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HAKMANA DEVELOPMENT PLAN

2019 - 2030



Hakmana Development Plan

2019-2030

Volume I



Urban Development Authority
“Sethsiripaya”
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Honorable Minister's Forward



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

This development plan has been prepared for the implementation of the envisaged integrated development of the Hakmana (Pradeshiya Sabha) area.

Hakmana town is a residential township in Matara District which is integrated with Environment sensitive areas. Further the area possesses potential to be develop with tourism related agriculture and eco sensitive areas.

Our effort is to support the entire Matara District to be developed in par with the rest of the island by facilitating the appropriate physical environment.

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

Patali Champika Ranawaka

Minister of Megapolis & Western Development

“Suhurupaya”

Battaramulla

.....2019



Chairman's Forward



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

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

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

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

Dr. Jagath Munasinghe
Chairman
Urban Development Authority

.....2019



Pradeshiya Sabha Chairman's Forward



Hakmana town is a historically evolved city based on agricultural, commercial and service activities. Due to the inadequate development of the physical, economic, social and environmental sectors, the requirement of a proper development plan has arisen.

The Development Plan prepared by the Urban Development Authority for Hakmana Pradeshiya Sabha area for the period of 2019 to 2030 aims to improve the physical, economic, social and environmental sectors in a planned manner. Hakmana Pradeshiya Sabha and myself offer best wishes for the effort of the Urban Development Authority.

Chairman

Hakmana Pradeshiya Sabha

..... 2019



Preface

The necessity of a regular development plan was created in order to face the challenges occur due to the haphazard development activities taking place in Hakmana town as well as surrounding urban areas recently. With the intention of overcome this situation, the necessity of a development plan has been created to guide the development of physical, economic, social and environmental sectors. Therefore, the needed steps were taken by the Urban Development Authority to prepare a development plan to protect the blue-field environment and to preserve the residential character of the town for the future.

The Development Plan shall be given a legal base under section 8A (1) and section 8A (2) of the Urban Development Authority (Amended) Act number 4 of 1982 of the law number 41 of 1978 enforced by the Parliament of Democratic Socialist Republic of Sri Lanka.

The Urban Development Plan approved by the minister of Megapolis and Western Region Development under the provisions of section 8(F) of the same act and it is enforcing the total area declared as an urban area under section 3(1) and (2) of the Urban Development Authority law number 41 of 1978 by the extra ordinary gazette number 1280/7 dated 29th April 2003 by the Minister with effect from

The Development Plan shall be enforced up to 2030 subjected to the power of the authority to make necessary amendments when it is found to be required. The development plan consists of two volumes, the volume 1 consists of the existing functional situation of Hakmana town, which generally justifies the regulatory scheme enforced by zoning of land along with vision, objective and strategies of the proposed development plan and its' zoning regulations. The second volume includes planning and building regulations. Those regulations will be used as strategies for controlling unauthorized construction and guide the development activities in a proper manner.

K.G. Kalyani Indika
Deputy Director (Planning)
Urban Development Authority,
Matara District Office.



Acknowledgement

The Development Plan for the Hakmana Urban Development Area is a project of the Urban Development Authority's Matara District Office. We are grateful to the Hon. Minister of Megapolis and Western Development for the Government contribution, guidance, facilities and for the support given to formulate this plan and to the Secretary of the Ministry of Megapolis and Western Development for their various contributions to make this plan a success on behalf of the Urban Development Authority.

Chairman Mr. Krishan Anuradha Premaratne of Hakmana Pradeshiya Sabha and all the members of the Pradeshiya Sabha, Divisional Secretariat including all the staff of Hakmana Divisional Secretariat are grateful for their cooperation in the preparation of this plan.

We recall the assistance rendered by the officials of the government and non-governmental organizations was a great help in making this plan a success.

Also, I thank Mr. Jagath Munasinghe Chairman of the Urban Development Authority for his time and expertise in the preparation of this plan, Mr.S.S.P.Rathnayake Director General of Urban Development Authority, K.A.D. Rathnayake Additional Director General, Mr.D.M.Ranathunge Deputy Director General (Planning), and special thanks to Mr.K.H.M.W.K.Abeyrathna the Southern Provincial Director of the Authority and to Mr. Lalith Wijeyeratne, Director, Development Planning Division for the support given to make this plan a success.

We also wish to extend our special thanks to all the other staff members who supported us, including the Development Planning Division, the Geographical Information Systems Division and the Environmental Landscape and Facilities Management Division, who contributed to the successful completion of this plan. Our special thanks to the staff of the Matara District Office for their generous support in the preparation of this plan.

K.G. Kalyani Indika
Deputy Director (Planning)
Urban Development Authority,
Matara District Office



Contents

Document Information.....	ii
Honorable Minister’s Forward.....	iii
Chairman’s Forward	iv
Pradeshiya Sabha Chairman’s Forward	v
Preface.....	vi
Acknowledgement	vii
List of Maps	x
List of Figures	xii
List of Tables	xi
Section I.....	xiii
1.0 Introduction.....	1
1.1 Background of the development plan	1
1.2 Planning team.....	1
1.3 Scope of the work	3
1.4 Planning Process	4
2.0 Preliminary Study	6
2.1 Study Area	6
2.2 Planning scope in the present situational context	9
2.3 Delineation of the area land evaluation.....	15
2.3.1. Functional boundary	15
2.3.2. Geographical features	16
2.3.3. Administrative boundaries	16
3.0 Development Plan requirement.....	14
Section II.....	15
4.0 The Planning Framework.....	19
4.1 Vision.....	19
4.2. Vision Statement.....	20
4.3. Goals	20
4.4. Objectives	21
5.0 SWOT and Detail Analysis.....	22
6.0 The Plan	39
6.1. Conceptual Plan	39
6.2 Proposed Land Use Plan	40



6.3	Social and Physical Infrastructure Development Strategies	45
6.3.1	Proposed Service Plan.....	45
6.3.2	Transport plan	50
6.3.3	Proposed water supply plan	54
6.3.4	Proposed power supply plan	55
6.3.5	Waste water management and water supply	57
6.3.6	Solid waste management.....	57
6.4	Proposed economic development strategies.....	60
6.4.1	Economic plan.....	60
6.5	Environmental sustainable strategies	64
6.5.1	Conservation areas	64
6.5.2	Landscape management Strategies	66
6.5.3	Disaster risk management strategies.....	66
6.5.4	Public outdoor Recreational strategies.....	66
6.5.5	Agricultural plan	70
6.6	Cultural and Heritage Management Strategies	71
6.7	Implementation Strategies.....	72
6.7.1	Strategic Action Projects.....	73
6.7.2	Institutional framework.....	99
	Annexure.....	101



List of Maps

Map 1:Study area – Hakmana Urban Development Area (2017).....	1
Map 2:Amended National Physical Plan - 2050.....	11
Map 3:Future Urban Hierarchy of Southern Region	1
Map 4:Location of the Hakmana town	13
Map 5:Planning Area: Hakmana Urban Development Area (2017).....	13
Map 06: Matara District Disaster prone Areas	23
Map 7:Matara District flood prone Areas	24
Map 8:Regional Connectivity (2017)	26
Map 9:Connectivity Analysis	26
Map 10: Sensitivity Analysis : Hakmana Urban Development Area	34
Map 11:Proposed land use plan: Hakmana Urban Development Area (2030).....	42
Map 12: Catchment of Educational Services: Hakmana Urban Development Area	49
Map 13: Transportation plan: Hakmana Urban Development Area	53
Map 14:Electricity supply: Hakmana Urban Development Area	56
Map 15:Proposed Solid Waste Management Plan - Hakmana Urban Development Area 2030...59	
Map 16:Proposed Development Projects: Hakmana Urban Development Area (2030)	61
Map 17:Proposed Wetland zoning Plan: Hakmana Urban Development Area (2030)	65
Map 18:Proposed PORS Plan: Hakmana Urban Development Area - 2030.....	69



List of Tables

Table 01: Planning Process	4
Table 02: Strengths, Weaknesses, Opportunities and Threats analysis for "Creating a Residential city with the Beauty of Nature"	22
Table 03: Solid Waste Management Methods - Hakmana Urban Development Area	28
Table 04: Income Expenditure Data - Hakmana Pradeshiya Sabha	29
Table 05: SWOT Analysis for Protect the Green Environment, based on the agriculture	32
Table 06 : Employment population in Hakmana Urban Development Area.....	36
Table 07: Spread of Non-Infectious Diseases (Leptospirosis) 2010-2017	38
Table 08: Population and Housing - Hakmana Urban Development Area.....	45
Table 09: Government Hospital Information - Hakmana Urban Development Area.....	46
Table 10: Information of Schools: Hakmana Urban Development Area - 2016	47
Table 11: Transportation Status: Hakmana Urban Development Area - 2017	50
Table 12: Water requirement Forecast: Hakmana Urban Development Area.....	54
Table 13: Water requirement for daily Commuters: Hakmana Urban Development Area	54
Table 14: Daily Water requirement - Hakmana Urban Development Area	55
Table 15: Daily Solid waste generation - Hakmana Urban Development Area.....	58
Table 16: Locations of direct recreation facilities: Hakmana Urban Development Area.....	67
Table 17: Proposed and existing Public Open Recreational Space: Hakmana Urban Development Area.....	68



List of Figures

Figure 01 :Study area- Hakmana Urban Development Area (2017)	9
Figure 02 : Land Use Pattern – 2017	15
Figure 03:The Design of the Vision.....	19
Figure 04:Infrastructure Development: Hakmana Urban Development Area.....	25
Figure 05:Underutilized buildings: Hakmana Urban Development Area	27
Figure 06: Income Distribution- Hakmana Pradeshiya Sabha - 2017	29
Figure 07:Southern Expressway Extension Project.....	30
Figure 08: Matara Kataragama Railway Development Project	31
Figure 09:Annula Rainfall Pattern -Hakmana Development Area (2017)	33
Figure 10:Composition of the Existing Green Environment	33
Figure 11:Wetland System – Hakmana DS Division 2017	35
Figure 12:Disturbance to natural water flow due to reclamation of paddy land	37
Figure 13:Proposed and existing paddy land for filling.....	37
Figure 14: Conceptual Plan.....	40
Figure 15 : Cross-section of the proposed land use plan	43
Figure 16:Development of the land in front of Public Fair with tourist attraction	62



Section I



1.0 Introduction

1.1 Background of the development plan

Development Plan is a major factor that determines the future of a city. The formulation of a Development Plan depends on the social, economic, physical and environmental factors of the relevant area. The Urban Development Authority is the main regulatory body of Sri Lanka which has been assigned the power to design and implement urban development projects for the areas declared under the Urban Development Authority Act No. 41 of 1978. The authority is responsible for the preparation of a development plan for the area once the Gazette declared any area as an urban development area in terms of the powers vested under section 3 (a) of the above Act. The legal basis for this has been provided by the Amendment Act, No. 04 of 1982, prepared in terms of the Urban Development Authority Act No. 41 of 1978.

Hakmana urban area has been declared as an Urban Development area by the extraordinary Gazette No. 1286/7 dated 29.04.2003. It consists of 11 Grama Niladhari Divisions covering 3.06 sq.km. area of the Hakmana Pradeshiya Sabha. A Development Plan is yet to be prepared for the Hakmana Urban Development Area. Therefore, a study has been carried out on the economic, social, physical and environmental aspects of the area. This Development Plan has been prepared with the objective for identifying the existing problems and potentials by using the optimum use of these potentials to minimize the present problems with addressing future issues. This Development Plan will be valid for the period from 2019 to 2030.

1.2 Planning team

The Development Plan for Hakmana Urban Development area was prepared by the Matara District Office of Urban Development Authority based on the ideas and suggestions provided by the following institutions,

Major stakeholders

1. Hakmana Pradeshiya Sabha



Other stakeholders

1. Divisional Secretariat - Hakmana
2. Archaeological Office - Galle
3. Sri Lanka Transport Board - Hakmana
4. Kongala Maha Vidyalaya - Hakmana
5. Methodist Central College - Matara
6. Zonal Education Office - Hakmana
7. University of Ruhuna - Matara
8. Road Passenger Transport Authority - Southern Province Office
9. Central Environmental Authority - Matara
10. Department of Irrigation - Matara
11. Coconut Cultivation Board - Matara
12. Electricity Board - Matara
13. Multi Service Co-operative Society - Hakmana
14. Agrarian Services Office - Hakmana
15. National Housing Development Authority - Matara
16. MOH Office - Hakmana
17. National Water Supply Board - Matara
18. Road Development Authority - Matara
19. Department of Export Agriculture - Matara
20. National Building Research Organization
21. Post Office - Hakmana
22. Farmer Organizations - Hakmana

Planning team

1. Development Planning Division (Urban Development Authority)
2. Environmental and Landscaping Division (Urban Development Authority)
3. Geographic Information Systems Division (Urban Development Authority)
4. Research and Development Division (Urban Development Authority)



Planning office board

1. KG Kalyani Indika (Deputy Director, Matara District Office)
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3. Sunil Kariyawasam (Strategic Planner, Matara District Office)
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5. H.T.P. Chamali (Planning Officer, Matara District Office)
6. Lalani Chandralatha (Planning Officer, Matara District Office)
7. B.P. Abeygunaratne (Planning Officer, Matara District Office)
8. C.K.S. Yapa (Planning Officer, Matara District Office)
9. J.O.B. Jeewandara (Assistant Planning Officer, Matara District Office)

1.3 Scope of the work

Hakmana town has been developed by improving main roads, including side drains and pavements and 100% pipe-line water supply and electricity has been provided in the area. By now, the construction of Sathipola has been fully completed. Similarly, the study carried out confirmed that the infrastructure facilities and the housing are sufficiently provided for the resident and commuter population of the town.

Also, there is a children's park in the city and a five-acre public stadium, a library and a 500-seat Town Hall constructed. The facilities for recreational and leisure facilities for the urban and peripheral crowds are also provided. Further, according to the proposed population forecasting and expected developments, the Environmental and Landscape Plan has prepared and suitable locations for leisure and recreation identified.

The main strength of the urban area is the wetland ecosystem with paddy cultivation lands spreading around 108 hectares (37%) in the city center. It is realized that in the field survey as well as discussion had with stakeholders that the paddy lands in the area been filled for various development activities annually. Therefore, this plan is focused on the introduction of an appropriate solution to minimize the filling of the paddy lands in the area.

Moreover, 37% of the land is identified as potential lands for development in the urban areas. Also, attention has been given to use these paddy lands for traditional agro-based tourism and maintaining the existing paddy and wetland system as it is.



The plan also focuses on the physical, environmental and social backgrounds of the city center, which located on road junction of the highway of the main road and the impact of the Southern Expressway and Matara-Kataragama railway line projects, which are implemented by the government.

1.4 Planning Process

Preparation of Hakmana Development Plan for the urban development area was started in June 2017. Its planning process can be summarized as follows.

Table 01: Planning Process

Background studies	<ul style="list-style-type: none"> – Summaries of primary and secondary data collected through Surveys. – Obtaining Primary data on economic, social, physical and environment information from government institutions. – Secondary data was collected through study of books, newspapers and other publications written about the study area. – Field survey on land use pattern
Scoping	A study has been conducted to examine the impact of existing development projects and proposed development projects within Hakmana town and the main development projects undertaken by the government of Sri Lanka such as Southern expressway and its interchanges, Matara – Katharagama railway project and its impact in relation to adjoining towns of Beliatta and Yatiyana.
Identification of problems and potentials	In order to identify the problems relation to economic, social, physical and environmental sectors, a stakeholders meeting was conducted in Matara on 12 th December, 2017 to obtain data from each agency in relation to the preparation of the proposed development plan.
Vision, Goals and Objectives Formulation	Formulating the vision, goals and objectives in order to achieve urban development activities in the area in the context of economic, social, physical and environmental by achieving balanced development.



Detailed Analysis (based on Goals, and Objectives to achieve the Vision)	Detailed analysis by using SWOT analysis (Identification of Strengths, Weaknesses, Opportunity and Threats), Sensitivity Analysis (Identification of conservative space of the area), Connectivity Analysis, Development Potential Analysis (Identification of suitable lands for activities) in the planning area to achieve the Vision.
Formulation strategies of the development plan	The outcomes of the above detailed analysis were prioritized and identified objectives to achieve the goals of the development plan. The objectives were designed to develop the potential of the area for a specified period of time and to develop the area within the target time, avoiding the prevailing problems in the area. The goals and objectives of the development plan were analyzed the way in which vision should be achieved. Subsequently, strategic plans were prepared and active projects were identified
Formulation of planning regulations.	Establishment of Planning and Building Regulations in relation to land use related matters, and minimize the effects of problems can be occurred in future.
Consent of the Local Government Institution	Forward the Draft Development Plan to public comments & Local Authority consent. Keep the Draft plan in LA 60 days for public awareness.
Submission of the development plan to the main planning committee.	After obtaining the views and suggestions of the Local Government Institute, the revised development plan will be presented to the main planning committee of the Authority to obtain necessary instructions and suggestions. Then it will be finally submitted to the development plan division.
Approval and publishing	Development Planning Division perform the activities and follow legal procedures for the establishment of the Development Plan.



2.0 Preliminary Study

2.1 Study Area

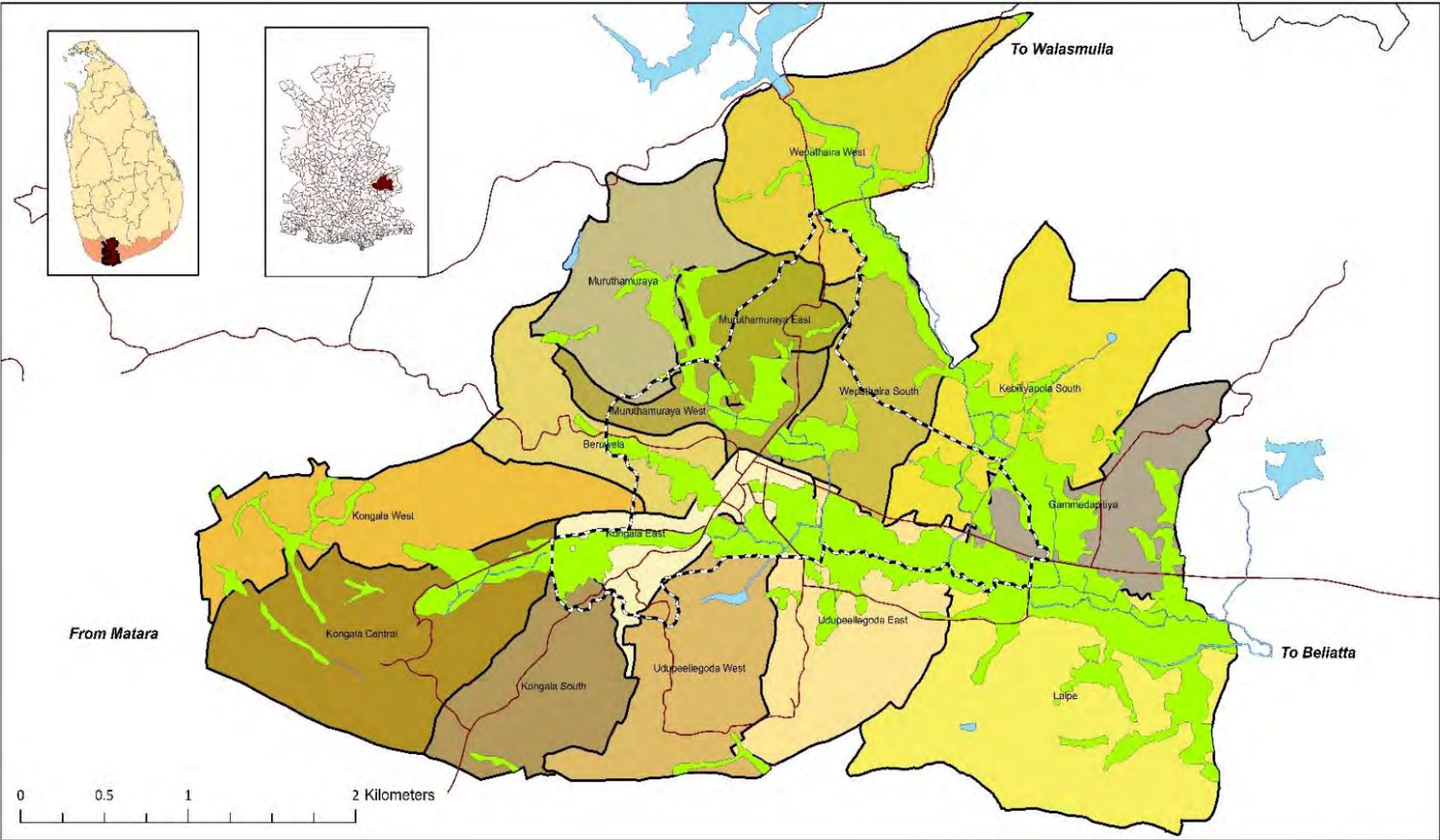
Hakmana town is situated in the eastern boundary of the Matara district in the Southern province, 23km away from the Matara town in the Matara – Middeniya road. There are 17 urban development areas declared by the Urban Development Authority in the Matara district and the Hakmana Urban Development Area is one of them. The urban area is situated within the Hakmana Divisional Secretariat Division.

The Hakmana divisional secretariat division consists of 34 Grama Niladhari divisions and covering 53.8 square km of area. According to the census and statistic data in 2017, the total population of the area is 34,816 and number of families in the area is 9720. (Sampath Profile - 2017, Divisional Secretariat, Hakmana)

The area under the study covers of 13.34 square kilometers and it consists of 15 Grama Niladhari divisions. They are Beruweawala (293 C) , Gammadapiṭiya (286 C) , Kabiliyapola South (284 A) , Kōngala Central (295 B) , Kōngala East (295) , Kōngala South (295 C) , Kōngala West (295 A) , Lalpe (294 B) , Murutamuraya (293) , Murutamuraya West (293 B) , Murutamuraya East (293 A) , Uḍupillegoḍa East (294) , Uḍupillegoḍa West (294 A) , Wepathaira South (283 A) , Weapaatha West (283 B).



Map 01:Study area – Hakmana Urban Development Area (2017)





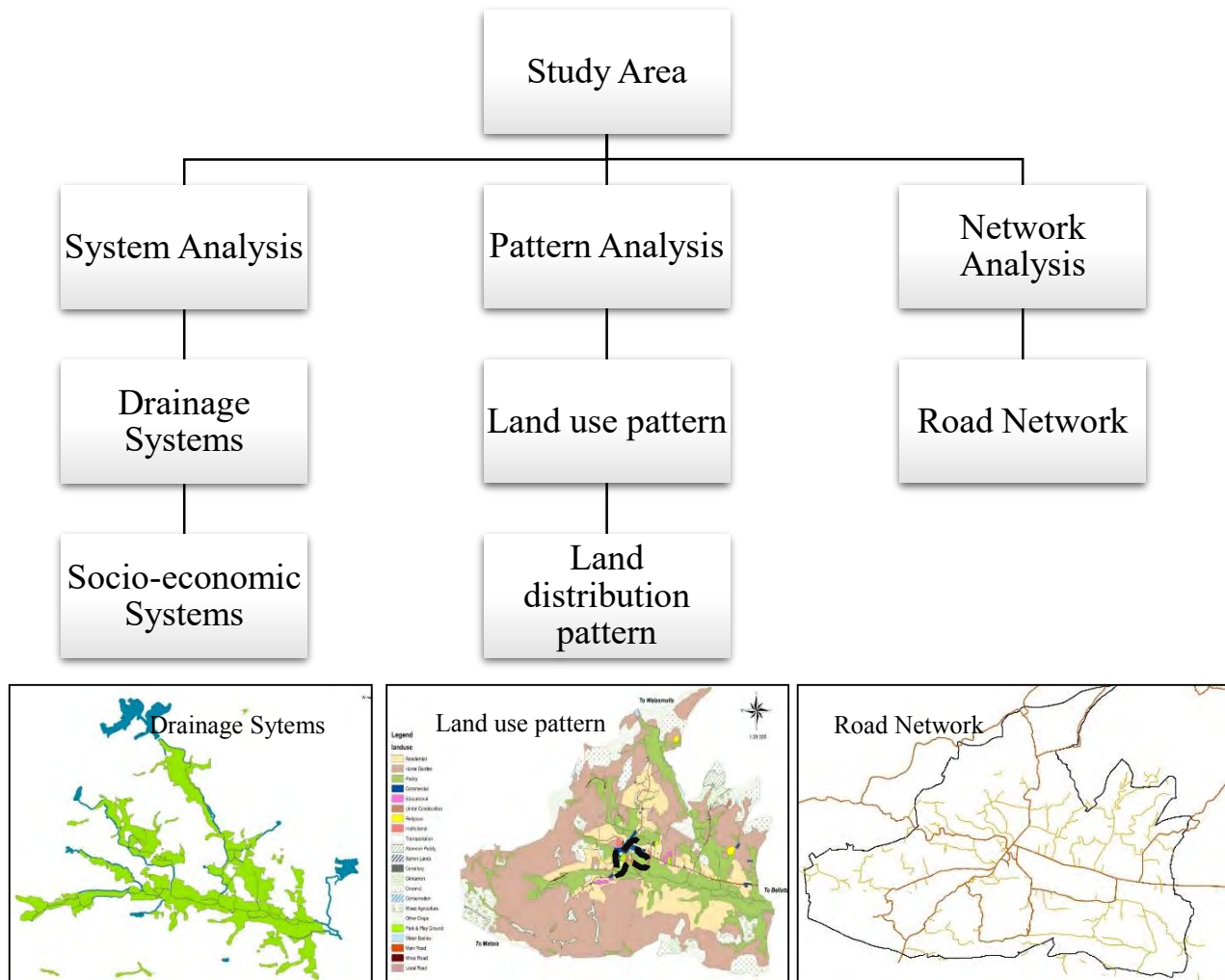
<p>Legend</p> <p> Paddy Lands Water Bodies Roads </p>	 1:21,000 Map No : 01	 Urban Development Authority
<p>Study Area – Hakmana Urban Development Area – 2017 Hakmana Development Plan (2019-2030) Urban development Authority</p>		
<p> Prepared Date : 10th November, 2018 Updated On : 2019 Source : Matara District Office UDA Prepared By : J.O.B. Jeewandara </p>		

Figure 01 :Study area- Hakmana Urban Development Area (2017)



Source: Urban Development Authority, Matara District Office (2017)

2.2 Planning scope in the present situational context

It is evident that after the prehistoric period a king called Minikirula had lived in Hakmana area during the period around 240 BC. It is also mentioned that Premasiri Dharmayathanaya was the palace of the king, which was situated at a distance of about one kilometer from Hakmana – Beliatta road. (“*Hakmana Puranaya*”, Kamburupitiye Wanaratana Thero)

The history of the Hakmana area has been well-known as a historical and royal fortified area with a long history and the historical information of the area has been revived with the arrival of Ruhunu, the son of King Mutaseewa, who reigned in Ruhuna during the era of Naga tribe. The caves have been inhabited by people in the most fertile land areas and the Naaga tribe has spread to Hakmana and the



names of the villages such as Nadugala, Naimala, and Nakankanda around the Hakmana area. After the conquest of the Matara district, the Portuguese built fortresses in the main towns of Galle, Matara as well as in Hakmana and Katuwana. (*“Matara Puranaya”*, Wanathana Thero, 1994, 199). On January 1st of 1645, the Dutch occupied the Matara district through the Dutch-Portuguese agreement. The Dutch built fortresses at Matara, Gandara, Tangalle, Hakmana, and Katuwana. The Hakmana archaeological history says that in 1645 AD the Dutch built a fort at Kotugodella in front of the Kongahawatta which is at about 150 yards from the Hakmana Shopping Mall.

