

# Uva Region Physical Plan 2010-2030 Volume II



**NATIONAL PHYSICAL PLANNING DEPARTMENT**

**5<sup>TH</sup> FLOOR**

**SETHSIRIPAYA**

**BATTARAMULLA**

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# Uva Region Physical Plan

## 2010-2030

### Volume II

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**Ministry of Construction, Engineering Service, Housing and Common  
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## List of Contents

list of figures .....	IV
list of tables .....	V
01. background.....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
02. regional linkages.....	<a href="#">5</a>
03. basic data .....	11
04. national planning context.....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
05. major issues .....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
06. vision .....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
07. swot analysis .....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
08. policies .....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
09. the regional physical structure plan -development principles.	<b>ERROR! BOOKMARK NOT DEFINED.</b>
10. strategies / key proposals .....	<b>ERROR! BOOKMARK NOT DEFINED.</b>
11. the regional physical structure plan.....	42
12.0 priority projects.....	<b>ERROR! BOOKMARK NOT DEFINED.</b>

## List of Figures

Figure 1	Location of Uva Region.....	<b>Error! Bookmark not defined.</b>
Figure 2	Uva Region with its Adjacent Districts.....	<b>Error! Bookmark not defined.</b>
Figure 3	Badulla District – Generalized Land Use .....	<b>Error! Bookmark not defined.</b>
Figure 4	Badulla District – Major Land Use Zones .....	<b>Error! Bookmark not defined.</b>
Figure 4 (a)	Badulla District – Landslide Prone Area.....	8
Figure 5	Monaragala District – Generalized Land Use .....	9
Figure 6	Monaragala District – Major Land Use Zones .....	10
Figure 7	National Physical Plan .....	<b>Error! Bookmark not defined.</b>
Figure 8	Transport and Communication Development Plan .....	19
Figure 9	Development of Other Roads to Improve Intra – Regional Connections.....	<b>Error! Bookmark not defined.</b>
Figure 10	Central Fragile Area Settlement Limitations.....	<b>Error! Bookmark not defined.</b>
Figure 11	Urban Hierarchy.....	<b>Error! Bookmark not defined.</b>
Figure 12	Potential Agricultural Land (Chena & Scrub).....	<b>Error! Bookmark not defined.</b>
Figure 13	Crop Suitability .....	<b>Error! Bookmark not defined.</b>
Figure 14	New Northern Access to RNP.....	33
	Tourism Development Plan – The Concept.....	<b>Error! Bookmark not defined.</b>
Figure 15	Tourism Attraction .....	<b>Error! Bookmark not defined.</b>
Figure 16	Existing Tanks and Irrigation Canals already identified for Rehabilitation.....	<b>Error! Bookmark not defined.</b>
Figure 17	Proposed Fragile Area, Wild Life Reserves and Forest Reserves.....	<b>Error! Bookmark not defined.</b>
Figure 18	Regional Physical Structure Plan – The Concept.....	<b>Error! Bookmark not defined.</b>
Figure 19	Regional Physical Structure Plan.....	<b>Error! Bookmark not defined.</b>

## List of Tables

Table 1	Interchanges and Catchment Areas .....	<b>Error! Bookmark not defined.</b>
Table 2	Badulla District - Towns and Their Themes .....	<b>Error! Bookmark not defined.</b>
Table 3	Tourism – District Themes .....	<b>Error! Bookmark not defined.</b>

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## 01. Background

Uva Region that mostly consists of former “Uva Wellassa” was a prosperous region – a civilization that was based on one of the most sustainable water management systems in the world at the time of arrival of the British in Sri Lanka. Under the colonial rule, the system was neglected which resulted in the destruction of the Uva Wellassa civilization making it one of the most underprivileged regions in the country today having high level of poverty, suicide rates, women headed families etc.

The history of Uva goes back to pre-historic era where stone equipment and human parts belonging to “Stone Age” period were found in Nilgala. Historically the most important incident in Uva was the legendary visit of the Buddha to Mahiyanganaya in 528 BC. During the Anuradhapura period settlements developed along Mahaweli river, from Bintenna to coastal areas of Southern region.

When UVA was captured by Portuguese they burnt most of the historical Buddhist sites and Badulla was completely burnt down. During the British period the most significant event was the Uva Wellassa Uprising during which the whole civilization was destroyed which was never recovered.

It is the second least populated region in Sri Lanka that distracts people mainly due to poor infrastructure and income generating activities.

The region is isolated from the rest of the country due to poor road network and other related infrastructure. The region also did not benefit from major capital investments in the past in the surrounding area such as Mahaweli Development Project. Although the region is bounded by Eastern, Southern and Central Regions it is not well connected to these regions and thus remains an “Isolated Region” being the key issue of development.

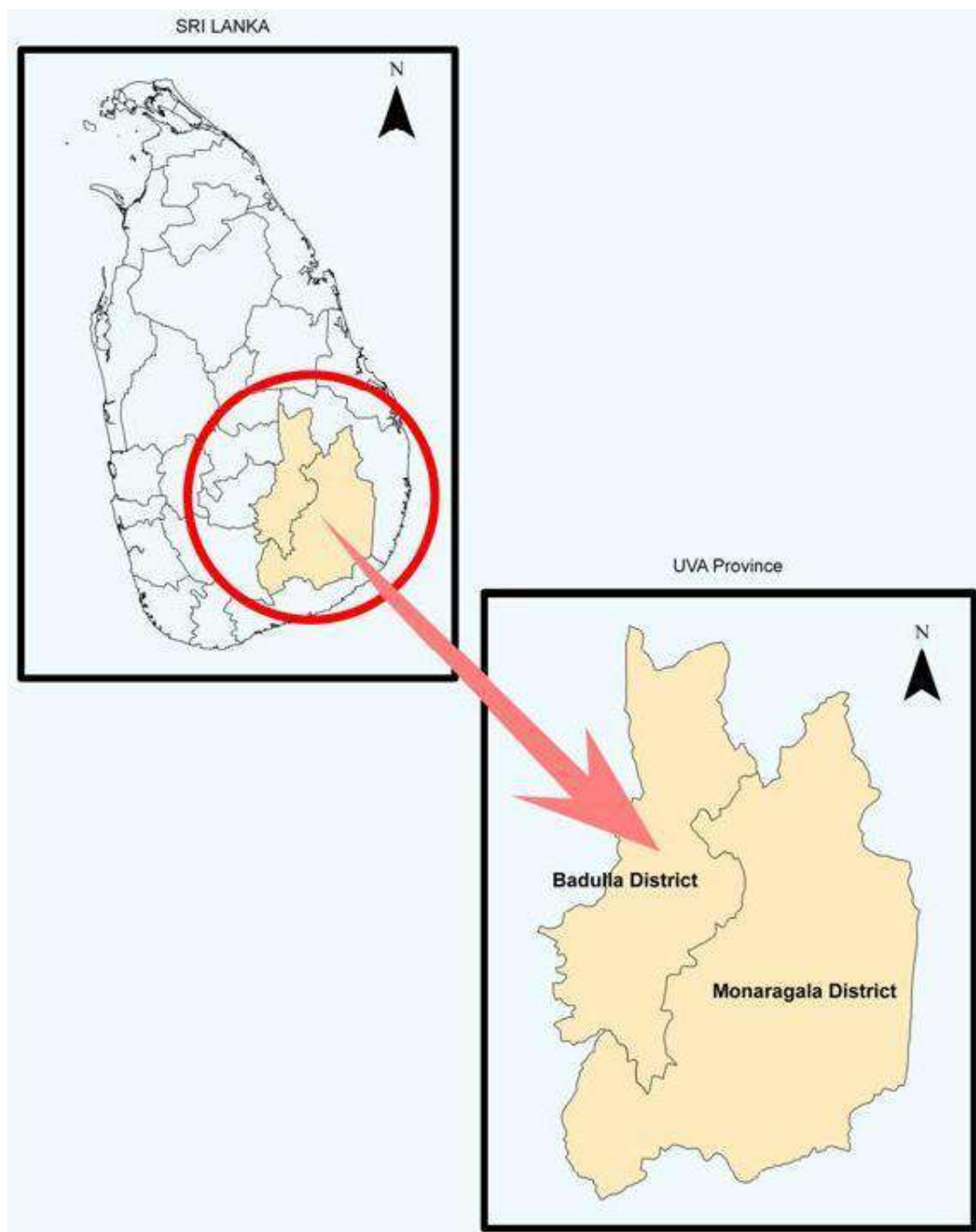
Further although some of the nationally significant resources such as Senanayake Samudraya (the largest reservoir in the country), Yala National Park, Udawalawa National Park, Mahaweli River, Menik River etc. are located within the Uva Province, their economic benefits go to other regions. However it has a lot of potential which if harnessed efficiently can achieve a high economic development.

Particularly Monaragala district similar to other dry zone areas in the country consists of Reddish Brown Earth that is more suitable for cultivation of paddy and grains.

The region consists of two districts, Badulla and Monaragala. Each district contains a distinct climatic and topographic system totally different to each other. Badulla being located within the hill country (Fragile Area) is within the zone that receives high rainfall and contains high biological diversity. Mountainous land terrain of a sensitive nature, being the areas capable of

retaining rain water, forming a major portion of Badulla district is considered to be “Non Developable”. (Figure 3)

Figure 1  
Location of Uva Region



However within the Badulla district four broad land use zones can be found (Figure 4) as;

- (i) The Southern part of the district where Haldummulla, Beragala Koslanda, Diyathalawa, Haputale etc- are located. This zone is a



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major natural disaster prone area. (Land slides and earth slips) (Figure 4a)

- (ii) The middle area from Haputale upto a little beyond Badulla. This zone is dominated by tea plantations.
- (iii) Above Badulla close to Mahiyangana and Eastern half of the northern part. This zone mainly consists of underutilized but developable lands, where mostly chena cultivation and scrub lands are found. The cultivation is seasonal and it is dependent on rain water.
- (iv) The western half of the northern part. This is dominated predominantly by irrigated paddy cultivation

In contrast, Monaragala district is located within the “Dry Zone and partly in the intermediate zone” and mostly consists of flat land terrain and hence considered to be more suitable for development (Figure 5), provided water is made available in adequate quantities. Within the Monaragala district, three broad land use zones can be identified (Figure 6) as;

- (i) Northern, Eastern and South Eastern part. This area predominantly consists of wild life reserves and forest reserves.
- (ii) The central part, from Buttala to Bibile. This area is mainly dominated by Chena cultivation and high lands cash crops, mostly based on rain water and therefore is seasonal, and paddy fields.
- (iii) Southern and South western parts. This area consists mainly of sugar plantations, chena cultivations and high land cash crops and paddy.

As a whole the entire Monaragala district is underutilised in terms of agricultural productivity due to lack of water. The cultivation is mostly dependent on rainwater.

Figure 2  
Uva Region with its Adjacent Districts



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## 02. Regional Linkages

Uva region is bounded to the north and east by the eastern province, to the south by southern province and to the west by the Central Province and the Sabaragamuwa Province. In addition to the poor road connectivity with the adjacent regions, even the available roads did not make any significant gains related to development as eastern province remained inaccessible for the last 30 years due to civil war, upcountry's economy is mostly governed by the tea industry and the Hambantota district of the southern province until recent times did not undergo any major development and remained undeveloped. Further the region has no rail connectivity - a major drawback for effective accessibility with the other regions. (Figure 2)

Badulla being the regional capital and a high order centre is more attractive particularly for health and education services. Northern part of the region (i.e. Bibile, Mahiyanganaya) is more connected with Kandy due to easy accessibility for higher order services. With the new developments in Hambantota southern part of the region particularly Wellawaya would be more connected to Hambantota.

