

**DEVELOPMENT PLAN
FOR
GALLE URBAN DEVELOPMENT AREA
(GALLE MUNICIPAL COUNCIL AREA)**

2008 - 2025

VOLUME 1

SITUATIONAL REPORT

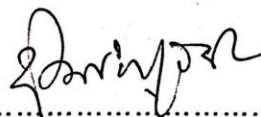


URBAN DEVELOPMENT AUTHORITY
“Sethsiripaya”
Battaramulla.

2008

**APPROVAL OF THE DEVELOPMENT PLAN FOR THE
URBAN DEVELOPMENT AREA OF GALLE CONSTITUTED BY THE
GALLE MUNICIPAL COUNCIL AREA**

I, Dinesh Chandra Rupasinghe Gunawardene, Minister of Urban Development and Sacred Area Development do hereby approve the Development Plan for the Urban Development Area of Galle Municipal Council having considered the recommendation made by the Board of Management Of the Urban Development Authority on 13.11.2008 by virtue of the powers vested in me under Section 8F of the Urban Development Authority (Amendment) Act No. 4 of 1982.



.....
Dinesh Chandra Rupasinghe Gunawardene

**MINISTER OF URBAN DEVELOPMENT AND
SECRETED AREA DEVELOPMENT**

At "Sethsiripaya"
Battaramulla.

..... 29.11.2009

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Development Plan of the Galle Town

1.0 Introduction

Galle Town is a 1st order town as per urban hierarchy in the Southern Region. According to the National Planning Policy of the Department of National Physical Planning the town categorized as a main Administrative Centre in the Southern Province. The town takes a special place being accommodating Galle Fort which is declared as the World Heritage, proposed extension of Galle Harbour and Pinnaduwa Interchange of the Southern Expressway with road connections to the Galle Harbour.

Accordingly in considering the economic development activities and development trend to become the Matara Town overriding the Galle Town in respect of commercial development and Hambantota development under Ruhunupura concept, Galle Town has recognized as a 1st order town as per proposed urban hierarchy in the Southern Province based on the development proposals of the town.

Planning requirement to shift the town towards interior of the country is being considered with the tsunami disaster experienced on 26.12.2004 where a lot of damages have occurred in the central area of the town. The Development Plan has been formulated in order to minimize the damages if a disaster occurs again. Considering these facts the Greater Galle Development Plan was prepared by the UDA. The development plan for Galle municipality has been prepared by the Urban Development Authority by taking above into considerations. Parts of Divisional Secretariat divisions of Akmeemana, Habaraduwa and Bope-Poddala have been included to Greater Galle Development Plan. The amendment plan has been prepared for Galle municipal area with the development proposals based on the above plan.

1.1 Historical Evolution (Background)

Galle Town is the capital of Southern Province and it is the oldest municipality in the region. This town was under Portuguese in 1568, Dutch in 1640 and British in 1796. Galle harbour has been developed as one of major harbours with international linkages and developed the city as an administrative and commercial centre

This urban area has been established as a municipality on 01.01.1867. According to the gazette notification no. 3571 issued by the Governor on 1866/11/24 under the Urban Council Ordinance of 1865 with the population growth and various other urban issues there is a necessity to have planned development. Therefore this town has been declared as a urban development areas under Section 3 of the UDA Law No 41 of 1978 by Gazette Extra Ordinary notification No. 38/16 of 01.06.1979 for the purpose of formalizing the urban diversity arise with the population growth in the town.

1.2 Physical Setting & Environmental Characters

Galle Town is located 117 k.m away from Colombo along the Colombo – Hambantota Main Road in the coastal region in the Galle District (Map No.1). Galle Municipal Council area is bounded by Bope-Poddala Pradeshiya Sabha area from the North, Habaraduwa Pradeshiya Sabha area from the East, Hikkaduwa Pradeshiya Sabha area from the West and Indian Ocean from South. The town consists of 15 municipal wards and the extent of town is 1,742 hectares or 17.42 km². This town is located in the wet zone receives rain from South-West Monsoon with a annual rain

fall of 2377.9 mm. Annual average temperature is 26.7 °C and the humidity ranged from 80-88%. There are few isolated hills in the town accounts few which are around 60 -160 ft altitude. Generally, some area is low and many of them are marshes and water bodies.

Special feature of Galle town is that some of the lands in the town centre are below the mean sea level. Further 15 km long coastal belt is also an important geographical feature. Location of Harbour of Galle is also an important factor for the development of this town.

1.3 Archeological Importance

Galle Fort which has been declared as one of the World Heritage sites located in the town centre add special characteristic to the town, in respect of archeological aspects. The entire area consists of 38 ha in extent and the existing Main Fort includes archeological and architectural important buildings reflect the architecture of the Portuguese, Dutch and British periods. Huge buildings with tall walls, arches, large verandahs and gates consisting large arches built using granite for the entry and exit too are found within the Fort. Gravity flow sewerage system, tunnels and planned road network are reflects the developed architecture and town planning existed at that time. Presently, historical characters of these buildings are threatened by unauthorized construction and conversion of uses. This area is declared as a special regulatory zone vide Extra Ordinary Gazette Notification No. 987/12 of 7th August 1997 in terms of Section 23 of the UDA Law Number 41 of 1978 in order to preserve the characters of historical heritage. Accordingly, Special Regulation to suit the Galle Fort Area has been prepared and is appended in Volume II of this development plan.

Apart from that, vegetable & fruit market of Dutch period, the Atapattu Walawwa located at Lower Dickson Road and Hindu Temple in the town are historically and architecturally important properties.

1.4 National & Regional Linkages and Function

Galle town is properly linked to Colombo – Hambantota Highway and Colombo – Matara Railway line. This town is connected to the capital of Sri Lanka from North and to Hambantota town from the east by Highways. This town is connected to the hinterlands of Galle District through Galle – Deniyaya and Secondary road network such as Galle - Baddegama and Galle –Wanduramba which leads to the accelerated development of the town. In addition to transport sector of highway and railway a regional level functions are being performed through the marine transport from Galle harbour. The location of Interchange of Pinnaduwa 6 km away from the town connects with a proposed bypass (100 m wide and 6 km long) would further enhance the function of the Galle harbour in the future. The location of airport at Koggala, 8 km away from the town provides air transport linkages as well. The air transport through the town would be further extended (Map No 2) with the location of Galle Fort, the world heritage sites at international level.

The location of Southern Express Way Interchange at Pinnaduwa and the trend in harbor development and tourism development centering the Galle Fort and the world heritage tourist centre, enable the Galle town to play a wider role and function as an active urban centre.

As per existing urban hierarchy, Galle town is the only town categorized as the 1st order town in the Southern Province (Map No. 3). Galle town function as the capital of the Southern Province as well as main administrative centre. It performs the functions connected with regional administration such as Provincial Council, Karapitiya Teaching Hospital, Medical Faculty of Ruhunu University, Office of the Deputy Inspector General of Police, Commanding Headquarters of Southern Province, Gamunu Corps, Ceylon Electricity Board, Department of Education, Sri Lanka Telecom Ltd, Passenger Transport Authority, Urban Development Authority Further it serves as the main commercial centre in the district. Considering the commercial service centre, the immediate service area of the town is approx. 20 km radius and this catchment area, bounded by Ahangama in the South, Baddegama and Udugama in the East and Hikaduwa in the North. However, the commercial sector of Galle Town relatively in a lower profile compared to the rapid commercial development in Matara Town during the past decade. However, the reasons for this may be that of Hambantota and Kataragama areas used to visit Matara Town to purchase special commodities required by them.

The town plays a major role in the educational aspects. Technical College and 9 leading schools and three international schools are located within the town. Medical Faculty of the Ruhunu University adjoining the town limits. Engineering Faculty of Ruhunu University at Hapugala, Open University at Labuduwa, National Technical Diploma Institute *is* perform as special function at national level as well as regional level. Accordingly, there would be average of 125,000 commuters come to the town to get these services. Karapitiya Teaching Hospital provides its health service not only to people of the region but also to the people living outside the areas of Katharagama, Moneragala and Ampara. In addition, maternity hospital at Mahamodara, four (4) private hospitals and indigenous medical institutions provide health services to the people in the district. However, maternity hospital located at Mahamodara which had been severely damaged due to tsunami disaster is now being constructed close to Karapitiya General Hospital. Accordingly existing regional linkages as well as access road to harbour from southern expressway inter change at Pinnawala, Galle Fort as Tourism Centre will perform as an active urban centre. Although Galle harbour has performed broad functions in transporting of commercial agricultural products (economical crops) a few decades ago, presently the Galle harbour has become under utilized and has less impact on the economy of the town. Galle town plays an important role due to the location of Galle Fort the world heritage.

1.5 Areas of Development Impacts Beyond Town Limits

Impact of urbanization in the periphery beyond Galle municipal limit is being taken place from the Gintota Junction to Welipitimodara, Kurunduwatta, Ukwatta and Hapugala. This urbanization is high in the area of GN divisions namely Kurunduwatta, Piyadigama, Bope North, Ukwatta East and Ukwatta West, Maha Hapugala, Bope West and Bope East in the Galle Divisional Secretariat area. Total population of these GN divisions is 10,983. The Engineering Faculty of the Ruhunu University and the Vocational Training Centre are located in this area.

Impact of urbanization is also found in the areas of Nawinna, Godakanda, Labuduwa due to the location of the Medical Faculty of the Ruhunu University and Higher Technical Institute. Bambagalla Kanda Bridge from the North-east, Dutch Canal from the East and especially Rumaswala Hill which has historical and environmental value is also located in this area. (Map No 4). Galle Town in the Southern Province is identified as special zone for tourist and naval activities as per proposal of

Department, of National Physical Planning. In determining the future boundaries of the town, special attention has to be focused on natural resources required for improvement of tourist industry of this town.

Tsunami disaster occurred on 26.12.2004 caused severe damages to the town center. Attention has therefore been focused to minimize such damages in the future and understood the necessity of shifting the activities of Town centre towards hinterland. Accordingly, UDA has prepared a Development Plan for Greater Galle i.e including parts of divisional secretariat areas of Akmeemana, Habaraduwa, Bope, Poddala. Draft Development Plan for Galle municipal area has been prepared based on this Greater Galle Development Plan.