Since ancient times, a lot of historical information has been connected with Hakmana, and the town that expanded was included in Hakmana - Walakada village council area in the Southern Province of Matara District in 1987. It was declared as Hakmana Pradeshiya Sabha on 01.01.1981.

The physical planning of Hakmana town was carried out under the Town and Country Planning Ordinance up to 28.04.2003 and as per the No. 1286/07 dated 29.04.2003 the Hakmana urban area has been declared as an Urban Development Authority area. Accordingly, the planning and development of the area are being carried out by the Urban Development Authority (UDA) incorporated under the Urban Development Authority Act No. 41 of 1978.

Hakmana town is an area of wet and dry mixed climatic conditions. According to the National Physical Disaster-Prone Area map prepared by the National Physical Planning Department, the city is located in a disaster-free zone. The subsoil and red mixed soil in this area belong to the wet zone and there is a suitable environment for agricultural purposes. There are several environmentally friendly and economically important tanks in the Denagama wewa, Uyan wewa, Thiththamugunu lake. Coconut, cinnamon, areca, tea plantations are economically important crops that are spread in the area and the city has been of ancient importance as a center for purchasing agricultural crops.

The purpose of the National Physical Planning Policy and Plan published by the National Physical Planning Department is to exploit the maximum possible use of Sri Lankan natural resources to maximize the benefits for the preparation of land use plan as well as infrastructure development plan.



Map 02: Amended National Physical Plan - 2050



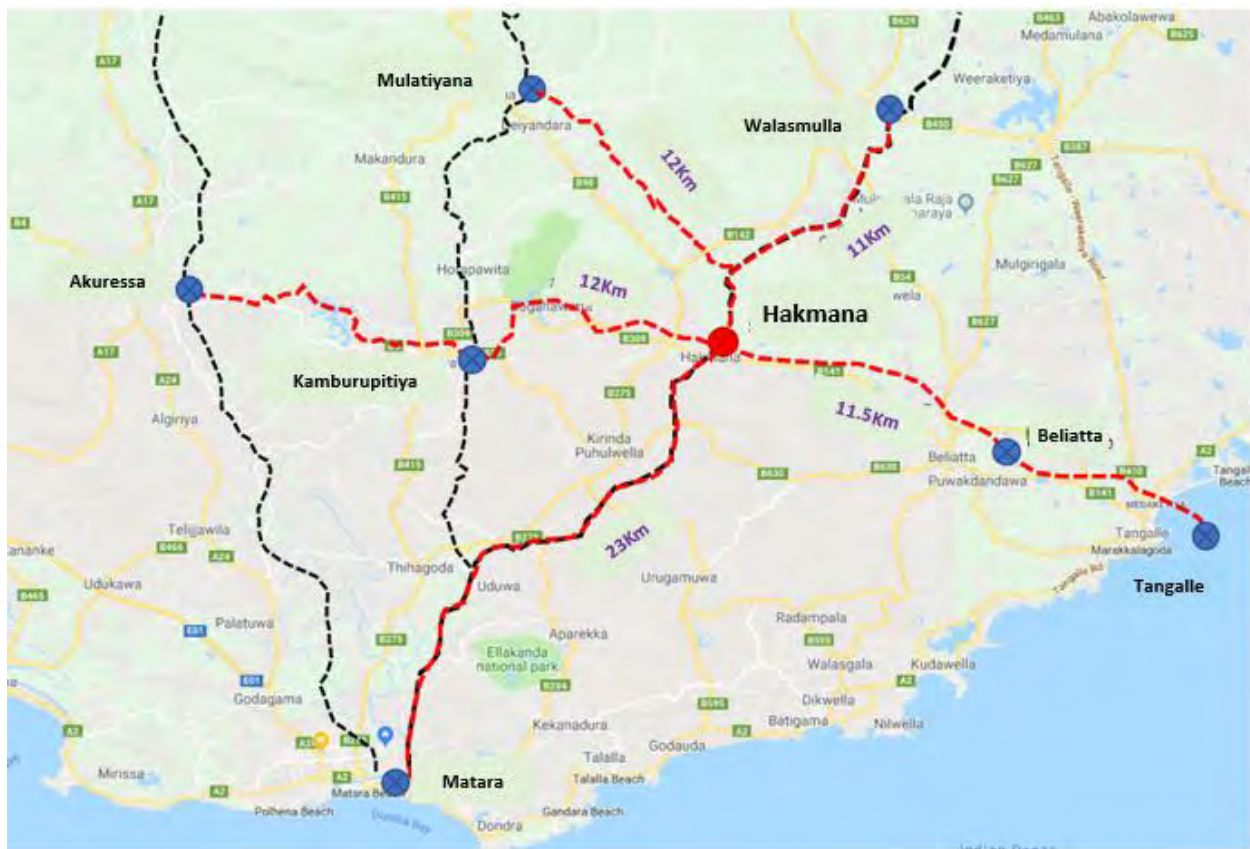
Source: National Physical Planning Department - 2017

According to the Southern Regional urban hierarchy (Map 3) prepared by SWA (Surath Wickramasinghe Associate – Sri Lanka), for National Physical Planning Department, Galle and Matara towns have been identified as major urban centers while Hakmana was identified as an urban center.



Hakmana Urban area is situated on the second level road which connects regional important towns of Matara - Embilipitiya, and also connected to the second level road network with Beliatta, Walasmulla, Deiyandara, Kamburupitiya, and Akuressa. The city has been able to get social and economic significance in the region through the ability of the Mattala International Airport, the Hambantota International Port and the Sooriyawewa cricket stadium to connect with the road network directly from the Hambantota district. Map 4 depicts the prime location of the town relative to the road network. The Matara-Hakmana bus service, which operates Matara-Hakmana town from the Matara town, and the bus service from Walasmulla, Middeniya, Deiyandara to Hakmana town to Colombo and connect directly with the city of Colombo will have an impact on the future growth of the bus service.

Map 04: Location of the Hakmana town



Source: Urban Development Authority, Matara District Office - 2017



According to the Census of Population and Housing in year 2011, Matara district population is 965,291, while the Hakmana Divisional Secretariat's population is 30,994 and the Hakmana Urban Development area has a population of 13,724. Accordingly, the Hakmana urban development area accommodates 1.4% of the total population in the Matara district.

Population in Hakmana during the period of 2001 - 2011 indicates a very low growth rate of 0.23, and it is clear that the total population in the urban area has been increasing at a minimum rate of growth.

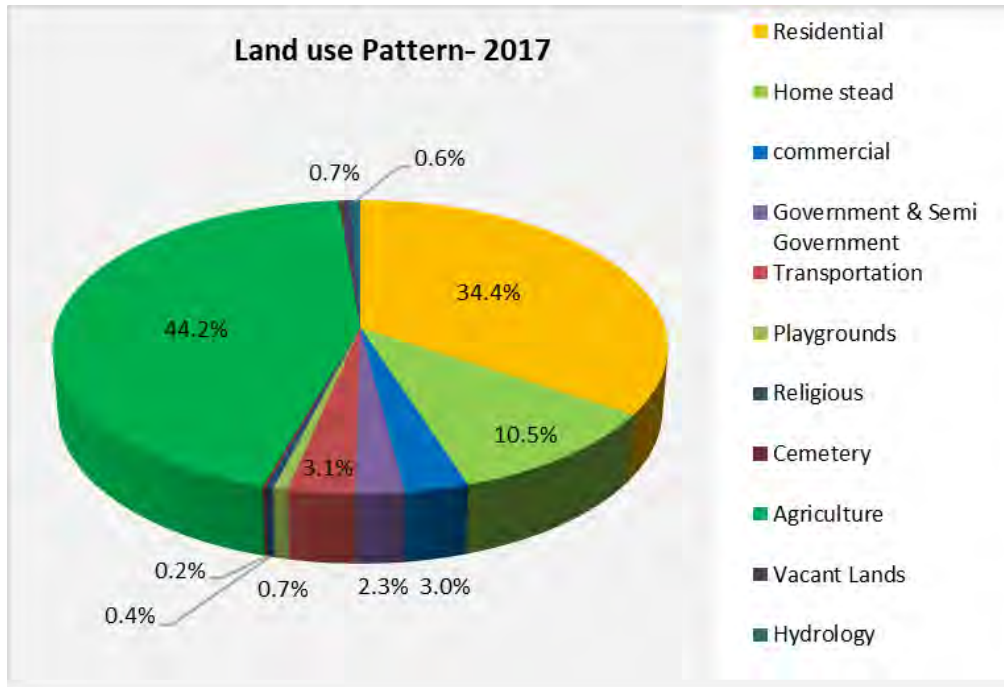
Study area consists of 15 GN divisions, with the total area of 13.34 square kilometers (hectares 1,334) of land. According to the census reports of 2011, the area density is 6 persons per hectare. According to land use survey, 72.06 hectares are used for residential purposes and net density is 43 persons per hectare.

In 2011, the proportion of people aged 0-15 between the age group (infants and children) in the study area was 23.8 percent, which in 2001 was 2.9 percent less than that of 26.7 percent. 99 percent of the people in the Hakmana urban development area are Sinhala Buddhists.

Hakmana town function as a transit center connecting major towns such as Matara and Tangalle and Urban Service Centers of Beliatta, Kumburupitiya, Akuressa and Walasmulla. Furthermore, the daily service area in the town expands into major area of Kirinda-Puhulwella, Kamburupitiya, Mulatiyana Divisional Secretariat Divisions in the Matara District and the western regions of Walasmulla and Okewela Divisional Secretariats in Hambantota district. Therefore, the daily commuter population in the town amounts to approximately between 7000 – 7500.

The total area of the Hakmana town is 306.73 hectares, and out of which 170.2 hectares (55.5%) are used for construction purposes when compared to the land utilization plan prepared in 2008, year 2017 plan indicates 13.72% growth in land used for construction. Accordingly, 136.3 hectares or 45.5 percent of the land area has not been used for construction. Those include environmentally sensitive areas like paddy lands, water ways, agricultural coconut lands, other crops and vacant lands which are not currently used for development purposes. As shown in the figure 02 and the Map number 11, each plot is used for identified use.



Figure 02 : Land Use Pattern – 2017

Source: Land Surveys - Urban Development Authority, Matara District Office (2017)

2.3 Delineation of the area land evaluation

Hakmana development area has been declared as a development area under the extraordinary gazette dated 29th April 2003 and delineation of planning boundary for the study area is based on the following 3 sectors.

2.3.1. Functional boundary

In the Hakmana Planning Area, the Ceylon Electricity Board, Police, Water Board, Agrarian Services Office and Education institutes are located. The service area of these institutions is located beyond the Hakmana Educational Area and the Divisional Secretariat Division. Customers also come to the weekly fairs in Hakmana town to buy merchants and goods from Pallawela, Denagama, Ellawela, and Nihaluwa. Also, there is no fuel patch for about 15 kilometers from Hakmana town. Hakmana Multi Services Co-operative Society's head office is also located in the planned area. It also provides services to both Hakmana and Mulatiyana areas. Accordingly, it appears that the Hakmana active force is moving beyond the study area.



2.3.2. Geographical features

Although the planned area is located in the wet zone, there is an environmental condition with the wet and dry mixed environment in the vicinity of Hambantota district.

The geographic features of the area are the 113 hectares (37%) wetland ecosystem with paddy cultivation. Therefore, the main soil type is the Red and Yellow mixed Podzolic soil. Further, the northeast monsoons are a major determinant of rainfall in the area, which produces an annual rainfall of 1750-2000 mm while the mean annual temperature is around 30°C. Moreover, the main characteristics of the geographical features are small hills and waves. Three small tanks have been constructed in the area of planning by using these rallies.

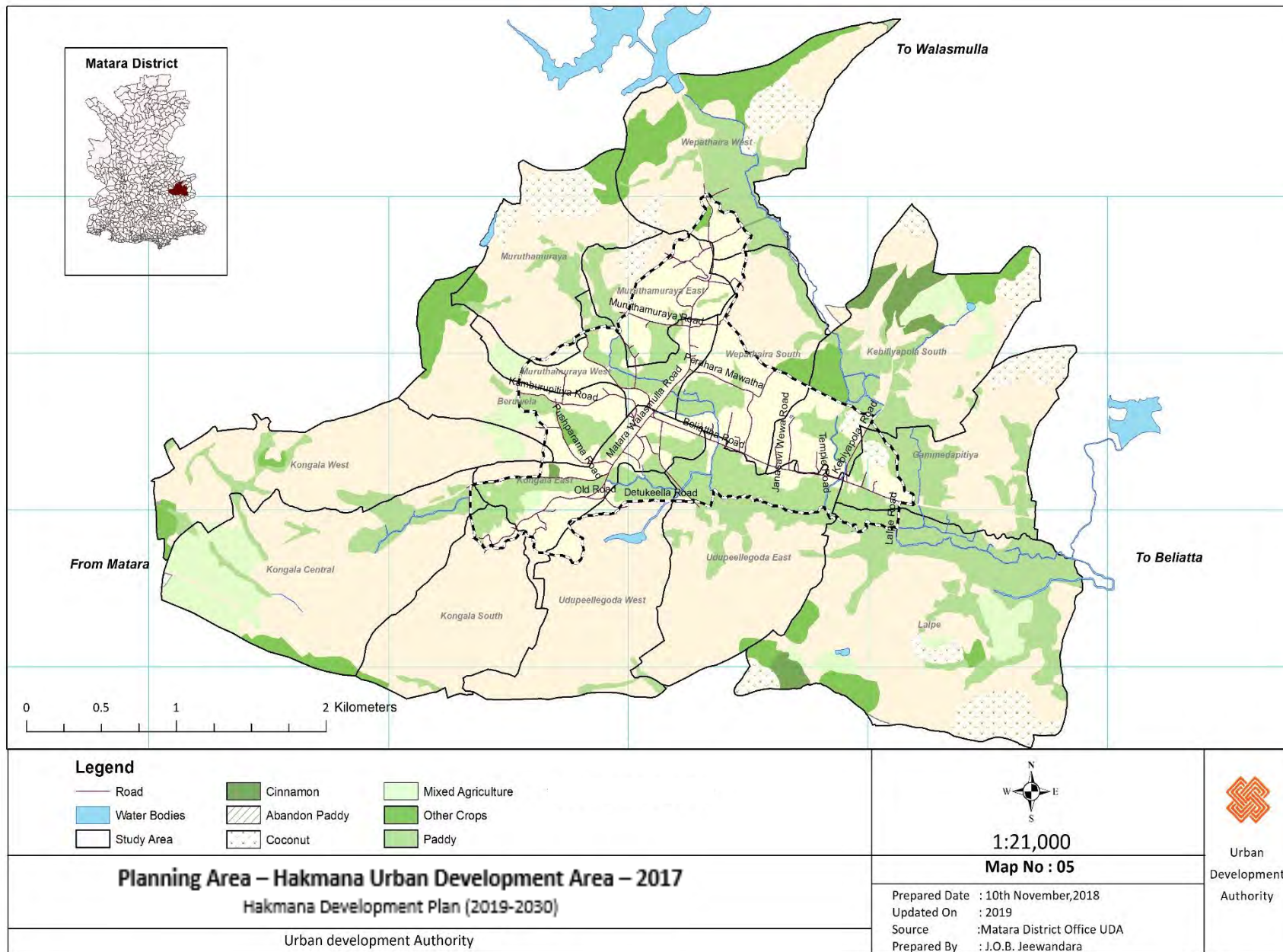
2.3.3. Administrative boundaries

Administration territory of the planning area is spread from Hakmana Divisional Secretariat and the Council area of the Hakmana Pradeshiya Sabha.

However, considering the activities of the area and the geographical position of the area, this development plan has been prepared for the development area consists of 3.06 sq. km. which was gazetted by the Urban Development Authority. The area includes 11 Grama Niladhari Division namely Beruwewela (293 C), Gammedapitiya (286 C) Kabiliyapola South (284 A) , Komangala Central (295 B) , Komangala East (295) , Komangala South (295 C) , Komangala West (295 A) , Lalpe (294 B) , Murutamuraya (293) , Murutamuraya West (293 B) , Murutamuraya East (293 A) , Udupillegođa East (294) , Udupillagođa West (294 A) , Vepathira South (283 A) , Vepathaira West (283 B).



Map 05: Planning Area: Hakmana Urban Development Area (2017)



3.0 Development Plan requirement

A key requirement in preparing a development plan is to optimize the utilization of the available potentials to avoid the physical, economic, social and environmental problems that arise in that area. In preparing Hakmana Urban Development Plan, the primary requirement is to protect the paddy lands with 37% of the total area and to achieve a systematic development. A major problem identified in Hakmana town is the undertaking of unauthorized constructions of paddy fields that are damaging the rain water, environmental sensitivity and the visibility of paddy lands. The extent of paddy land that was 118 hectares in 2008 has been reduced to 113 hectares by 2017. For example, the Pradeshiya Sabha and the Sathi Pola were built by filling this paddy field. Meanwhile, despite the development of infrastructure facilities in relation to other cities in Hakmana, 8% of the total land area has been converted for commercial purposes and most of the total floor area of public buildings constructed will not be used for identified purpose and remaining as underutilized. Examples city hall, bus stand, trade stalls, weekly fairs and private shops. Therefore, it is also a basic requirement of this development plan is to demolish these buildings and use them for optimum use.

Considering the position of the location of Hakmana, the Matara - Embilipitiya main road will be a 23.0 km distance from Matara and a distance of 11.5 km from the Beliatta town in the Matara District, 12.0 km to the Walasmulla town and 11.0 km from the Kamburupitiya town. have. Ecosystems can also be used for Agri and ecological tourism. There is a 37% paddy land system that is both harvested each year and it is surrounded by beautiful tanks and biological ecosystems built around the waves and boundaries of the area. The area covered by the land is 45.5% Green and 10.5% spread out in gardening, gardens, fruit cultivation and traditional farming methods.

The location of the irrigation systems in Muruthamuruwa, Denagama, Ellewela, Wewala, Uyanwewa and Udupillagoda such as paddy field system and the geographical location of the city as a whole affect the natural disaster. It is a need for a development plan to preserve the potential of Hakmana town by preserving these potentials by utilizing these basic skills. Concurrently to the construction of Beliatta town, in order to construct the Southern Expressway, 11.5 kms from Hakmana to develop Beliatta and Yatiyana interchanges, 11.5 Km from Matara - Kataragama Railway Road Project. Location identification purchase onions Measure and a Hakmana town development Installation have been identified as. In addition, the Wakwela, Uyanwewa and Ellewela Wewa reservoirs that contribute to the development as a residential urban center and a scenic ecosystem surrounding the city have a need for a development plan.



Section II



Honourable Minister's Approval

APPROVAL OF THE DEVELOPMENT PLAN FOR HAKMANA PRADESHIYA SABHA (PART) AREA

I, Patali Champika Ranawaka, Minister of Megapolis and Western Development do hereby approve the Development Plan for the Hakmana Pradeshiya Sabha (Part) area, having considered the recommendation made by Board of Management of the Urban Development Authority on 09th July, 2019 by virtue of the powers vested in me under Section 8F of the Urban Development Authority Law, No.41 of 1978 as amended by the Act, No.4 of 1982.



Patali Champika Ranawaka,
Minister of Megapolis and Western Development

Ministry of Megapolis and Western Development
17th and 18th Floors,
“Suhurupaya”
Sri Subhuthipura Road, Battaramulla

Date: 01st August, 2019.





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The Gazette of the Democratic Socialist Republic of Sri Lanka
EXTRAORDINARY

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No. 2135/22 - TUESDAY, AUGUST 06, 2019

(Published by Authority)

PART I : SECTION (I) — GENERAL

Government Notifications

**NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE HAKMANA PRADESHIYA
SABHA (PART) AREA**

NOTICE is given to the General Public of the Democratic Socialist Republic of Sri Lanka under Section 8G of the Urban Development Authority Law, No. 41 of 1978 as amended from time to time that I, Patali Champika Ranawaka, the Minister in charge of the subject of Megapolis & Western Development, by virtue of the powers vested in me under Section 8F of the said Law, have approved the Development Plan for Hakmana Pradeshiya Sabha (Part) Area on the 01st day of August, 2019.

PATALI CHAMPIKA RANAWAKA,
Minister of Megapolis and Western Development.

Ministry of Megapolis and Western Development,
17th and 18th Floors,
"Suhurupaya",
Subhuthipura Road,
Battaramulla.
01st August, 2019.

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

APPROVAL OF THE DEVELOPMENT PLAN FOR THE HAKMANA PRADESHIYA SABHA (PART) AREA

PUBLIC are hereby informed that the Development Plan prepared under Section 8A of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 4 of 1982, for the Hakmana Pradeshiya Sabha (Part) area has been approved on 01st August 2019, by Hon. Patali Champika Ranawaka, Minister of Megapolis and Western Development, by virtue of powers vested on him under Section 8F of the said amended Law.

DR. JAGATH MUNASINGHE,
Chairman,
Urban Development Authority.

Date: 01st August, 2019.

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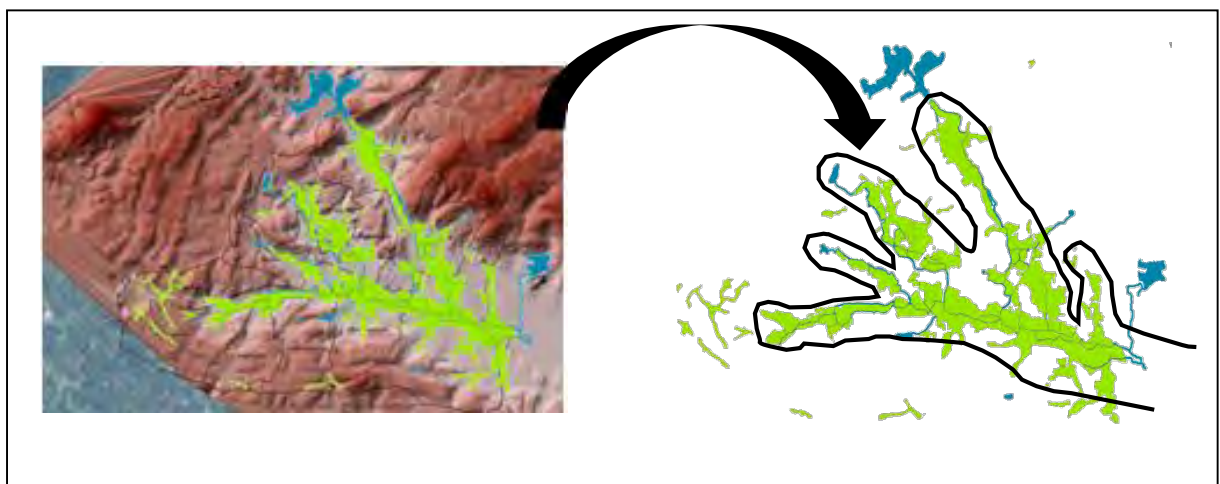


4.0 The Planning Framework

4.1 Vision

In order to formulate the vision of the Hakmana Development Plan, the socio, economic, physical and historical situation of the area and the national and regional relations were examined. Subsequently, issues and potentials were examined and, accordingly, the basic information was analyzed and the vision of the development plan was created as “Living in Green Valley”

Figure 03: The Design of the Vision



Source: Urban Development Authority, Matara District Office (2017)



4.2. Vision Statement

“Living in Green Valley”

Green Valley

Hakmana Urban Development Area geographically located between 30 -180 meters above from the mean sea level. Beyond Hakmana city center, it boasts 180m-360m mountain range systems. Agriculture is the main economic activity in this area. Therefore, 45.5% green system can be found in the area. 37% of them are paddy fields. In addition, 10.5% are home gardens and 0.64% are reservoirs. The mountainous area beyond the urban area have a green cover with crops such as rubber, cinnamon and coconut.

“Living”

The idea of living is being home. According to land use studies in the development area, 34.4% (103.2 hectares) are residential. Accordingly, the development plan envisages a residential development that corresponds to the natural environment. Therefore, Hakmana town is a favorable urban area for residential development with a minimum risk of natural disasters, wet and dry climate.

In terms of pipe borne water, electricity and roads, the infrastructure required for residential development in this area is very satisfactory (100% completed). Furthermore, since the Hakmana is located 11.5 km and 9 km away from the two Expressway Interchanges and 11.5 km away from the A Grade railway station built at Beliatta will be upgraded the connectivity of the area with any other part of the country. Accordingly, the vision of this development plan is to "facilitate the harmony of nature and green trace with the aggravated agro environment, enabling the inhabitants of Hakmana and its natural habitats to serve as a natural setting for nature."

4.3. Goals

It is expected to achieve the vision of the plan with two objectives developed through the analysis of strengths, disadvantages, opportunities and constraints in the development area. they are,

1. Creating a residential city with the beauty of nature.
2. Protect the Green Environment, based on the agriculture.



4.4. Objectives

To achieve the first goal “**Creating a residential city with the beauty of nature**” following objectives were followed.

Objectives

1. Creating an ecological unique environment for Hakmana town by the year 2030 by creating four density zones.
2. By 2030, reaching to a planned residential development based on the existing natural and physical environment and urban infrastructure.
3. Reducing the 50% of underutilization of existing buildings up to 10% by 2030

The second goal is to “**Protect the Green Environment, based on the agriculture**” and following objectives are followed to achieve the second goal.

Objectives

1. Maintain and keep the 56% of existing green cover as it is by 2030.
2. Introducing an agro based tourism industry with the objective of promoting traditional agriculture by 2025 and facilitate to attract 3500 tourists annually to the city. (Local Tourists-3000, Foreign Tourists-500)



5.0 SWOT and Detail Analysis

Goal 01: Creating a residential city with the beauty of nature.

Table 02: Strengths, Weaknesses, Opportunities and Threats analysis for "Creating a Residential city with the Beauty of Nature"

<p>Strengths</p> <ul style="list-style-type: none"> • Since the area is located in a natural disasters minimum area, the total area can be used for the development. • Hakmana area has the required urban infrastructure for residential uses. • Proper access to the neighboring towns by the second level line road corridor. • The development of human and demographic factors has created a conducive environment for living. 	S	W	<p>Weakness</p> <ul style="list-style-type: none"> • Unauthorized uses of public and private buildings and the lack of proper maintenance of existing infrastructure. • Inadequate Pedestrian Paths. • Absence of a proper solid waste management system. • Increase income distribution disparity and reducing the investment potential of the Pradeshiya Sabha.
<p>Opportunities</p> <ul style="list-style-type: none"> • The shortest time period for residents to reach A-class Railway Station at Beliatta, under the Matara-Kataragama Railway Extension. • Accessibility of Southern Expressway using Yatiyana and Beliatta interchanges. • According to the national physical plan prepared for 2017-2030, Hakmana belongs to Village Settlement Development Zone. 	O	T	<p>Threats</p> <ul style="list-style-type: none"> • The development of peripheral urban centers has caused to create an Obstacle to the development of the city.

