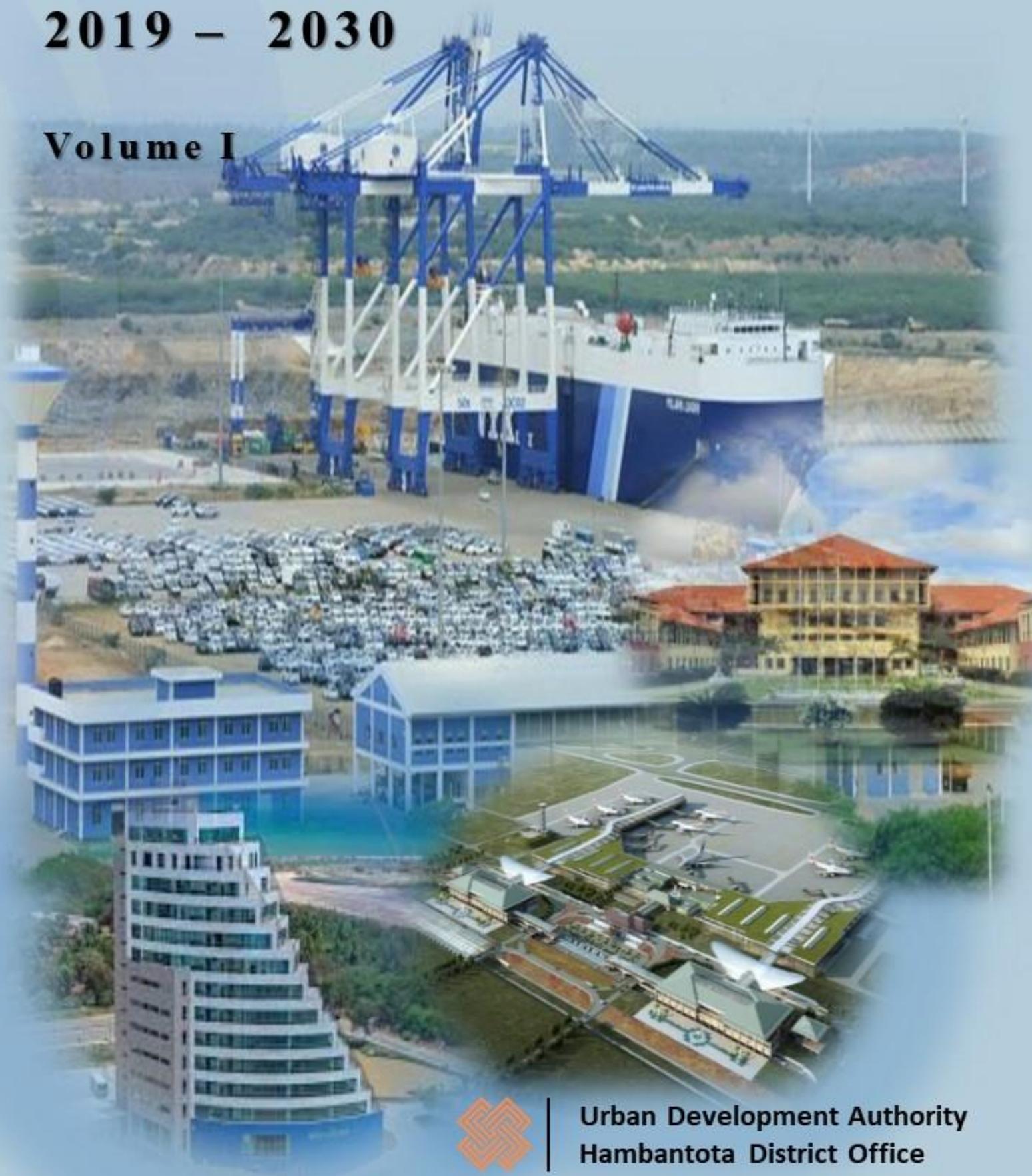


# Hambantota Municipal Council Area Development Plan

2019 – 2030

Volume I



Urban Development Authority  
Hambantota District Office

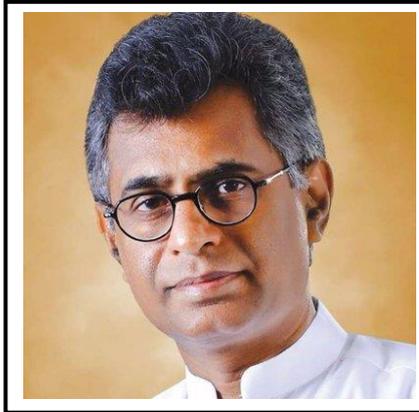
**Hambantota Municipal Council Area  
Development Plan: 2019 – 2030**

**Volume I**



**Urban Development Authority  
District Office  
Hambantota.**

### **Message form the Honorable Minister**



Having been established under the provisions of the Urban Development Authority Law: Act No. 41 of 1978, the Urban Development Authority by now has completed 40 years of service contributing to planned urban development in Sri Lanka. At this moment the UDA marks another milestone by completing a comprehensive Development Plans for all urban development areas in the Southern Region.

This development plan has been prepared for the implementation of the envisaged integrated development of the Hambantota town (Municipal Council) area. Hambantota is one of the most important hub in the shipping lanes of the Eastern and Western world countries and has the potential to create a national and international development network and the plan expects to have its economic impact in Sri Lanka. Similarly, Hambantota is administratively the main town in the district, providing services to a large area.

Our effort is to focus on all these areas and to facilitate the physical development of Hambantota city in parallel with the rest of the country.

My understanding is that the preparation of this Plan involved extensive consultation with professionals, experts, stakeholders and the communities, while engaging modern methods, sound techniques and innovative approaches. In this regard, I appreciate the extraordinary efforts of the Chairman, Director General, Planning Team and all staff of the Urban Development Authority those who have contributed in numerous ways to successfully complete this work. I also appreciate the support and contribution of relevant local authorities, state and private sector agencies and general public by working equally on the same platform to make the Hambantota Development Plan a success.

### **Message from the Mayor**



Hambantota is a city that has historically evolved based on maritime trade. Based on the strategic location of the Hambantota City, it is envisaged to achieve the vision of the Awakening Ruunupura Mega City on Silk Road and to provide opportunities for future development and to achieve future development goals in line with the Hambantota Port Project.

Therefore, congratulations from the Hambantota Municipal Council for the development plan which has been prepared by the Urban Development Authority to develop the Hambantota City as a new urban hub with a port, industrial, shipping, tourism, commercial and financial sector from 2019 to 2030.

## Message from the Chairman



Today, the Urban Development Authority (UDA) is the apex planning and plan implementation body in Sri Lanka that is responsible for managing the state of the urban environments of the nation. The Authority was established in 1978 with the objective of introducing integrated planning and implementation in order to promote and regulate the developments for the common benefit of all inhabitants of the urban areas.

Under the Amendment Act No 4 of 1982; (Part II section 8A [1]) the Urban Development Authority has been mandated to prepare Development Plans for the Urban Development Areas, declared by the Minister-in-charge. The development plan for Hambanthota Municipal Council Area has been prepared and enforced under such provisions. As a result of the declaration of the Hambanthota as an urban development area, the Urban Development Authority initiated the preparation of Hambanthota development plan considering physical, economic, social and environmental aspects of the Hambanthota and its surroundings.

For the implementation of this Plan, we have not forgotten that our path is not as smooth as silk, but as rough as gravel, full of challenges, filled with uncertainties, and fouled by vicious intents. Yet the UDA today is equipped with necessary systems, tools and strategies to face such challenges, withstand those uncertainties and to make the Hambanthota: the “South Asia Emerging Gateway”

I take this opportunity to offer my sincere gratitude to the Team of the UDA who had to work hard and was committed to deliver this comprehensive work and also to all those who have supported and contributed with various means towards its formulation and hope the equal and continuous support of the all of them will be there towards its successful implementation.



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**The Gazette of the Democratic Socialist Republic of Sri Lanka**  
**EXTRAORDINARY**

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No. 2135/30 - TUESDAY, AUGUST 06, 2019

(Published by Authority)

**PART I : SECTION (I) — GENERAL**  
**Government Notifications**

**NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE HAMBANTHOTA MUNICIPAL COUNCIL AREA**

NOTICE is given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8G of the Urban Development Authority Law, No. 41 of 1978 as amended from time to time that I, Patali Champika Ranawaka, the Minister in charge of the subject of Megapolis & Western Development, by virtue of the powers vested in me under Section 8F of the said Law, have approved the Development Plan for Hambantota Municipal Council area on the 01<sup>st</sup> day of August, 2019.

PATALI CHAMPIKA RANAWAKA,  
Minister of Megapolis and Western Development.

Ministry of Megapolis and Western Development,  
17<sup>th</sup> and 18<sup>th</sup> Floors,  
“Suhurupaya”,  
Subhuthipura Road,  
Battaramulla.  
Date: 01<sup>st</sup> August, 2019.



IA - G 30686—27 (08/2019).  
*This Gazette Extraordinary can be downloaded from [www.documents.gov.lk](http://www.documents.gov.lk)*

## Document Information

Title of the Report: Hambantota Municipal Council Development Plan

Planning Zone Boundaries (Gazette) Hambantota Municipal Council Area

Gazette No: No: 1639/12 Date: 02.02.2010

Stakeholders: Hambantota Municipal Council area, people visiting the city and all public and private institutions

Date Submitted: 26<sup>th</sup> July 2019

Document Status: Final Plan

### Document submission information

<b>Copy No</b>	<b>Description</b>	<b>Date of submission</b>	<b>Approval for Issue</b>
1	Volume I	26 <sup>th</sup> July 2019	
2	Volume II	26 <sup>th</sup> July 2019	

This report shall be issued by authorized parties and shall be used for the purposes specified herein. Use of the contents of this report by other parties for any other purpose is strictly prohibited, and the Authority is not responsible for the consequences of any other party's use for any other purpose. The material contained in this report is intellectual property and is strictly prohibited from being transferred to another party without the consent of the authorized party.

## Preface

Situated in the semi-arid zone of Sri Lanka, Hambantota has long been known among the sailors for oriental navigation as a center for marine craft. The 'Thota', where the sailors sailed on board a sailboat named 'Hamban', has become known as Hambantota and its area has become Hambantota. Hambantota is also a major center of salt production in Sri Lanka.

Today, Hambantota is a major hub for both of these sectors and by getting advantage of its natural location, Hambantota is developing into a unique urban service center with the establishment of the International Port. Since the Mattala International Airport is constructed, 25 Km away from Hambantota and development of major road network has made the basic foundation for rapid development. Based on these major projects already completed, the development plan for 2019-2030 has been prepared considering the need for a formal development plan to provide the necessary legal facilities for potential developments in the area. Priority has been given to industry, tourism development and service provision.

The legal basis of the Urban Development Authority approved by the Parliament of the Democratic Socialist People's Government of Sri Lanka Act No. 41 of 1978 as amended by the Urban Development Authority Act No. 4 of 1982 has been given under sections 8A and clause 2.

The Development Plan for the Hambantota Municipal Council area in terms of clause 08 (f) of the Act has been approved on ..... The proposal was approved by the Hon. Minister in terms of Section 3 of the Urban Development Authority Act No. 41 of 1978 and published in the Extraordinary Gazette No. 1639/12 dated 02nd February 2010. Municipal Councils Effective from .....

The UDA has the power to make necessary modifications to the elements of this development plan and the plan is valid until 2030. The plan is in two volumes and Volume I outline the current state of the Hambantota City with its proposed vision, objectives and strategic plans. Volume II presents the zoning specifications, design and building specifications. Further, the plan has been put in place as a means of achieving maximum development for the area, making it more relaxed and easier to achieve.

## Acknowledgement

The Development Plan for the Hambantota Municipal Council area has been prepared by the UDA Hambantota District Office. Special thanks go to the Hon. Minister of Megapolis and Western Development on behalf of the Urban Development Authority for providing government contribution, guidance, facilities and support necessary for the formulation of this plan and We are grateful to the Secretary of the Ministry of Megapolis and Western Development for their various contributions to make this plan a success.

We would like to thank you for Mayor of Hambantota Municipal Council Eraj Ravidra Fernando, Members of Municipal Council, Chief Officers, Divisional Secretary of Hambantota and staff for the given assistance in preparing this plan.

We also recall the assistance extended by the Hambantota Trade Association to the Government and NGOs who provided us with information and ideas as stakeholders.

We also thank the Chairman of the Urban Development Authority, Dr. Jagath Munasinghe for his time and expertise in the preparation of this plan and at the same time Director General of the Urban development Authority Eng, Sumedha Rathnayaka, Additional Director General Mr. K.A.D.Chandradasa, Deputy Director Planning Mr. D.M.B Ranathunga and Southern Province Director Mr. K.H.M.W.K Abeyrathna who gave continued support for the development plan, and The Planning Team thanks Mr. Lalith Wijeyeratne, former Director of Development Planning Division and Mr. Janak Ranaweera, the present Director.

We also wish to extend our special thanks to the Development Planning Division, the Geographical Information Systems Division and the Environmental Landscape and Facilities Management Division for all their support.

Further, Special thanks go out to Mrs. E.K.Priyanthaka and the entire staff for publication of this plan as a printed copy.

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# Part I

# 1. INTRODUCTION

## 1.1 Background of the development plan

The Urban Development Authority was established in 1978 under the Urban Development Authority Act No. 41 of 1978. Its main objective was to formulate, implement, and develop integrated plans for development of economically, socially and physically for the areas declared as "development areas". In order to the opinion of the minister if any area is suitable for development according to section 3 of the act, that area may be declared as a development area, and it must represent the specific boundaries for the development areas. Accordingly, the Procedure for Preparation of Development Plans declared as development areas under the Act No. 41 of 1978 as amended by the Urban Development Authority Act No. 4 of 1982 has been given under sections 8A to 8J.

Accordingly, the Municipal Council of Hambantota has been declared as a declared area according to the followings five stages,

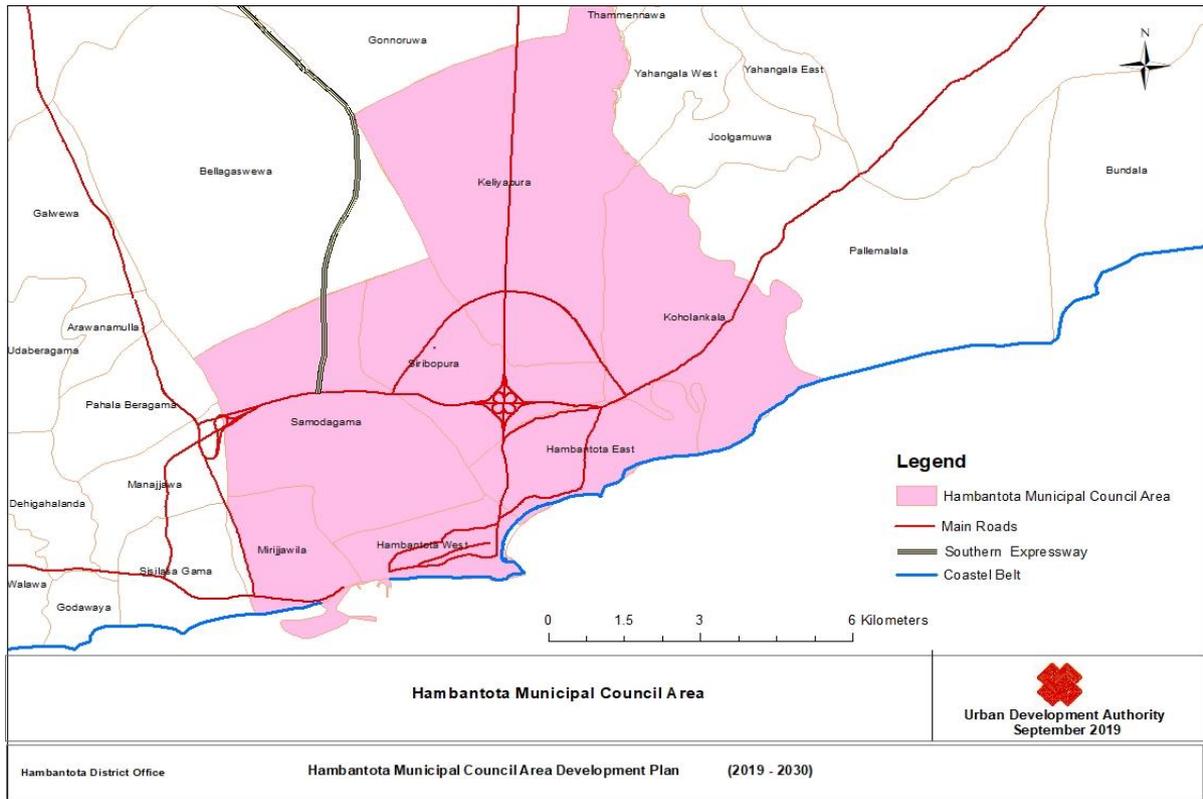
1. The Municipal Council of Hambanthota which has been declared by Gazette Notification No. 38/16 dated 01.01.1979
2. The Gazette Notification No. 223/16 dated 17.12.1982 issued by the Sri Lanka Coastal Law gazette the area comprising the 1Km boundary towards the mainland from the middle tread mill.
3. Gazette notification No. 747/7 dated 29.12.1992 gazette for the Matara - Kataragama railway line
4. Gazette notification of the area declared under the Ruhunapura Program dated 26.06.1999 No. 1090/5
5. The Gazette Notification No. 1639/12 dated 02/02/2010 in the Gazette of the Municipal Council of Hambantota which is published by the Gazette Notification dated 02.02.2010

In 2007, the Urban Development Authority prepared a development plan for the Hambanthota Urban Council area, and the plan has been published by the extra ordinary gazette No.1499/33 dated 01.06.2007. This development plan effective for the period of 2007 to 2020. Since this development plan consisted only two Grama Niladhari Divisions in Hambanthota Esat & Hambanthota West area covering 9.19 sq. Km of land in the Hambantota reborn council area.

It has been suggested that the plan should broaden the limits of the existing municipal area territory. Thus, the extra ordinary gazette notification No 1639/12 dated 02.02.2010 declared the Municipal Council of Hambanthota, which was then declared as an Urban Council, to be declared as a Municipal Council of Hambanthota. The expanded area consists with the Western Hambantota, Siribopura, Koholankala, Koiyapura, Samodagama and Mirijjawila GN Divisions which include 83 sq. km. The area covered by the Hambantota Municipal Council area is shown in Fig. 1.1.

Further, Southern Zone Planning Area was established in 1994 with the objective of minimizing the local developmental disparities and was brought under the purview of the Southern Development Authority. In order to achieve the accelerating economic development, the Hambantota Port Project was established as a key project and introduced new development concepts. Such as opening doors for international trade, industrial placement, multi-storied transport centers, Southern Expressway Project, Matara Kataragama Railway Project, Mattala International Airport, Magam Ruhunupura Conference Hall. All administrative activities in the district and establishment of Administrative Complex and Road Development Install as leading projects Conducted through international port based new urban center. By now, these projects have come into operation and Hambantota City has been proposed to be developed as a growth center based on the port. As a priority, the preparation of a Strategic Development Plan has been identified as a priority, and accordingly, this plan will be effective from 2019 to 2030.

**Map 1-1 Hambantota Municipal Council Area**



Source: Urban Development Authority, Hambantota District Office – 2005

## 1.2 Planning team

Hambantota District Office of Urban development authority prepared the development plan for Hambantota Municipal Council area, based ideas, proposals and on the recommendations made by the following institutions.

### Main Consultancy Agency

- Hambantota Municipal Council

### Main Consultancy Agencies

- Road Development Authority
  - National Water Supply & Drainage Board
  - Coast Conservation Department
  - District Secretariat of Hambantota
  - Board of Investment of Sri Lanka
  - Sri Lanka Ports Authority
  - Hambantota Divisional Secretariat
  - Department of Valuation
  - Sri Lanka Electricity Board
  - Sri Lanka Transport Board - Ambalantota
  - Department of Irrigation
  - Department of Archeological
  - Wildlife Department
  - Sri Lanka Mahaweli Development Authority
  - Urban Development Authority - Hambantota District Office
    - M.L.M. Yehiya - Deputy Director (Planning)
    - Nayana Pathirana - Planning Officer
    - B.G.I. Prabashini - Planning Officer
    - M. Priyanthi - Planning Officer
    - S.A. Sharani - Planning Officer
- Support**
- E.K. Priyanthika - Computer Operator

**Other Stakeholders**

- Lanka Salter Corporation - Hambantota
- General Hospital - Hambantota
- National Vocational Training Authority - Mirijjawila
- Zonal Education Office - Mirijjawila
- Fisheries Corporation - Hambantota
- Matara - Kataragama Railway Project
- National Housing Development Authority - Hambantota
- National Building and Research Institute
- Trade Union – Hambantota

**Other collaborated Divisions – Urban Development Authority (Head Office)**

1. Development Planning Division
2. Research and Development Unit
3. Geographical Information Systems Division
4. Environmental and Landscaping Division

In addition, all the above organizations participated in the meetings of the stakeholders and express their suggestions and opinions in related to the development.

**1.3 Scope of the work**

From the past Hambantota has been well known as a leading hub for trimarans jetty and salt production. Hambantota situated in a semi-arid zone in the country and annual rainfall of the area is less than 1225mm. Hambantota Municipal Council area is consisting with of 83 sq. Km and it is the largest Municipal council area of the Southern Province. Though Hambantota area consists with a multitude of natural resources, 43% of the total revenue earned from the salt industry. Since the past Hambantota is located at strategic location. And it is only about 12km away from the world's busiest shipping route to the East Asian countries and European countries, and it is essential to get maximum benefit out of this potential to develop to the Hambantota reborn area. Existing Hambantota International Port is located within the Hambantota Municipal Council area and the Mattala International Airport is about 25km away. Further, with the implementation of the Southern Expressway Extension Project, the capital city of the country will be able to connect directly with the Hambantota area. Moreover, the significance factors of the area is, availability

of developable leveled vacated land owned by the government which could be used for development in the Municipal Council area. Hambantota is a region which is having strong national and international connections and the strategic location of the Hambantota Port has brought special attention locally and internationally.

This development plan, which was prepared for 2019 to 2030, is specially concentrate on the Hambantota harbor based development. Land allocation for future development needs is expected through the systematic and zonalization of the existing undeveloped lands and special consideration was given on controlling irregular developments with the port related investment industries. Promoting the number of immigrants with the advancement of the industrial sector and providing special attention to promoting tourism, development of marine navigation in the area, facilitate infrastructure development and infrastructure development are the areas which are focusing by this development plan.

Further the development plan been prepared by studying Hambantota municipal council area and outer city, nonetheless the Hambantota Development Plan is limited to the Hambantota Municipal Council area. Even though, this development plan concentrated on land allocation for potential development related the port development project, it has not been paid attention to the possible international trade, international relations, and international exchanges that might have as a result of the project.

## 1.4 Planning Process

- **Background Study**

In the preparation of the development plan for the Hambantota Municipal Council, the study area was identified at the initial stage and mapping was done based on field data. Further Background studies were carried out by collecting relevant data from the relevant authorities as Sri Lanka Ports Authority (Hambantota), Ceylon Salty Corporation, Road Development Authority, Central Environmental Authority, Board of Investment of Sri Lanka, Department of Wildlife Conservation, Sri Lanka Mahaweli Authority, Coast Conservation Department, Local Government Institutions, Ceylon Electricity Board and Water Board, Hambantota General Hospital.

- **Scoping**

Under this stage, the main concentrated areas and neglecting areas which is going to be address through Hambantota Municipal Council area development plan was identified.

- **Problem & potential identification**

At this stage, the problems were identified in aspects of economic, social, physical and environmental. For this purpose, discussions were held with resource persons, stakeholders, government and private sector and unions ect. Each stakeholder has contributed to improving the development potential of the city and the problems they have encountered and how to avoid them. By analyzing the possibility of developing the city, identified the developmental disparities and problems in the city.

- **Vision, Goal and Objective Formulation**

At this stage by studying significant situations of the area and thereby maximizing the use of existing potentials and eliminating the problems and disparities and developing a vision for the development of the city through the balanced development of the environment, economic, social and physical sectors, and the objectives and goals necessary to achieve its vision.

- **Detail analysis**

The detail analysis was done how to reach objectives in terms of (SWOT analysis) strength weakness opportunity's and trends.

- **The plan/Strategic formulation**

The strategies of the development plan were identified by prioritizing the outcomes of the above detailed analysis. These strategies will help to enhance the development potentials of the area to in due course, and to address to avoid problematic situation in the area and to improve the area to within the desired time. Further it was analyzed at this stage in which way to achieve the vision through the objectives of the development plan. Subsequently, strategic plans were prepared and action projects were identified.

- **Preparation of Development Regulations**

To create a legal framework in order to minimize the problems identified by the analysis as well as to anticipate future issues related to laws and regulations in connection with land development, land use, and building constriction and also achieve the vision of the development plan was the objective of regulations.

- **Consent of the Local Authority**

Obtaining public views for the proposed draft development plan and obtaining the concurrence of the relevant local government authority is ensured under this stage. Further necessary amendments have been made in the plan according to the proposals of the public and local authority.

- **Submission of the Development Plan to the Main Planning Committee**

After the above steps, the revised final draft development plan was submitted to the Main Planning Committee of the Urban Development Authority for the further recommendations and proposals.

- **Approval and publishing**

Development Planning Division performs the activities and Follow legal procedure to establishment of the Development Plan.

## 2. PRELIMINARY STUDIES

### 2.1 The Study area

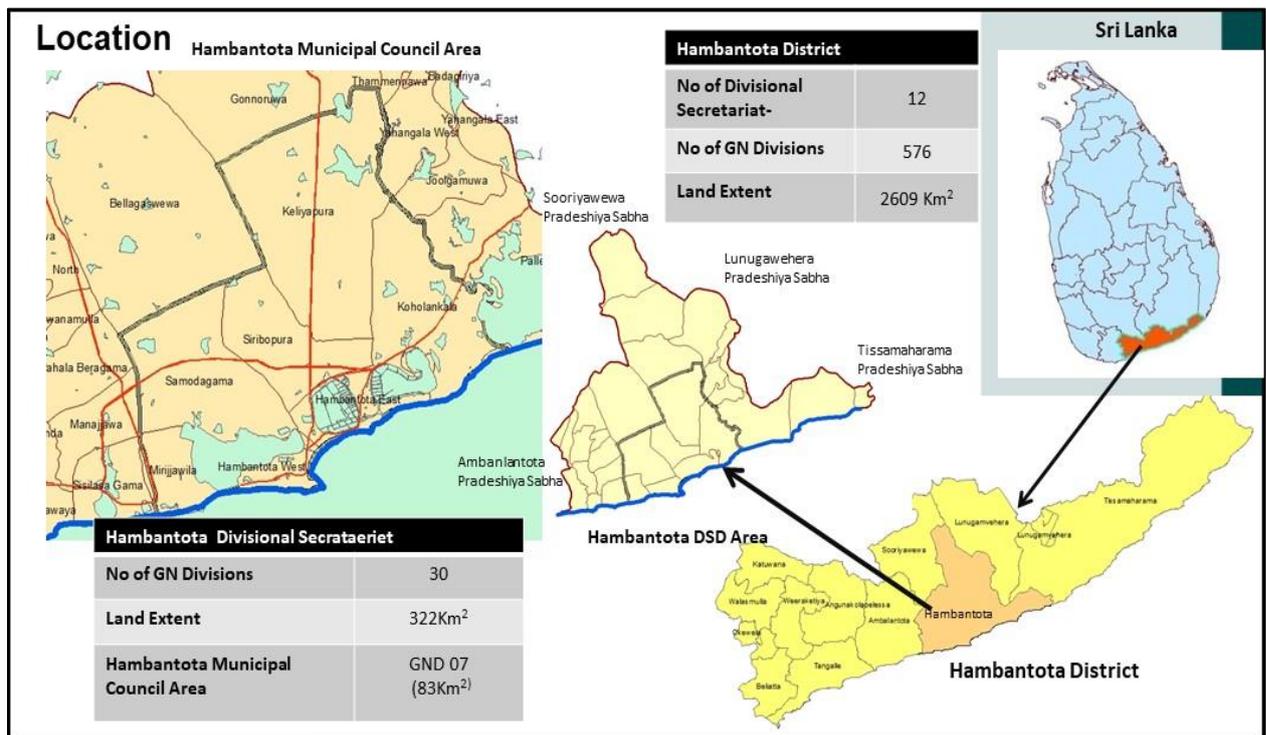
The Hambantota Divisional Secretary Division in Hambanthota District which is located in the Eastern side of the Southern Province has been selected as the study area. Hambanthota Divisional Secretary Division bordered by west and east boundaries of Sooriyawewa Divisional Secretary Division the Lunugamwehera Divisional Secretary Division west and south boundaries to the north; Lunugamwehera East Divisional Secretary Division west boundary, Thissamaharama Divisional Secretary Division east boundary to the east; eastern boundaries of Ambalanthota Divisional Secretary Division to the west and the Indian Ocean to the south

Hambantota Divisional Secretariat Division consists with 30 Grama Niladhari Divisions and it spread over 322sq.km. This is only Municipal Council in the Hambantota District, which is located inside of the Hambantota Divisional Secretariat Divisions. And it administrates 7 Gramaniladari Divisions, spread over 83Sq Km area. Hambanthota Divisional Secretary Division located between latitudes 60 7`N and 60 11` N and longitudes 810 6`E and 800 10`E. The location of the Hambantota Municipal Council area is illustrated in Fig. 2.1.

### 2.2 Planning and Situational Context

Mahavamsa reveals, Hambantota has a very prosperous history since the time of Mahanaga, and the name of Hambantota was created from the historical events. According to the Prof. Senerath Paranvittrana, When the Kingdom of Ruhuna was established it received many travelers and traders from Siam, China and Indonesia who sought anchorage in the natural harbor at Godawaya, Ambalantota. The ships or large boats these traders travelled in were called "Sampan" and "thota" means port or anchorage so the port where sampans anchor came to be known as "Sampantota". After some time, the area became to be called Hambantota. Therefore, Hambantota has been used as a safe haven for stopping vessels in sea transport, since it has the same name in the administrative district of the area. Hambantota town was inhabited by the Portuguese after the Portuguese, the Dutchman acquired and they used it as regiment. At that time also Hambantota area was famous for producing salt.

Figure 2-1 The Study Area



Source: Urban Development Authority, Hambantota District Office – 2018

Leonard Woolf's records state that Hambantota was then known as a navy port during the British era. The novel called "Baddegama" was written by Leonard Woolf according to the experience of his time, later this story was launched as a film, this film clarifying the life style of Hambantota. At that time Government Agent Office and its official residence had been set up on a spectacular site on a small hill bounded by the sea, and some of its buildings are still remaining. Accordingly, the old court complex, cell rooms, the old District Secretariat (the present museum), the Tomb Kovin, the Government Agent's House, the old rest house, the Martello Tower and the Lighthouse are still protected. In addition, the Andare statue in the Udamalala area is also a place of historical significance.

Hambantota District is situated in the semi-arid zone of Sri Lanka and drought occurs most during the year. Highest rainfall is received in the North-East monsoon in October, November and December period, while annual average rainfall is less than 1275 mm. In rest of the months of the year high temperatures are recorded, while the average annual temperature is about 30 degrees Fahrenheit [30 ° C]. It is significant the for a long time, there is a clear dark sunshine and drought.

The natural lagoon system is directly connected to the economy of the area. Mahayaya, Koholankala, Malala and Ambilikala are the main slatterns of the area and these are located within the Bundala sanctuary, from these salterns, Mahavaya, Koholankala and Bondala have been used to produce salt and 60% of salt production in the island is provided by Hambantota. The Bundala National Park is a part of the Municipal Council of Hambanthota and it was declared as a National Sanctuary in 1963. It has been declared in 1991 under the Wetlands Statement of Ramsar. The Sand dunes are endemic to Hambantota and it's naturally occurring as a result of southwest monsoon. As a result, sub-shore flow is made from Hambantota to Yala and those sand dunes are naturally protecting the foreshore.

Hambantota has been identified as one of the major urban centers in the Southern Economic Zone (identified in the Southern Economic Zone from Galle to Tissamaharama) by the National Physical Plan of Sri Lanka in 2017. This plan has divided Sri Lanka into four main economic zones, and by the year 2050, 55% of the country's population is living in this Southern region. Further National Physical Plan has identified to develop Hambantota as a metro urban area, and also identified national projects for the development of international ports, airports, highways and power generation projects.

Further, in the study area, the 5,200 hectares of scrubland have been allocated for the free circulation of elephants. However, with some development of the area, closed the Elephant passage, wild elephant attacks to the villages and limit the habitats can be seen. From the total extent of municipal council area 1500 hectares belongs to this zone.

The study area is directly linked to the country's major districts through a wide road network. The Hambantota Municipal Council area is situated along the Colombo-Kataragama main road, which directly connects Colombo, Galle, Matara, Badulla, Monaragala districts and Ratnapura-Embilipitiya-Hambantota main road to Rathnapura district. Moreover, there is an improved road network within the area of authority and 4 main roads have been developed. The Kataragama Expressway Extension Project and the proposed Matara - Kataragama Railway line is being implemented by creating more efficient transport system. Further there is a road network at Mattala International Airport at a very short distance. Since the government has proposed industrial developments for this area, the development of the transport sector will be important. These road systems will develop with the capacity to connect Hambanthota with the capital of the country at a very short notice and connect with other parts of the island.

The total population in 2017 in Hambantota District is 736,500, and the total population of the Hambantota Divisional Secretariat is 69,402. The national growth rate is 1.6%. further if it is assumed that existing growth rate of the area remain as same and predicted the population in 2035, the total population of the study area will be 110,883. The population density of the area has many disparities comparatively and population density is 215 per square kilometer. However, from the GN divisions the highest population density in the Hambantota West GN division and it is 1670 per square kilometers. The population density of Siribopura GS division is 862 per sq.km. and lowest population density is reported from Ketanwewa GS division, there is only 20 persons per sq. meter. Once after the Tsunami disaster and port project, people lost their houses and lands, therefore people were relocated and due to that this situation happens. The Hambantota Municipal Council area is expected to be a new city through ports and industrial developments. For that allocating land for industries, providing local foreign investment opportunities, creating employment opportunities, improving infrastructure facilities and providing residential facilities will be increasing migrant population to the Hambantota area.

In the study area, the total number of families in 2017 was 18,039, and the number of houses was 17,825. Accordingly, the number of housing deficit in the area is 1278. Further, from the existing housing there are 85% of permanent houses, 9% semi-permanent homes and 6% temporary houses. However, it is estimated that the required homes in 2035 will be 50,000 units, based on the expected number of people in 2035.

The ethnic composition of the people in the Hambantota Divisional Secretariat has been split among different ethnic groups, 80% of Sinhalese, 12% of Muslims and 7.7% of Malay, Burghers, Tamils and others. Nevertheless, 55% of the total population of the municipality is Sinhalese and 26% are Muslims.

Considering the distribution of people according to religion, 80% of the total population is Buddhist, 17% is Islamic, and 3% are of other religions. There is a difference in the distribution of population according to the religion within the Hambantota Municipal Council area and 55% of the total population living within municipality is Buddhist, 37% is a Muslim, 17% a Catholic.

The Economic Development of the Hambantota District is divided into five main divisions and 30% contribution is provided by the Sri Lanka Saltern Cooperation. Further 20% of the fisheries industry, 14% of trade for the fishery industry, 14% of agriculture, 31% of agriculture and 5% of the tourism sector contributed to the economy.

In the study of industries in the study area, there is a high potential for salt production. the salt industry contributes 30% to the total economy and 45% of the city's total economy. In addition, there is a high potential for fisheries industry in the area and 23% of the total income of the Urban Council comes from the fishing industry. The Lanka Saltern Corporation has earned an annual income of Rs.2,100 million by 2016 and an income of 80 million rupees has been obtained by July 2017. The total profit of the Hambantota fisheries harbor was Rs.14.2 million.

Road and transportation facilities, water supply, electricity, drainage, communal services, solid waste management, telecommunications, education and health services can be identified as infrastructure facilities which are distributed across the city.

The main water source of study area is the Walawe river. There are four water tower that supply water within the Hambantota city limits and the total storage capacity is 5,000m<sup>2</sup>. The daily water requirement is 3,722 m<sup>2</sup> within the Urban Council limits. Even though enough water is provided for the city center, water pressure in the outer areas is insufficient. The daily water requirement in relation to the predicted population and developments in 2035 is 97,740 m<sup>3</sup>. The provision of this water requirement is already in progress with the Ruhunapura Project and the proposed Gin and Nilwala Projects.

Solar power projects in Hambantota will add 40 megawatts per day to the national grid. Also, in the study area there is a great potential for solar power projects and 600 hectares of land have already been allocated in Burutankanda for solar power projects. Further it is possible to add 10 MW of electricity to the national electricity grid within 50 acres of land. Moreover, at present four such power stations are in operation and all other land shares have also been provided to the investors.

The District Hospital of Hambanthota operates to provide health services in the area. The hospital serves a wide area in Hambantota, Lunugamwehera, Thanamalwila, Tissamaharama, Kataragama, Ambalantota and Sooriyawewa. around 2,000 people visit the hospital daily for treatment and patient care. In addition to this hospital, the new Hospital Complex has been completed at 217,039.70 square feet and has an official quarters of 90,058.39 square feet. Since this hospital is

consisting of the 850-bed hospital, people in the districts such as Monaragala and Hambantota can get treatment without obtaining treatment at Matara, Karapitiya hospitals. Further, the District Ayurvedic Hospital is located in the area and provides in-patient and out-patient treatments in the entire district. Further, a regional hospital and a private hospital are located in the study area and a state-of-the-art service is provided through existing hospitals.

There are 27 government schools in the study area, out of them 03 are national schools, 09 are Maha Vidyalas. During the 2017 year, 12,380 students were educated and 677 teachers worked under these schools. Student Teacher ratio of the area is five teachers for one student. Further, there are 08 government schools in the Municipal Council area of Hambantota. There are 02 National Schools, 04 Maha Vidyalas and 02 Junior Primary Schools. Currently, there 5,682 students are studying and 184 teachers are in the service, student-teacher ratio is 1:30. Since the city is to be developed with the port project in the future, it will be necessary to establish International Schools and universities in the city.

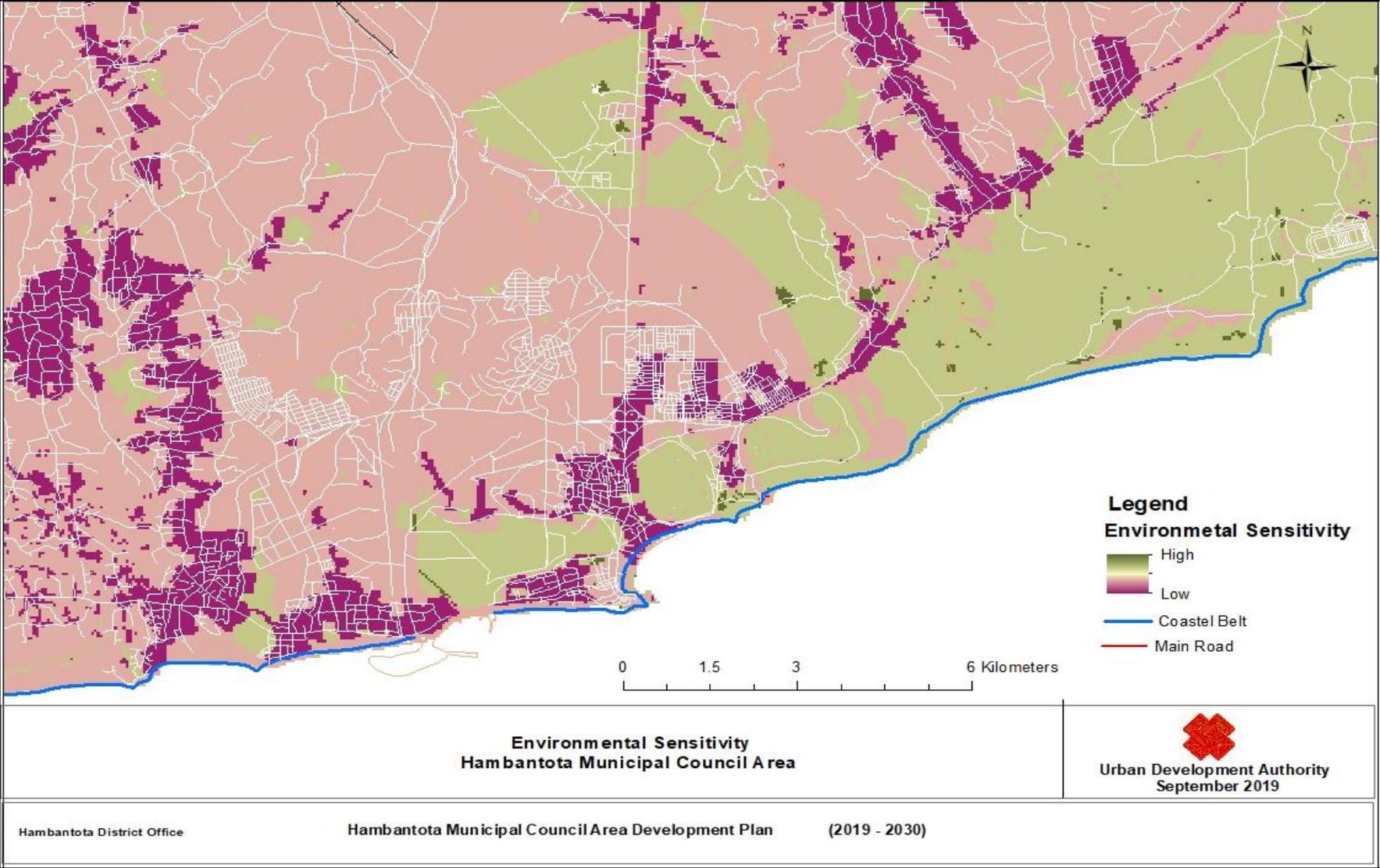
There are two solid waste management projects in the study area. A 05-acre land located at Gonnoruwa Road, Hambantota and 05 acres of land at Ballagaswewa, Bolhinda is currently used for the Waste Recycling Project. Currently, about 34 tons of garbage per day are using for compost fertilizer and The material that is removed from as sand, cloth, polythene, plastic, etc. are disposed of into the part of this project.