2.0 Urban Population Analysis

2.1 Existing Population and its Growth

Total Population in the year 1963 was 65,636 and it was increased up to 71,266 in 1971 showing a growth rate of 1.1%. The population of the town in the year 1981 was 76,883 and its growth rate was counted as 0.8% .The population of the town was 81,830 in the year 1991 as per data available at Galle Divisional Secretariat and the growth rate was counted as 0.6%. The population in the year 2001 was 90,934 and thus the growth rate was counted as 0.9 % (Table No. 1)

Table No. 1

Population Growth Rate from 1963 - 2001 – Galle Municipality

Year	Population	Female	Male	Growth rate
1963	65,636			1.1 %
1971	71,266	34,608	36,658	1.1 %
1981	77,183	38,164	38,699	0.8 %
1991	81,830	40,810	41,880	0.6 %
2001	90,934	45,550	45,384	0.9 %

Source: Department of Census and Statistics

In considering the population growth rate for the period of 1963 – 1971 and 1981 – 1991 indicates the growth rate as a decreasing growth rate. It was considered that the reason for decreasing growth rate was due to out migration in addition to natural decreasing trend. However, the population growth rate in 2001 showed a slight upward growth rate in relation to population growth for the period from 1981 to 1991 where in migration was experienced specially for the purpose of education and employment. Male – female ratio of this town was 1 : 93 in 2001.

In comparing the population growth of other urban centers of the Southern Province for the decade of 1971 – 1981, the growth rate of Galle Town was at a low level. It is second to Matara Town. The population growth rate of Hambantota Town was reported as 2.38% while growth rates of other urban centers of the province were at higher level than Galle Town.(Table No. 2)

Table No. 2**Population Growth Rate of Urban Centers of Southern Province 1971 - 1981**

Town	Population			Growth Rate %
	1971	1981	2001	
Galle	71,266	77,183		0.8
Matara	36,550	39,162		0.71
Hambantota	6,908	8,559		2.4
Tangalle	8,748	9,567		0.9
Ambalangoda	14,296	15,605		0.9

Source: Department of Census and Statistics

In comparing the average national growth rate of 1.25 %, Galle Town remains at a low level.

2.2 Population of the town on Religion and Racial Basis

Table No 3 and 4 indicate the distribution of population in Galle Town among different religion and ethnic groups. As per census of 2001, the majority of the religious group is Buddhist which counts 71.6 %. The second majority is Islam which counts 26 %, Hindu religious group counts 1.2 % and other religious groups counts less than 1 % of the total population.

Table No 3**Religion wise Population of Galle Town - 2001**

Religion	Population	Percentage %
Buddhist	65,136	71.6
Hindu	1,123	1.2
Islam	23,547	26.0
Roman Catholics	90	0.97
Christians	208	0.22
Others	30	0.03
Total	90,934	100.0

Source: Department of Census and Statistics

Table No. 4**Population of Ethnicity in Galle Town – 2001**

Race	Population	Percentage %
Sinhalese	66,114	72.0 %
Sri Lanka Tamil	989	1.0 %
Indian Tamil	255	0.28 %

Sri Lanka Yonaka	23,234	26.0 %
Burgher	170	0.18 %
Malay	58	0.06 %
Sri Lanka Chetti	35	0.04 %
Others	79	0.08 %
Total	90,934	100.0

Source: Department of Census and Statistics,

Table No 4 depicts that Sinhalese ethnic group as 72.0 % which is the highest among other groups. Sri Lanka Yonaka (Moors) ethnic group as 26.0% which is the second majority and Sri Lanka Tamils as 1.0 % and other ethnic groups less than 1.0%.

2.3 Population by Municipal Wards

Galle Municipal Council consists of 15 wards. Table No 5 shows the population distribution among 15 municipal wards in 1981 - 2001. (Map No 5)

Table No 5

Population and Densities of Municipal wards in Galle Municipality 2001

No.	Wards	Extent Hectare	Population		Density per hectare	
			1981	2001	1981	2001
1	Fort	38.0	2,703	1,955	71.2	51.4
2	China Garden	49.6	4,317	3,710	81.6	75.0
3	Bazaar	49.4	3,500	2,866	70.8	58.0
4	Talapitiya	51.1	5,985	6,884	116.6	134.7
5	Magalle	48.8	6,590	7,875	44.3	53.0
6	Katugoda	112.5	5,109	6,339	45.4	56.0
7	Athiligoda	135.1	4,932	6,575	36.3	48.6
8	Dangedara	92.4	5,300	6,778	58.3	73.0
9	Minuwangoda	84.6	3,844	3,883	45.4	46.0
10	Galwadugoda	60.4	4,705	4,649	77.9	77.0
11	Kaluwella	63.1	6,267	6,252	99.4	99.0
12	Dadalla	238.6	7,007	8,977	29.4	37.6
13	Kumbanwella	207.1	7,643	9,277	36.0	45.0
14	Madawalamulla	168.8	4,708	6,537	27.9	39.0
15	Hirimburra	242.0	4,193	8,427	17.5	35.0
Average Population Density		1,742.0	76,863	90,934	44.1	59.2

Source: Department of Census and Statistics,

Accordingly, average density of population in 1981 was 41.1 persons per hectare while it was 52.2 persons per hectare in 2001. The highest density of 116.6 and 134.7 were reported in municipal ward of Talapitiya during the Census of 1981 and 2001. The lowest densities of 17.5 and 35.0 persons per hectare respectively in 1981 and 2001 were in the municipal ward of Hirimbura. The reason for higher density reported in Talapitiya municipal ward was that this ward consist of Muslim population where the birth rate is relatively high. In comparing the population density of Hirimbura Municipal Ward in 1981, it has increased by 50% in 2001. Location of Teaching Hospital and Medical Faculty of Ruhunu University at Karapitiya attributed for the

increase of density in this ward. Population density remained unchanged in the municipal wards of Kaluwella and Galwadugoda in 2001. The reason for constant population in these wards is that no residential expansion due to relatively less vacant lands in these wards. Population data of 1981 and 2001 that the population density in Fort, China Koratuwa and Bazaar Street in 2001 has significantly dropped. It is presumed that the population density of Fort Municipal Ward has dropped due to the purchase of houses by the foreigners. Further, most of the lands are utilized for commercial activities during these two decades within the municipal wards of China Garden and Bazaar street in the town centre which attributed to the low population density.

This reflects that there is a difference in the distribution of population among different municipal wards. Thus the town could be categorized as zones of high density, medium density and low density.

- **High density zone**

Talapitiya and Kaluwella municipal wards where Muslim community lives is prevalent could be categorized as high density zone

- **Medium Density zone**

Fort, China Garden, Bazaar Street and Galwadugoda could be categorized as a medium density zone. These wards are located in the town centre, and the adjoining areas have no proper access, which hinders commercial expansion. However, more residential uses are found due to the location of popular schools close to these municipal wards. Regulatory constrains in respect of construction of buildings in Fort conservation area it has fallen into the Medium Density Zone.

- **Low Density zone**

Low density is found in the wards of Hirimbura, Madawalamulla, Dadalla, Kumbalwella and Athiligoda. Reason for low density is due to the existence of abundant marshy and agriculture lands in these wards. In addition, existence of internal waterways, hilly lands and homesteads in the hinterland are possible factors for less residential development. However, location of the Teaching Hospital at Hirimbura Ward is a contributory factor for considerable increase of population density in the recent past.

2.4 Population Forecast

The population growth is low during 1971, 1981 and 1991 while relatively high growth rate was found during the census period of 1991 - 2001. Population growth would have basically depended on the development projects in Galle town and Southern Province in general. Accordingly following assumptions are made to forecast population in Galle town.

1. Development in the field of industry with the development of national projects of Pinnaduwa Interchange of the Southern Expressway and the bypass road which connects Galle harbour. Further, there will be employment

opportunities especially in the tourists sector in the town as proposed by the Department. of National Physical Planning

2. Migratory trends due to environmental and physical improvement of the town as a result of Moragoda Ela canal development projects.
3. Migratory trends due to the location of national schools in the town and higher education institutions adjacent to the town.

However, with the proposed four (4) Interchanges (Kurundugaha Hethappma / Elpitiya, Baddegama/Nayapamula, Pinnaduwa and Imaduwa) constructed closed proximity to sub towns, it is assumed that there would be a concentration of population in such towns rather than to Galle Town. Accordingly, population forecast of the town for the year 2025 has been made on two population growth rates of 0.9 % up to the year 2010 and the national growth rate of 1.25% up to the year 2025. Population forecast from 2001 to 2025 is shown in the Table No. 6 as per the above mentioned assumption.

Table No. 6

Population Forecast for Galle Town 2002 – 2025

Year	Forecasted Growth Rate	Population	Forecast Population
2001	0.9 %	↓	90,934
2002			91,752
2003			92,578
2004			93,411
2005			94,251
2006			95,099
2007			95,955
2008			96,918
2009			97,789
2010			98,669
2011	1.25 %	↑	99,902
2012			101,150
2013			102,414
2014			103,694
2015			104,990
2016			106,302
2017			107,631
2018			108,976
2019			110,338
2020			111,717
2021			113,113
2022			114,527
2023			115,958
2024			117,407
2025			118,874

Compile by Planning Team – UDA.

Accordingly, the population in the year 2025 would be 118,874.

3.0 Land Use

Land extent of Galle Town is 1,742 hectare of which an extent of 59.27 hectares is covered by internal waterways. It is 3.4 % of the total land use of the town, Map No. 06 indicates the land use pattern of the town in 2006.

Table No. 7

Land Use Pattern of Galle Town 2006

Use	Land Extent Hectares	Percentage from total area	Percentage from the developed land area
Developed Land Area			
Residential	725.06	41.62	48.43
Homesteads	291.38	16.73	19.46
Commercial	39.20	2.25	2.62
Industrial	22.40	1.29	1.50
Government / Non Government	100.90	5.79	6.74
Parks / Playgrounds	14.60	0.84	0.98
Open spaces	8.70	0.49	0.58
Roads	244.81	14.05	16.35
Religious institutions	27.60	1.58	1.84
Tourism	10.10	0.58	0.67
Cemeteries	12.47	0.72	0.83
Sub Total	1,497.22	85.94	100.0
Undeveloped land area			
Paddy lands	12.22	0.71	4.99
<i>Abandoned</i> paddy lands	4.13	0.81	5.77
Coconut lands	14.25	0.83	5.82
Rubber lands	5.83	0.33	2.38
Tea lands	0.32	0.02	0.13
Forest areas	7.90	0.45	3.23
Marshy / un developable lands	28.10	1.60	11.48
Vacant lands	49.50	2.84	20.22
<i>Reservoirs</i>	104.00	6.46	45.97
Sub Total	244.78	14.06	100.0
Total	1,742.00	100.0	100.0

- Land use data 2001, 2002, and 2006
- Field survey done by UDA

The above Table shows that 86% of total land area is devoted for urban uses and non urban lands represents 14% of which 2.18% of lands is agriculture and 3.4 % is internal water bodies. The land covered by marshy is 1.73%. There are vacant lands of 6.36% and thus the land available for future development is limited. The land

allocated for residential use was 49.2 %. The land use data of 2006 revealed that 41.62% represented residential use while the land allocated for homestead was 16.73%. It shows an increase in residential use due to the following factors.

