divisions as urban development areas under the Urban Development Authority Law No.41 of

1978 as Urban Development area on 9<sup>th</sup>, March, 2010 under the gazette notification No.1644/9.

## *2.2 Delineation of Planning Boundary*

### *Planning Boundary*

#### *2.2.1 Introduction*

The Delineation of Planning boundary of the development plan from the selected study area includes various analytical procedures. Accordingly, the analytical procedures comprise of set of analysis which describe the functional and Geographical characters of the study area through Development pressure analysis, Sensitivity Analysis, Land use analysis, Population and Housing distribution analysis, and connectivity & Space Syntax Analysis.

#### *2.2.2. Functional Boundary*

The functional boundary of Kilinochchi Development Area incorporates the functionality distribution of the area mainly considering the development trends through the Development pressure analysis, concentration of higher road integrations through the Connectivity and Space Syntax analysis and the Agglomerations of Population and housing densities where the development activities are attracted towards the main trunk roads of the town area.

Accordingly, The Kilinochchi development area functional boundary is demarcated and bounded as follows,

**East:** Korrakankattu, Maruthanagar, Thiruvaiyaru, Ambalnagar. Where the areas have higher concentration of residential and environmental features.

**South:** kanakapuram, Barathipuram, Ponnagar. Where the areas have higher concentration of residential activity along with the functionality services of educational and industrial base developments.

**West:** Uttupulam, Puthukudiyirrupu, Sivanagar, Uruthirapuram North, and part of Paranthan. Most of the lower part of the western side boundary covered by environmental sensitive areas. Especially dense forest and water bodies are covered. Upper part of the western side covered by paddy and residential activities.

**North:** Kumarapuram, Umayalpuram and Paranthan areas are bounded for the Northern part. Mostly paddy, part of residential and industrial portion is located at the edge of the boundary.



### ***2.2.3. Geographical Boundary***

The Geographical boundary mainly considered the land use pattern and environmental sensitivity distribution of the development area. Accordingly, the geographical limits of the development area is defined by paddy lands and Scrub lands on the North, Paddy lands on the East, Forest and scrub lands on the South and water body and the Paddy lands on the West.

### ***2.2.4. Administrative Boundary***

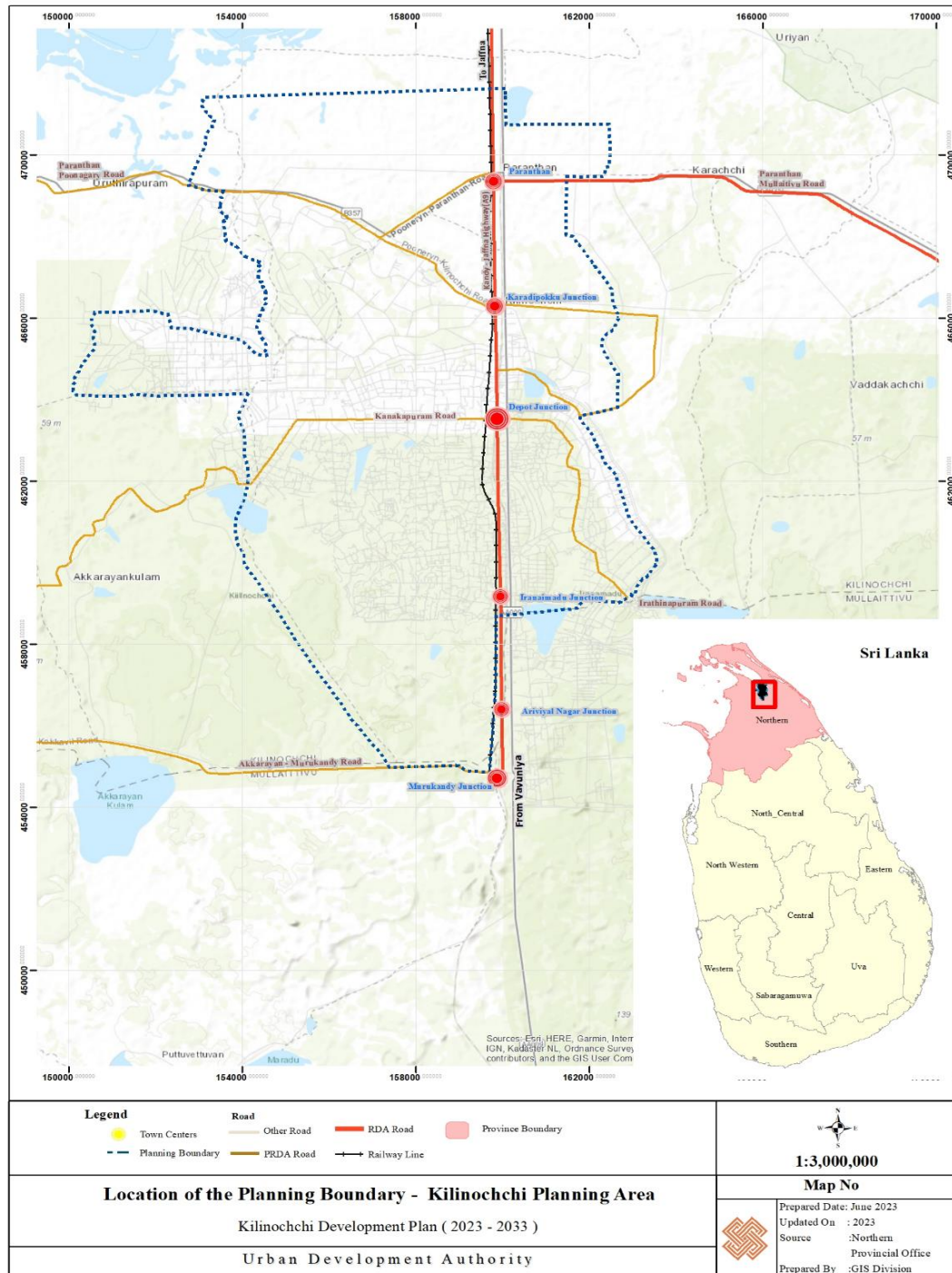
The administrative boundary has been derived based on the functional and geographical character of the Kilinochchi Development area and the administrative boundary is demarcated within the limits of Karachchi DS Division (Part) and Kandawalai DS Divisions (Part) under the Karachchi Pradeshiya Sabha limit and is bounded on North by: Kumarapuram, Umayalpuram and Paranthan GND boundaries. East by: Korakkankaddu, Pannankandy, Maruthanagar ,Thiruvaiyaru, Ambannagar, Kanagapuram GND boundaries South by: Ponnagar GND boundary and the District limit of Kilinochchi district and West by: Uttupulam, Puthumurippu, Sivanagar and Uruthiraapuram North GND boundaries.

### ***2.2.5. Planning Boundary***

The Planning boundary of the Kilinochchi Development area has been demarcated based on the situational analysis like Development pressure analysis (which include the analytical factors like accessibility level, Population density, developable lands accumulation and environmentally conservative areas), Environmental Sensitivity Analysis, Space Syntax Analysis and the Connectivity Analysis through which the planning scope of the development activities have been considered. Simultaneously, the delineation process also includes the above described functional, geographical and administrative limits in order to define the suitable planning boundary for the region. Accordingly, the Planning boundary have been finalised comprising of 35 GN divisions within the Karachchi PS limit (Part) which cover Karachchi and Kandawalai DS divisions with a total land extent of 125.9 Sq.km. Among this 35 GN Divisions nearly 11 GN divisions such as Umaiylapuram, Paranthan, Korakkankaddu, Kumarapuram, Uruthirapuram North, Sivanagar, Puthumurippu, Thiruvaiyaaru, Ottupulam Ponnagar and Pannankandi has been partly covered and the rest 24 GN Divisions are fully covered within the selected

planning boundary .The Population distribution within the planning boundary is around 57107 and the population density is 418 per sq.km.

*Map 2\_Planning Boundary*



Source: UDA, NP

## 2.3. Planning and Situational Context

### 2.3.1. Planning Context

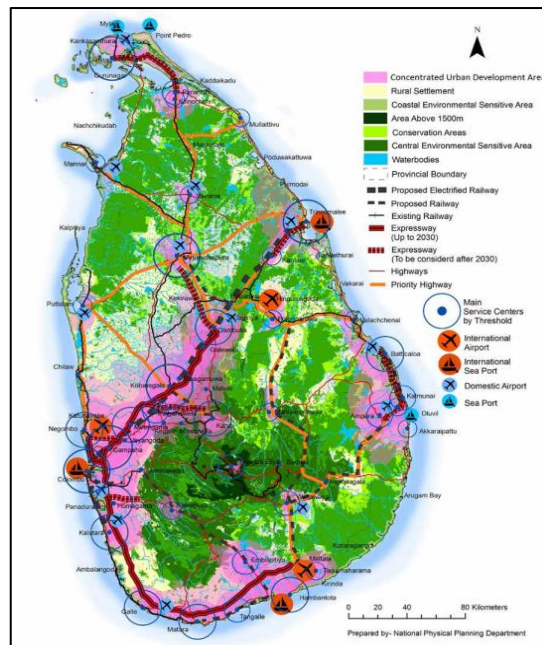
#### National Physical Planning Policy (2017 – 2048)

The National Physical Plan Prepared by the National Physical Planning Department of Sri Lanka for the year 2048 which cover the development proposals of the entire country has given a vital importance for the Northern Province in especially to the Kilinochchi District in terms of Urban development and Industrial Development. Accordingly, the proposed spatial Structure plan of the NPPD for the year 2048 has identified Kilinochchi town center which falls within the Planning boundary as a major urban concentration area and also as one of the main Service centre of the region. Additionally, An Expressway connecting the Kilinochchi Town center to the Jaffna City which is the Capital city of Northern has also been proposed to be considered after the period of 2030 will also add a major importance of future development of the Kilinochchi District.

The Proposed Northern Corridor connecting the Jaffna Metro Region and the Kilinochchi district are expected to be the main concentric center of the Northern Corridor. Through this

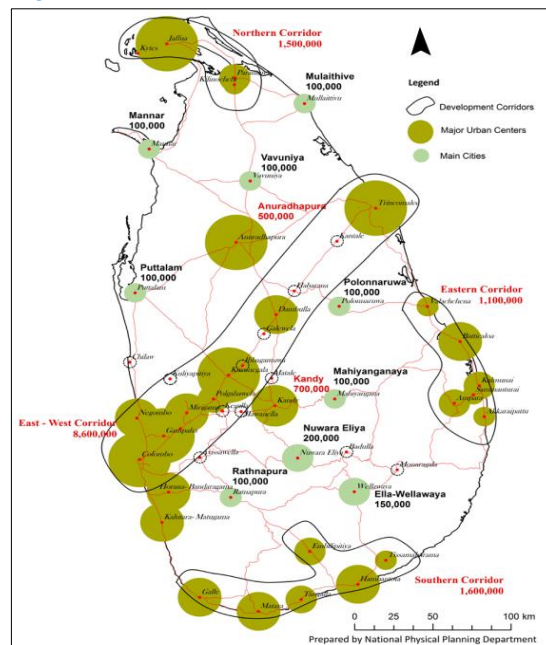
development Corridor Kilinochchi is expected to have a higher growth than the other areas with the available restrictive environmental conditions and the potential resources. The Northern corridor is also expected to accommodate a residential

Figure 2\_Spatial Structure Plan \_NPPD 2048



Source: National Physical Planning Department

Figure 3\_Northern Corridor (NPPD\_2048)



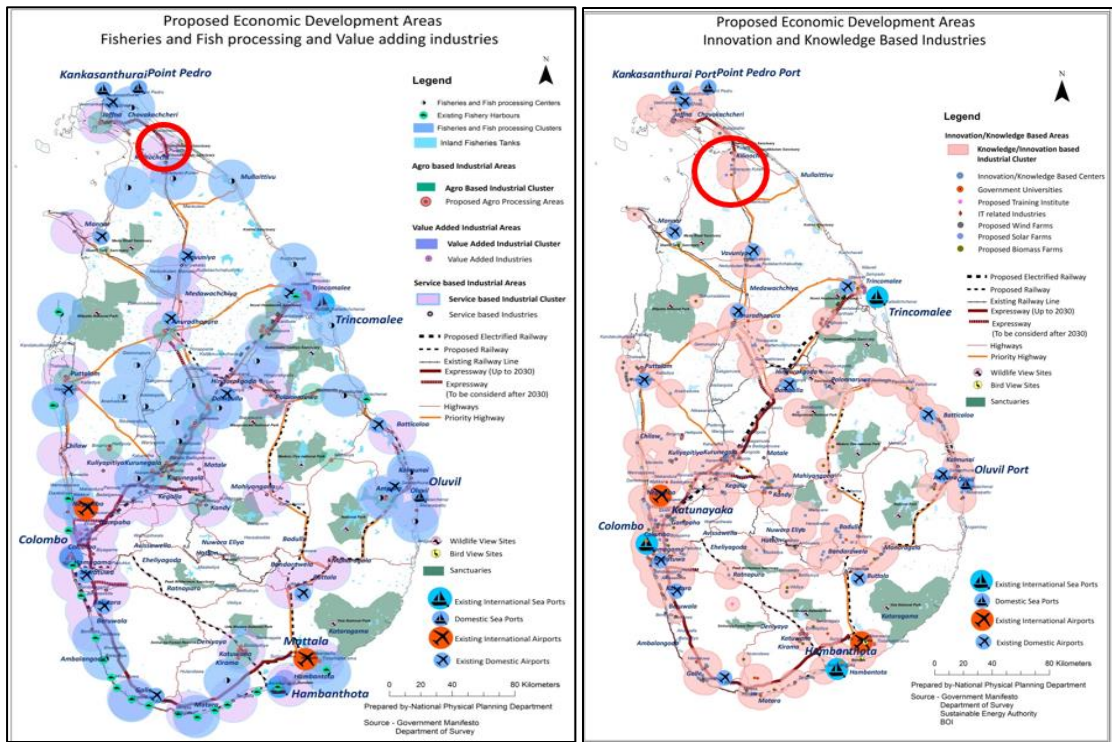
Source: National Physical Planning Department



population of nearly 1.5 million through which many development proposals can be encouraged within the Kilinochchi district.

In addition to the above proposals, some other major proposals like Industrial orientations and Service and Infrastructural orientations are also a major strength for the Kilinochchi's future development which are also adhered in the development plan of the Kilinochchi Urban Development area.

*Figure 4\_Economic Development\_NPPD 2048*

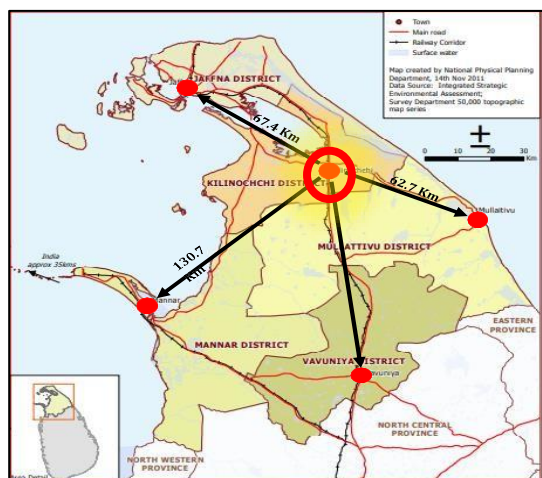


Source: National Physical Planning Department

### Regional Linkages

Kilinochchi district is strategically located at the center of the Northern Province and the Planning boundary is the centric point of the district. This is connected physically with other district of the entire country through the Road Network and Railway Network and is located at a distance of nearly 64.5 Km from the Capital Jaffna city on the North and at a distance of nearly 100 Km from Vavuniya district on the South and at a distance of 62.7

*Figure 5\_Regional Connectivity*



Source: UDA\_NP

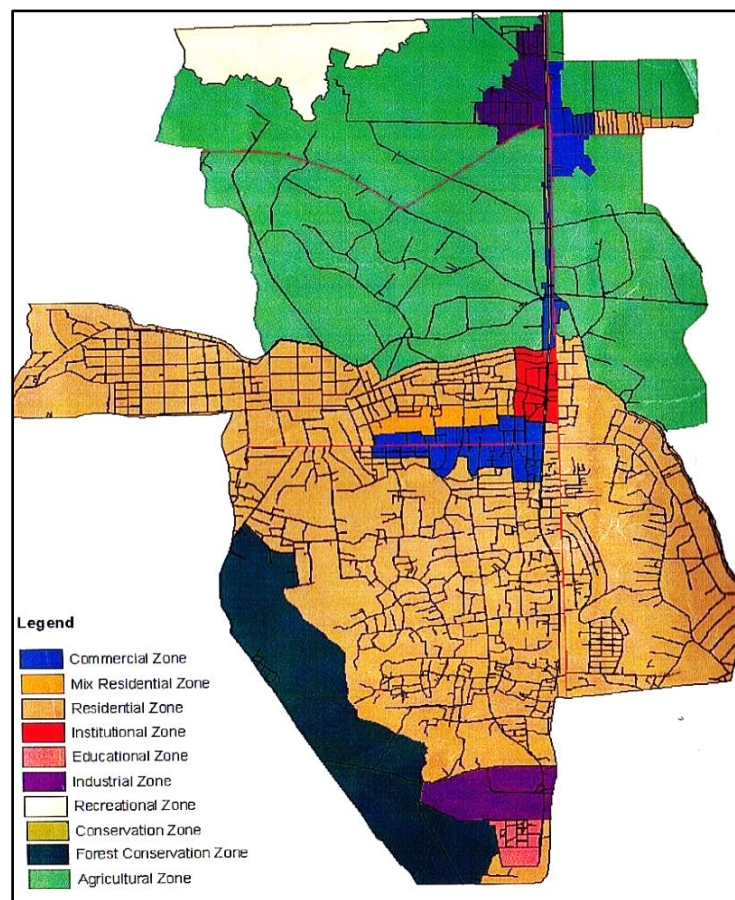
km from Mullaitivu district on the East and at a distance of 130.7 Km from Mannar

District on the West. Accordingly, the Kilinochchi district is identified as the fourth order town center on Country wide. Similarly, the Kilinochchi district is connected with other region provincially and Nationally through the Functional linkages in terms of Agricultural activities, Industrial activities, Educational and Institutional activities and the transportation network of the region.

### *Previous Planning Attempt*

The initial planning attempt for the Kilinochchi urban areas has been made in 2010 by the Urban development Authority through the Draft Development Plan made for the UDA declared area for the period of 20 years from 2010 to 2030. The draft plan comprises with 10 zoning categories incorporated with many strategical projects. However, considering the existing development sprawl and the changes of the land use pattern, an updated planning intervention is required to utilize the optimum productivity of the planning area.

*Figure 6\_Zoning Plan (2010 – 2030)*



*Source: Kilinochchi Development Plan (Draft)2010 – 2030\_ UDA\_NP*

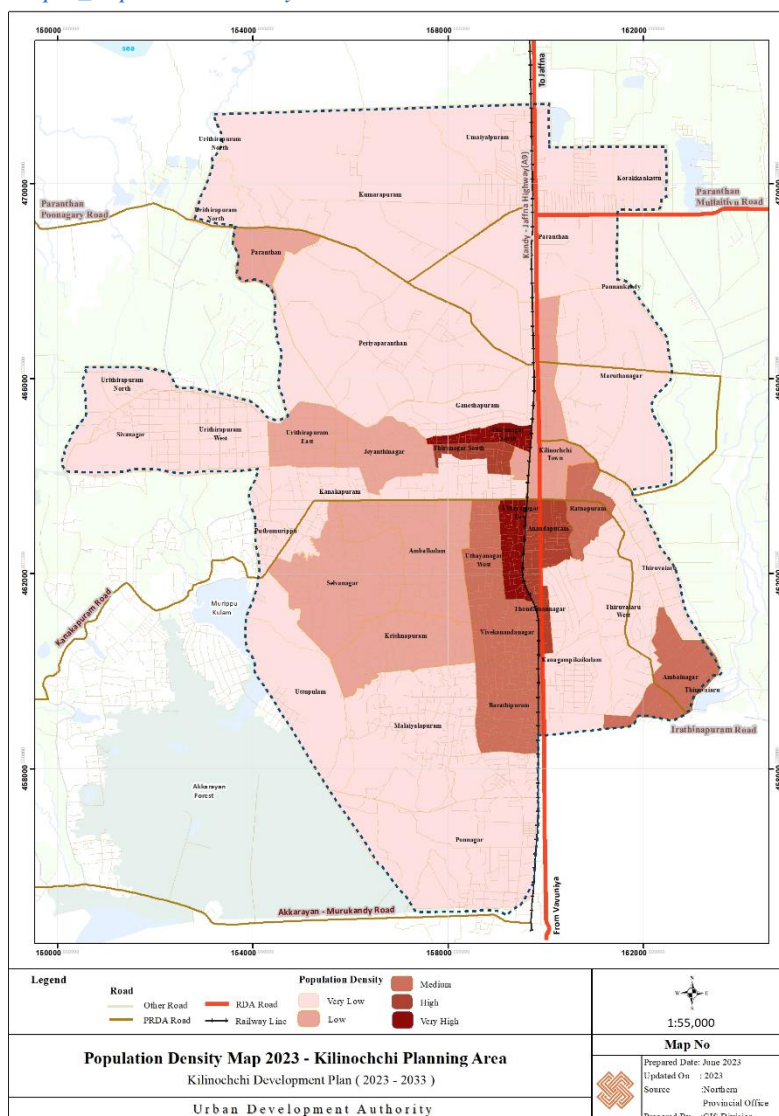
### 2.3.2. Demographic Features

#### Demography

The total population of the Kilinochchi district comprises of about 145,997 persons in the 2021 and the Kilinochchi is

identified as the fourth highest populated district in the Northern Province and out of this nearly an amount of 57107 persons are falling within the identified Planning boundary of the Kilinochchi District. This computes around 39 % of the total population of the district within the Planning area. The Population Density of the District is around 116.7 per square kilometre

Map 3\_Population Density



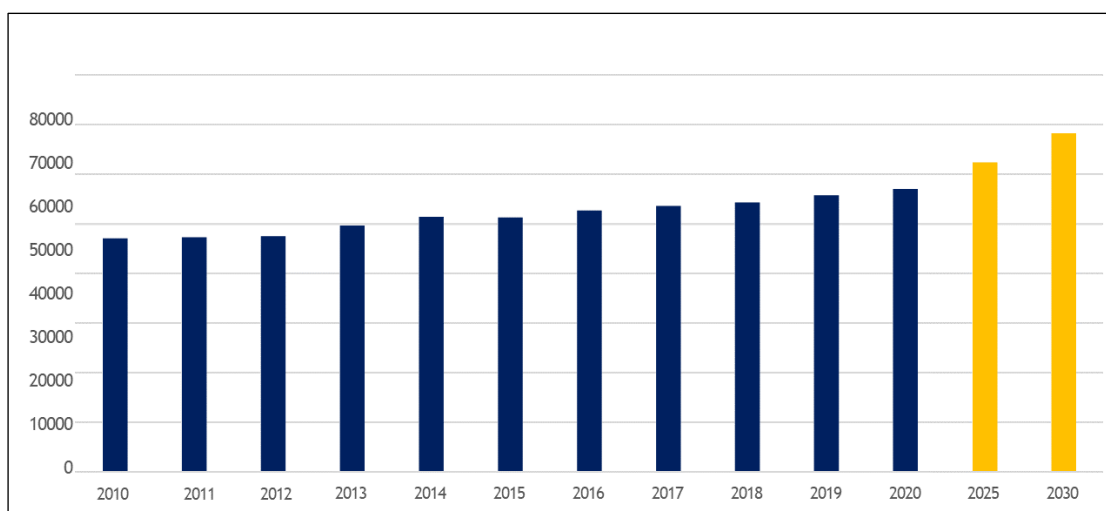
Source: Statistical handbook

while it is around 453.49 per square kilometre for the development area. Uruthirapuram, Jeyanthipuram, Anandhapuram and Ratnapuram areas has the highest population density while Kumarapuram, Kaneshauram, Pannankandi areas are lowest densified within the Planning boundary. When analysing the distribution pattern of the population in detail Uthayanagar East (GN-12) G.N. division records the highest population density within the planning boundary which is around 1549.6 persons per sq.km. The second highest value indicated in Uthayanagar west (GN-13) which is 1217.29 and Selvanagar (GN-15) which is 1131.52 persons per sq.km. And the Sivanagar (GN-35) G.N division has 56.46 persons per sq.km which is the lowest density area within the



planning boundary. The second lowest density recorded in Uruthirapuram North (GN-32) which is 68.1 persons per sq.km and Kumarapuram (GN-43) G.N division which is 85.3 persons per sq.km. Among all the GN divisions of the planning boundary only nine GN divisions have more than 500 persons per sq.km. The Average Population growth rate is recorded for the Development area is around 0.2 % per year. Accordingly, the forecasted population within the planning area for the year 2030 is around 68260 persons.

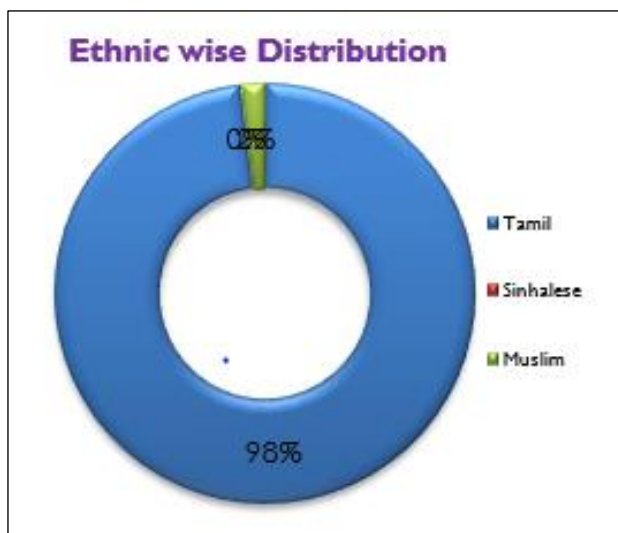
*Chart 1\_Population Trend & Forecasted Population*



*Source: Statistical hand Book, 2022*

*Chart 2\_Ethnic based Population*

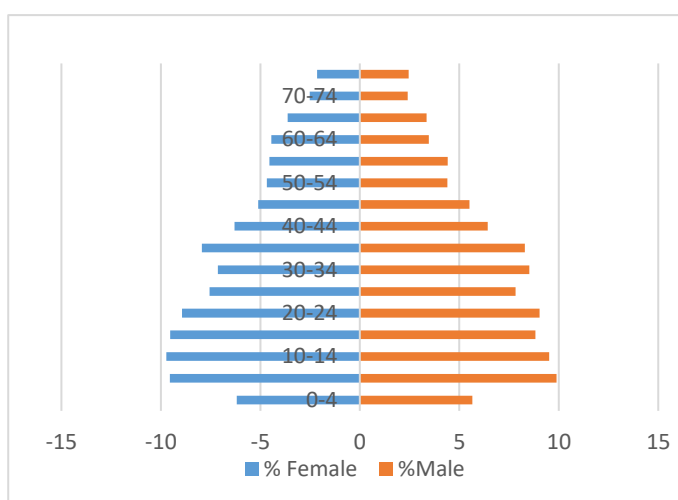
The ethnic composition of Kilinochchi urban development area comprises of multi-cultural ethnic categories with Tamil community at the majority composition of nearly 98.85% and the Muslims community with a share of 1.01 % and the Sinhalese at a percentage of 0.13%.



*Source: Statistical Handbook, 2022*

The age pyramid shows the male - female ratio of the area. According to the pyramid the development area has higher amount of young population which is major strength for the area in terms of human resources. Specially (0-4) to (35-39) age groups of population is at higher amount. Similarly, the age groups between 70 -74 is at lower percentage.

*Chart 3\_Age Category based Population*



*Source: Statistical Handbook, 2022*

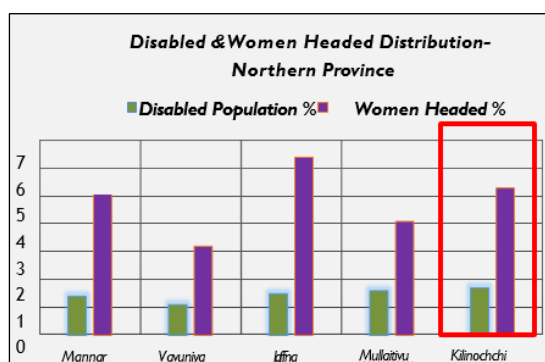
### ***2.3.2.1 Commuter Population***

Kilinochchi town is being identified as the renovating town after the internal war conflict and during its renovation period of development, it attracts more residential and commuter population towards it specially to get their daily services. Since the Kilinochchi town is the largest town in Kilinochchi District, the amount of commuting population to the city to fulfil their need are very high. The scattered activities of education, trade, Industrial & institutional, health and administration in the town area are the main use of attracting the daily commuting population. Accordingly, the total number of commuters approaching the Kilinochchi town per day is around 7000.

### ***2.3.2.2 Disabled and Women Headed Families***

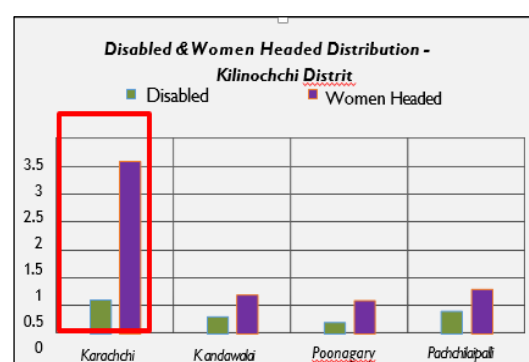
The share of Disabled and Women headed families in the Kilinochchi District is comparatively high with the other district of the province. Statistics proves that the Kilinochchi district has the higher amount of Disabled and Women Headed families. Specially, the Karaichchi DS division which has the major portion within the identified development area has the higher contribution of Women Headed and Disabled population which shows the dependency ratio of the Planning area. Similarly, the economical background of these women headed and disabled community is very low which cause more poverty experienced families within the Planning area.

Chart 4\_Disabled & WH Population \_NP



Source: Statistical Handbook, 2022

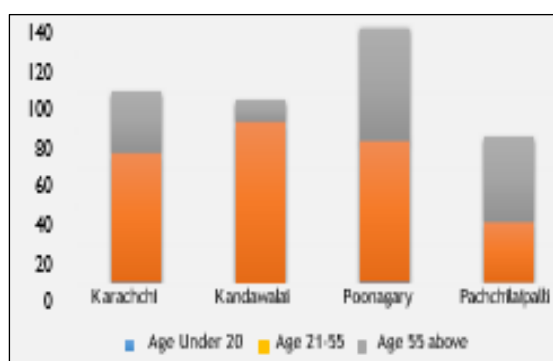
Chart 5\_Disabled & WH Population \_Kilinochchi



Source: Statistical Handbook, 2022

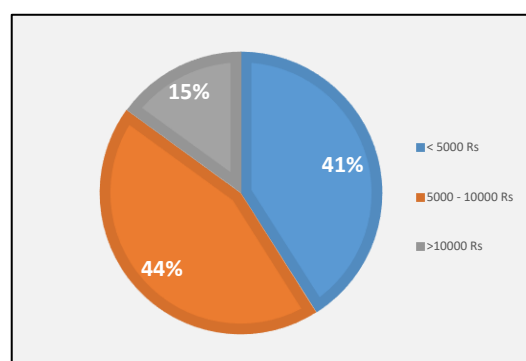
According to the statistics of the age wise distribution of women headed families, the Karaichchi and Kandawalai DS divisions which is covered under the Planning area has the higher share of distribution within the age limit category of 21 to 55 which in turn reflects the higher share of women headed families within the Female labour force.

Chart 6\_Age wise Disabled & Women Headed



Source: Statistical Handbook, 2022

Chart 7\_Income Range \_WHF



Source: Statistical Handbook, 2022

Also, the chart explains clearly about the income range of the Women headed labour force. Nearly 41% of the Women headed labour earns below 5000 rupees per month which shows the severity of poverty level among these community.

### 2.3.3. Housing Character

#### Housing

Settlement distribution pattern of the Planning area has been observed throughout the field visit survey and secondary data collection. The Settlement distribution pattern is associated with their income levels. Immediately after the internal war conflict period, may NGO's and other relevant organizations have initiated lots of housing seems towards the Kilinochchi district for the war affected communities to set their lives back in their homelands. Due to these housing schemes many of the housing demand has been fulfilled in the Kilinochchi district. Accordingly, the total number of families available within the Planning area is around 15812. This Families composition includes a certain number of joint families too. The total amount of houses available within the planning area is around 14806. This clearly express that there is considerable amount of housing deficit available within the planning area. On that basis nearly, 1006 numbers of housing deficit which in percentage is about 5.9% is observed within the area. Even though this existing deficit is comparatively low with the other districts of the Province, Capacity of the community to fulfil their housing needs in future is questionable since the district possess higher share of poverty head count index.

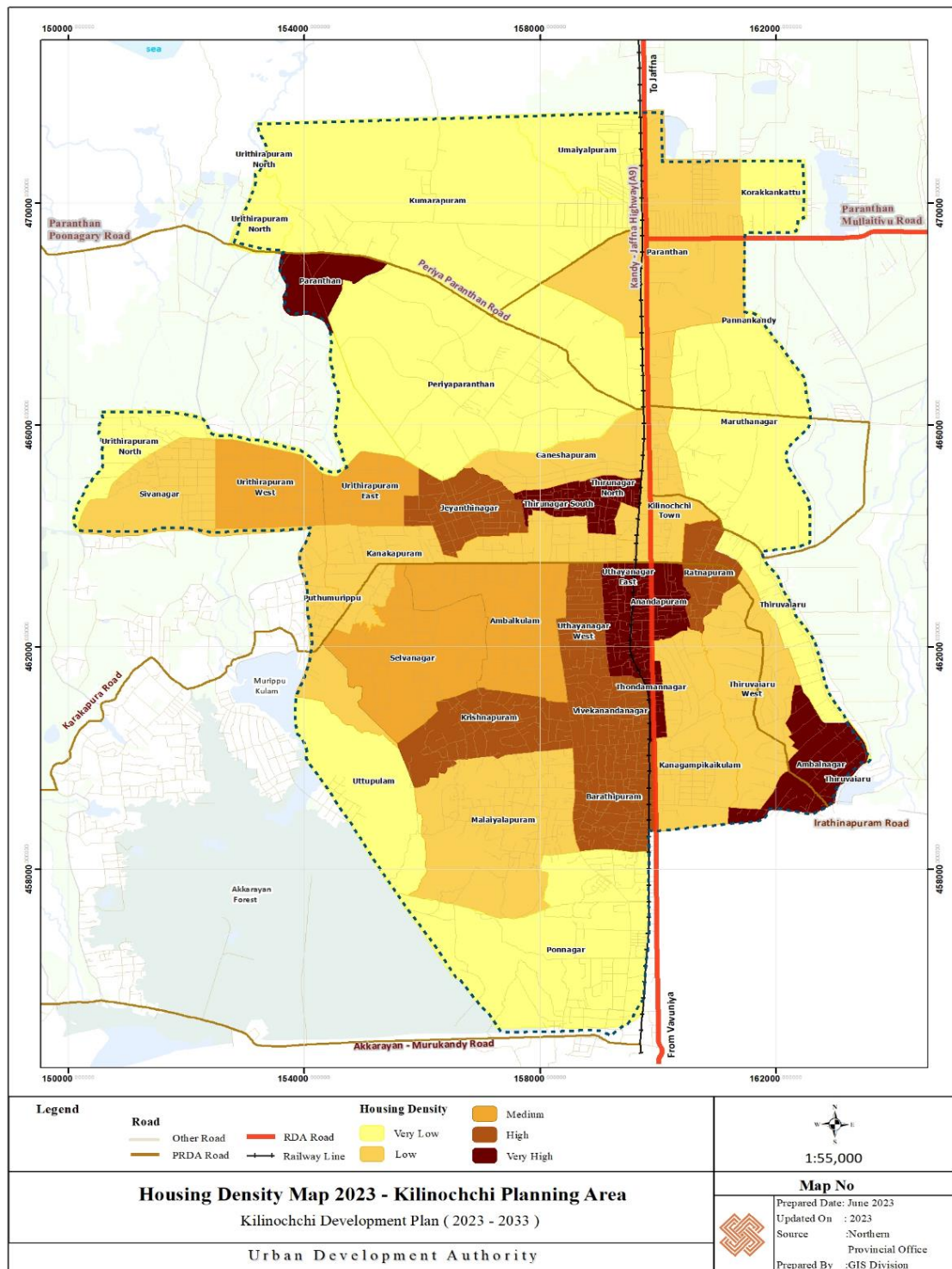
*Table 1\_Predicted Population & Housing*

Year	Projected Population	Housing Requirement
2025	62435	15608
2035	68260	17065

*Source: UDA-NP*

The Housing density within the Planning area is about 129 per square kilometre. Selvanagar, Ambalkulam, Uthayanagar, Anandhapuram GN divisions has the higher housing density while Kumarappuram, Pannankandy, Maruthanagar GN divisions has the lower housing densified areas.

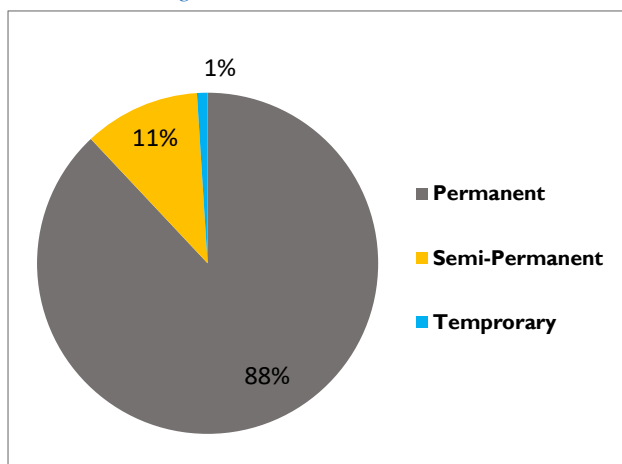
Map 4\_Housing Density



Source: UDA-NP

When we see in detail about the housing structure distribution of the Planning area, About 88 % of houses have permanent structure, 11 % of houses have semi-permanent structure and nearly 1 % are temporary shelters within the Planning area.in Specially, Krishnapuram, Bharathipuram, Malayapuram and Ponnagar areas

*Chart 8\_Housing Structure*



*Source: Statistical Handbook, 2022*

have high amount of Semi-permanent and Temporary housing structures within it. In detail, Bharathipuram and Malayapuram areas have the higher amount of temporary structures which needs higher concentrations for a housing development within these areas.

*Figure 7\_Housing Structure in Baharathipuram & Malayalapuram areas*



*Source: Field Survey, UDA\_NP*



### 2.3.4. Transportation

#### 2.3.4.1. Road Network

Kilinochchi Planning area is served by a well-connected road network. The road

Table 2\_Road Details

Basic Information		Unit	RDA	RDD	ACLG
A Class Road		Km	12.05		
B Class Road		Km	5.6		
C Class Road	Asphalt	Km		24.22	
	Metal	Km		74.60	
	Gravel	Km		218.76	
	Concrete	Km		16.67	
D Class Road	Asphalt	Km			249.49
	Metal	Km		14.68	1100.24
	Gravel	Km		6.75	1277.24
	Concrete	Km		5.32	157.09
Total			18.1	361.0	2783.92

Source: Statistical Handbook 2022

under the purview of RDA which connects the Planning area with other district of the country which is one of the major

potentials for the region. The Jaffna – Kandy A9 road which passes through the Kilinochchi planning area is the main trunk accessibility of the region. At the same time Mullaitivu - Paranthan (A-35) road provides accessibility with Mullaitivu and

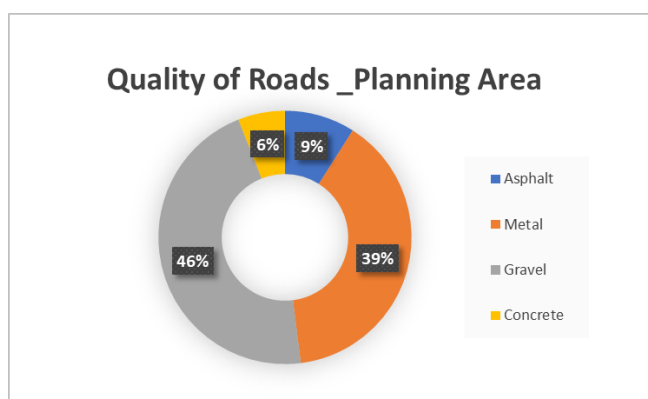
other small centres located in the eastern part of the region. In addition, Poonagary-Paranthan (B-357) road connects the western part of towns Poonagary, Vellankulam, Mannar and Jaffna via Sangupitty Bridge.

Similarly, there are nearly 9 roads managed by the RDD within the planning area. So, these roads which belongs to RDA and RDD are

network is maintained by the institutions of Road Development Authority, Road Development Department, Provincial Council and Karachchi Pradeshiya Sabha. Specially A and B class roads are maintained by RDA, C&D class roads are under control by RDD and D & E class roads are maintained by Provincial Council and Local Authority respectively. The table below gives a detail explanation about the road network.

There are nearly 3 major roads

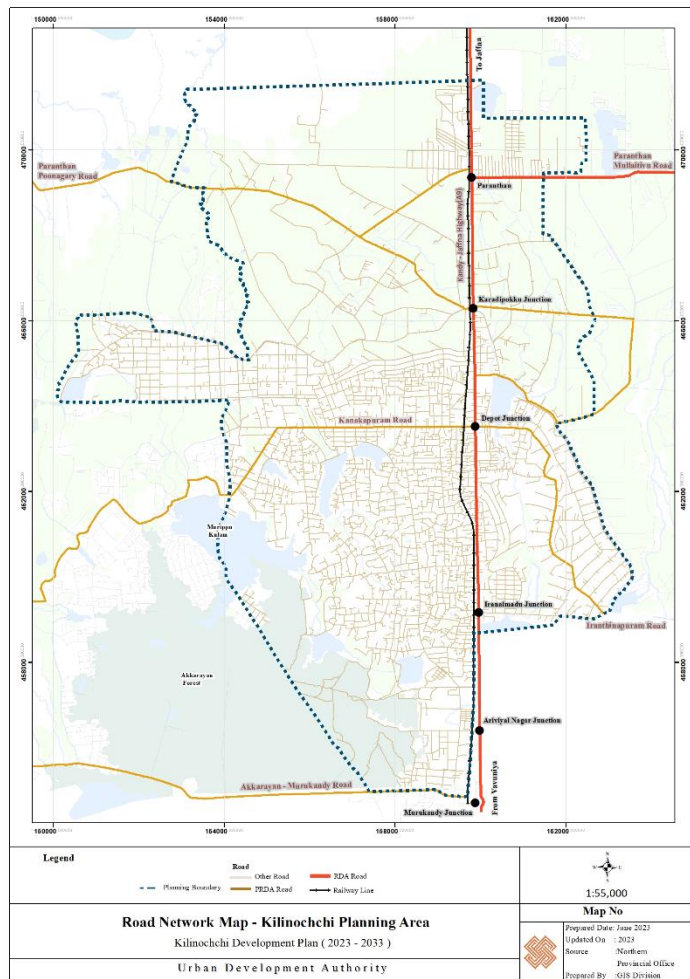
Chart 9\_Road Quality



Source: Statistical Handbook 2022

maintaining with proper quality and all the RDA roads are well connected by a proper drainages and culverts. Nearly 70% of the RDD roads are carpet paved. Balance roads are paved by DBST. These roads were rehabilitated/ reconstruction after the war. Therefore, condition of the roads culverts and drains are in good conditions. However, RDD roads and other local Authority roads are not provided with enough drainage facilities within the development area. Similarly, the road conditions of the local authority roads were

*Map 5\_Road Network \_Development Area*



Source\_UDA\_NP

also very poor for transportation which is identified as one of the major problems within the identified development area. The chart no.09 illustrates clearly the road conditions of the Local Authority managed roads.

*Figure 8\_Conditions of internal Roads*



Source: Field Survey \_UDA\_NP

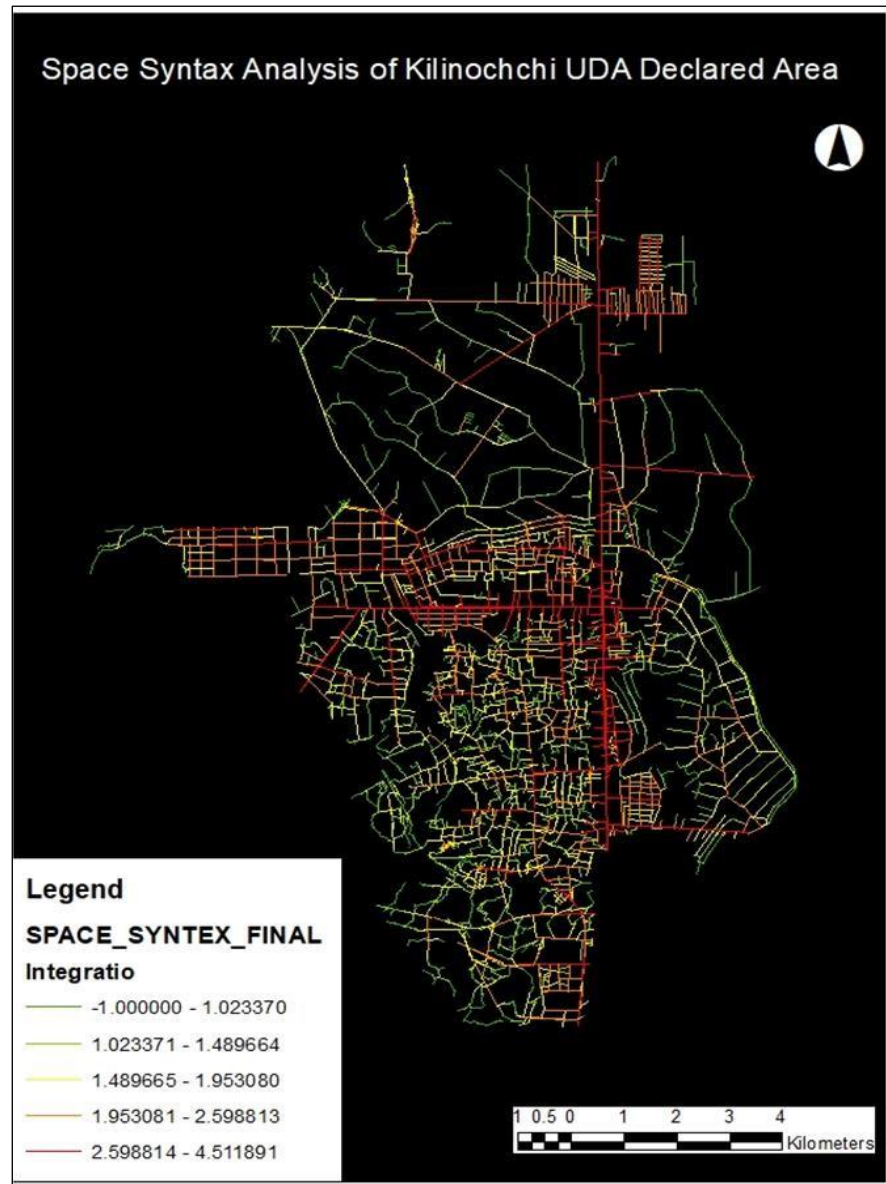


Map no.08 explains clearly about the connectivity level of the major roads of the planning area. Accordingly, the major A9 road, Paranthan –Mullaitivu road, Paranthan Poonagary road, Depot junction- Kumarapuram road have higher accessibility level within the

identified development area. On that basis when we see in detail about the traffic generation pattern of the roads, the A9 road, connecting Jaffna and Vavuniya, Mullaitivu road connecting the Paranthan within the development area have the higher traffic generation pattern per day

and averagely 5000 to 6000 passengers are using the public transport services per day. The below chart explains about the traffic generation pattern of the area.

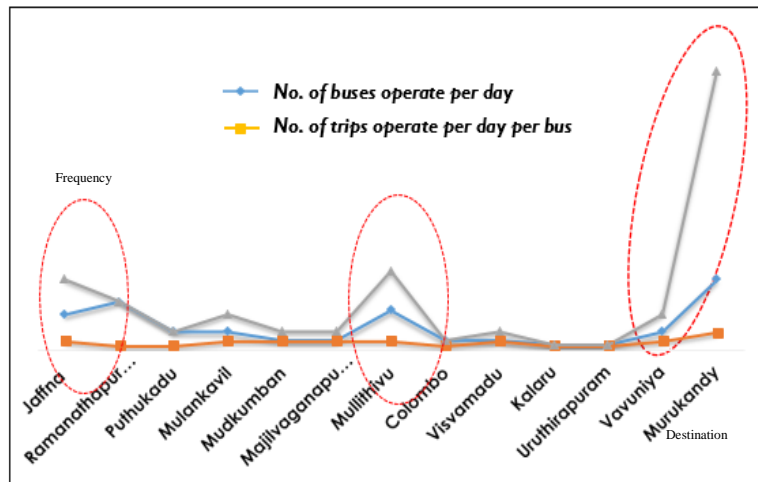
*Map 6\_Space Syntax Analysis of Development area*



*Source\_UDA\_NP*

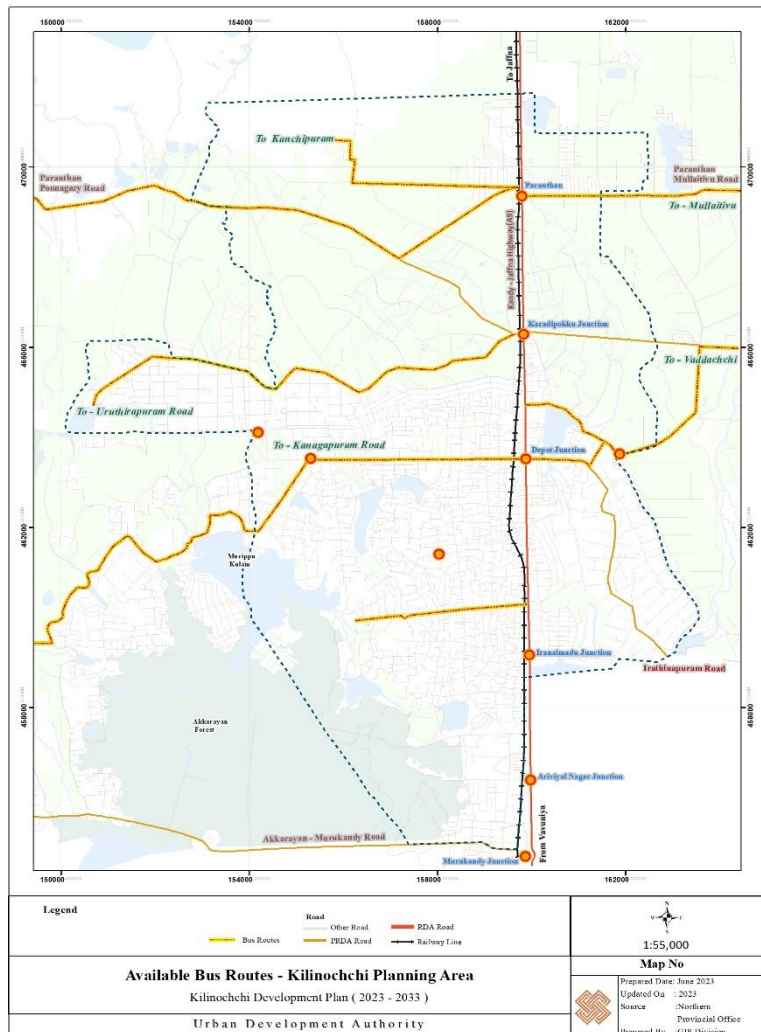
One of the Major issues identified within the development area in terms of transportation sector is

*Chart 10\_Traffic Generation Pattern*



Source: UDA\_NP

*Map 7\_Available Bus Routes \_Planning Area*



Source: UDA\_NP

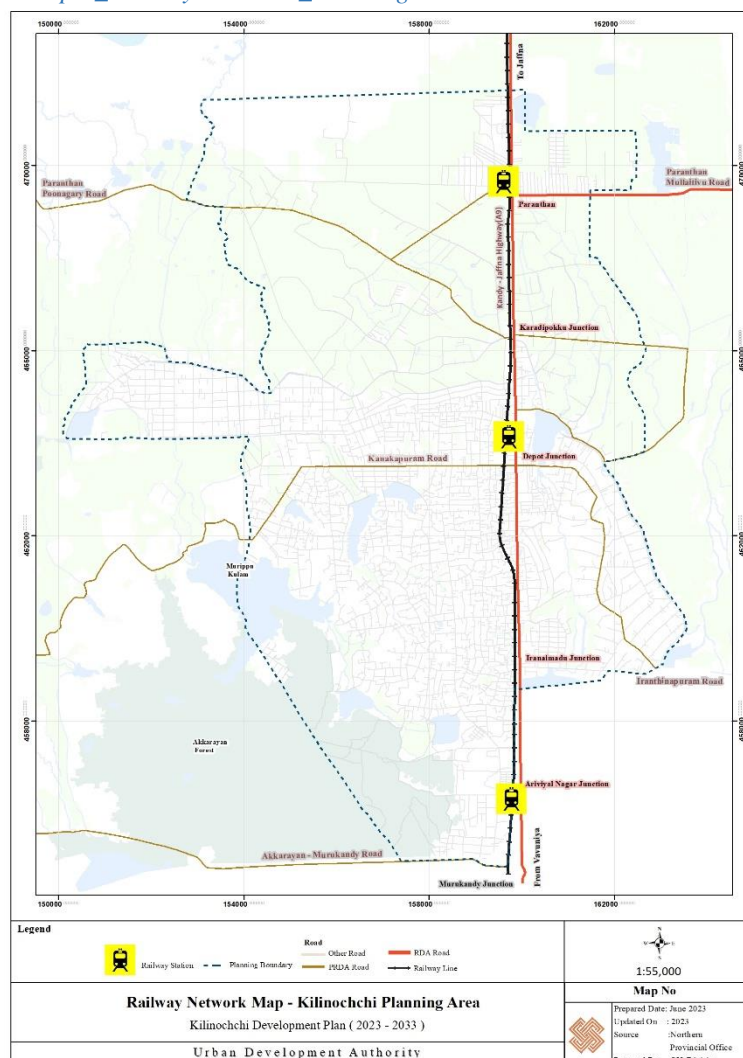
to use private vehicles or three wheelers to get their services from the town center. This

in turn cause most cost for the services to be consumed and also create more vehicular emission within the region.

### 2.3.4.2. Railway Network

Availability of Railway *Map 8\_Railway Network \_Planning Area*

network within the planning area is another potential mode of transportation for the development of the area. The Railway line passing through the main town center provides transportation service in terms goods and passengers. There are three numbers of Railway stations are available within the Planning area at Paranthan, Kilinochchi town and the Ariviyal Nagar area. The location of the stations within the Industrial, Commercial



Source: UDA\_NP

and Educational services will act as the catalyst elements for the future development forecasted. Averagely 600 passengers from Kilinochchi are using railway services per day. This railway connectivity will provide a well-connected network with other National and Regional centres of the country. On the other side, there are some issues notified in the railway services within the region specially the increasing numbers of accidents caused from railways due to improper railway crossings at major accessible points. The below attached images shows the magnitude of the problem.

Figure 9\_Unsafe Railway Crossing within the Planning Area



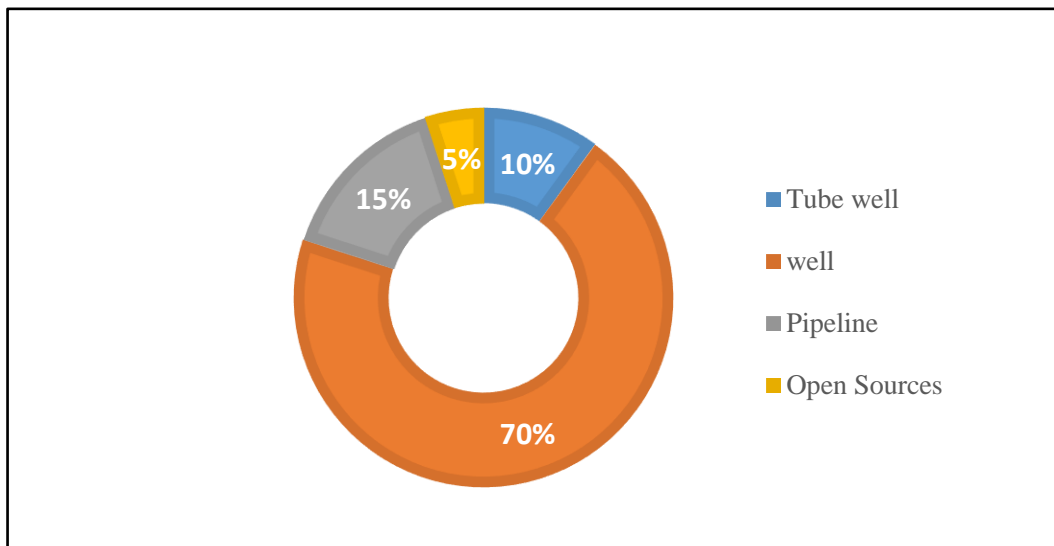
Source: Field survey \_UDA\_NP

### 2.3.5. Water Supply

#### Water Supply

The main source of water supply for entire Kilinochchi district is depending predominantly on the ground water for their drinking and other uses. When we analyse in detail about the water supply source within the planning area the water consumption is determined from four types of water sources. Namely from Well, Tube well, Pipelines and other open sources. Accordingly, the consumption percentage from each source are described in detail in the following chart.

Chart 11\_Available Water Sources- Planning Area



Source: UDA\_NP

Apart from these, Kilinochchi District have 7 river basins such as Irranamadu tank, Akkarayan kulam, Kalmadu kulam, Kariyalai Nagapaduvan kulam, Puthumurippukulam, Piramanthakulam, Vannerikkulam, and Kanakambigaikualam. In addition to these there are 391 minor irrigation schemes, 9 numbers of medium and major reservoirs, and 20 nos of salt water exclusion schemes are available as the water



source within the region. However, the well water source is considered as the main and major source of drinking water within the Planning area and the entire district. Considering the safeness of the drinking water source in the current situation National Water Supply and Drainage Board provides the water supply schemes for the district which is already been in active and covered most of the areas falling within the planning region.

Accordingly, the total water consumption of the development area from various sources are calculated as for residential consumption 6852 cubic meters per day and for Industrial consumption 2730 cubic meters per day and for Commercial consumption 2730 cubic meters per day by the Water Supply and Drainage Board of Sri Lanka. And this consumption percentage is projected to be increased up to 9000 cubic meters per day in future as explained in the following chart.

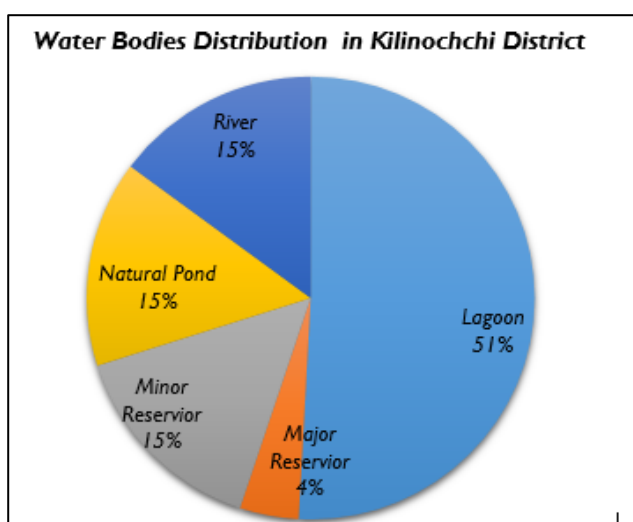
*Table 3\_Water Consumption*

<b>Year</b>	<b>RESIDENTIAL</b>	<b>INDUSTRIAL</b>	<b>COMMERCIAL</b>
2022	6852 m <sup>3</sup> /day	2730 m <sup>3</sup> /day	2730 m <sup>3</sup> /day
2032	8280 m <sup>3</sup> /day	3075 m <sup>3</sup> /day	3075 m <sup>3</sup> /day

*Source: Water Supply & Drainage Board, 2022*

Other than the ground water source, there are many water bodies available within the Planning area through which the water demand for the future development can be fulfilled with various techniques. As per the chart, the percentage of lagoon share within the planning area is around 51 % which includes various lagoons like Dry aru lagoon, Murippu Lagoon etc.

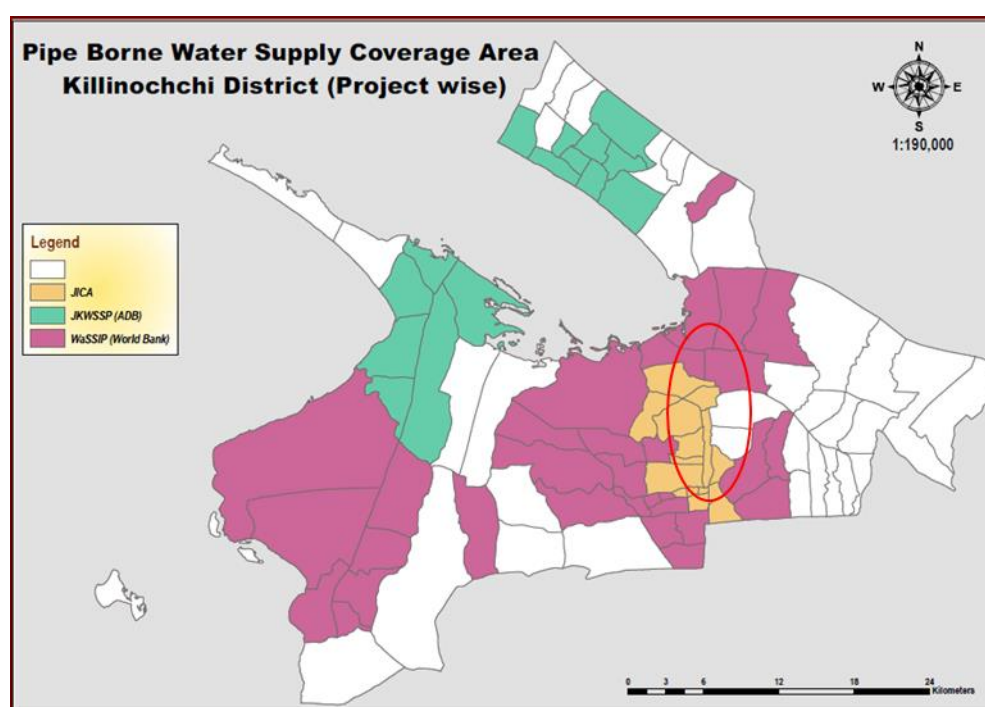
*Chart 12\_Water Bodies distribution*



*Source: UDA\_NP*

The main source for the Kilinochchi water supply treatment Plant is Dry Aru lagoon from which the capacity of 3800 cubic meter of water per day is utilized for the water supply schemes. And also, the NWS&DB is targeting to provide an alternative source for drinking purpose within the Kilinochchi district. Accordingly, current supply of NWS&DB is around 158 cubic meter per day and currently 1750 connections are provided throughout the region. Nearly 15 % of supply schemes were introduced within the Kilinochchi district and the board is targeted to increase the supply by 50 % in future. In order to achieve this target, many supply schemes around the district have been proposed and implemented as described in the following map no.16 where majority of the schemes covers nearly all the parts of the Planning areas.

*Figure 10\_Water Supply Coverage Area*



*Source: Water Supply & Drainage Board, 2021*

Kilinochchi water supply scheme is the existing water supply scheme which covers 14 GN divisions in Karaichchi and Kandawalai DS division. Those are Uthayanagar East, Ananthapuram, Thondamanagar, Kanagambikaiulam, Rathnapuram, Kilinochchi Town, Maruthanagar, Kanagapuram, Thirunagar south, Thirunagar North, Kanashapuram, kumarapuram, paranthan, Vivegananthanagar. Total Beneficiaries could be covered from this scheme is around 40000. Currently there are two ongoing water supply projects are handled by the NWS&DB as described in the table below.

*Table 4\_Water Supply Projects \_NWSDB*

No	Name of the Project	DS D	GND	Source of Fund	TEC(R in Mn)	No. of Beneficiaries	Present Status
1	Ponnagar- Parathipuram WSS	Kar	Ponnagar, Parathipuram	World bank	300	1200HH	Awarded
2	Malayalapuram WSS	Kar	Malayalapuram	World bank	107	600HH	Document Preparation

*Source: Water Supply & Drainage Board, 2021*

### 2.3.6. Electricity

#### Electricity

According to the Ceylon Electricity Board Report, nearly 97 % of the Kilinochchi district is electrified with supply from CEB and the rest 3 % is also in progress of fulfilling stage. Within the Planning area nearly 100 % of electricity coverage is available for the users. Based on the CEB report the electricity consumption and daily demand is calculated as for residential uses 82.47%, for industrial uses 1.14%, for religious uses as 1.19% and for general purposes as 15.18%. Accordingly, the total electricity demand within the planning area is calculated as 12 MW for the year 2020 and is estimated for a demand of 26 MW by 2030.