The total land area of the Municipal Council area is 8,353 hectares and 5,095 hectares can be used for the development and 3,257 hectares cannot be used for the developments. As a percentage, 61% of the total land area can be used for development. from the 61% of the land that is used for the development, 2,292 hectares 45% is already developed lands and 2,802 hectares 55% can be used in a favorable manner. Also, 31% of the total land area is scrubs and it is potential for development. From the total land 15% land area has been allocated for cultivation.

In the analysis of environmentally sensitive areas conducted in the study area, the Bundala Sanctuary, Saltern, Coastal Zone and Lowlands were identified as the most environmentally sensitive areas. All these sensitive areas are located as locally and internationally tourist attracted places.

This chapter analyzes the study area in the aspect of physical, economic and social

Map 2-1 Hambantota Municipal Council area - Environmental Sensitivity Analysis



Source: Urban Development Authority, Hambantota.

## 2.3 Delineation of the Planning Boundary

**The Hambantota Municipal area can be explained in three parts.**

### **The functional region**

Hambantota District Secretariat area is consisting of two major industries and agriculture. Mainly the economic activities of the Municipal Council are based on the salt industry and fishing industry. People from the villages such as Palamalala, Ella, Gonnoruwa and Bellagaswewa areas are coming to this area for engage in economic activities. In addition, people from Mirijjawila, Sooriyawewa, Mattala, Siyambalagaswewa and Bandagiriya are get services such as education, banking, administration and health services, apart from that not only in this divisional secretariat, but also in Ambalantota, Kataragama, Embilipitiya and Sooriyawewa to obtain the services provided by Hambantota General Hospital. Therefore, it appears that the functional region is moving beyond the study area.

### **The geographic characteristic**

Since the area is within semi-arid zone, the main geographical feature of the region is the scrub area with thorny bushes. The entire land is plain, and the natural lagoon system located in the area makes a major contribution to the economy of the area. The only conservation park in the island declared under the Ramsar Convention is the Bundala national park which is a resort of turtles. The southwestern coast of Sri Lanka is eroded by Southwest monsoon and when sediments transferring to the southward its depositing in the Bundala and Hambantota coastal belts and that creates large sand dunes. These sand dunes are act as protection of beach and trees which are planted within the sand dunes are grows as a canopy of trees and acts as a shield.

### **The administrative divisions**

Hambantota Divisional Secretariat area is consisting with both Municipal Council and the Pradeshiya Sabha area, this development plan has been prepared only for the Hambantota Municipal Council area. It was decided to formulate the development plan for the Hambantota Municipal Council which was shown by map 1.1 by considering the activities and the geographical position of the area.

### 3. THE NEED OF THE PLAN

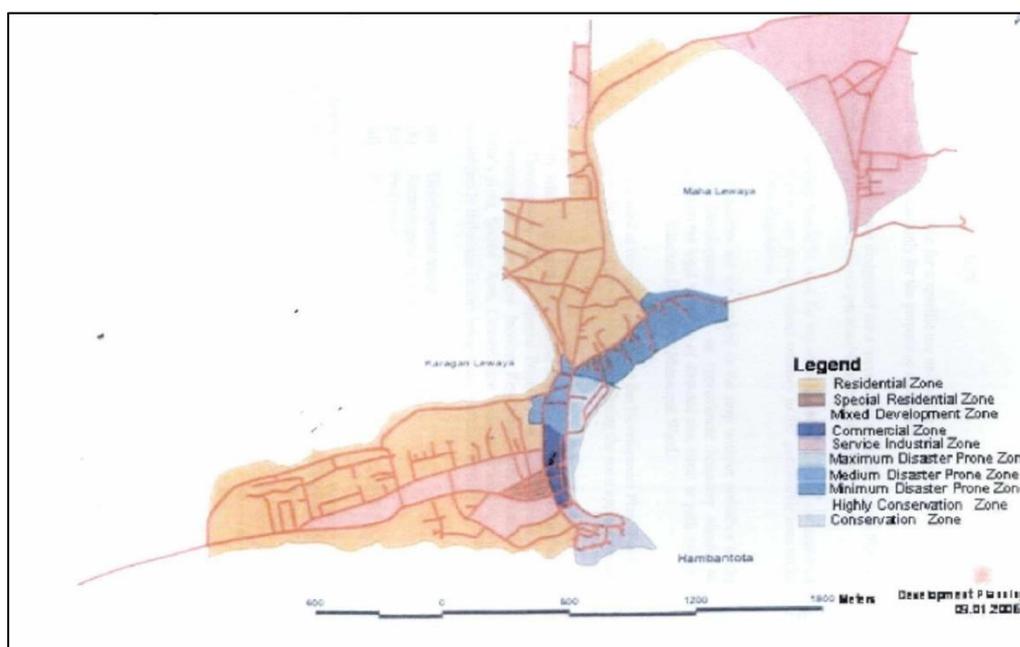
The need of a development plan for the Hambantota Municipal Council area can be identified under a number of key issues as follows,

#### 1. Existing development plan is limited only for the Hambantota Urban Council area.

The Urban Development Authority's development plan for the Hambantota Urban Council area is confined to two Grama Seva areas, Hambantota and Eastern and Hambantota West. The plan is effective only for the period 2005 - 2020. Figure 3.1 illustrates the zoning plan of the 2005 - 2020 development plan for Hambantota Municipal Council area, which has included 09 zones and its land uses. After the Hambantota Urban Council area was declared as a Municipal Council, seven Grama Seva Divisions in the 83 sq.km area have been included for the area and map 1.1 illustrate Hambantota Municipal Council area. Hambantota Municipal Council area will be directly affected due to the future port-based industrial development, as it is necessary to prepare a development plan for the area.

Further, the National Level Strategic Projects identified in the Greater Hambantota Development Plan with a land area of 111,300 hectares as Hambantota Port, International Conference Hall and Administrative Complex located in Hambantota Municipal Council area.

*Figure 3-1 Hambantota Urban Council – Zoning Plan : 2005 -2020*



Source: Urban Development Authority, Hambantota District Office – 2005

**2. Hambantota International Port has been built on about 12Km away from the East West shipping trade route.**

The Hambantota International Port is located at 12 nautical miles away from the world's busiest shipping destination, in the Asia Pacific region and the North-West-East maritime East-West shipping route. The project is to be completed in four phases and two phases are already being completed. There are about 200 ships of this route are operated on a daily basis and obtaining the maximum advantage from this The Hambantota service center will be able to be a maritime center. Therefore, there is a need for a development plan to this area.

**3. Having state owned flat vacant land which has not been used for development.**

The total extent of the land area of 8353 hectares comprising 3246 hectares which cannot develop and 5,107 hectares can be used for development. As a percentage the total land area can be used for the development is about 61% from the total land area. There are about 6,000 acres of state lands in the area and still there are no any developments happened. These lands are required to be properly formulate and therefore there is a need of proper development plan.

**4. Elephant passes are blocked with the new developments**

Under the Greater Hambantota Plan, an area of 8000 hectares has been allocated for the free circulation of Elephants and from that 1,400 hectares is within the Municipal Council area. It is estimated that there are 400 elephants in this region. Under the new development activities, like construction of the administrative complex, the harbor, the Southern Expressway extension and the new housing projects, the elephant's free circulation borders and elephant passes were blocked. This has led to human-elephant conflicts. In the year 2017, 10 lives were lost, 95 houses were damaged, and four elephants had been killed by human-elephant conflicts. These elephant influence can be seen daily and they are destroying the crops as well. To mitigate this problem, there is a need for a development plan since there is possible to use this area for ecotourism.

*Figure 3-2 Since the natural Elephant passes are blocked, the elephants go through the main roads.*



Source - Urban Development Authority, Hambantota District Field Inspection - 2018

**5. Insufficient water capacity for future developments and current water sources are sinking during dry season.**

Since the Hambantota District is situated in the semi-arid zone of Sri Lanka, more time of the year is experiencing dry weather. The main water source of the area is the Walawe river and Ridiyagama and Ruhunupura projects fulfill the present water requirements. According to the Gin Nilwala Diversion Project Report, the water requirement estimated

as, for the industrial development board will be 17,580 cubic meters per day, 3,000 cubic meters per airport services, 7,000 cubic meters per industries and 2 500 cubic meters per daily drinking water purpose and 4,000 cubic meters for port services day for the ports authority, 135 cubic million for the irrigation department and for Hambantota drinking water purpose 67 cubic million.

## **6. Isolation of Hambanthota old city with the new city development.**

The development of the Hambantota Port, disconnect the connection between the Matara-Kataragama-Main Road (A2) and the Hambantota town. As a result of that, Kalu Dodol stores and salt business in Hambantota was closed and with the road closure, the decline of commercial enterprises in the city reduced the daily people flow of the area. Also, the total number of government offices in Kachcherikanda was shifted to Siribopura Administrative Complex and the number of daily people flow was decreased further. According to the trade association, 157 merchants of the city were deported, while 52 businessmen lost their business as well. At present the city is isolated and now it has become a dead-end city.

## **7. The abundance of alternative energy sources.**

As a city in the island's semi-arid region, most of the year, from January to September area is experiencing high sunlight, and therefore, it is possible to turn this sunlight to solar power energy as an alternative energy source. Already 600 acres of land has been allocated for the Solar Power Park in the Buruthankanda area within the Pradeshiya Sabha limits of Hambanthota and in each 50 acres, 10 megawatts can be added to the national grid. Currently there are 05 solar thermal power plants are actively engaged in this regard and those are illustrated in Figure. 3.3. However, so far, these alternative energy sources have not been used for optimum use, and there is a need for a development plan for the proper development of these energy resources.

**Figure 3-3 Solar Power Garden – Buruthankanda**



Source - Urban Development Authority, Hambantota District Field Inspection – 2017

## Part II



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The Gazette of the Democratic Socialist Republic of Sri Lanka

EXTRAORDINARY

අංක 2135/30 - 2019 අගෝස්තු මස 06 වැනි අඟහරුවාදා - 2019.08.06  
No. 2135/30 - TUESDAY, AUGUST 06, 2019

(Published by Authority)

**PART I : SECTION (I) — GENERAL**

**Government Notifications**

**NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE HAMBANTHOTA MUNICIPAL COUNCIL AREA**

NOTICE is given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8G of the Urban Development Authority Law, No. 41 of 1978 as amended from time to time that I, Patali Champika Ranawaka, the Minister in charge of the subject of Megapolis & Western Development, by virtue of the powers vested in me under Section 8F of the said Law, have approved the Development Plan for Hambanthota Municipal Council area on the 01<sup>st</sup> day of August, 2019.

PATALI CHAMPIKA RANAWAKA,  
Minister of Megapolis and Western Development.

Ministry of Megapolis and Western Development,  
17<sup>th</sup> and 18<sup>th</sup> Floors,  
"Suhurupaya",  
Subhuthipura Road,  
Battaramulla.  
Date: 01<sup>st</sup> August, 2019.



1A - G 30686—27 (08/2019).  
This Gazette Extraordinary can be downloaded from [www.documents.gov.lk](http://www.documents.gov.lk)

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PART I: Sec. (I) - GAZETTE EXTRAORDINARY OF THE DEMOCRATIC SOCIALIST REPUBLIC OF SRI LANKA 06.08.2019

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE HAMBANTHOTA MUNICIPAL COUNCIL AREA**

PUBLIC are hereby informed that the Development Plan prepared under Section 8A of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 4 of 1982, for the Hambanthota Municipal Council area has been approved on 01<sup>st</sup> August 2019, by Hon. Patali Champika Ranawaka, Minister of Megapolis and Western Development, by virtue of powers vested on him under Section 8F of the said Amended Law.

DR. JAGATH MUNASINGHE,  
Chairman,  
Urban Development Authority.

Date: 01<sup>st</sup> August, 2019.

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PRINTED AT THE DEPARTMENT OF GOVERNMENT PRINTING SRI LANKA.

## 4. Planning Framework

### 4.1 Vision

#### “South Asia Emerging Gateway”

“දකුණු ආසියාවේ පිබිදෙන මුච්චෙදාර”

### 4.2 Vision Statement

The merchant vessels which had been engaged in sea trade since ancient times were connected with Hambantota by the Silk Road. According to folk tales, the Malays and the Dutch used to trade the 'Hamban', which was called "Hamban + Thota" and later became "Hambantota". At present the Hambantota port has been built 12 nautical miles to the East West trade route or else Silk route which connects the countries of the East and the West.

The strategic location of the town is expected to be enhanced to a thriving city based on the port of Hambantota with maximum efficiency and the advantage of the short distance of 25 km between Hambantota port and the Mattala International Airport is also important for international connections. As a result, Hambantota is well connected to the rest of the world via air and sea transport media. Already construction completed the developed road network and the Southern Expressway developments has, created a well connectivity to the rest of the areas in the country as well.

It is planned to develop Hambantota as a new urban hub with a port, industrial, maritime, tourism, commercial and financial sectors, and is expected to attract local and foreign investors to the city, by taking advantage of the strategic location of the city. Since Hambantota is being the nearest city in South Asian region to the East and West shipping routes, Hambantota has the potential to connect with the rest of the world through industry, maritime and tourism sectors and The East-West shipping route is considered to be a gateway to the Asia.

### 4.3 Goals

1. Establishment of a Free Trade and Commercial Trade Zone based on the Hambantota Port by 2030.
2. Create a blooming eco-tourism zone through Hambantota town by 2030.
3. To convert Hambantota into a shipping, trade, finance, commercial and service center by 2030.

## 4.4 Objectives

### **Goal 01 : Establishment of a Free Trade and Commercial Trade Zone based on the Hambantota Port by 2030**

#### **Objectives:**

1. Allocation of for local and foreign investment opportunities by using 5,000 acres of land earmarked for industrial development by 2030.
2. Increase the economy of the Hambantota Municipal Council by Increasing the industry sector contribution in 100% by 2030.

### **Goal 02 : Create a blooming eco-tourism zone through Hambantota town by 2030.**

#### **Objectives:**

1. Development of 106 acres of newly established land in the Southern coastal zone of Sri Lanka as a port city and providing an opportunity for international tourism.
2. Elephant Management Zone of the 1,400 hectares reserved for wild elephants for environmental tourism development.
3. Increase the number of annual tourist arrivals to Kachcherikanda, Bundala, Welikandu, Bird Gardens and flower garden by 5000.
4. Directing the coastal belt from Mirijjawila to Malalaara which is 6km long to promote tourism.

### **Goal 03 : To convert Hambantota into a shipping, trade, finance, commercial and service center by 2030.**

#### **Objectives:**

- Allocation of 5000 acres (2025 hectares) or else 25% of the total area of the Hambantota city center for shipping, commerce, finance, administration, health, education and tourism.
- Creating Hambantota city an international multi-modal transportation hub by 2030.
- Facilitate direct employment and indirect employment in the shipping and service sector based on the Hambantota port.

## 5. SWOT Analysis and Data Summary

### Goal 01 : Establishment of a Free Trade and Commercial Trade Zone based on the Hambantota Port by 2030

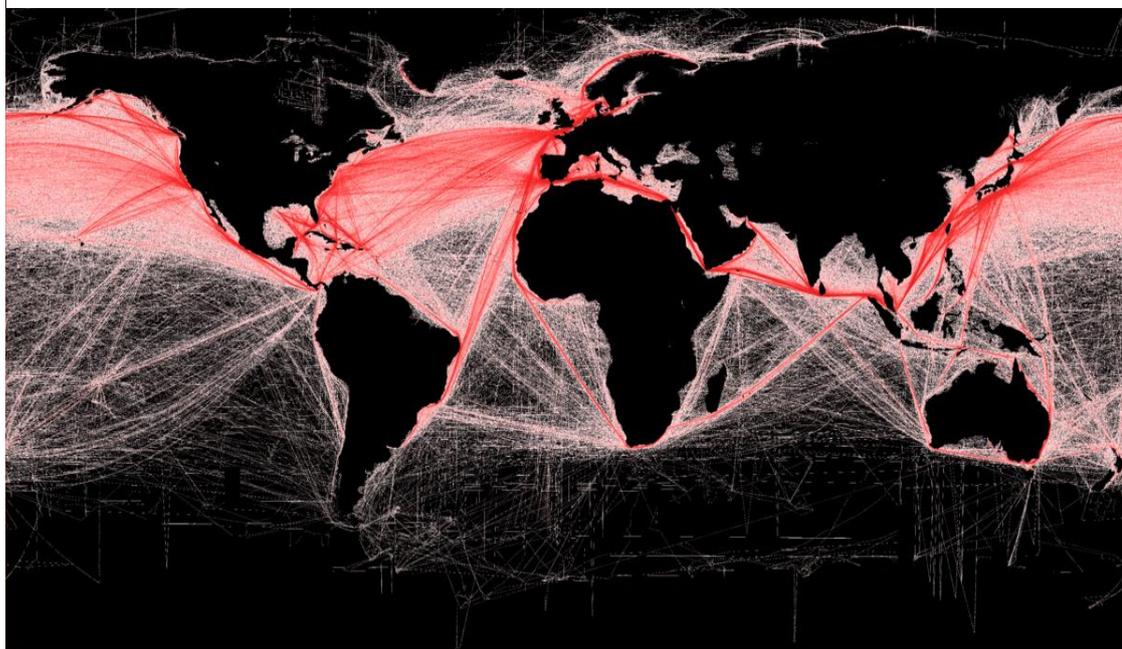
<p><b>Strengths</b></p> <ol style="list-style-type: none"> <li>1. Establishment of Hambantota International Port, 12 nautical miles off the trade route that connects the countries of the East and West.</li> <li>2. Hambantota Saltern which supplies 60% of the National Salt Requirement and has the potential to be further expanded.</li> <li>3. Hambantota Fisheries Harbor</li> <li>4. There are 5000 acres of government owned vacant land that can be used for industrial development in the Hambantota harbor.</li> <li>5. Already developed existing infrastructure facilities</li> <li>6. Completion of 10 gas containers terminals on 10 acres of land adjoining Hambantota port.</li> <li>7. The possibility of focusing on alternative energy due to intense sunlight for much of the year.</li> </ol>	<p><b>S</b></p>	<p><b>W</b></p>	<p><b>Weakness</b></p> <ol style="list-style-type: none"> <li>1. Lack of available water resources for future development</li> <li>2. Elephant Management Zone which is about 1,400 hectares of land in the heart of Hambantota.</li> <li>3. Long term drought</li> </ol>
<p><b>Opportunities</b></p> <ol style="list-style-type: none"> <li>1. The Government has identified 5,893 acres of land in Hambantota for industrial development and 1,535 acres of it in the Municipal Council area.</li> <li>2. Direct Connection of Southern Highway Extension Project to Hambantota Port.</li> <li>3. Planning of Gin Nilwala Diversion Project and Uma Oya Development Project to meet future water demand.</li> </ol>			<p><b>O</b></p>

## Strengths

### 1. **Establishment of Hambantota International Port, 12 nautical miles off the trade route that connects the countries of the East and West.**

Hambantota Port the Hambantota Port is located approximately 12 nautical miles from the East and West shipping lanes, (The shipping route connecting the Asia Pacific and North America region) which is currently one of the world's most active shipping lanes. The port of Hambantota is located approximately 12 nautical miles to the east-west shipping route. As a result, there is a high possibility for the Hambantota port to take directly impact from the shipping route. When considering the world's shipping lanes distribution, It is remarkable that shipping lanes with the highest shipping density are close to Sri Lanka. Figure 5.1 shows the distribution of Sri Lanka's shipping lanes and the location of Sri Lanka in it, and it is clear that the development of the maritime service center as a center for the rest of the world could benefit.

*Figure 5-1: World's Shipping Lane Distribution*



Source: <https://goo.gl/images/4hpEXU>

**2. Hambantota Saltern which supplies 60% of the National Salt Requirement and has the potential to be further expanded.**

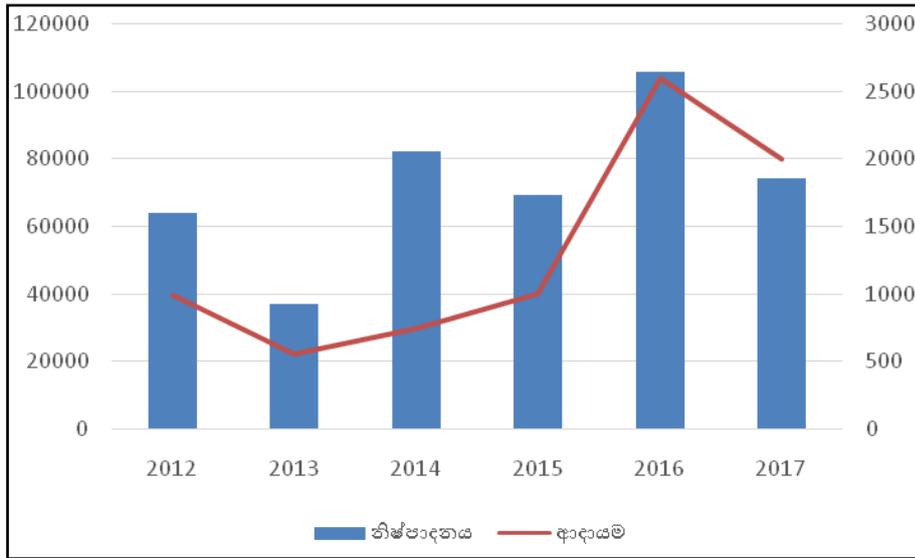
Hambantota has been known for its salt production since ancient times. At present, about 60% of the island's salt production is produced by the Hambantota main saltern. The Konohalanka, Palatupana and Bundala are controlled by the Hambantota main saltern and as of 2017, there are 750 permanent employees and 950 casual / temporary employees in the salt factory. Salt production contributes 45% of the total revenue of Hambantota Municipal Council area. Dry weather conditions in the Hambantota area are the most important factors affecting salt production. The naturally occurring lagoon system is used to produce this salt and has been developed as a saltern. Table 5.1 shows the total production and revenue of Hambantota main saltern within past few years. Accordingly, the saltern has earned the highest salt production and Rs. 2,600 million in revenue in 2016. Dry weather conditions throughout the year 2016 have contributed to this. Considering the income distribution of Hambantota Municipal Council area in 2017, 45% of the salt production has been received from salt.

*Table 5-1: Salt Production at Hambantota Main Saltern - 2012 – 2017*

Year	Production in metric tons	Revenue (Rs in Millions)
2012	63,861	990
2013	36,772	556
2014	82,218	750
2015	29,203	1,000
2016	106,033	2,600
2017	74,102	2,000

Source: Hambantota Main Saltern - 2017

**Chart 5-1: Total Salt Production and Income - Hambantota Main Saltern 2012 - 2017**



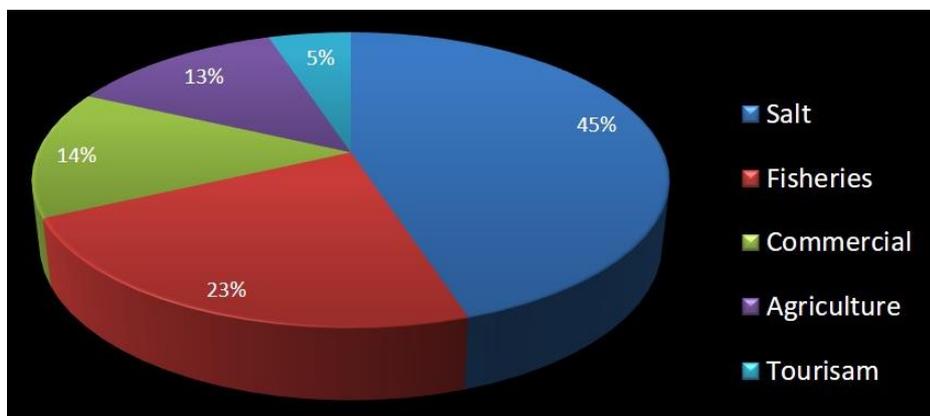
Source: Hambantota Main Saltern- 2017

**Figure 5-2: Various stages of salt production- Main Saltern Hambantota**



Source: Hambantota Main Saltern- 2017

**Chart 5-2: Revenue Distribution for Hambantota Municipal Council area - 2017**



Source: Field Survey, Urban Development Authority, Hambantota District Office – 2017.

### 3. **Hambanthota Fisheries harbor**

The Hambantota Fisheries Harbor, situated close to the old town of Hambantota, produces between 10,000 and 15,000 kilograms of fish per day. Direct employment in the fisheries harbor is estimated at 400 - 500. Table 5.2 shows the Hambantota details of the Fisheries Harbor and the average daily fish production of the Fisheries Harbor is between 10,000 - 15,000 kg.

*Table 5-2:Hambantota Fisheries Harbor Information - 2017*

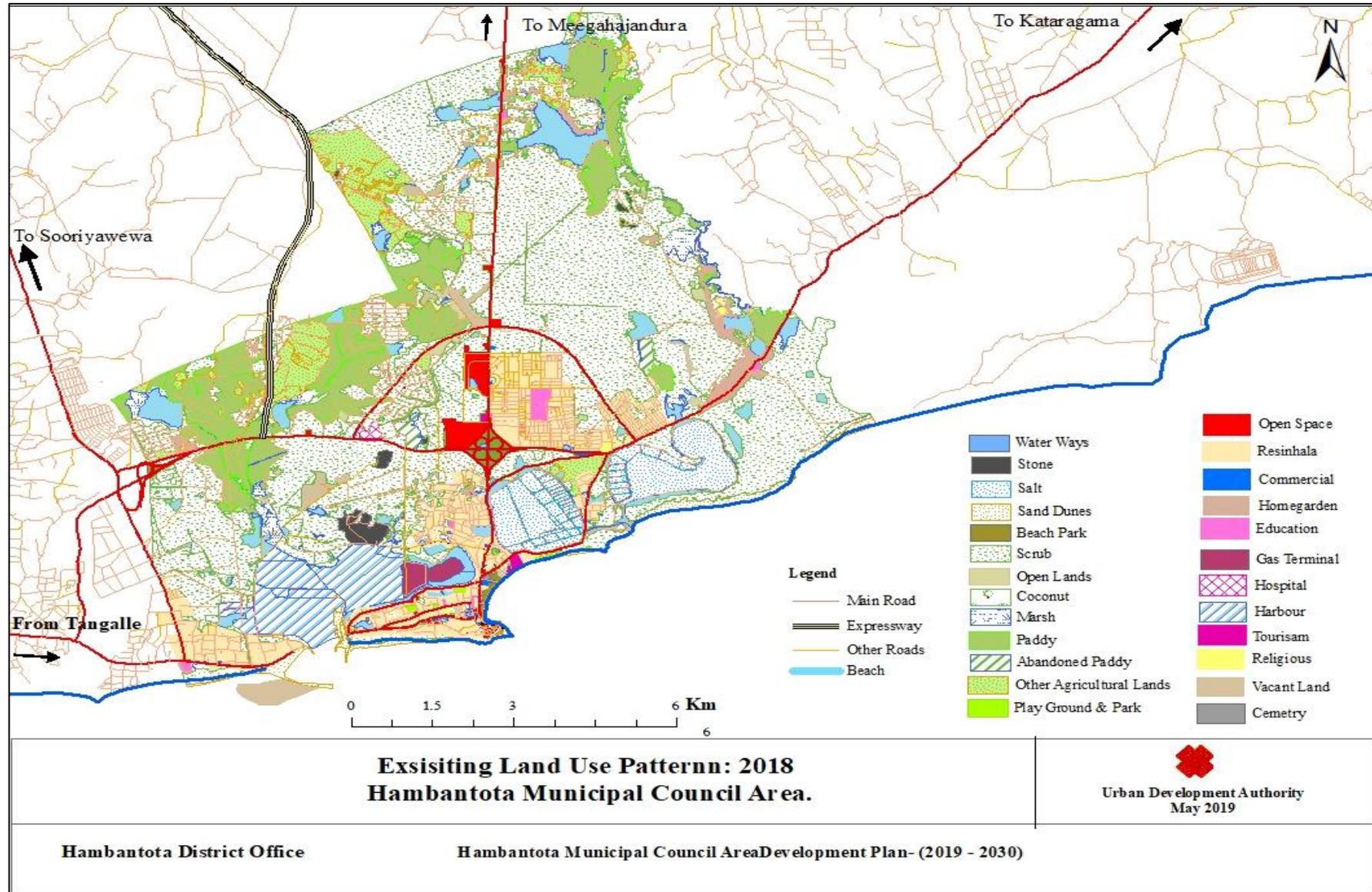
Sector	Magnitude
Registered Boats	47
Multi-day boats	42
One day boats	05
Boats	44
Daily production	10,000 – 15,000 Kg
Job creation	400 - 500

Source: Hambantota Fisheries Harbor – 2017

### 4. **There are about 6,000 acres of government owned vacant land available for development in the Hambantota harbor.**

The extent of the Hambantota Municipal Council area is about 8,300 hectares. It is a special advantage to be able to invest approximately 6,000 acres of land for industrial development since there are 4,000 acres of state owned vacant land near Hambantota harbor and 1,535 acres of land identified for industrial development. It is advantageous to have them as state owned lands.

Map 5-1: Existing Land Use Pattern - Hambantota Municipal Council - 2017



Source: Urban Development Authority, Hambantota District Office - 2018

## 5. Developed existing infrastructure facilities

A well-developed road network has already been established in Hambantota. Six lanes and four lanes have been developed in the main city center and the Expressway Extension Project connects to the Mattala International Airport. Also, the port of Hambantota has been developed as four lanes. Once after the opening of the Southern Expressway Project, it is directly linked to the Hambantota Port.

The Hambantota Hospital, which has already completed construction on a 25-acre site, has a capacity of 850 beds and is equipped with all modern facilities. It is also planned to set up a cancer ward unit, which is expected to reduce the number of patients receiving treatment at the Karapitiya General Hospital and expected to increase the patient visits to the Hambantota hospital.

It is also important to note that the Mattala International Airport is located at a distance of 25 km from Hambantota. Also, the administrative complex, which has been built by collecting all the administrative activities in the district and The Hambantota International Municipal Council is also a main of this area. However, there are about 20 other government institutions that are not located within the administrative complex, which are located elsewhere in the old city of Hambantota and It is expected to establish the second stage of the administrative complex and to include all these entities into it.

The Magam Ruhunupura International Conference Hall, which is already under construction in the Hambantota Municipal Council area, has been built with all the modern facilities with 1,500 seats to accommodate all international and national level events. One of the special advantages of the area is that it has been developed to suit any occasion nationally and internationally.

**Figure 5-3: Developed Infrastructure Facilities**



Source: Field Survey, Urban Development Authority, Hambantota District Office – 2019

**6. Gas Container Terminal had been built on 10 acres of land adjoining the Hambantota Port**

The already completed construction gas terminal on a 10acre site near the Hambantota port is the largest gas terminal in the country by a private company and will become the largest terminal in the South Asian region. About 10 gas containers have already been built, each of which has a capacity of 3,000 metric tons of gas. This exports gas to countries in the South Asian region and also operates the gas trading division. Two jetties have been allocated at the Hambantota port for the importation and export of gas.

**Figure 5-4: Gas Container Terminal - Hambantota**



Source: Field Survey, Urban Development Authority, Hambantota District Office - 2019

## 7. The ability to focus on alternative energy to fulfil energy needs.

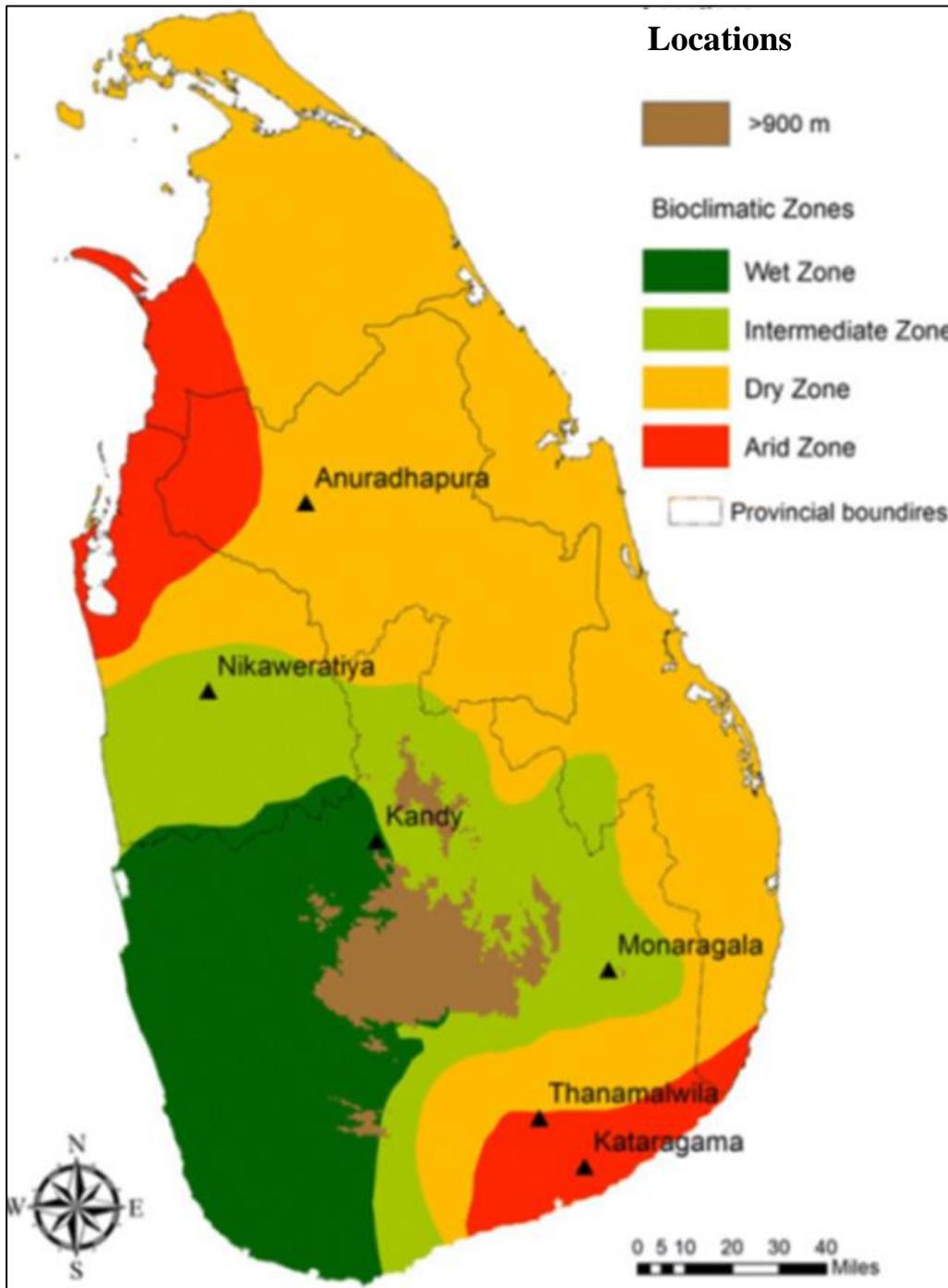
Since the Hambantota Municipal Council area is located in a semi-arid zone of the island, most of the year, January to September is not raining. During that time, there is too much sunlight and the average daily temperature is between 300 - 330 degrees Celsius. Accordingly, there is a possibility of focusing on solar power generation. Already 600 acres of the Burutankanda area belonging to the Hambantota Pradeshiya Sabha has been earmarked for a solar power park. It has been planned to add 10 MW of power to the national power generation from each 50 acre solar power plant and four solar power plants are in operation at present.

*Figure 5-5: Solar Power Park - Burutankanda*



Source: Field Survey, Urban Development Authority, Hambantota District Office - 2019

Figure 5-6: Climate zones of Sri Lanka



Source: Department of Meteorology, 2018

## Weakness

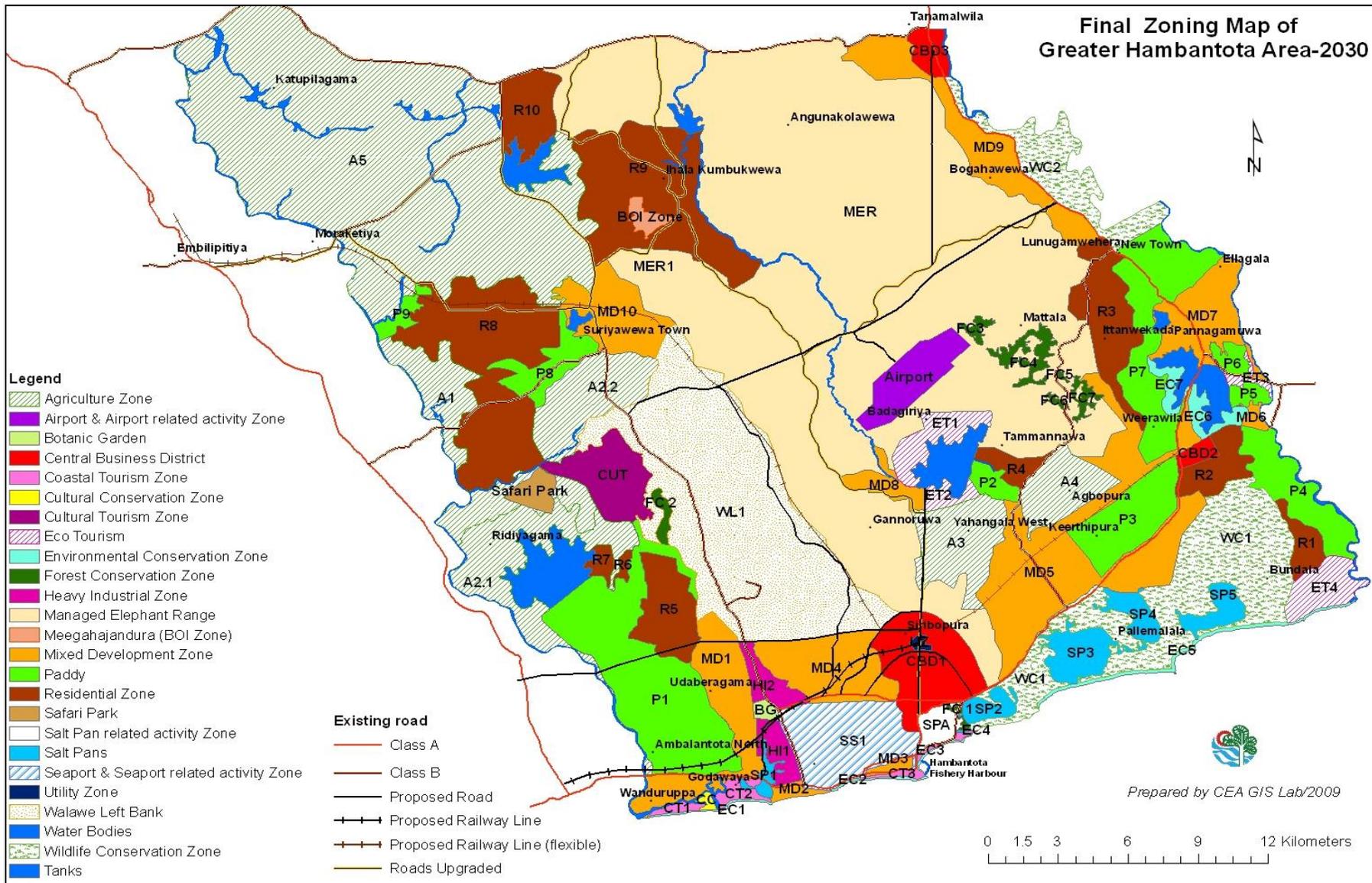
### 1. Lack of available water resources for future development

Hambantota district is situated in the semi-arid zone of Sri Lanka. The main source of water in the area is the Walawe River and the Ridiyagama and Ruhunupura projects meet the current water requirements. However, by 2030, the estimated population is about 140,000 and the estimated daily commuter population is 400,000. Accordingly, the drinking water requirement of the Gin-Nilwala Diversion Project is estimated at 67 million cubic meters. Further, it is estimated that the Industrial Development Board needs an average of 17,580 cubic meters per day, 3,000 cubic meters for aviation services, 7,000 cubic meters for industry, 2,500 cubic meters for drinking water for the Ports Authority and 4,000 cubic meters per day for port services. By considering all of these requirements getting enough water to meet this water requirement is a problem for Hambantota.