1. Migratory trend due to the location of national schools, Medical Faculty of the Ruhunu University and other educational institutions
2. Location of Southern Provincial Council under the decentralization of administrative activities
3. Land sub division occurred in the north of the town after the establishment of Teaching Hospital at Karapitiya

3.1 Residential Use

58.35 % of total land area has been used for residential uses including homestead which is 67.87 % of the developed land of the area. It reveals, more land area has been set a-part for residential uses. The residential land use pattern reveals that lands suitable for non residential uses are developed for residential purposes eg. The land area (Siyambalagahawatta) close to Mahamodarawila is ideal for tourist industry but it has been used for low income housing project. China Garden and Pettigalawatta in the town centre in a commercial zones which is being used for residential purposes. One of the constraints is, incompatible uses are being utilized in some lands suitable for commercial and tourist industry.

3.2 Commercial Use

Though Galle Town is considered as a 1st order township, commercial usage of land is limited to 2.2 % which is relatively low when compared to the commercial usage of Matara Town in this region. The lands utilized for commercial uses in Matara Town are 6.34 %. However, informal sector for commercial development in Galle is shown a speedy development in the recent past. Especially, pavements in the town centre and the area close to Bus Station are more concentrated with these activities. Since consumers have more preferences in obtaining the services from the closest locations where they board the buses. Substantial land area in the town centre having high potential for commercial activities are being under public uses i.e Prison and Police Station which is considered as a constraint for commercial expansion in the town.

Commercial development is found on either side of the main roads in municipal wards of Bazaar Street and China Garden which hinder the commercial expansion in the interior areas of these wards. Commercial expansion is visible along both sides of Colombo – Matara, Main Road, Pettigalawatta Road (Colombo – Matara Old Road) and Dangedara Road, Wholesale activity is concentrated around either side of Pettigalawatta and Dangedara Road. Gems and Jewellery trades are located especially in Kaluwella area.

Presently there is trend to concentrate banks and other offices for which the commercial zone extends up to Koongaha Junction from the North, Kaluwella Junction from the west and Maagalla from the east from the town centre. Thus, proposed commercial zones of the town are determined accordingly. (Map No. 6) Since, the commercial development takes place in an unplanned manner along Main Street of the Town Centre, Talbot Road, Ward Street and (Oroppuwatta alternate road etc.) causing traffic congestion. It is considered as a constraint for commercial development as well as consumers. Katugoda, Karapitiya, Tanipolgaha, Gintota Junction are developed as commercial sub centers of which Katugoda, Gintota,

Tanipolgaha Junctions are more prominent. Further, there is a need formalize commercial development in each sub commercial centers.

Non residential activities especially commercial development had taken place in a linear manner along the main roads creating traffic congestions which reduces the efficiency of urban activities:

The following problems can be seen in this sector:

1. Under utilization of lands in the commercial areas of Oroppuwatta, Pettigalawatta and China Garden where building density is low due to existence of land plots less than the standard extent of land. Relaxing the building limits in the main street and allowed to build four floors in minimum plot sizes in the main street have paved the way for generating traffic congestions.
2. Insufficient internal access roads in commercial area prevents commercial development i.e. Old Matara Road and the areas close to Marine Drive, Pettigalawatta and Chilna Garden area
3. Relatively less commercial development than in Matara Town, though the Galle town is considered as a 1st order township. .
4. Traffic congestion and hindrance to consumers are created due to the construction of storied buildings without parking facilities as a consequence of relaxing building limits in the main street by the Galle Municipal Council.
5. Inappropriate commercial development in main junctions of Gintota, Katugoda, Karapitiya, Sarenthukade, Thanipolgahahena and Hirimbure

3.3 Industrial Use

The land use for industries is 1.29% which is a low percentage. Large scale industries such as Ruhunu Cement Factory, Hayley's Coir Product Industry and medium scale industries of timber mills, handlooms, textile centers, garment industries, oil mills are also found in the town.

Apart from the Cement Factory, there are no lands available for the expansion of other industries. Motor repair garages are sited along the main roads causing traffic congestion. Therefore, it is expected to identify suitable lands for small and medium scale industries in the Development Plan to minimize the environmental problems especially in the residential areas.

3.4 Public Use

Out of the total lands in the town 6.9% is being utilized for public activities. Several Government institutions are located in the municipal wards of Fort, Kaluwella and China Garden. There is a trend in locating government institutions in Bazaar ward. Institution such as the Courts and other office which are considered incompatible uses presently located in the Fort, world heritage site are being shifted out side the Fort. The purpose of the Development Plan is to conserve archeological and architectural buildings and make such buildings for economically gainful uses. Ruhunu Medical

Faculty and Engineering Faculty which are two main higher educational institutions are located just outside the town limits and these are within the proposed town expansion.

Primary and secondary educational institutions are scattered all over the town. More land areas have been used for such institutions in the municipal wards of Minuwandogoda and Kumbalwella than in the other municipal wards.

People find it inconvenient obtaining public services, since administration activities are scattered all over the town which also affects the efficiency of the urban system. The District Secretariat relocated in the recent past provides accommodation for few government offices.

3.5 Recreational Activities and Open Spaces

The areas for these activities include open spaces in the Rampart areas of the Fort, International Cricket Ground, Dharmapala Public Park, Milidduwa Playground, open spaces of housing schemes, the Marine Drive and coastal belts of Mahamodara and Katugoda areas. This accounts for 0.49% of the total lands. Thus the total area used for recreational activities is 1.33% of the total lands. Only a meagre percentage of land is used for parks and play grounds, i.e. 0.84% of the total land. In Galle Town there is no sufficient land for recreational uses, although one (1) hectare per 1000 of population has to be set apart for parks and playgrounds as per planning standard. Proper utilization of the esthetically valued coastal belt could not be obtained for recreational activities due to haphazard construction of buildings along the marine drive of Katugoda area. Therefore the former pola area close to the coastal belt Katugoda coastal belt to be developed for recreational activities. Further reservation of 9 meters (30 feet) around Mahamodarawila to be maintained for the purpose of recreational activities. Presently, considering the existing population of the town, the open spaces are totally insufficient. A 10% open space should be kept as per accepted planning standard in the potential area such as, Bikke Reservoir, Mahamodarawila, Dadalla, Katugoda coastal belt, and former pola area should be released for recreational activities.

3.6 Agriculture and Marshy Areas

These areas include paddy and other agricultural lands, marshy lands, vacant lands and water reservoirs. The areas devoted for this use is counted as 18% of lands of which 28 hectares or 1.6% represents paddy cultivation. The land utilization for other agricultural use counts 1.5, i.e. 28 hectares. Marshy and uncultivated paddy lands counts 1.6% or 28 hectares. Vacant lands counts 2.8% or 49.5 hectares. Apart from paddy lands, other undeveloped lands have a high potential for urban development but it requires high investment. There are 39 hectares of lands vacant in Dadalla, Hirimbura and Dangedara areas which are intended for optimal use under the objectives of this Development Plan.

4.0 Land Value

The land values of Galle Town are determined according to the land use and availability of physical and social infrastructure facilities. The land value of 15 municipal wards are given in the Table No. 8 below.

Table No. 8

Land Value of Galle Town (2000 – 2007)

No.	Municipal Ward	Land Value per Perch Rs.		Land Value Rs. per perch
		1992	2000	2005-2007
1	Galle Fort	20,000-25,000	125,000-200,000	1,000,000>
2	China Koratuwa	30,000-50,000	100,000-300,000	3,000,000-8,000,000
3	Bazaar Street	10,000-15,000	500,000-800,000	8,000,000-12,000,000
4	Talapitiya	10,000-20,000	50,000-150,000	1,000,000-2,000,000
5	Magaalla	10,000-15,000	100,000-200,000	2,000,000-4,000,000
6	Katugoda	10,000-15,000	100,000-150,000	1,500,000-3,000,000
7	Athiligoda	10,000-15,000	100,000-100,000	1,500,000-2,000,000
8	Dangedara	10,000-15,000	100,000-150,000	2,000,000-5,000,000
9	Minuwangoda	12,000-15,000	200,000-300,000	3,000,000-6,000,000
10	Galwadugoda	10,000-20,000	50,000-100,000	1,000,000-2,500,000
11	Dadalla	5,000-8,000	25,000-75,000	2,000,000-3,000,000
12	Kaluwella	10,000-15,000	200,000-300,000	3,000,000-8,000,000
13	Kumbalwella	7,000-10,000	75,000-100,000	2,000,000-3,000,000
14	Madawalamulla	10,000-12,000	75,000-100,000	2,000,000-3,000,000
15	Hirimbura	15,000-20,000	100,000-200,000	2,000,000-5,000,000

Source: Galle Municipality
Property Development Company
Observations within the municipal area

According to the above Table, highest land values is in the wards of commercially high potential nucleus areas and the lowest land values is in the municipal wards of Dadalla which is located away from the Town Centre.

Highest land value is in the municipal wards of Bazaar Street in the commercial core area where infrastructure is at a higher level. Higher land value is also found in China Garden ward due to the existence of reasonable infrastructure facilities as compared with the other municipal wards. Low land value is found among municipal wards of Dadalla and Athiligoda, due to insufficient infrastructure and marshy areas and also due to the location of these wards away from the Town Centre. (Map No. 7)

5.0 Economic Base of the Town

Galle Town is the key service centre of the Southern Province and also it is the main commercial centre of the district. Harbour, fishing and tourist industries are among the main economic activities. Though most important economic activities of the district are the economic crops of tea, rubber and cinnamon, the finished products are processed outside the region. Hence such activities do not contribute directly much to the economy of the town.

5.1 Commercial Aspect

Commercial use was 2.2% of the total land use pattern in 2006. These commercial activities spreads over various field such as; wholesale and retail trades, finance, service and tourism. Specially low density commercial activity in the town centre do not provide optimum contribution to the economy. Linear commercial development

centered around Kaluwella Junction to Railway Station along Colombo – Galle Main Road, Post office to Marine Drive, Main Street to Wakwella Road in the town centre make unfavorable impact to the efficiency of market activity in the town. Linear commercial development in the town centre extends over 18 hectares. The commercial zone identified under this development plan centering the China Garden surrounded by a *Gamini* Mawatha, Havelock Road, Wakwella Road, and centering the area by Marine Drive, Old Matara Road, Dangedara Veediya and Pettigalawatta Road with the aim of expanding the commercial activities, enabling to contribute more to the economy of the town by providing efficient service to the people through a grid internal road network. The purpose of this development plan is to make a conducive environment for increasing commercial activities especially in the commercial hub area.