### 2.3.7. Health

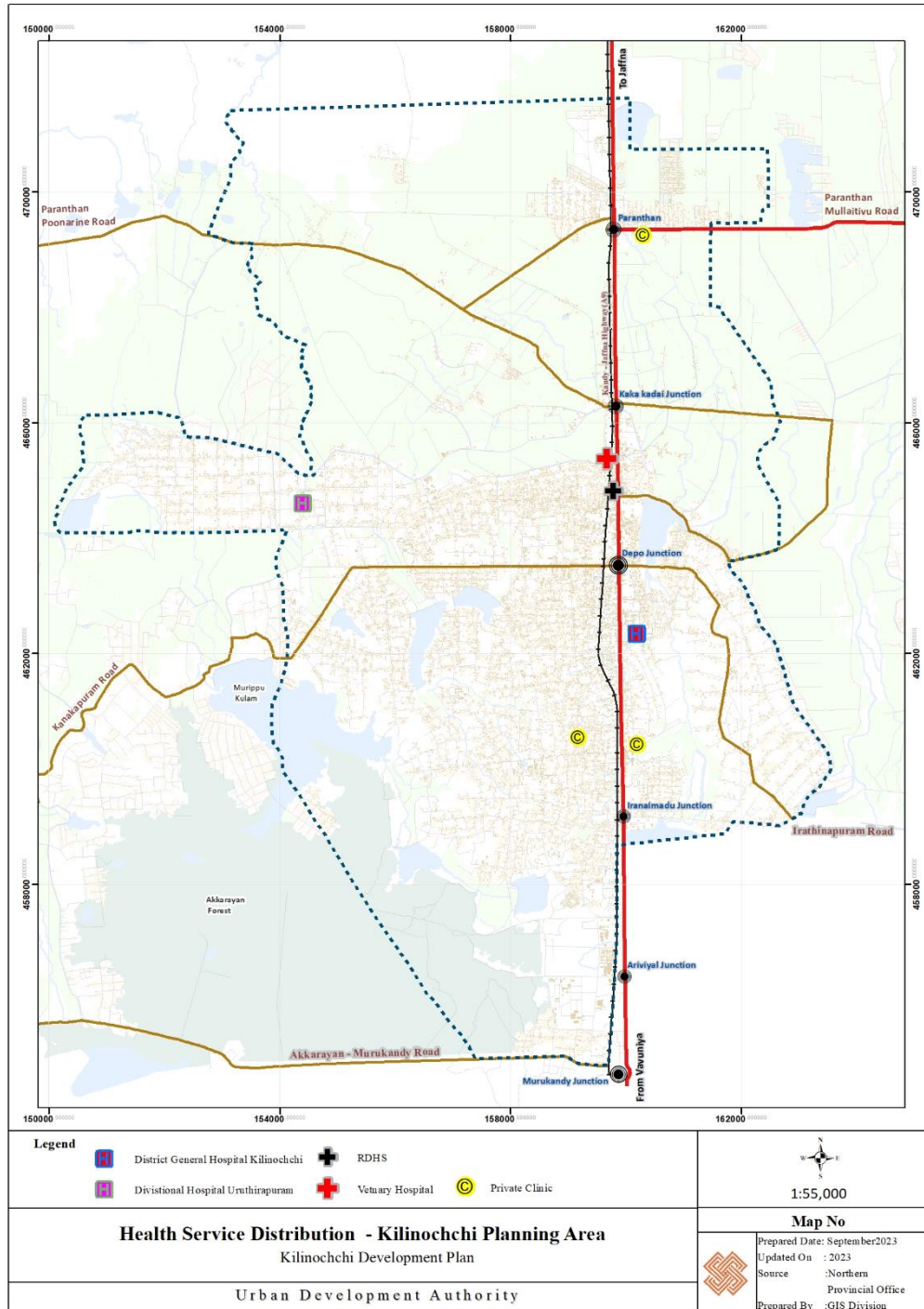
#### Health

The Planning area of Kilinochchi has a strong Health facility within the region. The Major General Hospital, Divisional hospital and Ayurveda Hospitals are located within the planning area which is one of the major potentials. In addition to this, most of the clinics and health care centres are located within the service densified Planning area. The General Hospital of Kilinochchi which is located within the Planning boundary will give the maximum health service coverage for the entire planning area. Based on that, the health service requirement for the planning area is almost fulfilled. Based on the Kilinochchi statistical data, the annual crude birth rate of the region for per 1000 population is 14.9% and the annual crude death rate of the region for per 1000 population is 4.6 % for the Planning area. The map shows clearly the distribution of health services for the densified population within the planning area.

Based on the statistics, Dengue and Tuberculosis are some of the common issues identified within the planning area. Among those two diseases, Dengue is the severely affected disease among the local community. Specially the dengue disease is widely

spreaded in Karachchi DS divisional area which is a part of the planning area. This is caused due to improper management of water stagnated waste materials and also the cause of flash flood within the region.

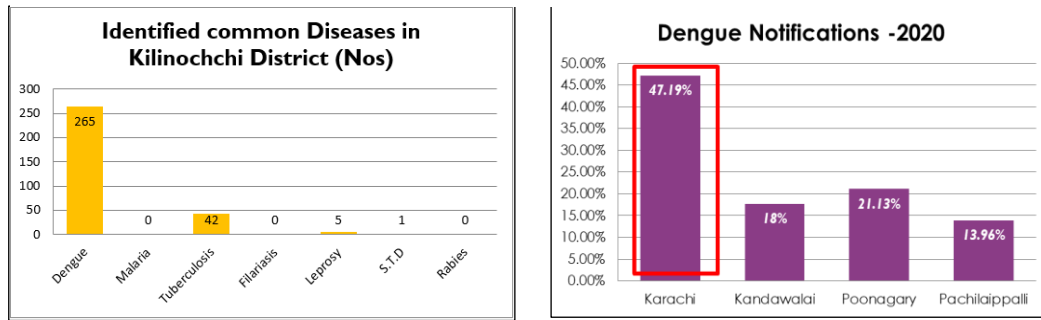
*Map 9\_Health service Distribution*



Source: UDA\_NP



Chart 13\_ Identified Common Diseases

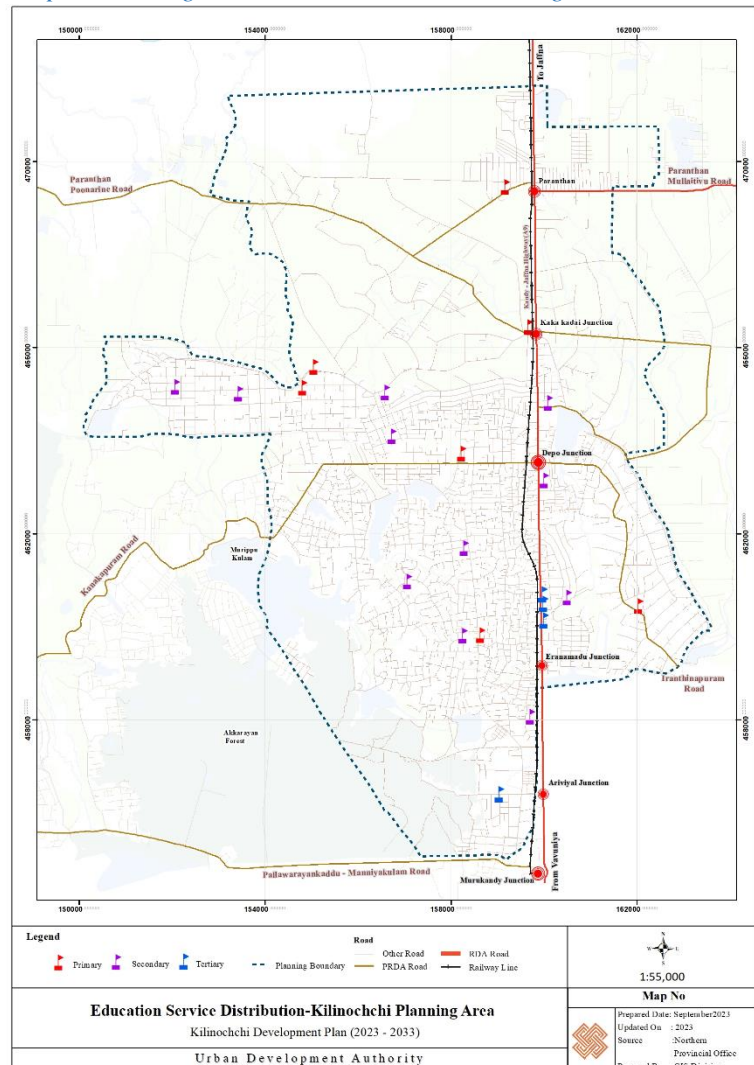


Source: UDA\_NP

### 2.3.8. Education

Education is one of the important sector within the planning area which is needed to be given higher concern for development. The literacy rate of the Kilinochchi district is nearly 80% but however the computer fluency among the students is very low which comprise a percentage of about 10 %. The Planning area is facilitated with 02 National schools, 05 1AB graded schools, 03 1C graded schools, 05 Type II schools and 03 Type III schools. The schools are located within the population densified areas which gives an easy access for the students. The Teachers Students ratio found within the Planning area is 01 teacher for every 16 students (1:16) in average. However, statistics proves that there is a considerable shortage of

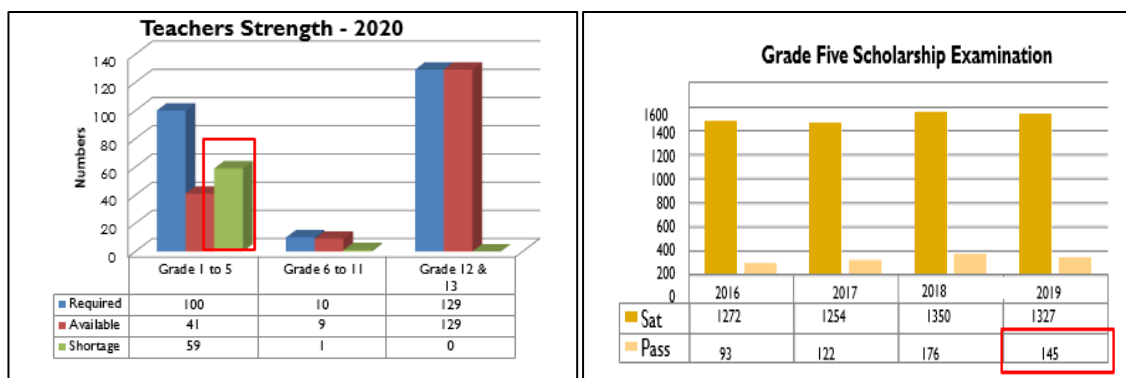
Map 10\_Existing Educational Facilities \_ Planning area



Source: UDA\_NP

teachers for the students below grade 05 and this results in attainment of low results in the grade 05 scholarships as shown in the chart attached.

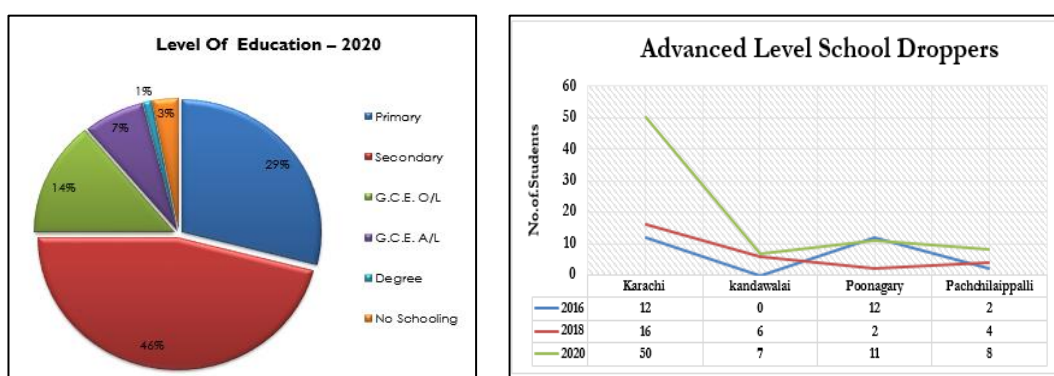
*Chart 14\_Teachers Strength\_Planning Area*



*Source: Statistical Handbook\_2022*

The level of education within the Planning boundary even though shows a comparatively higher attainment in tertiary education of nearly 30 %, the rate of schools dropouts or no schooling is at a considerable situation with a percentage of 46%. The reasons behind this stage is the seriousness of poverty among the community. Students are forced by the family circumstances to move to a daily wage works to sustain their lives. This is a silent and very serious issue among the young generation which is needed to be given prior importance.

*Chart 15\_Level of Education*



*Source: Statistical Handbook\_2022*

Further, Kilinochchi district is identified as an emerging educational hub facilitated with numbers of tertiary educational orientations within the district specially the tertiary educational facilities are accumulated within the selected planning boundary which is one of the major potentials in terms of educational sector. Specifically, Open University, Vocational training centres, NAITA and the Kilinochchi Campus of Jaffna university are located within the area. Nearly 5000 numbers of students are getting

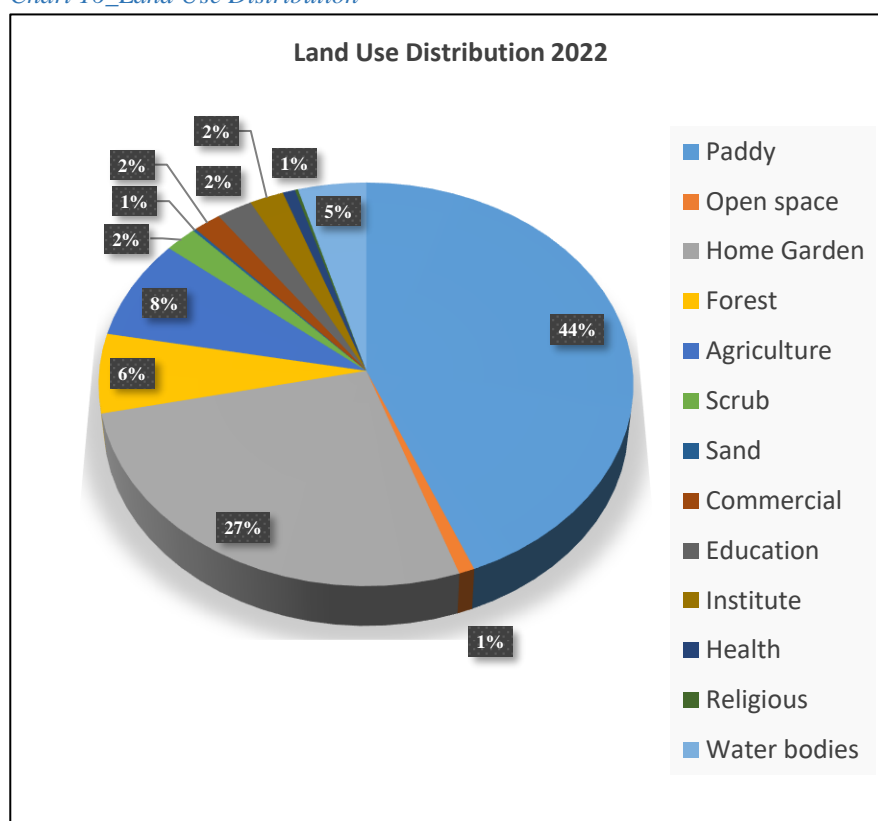
educated from these tertiary educational centres and these tertiary educational institutes gives higher importance for Agricultural and Technological related courses which will help to upgrade the local economy of the area since this is an agricultural oriented livelihood area.

### 2.3.9. Land use Distribution

#### Land use

Analysing the land use pattern of the development area is one of the vital characters in determining the proper land use planning of the area. Accordingly, the land use pattern of the Kilinochchi urban development area has been analysed in detail and the land use pattern trend has been identified through which the developable and protectable areas have been identified. On that basis, the land use pattern distribution of the planning boundary comprises a major share of undevelopable or protectable uses with a percentage of 67.46% which includes paddy

Chart 16\_Land Use Distribution



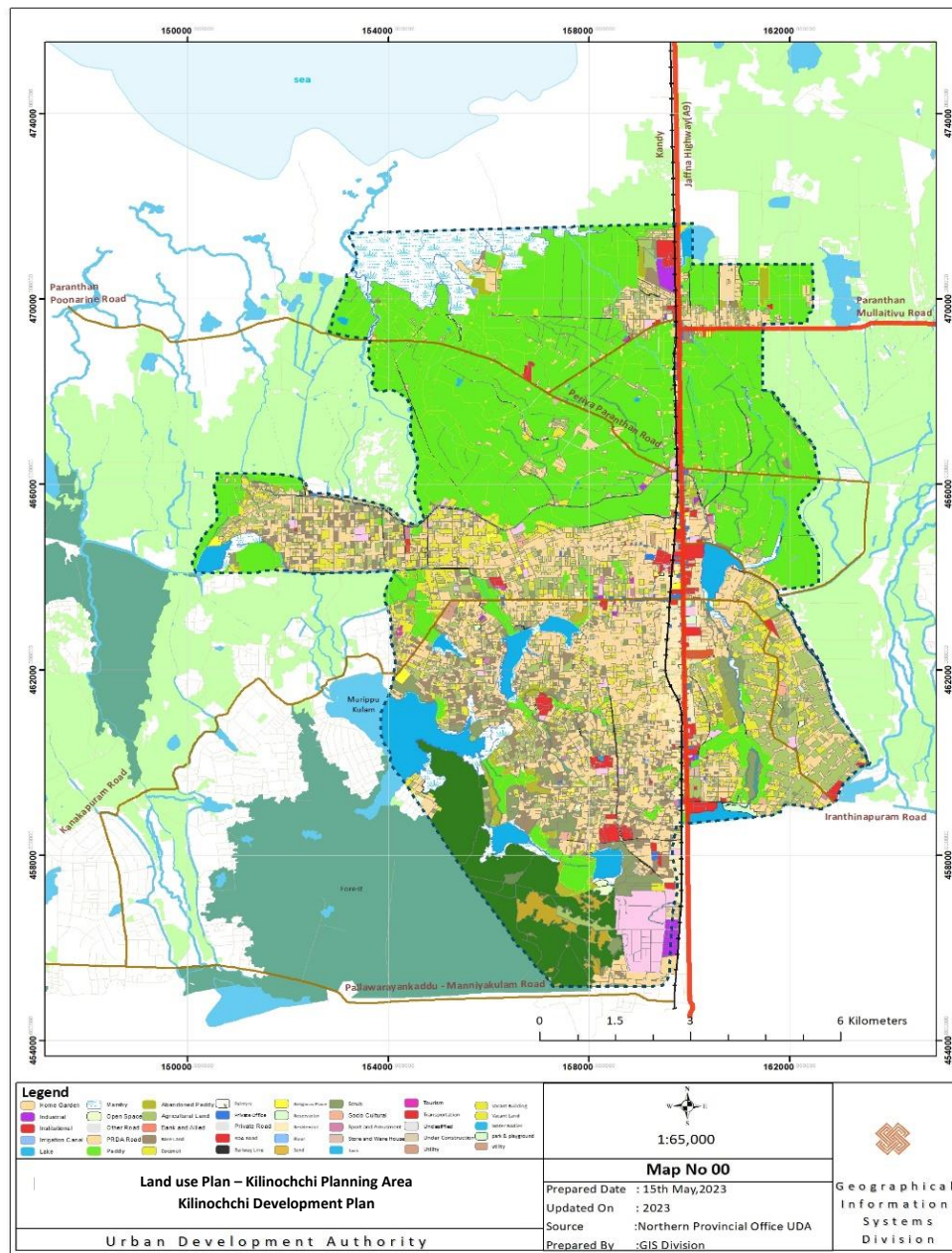
Source: UDA\_NP

cultivation, water bodies, marshes & mangroves and forest areas. Similarly the total developable lands are identified at a percentage of 32.54% which includes Residential, Commercial, Industrial and other developable lands.

Comparing with the landuse pattern of the year 2010, some of the major changes can be observed. Initially the residential area has been expanded towards the Uruthirapuram, Kanagapuram, Ratnapuram, Malayapuram areas. Many new

technologies based industrial orientations have been emerged in the Ariviyal Nagar area. Most of the commercial activities are agglomerated along the major A9 road.

*Map 11\_ Land use Distribution\_2023*

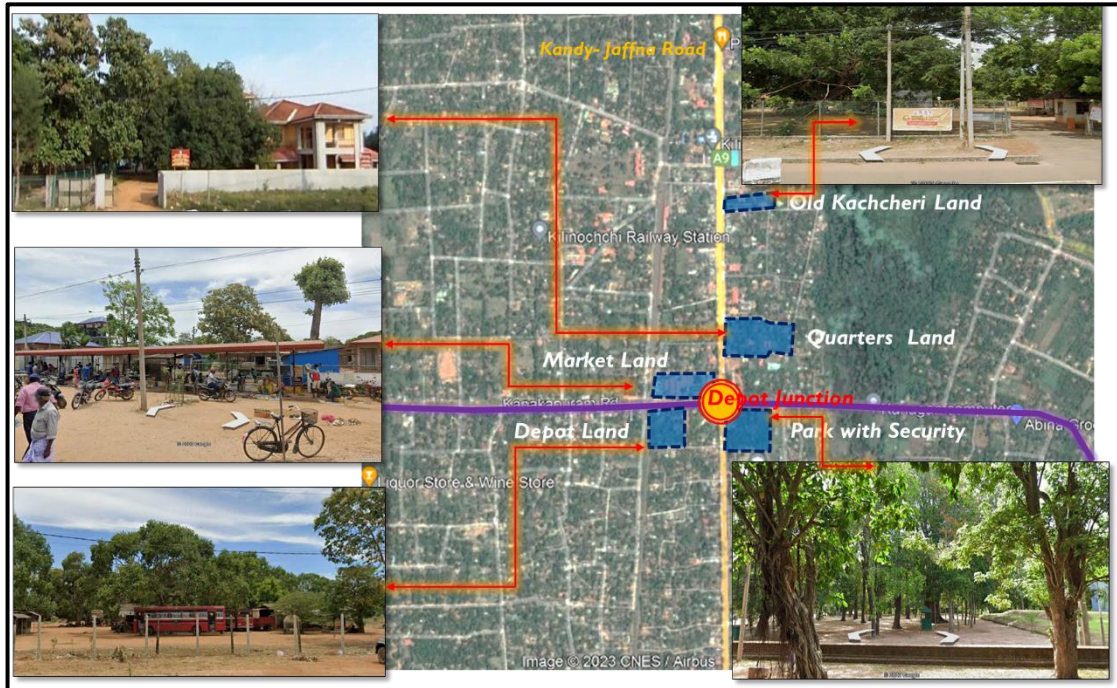


*Source: UDA\_NP*

Through the land use analysis, it was identified that there are several land plots within the major town centre with less economic utilization occupied by incompatible uses. Those land plots are demarcated and a proper land utilization plan is required for the optimum utilization of economically valued land plots. The following image shows the existing features of the selected land plots.



Figure 11\_ Less Utilized lands



Source: Field Survey\_UDA\_NP

### 2.3.10. Economy

#### Economy

The economy of the Kilinochchi Planning area is highly depending on the Agriculture sector where majority of the population is engaged in agricultural related activities. In addition to the agricultural sector, the Industrial and service sectors are newly emerging economic sectors of the area. According to the Demography based Economic structural analysis of the Planning area, out of total population distribution nearly 74.4 % of the population are under working age group. And within this working age group category nearly 60 % of the population are economically active population and within this economically active population 57.2 % are employed population. This Employed population includes employees and the Self-employment categories. Within this self-employment category majority of the population are engaged in agricultural activities. This is how the demography based economic structure is formulated. Also, within the employed total amount of population, 24 % is female employed population and 76 % is male employed population.

The economical sectoral contribution of Kilinochchi is holding a share from Agricultural sector as 73%, from Industrial sector as 5 % and from service sector about 22%. However the agricultural sector holds a larger share in sectoral contribution, the labour force contribution in economy is higher in the service sector with a percentage

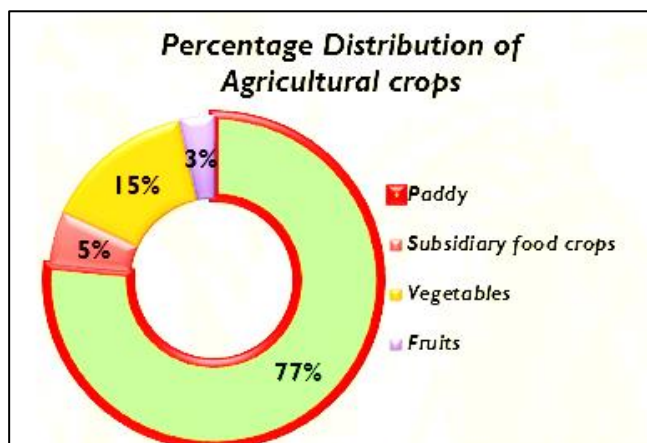
of about 51 % and the agricultural and the industrial sectors holds percentage of 34.8% and 14.2 % respectively.

### 2.3.10.1 Agricultural sector

#### Agriculture

The agriculture sector within the planning area includes paddy production, Subsidiary food crops production, Fruits production, Vegetable productions, Livestock and fisheries production. The total numbers of families engaged in the Agricultural sector is nearly 24,936. However, within the agricultural sector, paddy

Chart 17\_ Land Use Distribution



Source: Statistical Handbook, 2020

production holds the large contribution within the Planning area. That is nearly about 77%. Similarly, the Kilinochchi district has the largest amount of paddy land comparing with other district of the Province. Nearly 43 % of the total land within the Planning area is covered by paddy lands. However, the paddy productivity is comparatively low with other district due to lack of proper production technology and awareness among the farmers, lack of quality production seeds, less fertilizers and subsidies for the farmers, economic status to adopt advanced methodology are some of the identified familiar problems among the farmers.

Table 5\_ Paddy Production

District	Land Extent Sown (Acres)	Total Yield (Bushels)	%
Mannar	47951	3742	7.80%
Vavuniya	31889	1681	5.20%
Jaffna	25758	783	3 %
Mullaitivu	48890	2636	5.39 %
Kilinochchi	66124	4384	6.60 %

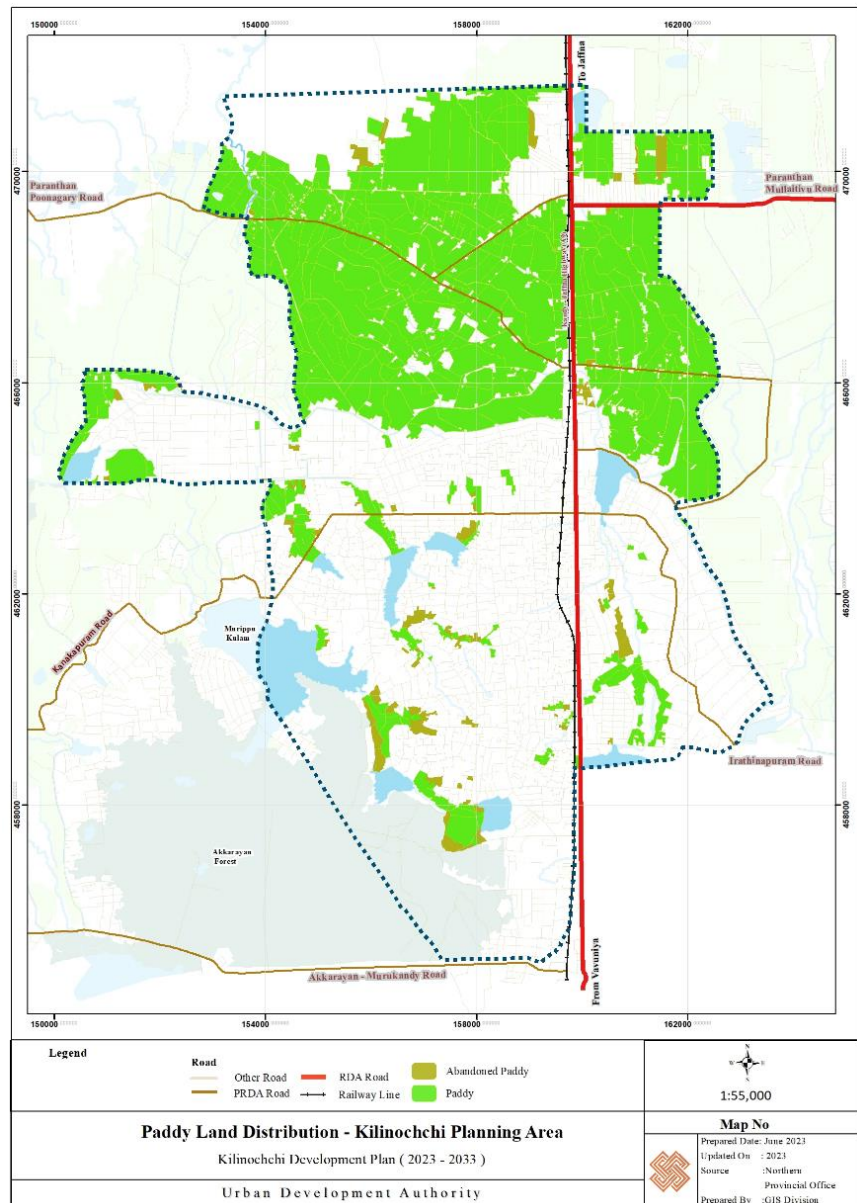
Source: Statistical Handbook, 2020

Paddy processing and marketing seems to be a difficult and lacking procedures within the planning area and *Map 12\_ Paddy lands Distribution \_ Planning Area*

almost within the Kilinochchi district. This is identified as one of the major problems which cause low production income for the local farmers. So this is also a contributing factor for the poverty status of the community since majority of the local community engaged in farming and agricultural related

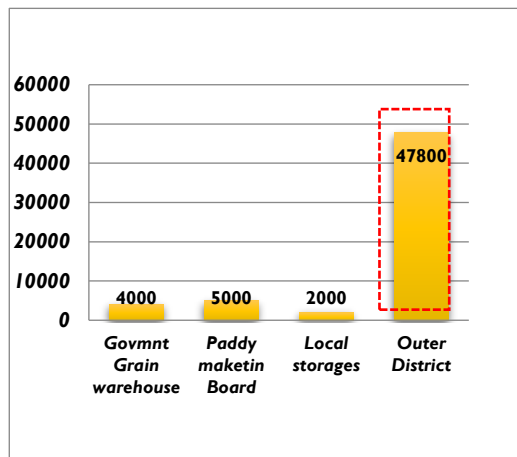
activities. As per

the statistics, form the total production yield of paddy, nearly 80 % of yield that is about 48000 metric ton is distributed to other district for processing and value addition in particular the Polonnaruwa and Anuradhapura district are the major distributor of production. Due to this, the local community is unable to get their maximum prices for their production. So, a proper marketing and storage facilities should be given for the local farmers to enhance their productivity.



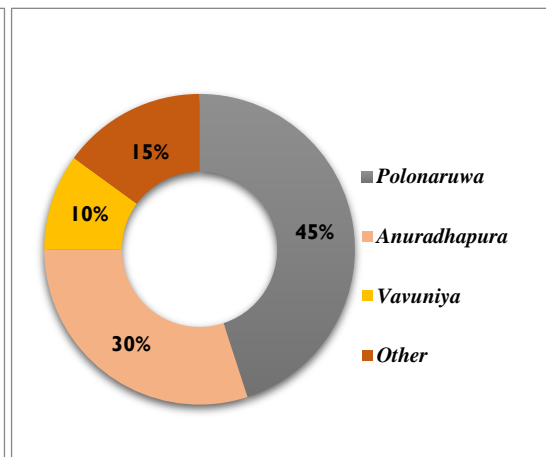
Source: UDA\_NP

Chart 18\_ Production Distribution of Paddy



Source: Statistical Handbook, 2022

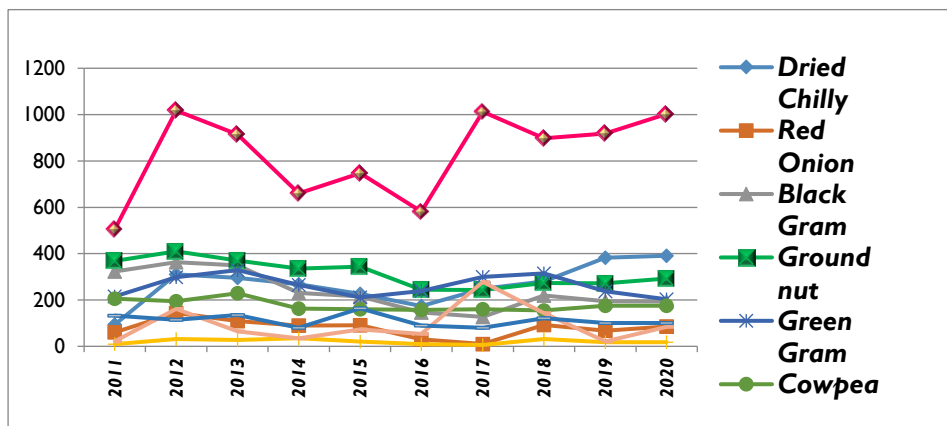
Chart 19\_ Percentage Distribution of Paddy



Source: Statistical Handbook, 2022

Vegetable and Subsidiary productions hold a percentage of 20 % in agricultural productions and this includes specially crops like Chilly, Black Gram, Ground nut, Green gram, Cowpea, Kurakkan, Ginger, Maize and Vegetables etc. These crops and vegetable productions are carried out in a land extent of about 1065 hectares and the total production is about 9500 metric Ton. The chart below explains clearly the cultivated extent of those identified crops within the planning area.

Chart 20\_ Cultivated Extents of Subsidiary crops over years\_ Planning Area



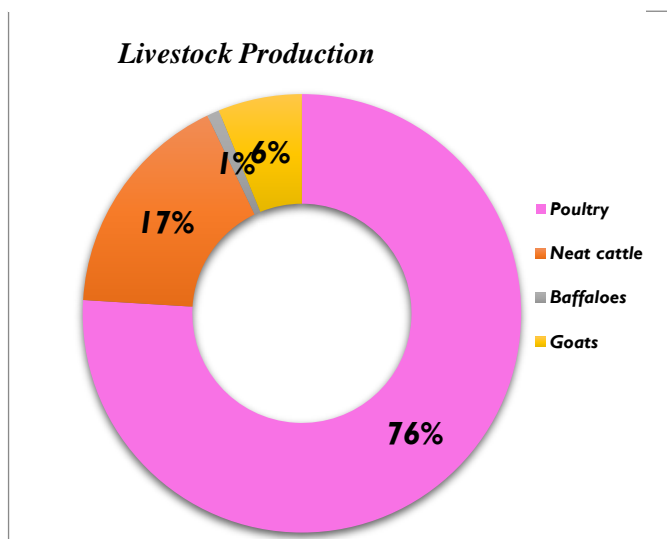
Source: Statistical Handbook.



In agricultural sector fruits productions holds a percentage of about 3 % which includes specially Banana, Lime, Orange, Mango, Guava, Papaw, Pomegranate and Jack fruits etc. The Chart below explains about the fruits production contributions in recent years.

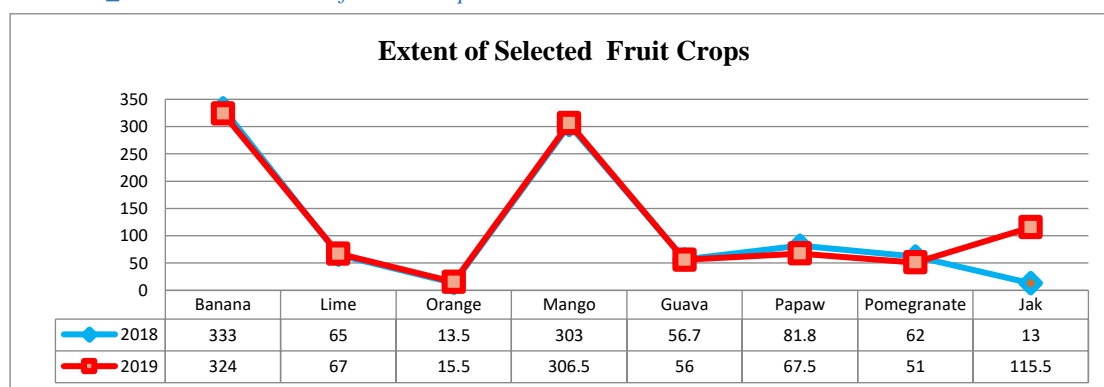
Livestock production in agricultural sector is also identified as the major livelihood economy of the local community. This livestock production includes Poultry, Cattle, Buffaloes and Goat productions. The following chart explains about the percentage of livestock productions within the Planning boundary. Accordingly, the Poultry productions including eggs and Meat is the largest

Chart 21\_ Livestock Production \_Planning Area



Source: Statistical Handbook, 2022

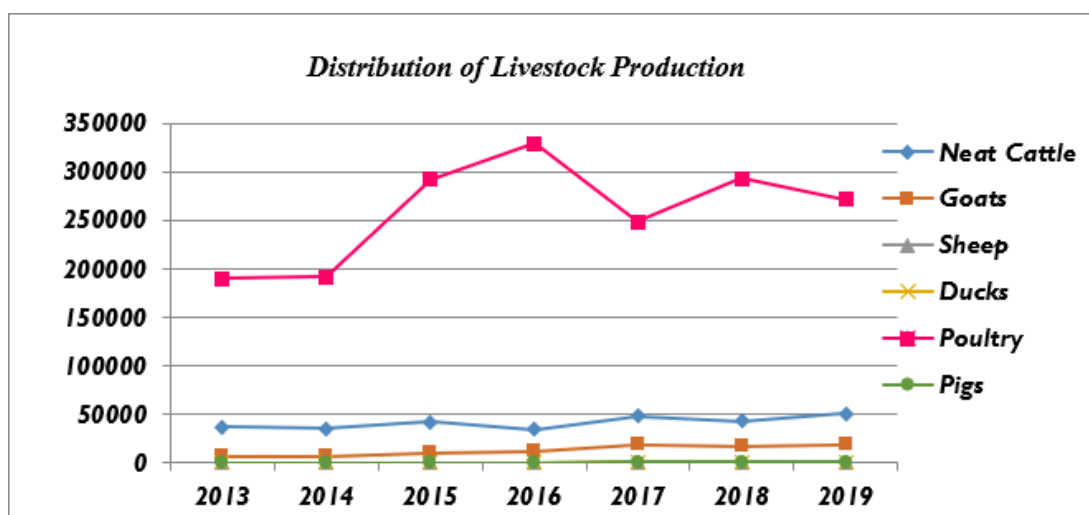
Chart 22\_ Cultivated Extents of Fruit Crops



Source: Statistical Handbook, 2022

production within the community. Also, the milk production from cows, buffaloes and cattles is also at a considerable rate and there is a small-scale milk processing center within the planning boundary.

Chart 23\_ Livestock Productions over years \_ Planning Area

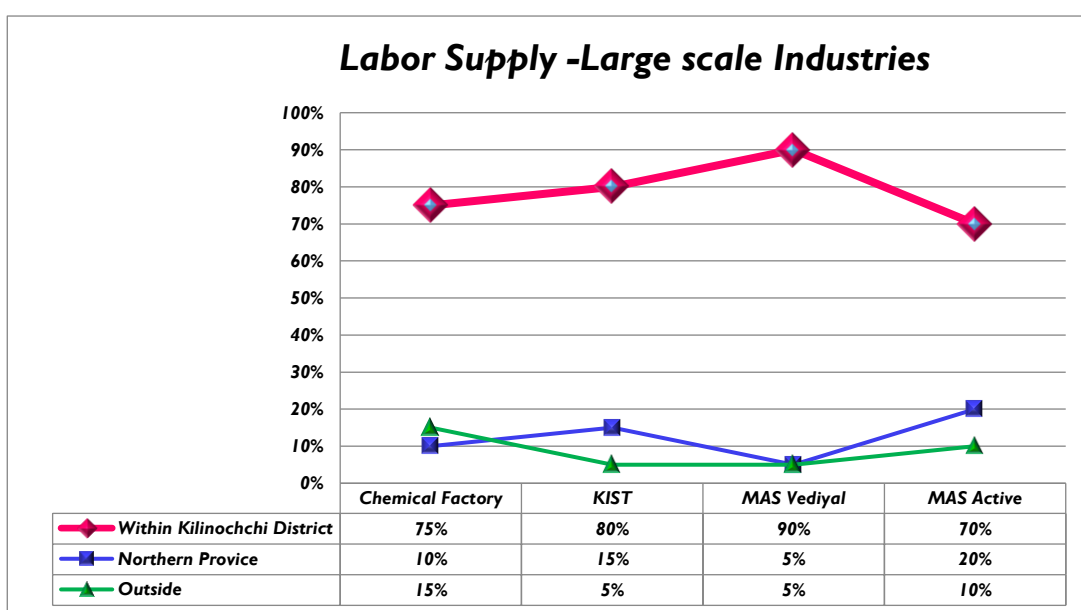


Source: Statistical Handbook, 2022

### 2.3.10.2. Industrial Sector

**Industry** Industrial sector is identified as one of the rapidly emerging sectors within the Planning boundary. The industrial sector includes Large scale, Medium scale and small-scale industrial orientations. Very specially, Large scale industries like MAS Active, MAS Vidiyal, KIST, Paranthan Chemical factory are available within the Planning area. These large-scale industries provide lots of job opportunities for the local community. As per the statistics, labour force supply for these large-scale industries is highest from the Kilinochchi district as described in the chart. Nearly 2500 job opportunities were

Chart 24\_ Labor Supply \_Large Scale Industries



Source: Statistical Handbook, 2022

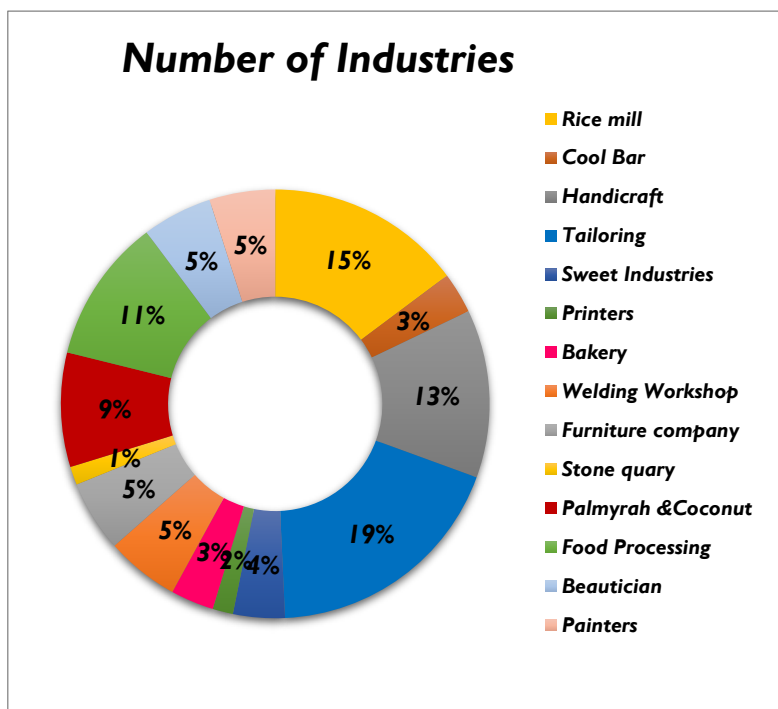
created through this large-scale industry. Among these identified large scale industries, Paranthan Chemical factory has been in abandoned stage currently and it needs to be renovated with industrial activities to support the economy of the area.

Apart from these large sale industries there are numerous small and medium scale industries are available within the planning area. Accordingly, the percentage share of those industries are as follows.

Among these industries

*Chart 25\_ Percentage Distribution of S&M Scale Industries*

local tailoring, Paddy related industries like rice mills and Handicrafts are some of the familiar industries within the planning area. Self-employment activities are also seen at a considerable rate within the planning area which are needed to be given higher importance while



*Source: Statistical Handbook, 2022*

development proposals to enrich the economy of the local Community.

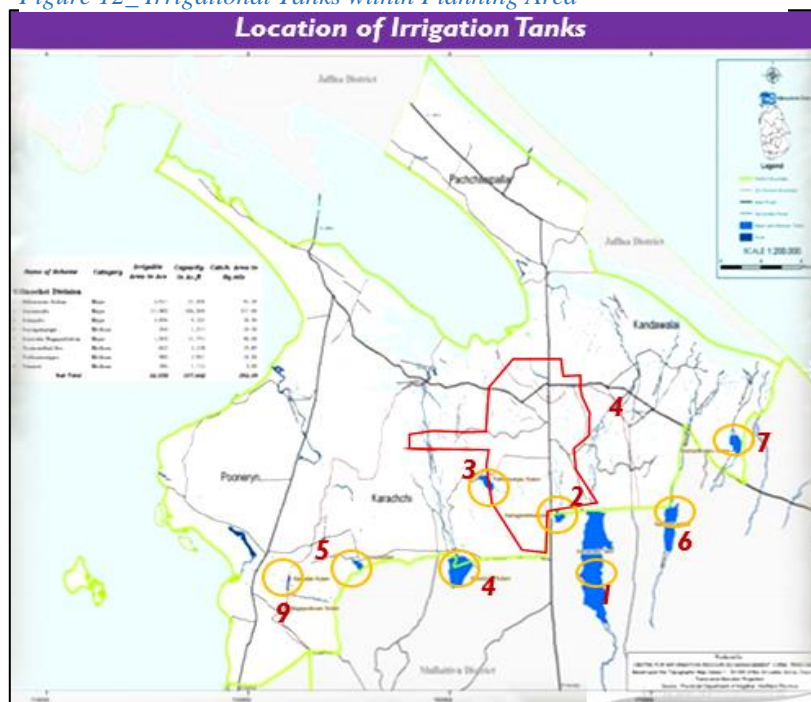
### 2.3.11 Irrigation

#### Irrigation

Since Kilinochchi is predominantly an agricultural oriented town center, role of Irrigation in the district plays a major role and in specially the irrigational system is a vital element within the Planning boundary.

There are nearly 09 numbers of irrigational tanks are available and among them Puthumurippu kulam and the Akkarayan Kulam are the major two

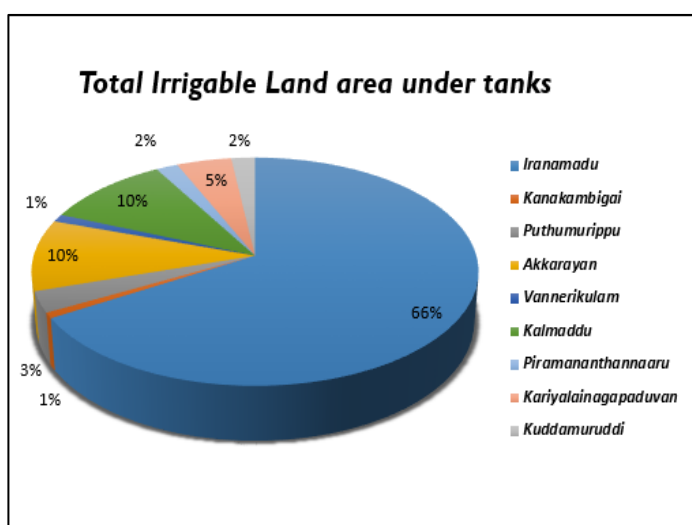
Figure 12\_Irrigational Tanks within Planning Area



Source: Statistical Handbook, 2022

tanks within the Planning boundary. Iranamadu tank which is located beyond the Planning boundary is the major source of irrigation. However, the irrigated water source is spreaded to the paddy lands even within the planning boundary too. The following Map and the Chart explains clearly about the irrigable percentage of tanks and their locations in detail.

Chart 26\_Irrigable Land area \_Kilinochchi District



Source: Statistical Handbook, 2022

### 2.3.12 Environment

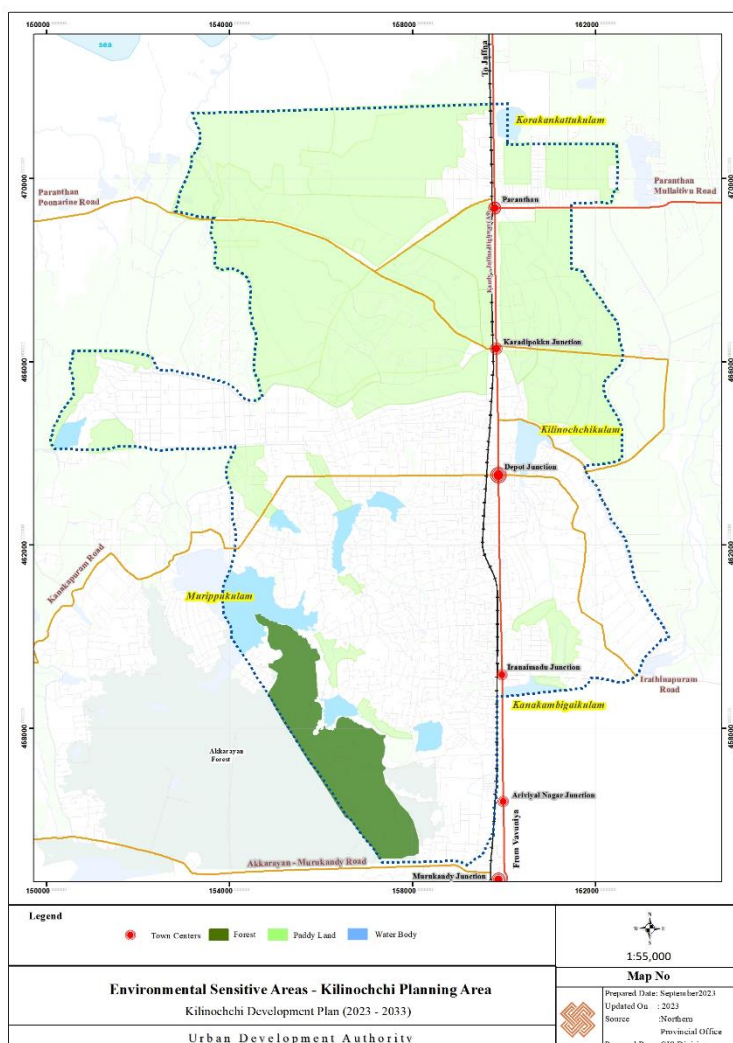
#### Environment

The environmental sensitive areas within the planning boundary covers the major portion of the land areas. *Map 13\_ Environmental sensitive areas*

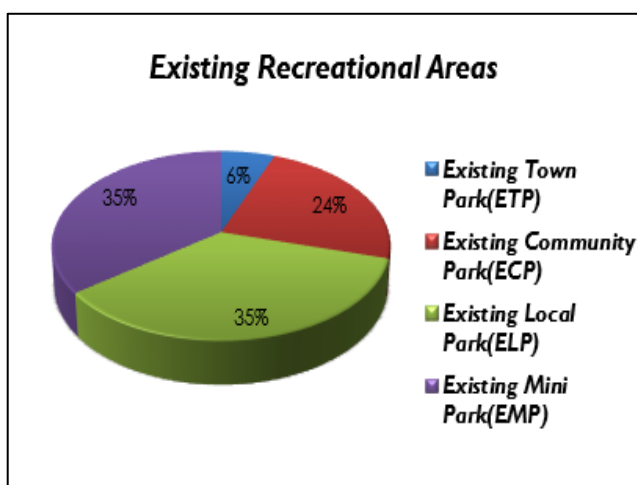
Under the environmental features water bodies is at 4.94 %, Paddy is at 43.82 %, and forest areas is at 6.36 %. The Map shows the environmental sensitive areas of the Planning boundary.

There are four types of recreational parks available within the Planning areas as per the PORS analysis. The chart explains about the recreational facilities share provided by the parks available within the planning boundary. Similarly, the total recreational land area available

at current situation within the planning boundary is nearly 34.1 hectares. And based on the future forecasted population, the demand for future recreational facilities is expected to be 68.26 hectares. So possible efforts should be provided to increase the recreational facilities for the Planning boundary area.



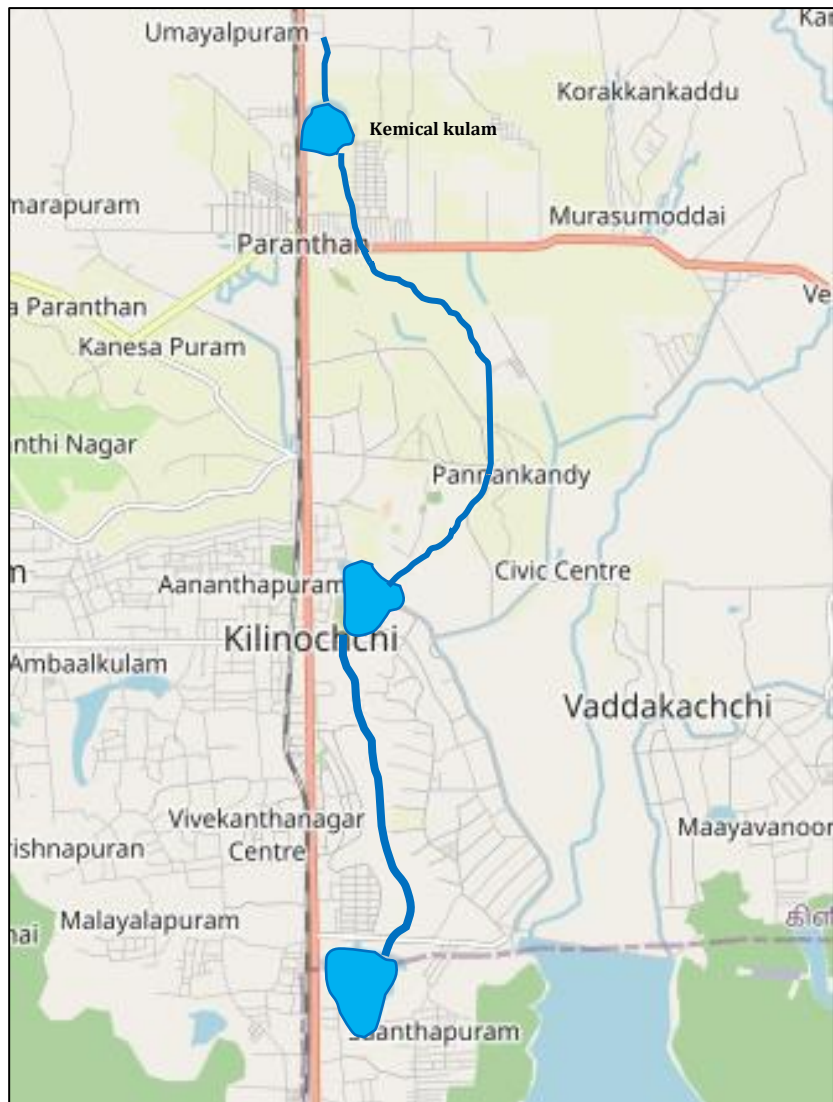
*Chart 27\_Recreational Areas*



Source: UDA\_NP

The Kilinochchi district receives an annual rainfall of about 3970.15 mm that is 60 % from North East monsoon. The temperature varies from 25 c to 30 c from June to August. The land is flat terrain with Reddish Brown Earths, Low Humic gley and alluvial soils, Concave valleys and bottom land with Red Yellow latosols which is more fertile and has sufficient ground water potential.

Figure 13\_ Natural drainage system



Source: UDA, NP

Availability of Natural drainage within the planning boundary is one of another potential for the area. This natural drainage will have the capacity to safe guard the entire town area from flash flood during rainy seasons. However due to improper maintenance of this drainage network the functionality of the drainage is very poor within the region.

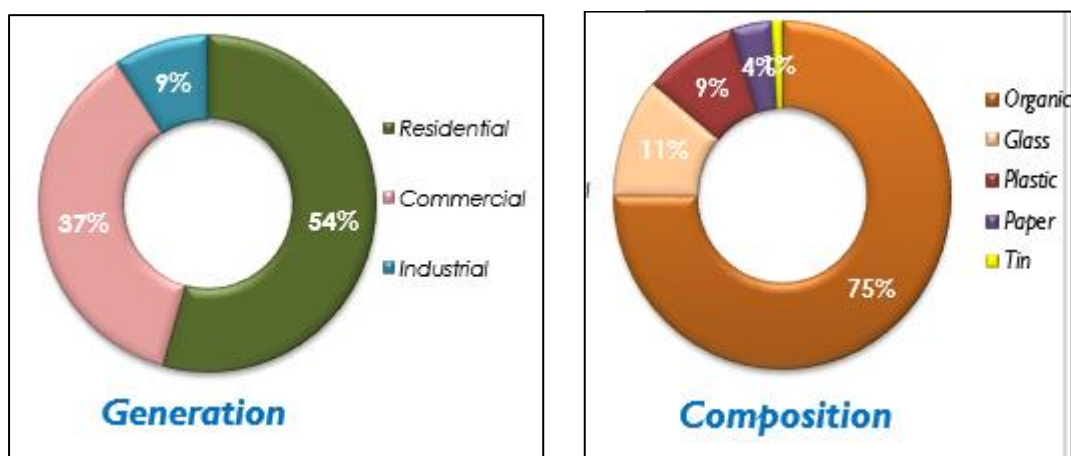


### 2.3.13 Waste Management

#### Waste Management

Solid waste management within the Planning area plays a major role in managing the development of the area. The Solid waste generation various sources Residential, commercial and Industrial are 54 %, 37 % and 9 % respectively within the planning boundary. And the composition of this solid waste comprises of Organic wastes, Glasses, Plastics, Paper and Tin waste at a percentage described in the chart below.

Chart 28\_Solid Waste Generation \_ Planning Area



Source: Statistical Handbook\_2022

The solid waste (SW) collection from domestic, commercial units and restaurants in the city is carried out on a daily basis by the Karachchi Pradeshhiya Sabha (PS). Daily SW collection from households and institutions is estimated as 3 tons. Additionally, SW generated in the Military bases are being collected by themselves which amounts to 5 tons per day. Moreover, SW collected from the hospital is estimated as 5 tons per month. Currently, the disposal of SW is carried out in a land with an extent of 10 acres which belongs to Karachchi PS in Umaiyalpuram. The dumping site is located 6 km away from the Kilinochchi town. Although hospital has an incineration facility to process medical waste, it is not functioning at present. Thus, disposal of hazardous waste generated from the hospital has become a critical issue Pradeshhiya Sabha is facing at present. The dump site is located in close proximity to the environmental sensitive areas hence the adverse impacts from the improper disposal practices has become a critical issue which needs to be immediately concerned. In the absence of a sewerage system, people in Kilinochchi area depend on onsite sanitation systems for their sanitation needs. PS provides the service of desludging of septic tanks and pit latrines by means of septic trucks. Public toilets maintained by PS requires frequent emptying. Currently there are 89 collection points available within the Planning area.



National Water Supply and Drainage Board has implemented constructions of a new septage treatment plant for Kilinochchi under Water Supply and Sanitation Improvement Project (WASSIP) funded by World Bank. The proposed STP is designed to treat 25 m<sup>3</sup> of septage and raw sewage per day and will cater mainly to the septage disposal requirements of Karachchi PS, Pachchilaipalli PS and Poonakari PS. The treatment process is a waste stabilization pond system. There is no central Wastewater Treatment Plant exists in the PS area. Nevertheless, there are few decentralized

*Figure 15\_Existing Waste Dumping Site*

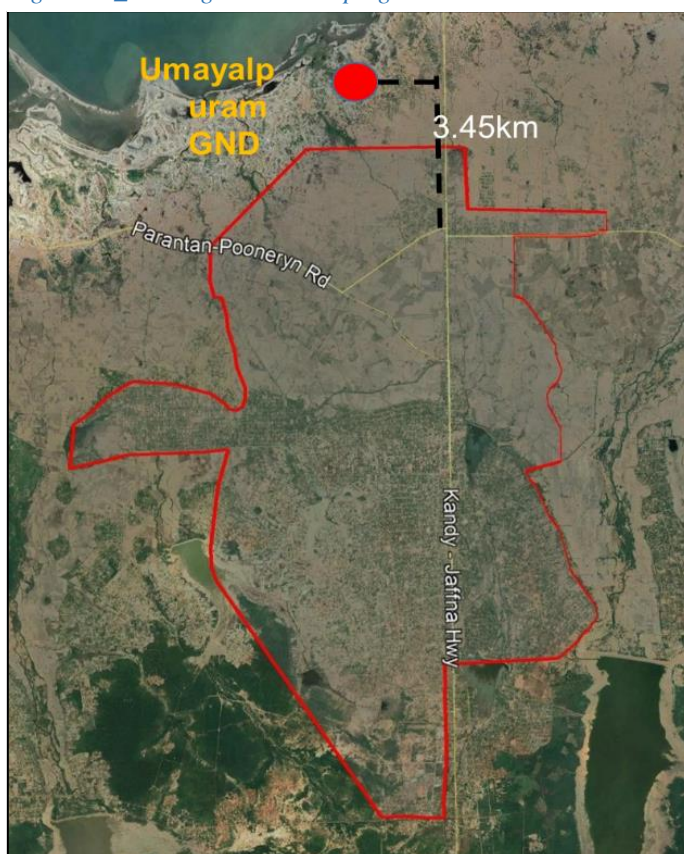


*Source: Field Survey\_UDA\_NP*

Wastewater treatment plants operating at individual premises. For example, The People's Bank has a sewage treatment plant which has an anaerobic treatment process. On the other hand, it was noted that the hospital also has a wastewater treatment plant which however is not operational at present.

This proposed treatment plant will have the capacity to cater nearly 23 cubic meters of septage per day and nearly 690 cubic meters per month.

*Figure 14\_Existing Waste Dumping Location*



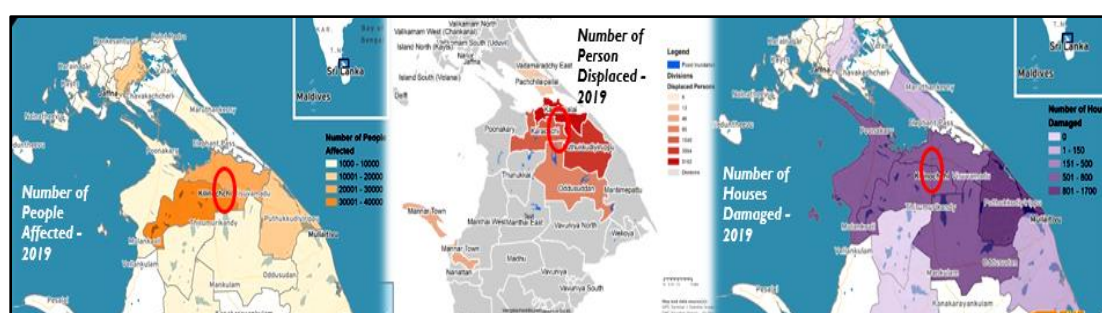
*Source: UDA\_NP*

### 2.3.14 Disaster

#### Disaster

Flash flood and the Drought are the most commonly faced disasters in the Kilinochchi district. Among those Flash flood is the more influential disasters faced by the Planning boundary area which cause affections to life and property annually. Flash flood caused in 2019 resulted in larger impact among the community and the planning area received more damages from this disaster. Below are some of the maps obtained from the studies conducted by private institutions regarding the effects of flash flood in Kilinochchi district. Through this map the disaster effects caused to the Planning boundary is obvious.

Figure 16\_Damages caused by the Flash Flood \_ Kilinochchi District

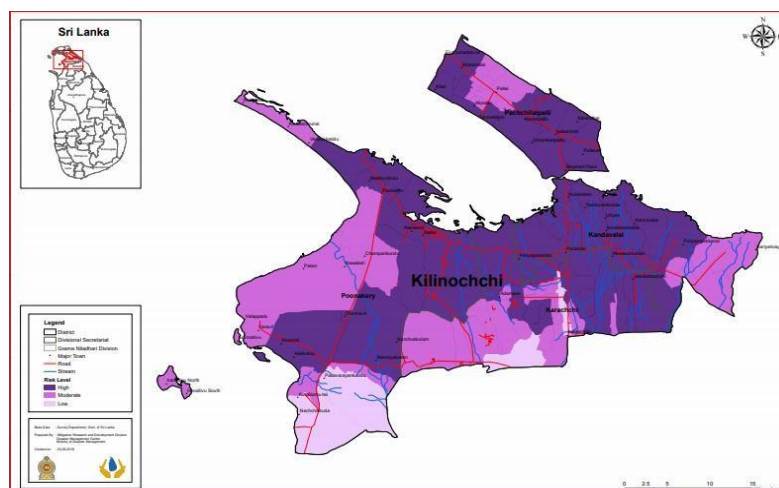


Source: JBA Risk Management \_ the Flood People

Due to this flash flood nearly 40 % of total paddy lands are getting destroyed and in detail the paddy lands in Karaichchi and Kandawalai DS divisions are the most affected areas. Similar cases of observed in terms of livestock too. According to the statistics of the Disaster Management Centre,

the main reason behind this flash flood is improper maintenance and debris settled in the natural drainage system available within the planning boundary. According

Figure 17\_Flood Risks Zone \_ Kilinochchi District



Source: Disaster Management Center, 2022.

to the map produced by the Disaster Management center exhibiting the flood risk zone in Kilinochchi district, the Planning boundary area is demarcated as the high-risk zone for flash flood.

### ***3.1 Introduction***

#### ***Chapter 3: Need of the Plan***

The need of the development plan of an area always ends in bringing out the importance and the significance of the Particular area. According, the need of the Development Plan for the Kilinochchi Declared area have been identified through the various analysis like Stakeholder Analysis, Planning & Situational Analysis and the site inspection observation which exhibits the Available potentials of the area that are needed to be optimally utilized and the identified problems that are needed to be overcome. Simultaneously, the Plan will also give more consideration to the future Development trend to attain the sustainability of the development giving equal importance to Physical, Social, Economical and Environmental aspects of the Community. Accordingly, the need of the Development plan for the Kilinochchi Declared area has been summarized in following key categories.

#### ***3.1.1 To Ensure the Optimum Productivity of available resources***

The Kilinochchi declared area is enrich with lots of natural resources like agricultural lands & Livestock productions comparing with other districts in the Northern Province. However, the productivity level of the Kilinochchi is comparatively low. This is caused due to less accessibility to quality seeds, new technologies, marketing network, storage capacities etc. So, a proper strategical planning guideline is required to encourage the local producers and to create a link with proper marketing structure to increase their optimum productivity.

#### ***3.1.2 To Adopt the Density based Zoning***

Density based zoning is a tool used to distribute the land uses of the development area in a proper manner which in turns increase the utilization of the development area and helps to ensure the sustainability of the environmental network. Accordingly, The Kilinochchi declared area is comprised with various major land uses like Agricultural, Industrial, Educational, and Commercial & Institutional. But the physical locations of these land uses have been scattered within the entire declared area which create more complications in the distribution of future developments. Specially, arrangements have to be done to ensure the conservation of the agricultural land uses and ensure the optimum utilization of the abandoned lands for suitable and profitable development.

### *3.1.3 To utilize the emerging new sectoral Developments*

Educational sector and Industrial sector have been identified as the rapid developing new sectors within the Kilinochchi district after the conflict period. At the same time, the Kilinochchi declared area has the high potential for the development of those sectors within it. The production resources like land availability and the human resources to cater those developing sectors is adequately available within the region. So this newly emerging sectors should be regulated and guided in a proper manner to ensure that the local and the National economy is obtaining the best benefits of it.

### *3.1.4 To Exhibit the Image of the city*

The history of Kilinochchi starts from the base of Agricultural resources and the district was identified as an Agricultural capital of the entire Northern Province in early days. Later on, after the conflict period, the reemergence of the city includes many other sectoral developments in addition to the agriculture. But, the initial character of the Kilinochchi district, as a Capital of Agriculture within the Northern Province has slowly been deteriorated from its nature due to various reasons like displacement of predominant farmers to outer districts, loss of properties, engagement of un experienced farmers in the agriculture, lack of proper marketing network etc. However, the availability of the base resources in terms of Agriculture remains as same and also in addition to the agriculture the newly emerging Educational & Industrial sectors also has high potential for the development. So, the plan should impose the suitable guidelines and strategies to bring back the Specialized character of the ancient Kilinochchi in terms of Agriculture, Educational & Industrial sectors.

## *Problems*

### *3.2 Identified Problems*

The Problems of the Kilinochchi declared area has been identified through various analysis like Situational analysis, Planning analysis, Stakeholder Analysis and site inspections. Accordingly, the list of the major complicated problems are listed below

- Kilinochchi District possess the highest Poverty Headcount Index (18.2%) in Sri Lanka
- Lack of Quality Infrastructure facilities



### 3.2.1 Kilinochchi District Possess High Poverty Headcount index in Sri Lanka (18.2%)

Poverty headcount index is the common indicator use to measure the poverty status of a community.

Kilinochchi District

Comprises with various economic sectors with 70% of the Labor Force.

However, the poverty headcount index of the Kilinochchi district (18.2 %)

in the last surveyed year 2016/2017, is higher than the Provincial (7.7 %)

and National Level (4.1%).