Figure 3  
Badulla District – Generalized Land Use

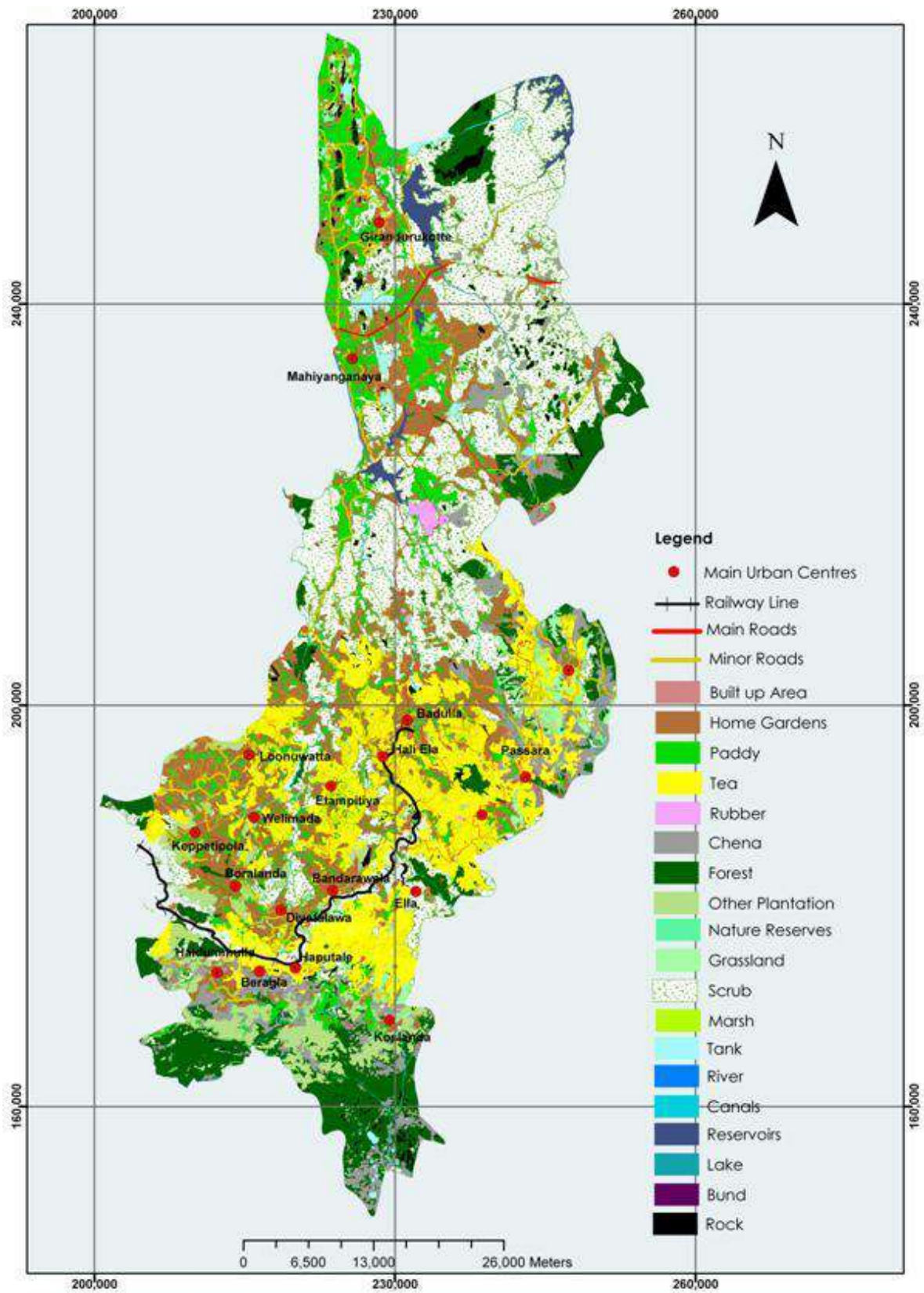


Figure 4  
Badulla District – Major Land Use Zones

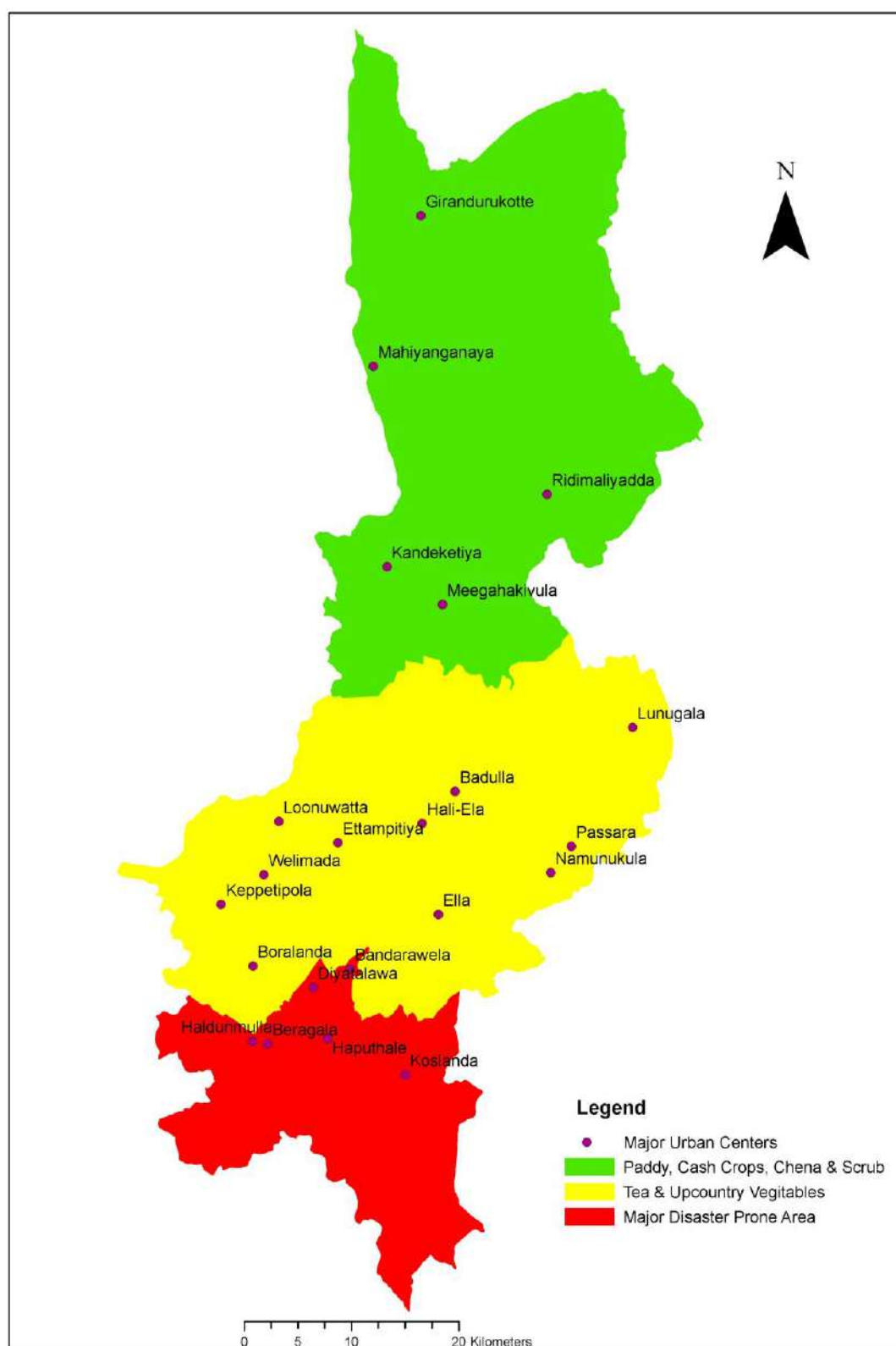
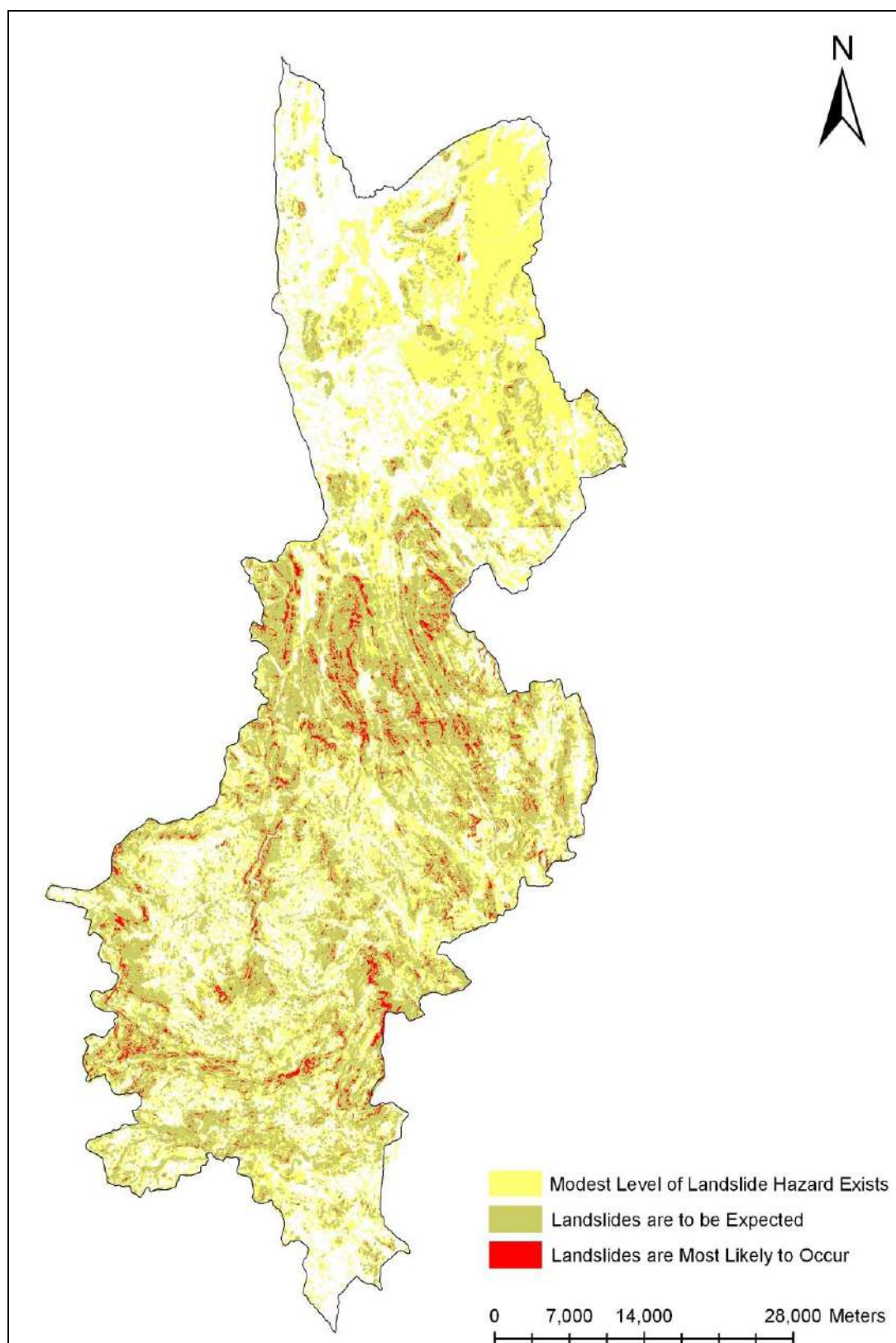




Figure 4 a  
Badulla District – Landslide Prone Areas



Source: National Building Research Organization (NBRO)