5.2 Harbour Activities

Galle Harbour is also an important in economic sector. It is 385 hectares in extent of which 38 hectares are land area. This harbour has contributed towards the national economy in the past, but, its contribution at present is very low according to the available information. i.e the total quantum of goods exported in 1976 was 127,028 tons had been dropped to 48,705 tons in 1985. It was a 2/3 reduction when compared with the total exports done in 1976. The reason for this reduction was that no required infrastructure for export activities provided in this harbour and also the some functions carried out by this harbour have been shifted to Colombo Harbour. It was proposed to integrate activities of this harbour with the Colombo harbour to function as an international harbour, but it has not continued since the dredging of sea bed in the Galle harbour lead to environmental problems. However the process of improvement as a local harbour is being continued.

Accordingly, Galle harbour is widen up to accommodate two ships. Presently 99% of raw materials of cement (clinker) and flour are being imported from countries like Malaysia, India and Indonesia are unloaded. Further transportation of goods to Army and navy along with export of fish product too are being handled simultaneously. Which rekindle the progresses in economy through Galle Harbour. Total quantum of goods handled was 43,392 tons in the year 1999. It has been increased to 597,238 tons up to date. Prior to 1988 Galle harbour was running at a loss. But it commenced profiting from 1998. The profit earned in 1998 was Rs. 30.1 million it grew up to Rs. 111.5 million in the year 2000.

Under the new expansion of the harbour it will dredge up to 14 m. in depth and existing depth is 8.0 m only. And 750 m length breaks water, dockyards in 240 m length, space to accommodate 100 yards internal road improvements. The total project cost is Rs. 10,017,004 million. This expansion will have an impact to the economy.

5.3 Industrial Sector

According to the land use of 2006 Industrial use occupies 1.28%. of the total land. It is a low percentage in comparison with the opportunities available for industries in the town.

The cement factory located in the town is one of the national level industries. There are about seven medium scale garment factories. In addition, there are 813 small and medium scale industries in the town. Though there are opportunities which could be

harnessed for industries. The service sector industries function at inappropriate locations without adequate spaces. This development plan identifies areas for encouraging these industries and also small and medium scale industries based on the local raw materials.

5.4 Fisheries Sector

Since it is a coastal town, fishery is one of the main economic activities. According to data of Fisheries Corporation, there are 300 fishing boats registered under Galle Fisheries Harbour. In addition, there are 207 trawlers and 89 daily fishing boats. Fisheries data of Galle harbour reveals that around 100 boats are being to anchore daily. Daily fish production varies from 5,000 kg to 10,000 kg. Fisheries Corporation purchases around 6,500 kg from boat owners and distributes to their fisheries stalls in the district. Accordingly, the profit earned by the Fisheries Corporation in June 2002 was Rs. 107,761/= . This institution provides only required facilities to fishermen and recovers only the maintenance cost. Thus there is no opportunity for fisherman to commence related industries to expand the market opportunities that will eventually generate employments.

Problems related to fisheries are; insufficient space for anchoring boats, inadequate ice production and shortage of fuel. Fishermen were provided with new fishing boats after tsunami disaster. But, handicap in anchoring their boats further aggravates the problem. Also fishermen have no rest rooms in the harbour to keep their fishing equipments and to repair fishing nets etc.

5.5 Tourism

The land utilized for tourism is 0.58% of the total lands of town which is insufficient in getting optimum use for economic productivity. However, the Dutch Fort, the World Heritage site has a enormous opportunities for tourism. The areas associate with the Marine Drive, Mahamodara and Katugoda coastal area, Bikke water reservoir, Mahamodarawila too have special potential for tourism. However, optimum use of these areas are not made for tourist industry. It is a draw back in tourist economy. i.e. aesthetically attractive location is being put to use for Mahajana pola.

This development plan intends to direct the development towards tourist industry for the promotion of economy in the town.

5.6 Employment and Unemployment

There are no reliable data in respect of employment in Galle Municipal Council area. However, according to the available latest data at the Galle Divisional Secretariat reveals that, unemployment was 22% of the population in 1994. Nevertheless, this percentage is much higher when compared to national average of 13.35% and district average of 17.9%.

5.7 Housing

As per data of census of population and housing in 1981, there were 10,954 houses in Galle municipal areas which have subsequently increased to 13,407 in 1991. It has been further being increased to .15, 249 in 1999 and to 17,794 in 2001. Housing density is shown in Map No. 08. Houses are categorized as per data available at NHDA in 2003 (Table No. 9) as follows :

Table No. 9

Housing Category – 2003

Housing Category	Nos.	Percentage
Permanente Houses	13,360	76.2
Semi Permanganate Houses	2,670	15.2
Temporary Houses	1,490	8.4
Others	50	0.2
Total	17,570	100.0

Source: NHDA – District Office, Galle

The above table shows the temporary and semi permanent houses as 23% of the total housing stock. Shanties are mostly located at Katugoda Railway Reservation area, the land in front of Petroleum Corporation at Mahamodara, Milidduwawela land, Moragoda Ela area, and Ginganga Mawatha area.

Some of the shanties in those areas are improved and but lacked common facilities. The Census of 2001 indicates that the total population of the town as 90,934. If it is assumed that each family unit consists of 4.5 persons, there would be 20,308 families in the town. Accordingly, the housing shortage would be 2,414. In considering the temporary houses in the town, the shortage of houses would be 10,491 in 2025.

Accordingly, housing shortage at present and the housing deficit that would be in 2025 would be at a higher level could be considered as constraint. Low income housing development carried out without minimum requirement of planning and building regulation and also less attention towards optimum use of land by not introducing storied houses (flats) could also considered to be a constrain. Legal constrain for construction in the Fort, the world heritage site is also considered as a limited housing development and it affects housing expansion in the town. There is environmental impact in haphazard filing of marshy lands in Dangedara and Moragoda Ela creates environmental problems. The housing stocks as per municipal wards are given in Table No. 10. The future housing requirement for the period from 2001 to 2025 is given in Table No. 11

Table No 10

Municipal Ward Wise Housing

No.	Ward	Land Extent Hectares	Houses	Housing Density
1	Galle Fort	38.0	262	6.9
2	China Koratuwa	49.6	456	9.19
3	Bazaar Street	49.4	875	17.71
4	Talapitiya	51.1	1155	22.6
5	Magaalla	48.8	1494	10.04
6	Katugoda	112.5	1132	10.06
7	Athiligoda	135.1	1396	10.33
8	Dangedara	92.4	973	10.53
9	Minuwangoda	84.6	769	9.09
10	Kaluwella	63.1	724	11.47

11	Galwadugoda	60.4	800	13.25
12	Dadalla	238.6	1829	7.67
13	Kumbalwella	207.1	1790	8.64
14	Madawalamulla	168.8	1322	7.83
15	Hirimbura	242.0	1210	5.0

Source: Department of Census & Statistics

Table No. 11

Future Housing Requirement - 2001 - 2025

Year	Population	No. of families	Existing number of houses	Housing requirement	Gross Housing deficit	Net Housing deficit
2001	90,934	16,801	16,190	16,801	611	-
2005	94,251	17,830	16,801	17,830	1,029	1,640
2010	98,699	19,352	16,830	19,352	1,522	2,579
2015	104,990	20,586	19,352	20,586	1,234	3,898
2020	111,717	21,905	20,586	21,905	1,319	5,301
2025	118,874	23,308	21,905	23,308	1,403	6,704

Source: Department of Census & Statistics

Table No 11 shows that the total housing stock was 16,190 and the deficit counted as 611. Future housing requirement in 2025 will be 23,308. The total permanent houses and shanties destroyed due to tsunami disaster in December 2004 was 908 and the partly damaged houses were 1,061. Alternative houses of 548 have been provided in Greater Galle area beyond the city limit while 296 houses have been constructed within the city limits for houses damage due to tsunami disaster

6.0 Infrastructure

6.1 Physical Infrastructure

6.1.1 Roads & Transport

Galle Town is connected to Colombo from the north and to Hambantota and Katharagama from the east through Colombo - Hambantota Highway. In addition, Galle Town is connected to hinterlands through Deniyaya, Badegama, Elpitiya, Udugama and Mapalagama roads.

Galle – Hambantota and Galle Deniyaya Road are categorized as A Class roads. . Galle – Badegama Road is categorized as B Class Road. Wakwella, Udugama, Mapalagama roads are categorized as C Class roads. Municipal area of Galle is linked by 148 local roads (Map No 9 and Annex 1). Accordingly, Galle Town is linked with a road network of 154 roads with total length of 89.99 kilometers of which 81.76% of roads are managed by Galle municipal Council. Accordingly, the density of roads is 0.05 km per hectare. The Road stretch of Kaluwella area of Colombo –Galle Highway is narrow and without pavements. It creates traffic congestion and difficulty for pedestrians. Traffic congestion is also found along roads stretch Sarenthukade Junction to premises of Fisheries Corporation since it is narrow.

There is also heavy traffic congestion along Bazaar Street due to the relaxed building limits in the town centre and lack of parking spaces coupled with the erection of unauthorized commercial buildings. Pedestrians find it difficult to walk towards town

centre due to narrowness of this road stretch. Further, there is traffic congestion due to construction of storied buildings on one side of alternative roads crossing Oropuwatta. Location of Chief Secretary's Office and main schools create traffic congestion due to the narrowness of Humus road and Richmondhill road. Most of the roads maintained by municipal council are narrow and thus widening of such roads is very urgent. The problems related to roads & transports are due to less number of roads as against the population, number of vehicles and inadequacy of vehicle parks in the area. Commuters to the town through passenger transport services is given in Table No.12

Table No 12

Commuters Through Passenger Transport Services

Type of buses	Starting Point	Nos. of buses	Number of trips	Number of passengers
CTB	Colombo	36	2	3,672
CTB	Ampara	2	2	204
Luxury	Bibile	1	1	51
Normal	Badulla	1	1	51
Normal	Badulla	1	1	51
Normal	Udawalawa	1	1	51
Normal	Mahiyanganaya	1	1	51
Normal	Sevenagala	1	1	51
Normal	KaIathragama	1	1	51
Normal	Matara	17	6	5,202
Normal	Akuressa	5	2	510
Normal	Ambalangoda	8	4	1,632

Source: Passenger Transport Authority, Galle date – 2007

6.1.2 Transport Service

Transport services of Galle town are operated through Road, Railway and sea way. Highway transport service is handling by the Transport Board Passenger Transport Authority and the private sector. Accordingly, bus services are in operation to destination of Matara, Tangalla, and Hambantota to secondary towns in the region and to destination of Colombo, Katharagama, Badulla and to out side towns of the region from Galle town. Daily 10,577 passengers are brought to the town through Passenger Transport Authority buses to obtain the services available in Galle Town. (Annex 1). Majority of the transport services are provided by private sector buses which is around 83% while 77,366 passengers are being transported daily by 392 buses (Annex 11). In addition, it was reported that 12,560 passengers reach to the town by 101 buses from outside terminations. There are also 380 private buses which move away from the town provides transport facilities for 15,200 passengers of which it is assumed that 10% of passengers i.e. 1,520 would come to the town.