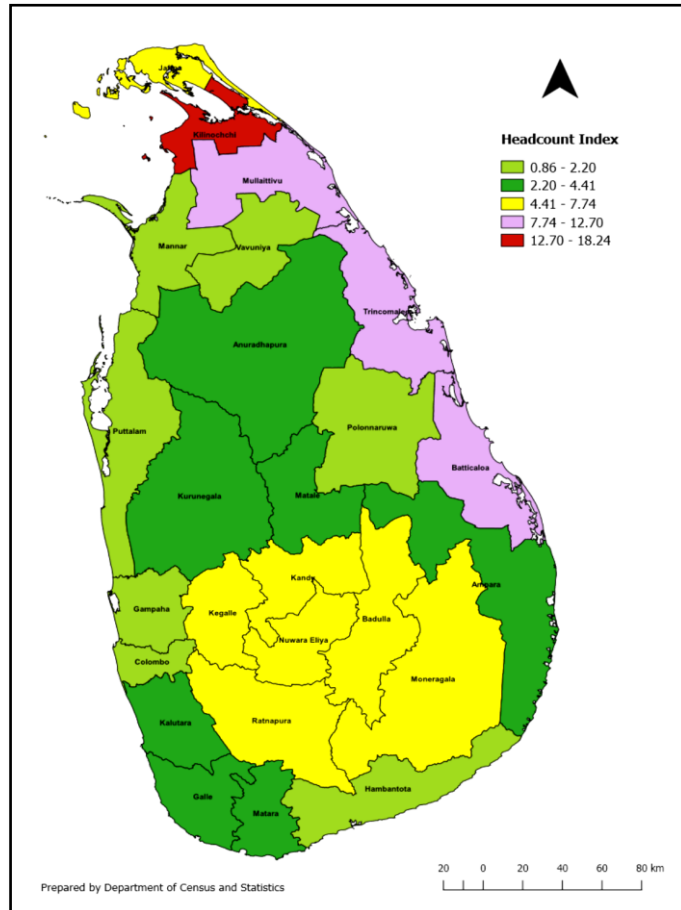
The Figure no 18, shows clearly the severity of the Poverty distribution among all the district in Sri Lanka.

There are many reasons behind this poverty level but the magnitude of this

Poverty can be explained by using the following indicators

- Low Productivity from Agricultural Lands
- Low Production Income
- Impact of Women Headed Families and Disabled Population
- Land Ownerships Constraints

Figure 18\_Distribution of Poverty Head Count Index District wise\_ 2016/ 2017

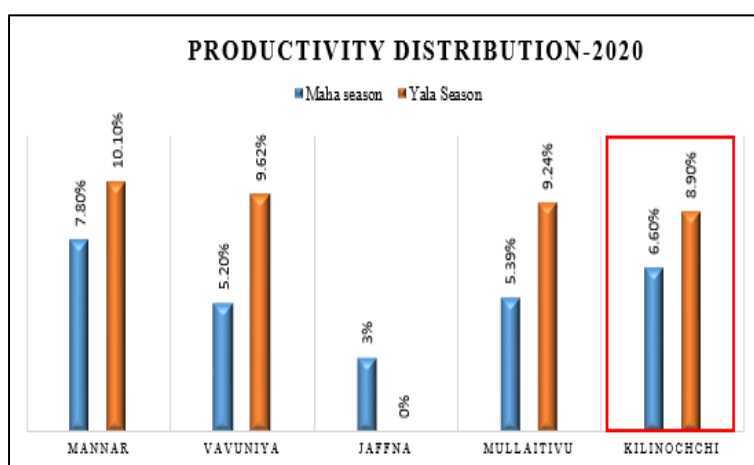


Source: Central Bank Report ,2017.

### 3.2.1.1 Low Productivity from Agricultural Lands

In the Situation analysis part, it was explained clearly that the Kilinochchi district has the highest productive Agricultural lands in the Northern Province. However, the production level or the productivity of the Agricultural lands is

Chart 29\_ Productivity Distribution \_District



Source: Statistical Handbook, 2022.

comparatively low than the other districts in the Northern Province. This was clearly explained in the chart no .28. This explains clearly the inefficiency in the productivity level of the agricultural lands in the Kilinochchi district.

### 3.2.1.2 Low Production Income

Agriculture sector is one of the main sectors of employment in the Kilinochchi district and nearly 40 % of the total employed populations are engaged in Agricultural sector. But due to the inefficiency in the productivity level of the agricultural sector, the employed population of agriculture sector (specially paddy) shows a declining trend in the recent past. The field level observations show that the people who are engaged in the Agricultural sector mostly migrated to other sectors due to inadequate income from the sector.

One of the main reasons behind the inefficiency in the productivity is non availability of high quality and productive seeds on time. Inadequate quantity of quality seeds is a recurring problem faced by the farmers of the Kilinochchi district. Most of the farmers do not have access to quality seeds and fetching low quality seeds decrease the productivity level and the quality of the production of the crops which results in low production income

The major problem is improper marketing and inadequate storage capacities. Due to lack of this Storage and Processing facilities, the productions from the local agricultural



lands are sold out of the outer district as raw paddy seeds and it was processed and value added from the outer district and the value added and processed rice is marketed within the Kilinochchi district at higher price. So, the local farmers income and the profit level is reducing.

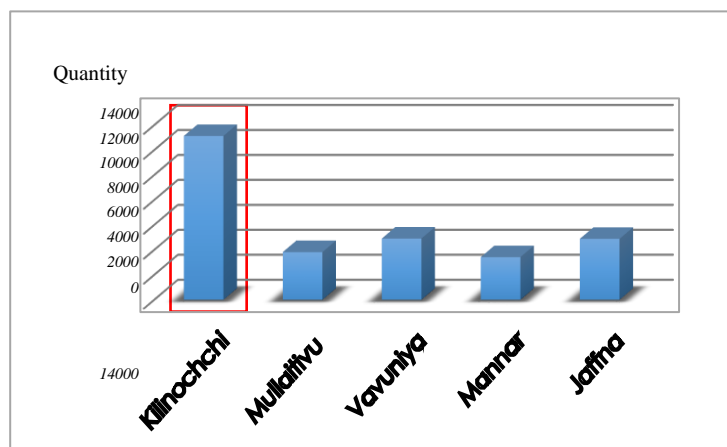
### ***3.2.1.3 Impact of Disabled & Women Headed families***

The next indicator which explains the magnitude of poverty is the impact of Disabled and Women headed families within the Planning boundary area.

Kilinochchi district has 45.3% of economically active labour force and within this economically active labour force nearly 22 % (nearly 5700 people) is female labour force and within this female labour force nearly 4000 numbers of population are women headed labour force. Simultaneously, considering the income level of those women headed labour force, nearly, 44% of them are earning between 5000 to 10,000 rupees per month. There are many reasons behind this like Economical pressure, Resource losses, Non availability of permanent employment opportunities, Capital loss, Family care responsibilities etc. This criterion also explains the distribution of poverty in the area.

*Chart 30\_ Provincial Disabled Population*

Simultaneously, the Disabled Population has a direct relationship in determining the Poverty of the area. Disability will act as an indicator in both the cause and consequence of the poverty.



*Source: District Statistical Handbook, 2022*

The chart clearly explains that the disabled population in the Kilinochchi District is comparatively high in the Norther Province. This in turns explains the possibility of the people to be fallen within the poverty distribution. This is because the disabled population has less opportunities to get accessed to a settled employment opportunity and this leads to less earning capacities. Also, these people accessibility towards the Education, Skilled technologies, and mental confidential level are also seems to be comparatively low.

#### *3.2.1.4 Land Ownership Constraints*

The next common indicator which is behind the cause of poverty is the Land ownership for the lands in Kilinochchi District. The post conflict period is a remunerating era for the Kilinochchi district with more attractions of investment opportunities towards the District. But the land ownership system in the Kilinochchi district controls the distribution pattern of the investment opportunities. Which means, nearly 80 % of the land ownerships within the district is permit holder land. This particular matter, even though does not exhibits as a tangible problem within the region, has greater impact in the development distribution and even has considerable impact in contributing to the income loss of many resident and even a backwardness in the Development trend of Kilinochchi District.

The land property which lies in the high marketable area, was not able to be utilized optimally because of the permit ownership. The permit holder lands are conditioned only to be used for Agriculture and Residential Purposes. People with permit holder ownership suffer to put their lands to any other development activities to earn their income. There needs a long legal procedure to convert the permit lands to Grand lands and then to private deeds. So, this is also a region behind the low-income capacities of the people in the Kilinochchi district.

#### *3.2.2 Lack of Quality Infrastructure facilities (Roads & Drainage network)*

Road network of a region is identified as a catalyst criterion which boost the economy and development of the region. Therefore, an excellent road network is necessary to facilitate the Development as well as increase the quality of the local community. It also assists accessing essential services such as education, health care, marketing and other needs such as water supply, electricity supply and other social services. Kilinochchi district infrastructure network consist of RDA, RDD and local Authority roads. Here the RDA and RDD roads have been fully rehabilitated, but the C class and the D class roads which is under the local Authorities needs much concern and needs to be rehabilitated faster to support the local economy.

The Space Syntax analysis explained in the background analysis clearly shows that rather than the main access roads, the interior feeder roads also has high accessibility level. But the physical conditions of those roads seems to be in very poor conditions.

Similarly, the existing drainage network within the study area is being identified as another major issue needed to be overcome immediately. The Kilinochchi District is often affected by flash flood in every Rainy season especially in the North east monsoon season which cause much destruction to the livelihood of the local community and even displacement of the people. The economic character and the development trend will be temporarily collapse due to this flood impacts and need much effort to recover.

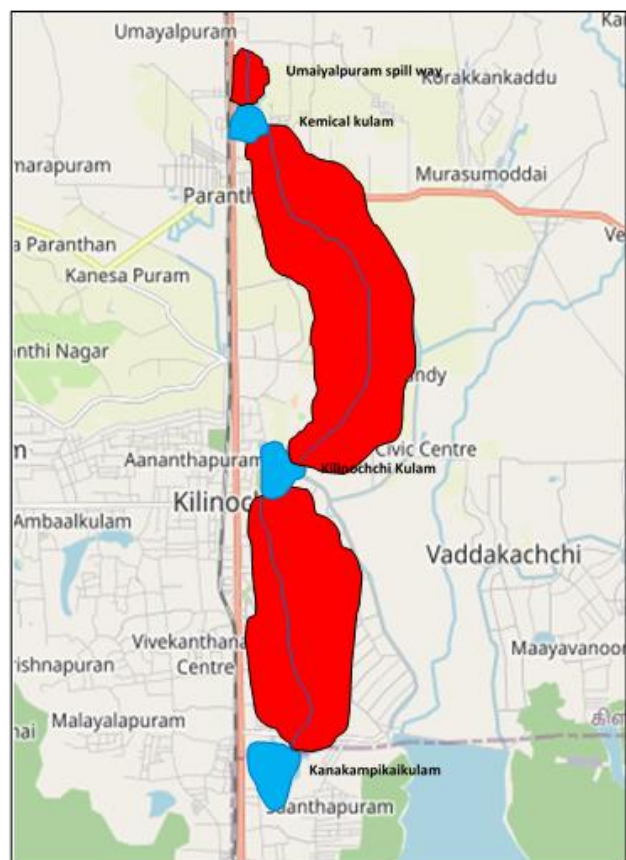
The CBD area which falls within the declared area under UDA has high impact from flooding situation.

There are two main reason behind this Flooding situations.

- Improper maintenance of Existing Natural Drainage system
- Inadequate availability of Masonry drains within the CBD area

The Kilinochchi district has a well-supported natural drainage system which are interconnected with the available ponds that helps in managing the rainwater overflow within the region. However, due to improper maintenance of this natural drainage system, the rainwater management has been stopped. Because, these natural drains are currently filled with sand and fabrics and therefore the rainwater which needs to be flowed through these drains are overflowed towards the interior developed areas and cause damages to life and properties. The Figure.no.20

*Figure 19\_ Flood risks zone of Kilinochchi*



Source: Disaster Management Centre- Kilinochchi, 2021

shows the spilling scenario of the Natural drains. Simultaneously, the inadequate provision of the Masonry rains within the CBD areas also cause to this Flooding situation

So, these are the identified major influencing issues that needs immediate solution to boost up the economy and the Development of the study area.

### 3.3 Identified Potentials

#### Potentials

Apart from all those lists of problems, the Kilinochchi planning boundary has strong resources base potential which has the capacities to overcome those identified problems by means of a strategic technique. The potentials of the Kilinochchi declared area has been identified through various analysis like Situational analysis, Planning analysis, Stakeholder analysis and site inspections. Accordingly, the list of the major contributing potentials is listed below

1. Availability of Agricultural lands with adequate labour force
2. Strategical location of the District
3. Availability of Developable lands
4. Naturally Created drainage system
5. Existing Development Trend
6. Emerging Educational sector
7. Location of Iranamadu Tank

#### 3.3.1 Availability of larger amount of Agricultural Lands

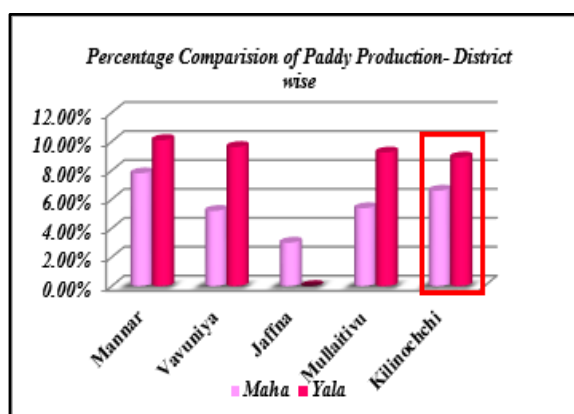
The Kilinochchi district has the largest amount of agricultural land among the other districts in the Northern Province which is one of the major strengths for the district.

Table 6\_Cultivated Land extent \_ Province

District	Land Extent Sown (Acres)	
	Maha Season	Yala Season
Mannar	47951	2285
Vavuniya	31889	5840
Jaffna	25758	0
Mullaitivu	48890	13082
Kilinochchi	66124	23675

Source: Statistical Handbook, 2022

Chart 31\_Percentage of Paddy Production



Source: Statistical Handbook, 2022

The chart below explains the land extent contribution of every district within the Northern Province.

### *3.3.2 Strategic Location of the District*

The strategic location of the region plays a vital role in determining the Development trend and economic growth. Accordingly, the Kilinochchi district in special the Kilinochchi Planning boundary is located in an ideal location which connects the city to the major town capital of the Northern Province through the A9 Network and physically connected with road network and Rail network provincially and nationally.

At the same time, this ideal location of the district also supports in connecting the other region functionally by means of Agricultural and Fisheries activities, Educational activities, Industrial activities and economical activities.

The National Physical Plan 2050 also give more valuation to the Kilinochchi district through various proposal which increase the potentiality of the entire district through the locational advantage. The NPP 2050 identified Kilinochchi with following potential developments

- Main Urban centre
- Concentrated urban Development area and Main service centre by threshold
- Service based Industrial Cluster
- Knowledge/ Innovation based centres
- Manufacturing Industrial Cluster
- Farm land based Industrial Cluster
- Proposed Expressway through the Kilinochchi

### *3.3.3 Availability of Developable lands with Labour force*

Kilinochchi District can be visualized as a vibrant emerging capital within the Northern Province. After the conflict period, there are many investment opportunities have been attracted towards the Kilinochchi district. The main reason behind this attraction is the availability of Developable land and the adequate labour force within the region. Those are the main factors of production for an industrial development. As we all aware that the Jaffna district in the Northern Province is the main capitalized town centre however, the investment opportunities towards the Jaffna city is gradually reducing since the main factors of production, the Land is almost filled up in the Jaffna town centers.

So, the investors started moving towards the Kilinochchi District which is very proximity to the main capital city of the Northern Province.

#### *3.3.4 Naturally created Drainage System*

The next potential within the study area is naturally created drainage network. As it was explained clearly in the problems, one of the major threatening issues in the Kilinochchi district is the Flash flood and one of the reasons for this is the improper maintenance of the natural drainage system within the CBD area. As per the professional view, nearly 80 % of the flood issues will be overcome if this natural drainage system function properly. Therefore, this is a unique potential to the entire region. The following image shows the natural drainage system and its catchment.

#### *3.3.5 Existing Development Trend*

As we all know, the Kilinochchi is the longest linear town centre in Sri Lanka. The geographical setup of the Kilinochchi district includes larger amount of Forest area and the Agricultural land together with the town center. When we see about the evolution of the development trend for the Kilinochchi district, the urban agglomeration for many decades focused towards the main nerve the A9 road. The development pressure analysis, Sensitivity analysis and the Space syntax analysis which are used as common indicator to determine the development trend of an area also proves that the development pattern of the Kilinochchi study area is in a way which maintains the stability with the geographical features without disturbing the other environments. So this was a major potential for the Kilinochchi area because only the strategic move is needed to enrich the optimization in the development trend.

#### *3.3.6 Emerging Tertiary Education sector*

After the conflict period, Kilinochchi district is re-emerging with various investment Opportunities and among those tertiary educational sectors is one of the focused developments. Following are the list of tertiary educational institution found in the Kilinochchi District which are specially located within the study area.

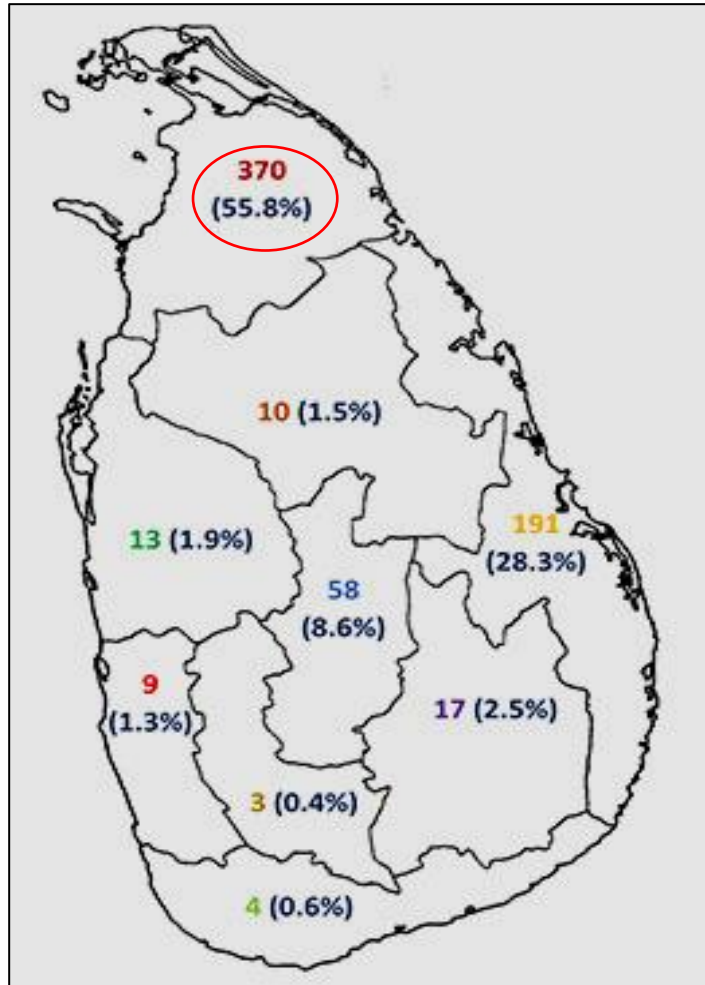
- University of Jaffna-Kilinochchi Premises
- Open University of Sri Lanka
- Institute of Technical Education
- NAITA-National Apprentice & Industrial Training Authorities



- Sri Lanka – German Training Institute

These educational institutions create a strong base for the technical based educational system for the local community and improve the technological adaptation of the community. Nearly 5000 students altogether engaged in these educational institutions and nearly 60 % of students intake is from the Northern Province. Apart from this, the main subjects category that was practised in these education institutions are Automotive & Agriculture technology, Construction Technology, Electrical & Electronic Technology, Food technology, Mechanical Technology, Information &

*Figure 20\_Distribution of Students Intake \_ Provincial*



*Source: SLGTI, January 2022*

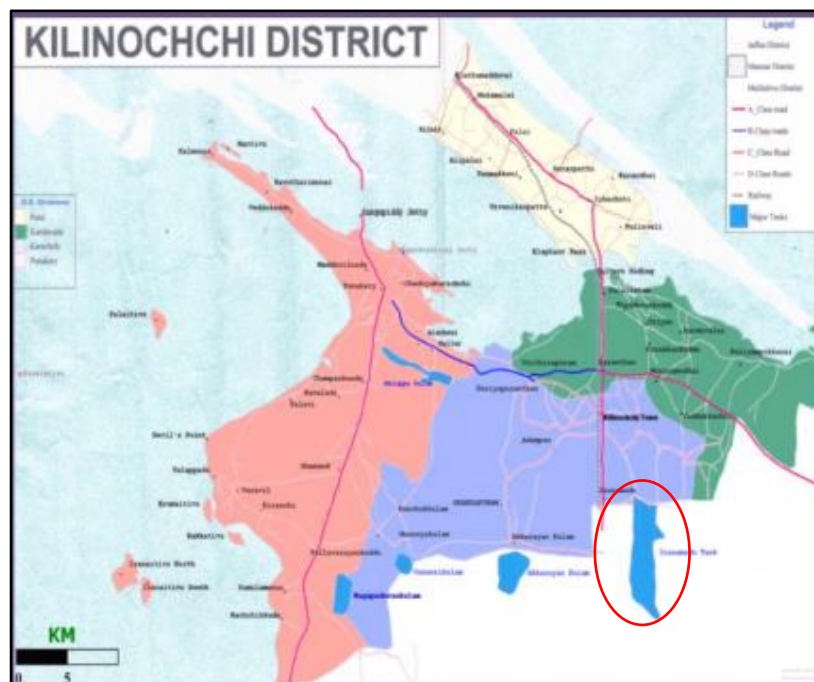
Communications Technology. Those practical educations also help for the community economic development and also for the Industrial orientation of the district.

### 3.3.7 Location of Iranamadu Tank

Iranamadu tank is the major irrigation scheme in the Northern Province. It was the biggest tank in the Northern Province and spread across an area of 50 square Kilometers. The capacity of the tank is 106,500-acre feet and it helps to irrigate nearly 22000 acres of land in the Kilinochchi district. The Iranamadu tank is physically located in the Mullaitivu district but the benefits of it is fully utilized by the people of Kilinochchi district. This is a valuable gift of nature to the Kilinochchi district. Not only for the Agricultural purpose but also the Inland Fisheries sector which is considered as another main economic activity of the Kilinochchi district is also depends on the Tank.

Those listed potentials are the high prioritized potentials identified within the Kilinochchi district and has much capacities to overcome the prevailing needed problems and to enhance the efficiency of the entire system to bring up the economy and make the entire district as unique feature of the Northern Province.

Figure 21\_ Location of Iranamadu Tank



Source: Statistical Handbook, 2022

## 4.1 Vision

### “The Spine of Northern”

#### Chapter 4: Framework of the Development Plan

#### 4.2. Vision Statement

“Kilinochchi will act as the spine spatially and functionally and it is expected to provide Support, Balance and Connectivity for the entire Northern. It will be achieved through the agglomeration of available resources, A9 Road Connectivity, locational advantage of centrality, agro based development, Technological Institutional and Industrial Orientations.”

The Vision of the Kilinochchi development area have been finalised based on Spatial setting of the area along with the functional expectations to be promoted in future. Accordingly, the functions of a Spine in a body is compared with the functional expectation of the study area. When we say Spine, we automatically sense the importance and the Character of this particular element like providing Stability, Support and Supply or Connectivity to the entire body. And if the Spine doesn't function properly, the effective function of the entire human system will be collapsed.

This is the concept which is intended to propose for the Kilinochchi development area. Kilinochchi was initially originated to give support in terms of Agricultural activities to the Jaffna region and later on, Kilinochchi absorbed the agricultural character and attracted more people from the Jaffna region especially for the agricultural activities. So, this agricultural predominance made Kilinochchi as an Agro granary of the Northern in Early days. Once a time, the Kilinochchi was the best market space for agricultural product for the Northern region. But due to many reasons, this special character of the Kilinochchi has been diminished.

However, the basic resource which created this character in terms of agriculture is still remains. The only thing is to impose proper strategies to bring back the importance of the Kilinochchi in Agricultural sector. Here, it has to be noted that, earlier the importance of Kilinochchi exhibited only in terms of Agricultural sector, but now, there are many other potential sectors like Education and Industrial which are also being emerging in the Kilinochchi area. So, those sectors also needed to be encouraged in Kilinochchi.

So, it is intended to enrich the Kilinochchi as a Spine and provide the stability, Support, Supply and Connectivity to the entire region by encouraging those three potential sectors.

*Figure 22\_Vision*



*Source: UDA\_NP*

#### ***4.3 Goals of the Development Plan***

##### ***Goals***

In order to achieve the Vision, set of goals in terms of identified vibrant sectors such as, Agriculture, Industry and Infrastructure have been formulated as follows,

##### ***Goal.No.01***

***Brand Kilinochchi as a  
Sustained  
Agricultural  
Prosperity of  
Northern***

##### ***Goal.No.02***

***Exhibit Kilinochchi as  
an Industrial  
Node and Boost  
Supply Chain***

##### ***Goal.No.03***

***Ensure to Afford  
Adequate Comfort &  
Safety of  
Infrastructure Network***

#### 4.4. Objectives of the Development Plan

##### Objectives

###### Goal.No.01

*Brand Kilinochchi as a  
**Sustained  
Agricultural  
Prosperity** of  
Northern*



###### Objectives

1. Increase Domestic Agricultural Productivity by 50% & ensure sustainable production by 2033
2. Improve the efficiency of the marketing network by 30 % with adequate agro based storage facilities by 2033



###### Goal.No.02

*Exhibit Kilinochchi as an  
**Industrial Node** and  
Boost **Supply Chain***



###### Objectives

1. To create 3000 job opportunities to promote industrial base labour force by 2033
2. Encourage industrial opportunities by ensuring 20 % land availability by 2033



###### Goal.No.03

*Ensure to Afford  
Adequate **Comfort &  
Safety** of  
Infrastructure Network*



###### Objectives

1. Enhance the quality of existing road network by 70% by 2033.
2. Develop proper drainage network for vulnerable locations by 2033.

## Chapter 5: 5.1 Summarized SWOT Analysis

### SWOT Analysis

The SWOT analysis is identified as one of the key technique or a Model for analysing various factors that are influential in a particular activity which can affect the attainment of the Goal. Here the available base resources of the Planning area have been analysed in terms of its Strength, Weakness, Opportunities and Threats in order to ensure the capacity of the environ, to achieve the targets.

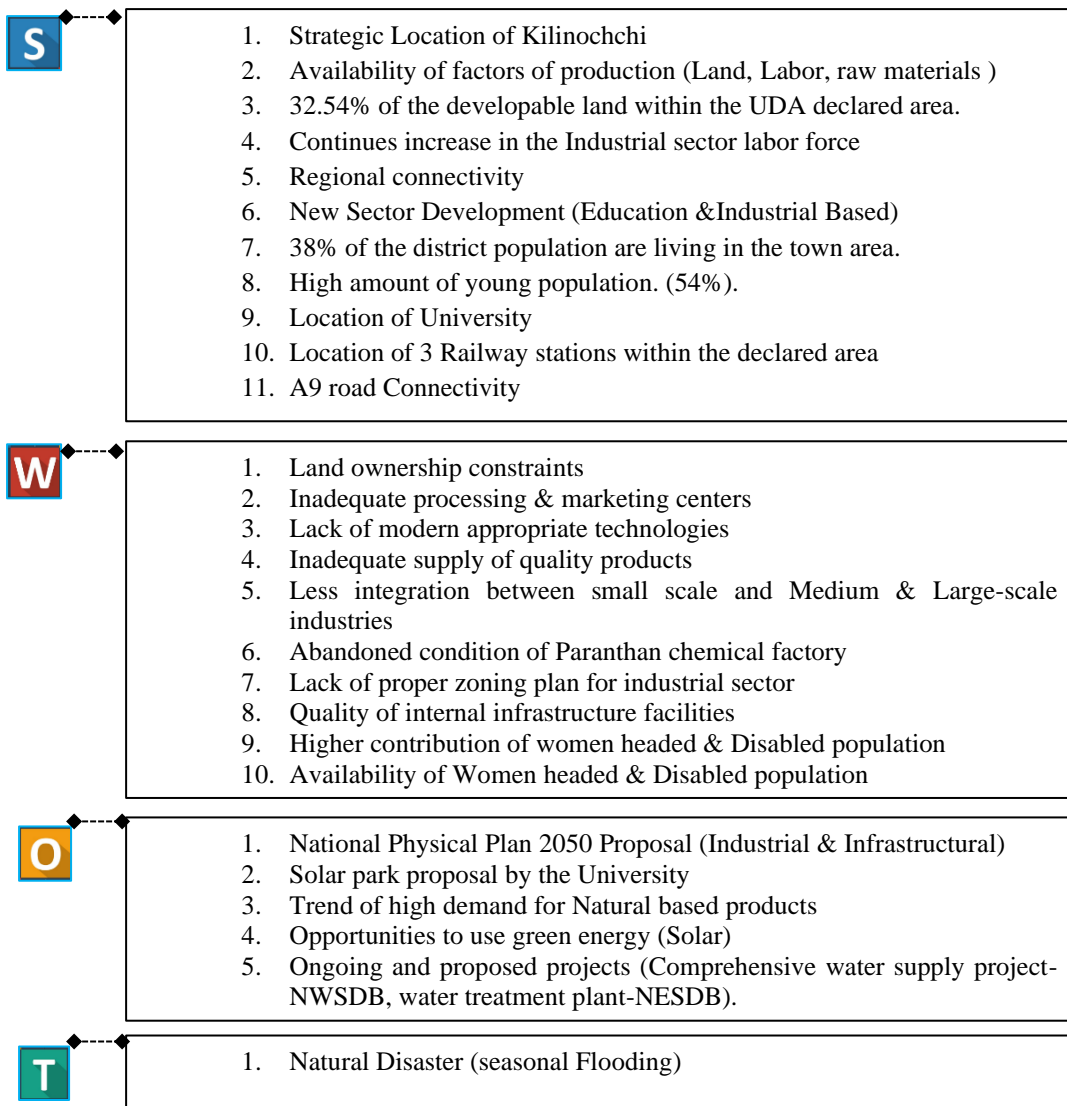
Accordingly, the resources are applied through the SWOT analysis model through which a favourable way for achieving the identified three Goals have been derived.

**Goal.No.01: Brand Kilinochchi as a *Sustained Agricultural Prosperity* of Northern**

<b>S</b>	<ol style="list-style-type: none"><li>1. Kilinochchi has the Largest amount of productive lands in Northern region (Paddy Lands)</li><li>2. 40% Paddy Lands within UDA Declared area.</li><li>3. Adequate labor force (40% of Labor force)</li><li>4. Availability of Agro base resources</li><li>5. Proper irrigation facilities</li><li>6. Availability of resource based tertiary education</li></ol>
<b>W</b>	<ol style="list-style-type: none"><li>1. Less productivity of Lands</li><li>2. Inadequate processing &amp; marketing &amp; Storage facilities</li><li>3. Nearly 80% of Production is distributed to other Districts for Value Addition.</li><li>4. Lack of modern appropriate technologies</li><li>5. Inadequate supply of quality seeds</li><li>6. migration of agricultural labors to other sectors</li><li>7. Poverty status of people (Higher Poverty Head count index (18.2)</li><li>8. Probability of conversion of agricultural land to settlement areas</li></ol>
<b>O</b>	<ol style="list-style-type: none"><li>1. Location of Iranamadu tank</li><li>2. National Physical Plan 2050 Proposal (as an Farm land Based Industrial cluster)</li></ol>
<b>T</b>	<ol style="list-style-type: none"><li>1. Natural Disaster (seasonal Flooding)</li><li>2. Long Term Displacement (Long term abandoned paddy lands)</li></ol>



**Goal.No.02: Exhibit Kilinochchi as an *Industrial Node* and Boost Supply Chain**



**Goal.No.03: Ensure to Afford Adequate *Comfort & Safety* of Infrastructure Network**

**S**

1. Longest liner town in Sri Lanka.
2. All the A class roads are paved
3. Higher integration level at major functioning nodes
4. Availability of Roads & railway network connectivity
5. Availability of Natural drainage network

**W**

1. poor condition of natural drainages
2. Inadequate masonry drainage facilities
3. Lack of proper sign boards and safety measures for the users
4. Poor conditions of internal roads
5. More than 70% of the PS roads are very poor condition (Gravel road).
6. Availability of temporary houses.

**O**

1. National Physical Plan 2050 Proposal (Industrial & Infrastructural )
2. Ongoing Projects & Proposals
3. Kilinochchi Bus stand project
4. 100 cities Development Water Treatment Plant By NWS&DB
5. I Projects by RDA
6. Existing Practice of 18 m building line along the A9

**T**

1. Natural Disaster (seasonal Flooding)

### **6.1. Conceptual Plan**

Conceptual Plan is a model plan which exhibits the futuristic spatial modulation of the Kilinochchi Urban Development area comprises with five main key approaches as follows

**Compact:** Physical Urban Expansion shall be basically limited along the main arterial of the area to promote internal strength and Balance

**Decentralization:** Urban centre functional coverage or the positive impact of Urbanism shall be dispersed to outer areas through which the impact can be enjoyed and utilized by the local community while increase the vibrant of the interior major nodes

**Three Growth Axis:** This development expectations can be achieved through the identified three major growth axis such as Railway network, A9 connectivity and the proposed circular roads

**Inter & Intra Connectivity:** Through this growth axis Internal and external connectivity of the region will be promoted while targeting to promote the wholesome connectivity through valuated road and service network

**Support & Balance:** Through the Enhanced services in terms of Agricultural, Industrial, Infrastructural and Economical, inter and intra balance and Support of the region will be promoted.

Accordingly, the Concept plan for the Kilinochchi urban Development area derived based on the above-mentioned key approaches. Here, the Agricultural zone and the forest zone has been demarcated as a protective zone in order to maintain the character and protect the sensitivity of the development area.

The major functioning urban nodes are agglomerated along the main artery of the area through which the services are scattered towards the interior parts too. At the same time two major industrial clusters are located at the starting and Ending point of the Development area where the interaction of the Communities and services are correlated between both the interior and outer district.

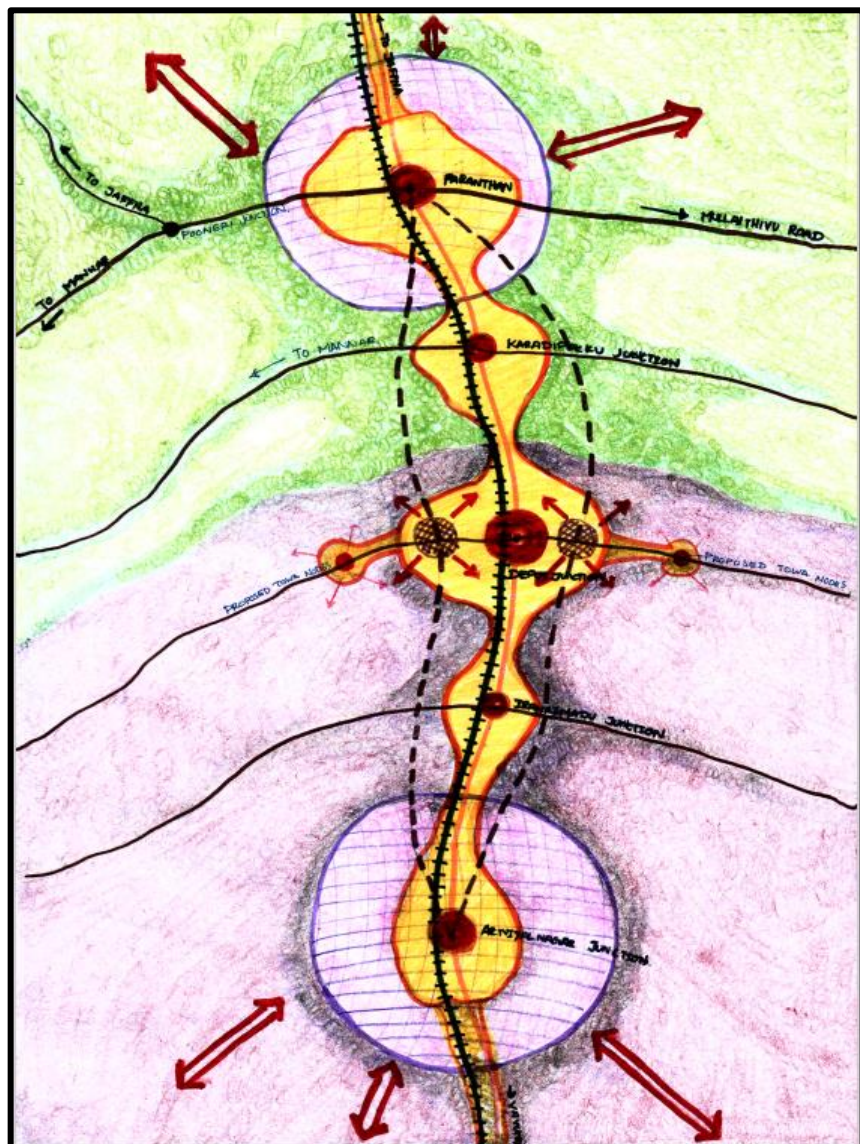
The future sustainable economic development of Kilinochchi is completely depend on Agriculture, Educational & Industrial Developments. The Northern Edge of the Development area will be facilitated with enormous number of Production related

infrastructure facilities such as Processing mills, Paddy Warehouses, Chemical factories, Solar Parks, Salterns, etc to achieve the goal of “Brand Kilinochchi as a Sustained Agricultural Prosperity of Northern”. The Southern Edge of the Development area will be facilitated with enormous number of Innovation related Industrial infrastructure facilities such as Garment Industries, Technological Institutions, Green Parks, Solar Parks, IT parks, Research Institutions etc to achieve the goal of “Exhibit Kilinochchi as an Industrial Node and Boost Supply Chain”.

Simultaneously, interior industrial development proposed in order to make the optimum utilization of the existing raw natural resources of the development areas like local coconut

productions,  
palmyrah  
productions and  
livestock  
productions  
through which  
the local  
economy of the  
community has  
been enhanced.  
A9 road  
Connectivity,  
Railway  
Network  
connectivity,  
Proposed  
Circular roads  
connectivity and  
its future  
improvements  
will act as a  
backbone of the

*Figure 23\_ Conceptual Diagram*



Source: UDA\_NP

entire Development area. Small township developments consisting with; Uruthirappuram, Akkaraayan, Thiruvaiyaaru and Bharathipuram will be further

strengthen through the linkages between each node through this connectivity roads. A9 Road, Railway line and the circular roads and its improvement is a predominant action which taken to assist and achieve the futuristic goal of Agricultural and Industrial sectors through the expansion of the sectoral development related marketing activities within the Development area and other part of the country in the local and National level.

## ***6.2. Proposed Land Use Plan***

### ***Proposed Land Use Plan***

The Kilinochchi Urban Development area is a strategically located longest liner town in Sri Lanka. The main A9 road connectivity passing through the Study area is the main trunk road to connect the Jaffna and other parts of the country which gives more importance to the Kilinochchi district. Similarly, the paddy lands located immediate to the urban area adds eco-friendly naturalistic urban image for the development area which is an identity to Kilinochchi development area. Therefore, higher importance is given to protect and preserve its existing natural character while encouraging economic benefits from the future developments.

The Entire Urban form of Kilinochchi will exhibit a sense of a more interesting variations through different activities and transitions of different height limits which give visual coherence to the build environment along with the proposed streets and space that make up the future urban environment of Kilinochchi Development Area.

The Basic physical character of Kilinochchi Development area has been classified into identified five zoning categories where each zone has given higher importance for their predominant character to build up the area. Accordingly, the identified zones are Commercial Zone, Mixed Development zone, Residential Zone, Agricultural Promotion zone and Conservation Zone. High restrictions of Development activities are applied for the Controlled and Conservation Zones in order to preserve the environmental character of the area. A Separate residential zone has been identified to maintain the peaceful residential environment for the local community where the people desire to live without any disturbances from industrial or any commercial activities. Simultaneously, the other two zones have been classified based on the density of urban agglomeration where the height and density of the development will be decided on the value given to each of its zones. So, through this zoning classification

and regulations, an orderly developed urban environment while preserving the natural character can be experienced throughout the entire development area.

These physically arranged spatial environment will be interconnected with a well-developed Road and Railway connectivity which is gradually passing through the central Business district area. Similarly, the inner and outer circular roads are proposed which connects the major functioning nodes that adds more effectiveness for the connectivity within the region. Variations of the activities agglomerations can be observed through distribution of development densities throughout the development area. Natural drainage system available within the development area is the key acting body of flood control. So higher importance for the simulation and maintenance of the drainages is also identified through the strategical plans.

There are two major industrial parks have been identified at the starting and Ending point of the Development area where importance is given in terms of local resources such as raw materials in terms of agricultural sector and technological and educational resources which has higher capacity to attract more economical opportunities for the area. Similarly small scale industrial orientation also been identified to improve income level of the local community. The proposed circular roads and connectivity roads will act as the industrial and Economical corridor too to promote the Industrial and economic developments. Similar to the economic aspects, Environmental aspects are also given equal importance in the proposed land use plan. People are encouraged more to walk around the development area through the walkway and cycleway provision identified throughout the entire development area. Sensitive areas are even protected from any of the encroachment activities through the zoning classifications.

Building heights are decided based on the identified zone factor for each zone in order to boost the urban structure. Noticeable activity variations start the transition point with mixed use activities and it's differentiated through floor area ratio, plot coverage and mixed urban activities.

The main functioning town centres along the main artery A9 road have been classified and intended to be emerged into two main categories such as Terminal Town centres and Facilitation Town Centre. Here the Terminal Town centres are prominent with varieties of activities comprising with; mass scale of Industries, processing centres and Ware houses etc. Facilitation centres will act as the main facility provider for the



This chapter explore the entire futuristic land use patterns, urban form of Kilinochchi Development area which collaboratively create a strength and support for the local and provincial area to form the “Spine of Northern”.

[illegible]

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### ***6.3. Social and Physical Infrastructure Development Strategies***

#### ***6.3.1. Social Infrastructure Development Strategic Plan***

##### ***Social Infrastructure***

To achieve an inclusive development and Growth of a region, a well-managed infrastructural network plays a vital role behind. Planning for physical and social infrastructure is an integral part of land use planning for areas experiencing growth. The purpose of infrastructure planning is to ensure that areas for growth are sufficiently supplied with physical and social infrastructure, that infrastructure is distributed as equitably as possible, and is effectively and efficiently configured so that service providers can respond to changing local community needs over a longer period.

##### ***6.3.1.1 Service Plan***

The Service plan emphasizes the provision of social and basic infrastructural services in terms of Settlement, Health, and Education for each of the identified population groups in order to achieve the Goal of ensure to afford adequate comfort and safety of infrastructure .So in order to ensure the adequate services , the entire development area have been divided into 5 density based population cluster which have been decided based on the existing population and future forecasted population in collaboration with the development proposals of the area. Accordingly, services are provided considering the future development trend and thus the overall service plan will express how the service will be facilitated through development plan and how these services will be transforming the image of entire Kilinochchi Development area.

##### ***6.3.1.1.1 Proposed Settlement Plan***

##### ***Proposed Settlement Plan***

The Settlement analysis of Kilinochchi Urban Development area emphasize a very low housing deficit of nearly 6%. At the same time people living in semi-permanent and temporary houses accumulates nearly 12 % of total housing distribution. The re-emerging era of the Kilinochchi after the internal war, undergoes many housing programmes by the various Government and Non-Government organizations for the resettled communities. So, the major portion of the housing deficit have been covered by this resettlement programmes. However, some areas like, Krishnapuram, Malayalapuram, Bharthipuram areas still have semi structured and temporary structured houses which are needed to be given high importance in the settlement plan.

The following are some of the representation of existing housing structure within the identified location

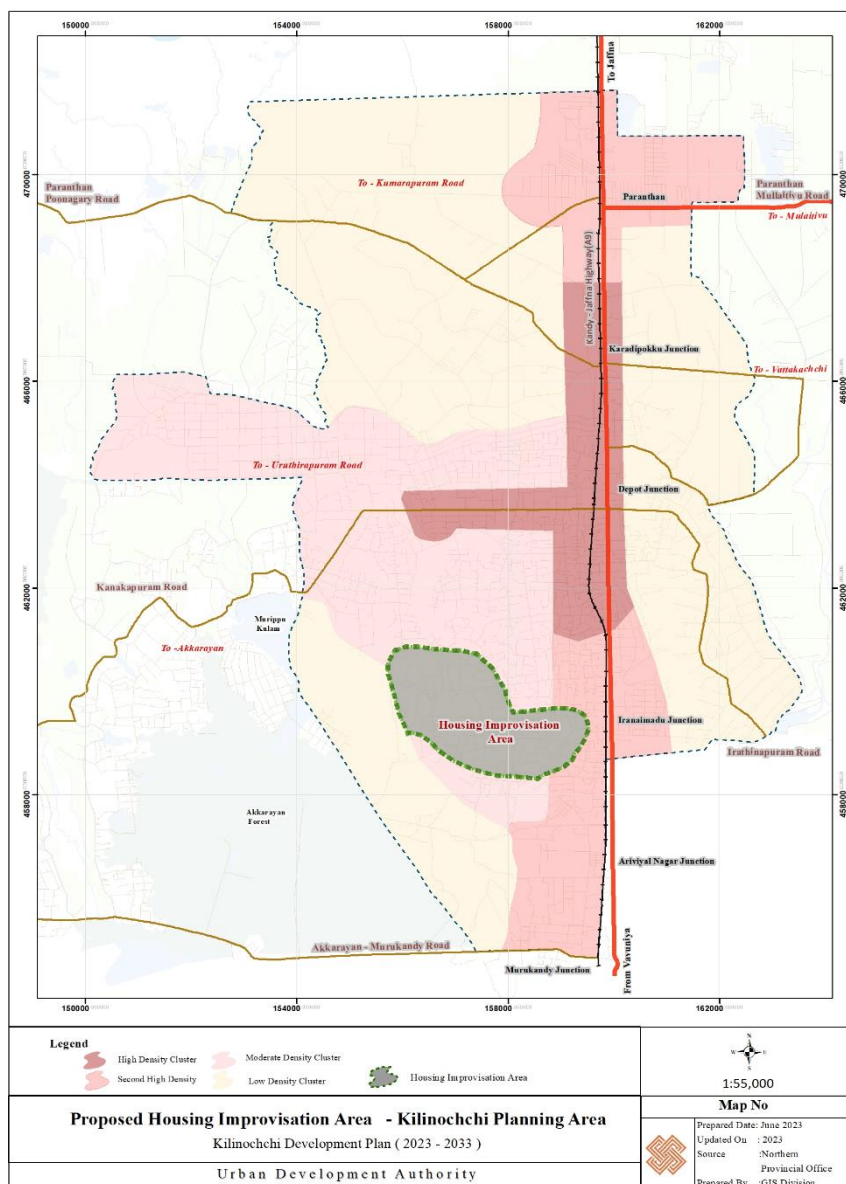
*Figure 24\_ Existing Housing Structures*

Those areas have been identified as housing improvisation needed areas where any future housing schemes proposed within the Kilinochchi panning area can give high priority for the selected portion.



Source: Field Survey\_ UDA\_NP

*Map 15\_Proposed Housing Improvisation area \_2033*

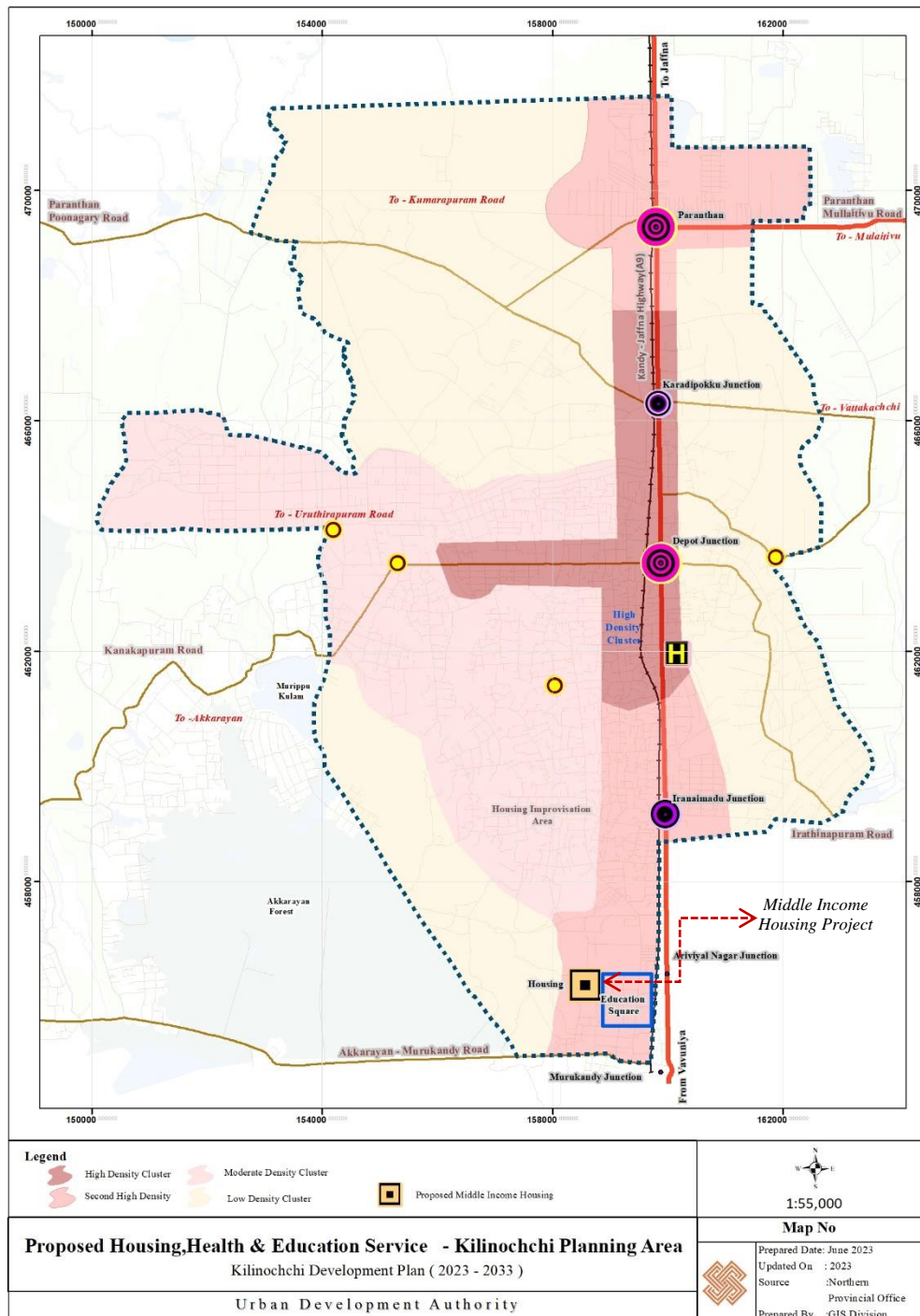


Source: UDA\_NP



At the same time, a middle income housing project is proposed in 2 acres land under the ownership of State in the Ariviyal Nagar area based on the aspects of liveability, safety, comfortability of living condition in order to cater the demand of the housing which will be created in future since the area have been developed with innovation industrial cluster.

Map 16\_Proposed Middle Income Housing\_2033



Source: UDA\_NP

Accordingly, Settlement areas are identified considering the future development trends while excluding environmental sensitive and special conservation areas. Therefore, the establishment of the settlement area will be promoting the demand for residence population distribution by 2033. The plan targeting to cater future threshold population into five settlement areas based on natural growth rate and the commuter population.

Demand Projection: Assumptions for Population and Housing forecast: -

- Average Growth rate size – 0.2
- Average household size – 4

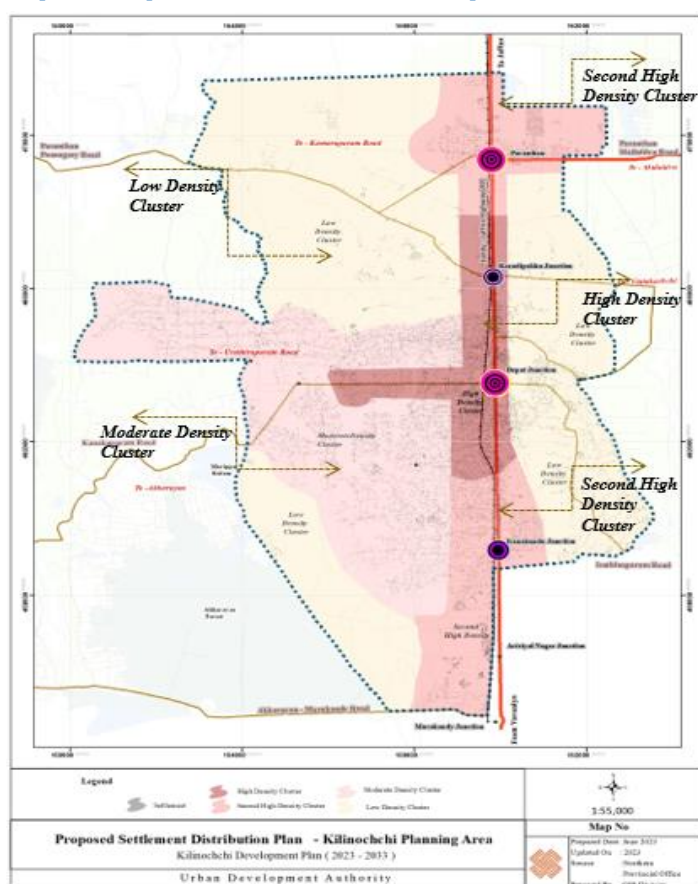
*Table 7\_Forecasted Population \_ Planning Area*

Year	Projected Population	Estimated Housing Requirement
2020	57107	18957
2025	62435	15608
2035	68260	17065

*Source: UDA\_NP*

Accordingly, these zones will *Map 17\_ Proposed Settlement Distribution plan\_2033*

accommodate around 68260 population occupied by nearly 17000 housing units based on Natural growth rate in 2033. In addition to this, Daily Commuting Population is around 7000 to the city in order to fulfil their needs. Most of the people are coming for the commercial purposes and also to get the administrative service. It is expected to attain nearly 10,000 commuter population based on the future developments accumulated



*Source: UDA\_NP*

within the Development area in terms of Agricultural, Industrial and Education. Simultaneously, in order to provide urban services for these segmented settlement groups, service town centers have been identified in various hierarchical levels such as **Terminal** Town Centers, **Facilitation** Town centers and **Service** centers respectively. Accordingly, the characters of each identified towns can be described as follows,

- **Terminal Town Center:**

The Terminal town centers will act as the major towns of the area which accumulates the larger portion of the Urbanization category based on its character. Accordingly, town center at Paranthan and Depot Junction are proposed to be developed as the Terminal town centers of the development area. Paranthan Town center will be promoted with industrial oriented commercial and trade activities in order to cater the demands of the production economy. While Depot junction Town center will be promoted with general commercial and trade services where all the commercial oriented services can be accumulated within the town with commercial activities associated with shopping and retail. Also, this town will be emerged as the center for public transportation services hub and public gathering places like parks, Library and open commercial areas.

- **Facilitation Town Center:**

The Facilitation town centers will act as the supportive towns of the terminal town centers where the service oriented with the major towns centers can be developed. Accordingly, Town centers at Karadipokku junction, Iranamadu and Ariviyal Nagar which are located along the main arterial A9 road are selected to be promoted as the facilitation town centers of the region. On that basis, Karadipokku facilitation town center will be promoted to provide services in terms of Agricultural and Industrial based developments and Iranamadu facilitation town center will be promoted with commercial and shopping based services and Ariviyal Nagar facilitation town center will be promoted with Educational and Industrial services for the region.

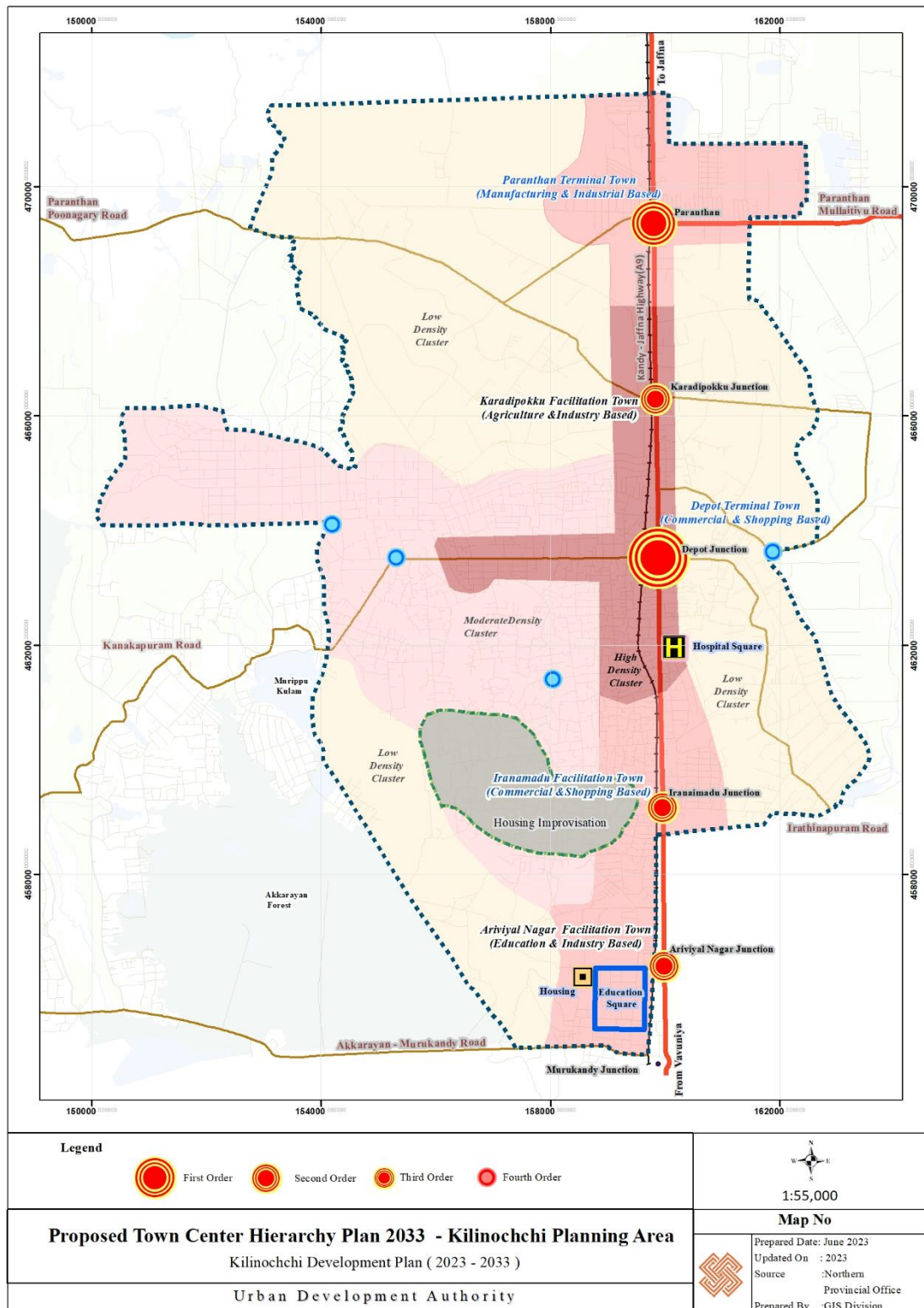
- **Service Center:**

The Service centers will be emerged as a small-scale service provider for the local community to reduce the travel cost and time and make the system easier to function. Accordingly, service centers are promoted at Uruthirapuram, Bharathypuram, Kanagapuram and Kovinthan kadai junction areas. These identified town centers will



act as the minor level service providers for the local community. Hence the Town center Hierarchical plan is targeted in providing adequate services to cater the future demand.

Map 18\_ Proposed Town center Hierarchy plan\_2033



Source: UDA\_NP

Based on the situational analysis, it was revealed that the economically valuable land plots within the identified town centers limit of the Kilinochchi Urban Development area has been underutilized with inappropriate activities. So, spatial readjustment of existing core area to attain optimum utilization of economically valuable land plots has been proposed through the spatial adjustment plan in which identified immediate requirements of commercial utilities are promoted within the core area. Through this approach, the Kilinochchi core area will have a vibrancy of economic activities in

Figure 25\_ Identified underutilized Lands



Source: UDA\_NP

day and night. The image shows clearly the lands that are in underutilized stage to be proposed for valuable activities. Following table explains the different purposes that can be proposed for the selected land plots

Table 8\_ Core Area Proposal

<b>Plot. No</b>	<b>Land Extent</b>	<b>Land Ownership</b>	<b>Existing Use</b>	<b>Proposed use</b>
1	Nearly 5 Acres	Karachchi PS	Public Market	Modernized Market
2	Nearly 2 Acres	State	Depot	Multi-Purpose commercial Building
3	Nearly 2 Acres	State	Green Park	Urban forest concept
4	Nearly 5 Acres	Karachchi PS	Land Under Army Force	Incorporated with existing Green Park to form the Green square
6	Nearly 4 Acres	State	Government Quarters	Commercial complex with Parking
7	Nearly 2 Acres	State	Forest Department	Terminal Market center of Agro-Logistic Hub

Source: UDA\_NP

#### ***6.3.1.1.2 Health***

Kilinochchi Urban Development area already comprises with 01 District Hospital, 02 District Hospitals, 01 Ayurvedical Hospital and 01 Private Hospital within the planning region in addition private clinics and Dispensaries within the declared area. These medical facilities have already been sufficient to cater the Existing and Future medical services demand. However, a Hospital Square development is proposed around the existing teaching Hospital surrounded area in order to promote hospital services in future. Activities like Research laboratory, Doctor's offices, Medical training and research facilities, Mental health clinics, Rehabilitation clinics, Meditation centers, Pharmacies, Parking for medical officers, Pharmaceutical Storages can be suggested within the Hospital Square Area.

#### ***6.3.1.1.3 Educational***

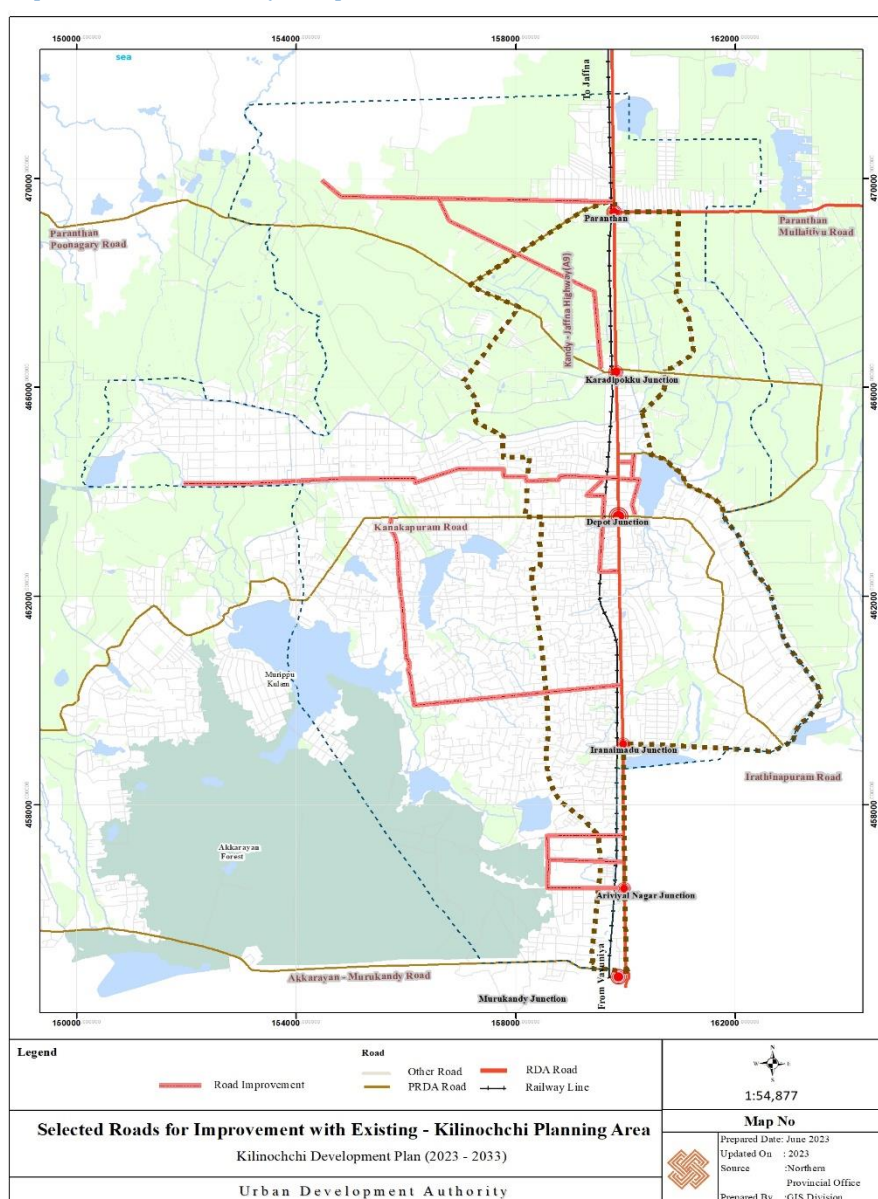
Education sector is being one of the leading and emerging sectors in the Kilinochchi Urban Development area which comprises of nearly 15 numbers of primary schools, 12 numbers of secondary schools and 5 numbers of tertiary education centres including a University within the Planning area. This exhibits that at the existing situation, there are enough number of schools and tertiary educational facilities are located within the identified each settlements zone and these educational services are more sufficient to cater the educational demand of the community in present and future years. Simultaneously, analysis proves that there is a sudden increase in the school dropout rate comparing with previous years due to the poverty level of the households which was explained clearly in the background analysis and students are moving to income earning day labour activities. Similarly, nearly 90% of the advanced level students represent as the school leavers who are not engaging with any tertiary education and they are directly fallen into un-skilled labour category and engaging with agriculture and related day labour activities. Therefore, through the educational service plan it was intended to create a collaboration of industrial and the educational sectors directly. To attain this, an educational square is proposed within the Ariviyal Nagar area where educational researches and innovative educational studies are promoted and also an Innovation industrial cluster is introduced through which the local employers and the advanced level pass out students can be upgraded as a skilled workers.

## 6.3.2. Physical Infrastructure Development Strategic Plan

### Physical Infrastructure 6.3.2.1. Transportation Plan

Transportation is the main veins that creates the interactions of the community with the different forms of the environment. As the Vision for the Kilinochchi Development area emphasizes to promote the Kilinochchi as the Spine of the entire Northern, the functions of the veins that transfer the sense through the spine to other parts must be in standard to make the entire Northern stronger. Accordingly sets of strategical implications has been identified indicating different transportation tools to be upgraded to ensure the Comfort and Safety of transportation for the users.