Figure 5  
 Monaragala District – Generalized Land Use

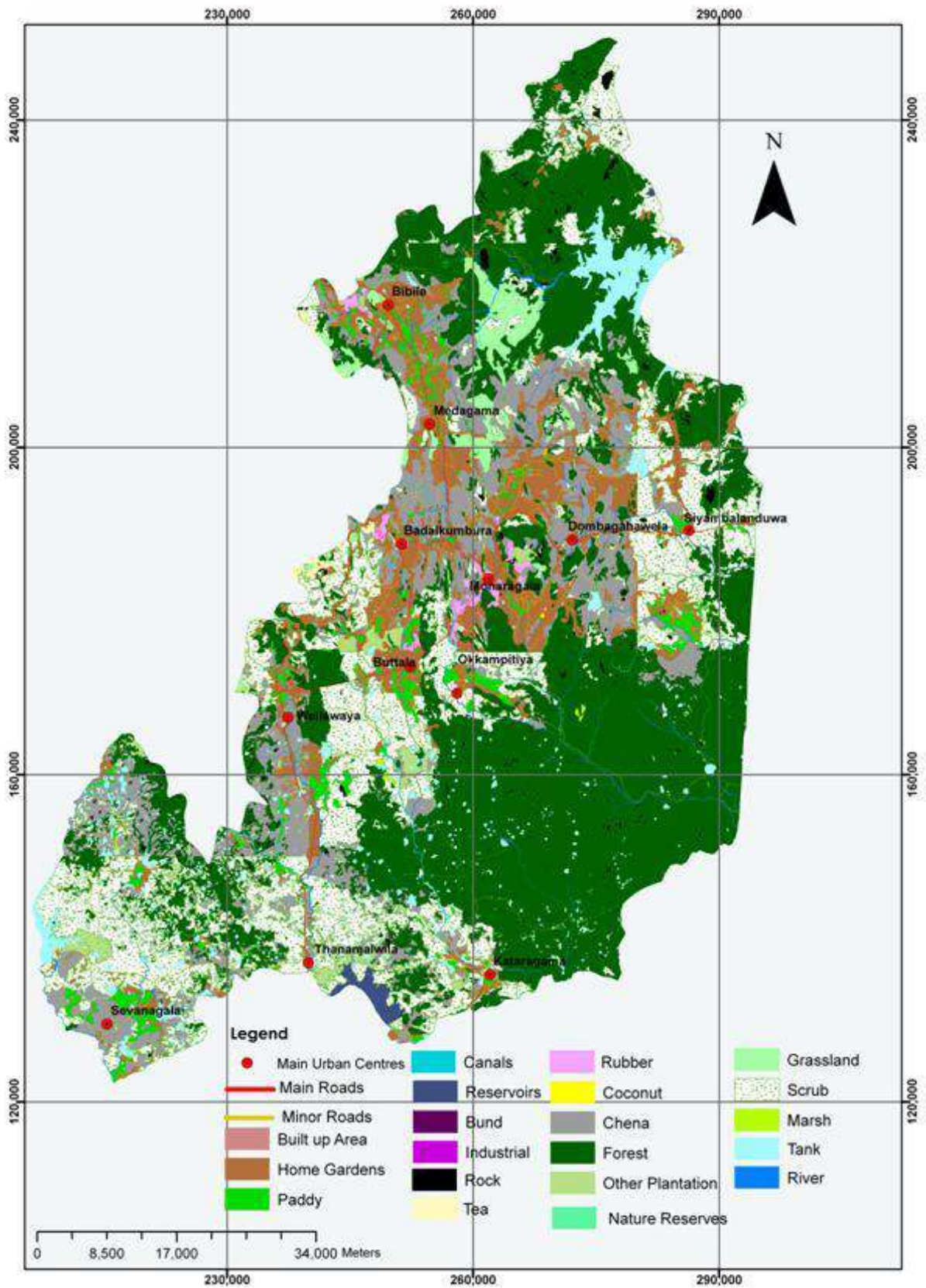


Figure 6  
 Monaragala District – Major Land Use Zones





### 03. Basic Data

<b>Location</b>	South – Eastern part of Sri Lanka
<b>Total Extent</b>	8,500 sq.km.
<b>Administrative Districts</b>	Badulla - 2,861 sq.km. Moneragala - 5,639 sq.km.
<b>Distance from Colombo city to Badulla Provincial Capital</b>	240 km.
<b>Population</b>	1,291,000 ( 2001 Census & Statistics)
<b>Gross Population Density</b>	152 persons per Sq.km. (301 p/sq.k.m. in Badulla District and 76 p /sq.k.m. in Monaragala district)
<b>Climate</b>	Badulla – Intermediate Zone with Annual Average Rainfall of 2000 mm and Monaragala – Dry Zone with rainfall ranging from 1328 mm to 1821 mm, & a part falling in to intermediate zone.
<b>GDP contribution of the region</b>	4%

### 04. National Planning Context

The planning proposals in the National Physical Plan and the Policy (Figure 7), related to Uva Region that provides the key directions for preparation of a Regional Physical Plan for Uva Province can be summarised as;

- (i) Conservation of the central fragile area
- (ii) Development of a highway and a railway from Hambantota to Ampara
- (iii) Establishment of “Protected Areas” network
- (iv) Open up new lands for agriculture in Moneragala district
- (v) Concentration of human settlements in strategically selected locations.
- (vi) Reducing regional disparities

- (vii) Protecting fragile areas and encouraging alternative uses.
- (viii) In addition to paddy and other crops a large extent of lands in Monaragala district has been zoned for rubber plantation.

## 05. Major Issues

- 5.1 **Historical** - The major setback of UVA development as at present is related to historical factors, where the rich civilization of "Uva Wellasa" (hundred thousand paddy fields) was destroyed in 1818 during the Uva Wellassa uprising, making the remaining people in an impoverished situation. The foundation of that great civilization - "cascading water management system" (one of the most sustainable water management systems in the world that existed during that period) was so destroyed, that regaining of the system was not thought of in the last 150 years.
- 5.2 **Accessibility** - Poor inter regional and intra regional connectivity.
- 5.3 **Poverty and related social issues** (Comparatively higher proportion of people below poverty level) - The poverty Head Count Index being 27% in 2006 - 2007, High rate of suicides, High rate of women headed households, high rate of school drop outs etc.
- 5.4 **Infrastructure** - Lack of major infrastructure investment projects after the independence, compared to the other regions in the country. Social infrastructure, particularly education is a key issue. Good national level schools are located only in Badulla, Bandarawela and Moneragala towns.
- 5.5 **Water** - Inadequate water in the Monaragala district and some parts in the Badulla district.
- 5.6 **Outward Pull Factors** - Attraction of the people of the northern part of the region to Kandy for higher order services.
- 5.7 **Human Elephant Conflict** - Mainly due to habitat destruction (opening up of lands for agriculture)
- 5.8 **Vedda Community** - Due to declaration of most of the traditional homelands (Forests) as forest reserves under the Department of Forest Conservation, Vedda Community lost their traditional life pattern and a highly debated issue is whether they are to be provided with free access to those reserved forests to continue their traditional living pattern or to be absorbed into the modern life style exists.
- 5.9 **Agriculture** - Agricultural sector in the province is still in a primary state - not adequately diversified, inadequate access to market, inadequate

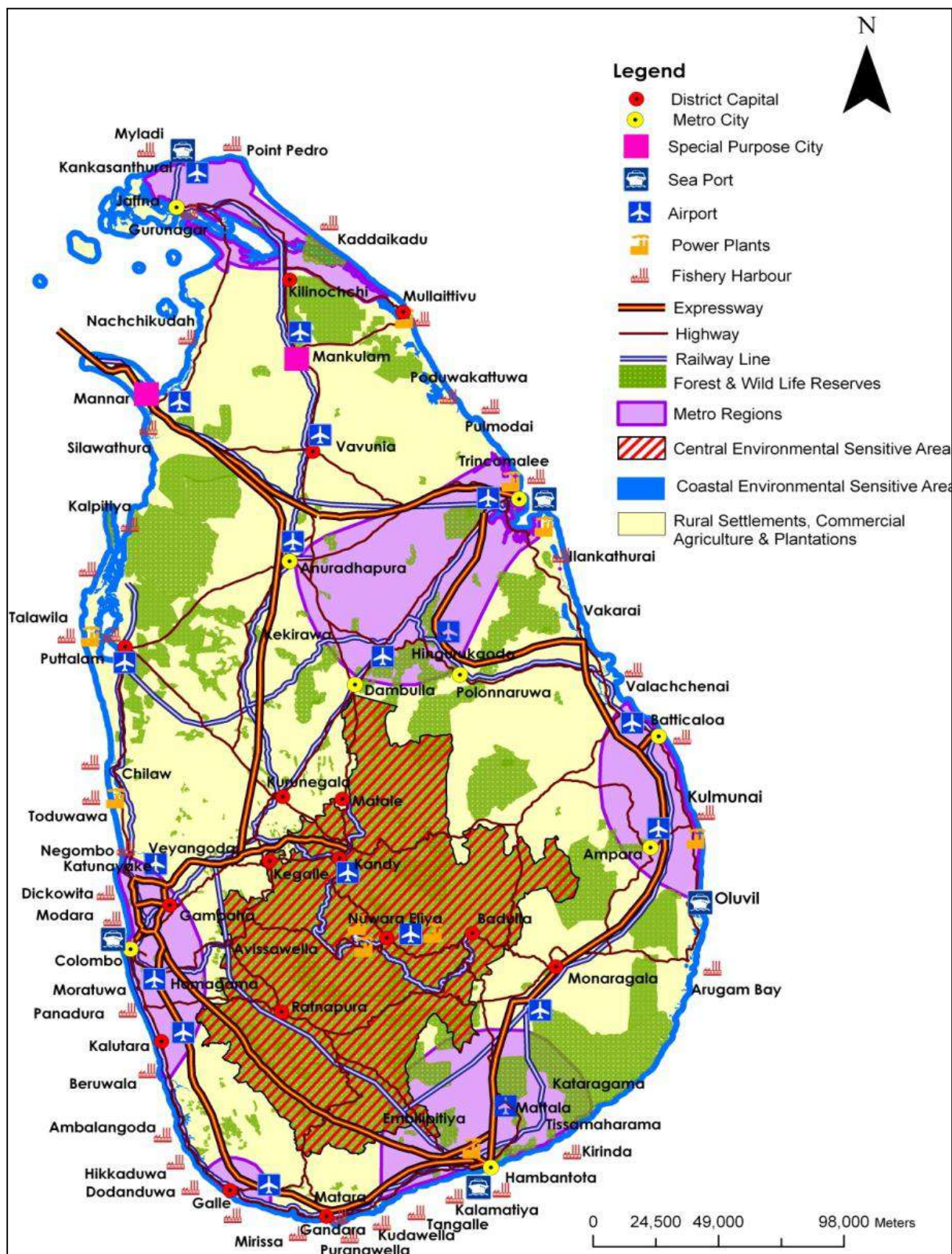
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water supply being predominant issues. Hence a large extent of land in both Monaragala district and Badulla district is under "Chena Cultivation"

**5.10 Natural Disasters** - The most common natural disaster in the region is landslides / earth slips. The key areas of occurrences are in the southern part of Badulla district. Three towns - Passara, Lunugala and the Provincial capital, Badulla have been designated as towns that no expansion would be permitted. Six major townships in the Badulla district - Hali Ela, Welimada, Bandarawela, Diyathalawa, Haputhale and Haldummulla have been recommended for relocation.

**5.11 Unemployment** - Due to poor Manufacturing and Service sector job opportunities are available only in the agricultural sector, thus unemployment and under employment are predominant.

Figure 7  
National Physical Plan



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## 06. Vision

### **"Prosperity Through Conservation - Regaining the Past Glory by 2020"**

This vision aims at re-establishing the prosperity of the region within an environment that promotes sustainable land use practices, to achieve high level of living standards.

In 2020 Uva Province will become a thriving agricultural region with a new image as a successful area known for its quality food, eco tourism, small business entrepreneurs and clean environment.

Uva would be regarded as a 'clean green' place to live and its lifestyle attracts people relocating from the Central Fragile Area and those seeking to take advantage of opportunities in the nearby metro regions.

Through its strategy based on job and business creation, Uva Province will have reduced poverty and unemployment. Increased education and health standards to national levels together with provision of modern ICT infrastructure service sector will act as a major job provider.

Investment in road and rail infrastructure will eliminate the present regional isolation and significantly reduce travel times within the region and other parts of the country.

Efficient and scientific use of land will result in fewer conflicts with wild life and the wild life would be a major tourist attraction making it a key economic activity.

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## 07. SWOT Analysis

### 6.1 Strengths

- (i) Natural resources (Lands, Mineral resources, Scenic areas)
- (ii) Topography / Diversity
- (iii) Uva Wellassa University
- (iv) A Large extent of agricultural lands
- (v) Tourist attractive resources (Cultural, Archaeological, Ecological, wildlife)
- (vi) Labour force
- (vii) Ongoing major projects (i.e. Veheragala irrigation project)

### 6.2 Weaknesses

- (i) Poor inter regional and intra regional connectivity
- (ii) Lack of physical infrastructure
- (iii) Low level of education and health
- (iv) Lack of skilled labour
- (ix) Natural disasters (Landslides and droughts)
- (x) Rainfall pattern
- (xi) Human Elephant conflicts
- (xii) Poverty and related social issues
- (xiii) Use of resources of UVA for the benefit of other regions (i.e. Senanayake Samudraya, Yala & Uda Walawe national parks, Lunugam vehera)
- (xiv) Inadequate water in Monaragala district for both domestic and agricultural purposes.

### 6.3 Opportunities

- (i) Developments in the east and south
- (ii) Proposed railway and the high way from Hambantota to Ampara
- (iv) Upper Kotmale hydro power project
- (v) Government's priority for conservation of Kandy and thus to limit the development in Kandy town and also to relocate some of the existing activities.