Railway sector *too* provides important transport service to the town. Railway service to the north extends up to Colombo, Anuradhapura and to the south up to Matara. There are 10 passenger trains runs through Galle from Colombo and 8 train's runs to Colombo from Gallle and from Matara in a day. The passenger train commenced journey from Matara run up to Colombo, Kandy, Anuradhapura, Polonnaruwa, Vauniya and Trincomalee.

According to information available at Galle Railway Station, there are 4,000 – 4,500 tickets are issued daily to travel to Colombo and adjoining towns and 1,000 – 1,200 tickets are issued to travel up to Matara and adjacent towns. In addition, 20% of these

passengers are those who hold seasons tickets. Accordingly, that there are around 109,692 commuters come to the town daily for various purposes by public transport services. One goods train is also at services every weekend. Colombo - Matara bus service provides shuttle services facilities for the passengers.

The problems uncouncted in the transport services are inadequate buses. Improving the efficient service of the railway could minimize the existing problem of passengers. Major problems in the transport services are :

- Inadequacy of space in the main bus stands resulting few long destination buses parked at the open space in front of the bus stand.
- There are 45 bus routes are in operation from the bus stand but parking facility are available only for 28 buses.
- Delays occur at the Railway Station due to turnover of railway engines to commence journey to Colombo and Matara since railway line ends from the station.
- No sufficient rest rooms and toilet facilities for passengers

Relocation of this bus stand is a long-term process. The premises identified at China-Garden for the bus station is appropriate in planning point of view, but it is a large scale relocation project with a high cost. It is therefore suggested to shift the bus station and commercial complex to a under utilized premises where police quarters and police station are presently located while improving the existing bus station for a vehicle park.

6.1.3 Water Supply

Ginganga River is the main source of water supply to the town. The water from Ginganga River is purified for distribution at the Water Purification Plant, Wakwella. The water supply scheme established by NWSDB in 1973 consisted two water reservoirs i.e. Water reservoir at Hiyare and Ginganga River Water Pumping Station. But at present water supply is not obtained from Hiyare Reservoir.

Water purification plant at Wackwella is released water cubic meter 26000 to Beeke Reservoir and water cubic meter 21675 released daily for consumption.

According to the information available at NWSDB, existing capacity would be sufficient for the requirement of the present and the future. The entire town area get water through out 24 hours of the day. Galle Town is covered by 99% pipe borne water supply. (Map No 10). Data of NWSDB indicate that the water is being supplied for the following uses in Galle municipal area. (Table No 13)

Table No. 13

Consumption of Water in Galle M.C. Area 1999 – 2001.

Uses	Units	Percentage %
Residential	18,081	90
Commerce and Public uses	1,564	08
Other	317	02
Total	15,000	100

Source: Galle Municipal Council;

However, there is sufficient capacity of water supply for the Town. Under the Greater Galle Water Supply Scheme.

6.1.4 Telecommunication

Total capacity of telephone exchange of Galle is 13,004 of which 8,843 has already been provided up to May 2002. There are 2,778 applicants in the waiting list from May 2002. The demand for telephone connection could not be met due to shortage of cables. Therefore, action should be taken by ascertaining the present and future demand. It is observed that the percentage of supply of telecom facilities to the town is around 68%. There are no accurate data regarding the supply of telecommunication facilities in the municipal area. Hence, the data available at Divisional Secretariat level has been taken for this analysis. But the demand is 100% cover wireless due to telephone facilities and mobile phones.

6.1.5 Electricity

All roads in the town are provided with the supply of electricity, (Map No. 11). through 17 primary sub stations and 97 transformers. There are 15,350 consumers in the town of which 500 are for non residential uses and the rest are for residential uses.

6.1.6 Storm Water Drainage System

Ginganga River, Moragoda Ela and Moda Ela are the main water ways in the town. 68 km length of road were tarred during the year 2000. They were provided with open drains to a length of 4.7 km in the 1st Grade roads, 5.321 km in the 2nd grade roads and 4.6 km in the 3rd grade roads. Accordingly, total open drains provided along tarred road in 75%. The main problem related to storm water drainage are lack of proper drainage system, inundation of some areas due to unauthorized fillings (especially in Dangedara Road and Sangamittapura area), disposal of wastes into the canals block the proper flow of water through drains and the location of some areas below the sea level, as indicated in the Map No. 12.

Improvement of 4.16 km Kapu Ela and 8.3 km of other canals to a cost of Rs.356.0 million had been carried out under UDLIHP project financed by ADB. Even under this project, the storm water drainage is not rectified appropriately. This area is still subject to flood even during the slightest rain. Hence there are environmental and

health problems due to lack of proper drainage system. It is necessary to update the drainage system after proper study of the physical feature of the town and construction has to be done on priority basis. Further flooding is prevalent in the town during heavy rains which hampers the urban services.

6.1.7 Solid waste Management

Average solid waste generation in the town is 35 - 45 tons a day. The disposal is carried out with the participation of the municipal council, private sector, non governmental organizations and the community.

Presently MC mobilizes 7 tractors, 10 hand tractors and employ 114 permanent and 20 temporary labourers for daily collection of wastes.

Daily collection of solid waste was disposed to the coastal belt near the Hilltop Building. In the past, solid waste was also disposed close to the area of Heenpandala and Mahamodarawila in the town. Disposal of such wastes cause many environmental and social problems. The problems related waste management is that MC do not have a suitable land for disposal of wastes and sufficient employees & vehicles for the transportation of daily collection of wastes. A land with an extent of 15 acres in the area of Hikkaduwa Pradeshiya Sabha has been identified for disposal of solid waste at present. This land would be made use for this purpose under the guidance of NWSDB with an adequate reservation zone in a planned manner.

Presently, a NGO called Artha Charya Foundation (EMR) carry out a small scale solid waste recycling project, and compost manure production.

Disposal of solid waste in this town has reached the saturation point after having made use of various private lands for the purpose of reclamation of low lying lands areas. Separation of solid waste has not been done at the original source; thereby the disposal of solid waste has now become a problem to the municipality. The Development Plan therefore intends to minimize environmental, economical, social and health problems which have been created from the very beginning up to the final disposal of wastes.

6.1.8 Sewage Disposal

Galle Town has no central sewerage system. Only water sealed toilets are now in operation. Removal of faecal matter from the cesspits and disposal of them have become a problem. It is appropriate to have a central sewerage system for this town considering the building density, physical existence of low lying areas and future development activities & requirements. However, it is appropriate to central sewerage system to the entire town and commence implementing on priority basis for the undermentioned area.

- Galle Town Centre
- Karapitiya Junction
- Area associated with the proposed administrative complex (Beligaha Junction)

6.2 Social Infrastructure

6.2.1 Education

Galle Town is a leading place in educational sector of southern province. Large number of students attend to leading schools in the town from out stations. The extent of 25 hectares is being used for educational activities in the town. There are 32 schools in the towns of which 8 schools are national schools. (Map No 13).

There are 41,627 students in 32 schools of which 50% of students are from out stations. The reason for many students to attend schools in the town is due to the leading schools concentration in the town with 21,348 boys and 20,279 girls. 2,966 students are studying in Tamil medium.

Every national school in the town is congested and has the lowest floor space of 10 sq.ft per student. Minimum floor space of students in national schools in Galle Town is given below in Table No. 14.

Table No 14

Minimum floor area of students in national schools in Galle Town

No.	School	Total students	Extent of class room sq. ft	Floor Space per student
1	Mahinda Vidyalaya	3,320	19,300	5.8
2	Southland Girls School	4,539	25,120	5.5
3	Sangamta Girls School	5,664	16,181	2.8
4	Richmond Vidyalaya	4,331	12,750	2.9
5	Repan Girls School	2,512	5,493	2.1

Source: Zonal Education Office, Galle

High demand for educational facilities in Galle Town could be reduced by improving the standard of schools in the out stations by the educational authorities of the province. The schools in the town centre do not have enough laboratories, toilet facilities and playgrounds. There are three international schools in Galle Town. Technical College, Ruhunu Medical Faculty are located out side the town limit. Engineering Faculty of the Ruhunu University, Open University at Labuduwa and many higher educational institutions are located out side the town limit.

6.2.2 Health

Main health centers of the southern province are located in Galle of which Karapitiya and Mahamodara teaching hospitals are prominent. In addition, health services are offered by the private hospitals and Indigenous Medicine by Dissanayake Ayurvedic Hospital. (Table No. 15 and Map No. 14)

Table No 15**Basic Facilities of Galle Teaching Hospitals and Private Hospitals - 2002**

Name of the Institution	Number of beds	No of doctors	OPD patents	Indoor patient in wards a day	indoor admissions
Karapitiya	1198	273	672	1241	284
Mahamodara	163	41	412	343	74
Co-op Hospital	60	65	400	20	0
Southern Hospital	25	44	500	18	8
Central Hospital	22	25	450	18	6
Ruhunu Hospital	30	43	150	20	5

Source: Karapitiya, Mahamodara, and private hospitals data

According to the above data out door patients of 1000 from government hospitals and around 600 from private hospitals are getting treatments daily. 20% of indoor patients in Karapitiya and Mahamodara do not have bed facility and hence it is necessary to increase bed capacity of those hospitals. Karapitiya and Mamodara government hospitals provide various health service such as, dental health care service, laboratory tests, Ambulance services, Surgeries, intensive care, cardiology, and clinics for out door patients.

Mahamodara hospital provides important pre and post natal maternal care services and test tube baby units. Maternity hospital has been constructed near Karapitiya Hospital with modern facilities after tsunami disaster in 2004. Dissanayake Ayurvedic Hospital also provides in-door and out door treatments while the hospitals of the private sector also provide varieties of health care services. Around four doctors provide these services at Cachim Chest Hospital. In addition, Galle municipal council too provides various aspects of health services. In view of the health facilities available in the town, many people from the southern province as well as from the adjoining provinces attend for treatments at hospitals in Galle.