### 2. Elephant Management Zone which is about 1,400 hectares of land in the heart of Hambantota.

Figure 5.6 shows the zoning plan of the Greater Hambantota Development Plan, under that plan, an area of about 8,000 hectares has been earmarked for the free circulation of elephants. About 1,400 hectares have been included in the Municipal area. It is estimated that about 400 wild elephants are living in this area which includes Lunugamvehera, Hambantota, Ambalantota, Sooriyawewa and Tissamaharama. By way of the development of the administrative complex, the harbor, the extension of the Southern Expressway and the construction of new housing projects, the elephants' free circulation of wild elephants has been blocked and elephant-human conflicts have increased. Accordingly, a separate zone for the free circulation of wild elephants has to be allocated from the state owned land to protect the natural trails near the city center.

Figure 5-7: Greater Hambantota Zoning Plan 2009

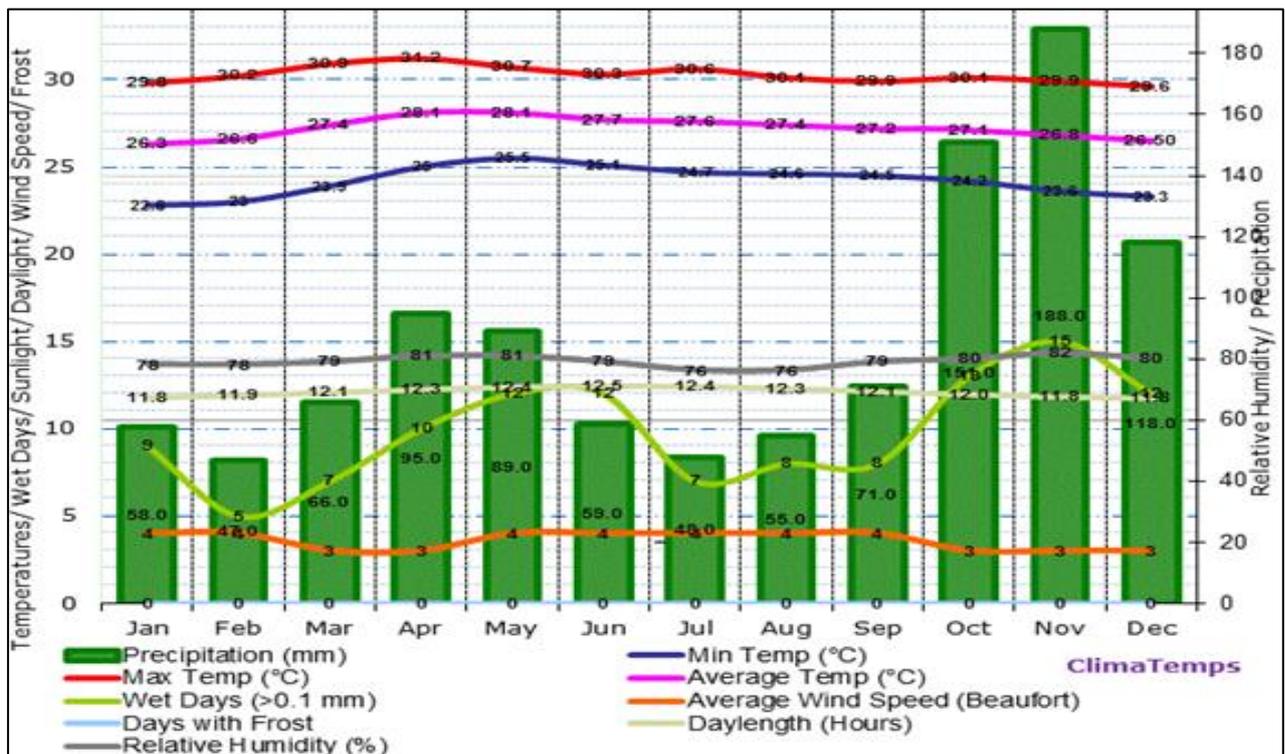


Source - Greater Hambantota Regionalization Plan, Urban Development Authority, 2018

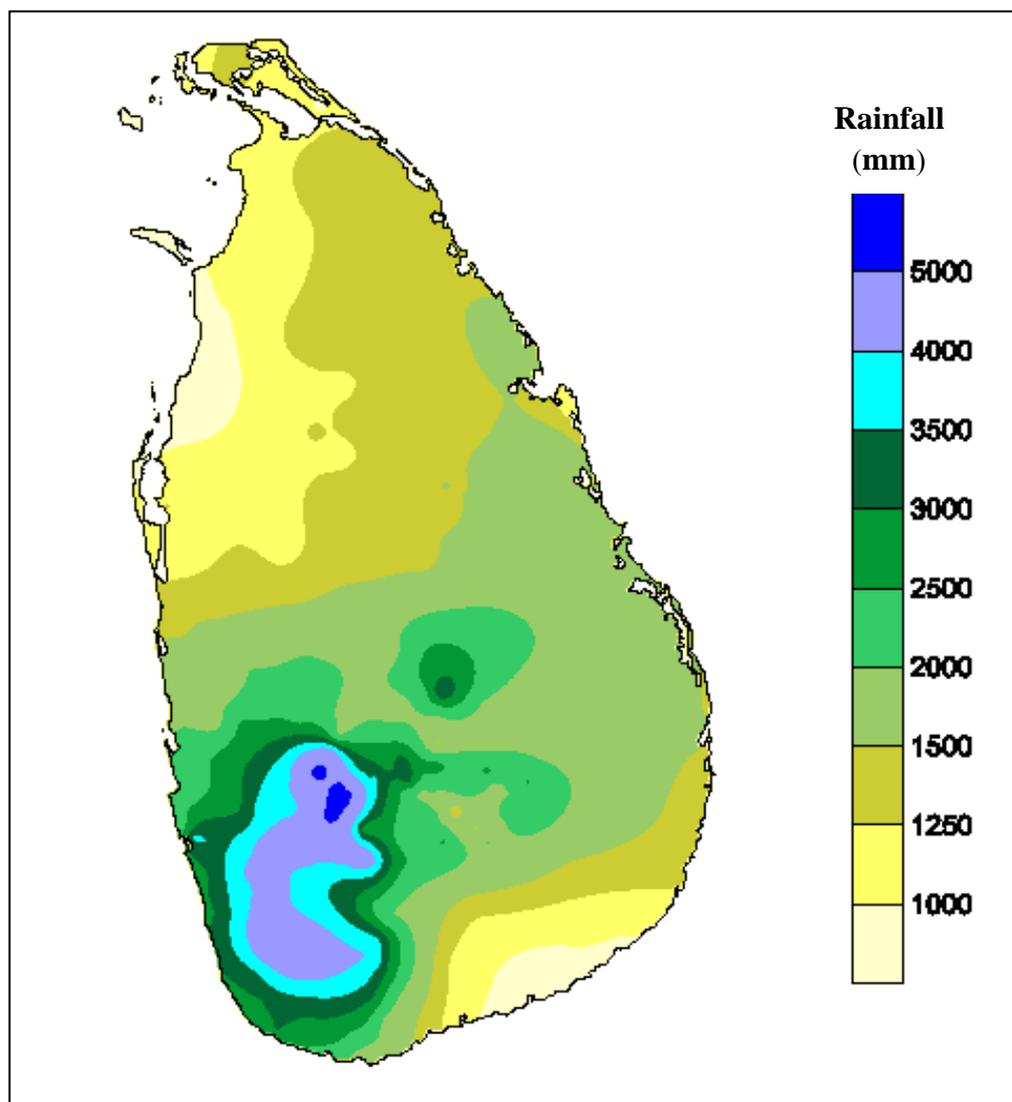
### 3. Long term drought

Since the Hambantota district is located in the arid zone of the island, its average annual rainfall is less than 1,265 mm. The highest rainfall is given by the northeast monsoon winds and the rainy season is from October to December. High temperatures are recorded for the rest of the year, with average annual temperatures of 30 - 33 degrees Celsius. Accordingly, a severe drought is expected to result since there is no any rainy weather for about eight months of the year. Figures 5.6 and 5.7 show the weather conditions in Hambantota and the average annual rainfall. It is clear that there is a high rainfall in October, November and December and a high temperature in February, March, April and June.

Figure 5-8: Weather Forecast - Hambantota



Source - <http://3.bp.blogspot.com/QV5VEIOEyuY/VZBiFDMBvMI/AAAAAAAAAFhQ/a3MSHuqF6FM/s1600/hambantota-climate-graph.gif>

*Figure 5-9: Rainfall pattern in Sri Lanka*

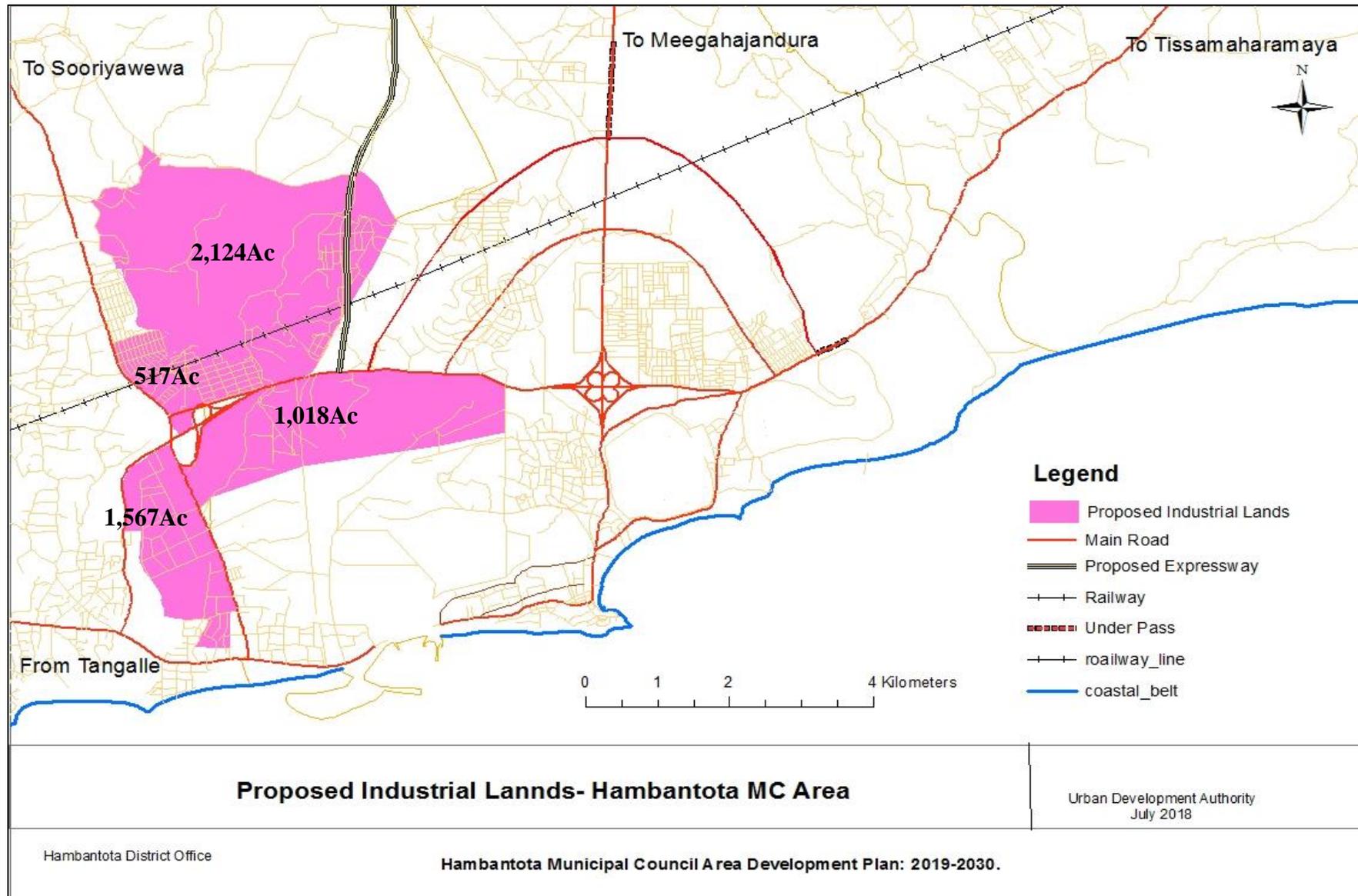
Source: Department of Meteorology, 2018

### Opportunities

1. The Government has identified 5,893 acres of land in Hambantota for industrial development and 1,535 acres of it in the Municipal Council area.

The Government has already identified 5,893 acres of land in and adjoining the Hambantota Port for industrial development and 1,535 acres have been identified within the Hambantota Municipal Council area and the remaining 4,358 acres have been identified from the Hambantota pradeshiya sabha area. Survey plans have been prepared for that and the identified land maps are shown in Map 5.2.

Map 5-2: Proposed Industrial Lands



Source: Urban Development Authority, Hambantota District Office - 2019

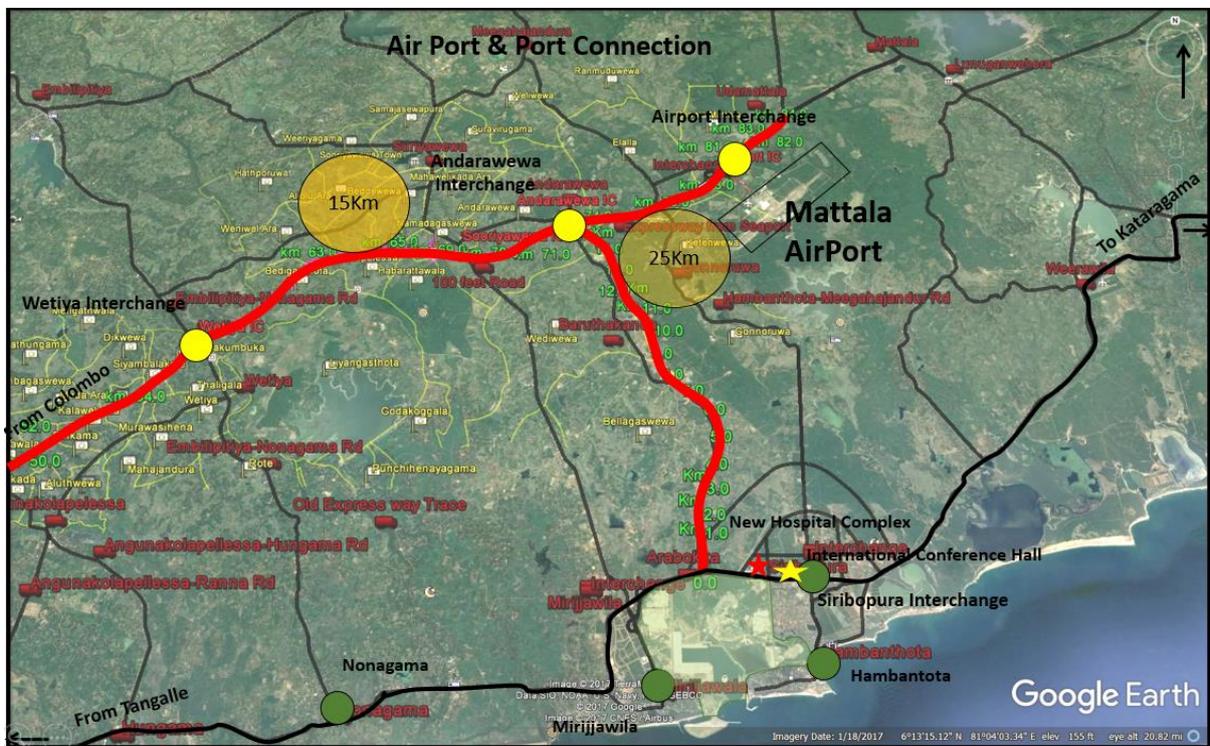
**2. Direct Connection of Southern Highway Extension Project to Hambantota Port.**

Gin-Nilwala diversion project and Uma Oya project have been planned to provide water for the industrial development, harbor development and other development projects proposed by the Greater Hambantota Development Plan, as there is a natural shortage of water in the Hambantota area. The Gin Nilwala Project has identified an estimated 4,000 cubic meters per day for Port Authority and Port services, 2,500 cubic meters for drinking purposes, 17,580 cubic meters per day for industries and 3,000 cubic meters for aviation. These projects are designed so that future water requirements can be addressed.

**3. Planning of Gin Nilwala Diversion Project and Uma Oya Development Project to meet future water demand.**

The Mattala International Airport and Hambantota Port are connected by both the main road network and the Southern Expressway. The Mattala airport is located approximately 25 km from the new town of Hambantota and 16 km from the Andarawewa interchange on the Expressway. It is also possible to connect the capital of Sri Lanka via the Southern Expressway in a short time. This short connection will make it easier for future industrial development and other development activities.

*Figure 5-10: Interconnection between Mattala International Airport and Hambantota International Port*



Source: Urban Development Authority, Hambantota District Office - 2018

**Goal 02 : Create a blooming eco-tourism zone through Hambantota town by 2030**

<p><b>Strengths</b></p> <ol style="list-style-type: none"> <li>1. Located in Kachcherikanda, a 16-acre land that can be used for historically important environmental tourism.</li> <li>2. Establishment of the Elephant Management Zone, which covers 1,400 hectares and could be used for environmental tourism.</li> <li>3. The small island of 103 acres which can be used for international level tourism</li> <li>4. Tourist attracted places             <ol style="list-style-type: none"> <li>a. Bundala National Park</li> <li>b. Beaches and wide beaches</li> <li>c. The Botanic Garden</li> <li>d. Bird Gardens</li> <li>e. 6 km wide beach with wide sand dunes</li> </ol> </li> </ol>	<p><b>S</b></p>	<p><b>W</b></p>	<p><b>Weakness</b></p> <ol style="list-style-type: none"> <li>1. Inadequate existing tourist accommodation.</li> </ol>
<p><b>Opportunities</b></p> <ol style="list-style-type: none"> <li>1. Mattala Airport is Located from 25km away from the Hambanthota</li> <li>2. Direct Connection to Hambantota Town through Southern Expressway Project</li> <li>3. Hambanthota located in the heart of many tourist attracted places</li> <li>4. Hambantota Located 44 km away from Yala National Park.</li> </ol>	<p><b>O</b></p>	<p><b>T</b></p>	<p><b>Threats</b></p> <p>Not identified</p>

## Strengths

1. **Located in Kachcherikanda (Tower Hill), a 16 acre land that can be used for historically important environmental tourism.**

The old Kachcheri complex which is located in the mountain that 18 meters high in the old town of Hambantota and bounded to the sea consists of a British architecturally built courthouse complex, the Jail, the District Secretariat Building, the Government Agent's Quarters, the Spil's House and many more. Currently the old District Secretariat building has been converted into a museum. In addition, the old court complex, the jail, the official residence of the GA can be preserved and used for other purposes.

The gallows, which are believed to have been hanged by seven wrongdoers during the British period, are still standing and its looks like wooden.

*Figure 5-4: Hanging Tree - Old Kachcheri Complex*



Source: Field Survey, Urban Development Authority,  
Hambantota District Office – 2018

The location of the Martello Tower is considered the tallest in the city. The Towerhill is named after the tower, which was built by Captain Copper, a British engineer. It is said that when the British army once attacked a port in northern Persia, French soldiers attacked from the top of a tower of this kind, and it suffered heavy casualties. The tower, which still stands today, could be developed as a sightseeing center. Figure 5.12 shows the Mattello tower located in the old Kachcheri complex in Hambantota.

***Figure 5-5: Martello Tower - Old Kachcheri Complex***



Source: Field Survey, Urban Development Authority,  
Hambantota District Office – 2018

This lighthouse, built by William Douglas in 1903 and built by Trinity House Engineering Company, is now not functioning. This is painted in white and black boxes, it is 14 meters high, 43 feet high. It has been functioned in 1870s. It is suitable for preservation and use as an ancient lighthouse.

**Figure 5-6: Ancient Light House- Towerhill**

Source: Field Survey, Urban Development Authority,  
Hambantota District Office – 2018

## **2. Establishment of the Elephant Management Zone, which covers 1,400 hectares and could be used for environmental tourism.**

Once after the development of the new city of Hambantota, the services of the old town were shifted to the new town of Siribopura and the area reserved for wild elephants was restricted due to the residential occupation of the area. Under the Ruhunupura Project, it has been identified that a separate zone should be reserved for wild elephants and under the Greater Hambantota Plan have been earmarked for elephant circulation of 8,000 hectares of land. It is estimated that about 400 wild elephants are circulating in this area. Around 1,400 hectares are located within the Municipal Council area and the Great Hambantota zoning plan is shown in Figure 5.6. Accordingly, the area can be used as an elephant watching area especially for eco-tourism.

### 3. The small island of 103 acres which can be used for international level tourism

The small island established for the establishment of the mini port city under the Hambantota port project is 103 acres. The land is located adjacent to the port and has the potential to be used as a small port town for tourism development. Hotels, restaurants, luxury housing projects, finance, ayurvedic medical centers, medical centers, open land development can be used to attract foreign tourists.

*Figure 5-14: Proposed island for port city*



Source: [www.google Earth pro.lk](http://www.google Earth pro.lk)

*Figure 5-15: A model of a port city*



Source: <https://www.independent.co.uk/news/world/asia/sri-lanka-colombo-port-city-extension-china-harbour-engineering-company-a8541051.html>

## Weakness

### 1. Inadequate existing tourist accommodation.

Hambantota Municipal Council area has only two tourist hotels with 180 rooms. Most of the tourist hotels are located in the Hambantota Pradeshiya Sabha area and the main reason for that is, in the municipal limits, the coastline is hilly and sandy. The majority of the coastal belt belongs to the Bundala National Park which has resulted in a decrease in tourist hotels. Shangri-la, a world-renowned private company, is building a 600-room hotel complex off the coast of Sisilasama and is currently under construction.

*Figure 5-7: Shangri-La Hotel Project*



Source: Field Survey, Urban Development Authority, Hambantota District Office – 2018

## Opportunities

### 1. Mattala Airport is Located from 25km away from the Hambantota

The city of Hambantota is located in the middle of a number of tourist attractions locations and that is an advantage for the tourism industry. The main access road to the Kataragama sacred city is through Hambantota town, Bundala National Park, scenic beaches with sandy beaches, dry zone park in the Hambantota Pradeshiya Sabha area and Bird Park are the places where highly attract tourist. In addition, Udawalawe National Park, Madunagala hot water well, Tissamaharama Pagoda, Kataragama Maha Devalaya, Kirinda tourism area, Yala National Park, Sinha Safari Park and Ussangoda located proximity to the developed area has caused tourists to travel through the area. development area are the main tourist attractions.

*Figure 5-17: Tourism around Hambantota*

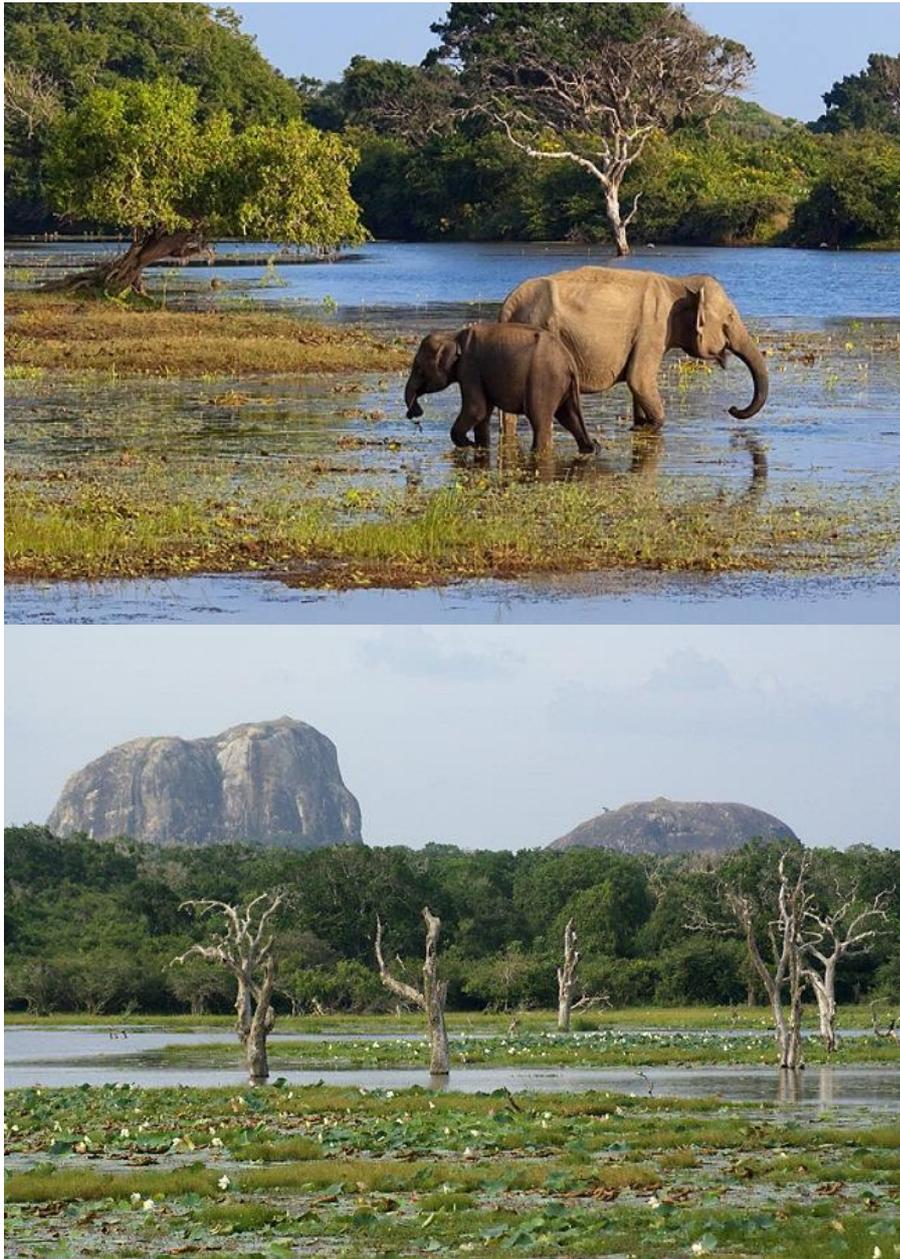


Source: Urban Development Authority, Hambantota District Office – 2018

### 2. Hambantota Located 40 km away from Yala National Park.

Yala National Park is one of the most visited tourist attractions of Sri Lanka. It has been declared as an animal sanctuary since the year 1,900 and it is home to wild elephants, leopards and bird species found in Sri Lanka. The main access to the Yala National Park, which has open terrain, scenic beaches and rocky areas, has made Hambantota a major tourist attraction.

*Figure 5-18 : Yala National Park*



Source: - <http://www.info@galoyalodge.com>

**Goal 03: To convert Hambantota into a shipping, trade, finance, commercial and service center by 2030**

<p><b>Strengths</b></p> <ol style="list-style-type: none"> <li>1. Establishment of the Hambantota International Harbor near the East West Shipping Line</li> <li>2. Existing developed infrastructure facilities.</li> <li>3. Developing the Gas Trading Sector based on the Hambantota Port.</li> <li>4. Establishment of an Oil Refinery in the Hambantota Port</li> <li>5. Having the potential for development as a transport hub</li> <li>6. Identification of Municipal Commerce Zones with commercial, commercial, financial, administrative, health, educational and tourism facilities in Hambantota.</li> <li>7. Hambantota being a second city with the development of the port.</li> </ol>	<p><b>S</b></p>	<p><b>W</b></p>	<p><b>Weakness</b></p> <p>Not identified</p>
<p><b>Opportunities</b></p> <ol style="list-style-type: none"> <li>1. No shipping center on shipping route from Sri Lanka to Singapore.</li> <li>2. Hambantota being one of the main shopping centers identified in the One belt one road project.</li> </ol>	<p><b>O</b></p>	<p><b>T</b></p>	<p><b>Treats</b></p> <p>Not identified</p>

## Strengths

### 1. Establishment of the Hambantota International Harbor near the East West Shipping Line

Hambantota Harbor is located approximately 12 nautical miles from the East-West Shipping Line, which is currently one of the world's busiest shipping lanes in the Asia Pacific and North American countries. The port consists of four phases and two phases have been completed and work is ongoing. About 200 ships sail on this route daily, and the development of the maritime logistics hub provides the water, oil and gas needed for the vessels on board the shipping lane, and also for the repair of ships. The oil tank complex and gas terminal currently under construction are a special advantage on this regard. Figure 5.4 shows a photograph of the currently completed gas terminal and the port jetty. Two jetties have been set up at the Hambantota port to obtain gas.

### 2. Existing developed infrastructure facilities.

The Strength is described under Strength 5 of Goal 01.

### 3. Developing the Gas Trading Sector based on the Hambantota Port.

The already completed construction gas terminal on a 10 acre site near the Hambantota port is the largest private gas terminal in the country and will become the largest terminal in the South Asian region. About 10 gas containers have been built, each of which has a capacity of one MT of gas. 3,000 million. This exports gas to foreign countries and the gas trading division is in operation. Figure 5.4 shows the gas terminal at the Hambantota port. Two major jetties have been built at the port for gas transportation purposes and two ships can be parked simultaneously. This will enable Hambantota to develop as a gas distribution hub in the southern region of Sri Lanka and internationally.

### 4. Establishment of an Oil Refinery in the Hambantota Port

At present an oil refinery has been established adjacent to the Hambantota port. Fourteen containers of oil have been built on 40 acres of land, of which eight are for shipment, three for gas and three containers are also reserved for aviation fuel. Figure 5.19 shows the Hambantota gas and oil refinery yard and Figure 5.20 shows a three-dimensional image. The port has already been completed and there is no other navigational center for ships entering the Indian Ocean via the Suwas Canal and the Hambantota port could be developed as a service center.

*Figure 5-19 : Oil & Gas Refining Yard*



Source: <http://www.googleearthpro.lk>

*Figure 5-8: Oil & Gas Refinery - 3D Note*

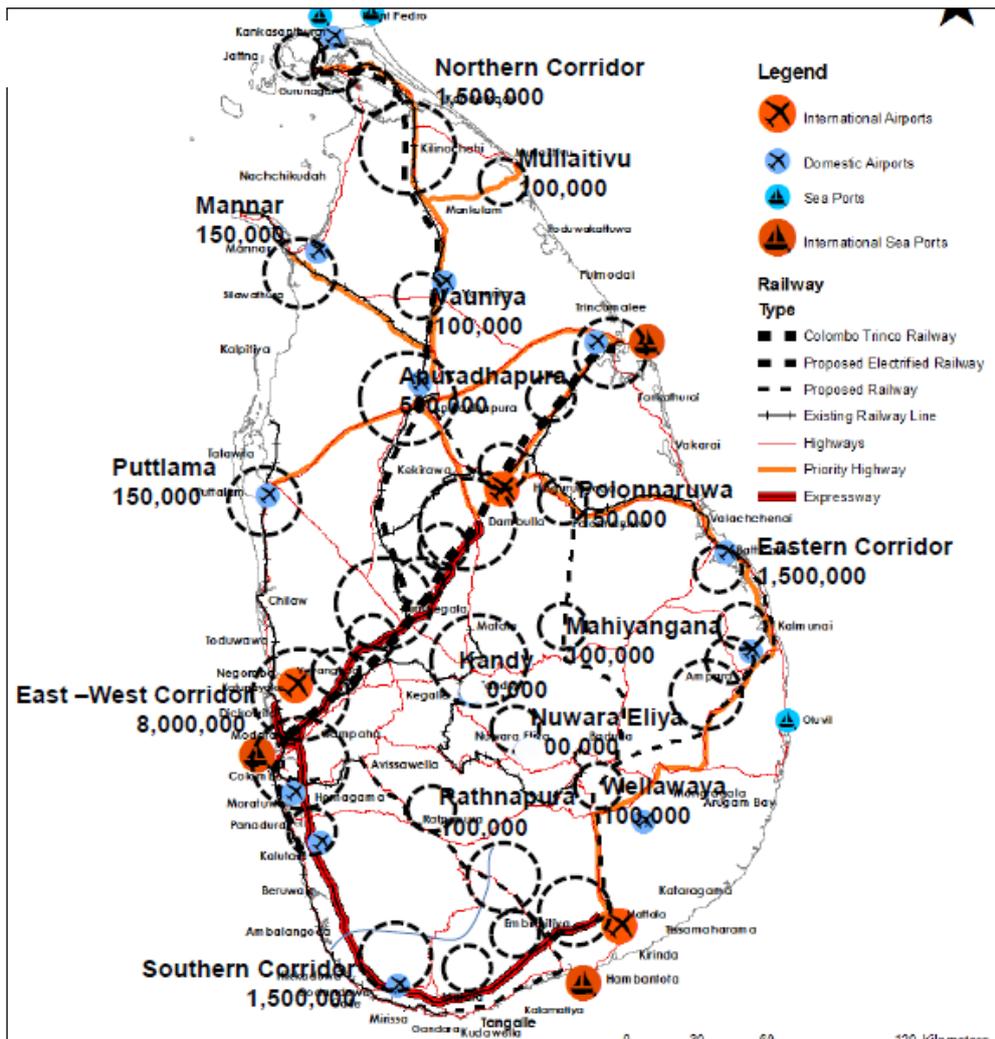


Source - Greater Hambantota Development Plan, Urban Development Authority, 2009

**5. Having the potential for development as a transport hub**

Due to its strategic location in Hambantota, it has the necessary facilities to develop as a transport hub. These include the international shipping lane, the proposed highway, the proposed Matara-Kataragama railway line, the developed main road network and the Mattala International Airport, which is located approximately 25 kilometers away. In terms of the Draft National Physical Plan (2018 - 2050) shown in Figure 5.21, Hambantota is connected to the eastern part of the country through the proposed expressway system and the proposed railway network connects the country to the interior and the eastern province. Once after the Mattala airport and the Hambantota port being able to maintain international links, there is ample scope for the development of the Hambantota city as a transit hub with all modes of transport added.

*Figure 5-21 : Proposed Road Development Plan - Physical Development Plan (2050)*



Source – Draft Physical Development Plan, 2018 – 2050 , Department of National Physical Planning

## 6. Identification of Municipal Commerce Zones with commercial, commercial, financial, administrative, health, educational and tourism facilities in Hambantota.

Under the Greater Hambantota Plan, 5,000 acres of land has been earmarked for the development of Hambantota as a service delivery center for commercial, administrative, leisure, embassies, transport and educational activities. The land area has been allocated for the main service activities as follows, and as shown in Figure 5.22, there are 25 different uses within the city center commercial zone.

- i. Trade, Commerce & Finance - Hectar 360
- ii. State, Semi Government - 180 ha
- iii. Social and Cultural - 100 hectares
- iv. Education - 200 ha
- v. Health - 160 hectares
- vi. Leisure & Fun - 200 hectares
- vii. Religious - 40 hectares
- viii. Residential - 300 hectares
- ix. Road - 260 hectares

*Figure 5-9: City center commercial zone*



Source: Greater Hambantota Development Plan, Urban Development Authority, 2009

## **7. Hambantota being a second city with the development of the port.**

Colombo is Sri Lanka's main port and the Hambantota port has been built with the intention of reducing congestion. Also, Hambantota is closer to the East-West shipping route than Colombo Port and the advantages of the Hambantota Port could be obtained through the country. At present about 200 ships and oil ships are operating on Sri Lanka's maritime boundary. Under the influence of the Hambantota Port Project, Hambantota has the potential to be developed as a shipping center and an industrial based city.

### **Opportunities**

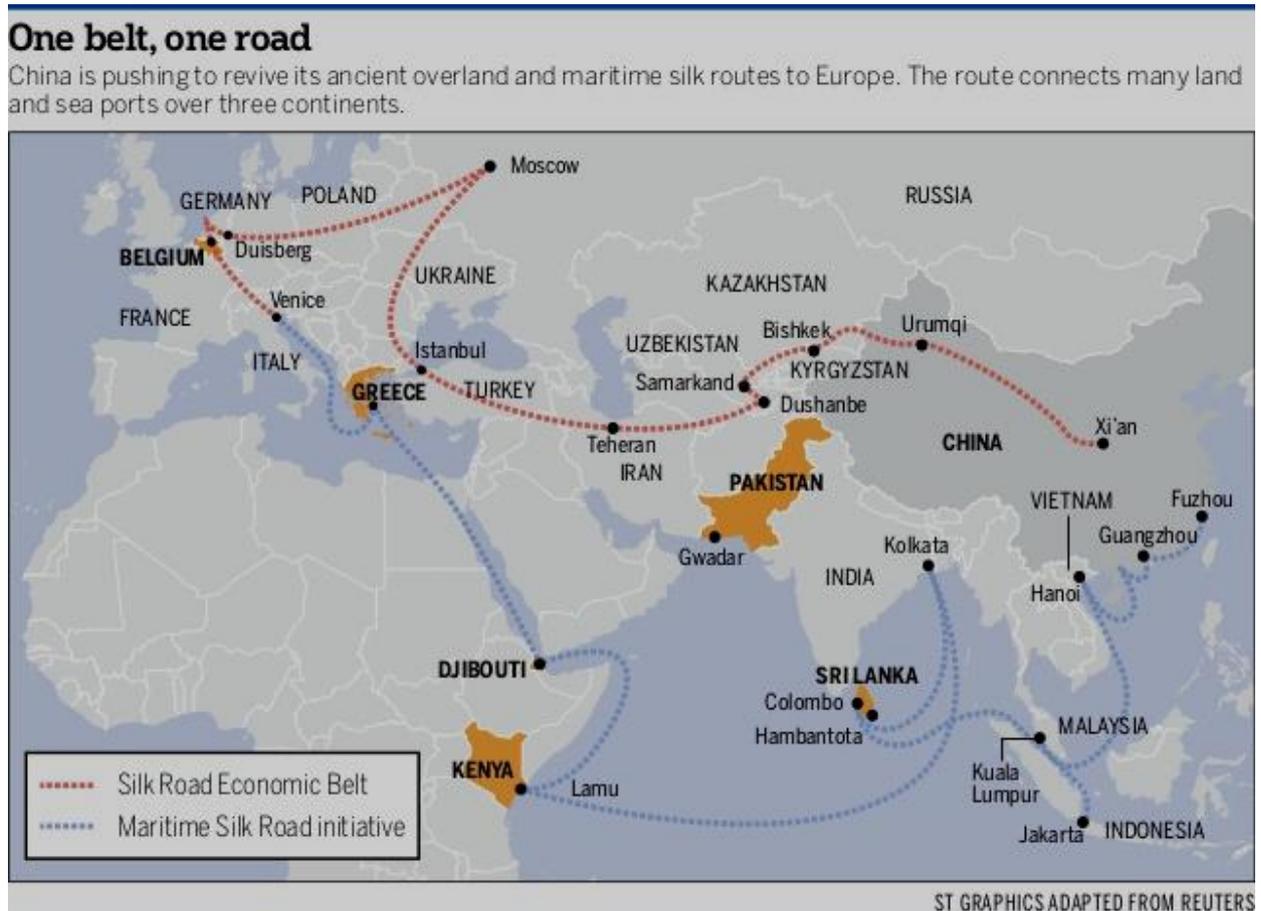
#### **1. No shipping center on shipping route from Sri Lanka to Singapore.**

The lack of a maritime service center on the East and West shipping lanes and from the end of the Suwas Canal to Singapore is an opportunity for Hambantota to develop as a shipping center. Accordingly, the development of Hambantota as a shipping center has the potential to be a major fuel, water and gas distribution center. Figure 5.1 shows the shipping lanes of the world's shipping lanes and shows a higher density of shipping around Sri Lanka.