Map 19\_ Selected Roads for Improvement



Source: UDA\_NP



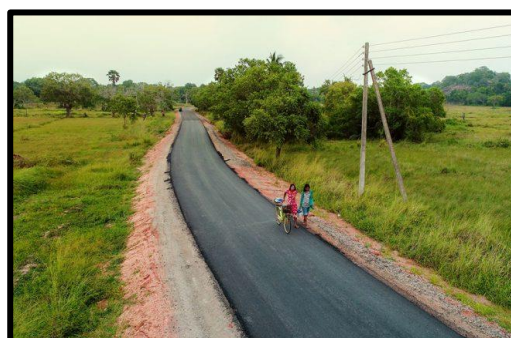
### 6.3.2.1.1. Quality of Internal Roads

Accordingly, the identified first strategical intervention is to improve the quality of identified internal roads which has higher potential of connectivity to promote the internal services for the community. As per the problem analysis, the Kilinochchi Development area has poor quality of internal roads and less comfort in transportation for the local community. So, to overcome the problem it was aimed to afford adequate comfort and safety of Infrastructure network through the transportation strategic projects. Accordingly, to increase the local interaction, the internal roads with higher accessibility level has been identified for road improvement. Nearly 05 numbers of roads have been selected for the improvement through which the interaction and mobility level of the community will increase. The Map shows the locations of the selected roads and the existing conditions of the roads.

These roads have been selected based on the results obtained from the analysis of space syntax and connectivity interactions in additional with the practical demand of the community obtained from the site visit

*Figure 26\_Expected Road Development*

Accordingly, the selected roads are Paranthan - Kumarapuram road, Karadipokku- Kumarapuram Road, Kaakakade- 5<sup>th</sup> Cross lane, A9 - Kanagapuram interconnecting road, Ariviyalnagar interior road. Simultaneously the road selection also considered the uses



*Source: UDA\_NP*

that the road serves for. The selected roads are targeted to be developed with a 10-meter-wide road as described below.

*Table 9\_ Proposed Road Width*

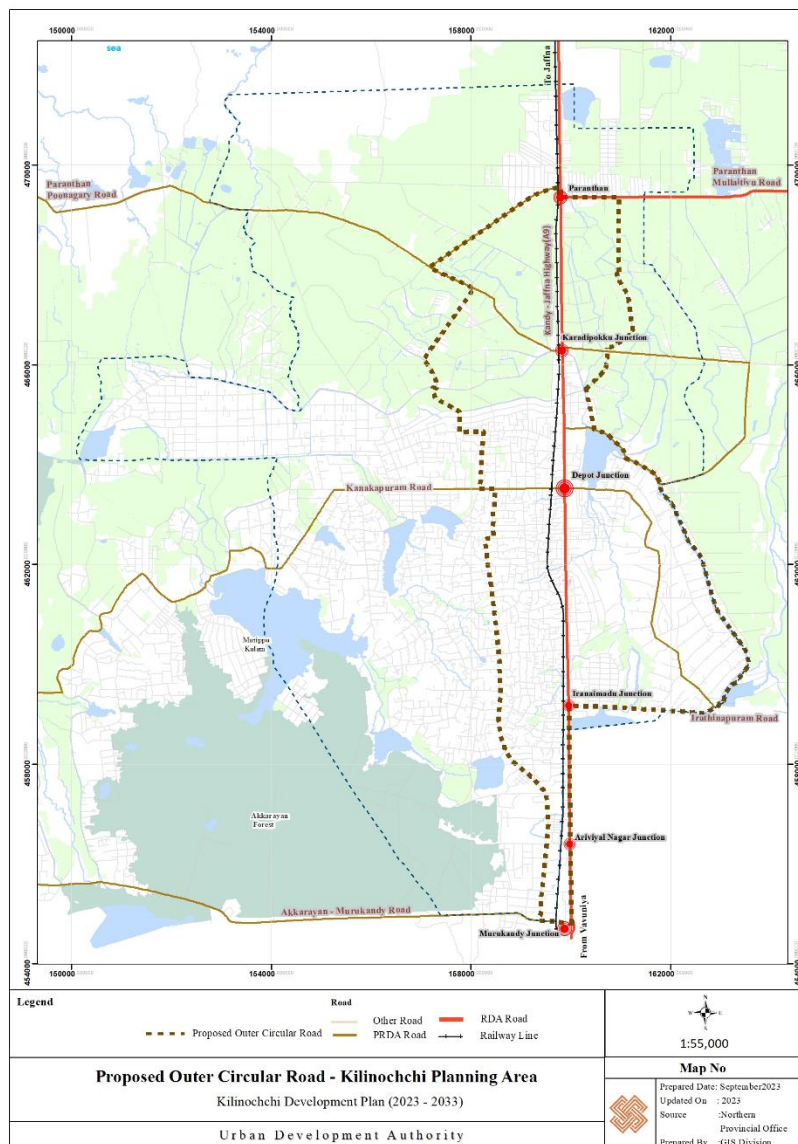
<i>Proposed Details</i>	<i>Road Width</i>	<i>Street line</i>	<i>Building Line</i>
	10m	5m from center of the road	6m from center of the road

*Source: UDA\_NP*

### 6.3.2.1.2 Outer Circular Road

The next strategical intervention in transportation is to introduce the Outer Circular Road (OCR) which connects the major agglomeration spots to encourage the future Development trends

by providing connections in between. A9 is the major base transportation mode that passes through the Kilinochchi Development area which connects Jaffna District on the North and Vavuniya District on the south and all over the country. So this A9 road passing through the Kilinochchi Development area is being relatively congested during the peak hours due to agglomeration of the

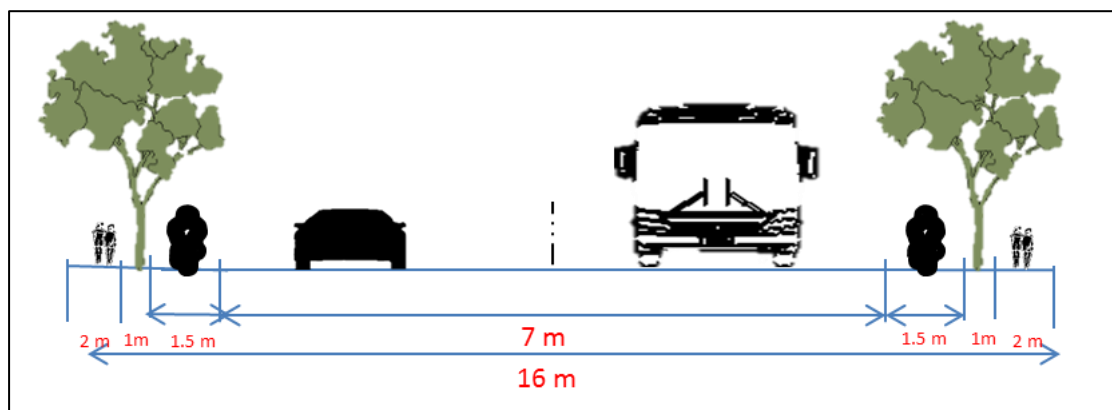


majority of the administrative and commercial activities along the Main A9 road. This creates less safety and comfort for the commuters to pass through the town area specially the school students to pass through. Simultaneously, the Kilinochchi Development area is expected to be developed as the Industrial node in future which is clearly explained through the industrial plan. So an uninterrupted industrial transportation corridor is a priority requirement within the development area to minimize the transportation pressure that will be forced on the major A9 road through the agglomerations of the industrial orientations and also to encourage the upcoming



industrial sector through a well-organized logistic network to achieve the optimum profit through the emerging sectors. So, to cater this requirement an alternative circular road parallel to the A9 has been proposed by connecting the existing road traces available within the planning area. This outer circular road forms a circular flow pattern around the planning area covering nearly all the land uses including Industrial, Residential, Commercial, Agricultural and Mixed uses. The Outer Circular Road (OCR) covers the major part of the development area and starts from Paranthan Town center which is intended to be developed as the Terminal town center surrounded by the proposed Manufacturing Industrial cluster. The OCR ends in the Murukandy town center beyond the Development area. The entire OCR covers nearly four proposed town centers such as Paranthan Town, Iranamadu Town, and Ariviyal Nagar Town along the A9 road within the Development area and Murukandy town center beyond the development area. Major priority is given for this OCR with the assumption to promote this as the Economic and Industrial Corridor to boost the local and provincial economic status of Northern. The OCR is located nearly 1.2 Km from the major A9 road and it covers a total linear length nearly 25 Km. The total width of the OCR is 16 meters with 7-meter-wide runway 1.5-meter-wide cycling way on either side 1-meter wide treescape in either sides and 2-meter-wide walkway on either side. The OCR on the other hand will also act as the alternative by pass road to cater the future traffic which will be created on future developments. The following image shows the sectional detail of the OCR.

*Figure 27\_Proposed section of OCR*

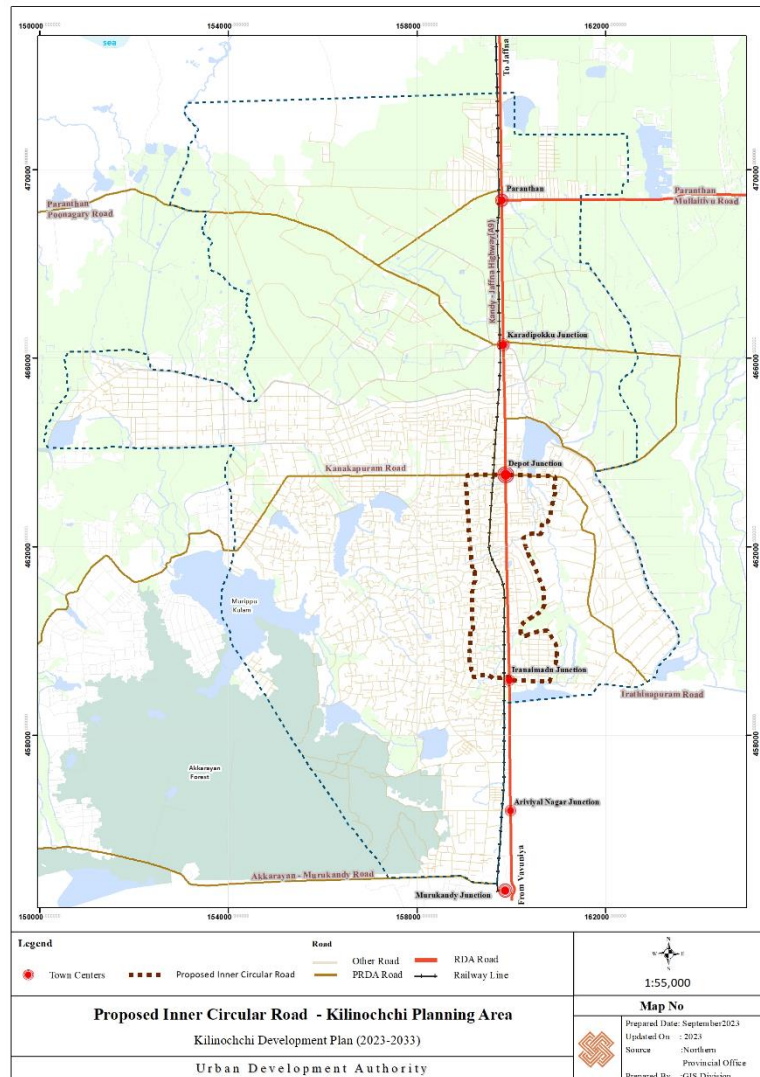


*Source: UDA\_NP*

### 6.3.2.1.3. Inner Circular Road

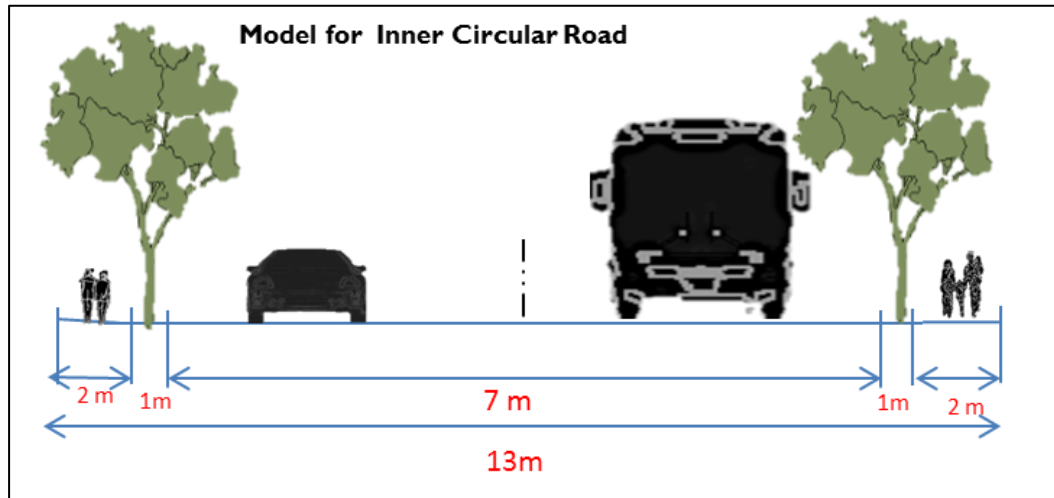
The third strategical intervention in transportation is to introduce the Inner Circular Road (ICR) which *Map 21\_Proposed Inner Circular Road*

connects the major Administrative and commercial blocks of the CBD area to provide fast and easy accessibility for the users. The Inner circular road is proposed around the CBD area to divert unnecessary vehicle movement that creates traffic jam during peak hours in the central business district area. This ICR cover the major two land uses of the CBD area such as mixed development and commercial uses. This



ICR starts from the Depot Junction which is the major terminal town center of the CBD area and covers up to the Iranamadu Town Center which is the major traffic accumulating area. The ICR is located nearly 0.5 Km from the main A9 access and the total linear length of the ICR covers nearly 10 Km. The width of the proposed ICR is 13 meter comprising with 7-meter-wide run way and 1-meter wide treescape on either sides and 2-meter-wide walkway on either sides. The following image shows the sectional image of the ICR.

Figure 28\_ Proposed section of ICR



Source: UDA\_NP

#### 6.3.2.1.4. Transportation Elements

The fourth strategical interventions in Transportation is to provide common transportation elements to encourage the usage of public transportations within the region. Accordingly, public bus services, bus halts, public parking facilities, signal lights, railway crossings, and station improvements were given priority importance in transportation elements.

Public transportation bus services are proposed within the densified residential areas to provide more flexible and cost-effective transportation for the local community while reducing the pollution effect created within the planning area through the usage of high number of private vehicles due to absence of public transportation. Accordingly, the proposed OCR, A9 – Uruthirapuram road and A9 – Kanagapuram interconnecting road are selected to be promoted with public bus transportation services.

Similarly, a feeder bus services is proposed Along the Outer Circular road from Ariviyal Nagar to Paranthan Junction Which will function exclusively by Solar energy generated from the proposed Innovation Industrial Zone is also promoted for the better public transportation services.

In order to ensure the functionality of the proposed bus services, bus halts at every randomly selected location have been proposed within the planning area with the aim

to make the system easier for the users. The Bus halts are *proposed* at every intersectional junction with advanced structural design encouraging for better interactions of Community with green concept as shown in the image.

*Figure 29\_ Proposed Bus Halt (Green Stop)*



*Source: E- Source*

Considering the train transportation, location of three stations within the planning area is been identified as the favorable potential for the

development of the region which is explained in the background analysis. However, to transform this available potential in a way to cater for the future developments, station improvement strategical interventions are required. Accordingly, Stations at Paranthan and Ariviyal Nagar will be promoted with freight services to cater the future demand from the industrial zones similarly Kilinochchi Railway Station will be promoted as Passenger Railway Transport Node by providing efficient passenger facilities with commercial activities.

*Figure 30\_Improper Vehicle Parking*

Apart from these there are other important supportive elements like Vehicle parking facilities, Signal lights and railway crossings are also given higher importance in transportation plans. Accordingly, vehicle parking lots are identified at three location such as Paranthan railway land, Depot junction area



*Source: E- Source*

and Ariviyal Nagar junction areas with an extent of nearly 2 acers each to cater the demand of the vehicle parking facilities that will be created in future due to the accumulation of development activities within the planning area.

Depot junction is the major commercial node of the planning area and also it was targeted to be expanded more with vibrant commercial activities. At the same time the

location is also identified as the major agglomeration points of Administrative and Educational services at current situation. Due to this large amount of people are passing through the junction including school students to get their services. So, to ensure the safety movement of the users along the road, a signal light is proposed at the Depot junction. Further, unsafe railway crossing is also identified as one of the key issues within the planning area which was explained in the problem analysis. So, to overcome this, frequently accessed four railway crossings such as Paranthan, Ariviyal Nagar, Karadipokku Junction and 154th Milestone at Bharathipuram within the planning area has been selected and automated railway crossings are proposed at selected locations.

### ***6.3.2.2 Waste Management Plan***

#### ***Waste Management***

#### ***6.3.2.2.1. Solid waste Management***

The solid waste (SW) collection from Residential, Commercial and Institutional uses are been carried out on a daily basis by the Pradeshiya Sabha (PS). Currently, the disposal of SW is carried out in a land with an extent of nearly 10 acres that belongs to the Killinochchi (Karachchi PS) in Umaiylapuram. The collection method currently practicing is the mixed collection and open dumping methodology is adopted. So, a well-managed waste collection mechanism is required to enhance the existing waste disposal procedures of the local community and to manage the future sum of wastes that can be generated from the developments proposed for the region. In order to achieve this prospective there are three key steps identified through the strategical plan as follows,

- Introduce New waste Collection points
- Introduce waste collection route and mechanism
- Introduce New waste management plant

#### ***Introduce new waste Collection points***

Considering the future waste generation capacity of the planning area, 08 waste collection points are proposed within the planning region in additions to the existing collection points. These selected collection nodes will get higher priority and importance in the waste collection process since these locations are undergoing for some special processes of waste management than the other collection locations within the planning region. Accordingly, selected collection nodes are Paranthan,



Karadipokku, Depot junction, Iranamadu Junction, Ariviyal Nager, Uruthirapuram, Selvanagar and Thiruvaiyaaru. Within these selected nodes, strict enforcement of waste separation mechanism is

*Figure 31\_Waste Separation*



*Source: E- Source*

proposed and these nodes will be declared as a model spots of waste separation mechanism. Local communities are highly advised to adhere the separation process. These separated wastes at selected nodes will be collected by the Local Authority thrice a week which will ensure that the



*Source: E- Source*

collected bins will not be overfilled at any times. This mechanism will be made satisfactory with the participation of the Local Authority. Meanwhile an onsite processing of organic wastes into bio fertilizers at village level will also be introduced at the collection centers for efficient utilization of degradable waste into the fertilizers at local level.

### ***Introduce waste collection route and Management mechanism***

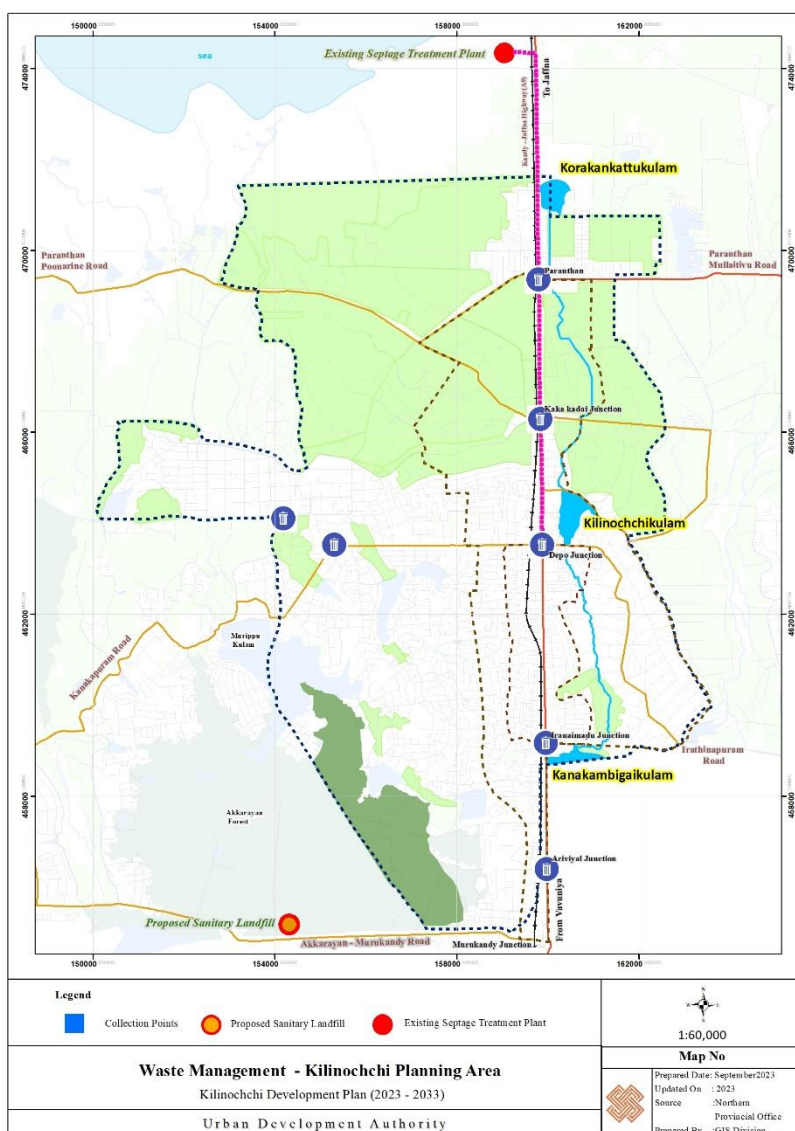
A systematic waste collection corridor is introducing within the planning region without causing any disturbances for the other functional activities. Accordingly, the proposed outer circular road through the transport plan will act the corridor base for the waste collection process. Here, the collection mechanism is organized in a way that will not cause any interruptions for the existing traffic flow pattern on the main A9 access. In addition, a Solid waste processing plant is proposed at Ariviyal nager in close to the proposed innovational zone through which the technical support for the functions of the plant can be directly obtained from the technical innovation zone. So all collected solid wastes will be processed in the proposed solid waste processing plant at Ariviyal nager at a large scale and the outputs can be economically utilized within the area.



### 6.3.2.2.2. Solid waste Management

Similarly, there is a *Map 22\_ Waste Management Plan*

high demand for septage collection and disposal in the area particularly due to the large number of public sanitation facilities maintained in the city. Septage from these public toilets are collected in sealed holding tanks requiring them to empty regularly to prevent overflowing of the systems. Currently nearly 120 cubic meters of septage is collected averagely per month. The National Water Supply and Drainage



Board has implemented a new septage treatment plant for Kilinochchi at Umaiyaipuram with the capacity to treat 25 m<sup>3</sup> of septage and raw sewage per day and nearly 690 cubic meters per month. This existing treatment plan for septage will cater the requirements for the future demand too. The proposed land which is being used as an open dumping site for the waste disposal at Umaiyaipuram has the sufficient space to cater both the Treatment plants.

## *6.4. Economic Development Strategies*

### *6.4.1 Introduction*

#### *Industrial Plan*

The economic development strategies are growth friendly guidelines that are imposed in the planning area with the aim to develop identified existing key growth sectors of the region as well as exposing new opportunities that enable economic diversification. It aims to “broaden the sectors of economic activity, enlarge the enterprise base, and grow external markets”, while ensuring a “sustainable economic future”. It identifies the barriers to growth and sets out short, medium- and long-term objectives. Also, the Economic Development Strategies proposes to enhance the productivity of existing industries, encourage economic diversification and strengthen the business environment to ensure long-term economic prosperity. Accordingly, the Economic Development Strategies of the Kilinochchi Planning area highly focuses on the emerging sectors of economy such as Agriculture, Industrial and Recreation.

### *6.4.2 Industrial Development Plan*

Industrial Sector is one of the emerging development sectors in the Kilinochchi district. The district comprises with many local resources through which many industrial opportunities can be generated on demand and resource based. The industrial evolution of the Kilinochchi district had faced a break through the internal civil war and it started to bloom again. The Industrial plan gives a high priority for the revolution of industrial sector to bring up the economic status of the local community and put an effort to minimize the poverty status of the local.

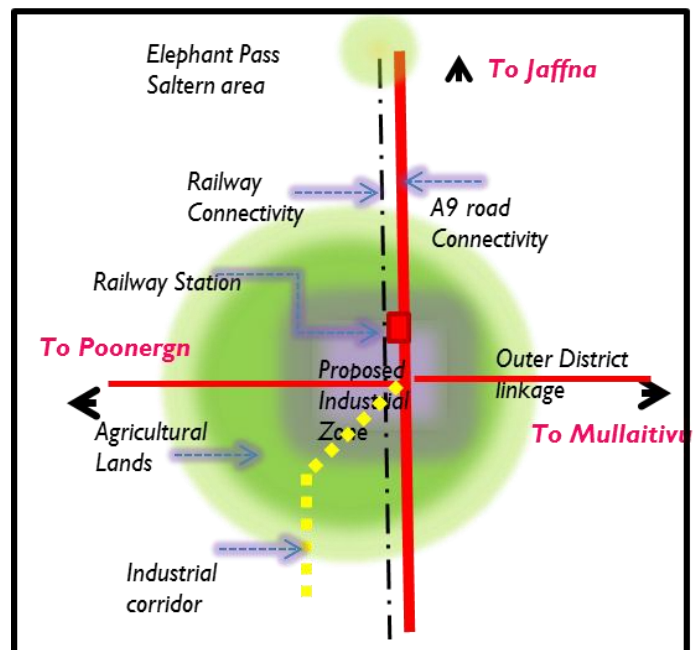
Accordingly, to achieve the Goal of Promoting the Kilinochchi as an Industrial Node, various industrial development strategies are proposed within the planning region with the base of available factors of productions such as Land, Labour and Raw materials.

#### 6.4.2.1. Establishment of Industrial Zones

The first strategical interventions for the industrial sector is establishing the large scale industrial clusters within planning region to expedite the available opportunities of the sector and to enhance the economic status of the local community. And this identified clusters will act as the major catalyst for the sustainable economic distribution of the planning area. Accordingly, an Industrial Zone at Paranthan have been declared and named as the “Production Industrial Zone” considering the existing available resources and the Land availability for

the development. The zone is proposed in the land which belongs to the Paranthan Chemical factory which is currently in the abandoned stage with an extent of nearly 160 acres of land. The selected location for the zone has high suitability for the proposed development in terms of Accessibility, Physical arrangement and logistic facilities. The location can be accessed by A 9 road, Railway

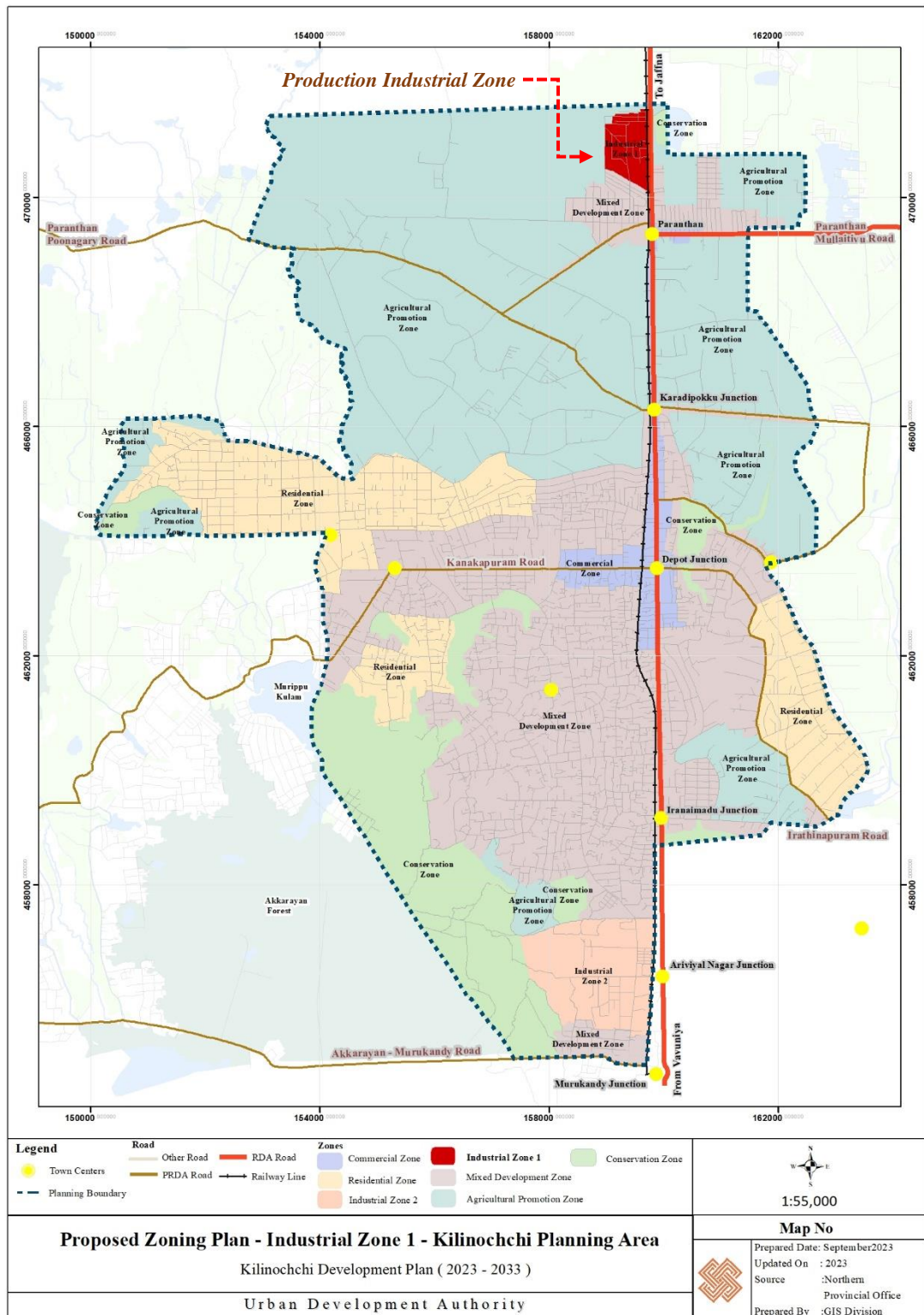
Figure 32\_Locational Suitability (Production Industrial Zone)



Source: UDA\_NP

route and the proposed OCR network. Meanwhile the location is directly connected to Mullaitivu District and Jaffna district and Mannar District via Poonern of the Province. Also, the proposed zone is surrounded by paddy lands which is the major raw material for the production within the Planning area. The Figure no.33 shows clearly the locational suitability of the zone. Within the zone production oriented industrial orientations like Paddy processing industries, Storage & warehouses, Saltern productions, Low polluting Chemical industries and Solar parks etc. can be promoted.

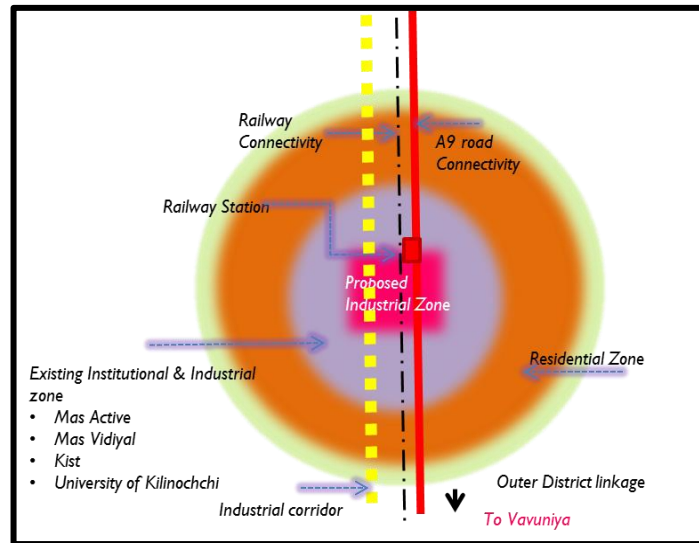
Map 23\_ Production Industrial Zone





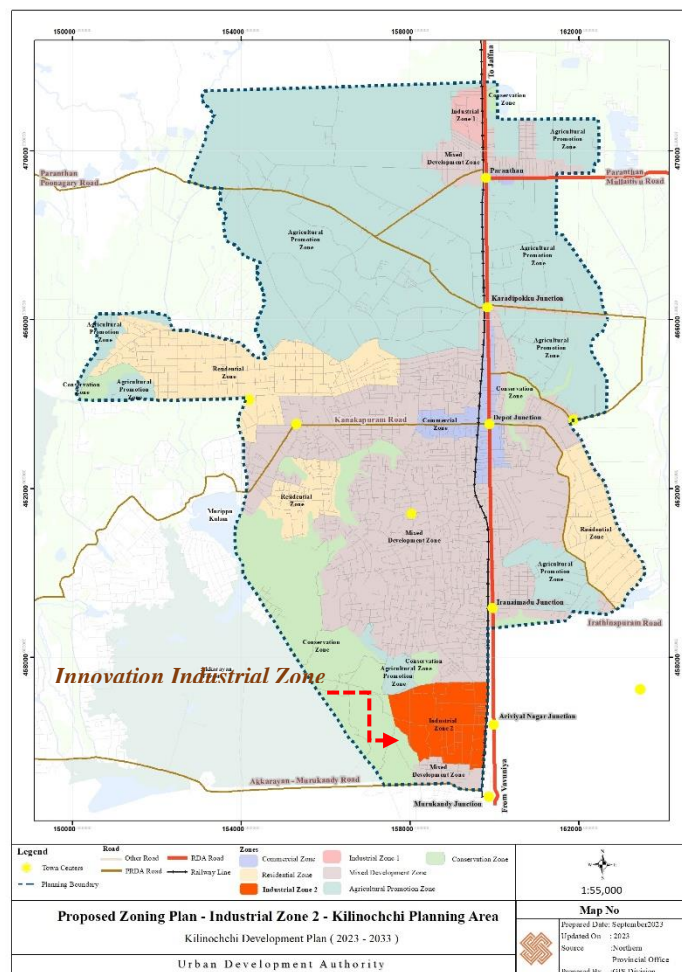
Ariviyal Nagar is being identified as an emerging educational and technical based institutional node with large numbers of institutions agglomerated within the area. Considering this factor as an potential key to develop the area, an industrial zone has been declared at the Ariviyal Nagar and named it as “Innovational Industrial Zone” collaborating the Educational sectors with the Technical industries and to bring out an advanced technology based industrial outputs for the area. Similar to the Production Industrial Zone the selected location for the Innovational industrial zone is also have high suitability range in terms of accessibility, logistics and the outer linkages as shown in the following image.

Figure 33\_Locational Suitability (Innovational Industrial Zone)



Source: UDA\_NP

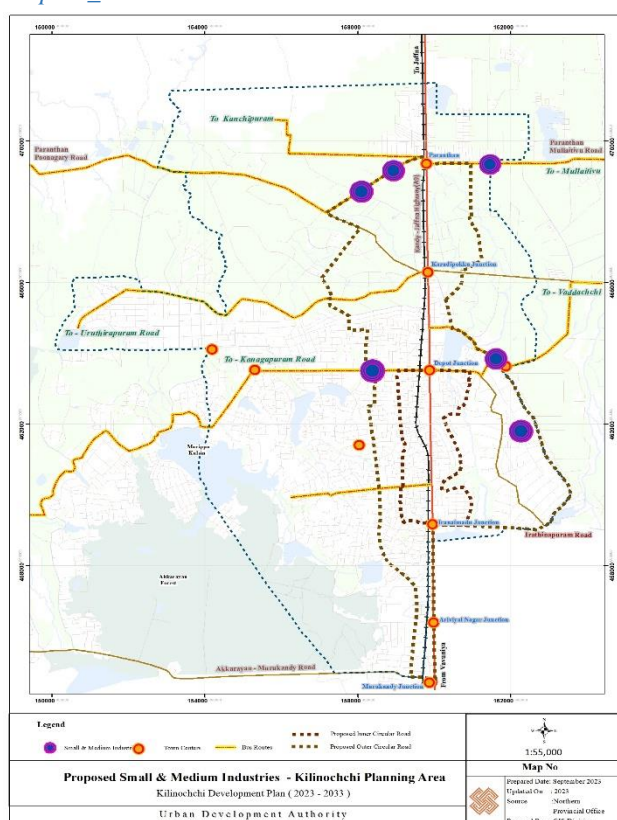
Map 24\_ Innovational Industrial Zone



Parks, Research Institutions, Technological institutions etc. can be promoted. These two major industrial clusters will aim at providing better employment opportunities and will boost the Industrial activities of the development area with large scale investment.

Apart from this large-scale industrial opportunity, medium and small-scale entrepreneurs within the planning area were also promoted with industrial strategical interventions. Accordingly, poultry productions, milk productions, palmyrah oriented productions, vegetables productions are given higher importance since majority of the local community survive through this small-scale orientation. So, to expand the productivity and market-oriented profitability of the entrepreneur's various industries like paddy processing industry, vegetables and livestock processing industry, dairy processing industry, coconut processing industries are proposed within the development area to uplift the economic status of the community.

*Map 25\_ Small & Medium Scale Industries*



The selected locations for these Small and Medium scale industries are currently functioning with less capacities. So, it was targeted to upgrade the existing industries to achieve more profitability. The following table provides a detail explanation regarding the industries.



#### 6.4.2.2. Establishment of Argo – Logistics Hub

For the efficient functions of the identified industrial orientations, an “Agro Logistic Hub” has been introduced. Here the functions of this industrial cluster is organized in a

*Table 10\_Identified Small & Medium Scale Industries*

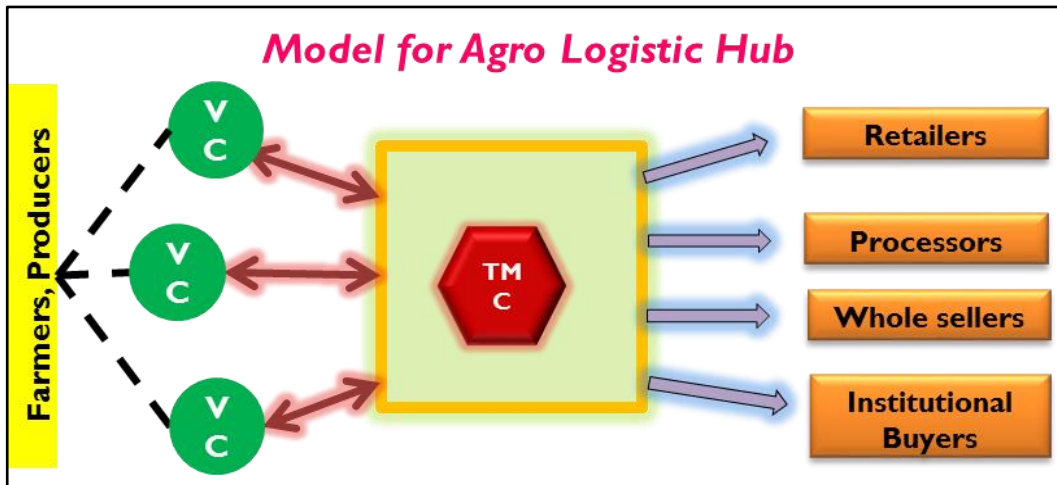
Industry	Current situation	Ownership
Paddy Processing	Functioning with less capacity	Private
Paddy Processing	Functioning with less capacity	Private
Paddy Processing	Functioning with less capacity	Private
Vegetables & livestock processing	Abandoned wholesale market	Local Authority
Dairy Processing	Functioning with less capacity	Milk corporation
Coconut based cottage industry	Vacant land	State

*Source: UDA\_NP*

Systematic way through which the local producers can get their maximum benefit and profit for their end products. The concept of agro logistics hub comes up with the supply chain of agricultural products from farmer to the market. Basically, agro logistics hub facilitates services to the effective and efficient collection and distribution mechanism of agricultural products. Agro logistics are an efficient integration of transportation, stores, food processing and other value-added services. Integration of such facilities helps in shortening the supply chain for the producers who had to traverse a long marketing channel to reach the market due to unavailability of the necessary infrastructure. Agro logistics hub is not located at a particular place rather it is a network of the following elements.

- Terminal Market Center
- Village Level Collection Center
- Regional Service Center

Figure 34\_Model of Agro –Logistic Hub



Source: UDA\_NP

Accordingly, Village level collection centres for the local productions has been identified based on the local integration level, Population consistency and existing village level amenities in order to get the Agricultural productions directly to the terminal market without any intermediate body. Kumarapuram, Periya Paranthan, Ganeshapuram, Thirunagar, Bharathipuram, Paranthan, Maruthanagar and Ratnapuram are the areas selected to develop the village level collecting centers. So through this mechanism we can able to create more value for the local producers and also this will control the production scattering to outer district without proper records. The Identified Village centres will provide all the needed information and transportation services for the local producers regarding their productions.

A **terminal market** is a central site that serves as an assembly and trading place for commodities. The collected productions from the Village centers will then be accumulated in the Terminal Market. The Terminal markets are proposed at three locations mainly in Karadipokku Junction, Kovinthankadai Junction and Thiruvaiyaru areas. The Terminal Market will be the main determining and commanding body of the entire Logistic hub. The Major Functions of the Terminal Market Center are as follows,

- Production Collecting and transporting
- Farmers Registration
- Seeds and fertilizer distributing
- Information distributing
- Storages

Apart from these services, a mobile application software is proposed to be created by the Terminal Market centre by inter relating all the local communities under the registration. Through this mobile Application, all the updated information related to productions, marketing, economic fluctuations, climatic conditions,

Figure 35\_ Model of Mobile App

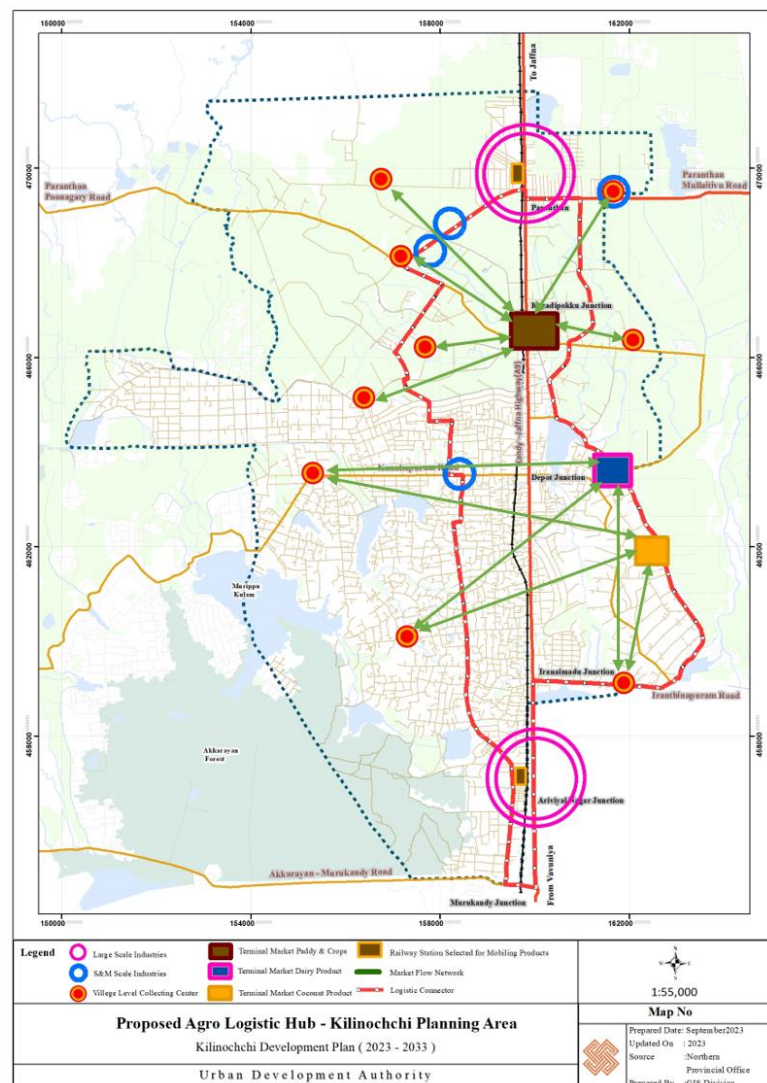


Source: UDA\_NP

price variations and demand and supply of production can be conveyed to the local producers. This will encourage them for their production process meanwhile safeguard the producers from unwanted profit loss of the market system.

Proper economic and transportation corridor has been set to give support to the industries. Proposed outer circular road will act as the economic corridor for the transportation of the Industrial goods and services which connects the identified collection centers and processing terminal markets. Similarly, the available Railway network will act as the major freight

Map 26\_Industrial developments with Agro- Logistic Network



transportation mode of the Industrialized Goods for the export and Import activities. To make this freight transportation more comfortable and safer, a station improvement is proposed at the Paranthan Station and Ariviyal Nagar Station area with Storage facility, Processing units, safety units, loading and unloading areas and delivery units is proposed to be developed.

#### *Trade & Commerce Development Strategy*

#### *6.4.3 Trade & Commerce development Strategy*

The trade and Commerce development strategies for the Kilinochchi Urban Development area has declared many economic potentialities in terms of Agriculture, Industrial, Recreational and Commercial. These identified strategies can be converted into an economic generation system within the planning area.

#### *Agricultural Economic Strategy*

#### *6.4.3.1 Agricultural Economic Strategy*

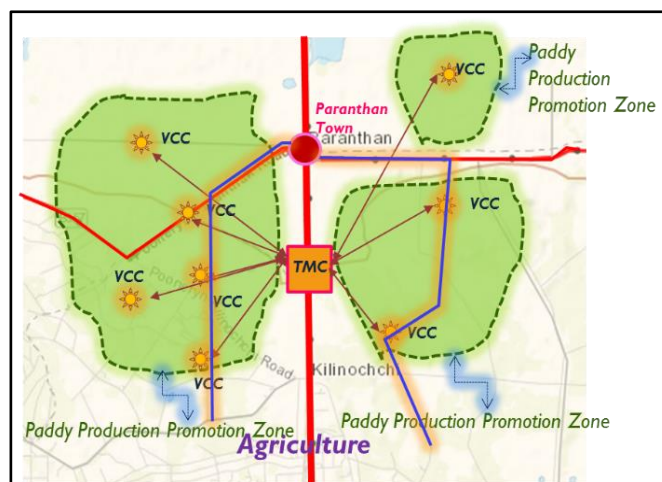
As it was well known, Kilinochchi district's economic base highly depends on the agricultural sector and vice versa the Planning area too. At the same time the planning area has nearly 52 % of Agricultural lands within it. So targeting this as a key base, the trade development strategies are proposed to commercialize the Agriculture. Accordingly, the paddy lands within the planning areas has been demarcated as Paddy production promotion zone with adequate infrastructure facilities to ensure the land available for Commercial Agriculture. This paddy production promotional zone will be encouraged based on three supportive features.

- Identification of productive paddy lands as low density conservative lands with proper zoning regulations
- Ensure Financial support / micro loans for the local farmers to encourage for Commercial Agriculture
- Enhance Agro Logistic Hub oriented economic activities to support for the local economy

Through appropriate enforcement regulations, production promotional activities are encouraged within the zone

while reducing the constructional oriented development pressure towards it. Similarly, to encourage the producers, micro financing methodology has been introduced and subsidies will be provided to the farmers based on the production level of them. In order to make the

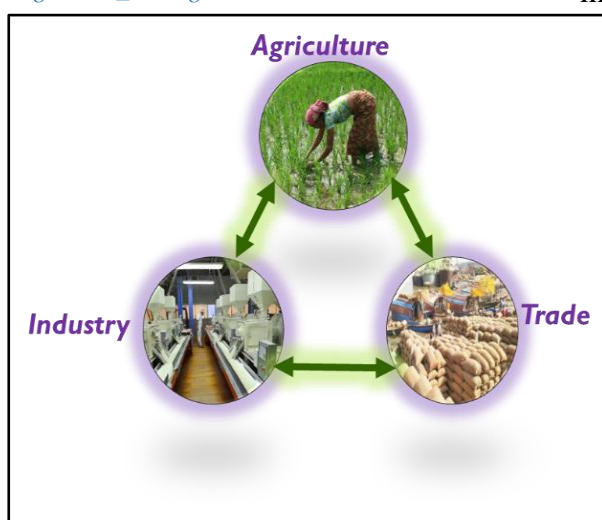
Figure 36\_Paddy Production Promotion Zone (concept)



Source: UDA\_NP

zone successful, market oriented agricultural productions should be targeted. Accordingly, the concept of “Grow Market Paradigm” has been introduced. Here the local producers will get their relevant information regarding the market expectations and thereby productions can be done. Through this activity the farmers will face less

Figure 37\_Triangular Correlation



Source: UDA\_NP

market risk and hence can help to increase

the income range of the producers. Through this “Grow Market Paradigm” mechanism it was targeted to create a sustainable triangular co-relation between **Agriculture, Industry and Trade** for regular production and supply. In order to ensure this, the functionality of the Agro-Logistic Hub will provide the support. Meanwhile

trade and commercial activities related to production process also will be promoted within the identified zone.



#### 6.4.3.2. Industrial Economic Strategy

Industrial Development Strategical Plan explained clearly the formulation and the logistic methodology of the Industrial orientations that are proposed within the development area. Here the economic opportunities that can be generated through these industrial orientations are identified through the economic plan and explored as “Special Economic Generation Zones” of the Development area.

This “Special Economic Zones” will act as the major economic contributor to the local and National

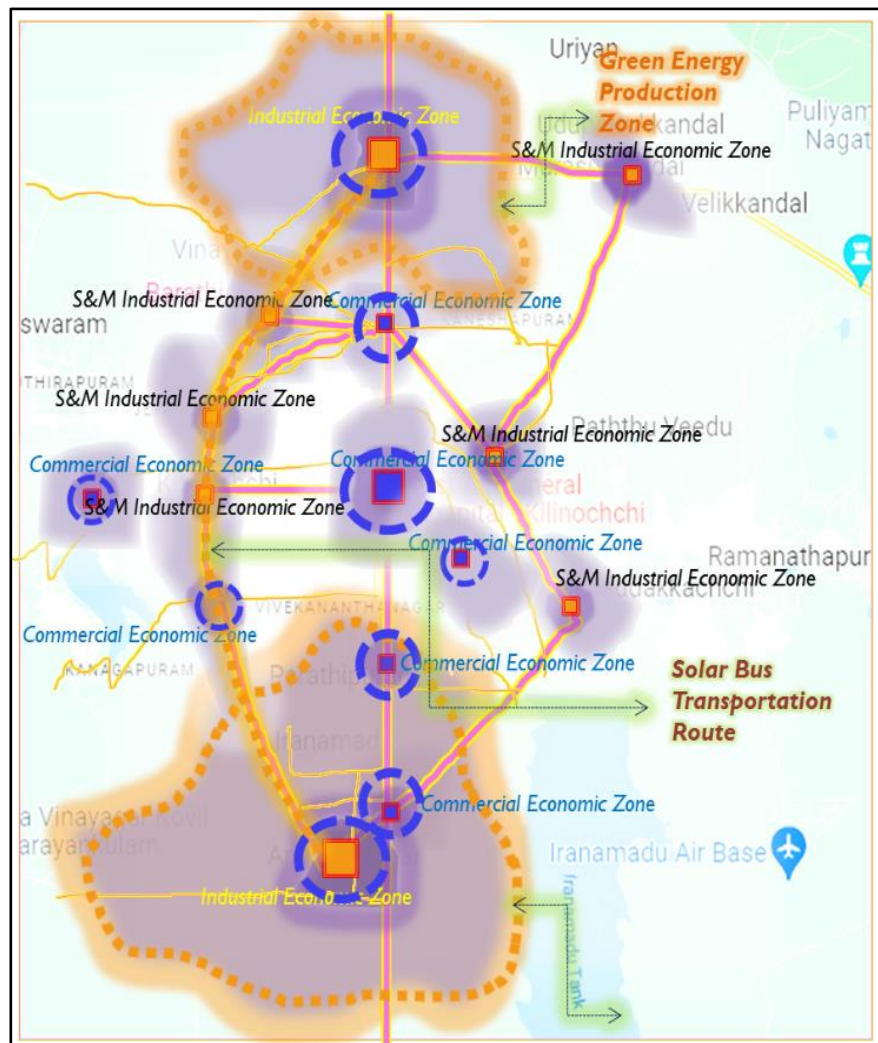
economy in additional with the Agricultural economy.

Under these Special Economic Generation zones, Industrial Orientation based economic zones and Township oriented economic zones are classified.

These separated “Special Economic Zones” zones

will act as the center of trade and commerce in relation to industrial activity. This entire system, will also help to promote consumption of Green energy as a sustainable & economically viable source of industrial orientation through solar parkas and solar bus transportation system.

Figure 38\_ Industrial Economic Zones



Source: UDA\_NP

#### 6.4.3.3. Commercial Economic Strategy

##### Commercial Economic Strategy

The commercial Economic strategy specially gives high concentrations on the commercial productivity of the planning area. Accordingly, through the Service plan,

it was clearly stated that the economically productive land plots that area in underutilized manner has been proposed for new commercial generation activities. Through this identification of commercial lands for optimum economic productivity, the Trade and commercial activities within the core area will have a remarkable

contribution to the local and regional economy. Meanwhile, the concept of Night economy, which was one of the major characters of the planning area in early days is being targeted to break out again. So, through this break out it can be possible to Introduce Recreational & commercial related Musical and

cultural fairs and commercial exhibitions at the selected location on evening and night times that encourage to generate night time economy of the city. And also, to interrelate all the stakeholders of the city to market their products and services in the selected night fairs to increase the local economy. The Night Economy concept within the planning area comprises activities like trade and commercial activities from Agricultural markets (Terminal market processing and transaction activities) and trade activities through the proposed industrial clusters and identified recreational features. So, through a properly managed regulatory process, the night economy will give a higher contribution for the improvement of local status and economy of the district.

Figure 39\_ Night Economy \_ Recreational



Figure 40\_ Night Economy \_ Cultural



Source: E- Source

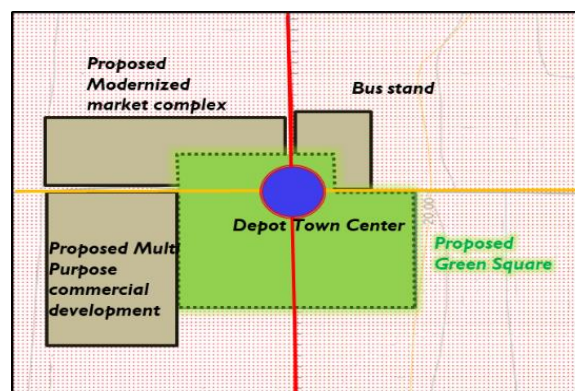


### 6.4.3.3. Recreational Economic Strategy

#### Recreational Economic Strategy

The recreational economic generation strategies give high priorities to the economic generations that can be derived from the available Blue and green network of the planning area. Accordingly, the proposed Green Square development at the major core of the town limit with commercial facilities will help to generate Mental, Physical and Economical Value of the area. The proposed Green Square development is surrounded with high targeted commercial activities through which the functionality of the Green Square will be ensured.

Figure 41\_Proposed Green Square



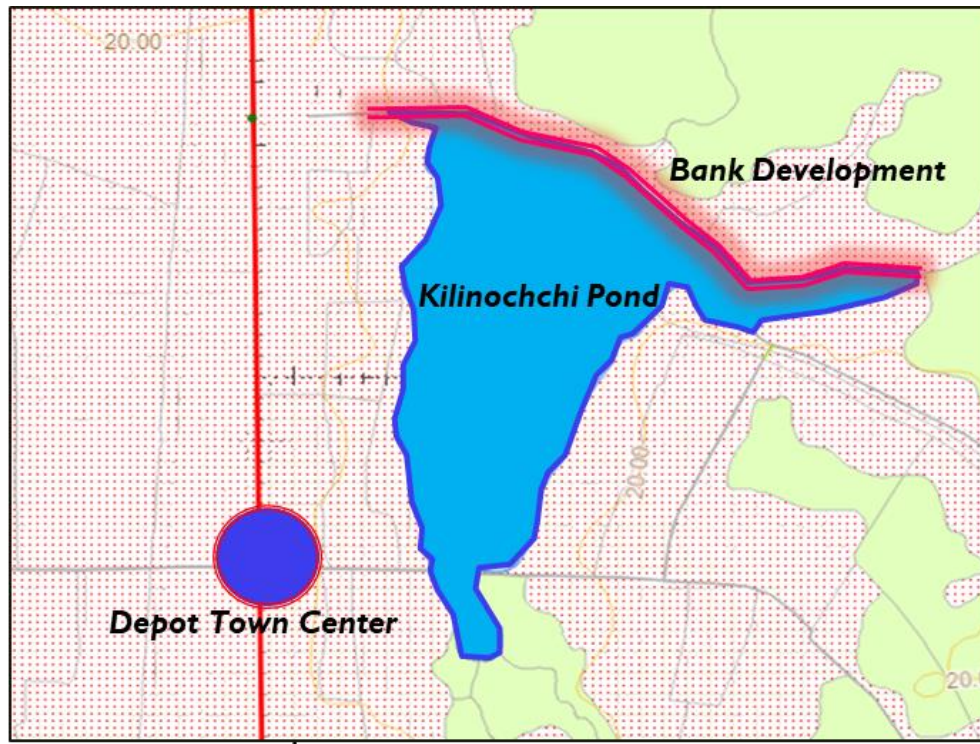
Source: UDA\_NP

#### Recreational Activity



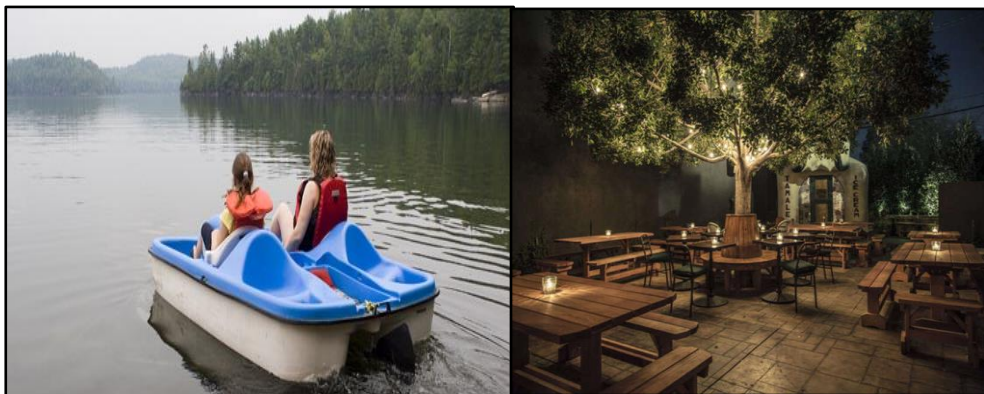
Further to this, proposed pond development at selected ponds, will also include economic generation activities like food courts, boating facilities, sanitary facilities, night parties etc.

Figure 42\_ Proposed Pond Development



Source: UDA\_NP

Proposed Pond Development activities



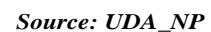
Source: E- Source



# *Sustainable Environmental Development Strategies*

Kilinochchi planning area have been identified as an agricultural entity from its origin surrounded with many environmental characters within it. The area comprises with many natural based Agricultural lands, water bodies, naturally discovered drains, forest covers and a *Map 27\_Proposed Environmental Conservation & Protection zones*

The environmental Plan for the area will add more importance and elegance for the existing environmental setting of the area through the identified sets of



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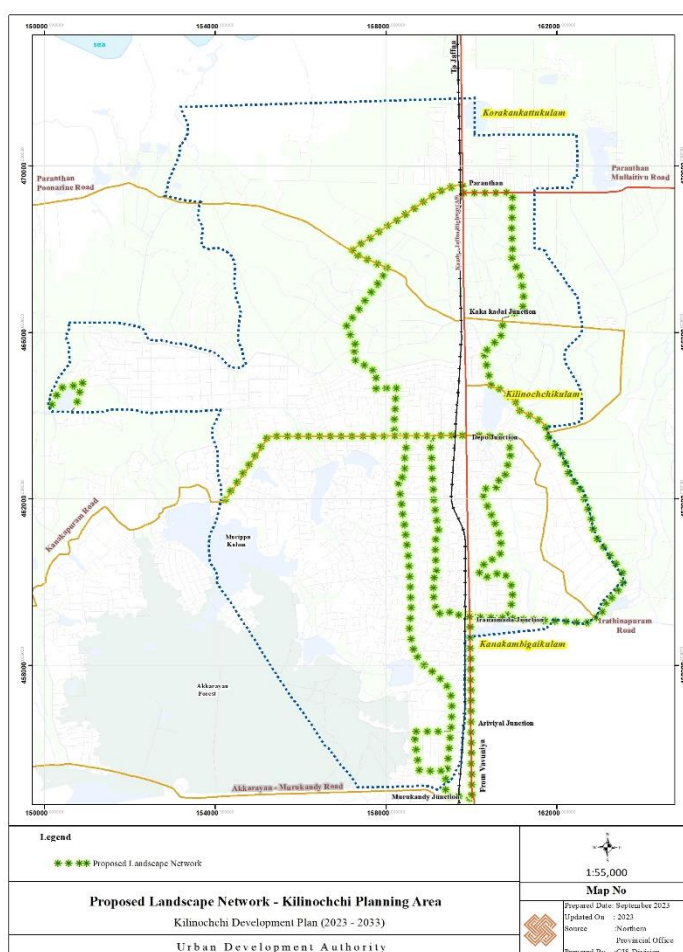
area, within the paddy lands a small scale of residential activity are allowed within the zones. Apart from this, no any development activities are promoted within the Conservation zones. The Protection Zones have been demarcated to restrict the urban trend towards the highly protected forest areas. The protection zones also include water bodies and naturally created drainages available within the planning area.

### 6.5.2 Landscape Plan

Landscape planning is one of the important attempts that is needed to be taken within the planning area considering

*Map 28\_ Proposed Landscape Network*

the dry zone climatic conditions, comparatively low rainfall with high temperature which causes to dusty environment, less interactions among the communities due to less opportunities for the interactions. So, considering the importance of this, the landscape strategically plan aims at providing proper natural features through which the physical and mental wellbeing of the community will be strengthen. Accordingly, Landscape plans targeted all the major locations like ponds, junctions, roads, Drains and parks within the planning area. The map shows clearly the landscape coverage within the planning area.



A green square development has been proposed at the Depot junction surrounded area which is the major commercial agglomeration point of the planning area. In addition to that considering the climatic conditions of the planning area which has comparatively high temperature with dusty environment also pave the way for a better recreational

space within the town centre. So, to cater the requirement, this proposal has been targeted by creating a square shaped space within the town centre.

Figure 43\_Recreational Space within the Town



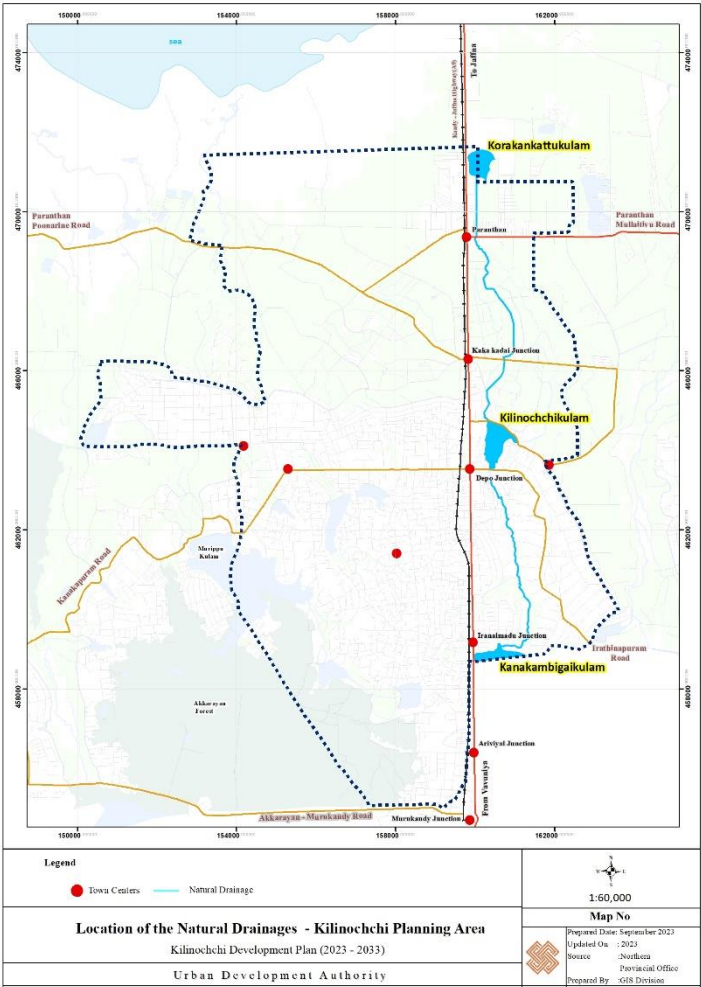
Source: E- Source

### 6.5.3 Disaster Risk Reduction Plan

The natural drains available within the planning area are the major veins for the circulation of rainwater within the region. This drainage covers moreover the entire development area for the proper discharge of rainwater. However, due to improper maintenance and sedimentation of this natural drainages,

rainwater seasonally overflows within the entire Development area and cause flash floods in deed damages to lives and properties. So, an immediate proposal is introduced through the Disaster Risk Reduction plan to rehabilitate these natural drainages in order to control the flooding situation within the development area.

Map 29\_Location of Natural Drainages

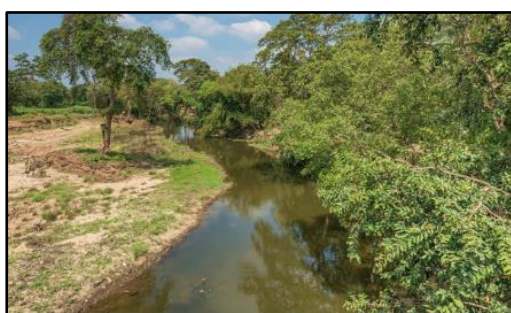


Accordingly, there are two main strategical interventions are prioritized to achieve the target. They are,

- Rehabilitation of the existing drainage network to make the smooth flow of storm water
- Enforce strict reservations regulations in collaboration with the Irrigation and Agrarian departments to control the encroachments on river banks

Slit and sedimentation decreases the capacity of the water and block the flow of drains and canals. Therefore, proper actions to be taken to remove garbage, slit, sediments and debris in water bodies to create smooth water flow and also a Gambian wall is proposed to be developed along the main drain to prevent the overflow of water during the rainy season.

*Figure 44\_ Existing Conditions of Drains*



*Source\_ Site Inspection \_UDA (NP)*

*Proposed Rehabilitation*

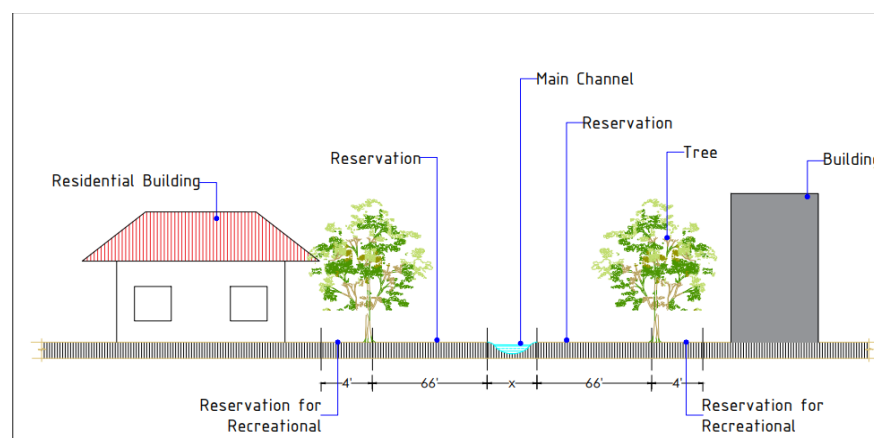


*Source\_ E-Source*

Similarly, strict enforcement regulations are proposed along the drain in order to control the

*Figure 45\_ Proposed Layout for Drainage reservations*

unauthorized encroachment of development activities along the vulnerable locations. So, a layout proposal for the development



*Source\_ UDA (NP)*

has been proposed as shown below to be adhered while the constructional stage.