Source: Urban Development Authority, Matara District Office (2017)

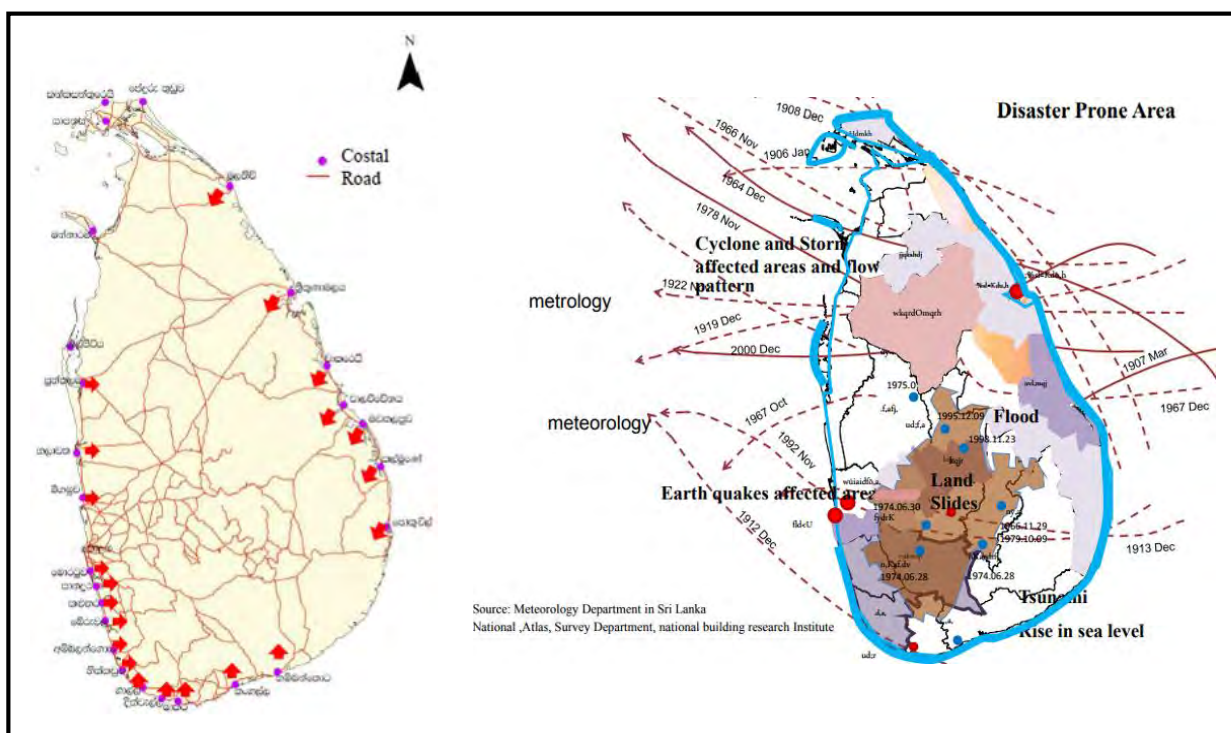


Strengths

1. Since the area is located within natural disasters minimum area, the total area can be used for the development.

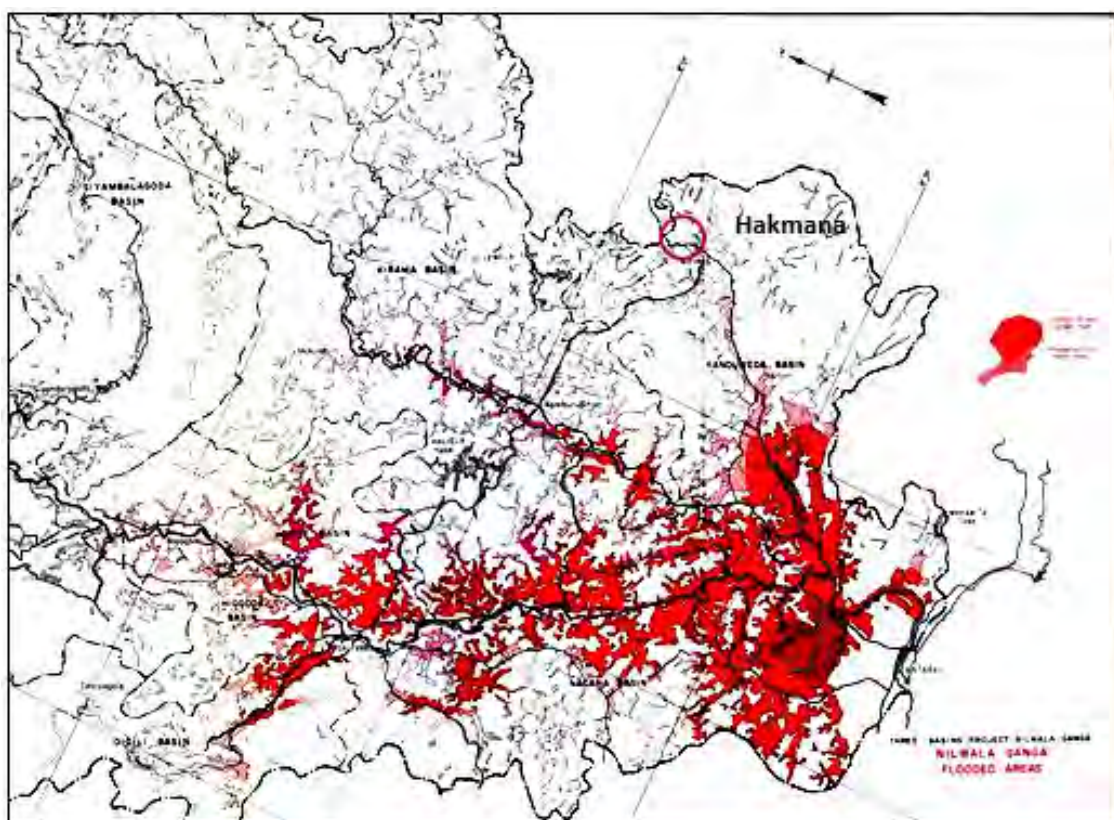
The major natural disasters affecting Matara district can be identified as floods, cyclones, tsunami and landslides. However, Hakmana town is located 23Km away from Matara town and located above sea level. Also the city is free from natural disasters. Further, 113 hectares of wetland in the city center has solve the problem in rain water draining and there are 5 tanks in the upper areas which have reduced the impact of disasters like floods. According to the map prepared by the Disaster Management Center (Map no.6) and the Matara District Water Distribution Map prepared by the Irrigation Department (Map no.7), this city is located outside the disaster risk zone. Accordingly, the total land area of the development area can be used for residential and other development purposes.

Map 06: Matara District Disaster prone Areas



Source: Disaster Management Center (2017)



Map 07:Matara District flood prone Areas

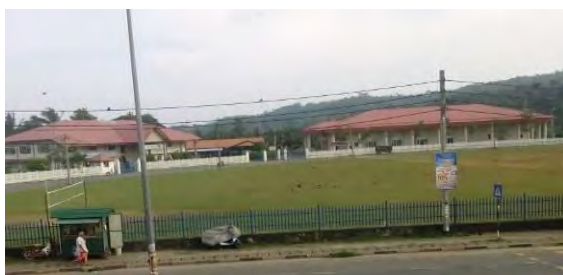
Source: Irrigation Department - Matara (2017)

2. Hakmana area has the required urban infrastructure for residential uses.

The basic infrastructure required for a residential township is already in a satisfactory level in Hakmana town, and there are four B grade roads within the city limit and they are developed with two lanes. Pipe water, Electricity facilities are in accordance with the need of the area (100% completed) and other than that 200-meter track and a stadium with a playground, a children's park, a 600-seat fully-fledged city hall, a full-fledged library, weekly fair and common toilets with an audience have already been established in the city. Furthermore, out of the 2694 housing units in the development area, 2576 (95.6%) households have been provided with electricity, and 100 % of the state, commercial and religious sites are covered with the electricity. Accordingly, sufficient urban infrastructure facilities for residential development are evident in the city.



Figure 04:Infrastructure Development: Hakmana Urban Development Area



Road Development



Children's Park



Weekly Fair



Crematoriums



Source: Field Surveys, Urban Development Authority (2017)

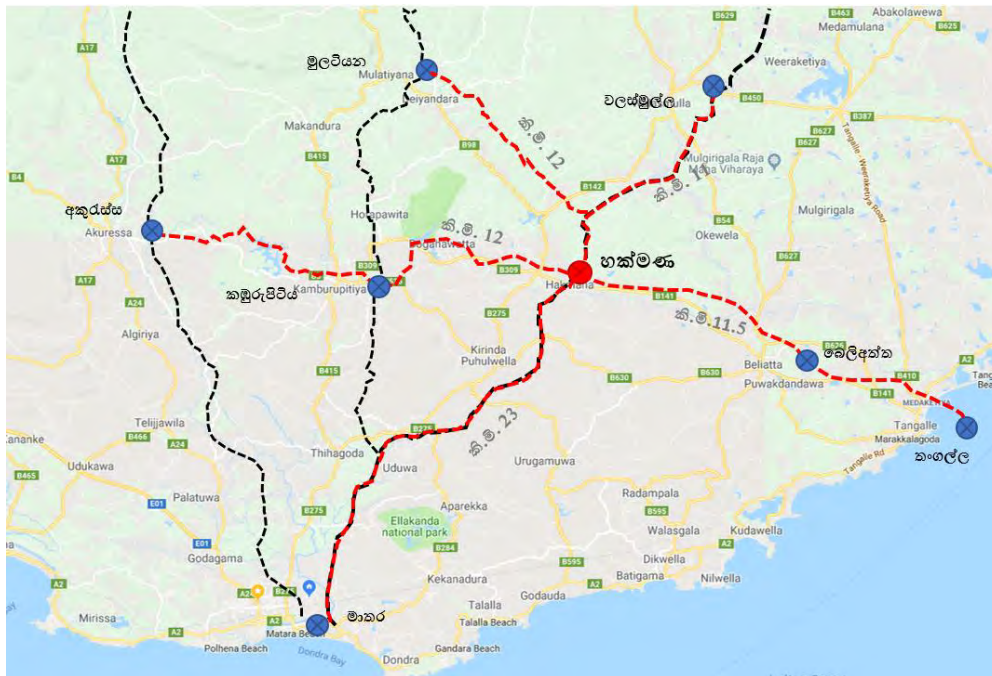
3. Location in a junction where Proper access to the neighboring towns by second class road network.

Hakmana town is located 23.0 away from Matara town, from Kamburupitiya town. 12 km, from Deiyandara 11 kms, and it is 11 km away Walasmulla and Beliatta towns which is belongs to Hambanthota district. (Map No.08) Accordingly, the Hakmana town indicates a local connection to neighboring towns via the public transport system. Further, when considering the public transportation system of the city, there are 36 buses traveling through the city and its circulate 149 times per day, and 69 buses starting from the city provide 353



daily travel times. Accordingly, Hakmana townships have easy access to the surrounding cities within a short period of time.

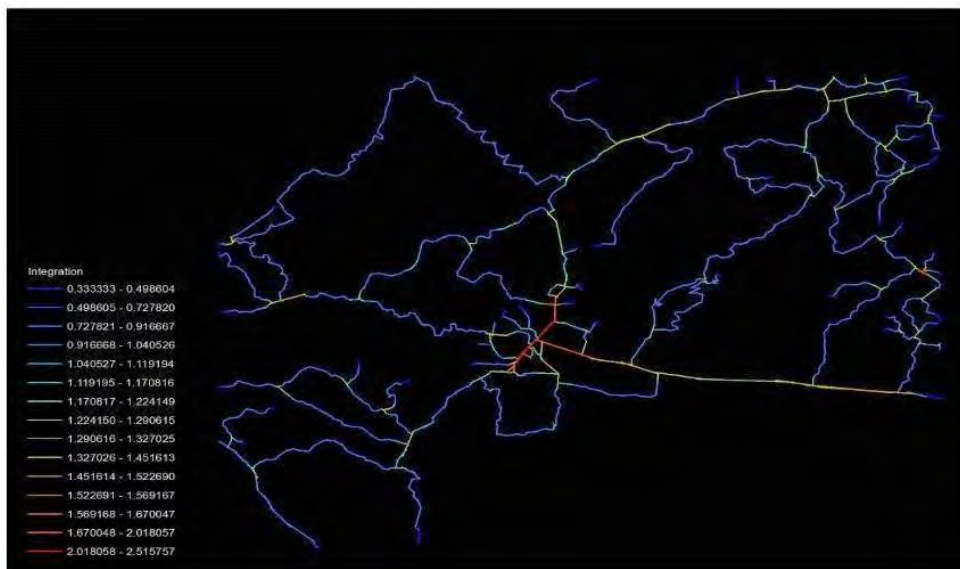
Map 08:Regional Connectivity (2017)



Source: Urban Development Authority, Matara District Office (2017)

Based on the above road network, the Hakmana town’s connectivity analysis was carried out, and this is emphasis commercial zone has taken more activities. this area is identified as one of the highest performing areas due to direct links with four main roads and several by-roads.

Map 09:Connectivity Analysis



Source - Urban Development Authority – Matara



4. The development of human and demographic factors has created a conducive environment for living.

According to the census of the population and housing data in 2011, the literacy rate of the people in Hakmana city area is 98%, and that is equal to the district's literacy rate. Moreover, the standard rate is 98%, and public employment is 32.7%. Accordingly, the literacy of the people in the city is high and public employment is high.

Weakness

1. Unauthorized use of public and private buildings and the lack of proper maintenance of existing infrastructure

In Hakmana city, 3% of land use in urban areas has been allocated for commercial purposes. Nonetheless there is a lack of use of existing government and private buildings in the area. (Figure 05). even though there was a town hall with 600 seats, in 2017 it was only used for the seven pre-school ceremonies. Also, the market which is being constructed at the upper floor of the bus stand has been closed down by 05 out of 10, and the stalls in the upstairs of two storey building of the old market and 22 shops and the old Pradeshiya Sabha building are in a state that is not in use at present. Further, in the public fair only 65% of the buildings have been recently occupied and functioning. Accordingly, it is clear that the city's commercial economy is not growing. It has reduced the residential attraction of the city.

Figure 05: Underutilized buildings: Hakmana Urban Development Area



Source – Field Survey -Urban Development Authority – Matara 2017




2. Inadequate Pedestrian Paths

There are several institutions such as Divisional Secretariat, Police, Cooperative Society, Post Office, Telecom etc. via Kamburupitiya through Hakmana Ellewela road, but there are no pavements constructed and Kongala Maha Vidyalaya is located about 1.5 km away from Matara Hakmana road. Accordingly, there is a large number of vehicles on these roads daily and the vehicles that are coming to take services from these institutes are parked in either of the roads however, the pavements of these roads were only 200 m from the city center. Therefore, there is a need to build new pavements along the main roads in the city and this will hinder the city's economy.

3. Absence of a proper solid waste management system.

87% of the total solid waste collected in the city is in the decaying waste, 13% the non-decaying waste. However, these wastes are disposed of in one place without doing any categorization. Moreover, according to Table number 03, 14% of the total solid waste is excluded to the roads. Accordingly, in the city, as a result of the absence of suitable solid waste, there is an obstacle to the beautiful environment of the city due to the dumping of irregular waste.

Table 03: Solid Waste Management Methods - Hakmana Urban Development Area

Method	Percentage %	Disposal of waste
Burned by the owner him self	6%	
Burial by the owner	35%	
Composting the householder	45%	
Discharge into the road.	14%	

Source: Census and statistics reports - 2011

4. Increase income distribution disparity and reducing the investment power of the Pradeshiya Sabha

According to the employment rate of the urban community, 32.7% of public servants, 25.9% private sector employees, 36% self-employed persons and 5.4% are foreign jobseekers. However, according to the income distribution 35% is below the income of Rs. 6000. Around 56% is having monthly income is less than Rs.12000. Furthermore, the percentage of persons



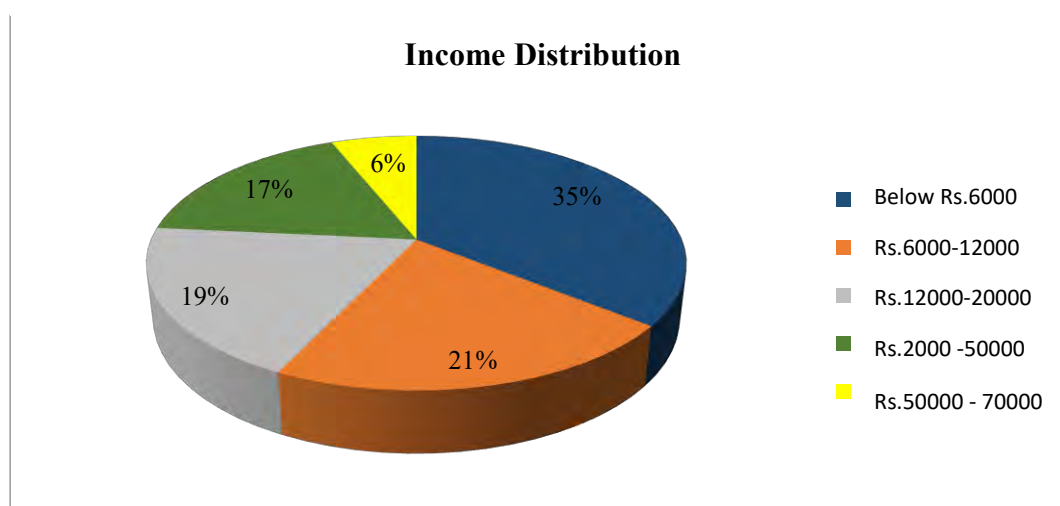
who is taking monthly income above Rs. 70,000 is less than 2%. (Figure 12) reducing the investment potential of the Pradeshiya Sabha is directly affecting the urban economy. Revenue status of the council is important especially for urban infrastructure development as well as for maintenance. According to the Table 04 it is clear that the expenditure side of the Pradeshiya Sabha is higher in terms of the revenue level of the Pradeshiya Sabha in 2009 and 2010

Table 04: Income Expenditure Data - Hakmana Pradeshiya Sabha

Year	Income (million rupees)	Cost (million rupees)	Excess (million rupees)
2008	16.74	15.00	1.3
2009	17.42	18.58	-1.16
2010	18.58	22.17	-3.59
2011	21.84	21.10	0.74
2012	26.29	26.29	-
2013	29.96	29.67	0.29

Source: Hakmana Pradeshiya Sabha Budget reports 2008,2009,2010,2011,2012,2013

Figure 06: Income Distribution- Hakmana Pradeshiya Sabha - 2017



Source: Resource Profile 2017 – DS Office Hakmana

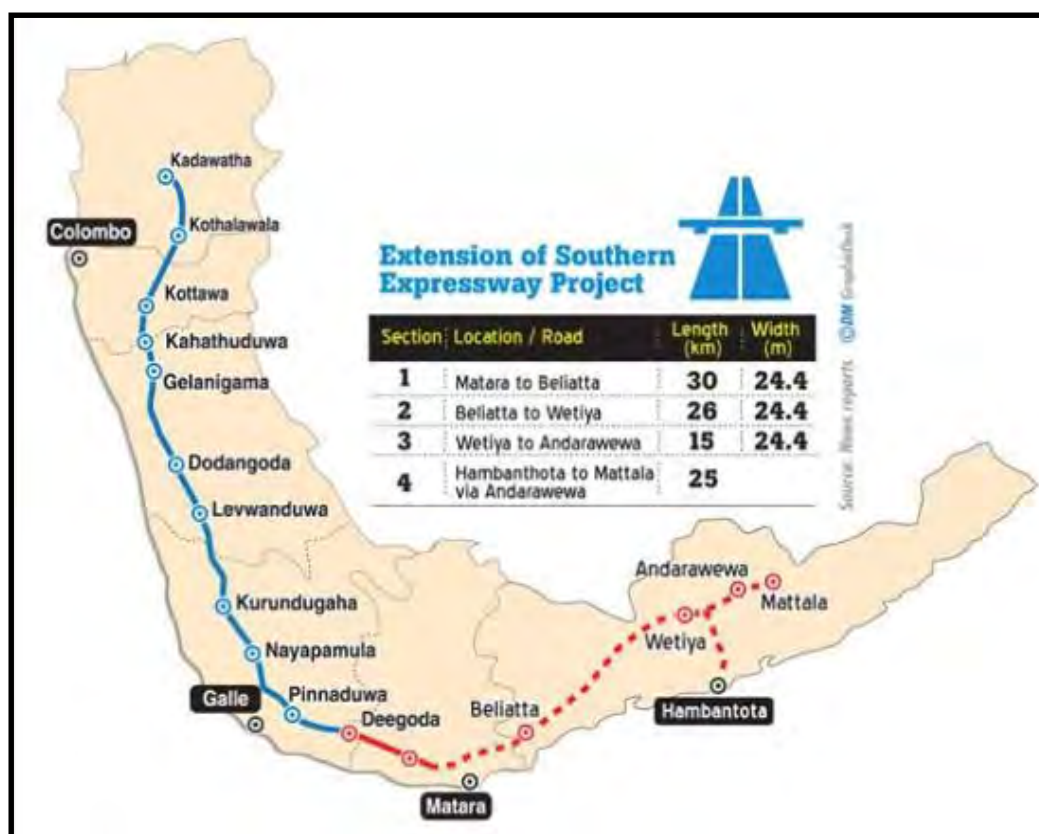


Opportunities

1. Impact of Matara - Kataragama railway project which aimed Hambantota Port City and impact of Matara - Hambantota Southern Expressway extension project

The ability of the people of Hakmana to connect with other major cities in the island in a short time with upcoming projects like Beliatta Railway Station which was built in Beliatta town, this station is located only 11km away from the Hakmana Town and the interchange of the expressway which is under construction in Yatiyana is located at a distance of 09 km. It is illustrated on Figures 7 and 8.

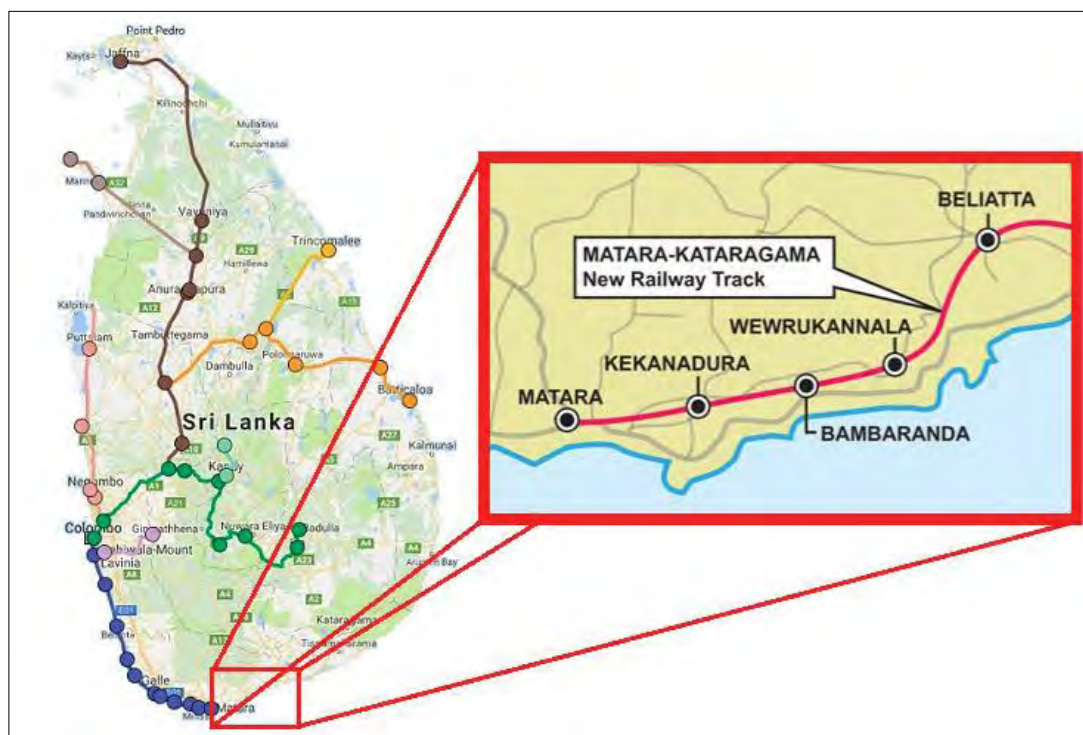
Figure 07: Southern Expressway Extension Project



Source: www.dailymirror.lk -2017



Figure 08: Matara Kataragama Railway Development Project



Source: www.drwingler.com – 2017

Threats

1. Development in peripheral urban centers

In 2005, when the Kirinda Puhulwella Divisional Secretariat was established, the shares of Karakota, Narada, Kumbalgoda and Galkanda Grama Niladhari Divisions belonging to the Hakmana Divisional Secretariat area were joined to Kirinda Puhulwella, and that was reduced the daily commuter population of the Hakmana town due to the attraction of people towards Kirinda Puhulwella town. Similarly, Hakmana town's economic growth was hampered due to the expansion of the agricultural purchasing centers in adjacent cities.



Goal 02: Protect the Green Environment, based on the agriculture

Table 05: SWOT Analysis for Protect the Green Environment, based on the agriculture

<p>Strengths</p> <ol style="list-style-type: none"> 1. The favorable geologic condition for agriculture encourages the blue green environment of the area. 2. The prevailing blue green environment 3. Location of tanks and paddy lands as potentials for Agro and eco based tourism industry. 4. 36% of people are engaged in self-employment. 	S	W	<p>Weakness</p> <ol style="list-style-type: none"> 1. Reclamation of paddy lands to disrupt the natural drainage system. 2. Agriculture related diseases (Leptospirosis)
<p>Opportunities</p> <ol style="list-style-type: none"> 1. Potential for agro and eco-tourism 	O	T	<p>Threats</p> <ol style="list-style-type: none"> 1. Change of rainfall pattern with the climatic changes.