#### **2. Hambantota being one of the main shipping centers identified in the One belt one road project.**

The Government of China has introduced a new Silk Road, renovating the ancient Silk Road and named it Project One Belt One Road. It is proposed to build trade routes with China and Central Asia, Europe and the Indo-Pacific region and to facilitate highways, ports, industrial zones and railways. The strategic location of the Hambantota port, which has already been completed, will also have a direct look at the ancient Silk Road and will also be affected by the project known as the "Thai Cannel" or "Kra Cannel". Its beneficial effects could have implications for tourism in the future. Figure 5.23 shows the area where the "One Belt One Road" project is operating.

Figure 5-23: “One Belt One Road” Project



Source : <https://www.slideshare.net/AlanLung/st-20141213-p1blurbs13901917>

## **6. The Plan**

### **6.1 Conceptual Plan**

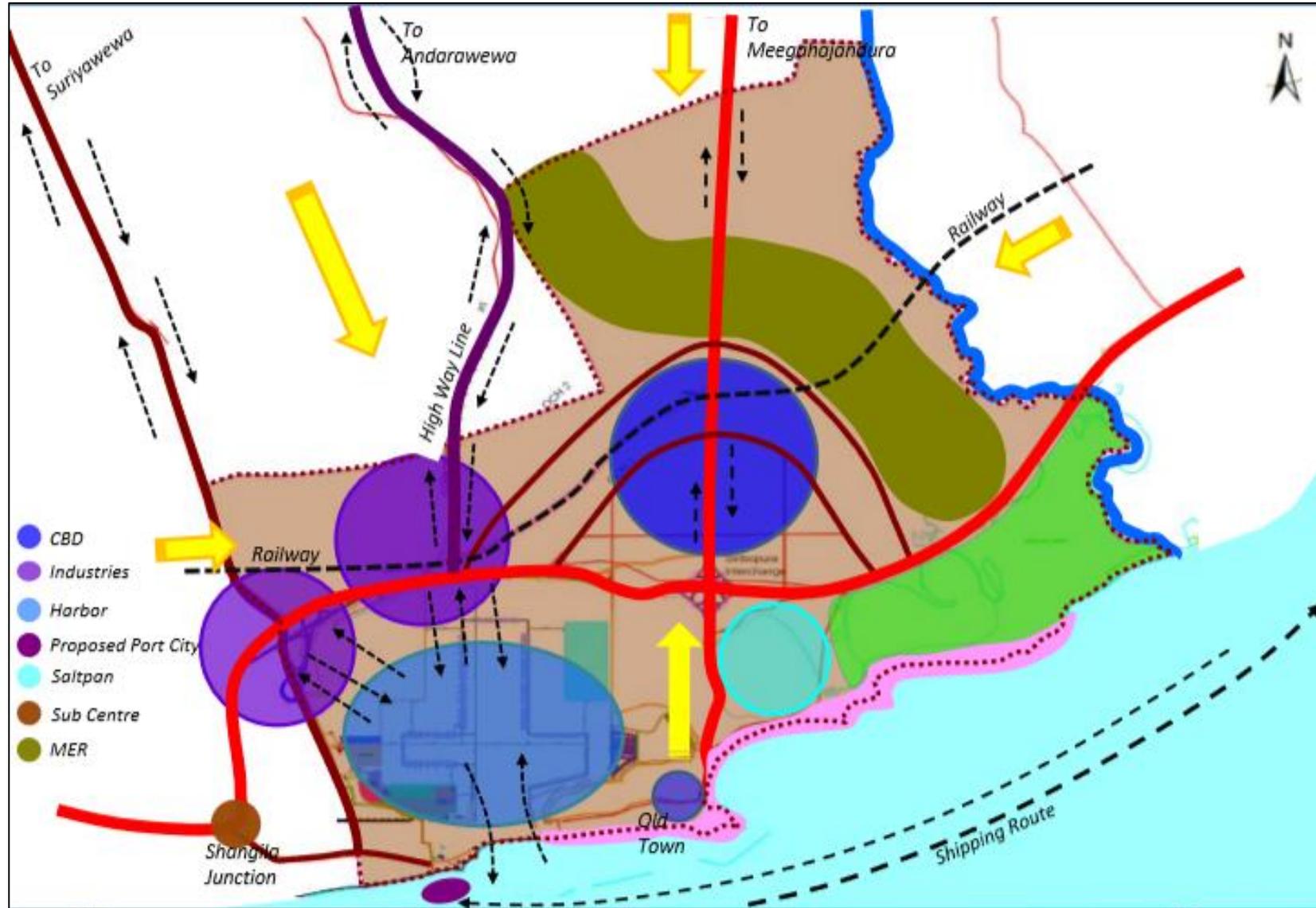
The concept plan of the development plan which is addressing Hambantota municipal Council area has identified the desired development targets in the city of Hambantota. The plan is designed to integrate areas such as industrial development, tourism, commercial and service development, and its conceptual design is illustrated in Figure 6.1.

Future developments in Hambantota are mainly based on international port and it expected to build links internationally through the Eastern and Western maritime route which is connecting East and West Countries together. In addition, Hambantota town is expected to be further enhanced through the link between the Mattala International Airport, since it is located 25 km away from the Hambanthota city. Further, the maximum benefit will be generated through the creation of an industrial zone in the port region, in future that will create an export processing zone and through this, it will be expected to create direct and indirect employment as well.

It is expected to establish a small port city through directing the international tourist development activities in the small island which was built nearby the Hambantota Port. Also, the Bundala National Park which is being maintained as a conservation zone and the area wild elephant circulation area which is identified as elephant management zone has being directed to promote the eco-tourism. Kachcheeri complex, located in the early Hambantota town adjacent to the coastal area, will be used as a tourist destination and with the time it will be used for tourism development activities as well.

It is also planned to maintain the salt industry inherent in the Hambantota area, and maximize the lands which can be use of salt production, to increase salt production. Further new Hambantota city center will be transformed into a shipping and trade, financial, commercial and service center. In the port-based economic development, the relative services of the area will provide in the town's central region and The development of a multi-model transport center will create a transport hub which is collecting all type of transport modes. This will deliver the best level access to the area and it will be developed to an international level.

Figure 6-1: Conceptual Diagram



Source: Urban Development Authority, Hambantota District Office 2019

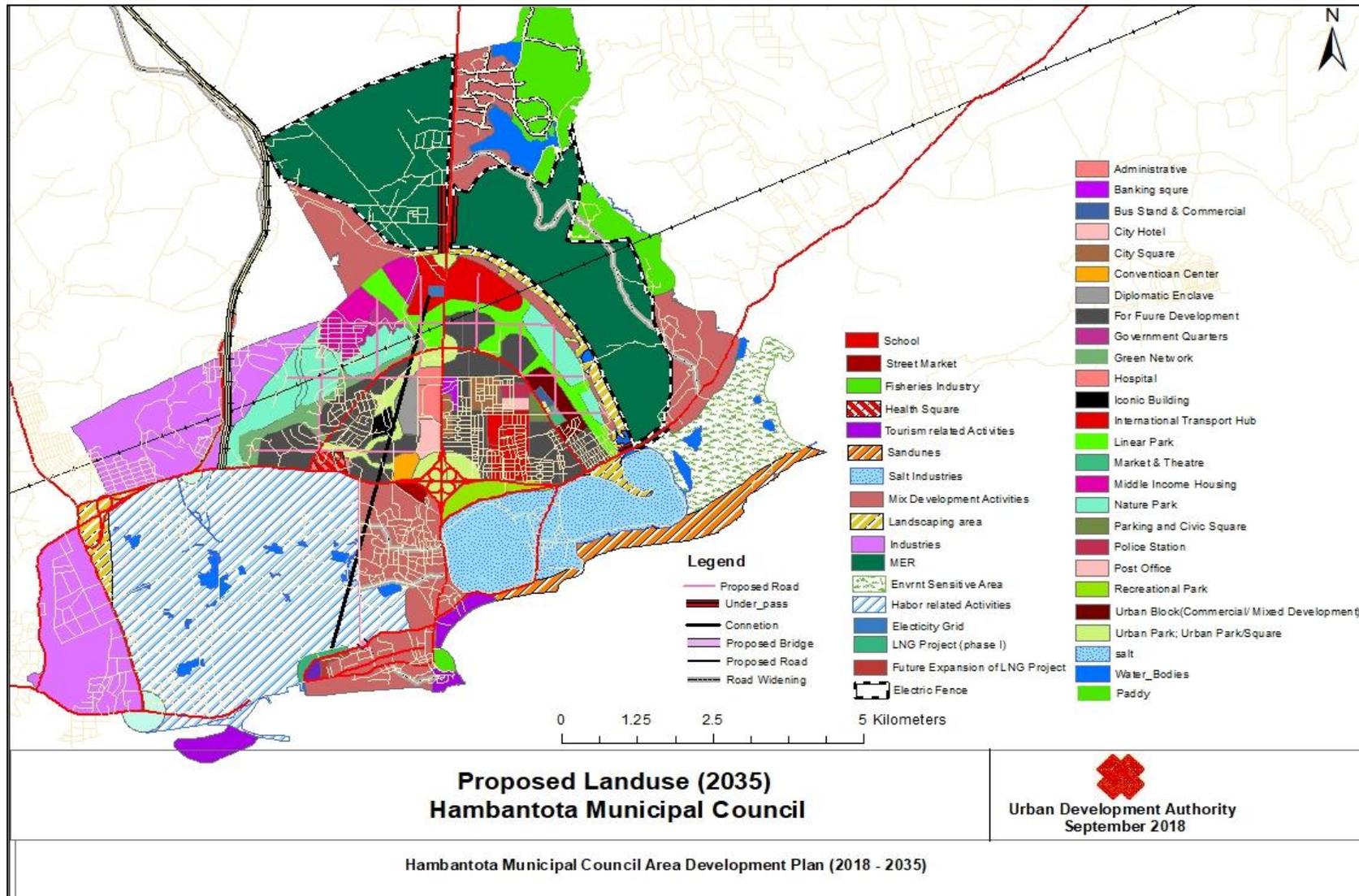
## 6.2 Proposed land use plan

Proposed land use plan designed according to the present land use pattern and to facilitate the desired future vision and goals of the development plan by 2030. In that condition, the special environmental features in the area were protected and maintained as it is, these features can be identified as sand dunes, Bundala National Park, Coastal zone and areas which elephants are always circulate. Apart from those special environment characters, the rest of the land is used for optimal use and projects that are strategically identified.

The Hambantota Port Project which was started based on the strategic location of the Hambantota town was taken into consideration in the preparation of the proposed land use plan. Mainly an industrial development zone and a port and ports related industrial zone have been identified in the development plan. Facilities to cater to the desired developments from the city's central commercial zone, which is identified to achieve the main, second and third objectives of the plan, are facilitated from this. Accordingly, space and lands has been allocated for administration, commercial and banking, urban hotel projects, embassies, government quarters, hospitals, theater, housing projects, schools and urban gardens.

Lands and space have been for the highways, main roads, new roads, railways, existing roads and coastal access roads under the road developments. At the same time there is space allocation for a multi-model transport center which is connecting the all type of transport modes. It has also been planned to maintain the land, used for the salt industry in Hambantota and to utilize the land that can be used in the salt production zone for the same purpose by preserving and promoting local industries since salt production is unique for Hambanthota. The land use plan has been channeled to various uses, where the land is heavily allocated for industrial development, tourism development and mixed development purposes and this will direct the vision of “Blooming Gateway of South Asia”. There are four main projects which was identified in the national level. These projects are, the development of the Natural Gas Generation Unit, the Polpitiya-Hambantota Power Transmission System, the sub-sector development and the Matara-Kataragama railway line. In addition, the second stage of the Hambantota Administrative Complex, the Hambantota Port, the development of fisheries harbors, the development of coastal parks, the solid waste management project, the waste system ponds and the elephant fence have been identified as major projects.

Map 6-1: Proposed Landuse Plan of Hambantota Municipal Council Area



Source: Urban Development Authority, Hambantota District Office 2018

## 6.3 Social and Physical Infrastructure Development Strategy

### 6.3.1 Service Plan

#### 6.3.1.1 Housing Plan

The estimated housing requirement for the predicted population by the year 2030 will accommodate through housing plan of the Hambantota Municipal Council Development Plan. According to this plan, by the year 2030 the number of people estimated to have lived in the city would be 141,366, based that, the housing plan has been prepared.

In the Hambantota Municipal Council area, the total number of people living in 2015 was 25,560, they have been accommodated with 6,085 number of housing units. According to that, by the year 2030, the estimated population would have been formed under two assumptions. That is,

Assumptions 1 - 2% of existing population growth rate will remain as it is until 2030

According to the assumption estimated population is 33,402.

Assumptions 2 - As the natural population growth rate continues, by the year 2020 the migrated population will be 10,000, and thereafter 50,000 people would be added to the population for every 5 years, and by the year 2030, the estimated population would be 141,366.

Accordingly, the population estimated figures given under the above assumptions 01 and 02 are shown in table 6.1

**Table 6-1: Population Estimation**

Year	Growth rate	Estimated population	Growth rate according to the assumptions 2	Estimated population
2016	2.0 %	25,560	2.0	25,560
2020	2.0 %	27,605	2.0	37,605
2025	2.0 %	30,365	2.0	91,366
2030	2.0 %	33,402	2.0	141,366

Source: Urban Development Authority, Hambantota District Office – 2018

**Table 6-2 : Housing estimation**

Year	Estimated Population (According to Assumption 1)	Housing Requirement (According to Assumptions 1)	Estimated Population (According to Assumption 2)	Housing Requirement (According to Assumptions 2)
2016	25560	6,085	2,556	6,085
2020	27605	6,901	37,605	9,401
2025	30365	7,591	91,366	22,841
2030	33402	8,350	141,366	35,341

Source: Urban Development Authority, Hambantota District Office – 2018

Assumptions;

The followings are assumed in this calculation.

\* The average Housing unit size was 4.0.

\* The 305 housing units will be completed by the year 2020 to fulfill the present housing shortage

Accordingly, there is a shortage of 305 housing units in addition to 6,085 housing units. That housing shortage has been added to the housing requirement for 2020. Therefore, by the year 2030, 33,341 number of housing units should be given in the area. The number of people expected to live in these housing units is 141,366. This amount has been added to the proposed land use plan in the Hambantota Municipal Council area.

Density zones are prepared considering the estimated population by the year 2030, those areas are labeled as 1,2,3,4,5,6 and 7, below table illustrated the expected number of people for each density zone.

**Table 6-3 : Population for Density zones in land use zones - 2030**

Land Use Zone	Density Zone	Expected Population
1	Central Business District (CBD)	63,614
2	Mix Development Zone	32,513
3	Industrial Zone	5,654
4	Special Economic Zone	2,887
5	Port and port related activity zone	21,204
6	Tourism Development zone	14,136
7	Salt Production Zone	-
8	Elephant Management Range	1,413
9	Nature Conservation Zone	-
	Estimated Total Population	141,366

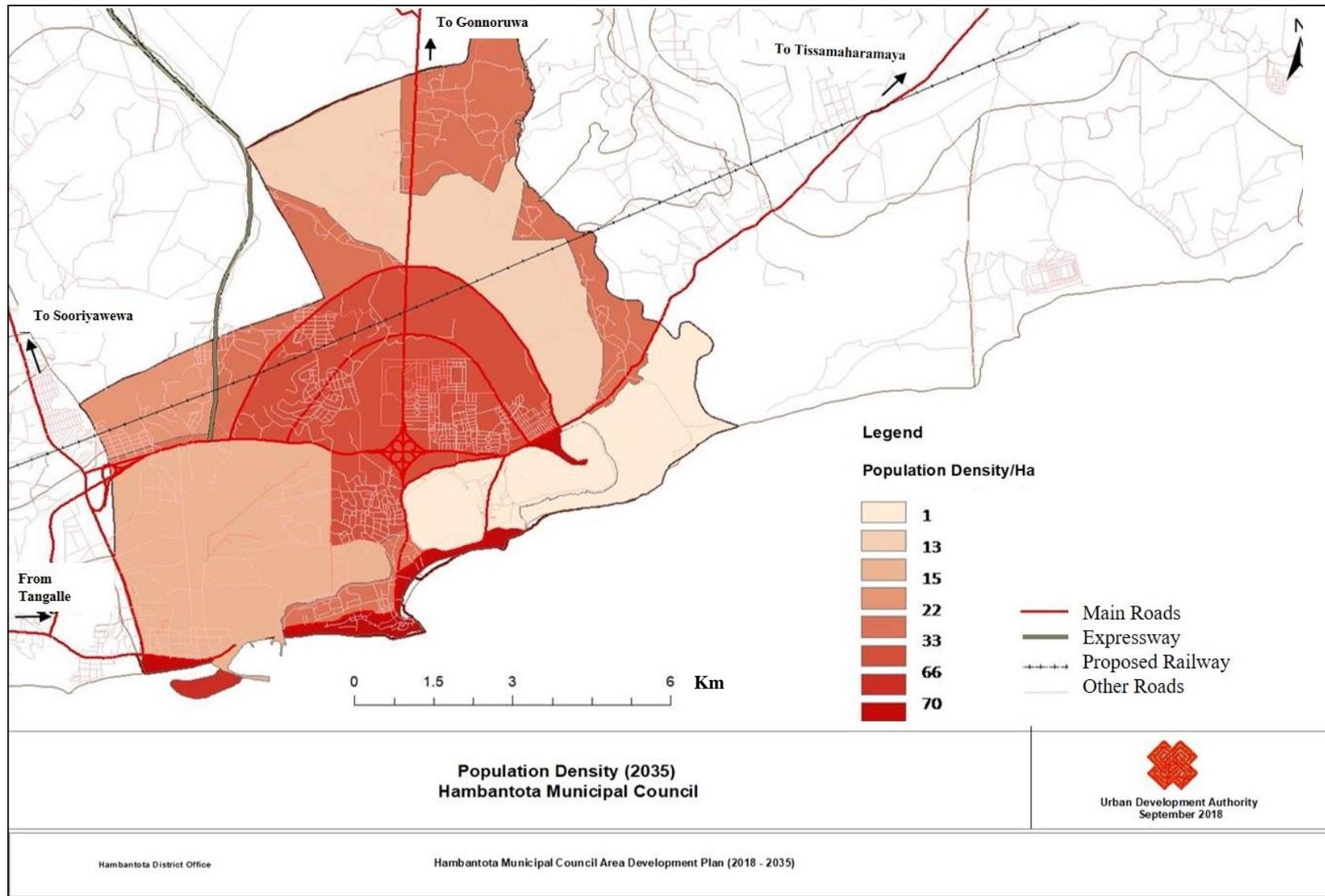
Source: Urban Development Authority, Hambantota District Office – 2018

**Table 6-4 : Expected population for Density zones in land use zones - 2030**

Land Use Zone	Density Zone	No. of Housing Units	Housing Density (Per Hectare)
1	Central Business District (CBD)	15,903	8
2	Mix Development Zone	8,128	5
3	Industrial Zone	1,413	4
4	Special Economic Zone	721	16
5	Port and port related activity zone	5,301	3
6	Tourism Development zone	3,534	17
7	Salt Production Zone	-	-
8	Elephant Management Zone	353	1
9	Natural Conservation Zone	-	-
	Total Number of Housing	35,341	

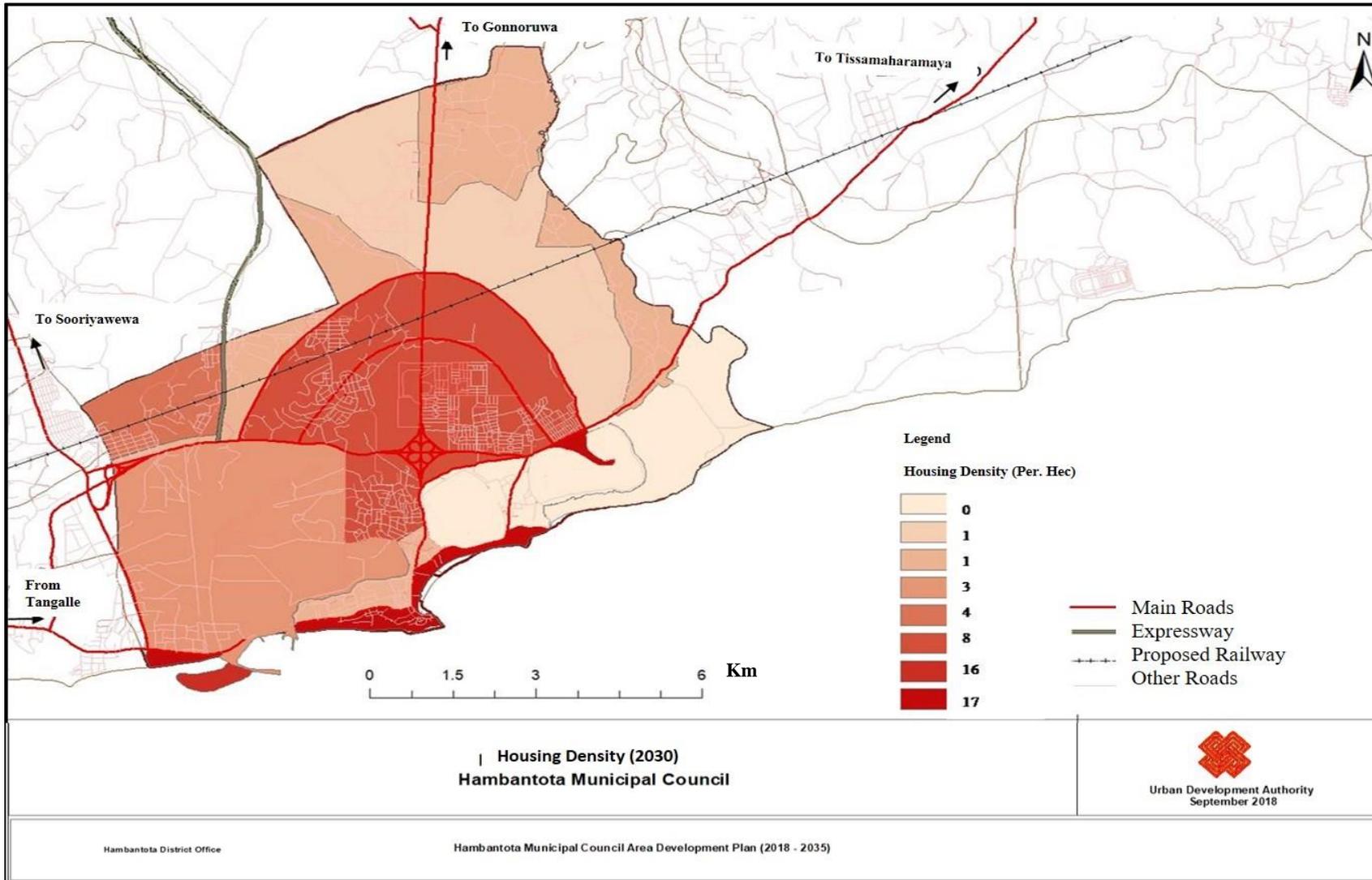
Source: Urban Development Authority, Hambantota District Office – 2018

Map 6-2 : Population Density in 2030



Source: Urban Development Authority, Hambantota District Office – 2018

Map 6-3 : Housing density - 2030



Source: Urban Development Authority, Hambantota District Office – 2018

### 6.3.1.2 Educational Plan

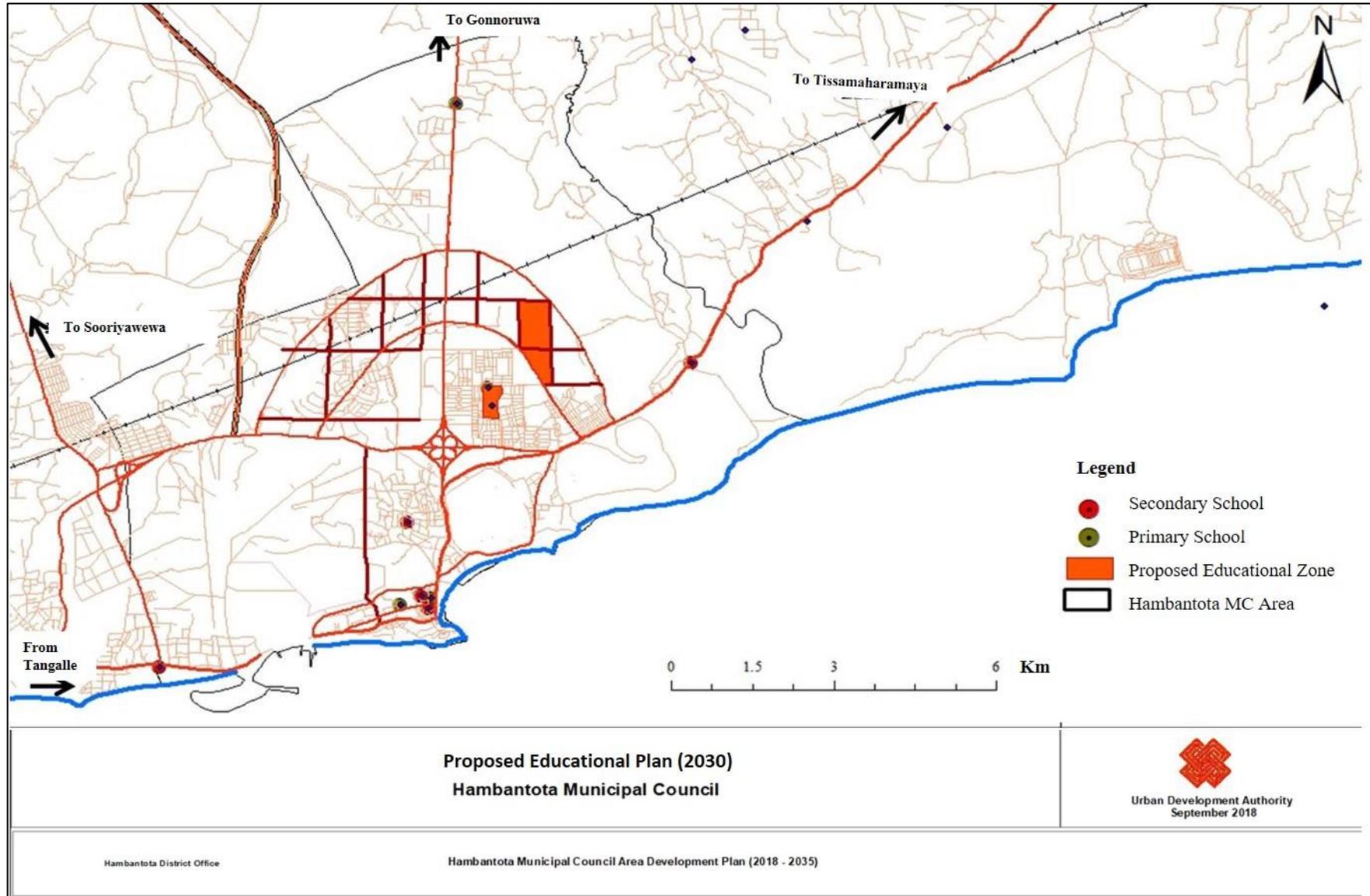
Population prediction of the development area illustrated out of the 1.5 lakhs living population in 2030, 2.5% population belongs to the ages between 3-18 years. At present, there are eight government schools in the study area and 7,140 students are studying in these schools. Out of these students 40% students are educated in the Primary section, 51% in grades 6-11 and 9% in the A / L segment. When considering about the teacher student ratio of the area there is 24 students per teacher. There is space for future expansions of the school according to the future requirements.

The analysis of the boundaries of the existing primary schools and secondary schools, the Hambantota Municipal Council currently has a sufficient number of schools. A distance of 3 km for primary schools and 5 km for secondary schools was considered as the school limit, and the school boundaries are shown in the annexure No. 02

Nevertheless, by the year 2030, it is assumed that the development plan would create demand for international schools, international universities and professional education institutions. Accordingly, according to the estimated population by the year 2030, out of total 27% was estimated to be as school children. (Considering the present population and the proportion of school children).

According to the assumptions, by the year 2030, its assumed there will be 7,500 children in international universities and international schools. Accordingly, 100 acres of land has been allocated out of the Hambantota Municipal Council area, by assuming as there will be total 50,000 student population and 10,000 children will be come to the city to get access for their educational related other facilities.

Map 6-3 : Educational Development Plan



Source: Urban Development Authority, Hambantota District Office – 2018

### 6.3.1.3 Health Service Plan

Mainly there are two hospitals located in the Hambanthota Municipal Council Area. It is the Hambantota District General Hospital and the new District General Hospital. Apart from that, the Hambantota District Ayurvedic Hospital is located in the Siribopura area. The old hospital in Hambantota consist with 650 beds and 14 number of wards. Approximately two million patients in have been treated by the OPD in 2016.

The new district hospital has been established with a 850 bed capacity scheme under the greater Hambantota development plan. By the year 2030, it is expected to provide adequate health services to the predicted population in Hambantota. The new Hambantota Base Hospital has been reserved for 25 acres of land, and the Hambantota District General Hospital has already been completed within this premises. It has constructed a fully equipped new hospital complex with modern facilities and has built a 850-bed ward complex, operating theaters and official quarters and altogether buildup area is around 307,098 square feet.

To promote required health services to the 141,366 Lks predicted residential population and 400,000 Lks expected commuter population, 13 hectares of land has been allocated near the existing hospital which is still in under constructions. It is planned to allow private hospitals, pharmacies, laboratories and nursing home care services to be developed within this land in the future. In addition, health-related development work is permitted in the Mid- Commercial zone and Mixed Development Zone.

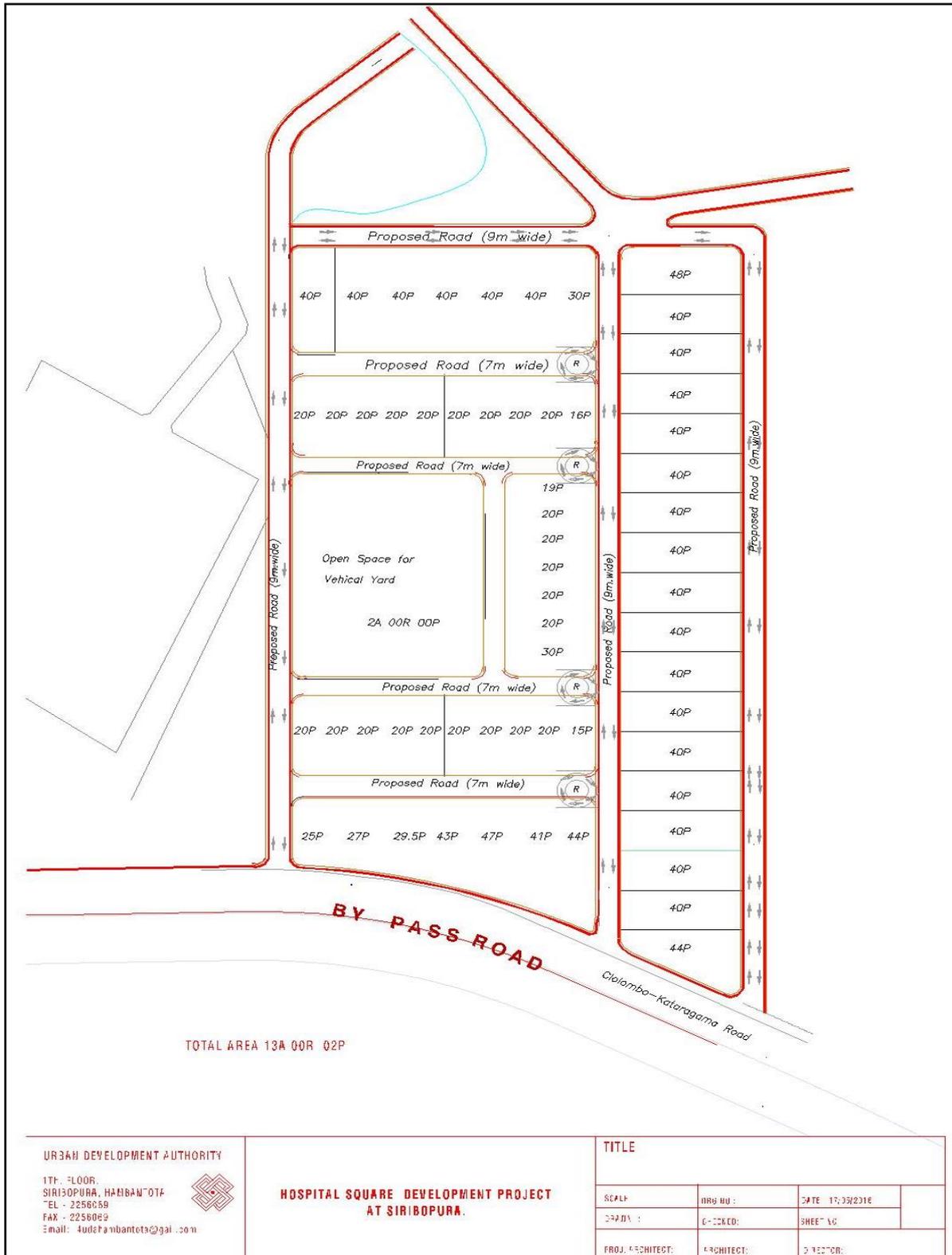
Also, the nursing school in the old city of Hambantota has been recruited to 100 number of students annually, and 400 students have been currently enrolled. The nursing school established in a six acre land is comprised of more than 50 years old buildings and there is a need of building renovation. However, the plan has identified that it is more appropriate to establish the nursing school in the new hospital in Hambanthota, since the proposed natural power plant includes the land belonging to the nursing school.

Figure 6-2 : Land of Hambanthota New Hospital



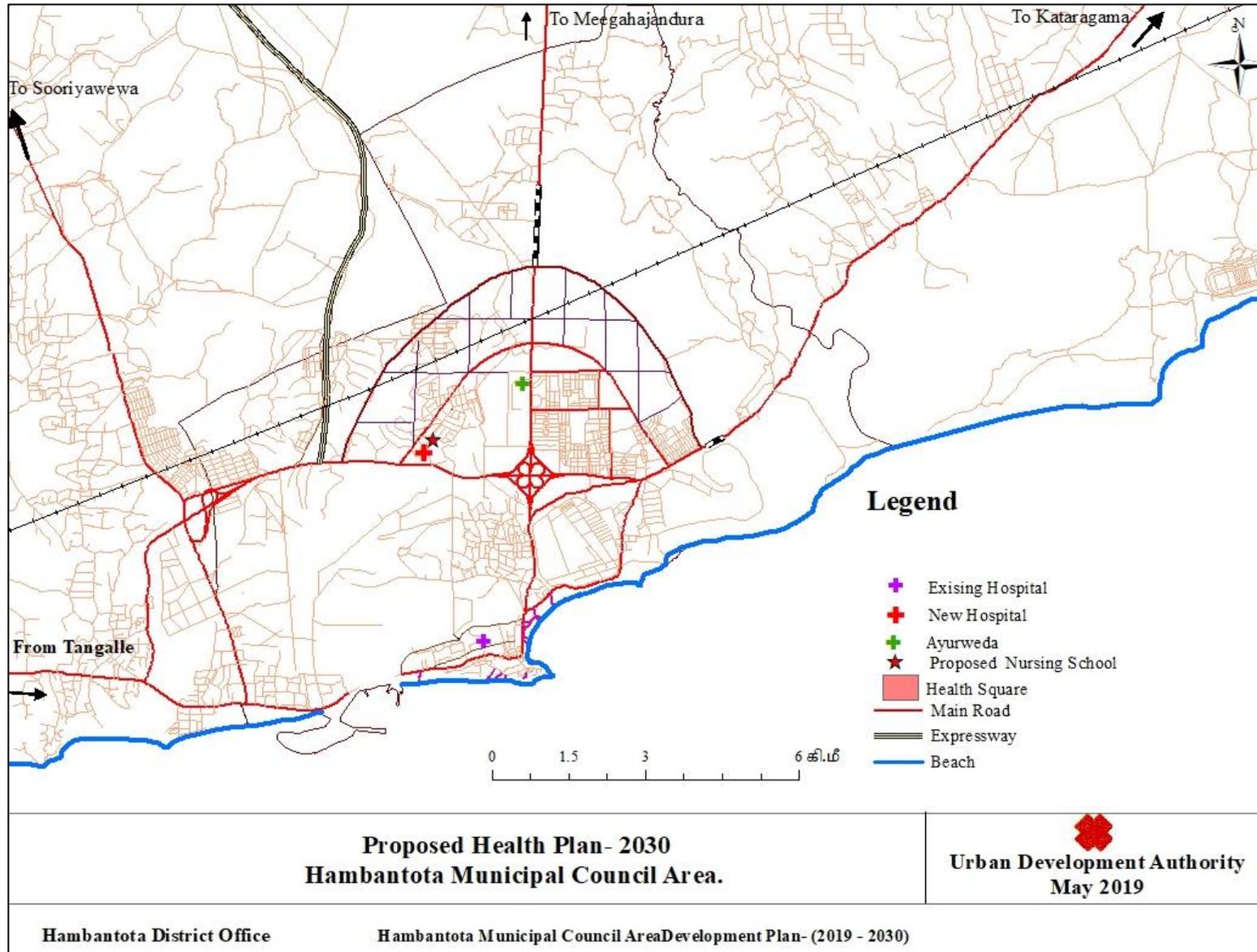
Source - Field Surveys, Urban Development Authority, Hambantota District Office - 2019

Figure 6-3 : Conceptual Plan



Source: Urban Development Authority, Hambantota District Office - 2018

**Map 6-4 : Health Service Plan**



Source: Urban Development Authority, Hambantota District Office - 2018

### 6.3.2 Proposed Transport Plan

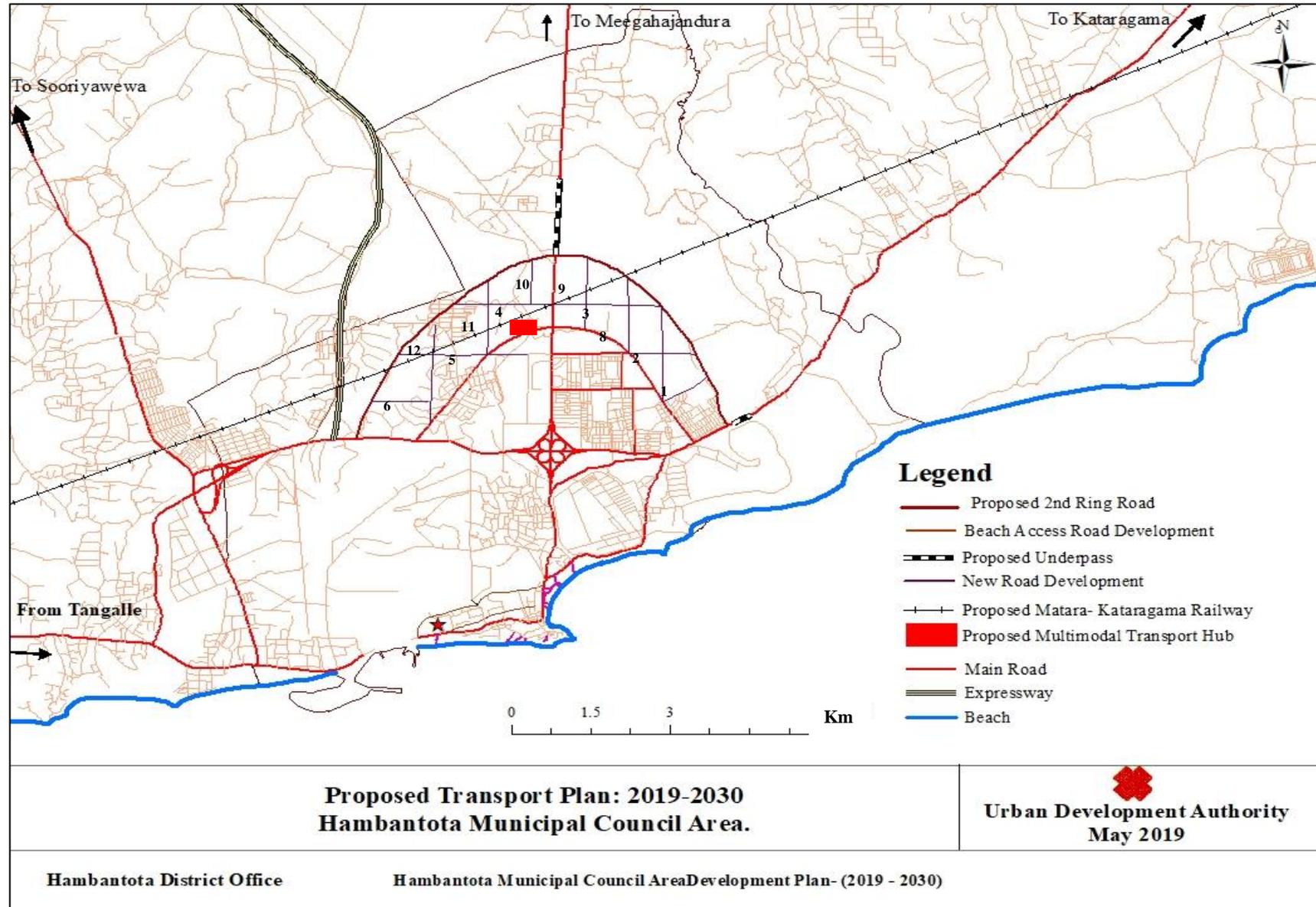
The proposed plan will prepare a more efficient transport plan to achieve the desired development goals with the establishment of the International Port Project in Hambantota. The Hambantota International Port Project has already been established within 12 km of the East-West shipping line, there is a developable vacant lands which are owned by the state, an efficient and well-developed infrastructure system has been established, Mattala International airport is located in short distance like 25 km and there is a road network which connects airport and harbour, based on that possibilities The transportation plan has been formulated to achieve the desired objectives through the Development Plan. The following planning strategies have been pursued to create a more efficient transport plan to achieve the expected development growth by the year 2030 through the Hambantota Municipal Council Development Plan. The proposed transport plan is shown in Map 6.5.