The problems related to health services are shortage of doctors, inadequate spaces and insufficient beds in government hospitals.

6.2.3 Recreational and Sport Activities

Galle Town consists an international cricket ground, a park and three cinema halls for recreation and sports activities. An extent of 48.0 acres representing 1.3% of the total land use of the town has been allocated for playground and open areas. Since, the public playground at the town centre has been converted as an international cricket ground, a necessity arise for another suitable playground to conduct other sport activities and sports meets of the schools in the town. The international cricket stadium was severely damaged by tsunami disaster in December 2004. Subsequently has been rehabilitated in par with the characteristic feature of the Galle Fort. A land in an extent of 16 acres has been identified in Dadalla area for a public playground and its acquisition process has now been commenced.

Potential recreational areas are the Fort, the World Heritage site and coastal areas of Marine Drive, Katugoda Coastal belt and Mahamodarawila (Map No 15). However, these areas are not yet opened for such recreational activities. Further, one of the problem in this aspect is that in adequate facilities for public meetings and recreational activities within the town though the town is a 1st order town in the southern province. Thus, considering the population and lands allocation for common facilities, children's playground and recreational facilities are not adequately provide for the entire area of the town. Therefore facilities for playgrounds have to be identified sufficiently representing all areas of the town. Accordingly, it is proposed to develop an area for a costal park from rampart of Galle Fort to the Navy Camp without hindering fishing activities in the vicinity and to develop the playground of Samanala Bridge as an open space.

6.2.4 Environmental Sensitive Areas

The town consists of a coastal belt of 15 km in length. Environmentally sensitive areas are; costal belt, Ginganga estuary, Mahamodarawila and adjacent areas of Bikke water reservoir (Map No. 16), Among the above areas, the coastal belt is more prone to threat by development activities. Storage of derelict old irons and also unauthorized construction in the costal areas in Katudgoda have serious impacts on the natural environment. Further, one of the high environmental sensitive areas of the coastal belt in the Town centre (former Pola area) has already ruined the environment due to unauthorized / haphazard development. Environmental degradation further advanced due to tsunami disaster in 2004. All the areas within 300 meters towards land from the costal belt except the area at Cloisenburg and Gintota highlands were completely destroyed by tsunami disaster. The environmentally valuable area close to Mahamodarawila creates environmental problems due to the location of low income housing projects at Siyambalagahawatta. The purpose of the Development Plan is to direct these resources for planned environmental friendly sustainable development projects.

6.2.5 Areas of Archeological and Architectural heritage

Galle Fort has been declared as a World Heritage site in 1991. The area consists in two zones (i.e. Zone I & Zone II. The extent of the Fort area is 38 ha. The Fort has an extent of 38 hectares (Map No. 17). Some of the reconstruction of buildings in the Fort are done inimical to the of archeological and architectural values. Only few buildings are remaining in the original status. Conservation of buildings has been carried out by introducing new economic activity for maintaining the historical heritage under the proposal of the Development Plan. Fruit and vegetable stalls in the town, Atapattu Walawwa too are identified as buildings of archeological and architectural heritage. It is proposed to include these buildings under listed buildings and make use of them for some economic contribution to the town guarantying the protection of their historical & architectural heritage.

7.0 SWOT Analysis

SWOT Analysis shows the Strengths, Weaknesses, Opportunities and Threats in respect of town development. It is an assessment of the town by analyzing future potential and development as against the existing potential. Accordingly, the strengths, weaknesses, opportunities and threats are given below:

SWOT ANALYSIS - DEVELOPMENT PLAN GALLE MUNICIPAL COUNCIL AREA

Strength	Weaknesses	Opportunities	Threats
<ol style="list-style-type: none"> 1. Advantages of strategic location of the town 2. Location of the Town in wet zone. 3. 1st order township as a district and provincial capital 4. Being the main administrative centre in the Southern Province. 5. Main Health Centre in the region. 6. Being the main transportation centre. 7. Historic identity of the town 8. Galle Fort being the world heritage as declared by UNESCO 9. Existence of educational institutions which could be developed as a Major Educational Centre 10. Linkage with the capital of the island and other towns through the highway and the railway line 11. Location of national and 	<ol style="list-style-type: none"> 1. Impediments to introduce structural changes to suit the present requirement of the town 2. Scattered existence of administrative institutions all over the town 3. Lack of facilities as a 1st order town of the province (recreational activities and vehicle parks) 4. Town is not geared for a planned development (world Heritage City, Town Centre, costal belt etc are not optimally integrated with the of economical process of the town) 5. Insufficient internal access roads and inadequate width of existing roads 6. Linear development along main roads 7. Incapability of meeting the rapid demand by the existing infrastructure facilities. (vehicle parks, accessibility and sewerage System) 8. Non diversification of economic activities 9. Delays for passengers in connecting railway engines at Galle Railway Station for commencing journey 10. Existence of informal and 	<ol style="list-style-type: none"> 1. Opportunities to develop the town as capital of southern province in the national deveoopment process. 2. Location of the Southern Expressway close to the town and 6 kilometer long and 100 meter wide bypass road to Galle harbor connected to Pinnaduwa Interchange 3. Existence of human resources which could be harnessed for enterprises 4. Existence of economically important Export Promotional Zone and local Airport at Koggala 5. Existence of resources which could be facilitate economical diversification 	<ol style="list-style-type: none"> 1. Some parts in the town centre one below sea level. 2. No financial provision for required development activities 3. Natural and environmental constraints in developing Galle harbour 4. Development trend towards Matara Town as the capital of administration, trade & service sector of southern province 5. Existence of a competition (development trends) between Matara and Ruhunupura 6. Trends for development of adjoining small towns Elpitiya, Baddegama, Pinnaduwa.

<p>international level of economic and administrative activities (Harbor, Teaching Hospital at Karapitiya, International Cricket stadium, Medical Faculty, Engineering Faculty and Chief Secretary's office of the Southern Province)</p> <p>12. Proposed port expansion project.</p> <p>13. Existence of relatively high socio-economic infrastructure facilities (road network, water, electricity and communication network)</p> <p>14. Location of national important cement factory and Gintota fly wood factory</p> <p>15. High opportunities for economic activities (commercial, tourism and fisheries)</p> <p>16. Availability of labour force and physical resources for development activities</p> <p>17. Existence of a coastal belt with scenic</p>	<p>incompatible uses at the town centre.</p> <ul style="list-style-type: none"> - Lands are not geared for optimal uses (China-Koratuwa and Pettigalawatta). - Internal areas are not open of commercial uses due deficiency of accessibility. - Limit the development due existence of small land plots in the town centre. <p>11. No Adequate development in respect of industries and commercial sector available for generation of employment opportunities</p> <p>12. Non existence of a systematic open drainage system</p> <p>13. Non existence of a Centralized Sewerage System</p> <p>14. Existence of unauthorized activities in the Fort area which hamper the ancient world Heritage site and no coordination among relevant institutions.</p>		
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<p>beauty</p> <p>18. Availability of diversified resources in the town and region to promotion of Tourism industry</p> <ul style="list-style-type: none"> • World Heritage Site • Coastal Belt • Service areas Mahamodarawila, Rumassala Kanda, Hiyare Bio diversity area. • Mountains and water falls in the region. • Youth Harbour. 			
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8.0 Vision of the Development Plan

The Vision of the development plan *is to* retain the historical heritage and to create Galle town as a 1st order town in a planned manner with key administrative centre of the southern province.

Objectives of the development plan are:

1. Strengthen the town's economy of the town by diversification of economic activities of the town through the optimum utilization of commerce, finance and service sectors.
2. Create efficiency in the urban services and attain sustainable development through optimum land utilization in the town
3. Develop Galle Town as the main tourist centre in the southern province while protecting the historical heritage
4. Protecting the places of natural scenic beauty and places of environmentally sensitive areas.
5. Minimize natural disasters and make the town congenial and safe to live.
6. Achieve planned development through zoning plan and regulation.

Objective	Strategy
<p>1. Strengthen the town's economy by diversification of economic activities of the town through the optimum utilization of commerce, finance and service sectors.</p>	<ul style="list-style-type: none"> • Optimum utilization of lands and buildings which are incompatible and underutilized and increase the floor area ratio of the buildings. • Provision of bypasses and service roads in China – Garden and Pettigalawatta commercial area which are being under utilized and open them for better development • Develop sub service centers of Karapitiya, Gintota, Sarenthukade and Katgoda allowing specialize activities for the particular centers. • Promotion of tourism in the areas of archeologically and historically important Galle Fort (World Heritage site) and areas of natural scenic beauty (costal belt and Mahamodarawila).
<p>2. Create efficiency in the</p>	<ul style="list-style-type: none"> • Concentration of administrative function

<p>urban services and attain sustainable development through optimum land utilization in the town</p>	<p>which are scattered in the town towards hinterlands in a planned manner</p> <ul style="list-style-type: none"> • Direct development through zoning plan and zoning regulations • Widen the roads and develop bypass roads on priority basis to increase the efficiency of the transport sector • Create accessibility to the potential areas available for development. • Encourage the property trade and private entrepreneurs for construction of residential (flats (2 – 3 stories) • Provision of infrastructure for recreational activities. • Introduce and promote multi storied buildings through property developers. • Develop common facilities of other schools of the town for the purpose of minimizing the congestion of schools in the town centre and prevailing disparity of schools.
<p>3. Develop Galle Town as the main tourist centre in the southern province while securing the historical and heritage value of the town.</p>	<ul style="list-style-type: none"> • Make a list of buildings which are archeologically and architecturally important located with in the Galle Fort, the world heritage site to protect them. • Revitalization of the buildings with in the Fort area for tourist promotional activities. Buildings vacated due to the relocation of offices are to be used as museums, exhibition halls of talents & skills (Viskam), restaurants etc.
<p>4. Protection of the places of natural scenic beauty and places of environmental value</p>	<ul style="list-style-type: none"> • Formulate rules and regulations to obtain initial planning clearance from the relevant institutions in case of developing the environmentally sensitive areas (costal belt, canal reservations, lowlands and areas of scenic beauty <p>Integration of urban scenic and recreational activities through using the agricultural land, reservation and other open spaces and formulate a system to protect environment sensitive areas and scenic beauty.</p>
<p>5. Minimize natural disasters and make the town congenial and safe</p>	<ul style="list-style-type: none"> • Maintain conservation zones recommended by the Department of Costal Conservation