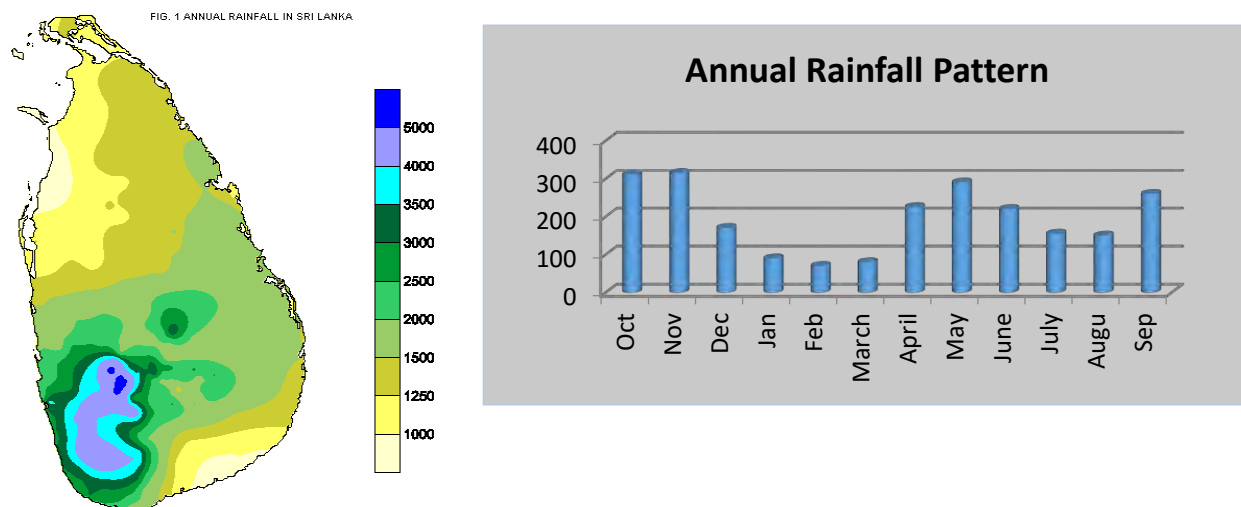
Strengths

1. The geological environment favorable for agriculture

Urban villagers can cultivate agricultural crops throughout the year since the Hakmana is located in intermediate climatic zone with alluvial and podsolic soils and the annual rainfall between 2500 - 3000 mm in the region. And also water for irrigation activities are supplied through tanks. The annual rainfall pattern of Hakmana urban development area is shown in Figure 9.



Figure 09: Annula Rainfall Pattern -Hakmana Development Area (2017)

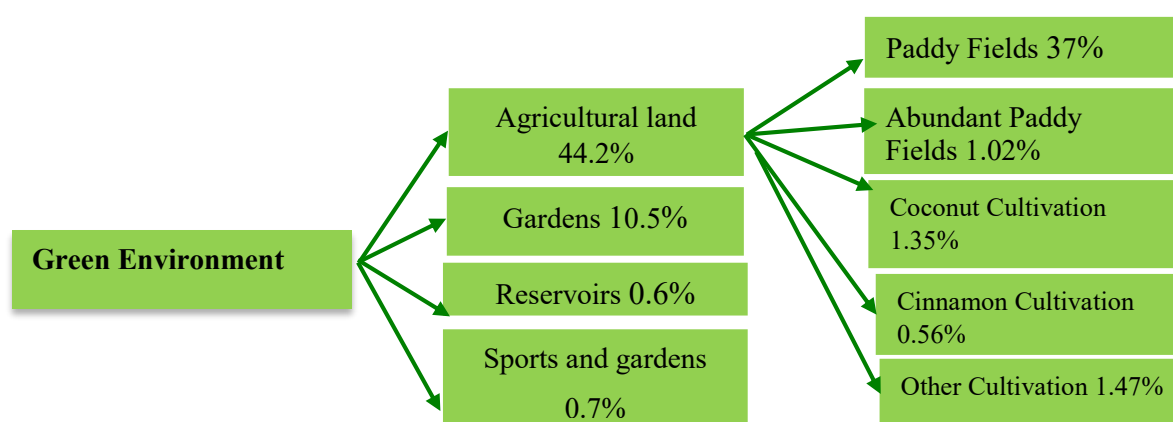


Source: Irrigation Department – 2017

2. The prevailing blue green environment

Out of the total land in the Hakmana city, 45.5% is covered with green cover, 37% is comprised with paddy lands, 7.9% are other crops and 0.6% are reservoir systems. Therefore, conservation of above lands is important for urban land use pattern and landscape which enables to promote agriculture based blue green environment. Further, environmental sensitivity analysis was carried out in 05 regions in the Hakmana Urban Development Area. Accordingly, the wetland is located in the center of the city. According to the above study, it is on the highly sensitive region and this situation is gradually decrease when move to the periphery areas.

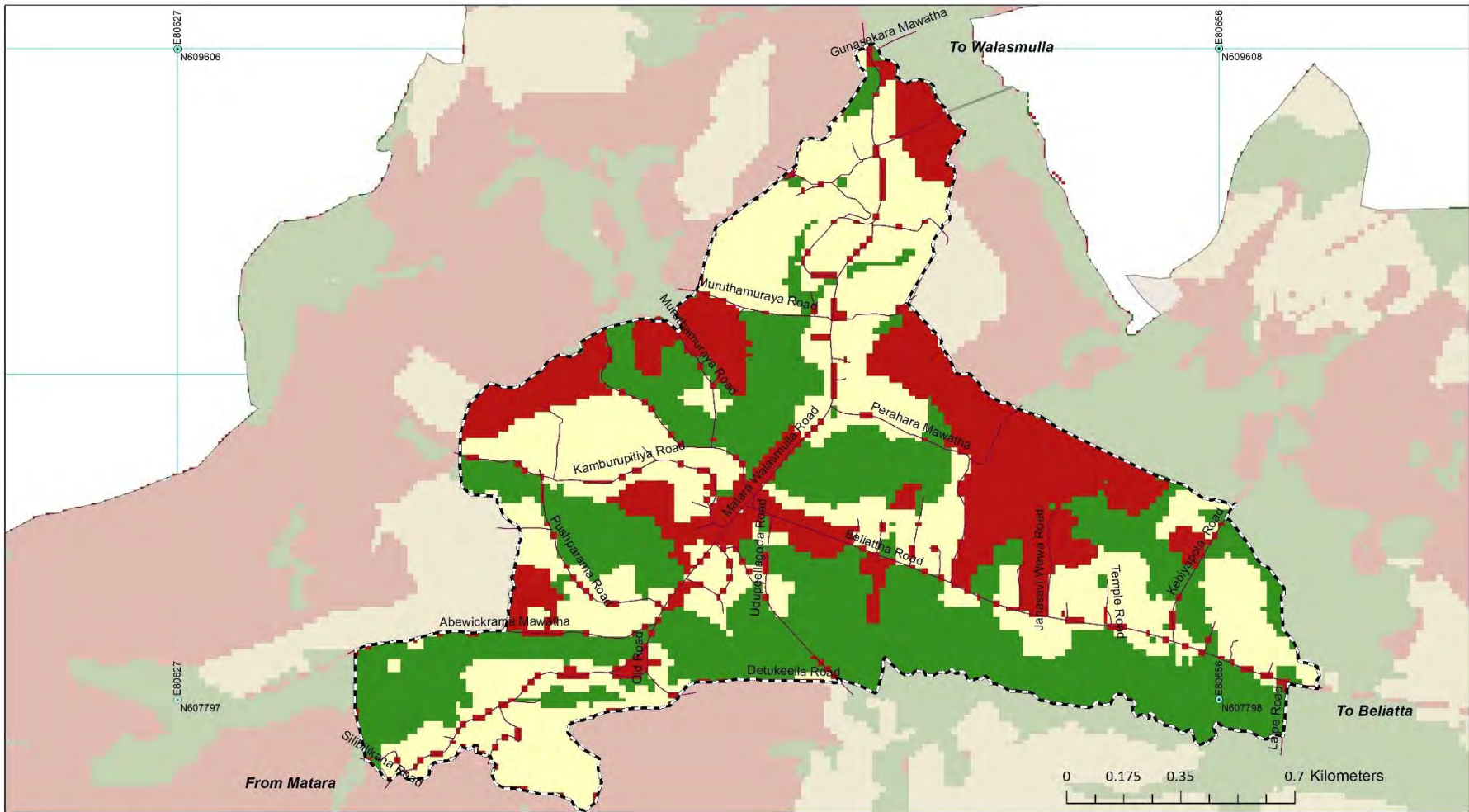
Figure 10:Composition of the Existing Green Environment









Source: Urban Development Authority, Matara District Office – 2017



Map 10: Sensitivity Analysis : Hakmana Urban Development Area

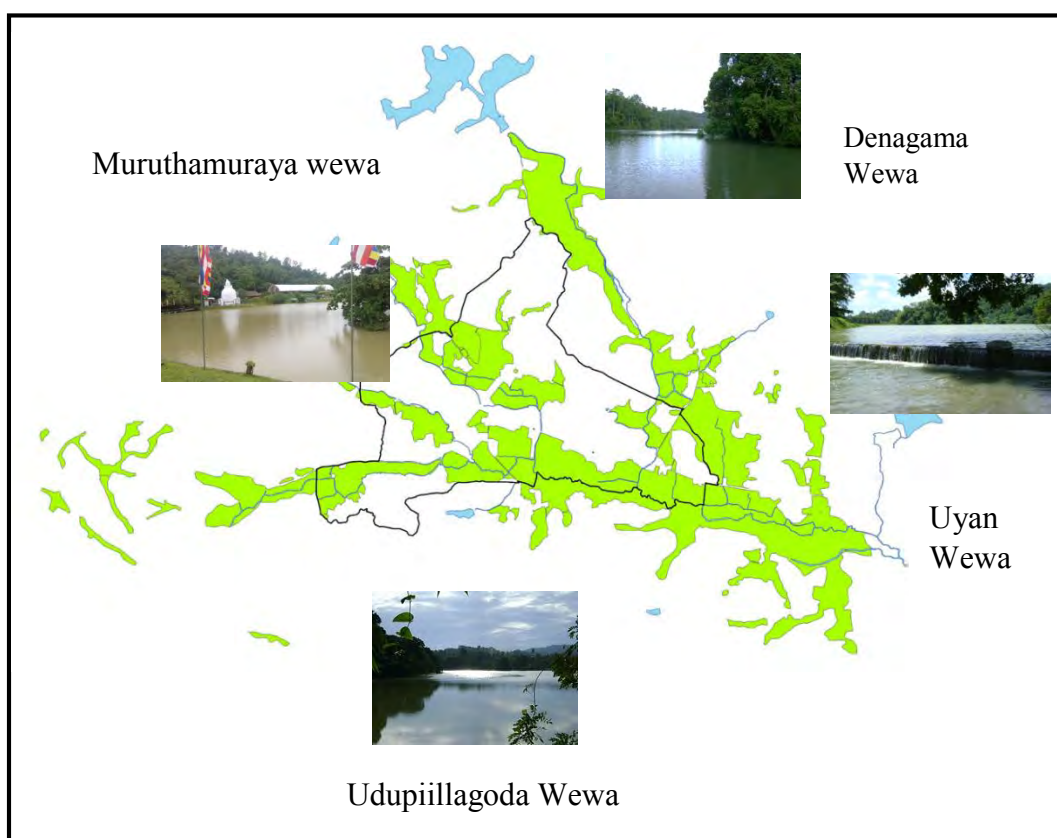


<p>Legend</p> <p>  High : 5  Low : 1 </p> <p>  Roads  Hakmana UC Boundary </p>	<p>  1:11,000 Map No : 10 </p>	<p>  Urban Development Authority </p>
<p align="center"> Sensitivity - Hakmana Urban Development Area-2018 Hakmana Development Plan (2019-2030) Urban development Authority </p> <p> Prepared Date : 10th November,2018 Updated On : 2019 Source : Matara District Office UDA Prepared By : J.O.B. Jeewandara </p>		

3. Tanks and wetlands that can be used as potentials for agro and eco based tourism industry.

Denagama Wewa, Muruthurumu Wewa, Uyanwewa and Beruwawela tanks which are presence with higher bio diversity, close to the development area are potential for paddy cultivation (37 % of total land) and tourism industry. Denagama Wewa, takes special consideration since it has a capacity of 1050 acre feet and covers 81 acre of land. This tank consists with 6 – 7 sq km catchment area and enriched by Heen dola Ara, Ma dola Ara, and Sapugaha Ara. The tank bunt is 650 meters in length and provide water for 342.9 hectares of paddy lands. The tourism industry can be promoted using the biodiversity of these wetlands environment. Therefore, farmers tend to maintain their paddy lands as the agro related tourism create new income generating opportunities for them. Hence, it contributes for conserving blue-green environment. Figure 11 illustrates the network of tanks and paddy fields that have potential to be used for agro and eco based tourism in the city.

Figure 11: Wetland System – Hakmana DS Division 2017



Source: Urban Development Authority, Matara District Office, Field Survey Reports 2017



4. Having a high rate of Self-employment

Hakmana area have been employed about 2210 people out of the total population while government sector employs 32.7 % and private sector employs 25.9% of the total employed population. 36% of employees are engaged in self-employed agriculture based manufacturing industries (minor export crops). As a result, it is widely recognized that potential labor force is available for labor intensive agriculture. (Table No.06)

Table 06 : Employment population in Hakmana Urban Development Area

Job type	Number of those engaged	Percentage %
Government jobs	721	32.7
Private employment	573	25.9
Self-employment	796	36.0
Foreign Employment	120	5.4
The Total	2210	100

Source: Hakmana Divisional Secretariat, resource profile – 2017

Weaknesses

1.Distrupcion of natural water flow due to reclamation of paddy lands.

According to the Land Use Survey in 2008, the extent of paddy land is 118 hectares, but it has been decreased up to 113 acres as identified by the land use survey in 2017. For the construction of Pradeshiya Sabha Building 5 acre and 2 rood of paddy lands, for weekly fair 2 acre and 1 rood of paddy lands and for reestablishing Buddha Jayanthi Vidyalaya 2 acre and 32 perches of paddy lands were filled and resulted in decreasing the paddy lands in the area. Disturbance to paddy cultivation due to deposition of sludge in paddy lands and reducing the blue green environment are major impacts of it. Proposed and existing filled up paddy lands are depicted in Figure12 and 13.



Figure 12:Disturbance to natural water flow due to reclamation of paddy land



Source: Urban Development Authority, Matara District Office, Field Survey Reports 2017

Figure 13:Proposed and existing paddy land for filling



Source: Urban Development Authority, Matara District Office, Field Survey Reports 2017

1. Diseases related to agriculture

Paddy cultivation is the main agricultural crop in the Hakmana area, but due to the spread of diseases in the paddy lands new generation does not willing to involve in agriculture. This has caused issues in labour based agriculture. Table 07 shows the spread of non-infectious diseases from 2010 to 2017.



Table 07: Spread of Non-Infectious Diseases (Leptospirosis) 2010-2017

Year	Number of Leptospirosis Patients	Year	Number of Leptospirosis Patients
2010	11	2014	09
2011	28	2015	21
2012	03	2016	06
2013	07	2017	12

Source: MOH Office –Hakmana (2011-2017)

Opportunities

1. Potential for environmental tourism industry in the Southern province.

Coastal cities such as Tangalle, Dikwella and Mirissa have been developed as foreign tourism destination in the coastal towns of Southern Province. However, those townships does not have potentials to develop in eco-tourism. Further, tourists travel to Kataragama, Udawalawa and Sinharaja across Hakman town center is another potential in developing the tourism sector. Moreover, traditional agriculture language and knowledge have been included in primary educational curriculum at government schools.

As Hakmana area have potential to be develop for eco-tourism by introducing tourism industry farmers will tend to engage in agricultural activities as it opens new income generating method. Further it contributes for conserve agriculture related blue-green environment.

Threats

1. Changes in rain fall pattern due to the climate change.

Global Warming has cause for climatic and global changes in the recent decade. This cause for changes in rainfall pattern and in rainfall intensity.

As Hakman town center is based with agriculture related economy these climatic and global changes directly influence on reduction of crop yield (Yala and Maha seasons), increase in insect hazards, flash floods and droughts.



6.0 The Plan

6.1. Conceptual Plan

Hakmana city concept provides a comprehensive definition of the city's future development. This conceptual plan has been developed on the basis of the geographical location, environmental system and practices of the area, and it is consisting of 03 main sections as residential development, agricultural development and environmental conservation.

Hakmana town is situated along Hakmana – Beliatta, Hakmana - Kamburupitiya roads and Matara - Middeniya road. The main potential of the city is the paddy field cultivated in both Yala and Maha Season which looks like fingers of a hand

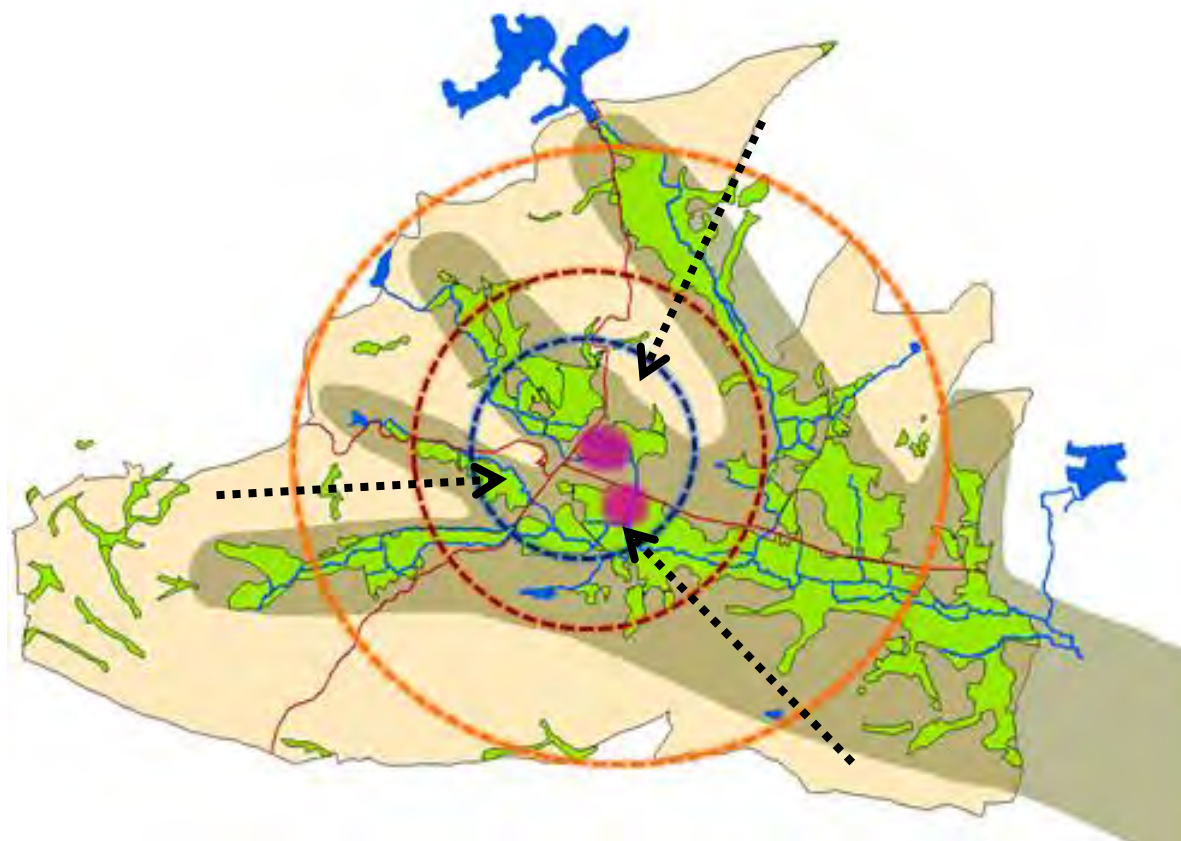
This paddy field system helps to protect the environmental balance, rain water management, natural beauty of the city and creates open spaces for the city. Moreover, disaster mitigation and accessibility are major strengths provide by it.

The vision of the development plan is to develop Hakmana as the “Living in Green Valley”. The mission of the development plan is to develop the inhabitants’ environment of Hakmana and the people of the catchment area by 2030 as a residential city with the harmony of nature while protecting the agricultural environment of nature and the green shade. In order to achieve this mission, it is expected to optimally utilize the city's strengths and opportunities.

Accordingly, it is expected to protect the green environment in future development activities and to force development into higher lands. Since this development expanding only in the spaces between the fingers, urbanization distribute as fingers of a hand and residents will have opportunity to live very close to the green ground and this has incorporated principles such as the development of a pearl necklace, knitted with thread.



Figure 14: Conceptual Plan



“හරිත නිම්නයේ නිවසන”

“Living in Green Valley”

6.2 Proposed Land Use Plan

Land use plan depicts the desired urban structure of Hakmana town by 2030. Accordingly, the town has identified to developed as “The Living in Green Valley” by moving incompatible uses in town for appropriate places and the desired arrangement of Government institutes, Commercial activities, Tourism activities, Water ways, Roads and landscape by the proposed land use plan.

According to the potentials and strengths of the development plan the main focus have been given to residential development in the city. Accordingly, the plan is being made to expand residential facilities in the Moderate intense zone and in low intense zone. Furthermore, commercial activities are given priority in the intense zone while maintaining highly controlled residential activities within the zone. Priority has given for the vertical development than the horizontal development. Similarly, educational institutes and large land occupied uses are not allowed within this zone.

Similarly, giving priority to commercial activities, in this zone and allowing activities which reduce traffic congestion of the city. In the same way, lands which are belongs to the educational



institutions and the activities which are need in terms of larger lands are not permitted in the respective area. Especially, some offices have been planned to be relocated to the medium density zone.

Green Conservation Zone has been identified to maintain the existing paddy lands in the town. In addition, it has been identified to develop roads with green lanes and the green zones have been allocated to protect the drainage system. However, the land use plan has been identified to use two locations in the zone for the agro-based tourism industry. two locations have been identified in paddy cultivation, in order to achieve the beauty and commercialism of the city so that wetlands will not be harmful to the ecological system.

Especially in front of Sathipola, the paddy belt has been identified to spread a paddy pattern in the shape of a lion. Further, the land use plan is planned to create an environment conducive to the creation of an agro-ecology tourism near the bus stand and the proposed construction of the Buddha Jayanti Vidyalaya. Further, to preserve the water system of the paddy field, which is like a palm lines of a hand and based on the conservation of canal banks, it has planned to develop walking paths with a unique green shade. The proposed land use plan is depicted in the map number 11 and several cross-sectional drawings are shown in figure 14.

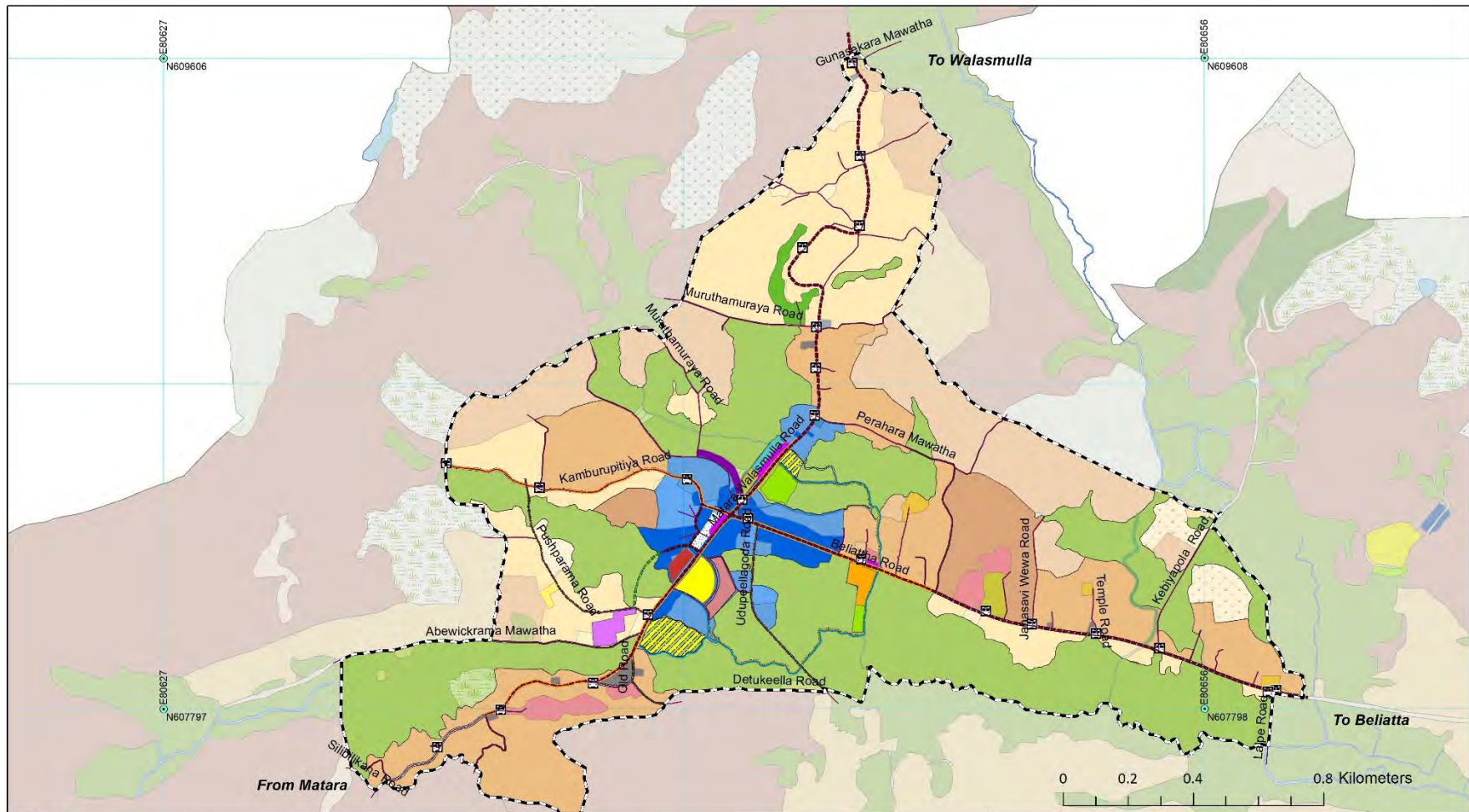
Two cross sections of the proposed land use plan are shown in A - A and B - B. The A - A cross section- go through the main commercial area and directed on northeastern corner. Accordingly, the cross section is designed to give priority to the Density Zone, and at the bottom it indicates that the buildings are in accordance with the design of the buildings in other zones. Further, the proposed landscape structure by 2030 onwards along the Matara -Walasmulla road illustrated from B-B cross-section.

The C-C Cross section explains how Hakmana town is visible from the Walasmulla Weekly Fair. This illustrated the cross-section through main road at the same time paddy fields, and further, by 2030 how density zone will be formed and the development scattering of mountain areas.


Cross section D - D Walasmulla - Matara Road is clearly arranged in the direction of Beliatta. especially, identified project of the proposed small tourist center, mountain range, paddy lands and other infrastructure to achieve social attractiveness is illustrated from this section. Further, the zoning plan and the land use plan are designed to develop the city as a city traveler gradually moves away as the urban, semi urban and rural. The E - E cross - section is created to reflect this situation.