#### 1. Connecting all transport modes with a multi-model transport hub.

The basic facilities for a transport hub are available as since Hambantota is naturally-located in a strategic location. By the year 2030, the development of the transport sector is essential for achieving the expected vision. It has been identified as a major development need in Hambantota to be developed as a transport hub since there is a need of connecting the national and international level within a short period of time. Accordingly, by the year 2030, these strategies have been identified to link and connect all the main highways, multimodal transport facilities of the Southern Expressway and the proposed Railway.

#### 2. Establishing a connection between the old city of Hambantota and the new Hambantota city.

Once after the Hambantota Port Project operations starts the Matara - Wellawaya (A2) road and its connection covered and that has affected to the Hambantota unique markets like black dodol, salt and other unique business which is heritage to the Hambantota was closed. The Administrative Complex was established in the Sirimapura area and brought to the all government offices which was located in the old town, with that daily commuter population was decreased in this old town area and at present it has become isolated place. The proposed development plan proposed to minimize the existing isolation and restore trade between the old city and the new city, by constructing a bridge linking the Old Galle Road from the end of the oil tank to the old Galle Road. And there is a capability to do build that connection like past.



Source: Urban Development Authority, Hambantota District Office - 2018

### 3. Reduce the difficulties from wild elephants in transportation.

The elephant's natural routes have been blocked due to the developments are concentrated in to the elephants' free circulation zone once after the developments are move in to the new town and Siribopura. At this situation wild elephants are moved to the villages frequently and elephants are coming to the roads at night, this has made many obstacles to the transportation and, to minimize these obstacles it's planned to re-open natural elephant passes again. It is expected to construct one underpass near Koholagankala saltern on the Tangalle - Kataragama road, and another one is planned to locate in the second roundabout of the Hambantota-Meegahajanduraroad, these underpasses are mainly for elephant's circulation.

### 4. Improvements to existing roads and new road development

Under this project it is expected to develop existing roads and development of new roads as a strategy in the period of 2019-2030. The following roads have to be developed in order to achieve the expected development targets. The proposed roads for development have been shown in Table 6.5 and the in Table 6.6. shows the new roads to develop. The proposed new roads and existing road development projects cross section is given in Annex 01.

### 5. Developing Coastal Access Roads

The access to the coastal belt to Hambantota town is not yet open and that has make a constrained to access the public conveniently. It is important to open up coastal access roads for tourism development purposes, and through this plan, the open access roads have been identified and developed.

*Table 6-5: Existing road development*

No.	Name of Road	Existing Length (km)	Proposed width (m)
01	Udamalala Road	7.5	15
02	Samodhagama Road	1.7	10
03	Sippikulama Road	1.5	10
04	Suchi School Road	1.2	10
05	Arabokka Road	5.	10

Source: Urban Development Authority, Hambantota District Office - 2018

**Table 6-6 : New road development**

No.	Name of Road	Proposed Length (km)	Proposed width (m)
01	New Road 01	01	12
02	New Road 02	1.2	12
03	New Road 03	1.8	12
04	New Road 04	1.7	12
05	New Road 05	2.2	12
06	New Road 06	2.8	12
07	New Road 07	01	12
08	New Road 08	1.5	12
09	New Road 09	1.5	12
10	New Road 10	1.4	12
11	New Road 11	1.5	12
12	New Road 12	02	12

Source: Urban Development Authority, Hambantota District Office - 2018

### 6.3.3 Proposed water supply plan

The Hambantota District, which is situated in the semi-arid area, takes approximately 1, 250 millimeters of annual average annual rainfall. During the year, there is an eighty-year drought and 4 months of rainfall. The only water source close to the city is the Walawe River and it connects to the sea from the Ambalantota area. By the year 2030, three main objectives have been developed to achieve the vision of the development plan, these three objectives have been divided between industrial development, tourism development and the provision of facilities to the services.

The water supply plan is a key factor in achieving all the development in the desired economic, social, physical and environmental sectors from the development plan. By now, the Ruhunupura Water Supply Project provides drinking water to Mahaweli areas and Hambantota town. Ruhunupura Water Supply Project has been implemented by selecting Ridiyagama Wewa as the preferred water source once after the considering of Kadawara Wewa, Walawe River, Liyangsthots Amuna, Kachigalara and Ridiyagama Wewa. This project has been identified under two phases and the first phase of the project has been approved to provided 17,500 cubic meters of water per day and Construction work

has been completed in 2014. Apart from Water Supply and Drainage Board identified two main water sources as Kiriibbanwewa and Lunugamwehera. There 4 Main water Projects identified by National Water Supply & Drainage Board identified for future Estimated water requirement.

1. Lunugamwehera Water Project - 36,000 m<sup>3</sup>
2. Ruhunupura Water Project - 17,500 m<sup>3</sup>
3. Kiriibbanwewa Water Project - 60,000 m<sup>3</sup>
4. Ambalantota Water Project - 60,000 m<sup>3</sup>

Nevertheless, since these sources are insufficient in the process of achieving the expected development by 2030, there is a need for other sources of water as well. The Gin-Nilwala diversion project has been designed by the Government for the development of the industrial development facilities in the area which will expected to established after the Hambantota Port Development Project and the Mattala Airport Project. The estimated water requirement is estimated by the Table 6.7.

**Table 6-7: Estimated water requirement (according to Ging Nilwala Project report - 2014)**

No.	Institute	Water Requirement				
		Irrigation	Industry	Drinking Water Requirement	Aviation Services	Port Services
1	Irrigation Department	135MCM	-	-	-	-
2	National Water Supply & Drainage Board	-	-	Matara 124 MCM Hambanthota 67 - MCM	-	-
3	Industrial Development Board	-	17,580m <sup>3</sup> / Per day	-	-	-
4	Airport and Aviation	-	7,000m <sup>3</sup> /S	-	3,000m <sup>3</sup> / S	-
5	Port Authority	-	-	2,500m <sup>3</sup> /Per Day	-	4,000m <sup>3</sup> /Per Day

MCM - Cubic meters millions

Source - Environmental Impact Assessment Report, Gin - Nilwala Divertification Project - 2014

After the implementation of this project, the table on water supply in various aspects is illustrated in below.

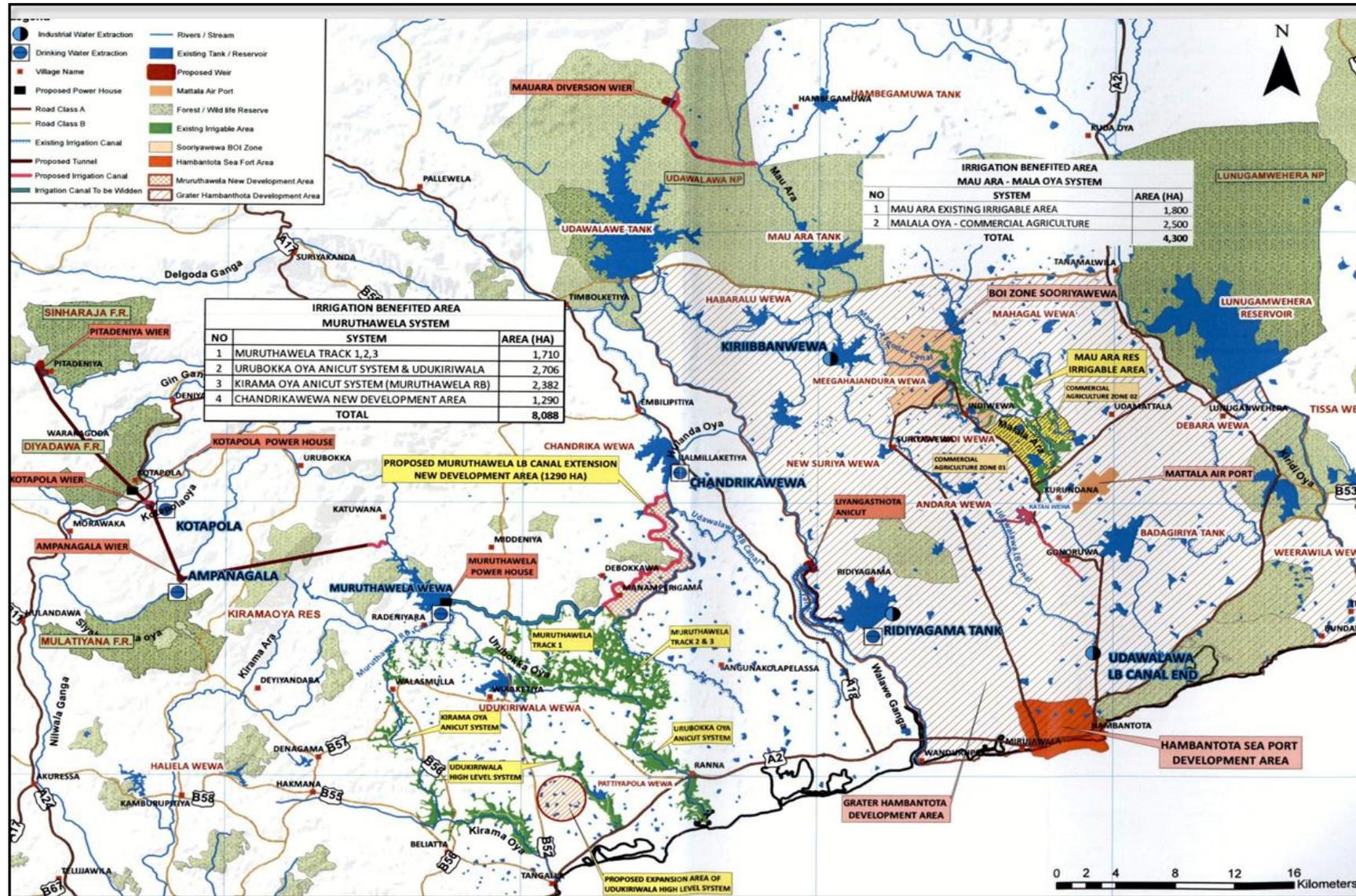
**Table 6-8 : Expected water supply – Gin - Nilwala Project**

No.	Use	Water supply (million cubic meters)	Percentage (%)
1	Industrial	154	51.3
	▪ Commercial	59	19.8
	▪ Industrial	57.5	19.3
	▪ Industrial development Board	29.5	9.6
	▪ Shipping	8.0	2.6
2	Drinking water	117	37.7
3	Agriculture	46	11

Source - Environmental Impact Assessment Report, Gin - Nilwala Diversification Project – 2014

It is essential to develop this national level project to achieve the desired development goals.

Figure 6-4 : Gin - Nilwala Diversion Project



Source - Environmental Impact Assessment Report, Gin - Nilwala Diversion Project - 2014

### 6.3.4 Proposed Electricity Plan

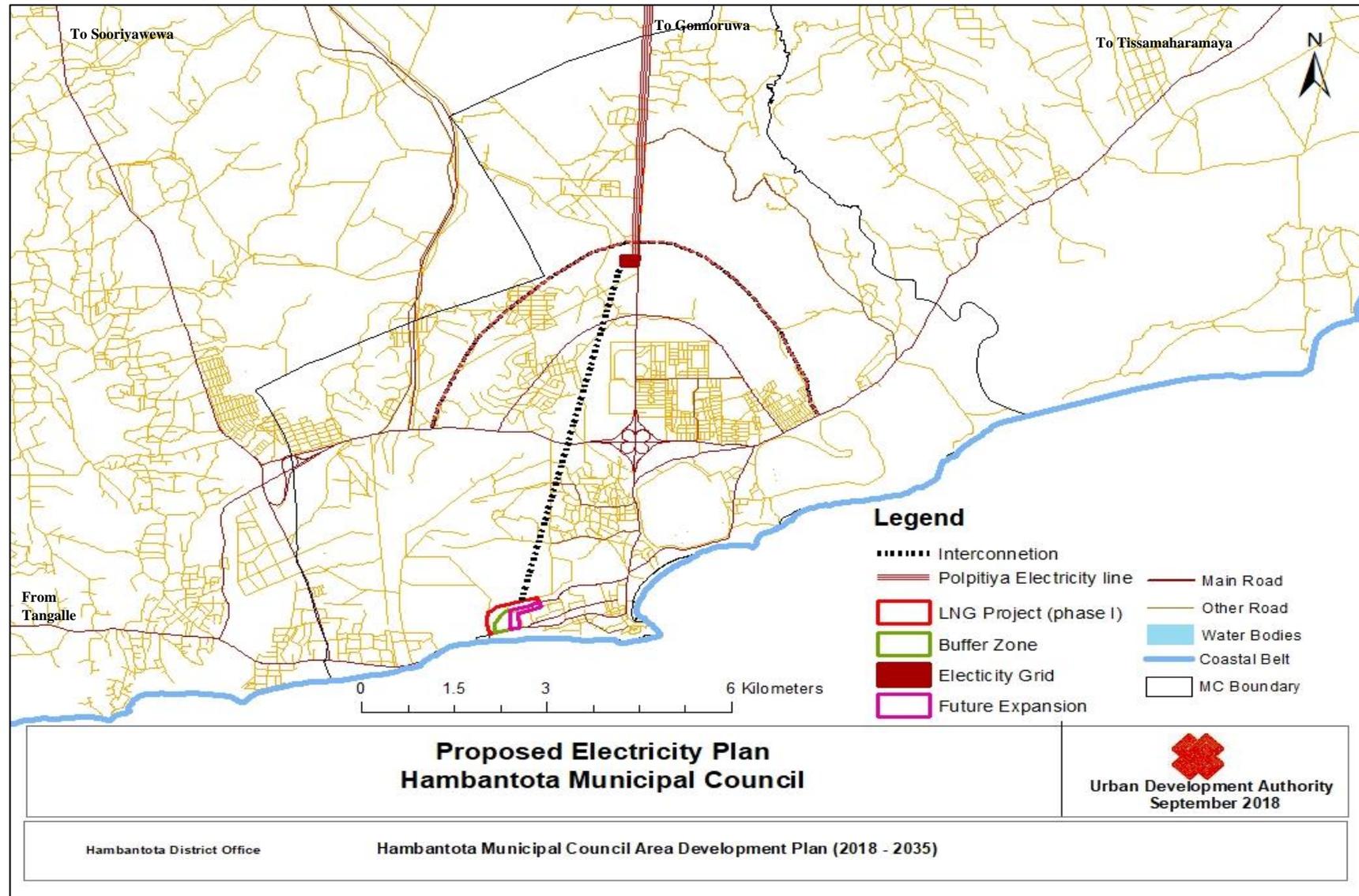
The Hambantota Urban Development Plan which is scheduled to be completed by the year 2030 is expected to reach 1.5 million people in order to achieve the vision of the “Blooming Gate way of the South Asia”

This development plan will establish a high-density urban center, an industrial development zone, a mixed development zone and a port and airport related an industrial zone by the year 2030. It is essential to have a proper electricity plan in order to achieve the main objective expected from the plan is that by the year 2030 which is establishment of a free trade processing zone. The government has identified 1,500 acres of land out of 5,000 acres of land for industrial development in the area and is located in the Municipal Council area. The total power requirement for the total extent of land should be established around Hambantota area.

Hambantota is located in the semi-arid zone of the country and during the afternoon there is a high sun-light and this climate has continuing for eight months in the year. There is a possibility of finding alternative energy facilities in the area and 650 acres of Solar Power Garden in the Hambantota Pradeshiya Sabha adjacent to the Municipal Council area have already been established and 4 projects are already in operation. Out of one power project, 10 megawatts is to be added to the national grid. Accordingly, it is estimated that 650 acres of the solar energy park will be able to generate 100 megawatts of electricity and that the Solar Energy Authority will control the solar energy park.

Land allocated for industrial development	- 5,000 acres (Within and outside of the Municipal Council area)
Estimated Industry	- 100 (50 acres per unit)
Total electricity required for industries	- 500 MW
Total Estimates Estimated	- 141,000
For all other areas	- 100 MW
Total electricity requirement	- 600 MW

Map 6 -5 : Electricity Supply



Source: Urban Development Authority, Hambantota District Office - 2018

## Natural Gas Generation Unit

The Cabinet of Ministers of Sri Lanka has approved this project on 5<sup>th</sup> of December 2017 and this project is doing with the collaboration of China and Sri Lanka. The project will add 2,418 GW of power to the national grid, provide power supply to the Hambantota industrial zone and increase electricity levels in the Southern Province of Sri Lanka.

To implement this project, it has been identified 75 acre and site in the old city of Hambantota (on the edge of the Karagan saltern) on the eastern end of the Hambantota Port. It consists mainly 400 MW unit, a natural gas holding terminal and a 220 kV electricity connection.

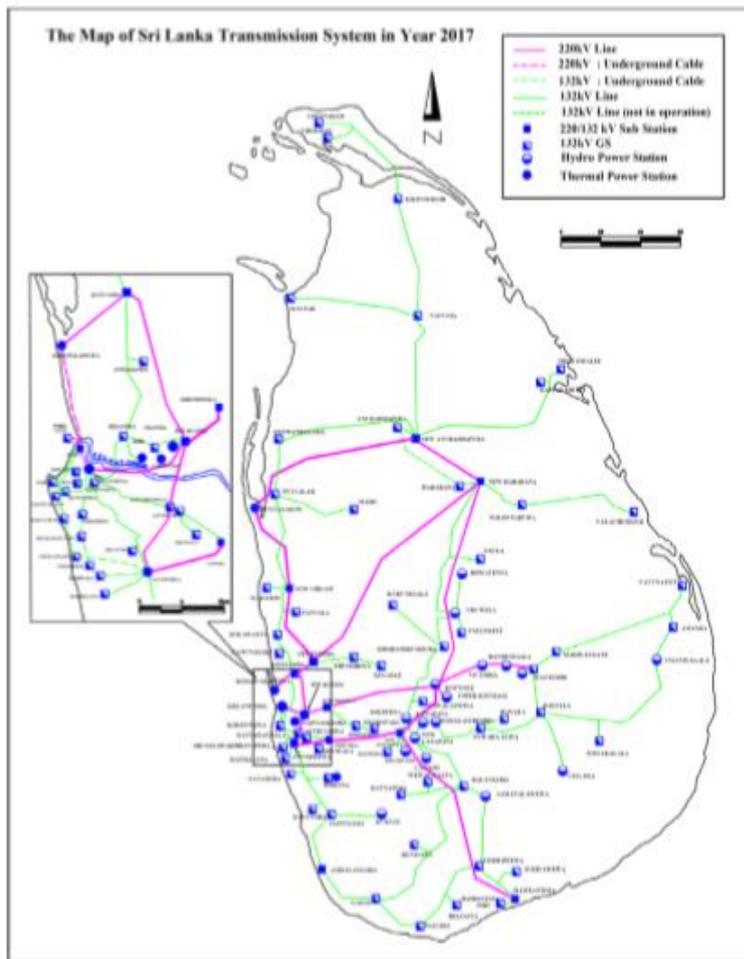
*Figure 6-5 : Natural gas generation unit*



Source: Urban Development Authority, Hambantota District Office – 2018

## Polpitiya - Hambantota 220kv transmission cabling system

This project will be carried out by the Sri Lanka Electricity Board through the aid of Asian Development Bank (ADB). Total Estimated Cost US \$. 57.3 percent. Even though in the year 2017, Sri Lanka has been supplying a network of 132 kilowatts of power there were no major transmission network is planned. It is proposed to extend the transmission from Kothmale to Hambantota via Polpitiya. The project will cover four provinces of Sri Lanka, namely, Sabaragamuwa, Central, Uva and Southern Provinces. It is expected to generate 220 kilowatts of capacity and it is proposed to widen and connect it with the existing 05 acre electricity substation located at Digipana, adjacent to the Hambantota-Meegahajaduwa main road, and this substation is proposed to be extent up to 12 acres.

**Figure 6-6 : Polpitiya - Hambantota transmission line**

Source - Environmental Evaluation Report - Polpitiya – Hambantota  
220kv transmission wiring system – 2017

### 6.3.5 Proposed Waste and Sewerage Management Plan

According to the greater Hambantota development plan, city center is to be developed as commercial zone and that has been planned to established more facilities in the new city, in related to this, a solid waste management plan has been prepared for Hambantota area. further There is a need of having waste and sewerage management plan since Hambantota is expected to experience of 141,366 million population by the year 2030. At present Hambantota has become the focus of the government's about developing a harbored industrial development zone. Accordingly, the sewerage pond system prepared by the National Water Supply and Drainage Board was adapted to this plan. This plan is being implemented as Phase 1 and according to the future requirements the second phase of the project will be implement.

In preparing this project, following main projects were considered, and the required solid waste calculation has been done.

**Table 6-9 : Expected solid waste Quantity**

No	Institute	Cubic Meter Per day 2030
01	Port related industries	1,000
02	Implementation of harbors	2,000
03	Oil Refineries (General)	650
04	Implementation of the oil refinery	750
05	Hospital	1,500
06	Administrative complex	400
07	Daily circulatory population	200
	Total amount of waste	6,500

Source - Environmental Impact Evaluation Report, Sewerage Pond System - 2014

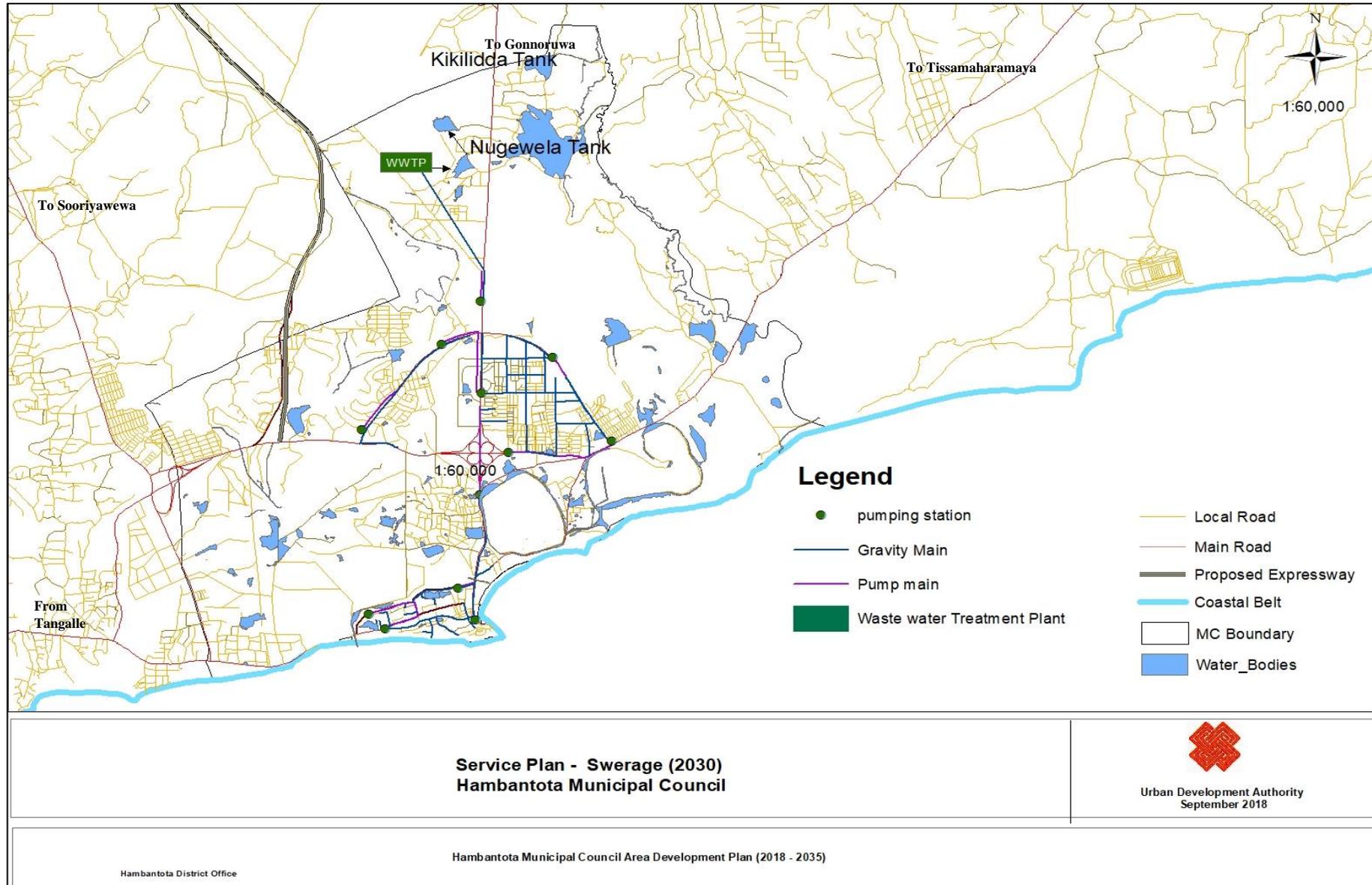
The main expectation of implementing this plan is to avoiding the mixing of ground water and waste through land and prevent ground water pollution. Since new development projects are expected to increase naturally the number of migrant populations in the area the project is designed to minimize the possible impacts on the existing ecosystems. The wastewater will be released in Nugawewa and Kirilladawewa which is already abandoned.

**Table 6-10 : The waste water collection system**

Description		Old town	New Town	Total
Sewerage system	Main Sewage Drain	18.87Km	22.56 Km	41.44 Km
	Side drain	40.75 Km	45.93 Km	86.68 Km
	Total	59.62 Km	68.49 Km	128.12 Km
Machole		1,056	1,027	2,262
Main pipelines		3.45 Km	10.82 Km	14.3 Km
Pumping centers		5 Nos	7 NOs	12 Nos
The capacity of the refinery		12,000m <sup>3</sup>		

Source - Environmental Impact Evaluation Report, Sewerage Pond System - 2014

**Map 6-6: Proposed Waste and Sewerage Management Plan**



Source : Environment Impact Evaluation Report, Sewerage Pond System 2014

### 6.3.6 The proposed Solid Waste Management Plan

Solid waste management is a national problem in Sri Lanka as well as a strong environmental problem. Nevertheless, solid waste management is being implemented properly in the Hambantota Municipal Council area. Currently around 11 tons of solid waste is collected within the Hambantota Municipal Council area, out of total garbage collection 58% is from residential areas, 20% from the administrative complex and 20% from government institutions, 18% from the harbor and the commercial sector and other 4% releases daily. Further out of these total collection, 48% of the solid waste is decaying and 55% in non-decaying waste. Waste is collected daily in the urban center, and the city council is collects waste once a week in other areas.

Currently, a project to recycle solid waste is being implemented within the Urban Council limits. A land area of 6 acres at Keliyapura is being used for this purpose. This project uses daily collected solid waste to make compost fertilizer and non-biodegradable waste is not used for this purpose. Organic fertilizer is not used effectively since there is no sufficient demand for compost manure. Using non-decaying materials that cannot be used for the production of organic fertilizer and which cannot be sell once after the separation is filled in part of the same land by using semi engineering land filling techniques. There are 200 garbage bins in the city center and collecting all the waste at the primary level once after the separation.

Solid waste management is a necessary factor in achieving the vision and objectives expected in the 2030s by the Hambantota Municipal Council Area Development Plan. By the year 2030, Hambantota will be developed as a new city center, which will grow from harbor based industries, tourism, shipping, trade and service sectors. Accordingly, by the year 2030, it is expected 1.5 million people will be living in the area, and it is assumed that at least 100 industries will be located through allocation of land for industries. Consequently, by 2030, it will be assumed that the solid waste bulk will generate under a number of key segments and is given in the table below.

**Table 6-11 : Solid waste generation - 2030 (per day)**

Sector	Total	The amount of solid waste collected per day
Residential	144,366 Population	$144,366 \times 0.77 = 111$ Ton Standard = 0.77kg per person
Administrative complex and Government Institutions	350,000 Sq.ft	$3,500 \times 0.45 = 1.5$ Ton Standard 100 sqt = 0.45kg
Port	-	5Ton
Hospitals	Beds850	$850 \times 7 = 5.9$ Ton Standard per occupied bed = 7kg
Industries	100	$100 \times 50 = 5$ Ton Standard = 50kg per day
Commercial Sector	1,500	$1,500 \times 30 = 45$ Ton Standard = 30kg per day

Source: Urban Development Authority, Hambantota District Office – 2018

Consequently, by the year 2030, with the development of ports, industries and commercial sectors, it is estimated that approximately 226 tons of solid waste are generated per day in the Municipal Council area. The existing land and facilities are inadequate to manage the bulk of waste that is being generated and the necessary arrangements have been made from the development plan.

A 20 acre plot of land in Kaliliyapura area has been allocated for a future waste management project. This site is currently used by JAICA to conduct research. When solid management happens proper way that will address environmental and health issues. Similarly, through a proper control and management garbage filling in open lands, water pollution which is arise from that and soil pollution kind of serious environmental issues can prevent and create a clean and clean environment.

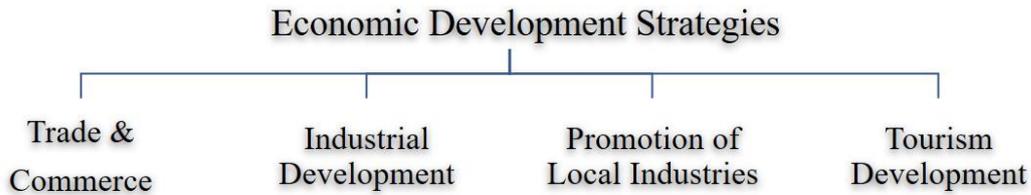
*Figure 6 -7 : Proposed Solid Waste Management Project*



Source - <http://www.googleearthpro.lk>

## 6.4 Economic Development Strategies

The third objective identified to achieve the vision of the development plan is to create Hambantota the city by 2030, as a maritime, commercial, trade, financial and service center. Hambantota Development plan has developed economic strategies in four main sectors by considering that.



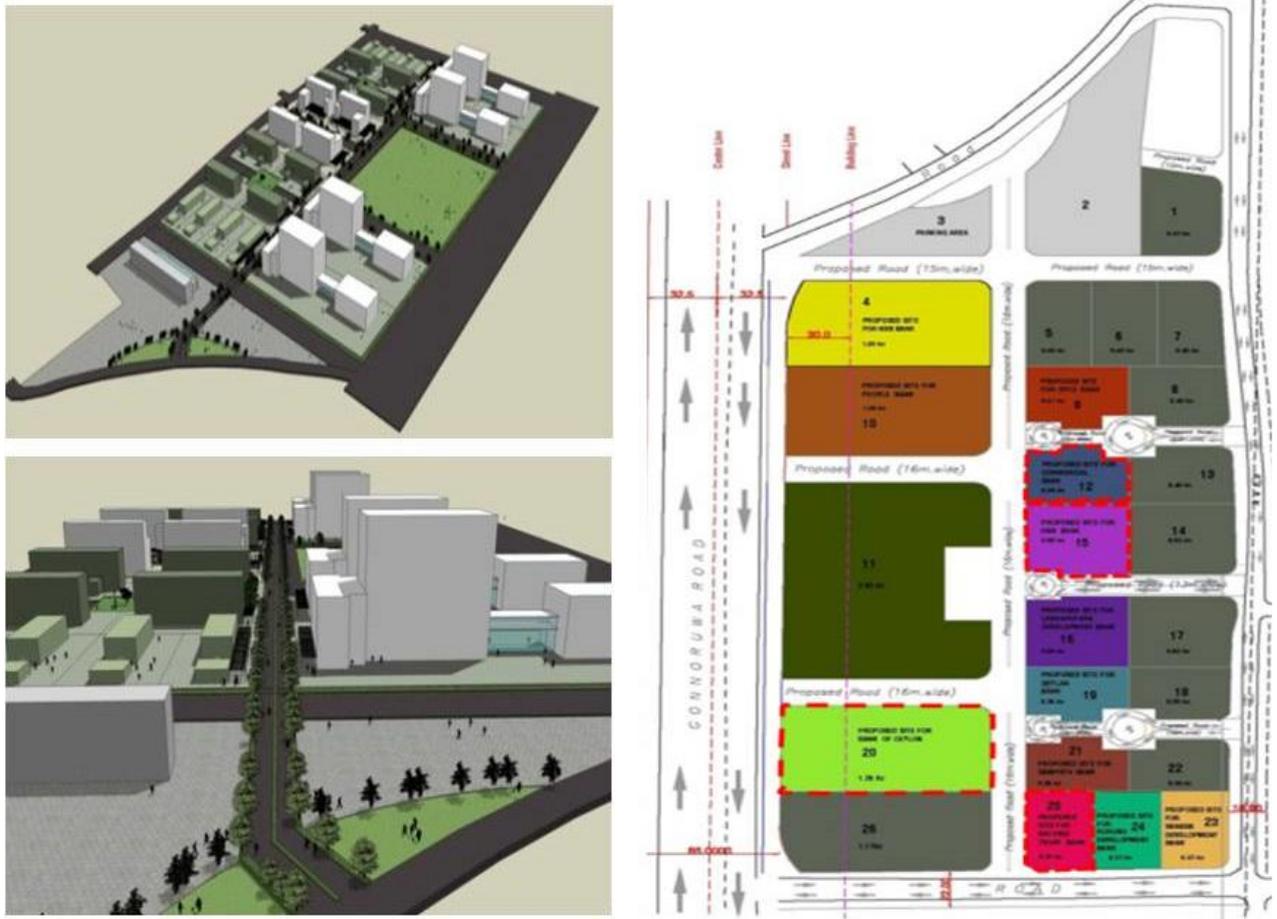
### 1. Trade and Commerce

The trade and commercial development plan should provide the necessary economic plan which is need to achieve the vision of the development plan. To provide services, the City Center Commercial zone has already allocated 300 hectares of land for commercial activities and is implemented through the following plans.

#### i. Upgrading banking and finance

In the Hambantota Municipal Council, 22 acres of land has been allocated within the City Center for the all banks and financial institutions in order to facilitate commercial and financial sectors which can develop with the expected industrial sector and other developments by 2035 within the Hambantota Municipal Council area. This will be creating a space allocation for the banks, foreign banks and financial institutions currently in operation in Sri Lanka.

**Figure 6-7 : Establishing the banking zone**



Source: Urban Development Authority, Hambantota District Office – 2018

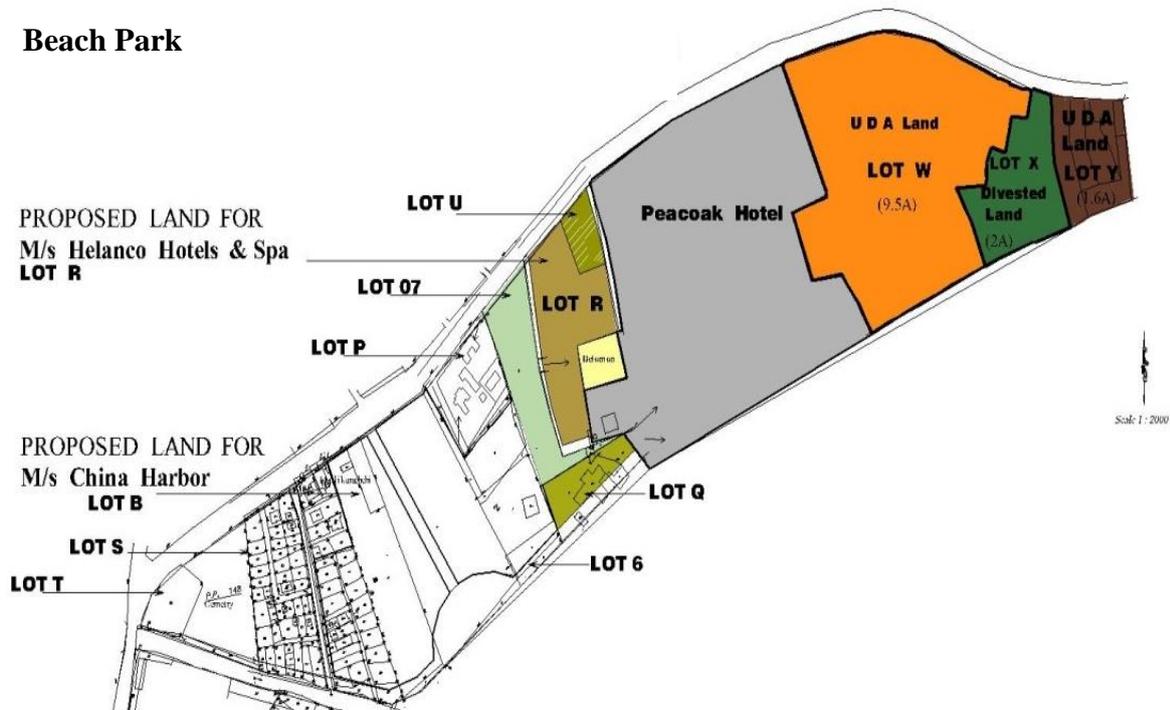
**ii. City Hotel Development**

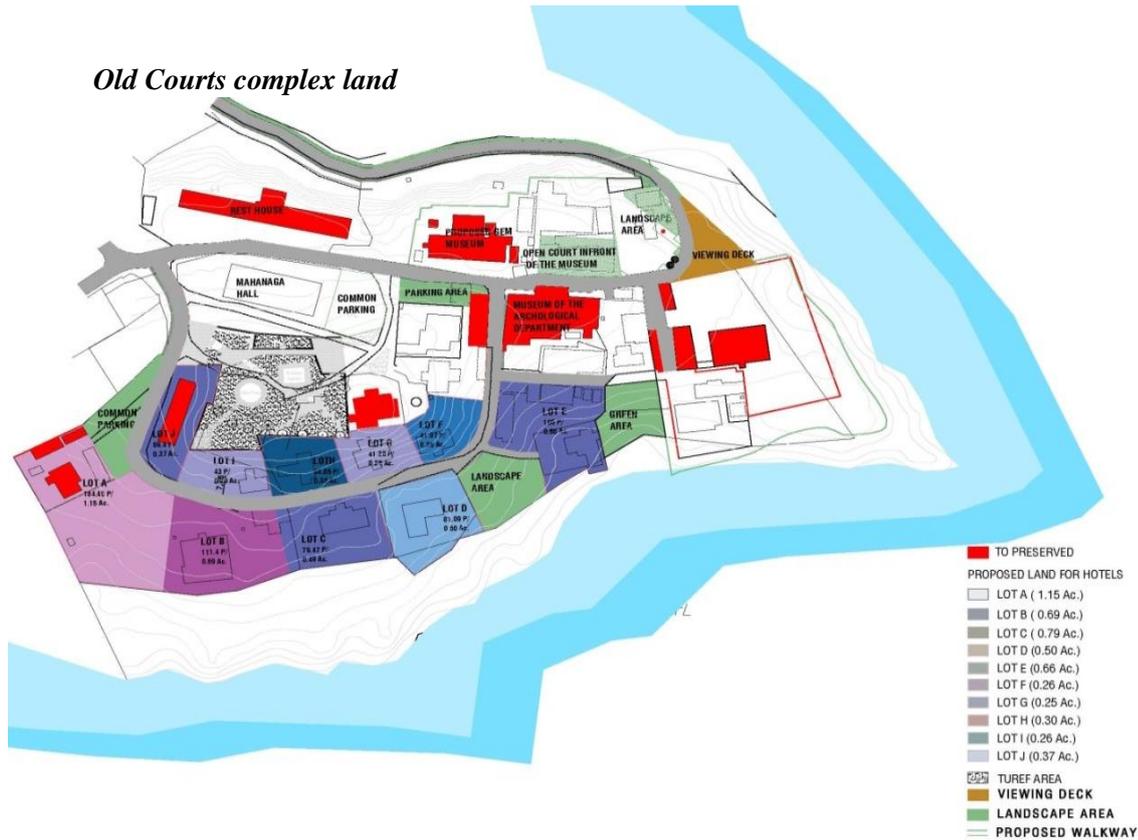
A land area of 25 acres has been allocated in city centers to provide services to the community that is expected to come for trade, financial and commercial services in the future. In addition, from the coastal park has nine acres and a six acre land in the old Kachcheri Kanda area for the hotel project.