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## 6.4 Threats

- (i) Developments in the east and south
- (ii) Tea price fluctuations in the world market.
- (iii) Attraction of the people of the northern part of the region to Kandy for higher order services.
- (iv) Attraction of the people of the southern part of the region towards Hambantota for higher order services due to large scale investments in Hambantota.

## 08. Policies

- (i) Conserve central fragile area - (Mostly northern and central parts of the Badulla District)
- (ii) Maintain protected areas network
- (iii) Develop service sector to play a key role in employment generation.
- (iv) Economic diversification
- (v) Concentrated settlements in strategically selected locations
- (vi) Greater connectivity within and with other regions.
- (viii) Develop agriculture to be the main economic sector (large scale eco friendly farms and plantations would be a main area of concern)
- (ix) Efficient use of water for domestic, agriculture and industrial purposes - conserve the "Central Fragile Area" of Badulla district as the primary rain water catchment area and use of such water for mainly for agriculture development in the Monaragala district.

## 09. The Regional Physical Structure Plan - Development Principles

### 8.1 Introduction

The regional structure plan provides the principal guidelines for spatial distribution of investments in the Uva region for achieving the vision within the project period. It makes strategies related to major infrastructure developments and land use zoning so as to guide the future development of the region.

Based on the policies of the National Physical Plan, SWOT analysis and the vision the key development principles proposed are;

- (i) Crating a strong transport and communication link between eastern and southern region through Uva – A Development Axis.
- (ii) In keeping with the national physical plan develop a "Concentrated" settlement pattern with modern infrastructure.
- (iii) Develop agriculture to be the main economic sector with efficient access to markets.
- (iv) Integrate ecological interest into the land use plan so as to make elephant habitat not only as wild life significance but also as an important economic entity.
- (v) Create exclusive eco / adventure tourism in Badulla district and wild life, bio agriculture tourism in Monaragala district.
- (vi) Develop an integrated water management system to conserve water resources of Badulla district being the main water generation area and integrate with the agriculture in Monaragala district.

## **10. Strategies / Key Proposals**

### **9.1 Transport and Communication Development Plan - Creating a Strong Development Axis**

The National Physical Plan has proposed metro regions and metro cities in Hambantota in the southern region and Batticaloa in the eastern region. No such major urban development / investments are proposed in the Uva Region. The planning intension of this strategy is while connecting Uva with two fast developing regions to resolve regional isolation, exploit the development opportunities of those two regions for the development of the Uva region.

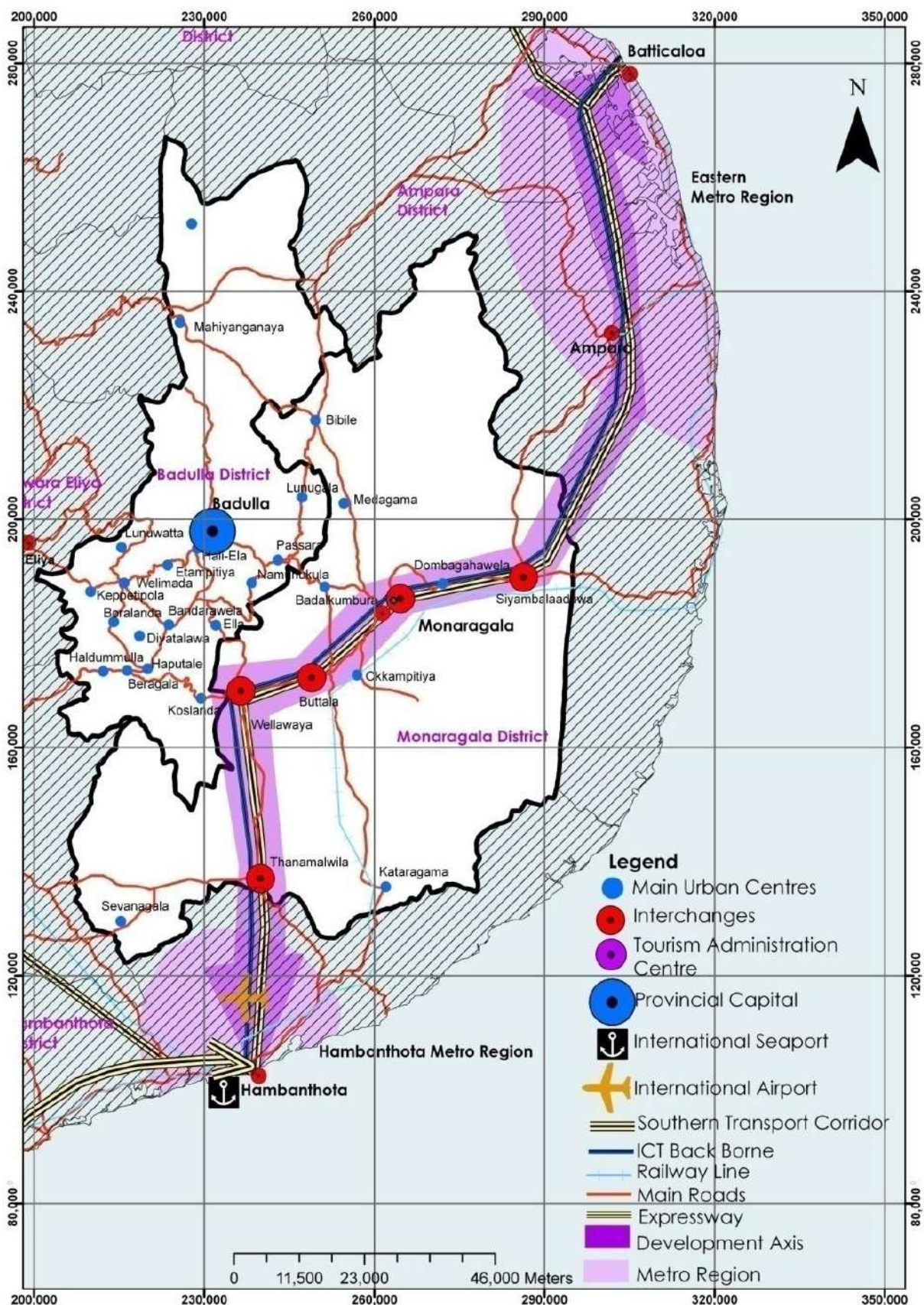
#### **9.1.1 Establishing the Development Axis**

- (i) Proposal One - Develop a high way connecting Hambantota Metro city (Southern Region) and Batticalo Metro City, (Eastern Region) through Uva Region, creating intersections at Siyambalenduwa, Monaragala, Buttala, Wellawaya and Tanamalwila.
- (ii) Proposal Two - Develop a railway connecting the eastern and southern region parallel to the high way (proposal one), providing connections to the intersections mentioned in the proposal one.



- 
- (iii) Proposal Three - Connect both the high way and the railway with the southern highway (from Colombo to Hambantota) and Southern Railway (From Colombo to Hambantota)
  - (iv) Proposal Four - Establishing an ICT backbone. Obtain a landing point to the Asian Information Superhighway (SE ME WE 4) at Hambantota and lay the fibre optic cable network along the rail way, providing connections to all the settlements in the region.

Figure 08  
 Transport and Communication Development Plan



### 9.1.2 Development of Other Roads to Improve Intra - Regional Connections

The planning intension of this strategy is to improve the existing intra-regional connections through alternative roads and to emphasis the roads that do not cross the central hills so as to create a major impact on conservation of central fragile area. The proposals are;

- (i) Proposal One - Improve the Colombo - Monaragala road via Koslanda to an "A class road" up to Arugambe. The sections that needs improvements are; (a) from Godagama up to Ingiriya, (b) from Beragala up to Wellawaya, and (c) Monaragala up to Arugambay.
- (ii) Develop the existing road from Tissamaharama to Manampitiya via Mahiyanganaya to the status of an "A Class" road.
- (iii) A new road connection starting from Godakawela (on Pelmadulla Ambalantota road) close to Wellawaya (on Wellawaya Weerawila Road)

### 9.1.3 Connecting the Badulla district with the development axis

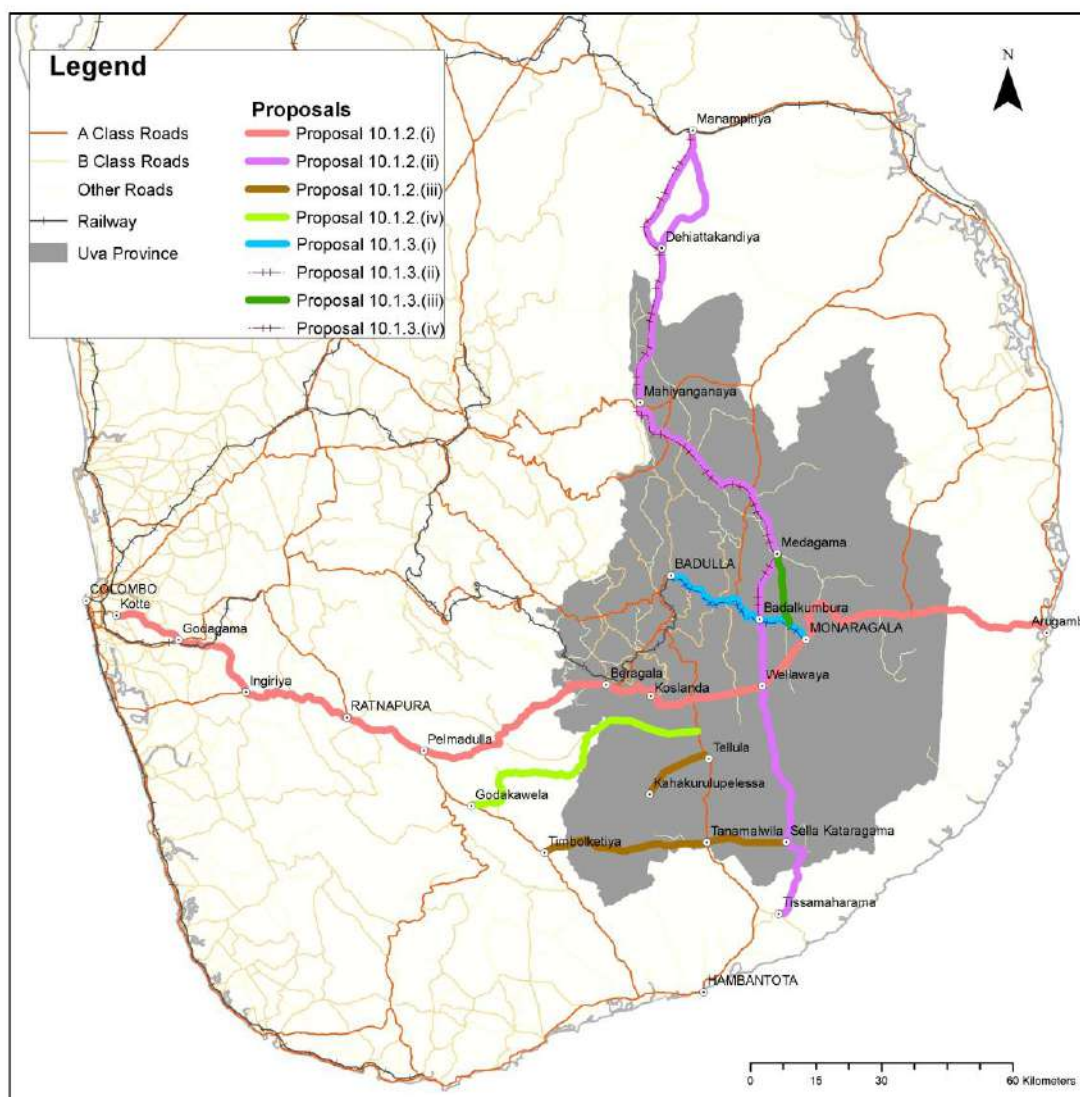
While the Monaragala district will largely benefit from the development axis, Badulla will not benefit to the same extent. The planning intention is to place high priority on "Conservation of fragile area" The connection of Badulla district with the development axis has two purposes as

- (i) Provide efficient access for tourism development (ii) Development of northern areas of Badulla district. (i.e - Mahiyanganaya, bibile, Padiyathalawa) for agriculture. The proposal includes;
- (iii) Upgrade the existing Monaragala - Mahiyanganaya Road up to Medagama to "A- Class" road ( to connect to the Tissa - Manampitiya road)
- (iv) Lay a new railway line from Monaragala to Manampitiya along the same "A - Class" road.

All these roads and railways should be linked with Monaragala interchange.