Map 11: Proposed land use plan: Hakmana Urban Development Area (2030)



Legend					
Commercial	Transportation	Mixed-Crop	Agro Based Tourism Center	Childrens Park	Commercial Complex
Residential	Religious	Park & Play Ground	Buddhajayanthi Vidyalaya	District Secrerariat Office	Town Hall
Home Garden	Paddy	Water Bodies	Bustand Redevelopment	Play Ground	Urban Forest
Educational	Coconut	Vehicle Parking	Vehicle Parking	Design Paddy	WEekly Fair


1:11,000
Map No : 11



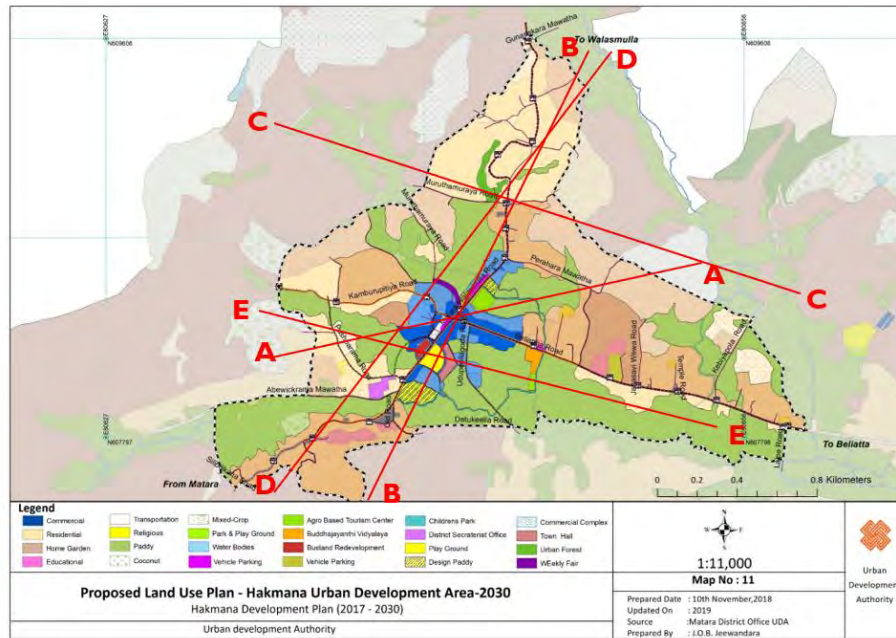
Proposed Land Use Plan - Hakmana Urban Development Area-2030
 Hakmana Development Plan (2019-2030)

Urban development Authority

Prepared Date : 10th November,2018
 Updated On : 2019
 Source : Matara District Office UDA
 Prepared By : J.O.B. Jeewardara

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Figure 15 : Cross-section of the proposed land use plan



Cross Section A – A



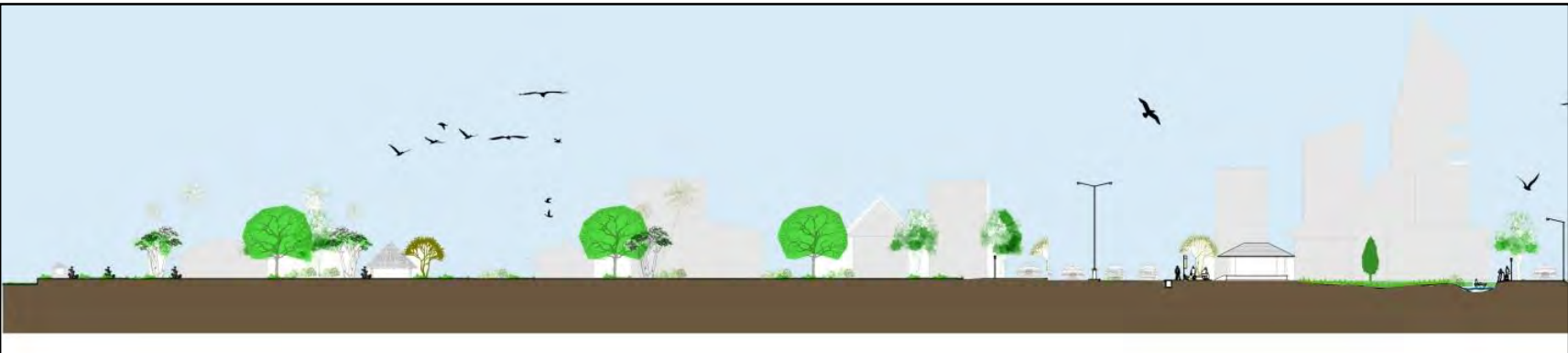
Cross Section B – B



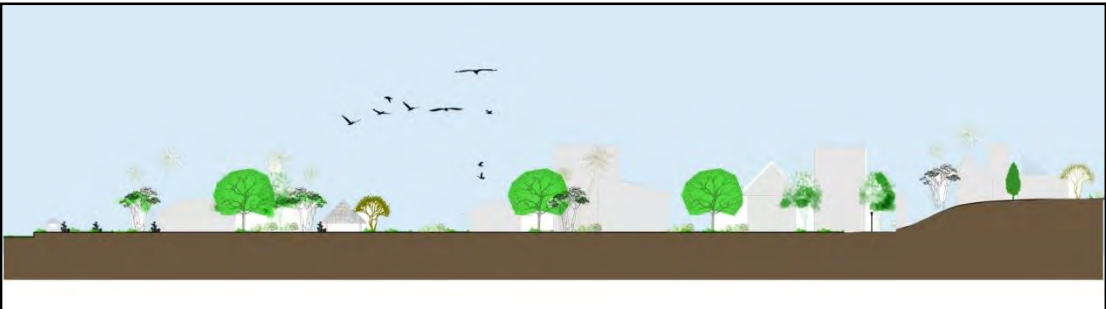
Cross Section C – C



Cross Section D – D



Cross Section E – E



6.3 Social and Physical Infrastructure Development Strategies

6.3.1 Proposed Service Plan

There are various services in the city which are need for the day today activities of the people. These include housing, health, education, water, electricity, roads and travel.

In the proposed service plan, in the year 2030, the city has identified the required services based on the estimated population and the current service requirements. It is identified that the required supply of the predicted population or how the supply will be made to suit the demand.

The Hakmana city is planned to provide housing, health and educational services required predicted population by the plan 2030.

The Hakmana Divisional Secretariat is consisted of 53.8 square km of area and 3.06 square kilometers belongs to the urban development area. The expected population is as given in table no.08

Table 08:Population and Housing - Hakmana Urban Development Area

Description	Year 2011		Year 2030
	Area	Gross	306.93
Net		194.47	194.47
Total population	3093		3220
Number of houses	820		854
Housing density	Gross	2.67	2.78
	Net	4.21	4.39
Density of population	Gross	10.07	10.49
	Net	15.9	16.55

Source: Urban Development Authority, Matara District Office (2017)

According to the above table, the difference in population between the years 2011-2030 is 127 people in the Hakmana Urban Region. Accordingly, there is a need of 34 new houses in addition to the number of existing houses. At present, there are 41 number of temporary housing in this region and that is also added to the housing requirement.

According to the development plan, the town has been identified as a residential town. Accordingly, priority will be given to residential dwellings in the low-density and medium-density



zone, and 25% of the land is to be developed for residential purposes. It is used as a strategy of achieving the future housing requirement.

Accordingly, the extent of the land required for the development of Hakmana town as a residential city is already exist in the city and for each family, or one house, one hectare of lands will be available. It is a strength to reach the vision of the development plan.

Health sector

In accordance to the health sector, there are two government hospitals serving in the area which is located close proximity to the Hakmana urban area. Narawelpita Government Hospital is located about 4km away from the city and Gangodawagama Government Hospital is about 3km away. Further, in the urban area, the Office of the Public Health Officers of Health and the Government Medical Office is located. In addition, six private medical centers have been established in the city.

Details of government hospital in the area are given below.

Table 09: Government Hospital Information - Hakmana Urban Development Area

Hospital	No. of annual residential patients	Annual OPD patients	No. of beds	Bed rate (%)	No of Doctors	No of nursing officers
Gangodawagama Government Hospital	4000	11362	54	30	03	11
Narawelpita Government Hospital	3387	51968	66	38	03	08

Source: Archive information of Government Hospitals – Gangodawagama, Narawelpita - 2016

According to the above table, the number of annual outpatients in both local hospitals is higher than the number of residential patients. The bed rate is 30% in Gangodawagama hospital in 2016 and 38% in Narawelpita Hospital. Accordingly, this explains that, beds are underused. By the year 2030, there were only 127 people, with the expected number of residential population growth. Accordingly, the current facilities in the health sector in existence will also be sufficient by the year 2030.



Education Sector

Hakmana town has two primary schools and two central schools. The following table shows the current human and physical resources in these schools. According to the Census of Population and Housing in 2011, the literacy rate in Hakmana is around 98% which is equal to the level of literacy in the district. Accordingly, the literacy rate in Hakmana town is at a satisfactory level.

There are four government schools that provide education facilities in the area, while the Buddha Jayanti Vidyalaya and the Kongala Primary School are primary schools, while the Kongala Central College and Methodist College are national schools.

Their details are given in Table 10.

Table 10: Information of Schools: Hakmana Urban Development Area - 2016

Serial No.	School name	Number of Teachers	Number of Students	Student Teacher Ratio	Building space Sqm.	Class room space per student	Playgrounds
01	Kongal Primary School	28	703	25	1004	1.43	no
02	Kongala Central College	62	656	11	1376	2.10	yes
03	Buddha Jayanthi Primary School	24	632	26	802	1.28	no
04	Methodist Maha Vidyalaya	65	1267	19	1097	0.87	yes
Total		179	3258	18	4279	1.3	

Source: School Report, Divisional Education Office, Mulatiyana – 2016

According to the above table, there are 3258 students are studying in schools which are located in Hakmana town and 179 teachers were employed. Accordingly, the teacher student ratio is 18 for one teacher, Since the standard status of the subject is 19 for one teacher, it is possible to identify that the teacher ratio is very satisfactory in this area schools.

As a whole, the class room space for a student per square feet is 1.3 square meters, and it is well above the standard value of 0.9. that is also in the level of satisfied.

A major problem with regard to education is the lack of sufficient sports facilities. In order to rebuild the Buddha Jayanthi Vidyalaya in this manner, as a strategy a land of two acres in front of the school has been identified for a school and the public stadium has identified the construction of the green lane from the school grounds to the stadium, which is easily accessible for all schools.



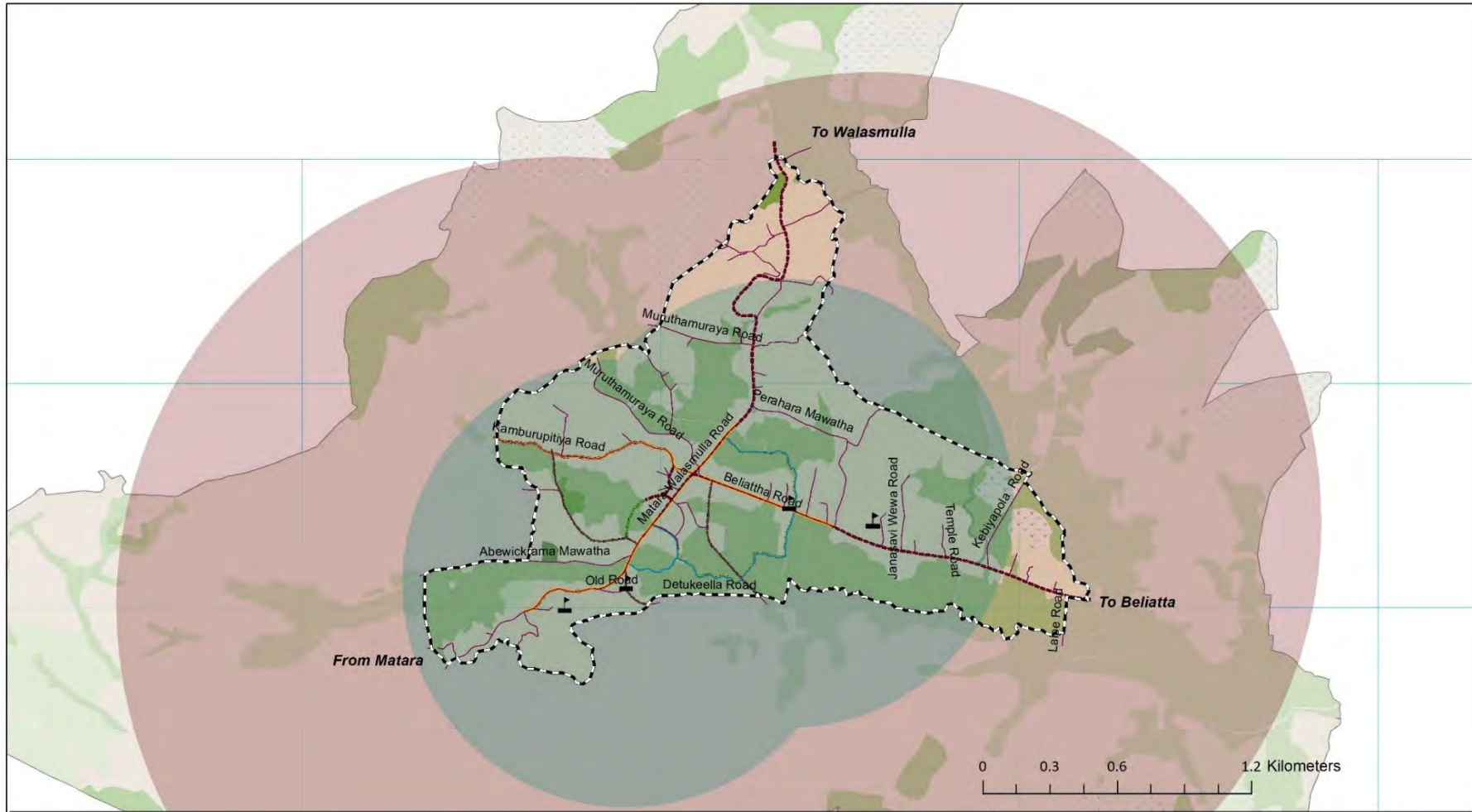
In addition to above government schools, there is a computer training institute maintained by the National Apprentice and Industrial Training Authority. Also, 07 tuition classes and 05 pre-schools are located in the urban area.

As the buildings in the Buddha Jayanthi Vidyalaya are in a dilapidated condition, the land has been identified for the construction of a new building and a sports ground in order to provide formal classroom facilities.

There should be provision of a sports facility which is a major factor in the existence of the Kongala Primary School and the Kongala Central Colleges.



Map 12: Catchment of Educational Services: Hakmana Urban Development Area



<p>Legend</p> <ul style="list-style-type: none"> Hakmana UC Boundary Educational-Institutions Buffer 1KM Buffer 2KM 	<div style="text-align: center;"> <p>1:16,000 Map No : 12</p> </div>	 Urban Development Authority
<p>Catchment of Educational Services - Hakmana Urban Development Area-2030 Hakmana Development Plan (2019 - 2030)</p> <p>Urban development Authority</p>	<p>Prepared Date : 10th November,2018 Updated On : 2019 Source :Matara District Office UDA Prepared By : J.O.B. Jeewandara</p>	

6.3.2 Transport plan

Hakmana town is located within a junction where connecting main roads from Matara, Walasmulla, Kamburupitiya and Beliatta. Therefore, a regular bus service connected with these cities and currently operating in the city. Also, long-distance buses connecting with cities such as Akuressa, Middeniya, Embilipitiya, Kataragama and Colombo will also be started from Hakmana. Furthermore, the bus service which is going through the city has also become a strength in the development of the city. Accordingly, Table 11 shows the current transport facilities.

The transportation condition in the city as at 2017 is as follows.

Table 11: Transportation Status: Hakmana Urban Development Area - 2017

Serial No.	Description	2017	
		No. of Buses	No. of Trips
01	The number of buses passing Hakmana town	36	149
02	The number of buses starting from Hakmana town	69	353

Source: Road Passenger Transport Authority

The following strategies are identified by the proposed transport plan for the expected urban population, to reach the vision of the development plan.

Transportation strategies:

While giving the Priority for Residential Development, the following transport strategies are in place to achieve environmental friendliness development.

The construction of bus stands at a distance of 500 meters, has been identified in order to regularize public transport and preserve the identity of the city and cover all major roads. (Map 13) Further, it has been identified to take part of public market land and parking places near the Buddha Jayanthi Vidyalaya as a strategy of create a formal traffic flow pattern and to minimize traffic congestion in the city.

As the existing bus stand not sufficient for circulate 15,500 populations per day, as a strategy there is an implementing of the second stage bus stand to expand it, and for open-air long-distance bus service, identified locations for establish bus stands.



Also construction of paved lanes with green lanes and identifying canals with Green Paths have been identified to encourage of pedestrian movements and walkability, reduction of atmospheric carbon dioxide, lead percentage and reduction of global warming.

Moreover, by the year 2030, the public transport service does not require a massive increase in the transport needs of the targeted occupants and travelers, and facilities for private transport services need to be improved. Accordingly, upgrading of existing roads, alternative road development, new road development, road development and vehicle parking developments have been identified as a major transport strategy and that can be mentioned as follows.

By 2030, increasing the efficiency of traffic in Hakmana, improving pedestrians and their security and improving urban beauties of the area through roads is expected from the transportation strategies. (Map 13). Road development strategies have been identified in order to create an efficient transport pattern.

Main Road Development

To encourage pedestrians, develop Pedestrian lane from Matara - Walasmulla main road (B grade) with two lanes and from bus stand to Kongala Maha Vidyalaya pedestrian lane from Hakmana - Kamburupitiya high way (B grade) main road to Muruthomuraya tank 02 lane road have been identified for development.

Circular Road Development

From Matara - Hakmana Road to Pushparama Road to Ellewela, Ellewela to Bantis Samaraweera Mawatha via Muruthomuraya, and again to Hakmana - Matara main road, from there it has been identified Perahera Mawatha along Beliatta road, Udupillagoda to Kongala primary school is the area which is going to be develop as the road around the city.

New road development

Develop a new road linkage by connecting Beliatta road and the Matara - Middeniya road as a junction linking the starting point of the Ellewela road. (As four road junction)



By-roads Development

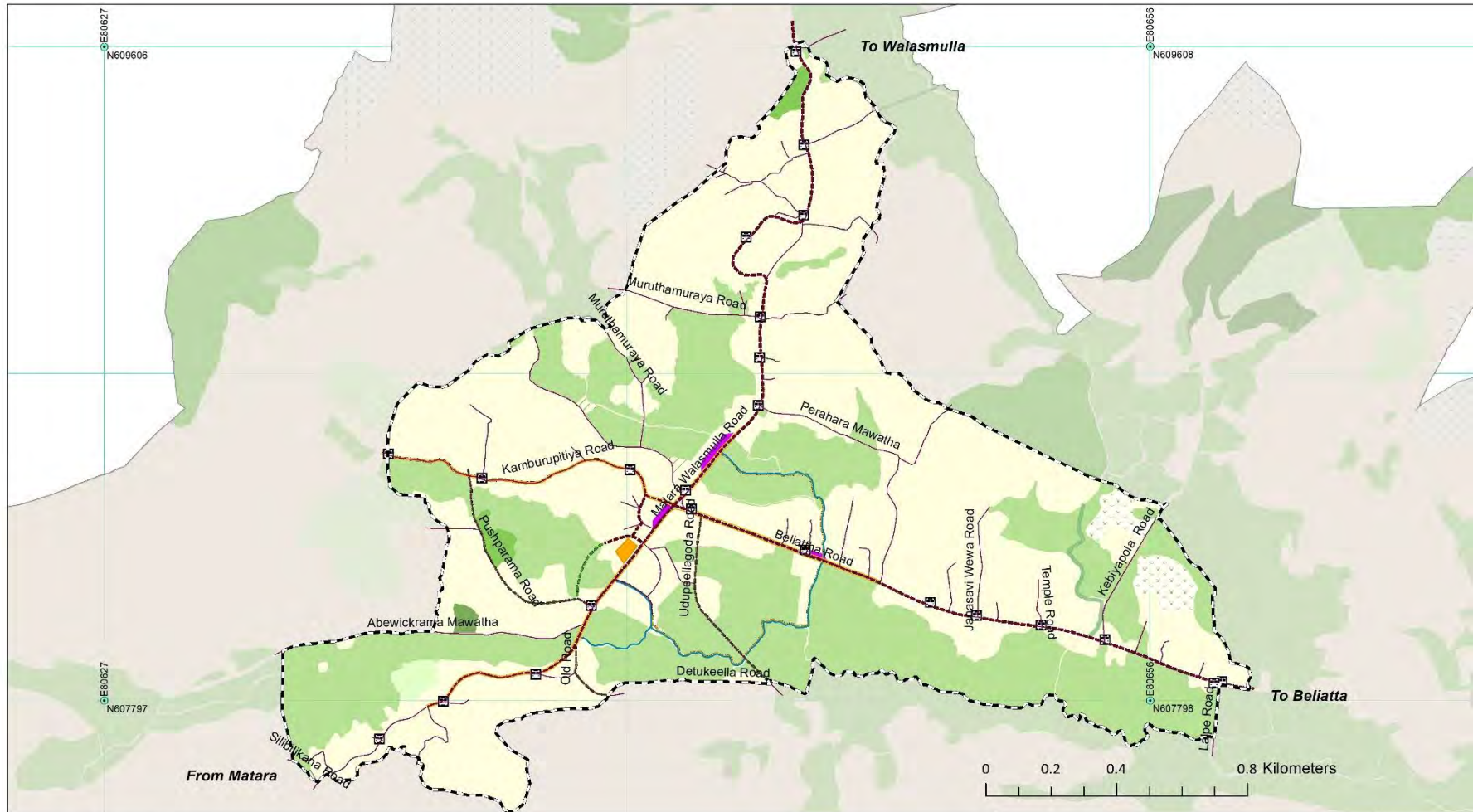
Several roads which can use for pedestrians have been identified for development.

1. Road from the bus stand to the proposed Divisional Secretariat
2. The proposed pedestrian lanes through the canals across the paddy field, which is starting from the building of the bus stand and connect proposed Buddha Jayanthi Primary School and the weekly public fair.
3. Road with two lanes connecting the bus stand and Ellewela road.

In parallel to road development, vehicle parking places are also planned in several locations in the city to regulate the traffic flow in the city and to prevent traffic congestion on roads. These places can be identified as the existing non-use land part of the weekly land, the backyard of the current public market, part of the existing land near the proposed primary school premises can be mentioned mainly.



Map 13: Transportation plan: Hakmana Urban Development Area



Legend

- Main Road
- Green Paths
- Vehicle Parking
- Hakmana UC Boundary
- Walking Paths
- Ela
- Bustand
- Pedestrian Paths
- Bus Stop



1:11,000

Map No:13

Prepared Date : 10th November, 2018
 Updated On : 2019
 Source : Matara District Office UDA
 Prepared By : J.O.B. Jeewandara



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Transportation Plan - Hakmana Urban Development Area-2030
 Hakmana Development Plan (2019-2030)

Urban development Authority

6.3.3 Proposed water supply plan

The National Water Supply and Drainage Board (NWSDB) distributes piped water to Hakmana town and only 32% of the urban population uses it. At present, 68% of Hakmana town residents use the well water. This development plan explains the expected population and quantity of water required by 2030 are given below.

Table 12: Water requirement Forecast: Hakmana Urban Development Area

Year	Population	Water Requirement (m ³)
2011	3093	2273.1
2015	3113	2276.7
2020	3144	2282.3
2025	3180	2288.4
2030	3220	2296.0

Source: National Water Board, Hakmana -2016

The above table is built on the following assumption.

According to the standard values of the National Water Supply and Drainage Board, the daily per capita requirement for the residential population is 180 liters.

Table 13: Water requirement for daily Commuters: Hakmana Urban Development Area

Year	Daily commuter population	Water Requirement (m ³)
2011	7500	240
2015	9500	264
2020	11500	288
2025	13500	332
2030	15500	356

Source: Urban Development Authority, Matara District Office (2017)

The above table is built on the following assumptions.

Assumptions:

1. Daily commuter population will double by 2030, with the expected development of the Hakmana development plan and existing upgraded infrastructure facilities.



2. According to the standard values of the National Water Supply and Drainage Board, daily water requirement for daily commuter population is 12 liters.

Table 14: Daily Water requirement - Hakmana Urban Development Area

Year	Daily residential population water requirement (m ³)	Daily commuter population water requirement (m ³)	Total (m ³)
2011	2273.1	240	2513.1
2015	2276.7	264	2540.7
2020	2282.3	288	2570.3
2025	2288.4	332	2620.4
2030	2296.0	356	2652.0

Source: Urban Development Authority, Matara District Office - 2017

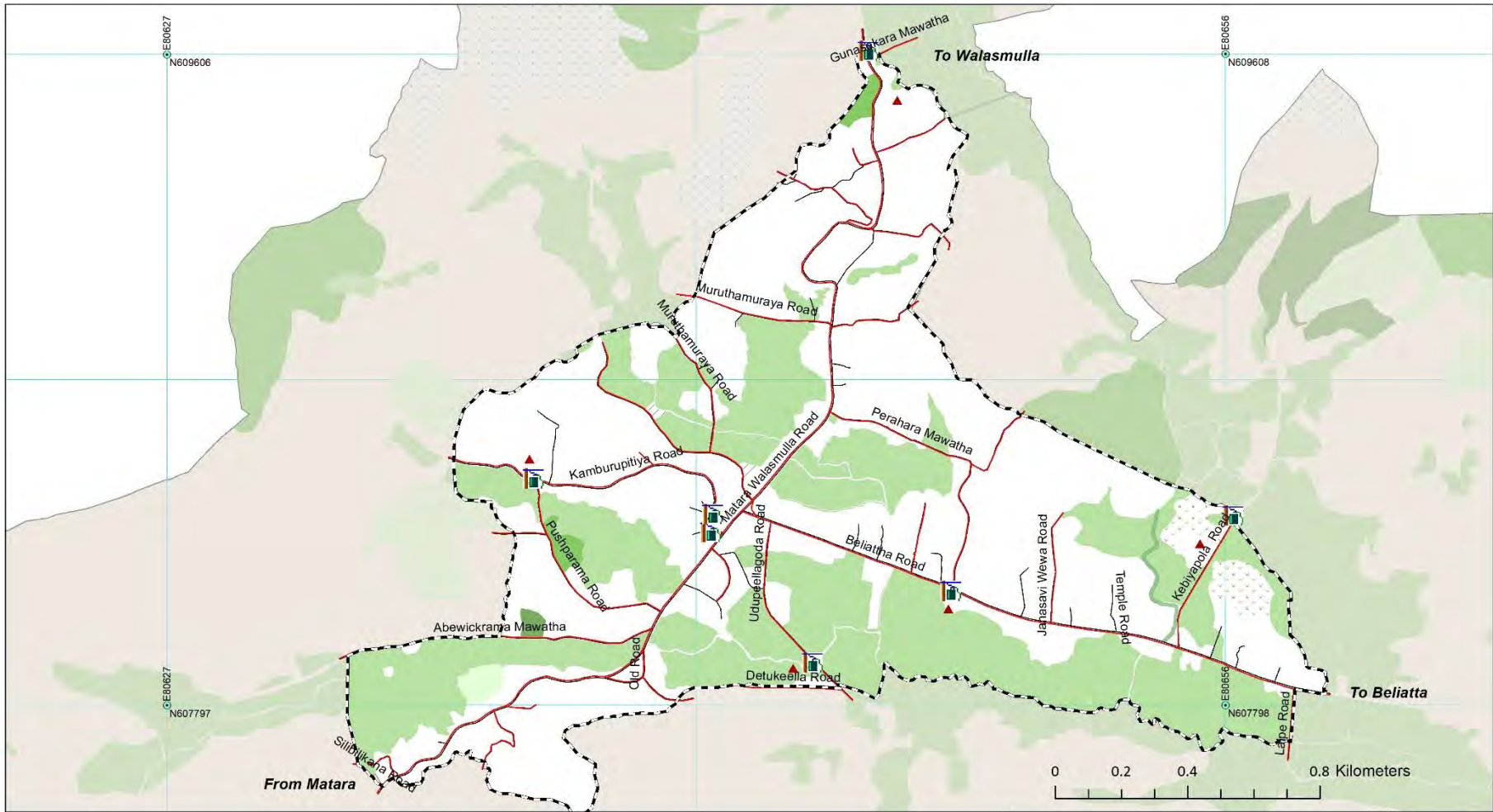
By 2030, the expected residential population in the city is 3220 and the daily commuter population is 15,500. According to the field survey carried out in 2016, the city uses 32% of the population of tap water. Accordingly, by the expected development by the year 2030 the water requirement of the pipe born is assumed to be 50% of the total population and daily water is 1,148 cubic meters per day. By 2030, the expected daily commuter population required 356 cubic meters' water. Therefore, the daily water requirement is 1504 cubic meters. According to the present situation, the availability of that amount of water is also enough for fulfill future water requirements as well. (Water Board / Pradeshiya Sabha).