Figure 6-8 : Land allocated for urban hotels



**Beach Park**





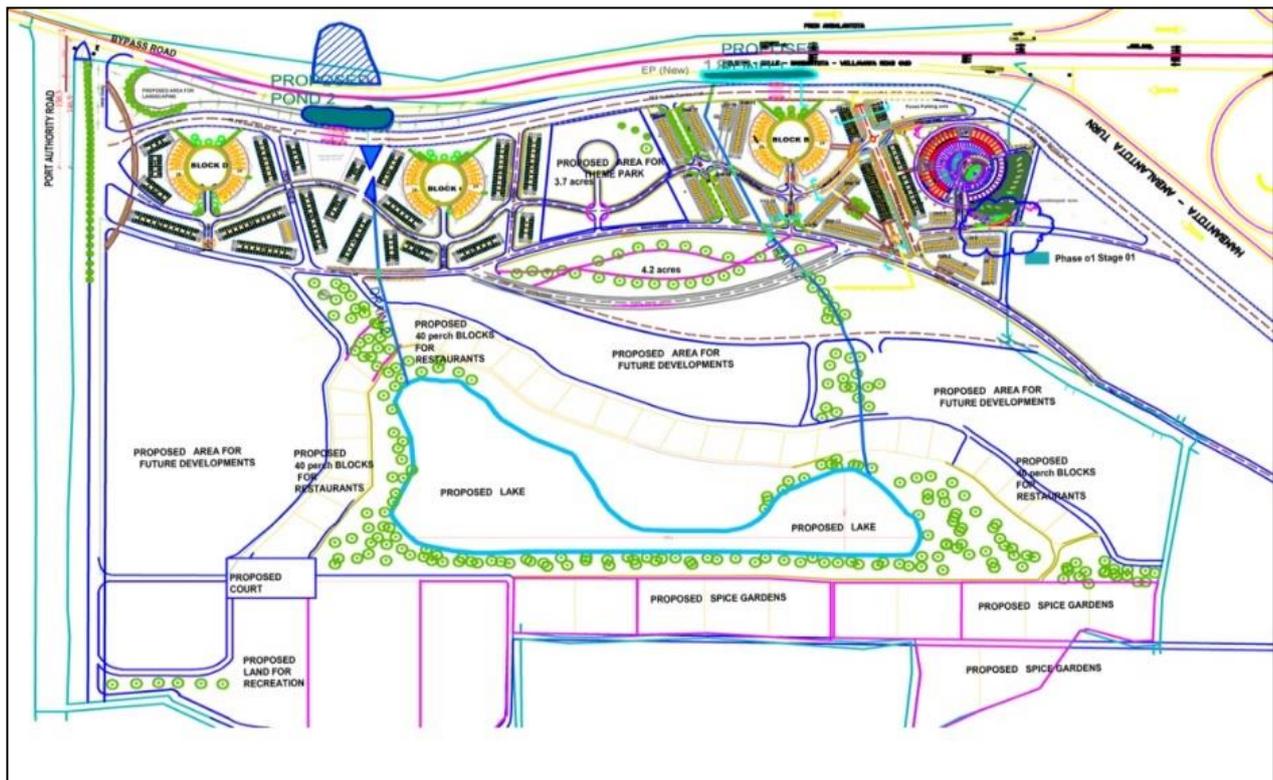
Source: Urban Development Authority, Hambantota District Office – 2018

**iii. Commercial Development Activities**

Approximately 300 acres of land is already allocated for commercial development in order to meet the commercial requirements of the old city of Hambantota nearby first round road, Commercial and financial activities have been included in the Mixed Development Zone, and within the town center zone and tourism development zone these commercial activities are counted as permissible uses.

**iv. Create night time active city**

The Hambantota town will be a city which will actively function in night when achieving the expected vision by 2030 with the development of industry, tourism and services sectors. The plan will provide space for commercial activities in a night city and under this Night Bazar project has been identified.

**Figure 6-9 : Night Bazzr Project**

Source: Urban Development Authority, Hambantota District Office - 2018

## 2. Industrial Development

The contribution of the industrial sector to the economy of the Hambantota Municipal Council area is high and as a local industry, the salt industry is a major manufacturing industry. Since the Hambantota great saltern located in the Hambantota area, which provides about 65% of the total local salt requirement, this has become key to economic development. Industrial sector development provides opportunities for other economic developments, which in turn leads to higher per capita income. The Hambantota Municipal Council area is comprised of five main sectors, Industry 43%, Fisheries Sector 20%, Commercial Industry 14%, Agriculture Sector 18% and Tourism Sector 5%.

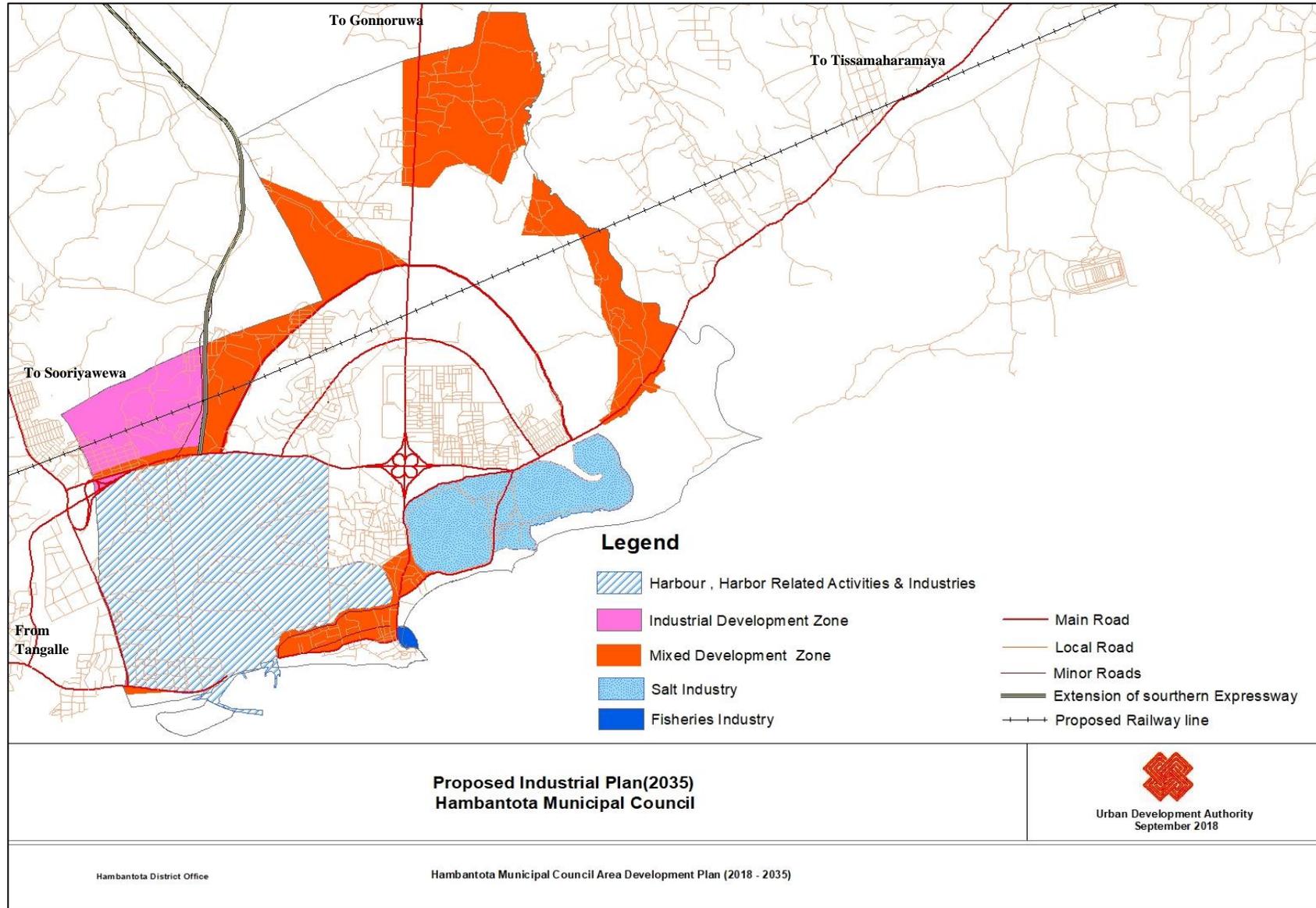
The development of the industrial development plan, one of the major advantages is having 1,500 acres of land which is state-owned. Industrial development plan has been developed by utilizing the advantages of being in close proximity to the Hambantota International Port Project, having a developed infrastructure facility, the Hambantota Port Project being close to the East and West shipping lanes of the East and West countries and close to the Mattala International Airport. According to the National Physical Plan, the population of the Southern Economic Zone is

projected to increase by 15% to 20% by 2050, with an estimated population of Sri Lanka out of total population 1,500,000 will living in Hambanthota. The development plan for the Hambantota Municipal Council area will have an estimated population of 1.5 million by 2030. It is anticipated that this population growth will be driven primarily by the establishment of a Port Based Free Processing Zone in Hambantota. The following strategies have been used in preparing this plan.

**i. Reservation of 1,500-acre industrial development zone**

1,500 acres of land has been allocated for the development of the Hambantota Municipal Council limits and it is an advantage to be located close to the main infrastructure facilities adjacent to the port project. In particular, these lands are state owned flat land, and today there are thorny scrubland and unused land. It is expected to take advantage of the location and to open up the South Asian region to the world market as a new industrial zone, as the government intends to facilitate industrial development based on the harbour project which has been built close to the East-West shipping route.

**Map 6-7 : Industrial Plan**



Source: Urban Development Authority, Hambantota District Office - 2018

**ii. Allocation of Industrial Development Zone through the proposed land use plan and establishment of a mixed development zone.**

The proposed zoning plan for the entire land area of the Hambantota Municipal Council by the year 2030 has established an Industrial Development Zone, a Mixed Development Zone and a Ports and Ports related activity Zone. The objective is to make maximum use of the existing land economically by permissible uses and to achieve that 10.8% of the total land area for the Industrial Zone, 23.8% of the total land area for the Ports and Ports related activity and 8.4% of the total land area for the Mixed Development Zone has been allocated.

**iii. Establishment of special economic zone.**

A small island of 103 acres in the vicinity has been identified for development as a port city with the establishment of the Hambantota International Port. It has been planned to separate the area from a special tourism zone through the zoning plan and to allow all development activities required to promote tourism.

**3. Promotion of Local Industries**

**i. Expansion of Salt Production Zone**

The Hambantota great saltern supplies 65% of the total country salt requirement. The naturally located lagoon system is directly linked to the economy of the area and the semi-arid zone weather pattern facilitates it. Already 924 acres of land have been allocated for the production of salt at Mahalewaya and Koholankala, 50 acres of land have been earmarked for salt production. Map 6.9 shows the industrial development and the promotion of local industries.

**ii. Hambantota Fisheries Harbor Development Project**

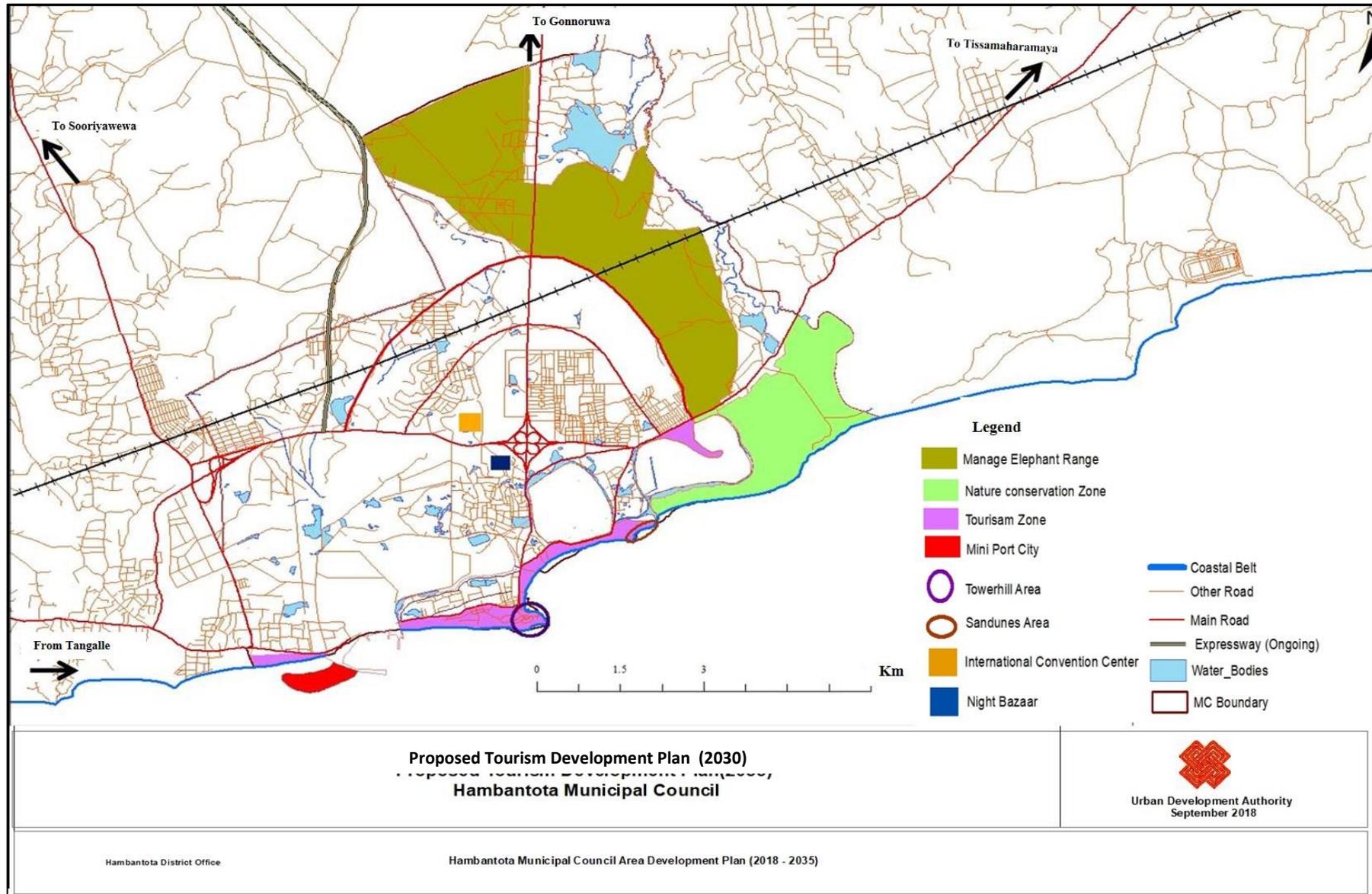
Fisheries sector contributes 20% of the economy to the Hambantota Municipal Council area. Further 19% of the total number of families are engaged with the fisheries and related activities. The Hambantota Fisheries Harbour is located in the Old Town and it has the potential to increase the contribution of the fisheries sector to the economy by improving its facilities and developing the fisheries industry. At present, 4.5 hectares of land have been earmarked for the Hambantota Fisheries Harbor and a 3.5 hectare pool. The following projects have been identified to be implemented under the Fisheries Harbor Development Program.

- Deepening the fisheries harbor so that large number of fishing vessels can arrive.
- Development of jetty and surrounding area.
- Establishment of a Fish Processing Hall in the Fisheries Harbor.
- Construction of Port Access Road, Improvement of Infrastructure
- Construction of a sea bath to promote tourism activities.
- Allocation of space for industries such as canning, export processing, boating and fisheries related industries through the industrial zone of the land use zoning plan.

#### 4. Tourism development

The second major objective identified for achieving through the development plan's vision, “Blooming Gateway of South Asia” is to create a new eco-tourism zone in the city of Hambantota by 2030. The Hambantota Town Development Plan has identified the required space for this purpose. Accordingly, the tourism industry can be enhanced by developing and conserving the tourist attractions in the Hambantota area. Direct connections between the Hambantota International Port and the Mattala International Airport (25 km) and the Southern Expressway will facilitate the local and foreign tourists. The interconnection between the two transport media is predicted to increase tourist arrivals by 2030. Providing facilities to the tourists, improving the internal road network, developing tourist attractions in the area, promoting tourist hotels and related constructions and allocation of land, Yala, Kirinda, Kataragama, Udawalawa, Bundala situated in the vicinity of the Municipal Council area, Ridiyagama Safari Park, Hambantota Bird Park, Dry Zone Botanical Garden, Sooriyawewa Hot Springs Tourist arrivals are expected to increase through the development of the city as the center can move to Hambantota tourism areas such as wells.

It is assumed that about 5,000 tourist's arrivals will be happen per year, and the tourism development plan has identified the following development strategies for the tourists. The tourism development plan is shown in Map 6.10. the following focuses on tourism.



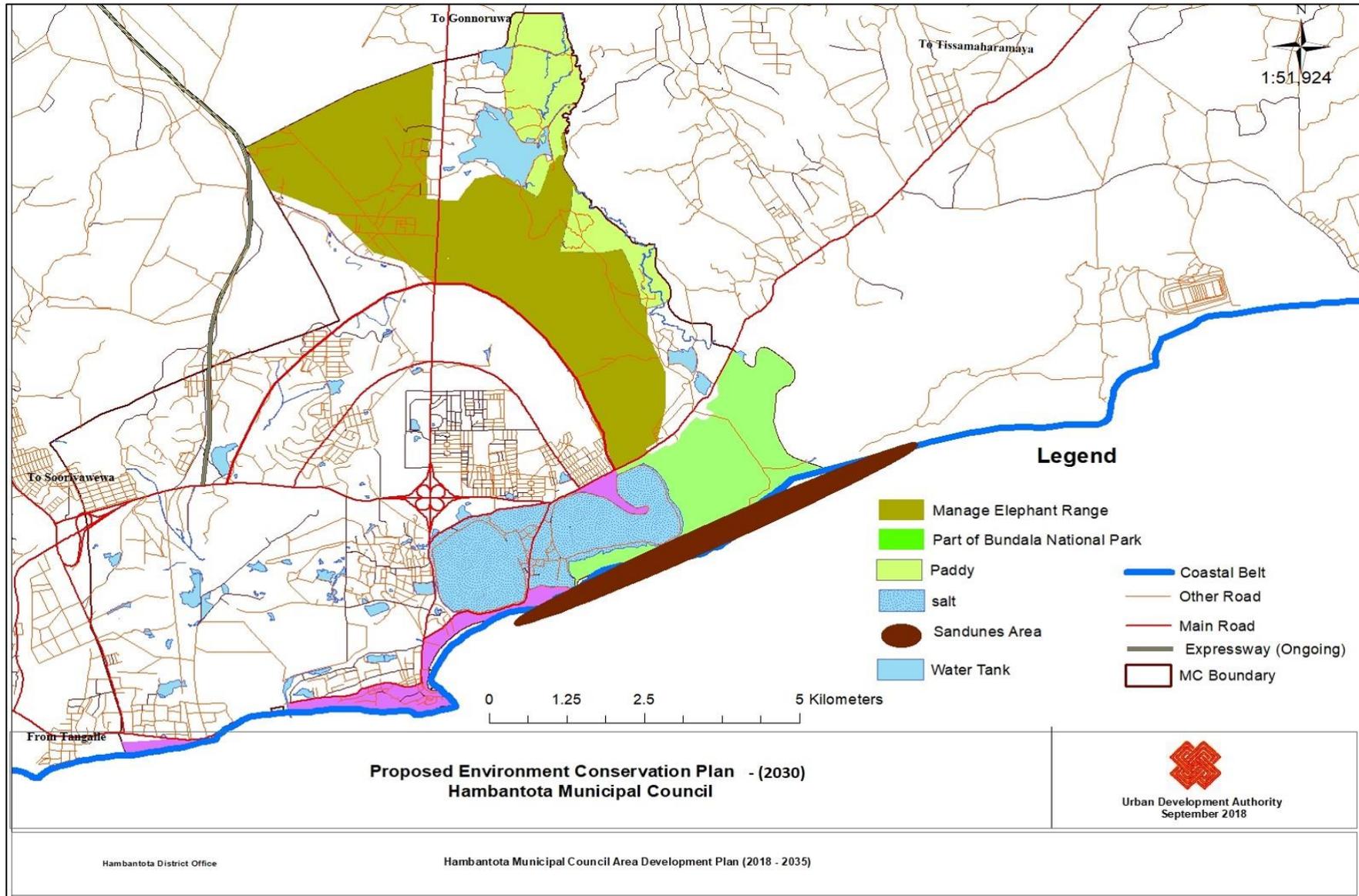
Source: Urban Development Authority, Hambantota District Office - 2018

- Developing the 103acre island as a port city which is located close proximity to the harbor and separate this area with a special tourism zone through the zoning plan and allow all development activities required to promote tourism.
- Allocation of 27 acres of land along the coastal stretch of 6km as a beach park. Establish a fully equipped beach park with walking lanes, children's parks, rest areas, playgrounds and etc.
- Utilization of 1,500 hectares elephant management zone for tourism.  
 Many tourists in the world come to Sri Lanka to see wild elephants. It is estimated that about 450 wild elephants roam within the 8,000 hectare elephant management zone in Hambantota, Suriyawewa and Lunugamvehera. Part of this land belongs to the Municipal Council area and several elephants passes are located in the development areas. The plan also seeks to create underground roads at these elephants and allow them access to the protected sightseeing centers. It is also expected to promote tourism in the region by granting permission for eco-friendly tourism development.
- Develop the Towerhill area of 16 acres as historical and cultural value.  
 The project will be utilized for preserving the historic Kachcheri, Martello Tower, Prison, Tomb, Lighthouse, Hanging Tree, Government Agent's Quarters, which are of historical importance in the area and this plan will provide long-term lease of land for tourism related development on a six-acre land which is located adjacent to the coast.
- Conservation of Andare's Tomb and Monument in Koholankala, Hambantota  
 Andare was the clown in the Raja Sabha under King Rajadhi Rajasinghe, who ruled from 1780 to 1798 and the place where Andare, the clown of the Rajya Sabha, died located near the Koholankala Udamalla Lake. The plan seeks to provide opportunities for tourism in and around this location and the Udamalala Lake.
- Development of Bundala National Sanctuary as an eco-friendly tourism and study center.  
 Bundala Sanctuary which is a 6,216 hectare reserve declared as a protected area under the International Ramsay Convention, part of the Hambantota Municipal Council area and part of the Tissamaharama Divisional Secretariat belongs to this sanctuary. Bundala National Park is known as a bird-watching area, and the wetland cluster in the park is biologically rich, with endemic bird species and exotic species.
- Opening of Magam Ruhunupura International Conference Hall for Tourists  
 This conference hall with international level facilities is expected to provide opportunities for national and international events.

## **6.5 Sustainable Environmental Development Strategies**

### **6.5.1 Proposed Environmental Protection Plan**

Natural ecosystems are important for balancing development in the economic, physical and social aspects of a any development area. Accordingly, the following planning strategies will be adopted as environmental protection strategies in achieving the expected development by 2030.



Source: Urban Development Authority, Hambantota District Office - 2018

**i. Maintaining the Bundala Sanctuary as a Protected Area.**

Bundala Sanctuary is located in Hambantota Municipal Council area which is 334 acres in extent and consisting with impetrated ecosystems. Bundala Sanctuary was declared as a Wildlife Sanctuary of 1969, a National Park in 1993 and the first wetland system in Sri Lanka under the 1991 Ramsa Wetland Statute. It was also declared a Biodiversity Reserve in 2005 by UNESCO. The sanctuary is the only national park in the country declared under the Ramsay Declaration and has become a sightseeing destination for local and foreign tourists since there are so many of endemic birds and migrated birds are living in here. It is also a habitat for endangered tortoises and is being conserved as an ecosystem under the development plan.

**Figure 6-10: Bundala Sanctuary**

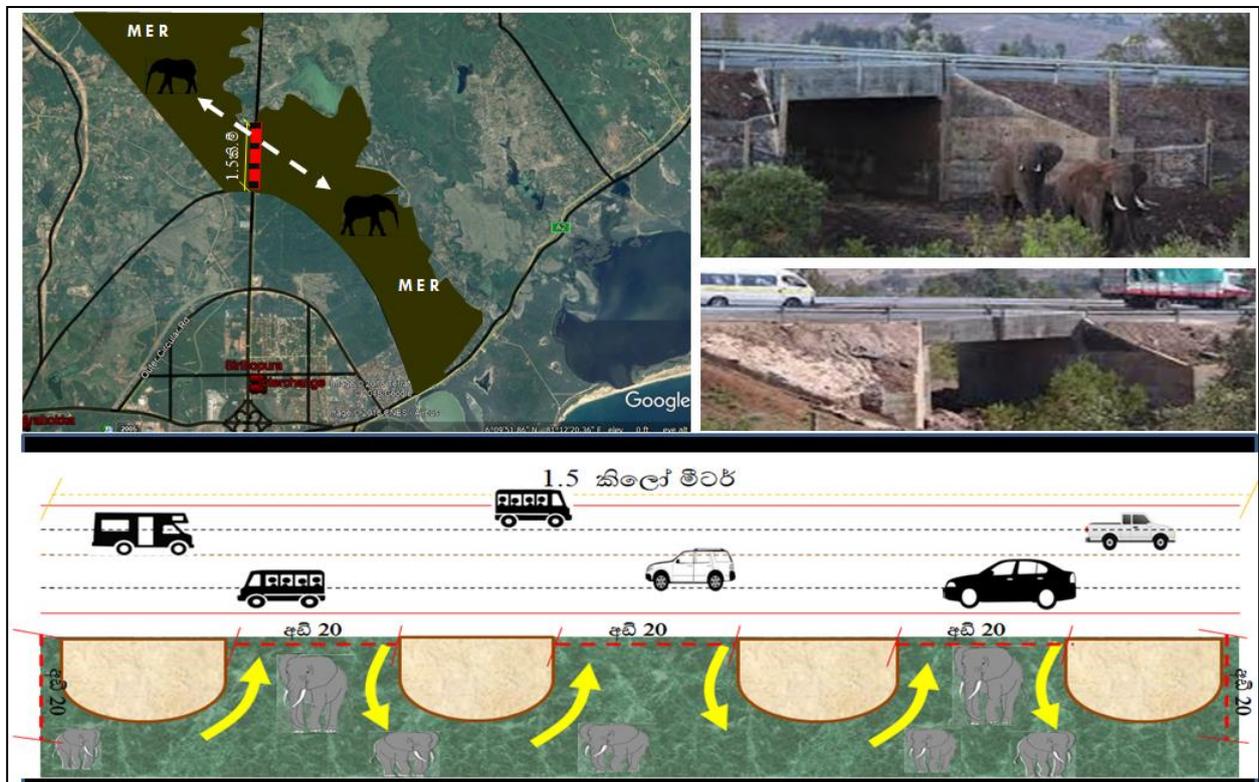


Source: Field Survey, Urban Development Authority, Hambantota District Office –2018

**ii. Establishment of the Wild Elephant Management Zone**

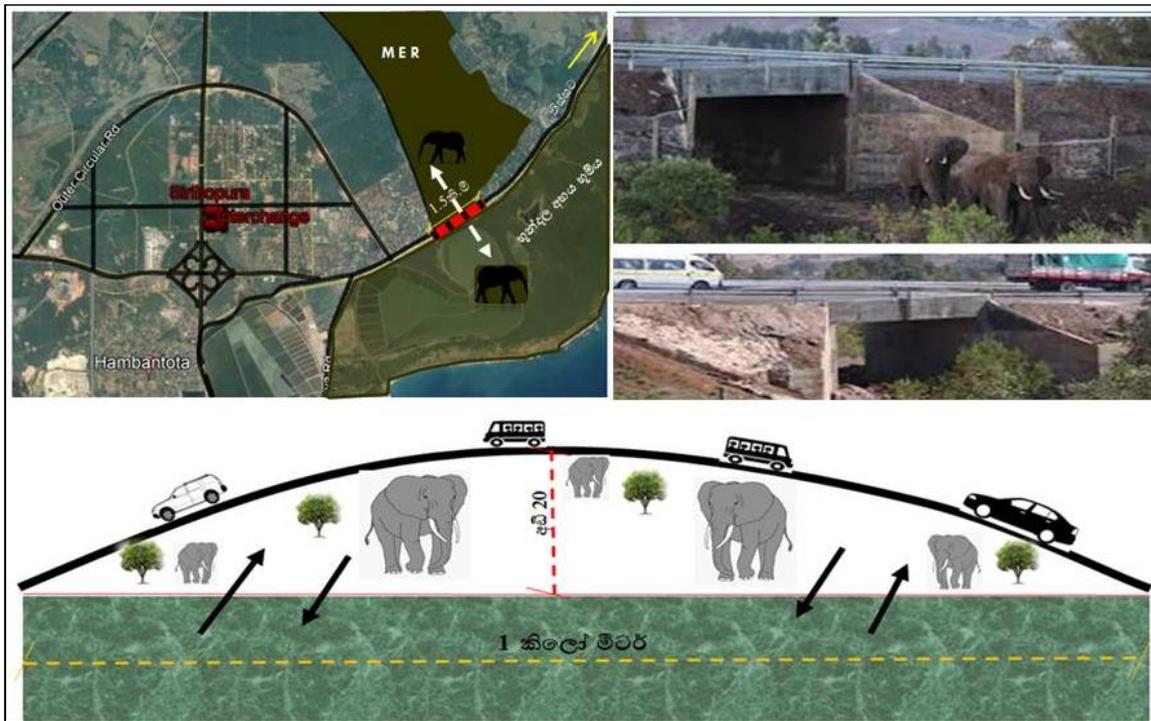
Elephant Management Zone has been allocated 1,500 hectares of land within the Hambantota Municipal Council area, which is an open forest area. The Elephant Management Zone has been reserved to avoid the human-elephant conflict caused by the lack of land available for free movement of wild elephants in urban development. Elephants make their way to the Bundala National Park through the Elephant Management Zone from Bandagiriya and Gonnoruwa. The development plan proposes to build underground roads in the areas around Koholankala and Kaliyapura for the circulation of wild elephants.

*Figure 6-11 : Underground road for the circulation of elephants at Kaliyapura*



Source: Urban Development Authority, Hambantota District Office – 2018

**Figure 6-12 : Underground Elephant Circulation Road -Koholankala**



Source: Urban Development Authority, Hambantota District Office - 2018

**iii. Conservation of coastal sand dunes**

Coastal sand dunes are created as a result of a scientific process in the coastal ecosystem and act as a coast guard. The occurrence of coastal sand dunes depends on the strength of the coastal zone of Sri Lanka. Accordingly, Sri Lanka's southwest coast is prone to erosion during the southwest monsoon season. The Monsoon node is located in Hikkaduwa facing southwest of the island and the load eroded by the sub-coastal flow is moved northwards and deposited in Negombo and Puttalam areas while the south load is deposited in Bundala and Hambantota areas.

The load carried along the sub-coastal stream assembled to gather and a small cliff or falls are by sand particles, this is called as sand dunes. The sand dune is created as a result of the sand moving parallel to the sea and forming waves across the sand, and the sub-coastal flow allows the sand to move in one direction only. The sand dunes create space to grow canopy of plants, and serve as a coast guard. The plan for the Hambantota Municipal Council area proposes the conservation of natural sand dunes that are endemic to the area.

**Figure 6-13 : Conservation of coastal sand dunes**

Source: Field Survey, Urban Development Authority, Hambantota District Office – 2018

**iv. Conservation of lagoon system**

Hambantota natural lagoon system is the one of the most important natural lagoons in Sri Lanka. There are five main lagoons within the Bundala National Park. Namely, the Bundala, Embilikala, Malala, Koholanka and Mahaleweya lagoons. Out of these, Koholanka and Mahaleweya have been used to produce salt entirely. The Hambantota Port Project has been established at Karagan Lake and the plan has identified the conservation of 50 acres of land adjoining the area where the oil tank is located.

**v. Conservation and renovation of tanks.**

There are 26 small and medium sized tanks in the Hambantota Municipal Council area and by 2030 these tanks will be conserved. Details of the tanks conserved is given in table 6.12.

**Table 6-12: Tanks that are being conserved**

Tank Name	Reserve Limit Tanks (meters)
Matigath Tank	20
Udamalala Tank	20
Koholankala Tank (Ruins)	20
Samarakoon Tank	20
Kaliyagama Tank	20
Punchikatu Tank	20
Kapuwatta Tank	100
Kikiliwidda Tank	20
Swarnamali Tank	20
Edirichchariya Tank	20
Nugewela Tank	20
Galwewa	20
Pathalayagma Tank	20
Katu Tank	20
Arabokka Tank	20
Nelumgama Tank	20
Pattiyawala Tank (Ruins)	20
Little Jul Tank	20
Kankun Tank	20
Palugas Tank	20
Dunhena Tank	20
Balana Weditibba Tank	20
Galwattakada tank	20
Rotawalamada tank	20

Source: Urban Development Authority, Hambantota District Office – 2018

The Kapuwaththa tank belongs to the Irrigation Department and the land is protected as a reserve by conserving the land with the upper contour line of the tank bund and five times the height of the tank bund below the tank bund. All these tank reservations are converted as linear parks, and it is expected to be developed as an open area for leisure and recreation.

## 6.5.2 Landscape Management

- **Establishment of Green Strips**

The city landscape is characterized by the presence of a variety of plants and biodiversity that are unique to each region. Tree can be planted by selecting suitable species of trees on either side of the main road. Following are the routes that can be landscaped:

Roads to plant a tree strips

1. Hambantota - Sooriyawewa main road
2. Hambantota - Matara main road
3. Proposed Hambantota New Circular Road
4. Matara – Kataragama Main Road
5. First roundabout
6. Meegahajadura - Hambantota Road
7. Zone on either side of the interchange route

## 6.5.3 Open Space Development

Maintaining a balanced environment is essential in achieving the expected developments in the Hambantota Municipal Council area which covers an area of 83 square kilometers. Accordingly, 1.4 hectares of land should be allocated for every 1,000 persons. By 2030, the city of Hambantota has an estimated population of 1.5 million. Accordingly, 221 hectares should be allocated for the same amount of public outdoor open space.

In preparing the proposed public open space plan, open areas will be considered under two categories - Outdoor and indoor.

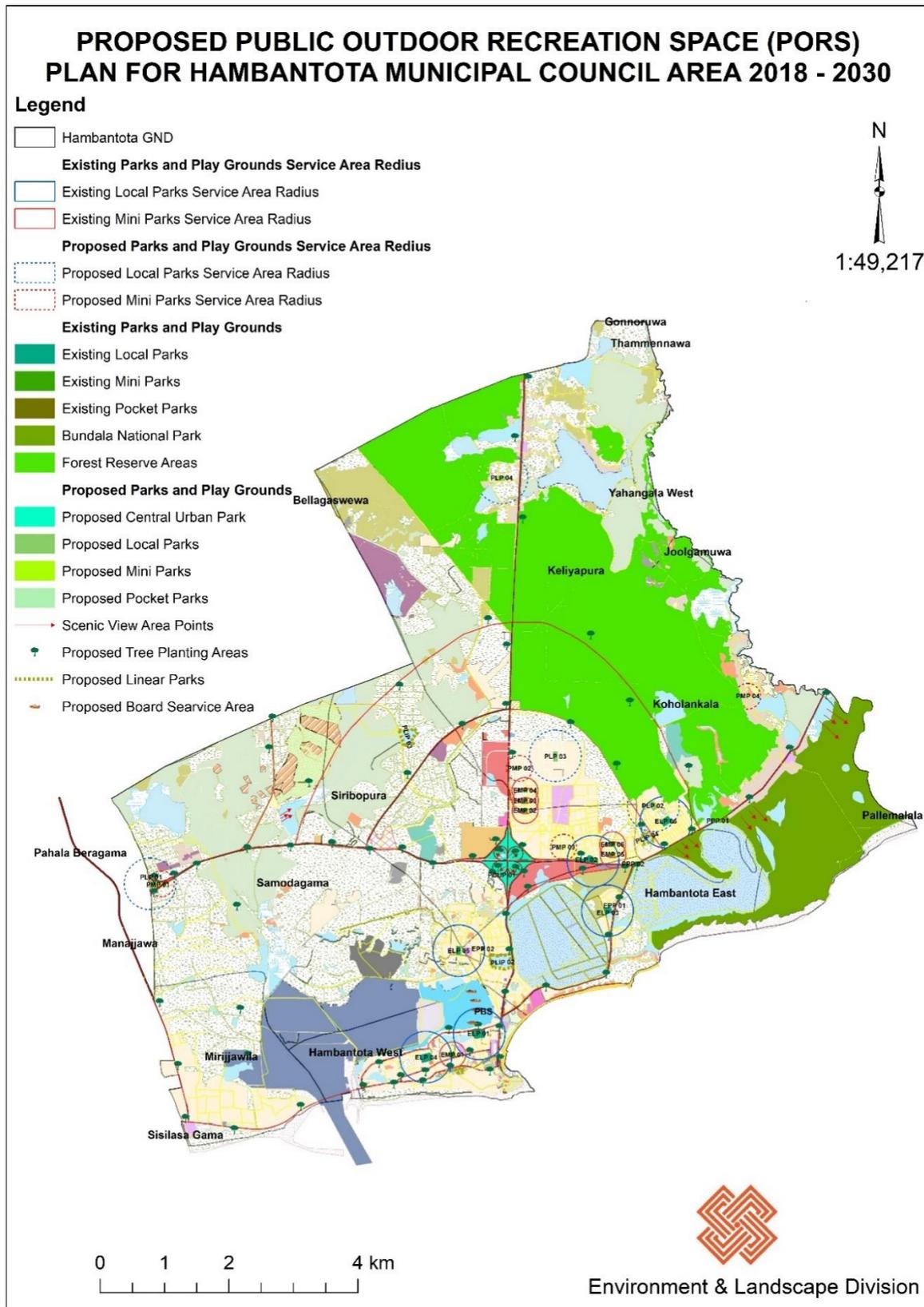
Indoor -	Indoor Playgrounds, Theaters, Cultural Centers, Conference halls, Libraries, Exhibition Centers
Outdoor-	Park & playgrounds, linear gardens, swimming pools Sightseeing, Historic Places, Cemeteries

The Hambantota Municipal Council area contains 0.2 hectares of Pocket Parks, 3.07 hectares of small gardens, 11.7 hectares of gardens and 10.6 hectares of coastal gardens. Accordingly, 26.2 hectares of land in the Hambantota Municipal Council area is currently occupied with playgrounds, parks and open land. Depending on the current population, 33.6 hectares should be allocated for public outdoor open land for 2018. The plan proposes to redevelop all the playgrounds and children's parks in the Hambantota Municipal Council area to the standards. Developing facilities and maintaining them, building new oriented stadiums, indoor stadiums and infrastructure are also mentioned in those Stadiums.

The following areas can be identified as the recreational areas in the Hambantota Municipal Council area.

- Hambantota Public Library - 150 seats
- Idiwinna Public Library - 25 seats
- The Metta Public Library - 50 seats
- Siribopura Public Library - 20 seats
- Samagipura Public Library - Number of Seats 15
- Hambantota International Convention Center - 1000 seats
- Singapore Conference Hall - 500 seats
- Hambantota Municipal Cinema - 300 seats

Map 6-10 : Proposed public outdoor space plan



Source - Environment and Landscape Division, Urban Development Authority – 2018

Existing public outdoor space in the Hambantota Municipal Council area is as follows.

**Table 6 -13 : Existing Public outdoor space layout of the Hambantota Municipal Council area**

No	Category	Extent (Hectares)	Present use	GN Division
<b>Pocket Parks</b>				
01	EPP <sub>1</sub>	0.1	Children Park	Hambanthota East
02	EPP <sub>2</sub>	0.1	Play grounds	Samodhagama
	Total	0.2		
<b>Mini Parks</b>				
03	EMP <sub>1</sub>	0.8	Play grounds	Hambanthota West
04	EMP <sub>2</sub>	0.7	Play grounds	Siribopura
05	EMP <sub>3</sub>	0.5	Play grounds	Kaliyapura
06	EMP <sub>4</sub>	0.5	Play grounds	Kaliyapura
07	EMP <sub>5</sub>	0.6	Play grounds	Siribopura
08	EMP <sub>6</sub>	0.6	Play grounds	Siribopura
	Total	3.7		
<b>Local Parks</b>				
09	ELP <sub>1</sub>	2.5	Play grounds	Hambanthota West
10	ELP <sub>2</sub>	2.8	Parks	Siribopura
11	ELP <sub>3</sub>	1.2	Play grounds	Hambanthota East
12	ELP <sub>4</sub>	2.3	Housing Schemes Play grounds	Hambanthota West
13	ELP <sub>5</sub>	1.1	Play grounds	Samodhagama
14	ELP <sub>6</sub>	1.8	Housing Schemes Play grounds	Koholankala
	Total	11.7		
<b>Beach Park</b>				
16	Beach Park	10.6	Beach Park	Hambanthota West
	Sub Total	26.2		

No	Category	Extent (Hectares)
01	Proposed Pocket Park	0.3
02	Proposed Mini Park	2.1
03	Proposed Local Park	4.6
04	Proposed Central Urban Park	65.0
05	Proposed Linear Parks	1.2
S	Sub Total	75.9

Table 6.14 shows the proposed outdoor recreation space for the Hambantota coastal municipal area, along with the coastal lakes and tanks, as well as the developed and developing spaces in the area.