Figure 09

## Development of Other Roads to Improve Intra – Regional Connections



## 9.2 Settlement Development Plan

One of the prime policies of the National Physical Plan (NPP) is to conserve the Central Fragile Area, where Badulla district falls in. NPP further proposes not to permit any expansions in three towns namely – Passara, Lunugala and the Provincial capital, Badulla. It has also proposed to re-locate six townships in Badulla district - Hali Ela, Welimada, Bandarawela, Diyathalawa, Haputhale and Haldummulla. Further Badulla district is zoned for conservation with the primary objective of retaining the rainwater and as the sustainable strategy for overcoming many natural disasters.

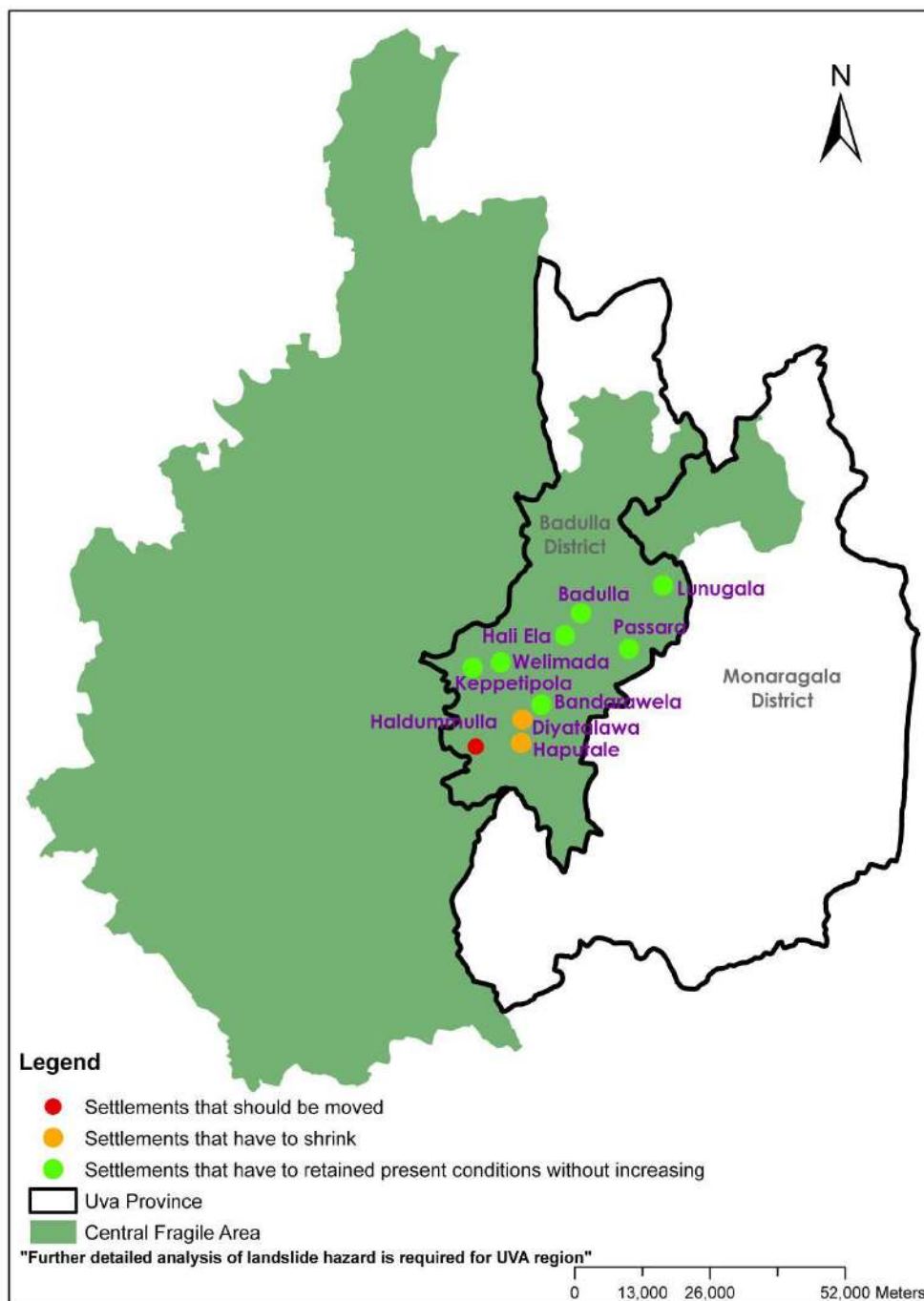
Hence the planning intension of the settlement plan is to create concentrated settlements in strategically selected locations mainly in Monaragala district and northern part of Badulla district and direct urban



growth towards those locations. The settlement plan is also intended to play a key role in the process of poverty alleviation and disaster risk reduction in the region. Provision of adequate job opportunities and social infrastructure particularly in the Monaragala district to encourage next generation to migrate from central fragile area to Monaragala district should be a key strategy.

Figure 10

## Central Fragile Area Settlement Limitations



Source – National Physical Plan

### 9.2.1 Proposal 01- Develop Major Settlements in Interchanges

Both the high way and the railway (The Development Axis) will create five intersections within the region, namely Thanamalwila, Wellawaya, Buttala, Monaragala and Siyambalanduwa. (Figure 8). It is proposed to create modern - sustainable compact townships in these interchanges with high order social, economic, physical and environmental infrastructure, to accommodate both the people in Monaragala district and those who will migrate from other areas particularly from the fragile area. It is proposed to accommodate a population of 100,000 in Monaragala and 50,000 in Each Other Interchange Township.

Every interchange is proposed to cater to a catchments area based on the existing divisional secretariats as listed in table 1.

Table 1  
Interchanges and Catchment Areas

<b>Interchange</b>	<b>DS Divisions (Catchment Area)</b>
Thanamalwila	Thanamalwila, Sevanagala, Kataragama
Wellawaya	Wellawaya
Buttala	Buttala
Monaragala	Monaragala, Medagama, Badalkumbura, Bibile.
Siyambalanduwa	Siyambalnduwa, Madulla

### 9.2.2 Development of Mahiyanganaya, Padiyathalawa and Bibile Triangle

The area that is generally covered by an imaginary triangle of Mahiyanganaya, Padiyathalawa and Bibile, although falls under the Badulla district, this area falls outside the "Fragile Area" and consists of a large extent of developable lands and many settlements.

The plan proposes to develop high order urban settlement in Bibile (Provide high order infrastructure, particularly social and physical infrastructure) and connect Bibile with the "Development Axis" (at Monaragala interchange) by improving Monaragala - Mahiyanganaya

existing road. Therefore Mahiyanganaya, Padiyathalawa and Bibile triangle could benefit from the "Development Axis".

This proposal will also serve a national interest, in terms of reducing to demand for high order activities in Kandy. Kandy which is also located in CFA, a designated world heritage town has been placed many restrictions by the government to limit its development.

### 9.2.3 Development of Monaragala Town

Monaragala will emerge as the main interchange as it will serve four divisional secretaries in the immediate environment and Mahiyanganaya, Padiyathalawa, Bibile Development Triangle (MPB Triangle) will also be connected to the Monaragala Interchange for high order services. It is also the closest interchange to the East and Ampara interchange.

Further NPP's national policy of restricting expansion of Badulla town due to reasons related to natural disasters, although Badulla continues as the Provincial Capital it will lose its significance as the commercial capital and thus Monaragala will emerge as the first order city of the region.

### 9.2.4 Development of Badulla Town

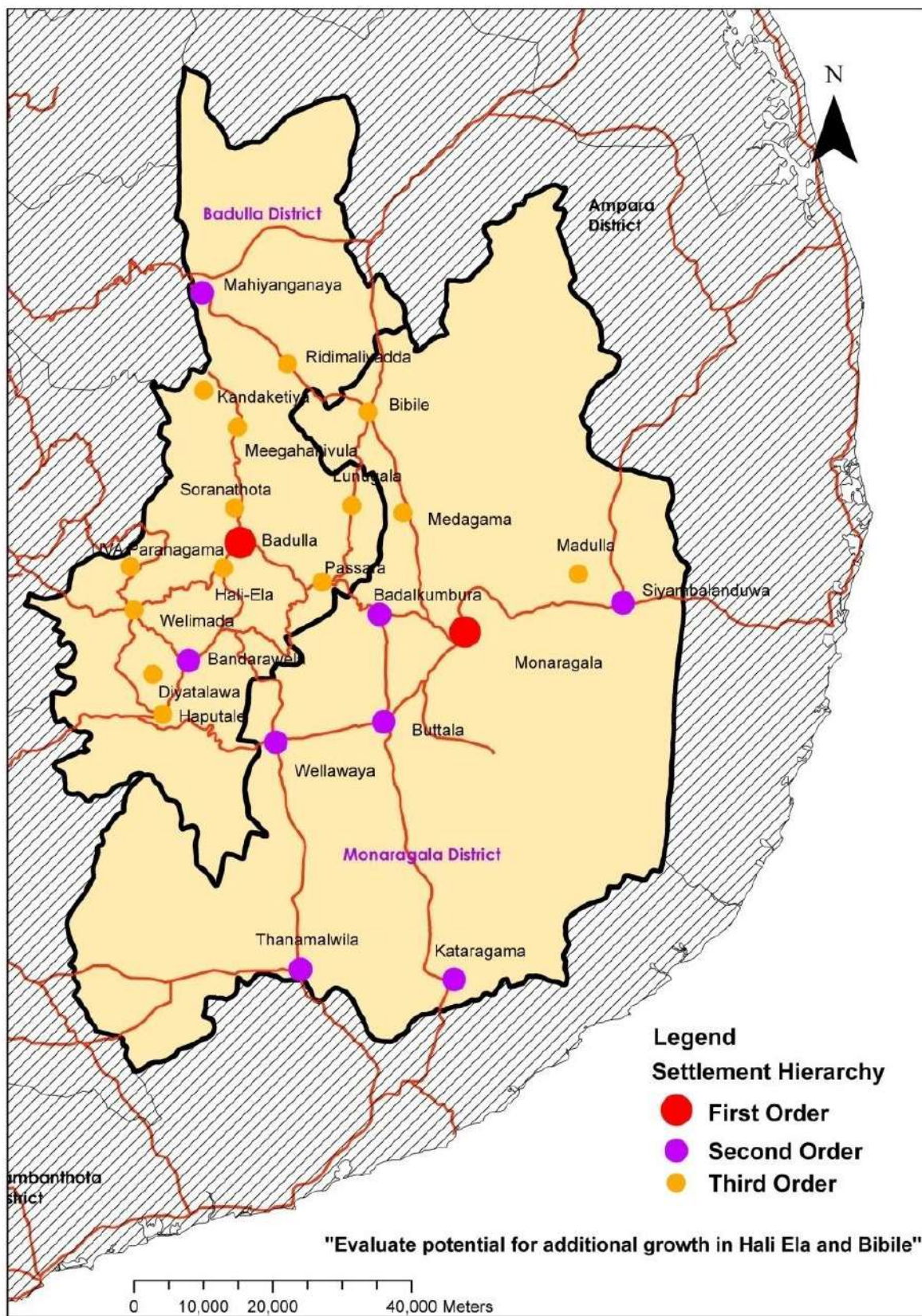
Since 2/3<sup>rd</sup> of Badulla district falls under "Central Fragile Area" zone for conservation, Badulla will lose its significance as the provincial capital. On the other hand due to the following reasons the new role of Badulla town would be "the centre of eco tourism".

- Availability of interesting places for nature tourism and adventure tourism in Badulla district.
- Easy access to other tourist destinations in the up country (Matale, Kandy and Nuwara Eliya)
- Easy access to recently declared world heritage sites (Sri Pada, Knuckles, and Horton Planes).
- Cultural heritage of Badualla town.

In order to make this proposal functional it is proposed to connect Badulla with the Monaragala inter change with high mobility transport system – road, by upgrading existing road through Passara and Badalkumbura. This will make it possible to strengthen the significance of Badulla as the centre for nature tourism as the new road connection will provide access to wild life reserves in the dry zone particularly in the Monaragala and Hambantota districts.

The town needs to be re-designed to enhance this significance.

Figure 11  
Urban Hierarchy Plan





### 9.2. 5 Other towns in Badulla districts

All the towns in the Badulla district will have a specific role with a specific "theme"- all based on nature tourism, as listed in table 2 below; However such developments shall be constrained based on the NPP classification of the Badulla district towns. The towns that are designated for relocation by the NP will under go that process, but those locations will cater to the themes.