6.3.4 Proposed power supply plan

The Ceylon Electricity Board (CEB) has complied with the power requirement covering the entire Hakmana Urban Development Authority. Further, the future power requirement is also sufficient to meet the requirements of a proposed dwelling city. It has been illustrated by Map 14



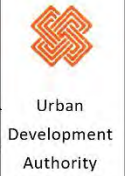
Map 14:Electricity supply: Hakmana Urban Development Area



- Legend**
- ▲ Electricity Substation
 - Transformers
 - Electricity Line
 - Roads
 - - - Hakmana UC Boundary

N
W —+— E
S

1:11,000



Electricity Line - Hakmana Urban Development Area-2030
 Hakmana Development Plan (2019-2030)

Urban development Authority

Map No:14

Prepared Date : 10th November,2018
 Updated On : 2019
 Source :Matara District Office UDA
 Prepared By : J.O.B. Jeewandara

6.3.5 Waste water management and water supply

According to the physical location of the Hakmana Town Area, there is a paddy land which is located in the city center that looks like fingers. Residential and commercial developments are positioned on both sides of that. So there will not be any problems with the rainwater flow. Further, the Beliatta road, Walasmulla road and Matara road have already been developed with necessary drainage system. According to the proposed plan it is planned to construct pavement platform and drainage system with the road developments.

Since the proposed zoning plans is allowed 10.0 perches for residential developments, it is proposed to use sewage treatment in the inside of the garden.

6.3.6 Solid waste management

Domestic, Commercial, industrial, agricultural production as well as in other public affairs waste is considered as solid waste. Solid waste can be identified and it is consisting with food waste, packaging waste, metals, plastics, glass, useless cloths, waste generated in the construction site and the things that are dumped from the industrial factories.

According to data provided by the Hakmana Pradeshiya Sabha, the daily generated solid waste amounts to approximately 2000kg and from these, about 1600 kg are degraded and 400 kg are non-degraded. The total amount of waste, about 1000kg generated from residential, 800kg in shops, 150kg in hotels, 50kg in banks, government buildings and other places in each day. The Hakmana town area (separated garbage and mixed waste) is collecting garbage in twice a week through the Pradeshiya Sabha. In addition, a tractor is also available on Wednesday for collecting plastic and polythene only.

The Pradeshiya Sabha has three tractors, a compactor, five carts for the process of collecting garbage in the area. Eight skilled workers and an unskilled worker are employed for this task and are assisted by two drivers and five workers and a work administrator.

There is no any system to collect biodegradable waste in byroads in the vicinity of the Pradeshiya Sabha and those household has been provided with compost bins. Solid waste management plan is given by Map No. 15

The daily generated solid waste density of Hakmana area is as follows,



Table 15: Daily Solid waste generation - Hakmana Urban Development Area

Serial no.	Solid waste	Percentage
1.	Vegetable	63%
2.	Papers	20%
3.	Glass	04%
4.	Metals	03%
5.	Clinical waste	01%
6.	Industrial waste	04%
7.	Other	05%

Source: Pradeshiya Sabha – Hakmana 2017

These collected decaying and non-decaying waste has been temporarily fills in 2 acres, an open deck which is located in Kongala and this land is belongs to Hakmana Pradeshiya Sabha. When constructing the garbage anchorage in this land, the Hakmana Pradeshiya Sabha is hoping to collect and separate waste and make compost in future. However, there is a problem with proper management and disposal of garbage or garbage disposal.

In addition, the separated non-decaying garbage is collected in a part of public market land. This collection of non-decaying waste is not sold or recycled, or it still does not follow a proper procedure, and ultimately this waste also has the possibility of diverting the landfill into the previously mentioned landfill. This has been identified as a problem at present.



Solid waste Management Strategy

1. Implementation of a proper solid waste management project.
It has been identified to implement a compost project in the 02-acre land taken over by the Pradeshiya Sabha in the area.
2. As a strategy to reduce the environmental impact of informal solid waste disposal in the city locating of garbage containers has been identified and locations are given at Map No. 15.



Map 15: Proposed Solid Waste Management Plan - Hakmana Urban Development Area 2030



<p>Legend</p> <ul style="list-style-type: none"> waste management project Garbage Collecting Points Hakamana UC Boundary 	 <p>1:11,000 Map No:15</p>	 <p>Urban Development Authority</p>
<p>Proposed Solid Waste Management Plan - Hakmana Urban Development Area-2030 Hakmana Development Plan (2019-2030)</p>		
<p>Urban development Authority</p>		
<p>Prepared Date : 10th November, 2018 Updated On : 2019 Source : Matara District Office UDA Prepared By : J.O.B. Jeewandara</p>		

6.4 Proposed economic development strategies

6.4.1 Economic plan

The economic development of the city is a major requirement expected from the development plan. The major weaknesses in the city include depreciation of buildings, loss of investment power of the local council, increase of inequality in income, and this is illustrated by strengths, weaknesses, opportunities and threat analysis. Furthermore, under the first objective of the development plan, 50% of existing buildings will be reduced to 10% by 2030. Under the second objective, by the year 2025, it is expected to attract annually 3500 tourists through the introduction of an agro based tourism initiative as a traditional way of promoting agriculture.

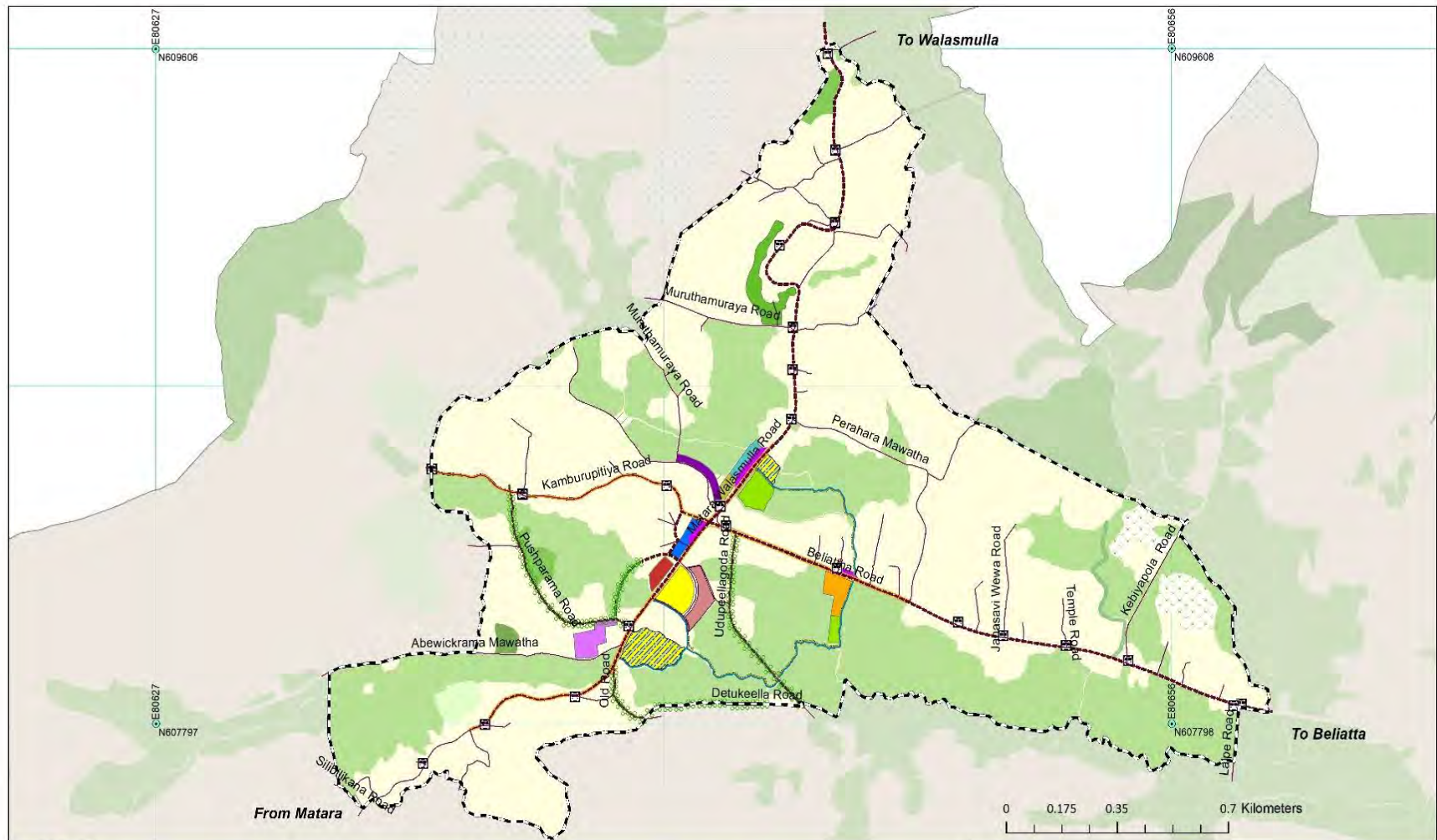
According to the 2011 census data, 59.6% of the working age population in Hakmana town, 24.6% of them, are children dependents. 15.8% is elderly population and having higher labor force is strength to the city. However, it is not economically viable to take 56% of those with income below 12,000. Therefore, the Agro tourism industry has been identified as an economic development strategy to provide generating opportunities for the elderly population and optimum utilization of the labor force. A paddy field in the vicinity of the location of the Buddha Jayanti Vidyalaya and the paddy field in front of the Sathi Pola has been identified for this purpose.

The main sector of the urban economy is agriculture. According to the statistics of 2012, coconut production in the Matara District from the total coconut production 9.32% is contributed from the Hakmana Divisional Secretariat Division. It is the second highest in the district and the paddy production is the next important place in the agricultural sector. The total paddy production in Matara District in the year 2017 is 56,529 metric tons, out of that 4486 metric tons like 7.9% was produced by the Hakmana agrarian development area. As a strategy of providing a market for these products, a place nearby the proposed marketplace has been identified for a wholesale market targeted at agro-based products.

Considering the above, several economic development strategies have been identified to develop Hakmana town economically. The main objective of these economic development strategies is to get people's attraction by creating a proper landscape and through these new economic strategies it is expected to achieve economic growth in urban areas as well. To achieve these goals, the following strategies have been identified.



Map 16:Proposed Development Projects: Hakmana Urban Development Area (2030)



Legend				
Agro based Tourism Center	Urban Forest	District Secretariat Office	Main Road	Vehicle parking
Town Hall	Bustand Redevelopment project	Play Ground	Walking Path	Bus Stop
Buddhajayanthi Vidyalaya	Vehicle Parking	Design Paddy	Pedestrian Path	Hakmana UC Boundary
Weekly Fair	Childrens Park & Urban Park	Commercial Complex	Green Path	

1:11,000
Map No:16



Proposed Projects - Hakmana Urban Development Area-2030
 Hakmana Development Plan ((2019-2030)
 Urban development Authority

Prepared Date : 10th November,2018
 Updated On : 2019
 Source :Matara District Office UDA
 Prepared By : J.O.B. Jeewandara

Urban
 Development
 Authority

Urban economic regeneration strategies

Increasing purchasing power of the people who lives in the area is an important factor for the economic development of the city. Growth of purchasing power is the main purpose of the development plan. Moreover, the urban economic level can also be developed by increasing the daily commuter to the city. The plan has identified several economic development strategies for this.

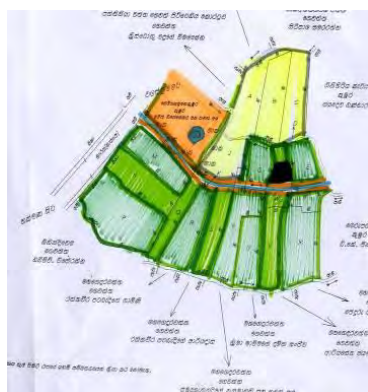
- Agro tourism centers and paddy cultivation
- Establishing urban forests.

The main strength of Hakmana is 36% of paddy cultivation. Although it has been the main strength of the urban economy, the agricultural economy shows the inadequacy of the agrarian economy and the second generation of agricultural sector is leaving from the sector. Alternatively, two identified paddy lands for discover and strengthen the urban economy, create employment opportunities and urban geography through colorful rice varieties. Apart from the Paddy cultivation (Design Paddy), it is also expected to popularize the agro-environmental tourism industry. Especially by targeting the school children, the inherited Kamath language will be educated and through that tourism will be promoted. Accordingly, two agro-tourism industry sites have been identified. Those are,

Proposed land to reposition the new Buddha Jayanti Vidyalaya and Development of a paddy field in the vicinity of the weekly fair in Hakmana - Middeniya road as a tourist attraction location.

The main objective is to create a beautiful landscape on the Hakmana-Walasmulla road, in front of the weekly market, with the colorful patterns of paddy cultivation. It has identified as a key economic development strategy to increase number of tourist arrivals to the city.

Figure 16:Development of the land in front of Public Fair with tourist attraction



Further, the Hakmana Market and the public fair are the main economic centers in Hakmana. These weekly fairs are held in every Saturday throughout the day, but public fairs are held in every week. It has about 125 stores. At the beginning the weekly fair and the public Market were the same place. However, at present the weekly fair has been established in another place and around 300-350 traders are engaged in trade. The public fair and the wholesale market have been identified to locate in the same location as a means of preventing public fair and its surrounding area underutilization strategy since public fair traders also come to the weekly fair.

Hakmana town is located in the Embilipitiya main road. Accordingly, many agri products are transported through the city, such as Middeniya in Embilipitiya. In addition, two and a half acres of paddy land in Muruthurea area, which is located in colose proximity to the important places of interest in the district, such as Vurukannala, Devundara, Weherahena and Kataragam, Udawalawe etc., has been identified as an urban park.

Further re-location of the Divisional Secretariat to the Beruwewela, Kotugodella, land which is having more space than usual, Rehabilitation of the post office and development of the old Pradeshiya Sabha building as a rest house and a land near the land of the depot office has been identified as a strategy of creating an economic revival through the formalization and design of an environmentally-friendly environment in the city.



6.5 Environmental sustainable strategies

6.5.1 Conservation areas

1. Wetlands

Wetlands in Hakmana Urban area can be classified as follows.

- i. Freshwater canals
- ii. Abandoned paddy fields (fallow fields/meadows)
- iii. Paddy lands

Thus, the wetland zoning goal of the Hakmana Urban Area is to utilize wetlands for sustainable social, economic and environmental uses and to consider their potential for water retention and other environmental benefits, thereby preventing unauthorized encroachments and improper use.

Considering the above factors, paddy fields, abandoned paddy fields and related areas in *Deniya / Ovita* should be considered as "Special paddy cultivation zone" considering the need for water retention. This description is shown in Map No. 17 and the Guidelines for the Zone are given in Annex 03. The permissible uses in the special paddy cultivation zone are as follows.

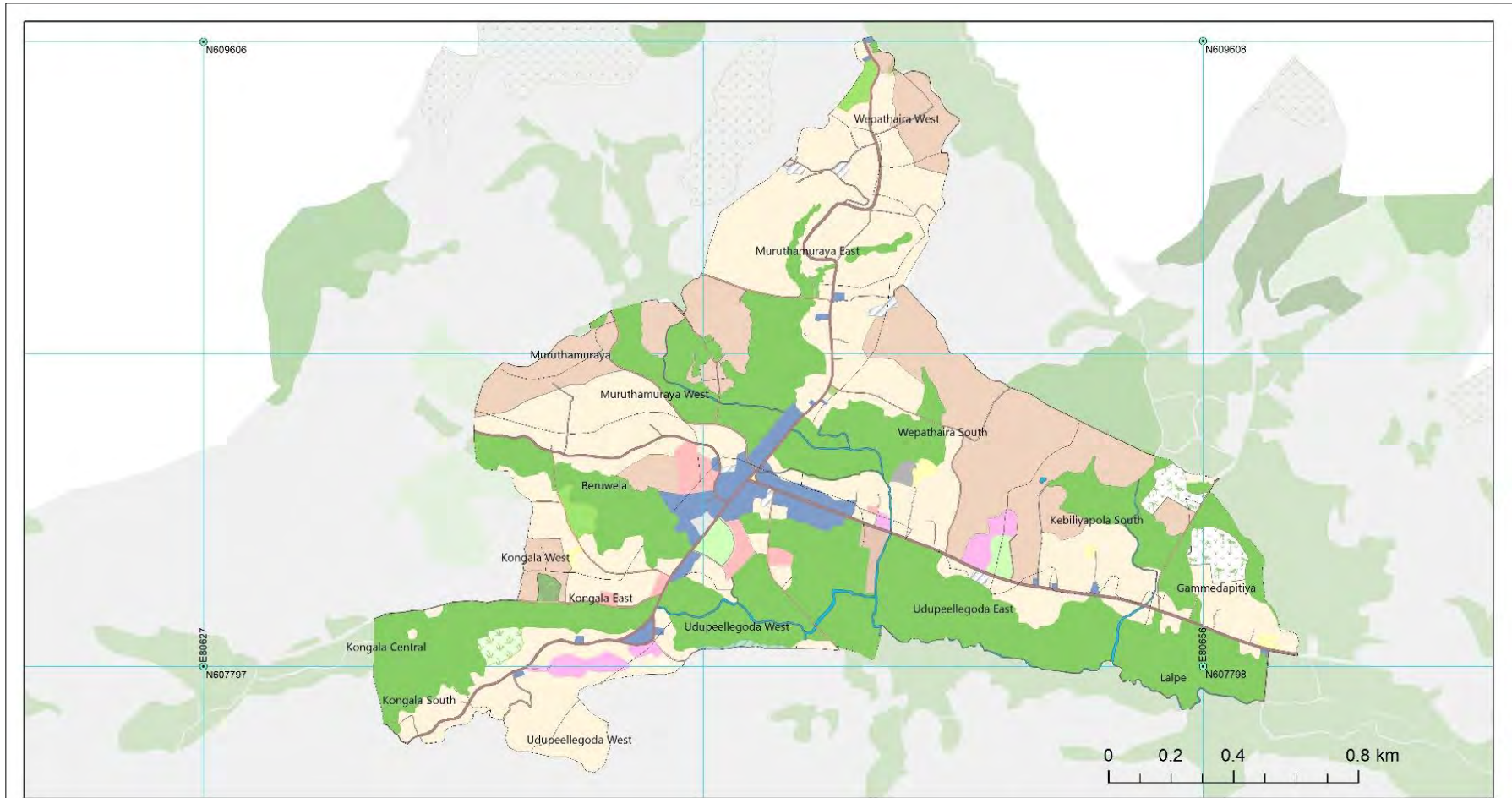
- i. Cultivation of paddy lands.
- ii. Only permissible uses in accordance with the Agrarian Development Act and Circular No. 19/2018 can be made.





2. Scenic view points

Most of the scenic viewpoints are located in close proximity to paddy fields in Hakmana Urban area. When it comes to development, it is needed to protect this attractive environment by protecting these scenic places.



Map 17: Proposed Wetland zoning Plan: Hakmana Urban Development Area (2030)



<p>Legend</p> <p> Water Bodies</p> <p> Special Paddy Cultivation Zone</p> <p>Hakmana GND</p>	<p></p> <p>1:11,500</p>	<p></p> <p>Environment & Landscape Division</p>
<p align="center">Proposed Wetland Zoning Plan - Hakmana Urban Development Area-2030</p> <p align="center">Hakmana Development Plan (2019 - 2030)</p> <p align="center">Urban development Authority</p>		
<p>Map No : 17</p> <p>Updated on : 2018</p> <p>Source : Field Survey Data</p> <p>Prepared by : Gayan Samarakoon</p>		

Conservation strategies

- Demarcate green conservation zone from the proposed zoning plan.
- Maintaining the paddy fields, wetlands, tanks and canals in the zone at the same level and not allowing any kind of development.
- As the vision of the development plan, the concept of developing a green environment is to be ensured by protecting the agro-green system.
- Developing tourism industry by using bio diversity in agriculture and wetlands.
- Demarcation of reservations for reservoirs, lakes and canals.

6.5.2 Landscape management Strategies

The scenic locations of Hakmana are the paddy fields, the natural drainage system and the high ground system. Development activities will not take place in those areas and strategies have been identified through the zoning plan to make the development work without hindering its visibility. In particular, the Green Conservation Zone of the development plan has been planned to be in the same manner, and it has been identified through zoning regulations to minimize the construction of disrupted areas.

6.5.3 Disaster risk management strategies

It is clear that the Hakmana Urban area is located outside the Disaster Risk Zone in accordance with the Map No. 06 prepared by the Disaster Management Center. Also, due to Hakmana is internally located from the coastal zone, the tsunami, the sea level rise, and the oceanic impacts are not influenced to the city and since paddy fields, tanks, reservoirs and wetlands are spreads throughout the area it is reduced the rain water problem and the flood disaster impact. However, the zoning plan has identified the outdoors as a means of protecting the groundwater level in order to meet global climate change and climate change.

6.5.4 Public outdoor Recreational strategies

Public outdoor recreation is very important for enhancing the quality of each person's physical and mental development. Therefore, the design of the public outdoor recreation space is incorporated into the development plans of the Urban Development Authority.



The current open public spaces of the Hakmana Urban Development Authority

Recreation is considered as two main components, as direct and indirect recreation. Considering the amount of space where people can actively participate in direct recreational activities,

- i. Playing
- ii. Swimming
- iii. Running
- iv. Walking
- v. Boating
- vi. Traditional fishing can be identified as examples.

There are several places in the Urban Development Authority area where fulfill above mentioned activities and the details of these locations are given in Table 16

Table 16: Locations of direct recreation facilities: Hakmana Urban Development Area

Serial No.	Type of garden	Name of the open space	Extent (Hectares)
1.	Existing Local Park (ELP 01)	Danny Abeywickrema Stadium	1.10
2.	Existing Pocket Park (EPP 01)	children's park (Near the new market)	0.17
		Total	1.27

The places of indirect recreation are as follows.

1. Number of libraries - 1
2. Conference Halls - 1 (Pradeshia Sabha Town Hall)

Proposed Public Outdoor Open Space Plan - 2030

According to the plans of the Urban Development Authority, at least 1.4 hectares should be allocated as public outdoor open spaces for the 1000 of population when preparing the development plan. The population of Hakmana Urban area in 2015 is 3113 and there is 1.27 hectares of public open spaces in the year 2017. Accordingly, the population of the city does not have enough public recreational facilities and the existing places also not have adequate facilities as well. According to the analysis of the development plan, by 2030 the predicted



population is to be 3220. Therefore, by the year 2030 it has to allocate at least 4.5 hectares of open public spaces.

The Proposed Public Open Recreational Space plan for 2018-2030 for the urban development area of Hakmana is given in Table 17, Map No. 18 and Annex 04

Table 17: Proposed and existing Public Open Recreational Space: Hakmana Urban Development Area

Garden	Extent (Hectares)
Existing Public Open Recreational Space	1.27
Proposed Public Open Recreational Space	3.23
Total	4.50

Source: Field Survey - Urban Development Authority, Matara District Office – 2017

Strategies

1. Strategies for the proposed public outdoor recreation service plan

- i. Utilize, classify and redevelop all existing playgrounds and empty lands as playable and public open lands as possible.
- ii. Use 10% of lands which are allocated within land subdivision, should enforce the common PORS regulations and it should directly use for entertainment purposes only.
- iii. Implementation of Linear Park Concepts

All canals, Oya and river banks should be developed as linear parks and it should be used by the people of the area for adequate recreation and facilities.
- iv. Allocate space for tree planting strips on roadsides.

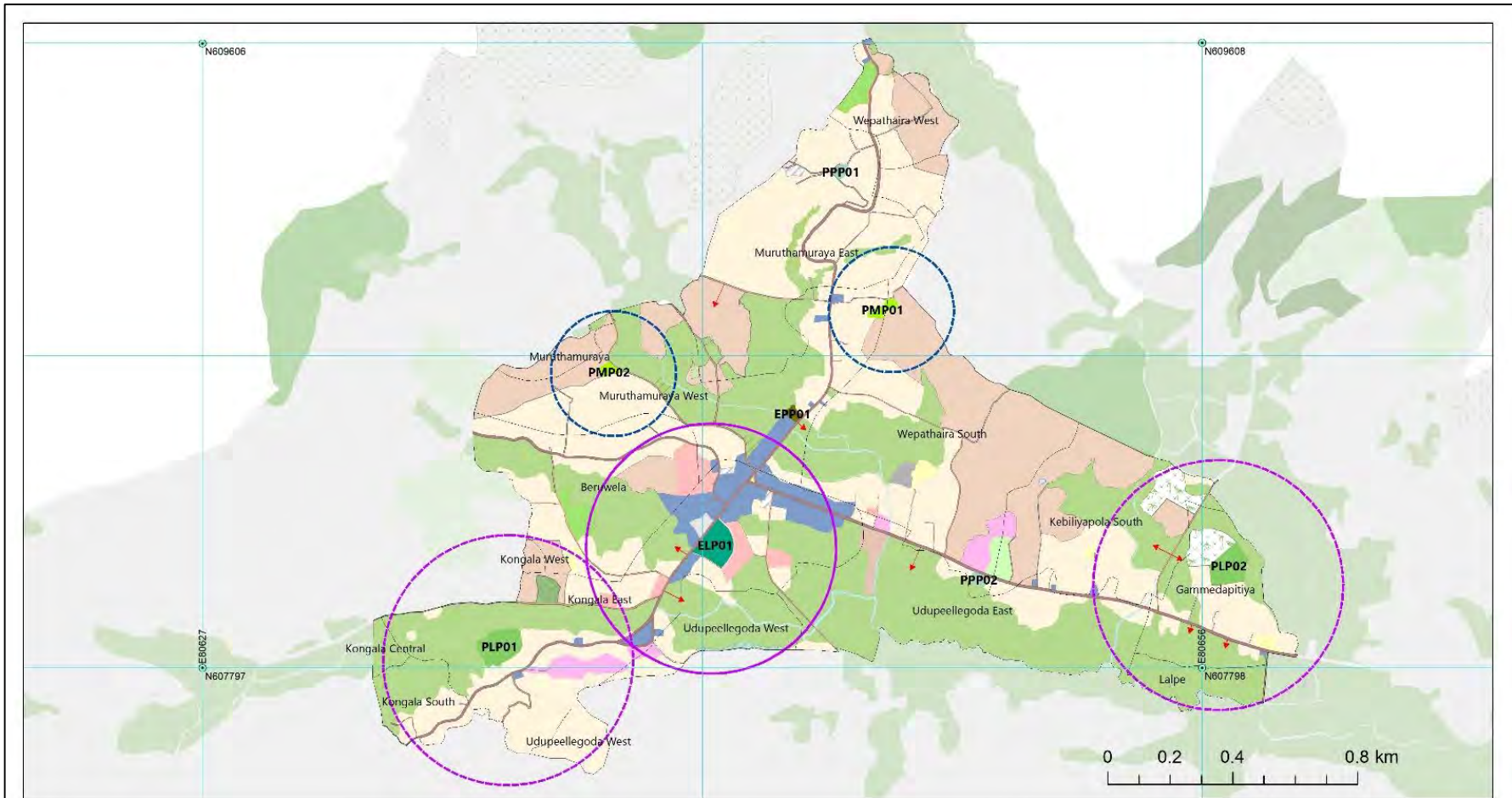
Green paths should be developed on both sides of the road according to the Tree Planting Concepts for existing Roads and Proposed Reserves as well.