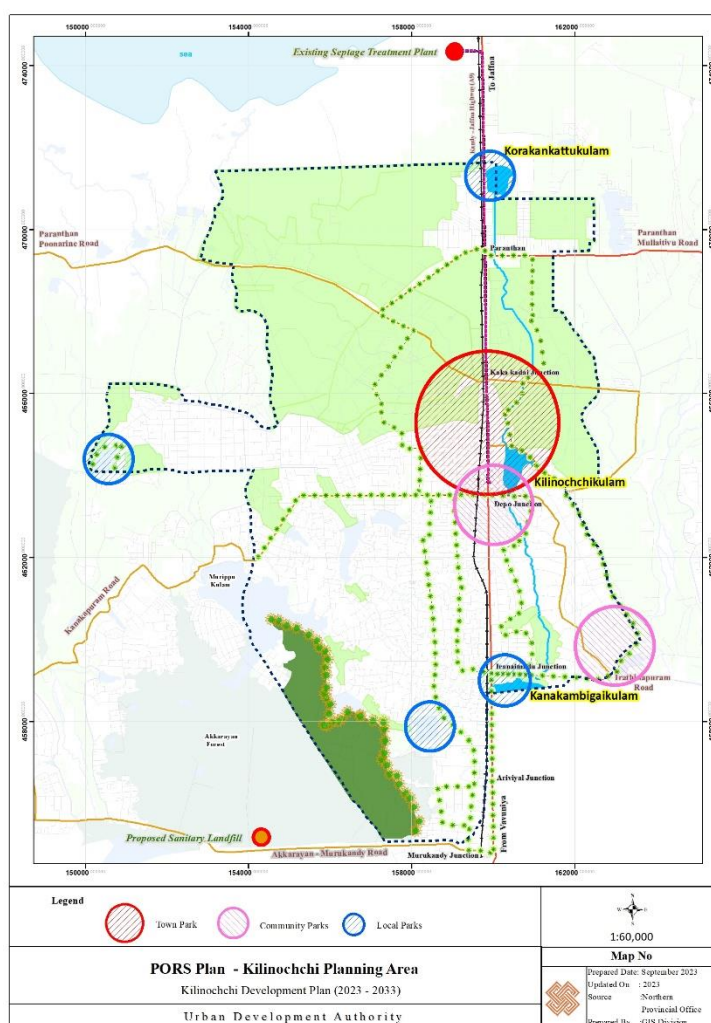
Accordingly, 66 feet beyond the drainage have been proposed as the reservation areas on either side of the drains where the development activities are highly prohibited. Also 4 feet allocation has been proposed for maintaining the treescape along the drainages which can also be used as the recreational areas for the local communities. Through this proposal, the drainage network will be protected from unwanted fillings and support for the reduction of the flood disaster.

#### 6.5.4. Public Outdoor Recreational Space (PORS)

Public outdoor Recreation spaces are concerning in providing Active and Passive recreational spaces for the community. Active recreation facilities require a lot of space for people to actively participate, i.e., playing, swimming, running, walking. According to the standard of the Urban Development Authority, a minimum of 1.4 hectares per 1000 population should be allocate as public outdoor open space in the development plan. The Kilinochchi planning area had a population of 57017 as of 2020 and the area currently has 34.1 hectares

of public outdoor open space. According to the data analysis of the development plan, the population is projected to be 68260 by 2033. Accordingly, by 2033, at least 95.26 hectares of land should be allocated for Active recreation. But available lands in the area are given for agricultural activities and all the lands are about one acre in size. Therefore, it is not essential to allocate extra spaces for recreation activities. Therefore, Strategies are proposed to redevelop all

Map 30\_Proposed PORS Plan



the existing play grounds providing with sanitary facilities such as toilets and changing rooms and with other ancillary facilities to cater the demand of the recreational needs.

Accordingly the identified parks within the planning area has been proposed to be categorized based on three hierarchical parks such as Town Park at Depot Junction Area, Community Parks at Depot Junction and Thiruvaiyaru area and the Local parks at Uruthirapuram, Iranamadu, and Paranthan Areas for the recreational purposes of the community to feel free from the urbanized clusters and ease up their day to day activities. These identified parks will create beneficial to the community following ways

- Contribute to the community identity
- Appeal to all ages
- Create Valuable Green Spaces
- Provide active and passive recreational opportunities
- Contribute to the Health and Wellness of the community

*Figure 46\_Benefits of Recreational Parks*



*Source\_ UDA (NP)*



## 6.6 Project Implementation Strategies

### 6.6.1. Introduction

The project implementation strategies are aims at achieving the Vision through the identified Goals and Objectives. They are the minor level implementation strategical actions through which the major achievement of the planning area will be completed. Accordingly, to make the Kilinochchi Planning area as the Spine of the Northern, there are list of nearly 45 projects have been identified and those selected projects are analyzed through the sustainable aspects of Environmental compatibility, physically suitable, socially acceptable and high prioritization in achieving the vision. Those identified projects are as follows

### 6.6.2. Prioritizing the Projects

Table 11 \_Lists of Strategical Projects Identified

No	Project	Duration of the project
01	Township development at Ariviyal Nagar	Long term
02	Rehabilitation of existing chemical factory at Paranthan	Medium term
03	Development of service market at depot Junction	Medium term
04	Development of modern market at Paranthan Junction	Medium term
05	Development of IT Parks at Ariviyal Nagar	Long term
06	Development of Supermarket or commercial complex and Parking at depot lot	Long term
07	Development of open market at circuit Bungalow Land.	Long term
08	Development of cargo facilities at Ariviyal Nagar railway station	Medium term
09	Development of cargo facilities at Paranthan, railway station	Medium term
10	Development of Housing Quarters at Ariviyalnagar	Long term
11	Development of Inner circular roads	Short term
12	Development of Outer circular roads	Short term
13	Development of parking area at Depot junction	Medium term
14	Development of parking area at Ariviyal Nagar	Medium term
15	Development of parking area at Paranthan	Medium term
16	Development of signal light at depot Junction	Short term
17	Junction improvement at Paranthan	Medium term
18	Junction improvement at Karadipokku	Medium term

<b>19</b>	Junction improvement at Depot	Medium term
<b>20</b>	Junction improvement at Karadipokku	Medium term
<b>21</b>	Junction improvement at Iranaimadu	Long term
<b>22</b>	Development of solar parks as paranthan	Medium term
<b>23</b>	Development of solar parks as Ariviyalnagar	Medium term
<b>24</b>	Improve the existing drainage & develop the drainage linkage	Medium term
<b>25</b>	Development of solid waste management at Umayalpuram	Short term
<b>26</b>	Development of dumping yard at 4th mile post	Short term
<b>27</b>	Quality of Internal Roads (Paranthan – Kumarapuram road)	Short term
<b>28</b>	Quality of Internal Roads (Karadipokku – Kumarapuram road)	Short term
<b>29</b>	Quality of Internal Roads (Karadipokku – Poonagary road)	Short term
<b>30</b>	Quality of Internal Roads (Karadipokku – Uruthirapuram road)	Short term
<b>31</b>	Quality of Internal Roads (Kakakadai – Uruthirapuram road)	Short term
<b>32</b>	Quality of Internal Roads (Depot Junction – Akkarayan road)	Short term
<b>33</b>	Development of masonry drainage along the A9 road from depot junction to Iranaimadu junction	Long term
<b>34</b>	Development of Agro mills at Paranthan	Long term
<b>35</b>	Development of Coconut product processing centre	Short term
<b>36</b>	Development of terminal market centre at Karadipokku	Short term
<b>37</b>	Development of market at paranthan	Short term
<b>38</b>	Kilinochchi Kulam development project	Medium term
<b>39</b>	Development of local park at Uruthirapuram	Short term
<b>40</b>	Development of local park at Jayanthinagar	Short term
<b>41</b>	Development of local park at Barathipuram	Short term
<b>42</b>	Development of local park at Kanakapuram	Short term
<b>43</b>	Development of local park at Uruthirapuram	Short term
<b>44</b>	Development of local park at Maruthanagar	Short term
<b>45</b>	Development of local park at Ambalnagar	Short term

The following table shows the results obtained through the sustainable indicators prioritization in order to achieve the vision.

*Table 12\_Lists of prioritized Strategic Projects*

<i>Name of the Project</i>	<i>Environmental Impacts</i>	<i>Socio - Economic Impacts</i>	<i>To Achieve the Vision</i>	<i>Normalize Value</i>	<i>Rank</i>
Township development at Ariviyal Nagar	6	9	9	24	<b>1</b>
Rehabilitation of existing chemical factory at Paranthan	6	7	9	22	<b>2</b>
Development of Agro mills at Paranthan	7	8	7	22	<b>3</b>
Development of solid waste management at Umayalpuram	9	6	6	21	<b>4</b>
Development of dumping yard at 4th mile post	8	7	6	21	<b>5</b>
Development of Outer circular roads	7	6	8	21	<b>6</b>
Development of Inner circular roads	6	7	8	21	<b>7</b>
Development of signal light at depot Junction	7	7	7	21	<b>8</b>
Development of Housing quarters at Ariviyalnagar	5	8	7	20	<b>9</b>
Improve the existing drainage & develop the drainage linkage	7	7	6	20	<b>10</b>
Kilinochchi Kulam development project	7	7	6	20	<b>11</b>
Junction improvement at Depot	7	6	7	20	<b>12</b>
Development of solar parks as Ariviyal nagar	6	7	7	20	<b>13</b>
(Depot Junction – Akkarayan road) Quality of Internal Roads	7	6	6	19	<b>14</b>
(Paranthan – Kumarapuram road) Quality of Internal Roads	6	7	5	18	<b>15</b>
(Karadipokku – Poonagary road) Quality of Internal Roads	6	6	6	18	<b>16</b>
(Karadipokku – Uruthirapuram road) Quality of Internal Roads	7	6	5	18	<b>17</b>
(Kakakadai – Uruthirapuram road) Quality of Internal Roads	7	6	5	18	<b>18</b>
Development of market at Paranthan	5	7	6	18	<b>19</b>

Development of cargo facilities at Ariviyal Nagar railway station	5	6	6	17	<b>21</b>
Development of cargo facilities at Paranthan, railway station	5	6	6	17	<b>22</b>
Development of parking area at Depot junctn	6	6	5	17	<b>23</b>
Development of parking area at Paranthan	5	6	6	17	<b>24</b>
Junction improvement at Paranthan	7	5	5	17	<b>25</b>
(Karadipokku – Kumarapuram road)Quality of Internal Roads	6	6	5	17	<b>26</b>
Development of local park at Uruthirapuram	6	6	5	17	<b>27</b>
Development of local park at Kanakapuram	6	6	5	17	<b>28</b>
Development of local park at Ambalnagar	6	5	6	17	<b>29</b>
Development of service market at depot Junction	4	5	7	16	<b>30</b>
Development of parking area at Ariviyal Nagar	5	6	5	16	<b>31</b>
Development of solar parks as paranthan	4	5	7	16	<b>32</b>
Development of Coconut product processing centre	5	5	6	16	<b>33</b>
Development of local park at Barathipuram	6	5	5	16	<b>34</b>
Development of local park at Maruthanagar	6	5	5	16	<b>35</b>
Development of modern market at Paranthan Junction	4	5	6	15	<b>36</b>
Development of terminal market centre at Karadipokku	5	5	5	15	<b>37</b>
Development of IT Parks at Ariviyal Nagar	4	5	5	14	<b>38</b>
Junction improvement at Karadipokku	5	5	4	14	<b>39</b>
Junction improvement at Iranamadu	5	5	4	14	<b>40</b>
Development of local park at Jayanthinagar	5	5	4	14	<b>41</b>
Development of open market at circuit Bungalow Land.	3	4	4	11	<b>42</b>

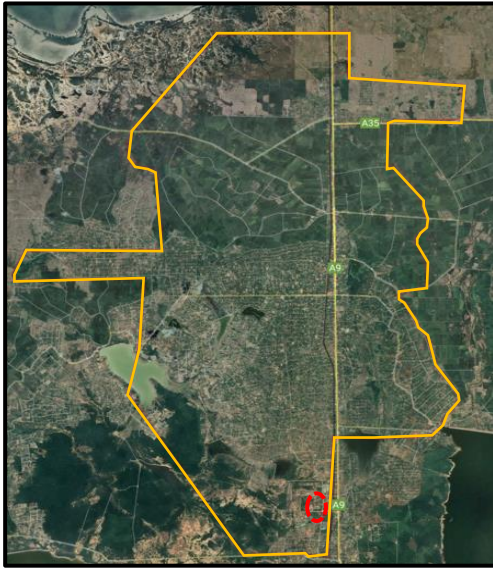
### 6.6.3. Details of the Projects

#### 6.6.3.1. Township Development at Ariviyal Nagar

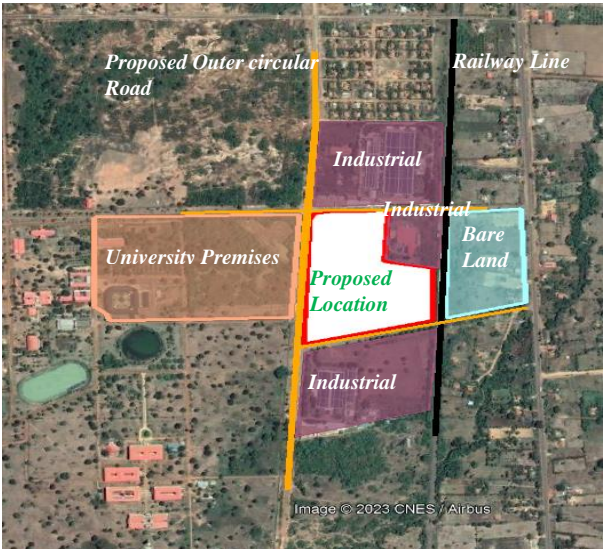
#### Ariviyal Nagar Township development

Project Title	Ariviyal Nagar Township Development
Project	Introducing new township development at Ariviyal Nagar
Project Proposal	Introducing a commercial node at Ariviyal Nagar area

#### Project Location

Location	<b>Province</b>	Northern	<b>District</b>	Kilinochchi
	<b>DS Division</b>	Karachchi	<b>Local Authority</b>	Karachchi PS
Boundary	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
	University Road	Railway line & Kist Industry	20 feet wide access road	Outer Circular road
Access	University Road / Duplication Road (outer circular road)			
Location Map				
Adjacent Land Uses (explain with map)	The Proposed land is located within the Ariviyal Nagar industrial cluster area surrounded with the MAS factory, MAS Vidiyal, Kist and University premises. It is located nearly 450m away from the A9 road. Also, the proposed land is getting access from the Outer			



	<p>Circular Road and the University Road. Meanwhile railway connectivity for the location is also available</p> 
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### Project Justification

Project Type	New	✓	Improve ment		Extensi on		Land Devel opme nt only	
Project Categor y	Conser vation	Comm ercial	Landscap e	Heritag e	Housin g	Reloc ation	Other	
Project Aspect	Econo mic	✓	Environm ental	✓	Social	✓	Physic al	✓
Project Objecti ve	<ul style="list-style-type: none"> <li>• To introduce a service town centre within the Industrial zone</li> <li>• To attract more investment opportunities towards the zone</li> <li>• To provide better socio – physical infrastructure facilities for surrounding area residence and commuter people.</li> <li>• To provide place for commercial, institutional and parking facilities.</li> </ul>							

Rationale of the Project	Ariviyal Nagar is located nearly 10 km from the main town centre and is being identified as the rapidly developing industrial area with the agglomeration of large numbers of Small- and Large-scale industries within the area. Similarly, the Ariviyal Nagar area is also been identified as the developing educational entity comprises with University premises and the tertiary educational institutions. Due to these functioning elements, the area is almost covered with larger amount of residential and commuter population. However, proper Social and commercial services are not adequately provided within the area and the people and the students has to travel nearly 10 km to get their needs. Hence, the small township with a city Centre, Health Institutions, food court, banking and post office facilities and fuel station is proposed to be developed within the site.
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#### Property Description

Present Land Ownership	UDA		Private		State	✓
Free Encumbrances	Yes		No		If No give details	
Details of the Ownership	Karaichchi DS					
Survey Plan Detail	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
	N/A				...	...P
					....	..
					.A	R

Project Period	Short term (1> year)		Mid Term (1-3 year)		Long term (3< year)	✓	Total Estimated Cost (Rs. Mn)
Financing Method	Public Private Partnership						
Description of the Project (with map)	<p>The Ariviyal Nagar Township Development includes the following elements</p> <ul style="list-style-type: none"> <li>• Fuel Station</li> <li>• Medical Centre</li> <li>• Commercial Complex</li> <li>• Housing scheme</li> </ul>						

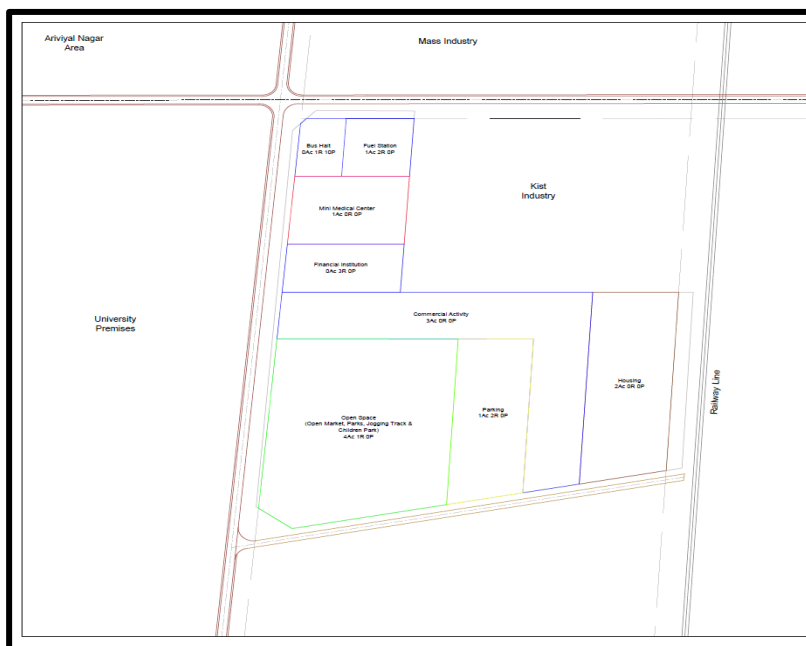
	<ul style="list-style-type: none"> <li>• Public Park</li> <li>• Vehicle Park</li> <li>• Recreational Space</li> <li>• Children's Park</li> </ul>						
Infrastructure Availability	Water (Water Supply Available)	Req uired Capa city		Electricity (Electricit y Connectio n Available)	Required Capacity		
		Avai lable Capa city			Available Capacity		
	Solid waste Management system	Yes	✓	No	If No give suitable SWM proposal		
Zone	Industrial Zone 2	Zoning compatibility		Yes	✓	No	
History (if it relevant)							
Present Status (Explain details with measurements)							

The proposed project land belongs to Karaichchi DS. Presently is vacant land and no any boundary demarcations are there. Still no any physical developments are there.



## Existing Situation

### Layout map



### Proposed Plan & Building Design Requirements (if available)

Architectural design

Structural engineering design

### Project Budget

Activity	Cost (Rs. Mn)
Fuel Station	50
Medical Centre	150
Commercial	200
Parking	40
Housing	1323
Children's Park	100
<b>Total</b>	<b>1863</b>



Approval Agencies		
Activity	Relevant Authority	Authorized person
Petrol shed	Petroleum Corporation, UDA, LA, CEA	Director, Chairman
Medical Centre	Medical Association, UDA, LA, CEA	Director
Commercial Complex	UDA, LA, CEA	Director
Housing scheme	UDA, LA, NHDA	Director
Children's Park	UDA, LA	Director
Vehicle Park	UDA, LA	Director, Chairman
Regulations and Guidelines	Regulations	Guidelines
	UDA Planning & Building Regulation	<ul style="list-style-type: none"> <li>No development shall be permitted without solar panel installations on the roof top area for all kind of industries and warehouses</li> <li>Internal service roads should be maintaining the minimum width of 9m for all non-residential activities</li> <li>Green building certification should be obtained.</li> <li>If any development comes within the reservation areas of the tank, channels, railway clearance from relevant department should be obtained</li> <li>If any development comes Adjoining the environmental sensitive area, clearance should be obtained from CEA</li> <li>If the development is listed within the prescribed activities of the CEA, clearance should be obtained from CEA</li> <li>Parking Provision for all the development activities should be</li> </ul>


		<p>provided within the proposed premises itself</p> <ul style="list-style-type: none"> <li>• Relevant department clearances should be obtained if needed</li> <li>• Minimum Extent of the development premises should be 6 perches (150 Sq.m)</li> </ul>
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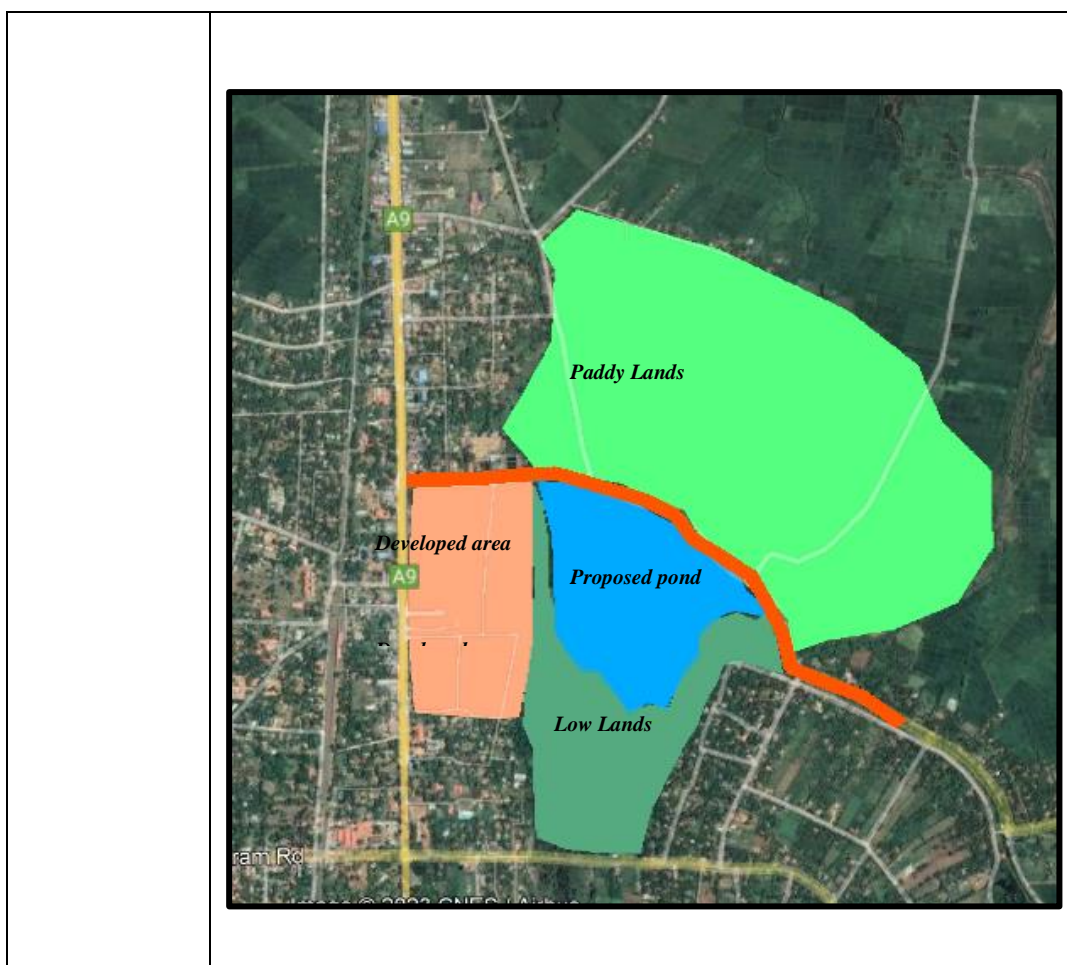
### 6.6.3.2. Development of Kilinochchi Pond

#### Kilinochchi Pond development

Project Title	Development of Kilinochchi Pond
Project	Recreational Development at Kilinochchi pond
Project Proposal	Enhancement of Landscape & promote the recreational activities along the pond

#### Project Location

Location	<b>Province</b>	Northern	<b>District</b>	Kilinochchi
	<b>DS Division</b>	Karachchi	<b>Local Authority</b>	Karachchi PS
Boundary	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
	Paddy Lands	Paddy Lands	Pond Reservation	Outer Circular Road
Access	University Road / Duplication Road (outer circular road)			
Location Map				
Adjacent Land Uses (explain with map)	<p>The Proposed Pond is located at a distance of nearly 500 m from the Kaakakadai junction of within the Kilinochchi town limits area surrounded with the Low lands and Paddy lands. The proposed recreational area will get the direct access from the proposed Outer Circular Road. The Total length of the recreational activity proposed is around 1 Km.</p>			



### Project Justification

Project Type	New	✓	Improve ment		Extensi on		Land Devel opme nt only	
Project Category	Conser vation	Comm ercial	Landscap e	Heritag e	Housin g	Reloc ation	Other	
	✓	✓	✓		✓			
Project Aspect	Econo mic	✓	Environm ental	✓	Social	✓	Physic al	✓
Project Objective	<ul style="list-style-type: none"> <li>• To Enhance the Recreational facilities of the community</li> <li>• To enhance the Walkability within the Urban area</li> <li>• To provide better socio – physical infrastructure facilities for surrounding area residence and commuter people.</li> <li>• To provide place for commercial, institutional and parking facilities.</li> <li>• To upgrade the livelihood of the local community through the local tourism related activities</li> <li>• To create the better impression of the city through the landscape features</li> </ul>							

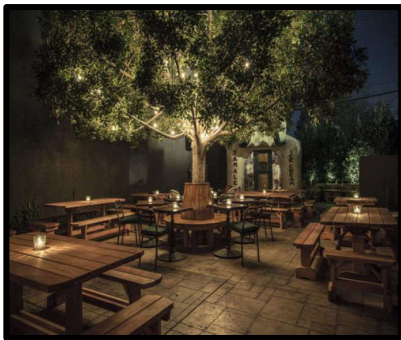
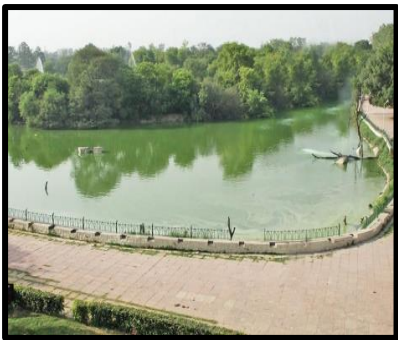
Rationale of the Project	<p>In the present situation there is a need to enhance the experience of green infrastructure within the Urban area. Also, it is very much need to give good and healthy environment for the visitors those who enter to the kilinochchi. The proposed Development of the Kilinochchi kulam which started from the A9 road through the Vaddakachchi wilson road and goes adjoining the pond. So, in order to enhance the green infrastructure of Kilinochchi and to facilitate the locals and tourists this project has been proposed.</p> <p>Further this project has proposed under the Environment Plan of 2032 for Kilinochchi Development Plan to set out the approach to enhance the Kilinochchi environment with economic generation elements. They are complementary approaches that reinforce one another given the relationship between the environment and the economy. So, Development of the Kilinochchi pond along the Vaddakachchi Wilson road will help to boost the productivity by enhancing Kilinochchi as an economically viable for the local products that supports to upgrade the livelihood of the local people and to promote the recreational activities.</p>
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#### Property Description

Present Land Ownership	UDA		Private		State	✓
Free Encumbrances	Yes		No		If No give details	
Details of the Ownership	State					
Survey Plan Detail	Survey Plan No.	Name of the Surveyor			Land Extent	
	N/A				..... ..A	..... R
					...	P



## Project Description

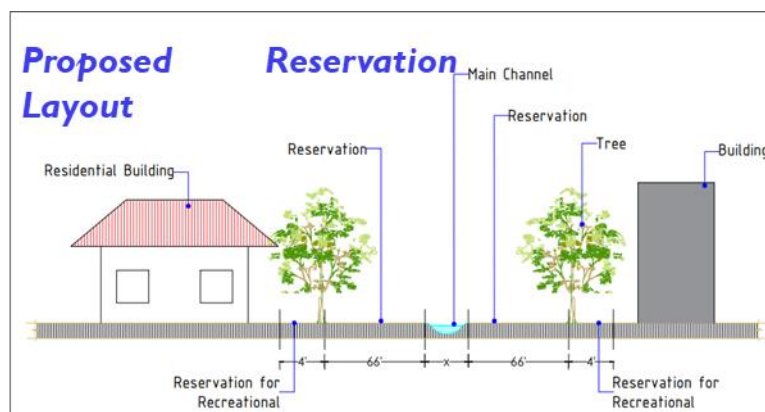
Project Period	Short term (1 > year)		Mid Term (1-3 year)		Long term (3 < year)	✓	Total Estimated Cost (Rs. Mn)
Financing Method	Treasury Fund						
Description of the Project (with map)	<p>The Kilinochchi Pond Development includes the following elements</p> <ul style="list-style-type: none"> <li>• Walkway Nature Trail</li> <li>• Commercial shops</li> <li>• Seating arrangement</li> <li>• Landscaping</li> <li>• lighting</li> <li>• Boating facilities</li> <li>• Recreational Space</li> </ul> <div style="display: flex; justify-content: space-around;">   </div>						
Infrastructure Availability	Water (Water Supply Available)	Required Capacity		Electricity (Electricity Connection Available)	Required Capacity		
		Available Capacity			Available Capacity		
	Solid waste Management system	Yes	✓	No	If No give suitable SWM proposal		
Zone	Industrial Zone 2	Zoning compatibility			Yes	✓	No
History (if it relevant)							
Present Status (Explain details with measurements)							

The proposed project land belongs to State. Presently no any physical and recreational developments are promoted along the bank



### Existing Situation

Layout map



Proposed Plan & Building Design Requirements (if available)

Architectural design

Structural engineering design

Project Budget		
Activity		Cost (Rs. Mn)
Landscape development		50
Seating arrangements		10
Lighting		10
Recreational area		40
Commercial activities		60
Boating		50
Total		230
Approval Agencies		
Activity	Relevant Authority	Authorized person
Landscaping	UDA, LA, Irrigation Department, DS	Director, Chairman, DS
Seating & Lighting	UDA, LA, DS	Director, Chairman, DS
Commercial Activities	UDA, LA, DS	Director, Chairman, DS
Recreational Space	UDA, LA, DS	Director, Chairman, DS
Boating	UDA, LA, Irrigation, DS	Director, Chairman, DS
Regulations and Guidelines	Regulations	Guidelines
	UDA Planning & Building Regulation	<ul style="list-style-type: none"><li>No development shall be permitted without solar panel installations on the roof top area for all kind of industries and warehouses</li><li>Internal service roads should be maintaining the minimum width of 9m for all non-residential activities</li><li>Green building certification should be obtained.</li><li>If any development comes within the reservation areas of the tank, channels, railway</li></ul>

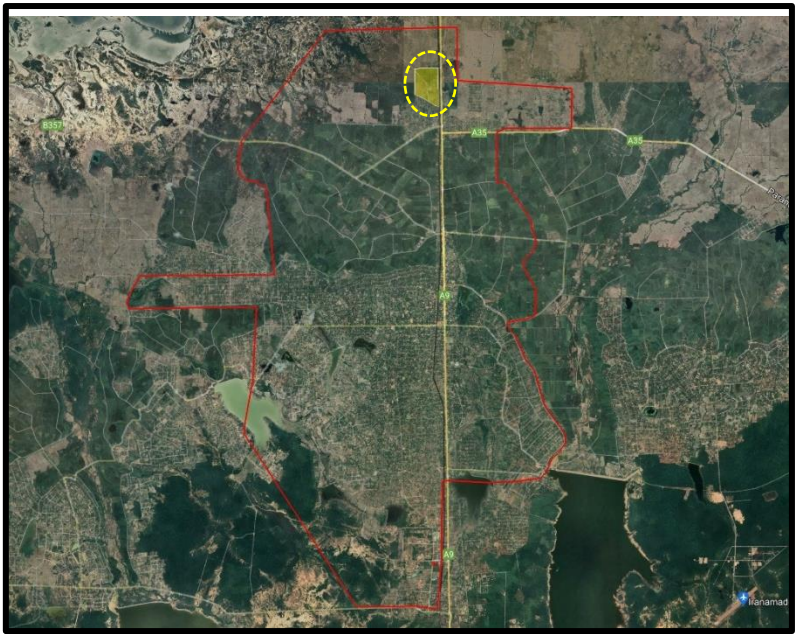
		<p>clearance from relevant department should be obtained</p> <ul style="list-style-type: none"> <li>• If any development comes Adjoining the environmental sensitive area, clearance should be obtained from CEA</li> <li>• If the development is listed within the prescribed activities of the CEA, clearance should be obtained from CEA</li> <li>• Parking Provision for all the development activities should be provided within the proposed premises itself</li> <li>• Relevant department clearances should be obtained if needed</li> <li>• Minimum Extent of the development premises should be 6 perches (150 Sq.m)</li> </ul>
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### 6.6.3.3. Industrial Park Development at Paranthan

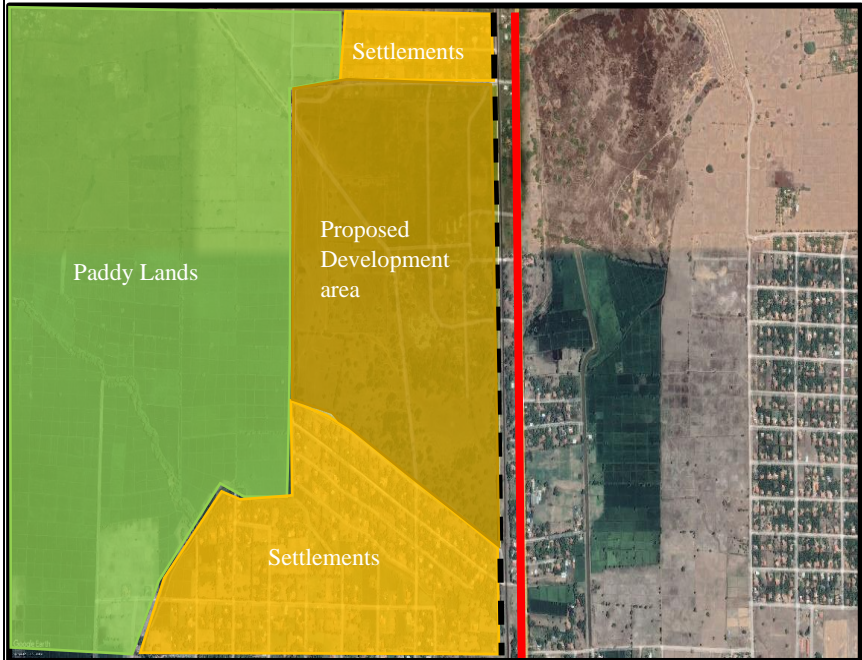
#### Paranthan Industrial Park

Project Title	Development of Production Industrial Zone
Project	Rehabilitation of Chemical factory land as Industrial Park
Project Proposal	Introducing the Production Industrial Park at Paranthan

#### Project Location

Location	<b>Province</b>	Northern	<b>District</b>	Kilinochchi
	<b>DS Division</b>	Kandawalai	<b>Local Authority</b>	Karachchi PS
Boundary	<b>North</b>	<b>East</b>	<b>South</b>	<b>West</b>
	Settlements	Paddy Lands	Settlements	Paddy Lands
Access	Chemical Factory Road / Duplication Road (outer circular road)			
Location Map				
Adjacent Land Uses (explain with map)	<p>The Paranthan Chemical factory land is located nearly 700 m Northern side away from the Paranthan Junction. The total land extend is nearly 160 Acres. Land is situated with Northern and Southern sides surrounded by settlements, Eastern side by paddy and A9 Road, Western side by paddy lands.</p>			



	<p>Northern railway track passes through this land towards the eastern boundary of the land (parallel to the A9 Road) and the Paranthan Railway station is close to the southern end of the land. Containerized cargo can be imported and exported direct from and to the port through rail transportation. Import of raw material and</p>  <p>export of finished goods will directly be possible from the Industrial Park as containerized cargo.</p>
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### Project Justification

Project Type	New	✓	Improve ment		Extensi on		Land Devel opme nt only	
Project Catego ry	Conser vation	Comm ercial	Landscap e	Heritag e	Housin g	Reloc ation	Other	
		✓	✓				✓ (Infrastru ctural)	
Project Aspect	Econo mic	✓	Environm ental	✓	Social	✓	Physic al	✓

Project Objective	<ul style="list-style-type: none"> <li>To Exhibit the Industrial Opportunities of the Kilinochchi</li> <li>To enhance the livelihood options of the local community</li> <li>To enhance the GDP contribution of the Northern Province to National Economy</li> <li>To enhance the employment opportunities for the local community</li> <li>To promote private sector participation in the industrial development in the Northern Province aligning with the objectives of the National Policy Framework</li> </ul>
Rationale of the Project	<p>Paranthan Industrial Zone is identified as one of the major income generational feature within the planning area. Kilinochchi district possess the highest poverty headcount index which is proved through the economic analysis. So a properly organized industrial development by utilizing the available resource will helps to increase the local productivity, employment opportunities for the locals and the income level of the community will also be increased. Through this development the poverty status of the community will be reduced to a considerable level.</p> <p>Meanwhile, the planning area is enriched with raw materials like paddy production, Salt productions, Labour resources, land availability for the development and higher connectivity logistics.</p>

#### Property Description

Present Land Ownership	UDA		Private	✓	State	
Free Encumbrances	Yes	✓	No		If No give details	
Details of the Ownership	Paranthan Chemical Company (Pvt) Ltd					
Survey Plan Detail	Survey Plan No.	Name of the Surveyor		D at e	Land Extent	
	2013	Lakshman Serasinghe			160 A	... .. R P

### Project Description

Project Period	Short term (1> year)		Mid Term (1-3 year)		Long term (3< year)	✓	Total Estimated Cost (Rs. Mn)	600
Financing Method	PPP Model/ RFP Model							
Description of the Project (with map)	Phase		Description			Estimated Cost		
	Phase I		Development of 85 Acres and main infra-structure			250 million		
	Phase I		Development of rail track and Loading and Unloading bay			150 million		
	Phase II		Development of 75 Acres			150 million		
	Phase IV		Development of recreational facilities and uplift of other infra-structure			100 million		
Infrastructure Availability	Water (Water Supply Available)	Required Capacity		Electricity (Electricity Connection Available)	Required Capacity			
		Available Capacity			Available Capacity			
	Solid waste Management system	Yes	✓	No	If No give suitable SWM proposal			
Zone	Industrial Zone 1	Zoning compatibility			Yes	✓	No	
<b>History (if it relevant)</b> The particular land belongs to Paranthan Chemical Company limited. Until 1990 it was functioned. After the internal civil conflicts, it was dilapidated. At the present situation no any building, machinery or productions are there. only land is the potential for future development.								

## Present Status (Explain details with measurements)

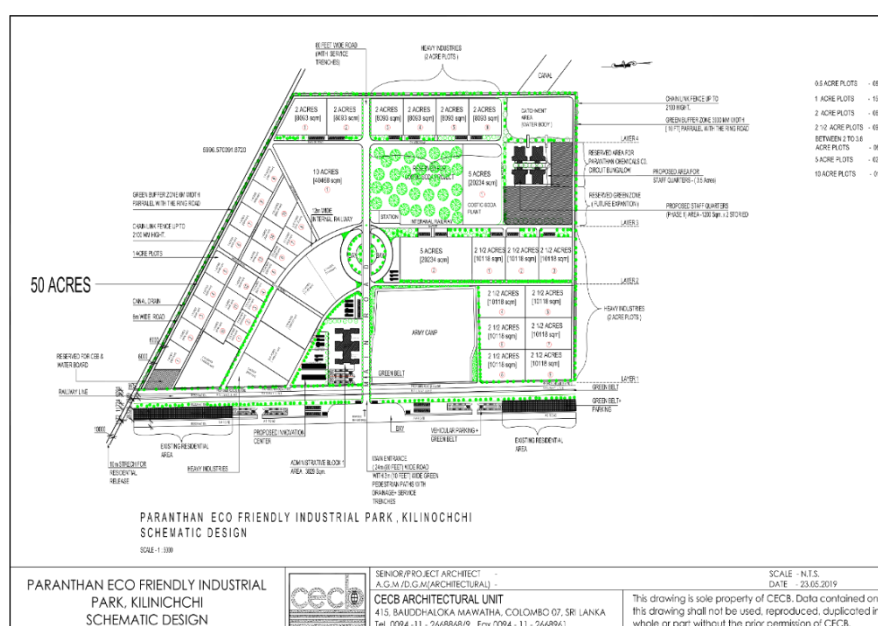
Presently the land has not functioned and abandoned with dilapidated buildings.

But the management process the tree plantation procedures is in progress.

## Existing Situation



## Layout map



## Proposed Plan & Building Design Requirements (if available)

Architectural design

Structural engineering design

Waste water Treatment Plant

## Project Budget

Phase	Description	Estimated Cost
Phase I	Development of 85 Acres and main infrastructure	250 million
Phase I	Development of rail track and Loading and Unloading bay	150 million
Phase II	Development of 75 Acres	150 million

	Phase IV	Development of recreational facilities and uplift of other infra-structure	100 million
Approval Agencies			
	Activity	Relevant Authority	Authorized person
	Sub Division	UDA, LA,	Director, Chairman
	Building Approval	UDA, LA, CEA, BOI, CEB, NWS&DB	Director
Regulations and Guidelines	Regulations	Guidelines	
	UDA Planning & Building Regulation	<ul style="list-style-type: none"> <li>No development shall be permitted without solar panel installations on the roof top area for all kind of industries and warehouses</li> <li>Internal service roads should be maintaining the minimum width of 9m for all non-residential activities</li> <li>Green building certification should be obtained.</li> <li>If any development comes within the reservation areas of the tank, channels, railway clearance from relevant department should be obtained</li> <li>If any development comes Adjoining the environmental sensitive area, clearance should be obtained from CEA</li> <li>If the development is listed within the prescribed activities of the CEA, clearance should be obtained from CEA</li> <li>Parking Provision for all the development activities should be provided within the proposed premises itself</li> <li>Relevant department clearances should be obtained if needed</li> <li>Minimum Extent of the development premises should be 6 perches (150 Sq.m)</li> </ul>	

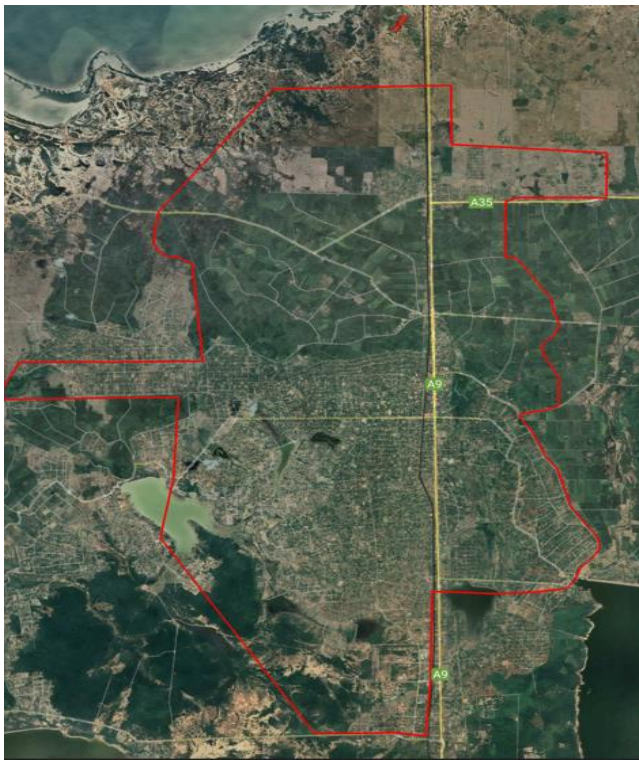


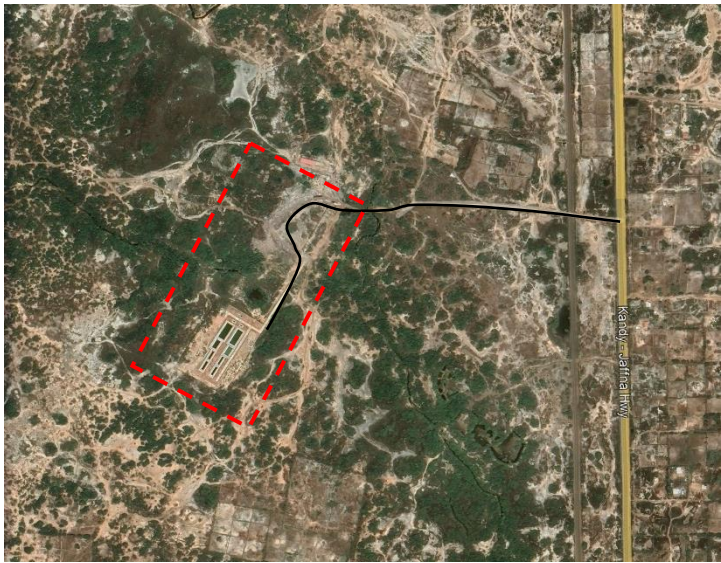
#### 6.6.3.4. Introducing Solid Waste Treatment Plant

### Solid Waste Management Yard

Project Title	Introducing Solid waste management Mechanism
Project	Redevelopment of Solid waste Management yard at Umaiyaalpuram
Project Proposal	Proper waste collection and treatment mechanism

#### Project Location

Location	<b><u>Province</u></b>	<b><u>District</u></b>	<b><u>DS Division</u></b>	<b><u>LA</u></b>
	Northern	Kilinochchi	Kandawalai DSD	Karaichchi PS
Boundary	<b><u>North</u></b>	<b><u>East</u></b>	<b><u>South</u></b>	<b><u>West</u></b>
	Scrub Land	Scrub Land	Scrub Land	Scrub Land
Access	Foot Path (Belongs to Karaichchi PS) (width of the Access: 33' Gravel Road)			
Location Map	 <p>The particular land located for the Umayalpuram GN Division. The particular project land lot extend is nearly 15 Acres. The total width of the access is 33feet. The proposed land is located about 10km along the Kandy -Jaffna highway towards the North from the Karaichchi town and about 0.5km West direction from the Kandy Jaffna highway.</p>			

Adjacent Land Uses (explain with map)	 <p>A part of the land is used for open dumping, and the rest of the area is covered with shrub land. The entire land ownership belongs to state.</p>
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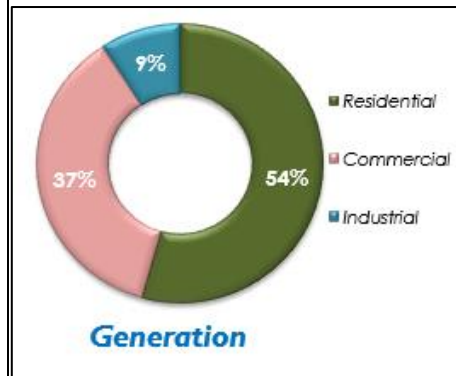
#### Project Justification

Project Type	New		Improvement	✓	E x t e n s i o n		Land Development only
Project Category	Conservation	C o m m e r c i a l	Landscape & Recreation	Heritage	H o u s i n g	Relocation	Infrastucture
							✓
Project Aspect	Environment	✓	Economic		S o c i a l	✓	Physical
Project Objective	<ul style="list-style-type: none"> <li>To protect human health and safeguard the environment.</li> <li>To reduce the impact of pollution roots groundwater,</li> </ul>						

	<p>surface, and air.</p> <ul style="list-style-type: none"> <li>• To reduce public nuisance.</li> </ul>
Rational of project	<p>Solid waste management has become one of the main issues in Kilinochchi district. Urbanization and rapid population growth have great to increase the quantity and complexity of waste generated. The lack of management and improper disposal of solid waste negative impact people's health, wellbeing and the environment. Therefore, finding and integrated and holistic approach for the management of solid waste in an environmentally, socially, and economically feasible manner is a timely decision. At the present this is the one and only open dumping yard in Karaichchi Pradeshiya Sabha. Nearly 80000 people solid wastages are dumped in this location.</p> <p>Solid waste management within the Planning area plays a major role in managing the development of the area. The Solid waste generation various sources Residential, commercial and Industrial are 54 %, 37 % and 9 % respectively within the planning boundary.</p> <p>The composition of this solid waste comprises of Organic wastes, Glasses, Plastics, Paper and Tin waste at a percentage described in the chart below.</p>

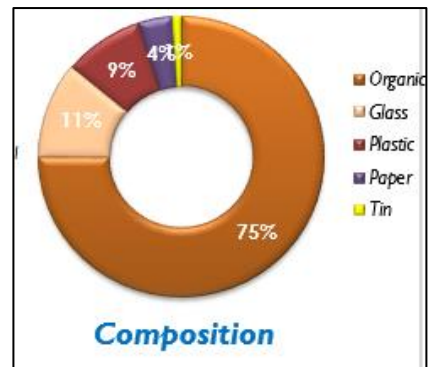
The solid waste (SW) collection from domestic, commercial units and restaurants in the city is carried out on a daily basis by the Karachchi Pradeshia Sabha (KPS). Daily SW collection from households and

*Solid Waste Generation*



Source: Statistical Handbook\_2020

*Solid Waste Composition*



Source: Statistical Handbook\_2020

*Existing Waste Dumping*



Source: Field Visit\_UDA\_NP

institutions is estimated as 3 tons. Additionally, SW generated in the Military bases are being collected by themselves which amounts to 5 tons per day.

Moreover, SW collected from the hospital is estimated as 5 tons per month. Although hospital has an incineration facility to process medical waste, it is not functioning at present. Thus, disposal of hazardous waste generated from the hospital has become a critical issue Pradeshia Sabha is facing at present. The dump site is located in close proximity to the environmental sensitive areas hence the adverse impacts from the improper disposal practices has become a critical issue which needs to be immediately concerned. In the

	<p>absence of a sewerage system, people in Kilinochchi area depend on onsite sanitation systems for their sanitation needs. PS provides the service of desludging of septic tanks and pit latrines by means of septic trucks. Public toilets maintained by PS requires frequent emptying. Currently there are 89 collection points available within the Planning area.</p> <p>National Water Supply and Drainage Board has implemented constructions of a new Septage treatment plant for Kilinochchi under Water Supply and Sanitation Improvement Project (WASSIP) funded by World Bank. The proposed STP is designed to treat 25 m<sup>3</sup> of septage and raw sewage per day and will cater mainly to the septage disposal requirements of Karachchi PS, Pachchilaipalli PS and Poonakari PS.</p> <p>The treatment process is a waste stabilization pond system. There is no central Wastewater Treatment Plant exists in the PS area. Nevertheless, there are few decentralized Wastewater treatment plants operating at individual premises. For example, The People's Bank has a sewage treatment plant which has an anaerobic treatment process. On the other hand, it was noted that the hospital also has a wastewater treatment plant which however is not operational at present. This proposed treatment plant will have the capacity to cater nearly 23 cubic meters of septage per day and nearly 690 cubic meters per month.</p>
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### Property Description

Present Land Ownership	Private	State	Union District Authority	Karachchi PS ✓	Other
Free Encumbrances	Yes		No	✓ If No give details	Land belongs to Karaichchi PS
Details of the Ownership	Karachchi PS				
Survey Plan Detail	Survey Plan No.	Name of the Surveyor		Date	Land Extent
	N/A				

### Project Description

Project Period	Short term (1> year)	✓	Mid Term (1-3 year)	✓	Long term (3< year)		Total Estimated Cost	40 Mn	
Financing Method	Treasury Fund / Local Authority Fund								
Description of the Project (with map)	<div>1. Compost Plant</div> <div>2. Controlled landfill</div> <div>3. Office Premises</div> <div>4. Odor control Facility</div> <div>5. Rainwater collection, storage, and reticulation system</div> <div>6. Green Belt</div> <div>7. Weighbridge</div> <div>8. Vehicle parking facility</div> <div>9. Infrastructure facility (Internal roads, chain link fence, electricity, etc)</div> <div>10. Machinery and equipment (Shredding machine, sieving machine, skid street loader, cutter pumps)</div>								
Infrastructure Availability	Water	Connection Available					Electricity	Required Capacity	Connection Available

		Processing Purpose: N/A		T h r e e  P h a s e  C o n n e c t i o n  A  v a i l a b l e	Availa ble Capaci ty	CEA will be furnish the future deman d of electri city supply .	
		Processing purpose: N/A					
		Watering Plants: N/A					
		Future Demand	NWS&DB will be furnish the future demand of water supply.				
	Solid waste Manage ment system	Yes	✓ No		If No give suitable SWM proposal		
Zone	Beyond the UDA declared area		Zoning compatibility	Ye s		N o	
<b>History (if it relevant)</b>							
<b>Present status (explain details with measurements)</b>  The 15 Acer lands currently being utilized by the Karaichchi Pradeshiya Sabha to dispose the solid waste dumping. At the present open dumping point and septate treatment plant are there. Entire land belongs to state. Immediate surrounding has no any type of development.							
<b><u>Photographs</u></b>  <div style="display: flex; justify-content: space-around;">   </div>							
<b>Project budget</b>							

### Approval Agencies

Activity	Relevant authority	Authorized person
1. Compost Plant	LA CEA UDA	Relevant Authority Director or Chairman
2. Controlled landfill		
3. Office Premises		
4. Odor control Facility		
5. Rainwater collection, storage, and reticulation system		
6. Green Belt		
7. Weighbridge		
8. Vehicle parking facility		
9. Infrastructure facility		
10. Machinery and equipment		


### 6.6.3.5. Development of Outer Circular Road

#### Project identification

#### Outer Circular Road

Project Title	Proposed Development of Outer Circular Road
Project	Create the connectivity path to enhance the nature trail along the proposed Outer Circular Road Development
Project Proposal	Enhancement of Landscape & Promote the Recreational Activities along the Road

#### Project location

	<u>Province</u>	<u>DS Division</u>	<u>District</u>	<u>LA</u>
Location	Northern	Karaichchi DSD & Kandawalai DSD	Kilinochchi	Karaichchi PS
Boundary	<u>North</u>	<u>East</u>	<u>South</u>	<u>West</u>
	-	-	-	-
Access	Murukandi Junction and Paranthan Junction			
Location Map				
Adjacent Land Uses (explain with map)	<p>This project is having several lands uses because it crosses 25 km distance so land use areas falls like Residential, Paddy land, Water body and Commercial development also. Mainly the road goes along Connective and easily accessible path way from the A9 Main Road.</p> <p>And the entire development covers the total radius of 25 Km</p>			

### Project justification

Project Type	New	✓	Improvement		Extension		Land Development only
Project Category	Conservation	Commercial	Landscape & Recreation	Heritage	Housing	Relocation	Infrastructure
			✓				
Project Aspect	Environment	✓	Economic	✓	Social	✓	
Project Objective	<ul style="list-style-type: none"> <li>• The Outer Circular Road which connects the major agglomeration spots to encourage the future Development trends by providing connections in between.</li> <li>• Connecting Major Town centers <ul style="list-style-type: none"> <li>➤ Paranthan</li> <li>➤ Iranamadu</li> <li>➤ Ariviyal Nagar</li> <li>➤ Murukandy</li> </ul> </li> </ul>						
Rational of project	<p>In the present situation there is a need to enhance the experience of Connectivity infrastructure within the Urban area. The access through this road is so difficult for the public to reach the place in easy and non-proper maintenance of the road. Also, it is very much need to give good and healthy environment for the visitors those who enter to the Kilinochchi. The proposed Development of the Outer circular road which started from started from the A9 through Murukandi to duplication road and crossing the Kanakapuram Road and reached A9 at the Paranthan Junction. Then travel along with the Mullaitivu puthukudiyirupu road and fall within the access of the path along with paddy land and which crossed the Karadipokku vaddakachchi and touch the willson road and reached to the Kovinthan kadai junction and turn to western side and through A9 iranamadu junction and connecting Murukandy through A9.</p>						





	<p>So, in order to enhance the Connectivity infrastructure of Kilinochchi and to facilitate the public for the betterment of the mobility enhancement and the livelihood enhancement by selling local's products along the circular road proposal has proposed by UDA. Further this project has proposed under the Environment Plan of 2032 for Kilinochchi Development Plan to set out the approach to enhance the Kilinochchi environment and future proofing Kilinochchi economy for generations to come. They are complementary approaches that reinforce one another given the relationship between the environment and the economy.</p> <p>So, Development of the Outer circular Road will help to boost the productivity by enhancing Kilinochchi as an economically viable for the local products with small kiosk along the road that supports to upgrade the livelihood of the local people and to promote the recreational activities and ease the mobility of the public.</p>
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### Property description

Present Land Ownership	Private			State	Karachi PS, Kandavalai PS and Irrigation Department	Other	
Free Encumbrances	Yes		No	✓	If No give details		
Details of the Ownership	Karachi PS, Kandavalai PS and Irrigation Department						
Survey Plan Detail	Survey Plan No.	Name of the Surveyor			Date	Land Extent	
	-	-			-	-	-

## Project description

Project Period	Short term (1> year)		Mid Term (1-3 year)		Long term (3< year )	✓	Total Estimated Cost	4500 Mn
Financing Method	Treasury Fund / Foreign funded / PPP funded							
Description of the Project (with map)	The proposed Development of the Outer circular road which started from started from the A9 through Murukandi to duplication road and end through A9 iranamadu junction and connecting Murukandy through A9 of 25 Km of radius pathway by including relevant facilities like Road development, walk path, Seating & resting space, Open gym, Lighting, tree planting, Parking for vehicle along the road edge and Small kiosk for selling local products that will contribute economically viable to the local community and to promote the tourist attracted towards green with local products of Kilinochchi.							
Infrastructure Availability	Water	Required Capacity <b>Total: 10,000 <i>l per day</i></b>			Electricity	Required Capacity		
		Drinking Purpose: Average Person x Required Litres 1500 x 2 Litres = 3000 <i>l</i>						
		Restaurant purpose: 3000 <i>l</i>						
		Watering Plants: 4000 <i>l</i>						
		Available Capacity		-		Available Capacity		
	Solid waste Manage	Yes	✓	No		If No give suitable SWM proposal		

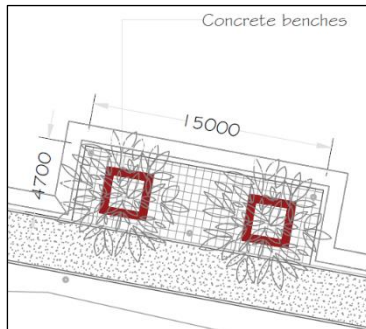
	ment system						
Zone	Mixed Development Zone		Zoning compati bility	Yes	✓	No	
<b>History (if it relevant)</b>							
<b>Present status (explain details with measurements)</b>							
<p><b><u>Existing situation</u></b></p> <p>The proposed project's area belongs to Karaichchi PS, Kandawalai PS and Irrigation Department</p> <p><b><u>Photographs</u></b></p>  							
<b>Proposed plan &amp; building design requirements</b>							
<p>1. Proposed Design Layout Plan (Road/ Drainage/ Pedestrian walk/ Tree Planting)</p>							

<div>2. Seating and Resting space</div> <div>3. Proposed Open Gym</div> <div>4. Proposed Lighting</div> <div>5. Proposed kiosk design</div> <div>6. Vehicle Parking</div>																																						
Project budget																																						
<table><tr><th>Activity</th><th>Cost (Rs. Mn)</th></tr><tr><td>1. Site Preparation</td><td></td></tr><tr><td>2. Road Development</td><td></td></tr><tr><td>3. Proposed Culvert</td><td></td></tr><tr><td>4. Paved pathway</td><td></td></tr><tr><td>5. Landscaping</td><td></td></tr><tr><td>6. Lighting</td><td></td></tr><tr><td>7. Vehicle Parking</td><td></td></tr><tr><td></td><td></td></tr><tr><td>Subtotal I</td><td></td></tr><tr><td>8. 10% Contingencies</td><td></td></tr><tr><td>9. Project Cost</td><td></td></tr><tr><td>10. Consultancy Fee (3%)</td><td></td></tr><tr><td>Subtotal II</td><td></td></tr><tr><td>11. NBT (2%)</td><td></td></tr><tr><td>12. Sub Total III</td><td></td></tr><tr><td>13. VAT (15%)</td><td></td></tr><tr><td>GRAND TOTAL</td><td></td></tr></table>			Activity	Cost (Rs. Mn)	1. Site Preparation		2. Road Development		3. Proposed Culvert		4. Paved pathway		5. Landscaping		6. Lighting		7. Vehicle Parking				Subtotal I		8. 10% Contingencies		9. Project Cost		10. Consultancy Fee (3%)		Subtotal II		11. NBT (2%)		12. Sub Total III		13. VAT (15%)		GRAND TOTAL	
Activity	Cost (Rs. Mn)																																					
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8. 10% Contingencies																																						
9. Project Cost																																						
10. Consultancy Fee (3%)																																						
Subtotal II																																						
11. NBT (2%)																																						
12. Sub Total III																																						
13. VAT (15%)																																						
GRAND TOTAL																																						
Approval agencies																																						
<table><tr><th>Activity</th><th>Relevant authority</th><th>Authorized person</th></tr><tr><td rowspan="3">11. Land Clearance</td><td>Local Authority</td><td>Chairman</td></tr><tr><td>Road Development Authority</td><td>Chief Engineer</td></tr><tr><td>Irrigation Department</td><td>Director General</td></tr><tr><td>12. Maintenance &amp; Management (UDA will be signed Memorandum of Understanding with Local Authority)</td><td>Karaichchi PS, Kandawalai PS</td><td>Chairman</td></tr></table>			Activity	Relevant authority	Authorized person	11. Land Clearance	Local Authority	Chairman	Road Development Authority	Chief Engineer	Irrigation Department	Director General	12. Maintenance & Management (UDA will be signed Memorandum of Understanding with Local Authority)	Karaichchi PS, Kandawalai PS	Chairman																							
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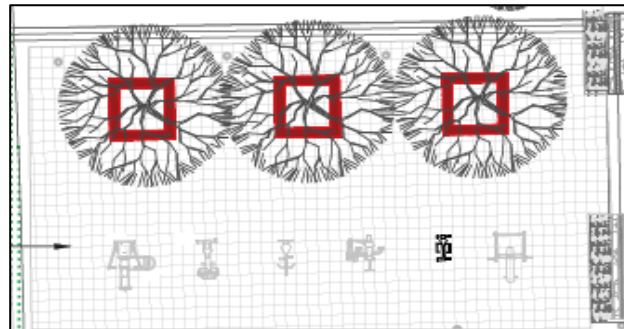
Details of Attachments	<ul style="list-style-type: none"> <li>i. Seating and Resting space</li> <li>ii. Proposed Open Gym</li> <li>iii. Proposed Lighting</li> <li>iv. Proposed kiosk design</li> </ul>
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## Annexure

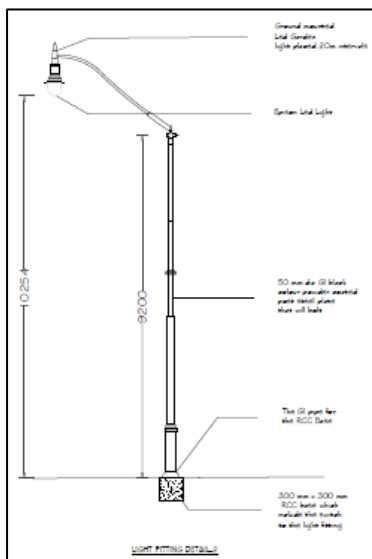
### Seating and Resting space



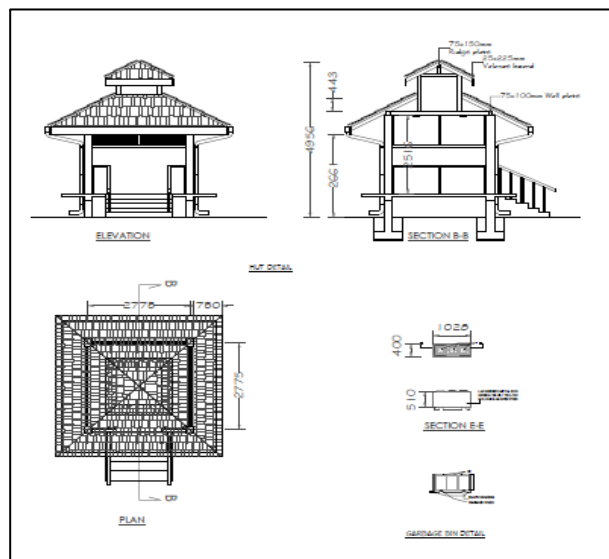
### Proposed Open Gym



### Proposed Lighting



### Proposed kiosk design





## PART - II



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### ***7.1. Introduction***

Zoning is one of the strategic planning controlling tools used to regulate the development environment and enhance the functioning entity of the area. It does so by dividing land that comprises into sections or zones, permitting particular land uses on specific sites to shape the layout and densification of towns and cities and enable various types of development.