Table 2  
Badulla District - Towns and Their Themes

<b>Town</b>	<b>Theme</b>
Halldummulla	Scenic Views
Koslanda	Scenic Views
Haputhale	Scenic Views, adventure
Ella	Scenic Views
Passara	Scenic Views
Bandarawela	Flowers, Golf
Belihuloya	Adventure
Beragala	Adventure

### 9.2.6 Other Small Towns in Monaragala District

All the other internal settlements in the Monaragala district would be connected to the interchanges by a high mobility road network so as to create easy access to modern infrastructure, particularly to social infrastructure - health and education. One of the key objectives of this settlement pattern is to create new job opportunities in the manufacturing and service sector so that heavy dependency on agriculture could be minimised and in turn land fragmentation could be minimized. Therefore this settlement pattern will create an opportunity to maintain agricultural lands of large extents so as to create high productive agricultural lands mostly in the form of "Farms" and "Plantations". Further farmers of small agricultural plots will have access to modern agricultural systems through "Farms" and "Plantations" and have a better access to markets. (Figure 10)

### 9.3 Agriculture Development Plan

Although tourism and service sector will play a significant role in the Uva Regional development, the economic role assigned to the region by the national physical plan is primarily agriculture. Since approximately 2/3<sup>rd</sup> of the Badulla district falls under "Fragile Area" for conservation and re-forestation, the planning intention of the agricultural development plan is to maximise the agricultural development potential of rest of the Badulla district (MPB Triangle) and the Monaragala District.

The main strategy is to conserve the fragile area in addition to its scope of environmental sensitivity, as the area of rainwater catchments and efficient use of such water in the "developable areas".

After leaving out the Central Fragile Area and forest and wild life reserves the total extent of lands that would be available for agriculture including the existing underutilized agricultural lands would be over 200,000 hectares. (Figure 14 & 15)

In order to accommodate modern agricultural practices, research and development and high output the plan proposes to develop "Farms and plantations" of large scale while accommodating small land holdings to make both interdependent. Rubber, in addition to its economic value provides a reasonable amount of canopy and has been recommended by the Rubber Development Authority as a suitable crop to be development as a large scale plantation industry in Monaragala district.

The key proposals include;

- (i) **Convert extensive areas of chena and scrub land in Uva Province for productive agricultural uses.** Areas identified for inclusion in the Protected Areas Network for conservation purposes should be excluded. These include land included to protect bio-diversity values, water values and elephant habitat.
- (ii) **Facilitate agricultural ventures that maximise import replacement,** such as sugar and dairy. Growing more sugar cane will also utilise excess capacity at Pellawatte and Sevenagala sugar mills, while generating opportunities for electricity co-generation.

Figure 12  
 Potential Agricultural Land (Chena & Scrub)

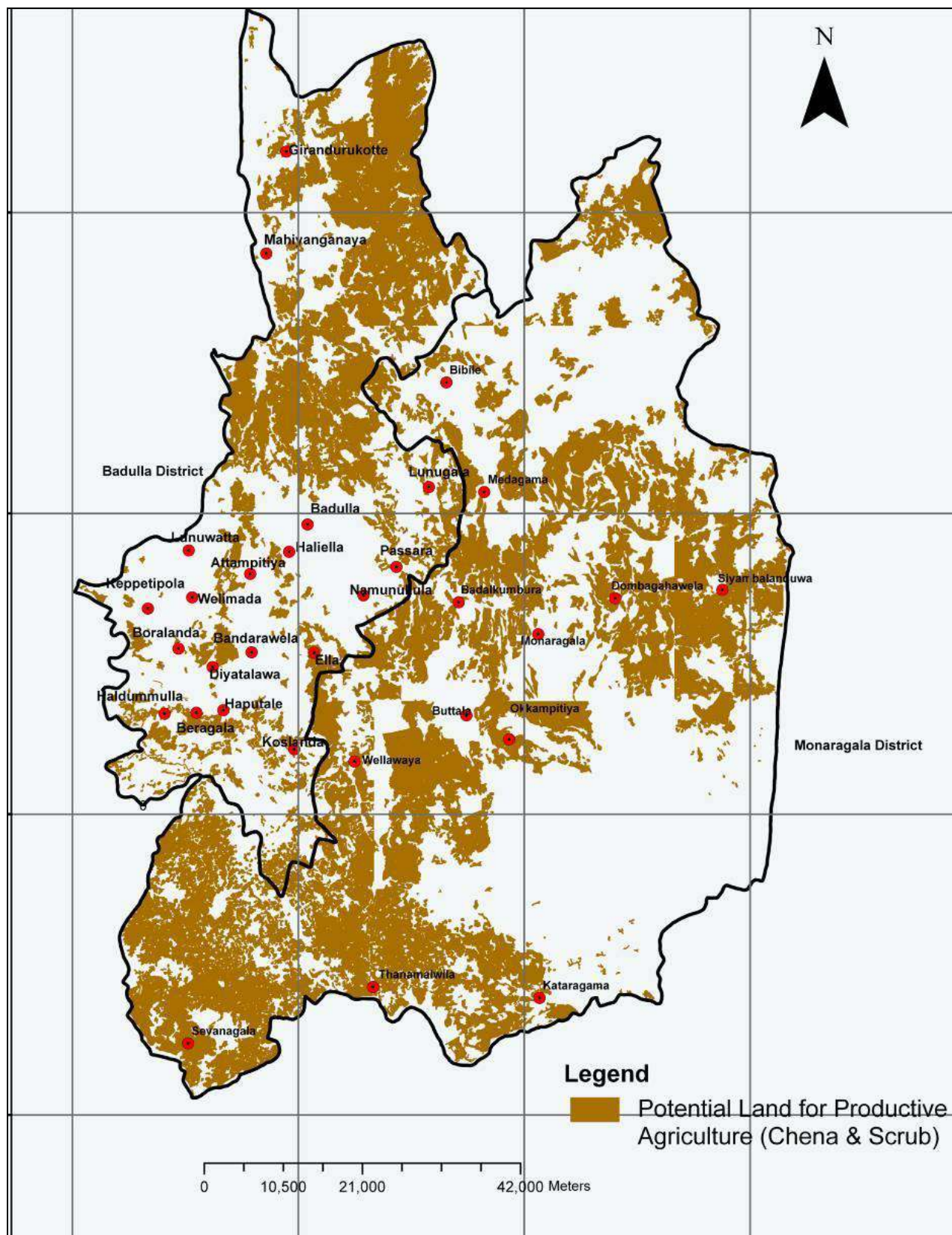
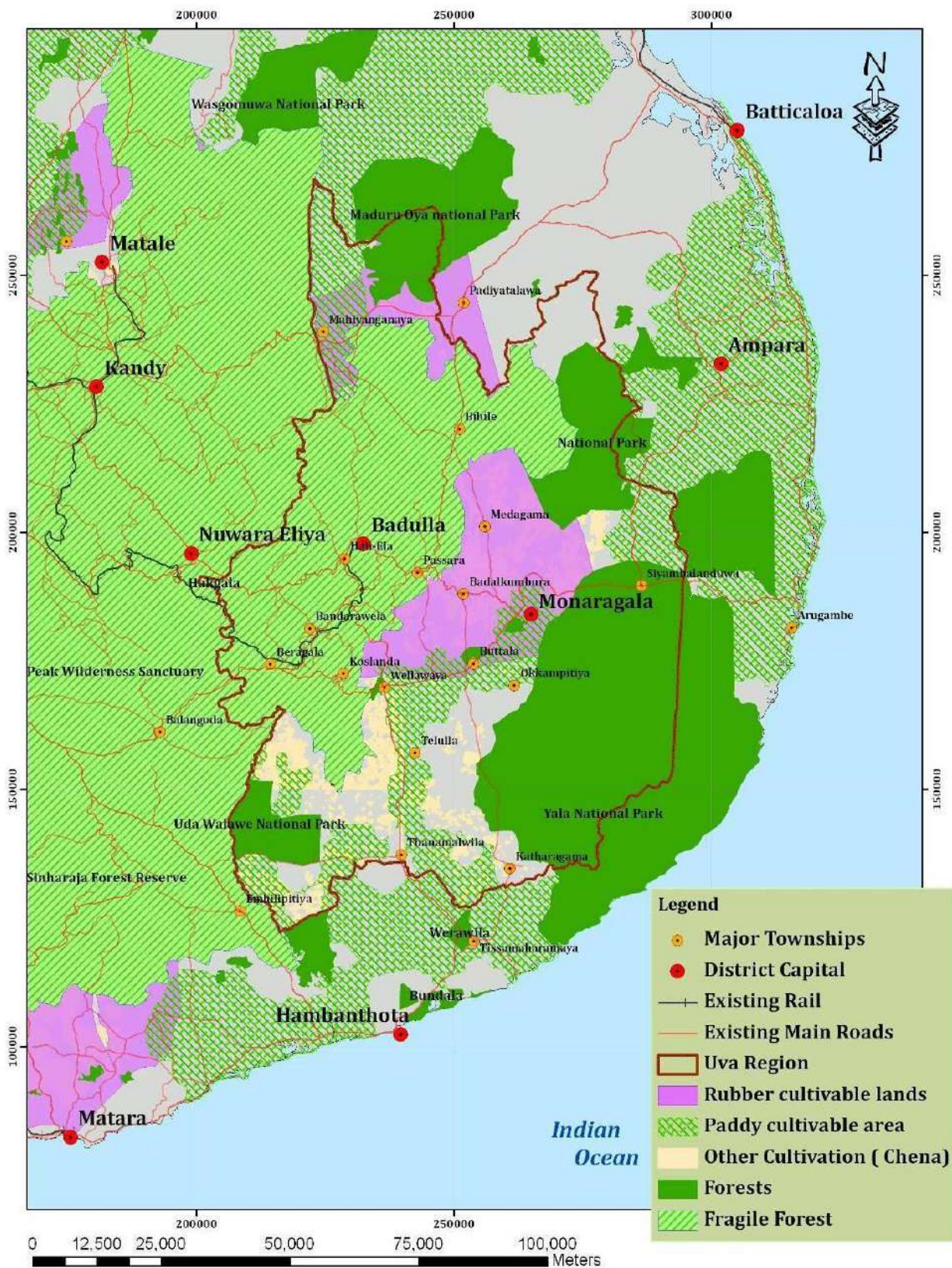




Figure 13  
Crop Suitability



Source: National Physical Planning Department

## 9.4 Tourism Development Plan

Tourism in the Uva Region would be a key economic activity. The region consists of rich tourist attractions and contains high biological diversity. Due to the location of two districts, Badulla being having wet zone character and Monaragala dry zone character, tourists can experience diverse eco systems within very short distances. Conservation of over 2/3<sup>rd</sup> of Badulla district as part of the central fragile area will provide the biggest potential for tourism development.

The planning intention of tourism development plan is to provide diverse tourist facilities based on eco / adventure tourism and bio agriculture and to pay a major attention on "High End Tourism" so as to develop "High value Product and earn High Income" principles.

### 9.4.1 Proposal One - Development of Scenic Roads

The planning intension of this strategy is to develop scenic roads that would while providing access to tourist destinations, provide views to natural environments that are of exclusive nature found in Sri Lanka (such as mountains, wild life, scenic views etc)

Develop all the existing roads that have scenic value particularly in the central hills as touristic roads. These roads need to be designed by considering best practices of urban design and landscape architecture. (i.e. Haputale Badulla road, Ella Wellawaya Road etc)

Provide a new access to Yala National Park from northern end (from Buttala)

### 10.4.2 Proposal Two -Development of Badulla Town as the Centre of Tourism Management

Develop Badulla as the centre of UVA tourism due to its location between dry zone and upcountry and accessibility to all the major tourist destinations in the upcountry including recently declared world heritage three sites - Sri Pada, Knuckles and Horton Planes.

### 9.4.3 Proposal Three - Branding the Areas

The planning intention is to brand the areas for international recognition and to guide the overall design of built environment based on such branding. The proposed brands are summarised in the table 3.