2. Temperature reduction Methodology by 2030

- i. All Government and Semi Government Buildings to be constructed and modified according to the green building certification process.
- ii. Construction of green roofs in all offices and houses with water sprinkles.
- iii. Awareness on the application of light colors to buildings.
- iv. Introducing green parking concept for all proposed parking spaces and redeveloping existing parking spaces as green spaces
- v. Application of interlocking for paving.



Map 18: Proposed PORS Plan: Hakmana Urban Development Area - 2030



Legend 	 Map No : 18		 Environment & Landscape Division
	Proposed Public Outdoor Recreation Space Plan - Hakmana Urban Development Area-2030 Hakmana Development Plan (2019 - 2030) Urban development Authority		

6.5.5 Agricultural plan

The Hakmana Development Area is mainly an agro-based area based on paddy cultivation. Out of the total land area of the center, 5% is green, and from that 37% is belongs to paddy lands, 10.5% in gardens and 5.5% in other crops. Among the agricultural land, main agricultural crops is paddy fields, and other than that coconut, cinnamon and other crops have contributed to agriculture as well.

Agricultural activities are carried out by tanks connected to irrigation, and in terms of paddy production in the agriculture sector, 7.9% of the total paddy production in the Matara district was from Hakmana agrarian development area, at the same time Coconut production is 9.2% according to the district rate.

Although 36% of paddy cultivation is the main strength of Hakmana town, since the agricultural economy is not profitable, the second generation is trying to pushed out from the agriculture.

Also, agriculture is the main economic base in Hakmana. There is also a social development which was connected with the agriculture sector. Especially there are several agricultural committees in the area. It has also contributed to the conservation of the physical environment of the area as well.

Strategies: -

Due to the economical, physical and social importance of the area, several agricultural development strategies have been prepared with the objective of promoting and preserving agriculture. Accordingly, agri-tourism centers have been prepared. Hence, it is possible to develop Agro-tourism centers and paddy cultivation as a strategy of promoting the agriculture-environmental tourism with the objective of promoting agriculture.

To locate agri tourist centers and for spread design paddy cultivation, there are main three places have been selected. In front of the weekly fair on Hakmana - Walasmulla road, which is close to the main road and more populated, around the land of the new Buddha Jayanthi Vidyalaya on Beliatta Road, the paddy fields near the Matara bus stand and near the Kongagala Primary School was selected as locations.

Thus, the development of the area as a tourist attraction region, the main agricultural development strategy is the use of farmers for the more effective utilization of agricultural land in agro development. Additionally, the Agrarian Services Department has already agreed to use the Agro-based Tourism Industry as a strategy to popularize traditional cultivation with paddy. This will promote farmers' income by reducing the cost of production and increasing prices for products.



The zoning plan contained in the development plan is one of the key strategies of agricultural development in Hakmana. Accordingly, the zoning plan has named the Green Conservation Zone (GCZ) in the area with the existing paddy lands as a wetland and paddy field, and there is no soil filling allowed in this area, permission is granted to the agro based tourism industry only subject to conditions.

Further, development of reservoirs and canals in agricultural development is very important. Therefore, as a strategy of conserving all the streams reserve boundaries have been introduced for those reservoirs and canals.

As a major issue affecting agriculture in Hakmana, the plan identifies poor quality products for agricultural products. This situation has led to the capture of intermediaries in the absence of a previous stock market. As a strategy of preventing this situation, it has been identified to develop a small wholesale market, a public market and a weekly festive market in the development of the land that is not suitable for agricultural purposes.

6.6 Cultural and Heritage Management Strategies

Jayasumanarama Maha Viharaya can be identified as an important place in the ancient city of Hakmana.

Jayasumanarama Viharaya

Jayasumanarama Vihara can be seen as an ancient Buddhist temple in the Hakmana Urban area. 200 years ago, this temple was named as the "Mandikel Temple". At the beginning the "Jayasumanarama Maha Vihara" has been a major center of the Buddhist education centers in the Southern Province which belongs to Ramannya Nikaya.

Strategies

- i. Preservation of archaeological sites according to archaeological, historical and archeological points.
- ii. Proper maintenance and management of conservation centers.
- iii. Implementation of local and foreign travel promotional programs to create awareness on the historical and cultural, archaeological value of these places and to make an economic contribution from them.



6.7 Implementation Strategies

Hakmana town development plan has been identified to implement several development projects with the objective of achieving objectives and strategies. The main objective of the city is to create a formal and enriched environment for urban development. The projects were weighted according to the vision, need and development benefits of these projects, and the project list identified according to this weighting is as follows. The weights classification is given in the Appendix 2.

1. Road Development Project
2. Weekly fair Development Project
3. The project of the rebuilding of the public Fair
4. Bus stand and surrounding development project
5. Positioning the bus depot.
6. Construction of Rest Houses.
7. Agro-tourism promotional centers and design paddy cultivation.
8. Swimming pool and sports facilities development
9. Replacing Buddha Jayanti Vidyalaya.
10. Post Office Rehabilitation Project
11. Construction of a new Divisional Secretariat



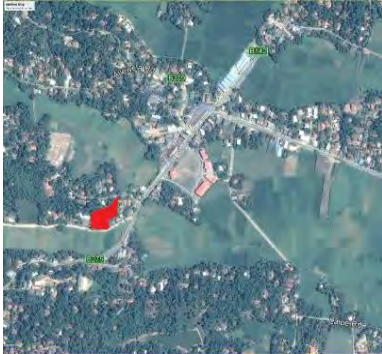
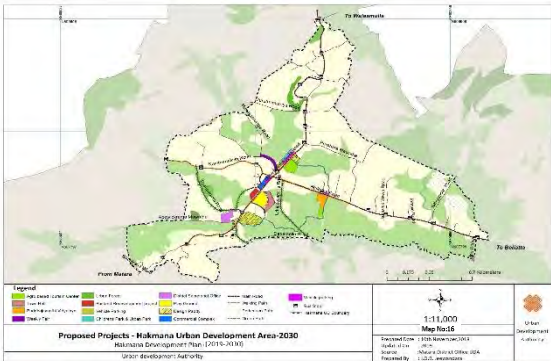
6.7.1 Strategic Action Projects

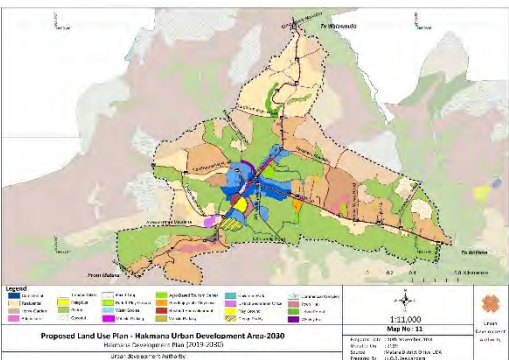
Project Title	<i>Hakmana Urban development project</i>
Project	<i>Construction of a new Divisional Secretariat - Hakmana</i>
Project Proposal	To provide an optimum and efficient service to the public who come to obtain services.

Project location

Location	Province	Southern Province	District	Matara
	Division	Hakmana	Local Government Institute	Hakmana Pradeshiya Sabha.
Boundaries	North	East	South	West
	Pushparama Mawatha	Residential	Abeywickrema Mawatha	Agrarian Services Office and Land

Access Abeywickrema Mawatha Pradeshiya Sabha Road)

Location Map		
	<p>Proposed Projects - Hakmana Urban Development Area-2030 <small>Hakmana Development Plan (2019-2030)</small> <small>Urban Development Authority</small></p>	

Adjoining land use		<p>The proposed land is named Kotugodella in the Beruwewela Grama Niladhari Division. Adjoining land uses are residential and governments institutes such as (Agrarian Service and Central Dispensary)</p>
	<p>Proposed Land Use Plan - Hakmana Urban Development Area-2030 <small>Hakmana Development Plan (2019-2030)</small> <small>Urban Development Authority</small></p>	



Project Justification


Type of project	New	√	improvement		project		Land Development Only	
Project Category	Conservation	Commercial		Landscape and recreational	Heritage	Housing	Relocation	Infrastructure Development
							√	√
Project Aspect	Environment			Economic		Social		√
Project Objective	<p>Hakmana town is being developed as sub regional urban center in Matara District. Servicing the public between 7500 and 8000 to meet their daily needs. It has a sub-regional service route such as Matara, Kamburupitiya, Walasmulla, Kirinda and Beliatta with a second level road network with urban centers.</p> <p>Accordingly, the project aims to achieve the following objectives.</p> <ol style="list-style-type: none"> 1. Construction of Spacious and modified Divisional Secretariat. 2. Reduce the inconvenience to the public due to the congestion and the lack of coordination on the existing Divisional Secretariat building. 							
Rational of project	<p>Hakmana is situated on the Eastern border of the Matara District of the Southern Province. Hakmana town is also connected with a radial road network adjacent to adjoining towns. Accordingly, there is a secondary line road with urban councils such as Matara, Kamburupitiya, Walasmulla, Beliatta and sub-urban councils. Daily migration to the city of Hakmana encompasses between 7,500 and 8,000 people for daily needs and other necessities.</p> <p>The proposed new building has been proposed because the existing Divisional Secretariat building is not in a suitable location.</p>							

Project Description

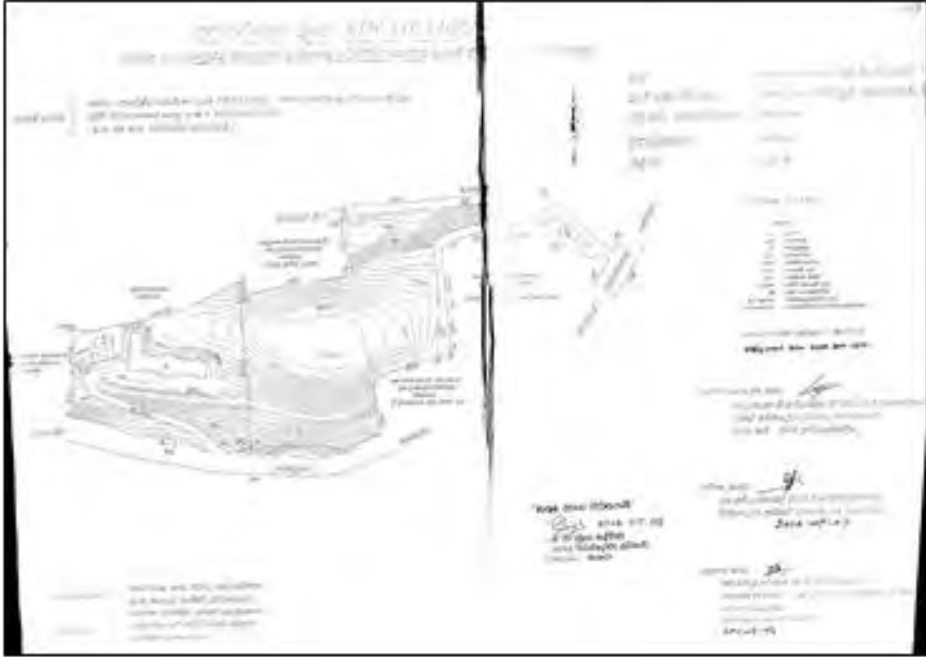

Present Land Ownership	Private		State	√	Other	
Details of the Ownership	The proposed project has been taken over by the Divisional Secretary of Hakmana.					
Survey Plan Detail	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
	Trace numbers MR/HKM/2014/169	Senior Superintendent of Surveys, Matara		2014.07.07	A 2.0	R 3.0 P. 17.0



Project description

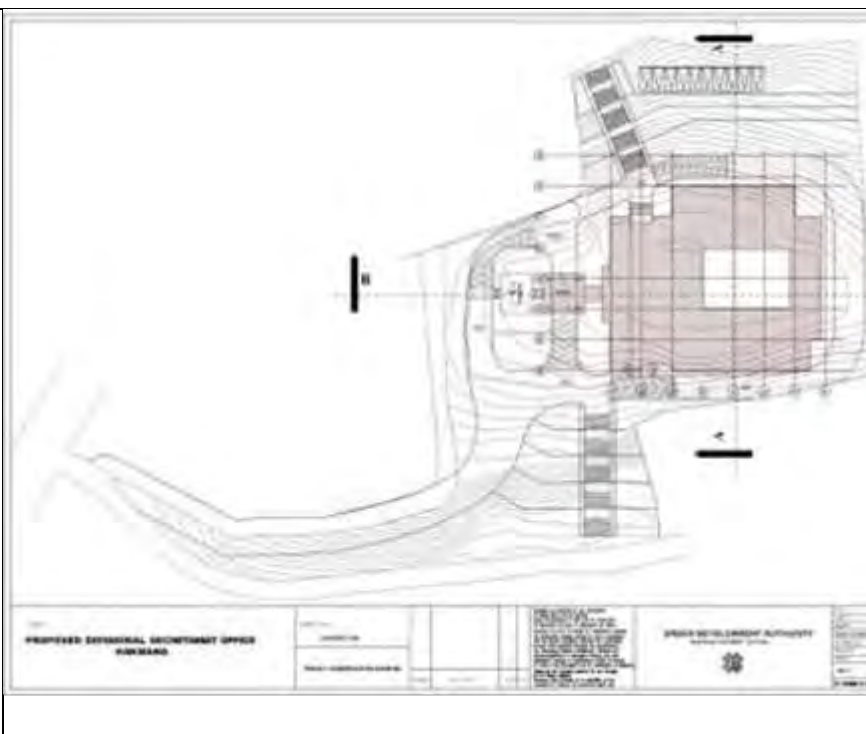
Project Period	Short term (1 > year)		Mid Term (1-3 year)	√	Long term (3 < year)		Total Estimated Cost	
Financing Method	Government Treasury							
Description of the Project								
Infrastructure Availability	Water National Water Supply & Drainage Board				Power Ceylon Electricity Board			
	Solid waste Management system	Yes		No			If No give suitable SWM proposal	
Zone	Low Density Zone			Zoning compatibility	Yes	√	No	



<p>Present status</p>	
<p>Present status</p> <p>The land has been developed.</p>	<p style="text-align: center;">Photographs</p> 



Designed Plan and Building
Planning Requirements



Project Budget

	Activity	Expenditure (Rs millions)
	Construction of Divisional Secretariat	67.0

Approval agencies



Activity	Relevant authority	Responsible Persons
	Hakmana Divisional Secretariat Building Department Urban Development Authority	Divisional Secretary Chief Engineer Deputy Director (Planning)

Regulations and Guidelines	Regulations	Guidelines
	Planning and building regulations of the Urban Development Authority	Regulations of the low-density zone of the development plan

<i>Project Title</i>	<i>Hakmana Urban development project</i>
-----------------------------	------------------------------------------



Project	<i>Construction of agricultural counseling and sales outlet based on design paddy cultivation.</i>
Project Proposal	Construction of an eco-friendly advisory and agricultural crop sales center that will bring beauty to the city.

Project location

Location	Province	Southern Province	District	Matara
	Division	Hakmana	Local Government Institute	Hakmana Pradeshiya Sabha.
Boundaries	North	East	South	West
	Irrigation canal	Paddy Field	The paddy field and the road	Hakmana - Walasmulla road

Access Road Development Authority Road (Hakmana - Walasmulla Road)

Location Map

Adjoining land use

The paddy field which is located in front of the weekly fair has been identified as project area. This has been located in an environmentally sensitive area, where close proximity to Hakmana-Walasmulla road and Hakmana-Beliatta road



Project Justification

Type of project	New	√	improvement		project		Land Development Only	
Project Category	Conservation	Commercial		Landscape and recreational	Heritage	Housing	Relocation	Infrastructure Development
				√				
Project Aspect	Environment		√	Economic		Social		√
Project Objective	<ol style="list-style-type: none"> 1. To acknowledge farmers and the general public about traditional agricultural crops. 2. Organizing workshops. 3. Marketing of non-poisonous Agro-crops. 4. Establish attraction for the modern generation and cultivate agriculture. 5. Creation of income sources for the Pradeshiya Sabha. 6. Providing technical knowledge on modern and traditional paddy cultivation. 							
Rational of project	Cultivate design Paddy lands around Hakmana town so that they can beautify the city and Provide facilities for purchase of traditional non-poisonous food crops for city which people who travel through city. Also, to educate farmers and school children about traditional and modern paddy cultivation and introduction of old and modern technical strategies. Giving income sources to the Hakmana Pradeshiya Sabha through the sale of agricultural products.							

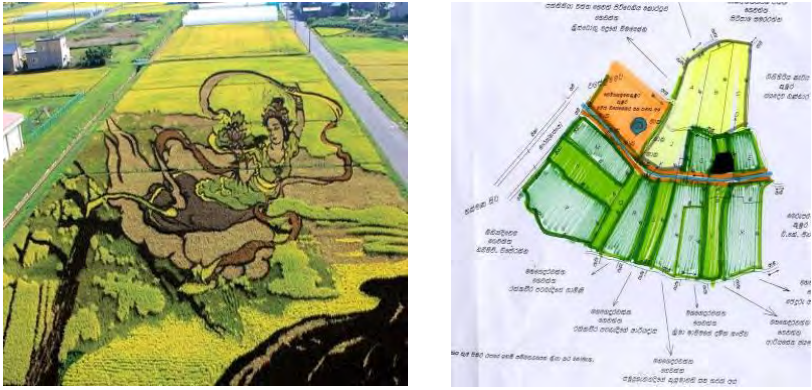

Project Description

Present Land Ownership	Private		State	√	Other	
Details of the Ownership	Acquired by Hakmana Divisional Secretariat					
Survey Plan Detail	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
	2013/623	P. Samarasinghe		2013.03.16	A. 8.0	0 0


Project Description

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



<p>Description of the Project</p>						
<p>Infrastructure Availability</p>	<p>Water National Water Supply & Drainage Board</p>			<p>Power Ceylon Electricity Board</p>		
	<p>Solid waste Management system</p>	<p>Yes ✓</p>	<p>No</p>		<p>If No give suitable SWM proposal</p>	
<p>Zone</p>	<p>Low Density Zone</p>		<p>Zoning compatibility</p>	<p>Yes ✓</p>	<p>No</p>	
<p>Present status</p>	 <p>The proposed paddy field project located in opposite of the weekly fair in Hakmana - Walasmulla. At present, the preliminary work required to acquire the pradeshiya sabha has been done and surveyed. The extent of proposed land is 8 acres and paddy cultivation are being carried out from the Murutumurava Wewa through the paddy land. Also, it is equipped with pipe-lines and electricity to carry out a project.</p>					



<p>Present status</p> <p>At present the land is a paddy land.</p>	<p style="text-align: center;">Photographs</p> 
<p>Designed Plan and Building Planning Requirements</p>	<ol style="list-style-type: none"> 1. design paddy scheme plan 2. Plans of the Center for Agricultural Crops 3. Landscape Plan

Project Budget

Activity	Expenditure (Rs millions)
Construction of Agro Marketing Center	25.0
Design paddy and landscape	25.0
The subtotal	50.0

Approval Agencies

Activity	Relevant authority	Responsible Authority
1. Landscape Plan	Hakmana Divisional Secretariat	Hakmana Divisional Secretariat
2. Sales center plan	Urban Development Authority	Urban Development Authority

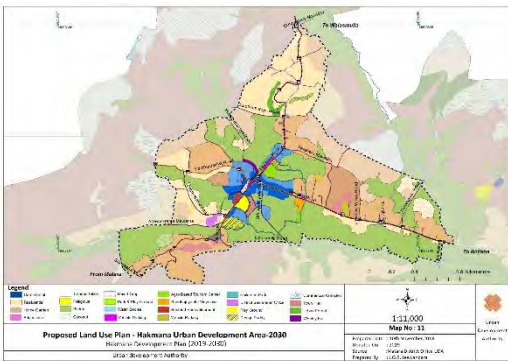


Regulations and Guidelines	Regulations	Guidelines
	Planning and building regulations of the Urban Development Authority	<ol style="list-style-type: none"> 1. Regulations of the Green Conservation Zone 2. Recommendation of the Department of Agrarian services 3. Recommendation of the Central Environmental Authority, 4. Recommendation of the Irrigation Department.
Project Title	<i>Hakmana Urban development project</i>	
Project	<i>Reestablishment of the Buddha Jayanthi Vidyalaya and establish traditional Agricultural based Educational Center</i>	
Project Proposal	The construction of new buildings for Buddha Jayanthi Vidyalaya Preparation of deficiencies of it and construct center for conduct awareness Programs on Traditional Agriculture and training programs at School level.	

Project location

Location	Province	Southern Province	District	Matara
	Division	Hakmana	Local Government Institute	Hakmana Pradeshiya Sabha.
Boundaries	North	East	South	West
	Hakmana - Beliatta road	Paddy Field	paddy field	Paddy Field
Access	Road Development Authority Road (Hakmana - Beliatta Road)			
Location Map				



<p>Adjoining land use</p>		<p>The existing Buddha Jayanthi Vidyalaya is located along the Hakmana Beliatta road and the paddy lands that are in the south are included in the project site. According to the land use pattern there is a road which is belonging to the Road Development Authority on the other side there are paddy fields as well.</p>
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Project Justification

Type of project	New	√	improvement	project		Land Development Only		
Project Category	Conservation	Commercial		Landscape and recreational	Heritage	Housing	Relocation	Infrastructure Development
Project Aspect	Environment		√	Economic	Social		√	
Project Objective	<p>It has a sub-regional service route such as Matara, Kamburupitiya, Walasmulla, Kirinda and Beliatta, this is connected with a second level road network with urban centers.</p> <p>The school children come to the school daily from these areas.</p> <p>Accordingly, the project aims to achieve the following objectives.</p> <ol style="list-style-type: none"> 1. Minimizing the problems and traffic in the school. 2. To create a peaceful environment with facilities for school children to have education. 3. Construction of new buildings, rest rooms and training centers with facilities. 4. Conduct residential training courses and workshops for school children in the area and outside of the region regarding traditional and traditional agriculture. 							
Rational of project	<p>Buddha Jayanthi Vidyalaya, one of the main schools in Hakmana. There is a need of Construct a modern school building to overcome deficiencies and hall facilities at the Buddha Jayanthi Vidyalaya. At the same time to create new lecture halls, restrooms and training centers with modern technical features in order to obtain traditional and modern agricultural knowledge. Further, there is a need of providing, residential training and courses and workshops for students coming from the area and outside.</p>							




Project Description

Present Land Ownership	Private		State	√	Other	
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Details of the Ownership	The proposed project has been taken over by the Divisional Secretary of Hakmana.					
Survey Plan Detail	Survey Plan No.	Name of the Surveyor	Date	Land Extent		

Project Description

Project Period	Short term (1 > year)		Mid Term (1-3 year)	√	Long term (3 < year)		Total Estimated Cost	
Financing Method	Government Treasury							
Description of the Project	  							
Infrastructure Availability	Water National Water Supply & Drainage Board				Power Ceylon Electricity Board			
	Solid waste Management system	Yes	√	No		If No give suitable SWM proposal		
Zone	Medium Density Zone			Zoning compatibility	Yes	√	No	
Designed Plan and Building Planning Requirements	<ol style="list-style-type: none"> 1. Plan of the primary section of Buddha Jayanthi Vidyalaya 2. Landscape plan 3. Surveying Plan 							

Project Budget

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Activity	Expenditure (Rs millions)
Construction of Buddha Jayanthi Vidyalaya • Hostels	400.0

Approval Agencies

Activity	Relevant authority	Responsible Authority
	Department of Education	Department of Education
	Department of Agriculture	Department of Agriculture
	Urban Development Authority	Urban Development Authority
	Hakmana Pradeshiya Sabha	Hakmana Pradeshiya Sabha


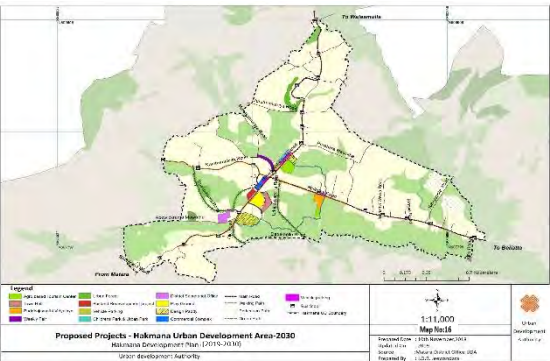
Regulations and Guidelines	Regulations	Guidelines
	Planning and building regulations of the Urban Development Authority	Regulations of the Medium Density Zone under the development Recommendation of the Department of Agrarian Services, Recommendation of the Central Environmental Authority, Recommendation of the Irrigation Department, Recommendation of the Department of Education



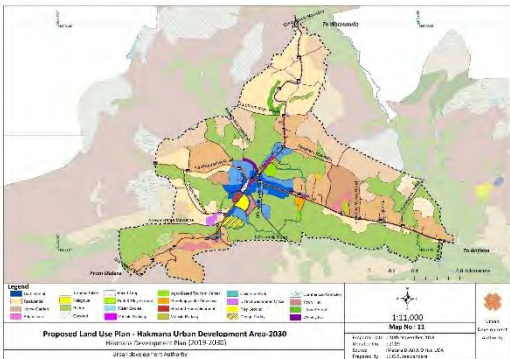
Project Title	<i>Hakmana Urban development project</i>
Project	<i>Weekly Fair Development Project</i>
Project Proposal	Weekly Fair Development

Project location

Location	Province	Southern Province	District	Matara
	Division	Hakmana	Local Government Institute	Hakmana Pradeshiya Sabha.
Boundaries	North	East	South	West
	paddy field	Suggested alternative route	Walasmulla - Matara road	Hakmana - Muruthure Road
Access	Road Development Authority Road (Hakmana - Beliatta Road)			

Location Map				
	<p>Proposed Projects - Hakmana Urban Development Area-2030 Matara District Office - Urban Development Authority</p>			



<p>Adjoining land use</p>		<p>The access is obtained road from the Matara - Walasmulla main road the identified project location is located in adjoining to the Hakmana Murthamuraya road and the back yard of the public fair land. There are paddy lands from the North and East.</p>
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Project Justification