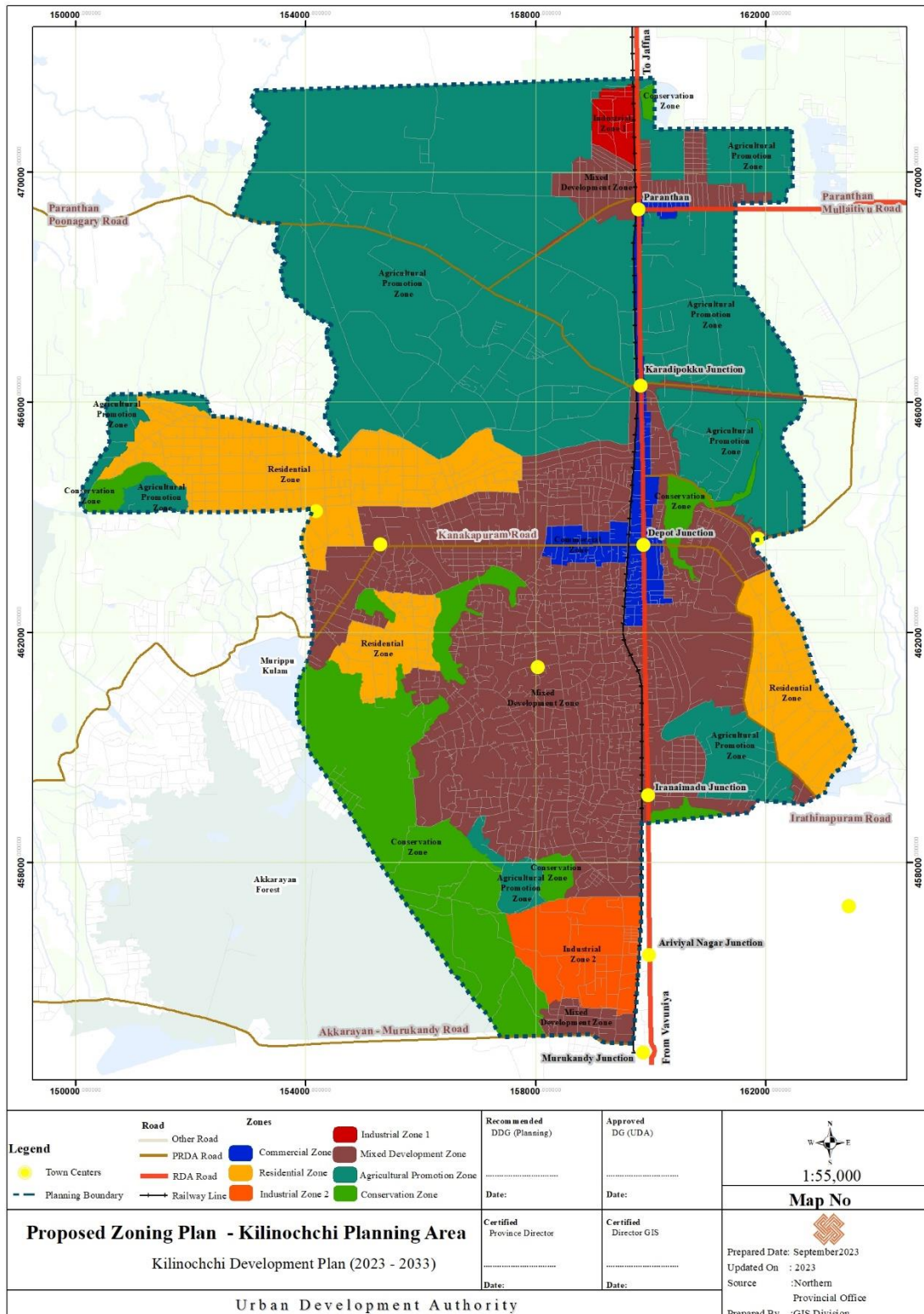
Accordingly, The Kilinochchi Urban Area development plan (2022 – 2023) have identified five Strategical Plans in order to achieve the Vision of the Development Area. The Proposed Zoning plan is one of those strategical plans through which the developable area of the catchment will be controlled and regulated on certain development trend basis while enhancing the value of the Environmental and Agricultural features. This Zone factor-based Zoning plan will give high importance for the lands with economically high value and will enhance the optimum utilization of the available developable lands. Meanwhile parallel importance is even given to the sensitivity lands to protect and enhance the environmental value of those entity.

For deriving the zoning boundaries for each zones initially existing character of the planning area , expected future character for the identified area and available potentially for the development of the area were given higher prioritization .Accordingly Development pressure pattern, Sensitivity distribution, Connectivity syntax, land use distributional analysis were overlaid in one factorial analysis along with all the strategical interventional proposals identified through the strategical plans.

Accordingly, the Kilinochchi Urban area Development plan have identified seven different zones with the notion of promoting the density-based development and preserving the environmental sensitive areas. Here, the developable scope of each identified zones has been finalized based on the available developable floor area which is compared with the future development trend of the particular zone and the space needed to cater the future development catchment capacity of the zones. So, based on the derived Zone factors for each zone, the density distribution of each zone is obvious and the future development trend of the urban development area is also can be observed.

## 7.2 Zoning Plan (2023- 2033)

Map 31\_Proposed Zoning Plan (2023 - 2033)



### 7.3 Development Zones and Zone Factor

By the Kilinochchi Urban Area development plan 2023- 2033 the jurisdiction is divided into Seven main development based on the expected development density. Accordingly, the zone factor was determined based on the expected development density and the amount of developable land for that development zone. (Table No. 13)

*Table 13\_Development Zones and Zone Factor*

Development Zone	Sub Development Zone	Zone Code	Zone Factor
Residential Zone	Medium Density Residential Zone	R2	0.8
Commercial Zone	High Density Commercial Zone	C1	2.0
Mixed Development Zone	Medium Density Mix Development Zone	MD2	1.5
Industrial Zone I	Medium Density Institutional Zone	In2	1.2
Industrial Zone II	Medium Density Industrial Zone	In2	1.4
Agricultural Promotional Zone	Low Density Agricultural Zone	A3	0.5
Conservation Zone	Restricted Development area	Cn	0

Source: UDA\_NP

### 7.4. Common Zoning Guidelines in effect for the Planning Area

- i. These Regulations and guidelines apply to the entire area within the administrative limits of the Part of Karachchi Pradeshiya Sabha declared as an Urban Development Area on 9th march, 2010 in the Gazette Notification No.1644/9 under the Urban Development Authority Act No .41 of 1978.
- ii. In addition to the provisions of this zoning plan, the Planning and Development Regulations applicable to any development work is regulated by the Gazette Notification No 2235/54 dated 08<sup>th</sup> July 2021 also can be applicable to the Kilinochchi Urban development area.
- iii. The lots that are sub-divided before **9<sup>th</sup> march, 2010 the** date of declaration of Kilinochchi Urban Development area as an urban area are considered as existing lots
- iv. The regulations introduced by the Development Guide Plan shall apply to the Development Guide Planning Areas. The zoning regulations in

this plan shall also apply to above areas until the said regulations are introduced. However, Preliminary Planning Clearance from the Urban Development Authority shall be obtained for the development activities to be carried out in the above Development Guide Plan Areas and the Authority shall have power to decide the developments in accordance with the Draft Development Guide Plan prepared by the Authority.

- v. If the owner of a certain land gifts the portion of land, falling within the street line/proposed road width without compensation for the road, the entire plot will be considered for the allowable Floor Area Ratio for the proposed development. But while calculating the plot coverage percentage, the rest of the plot, excluding the portion belonging to the street line/proposed road width should be considered.
- vi. In cases where the development premises face more than one road having right of way with a minimum width of 6 m or more than that and connected to main roads independently, the sum of the widths of all those roads may be considered as the access road width to calculate the permissible development on a case-by-case basis
- vii. In the construction of buildings, the Maximum Permissible Floor Area Ratio related to the Zone Factor given in "Form C" shall be determined by considering the slope of the proposed land and in accordance with the specifications shown in the Table No 14.

*Table 14\_Permissible Maximum Plot Coverage Percentage and FAR percentage depending on the slope of the land*

Slope of the land (degrees)	Maximum Permissible Plot Coverage	The Percentage of Maximum Permissible Floor Area Ratio
From 0-10	According to the zoning regulations.	100%
From 11-20	According to the zoning regulations.	75%
From 21-30	50%	50%
From 31-40	40%	35%
More than 41	Development works are permitted in accordance with the recommendation of the National Building Research Organizations	

*Source: UDA\_NP*



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

*Table 15\_The Minimum Land Extent and width & depth of the land in accordance with the slope of the land*

Slope of the land (degrees)	Minimum Permissible Land Extent (sq.m)	Minimum Permissible Width and Depth of Land
From 0-10	150	Must comply with planning and development regulations.
From 11-20	250	
From 21-30	500	
From 31-40	750	
More than 41	Development works are permitted in accordance with the recommendation of the National Building Research Organizations	

Source: UDA\_NP

- ix. In cases of bank cutting for construction work on a sloped land, the recommendations of the relevant institutions should be obtained and a space of at least 1 meter should be allocated from the upper edge of the cutting plane to the border of the adjacent fence. (to be amended after receiving the NBRO comments)
- x. In cases where any land belongs to two or more zones, the designated zone of the land is determined as the zone which provides the main access to the respective lot. When such plot of land, is accessed by two or more roads of the same width the zone in which higher portion of land is fallen shall be considered as the designated zone.  
\*This regulation is not applicable for conservation zones.
- xi. If a land portion falls between two Local Authority areas, the Authority shall determine the use of that land on the agreement of the relevant Local Authorities for the use of the zone which gets the main access. If the plot is accessed by two or more roads of the same width, the zone of the larger extent of the plot shall be applied.
- xii. When a zone is demarcated as the first block facing an access road as the zone boundary, the entire plot shall include in that zone. When the plots in the back is somehow amalgamated with the first plot and

approved as a single plot of land, the last boundary of that total land shall be considered as the zonal boundary.

- xiii. If a boundary change occurs between the physical boundary and Geographical Coordinates shown in the zoning plan, the final decision in this regard rests with the Planning Committee of the Urban Development Authority.
- xiv. The Authority has the power to decide on granting approval for uses similar to the permitted uses in the zone, although not specified in the category of permitted uses in the zoning plan.
- xv. Existing uses which are not permissible within particular zone can be considered only for continuing under prevailing status. Approval for any extension of those existing uses shall not be considered and if the continuation of that use is deemed unfavorable, such misuse may be ordered to cease.
- xvi. Construction of boundary walls within the Building Line may be considered for approval subject to the signing of non-compensation agreement with the agency to which the road belongs.
- xvii. Various religious statues, religious symbols, signs or similar constructions are not allowed in the intersection, both sides of roads, building lines, road widening limits and reservations, and no compensation will be paid for the removal of such constructions.
- xviii. If any land is earmarked for a cemetery/crematorium, recommendations should be obtained from the relevant local authority.
- xix. A Preliminary Planning Clearance from the Urban Development Authority should be obtained for the approval of low lands, swamp lands, paddy fields, wetlands or Owita or other such land which are not identified in the development plan.
- xx. If the tower cranes are being used for any development, an approval with the recommendation of qualified engineer and insurance cover shall be obtained from institution where relevant development approval was granted.
- xxi. 50% of the land should be kept open as open space when constructing buildings for schools and children's homes.

- xxii. If it is not possible to provide parking space within the development site itself, then a site at a maximum distance of 500 meters can be used for the purpose subject to a Preliminary Planning Clearance.
- xxiii. Architectural or planning regulations may be imposed to preserve the identity of areas identified by the Authority.
- xxiv. In this planning area, for the lands or reservations belongs to the government institutions, departments or corporations such as Department of Archeology, Forest Conservation Department, Mahaweli Development Authority, Irrigation Department, Coastal Conservation Department, Agrarian Services Development Department, Land Development Corporation, Geological Survey and Mines Bureau , etc., recommendations and development proposals from the relevant institutions should be obtained before carrying out the development work
- xxv. All excavation work should be done according to the recommendations of the relevant institutions including the Geological Survey and Mines Bureau, and after the completion of the work, the excavated places should be restored or appropriate measures should be taken according to the recommendation of the said institution.
- xxvi. In case a problem arises in relation to any statutory planning, development or building regulation or its interpretation or practical application, the Main Planning Committee of the Urban Development Authority has the final decision in the matter.
- xxvii. If a regulation related to the land is relaxed or removed for any reason during the granting of development approval and the amount of land belonging to that regulation is numerically calculated, the related value is assessed and an amount not exceeding 30% of that value should be charged to the authority.

## CHAPTER 08

### 8.1 Zoning Guidelines

The zoning Guidelines in effect of seven main Development Zones in the Kilinochchi Urban area Development Plan for the part of Karachchi Pradeshiya Sabha area are given below

Table 16\_ Residential Zone

i. Main Zone	Residential Zone
ii. Characteristics of the Zone	Proposed to develop as moderate density residential zone with predominant residential character
iii. Zoning Boundaries	Annexure _08
iv. Sub Zone	Medium Density Residential Zone
v. Zone Code	R2
vi. Zone Factor	0.8
vii. Permissible Maximum FAR/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
viii. Permissible Maximum Plot Coverage	As per the form “B” in Schedule II and form “E” in Schedule III
ix. Setbacks & maximum height	As per the form “E” in Schedule III
x. Minimum land extent for sub division	150 Sq.m
xi. Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
xii. Common zoning regulations	<ol style="list-style-type: none"><li>1. Internal service roads should maintain the minimum width of 9m for all non-residential activities</li><li>2. If any development comes within the reservation areas of the tank, channels, railway clearance from relevant department should be obtained</li><li>3. If any development comes Adjoining the environmental sensitive area, clearance should be obtained from CEA</li></ol>

	<ol style="list-style-type: none"> <li>4. If the development is listed within the prescribed activities of the CEA, clearance should be obtained from CEA</li> <li>5. Parking Provision for all the development activities should be provided within the proposed premises itself</li> <li>6. Relevant department clearances should be obtained if needed</li> <li>7. Minimum Extent of the development premises should be 6 perches (150 Sq.m)</li> <li>8. In Areas where there is no pipe borne water supply system is installed, the minimum plot size shall be 250 Sq.m</li> <li>9. No development shall be permitted without solar panel installations on the roof top area for all kind of industries and warehouses</li> </ol>
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Source: Urban Development Authority, 2023

*Table 17\_Commercial Zone*

i. Main Zone	Commercial Zone
ii. Characteristics of the Zone	Proposed to develop as High Density Commercialized area
iii. Zoning Boundaries	Annexure _08
iv. Sub Zone	High Density Commercial Zone
v. Zone Code	C1
vi. Zone Factor	2.0
vii. Permissible Maximum FAR/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
viii. Permissible Maximum Plot Coverage	As per the form “B” in Schedule II and form “E” in Schedule III
ix. Setbacks & maximum height	As per the form “E” in Schedule III
x. Minimum land extent for sub division	150 Sq.m
xi. Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V



xii. Common zoning regulations	<ol style="list-style-type: none"> <li>1. If any development comes within the reservation areas of the tank, channels, Railway, clearance from relevant department should be obtained</li> <li>2. If any development comes adjoin the environmental sensitive area, clearance should be obtained from CEA</li> <li>3. If the development is listed within the prescribed activities of the CEA, clearance should be obtained from CEA</li> <li>4. Parking Provision for all the development activities should be provided within the proposed premises itself</li> <li>5. Relevant department clearances should be obtained if needed</li> <li>6. Minimum Extent of the development premises should be 6 perches (150 Sq.m)</li> <li>7. In Areas where there are no pipe borne water supply system is installed, the minimum plot size shall be 250 Sq.m</li> <li>8. No development shall be permitted without solar panel installations on the roof top area for all kind of industries and warehouses</li> <li>9. Green Building Certification should be obtained for all developments exceeding 1000 sq.m in Floor area</li> </ol>

Source: Urban Development Authority, 2023

*Table 18\_ Mixed Development Zone*

i. Main Zone	Mixed Development Zone
ii. Characteristics of the Zone	Proposed to develop as moderate density mixed character zone
iii. Zoning Boundaries	Annexure _08
iv. Sub Zone	Medium Density Mix Development Zone

v. Zone Code	MD2
vi. Zone Factor	1.5
vii. Permissible Maximum FAR/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
viii. Permissible Maximum Plot Coverage	As per the form “B” in Schedule II and form “E” in Schedule III
ix. Setbacks & maximum height	As per the form “E” in Schedule III
x. Minimum land extent for sub division	150 Sq.m
xi. Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
xii. Common zoning regulations	<ol style="list-style-type: none"> <li>1. If any development comes within the reservation areas of the tank, channels, railway clearance from relevant department should be obtained</li> <li>2. If any development comes Adjoin the environmental sensitive area, clearance should be obtained from CEA</li> <li>3. If the development is listed within the prescribed activities of the CEA, clearance should be obtained from CEA</li> <li>4. Parking Provision for all the development activities should be provided within the proposed premises itself</li> <li>5. Relevant department clearances should be obtained if needed</li> <li>6. Minimum Extent of the development premises should be 6 perches (150 Sq.m)</li> <li>7. For existing large &amp; medium scale industrial buildings permission for new addition and alterations can be considered</li> <li>8. Agrarian clearance to be obtained if needed</li> <li>9. Green Building Certification should be obtained for all developments exceeding 1000 sq.m in Floor area</li> <li>10. In Areas where there is no pipe borne water supply system is installed, the minimum plot size shall be 250 Sq.m</li> </ol>

Source: Urban Development Authority, 2023

Table 19\_ Industrial Zone I

i. Main Zone	Industrial Zone I
ii. Characteristics of the Zone	Moderate density development which will be maintained as predominantly production based industrial cluster. Here the local resources-based production industries like Paddy Production and processing industries, Salt production and processing industries, Chemical industries, Renewable energy productions etc can be accommodated through the development plan.
iii. Zoning Boundaries	Annexure _08
iv. Sub Zone	Medium Density Zone
v. Zone Code	In 2
vi. Zone Factor	1.2
vii. Permissible Maximum FAR/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
viii. Permissible Maximum Plot Coverage	Residential – 65% Retail Shop – 80% Warehouse- 60 % Bank -80 % Industries -60 % Quarters - 60 %
ix. Setbacks & maximum height	As per the form “E” in Schedule III
x. Minimum land extent for sub division	1011 Sq.m (40 perches)
xi. Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
xii. Common zoning regulations	1. No development shall be permitted without solar panel installations on the roof top area for all kind of industries and warehouses 2. Internal service roads should be maintain the minimum width of 9m for all non-residential activities 3. If any development comes within the reservation areas of the tank, channels, railway

	<p>clearance from relevant department should be obtained</p> <p>4. If any development comes Adjoining the environmental sensitive area, clearance should be obtained from CEA</p> <p>5. If the development is listed within the prescribed activities of the CEA, clearance should be obtained from CEA</p> <p>6. Parking Provision for all the development activities should be provided within the proposed premises itself</p> <p>7. Relevant department clearances should be obtained if needed</p> <p>8. Minimum Extent of the development premises should be 40 perches</p>
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Source: Urban Development Authority, 2023

*Table 20\_ Industrial Zone II*

i. Main Zone	Industrial Zone
ii. Characteristics of the Zone	Innovation based industrial zone incorporating the advanced technologies that can be delivered from the technical institutions and the Universities towards the techno based industrial productions and services.
iii. Zoning Boundaries	Annexure _08
iv. Sub Zone	Medium Density Industrial Zone
v. Zone Code	In2
vi. Zone Factor	1.4
vii. Permissible Maximum FAR/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
viii. Permissible Maximum Plot Coverage	<p>Retail Shop – 80%</p> <p>Warehouse- 60 %</p> <p>Bank -80 %</p> <p>Industries -60 %</p> <p>Quarters - 60 %</p> <p>Educational Institution – 50 %</p> <p>Medical Institution – 50 %</p>

ix. Setbacks & maximum height	As per the form “E” in Schedule III
x. Minimum land extent for sub division	505 Sq.m (20 Perches)
xi. Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
Common zoning regulations	<ol style="list-style-type: none"> <li>1. No development shall be permitted without solar panel installations on the roof top area for all kind of industries and warehouses</li> <li>2. Internal service roads should be maintaining the minimum width of 9m for all non-residential activities</li> <li>3. Green building certification should be obtained for all developments exceeding 1000 Sq.m in floor area.</li> <li>4. If any development comes within the reservation areas of the tank, channels, railway clearance from relevant department should be obtained</li> <li>5. If any development comes Adjoin the environmental sensitive area, clearance should be obtained from CEA</li> <li>6. If the development is listed within the prescribed activities of the CEA, clearance should be obtained from CEA</li> <li>7. Parking Provision for all the development activities should be provided within the proposed premises itself</li> <li>8. Relevant department clearances should be obtained if needed</li> <li>9. Minimum Extent of the development premises should be 20 perches</li> </ol>

Source: Urban Development Authority, 2023

Table 21\_ Agricultural Promotional Zone

i. Main Zone	Agricultural Zone
ii. Characteristics of the Zone	Zone gives high importance for the environmentally sensitive agricultural areas where the urban development sprawl needed a limitation in terms of spreading. Accordingly, all the paddy lands are demarcated within the controlled development zone with allowable limited development characters. This zone is intended to be developed as a low-density development zone.
iii. Zoning Boundaries	Annexure _08
iv. Sub Zone	Low Density Tourism Zone
v. Zone Code	A3
vi. Zone Factor	0.5
vii. Permissible Maximum FAR/ Number of floors	As per the form “A” in Schedule I & “B” in Schedule II
viii. Permissible Maximum Plot Coverage	Residential – 65% Commercial- 80%
ix. Setbacks & maximum height	As per the form “E” in Schedule III
x. Minimum land extent for sub division	1011 Sq.m (40 Perches)
xi. Permissible uses	As per the form “F” in Schedule IV & “G” in Schedule V
xii. Common zoning regulations	<ol style="list-style-type: none"> <li>1. Internal service roads should be maintain the minimum width of 6 m for all non-residential activities</li> <li>2. If any development comes within the reservation areas of the tank, channels, railway clearance from relevant department should be obtained</li> </ol>



	<ol style="list-style-type: none"> <li>3. If any development comes Adjoining the environmental sensitive area, clearance should be obtained from CEA</li> <li>4. If the development is listed within the prescribed activities of the CEA, clearance should be obtained from CEA</li> <li>5. Parking Provision for all the development activities should be provided within the proposed premises itself</li> <li>6. Relevant department clearances should be obtained if needed</li> <li>7. Minimum Extent of the development premises should be 40 perches (1011 Sq.m)</li> <li>8. Agricultural oriented large-scale industrial developments are allowed within the zone with special approval from the Planning committee</li> <li>9. Maximum allowable height of any development within the zone should not exceed beyond 10 m.</li> <li>10. Planning Committee of the UDA will have the full right to decide any special development considerations within the Zone.</li> </ol>
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Source: Urban Development Authority, Year 2023

Table 22\_ Conservation Zone

i. Main Zone	Conservation Zone
ii. Characteristics of the Zone	Undevelopable dense forest areas and water bodies are demarcated within the conservation zones. Here the urban development is highly prohibited rather than the eco-friendly nature developments.
iii. Zoning Boundaries	Annexure _08
iv. Sub Zone	-
v. Zone Code	-
vi. Zone Factor	-
vii. Permissible Maximum FAR/ Number of floors	Will be decided by the Planning Committee
viii. Permissible Maximum Plot Coverage	Will be decided by the Planning Committee
ix. Setbacks & maximum height	Will be decided by the Planning Committee
x. Minimum land extent for sub division	Will be decided by the Planning Committee
xi. Permissible uses	Will be decided by the Planning Committee
xii. Common zoning regulations	<p>Nature friendly development activities such as</p> <ul style="list-style-type: none"> <li>• Nature Parks</li> <li>• Field Lab for Nature studies</li> <li>• Tank Development</li> <li>• Any other Activities permitted by the Planning Committee</li> </ul> <p>Following Clearances should be obtained for any type of development activities</p> <ol style="list-style-type: none"> <li>1. Forest department</li> </ol>

Source: Urban Development Authority, 2023

## 8.2 \_ Schedules

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

Land Extent (Sq.m)	Zone Factor = 0.50 - 0.74				Zone Factor = 0.75-0.99				Zone Factor = 1.00-1.24				Zone Factor = 1.25-1.49			
	Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width			
	**6m	9m	12m	15m and above	**6m	9m	12m	15m and above	**6m	9m	12m	15m and above	**6m	9m	12m	15m and above
150 less than 250	0.8	0.9	0.9	0.9	1.3	1.3	1.4	1.4	1.6	1.7	1.8	1.9	2.0	2.2	2.3	2.4
250 less than 375	0.9	1.0	1.2	1.3	1.3	1.6	1.8	2.0	1.8	2.2	2.4	2.7	2.2	2.7	3.0	3.3
375 less than 500	0.9	1.0	1.2	1.4	1.3	1.6	1.9	2.1	1.9	2.2	2.5	2.8	2.3	2.8	3.2	3.4
500 less than 750	1.0	1.1	1.3	1.5	1.4	1.7	2.0	2.2	2.0	2.3	2.7	3.0	2.4	3.0	3.4	3.5
750 less than 1000	1.0	1.2	1.4	1.7	1.5	1.8	2.2	2.5	2.1	2.4	2.9	3.3	2.6	3.0	3.6	4.0
1000 less than 1500	1.1	1.3	1.5	1.8	1.6	1.9	2.3	2.7	2.2	2.5	3.0	3.6	2.7	3.1	3.8	4.5
1500 less than 2000	1.1	1.4	1.7	2.0	1.7	2.1	2.5	3.0	2.3	2.7	3.4	4.0	2.9	3.4	4.2	5.0
2000 less than 2500	1.2	1.5	1.8	2.1	1.8	2.3	2.7	3.1	2.4	2.8	3.5	4.2	3.0	3.5	4.4	5.4
2500 less than 3000	1.2	1.6	2.0	2.4	1.9	2.4	3.0	3.6	2.5	3.2	4.0	4.7	3.1	3.8	4.7	5.8
3000 less than 3500	1.3	1.7	2.1	2.5	2.0	2.5	3.1	3.7	2.6	3.4	4.2	5.0	3.2	4.0	5.0	6.2
3500 less than 4000	1.4	1.8	2.2	2.6	2.2	2.6	3.3	3.9	2.8	3.6	4.3	5.3	3.3	4.3	5.5	6.6
More than 4000	1.5	1.9	2.3	2.8	2.5	2.8	3.5	4.0	3.0	3.8	4.5	5.5	3.5	4.5	6.0	7.0

Land Extent (Sq.m)	Zone Factor = 1.50 - 1.74				Zone Factor = 1.75-1.99				Zone Factor = 2.00-2.24				Zone Factor = 2.25-2.49			
	Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width			
	6m	9m	12m	15m and above	6m	9m	12m	15m and above	6m	9m	12m	15m and above	6m	9m	12m	15m and above
150 less than 250	2.4	2.6	2.7	2.8	2.8	3.0	3.2	3.3	3.0	3.4	3.6	3.8	3.0	3.4	3.6	4.0
250 less than 375	2.6	3.2	3.6	4.0	3.0	3.4	4.3	4.7	3.2	3.6	4.5	4.5	3.5	3.8	4.5	5.0
375 less than 500	2.7	3.3	3.8	4.2	3.2	3.5	4.5	5.0	3.4	3.7	4.8	5.2	3.6	4.5	4.7	5.5
500 less than 750	2.8	3.4	4.0	4.5	3.4	3.6	4.7	5.5	3.5	4.0	5.0	6.0	3.7	5.0	5.0	6.0
750 less than 1000	3.1	3.6	4.3	5.0	3.5	3.8	5.1	6.0	3.6	4.5	5.7	6.5	3.8	5.1	6.0	6.5
1000 less than 1500	3.2	3.8	4.6	5.5	3.6	4.0	5.4	6.5	3.7	5.0	6.1	8.0	3.9	5.3	6.5	8.5
1500 less than 2000	3.4	4.0	5.0	6.0	3.7	4.2	5.8	7.0	3.8	5.1	6.7	9.0	4.0	5.4	7.0	*10
2000 less than 2500	3.5	4.2	5.2	6.5	3.8	4.4	6.2	7.5	3.9	5.2	7.1	*10	4.0	5.5	7.5	*10.5
2500 less than 3000	3.6	4.4	5.5	7.0	3.9	4.6	6.5	8.0	4.0	5.3	7.4	*10.5	4.0	5.6	7.5	*11
3000 less than 3500	3.7	4.6	6.0	7.5	4.0	4.8	6.9	8.5	4.0	5.4	7.6	*11	4.0	5.7	8.0	*11.5
3500 less than 4000	3.8	4.8	6.3	7.7	4.0	5.0	7.3	9.0	4.0	5.5	7.8	*11.5	4.0	5.8	8.0	*12
More than 4000	4.0	5.0	6.5	8.0	4.0	5.2	7.5	9.5	4.0	5.6	8.0	*12	4.0	5.9	8.0	*UL
<ul style="list-style-type: none"> <li>• UL - Unlimited</li> <li>• Floor area allocated for parking facilities are not calculated for FAR</li> <li>• Above Floor Area Ratio shall not be applicable for the zones where number of floors or FAR indicated under the zoning regulations.</li> <li>• Above Permissible FAR may be restricted under the development plan based on the slope of the land</li> <li>• Clearance shall be taken from National Building Research Organization for the lands having slope more than 110</li> <li>• FAR more than or equal to 10.0 shall be permitted only for the roads having minimum of 12m (from road center) Building Line, if not maximum FAR shall be limited to 9.0</li> <li>• Minimum Width of the roads that do not have a specified Street line / Building line will be decided by the planning committee based on the development trend of the area.</li> </ul>																

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

<b>Form B - Number of Floors for 3.0m &amp; 4.5m wide Roads</b>				
<b>Minimum Road Width</b>	<b>Minimum Site Frontage</b>	<b>Plot Coverage*</b>	<b>Maximum Number of Floors</b>	
			<b>Zone Factor 1.50 - 3.49</b>	<b>Zone Factor 3.50 - 4.00</b>
<b>3.0m</b>	<b>6m</b>	65%	3 (G+2)	3 (G+2)
<b>4.5m</b>	<b>6m</b>	65%	3 (G+2)	4 (G+3)
Number of floors are indicated including parking areas				
* Where no plot coverage specified under the zoning regulations				

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

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



**Schedule IV - Form "F ": Permissible Uses for Development Zones**

			Residential Zone(R)	Commercial Zone(C)	Mix Development Zone (MD)	Industrial Zone 1 (In)	Industrial Zone 2 (In)	Agricultural Promotional Zone(A)	Conservation Zone (C)
Principal Use	No	Sub Use	R2	C1	MD2	In 2	In 2	A3	C
<b>1. Residential</b>	1	Houses	√	√	√	√	√	√	-
	2	Condominium Housing Complexes	√	-	√	-	√	-	-
	3	Housing Complexes	√	-	√	-	√	-	-
	4	Housing Projects	√	-	√	-	√	-	-
	5	Quarters/Labour Quaters	√	-	√	√	√	-	-
	6	Service Apartments	√	-	√	-	√	-	-
	7	Studio Apartments	√	-	√	-	√	-	-
	8	Dometry	√	-	√	-	√	-	-
	9	Hostels	√	-	√	-	√	-	-
	10	Day-care Centers	√	√	√	√	√	-	-
	11	Patient Care Centers	√	√	√	-	√	-	-
	12	Elders home	√	-	√	-	-	-	-
	13	Children's home	√	-	√	-	-	-	-
	14	Disability rehabilitation home	√	-	√	-	-	-	-
	15	Rehabilitation /Probation home	√	-	√	-	-	-	-

	16	Community centers	√	-	√	-	-	-	-
	17	Resorts/Tourism bungalow/Home stay	√	-	√	-	-	√	-
	18	Guest House	√	√	√	-	-	-	-
	19	Lodge	√	√	√	-	-	-	-
	20	Rest House	√	√	√	-	-	-	-
	21	Retirement halls	√	-	√	-	-	-	-
<b>2. Health</b>	1	Hospital	-	√	√	-	-	-	-
	2	Medical centers(One doctors)	√	√	√	√	√	-	-
	3	Medical centers (Two doctors or more)	√	√	√	√	√	-	-
	4	Sample collecting centers	√	√	√	-	√	-	-
	5	Laboratory	√	√	√	-	√	-	-
	6	Pharmacy	√	√	√	√	√	-	-
	7	Veterinarian/ Animal clinics	√	√	√	-	√	-	-
	8	Veterinarian/ Animal hospitals	√	√	√	-	√	-	-
	9	Quarantine centers	√	-	√	-	-	-	-
	10	Child and maternal Clinic/ Family Clinic centers	√	√	√	-	√	-	-
	11	Other medical institutions not falling under uses from 1 to 10	√	√	√	-	√	-	-
	12	Medical Consultancy Service Centres	√	√	√	-	√	-	-
	13	Animal Protection Centers	√	√	√	-	√	-	-
<b>3. Office &amp; Institution</b>	1	Office	-	√	√	-	√	-	-
	2	Professional Office	-	√	√	-	√	-	-
	3	Office complex (Over 10,000Sq.m)	-	√	√	-	√	-	-

	4	Banks/ Insurance/ finance institutions	-	√	√	-	√	-	-
	5	Other office and institutional uses not included under uses from 1 to 4	-	√	√	-	√	-	-
4. Commercial	1	Shopping complex	-	√	√	-	√	-	-
	2	Retail shops	√	√	√	√	√	-	-
	3	Wholesale Shops	-	√	√	-	-	-	-
	4	Department Stores/ Super Markets	-	√	√	-	-	-	-
	5	Open Markets	√	√	√	-	√	-	-
	6	Showrooms	-	√	√	-	-	-	-
	7	Restaurants (Take Away)	√	√	√	√	√	-	-
	8	Restaurants	√	√	√	√	√	-	-
	9	Reception Halls	√	√	√	-	-	-	-
	10	Star Class Hotels	-	√	√	-	-	-	-
	11	Hotels	-	√	√	-	-	-	-
	12	City Hotels	-	√	√	-	-	-	-
	13	Club	-	√	√	-	-	-	-
	14	Motel	-	√	√	-	-	-	-
	15	Cabana Hotels	√	√	√	-	-	-	-
	16	Broadcasting Centers	-	√	√	-	-	-	-
	17	Studio (Non Broadcasting)	√	√	√	-	-	-	-
	18	Beauty Parlour	√	√	√	-	-	-	-
	19	Customer Service Centers	-	√	√	-	√	√	√
	20	SPA	√	√	√	-	-	-	-
	21	Tailor Shops	√	√	√	-	√	-	-
	22	Funeral Parlours	√	√	√	-	√	-	-
	23	Flouriest	√	√	√	-	√	√	-

	24	Laundry/ costume cleaning centers	√	√	√	-	-	√	-
	25	Hardware/ building material selling shops	-	√	√	-	-	-	-
	26	Liquor shops	-	√	√	-	-	-	-
	27	Vehicle spare parts shops	√	√	√	-	-	-	-
	28	Vehicle renting centers	√	√	√	-	-	-	-
	29	Vehicle service centers	√	√	√	-	√	-	-
		Bicycle/three-wheeler	√	√	√	-	-	-	-
		Light vehicle	-	√	√	-	√	-	-
		Heavy vehicle	-	√	√	-	√	-	-
	30	Garage	√	√	√	-	√	-	-
	31	Vehicle fuel stations	√	√	√	-	√	-	-
	32	Emission Testing Centers	√	√	√	-	√	-	-
	33	Betting centers	-	√	-	-	-	-	-
	34	Bus terminals	-	√	√	-	-	-	-
5. Educational	1	Pre School/ Early childhood development center	√	√	√	-	√	-	-
	2	Primary school	√	√	-	-	-	-	-
	3	Secondary school	-	√	-	-	-	-	-
	4	Tertiary school	-	√	-	-	-	-	-
	5	Private school/ International school	-	√	-	-	-	-	-
	6	High education institutions (Campus)	-	-	√	-	√	-	-
	7	Government/ Private university	-	-	√	-	√	-	-
	8	Technical college/ Vocational training center/ Training center	-	-	√	-	√	-	-
	9	Private Tuition Classes-less than 50sqm	√	-	√	-	-	-	-

	10	Private Tuition Classes- 50m to 500sqm	√	-	√	-	-	-	-
	11	Private Tuition Classes-more than 500 sqm	-	-	√	-	-	-	-
	12	Art institutions/ drama institution	√	-	√	-	-	-	-
	13	Other educational institution	-	√	√	-	√	-	-
	14	Research and Development Centers	√	-	√	√	√	√	√
<b>6. (Social &amp; Religious)</b>	1	Religious center	√	-	√	√	√	√	-
	2	Religious education center	√	-	√	-	-	-	-
	3	Museum	-	√	√	-	-	-	-
	4	Social & Cultural center	√	-	√	-	√	-	-
	5	Cemetery/ Crematoriums	√	-	√	-	-	-	-
	6	Community Development Centers	√	-	√	-	-	√	-
	7	Auditorium	-	√	√	-	√	-	-
	8	Conference Hall	-	√	√	-	√	-	-
<b>7. Industry</b>	1	Vehicle assembling/ repairing center	-	√	-	-	√	-	-
	2	Stores for distribution activities	-	√	√	√	√	√	-
	3	Stores/ warehouse	√	√	√	√	√	√	-
	4	Service industries	-	-	-	-	√	-	-
	5	Domestic industries	-	-	-	√	√	-	-
	6	Packing industry	-	-	-	√	√	√	-
	7	Recycling industry	-	-	-	√	√	-	-
	8	Value addition industry	-	-	-	√	√	-	-
	9	Defective material collection center	-	-	-	√	√	-	-
	10	Bakery productions- Wood kilns	√	√	√	-	√	-	-

	11	Bakery productions- electric	√	√	√	-	√	-	-
	12	Concrete related production industry	-	-	-	√	-	-	-
	13	Tile and brick industries	-	-	-	√	-	-	-
	14	Furniture related industry	-	-	-	√	-	-	-
	15	Mills	√	-	√	√	-	√	-
	16	Lathes, welding shops	√	√	√	√	√	-	-
	17	Other non-polluting industries (as defined by Central Environment Authority)	-	-	-	√	√	-	-
	18	Other polluting industries (as defined by Central Environment Authority)	-	-	-	√	√	-	-
<b>8.</b>	<b>(Leisure)</b>	1	Indoor stadium	-	√	√	-	-	-
		2	Open theatre	-	√	√	-	-	-
		3	Library	√	-	√	-	√	-
		4	Gymnasium	√	√	√	-	-	-
		5	Children parks	√	√	√	-	√	-
		6	Open grounds	√	-	√	-	-	-
		7	Cinema theatre/ open cinema theatre	-	√	√	-	-	-
		8	Swimming pool	√	√	√	-	√	-
		9	Parks	√	√	√	-	√	-
		10	Recreational parks	√	√	√	-	√	-
<b>9.</b>	<b>Agriculture and fishery Industry</b>	1	Boat jetty/ ferry accommodation	-	-	-	-	-	-
		2	Berths	-	-	-	-	-	-
		3	Fishing piers	-	-	-	-	-	-
		4	“Madel Paadu” built with constructions	-	-	-	-	-	-
		5	“Lellama”	-	-	-	-	-	-
		6	Animal and crop farms	√	-	-	-	-	√
		7	Agricultural products collection centres	-	-	√	√	-	√



	8	Animal and Seed Breeding Centres	√	-	√	-	-	√	-
	9	Greenhouse	-	-	√	√	√	-	-
10. (Other)	1	Roof antenna towers	-	√	√	√	√	-	-
	2	antenna towers	√	√	√	√	√	√	√
	3	communication Towers	√	√	√	√	√	√	√
	4	vehicle parking	√	√	√	√	√	-	-
	5	electricity sub stations	-	-	-	√	√	-	-
	6	Sand Mining/Mineral Mining/Washing	-	-	-	-	-	-	-
	7	quarrying	-	-	-	-	-	-	-
	8	Soil Excavation / clay Excavation	-	-	-	-	-	-	-
	9	Sanitary buildings	√	√	√	-	-	-	-
	10	A.T.M	√	√	√	√	√	√	√
	11	Electric charging stations	√	√	√	√	√	√	-
	12	Compost facility/waste recycling centres	√	-	√	√	√	-	-

-	<b>Non- permissible uses</b>
✓	<b>Permissible uses</b>

**Schedule V- Form “G”: Minimum Land extent for Permissible Uses**

<b>Form “G” – Minimum Land extent for Permissible Uses</b>			
<b>Main Uses</b>	<b>Number</b>	<b>Sub Uses</b>	<b>Minimum Land Extent (sqm)</b>
<b>1. Residential</b>	<b>1</b>	Houses	150
	<b>2</b>	Condominium Housing Complexes	1011
	<b>3</b>	Housing Complexes	1011
	<b>4</b>	Housing Projects	1011
	<b>5</b>	Quaters/Labor Quaters	150
	<b>6</b>	Service Apartments	150
	<b>7</b>	Studio Apartments	150
	<b>8</b>	Dometry	500
	<b>9</b>	Hostels	500
	<b>10</b>	Daycare Centers	250
	<b>11</b>	Patient Care Centers	500
	<b>12</b>	Elders home	500
	<b>13</b>	Children’s home	500
	<b>14</b>	Disability rehabilitation home	500
	<b>15</b>	Rehabilitation /Probation home	1000
	<b>16</b>	Community centers	500
	<b>17</b>	Resorts/Tourism bungalow/Home stay	250
	<b>18</b>	Guest House	250
	<b>19</b>	Lodge	250
	<b>20</b>	Rest House	250
	<b>21</b>	Retirement Halls	250
<b>2. Health</b>	<b>1</b>	Hospital	1000
	<b>2</b>	Medical centers(One doctors)	150
	<b>3</b>	Medical centers (Two doctors or more)	250
	<b>4</b>	Sample collecting centers	150
	<b>5</b>	Laboratory	150
	<b>6</b>	Pharmacy	150

	7	Veterinarian/ Animal clinics	150
	8	Veterinarian/ Animal hospitals	500
	9	Quarantine centers	500
	10	Child and maternal Clinic/ Family Clinic centers	250
	11	Other medical institutions not falling under uses from 1 to 10	250
	12	Medical Consultancy Service Centres	500
	13	Animal Protection Centers	500
3. (Office & Institution)	1	Office	150
	2	Professional Office	150
	3	Office complex (Over 10,000Sq.m)	1000
	4	Banks/ Insurance/ finance institutions	150
	5	Other office and institutional uses not included under uses from 1 to 4	150
4. Commercial	1	Shopping complex	500
	2	Retail shops	150
	3	Wholesale Shops	250
	4	Department Stores/ Super Markets	500
	5	Open Markets	150
	6	Showrooms	500
	7	Restaurants (Take Away)	150
	8	Restaurants	250
	9	Reception Halls	1000
	10	Star Class Hotels	2000
	11	Hotels	500
	12	City Hotels	250
	13	Club	500
	14	Motel	250
	15	Cabana Hotels	500
	16	Broadcasting Centers	500
	17	Studio ( Non Broadcasting)	150
	18	Beauty Parlor / Barber Shops	150

	19	Customer Service Centers	150
	20	SPA	150
	21	Tailor Shops	150
	22	Funeral Parlors	500
	23	Flourist	150
	24	Flourist	150
	25	Landery/ costume cleaning centers	250
	26	Hardware/ building material selling shops	150
	27	Liquor shops	150
	28	Vehicle spare parts shops	250
	29	Vehicle renting centers	1000
	30	Vehicle service centers Bicycle/threewheeler Light vehicle Heavy vehicle	375 500 1000
	31		
	32		
	33		
	34	Garage	1000
		Vehicle fuel stations	1000
		Emission testing centers	1000
5. (Educational)	1	Pre School/ Early childhood development center	500
	2	Primary school	2000
	3	Secondary school	3000
	4	Tertiary school	3000
	5	Private school/ International school	3000
	6	High education institutions (Campus)	3000
	7	Government/ Private university	4000
	8	Technical college/ Vocational training center/ Training center	1000
	9	Private Tuition Classes-less than 50sqm	150
	10	Private Tuition Classes- 50m to 500sqm	500
	11	Private Tuition Classes-more than 500 sqm	1000
	12	Art institutions/ drama institution	1000

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

	5	Children parks	500
	6	Open grounds	1000
	7	Cinema theatre/ open cinema theatre	500
	8	Swimming pool	250
	9	Parks	1000
	10	Recreational parks	1000
9. Agriculture and fishery industry	1.	Boat jetty/ ferry accommodation	1000
	2.	Berths	1000
	3.	Fishing piers	1000
	4.	Animal and crop farms	2000
	5.	Agricultural products collection centers	500
	6.	Animal and Seed Breeding Centres	1000
	7.	Greenhouse	150
10. (Other)	1	Roof antenna towers	-
	2	antenna towers	250
	3	communication Towers	
	4	vehicle parking	250
	5	electricity sub stations	250
	6	Sand Mining/Mineral Mining/Washing	-
	7	quarrying	-
	8	Soil Excavation / clay Excavation	-
	9	Sanitary buildings	-
	10	A.T.M	Not Applicable
	11	Electric charging stations	Not Applicable
	12	Compost facility/waste recycling centers	2000

- ❖ The Authority can decide the permitted uses and the scale of development within a specified zone rather than mentioned above



## Chapter 09 – Proposed Road Width, Building Lines and Reservations

### 9.1 Building Line & Proposed Road Width

Serial No	Name of the Road	Road ID	Width of the Road ( m)	Proposed Road width (m)	Street line (m)	Building line (m)
1	Ariviyal Nagar 1st Lane	NKPPE210	10	10	5	6
2	Ariviyal Nagar 2nd Lane	NKPPE211	10	10	5	6
3	Ariviyal Nagar 3rd Lane	NKPPE212	10	10	5	6
4	1st Cross Road	NKPPE213	10	10	5	6
5	2nd Cross Road	NKPPE214	10	10	5	6
6	3rd Cross Road	NKPPE215	10	10	5	6
7	4th Cross Road	NKPPE216	10	10	5	6
8	Housing Scheme 1st Lane	NKPPE217	10	10	5	6
9	Housing Scheme 3rd Lane	NKPPE218	10	10	5	6
10	Tube Well Road	NKPPE219	10	10	5	6
11	50th Housing Scheme Road	NKPPE220	10	10	5	6
12	Cemetery Road	NKPPE221	10	10	5	6
13	Ariviyalnagar 1st Road	NKPPE222	10	10	5	6
14	Ariviyalnagar 2nd Road	NKPPE223	10	10	5	6
15	Ariviyal Nakar 3rd Road	NKPPE224	10	10	5	6
16	Ariviyal Nakar 4th Road	NKPPE225	10	10	5	6
17	Ariviyal Nakar 5th Road	NKPPE226	10	10	5	6
18	Ariviyal Nakar 6th Road	NKPPE227	10	10	5	6
19	Ariviyal Nakar 7th Road	NKPPE228	10	10	5	6
20	Campas Road	NKPPE229	10	10	5	6
21	Ponnagar Joint Road	NKPPE230	10	10	5	6
22	30th Housing Scheme 1st Lane	NKPPE231	10	10	5	6
23	YMCA 1st Lane	NKPPE232	10	10	5	6
24	YMCA 2nd Lane	NKPPE233	10	10	5	6
25	Sebastiyar Church Road 1st Lane	NKPPE234	10	10	5	6

26	YMCA 3rd Lane	NKPPE235	10	10	5	6
27	YMCA 4th Lane	NKPPE236	10	10	5	6
28	CSI Road	NKPPE237	10	10	5	6
29	YMCA 5th Lane	NKPPE238	10	10	5	6
30	YMCA 6th Lane	NKPPE239	10	10	5	6
31	YMCA 7th Lane	NKPPE240	10	10	5	6
32	Railway 8th Lane	NKPPE241	10	10	5	6
33	Railway 9th Lane	NKPPE242	10	10	5	6
34	Railway 10th Lane	NKPPE243	10	10	5	6
35	Common Hall Behind Road	NKPPE244	10	10	5	6
36	YMCA Road	NKPPE245	15	15	7.5	8.5
37	Sebastiyar Road	NKPPE246	15	15	7.5	8.5
38	Centre Road	NKPPE247	15	15	7.5	8.5
39	Sun Road	NKPPE248	10	10	5	6
40	Moon Road	NKPPE249	10	10	5	6
41	Ravi Lane	NKPPE250	10	10	5	6
42	3rd Cross Road	NKPPE251	10	10	5	6
43	4th Cross Road	NKPPE252	10	10	5	6
44	5th Cross Road	NKPPE253	10	10	5	6
45	6th Cross Road	NKPPE254	10	10	5	6
46	7th Cross Road	NKPPE255	10	10	5	6
47	Bharathi Lane	NKPPE256	10	10	5	6
48	Main Road	NKPPE257	15	15	7.5	8.5
49	Kirusnapuram Malaiyalapuram Center Road (malijalapuram joint Road)	NKPPE258	15	15	7.5	8.5
50	Amman Kovil Road	NKPPE259	10	10	5	6
51	Vel Pillaiyar Road	NKPPE260	10	10	5	6
52	3rd Cross Road	NKPPE261	10	10	5	6
53	4th Cross Road	NKPPE262	10	10	5	6
54	Kannamman Road	NKPPE263	10	10	5	6
55	Iyankankulam Road	NKPPE264	10	10	5	6
56	Iyankankulam 1st Cross Road	NKPPE265	10	10	5	6
57	Iyankankulam 2nd Cross Road	NKPPE266	10	10	5	6
58	Iyankankulam 3rd Cross Road	NKPPE267	10	10	5	6

59	Ravi Road	NKPPE268	10	10	5	6
60	Iyangankulam 2nd Road	NKPPE269	10	10	5	6
61	Pushparasa Road	NKPPE270	10	10	5	6
62	Sutty Shop Road	NKPPE271	10	10	5	6
63	Thangavel Road	NKPPE272	10	10	5	6
64	Chandrasekaram Road	NKPPE273	10	10	5	6
65	Chandrasekaram B Road	NKPPE274	10	10	5	6
66	Thangaraj Road	NKPPE275	10	10	5	6
67	Ambal Tooth powder Road	NKPPE276	10	10	5	6
68	Ambal Tooth powder 1st Cross Road	NKPPE277	10	10	5	6
69	Paramu Shop Road	NKPPE278	10	10	5	6
70	Muththumari Amman Road	NKPPE279	10	10	5	6
71	Velu Road	NKPPE280	10	10	5	6
72	Community Centre Road	NKPPE281	10	10	5	6
73	Cemetry Joint Road	NKPPE282	10	10	5	6
74	Raviraj Road	NKPPE283	10	10	5	6
75	Alagesan Road	NKPPE284	10	10	5	6
76	Farm Road	NKPPE285	10	10	5	6
77	New Iyangankulam Road	NKPPE286	10	10	5	6
78	Viji Road	NKPPE287	10	10	5	6
79	Nadarasa Road	NKPPE288	10	10	5	6
80	Pillaiyar Kovil Road	NKPPE289	10	10	5	6
81	Ganesha Road	NKPPE290	10	10	5	6
82	Ambiga Road	NKPPE291	10	10	5	6
83	Usha Road	NKPPE292	10	10	5	6
84	Sri Road	NKPPE293	10	10	5	6
85	Unka Road	NKPPE294	10	10	5	6
86	Varatharajan Road	NKPPE295	10	10	5	6
87	Kandasamy Road	NKPPE296	10	10	5	6
88	Selvam Road	NKPPE297	10	10	5	6
89	Mayooran Road	NKPPE298	10	10	5	6
90	Mariyan Road	NKPPE299	10	10	5	6
91	Appuchchi Road	NKPPE300	10	10	5	6
92	Wireless Tower Central Road	NKPPE301	10	10	5	6
93	Central Road	NKPPE302	10	10	5	6

94	Pasumai Road	NKPPE303	10	10	5	6
95	Kalki Road	NKPPE304	10	10	5	6
96	Maha Shakthy Federation Road	NKPPE305	10	10	5	6
97	Murukan Road	NKPPE306	10	10	5	6
98	Mahalingam Road	NKPPE307	10	10	5	6
99	Thampirasa Road	NKPPE308	10	10	5	6
100	Sundaram Road	NKPPE309	10	10	5	6
101	Krushnapuram Central Road	NKPPE310	10	10	5	6
102	3rd Cross Road	NKPPE311	10	10	5	6
103	4th Cross Road	NKPPE312	10	10	5	6
104	Tank Road	NKPPE313	10	10	5	6
105	5th Cross Road	NKPPE314	10	10	5	6
106	Playground Road	NKPPE315	10	10	5	6
107	Bund Road	NKPPE316	10	10	5	6
108	Kannan Road	NKPPE317	10	10	5	6
109	Rohini Road	NKPPE318	10	10	5	6
110	Playground Cross Road	NKPPE319	10	10	5	6
111	Oottuppulam Road	NKPPE320	10	10	5	6
112	Cemetery Road	NKPPE321	10	10	5	6
113	Kanthankulam Road	NKPPE322	10	10	5	6
114	Vinayakarpuram Road	NKPPE323	10	10	5	6
115	Ampalkulam Road	NKPPE324	10	10	5	6
116	Excise Road	NKPPE325	10	10	5	6
117	1st Cross Road	NKPPE326	10	10	5	6
118	2nd Cross Road	NKPPE327	10	10	5	6
119	Nasal Road	NKPPE328	10	10	5	6
120	Krushna Barathy Amman Road	NKPPE329	10	10	5	6
121	Kugarasa Road	NKPPE330	10	10	5	6
122	Arukkamma Road	NKPPE331	10	10	5	6
123	Kala Road	NKPPE332	10	10	5	6
124	Amutha Road	NKPPE333	10	10	5	6
125	Thurkkai Amman Road	NKPPE334	10	10	5	6
126	Anusiya Road	NKPPE335	10	10	5	6
127	Sundram Road	NKPPE336	10	10	5	6

128	Nadarasa Road	NKPPE337	10	10	5	6
129	Kanna Road	NKPPE338	10	10	5	6
130	Murukes Road	NKPPE339	10	10	5	6
131	Gramaniladhari Road	NKPPE340	10	10	5	6
132	Pathmanathan Road	NKPPE341	10	10	5	6
133	Samiyar Road	NKPPE342	10	10	5	6
134	Samiyaar Road-1st Lane	NKPPE343	10	10	5	6
135	Vasanthakala Lane	NKPPE344	10	10	5	6
136	Jeeva Pariyari Joint Road	NKPPE345	10	10	5	6
137	Madha Church Road	NKPPE346	10	10	5	6
138	Nagalingam Road	NKPPE347	10	10	5	6
139	Thambirasa Road	NKPPE348	10	10	5	6
140	Jeyaraya Road	NKPPE349	10	10	5	6
141	4th Lane	NKPPE350	10	10	5	6
142	1st Lane	NKPPE351	10	10	5	6
143	Kovil Road	NKPPE352	10	10	5	6
144	Sabavathi Road	NKPPE353	10	10	5	6
145	Kanthan Road	NKPPE354	10	10	5	6
146	Pirasanna Road	NKPPE355	10	10	5	6
147	Pirapa Road	NKPPE356	10	10	5	6
148	Jeeva Pariyari Road	NKPPE357	10	10	5	6
149	2nd Lane (Uthayanagar Jeeva Pariyari Road)	NKPPE358	10	10	5	6
150	3rd Lane	NKPPE359	10	10	5	6
151	Shop Road	NKPPE360	10	10	5	6
152	Navaladi Lane	NKPPE361	10	10	5	6
153	Kamala Lane	NKPPE362	10	10	5	6
154	Nagathampiran Lane	NKPPE363	10	10	5	6
155	Thiyagalingam Road	NKPPE364	10	10	5	6
156	Playground Road	NKPPE365	10	10	5	6
157	Francis Road	NKPPE366	10	10	5	6
158	Alagar Road	NKPPE367	10	10	5	6
159	Nagapoosani Amman Road	NKPPE368	10	10	5	6
160	Nagapoosani Amman Road	NKPPE369	10	10	5	6
161	Nagapoosani Junction Road	NKPPE370	10	10	5	6
162	Muththumari Amman Road	NKPPE371	10	10	5	6

163	Wireless Tower Road	NKPPE372	10	10	5	6
164	Depot Road	NKPPE373	10	10	5	6
165	Jeeva Lane	NKPPE374	10	10	5	6
166	Playground Junction Road	NKPPE375	10	10	5	6
167	Playground Road	NKPPE376	10	10	5	6
168	Valli Lane	NKPPE377	10	10	5	6
169	Muththumary Amman Road	NKPPE378	10	10	5	6
170	Vinayagar Road	NKPPE379	10	10	5	6
171	Sivan Kovil Road	NKPPE380	10	10	5	6
172	Joni Road	NKPPE381	10	10	5	6
173	Pillaiyar Kovil Road	NKPPE382	10	10	5	6
174	Venkai Road	NKPPE383	10	10	5	6
175	Wireless Road (Vivegananthanagar Main Road)	NKPPE384	10	10	5	6
176	Thileepan Road	NKPPE385	10	10	5	6
177	Raju Road	NKPPE386	10	10	5	6
178	Ananthan Road	NKPPE387	10	10	5	6
179	Ananthan Road_Kandhi Road - Joint Road	NKPPE388	10	10	5	6
180	Gandhi Road	NKPPE389	10	10	5	6
181	Athi Muththumariyamman Road	NKPPE390	10	10	5	6
182	Sri Muththumariyamman Road	NKPPE391	10	10	5	6
183	Kovil Road	NKPPE392	10	10	5	6
184	Visuvasaththana Murugan Road	NKPPE393	10	10	5	6
185	Indra Road	NKPPE394	10	10	5	6
186	Iththiyadi Vinayagar Road	NKPPE395	10	10	5	6
187	Kannan Road	NKPPE396	10	10	5	6
188	Selva Road	NKPPE397	10	10	5	6
189	Atputha Vinayagar Road	NKPPE398	10	10	5	6
190	Atputhavinayagar Sivan Kovil Joint Road	NKPPE399	10	10	5	6



191	Atputhavinayagar Sivan Kovil Joint	NKPPE400	10	10	5	6
192	Venkai Road	NKPPE401	10	10	5	6
193	1 <sup>st</sup> Cross Road	NKPPE402	10	10	5	6
194	2 <sup>nd</sup> Cross Road	NKPPE403	10	10	5	6
195	3 <sup>rd</sup> Cross Road	NKPPE404	10	10	5	6
196	4 <sup>th</sup> Cross Road	NKPPE405	10	10	5	6
197	Barathi Road	NKPPE406	10	10	5	6
198	Kannan Road	NKPPE407	10	10	5	6
199	Sasikala Road	NKPPE408	10	10	5	6
200	Dalas Road	NKPPE409	10	10	5	6
201	School Road	NKPPE410	10	10	5	6
202	5 <sup>th</sup> Cross Road	NKPPE411	10	10	5	6
203	Tailor Shop Central Road	NKPPE412	10	10	5	6
204	Puvaneswari Road	NKPPE413	10	10	5	6
205	Small Road	NKPPE414	10	10	5	6
206	Ambalkulam Vinayagarpuram-Joint- Road	NKPPE415	10	10	5	6
207	4 <sup>th</sup> Cross Krushnspuram- Joint-Road	NKPPE416	10	10	5	6
208	Sri Manonmani Thurkkaiyamman –Joint Road	NKPPE417	15	15	7.5	8.5
209	Sri Manonmani Thurkkaiyamman – 1 <sup>st</sup> Lane	NKPPE418	10	10	5	6
210	Sri Manonmani Thurkkaiyamman – 2 <sup>nd</sup> Lane	NKPPE419	10	10	5	6
211	2 <sup>nd</sup> Cross 1 <sup>st</sup> Lane	NKPPE420	10	10	5	6
212	Muththumariyamman Road (Selvanagar main Road)	NKPPE421	10	10	5	6
213	Thavith Road	NKPPE422	10	10	5	6
214	Manikkavagar Road	NKPPE423	10	10	5	6
215	Akaththiyar Road	NKPPE424	10	10	5	6
216	Sundram Road	NKPPE425	10	10	5	6
217	Barathiyar Road	NKPPE426	10	10	5	6
218	Iyappan Road	NKPPE427	10	10	5	6
219	Thiruvalluvar Road	NKPPE428	10	10	5	6

220	Kampan Road	NKPPE429	10	10	5	6
221	Josuba	NKPPE430	10	10	5	6
222	Pillaiyar Road	NKPPE431	10	10	5	6
223	Sivan Road	NKPPE432	10	10	5	6
224	Samuvel Road	NKPPE433	10	10	5	6
225	Amathiyarasi Road	NKPPE434	10	10	5	6
226	Elanko Road	NKPPE435	10	10	5	6
227	Mose Road	NKPPE436	10	10	5	6
228	Eliya Road	NKPPE437	10	10	5	6
229	Lukka Road	NKPPE438	10	10	5	6
230	Muththeswaran Road	NKPPE439	10	10	5	6
231	Arokkiya Road	NKPPE440	10	10	5	6
232	Krushnar Road	NKPPE441	10	10	5	6
233	Kannan Road	NKPPE442	10	10	5	6
234	Veesmar Road	NKPPE443	10	10	5	6
235	Ramar Road	NKPPE444	10	10	5	6
236	Jesu Road	NKPPE445	10	10	5	6
237	Uthas Road	NKPPE446	10	10	5	6
238	Vipulananthar	NKPPE447	10	10	5	6
239	Nagathampiran Road	NKPPE448	10	10	5	6
240	Sekkilar Road	NKPPE449	10	10	5	6
241	Gnanam Road	NKPPE450	10	10	5	6
242	Suppiramaniam Road	NKPPE451	10	10	5	6
243	Mokaraj Road	NKPPE452	10	10	5	6
244	Muththusamy Road	NKPPE453	10	10	5	6
245	Jepalaya Road	NKPPE454	10	10	5	6
246	Education Department Road	NKPPE455	10	10	5	6
247	Education Department 2 <sup>nd</sup> Cross Road	NKPPE456	10	10	5	6
248	Education Department 1st Cross Road	NKPPE457	10	10	5	6
249	Preschool Road	NKPPE458	10	10	5	6
250	RDS road	NKPPE459	10	10	5	6
251	Teahncial Collage Road	NKPPE460	10	10	5	6
252	Power Station Behind Road	NKPPE461	10	10	5	6
253	Power Station 1st cross Road	NKPPE462	10	10	5	6

254	Power Station 2nd cross Road	NKPPE463	10	10	5	6
255	Nagathampiran Road	NKPPE464	10	10	5	6
256	Kovil Road	NKPPE465	10	10	5	6
257	Center Collage Behind Road	NKPPE466	10	10	5	6
258	Kovil Road 1 <sup>st</sup> Cross Road	NKPPE467	10	10	5	6
259	Kovil 2 <sup>nd</sup> Cross Road	NKPPE468	10	10	5	6
260	Kovil Road 3rd Cross Road	NKPPE469	10	10	5	6
261	Kovil 4th Cross Road	NKPPE470	10	10	5	6
262	Iratnapuram Cross Road	NKPPE471	10	10	5	6
263	Anaimugan Road	NKPPE472	10	10	5	6
264	Madha Road	NKPPE473	10	10	5	6
265	Thurkkai Amman Road	NKPPE474	10	10	5	6
266	Vanniyasingam Road	NKPPE475	10	10	5	6
267	Vanniyasingam Cross Road	NKPPE476	10	10	5	6
268	Ganappiragasam Road	NKPPE477	10	10	5	6
269	Power Station Road	NKPPE478	10	10	5	6
270	Naavalur Road	NKPPE479	10	10	5	6
271	Naavalur Cross Road	NKPPE480	10	10	5	6
272	Magathma Road	NKPPE481	10	10	5	6
273	Anna Road	NKPPE482	10	10	5	6
274	Makaathma 2 <sup>nd</sup> Cross Road	NKPPE483	10	10	5	6
275	Makaathma 1 <sup>st</sup> Cross Road	NKPPE484	10	10	5	6
276	Selva Road	NKPPE485	10	10	5	6
277	Meenadsi Amman Road	NKPPE486	10	10	5	6
278	Bava Road	NKPPE487	10	10	10	5
279	Kuruvel Road	NKPPE488	10	10	10	5
280	Gandhi Road	NKPPE489	10	10	10	5
281	Rasu Lane	NKPPE490	10	10	10	5
282	1 <sup>st</sup> Cross	NKPPE491	10	10	10	5
283	2 <sup>nd</sup> Cross	NKPPE492	10	10	10	5
284	Iya Lane	NKPPE493	10	10	10	5
285	Sinna Lane	NKPPE494	10	10	10	5
286	Shantha Lane	NKPPE495	10	10	10	5
287	Api Lane	NKPPE496	10	10	10	5
288	Pavi Lane	NKPPE497	10	10	10	5

289	Sivan Lane	NKPPE498	10	10	10	5
290	9 <sup>th</sup> Cross Road	NKPPE499	10	10	10	5
291	10 <sup>th</sup> Cross Road	NKPPE500	10	10	5	6
292	8 <sup>th</sup> Cross Road	NKPPE501	10	10	5	6
293	7 <sup>th</sup> Cross Road	NKPPE502	10	10	5	6
294	6 <sup>th</sup> Cross Road	NKPPE503	10	10	5	6
295	5 <sup>th</sup> Cross Road	NKPPE504	10	10	5	6
296	4 <sup>th</sup> Cross Road	NKPPE505	10	10	5	6
297	3 <sup>rd</sup> Cross Road	NKPPE506	10	10	5	6
298	2 <sup>nd</sup> Cross Road	NKPPE507	10	10	5	6
299	1 <sup>st</sup> Cross Road	NKPPE508	10	10	5	6
300	Power Station Road	NKPPE509	10	10	5	6
301	Power Station Road 1 <sup>st</sup> Cross Road	NKPPE510	10	10	5	6
302	Power Station Road 2 <sup>nd</sup> Cross Road	NKPPE511	10	10	5	6
303	Power Station Road 3 <sup>rd</sup> Cross Road	NKPPE512	10	10	5	6
304	Power Station Road 4 <sup>th</sup> Cross Road	NKPPE513	10	10	5	6
305	Power Station Road 5 <sup>th</sup> Cross Road	NKPPE514	10	10	5	6
306	Power Station Road 6 <sup>th</sup> Cross Road	NKPPE515	10	10	5	6
307	Sinnathampy Road	NKPPE516	10	10	5	6
308	Thavam Road	NKPPE517	10	10	5	6
309	Thiruvalluvar Lane	NKPPE518	10	10	5	6
310	8 <sup>th</sup> Cross Road	NKPPE519	10	10	5	6
311	9 <sup>th</sup> Cross Road	NKPPE520	10	10	5	6
312	Paramanathan Road	NKPPE521	10	10	5	6
313	Murukan kovil Road	NKPPE522	10	10	5	6
314	Balasundraram Road	NKPPE523	10	10	5	6
315	Nadarasa Road	NKPPE524	10	10	5	6
316	Thampippillai Road	NKPPE525	10	10	5	6
317	Playground Road	NKPPE526	10	10	5	6

318	Thiruvaiyaru Joint Road	NKPPE527	15	15	7.5	8.5
319	Main Road	NKPPE528	15	15	7.5	8.5
320	Kanagambikaikulam Main Road	NKPPE529	10	10	10	5
321	20 Housing Scheme Lane	NKPPE530	10	10	10	5
322	2nd Cross Road	NKPPE531	10	10	10	5
323	3rd Cross Road	NKPPE532	10	10	10	5
324	4th Cross Road	NKPPE533	10	10	10	5
325	5th Cross Road	NKPPE534	10	10	10	5
326	6th Cross Road	NKPPE535	10	10	10	5
327	7th Cross Road	NKPPE536	10	10	10	5
328	Kanaan Kovil Road	NKPPE537	10	10	10	5
329	River Site Road	NKPPE538	10	10	10	5
330	Health Center Road	NKPPE539	10	10	10	5
331	Iranaimadu Road	NKPPE540	10	10	10	5
332	Thiruvaiyaru West Main Road	NKPPE617	15	15	7.5	8.5
333	1 <sup>st</sup> Road	NKPPE618	10	10	5	6
334	2nd Road	NKPPE619	10	10	5	6
335	3 <sup>rd</sup> Road	NKPPE620	10	10	5	6
336	4 <sup>th</sup> Road	NKPPE621	10	10	5	6
337	5th Road	NKPPE622	10	10	5	6
338	6th Road	NKPPE623	10	10	5	6
339	7 <sup>th</sup> Road	NKPPE624	10	10	5	6
340	8 <sup>th</sup> Road	NKPPE625	10	10	5	6
341	9th Road	NKPPE626	10	10	5	6
342	10th Road	NKPPE627	10	10	5	6
343	11th Road	NKPPE628	10	10	5	6
344	12th Road	NKPPE629	10	10	5	6
345	13th Road	NKPPE630	10	10	5	6
346	14th Road	NKPPE631	10	10	5	6
347	15th Road	NKPPE632	10	10	5	6
348	16th Road	NKPPE633	10	10	5	6
349	17th Road	NKPPE634	10	10	5	6
350	18th Road	NKPPE635	10	10	5	6
351	19th Road	NKPPE636	10	10	5	6