**Table 6-14 : Proposed outdoor spatial plan for Hambantota Municipal Council area**

No	Category	Extent	Proposed Use	GN Division
Proposed Pocket Park				
01	PPP <sub>1</sub>	0.1	Pocket Park	Koholankala (Bundala)
02	PPP <sub>2</sub>	0.2	Pocket Park	Siribopura
	Total	0.3		
Proposed Mini Park				
03	PMP <sub>1</sub>	1.0	Mini Park	Mirijjawila
04	PMP <sub>2</sub>	0.2	Mini Park	Kaliyapura
05	PMP <sub>3</sub>	0.5	Mini Park	Siribopura
06	PMP <sub>4</sub>	0.4	Mini Park	Koholankala
	Total	2.1		
Proposed Local Park				
07	PLP <sub>1</sub>	1.0	Local Park	Mirijjawila
08	PLP <sub>2</sub>	1.2	Local Park	Koholankala
09	PLP <sub>3</sub>	1.3	Local Park	Kaliyapura
10	PLP <sub>4</sub>	1.1	Local Park	Kaliyapura
	Total	4.6		
Proposed Central Urban Park				
11	PCUP <sub>1</sub>	65.0		Siribopura
	Total	65.0		

Proposed Linear Parks (PLi.P)				
12	PLiP <sub>1</sub> Tank Reservation - 3m	0.1	Linear Parks	Hambanthota West
13	PLiP <sub>2</sub> Tank Reservation - 3m	0.5	Linear Parks	Hambanthota East
14	PLiP <sub>3</sub> Tank Reservation - 3m	0.3	Linear Parks	Siribopura
15	PLiP <sub>3</sub> Tank Reservation - 3m	0.2	Linear Parks	Koholankala
16	PLiP <sub>4</sub> Tank Reservation - 3m	0.1	Linear Parks	Koholankala
	Total	1.2		
	Sub Total	75.9		

**Table 6-15 : Approved uses for public outdoor recreation areas**

No	Category	Extent	Permissible Uses
01	Pocket Park	Less than Hectare) 0.2 (Acres 0.5)	<ul style="list-style-type: none"> <li>Scattered play areas</li> <li>resting places</li> <li>Home gardens</li> </ul>
02	Mini Park	Between 0.2-1.0hectares ( 0.5-2.5acres)	<ul style="list-style-type: none"> <li>A playground for children</li> <li>Small playgrounds</li> <li>Linear park</li> <li>Leisure Parks</li> </ul>
03	Local Park	Between 1.0-3.0 hectares ( 2.5-7.5acres)	<ul style="list-style-type: none"> <li>A children's park with a football field</li> <li>Informal places to rest</li> <li>Small forest gardens</li> <li>Training Runway</li> </ul>
04	Central city parks	More than 8hectares (over 20acres)	Separate places for soccer, netball, playground facilities, formal children's parks and urban parks, runways, Mini shops
05	Linear Parks	Linear gardens are decided according to the lake reservation	<ul style="list-style-type: none"> <li>Walking Paths</li> <li>Cycling to Exercise</li> <li>Natural lanes</li> </ul>

06	Beach parks	The beach garden is determined by the existing coastline	<ul style="list-style-type: none"> <li>• Restaurants</li> <li>• Small Mobile Shop</li> <li>• Souvenir stalls</li> <li>• Showers and places to change clothes</li> <li>• Children's parks</li> <li>• Police post</li> <li>• Listening facilities</li> <li>• Small garbage bins</li> <li>• Drinking water taps</li> <li>• Sports equipment</li> <li>• Beach lighting</li> </ul>
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Source: Environment and Landscape Division, Urban Development Authority – 2018

## 6.6 Culture and Heritage Management Strategies

### 6.6.1 Archeological Sites Management Strategies

It is envisioned that the old Kachcheri complex will be converted into a tourist destination in the Hambantota Municipal area. The following are the identified archaeological value protected areas in the area.

**Figure 6-14 : Tower hill Development Project**



Source: Urban Development Authority, Hambantota District Office – 2018

**Table 6-17 : Cultural Heritage Management Plan (Tower Hill Development Project)**

Project	Proposed Management Strategy
Old courthouse complex and prisons	Protection and Adaptive Reuse
District Secretariat Building	Protection and Adaptive Reuse
The tomb	Conservation
Stables	Conservation
Gallows tree	Conservation
Government House	Protection and Adaptive Reuse
The Martello Tower	Protection and Adaptive Reuse
Lighthouse	Protection and Adaptive Reuse

Source: Urban Development Authority, Hambantota District Office – 2018

## 6.7 Implementation Strategy

Several development projects have been identified to implement the objectives and strategies of the Hambantota Municipal Council Area Development Plan. The main objective of the plan is to create a well-designed environment in the city and to enhance the area's economy and contribute to the national economy. The projects were weighted according to the development plan's vision, need and development benefits and the project list identified according to the weights can be summarized as follows.

1. Second Circular Road Development
2. Multimodal Transport Center Development Project
3. Development of new roads
4. Development of existing roads
5. Underground road development
6. Bank Zone Development Project - Infrastructure Development
7. Sewerage Ponding System Project
8. Administrative Complex Stage II
9. Construction Live Fence
10. Hospital Square Development Project
11. Relocation of Nursing College
12. Electricity substation development
13. Old Kachcheri Mountain Development Project (Tower Hill)
14. Solid Waste Management Project
15. Coastal Park Development - Development of parking areas
16. Fisheries Harbor Development Project - Bathing Place Development
17. Fisheries Harbor Development Project - Jetty Development
18. Central city park
19. Expansion of Saltern
20. Development of Street Markets

### 6.7.1 National Level Projects

1. Natural Gas Power Plant (LNG) Project
2. Polpitiya - Hambantota 220Kv Full System Substation Development
3. Matara - Katharagama railway line development
4. Gin Nilwala Diversion Project

## Second Circular Road Development

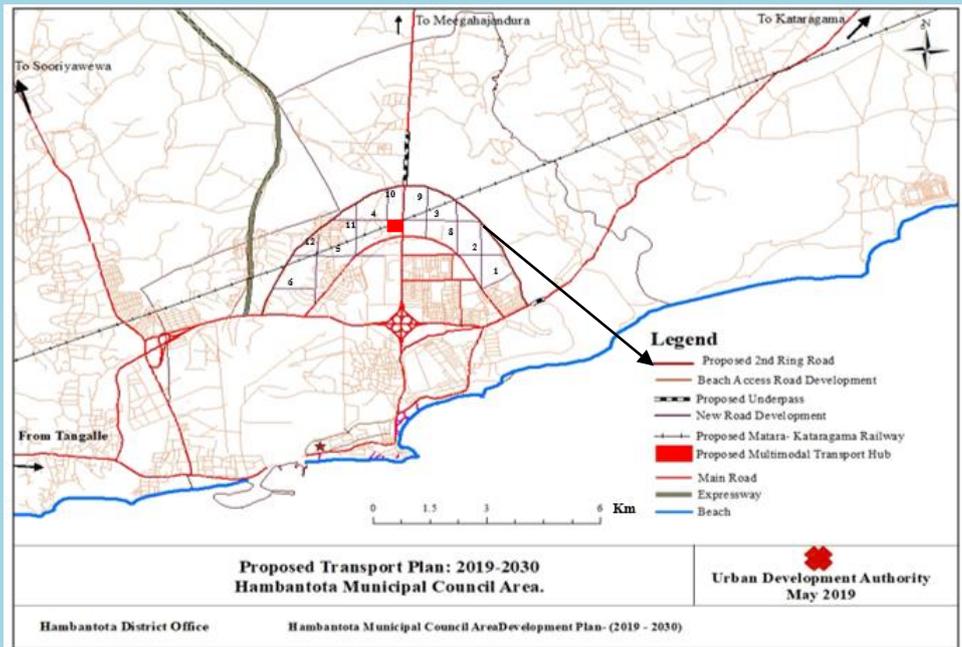
### Project Identification

Project Title	Second Circular Road Development
Project	Second Circular Road Development
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Kaliyapura, Koholankala	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Government Lands	Government Lands	Government Lands
Access	Hambantota - Tissa main road			

### Location Map



### Adjoining land use

Lands currently identified for the proposed roads and other adjoining lands remain bare land with thorns.

## Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	-	Economic		✓	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>• Providing easy access to all lands</li> <li>• Establish an easy traffic mode.</li> <li>• By-Road Development</li> <li>• Providing optimum use of land</li> </ul>
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Rational of project	The project aims to create an easy traffic pattern for the expected residential population of 1.5 million and the expected commuter population by 2030. Since there is no main access road to the land that lies within 1.5km from the first roundabout to the highway entrance, it is an essential project for future development in this vacant land.
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## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Mahaweli Development Authority of Sri Lanka					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)	√	Long term (3 < year)	√	Total Estimated Cost
Financing Method							
Description of the Project	The second roundabout will be developed as a four lane road from Matara - Kataragama main road to Hambantota - Meegahajadura road and from there until the Matara - Kataragama road.						
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
		Availabil ity				Level of consumption	
	Solid waste Management system	Yes	No		If it is No give suitable SWM proposal		
√							
Zone	City center commercial zone		Zoning compatibility	Yes	√	No	

**Project Budget Estimate**

Activity	Expenditure (Rs millions)	
Construction of Circular Road		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>Road development Authority</li> <li>Urban Development Authority</li> <li>Divisional Secretariat - Hambantota</li> <li>Department of Survey</li> <li>Department of Valuation</li> </ul>	<ul style="list-style-type: none"> <li>Road development Authority</li> <li>Department of Valuation</li> <li>Divisional Secretariat - Hambantota</li> </ul>
Regulations and Guidelines	Regulations	Guidelines

## Multimodal Transport Center Development Project

### Project Identification

Project Title	Project Identification
Project	Project Identification
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambanthota
	GN - Division	Siribopura	Local Government	Hambanthota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Government Lands	Government Lands	Government Lands
Access	Hambantota - Meegajadura main road			
Location Map				
Adjoining land use	<p>The proposed site, currently located in the city center, is adjacent to the Meegahajandura main road in Hambantota. It currently stands as empty land with thorns. According to the proposed zoning plan, the city center will be located within the commercial zone.</p>			

**Project Justification**

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	✓	Economic		✓	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>• Providing a high quality transport service.</li> <li>• Connecting all the modes of transport in one place.</li> <li>• Facilitate the goods transportation for industries, ports and airports.</li> <li>• To facilitate commercial activities.</li> <li>• Development of open areas</li> </ul>
Rational of project	<p>Establishment of a Multimodel Transportation Center is a major project identified in the development plan. The Southern Expressway, the proposed Matara-Kataragama Road Extension Project, the Mattala airport connecting roads and all other major roads will be linked to the developing Multiple Transportation Center.</p> <p>Creating an efficient transport system for the residential and daily commuter population of the area is an important project to provide efficient service in the transport of goods to the industrial zones and the port and airports.</p>

**Project Description**

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Urban Development Authority					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)		Long term (3 < year)	√	Total Estimated Cost
Financing Method	Treasury Funded						
Description of the Project	Multimodel Transportation Center Development Project The project includes the main building, restaurants, bus stand, railway station, flats, landscaped lanes and internal roads.						
							
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
	Availability			Level of consumption			
Solid waste Management system	Yes	No	If it is No give suitable SWM proposal				
	√						
Zone	City center commercial zone		Zoning compatibility	Yes	√	No	

<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Construction of Multimodel Transport Center		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Road development Authority</li> <li>• Urban Development Authority</li> <li>• Divisional Secretariat - Hambantota</li> <li>• Department of Survey</li> <li>• Department of Valuation</li> </ul>	<ul style="list-style-type: none"> <li>• Road development Authority</li> <li>• Department of Valuation</li> <li>• Divisional Secretariat - Hambantota</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and building regulations of UDA Hambantota Municipal Council area Development Plan.	All Regulations of the City Central Commercial Zone <ul style="list-style-type: none"> <li>• Recommendation of the Road Development Authority</li> <li>• Recommendation of the CEA</li> </ul>

## Development of New Roads

### Project Identification

Project Title	Development of new roads
Project	Development of new roads
Project Proposal	

### Project Location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Kaliyapura, Koholankala	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Government Lands	Government Lands	Government Lands
Access	Hambantota - Tissa main road			

Location Map	
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Adjoining land use	Lands currently identified for the proposed roads and other adjoining lands remain bare land with thorns.
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## Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment		Economic		✓	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>• Providing easy access to all lands</li> <li>• Establish an easy traffic mode.</li> <li>• By-Road Development</li> <li>• Providing optimum use of land</li> </ul>
Rational of project	These new roads are essential to ensure easy access to and use of all land in the city's central commercial zone for use in the empty land between the first roundabout and the second roundabout.

## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Urban Development Authority					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project Description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)		Long term (3 < year)	√	Total Estimated Cost
	Financing Method						
Description of the Project	No	Road Name	Proposed Length (km)	Proposed width (m)			
	01	New Road 01	01	12			
	02	New Road 02	1.2	12			
	03	New Road 03	1.8	12			
	04	New Road 04	1.7	12			
	05	New Road 05	2.2	12			
	06	New Road 06	2.8	12			
	07	New Road 07	01	12			
	08	New Road 08	1.5	12			
	09	New Road 09	1.5	12			
	10	New Road 10	1.4	12			
	11	New Road 11	1.5	12			
	12	New Road 12	02	12			
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
		Availabil ity			Level of consumption		
	Solid waste Management system	Yes	No	If it is No give suitable SWM proposal			
✓							
Zone	City center commercial zone		Zoning compatibility	Yes	✓	No	

Project Budget Estimate		
Activity	Expenditure (Rs millions)	
Construction of New Roads		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Road development Authority</li> <li>• Urban Development Authority</li> <li>• Divisional Secretariat - Hambantota</li> <li>• Department of Survey</li> <li>• Department of Valuation</li> </ul>	<ul style="list-style-type: none"> <li>• Road development Authority</li> <li>• Department of Valuation</li> <li>• Divisional Secretariat - Hambantota</li> </ul>
Regulations and Guidelines	Regulations	Guidelines

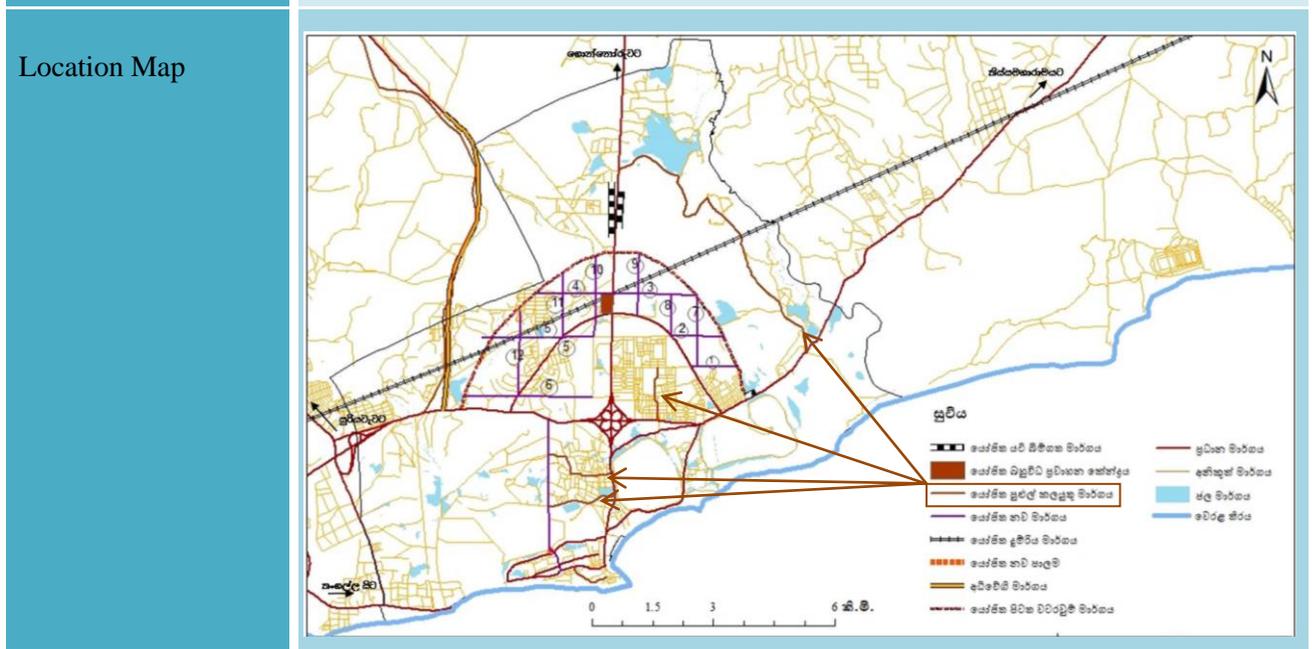
## Development of Existing Roads

### Project Identification

Project Title	Development of existing roads
Project	Development of existing roads
Project Proposal	

### Project Location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Koholankala, Samodagama, Hambantota West	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
Access				



Adjoining land use: Currently these roads are located in residential zones.

## Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment		Economic		✓	Social	✓
Project Objective	<ul style="list-style-type: none"> <li>• Providing easy access to all lands</li> <li>• Establish an easy traffic mode.</li> <li>• Development of existing roads.</li> </ul>						
Rational of project	It is anticipated that the existing roads of Udamalala Road, Samodagama Road, Sippikulama Road, Suchi School Mawatha and Arabokka Road will be widened to a length of 15 and 10 meters. Currently there are narrow roads in the city center.						

## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Urban Development Authority					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project Description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)		Long term (3 < year)	√	Total Estimated Cost
Financing Method							
Description of the Project	No	Road Name		Proposed Length (km)		Proposed width (m)	
	01	Udamalala Road		7.5		15	
	02	Samodagama Road		1.7		10	
	03	Sippikulama Road		1.5		10	
	04	Suchi School Road		1.2		10	
	05	Araboka Road		5.		10	
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
	Availability			Level of consumption			
	Solid waste Management system	Yes	No		If it is No give suitable SWM proposal		
√							
Zone	City center commercial zone		Zoning compatibility	Yes	√		No

**Project Budget Estimate**

Activity	Expenditure (Rs millions)	
Development of existing roads		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>Road development Authority</li> <li>Urban Development Authority</li> <li>Divisional Secretariat - Hambantota</li> <li>Department of Survey</li> <li>Department of Valuation</li> </ul>	<ul style="list-style-type: none"> <li>Road development Authority</li> <li>Divisional Secretariat - Hambantota</li> </ul>
Regulations and Guidelines	Regulations	Guidelines

## Underground Road Development

### Project Identification

Project Title	Underground road development
Project	Underground road development
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambanthota
	GN - Division	Siribopura	Local Government	Hambanthota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Government Lands	Government Lands	Government Lands
Access	Hambantota - Meegahajadura road			
Location Map				
Adjoining land use	<p>This location has been identified as a place which elephant pass are located where 100m away from the point that second circular road meets Hambanthota -Tissa road and 150m away from the point that proposed second circular road meets Hambantota - Meegahajadura main road. At present these places are empty land with thorny bushes.</p>			

## Project Justification

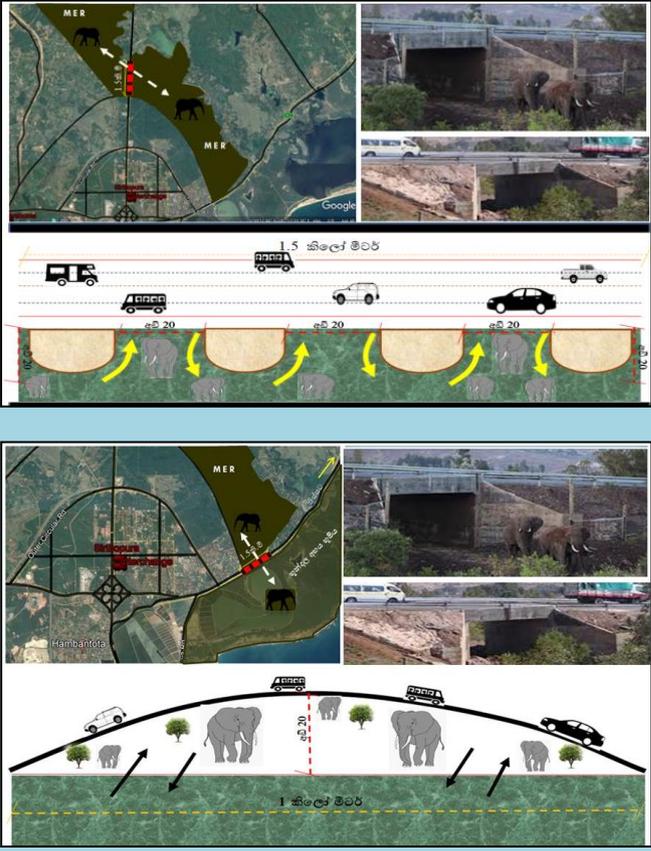
Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	✓	Economic		✓	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>Wild elephants are able to travel without any hindrance through natural elephant corridors.</li> <li>Reduce the human-elephant conflict</li> </ul>
Rational of project	<p>Once after the development of the Hambantota town, Hambanthota town was moved to the Siribopura and that has blocked the natural elephant circulation paths and elephant corridors. The project aims to open up the natural trails (elephant corridors) in the wild elephant management zone that circulates around 400 wild elephants. Two sites identified for this purpose are located near the Koholankalawa lane on the Matara - Kataragama main road and about 100 meters from the proposed second circular road on the Hambantota - Meegahajandura road.</p>

## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Department of Wildlife Conservation					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project Description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)		Long term (3 < year)	✓	Total Estimated Cost
Financing Method							
Description of the Project	 <p>The images illustrate the project's goal: to create a path for wild elephants to move below the level of the existing road for free movement of the wild elephants and not disrupt normal traffic. The top row shows a map of the area with a red dashed line indicating the proposed path, a cross-section of a road with an underpass, and a photo of elephants. The middle row shows a cross-section of a road with an underpass and a photo of elephants. The bottom row shows a cross-section of a road with an underpass and a photo of elephants.</p>					<p>It aims to create a path for wild elephants to move below the level of the existing road for free movement of the wild elephants and not disrupt normal traffic.</p>	
Infrastructure Availability	Water	Required Quantity	Electricity	Required Quantity			
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
		Availability			Level of consumption		
	Solid waste Management system	Yes	No		If it is No give suitable SWM proposal		
		✓					
Zone	City center commercial zone Wild Elephant Management Zone	Zoning compatibility	Yes	✓	No		

<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Construction of Underground road development		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Road development Authority</li> <li>• Urban Development Authority</li> <li>• Divisional Secretariat - Hambantota</li> <li>• Department of Wild Life Conservation</li> </ul>	<ul style="list-style-type: none"> <li>• Road development Authority</li> <li>• Department of Valuation</li> <li>• Divisional Secretariat – Hambantota</li> <li>• Forest Department</li> </ul>
Regulations and Guidelines	Regulations	Guidelines

## Bank Zone Development Project - Infrastructure Development

### Project Identification

Project Title	Bank Zone Development Project
Project	Infrastructure Development
Project Proposal	

### Project Location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Siribopura	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Government Lands	Government Lands	Government Lands
Access	Proposed internal road for Hambantota - Meegahajandura main road and banking zone			

### Location Map



Adjoining land use	The proposed project is located in the City center commercial zone, and the land in front of the administrative complex has been identified for the project. The residential area is adjacent to the project and the proposed land is located by facing to the Hambantota - Meegahajadura main road
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### Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	✓	Economic		✓	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>The main objective of the development plan by 2030 is to provide key infrastructure for the financial services.</li> <li>Facilitate access to all financial facilities in one place.</li> <li>Facilitate all local and foreign financial transactions.</li> </ul>
Rational of project	Implementation of international ports, industries, City center commercial zone and airports, local and foreign banking is vibrant for the region. This project will provide the necessary infrastructure to set up state banks and commercial banks in one place.

### Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Urban Development Authority					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
	/1968 A	Mr.P.M.Suni;		2014.05.06	A	R P
					22	

**Project Description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)		Long term (3 < year)	√	Total Estimated Cost
							476.3 Million
Financing Method	Urban Development Authority						
Description of the Project	<p>A 22 acre plot of land has been earmarked for the project. The land proposed to be set up by the respective state and commercial banks will be leased by the respective banks and the banks should build the bank buildings on the land.</p> <p>Lands identified for this project will be provided with basic infrastructure facilities such as access roads and other amenities, water and electricity and the development of land will be provided to each bank.</p>						
							
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
	Availability			Level of consumption			
Solid waste Management system	Yes	No		If it is No give suitable SWM proposal			
	√						
Zone	City center commercial zone		Zoning compatibility	Yes	√	No	

<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Infrastructure Development - Proposed banking zone		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>Road development Authority</li> <li>Urban Development Authority</li> </ul>	<ul style="list-style-type: none"> <li>Road development Authority</li> <li>Urban Development Authority</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and Building Regulations of the UDA	Regulations and Regulations relating to the City Center Commercial Zone of the Hambantota Municipal Council Development Plan and all general regulations

*Proposed Bank Zone Development Project Configuration Plan*



RESERVED LAND LOT			
ITEM NO	LOT NO	PROPOSED BANK	AREA EXTENT(Acres)
1	4	NSB Bank	1.2
2	9	DFCC Bank	0.41
3	10	Peoples Bank	1.29
4	12	Commercial Bank	0.39 Allocated land
5	15	HNB	0.5 Allocated Land
6	16	Lanka Puthra Bank	0.5
7	19	Seylan Bank	0.35
8	20	Bank Of Ceylon	1.29 Allocated Land
9	21	Sampath Bank	0.35
10	23	Sanasa Development Bank	0.37
11	24	Ruhunu Development Bank	0.37
12	25	Nations Trust Bank	0.37 Allocated Land

The smaller diagram on the right shows the same site plan as above, but with the 12 reserved land lots highlighted in different colors: 1 (yellow), 2 (orange), 3 (green), 4 (red), 5 (pink), 6 (light green), 7 (light blue), 8 (red), 9 (light green), 10 (light blue), 11 (light green), and 12 (red). This visualizes the specific locations of the reserved land within the overall development plan.

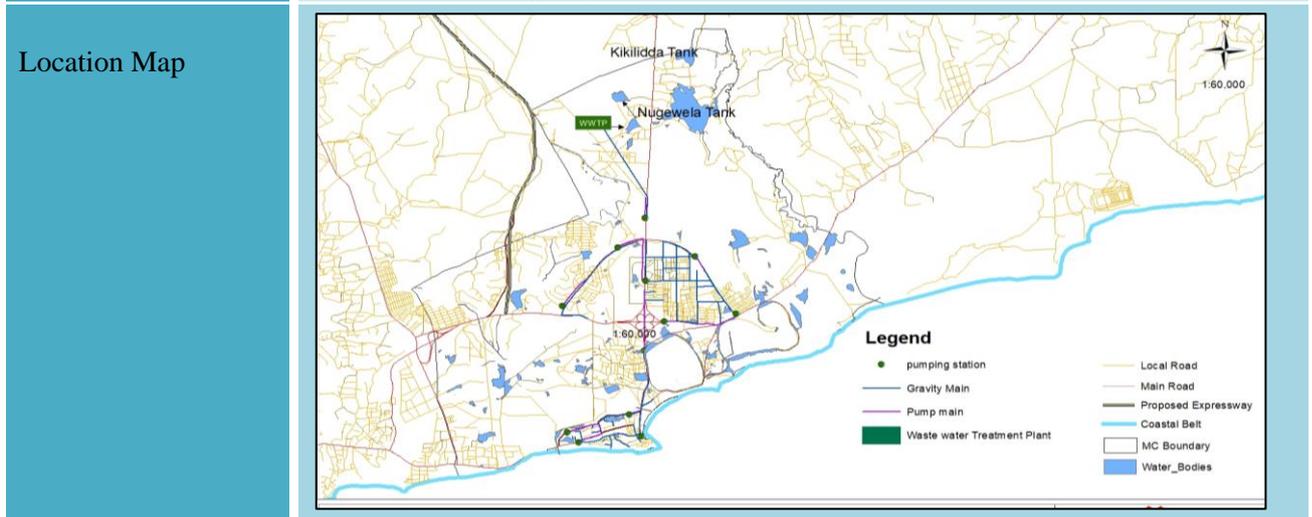
# Sewerage Ponding System Project

## Project Identification

Project Title	Sewerage Ponding System Project
Project	Development of Sewerage Ponding System Project
Project Proposal	

## Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Kaliyapura	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Government Lands	Government Lands	Government Lands
Access	Hambantota - Meegahajadura main road			



Adjoining land use

Two abandoned tanks have been identified for the project. The proposed zoning plan is located in the Elephant Management Zone.

## Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	-	Economic		✓	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>• Successful Solid Waste Disposal Plan to suit the expected development.</li> <li>• Minimizing damage to groundwater.</li> <li>• Supply of water for agriculture by releasing refined water to two major tanks....</li> </ul>
Rational of project	<p>Solid waste and sewerage planning is essential for the area in relation to the development expected by 2030. This project is needed for a population of 1.5 million and a daily commuter population by the year 2030. At present, the government is paying special attention to make Hambantota a port based industrial development area and this project is essential to mobilize the population.</p>

## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Department of Wild Life Conservation					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project Description**

Project Period	Short term (1> year)		Mid Term (1-3 year)		Long term (3< year)	√	Total Estimated Cost
Financing Method							
Description of the Project	Reconstruction of Building Complex (03 Floors), Watch Room, Transformer (Electric Substation), Canteen, Internal Roads, Landscaping, Ponds and Two Tanks.						
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
	Availability			Level of consumption			
Solid waste Management system	Yes	No	If it is No give suitable SWM proposal				
	√						
Zone	City center commercial zone Elephant Management Zone		Zoning compatibility	Yes	√	No	

<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Construction of sewerage pond systems		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• National Water Supply and Drainage Board</li> <li>• Hambantota Municipal Council</li> <li>• Urban Development Authority</li> </ul>	<ul style="list-style-type: none"> <li>• National Water Supply and Drainage Board</li> <li>• Hambantota Municipal Council</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Urban Development Authority Planning & Building Regulations	Regulations relating to the Elephant Management Zone of the Hambantota Municipal Council Development Plan and all general regulations

## Administrative Complex Stage II

### Project Identification

Project Title	Administrative Complex Stage II
Project	Administrative Complex Stage II Development
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambanthota
	GN - Division	Siribopura	Local Government	Hambanthota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Government Lands	Government Lands	Administrative Complex Stage I
Access	Hambantota - Meegajadura main road			
Location Map	 <p style="text-align: center;"><b>Admonitive Complex - Stage II</b></p>			
Adjoining land use	Currently the Ayurvedic Hospital and Government Quarters are located in the Phase I of the Administrative Complex in Hambantota,. The proposed land has been earmarked for Phase II of the Administrative Complex currently empty land.			

## Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	-	Economic			Social	✓

Project Objective	<ul style="list-style-type: none"> <li>Consolidation of other Government Institutions which are not included in the existing Administrative Complex of Hambantota into the Administrative Complex.</li> </ul>
Rational of project	The main objective of the new city development concept in Hambantota is to consolidate all government offices. Accordingly, under Phase I, there are 22 offices that are not integrated into the administrative complex, so it is best to implement Phase II according to the space and yard space.

## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Divisional Secretary, Hambantota					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)		Long term (3 < year)	√	Total Estimated Cost
Financing Method							
Description of the Project	The project is expected to provide facilities to approximately 22 government agencies, office space, other common amenities, and car parks. Access can be obtained from Hambantota - Meegahajadura main road. The amount of space required for the proposed building will be determined by the amount of office space required. The proposed land is approximately 5 acres.						
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
		Availabil ity				Level of consumption	
	Solid waste Management system	Yes	No		If it is No give suitable SWM proposal		
√							
Zone	City center commercial zone Wild Elephant Management Zone	Zoning compatibility	Yes	√	No		

<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Construction of Administrative Complex Stage II		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Urban Development Authority</li> <li>• District Secretariat - Hambantota</li> <li>• Divisional Secretariat - Hambantota</li> </ul>	<ul style="list-style-type: none"> <li>• Urban Development Authority</li> <li>• District Secretariat - Hambantota</li> <li>• Divisional Secretariat - Hambantota</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	UDA Planning and Building Regulations	Rules and Regulations relating to the City Center Commercial Zone of the Hambantota Municipal Council Development Plan and all general regulations.

## Elephant Management Zone Development Project.

### Project Identification

Project Title	Elephant Management Zone Development Project.
Project	Construction of Live fence.
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Gonnoruwa , Koholankala	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Government Lands	Government Lands	Government Lands
Access	Hambantota - Tissa main road			
Location Map				
Adjoining land use	At present, the land reserved for the Elephant Management Zone remains as bare land with thorny bushes. The adjoining land is characterized by agricultural crops and residential activities.			

## Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	✓	Economic		-	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>• Minimization of wild elephant migration</li> <li>• Protection of agricultural crops.</li> <li>• Separate zone for wild elephants</li> </ul>
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Rational of project	<p>After the development of the new city of Hambantota, the land reserved for wild elephants has been reduced and the area has been devoted to residential and other development activities. Human elephant conflicts and crop damages began where lands which are used by the wild Elephants focus is on other development activities. Under the Greater Hambantota Plan, it has been proposed to set up a separate zone for wild Elephants circulation, of which 1,500 hectares belong to the Municipal Council area. The construction of a Live fence with growing Lemon, Boganwila &amp; Hana trees in Zig – Zag method around the site to minimize separation from the rest of the zone can minimize conflicts.</p>
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## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Mahaweli Development Authority of Sri Lanka					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)	√	Long term (3 < year)		Total Estimated Cost
Financing Method	Department of Wildlife Conservation						
Description of the Project	Growing Lemeon, Boganwila & Hana trees around the MER.						
							
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
	Availability			Level of consumption			
Solid waste Management system	Yes	No	If it is No give suitable SWM proposal				
	√						
Zone	Wild Elephant Mngament Zone	Zoning compatibility	Yes	√	No		

<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Construction of electric fence.		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Department of Wildlife Conservation</li> <li>• District Secretariat - Hambantota</li> <li>• Divisional Secretariat - Hambantota</li> </ul>	<ul style="list-style-type: none"> <li>• Department of Wildlife Conservation</li> <li>• District Secretariat - Hambantota</li> <li>• Divisional Secretariat - Hambantota</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and Building Regulations of the UDA	Regulations relating to the Elephant Management Zone of the Hambantota Municipal Council Development Plan and all general regulations

## Hospital Square Development Project

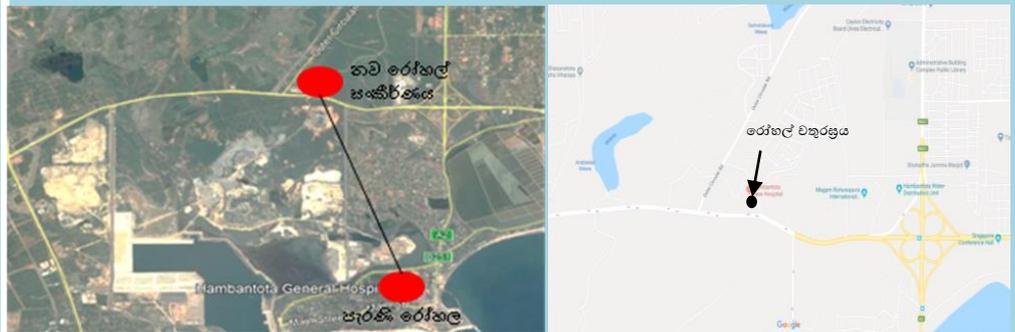
### Project Identification

Project Title	Hospital Square Development Project
Project	Development of infrastructure facilities
Project Proposal	Land development and infrastructure development

### Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Siribopura	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Government Lands	Main road	New hospital complex
Access	Hambantota - Tissa main road			

### Location Map



### Adjoining land use

Hambantota District New Hospital Complex which was newly constructed is located adjacent to this land. The first roundabout is in the west and the Tangalle-Tissamaharama main road in the south, while the other lands which are in the vicinity are bare lands.

## Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	✓	Economic		✓	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>Facilitate private investment opportunities in the health sector.</li> <li>Development of commercial activities</li> </ul>
Rational of project	Hambantota District General Hospital Complex was a major project with the development of new cities in Hambantota. It is proposed to open to the public shortly after the construction has already been completed. Since no commercial activity has been developed in the surrounding area, the project has to be implemented with the immediate opening of the hospital to accommodate the public.

## Project Land Description

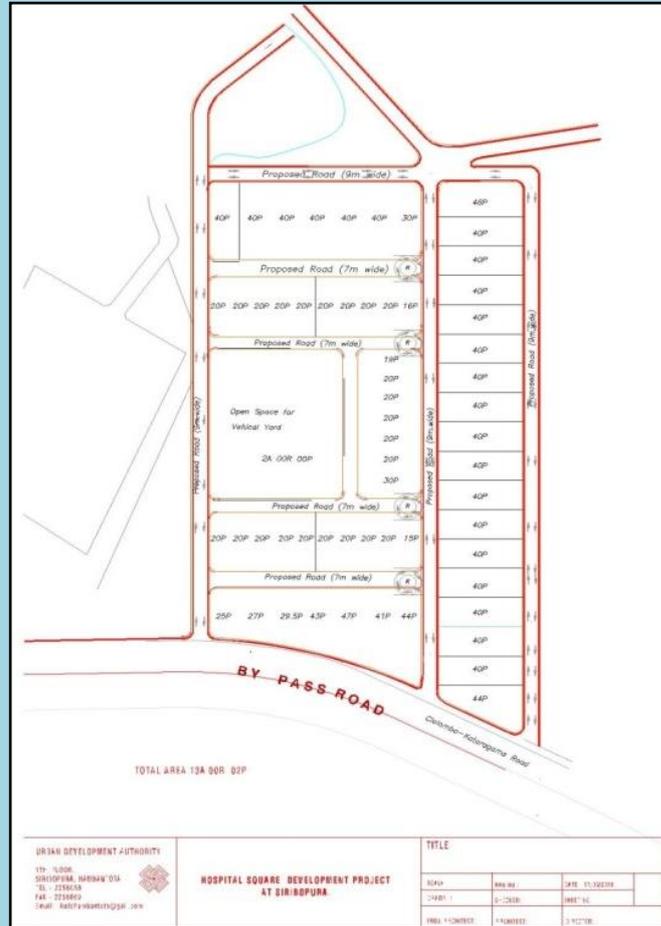
Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Mahaweli Development Authority of Sri Lanka					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)		Long term (3 < year)	✓	Total Estimated Cost
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**Financing Method**

**Description of the Project**



A 13 acre site has been identified as the first phase of the project. Private hospitals, pharmacies, grocery, private laboratories and private wellness institutions are expected to make room for this project. Lands are released to the private sector on a long-term lease basis.

Internal road development, electricity supply, water supply and land development are the main areas.



Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity	
		Drinking Purpose				
		For the bathrooms				
		For restaurants				
		For cultivation				
		Availabil ity			Level of consumption	
	Solid waste Management system	Yes	No	If it is No give suitable SWM proposal		
✓						
Zone	City center commercial zone		Zoning compatibility	Yes	✓	No

Project Budget Estimate		
Activity	Expenditure (Rs millions)	
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>Road development Authority</li> <li>Urban Development Authority</li> <li>Divisional Secretariat - Hambantota</li> <li>Department of Survey</li> <li>Mahaweli Authority of Sri Lanka</li> </ul>	<ul style="list-style-type: none"> <li>Road development Authority</li> <li>Urban Development Authority</li> <li>Divisional Secretariat - Hambantota</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and Building Regulations of the UDA	Rules and Regulations relating to the City Center Commercial Zone of the Hambantota Municipal Council Development Plan and all general regulations

## Relocation of Nursing College

### Project Identification

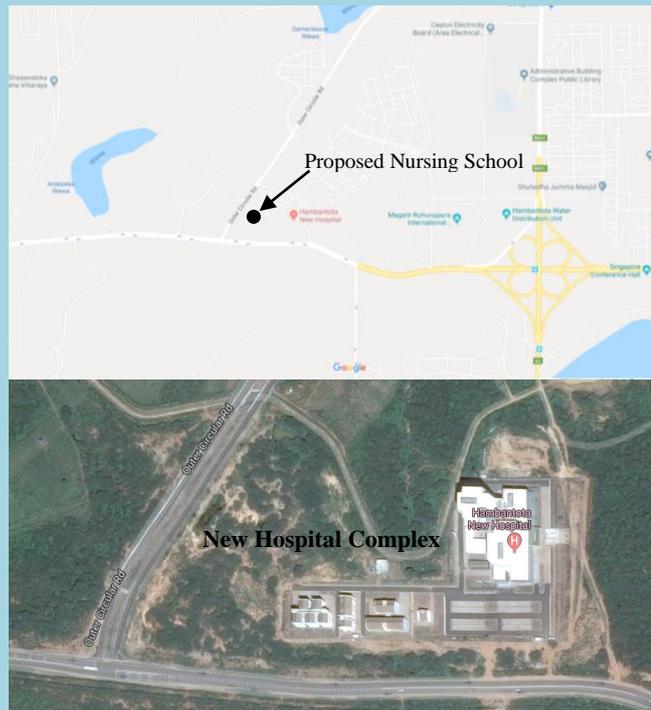
Project Title	Relocation of Nursing College
Project	Relocation of Nursing College
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Kaliyapura	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Hambantota - Meegahajadura main road	Government Lands	Government Lands

### Access

### Location Map



### Adjoining land use

The new hospital complex has been built on a portion of the proposed land. It is proposed to allocate 25 acres of land from the hospital complex land for the Nursing College.

## Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	-	Economic			Social	✓
Project Objective	<ul style="list-style-type: none"> <li>Establishment of the Old Nursing College with modern facilities adjoining the new hospital complex.</li> </ul>						
Rational of project	<p>The proposed natural gas power plant will be moved to 75 acres of land, which is the existing nursing school premises. The land belonging to the existing Nursing College belongs to the Irrigation Department and the existing buildings are more than 50 years old. It is best to relocate the Nursing College to a new location as residential facilities are also inadequate.</p>						

## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Ministry of Health					
Survey Plan Details	Survey Plan No.	Name of the Surveyor	Date	Land Extent		
		Mr.P.M.Sunil (Licensd Surveyor)	2016.07.23	A	R	P
				25	01	16.93

**Project description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)	√	Long term (3 < year)	√	Total Estimated Cost
Financing Method	Ministry of Health						
Description of the Project	<p>The existing Nursing School has been established in the old town of Hambantota and it is proposed to relocate the Nursing School to a new location as it is proposed to visit the Natural Gas Power Plant. It should provide educational facilities for 400 students and also provide hostels. It is best to relocate near the new hospital complex.</p> 						
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
		Availability			Level of consumption		
Solid waste Management system	Yes	No		If it is No give suitable SWM proposal			
	√						
Zone	City center commercial zone		Zoning compatibility	Yes	√	No	

<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Construction of Circular Road		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Road Development Authority</li> <li>• Urban Development Authority</li> <li>• Divisional Secretariat - Hambantota</li> <li>• Ministry of Health</li> </ul>	<ul style="list-style-type: none"> <li>• Road Development Authority</li> <li>• Urban Development Authority</li> <li>• Divisional Secretariat - Hambantota</li> <li>• Ministry of Health</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and Building Regulations of the UDA	Rules and Regulations relating to the City Center Commercial Zone of the Hambantota Municipal Council Development Plan and all general regulations

## Electricity Substation Development

### Project Identification

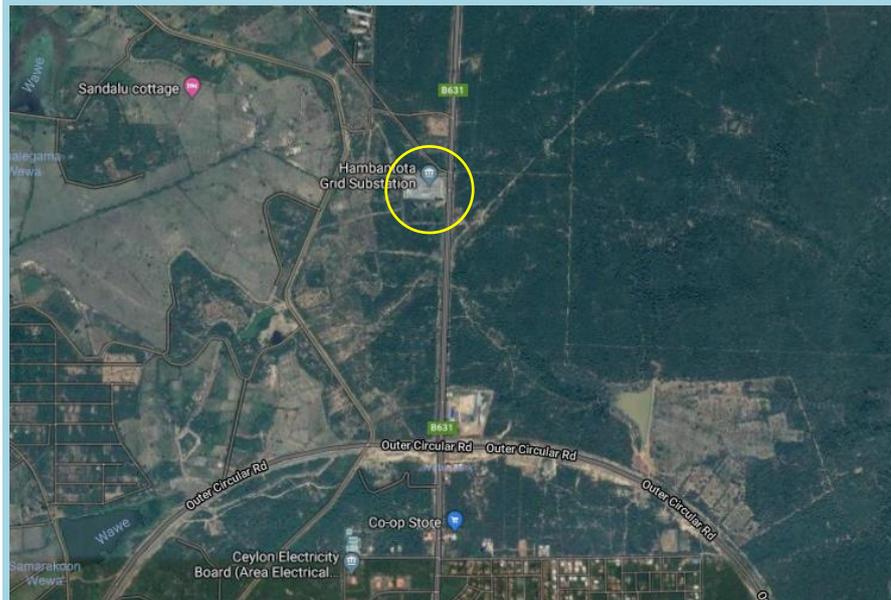
Project Title	Electricity substation development
Project	Electricity substation development
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambanthota
	GN - Division	Kaliyapura	Local Government	Hambanthota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Hambantota - Meegahajadura main road	Government Lands	Government Lands

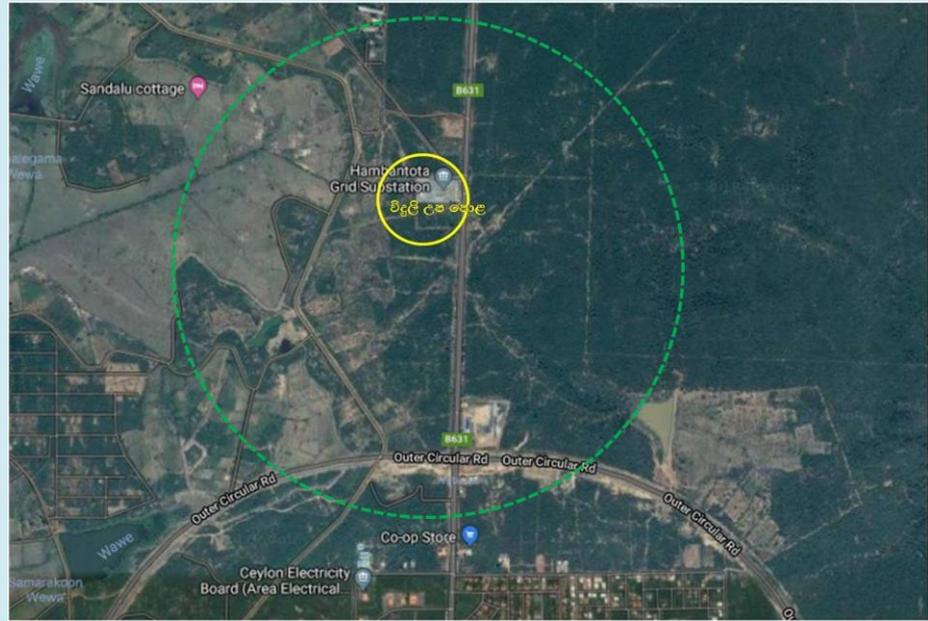
#### Access

#### Location Map



Adjoining land use

The state currently owns the land and these are consists of thorny bushes.



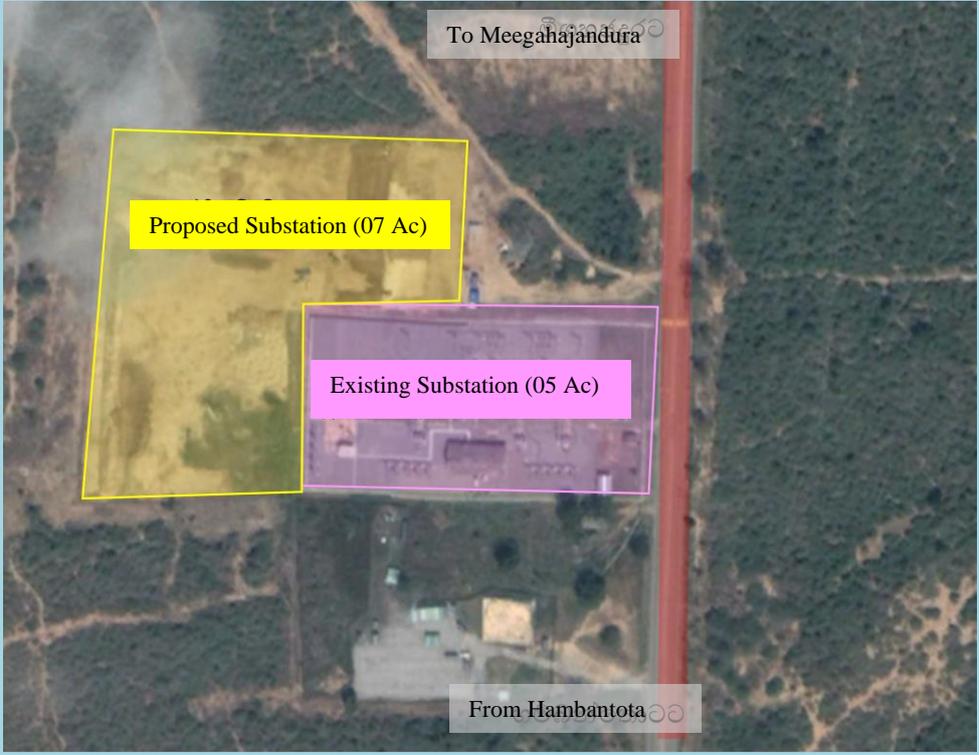
### Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	-	Economic		✓	Social	✓
Project Objective	<ul style="list-style-type: none"> <li>• Supply of Electricity to Hambantota Industrial Zone</li> <li>• Increasing the Electricity Level of the Southern Province of Sri Lanka</li> <li>• Add additional power to the national grid.</li> </ul>						
Rational of project	<p>There is a need to expand the existing power substation as the existing power substation is not sufficient to collect power generated by the proposed natural gas power plant and the Polpitiya-Hambantota 220kv Transmission System.</p>						

## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Mahaweli Development Authority of Sri Lanka					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
		A	R	P		
	3529	Mr.P.M.Sunil		2013.09.13	9	2 18.5 5

## Project description

Project Period	Short term (1> year)		Mid Term (1-3 year)	✓	Long term (3< year)		Total Estimated Cost
Financing Method	Ceylon Electricity Board						
Description of the Project	<p>The existing electricity substation consists of seven acres and with the implementation of the proposed national level projects it is envisaged to expand the electricity substation to 12 acres.</p> 						

Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity	
		Drinking Purpose				
		For the bathrooms				
		For restaurants				
		For cultivation				
		Availabil ity			Level of consumption	
	Solid waste Management system	Yes	No	If it is No give suitable SWM proposal		
✓						
Zone	City center commercial zone		Zoning compatibility	Yes	✓	No

**Project Budget Estimate**

Activity	Expenditure (Rs millions)	
Electricity substation development		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>Ceylon Electricity Board</li> </ul>	<ul style="list-style-type: none"> <li>Ceylon Electricity Board</li> </ul>
Regulations and Guidelines	Regulations	Guidelines

## Old Kachcheri mountain development project

### Project Identification

Project Title	Old Kachcheri mountain development project
Project	Infrastructure facilities and land development
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Hambantota	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Sea	Roads	Sea	Sea/Roads
Access	Kachcherikanda Road			
Location Map				
Adjoining land use	It is located adjacent to the town of Hambantota in the old Kachcheri Kanda area. Fisheries Harbor, Commercial Buildings, Hambantota Bus Stand, Government Offices and Hambantota District General Hospital. Other areas are residential areas.			

## Project Justification

Type of project	New	-	Improvement	✓	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	✓	-	✓	✓	-	-	✓
Project Aspect	Environment	✓	Economic		✓	Social	✓

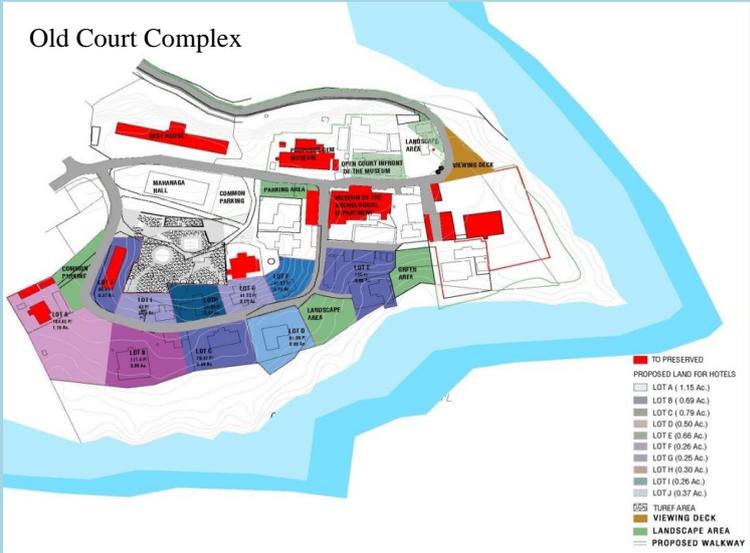
Project Objective	<ul style="list-style-type: none"> <li>• Conservation of Cultural Heritage sites to achieve the goal of creating an Eco Tourism Zone in Hambantota by 2030.</li> <li>• Creating a tourist attraction for ecotourism.</li> <li>• Conservation of archaeological value sites.</li> <li>• Disposal of lands available to the hotel industry in a systematic manner.</li> </ul>
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Rational of project	<p>One of the three identified projects is the creation of an ecotourism zone and conservation and management of cultural archaeological and religious sites in order to achieve the vision of Hambantota Development Plan's vision of "Blooming Gateway of South Asia". Tower Hill Development Project, The project will enhance the ancient heritage sites, monuments and roads located in the old town of Hambantota, making it an attractive destination for both local and foreign tourists.</p>
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## Project Land Description

Present Land Ownership	Private		State	✓	Other	-	
Constraint	Yes	-	No	✓	If it is No explain the Reason	-	
Details of the Ownership	Divisional Secretary, Hambantota.						
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent		
	H/HMB/2004/423	Surveyor General, Hambantota		27.11.2004	A	R	P
					16.0	00	00

**Project description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)		Long term (3 < year)	✓	Total Estimated Cost
Financing Method	Urban Development Authority						
Description of the Project	 <p>Old Court Complex</p>					<p>The project has identified the development of walking lanes and new roads, preserving the red-colored buildings on the map and landscaping the green areas. In addition, six acres of land adjacent to the sea will be provided for long term lease for tourist hotels.</p>	
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
Drinking Purpose							
For the bathrooms							
For restaurants							
For cultivation							
Availability		Level of consumption					
Solid waste Management system	Yes	No	If it is No give suitable SWM proposal				
✓							
Zone	Tourism Development zone		Zoning compatibility	Yes	✓	No	
<p>Preconditions of the project</p> <p>Department of Archeology, Urban Development Authority, Department of Museums, Road Development Authority has identified some projects during 2012-2014.</p>							

<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Infrastructure facilities and land development		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Urban Development Authority</li> <li>• Divisional Secretariat - Hambantota</li> <li>• Department of Survey</li> <li>• Department of Valuation</li> <li>• Department of Archeology</li> </ul>	<ul style="list-style-type: none"> <li>• Urban Development Authority</li> <li>• Divisional Secretariat - Hambantota</li> <li>• Department of Survey</li> <li>• Department of Valuation</li> <li>• Department of Archeology</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and Building Regulations of the UDA	All Regulations and Regulations applicable to the Mixed Development Zone of the Hambantota Municipal Council Development Plan

## Coastal Park Development - Phase 03

### Project Identification

Project Title	Coastal Park Development - Phase 03
Project	Development of parking area
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Hambantota East	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Government Lands	Sea	Bobuwatiya Canal	Hambantota - Tissa main road
Access	Hambantota - Tissa main road			
Location Map				
Adjoining land use	At present, several temporary stalls have been erected in the portion of the proposed land, while the rest are empty lands with thorny bushes. This land is situated close to the Hambantota - Tissa main road and the Hambantota - Meegahajadura main road.			

## Project Justification

Type of project	New	-	Improvement	-	Extension	✓	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	-	Economic		✓	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>Setting up a formal parking area within the city of Hambantota</li> </ul>
Rational of project	After the the implementation of Phase 1 and 2 of the Hambantota Beach Park Project, the existing parking area along the coast was used for the Coastal Park Project. Therefore, it is necessary to develop a proper place to park additional buses and other vehicles.

## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Urban Development Authority of Sri Lanka					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
		A	R	P		
	H/HMB/2007/313	Mr. U.H.Premasir (Government Surveyor)		May 2007		

**Project description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)	✓	Long term (3 < year)		Total Estimated Cost
Financing Method	Urban Development Authority						
Description of the Project	Development of parking areas, construction of pavements.						
							
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
	Availability		Level of consumption				
Solid waste Management system	Yes	No		If it is No give suitable SWM proposal			
	✓						
Zone	Tourism Development Zone		Zoning compatibility	Yes	✓	No	

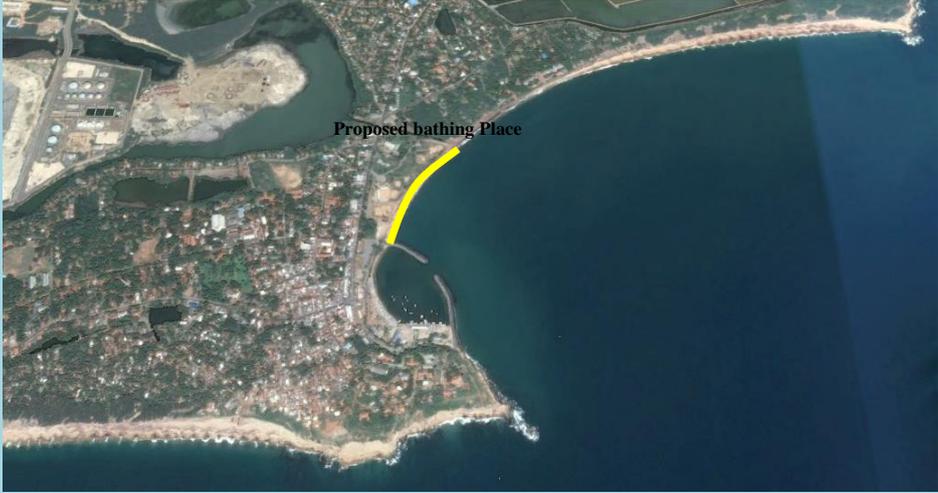
Project Budget Estimate		
Activity	Expenditure (Rs millions)	
Development of parking area		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Urban Development Authority</li> <li>• Hambantota Municipal Council</li> </ul>	<ul style="list-style-type: none"> <li>• Urban Development Authority</li> <li>• Hambantota Municipal Council</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and Building Regulations of the UDA	The regulations and all general regulations pertaining to the tourism development zone of the Hambantota Municipal Council Development Plan

## Fisheries Harbor Development Project - Bathing Place Development

### Project Identification

Project Title	Fisheries Harbor Development Project
Project	Bathing Place Development
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Hambantota East	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Bobuwatiya Canal	Sea	Fisheries Harbor	Beach Garden Stage 2
Access				
Location Map				
Adjoining land use	The second phase of the beach garden has been completed.			

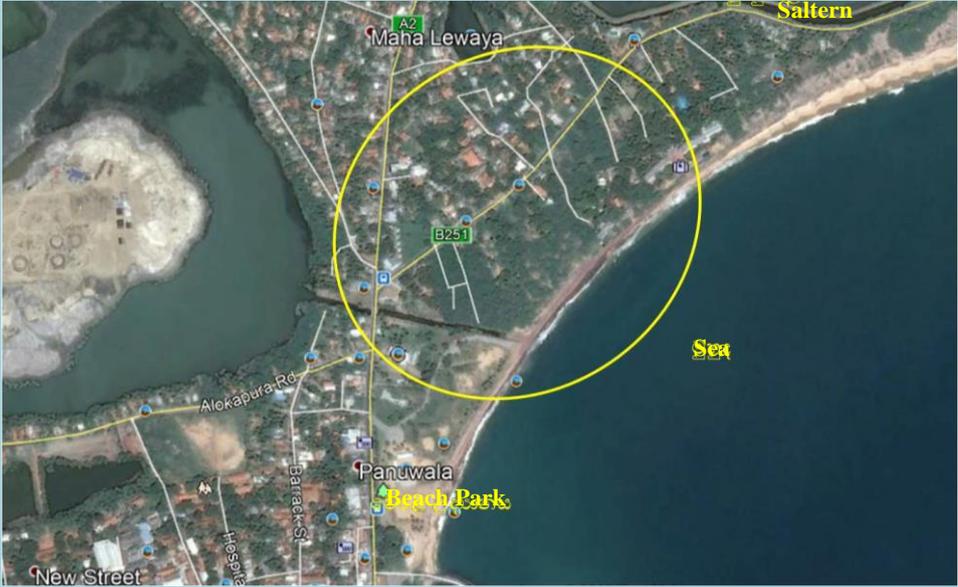
### Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	-	Economic		✓	Social	✓
Project Objective	<ul style="list-style-type: none"> <li>Providing bathing facilities for local and foreign tourists in the coastal zone around Hambantota</li> </ul>						
Rational of project	It is advisable to build a safe harbor with a safe bathing places for the tourists since there are very few safe places in the Hambantota coast.						

### Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Urban Development Authority of Sri Lanka					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)	√	Long term (3 < year)		Total Estimated Cost
Financing Method	Hambantota Municipal Council						
Description of the Project	 <p>The beach park is adjacent to the old town of Hambantota and the proposed site is adjacent to the beach park.</p>						
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
		Availabil ity			Level of consumption		
Solid waste Management system	Yes	No		If it is No give suitable SWM proposal			
	√						
Zone	Tourism Development Zone		Zoning compatibility	Yes	√	No	

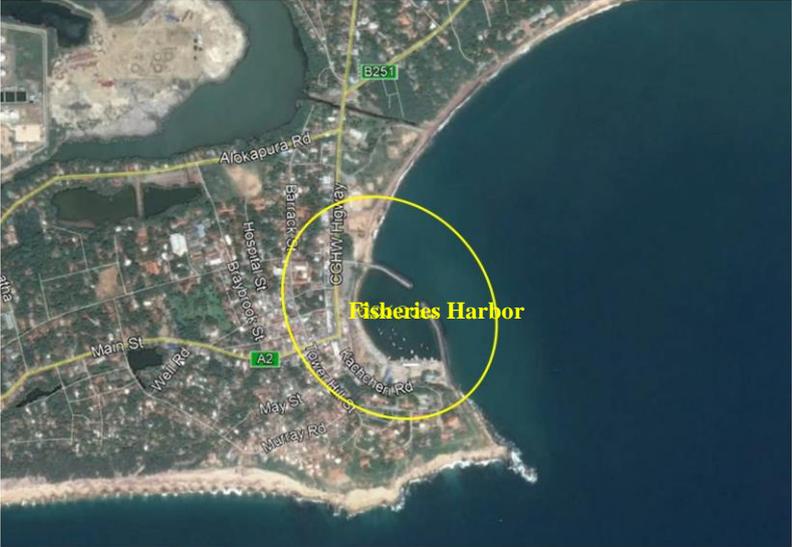
<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Bathing Place Development		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Ministry of Fisheries</li> <li>• Coast Conservation Department</li> <li>• Divisional Secretariat - Hambantota</li> <li>• Hambantota Municipal Council</li> </ul>	<ul style="list-style-type: none"> <li>• Ministry of Fisheries</li> <li>• Coast Conservation Department</li> <li>• Divisional Secretariat - Hambantota</li> <li>• Hambantota Municipal Council</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and Building Regulations of the UDA	The regulations and all general regulations pertaining to the tourism development zone of the Hambantota Municipal Council Development Plan

## Fisheries Harbor Development Project - Jetty Development

### Project Identification

Project Title	Fisheries Harbor Development Project
Project	Jetty Development
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Hambantota East	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Beach Park	Sea	Old Town	Fishery Harbour
Access	Tangalle - Tissa main road			
Location Map				
Adjoining land use	Hambantota Bus Stand, Beach Park, Hambantota - Tissa main road is located next to the fisheries harbor as shown in the location map.			

## Project Justification

Type of project	New	✓	Improvement	-	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	-	-	-	-	✓
Project Aspect	Environment	-	Economic		✓	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>• Providing services to the fishermen of Hambantota town.</li> <li>• Upliftment of fisheries industry which is one of the main economic activities of the area.</li> </ul>
Rational of project	Since the existing jetty in the Hambantota Fisheries Harbor is not sufficient to accommodate the large number of vessels and the large number of vessels cannot be anchored, it is an appropriate project to expand the Fisheries Harbor.

## Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Fisheries Harbor Hambantota					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)	√	Long term (3 < year)		Total Estimated Cost
Financing Method	Hambantota Municipal Council						
Description of the Project	Since the existing jetty in the Hambantota Fisheries Harbor is not sufficient to accommodate the large number of vessels and the large number of vessels cannot be anchored, it is an appropriate project to expand the Fisheries Harbor.						
Infrastructure Availability	Water	Required Quantity		Electricity Power	Required Quantity		
		Drinking Purpose					
		For the bathrooms					
		For restaurants					
		For cultivation					
		Availability			Level of consumption		
	Solid waste Management system	Yes	No	If it is No give suitable SWM proposal			
√							
Zone	Tourism Development Zone		Zoning compatibility	Yes	√	No	

**Project Budget Estimate**

Activity	Expenditure (Rs millions)	
Construction of Circular Road		
<b>Approval agencies</b>		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>Ministry of Fisheries</li> <li>Coast Conservation Department</li> <li>Divisional Secretariat - Hambantota</li> <li>Hambantota Municipal Council</li> </ul>	<ul style="list-style-type: none"> <li>Ministry of Fisheries</li> <li>Coast Conservation Department</li> <li>Divisional Secretariat - Hambantota</li> <li>Hambantota Municipal Council</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and Building Regulations of the UDA	The regulations and all general regulations pertaining to the tourism development zone of the Hambantota Municipal Council Development Plan

## City Center Parks 1

### Project Identification

Project Title	City Center Parks 1
Project	Development of City Center parks
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Kaliyapura	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
	Meegahajadura Exit Road, Kataragama Exit Road	Kataragama Exit Road, Hambantota Exit Road	Hambantota Exit Road towards Tangalle	Tangalle exit road, Meegahajadura exit road
Access	Hambantota - Tissa main road, Meegahajadura - Hambantota main road			
Location Map				
Adjoining land use	Four main roads have been developed and residential zones and International Conference Hall are located in the vicinity.			

## Project Justification

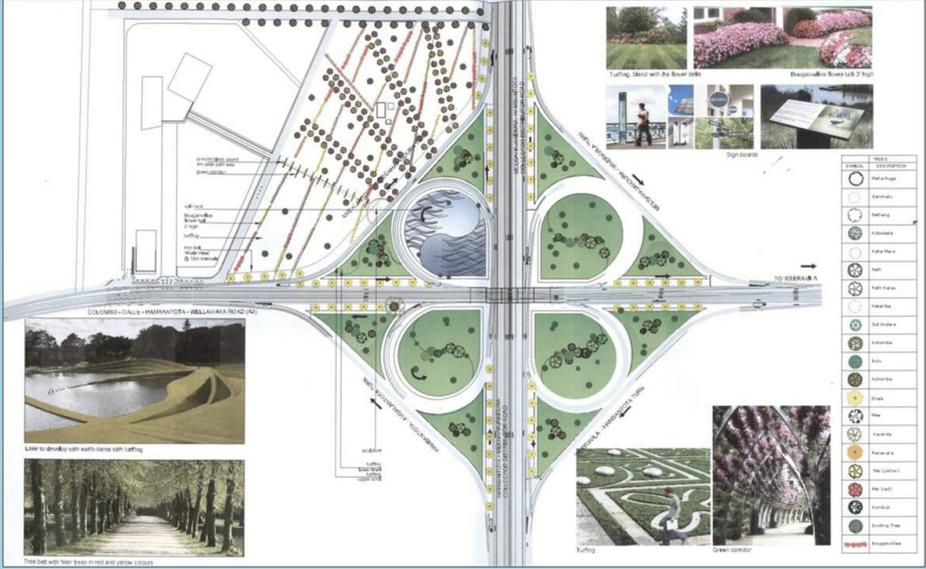
Type of project	New	-	Improvement	✓	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	✓	-	-	-	-
Project Aspect	Environment	✓	Economic	-	-	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>Maintaining the landscape of the main interchange of the new town of Hambantota as a garden.</li> </ul>
Rational of project	Empty land located near the main interchange in the new town of Hambantota will not be used for any other commercial purpose and the proposed zoning plan is intended to be developed as a high density area. It is suitable to develop this site as an open area to preserve a balanced environment.

## Project Land Description

Present Land Ownership	Private	-	State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Road Development Authority					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project Description**

Project Period	Short term (1> year)		Mid Term (1-3 year)	√	Long term (3< year)	Total Estimated Cost
Financing Method						
Description of the Project	<p>This includes developing the lake, landscaping the surrounding areas and planting selected plants. For this purpose, the cultivated plants in the arid zone such as Mahonuga, Gammalu, Kohomba, Ehela, Bulu, Kumbuk, May, Karada, Mee, Pethan, Koboniella, Kahanara, Rathkarawa, Galendara, Helamba, Nelly are selected.</p> 					
Infrastructure Availability	Water	Required Quantity	Electricity Power	Required Quantity		
		Drinking Purpose				
		For the bathrooms				
		For restaurants				
		For cultivation				
		Availability			Level of consumption	
	Solid waste Management system	Yes	No		If it is No give suitable SWM proposal	
		√				
Zone	Tourism Development Zone	Zoning compatibility	Yes	√	No	

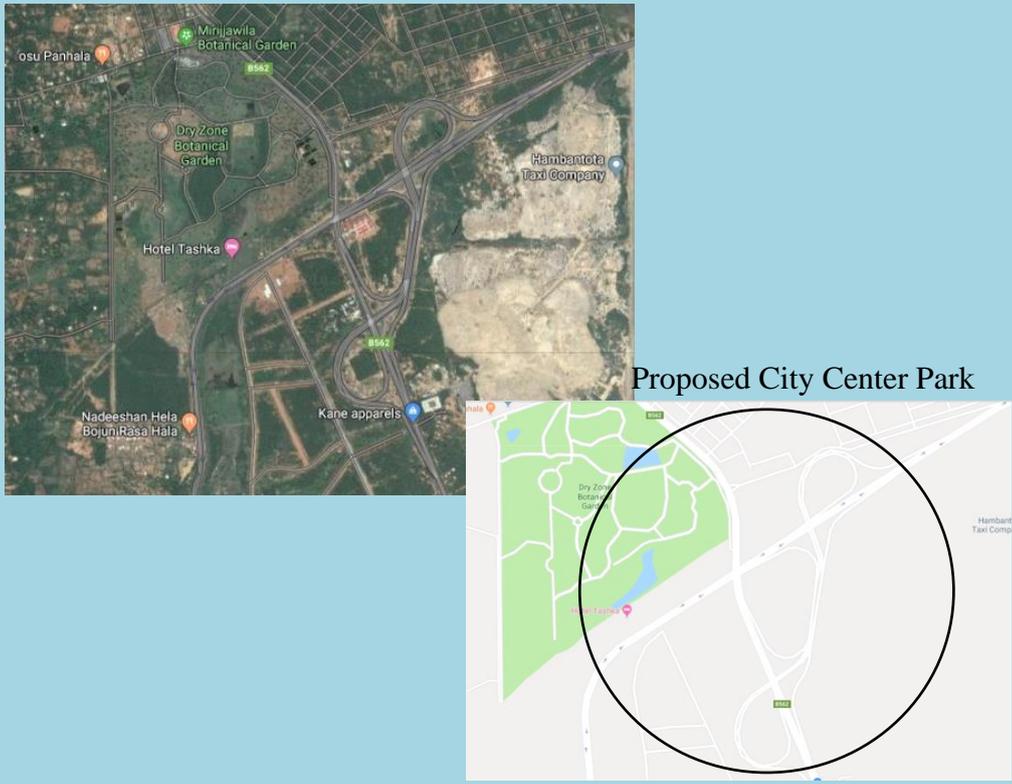
<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Development of City Center Park		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Road development Authority</li> <li>• Divisional Secretariat - Hambantota</li> </ul>	<ul style="list-style-type: none"> <li>• Road development Authority</li> <li>• Divisional Secretariat - Hambantota</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and Building Regulations of the UDA	Regulations relating to the Hambantota Central Municipal Council Development Plan and all general regulations relating to the Central Commercial Zone

## City Center Park 2

### Project Identification

Project Title	City Center Parks 2
Project	Development of City Center parks
Project Proposal	

### Project location

Location	Province	Southern Province	District	Hambantota
	GN - Division	Samodagama	Local Government	Hambantota Municipal Council
Boundaries	North	East	South	West
Access	Hambantota - Sooriyawewa road, Hambantota - Tissa main road			
Location Map				
Adjoining land use	Four major roads have been developed.			

### Project Justification

Type of project	New	-	Improvement	✓	Extension	-	Land Development
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Recreation	Infrastructure Development
	-	-	✓	-	-	-	-
Project Aspect	Environment	✓	Economic	-	-	Social	✓

Project Objective	<ul style="list-style-type: none"> <li>Maintaining the landscape of the main interchange of the new town of Hambantota as a garden.</li> </ul>
Rational of project	Development of empty land adjoining the proposed industrial zone and the interchange between the Ports and Ports Industrial Zone as an urban park.

### Project Land Description

Present Land Ownership	Private		State	✓	Other	-
Constraint	Yes	-	No	✓	If it is No explain the Reason	-
Details of the Ownership	Road Development Authori					
Survey Plan Details	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
					A	R

**Project Description**

Project Period	Short term (1 > year)		Mid Term (1-3 year)	√	Long term (3 < year)	Total Estimated Cost
Financing Method						
Description of the Project	<p>These include the development of the tank where the water gathers, the planting of selected plants and the internal landscaping. For this purpose, selected varieties of plants that can be grown easily in the arid zone such as Mahonuga, Gammalu, Kohomba, Ehela, Bulu, Kumbuk, May, Karada, Mee, Pethan, Koboniella, Kahanara, Rathkarawa, Galendara, Helamba, Nelly.</p> 					
Infrastructure Availability	Water	Required Quantity	Electricity Power	Required Quantity		
		Drinking Purpose				
		For the bathrooms				
		For restaurants				
		For cultivation				
		Availability		Level of consumption		
	Solid waste Management system	Yes	No	If it is No give suitable SWM proposal		
		√				
Zone	Tourism Development Zone	Zoning compatibility	Yes	√	No	

<b>Project Budget Estimate</b>		
Activity	Expenditure (Rs millions)	
Development of City Center Park		
Approval agencies		
Activity	Relevant authority	Responsible Institutes
	<ul style="list-style-type: none"> <li>• Road development Authority</li> <li>• Divisional Secretariat - Hambantota</li> </ul>	<ul style="list-style-type: none"> <li>• Road development Authority</li> <li>• Divisional Secretariat - Hambantota</li> </ul>
Regulations and Guidelines	Regulations	Guidelines
	Planning and Building Regulations of the UDA	Regulations relating to the Hambantota Central Municipal Council Development Plan and all general regulations relating to the Central Commercial Zone

## 6.7.2 Institutional Framework

No.	Project Name and Description	Location	Ownership	Extent of land	Source of finance	Gross Estimate	Responsible agencies	Project duration		
								short term	Medium term	Long term
01	Second Circular Road Development	From Hambantota - Tissa main road to Highway - Hambantota - Meegahajadura main road and then to Koholanka saltern near Hambantota - Tissa main road	Government	-	Government Treasury	-	Road development Authority, Urban Development Authority, Divisional Secretariat - Hambantota, Survey Department, Department of Valuation	-	✓	-
02	Multimodel Transport Hub Development Project	First roundabout road at Hambantota - Meegahajadura road	Government	25 Acres	Government Treasury	-	Road development Authority, Urban Development Authority, Divisional Secretariat - Hambantota, Survey Department, Department of Valuation	-	-	✓
03	New Road Development	-	Government	-	-	-	Road development Authority, Urban Development Authority, Divisional Secretariat - Hambantota, Survey Department, Department of Valuation	-	-	✓

04	Existing Road Development	-	Government	-	-	-	Road development Authority, Urban Development Authority, Divisional Secretariat - Hambantota, Survey Department, Department of Valuation	-	-	✓
05	Underground road development	Hambantota - Tissa main road and the 2nd roundabout at Hambantota - Meegahajadura road	Government	-	Government Treasury	-	Road Development Authority, Department of Wildlife Conservation, Divisional Secretariat - Hambantota,	-	✓	-
06	Bank Zone Development Project - Infrastructure Development	In front of the administration complex	Government	22 Acres	Urban Development Authority	-	Road development Authority, Urban Development Authority,	-	✓	-
07	Sewerage Ponding System Project	Kaliyapura	Government	-	Water Board	-	Water Board, Hambantota Municipal Council	-	✓	-
08	Administrative Complex Stage II	Administrative Complex Phase I	Government	Acres 10	Government Treasury	-	Urban Development Authority, District Secretariat, Hambantota Divisional Secretariat - Hambantota,	-	✓	-
09	Construction of live fence	Around Elephant Management Zone	Government	-	Department of Wildlife Conservation	-	Department of Wildlife Conservation, District Secretariat, Hambantota	✓	-	-

10	Hospital Square Development Project	Adjoining Land of New Hospital Complex	Government	Acres 25	Urban Development Authority	-	Urban Development Authority, Road Development Authority, Sri Lanka Mahaweli Authority	✓	-	-
11	Relocation of Nursing College	New Hospital Complex	Government	Acres 02	Ministry of Health	-	Ministry of Health, Urban Development Authority, Road Development Authority	-	✓	-
12	Electricity substation development	Kaliyapura Adjoining to the Hambanthota – Meegahajadura	Government	Acres 12	Ceylon Electricity Board	-	Ceylon Electricity Board	-	✓	-
13	Old Kachcheri Mountain Development Project (Tower Hill)	Land of the old Kachcheri Complex in Hambantota	Government	අක්කර 19.75	Urban Development Authority Government Treasury	-	Urban Development Authority Road development Authority, Survey Department, Department of Archeology	✓	-	-
14	Solid Waste Management Project	Kaliyapura	Government	Acres 25	Government Treasury	-	Municipal Council, Central Environmental Authority	-	✓	-
15	Coastal Park Development - Development of parking areas	Old Hambanthota town	Urban Development Authority	Acres 19	Urban Development Authority	-	Urban Development Authority, Hambantota Municipal Council	✓	-	-

16	Fisheries Harbor Development Project - Bathing Place Development	Hambanthota West	Fishery Harbor	-	Ministry of Fisheries	-	Ministry of Fisheries Department of Coast Conservation, Hambantota Municipal Council	✓	-	-
17	Fisheries Harbor Development Project - Jetty Development	Hambanthota West	Fishery Harbor	-	Ministry of Fisheries	-	Ministry of Fisheries Department of Coast Conservation, Hambantota Municipal Council	-	-	-
18	Central city park	Siribopura	Government	-	-	-	Road development Authority	✓	-	-
19	Central city park	Siribopura	Government	-	-	-	Road development Authority	✓	-	-
20	Expansion of Saltern	Hambanthota East	Salt Corporation	Acres 50	-	-	Salt Corporation	✓	-	-
21	Development of night shops	In front of the International Conference Hall	Divisional SEcratariat Office Urban Development Authority	Acres 150	Private	191 Mill ion	Urban Development Authority, road development Authority	-	-	✓
22	Solid waste Management Project	Siribopura	Mahaweli Authority	Acres 10	Governm ent	-	Hambantota Municipal Council	-	-	-

6.7.2.1 *National Level Projects*

No.	Project Name and Description	Location	Ownership	Extent of land	Source of finance	Gross Estimate	Responsible agencies	Project duration		
								short term	Medium term	Long term
01	Natural Gas Power Plant (LNG) Project	Hambanthota	Government	70 Acres	Government Treasury		Ceylon Electricity Board		✓	
02	Polpitiya - Hambantota 220Kv Full System Substation Development	From Polpitiya to Hambanthota	Government	12 Acres	Government Treasury		Ceylon Electricity Board		✓	
03	Matara - Katharagama railway line development	Matara to Katharagama	Government		Government Treasury		Department of Railways		✓	
04	Gin - Nilwala Diversion Project		Government		Government Treasury		Department of Irrigation Mahaweli Authority of Sri Lanka		✓	