<p>to live.</p> <p>6. Achieve planned development through zoning plan and regulations</p>	<ul style="list-style-type: none"> • Maintain of all canals and canal reservations • Design buildings in costal areas to with stand the natural disasters and introduce special regulations • Control unauthorized activities in the canal reservations and marshy areas. • Direct the development activities in the town in accordance with the proposed zoning plan, town centre plan and regulations of the world heritage site. • Direct the development in the coastal zone according to the coastal management plan of the Coast Conservation Department. • Create an active committee including all relevant government institutions and non governmental organization for the development of the town.
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9.0 PROPOSED TOWN DEVELOPMENT PROJECTS – Galle Town Shown in Map Nos. 18, 19, 20 & 21

	Project	Existing situation	Duration	Long Term	Short Term	Financed By	Implemented By
1.0	Commercial Projects						
1.1	Karapitiya Development Project <ul style="list-style-type: none"> • Commercial Complex Stage II • Bus Terminal and By Pass Road 	Plan Preparation completed. Construction of by pass road completed.				Southern Provincial Council	Urban Development Authority + Galle Municipal Council + Private Developers.
1.2	Public Fair with all facilities including vehicle park for a commercial complex at Oropuwatta owned by Galle Municipal Council	Plan is being prepared		x			Urban Development Authority + Galle Municipal Council, District Secretary + Chambers of Commerce
1.3	Hotels and Commercial Development at Existing Prison premises after relocation of the existing prison to Nawinna area	Land identified and acquisition proposed					
1.4	Deployment of the Central Bus Station <ul style="list-style-type: none"> • Develop with a upper floor of the existing Bus Station allowing vehicle park in the Ground Floor • Redevelopment of bus stand with an upper floor 	Un planned development			x	Ministry of Nation Building	Road Development Authority + Urban Development Authority + Galle Municipal Council

	<p>and after shifting the bus stand this will use for parking and commercial activities.</p> <p>Shift the Bus Station with commercial activities at the existing Police Station premises in the long term.</p>						
1.5	<p>Development of Commercial sub centers (nodes) of Katugoda, Gintota, Hirimbura Junction, Karapitiya Junction and Tanipolgaha Junction</p> <ul style="list-style-type: none"> • Special Centre for Fisheries related products at Katugoda Junction • Special Commercial Centre for Health related activities at Karapitiya Junction • Gintota Junction and Tanipolgaha Junction as commercial sub centers (nodes) 	Needs planned development		x			Road Development Authority + Urban Development Authority + Galle Municipal Council
1.6	<p>Relocation of Public Fair destroyed by the tsunami Oropuwatta premises</p> <p>i. Existing commercial activities such as vegetable</p>						Urban Development Authority + Galle Municipal Council + Cost Conservation Department + Central

	marketing to be shifted to oppuwatta premises in a planned manner and to develop the public pola area as a Beach Park.						Environmental Authority
1.7	Conversion of Public Buildings at Galle Fort (World Heritage) for tourist related commercial activities in preserving historical values <ul style="list-style-type: none"> • Relocation of Laksala Market at Old Post Office Building in the Galle Fort. 				x		Urban Development Authority + Galle Municipal Council + Archeological Department + Department of Small Industries
1.8	Development of Dutch Vegetable Market at the Main Street and regularization of commercial activities by relocating pavement hawkers				x		Urban Development Authority + Galle Municipal Council + Galle Heritage Foundation
1.9	Expansion of commercial activities of China Garden and Pettigalawatta by widening of internal road network in the Central Business Area (CBD)	Unplanned single storied buildings			x		Urban Development Authority + Road Development Authority + Galle Municipal Council
1.10	Encourage land owners for condominium land ownership for the purpose of commercial development utilizing maximum floor area ratio	Unplanned single storied buildings					Urban Development Authority + Galle Municipal Council + Cost Conservation Department + Central

	(FAR) in the Central Business Area (CBD)						Environmental Authority
2.0 <u>Administrative Activities</u>							
2.1 Administrative Complex							
	<ul style="list-style-type: none"> • Stage I – Beligaha Junction adjacent site (Puwakgaha Kebella) • Stage II – 50 acre site identified at Navinna area 						
2.2 Health Activities							
	1. Construction of multi storied hospital quarters of Karapitiya Hospital						
2.3 Educational Activities							
	<ol style="list-style-type: none"> 1. Educational Corridor (Proposed Ocean Science University, Hapugala Engineering Faculty and Karapitiya Medical Faculty). 2. Formation of affiliated schools in Akmeemana area to relieve the congestion of National schools (Southlands and All Saints Colleges etc.) 3. Qualitative improvement of all schools 						
3.0	Housing						
	<ol style="list-style-type: none"> i Introduction of storied housings to meet the demand for middle class through private sector investment ii Proposed lands for housing development at Ambalanwatta, Arachigewela near Moragoda Ela iii Establishment of Government Quarters at 4 acre 			x			Urban Development Authority + Galle Municipal Council + Private Sector

							Authority
	<p>iv. New Road connecting Heenpandala Road and Maha Mudali Mawatha</p> <p>v. Construction of a new road from Sri Pannanda Mawatha to Nandapala Mawatha near Prince Cinema</p> <p>vi. Construction of the proposed new road from Udugama Road through D Samsom Rajapakse Mawatha</p>						<p>Urban Development Authority + Road Development Authority</p> <p>Urban Development Authority + Road Development Authority</p> <p>Urban Development Authority + Road Development Authority</p>
4.2	Road Widening						
	<p>i. Hand over the ownership of :</p> <ul style="list-style-type: none"> • Hirimbura Road • Hirimbura Cross Road <p>Widening of</p> <p>ii. Galle –Baddegama Road</p> <p>iii Galle – Wakwella Road 20 meters</p> <p>iv Beligaha – Karapitiya Road 20 meters</p>						<p>U D A + R D A + Galle M C</p> <p>U D A + R D A + Galle M C</p> <p>U D A + R D A + Galle M C</p> <p>U D A + R D A + Galle M C</p>
	<p>v Karapitiya Road via Bope from Gintota</p> <p>vi Richmond Hill Road up</p>						U D A + R D A + Galle M C

	to 30 feet						U D A + R D A + Galle M C
	vii Maha Modara to Peduruwela Junction (Humes Road) viii Sarenthu Kade Junction to Fisheries Corp at Maagalla						U D A + R D A + Galle M C U D A + R D A + Galle M C
4.3	Development of by passes						
	By pass from Kaluwella Technical College Junction to Kandewatta Road via Kanampitiya Road up to Udugama Road				x		U D A + R D A + Galle M C
4.4	Provision of Vehicle Parks						
	i. Within the Oropuwatta Commercial Complex for heavy vehicles ii. Proposed bus stand premises for long distant services iii. Ground floor vacant after relocation of existing Main Bus Station						
	iv Vacant premises after relocation of existing Bus Station adjoined to						

	<p>Kapu Ela</p> <p>v. Vacant premises after relocation of stalls at the former Pola site.</p> <p>vi. Stage 2 Development of Stage 2 UDA Karapitiya</p> <p>vii. Land adjoining to Karapitiya Cancer Hospital</p> <p>viii. Land adjoining to Maha Modara Hospital</p>						
4.5	RoundABOUTs						
	i. Tanipolgaha Junction connecting 4 roads						R D A
	ii. Katugoda Junction						R D A

5.0	Disposal of wastes						
	<ul style="list-style-type: none"> • Recycling Projects of papers and building materials • Ten (10) acre land fill site for disposal of waste at Keselwatta in the Akmeemana area 						Galle Municipal Council + Central Environmental Authority
6.0	Provision of Recreational Activities (playgrounds)						
	<p>i. Construction of a fully fledged sports complex at Daddalla.</p> <p>ii. Development of a playground near the Dadalla Cemetery</p> <p>iii. Development of a playground at the Coconut land of Panampitiya Road</p> <p>iv. Development of a playground in a lowland of Bandungoda Road off D Samson Rajapakse Mawatha</p>				x		Ministry of Sports + Galle Municipal Council + UDA
					x		Ministry of Sports + Galle Municipal Council + UDA
					x		Ministry of Sports + Galle Municipal Council + UDA

	<p>v. Development of a playground at a vacant land near Maitipe 2nd Lane</p> <p>vi. Improvement of the existing playground of Mahinda College</p> <p>vii. Construction of new proposed playground at Heenpandala</p>						<p>Ministry of Sports + Galle Municipal Council + UDA</p> <p>Ministry of Sports + Galle Municipal Council + UDA</p> <p>Ministry of Sports + Galle Municipal Council + UDA</p>
6.1	Construction of Children's Playgrounds						
	<p>i. Vacant land near Welpitabedda Road of Gintota</p> <p>ii. Lowland near Athiligoda Fernando Mawatha and Subadrarama Road</p> <p>iii. Vacant land near Udugama Road and Railkway Level Crossing</p> <p>iv. Lowland near Katugoda – Akuressa Road within the Municipal limit</p>					x	<p>Galle Municipal Council + U D A + Central Environmental Authority</p>
7.0	Environment Aspect						
	<p>i. Construction of the entire drainage system covering entire road network on priority basis</p>						

	<p>ii. Maintain all the canal reservations after regularizing their reservations</p> <p>iii. Implementation of the proposed Solid Waste Recycling Project</p> <p>iv. Development of Katugoda Mahamodara and Town Centre Fair at Coastal belt and Gintota River mouth as tourist scenic views</p>						
8.0	Development of Urban Parks						
	<p>i. Development of a Urban Garden near a lowland linked Hirimbura Cross Road and Moragoda Ela</p> <p>ii. Development of a Coastal Garden as People's Square (from the existing fair premises to Dadalla coastal belt)</p>						
	<p>iii. Maintain Urban Greening projects along canal reservations</p>						

	<p>iv. Maintain the Dharmapala Garden as a free zone without buildings</p> <p>v. Development of Gintota River mouth as a centre for tourist scenic view</p> <p>vi. Development of recreational gardens and in and around Mahamodara wila</p>						
9.0	Tourist Aspect						
	Conversion & Revitalization of archeologically valued vacant buildings of Galle Fort (World Heritage site) for tourist related activities.						
	<p>i. Conversion of Kachcheri building for a Folk Art Centre</p> <p>ii. Offices like R D A , Department of Forest Conservation, Building Department, Education Department for activities such as tourist restaurants, guest houses, libraries</p> <p>iii. Re commencement of sailors by utilizing harbour related resources</p>						

	iv. Establishment of traditional domestic industries in the Fort area						
	<p>v. Expansion of tourist industry by providing cable transportation from Galle Fort (Heritage site) to Historically and environmentally valued Rumaswala Hill</p> <p>vi. Development of Existing People's Fair in the coastal belt, Katugoda Coastal Belt and Maha Modara Coastal Belt as coastal gardens</p>						

PART II

PROPOSED ZONING REGULATION

10.0 PROPOSED ZONING REGULATIONS & PROPOSED ZONING PLAN

Proposed Zoning Plan is prepared based *on* the development requirement of the town up to the planned period of 2025. Accordingly, town is divided into 11 zones. Map No. 22. A Mixed Residential Zone and a Mixed Development Zone have been established especially to discourage linear development that existed in the town. Accordingly, opportunities are given to low density development activities in Mixed Residential Zone and high density development activities in Mixed Development Zone. Further, the zoning has been formulated based on the existing development activities and future requirement of the town.