352	20th Road	NKPPE637	10	10	5	6
353	21st Road	NKPPE638	10	10	5	6
354	22 nd Road	NKPPE639	10	10	5	6
355	23rd Road	NKPPE640	10	10	5	6
356	24 <sup>th</sup> Road	NKPPE641	10	10	5	6
357	25 <sup>th</sup> Road	NKPPE642	10	10	5	6
358	26 <sup>th</sup> Road	NKPPE643	10	10	5	6
359	27 <sup>th</sup> Road	NKPPE644	10	10	5	6
360	28 <sup>th</sup> Road	NKPPE645	10	10	5	6
361	29 <sup>th</sup> Road	NKPPE646	10	10	5	6
362	30 <sup>th</sup> Road	NKPPE647	10	10	5	6
363	Ratnapuram main Road	NKPPE648	10	10	5	6
364	Narasingavairavar Road	NKPPE649	10	10	5	6
365	3 <sup>rd</sup> Cross Road- Kirushnapuram joint Road	NKPPE650	10	10	5	6
366	Kirushnan Kovil Behind Road	NKPPE651	10	10	5	6
367	Kirushnapuram KovilSouth Road-01	NKPPE652	10	10	5	6
368	Kirushnapuram Kovil south Road-02	NKPPE653	10	10	5	6
369	Kirushnapuram Kovil south Road -03	NKPPE654	10	10	5	6
370	16 House Scheme Road	NKPPE655	10	10	5	6
371	Kirushnar Kovil Road	NKPPE656	10	10	5	6
372	Playground Road	NKPPE657	10	10	5	6
373	Ambalnagar Road	NKPPE658	10	10	5	6
374	Ravichandran House Lane	NKPPE659	10	10	5	6
375	Bun Road	NKPPE660	10	10	5	6
376	Vearaiya Road	NKPPE661	10	10	5	6
377	1 <sup>st</sup> Cross	NKPPE662	10	10	5	6
378	2 <sup>nd</sup> Cross	NKPPE663	10	10	5	6
379	3 <sup>rd</sup> Cross	NKPPE664	10	10	5	6
380	4 <sup>th</sup> Cross	NKPPE665	10	10	5	6
381	SLAntony's Church Road	NKPPE666	10	10	5	6
382	Kandasamy Road	NKPPE667	10	10	5	6



383	Postoffice Road	NKPPE668	10	10	5	6
384	Pillaiyar Kovil Road	NKPPE669	10	10	5	6
385	5 House Scheme Road	NKPPE670	10	10	10	5
386	5 House Scheme Road- 1st Lane	NKPPE671	10	10	10	5
387	5 House Scheme Road - 2nd	NKPPE672	10	10	10	5
388	Courts Nearest South Road	NKPPE673	10	10	10	5
389	Paramanathan Road	NKPPE674	10	10	10	5
390	Courst Behind Road	NKPPE675	10	10	10	5
391	Courrts North Road	NKPPE676	10	10	10	5
392	Iyanar Road	NKPPE677	10	10	10	5
393	Iyanar Road 1 <sup>st</sup> Lane	NKPPE678	10	10	10	5
394	Iyanar Road 2 <sup>nd</sup> Lane	NKPPE679	10	10	10	5
395	Madha Church Road	NKPPE680	10	10	10	5
396	Mattu Nagar Road	NKPPE681	10	10	10	5
397	Pannankany Road	NKPPE682	10	10	10	5
398	St. Thiresa School Road	NKPPE683	10	10	10	5
399	Uruththirapuram Road	NKPPE684	10	10	10	5
400	Kandasamy Kovil Road	NKPPE685	10	10	10	5
401	Ponnampalam Road	NKPPE686	10	10	10	5
402	Rotrico Road	NKPPE687	10	10	10	5
403	Naveenapuram Road	NKPPE688	10	10	10	5
404	AKR Road	NKPPE689	10	10	10	5
405	Sampath Bank Road	NKPPE690	10	10	10	5
406	Kachcheri Behind Road	NKPPE691	10	10	10	5
407	Agriculter Depatment Road	NKPPE692	10	10	10	5
408	Pradesiya Shaba North Road	NKPPE693	10	10	10	5
409	Pradesiya Shaba South Road	NKPPE694	10	10	10	5
410	School Road	NKPPE695	10	10	5	6
411	Vairavar Kovil Channel Road	NKPPE696	10	10	5	6
412	Ramanathapuram Road	NKPPE697	10	10	5	6
413	Vairavar Kovil Joint Road	NKPPE698	10	10	5	6
414	Post Office Road	NKPPE699	10	10	10	5
415	Health Department Road	NKPPE700	10	10	10	5
416	ACLG's Office Behind Road	NKPPE701	10	10	10	5
417	ACLG's Office Road	NKPPE702	10	10	10	5

418	Thirunagar Road	NKPPE703	10	10	10	5
419	Kannan Kovil Joint Road	NKPPE704	10	10	10	5
420	Kannan Kovil Road	NKPPE705	10	10	10	5
421	ACLG's Office Nearest Land Road	NKPPE706	10	10	10	5
422	Ratnapuram Road 1st Lane	NKPPE707	10	10	10	5
423	Ratnapuram Road 2nd Lane	NKPPE708	10	10	10	5
424	Curch Road	NKPPE709	10	10	10	5
425	CO-OP- School Road	NKPPE710	10	10	10	5
426	Tank Road	NKPPE711	10	10	5	6
427	D4 Road	NKPPE712	10	10	5	6
428	D4- A Road	NKPPE713	10	10	5	6
429	A9-D4 Joint Road	NKPPE714	10	10	5	6
430	RB I Road	NKPPE715	10	10	5	6
431	Raiyaru Road	NKPPE716	10	10	5	6
432	Sundharalingam Road	NKPPE717	10	10	5	6
433	Theiya Farm Road	NKPPE718	10	10	5	6
434	Ramanathan Farm Road	NKPPE719	10	10	5	6
435	Rasasooriyar Farm Road	NKPPE720	10	10	5	6
436	Dishan Road	NKPPE721	10	10	5	6
437	Rotrico Road	NKPPE722	10	10	5	6
438	Brown Company Road	NKPPE723	10	10	5	6
439	Podisingam Road	NKPPE724	10	10	5	6
440	Sunthara Road	NKPPE725	10	10	5	6
441	1 <sup>st</sup> Cross	NKPPE726	10	10	5	6
442	2 <sup>nd</sup> Cross	NKPPE727	10	10	5	6
443	3 <sup>rd</sup> Cross	NKPPE728	10	10	5	6
444	4 <sup>th</sup> Cross	NKPPE729	10	10	5	6
445	5 <sup>th</sup> Cross	NKPPE730	10	10	5	6
446	Concrete Road	NKPPE731	10	10	5	6
447	17 <sup>th</sup> Road	NKPPE732	10	10	5	6
448	Pqsupathi Road	NKPPE733	10	10	5	6
449	Koni Road	NKPPE734	10	10	5	6
450	Post Mastar Road	NKPPE735	10	10	5	6
451	Kanendram Road	NKPPE736	10	10	5	6
452	Gunam Road	NKPPE737	10	10	5	6

453	Ruban Road	NKPPE738	10	10	5	6
454	GS Road	NKPPE739	10	10	5	6
455	Jesu Gobal Road	NKPPE740	10	10	5	6
456	Emalson	NKPPE741	10	10	5	6
457	1 <sup>st</sup> Road	NKPPE742	10	10	5	6
458	2 <sup>nd</sup> Road	NKPPE743	10	10	5	6
459	3 <sup>rd</sup> Road	NKPPE744	10	10	5	6
460	4 <sup>th</sup> Road	NKPPE745	10	10	5	6
461	5 <sup>th</sup> Road	NKPPE746	10	10	5	6
462	6 <sup>th</sup> Road	NKPPE747	10	10	5	6
463	School Behind Road(Arulmadha Road)	NKPPE748	10	10	5	6
464	8 <sup>th</sup> Cross Road	NKPPE749	10	10	5	6
465	9 <sup>th</sup> Cross Road	NKPPE750	10	10	5	6
466	10 <sup>th</sup> cross Road	NKPPE751	10	10	5	6
467	11 <sup>th</sup> Cross Road	NKPPE752	10	10	5	6
468	12 <sup>th</sup> Cross Road	NKPPE753	10	10	5	6
469	Governor Road	NKPPE754	10	10	5	6
470	14 <sup>th</sup> Road	NKPPE755	10	10	5	6
471	15 <sup>th</sup> Road	NKPPE756	10	10	5	6
472	16 <sup>th</sup> Road	NKPPE757	10	10	5	6
473	17 <sup>th</sup> Road	NKPPE758	10	10	5	6
474	10 <sup>th</sup> Farm Road	NKPPE759	10	10	5	6
475	Thujilumillam Front Road	NKPPE760	10	10	5	6
476	Uruththirapuram Road	NKPPE761	10	10	5	6
477	Kadapi Road	NKPPE762	10	10	5	6
478	Soosai Road	NKPPE763	10	10	5	6
479	GN Office Road	NKPPE764	10	10	5	6
480	Theepan Road	NKPPE765	10	10	5	6
481	Kannan Kovil Road	NKPPE766	10	10	5	6
482	Department Road	NKPPE767	10	10	5	6
483	Victor Road	NKPPE768	10	10	5	6
484	Playground Road	NKPPE769	10	10	5	6
485	Thirunagar 1 <sup>st</sup> Lane	NKPPE770	10	10	10	5
486	Manjula Bakery Road	NKPPE771	10	10	10	5

487	3 <sup>rd</sup> Lane	NKPPE772	10	10	10	5
488	4 <sup>th</sup> Lane	NKPPE773	10	10	10	5
489	Amman Kovil Road	NKPPE774	10	10	10	5
490	Kanakapuram School Road	NKPPE775	10	10	10	5
491	7 <sup>th</sup> Lane	NKPPE776	10	10	10	5
492	1 <sup>st</sup> Cross Road	NKPPE777	10	10	10	5
493	2 <sup>nd</sup> Cross Road	NKPPE778	10	10	10	5
494	3 <sup>rd</sup> Cross Road	NKPPE779	10	10	10	5
495	2 <sup>nd</sup> Lane- 3 <sup>rd</sup> Lane Cross Road	NKPPE780	10	10	10	5
496	3 <sup>rd</sup> Lane- 4 <sup>th</sup> Lane Cross Road	NKPPE781	10	10	10	5
497	4 <sup>th</sup> Lane-5 <sup>th</sup> Lane Cross Road 01	NKPPE782	10	10	10	5
498	5 <sup>th</sup> Lane 5 <sup>th</sup> Lane Cross Road01	NKPPE783	10	10	10	5
499	5 <sup>th</sup> Lane 6 <sup>th</sup> Lane Cross Road01	NKPPE784	10	10	10	5
500	5 <sup>th</sup> Lane- 6 <sup>th</sup> Lane Cross Road 02	NKPPE785	10	10	10	5
501	6 <sup>th</sup> Lane-7 <sup>th</sup> Lane Cross Road 01	NKPPE786	10	10	10	5
502	6 <sup>th</sup> Lane-7 <sup>th</sup> Lane Cross Road 02	NKPPE787	10	10	10	5
503	Kanagarasa cross Road	NKPPE788	10	10	10	5
504	Theivendram Cross Road	NKPPE789	10	10	10	5
505	Visuvalingam Lane	NKPPE790	10	10	10	5
506	Kanagarasa Road	NKPPE791	10	10	10	5
507	Puliyadi Lane	NKPPE792	10	10	10	5
508	RDS Lane	NKPPE793	10	10	10	5
509	Sinniya Lane	NKPPE794	10	10	10	5
510	Cemetry Road	NKPPE795	10	10	10	5
511	Madasamy Road	NKPPE796	10	10	10	5
512	Murugan Road	NKPPE797	10	10	10	5
513	Vairavar Kovil Road	NKPPE798	10	10	10	5
514	Amirthas Road	NKPPE799	10	10	10	5
515	Selvarasa Lane	NKPPE800	10	10	10	5

516	Shanthy Lane	NKPPE801	10	10	10	5
517	Vadivel Lane	NKPPE802	10	10	10	5
518	Kili Lane	NKPPE803	10	10	10	5
519	Selvi Lane	NKPPE804	10	10	10	5
520	Nagamma Lane	NKPPE805	10	10	10	5
521	Thivendram Lane	NKPPE806	10	10	10	5
522	Kali Road	NKPPE807	10	10	10	5
523	Bund Road	NKPPE808	10	10	10	5
524	Rasan Lane	NKPPE809	10	10	10	5
525	Nagapoosany Amman Road	NKPPE810	10	10	10	5
526	Thiyakalingam Road	NKPPE811	10	10	10	5
527	St. Atony's Church Road	NKPPE812	10	10	10	5
528	St. Atony's Church Cross Road	NKPPE813	10	10	10	5
529	Velankanny Cross Road	NKPPE814	10	10	10	5
530	Cemetery Cross Road (Thirunagar Ganesapuram Cross Road)	NKPPE815	10	10	10	5
531	Muneswaran Road	NKPPE816	10	10	10	5
532	Ranganathan Road	NKPPE817	10	10	10	5
533	Sivan Road	NKPPE818	10	10	10	5
534	Josep Road	NKPPE819	10	10	10	5
535	1 <sup>st</sup> Lane	NKPPE820	10	10	10	5
536	2 <sup>nd</sup> Lane	NKPPE821	10	10	10	5
537	Seetha Road	NKPPE822	10	10	10	5
538	Eswary Lane	NKPPE823	10	10	10	5
539	3rd Lane	NKPPE824	10	10	10	5
540	Charls Road	NKPPE825	10	10	10	5
541	Pipal Tree Road	NKPPE826	10	10	10	5
542	7 <sup>th</sup> Lane	NKPPE827	10	10	10	5
543	6 <sup>TH</sup> Lane	NKPPE828	10	10	10	5
544	Thirunagar main Road	NKPPE829	10	10	10	5
545	Maruthappu Road	NKPPE830	15	15	7.5	8.5
546	Kumrasamy Road	NKPPE831	10	10	5	6
547	Railway Road	NKPPE832	10	10	5	6
548	1 <sup>st</sup> Cross Road	NKPPE833	10	10	5	6

549	2nd Cross Road	NKPPE834	10	10	5	6
550	Parasakthi Ammaiyar Road	NKPPE835	10	10	5	6
551	Thirunagar Ganesapuram Bund Road	NKPPE836	10	10	5	6
552	Ganesapuram Uruththirapuram Joint Road	NKPPE837	10	10	5	6
553	Market Road	NKPPE838	10	10	5	6
554	Chandran Road	NKPPE839	10	10	5	6
555	Kurukulam Behind Road	NKPPE840	10	10	5	6
556	Jeyanthinagar Ganesapuram Joint Road	NKPPE841	10	10	5	6
557	Muthurasa Road	NKPPE842	10	10	5	6
558	Thirunagar Jeyanthinagar joint Road	NKPPE843	10	10	5	6
559	Main Road	NKPPE844	10	10	5	6
560	Arokkiyam Road	NKPPE845	10	10	5	6
561	Mahendran Road	NKPPE846	10	10	5	6
562	Thillainathan Road	NKPPE847	10	10	5	6
563	Aropanam Road	NKPPE848	10	10	5	6
564	Pankarasa Road	NKPPE849	10	10	5	6
565	Eelanatham Road	NKPPE850	10	10	5	6
566	Olimpic Kumar Road	NKPPE851	10	10	5	6
567	Vettimanai Road	NKPPE852	10	10	5	6
568	ServeyorKadai Road	NKPPE853	10	10	5	6
569	Hindu primary School Road	NKPPE854	10	10	5	6
570	Aachchiramam Road	NKPPE855	10	10	5	6
571	School Road	NKPPE856	10	10	5	6
572	Puvanendran Road	NKPPE857	10	10	5	6
573	Meenadsy Amman Road	NKPPE858	10	10	5	6
574	Sunthararaj Road	NKPPE859	10	10	5	6
575	Poobalasingam Road	NKPPE860	10	10	5	6
576	Kunjan Road	NKPPE861	10	10	5	6
577	AB Road	NKPPE862	10	10	5	6
578	Pillaiyar Kovil Road	NKPPE863	10	10	5	6
579	Poonahary Road	NKPPE864	10	10	5	6
580	School Road	NKPPE865	10	10	5	6



581	LB2 Road	NKPPE866	10	10	5	6
582	Bool Road	NKPPE867	10	10	5	6
583	Alaiyady Roa	NKPPE868	10	10	5	6
584	Alaiyady 2nd Corss Road	NKPPE869	10	10	5	6
585	Camp Road	NKPPE870	10	10	5	6
586	Old Thunukkai Road	NKPPE871	10	10	5	6
587	Old Thunukkai Road 2nd Corss Road	NKPPE872	10	10	5	6
588	Old Thunukkai Road 1st Corss Road	NKPPE873	10	10	5	6
589	GS Road	NKPPE874	10	10	5	6
590	GS Office Front Road	NKPPE875	10	10	5	6
591	LB2 3rd Cross Road	NKPPE876	10	10	5	6
592	LB2 2nd Cross Road	NKPPE877	10	10	5	6
593	LB2 1st Cross Road	NKPPE878	10	10	5	6
594	LB1st Road	NKPPE879	10	10	5	6
595	Alaiyady 1st Cross Road	NKPPE880	10	10	5	6
596	Alaiyady 2nd Cross Road	NKPPE881	10	10	5	6
597	Kal Madha Road	NKPPE882	10	10	5	6
598	Murukan Kovil Road	NKPPE883	10	10	5	6
599	Murukan Kovil 1st Cross Road	NKPPE884	10	10	5	6
600	Murukan Kovil 2nd Cross Road	NKPPE885	10	10	5	6
601	Murukan Kovil 3rd Cross Road	NKPPE886	10	10	5	6
602	Murukan Kovil 4th Cross Road	NKPPE887	10	10	5	6
603	Murukan Kovil 5th Cross Road	NKPPE888	10	10	5	6
604	Murukan Kovil 6th Cross Road	NKPPE889	10	10	5	6
605	Murukan Kovil 7th Cross Road	NKPPE890	10	10	5	6
606	Murukan Kovil 8th Cross Road	NKPPE891	10	10	5	6

607	Murukan Kovil 9th Cross Road	NKPPE892	10	10	5	6
608	Murukan Kovil 10th Cross Road	NKPPE893	10	10	5	6
609	Murukan Kovil 11th Cross Road	NKPPE894	10	10	5	6
610	9th Channal Road	NKPPE895	10	10	5	6
611	Chavakachcheri Cross Road	NKPPE896	10	10	5	6
612	APC Road	NKPPE897	10	10	5	6
613	Kunjupparanthan Road	NKPPE898	10	10	5	6
614	Paddy Field Road	NKPPE899	10	10	5	6
615	Joint Road	NKPPE900	10	10	5	6
616	66th Street Cross Road	NKPPE901	10	10	5	6
617	5th Cross Road	NKPPE902	10	10	5	6
618	Madha Road	NKPPE903	10	10	5	6
619	Vaan Road	NKPPE904	10	10	5	6
620	Nanjundakandan Forest Road	NKPPE905	10	10	5	6
621	Beach Road 1	NKPPE906	10	10	5	6
622	Beach Road 2	NKPPE907	10	10	5	6
623	Aroganam Road	NKPPE908	10	10	5	6
624	Market Road (hospital cemetery Road)	NKPPE909	10	10	5	6
625	Gandhi Center Road	NKPPE910	10	10	5	6
626	Gandhi Center Joint Road	NKPPE911	10	10	5	6
627	Thirukkudumpa Kanniyar Madam Road	NKPPE912	10	10	5	6
628	Post Office Road	NKPPE913	10	10	5	6
629	Ratnam Farm 3rd Cross Road	NKPPE914	10	10	5	6
630	Ratnam Farm 2nd Cross Road	NKPPE915	10	10	5	6
631	Ratnam Farm 1st Cross Road	NKPPE916	10	10	5	6
632	1st Cross Road	NKPPE929	10	10	5	6
633	2nd Cross Road	NKPPE930	10	10	5	6
634	3rd Cross Road	NKPPE931	10	10	5	6
635	4th Cross Road	NKPPE932	10	10	5	6
636	5th Cross Road	NKPPE933	10	10	5	6
637	6th Cross Road	NKPPE934	10	10	5	6

638	7th Cross Road	NKPPE935	10	10	5	6
639	8th Cross Road	NKPPE936	10	10	5	6
640	9th Cross Road	NKPPE937	10	10	5	6
641	10th Cross Road	NKPPE938	10	10	5	6
642	Vayalpillaiyar Road	NKPPE939	10	10	5	6
643	Sivanagar Common Road	NKPPE940	10	10	5	6
644	WRDS Road	NKPPE941	10	10	5	6
645	School Lane	NKPPE942	10	10	5	6
646	Paddy Road	NKPPE943	10	10	5	6
647	Uruththirapuram North	NKPPE944	10	10	5	6
648	Thangarany Road	NKPPE945	10	10	5	6
649	Pathmalojini Road	NKPPE946	10	10	5	6
650	Preschool Road	NKPPE947	10	10	5	6
651	Ganes Road	NKPPE948	10	10	5	6
652	Ratnam Road	NKPPE949	10	10	5	6
653	Perinpanathan Road	NKPPE950	10	10	5	6
654	Selvam Road	NKPPE951	10	10	5	6
655	Thangarasa Road	NKPPE952	10	10	5	6
656	Paddy Field Road	NKPPE953	10	10	5	6
657	Oottuppulam Valluvar Farm Main Road	NKPPE954	10	10	5	6
658	Valluvar Farm 6th Cross Road	NKPPE955	10	10	5	6
659	Valluvar Farm 5th Cross Road	NKPPE956	10	10	5	6
660	Valluvar Farm 4th Cross Road	NKPPE957	10	10	5	6
661	Gunaratnam Road	NKPPE958	10	10	5	6
662	Kovil Road	NKPPE959	10	10	5	6
663	3rd Cross Road	NKPPE960	10	10	5	6
664	2nd Cross Road	NKPPE961	10	10	5	6
665	Puliyady Road	NKPPE962	10	10	5	6
666	Oottuppulam Central Road	NKPPE963	10	10	5	6
667	1st Cross Road	NKPPE964	10	10	5	6
668	2nd Cross Road	NKPPE965	10	10	5	6
669	3rd Cross Road	NKPPE966	10	10	5	6

670	Vairavar Road	NKPPE967	10	10	5	6
671	4th Cross Road	NKPPE968	10	10	5	6
672	5th Cross Road	NKPPE969	10	10	5	6
673	6th Cross Road	NKPPE970	10	10	5	6
674	7th Cross Road	NKPPE971	10	10	5	6
675	8th Cross Road	NKPPE972	10	10	5	6
676	9th Cross Road	NKPPE973	10	10	5	6
677	10th Cross Road	NKPPE974	10	10	5	6
678	11th Cross Road	NKPPE975	10	10	5	6
679	12th Cross Road	NKPPE976	10	10	5	6
680	13th Cross Road	NKPPE977	10	10	5	6
681	14th Cross Road	NKPPE978	10	10	5	6
682	15th Cross Road	NKPPE979	10	10	5	6
683	16th Cross Road	NKPPE980	10	10	5	6
684	17th Cross Road	NKPPE981	10	10	5	6
685	18th Cross Road	NKPPE982	10	10	5	6
686	19th Cross Road	NKPPE983	10	10	5	6
687	Sundhar Road	NKPPE984	10	10	5	6
688	Oottupulam Main Road	NKPPE985	10	10	5	6
689	Cemetery Road	NKPPE986	10	10	5	6
690	Aachchiramam Road	NKPPE987	10	10	5	6
691	Karainagar Road	NKPPE988	10	10	5	6
692	Niththiya Road	NKPPE989	10	10	5	6
693	1st Cross Road	NKPPE990	10	10	5	6
694	2nd Cross Road	NKPPE991	10	10	5	6
695	3rd Cross Road	NKPPE992	10	10	5	6
696	4th Cross Road	NKPPE993	10	10	5	6
697	5th Cross Road	NKPPE994	10	10	5	6
698	6th Cross Road	NKPPE995	10	10	5	6
699	7th Cross Road	NKPPE996	10	10	5	6
700	8th Cross Road	NKPPE997	10	10	5	6
701	Salomnagar Road	NKPPE998	10	10	5	6
702	Maththiyavakupu channal Road	NKPPE999	10	10	5	6
703	Sivanagar Channal Road	NKPPE1000	10	10	5	6
704	Solainagar Main Road	NKPPE1001	10	10	5	6

705	1st Lane	NKPPE1002	10	10	5	6
706	2nd Lane	NKPPE1003	10	10	5	6
707	3rd Lane	NKPPE1004	10	10	5	6
708	Kovil Road	NKPPE1005	10	10	5	6
709	Kovil Joint Road	NKPPE1006	10	10	5	6
710	Paddy Field Road	NKPPE1007	10	10	5	6
711	4th Lane	NKPPE1008	10	10	5	6
712	Playground Road	NKPPE1130	10	10	5	6
713	1st Lane	NKPPE1131	10	10	5	6
714	2nd Lane	NKPPE1132	10	10	5	6
715	3rd Lane	NKPPE1133	10	10	5	6
716	4th Lane	NKPPE1134	10	10	5	6
717	5th Lane	NKPPE1135	10	10	5	6
718	6th Lane	NKPPE1136	10	10	5	6
719	7th Lane	NKPPE1137	10	10	5	6
720	8th Lane	NKPPE1138	10	10	5	6
721	9th Lane	NKPPE1139	10	10	5	6
722	10th Lane	NKPPE1140	10	10	5	6
723	Isairatnam Lane	NKPPE1141	10	10	5	6
724	11th Lane	NKPPE1142	10	10	5	6
725	12th Lane	NKPPE1143	10	10	5	6
726	13th Lane (Kumarapuram School Lane)	NKPPE1144	10	10	5	6
727	14th Lane	NKPPE1145	10	10	5	6
728	Kumarapuram Main Road (Kanjipuram Village Road)	NKPPE1146	10	10	5	6
729	Amman Kovil Road	NKPPE1147	10	10	5	6
730	Paddy Field Road 1	NKPPE1148	10	10	5	6
731	Paddy Field Road 2	NKPPE1149	10	10	5	6
732	Paddy Field Road 3	NKPPE1150	10	10	5	6
733	Kanjipuram Main Road	NKPPE1151	10	10	5	6
734	Common Hall Road	NKPPE1152	10	10	5	6
735	Kanjipuram 1st Lane	NKPPE1153	10	10	5	6
736	Kanjipuram 2st Lane	NKPPE1154	10	10	5	6
737	Kanjipuram 3st Lane	NKPPE1155	10	10	5	6
738	Kanjipuram 3st Lane	NKPPE1156	10	10	5	6

739	Kamarikuda 1st Lane	NKPPE1157	10	10	5	6
740	Kamarikuda 1st Lane	NKPPE1158	10	10	5	6
741	Sivalingam Road	NKPPE1159	10	10	5	6
742	Rameswaran Road	NKPPE1160	10	10	5	6
743	10th Cross Road	NKPPE1161	10	10	5	6
744	Company Road	NKPPE1162	10	10	5	6
745	18th Cross Road	NKPPE1163	10	10	5	6
746	Main 1st Road	NKPPE1164	10	10	5	6
747	Main 2nd Road	NKPPE1165	10	10	5	6
748	Main 3rd Road	NKPPE1166	10	10	5	6
749	Main 4th Road	NKPPE1167	10	10	5	6
750	Main 5th Road	NKPPE1168	10	10	5	6
751	Smal Road	NKPPE1169	10	10	5	6
752	15th Road	NKPPE1170	10	10	5	6
753	16th Road	NKPPE1171	10	10	5	6
754	Nagathampiran Kovil Road	NKPPE1172	10	10	5	6
755	Farm Pillaiyar Road	NKPPE1173	10	10	5	6
756	Vilavodai Road	NKPPE1174	10	10	5	6
757	1st Cross Road	NKPPE1175	10	10	5	6
758	2nd Cross Road	NKPPE1176	10	10	5	6
759	3rd Cross Road	NKPPE1177	10	10	5	6
760	4th Cross Road	NKPPE1178	10	10	5	6
761	5th Cross Road	NKPPE1179	10	10	5	6
762	6th Cross Road	NKPPE1180	10	10	5	6
763	7th Cross Road	NKPPE1181	10	10	5	6
764	8th Cross Road	NKPPE1182	10	10	5	6
765	9th Cross Road	NKPPE1183	10	10	5	6
766	1st Road	NKPPE1184	10	10	5	6
767	2nd Road	NKPPE1185	10	10	5	6
768	3rd Road	NKPPE1186	10	10	5	6
769	4th Road	NKPPE1187	10	10	5	6
770	5th Road	NKPPE1188	10	10	5	6
771	6th Road	NKPPE1189	10	10	5	6
772	7th Road	NKPPE1190	10	10	5	6
773	8th Road	NKPPE1191	10	10	5	6
774	9th Road	NKPPE1192	10	10	5	6

775	10th Road	NKPPE1193	10	10	5	6
776	11th Road	NKPPE1194	10	10	5	6
777	12th Road	NKPPE1195	10	10	5	6
778	13th Road	NKPPE1196	10	10	5	6
779	14 <sup>th</sup> Road	NKPPE1197	10	10	5	6

### ***RDA Roads Reservations***

Serial No	Name of the Road	Road ID	Width of the Road	Proposed Road width	Street line (m)	Building line (m)
01	Kandy – Jaffna Road	A 9	30	30	15	24
02	Paranthan-Mullithivu	A 35	30	30	15	16
03	Paranthan –Poonagary Road	B 357	30	30	15	16

### ***RDD Roads Reservations***

Serial No	Name of the Road	Road ID	Width of the Road (m)	Proposed Road width	Street line (m)	Building line (m)
01	Talyer Road	C007	20	20	10	11
02	Wilson Road	C008	20	20	10	11
03	Rose Road	C012	20	20	10	11
04	Puthumurippu Access Road	C013	30	30	15	16
			20	20	10	11
05	Murikandy Kanakapuram Road	C015	30	30	15	16
			20	20	10	11
06	Iranaimadu Road	C037	20	20	10	11
07	Ratnapuram Road	C040	20	20	10	11
08	Thirunagar Road	C009	13	15	7.5	8.5
09	Ganeshapuram Road	C010	20	15	7.5	8.5

**Street line and the Building lines for the Public roads that are not mentioned in the list above will be maintained as follows**

Serial No	Width of the Road (m)	Proposed Road width (m)	Street line (m)	Building line (m)		
				Low Density	Moderate Density	High Density
01	3 – 4.9	6	3	4	5	5
02	5 – 6.9	7	3.5	4	5	5
03	7 -9	9	4.5	4	5	5
04	9 above	10	5	6	6	6



“

## PART - III



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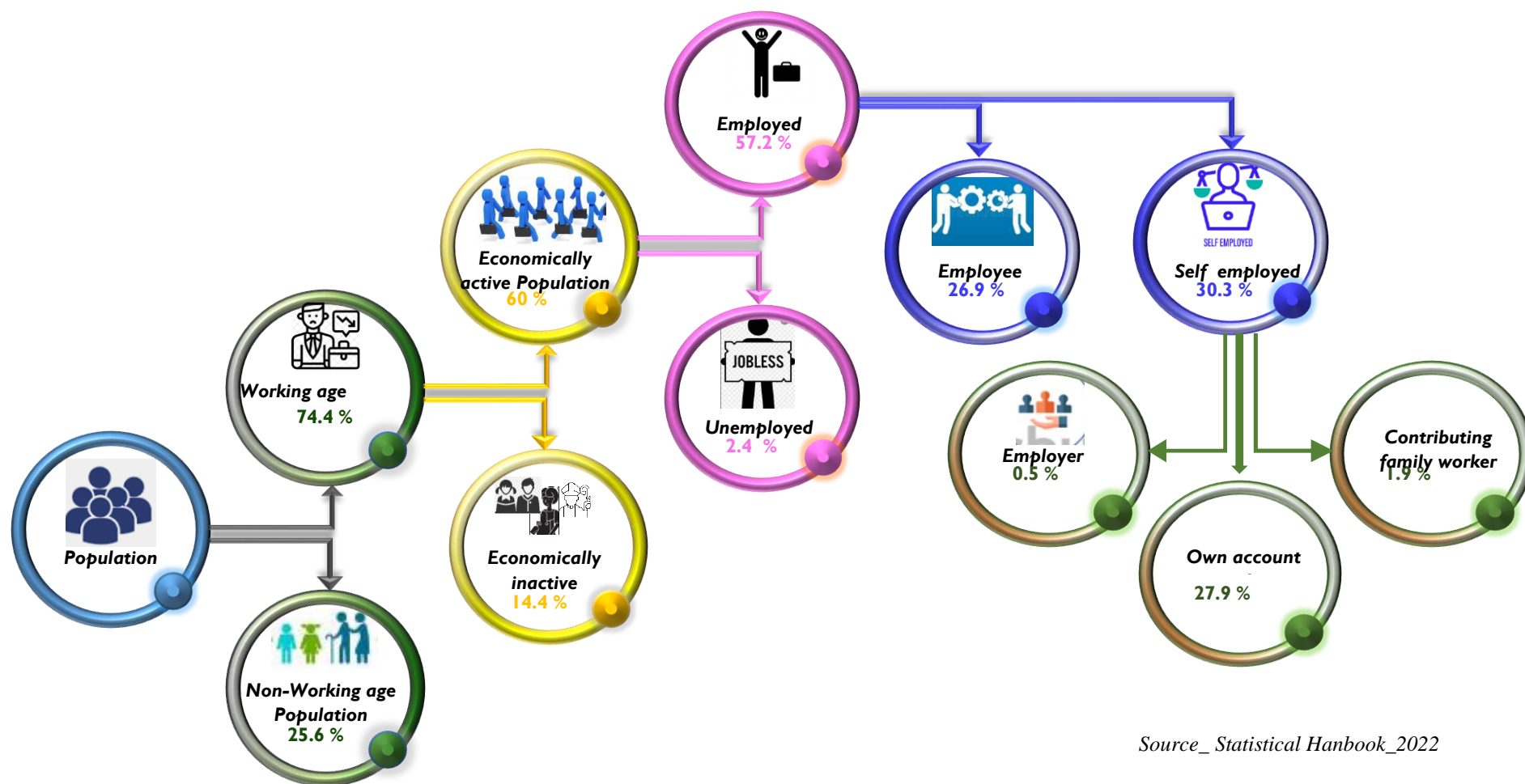
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## Annexures

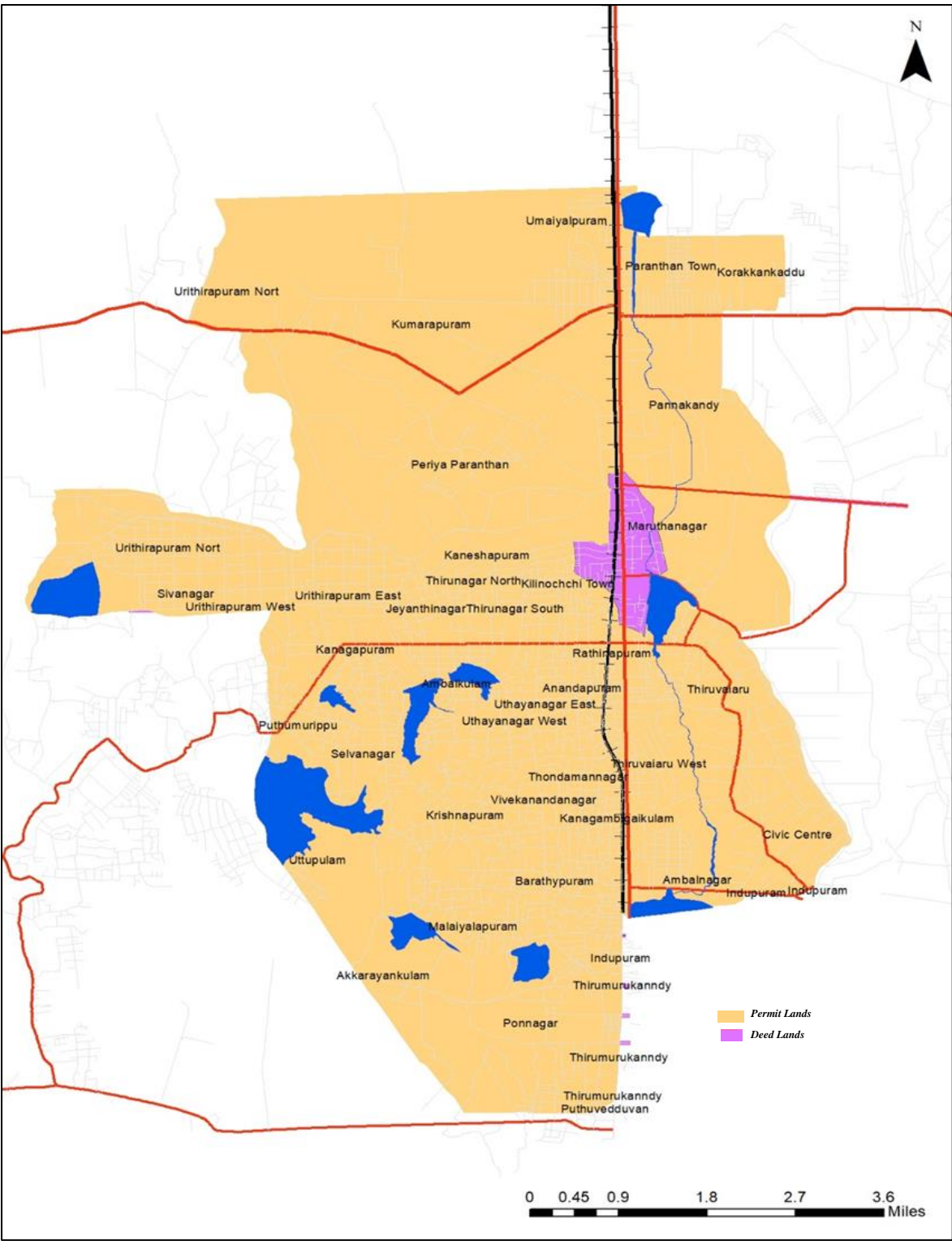
### Annexure 1 \_ Sectoral contribution of Economy \_ Planning Area



Source\_ Statistical Hanbook\_2022

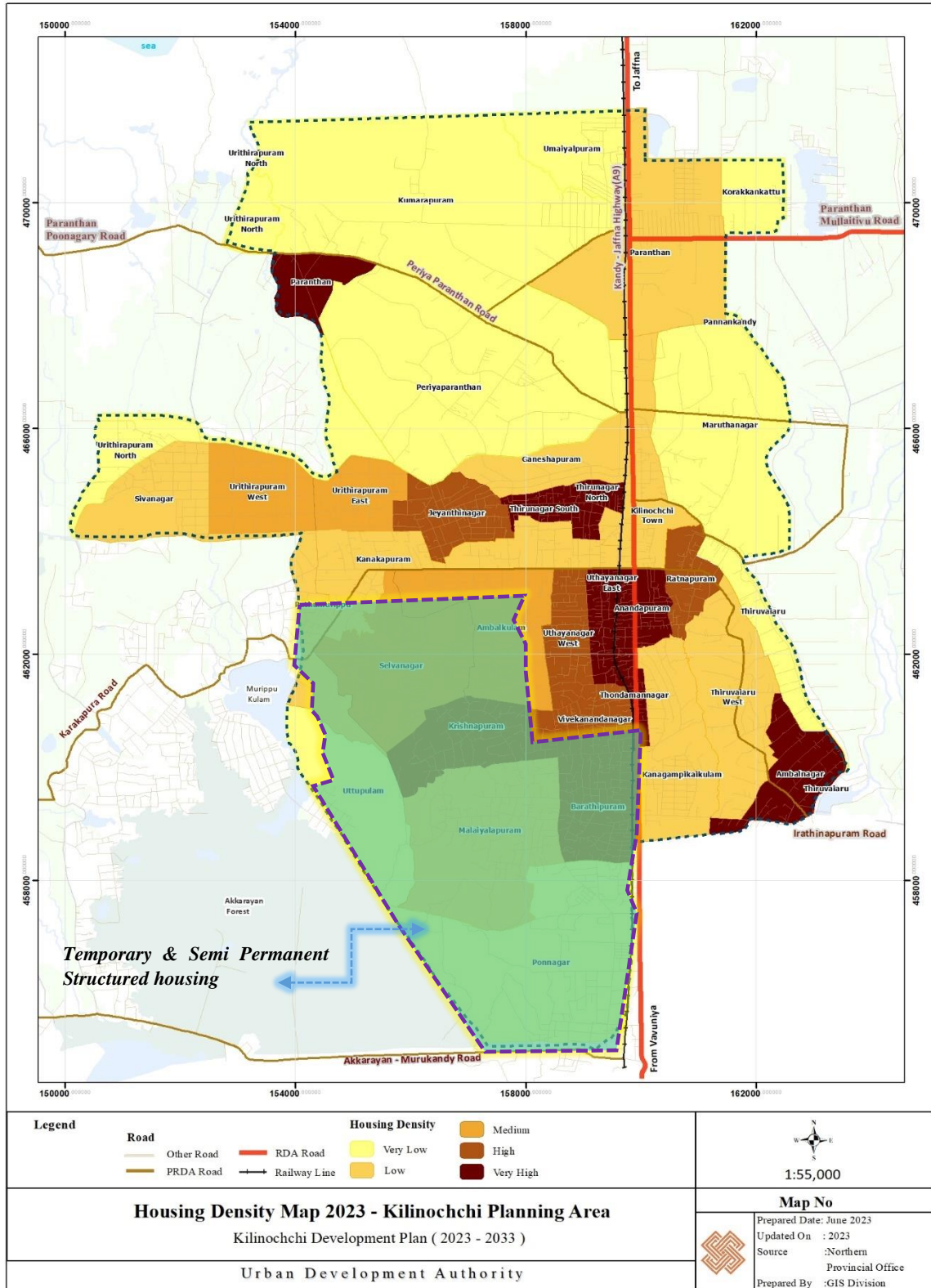


*Annexure 2 \_ Ownership distribution of Land \_ Planning Area*

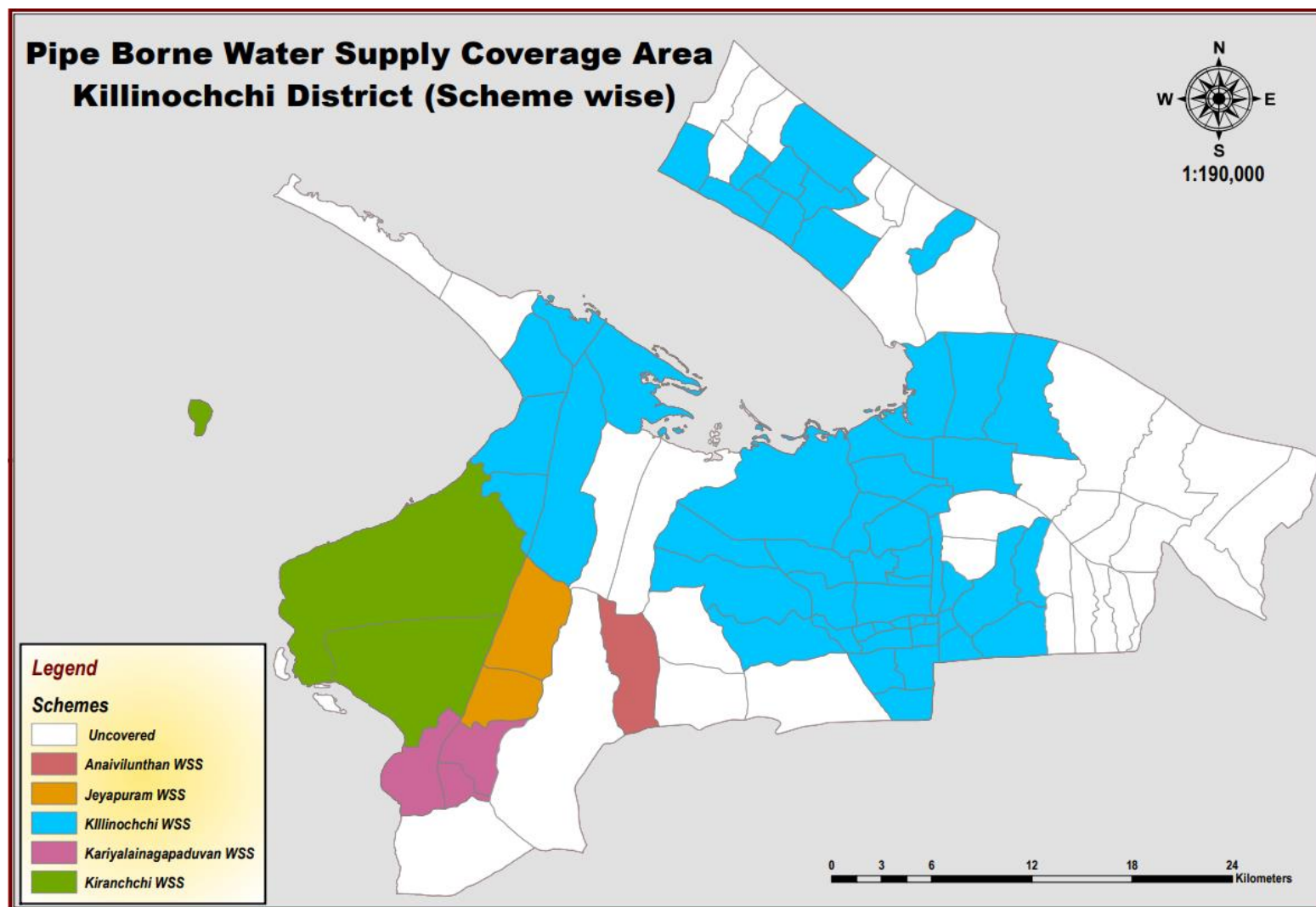


Source\_ UDA\_NP

### Annexure 3 \_ Location of Semi-permanent & Temporary housing \_ Planning Area

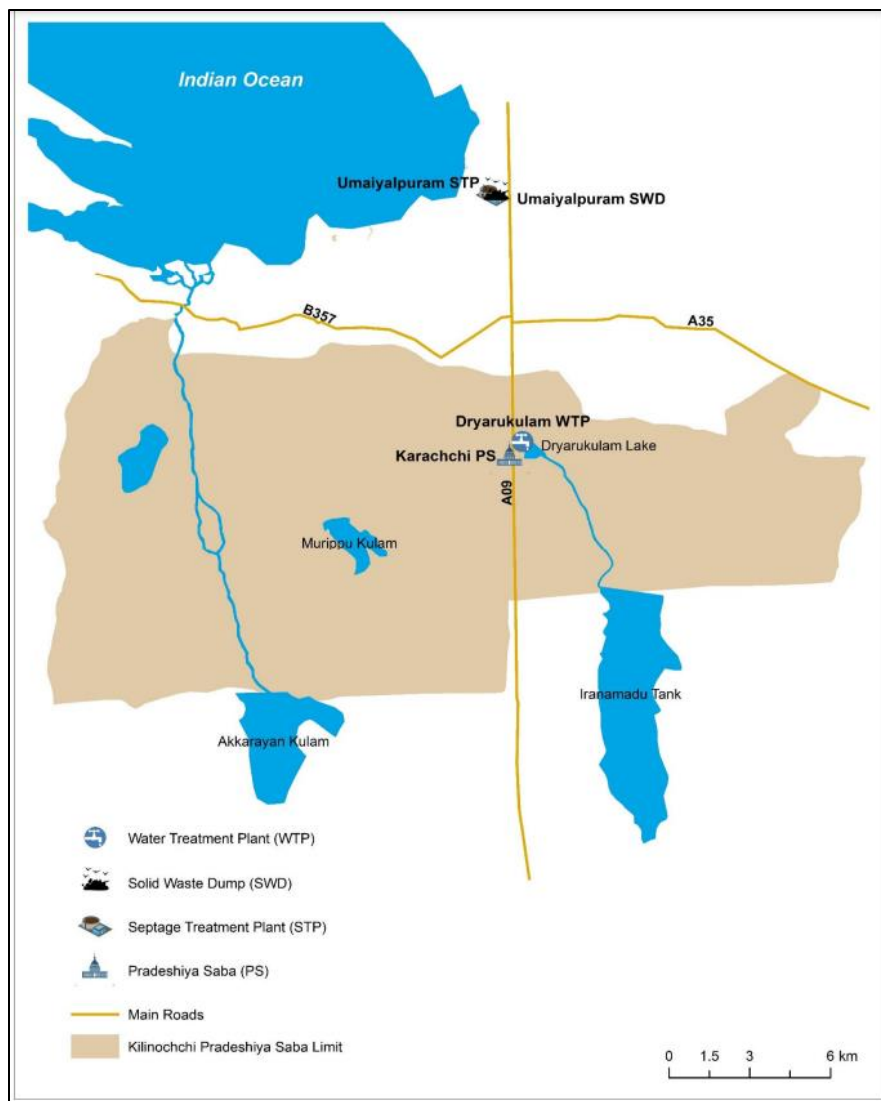


*Annexure 4\_ Scheme based Pipe Borne Water Supply coverage \_ Kilinochchi District*



*Source\_ NWS&DB*

## Annexure 5\_ Waste management City profile \_ Kilinochchi District

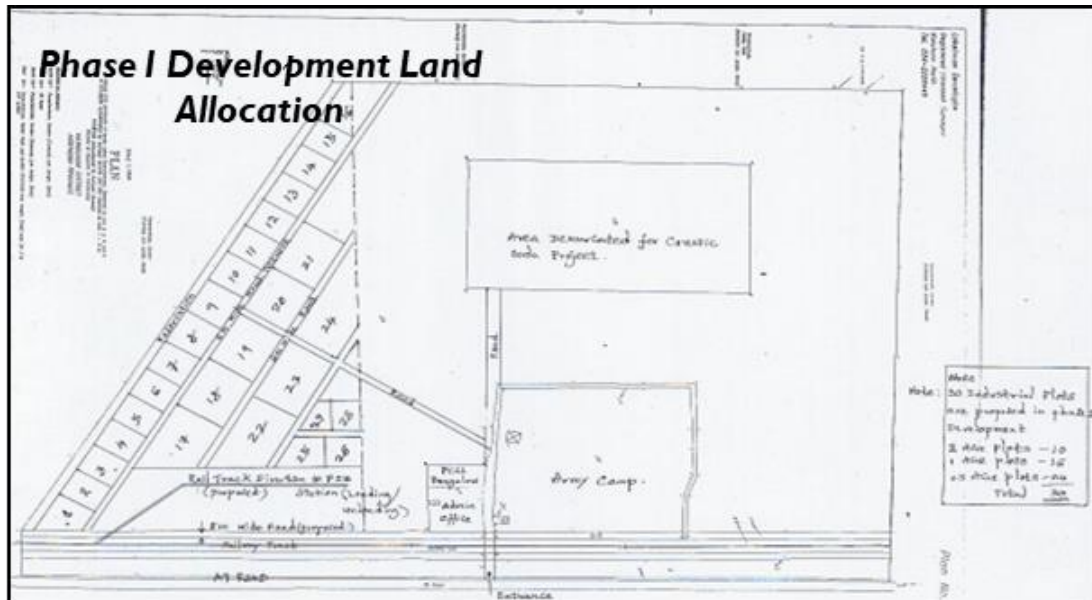


THE CITY	
Province	Northern
District	Kilinochchi
Local Authority	Karachchi Pradeshiya Sabha
Municipal Area	620.67 km <sup>2</sup>
Population	76,325 (2015) [EML, 2017]
No of Households	33,319
Rate of Population Growth	1.5%
Climatic Zone	Dry zone
Annual Rainfall	1000 – 1250 mm (Rainy season October to January)
Average Temperature	34 °C (high), 25 °C (low)
Elevation	10 m above MSL
Major Industries	Agriculture
WATER	
Potable Water Sources	Iranamadu tank/ Tube wells
Pipe Borne Water Coverage	40 % (NWSDB)
SOLID WASTE	
Waste Generation	46 tons / Day (estimated)
Waste Collection	8 tons / Day (total collection by PS and military bases)
Collection Coverage	17 %
SW Treatment/ Disposal Method	Open dumping
Available Area for Disposal	12 acres (Umaiyaipuram)
Duration in Operation	Since 1975 (approx.)
WASTEWATER & SEPTAGE	
Sewerage cover	0 %
Septage Collection	120 m <sup>3</sup> / month
Treatment & Disposal	Dumped into an open pit near SW dump



### ***Annexure 6\_Proposed Land Allocation \_Paranthan Industrial Zone***

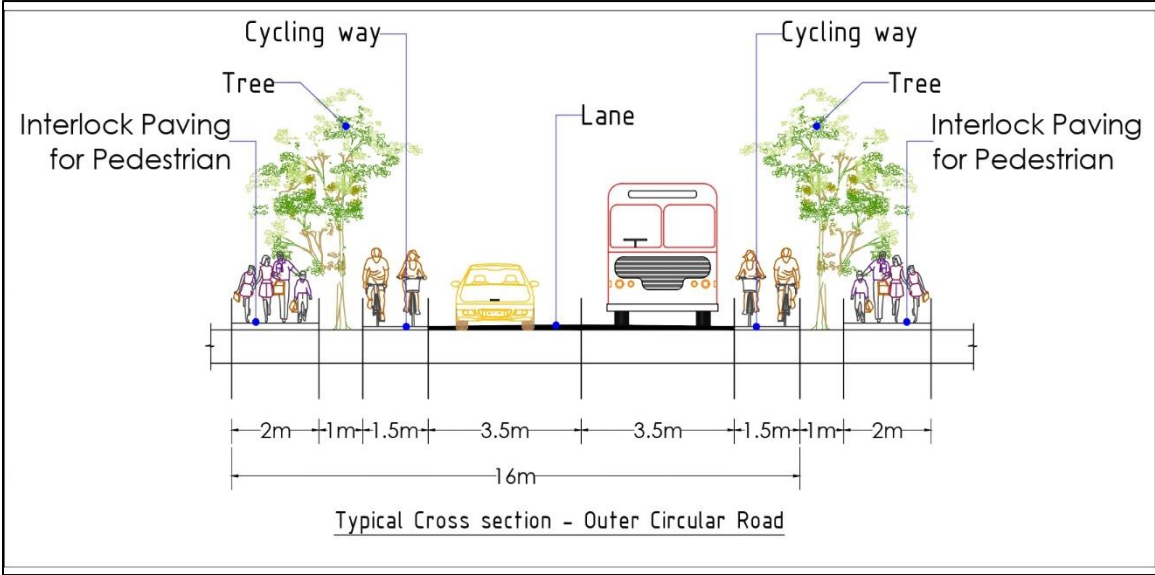
<i><b>Purpose</b></i>	<i><b>No. of Plots</b></i>	<i><b>Area (Acres)</b></i>
Roads, reservations and infra-structure	1	52
Caustic Soda Project	1	20
10-acre plots	2	20
5-acre plots	3	15
3-acre plots	5	15
2-acre plots	10	20
1-acre plots	16	16
½ Acre plots	4	2
<b>Total No. of Plots</b>	<b>41</b>	<b>160</b>



Source\_ Paranthan Chemical Factory Pvt Ltd

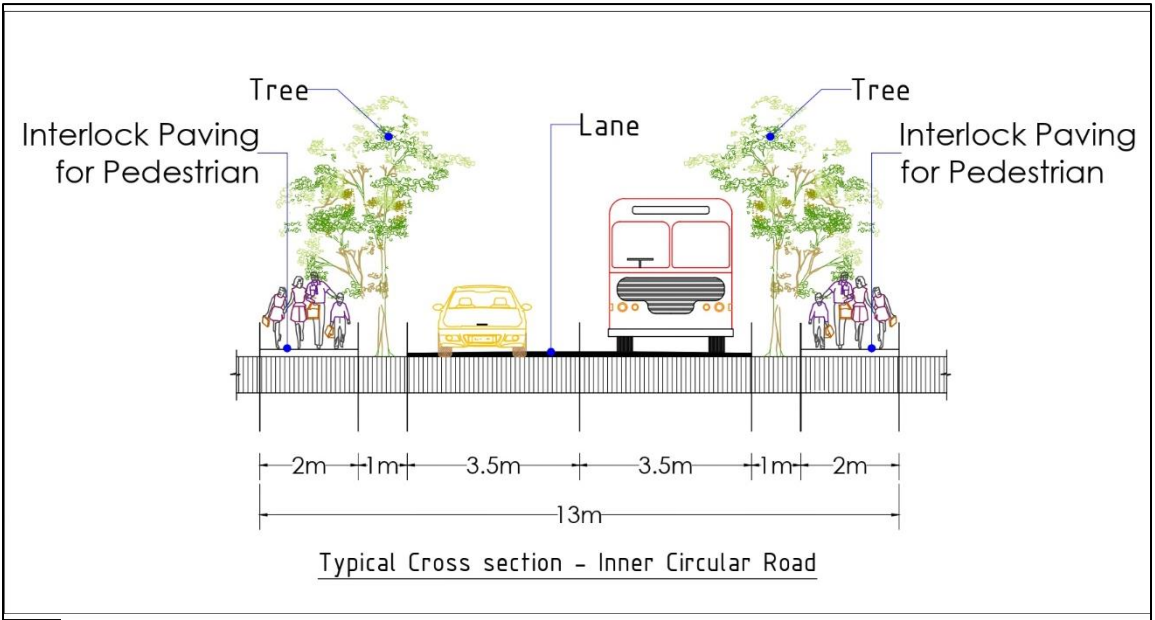
**Annexure 7\_Cross Sections**

**Proposed Outer Circular Road**



Source\_ UDA\_NP

**Proposed Inner Circular Road**



Source\_ UDA\_NP

## ***Annexure 8\_ Zoning Boundaries***

### ***Industrial Zone 1:***

#### **South:**

A point starts at a distance of 673 meter along the A9 road from the Paranthan Junction Southwards and meets the Umaiyalpuram road a line is drawn towards the west along the Umaiyalpuram road crossing the Railway line and until it meets the road at a distance of 74.2 meter. Thence a line is drawn from the last mentioned point along the road towards the North for a distance of 50 meter and thence turn towards the North West along the road and travel a distance of 908 meter and meet the paddy field.

#### **West:**

From the last mentioned point, a line is drawn along the bare land adjacent to the paddy land towards the North for a distance of 780 meters and reach the interconnecting road.

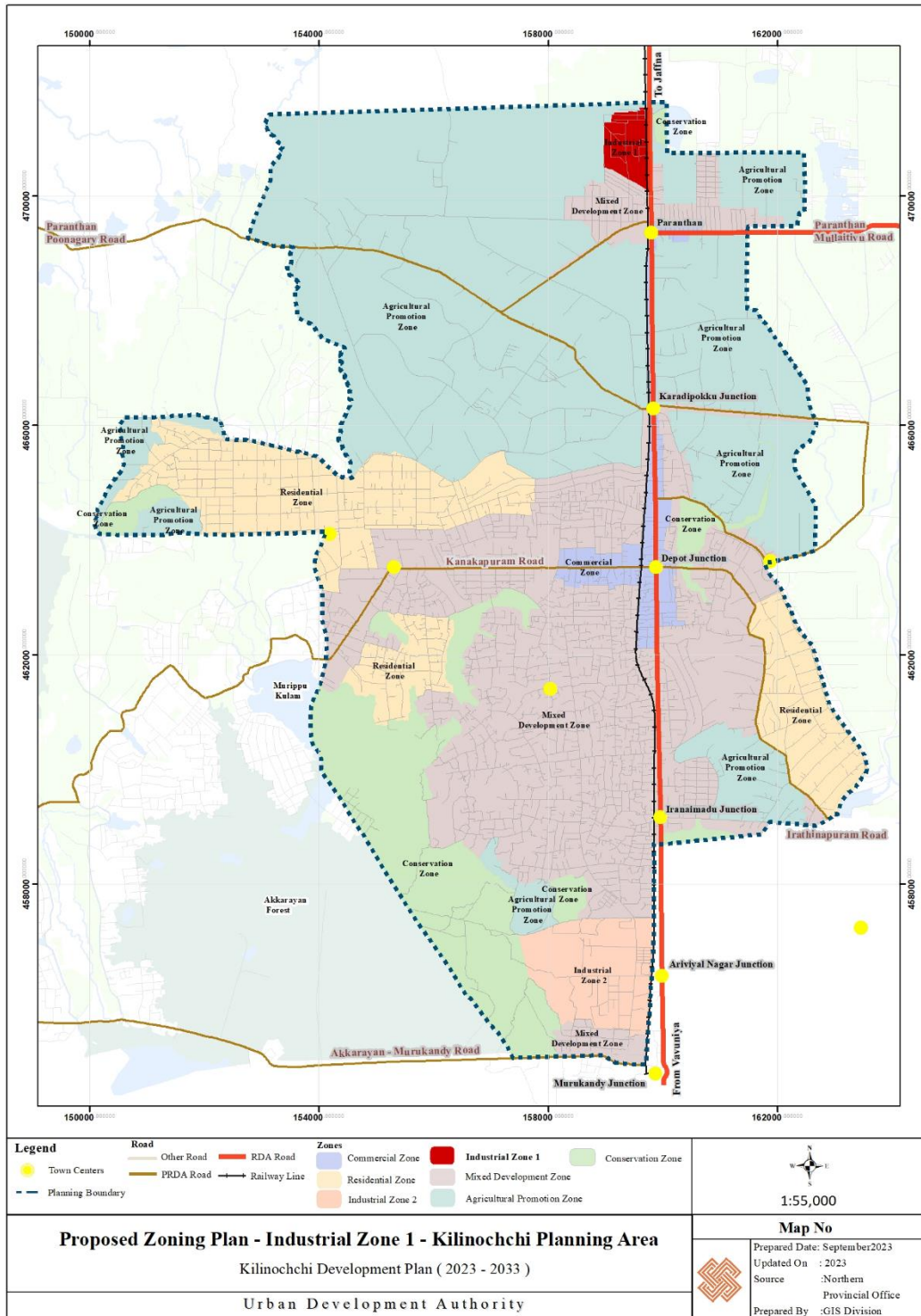
#### **North:**

From that last mentioned point, a line is drawn towards the East along the same road for a distance of 467 meters and meets a road .From that point a line is drawn towards the North and meets a four road junction at the distance of 83 meters. Thence a line is drawn again towards the East for a distance of 112 meters and meet again a junction and from that point a line is drawn towards the the North for a distance of 90 meters and and from that point move towards the East for a distance of 214 meters crossing the railway line and reach the Kandy – Jaffna A9 road.

#### **East:**

From the last mentioned point, a line is drawn along the A9 road towards the South and reach the starting point.





### ***Industrial Zone 2:***

#### **North:**

From the intersecting point of Ponnagar 4th cross lane and the Railway line, a line is drawn towards the West along the 4th Cross Lane for a distance of 1.3 Km and from that point the line is extended towards the West along the southern boundary of the Agricultural zone and the Conservation zone for a distance of 1.08 Kilometer

#### **West:**

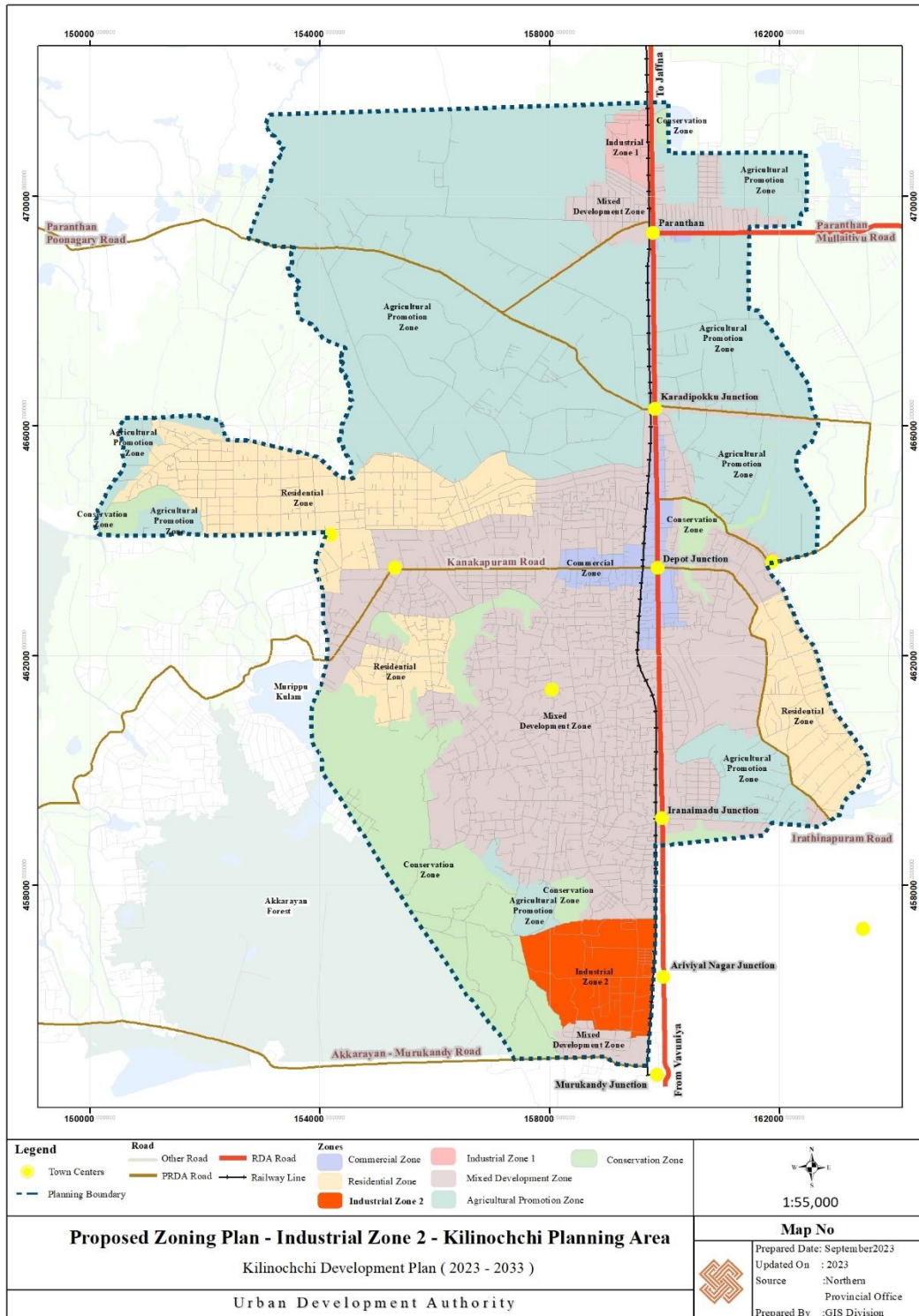
From the last mentioned point, a line is drawn towards the South East through the Forest land joining the following coordinates (9°19'27.57"N , 80°23'12.93"E), ( 9°19'1.58"N, 80°23'25.75"E) and (9°18'40.53"N, 80°23'36.78"E) for a distance of 1.64 Kilometers

#### **South:**

From the last mentioned point a straight line is drawn towards the East along the internal road that meets the Outer Circular road at a distance of 1.19 Kilometer and from that point a line is drawn towards the South along the Outer Circular road for a distance of 123 meters and thence a line is drawn towards the East for a distance of 102 meters and from that point a line is drawn again towards the North for a distance of 30 meters and again turn towards the East along the road and meets the Railway line at a distance of 220 meters.