<p>Type of project</p>	<p>New</p>	<p>improvement</p>	<p>√</p>	<p>project</p>		<p>Land Development Only</p>	
<p>Project Category</p>	<p>Conservation</p>	<p>Commercial</p>	<p>Landscape and recreational</p>	<p>Heritage</p>	<p>Housing</p>	<p>Relocation</p>	<p>Infrastructure Development</p>
<p>Project Aspect</p>	<p>Environment</p>	<p>√</p>	<p>Economic</p>	<p>√</p>	<p>Social</p>	<p>√</p>	
<p>Project Objective</p>	<p>There is about 45% of the paddy and environmentally sensitive lands owns by Hakmana urban development area. Most of these paddy lands are spread on both sides of the main roads. Currently the land on the weekly fair has been used as a paddy field in the past. As a result, the natural water area of the area is obstructed. On the rainy day, it can be observed that the main road is flooded. Consequently, the main objective of this project is to build a proper weekly fair.</p> <p>In addition, the following benefits are expected from this project.</p> <ol style="list-style-type: none"> 1. Construction of an Organized weekly fair in a more formal manner. 2. Removal of obstacles to natural drainage in the area. 3. Town beautification. 4. Make a proper vehicle park 						



	The project is expected to be implemented by the city development plan formulated by the Urban Development Authority and is expected to provide the above benefits to the public and traders.
Rational of project	<p>Hakmana is situated on the Eastern border of the Matara District of the Southern Province. Hakmana town is also connected with a pristine road network to adjoining towns. Therefore, there is a secondary road network which is connected with sub service urban centers such as Matara, Kamburupitiya, Walasmulla, and Beliatta. Daily commuters to the city of Hakmana encompasses between 7,500 and 8,000 people for daily needs and other necessities.</p> <p>Hakmana weekly fair is administered by Hakmana Pradeshiya Sabha and Hakmana is located 200m away from the main hub. The Pradeshiya Sabha, the library, the town hall and the playground is located near the weekly fair.</p>

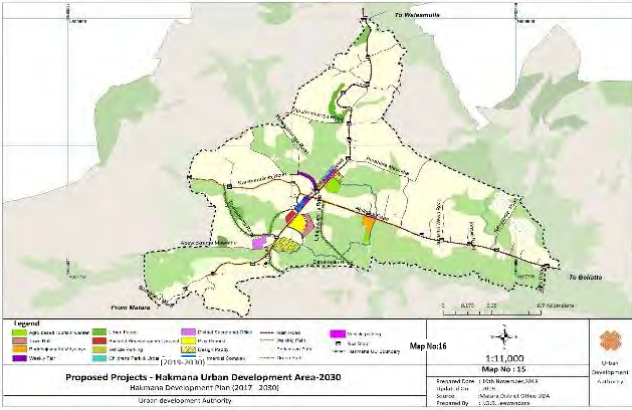




Project Description

Present Land Ownership	Private	√	State	√	Other	
Details of the Ownership	The proposed project land has been taken over by the Divisional Secretary of Hakmana.					
Survey Plan Detail	Survey Plan No.	Name of the Surveyor		Date	Land Extent	
	Track No. MR / DSO / HKM / 2009/398	Senior Superintendent of Surveyor		2009.09.30	A 1.0	R 3.0

Project Description

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



<p>Description of the Project</p>						
<p>Infrastructure Availability</p>	<p>Water National Water Supply & Drainage Board</p>			<p>Power Ceylon Electricity Board</p>		
	<p>Solid waste Management system</p>	<p>Yes</p>	<p>No</p>		<p>If No give suitable SWM proposal</p>	
<p>Zone</p>	<p>Moderate Density Zone</p>		<p>Zoning compatibility</p>	<p>Yes</p>	<p>√</p>	<p>No</p>
<p>Existing Situation</p>	<p>The Sathipola was constructed in 2010 under the financial provision of the REEP project of the Hakmana Pradeshiya Sabha. The proposed project has been implemented with the acquisition of a previously paddy harvested area by the Pradeshiya Sabha. Accordingly, paddy fields have been flooded due to the filling of paddy lands. Presently, the pradeshiya sabha</p> <div style="display: flex; justify-content: space-around;">     </div>					

Project Budget

Activity	Expenditure (Rs millions)
Construction of Weekly Fair	260.0




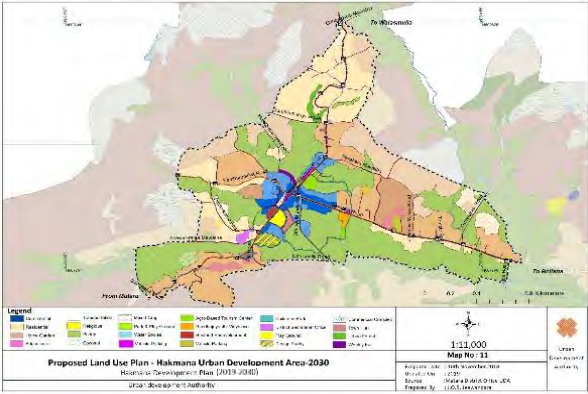
Approval Agencies

Activity	Relevant authority	Responsible Authority
	Urban Development Authority Hakmana Pradeshiya Sabha	Urban Development Authority Hakmana Pradeshiya Sabha
Regulations and Guidelines	Regulations	Guidelines
	Planning and building regulations of the Urban Development Authority	Regulations of the Density Zone under the development plan Recommendation of the Agrarian Department, Recommendation of the Central Environmental Authority, Recommendation of the Irrigation Department
Project Title	<i>Hakmana Urban development project</i>	
Project	<i>Road Development Project</i>	
Project Proposal	To provide an optimum and efficient service to the public who come to obtain daily services.	

Project Location

Location	Province	Southern Province	District	Matara
	Division	Hakmana	Local Government Institute	Hakmana Pradeshiya Sabha.
Boundaries	North	East	South	West
	-	-	-	-
Access	Matara - Walasmulla road, Hakmana Beliaththa road, Hakmana - Kamburupitiya road			



<p>Location Map</p>	
<p>Adjoining land use</p>	 <p>on both sides of the proposed development road is having the paddy lands and commercial development.</p>

Project Justification

Type of project	New	improvement	√	project		Land Development Only	
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Relocation	Infrastructure Development
							√
Project Aspect	Environment		Economic		Social		√
Project Objective	Hakmana town is being developed as sub regional urban center in Matara District. Servicing the public between 7500 and 8000 to meet their daily needs. It has a sub-regional service route such as Matara, Kamburupitiya, Walasmulla, Kirinda and Beliatta with a second level road network with urban centers.						




	<p>The Matara - Walasmulla road, Hakmana - Beliaththa road, Hakmana - Kamburupitiya route are the main roads connected with Hakmana town. These roads are from Hakmana to the center of the city. It is proposed to develop an extent of 1 km with four lanes.</p> <p>In addition to this, by connecting Dekatu Kalla Road and the Udupillagoda road there is a plan to construct 7 meters long road as well.</p> <p>The following benefits will be obtained through this road development project.</p> <p>Minimize traffic congestion in Hakmana Urban Development Area.</p> <ol style="list-style-type: none"> 1. Developing a proper road system. 2. Providing vehicle parking facilities. 3. City beautification. 4. To provide facilities for the public who go to the city and who go through the city. <p>These projects have been identified through the development plan prepared by the Urban Development Authority and it is expected to provide benefits to the people who lives in the city and those who are coming to the city.</p>
Rational of project	<p>Hakmana is situated on the Eastern border of the Matara District of the Southern Province. Hakmana town is also connected with a pristine road network to adjoining towns. Therefore, there is a secondary road network which is connected with sub service urban centers such as Matara, Kamburupitiya, Walasmulla, and Beliatta. Daily commuters to the city of Hakmana encompasses between 7,500 and 8,000 people for daily needs and other necessities.</p> <p>Nowadays, development projects such as the Southern Expressway, Matara - Kataragama Railway and the development projects in Hakmana were considered as an opportunity for the development of Hakmana town. Therefore, the road development project is a very important element at this condition. These roads are important for supplying the necessary services to the people of Hakmana, Beliatta, Kirinda, Walasmulla, Kamburupitiya, Matara and other Government Institutions and there is around 7500 to 8000 people can be serving from this.</p>

Project Description

Present Land Ownership	Private		State	√	Other	
Project Period	Short term (1 > year)		Mid Term (1-3 year)	√	Long term (3 < year)	Total Estimated Cost
Financing Method						





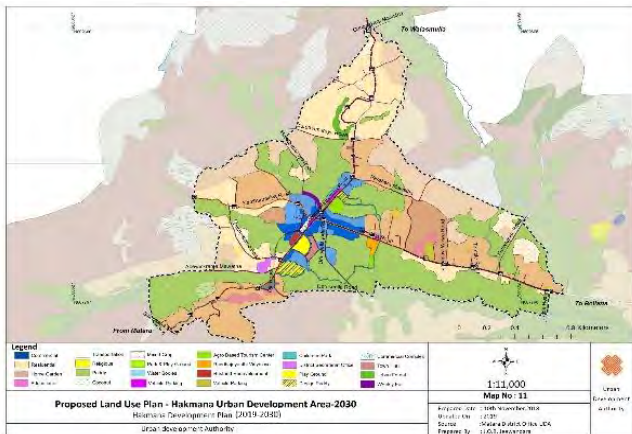
<p>Description of the Project</p>	 <p>Under the Hakmana Development Plan there are several major roads have been identified for the develop. Development of main road, Outer Circular Highway development, new road development and development of by-roads are going to be develop from this. B class roads are proposed to be developed under the main road development with two lanes.</p>					
<p>Infrastructure Availability</p>	<p>Water</p>			<p>Power</p>		
	<p>Solid waste Management system</p>	<p>Yes</p>	<p>No</p>	<p>If No give suitable SWM proposal</p>		
<p>Zone</p>	<p>Medium Density Zone</p>		<p>Zoning compatibility</p>	<p>Yes</p>	<p>No</p>	

<p>Project Title</p>	<p><i>Hakmana Urban development project</i></p>
<p>Project</p>	<p><i>Development of the bus stand and the surrounding area</i></p>
<p>Project Proposal</p>	<p>To provide an efficient transport mode and relevant services.</p>

Project Location

<p>Location</p>	<p>Province</p>	<p>Southern Province</p>	<p>District</p>	<p>Matara</p>
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	Division	Hakmana	Local Government Institute	Hakmana Pradeshiya Sabha.
Boundaries	North	East	South	West
	Co-operative land	Paddy Field	Hakmana - Walasmulla main road	Private Lands
Access	Hakmana- Walasmulla road			
Location Map				
				
Adjoining land use	<p>For this project the selected land is selected which is currently owned by the bus stand and adjoining land belongs to the pradeshiya sabha. In addition, it is proposed to acquire a portion of private lands and paddy lands. The project is being implemented in the main commercial zone of the city, while it has minimized the expansion of government offices and commercial activities.</p>			

Project Justification

Type of project	New	improvement	√	project		Land Development Only	
Project Category	Conservation	Commercial	Landscape and recreational	Heritage	Housing	Relocation	Infrastructure Development




		√		√			√
Project Aspect	Environment		Economic	√	Social		√
Project Objective	<ol style="list-style-type: none"> 1. Construction of a modernized and spacious bus stand. 2. To minimize the inconvenience to the public due to the congestion and mismanagement in the commercial space available at the existing Bus Stand and Pradesh Sabha space 						
Rational of project	<ol style="list-style-type: none"> 1. Reconstruction of two new bus stops and a bus stand with a parking place since there is not enough space for the existing bus station. 2. Provide business places to those who lost business places due to the road development project. 						

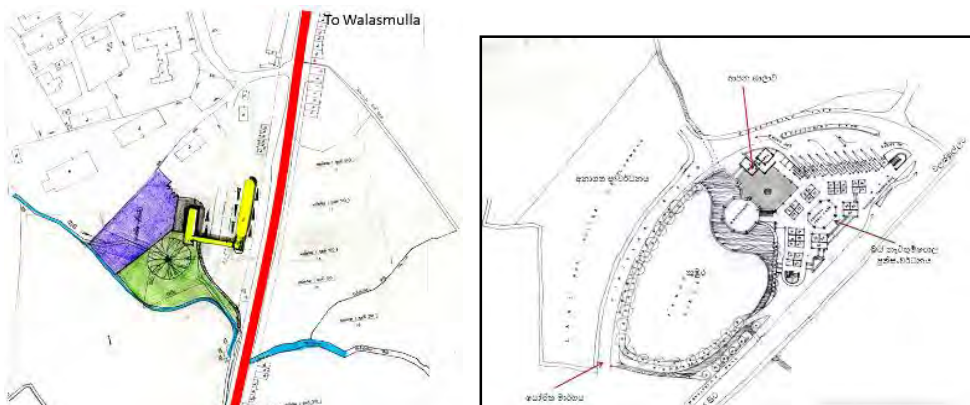
Project Description

Present Land Ownership	Private	√	State	√	Other	
Details of the Ownership	It is proposed to acquire part of private land. The Pradeshiya Sabha has owned the existing bus stand.					
Survey Plan Detail	Survey Plan No.	Name of the Surveyor		Date	Land Extent	

Project Description

Project Period	Short term (1 > year)		Mid Term (1-3 year)	√	Long term (3 < year)		Total Estimated Cost
Financing Method	Treasury funds and pre-sale cash						
Description of the Project	 <p>Construction of Phase II of the Bus Stand, To accommodate the parking of the buses at the waiting list, Provide business places to those who lost business places due to the road development project</p>						



Infrastructure Availability	Water National Water Supply & Drainage Board				Power Ceylon Electricity Board			
	Solid waste Management system	Yes	√	No		If No give suitable SWM proposal		
Zone	Medium Density Zone			Zoning compatibility	Yes	√	No	
Existing Situation	There is a bus stand, two commercial venues and a sub office of the Mulatiyana Depot.							
Designed Plan and Building Planning Requirements								

Approval Agencies

Activity	Relevant authority	Responsible Authority
	Urban Development Authority	Secretary (Hakmana Pradeshiya Sabha)
	Hakmana Pradeshiya Sabha	Chief Engineer
	Department of Building	Deputy Director (Planning)



	Regulations	Guidelines
Regulations and Guidelines	Planning and building regulations of the Urban Development Authority	Regulations of the Density Zone under the development plan



6.7.2 Institutional framework

Hakmana Urban Development Area: Summary of proposed development projects

Serial No.	Name and description of the project	Location	Owner ship	Plot Size	Income Source	Estimated cost Rs. (M)	Responsible Institutes	Project Period		
								Short Term	Mid Term	Long Term
1	Construction of a new Divisional Secretariat office	Adjoining land of the Agrarian Service Office at Abeywickrema Mawatha	State	A 02	Treasury Fund	300.0	Hakmana Divisional Secretariat, Urban Development Authority, Department of Building		✓	
2	Construction of a sales outlet for Agricultural Consultants and Agro Crops based on design paddy cultivation	A paddy field in front of the fair	Private	A 04	Hadhabima Authority	50.0	Agriculture Department, Hakmana Divisional Secretariat, Urban Development Authority, Irrigation Department		✓	
3	Construction of the Buddha Jayanthi Vidyalaya College and upgrading the traditional agro-technology center	The land which is located In front of the existing Buddha Jayanti Vidyalaya	State	A 03	Department of Education, Treasury	400	Department of Education, Department of Agriculture, Urban Development Authority.		✓	



Serial No.	Name and description of the project	Location	Ownership	Plot Size	Income Source	Estimated cost Rs. (M)	Responsible Institutes	Project Period		
								Short Term	Mid Term	Long Term
4	Weekly Fair Development Project	The back part of the existing site parallel to the Murutumura Road	Private	A. 01	Treasury Fund	80.0	Hakmana Pradeshiya Sabha Urban Development Authority.		✓	
5	Road Development Project	-	State	-	Treasury Fund	-	Road development Authority Hakmana Divisional Secretariat		✓	
6	Two storied commercial complex and public car park.	Existing Public fair land	State	A. 01	Pre-Sale	100.0	Hakmana Divisional Secretariat, Hakmana Pradeshiya Sabha, Urban Development Authority		✓	
7	Bus station and the surrounding development project	Existing bus station land	State	A. 01 P. 12.0	Pre-Sale and Treasury Fund	175.0	Hakmana Pradeshiya Sabha, Road Passenger Transport Authority, Road Development Authority, Urban Development Authority.		✓	



Annexure



Annexure 01

Main Consultation Institution - Pradeshiya Sabha - Hakmana

Name list of Officers who participated in the stakeholders meeting held on the 17th December 2017

Stakeholders	Designation
Divisional Secretariat - Hakmana	Divisional Secretary
Pradeshiya Sabha - Hakmana	Secretary, Technical Services Officer,
Pradeshiya Sabha - Hakmana	development officer
Archaeological Office - Galle	Assistant Director
Sri Lanka Transport Board - Hakmana	Depot authority
Maha / Kongala Maha Vidyalaya - Hakmana	the principal
Maha / Methodist Central College	the principal
Zonal Education Office - Hakmana	Assistant Director
University of Ruhuna - Matara	Student - Geography Bureau
Passenger Transport Authority - Southern Province Office	Assistant Director
Central Environmental Authority - Matara	Regional Environmental Officer
Irrigation Department - Matara	Assistant Director
Coconut Cultivation Board - Matara	Coconut cultivation officer
Electricity Board - Matara	Electricity Authorities
Multi Service Co-operative Society - Hakmana	Chairman
Agrarian Services Office - Hakmana	Agrarian Development Officer
National Housing Development Authority - Matara	Assistant Engineer
Office of the MOH - Hakmana	Public Health Inspector
National Water Supply Board - Matara	Officer in Charge
Road Development Authority - Matara	Chief Engineer
Department of Export Agriculture - Matara	Export Agriculture Officer
National Building Research Organization	Geologist
Post Office - Hakmana	Post Master
Urban Development Authority - Galle	Director (Southern Province)
Urban Development Authority - Matara	Deputy Director (Planning)
Farmer Organizations - Hakmana	Chairman
Grama Niladhari - Hakmana	
Vidhatha Center - Hakmana	Coordinator
Planning team	Urban Development Authority



Annexure 02

Project Prioritization

Project Prioritization according to the vision of the development plan.

	Road Development Project	Weekly fair Development Project	Public fair re-development project	Bus stand and surrounding development project.	Replacement of bus depot	Construction of the Holiday Resorts	Agri-tourism promotional centers and paddy cultivation.	Swimming pool and playground development	Construction of the proposed Buddha Jayanathi Vidyalaya	Post Office Rehabilitation Project	Construction of a new Divisional Secretariat office	Total
Road Development Project	0	1	1	1	1	1	1	1	0	1	1	9
Weekly fair Development Project.	0	0	0	1	1	1	0	1	0	1	1	6
Public fair re-development project.	0	1	0	1	1	1	0	1	0	1	1	7
Bus stand and surrounding development project.	1	1	0	0	0	1	0	1	0	1	1	6
Replacement of bus depot	1	1	0	1	0	1	0	1	0	1	1	7
Construction of the Holiday Resorts	1	0	0	1	0	0	0	1	0	1	1	5
Agri-tourism promotional centers and paddy cultivation.	1	1	1	1	1	1	0	1	1	1	1	10
Swimming pool and playground development	1	0	0	0	0	0	0	0	0	1	0	2
Construction of the proposed Buddha Jayanathi Vidyalaya	1	1	1	1	1	1	0	1	0	1	1	9
Post Office Rehabilitation Project	0	0	0	0	0	0	0	0	0	0	0	0
Construction of a new Divisional Secretariat office	0	0	0	1	1	0	0	0	0	1	0	3



1. Prioritize the projects according to the importance.

	Road Development Project	Weekly fair Development Project	Public fair re-development project	Bus stand and surrounding development project.	Replacement of bus depot	Construction of the Holiday Resorts	Agri-tourism promotional centers and paddy cultivation.	Swimming pool and playground development	Construction of the proposed Buddha Jayanthi Vidyalaya	Post Office Rehabilitation Project	Construction of a new Divisional Secretariat office	Total
Road Development Project	0	0	0	0	1	0	0	1	0	1	1	4
Weekly Fair Development Project.	0	0	1	1	1	1	1	1	0	1	1	8
Public Fair re-development project.	1	0	0	1	1	1	0	1	1	1	1	8
Bus stand and surrounding development project.	1	0	0	0	1	1	1	1	0	1	1	7
Replacement of bus depot	0	0	0	0	0	1	1	1	0	1	1	5
Construction of the Inn	0	0	0	0	1	0	0	1	0	1	1	4
Agri-tourism promotional centers and paddy cultivation.	1	1	1	1	1	1	0	1	1	1	1	10
Swimming pool and playground development	0	0	0	0	0	0	0	0	0	1	0	1
Construction of the proposed Buddha Jayanthi Vidyalaya	1	1	1	1	1	1	0	1	0	1	1	9
Post Office Rehabilitation Project	0	0	0	0	0	0	0	0	0	0	0	0
Construction of a new Divisional Secretariat office	0	0	0	0	1	1	0	0	1	1	0	4



2. Priority Projects according to the Social Benefits

	Road Development Project	Weekly fair Development Project	Public fair re-development project	Bus stand and surrounding development project.	Replacement of bus depot	Construction of the Holiday Resorts	Agri-tourism promotional centers and paddy cultivation.	Swimming pool and playground development	Construction of the proposed Buddha Jayanthi Vidyalaya	Post Office Rehabilitation Project	Construction of a new Divisional Secretariat office	Total
Road Development Project	0	1	1	1	1	1	1	1	1	1	1	10
Weekly Fair Development Project.	1	0	0	1	1	1	1	1	1	1	1	9
Public Fair re-development project.	0	1	0	0	1	1	1	1	0	1	0	6
Bus stand and surrounding development project.	0	1	1	0	1	1	1	1	1	1	1	9
Replacement of bus depot	0	0	0	0	0	1	0	1	0	1	0	3
Construction of the Inn	0	0	0	0	1	0	1	0	0	0	0	2
Agri-tourism promotional centers and paddy cultivation.	0	1	0	0	1	1	0	1	1	1	1	7
Swimming pool and playground development	0	0	0	0	1	1	0	0	0	0	1	3
Construction of the proposed Buddha Jayanthi Vidyalaya	0	1	0	0	1	1	1	1	0	1	1	7
Post Office Rehabilitation Project	0	0	0	0	1	1	1	1	0	0	0	4
Construction of a new Divisional Secretariat office	0	0	0	0	1	1	1	1	1	1	0	6



Annexure – 03**Guidelines for Wetland Zones in Hakmana Urban Development Area**

- i.** Flood storage capacity shall be maintained as specified by the Sri Lanka Land Reclamation & Development Corporation (SLLR & DC) in co-ordination with the other relevant agencies of the schedule no 01. Increased storm water run-off owing to increase in built-up areas and owing to expected extreme climatic events as a result of global warming and climate change shall be taken into account.
- ii.** Clearance shall be obtained from the agencies of No. 01, 03, 04, 05 and 09 mentioned in schedule no 01 prior to development of any low-lying lands as indicated in Circular No. 13 dated 29th September 1990, issued by the Director General of UDA. Where necessary clearance or approval of the other relevant agencies mentioned in schedule no 01 shall also be obtained when the ownership of wetland is delegated to them by an act.
- iii.** The environmental clearance or Environmental Protection License (EPL) shall be obtained for any development which effects wetland environment from no.03, 05 agencies of the schedule no 01 and shall be renewed annually.
- iv.** Recommendation / Approval (final clearance certificate) of No. 01 agency of schedule no 01 shall be annually renewed as per the decision of planning committee.
- v.** Canal reservation of the agency No.01 and reservation of reservoirs of agency No.02 at the schedule no 01 shall be maintained.
- vi.** In general, there shall not be any construction within water bodies and waterways which disturbs the water retention and water flow. But exceptions may be made for focal features/buildings, piers, picnic shelters, cabanas on stilts, fishing decks, boardwalks, etc. in keeping with a project masterplan or design guide plan approved by the UDA, not compromising drainage or flood detention capacity. Recommendation and Approval shall be obtained from relevant agencies of No. 01 & 02-18 of the schedule no 01.



- vii. Areas of special ecological interest shall be preserved and in such areas no vegetation or animals except invasive species of plants and animals shall be removed.
- viii. All permitted buildings shall be designed according to the Green Building Concept.
- ix. Alternative places shall be established for decrease flood storage capacity and the other impacts of environmental services when practicing Permitted uses in wetland where flood storage capacity is important. Approval shall be obtained from the relevant agencies of the schedule no 01.
- x. In any wetland areas permitted for filling under the no. 01 agency of schedule no 01, sustainable storm water drainage systems should be used. Approval shall be obtained from the CEA for materials to be used for wetland filling.
- xi. Areas of outstanding landscape/cultural/historical value shall be conserved.
- xii. Legal public footpaths and public bathing wells shall be preserved or replaced in suitable nearby locations.
- xiii. The services of relevant qualified professionals shall be obtained by developers for planning, design and supervision, as necessary.
- xiv. In general, waste dumping shall not be permitted (Residential, Institutional, Commercial, Industrial, E-waste and Clinical waste) in to wetlands.
- xv. Release of waste water to wetlands is not allowed. Treated water with the approval of CEA shall only be permitted to release to the wetland areas.

In issuing and development permit for any development within the prescribe wetlands zones in wetland zoning plan by the organization listed in schedule no 01 of the plan should include these guidelines prescribe in the above section of the plan as condition. Any contravention of these guidelines should force to cancel the permit or conviction after summary trail before a magistrate.



Schedule no – 01

1. Sri Lanka Land Reclamation and Development Cooperation
2. Department of Irrigation
3. Central Environmental Authority
4. Urban Development Authority
5. Hakmana Pradeshiya Sabha
6. Department of Forest Conservation
7. Department of Wildlife Conservation
8. National Building Research Organization
9. Department of Agrarian Development
10. Department of Archaeology
11. Geological Survey and Mines Bureau
12. Sothern Provincial Council
13. National Water Supply & Drainage Board
14. Ceylon Electricity Board of Sri Lanka
15. Building Department of Sri Lanka
16. Road Development Authority
17. District Secretary/Divisional Secretary
18. Sri Lanka Navy



Annexure – 04

Proposed Public Outdoor Recreation Plan – Hakmana Urban Development Area

Serial No.	Type	Existing Use	Extent (Hectare)	Proposed Use	Extent (Hectare)	GN Division
01.	Proposed Local Park					
	PLP 01	Mixed Agriculture	1.27	Local Park	1.27	Kongala East
	PLP 02	Coconut Cultivation	2.47	Local Park	1.13	Gammedapitiya
02.	Proposed Mini Park					
	PMP 01	Barren Land	0.32	Mini Park	0.32	Muruthamuraya West Wepathaira South
	PMP 02	Home stead	6.30	Mini Park	0.20	Muruthamuraya West
03.	Proposed Pocket Park					
	PPP 01	Barren Land	0.16	Pocket Park	0.16	Muruthamuraya East
	PPP 02	Home stead	0.15	Pocket Park	0.15	Wepathaira South
						Total : Hectare 3.23