Proposed Zoning Plan is given in Map No 19. The physical boundaries of different zones are indicated in Annex 1.

10.1 Primary Residential Zone

Following uses are permitted in the Primary Residential Zone.

- (a) Houses for human habitation
- (b)
 - 1. Dormitories and residential flats
 - 2. Educational institutions, libraries and allied uses
 - 3. Health institutions and religious places
 - 4. Professional and administrative offices (not exceeding 100 m²)
 - 5. Hotels, guest houses and rooms (not exceeding 10 m²)
 - 6. Public buildings (not exceeding 250 m²)
 - 7. Boutiques (not exceeding 50 m²)
 - 8. Private educational institutions (not exceeding 50 m²)
- (c) Uses indicated in 1 (b) will be allowed only when the developer fulfills the following requirement:
 - i. Such uses shall be compatible with the uses of vicinity and should not give any impact to the activities of the Primary Residential Zone and should not be hindrance to privacy or environment in the area around.
 - ii. Such uses shall not hamper the vehicle movements in the area and not to create any traffic congestion
 - iii. Adequate space shall be available for such uses with adequate vehicle parking, water supply, waste disposal facilities with protection from fire protection and other disasters
- (d) In addition, subject to initial planning clearance, approval for the following uses shall be considered in a site not less than 20 perches in extent.
 - i. Bakeries not exceeding 50 m²
 - ii. Domestic industries not exceeding 50 m² in extent and not exceeding 3 HP and create no environment pollution.
 - iii. Nursing homes not exceeding 500 m²
 - iv. Private institutions not exceeding 100 m²

10.2 Mixed Residential Zone

- (a) Permission shall be granted to uses given in the Primary Residential Zone. In addition permission shall be granted to the following uses.
 - i. Electrically operated domestic industries with a gross floor area not exceeding 75 m² and using machinery not exceeding 5 HP
 - ii. Software and allied industries
- (b) Permission shall not be granted for the following uses in the mixed residential zone
 - i. Dangerous and offensive trades.
 - ii. Industries using machinery exceeding 5 HP in a gross floor area exceeding 100 m² and Industries, workshop using container vehicles cause environmental pollution exceeding the limits stipulated by the Central Environment Authority in respect of residential areas
 - iii. Industries and Industrial establishments and engage on sawing and plowing of timber using machinery, manufacture of explosives, manufacture of tiles, bricks and lime, manufacture of materials asphalt, coal tar and other petroleum distillates involving heating or any other chemical process, heating of and fats manufacture involving the uses of furnaces, process involving sand blasting, pulverizing of minerals, rocks, metals, glass, bricks, pottery, ceramic industries using sleepers.
 - iv. Quarrying and mining
- (c) No permission shall be granted for the uses which are prohibited above and uses that are time to time prohibited by the Authority in the Mixed Residential Zone.
- (d) The uses included under 2 (b) i – iv above which are prohibited could be permitted by the authority if requirement given in 2 (a) I are fulfilled.

10.3 Mixed Development Zone

- (b) Permission shall be given to all uses mentioned in the Mixed Residential Zone 1. In addition, permission will also be given to the following uses.
 - i. Marketing centre and super market
 - ii. Stalls and warehouses of goods which are not dangerous and hazardous not exceeding 200 m²
 - iii. Vehicle repair garages not exceeding 200 m²
 - iv. Places of public assembly
 - v. Public buildings
 - vi. Industries, industrial establishments and workshops not exceeding gross floor area of 200 m² and using machinery not exceeding 5 HP capacity

- vii. Industries, industrial establishments and workshops using not exceeding 10 HP machinery (only licensed industries which do not emit noise, air and water pollution)
- (c) Following uses shall not be permitted in this zone
- i. Dangerous and offensive trades (Annex 1)
 - ii. Quarrying and mining
 - iii. Production and storage of explosive coals, gas etc,
 - iv. Paper manufacture, production of petroleum and fertilizer
 - v. Tanning of leather, processing and storage of tobacco

10.4 Commercial Zone

Commercial Zone I	-	Town Centre area
Commercial Zone II	-	Sub Centres

- (a) Proposed development or any uses within the zone II of the World Heritage City of Galle Fort which falls in Commercial Zone is permitted only the recommendations of the Galle Heritage Planning Sub Committee.
- (b) Following uses *shall* be permitted in the Commercial Zone
- i. All uses permitted under Regulation No 2 of the Mixed Residential Zone
 - ii. Market centers and Super markets
 - iii. Places of people's assembly
 - iv. Commercial offices and presses
 - v. Motor repair garages not exceeding gross floor area of 250 m²
 - vi. Industries not exceeding gross floor area of 50 m² which do not pollute the environment
- (c) Following uses shall not be permitted in the Commercial Zone
- i. Industries and industrial institutions using machinery exceeding 10 HP with a gross floor area exceeding 200 m², technical establishments and workshops and warehouses exceeding 100m²
 - ii. Dangerous and offensive trades (Annex 1)
 - iii. Quarrying and Mining
 - iv. Production and storage of explosive, coals, gas etc,
 - v. Paper manufacture, production of petroleum and fertilizer
 - vi. Tanning of leather, processing and storage of tobacco
- (c) Uses in addition to above prohibited uses that could time to time prohibited by the Authority

10.5 Administration and Public Activity Zone

- (a) Following uses shall be permitted in this Zone
- i. Government and Government affiliated offices and public buildings
 - ii. Buildings of public assembly
 - iii. Parks, playgrounds and recreational uses
 - iv. Libraries, museums and allied uses

- v. Shops and restaurants not exceeding 100 m²
- (b) Following uses shall be prohibited in this zone
 - i Industries and industrial buildings
 - ii Dangerous and offensive trades
- (c) Uses in addition to the above prohibited uses time to time prohibited by the Authority could be prohibited in this zone as indicated under Regulation No 9 (i) (a)
- (d) The uses prohibited under (b) but if it fulfills the requirement of No. 4 (b) I, ii and iii could be permitted in the zone by the Authority.

10.6 Conservation Zone

10.6.1 Archeological Conservation Zone

1. Archeological Conservation Zone (Galle Fort- World Heritage Site)

- (a) Following uses shall be permitted in this zone as per the requirements and conditions stipulated by the World Heritage Foundation
 - i. Houses for residential uses
 - ii. Commercial exhibit halls and allied offices
 - iii. Tourist hotels and guest houses
 - iv. Banks and allied financial uses
 - v. Nursing homes
 - vi. Libraries (see annex for special regulations in respect of this zone)
- (b) Following uses shall be prohibited in this zone
 - i. Tourist restaurants
 - ii. Recreational activities such as clubs and casinos
 - iii. Liquor bars and liquor selling shops.
 - iv. Uses of common administrative activities
 - v. Any kinds of Industries
 - vi. Motor repair garages
 - vii. Filling stations
 - viii. Places of vehicle maintenance
 - ix. New schools and expansion of existing schools
 - x. Stores exceeding 100 m² (except dangerous items)
 - xi. Camps and offices and quarters of security forces
 - xii. Prohibit able uses deemed to introduce by the Authority from time to time

2. Coastal Conservation Zone

- Conservation zone approved by the Department of Coast Conservation shall be maintained.

- In addition, permission shall be granted to maintain development activities, environment sensitive places and parks in the coastal area as indicated in the development plan

3. Reservoirs and canal reservations

- Canal reservations and internal water reservoirs are as follows:
 - Mahamodarawila reservation, 100 meters from the bank of the wila
 - Moragoda Ela, Kapu Ela, Old Ela 3 meters from the bank of the Ela
 - Other small canals 1.5 meters from the bank of the canal
 - Other ancillary canals 1 meter from the bank of the canal
 - Bikke reservation - keep reservation in the same way

Disposal of wastes to internal water bodies and canals is prohibited. Activities permitted by relevant institutions will only be permitted.

4. Railway Reservation

Railway reservation shall be maintained.

10.7 Tourist Promotional Zone

Following uses shall be permitted in this zone.

- (a) All permissible uses in the Primary Residential Zone
- (b) Following uses also may be permitted:
 - vii. Tourist hotels, guest houses, motels, restaurants
 - viii. Shops
 - ix. Local domestic industries and related show rooms
 - x. Gems and Jewelry industries and related exhibition rooms and marketing shops
 - xi. Batik show rooms and batik production units
- (c) All other uses are prohibited in this zone
 - i. Uses which are not permitted in Mixed Residential Zone
 - ii. Dangerous and offensive trades
 - iii. Industries indicated under (a) except item no 3,4, and 5

10.8 Harbor Development Zone

- (a) Following uses are permitted in this zone:
 - i. Improvement to existing houses
 - ii. The uses related to harbor development and allied activities, such as :

- Harbor development and warehouses industrial activities
- Harbour quarters not exceeding 100 m²

(b) Following uses shall not be permitted in this zone

- i. New housing activities
- ii. Dormitories

10.9 Recreational Activity Zone

(a) Following uses shall be permitted in this zone

- xiii. Parks and playgrounds
- xiv. Trade stalls (8' x 8'), exhibition grounds and clubs
- xv. Playground, physical fitness centers, swimming pools
- xvi. Aquariums, zoological gardens and allied activities
- xvii. Golf course
- xviii. Commercial offices with 10 m²

(b) Permission shall not be given for the under mentioned uses

- i. Industries and industrial buildings
- ii. Commercial offices
- iii. Dangerous and offensive trades listed in Annex 1

10.10 Environmental Sensitive Zone

(a) Following uses shall be permitted in this zone

- i. Parks and park related activities
- ii. Trade stalls (8' x 8'), exhibition grounds and clubs

(b) All other uses are prohibited in this zone.

No activities shall be allowed in any water bodies in the town.

10.11 Industrial Zone

Only small and medium scale industrial uses will be permitted in this zone.