Table 3  
Tourism – District Themes

District	Themes
Badulla	<ul style="list-style-type: none"> <li>▪ Tropical rain forests</li> <li>▪ Exclusive teas</li> <li>▪ Adventure</li> <li>▪ Panoramic views</li> <li>▪ Exclusive golf</li> <li>▪ Botanical gardens</li> </ul>
Monaragala	<ul style="list-style-type: none"> <li>▪ Wild life (Particularly elephants)</li> <li>▪ Bio agriculture</li> <li>▪ Historic</li> </ul>

#### 9.4.4 Proposal Four - Conservation of Fragile Area of Badulla District.

The policy of the NPP to conserve the central fragile areas has been accepted by the Government and thus is a national policy. This plan proposes to undertake conservation activities in the following manner so as to make the conservation and re-forestation economically viable and to replace the income earned from tea plantation and that adequate employment can be provided to those engaged in the tea plantation industry. The planning intention is to optimise the eco / adventure tourism from the proposed conservation strategy.

Detail proposals include;

- (i) Gradual removal of tea in about 70% of the areas presently covered with tea and reforestation of the liberated lands. NBRO has designated lands where slopes over 60° for re-forestation. Re-forestation should be based on creating "tropical rain forests" with indigenous species. Design guidelines to create panoramic views accesses to interesting sites etc. need to be built into the re-plantation programme.

- 
- (ii) The remaining 30% of the lands is proposed to be used for “exclusive teas for high market”, golf grounds, small service townships in strategically selected places. Location of these townships would be in areas having panoramic views, areas with adventures, areas with botanical gardens etc.
  - (iii) Development of tourist roads that would connect all the interesting destinations and several nature trails, exclusive to Sri Lanka.
  - (iv) Development of Special places to represent themes such as Flowers and Golf - Bandarawela, Scenic views - Haputale, Ella and Belihul Oya, Adventure - Beragala, Koslanda etc.
  - (v) Development of "Chemical Free Integrated Agri Parks", consisting of upcountry vegetables and fruits, holiday bungalows / cabanas, ayurvedic medical centres catering to "International Medical Tourism"

Implementation of these proposals would be further strengthened with the recent declaration of “Sri Pada”, “Knuckles” and “Horton Planes” as world heritage sites which are located in the adjacent districts - Nuwara Eliya and Matale.

#### 9.4.5 Proposal Five - Wild Life in Monaragala District

The proposal includes;

- (i) Establishment of a network of protected areas (as suggested in the NPP) such as Yala National Park, Uda Walawe National Park, Lunugam Wehera National Park, Gal Oya National Park, Victoria, Rantembe, Randenigala Sanctuary etc.
- (ii) Establish “Managed Elephant Ranges” (MER) so as to reduce the human elephant conflict and make elephant habitats a major tourist attraction.

#### 9.4.6 Proposal Six - Open a New Northern Access to RNP.

Improve road access and visitor facilities at the northern end of Ruhunu (Yala) National Park (RNP) and linking park visits to other tourist destinations. With the Department of Wildlife Conservation, update the RPN Management Plan.



Figure 14  
New northern access to RNP

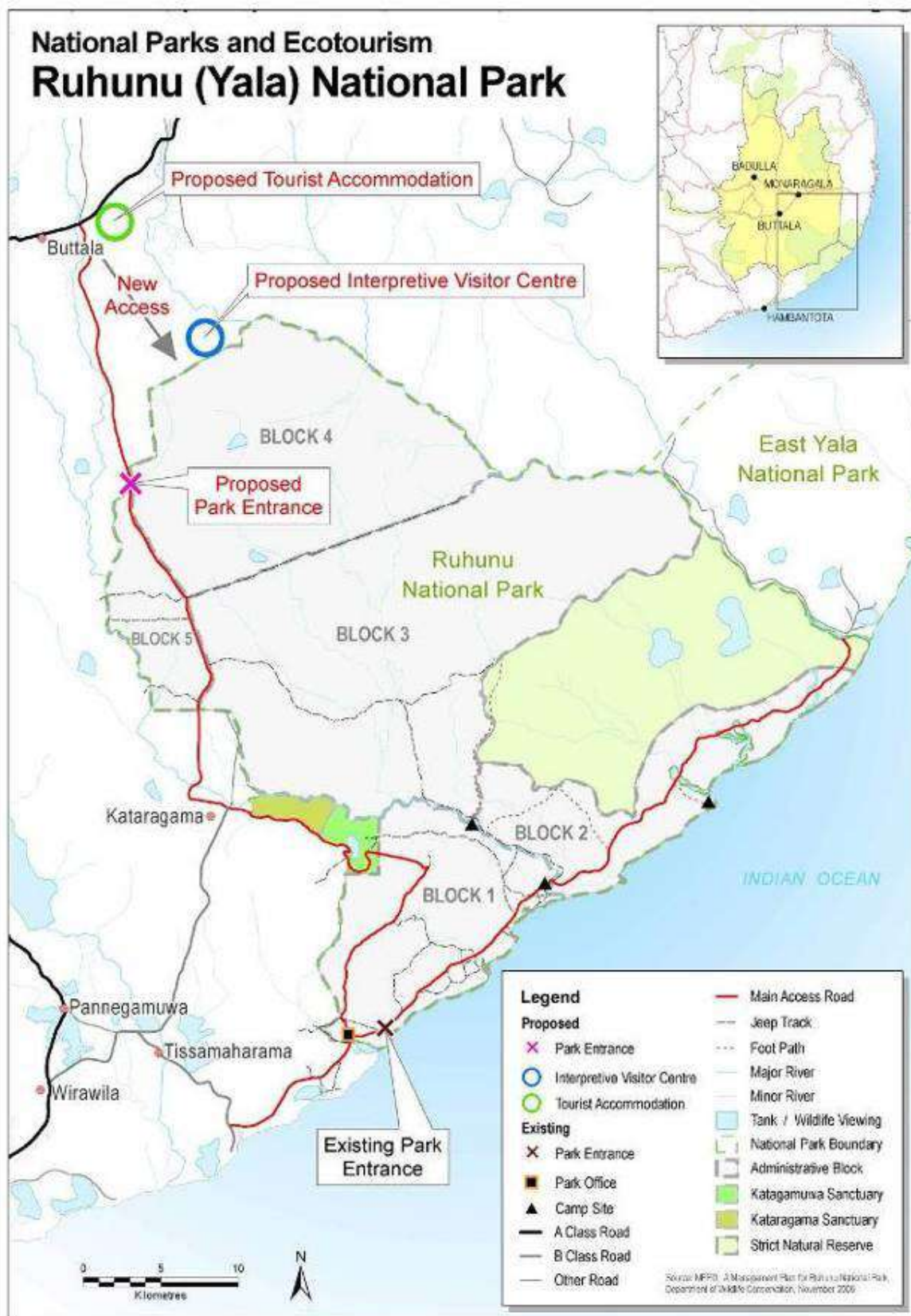




Figure 15  
 Tourism Development Plan – The Concept

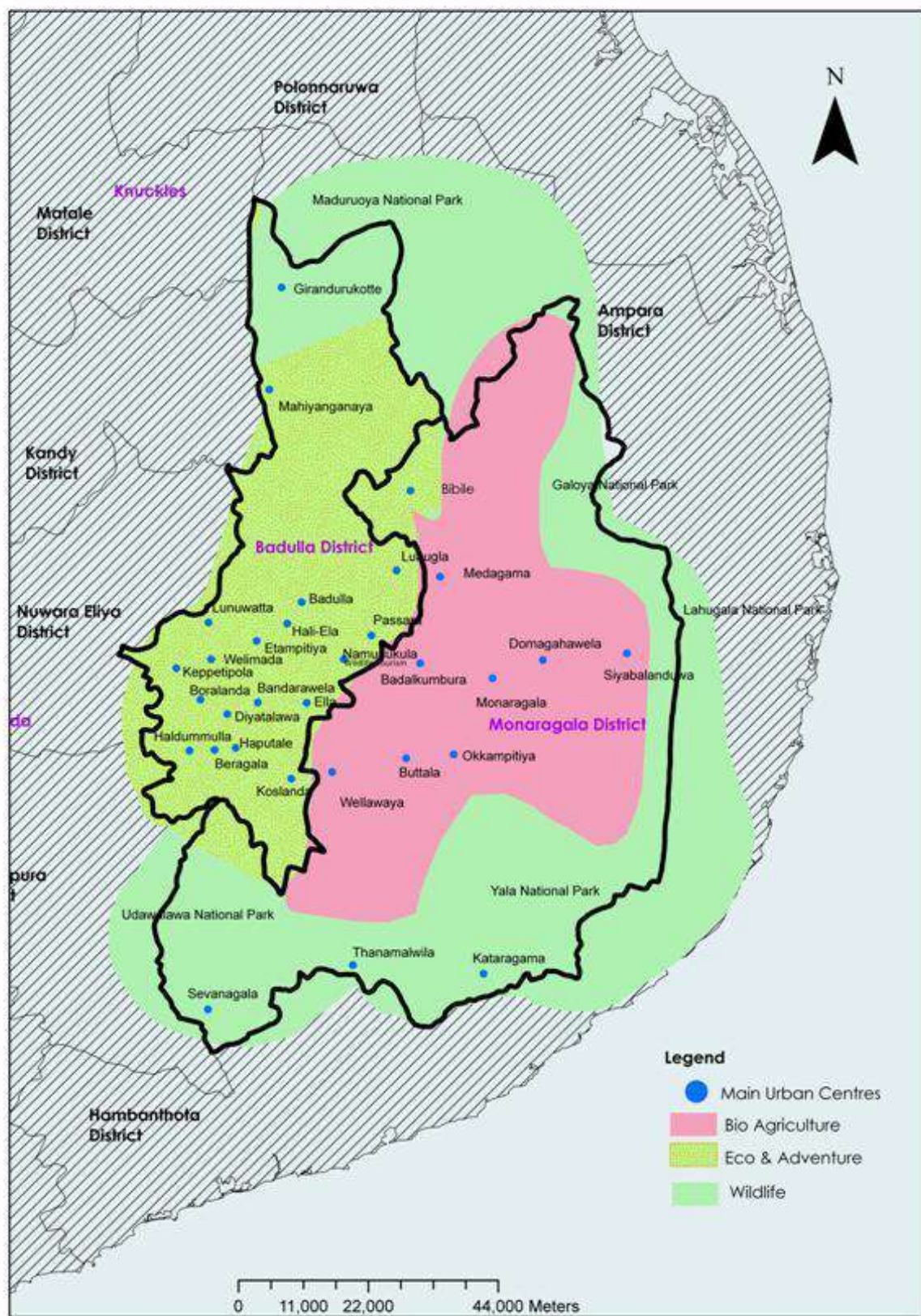
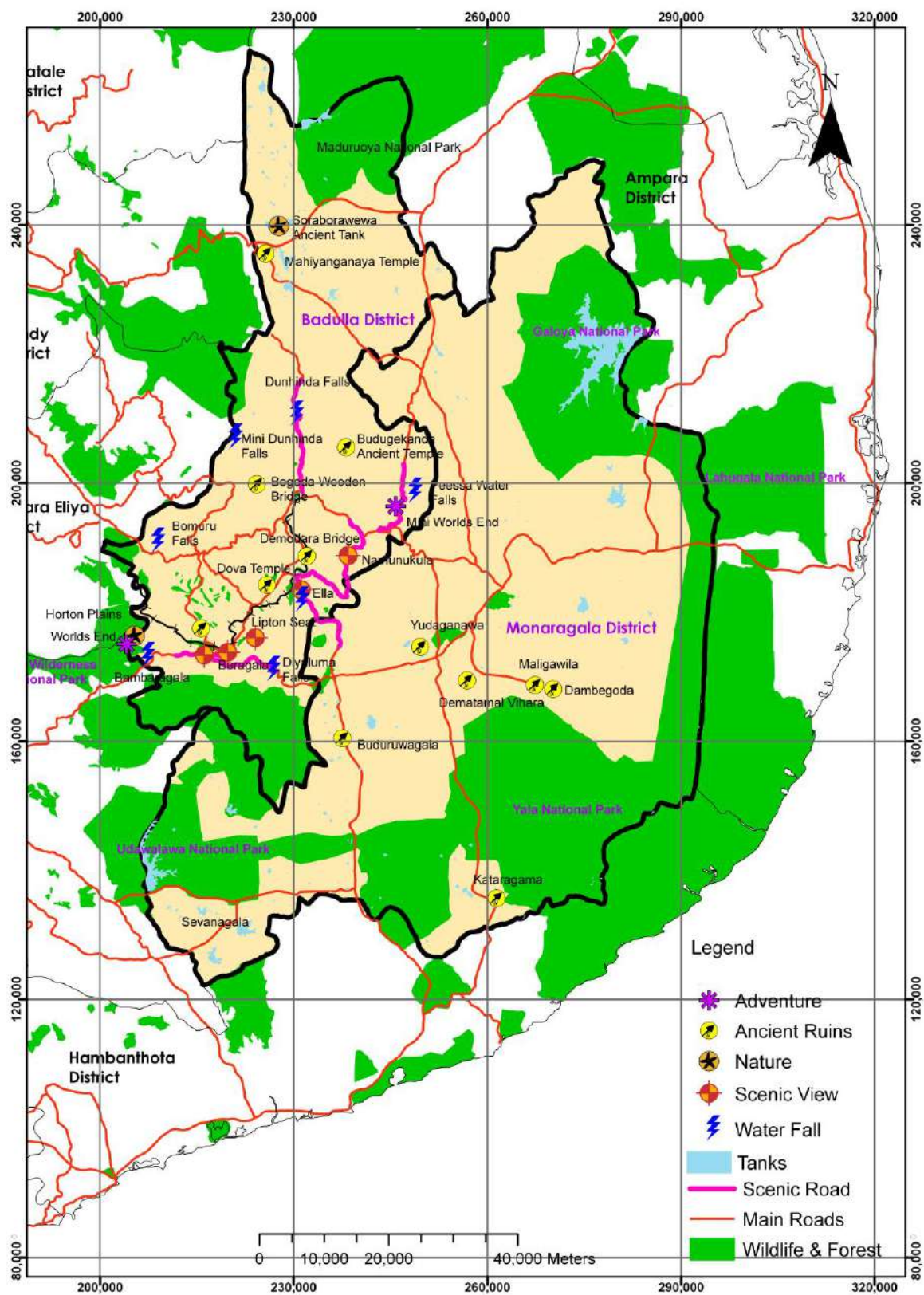