#### **East:**

From the last mentioned point, a line is drawn towards the North for a distance of 2.04 Kilometers along the railway line and meets the starting point.



***Residential Zone: (Covering Uruthirapuram East, West, North Jeyanthinagar & Sivanagar GN Divisions)***

**South:**

A point starts at the Thirunagar - Jeyanthinagar junction at a distance of 221.57 meters From the Thirunagar road southwards and a line is drawn along the Jeyanthinagar road for a distance of 1.58 km and meet the OPTEC road and from that point a line is drawn towards the North for a distance of 32.38 meters and meet a road and a line is drawn towards the West for a distance of 497.9 meters and meet the bareland and from that point a line is drawn again along the drainage through the bareland for a distance of 781.57 meters and meet the 10<sup>th</sup> Farm road and from that point a line is drawn towards the South for a distance of 690 meters and meet the Murippu Road and from that point a line is drawn towards the West for a distance of 659.15 meters and meet an interior road that connects to the Hospital road and from that point a line is drawn towards the South along the road for a distance of 427.87 meters and from that point a line is drawn again towards the West for a distance of 325 meters and meet the Planning boundary of the Kilinochchi urban area.

**West:**

From the last mentioned point, a line is drawn along the Planning Boundary towards the North for a distance of 1.13 Km and meet the 5<sup>th</sup> Cross Lane road and from that point a line is drawn towards the West for a Distance of 3.02 Km along the 5<sup>th</sup> Cross Lane and meet a natural drain along the paddy lands edge and from that point a line is drawn towards the North West along the natural drain for a distance of 875.66 meters and meet the 3<sup>rd</sup> Cross lane and thence a line is drawn from that point towards the West along the 3<sup>rd</sup> Cross lane for a distance of 1.26 Km crossing the Sivan road junction along the Sivan Kovil kulam bank

**North:**

From the last mentioned point, a line is drawn inter crossing the paddy lands towards North East for a distance of 2.89 Km and meet the Neevil Road and from that point a line is drawn again towards the North East for a distance of 110.66 meters and meet the boundary of the Paddy land and from that point a line is drawn along the paddy bank edge for a distance of 1.13 Km towards the East and meet the Three road junction named Koolaavadi

junction connecting Sivan Road on the West , Kunchu Paranthan Road on the North and Karadipokku road on the East. From that a line is drawn again towards the East for a distance of 5.56 Km along the Karadipokku road and Meet the paddy land interior road that meets the Kaneshapuram road

**East:**

From the last mentioned point a line is drawn towards the South East along the paddy land interior road and meets the Kaneshapuram road at a distance of 754.59 meters and from that point a line is drawn towards the South for a distance 417.95 meters and meet the Thirunagar Road and from that point a line is drawn towards the West along the Thirunagar road for a distance of 85.93 meters and from that point a line is drawn again towards the South along the interior road and meet the Starting point.

***Residential Zone: (Covering Selvanagar GN division)***

**South:**

From the Kanagapuram road Southwards along the Selvanagar road at a distance of 2.1 Km and from there towards the East at a distance of 400 meters adjoining to the ambaalkulam bank a point starts and from that point a line is drawn again towards the West for a distance of 400 meter and meet the Selvanagar road and from that point move towards the North for a distance of 30 meters

And from that point a line is drawn towards the West for a distance of 92.88 meters along the interior road and thence move South East for a distance of 106.55 meters along the same road and from that point a line is drawn towards the West for a distance of 121.78 meters and from that point a line is drawn again towards the North connecting the coordinates ( 9°21'48.73"N , 80°22'13.22"E ) , ( 9°21'51.56"N , 80°22'12.75"E) , (9°21'51.47"N , 80°22'9.11"E) at a distance of 60.08 meters, 89.25 meters and 221.33 meters respectively. From that point a line is drawn again towards the West for a distance of 525.85 meters through the paddy and marshy land and from thence a line is drawn towards the West for a distance of 75 meters and from there move towards the North for a distance of 20 meters and from that point, a line is drawn again towards the West for a distance of 130 meters and meet an interior road. And from that point a line is drawn

towards the North for a distance of 37.97 meters and meet a connecting road and from that point a line is drawn again towards the West for a distance of 146.13 meters and move again towards the South for a distance of 81.49 meters and from then a line is drawn again towards the West for a distance of 115 meters and from that point move towards the North for a distance of 26.67 meters and from then a line is drawn again towards the West for a distance of 108.12 meters from that point coordinates along the Murippu kulam part of Eastern edge points are connected for a distance of 1.3 Kilo meter .

**West:**

From the Last-mentioned point, a line is drawn towards the North through the marshy area for a distance of 314 meters and meet an interconnecting road. From that point a line is drawn towards the East along the road for a distance of 39.83 meters and meet an connecting road and thence move towards the North along the connecting road for a distance of 138.77 meters and from that point a line is drawn towards the North for a distance of 417.61 meters and meet a road and from that point a line is drawn towards the South East along the road for a distance of 570 meters and from that point a line is drawn towards the North for a distance of 178.91 meters and from that point move again towards the East for a distance of 38 meters and thence towards South for a distance of 17.59 meters and from that point move towards South East for a distance of 32.51 meters and from that point a line is drawn towards the North East for a distance of 14.38 meters and from that point towards East at a distance of 22.86 meters from that point a line is drawn towards the North West connecting the coordinates ( 9°22'21.07"N, 80°22'9.06"E) at a distance of 144.5 meter and connecting (9°22'22.23"N , 80°22'8.55"E) at a distance of 41.8 meter and (9°22'27.79"N , 80°22'2.68"E) at a distance of 251.55 meter and ( 9°22'31.79"N , 80°21'59.75"E) at a distance of 346.04 meter.

**North:**

From the last mentioned point, a line is drawn towards the East along the road for a *distance* of 1.13 Km.



**East:**

From the last mentioned point, a line is drawn towards the South along the Ambal kulam shore belt joining the coordinates ( 9°22'30.97"N, 80°22'32.29"E),( 9°22'30.73"N, 80°22'34.62"E), (9°22'25.02"N, 80°22'35.33"E), ( 9°22'17.87"N, 80°22'32.07"E), ( 9°21'59.90"N, 80°22'30.37"E) and from the last mentioned point a line is drawn towards the South to meet the starting point.

***Residential Zone: (Covering Ambalnagar, Thiruvaiyaru west GN divisions)*****South:**

A point starts at the Wilson road towards South East wards from the A9 junction at a distance of 6.46 Km and a line is drawn from that point towards the South West along the Wilson road for a distance of 980 meters and cross the Iranamadu main canal at the Wilson road and from that point a line is proceeded along the Wilson road for a distance of 154 meters and meet the Thiruvaiyaru road.

**West:**

From the last-mentioned point, a line is drawn along the Tiruvaiyaru road towards the North West for a distance of 4.5 Km

**North:**

From the last mentioned point a line is drawn towards North East and meet the Wilson road at a distance of 544.96 meters connecting the coordinates ( 9°22'44.31"N , 80°25'35.93"E)

**East:**

From the last-mentioned point, a line is drawn along the Wilson road towards the South East and meet the starting point.



***Residential Zone: (Covering Uttupulam GN division)***

**North:**

A point starts at the coordinates 9°20'58.95"N, 80°21'35.54"E and a line is drawn towards the South West for a distance of 229 meters and meet the UDA declaration boundary

**West:**

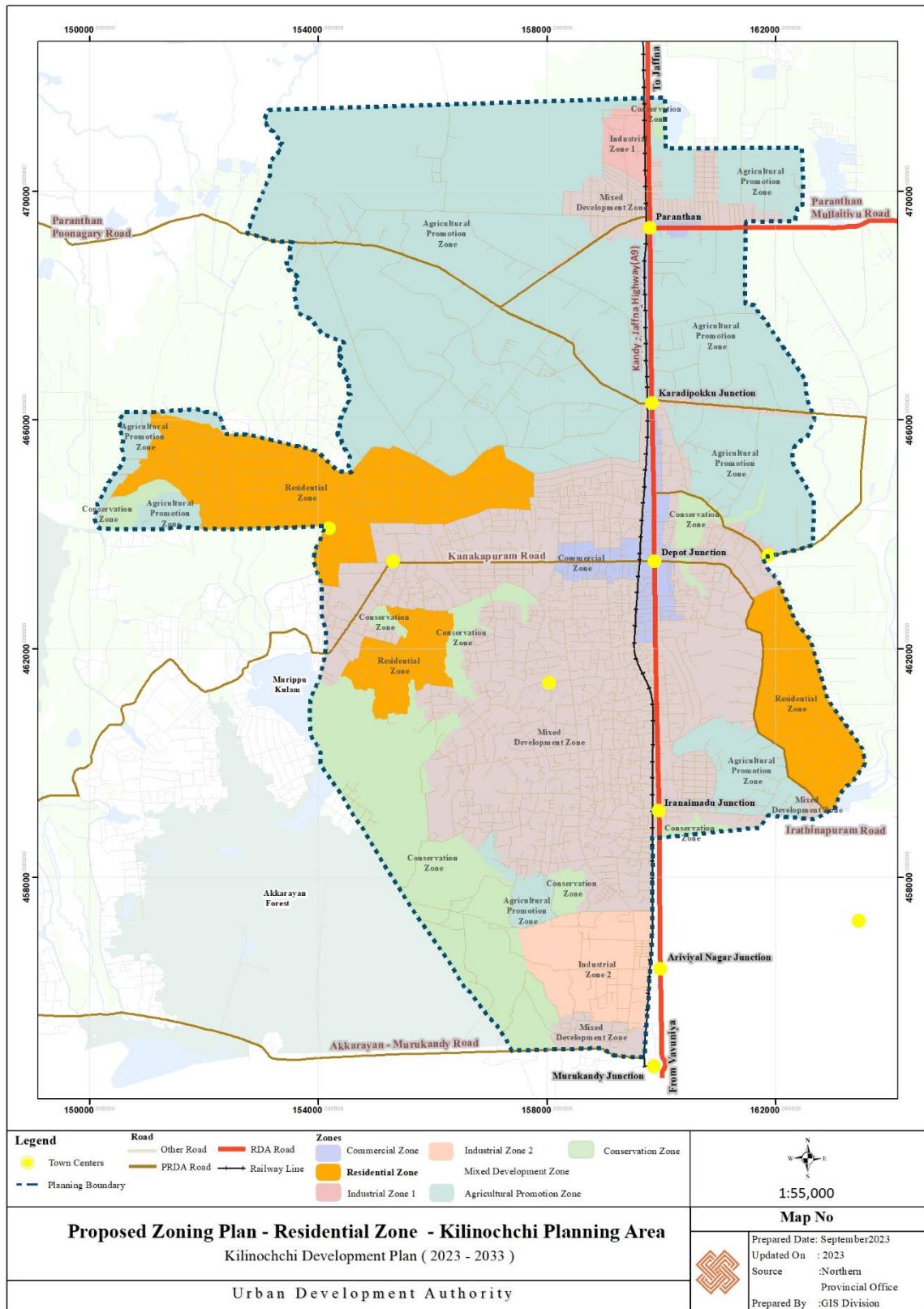
From the last-mentioned point, a line is drawn along the planning boundary for a distance of 954 meters South East and meet the boundary of the Conservation Zone

**South:**

From the last-mentioned point, a line is drawn towards the North East along the Conservation Zone boundary for a distance of 386 meters

**East:**

From the Last-mentioned point, the line is drawn along the conservation zone boundary towards the North West and meet the starting point at an irregular distance of 1.3 Kilometres



***Agricultural Zone: ( Paranthan Area- Western side of A9 Road)***

**South:**

A point starts at a distance of 239.53 meters Westwards from the A9 road and Kaneshapuram road junction, a line is drawn towards the West along the Kaneshapuram road for a distance of 1.9 Kilometer and from that point a line is drawn towards North Westwards for a distance of 766 meters along the residential zone eastern boundary through the paddy lands and meet the Karadipokku road . From that point a line is drawn towards the West along the Karadipokku road adjacent to the residential zone boundary for a distance of 3.14 kilometers

**West:**

From the last-mentioned point, a line is drawn towards the North along the planning boundary of the development area for a distance of 5.04 Kilometers and meet the Paranthan - Pooneergn road and from that point the line is drawn towards the West along the same planning boundary of the development area for a distance of 790 meters and meet the western edge of the planning boundary of the development area. From that point a line is drawn along the planning boundary towards the North for a distance of 2. 51 Kilometer and meet the Northern edge of the Planning boundary of development area.

**North:**

From the last-mentioned point, a straight line is drawn towards the East for a distance of 6.95 Kilometers and meet a point within the paddy land crossing the A9 road.

**East:**

From the last mentioned point, a line is drawn towards the South for a distance of 86 meters and meet the Korakkankaddu kulam bank and from that point a line is drawn along the Eastern bank of the kulam for a distance of 966 meters and meet the paddy lands and from that point a line is drawn towards the South within the paddy land for a distance of 134.39 meters and from that point a line is drawn again towards the East for a distance of 515 meters and meet the 8<sup>th</sup> Cross street and from that point a line is again towards the South along the 8<sup>th</sup> Cross Street for a distance of 885.14 meters and meet an internal road and

from that point a line is drawn towards the West for a distance of 578 meters and meet a natural drain and from that point a line is drawn towards the North along the drain for a distance of 710 meters and from that point a line drawn again towards the West for a distance of 210 meters and meet the A9 road and from that point a line drawn towards the North along the A9 for a distance of 964 meters and meet the boundary of the Industrial Zone 1 and from that point a line is drawn towards the West for a distance of 204.85 meters and meet an interior road and from that point a line is drawn towards the South for a distance of 87.06 meters along the Industrial zone 1 boundary and from that point along the same boundary a line is drawn towards the West for a distance of 115.29 meters and from that point a line is continued along the Western boundary of the Industrial Zone 1 for a distance of 1.25 kilometre and meet the Northern edge of the Mixed Development zone and from that point a line is drawn along the Western boundary of the mixed development zone for a distance of 1.57 Kilometer and meet the Kumarapuram road and from that point a line is drawn along the mixed development zone boundary for a distance of 6.9 kilometers and meet the Karadipokku road and from that point a line is drawn towards the West and meet the starting point at a distance of 208 meters.

***Agricultural Zone: ( Paranthan Area- Eastern side of A9 Road)***

**South:**

From the Paranthan Junction towards the Paranthan Mullaitivu Road on the East at a distance of 2.8 Kilometer that meets an interior road on the North which goes through the paddy land and at a distance of 355 meters along that interior road , a point starts at the coordinates points 9°26'22.60"N, 80°25'54.98"E, which is located at a distance of 129 meters Westwards from the last mentioned point parallel to the interior road, and from that point a line is drawn towards the South West for a distance of 101.61 meters and from that point a line drawn again towards the South within the paddy lands for a distance of 207.50 meters and thence a line is drawn towards the West for a distance of 246.78 meters and again towards the North for a distance of 170 meters and thence towards the West for a distance of 432.12 meters and form that point a line is drawn towards the North for a distance of 156.26 meters and from that point the line is drawn towards the West for a distance of 674.87 meters .

**West:**

From the last-mentioned point, a line is drawn towards the North for a distance of 963.44 meters along the part of Eastern boundary of the Mixed Development Zone.

**North:**

From the last-mentioned point, a line is drawn towards the East through the paddy lands along the Planning boundary for a distance of 1.49 Kilometers

**East:**

From the last-mentioned point, a straight line is drawn towards the South for a distance of 1.03 Kilometers and meet the starting point.

***Agricultural Zone (Northern side of Emerson Road):*****South:**

From the A9 road towards the East along the Emerson road for a distance of 2.82 Kilometers and meet an interior road and the Planning boundary , from that point towards the North along the planning boundary for a distance of 17 meters a point starts covering the paddy lands, and from that point a line is drawn towards the West along the boundary of the Mixed development zone for a distance of 2.9 Kilometers and meet the boundary of the Commercial Zone and from that point a line is drawn towards the West along the commercial Zone boundary for a distance of 13.51 meters.

**West:**

From the last-mentioned point, a line is drawn towards the North for a distance of 3.12 Kilometer along the Eastern boundary of the Commercial Zone

**North:**

From the last-mentioned point, a line is drawn along Commercial boundary towards the North East for a distance of 172.81 meters and meet the Paranthan –Mullaitivu highway and from that point a line is drawn towards the East for a distance of 1.44 Kilometer and meet the Planning boundary.

**East:**

From the last-mentioned point, a line is drawn towards the South along the Planning boundary for a distance of 3.66 Kilometer and meet the starting point.

***Agricultural Zone (Southern side of Emerson Road):***

**East:**

From a distance of 2.88 Kilometer along the Emerson Road a point starts at a distance of 89 meters Southwards along the Planning boundary and from that point a line is drawn towards the South along the planning boundary and meet the Wilson Road at a distance of 2.5 Kilometer.

**South:**

From the last mentioned point a line is drawn along the Wilson road towards the West for a distance of 329 meters and meet the boundary of the Mixed Development Zone and from that point a line is drawn along the boundary of mixed development zone towards the North West for a distance of 1.68 Kilometers and meet the boundary point of the Conservation zone covering the Kilinochchi Kulam and from that point a line is drawn along the boundary of the Conservation Zone for a distance of 5.21 Kilometers and meet again the boundary point of the Mixed Development Zone on the northern part of the Kilinochchi Kulam in the Wilson Road.

**West:**

From the last-mentioned point, a line is drawn towards the North for a distance of 2.05 Kilometers along the part of Eastern boundary of the Mixed Development Zone

**North:**

From the Last-mentioned point, a line is drawn again towards the East along the same Mixed Development Zone boundary for a distance of 2.60 Kilometers and meet the starting point.

***Agricultural Zone (Urithirapuram area Eastern Boundary of Sivan Kovil kulam):***

**South:**

A coordinate point 9°23'19.21"N , 80°20'10.32"E bordering to the Residential Zone near the 5<sup>th</sup> Cross lane starts and a line is drawn towards the West along the Planning boundary for a distance of 1.38 Kilometers and meet the Southern edge of the Sivan Kovil Kulam Conservation Zone

**West:**

From the last-mentioned point, the line is drawn along the Southern boundary of the Conservation Zone for a distance of 1.25 Kilometers

**North:**

From the Last-mentioned point, the line is drawn towards the East for a distance of 338.18 Meters along the Conservation Zone

**East:**

From the last mentioned point a line is drawn along the Conservation Zone towards the North East for a distance of 65.34 Meters and meet the part of Western boundary of the Residential zone and from that point a line is drawn towards the South for a distance of 860.93 Meters along the Western boundary of the Residential Zone and meet the Starting point.

***Agricultural Zone (Urithirapuram area\_ Northern Boundary of Sivan Kovil kulam):***

**South:**

A point starts from the three roads junction of Sivan kovil road on the West Karadipokku road on the East and Kunchu Paranthan road on the North and from that a line is drawn towards the West for a distance of 14.25 meters along the boundary of the Residential Zone and from thence a line is drawn towards the Northwest along the Residential zone boundary for a distance of 1.2 Kilometers .



**West:**

From the Last-mentioned point, a line is drawn along the same residential boundary line towards the North for a distance of 99 meters and meet the Planning Boundary.

**North:**

From the last-mentioned point, a line is drawn towards the East along the Planning boundary for a distance of 1.09 Kilometer and meet the Kunchu Paranthan road.

**East:**

From the last-mentioned point, a line is drawn towards the Southeast along the Kunchu Paranthan road and meet the starting point at a distance of 339.23 meters.

***Agricultural Zone (Urithirapuram area \_ Western Boundary of Sivan Kovil kulam):*****South:**

A coordinate point 9°23'19.38"N, 80°19'12.60"E starts at the Western edge of the Sivan Kovil Kulam conservation zone and from that point a line is drawn towards the West along the Planning boundary for a distance of 11.29 meters

**West:**

From the last-mentioned point, a line is drawn towards the North along the Planning boundary for a distance of 2.26 Kilometer and meet the Neevil road.

**North:**

From the last-mentioned point, a line is drawn towards the East along the Neevil road for a distance of 471.37 meters and meet the Western top edge of the Residential zone.

**East:**

From the last-mentioned point, a line is drawn towards the South along the boundary of the Residential Zone for a distance of 2.29 Kilometers and from that point the line is extended again towards the South along the boundary of the Conservation Zone for a distance of 579.73 meters and meet the starting point.

***Agricultural Zone (Ponnagar area):***

**South:**

A point starts at a distance of 1.78 Kilometers Westwards along the 4<sup>th</sup> Cross lane from the A9 road and from that point a line is drawn towards the West along the Northern boundary of the Industrial Zone II for a distance of 778.40 meters and meet the boundary of the Conservation Zone and from that point a line is drawn again towards the West along the boundary of the Conservation Zone for a distance of 62.05 Meters

**West:**

From the last mentioned point a line is drawn towards the North along the boundary of the Conservation Zone for a distance of 1.88 Meters and meet the boundary of the Mixed development zone and from that point a line is drawn again towards the North East for a distance of 406 meters along the boundary of the Mixed Development Zone and meet a interior road.

**North:**

From the last-mentioned point, a line is drawn towards the East along the interior road which is also a part of the boundary of Mixed for a distance of 140.40 meters

**East:**

From the last mentioned point, a line is drawn along the boundary of the Mixed Development Zone towards the South for a distance of 1.75 Kilometers and meet the boundary of the Conservation zone and from that point a line is drawn again towards the South along the Western boundary of the Conservation Zone for a distance of 908.97 meters and meet the starting point.

***Agricultural Zone (Thiruvaiyaru area):***

**West:**

A point starts At a distance of 845.13 meters from the A9 road towards the East along the Iranamadu road and from that point a line is drawn along the inner circular road towards the North for a distance of 2.46 Kilometers and from that point the line is extended towards the East along the boundary of the Mixed Development zone for a distance of 355.75 meters

**North:**

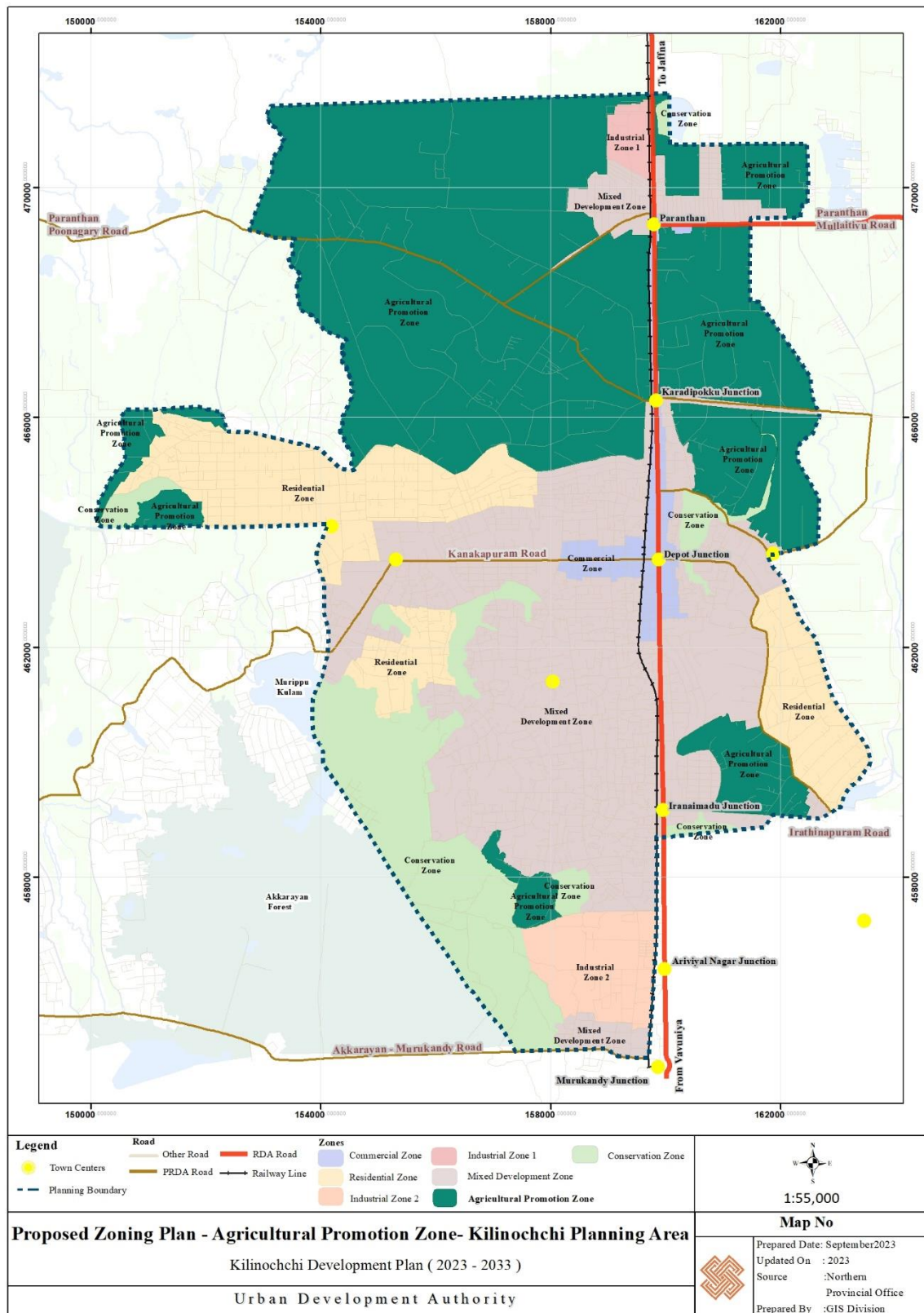
From the last-mentioned point, the line is drawn along the same boundary of the Mixed Development Zone towards the East for a distance of 1.01 Kilometers and meet the Thiruvaiyaru Road

**East:**

From the last mentioned point, a line is drawn towards the Southeast along the Thiruvaiyaaru road for a distance of 650.62 meters and from that point a line is drawn towards the South along the Thiruvaiyaaru road for a distance of 805.84 meters and meet the boundary of the Mixed development zone and from that point a line is drawn towards the South east along the Western boundary of the Mixed Development Zone for a distance of 687.68 Meters and meet the Iranamadu road.

**South:**

From the last mentioned point, a line is drawn towards the West along the Iranamadu road for a distance of 1.64 kilometers and meet the starting point.



***Conservation Zone: (Korakkankaddu kulam)***

**East:**

At a distance of 294.05 meters from the A9 road towards the East that meets the planning boundary and from that point towards the South at a distance of 88.20 meters a point starts and from that point a line is drawn towards the South along the Planning boundary for a distance of 670.31 Meters and meet an edge of the Agricultural zone

**South:**

From the last-mentioned point, a line is drawn towards the North west along the korakkankaddu kulam bank which is the boundary of the Agricultural Zone for a distance of 200.97 meters

**West:**

From the last-mentioned point, a line is drawn towards the North along the bank of the Korakkankaddu kulam which is also the boundary of the Agricultural zone for a distance of 509.35 meters.

**North:**

From the last-mentioned point, a line is drawn towards the East along the bank of the Korakkankaddu kulam for a distance of 257.21 meters and meet the starting point.

***Conservation Zone: (Ponnagar area)***

**South:**

From the Thirumurukandi junction where the Pallavarankaddu road -A9 road meets towards the West along the Pallavarayankaddu road at a distance of 1.9 Kilometer, a point starts and from that point the line is drawn towards the West along the Pallavarayankaddu road for a distance of 790.78 Meters and meet the Planning boundary.

**West:**

From the last mentioned point, a line is drawn towards the North West along the Planning boundary for a distance of 5.56 Kilometers and meet the bank of the Murippu kulam and

from that point a line is drawn along the same Planning Boundary crossing the Murippu Kulam towards the North for a distance of 2.07 Kilometers and meet the edge of the Mixed Development Zone.

**North:**

From the last mentioned point an irregular line is drawn towards the North along the bank of Murippu kulam which is also a part of boundary of Mixed Development Zone for a distance of 613 meters and meet the part of Eastern boundary of the Residential Zone along the Northern bank of the Murippu kulam and from that point an irregular line is drawn towards the North East along the boundary of the Residential Zone for a distance of 3.08 Kilometers and meet again the boundary of the Mixed Development zone and from that point a line is drawn along the boundary of the Mixed Development Zone for a distance of 1.51 Kilometers

**East:**

From the last mentioned point a line is drawn towards the South East along the boundary of the Mixed Development Zone for a distance of 4.2 Kilometers and meet the boundary of the Agricultural Promotion Zone and from that point the line is extended along the boundary of the Agricultural promotion Zone towards the South for a distance of 1.96 Kilometers and meet the boundary of the Industrial Zone 2 and from that point a line is again extended along the Western boundary of the Industrial zone 2 for a distance of 1.89 Kilometers and meet the Mixed Development Zone again and from that point a line is drawn along the Western boundary of the Mixed Development zone towards the South for a distance of 774.58 Meters and meet the starting point.

***Conservation Zone: (Ponnagar Area above the Industrial Zone 2)***

**South:**

A point starts at a distance of 1.45 Kilometers Westwards along the 4<sup>th</sup> Cross road from the A9 road and from that point a line is drawn along the 4<sup>th</sup> Cross Road towards the West for a distance of 331.40 meters and meet the part of Eastern boundary of the Agricultural Promotion Zone

**West:**

From the last mentioned point, a line is drawn towards the South along the along the part of Eastern boundary of the Agricultural Promotion zone for a distance of 908 meters and meet the boundary of the Mixed Development Zone.

**North:**

From the last mentioned point, a line is drawn towards the East along the boundary of the Mixed Development Zone for a distance of 679.69 meters

**East:**

From the last-mentioned point, a line is drawn towards the South West along the boundary of the Mixed Development Zone for a distance of 873.35 meters and meet the starting point.

***Conservation Zone: (Ambal Lake)*****South:**

A point starts at the coordinate points of 9°21'44.28"N , 80°22'49.24"E at the Southern boundary edge of the Ambal Lake and from that point a line is drawn towards the West along the lake bank and the boundary of the Mixed development Zone for a distance of 575.59 meters

**West:**

From the last mentioned point, a line is drawn towards the North along the boundary of the Mixed Development Zone for a distance of 233.60 meters and meet the Southern boundary edge of the Residential Zone and from that point the line is extended again towards the North along the boundary of the Residential Zone for a distance of 1.55 Kilometers and meet the Boundary of the Mixed Development Zone

**North:**

From the last-mentioned point, a line is drawn towards the East along the boundary of the Mixed development zone for a distance of 1.90 Kilometers



**East:**

From the last-mentioned point, a line is drawn towards the South along the boundary of the Mixed development zone for a distance of 4.2 Kilometers and meet the starting point

***Conservation Zone: (Iranamadu tank)*****West:**

At a distance of 12.734 meters Eastwards from the A9 road a point starts and from that point a line is drawn towards the North along the part of Eastern boundary of the Mixed Development Zone for a distance of 183.61 meters

**North:**

From the last mentioned point a line is drawn towards the East along the boundary of the Mixed development zone for a distance of 47.52 meters and from that point a line is extended towards the North along the same boundary for a distance of 29.07 meters and thence the line is drawn again towards the East along the same boundary of the Mixed Development Zone which is also the northern bank of the Iranamadu tank and meet the Iranamadu road at a distance of 691.02 meters and from that point the line is continued along the same mixed development zone boundary along the Iranamadu tank bank towards the southeast for a distance of 863.81 meters and meet the planning boundary

**South:**

From the last-mentioned point, a line is drawn towards the West along the planning boundary for a distance of 1.34 Kilometers and meet the starting point.

***Conservation Zone: (Kilinochchi Kulam)*****South:**

At a distance of 1.26 Kilometers Eastwards from the A9 towards the Anadhapuram East Neeklas road a point starts and from that point a line is drawn towards the West for a distance of 180.45 meters along the boundary of the Mixed Development zone

**West:**

From the last-mentioned point, a line is drawn towards the North along the Kilinochchi kulam bank western boundary which is also the boundary of the Mixed development zone for a distance of 2.18 Kilometer and meet the Wattakachchi- Wilson road.

**North:**

From the last mentioned point, a line is drawn towards the East along the Wattakachchi Wilson Road which is also the boundary of the Mixed development Zone for a distance of 174 meters and meet the Southern boundary edge of the Agricultural Promotion Zone and from that point a line is drawn towards the East along the Southern boundary of the Agricultural promotion Zone for a distance of 3.16 Kilometers .

**East:**

From the last mentioned point a line is drawn towards the South along the same boundary of the Agricultural promotion Zone for a distance of 2.08 Kilometers and meet the boundary edge of the Mixed Development Zone and from that point a line is continued along the boundary of the Mixed development Zone for a distance of 348.38 Meters and meet the Wattakachchi – Wilson road and continued along the boundary crossing the Wattakachchi-Wilson road for a distance of 2.05 Kilometers and meet the starting point.

***Conservation Zone: (Sivan Kovil Kulam)*****South:**

A point starts at a coordinate point 9°23'18.80"N, 80°19'25.49"E along the Western edge of the Planning boundary and from that point a line is drawn along the planning boundary towards the West for a distance of 393.08 Meters and meet the South Western bank of the Sivan Kovil Kulam.

**West:**

From the last-mentioned point, a line is drawn towards the North along the bank of the Sivan kovil Kulam which is also the boundary of the Agricultural Promotion Zone for a distance of 592.49 Meters and meet the boundary edge of the Residential Zone.

**North:**

From the Last-mentioned point, a line is drawn towards the East along the bank of the Sivan kovil Kulam which is also the boundary line of the Residential Zone for a distance of 1.45 Kilometer and meet again the boundary edge of the Agricultural Promotion Zone

**East:**

From the last-mentioned point, a line is drawn towards the Southwest along the boundary of the Agricultural promotion Zone for a distance of 3.15 Kilometers and meet the Starting point.

***Conservation Zone: (Sivan Kovil Kulam)*****South:**

A point starts at a coordinate point  $9^{\circ}22'16.70''N$  ,  $80^{\circ}22'7.93''E$  and from that point a line is drawn towards the West along the boundary of the Residential Zone for a distance of 125.49 Meters and meet the boundary edge of the Mixed development Zone and from that point a line is drawn towards the Northwest along the boundary of the Mixed Development Zone for a distance of 871.37 meters

**West:**

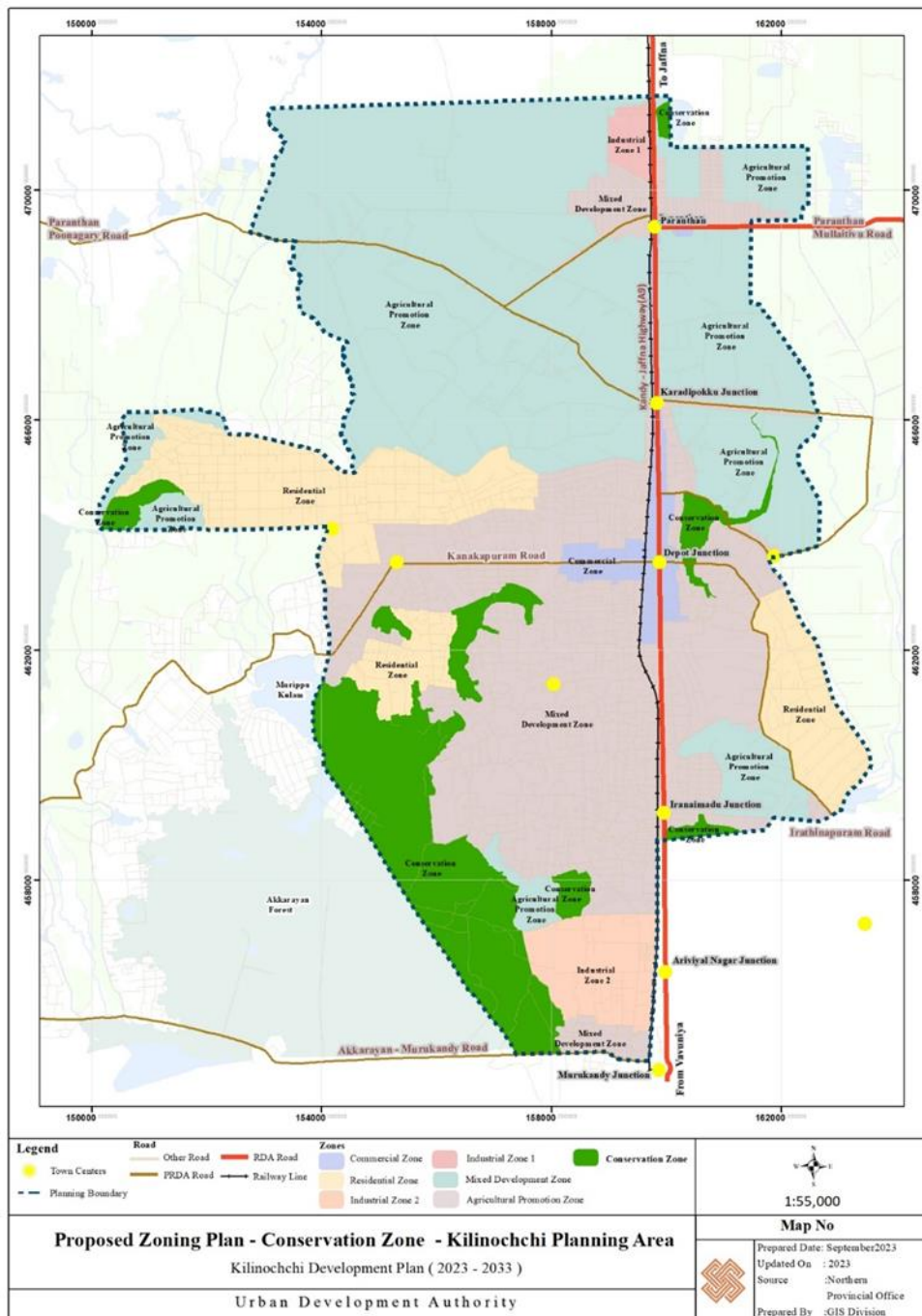
From the last-mentioned point, a line is drawn towards the North along the boundary of the Mixed Development Zone for a distance of 562.60 Meters and meet the boundary edge of the Residential Zone

**North:**

From the last-mentioned point, a line is drawn towards the Southeast along the boundary of the Residential Zone for a distance of 599.43 meters

**East:**

From the last-mentioned point, a line is drawn along the boundary of the Residential Zone towards the South for a distance of 181.61 meters and meet the starting point.



Source\_ UDA\_NP

## *Commercial Zone*

### **North:**

A point (9°26'21.00"N 80°24'25.59"E) starts at a distance of 123m along the railway track from the Paranthan - Poonagary road railway cross junction. Thence, turn eastern sideward and a line drawn 56m away from the open land and cross the A9 road until it meets the point (9°26'21.03"N 80°24'27.46"E). thence, turn southern sideward and a line drawn 127m along the A9 road until it meets the A9 and Paranthan- Poonagary junction. Thence, turn eastern sideward and a line 167m drawn along the Nagapuram village road until it meets at point (9°26'16.65"N 80°24'33.01"E), thence turn southern sideward and a line drawn 58m through the gravel road until it meets the point (9°26'14.74"N 80°24'33.04"E) thence, turn eastern sideward a line drawn 712m until it meets the 9th cross street point. Thence, turn southern sideward and a line drawn along the 9th cross street until it meets the Paranthan \_Mullaitivu road point. Thence, turn Western sideward and a line drawn 218m along the Paranthan Mullithivu road until it meets the point (9°26'10.81"N 80°24'49.31"E).

### **East:**

From the last-mentioned point turn Southern sideward and a line drawn 128m through the .53"E) and turn western side and a line drawn 48m until it meets A9 road point. Thence, point (9°24'16.29"N 80°24'34.55"E) thence, turn southern side and a line drawn 257 until it meets one gravel road point (9°24'7.85"N 80°24'34.60"E) thence, turn western side and a line drawn 16m for the same road until a point meets (9°24'7.78"N 80°24'34.09"E) thence, turn southern sideward and a line drawn 856m through the Wilson road then, turn eastern side and a line drawn 142m through the Wilson road until meet Alakiyal kala mandra road starting point (9°23'39.96"N 80°24'39.45"E) thence, turn southern side and line drawn 490m through the Alakiyal kala mandra road until meet the point (9°23'23.80"N 80°24'38.42"E) thence, turn western side and a line drawn 70m through the gravel road until meet point (9°23'23.71"N 80°24'36.04"E) thence, turn southern sideward and a line drawn 406m until it meets the courts lane point (9°23'10.53"N 80°24'35.65"E) thence, turn eastern side and a line drawn through the court's lane 103m along the courts lane it meets point

(9°23'10.12"N 80°24'39.10"E), thence, turn southern side a line drawn 33m it meets a point ( 9°23'9.11"N 80°24'39.04"E ), thence turn eastern side a line drawn 42m until it meets point (9°23'9.08"N 80°24'40.44"E) thence, turn southern side and a line drawn 77m until it meets survey lane ending point (9°23'6.53"N 80°24'40.47"E) thence, turn eastern side and a line drawn 61m until it meets Rathnapuram 2nd cross street ending point (9°23'6.60"N 80°24'42.42"E) thence, turn southern side a line drawn 200m through the cross road until it meets the Rathnapuram main road (9°23'0.69"N 80°24'41.56"E). From that point Southern sideward and a line drawn 300m through 3rd lane until it meets one gravel road point ( 9°22'52.52"N 80°24'40.04"E ), thence, turn southern sideward and a line drawn 66m through the gravel road until it meets point (9°22'50.02"N 80°24'40.19"E ), thence turn eastern and a line drawn 49m until it meets one gravel road junction point ( 9°22'49.96"N 80°24'41.33"E), then turn southern side and a line drawn 269m through the gravel road until it meets another gravel road point ( 9°22'41.51"N 80°24'41.25"E ), thence, again drawn a line for same direction 330m until meets one gravel road point ( 9°22'30.75"N 80°24'42.25"E ) thence, turn eastern side and a line drawn 128m until it meets point ( 9°22'30.76"N 80°24'46.85"E ) thence, turn southern side a line drawn 78m until it meets Ananthapuram East Nicklas road point (9°22'27.95"N 80°24'47.27"E).

### **South:**

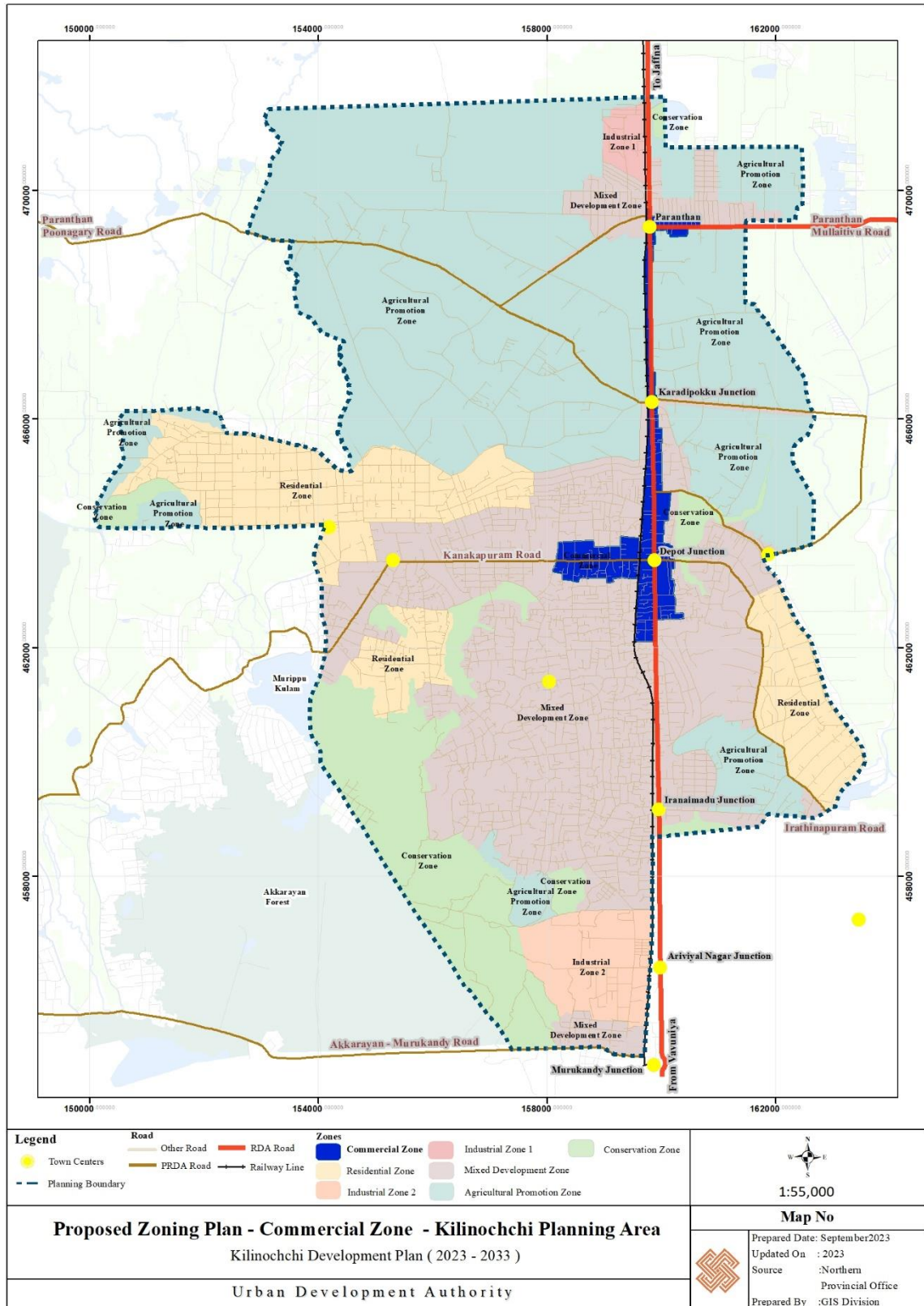
From the last mention point turn western side and a line drawn along the Ananthapuram East Nicklaus road until it meet Kandy – Jaffna road(A9) point. thence, turn southern sideward and a line drawn 374m through the A9 road until it meets one road junction point (9°22'15.07"N 80°24'31.08"E) thence, turn western side a line drawn 370m until meets the railway track point (9°22'14.93"N 80°24'19.08"E) thence, turn northern side and a line drawn 1.09km through the railway track until it meets point (9°22'50.57"N 80°24'21.15"E) thence, turn western sideward and a line drawn 450m until it meets point (9°22'50.31"N 80°24'6.70"E) thence, turn southern side and a line drawn 57m until it meets point (9°22'48.44"N 80°24'6.86"E) thence, turn western side a line drawn 118m it meets Uthayanagar Sri muthumari Amman road point ( 9°22'48.17"N 80°24'3.11"E ) thence, turn northern side a line drawn 85m until meet point (9°22'50.99"N 80°24'2.94"E ) thence, turn western side and a line drawn 480m it meets point ( 9°22'50.87"N

80°23'47.09"E )thence, turn southern sideward a line drawn 59m it meets point ( 9°22'48.82"N 80°23'47.03"E)thence, turn western side a line drawn 284m it meets point ( 9°22'49.91"N 80°23'37.71"E)thence, turn northern side and a line drawn 108m it meets point ( 9°22'53.42"N 80°23'37.64"E ) thence, turn western side and a line drawn 168m it meets point ( 9°22'54.48"N 80°23'32.29"E ).

**West:**

From the last mention point turn northern sideward and a line drawn 526m along the Manonmani Amman road until it meets the Kanakapuram Mahavidyalayam junction point (9°23'11.19"N 80°23'35.26"E) thence, turn eastern sideward and a line drawn 614m through the school lane until it meets one junction point (9°23'12.02"N 80°23'55.54"E)thence, turn southern sideward and a line drawn 107m through the concrete road until it meets point (9°23'8.52"N 80°23'55.72"E) thence, turn eastern sideward and a line drawn 470m it meets Kanakapuram 2<sup>nd</sup> pannai road point (9°23'8.82"N 80°24'11.05"E) thence, turn north sideward and a line drawn 180m through the Kanakapuram 2<sup>nd</sup> pannai road until it meets one junction point (9°23'14.33"N 80°24'11.11"E) Thence, turn eastern side and a line drawn 354m through the gravel road until it cross the railway track a meets point (9°23'13.67"N 80°24'22.68"E). Thence, turn northern sideward and a line drawn 5.76km through the railway track until it meets Paranthan railway station premises starting point (9°26'21.00"N 80°24'25.59"E).





Source\_UDA\_NP

### *Mixed Development Zone*

#### **North:**

A point starts at a distance of 1.2km along the A9 road from the Poonagary – Paranthan junction Southward, thence turn eastern sideward a line drawn through the gravel path 217m until it meets the edge of the water channel ( 9°26'50.10"N 80°24'33.78"E) thence, turn southern sideward a line drawn 702m through edge of the water channel it meets one gravel lane point . Thence, turn Eastern sideward a line drawn 574m through the gravel path (cross the paddy land) until it meets the 8<sup>th</sup> cross street point. Thence, turn Northern sideward a line drawn 884m through the particular 8<sup>th</sup> cross street until it meets the UDA declared boundary line point( 9°26'55.94"N 80°24'53.27"E) thence, turn Eastern sideward a line drawn 381m through the Northern border of UDA line until it meets point ( 9°26'55.93"N 80°25'5.58"E )thence, turn Southern sideward a line drawn 953m until it meets 13<sup>th</sup> cross street destination point ( 9°26'25.03"N 80°25'6.53"E ) thence, turn Eastern sideward a line drawn 670m through the paddy land until it meets point ( 9°26'25.06"N 80°25'28.53"E)thence, turn Southern sideward a line drawn through the paddy land for 150m until it meets a point( 9°26'20.09"N 80°25'28.95"E)thence, turn Eastern side ward a line drawn 432m through the paddy land until it meets a point ( 9°26'20.27"N 80°25'43.14"E)thence, turn Southern sideward a line drawn 175m through the paddy land until it meets the UDA Declared area boundary point (9°26'14.46"N 80°25'43.19"E) thence, turn western side a line drawn 617m through the UDA boundary line until it meet a point( 9°26'14.23"N 80°25'22.84"E) thence, turn Southern sideward a line drawn 98m for through the UDA Declared area boundary until it meet A35 road edge point, thence, turn Western side a line drawn 795m through the edge of the A 35 road until it meet the 9<sup>th</sup> cross street starting point. Thence, turn Northern sideward a line drawn 126m from the A 35 road through the 9<sup>th</sup> cross street until it meets point ( 9°26'14.94"N 80°24'56.25"E) thence, turn Western sideward a line drawn 709m until it meet gravel road point ( 9°26'14.74"N 80°24'33.04"E)thence, turn Northern sideward a line drawn 60m through the gravel road until it meets Nagapuram access road point. Thence, turn western side a line drawn 167m through Nagapuram access road until it meets A9 road point. For that point, turn Northern sideward a line drawn 125m through the A9 road until it meets

the point (9°26'21.03"N 80°24'27.46"E). Thence, turn Western sideward a line drawn 59m until it meets the railway track point (9°26'21.00"N 80°24'25.59"E). Then, turn Southern sideward a line drawn 500m through the railway track road until it meets point (9°26'4.77"N 80°24'25.74"E). Thence, turn Western sideward a line drawn 329m through the paddy land until it meets the point (9°26'4.68"N 80°24'14.89"E). Thence, turn Northern sideward a line drawn 87m through the paddy land until it meets point (9°26'7.61"N 80°24'14.94"E) thence, turn southwestern sideward and a line drawn 362m through the paddy lands parallel to the Paranthan Poonagary road it meets (9°26'2.19"N 80°24'4.58"E) thence, turn North-western sideward a line drawn 146m through the paddy land until it meets the Poonagary Paranthan road edge point. Thence, turn Southwestern sideward a line drawn 1.2km through the road edge until it meets the Paranthan -Poonagary and concrete road junction point( 9°25'44.40"N 80°23'29.87"E) thence, turn North-western side a line drawn 60m through the concrete road until it meets the point (9°25'45.15"N 80°23'28.17"E)thence, turn Northeast Sideward a line drawn parallel to the poonagary Paranthan road 1.04km through the paddy land until it meets water channel point ( 9°26'4.15"N 80°23'56.19"E)thence, turn North Western side ward a line drawn through the water channel until it meets Kumarapuram paranthan road point. Thence, turn western side a line drawn 290m through the Paranthan Kumarapuram road until it meet the point ( 9°26'18.12"N 80°23'37.63"E) thence, turn northern sideward a line drawn 403m through the paddy land until it meets the point ( 9°26'31.15"N 80°23'38.73"E) thence, turn eastern sideward ward a line drawn 349m through the gravel road until it meets the 8<sup>th</sup> cross street. Thence, turn northern sideward a line drawn 165m through the 8<sup>th</sup> cross street ending point it meets on water channel. Thence, a line drawn the edge of the channel until it meets the point ( 9°26'39.06"N 80°24'0.54"E). from that point a line drawn 257m through the gravel access it will meet the starting point.

#### **East:**

From the starting point a line drawn 514m along the Kilinochchi Mullithivu (Via railway track) Southern side ward district boundary until it meets Akkarayan -Murukandy road side Ponnagar village boundary.

**South:**

From the last mention point, a line drawn western sideward 1.55km away from the planning boundary (through Ponnagar village southern boundary) until it meets one point (9°18'23.13"N 80°23'34.99"E).

**West:**

From the last mention point, a line drawn North west sideward 282m along the pathway until it meets a point (9°18'31.64"N 80°23'30.68"E). Thence, it turns North Eastern side and a line drawn 112m through the open land until it meets one point (9°18'33.66"N 80°23'33.50"E). Thence, turn north western side a line drawn 140m until it meets one point (9°18'36.98"N 80°23'31.23"E). Thence, again turn North Eastern sideward a line drawn 180m until it meets one gravel road junction (9°18'38.46"N 80°23'36.45"E). Thence, turn northern sideward a line drawn 50m through gravel road until it meets one point (9°18'40.00"N 80°23'36.58"E).

***Rathinapuram area*****North:**

From the last mention point a line drawn 172m North Eastern sideward along the gravel pathway until it meets one point (9°18'40.00"N 80°23'36.58"E). thence, turn North eastern sideward a line drawn through the scrub border until it meets one gravel path point (9°18'42.34"N 80°23'42.97"E). thence, turn northern sideward a line drawn 63m through the gravel path until it meets the edge of the road, thence turn eastern sideward a line drawn 293m through the gravel path until it meets the back-side access of the university land. Thence turn southern sideward a line drawn 157m through the edge of the western side university land access until it meets university land southern side road junction. Thence, turn eastern sideward a line drawn 636m through the university road until it meets the Ariviyal Nagar junction. Thence, turn southern sideward a line drawn 107m through the outer circular road until it meet a point. Thence, turn eastern sideward a line drawn 342m until through the gravel road until it meets the railway track starting point.

**East:**

From the last-mentioned point, a line drawn 582m through the Rathnapuram road south-eastern sideward until it meets Iranamadu road point.

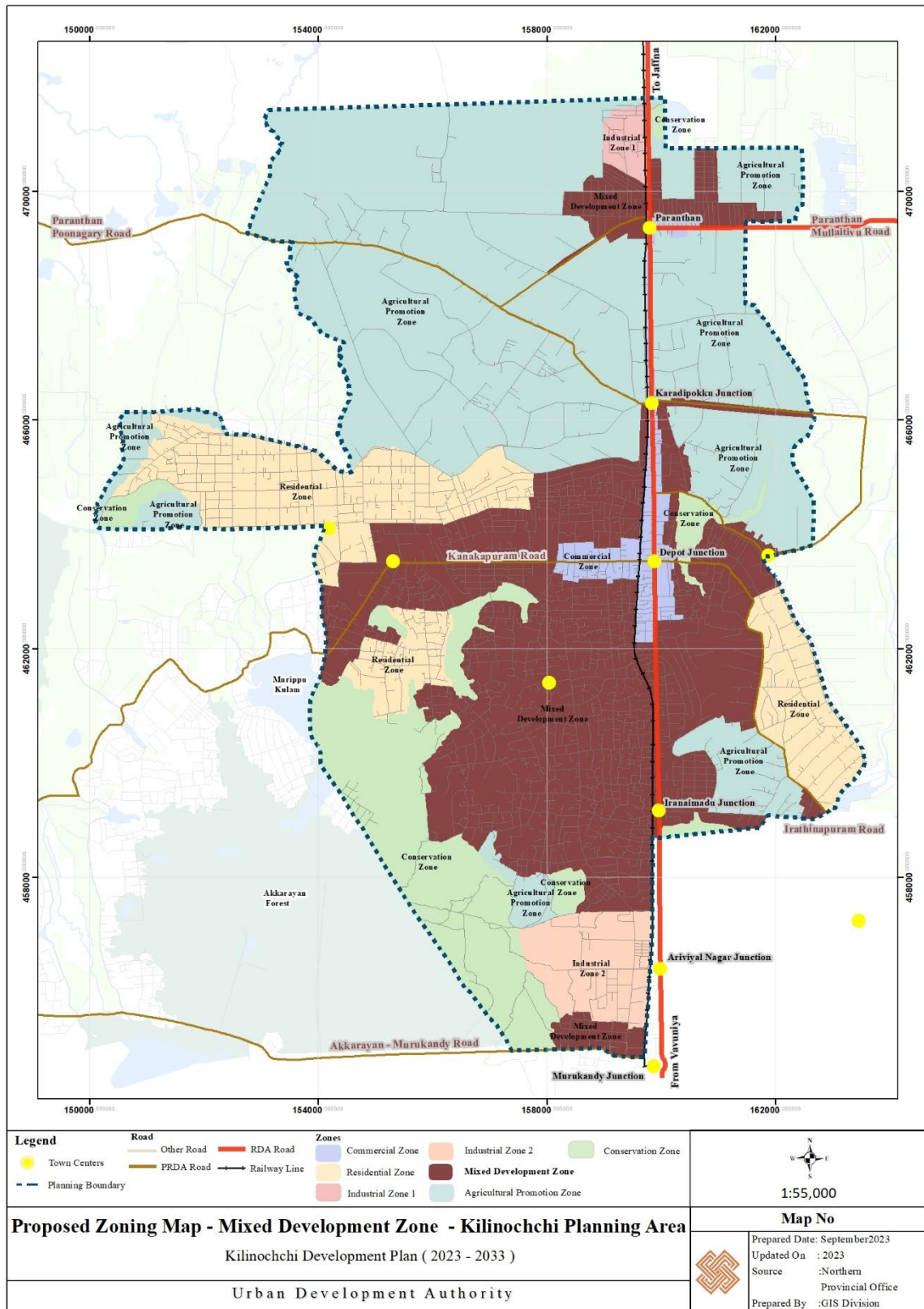
**South:**

From the last mention point, turn western sideward a line drawn 486m through the Iranaimadu road until it meet point(80°23'42.97"E 80°25'54.41"E).

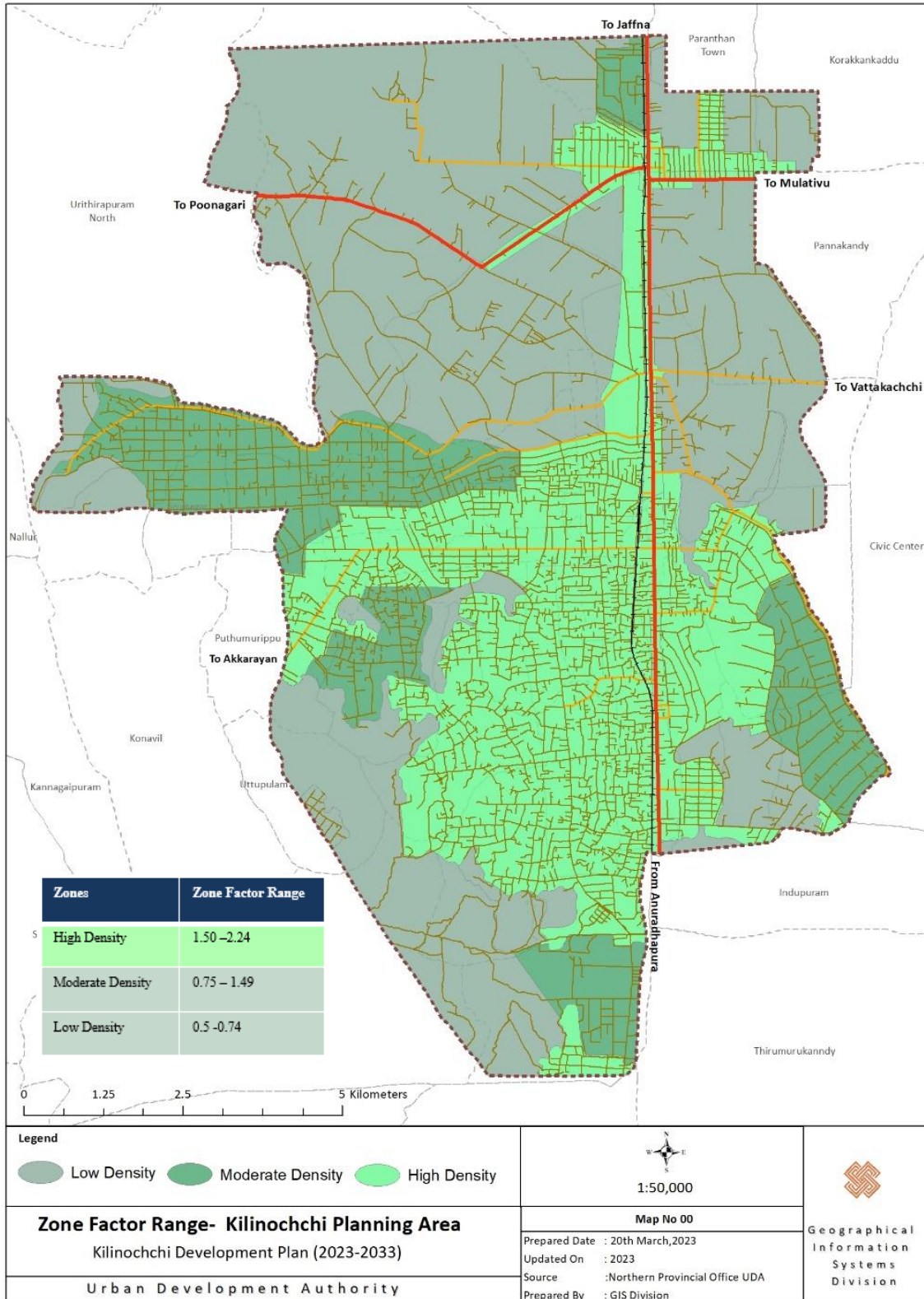
**West:**

From the last mention point turn northern sideward a line drawn 200m through the vegetation land until it meets a point (9°20'40.91"N 80°25'56.65"E) thence, turn western sideward a line drawn 113m through the gravel path until it meets a point ( 9°20'42.83"N 80°25'53.50"E)thence, turn northern side a line drawn 115m through the vegetation land until it meets a point( 9°20'46.13"N 80°25'55.24"E)thence, turn north-western side a line drawn 32m through the vegetation land until it meets a point(9°20'46.79"N 80°25'54.52"E) thence, turn north-eastern side a line drawn 86m through the vegetation land until it meets point ( 9°20'48.93"N 80°25'56.34"E)thence, turn north western side a line drawn 58m until it meets point( 9°20'50.18"N 80°25'54.87"E)thence, turn north-eastern side a line drawn 75m until it meets the starting point.





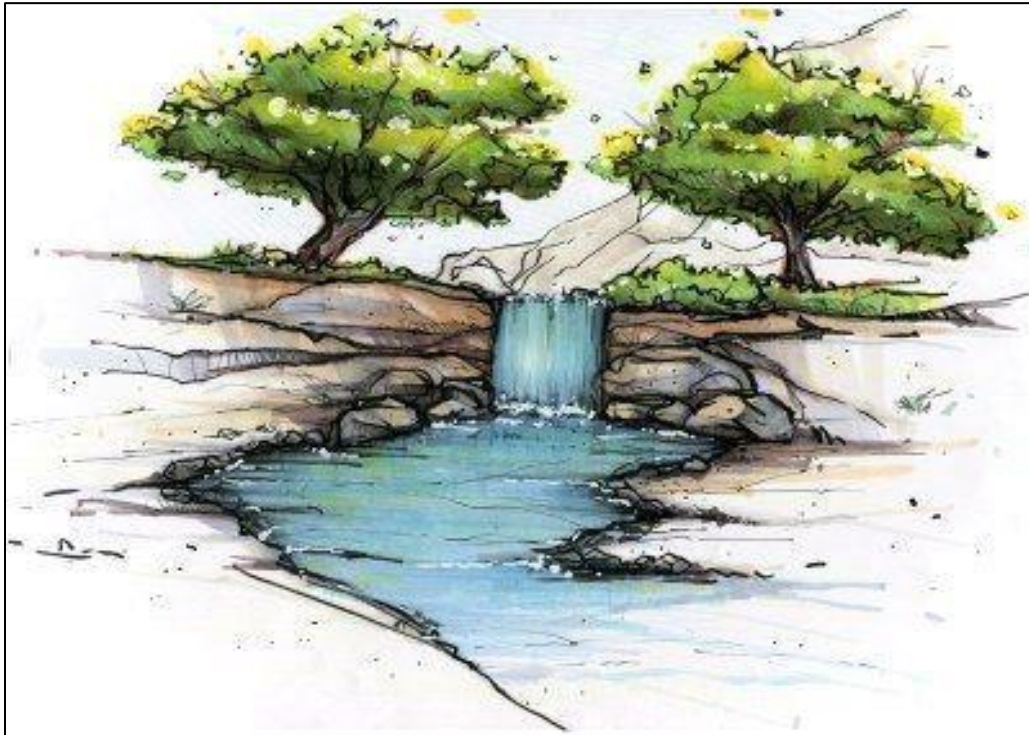
## Annexure 9\_Zoning Factor Range





*Annexure 10\_ Sketches*

**Views of Recreational Areas**





*Source\_ UDA\_NP*

## *Acronyms*

UDA - Urban Development Authority

PS - Pradeshiya Sabha

NWSDB - National Water Supply & Drainage Board

WHO - World Health Organization

RDA - Road Development Authority

GIS - Geographic Information System

SWOT - Strengths, Weakness, Opportunities, Threats

GND - Girama Niladhari Division

MT - Metrick Ton

NGO - Non-Government Organization

CEA - Central Environment Authority

ADB - Asian Development Authority

LA - Local Authority

FAR - Floor Area Ratio

CEB - Ceylon Electricity Board

ICR – Inner Circular Road

OCR- Outer Circular Road

CBD- Central Business District

PORS – Public Outdoor Recreational Space

SDG – Sustainable Development Goals

DMC – Disaster Management Centre

WH- Women Headed Families

NPP- National Physical Plan

VC- village level collecting centre

TMC- Terminal Market Centre

GDP- Gross Domestic Production