Figure 16  
Tourism Attraction



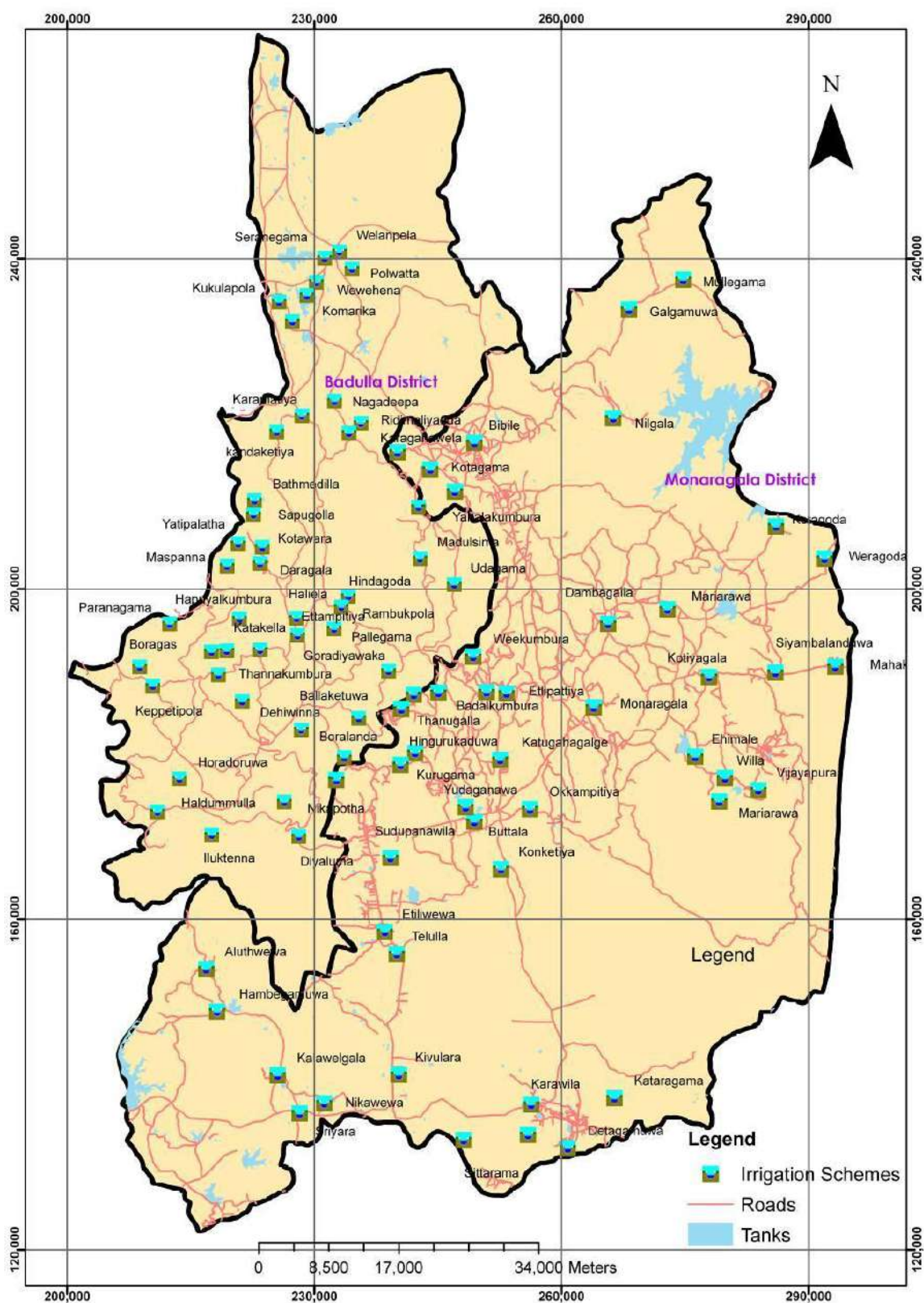
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#### **9.4 Water Management Plan**

The water management plan is based on one of the key policies of the regional plan - the efficient use of water for domestic, agriculture and industrial purposes - conserve the "Central Fragile Area" of Badulla district as the primary rain water catchment area and use of such water mainly for agriculture development in the Monaragala district.

Implementation of this proposal requires detail hydrological studies and preparation of detail land use plans and comprehensive water management plans. A priority project is to re-develop over 900 irrigation tanks and canals in Monaragala district.

Figure 17  
Existing Tanks and Irrigation Canals already identified for Rehabilitation



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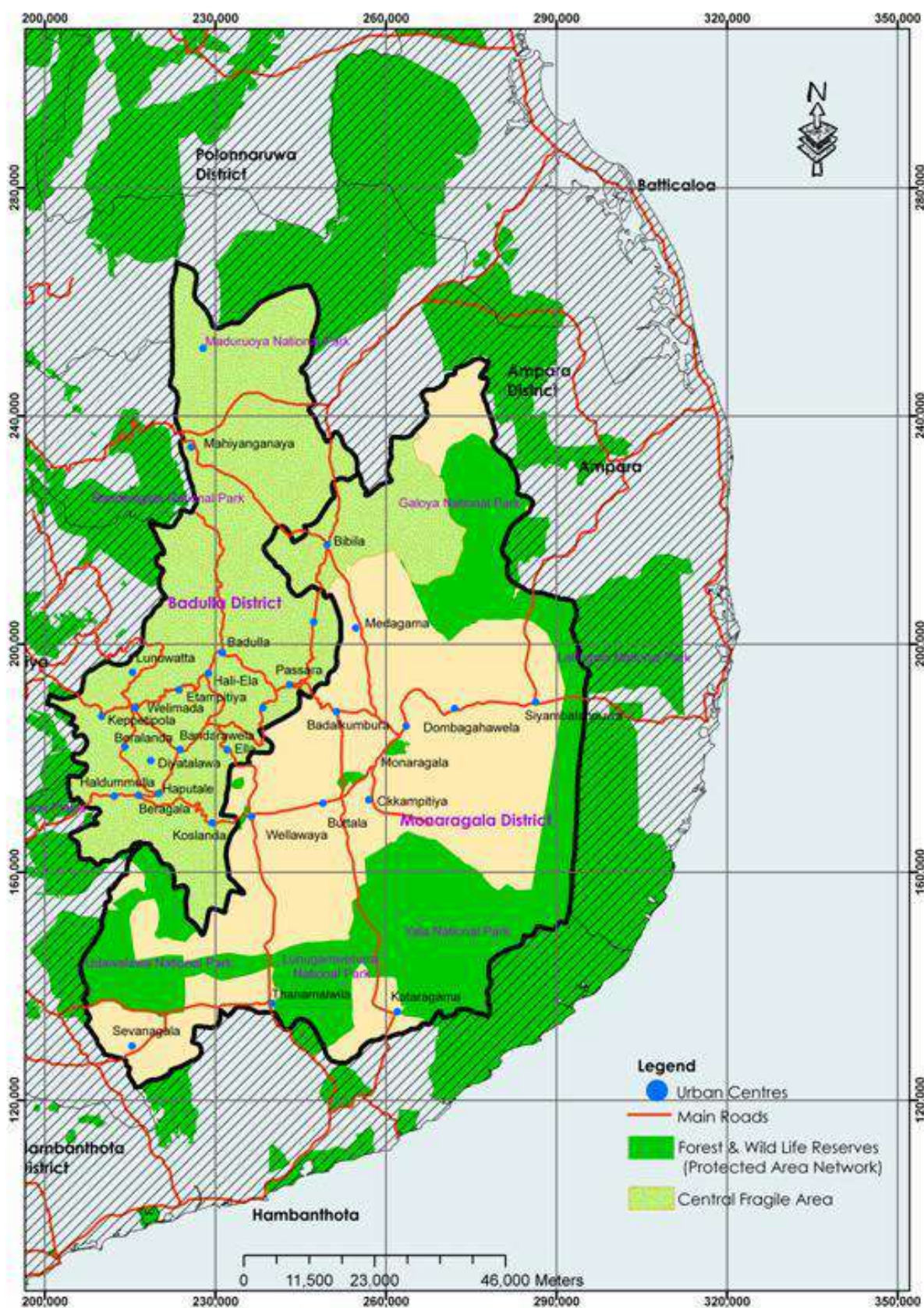
## 9.6 Forest / Wild Life Conservation Plan

Planning intention of Forest / Wild Life Conservation is in addition to the ecological reasons, to make them a part of the economic development plan. Forest and Wild Life can be an important element of the economic development plan of the region, through tourism.

- 9.6.1 Proposal One - Maintain the "Protected Area Network" (PAN) as proposed by the NPP. In order to work out detail conservation strategies, it is necessary for the Forest Conservation Department to undertake a comprehensive study on "Bio Diversity" and issues related to conservation.
- 9.6.2 Proposal Two - Resolving HEC. Scientific studies have shown that "translocation of individual elephants" and "elephants drives" have failed as solutions to the HEC. The core cause for the conflict is reduction of elephant habitats due to unplanned expansion of human settlements and agricultural areas. Without increasing the extent of forests for elephant, habitat improvement should be undertaken so that the same amount of forest could accommodate more elephants. In areas where settlements and agriculture take place, the plan proposes to introduce Managed Elephant Ranges (MER), which is a more sustainable way of handling HEC.



Figure 18  
Proposed Fragile Area, Wild Life Reserves and Forest Reserves





## 9.7 Development Triangle

The development proposals mentioned above while making a major development shift in the region will leave out some of the major existing development areas unattended particularly the triangle encompassing Mahiyanganaya, Bibile and Padiyathalawa, mainly because they are located more towards the northern part of the region, away from the "Development Axis".

Mahiyanganaya, Bibile and Padiyathalawa climatically fall into intermediate zone. Paddy, highland cash crops and chena cultivation are the main agricultural practices. Bibile particularly once had a brand name of producing good quality oranges until the whole plantations were wiped out due to an unknown viral infection. Many attempts are being tried to re-gain the previous brand name.

The area covered by this triangle at present (Figure 18) is more connected with the Central province than the Uva Province. The people of this area for their high order services are mostly dependant on Kandy. The proposed planning intervention at the national level for conservation of Kandy as a world heritage site and also being a city located within the "Fragile Area" having limited lands for expansion has created a situation to restrict further development of Kandy. There are also efforts to move some of the existing developments of Kandy outwards, so as to achieve conservation objectives. Hence as a national development strategy it is necessary to curtail "development stress" on Kandy and on the other hand as far as the development of "Uva Region" is concerned it is necessary to retain its people within the region, for their service needs.

Accordingly Mahiyanganaya, Bibile and Padiyathalawa would be considered as a "Development Triangle" of which Bibile would be considered to be the main service centre due to its close location to the "Development Axis". Bibile would be connected with Monaragala interchange through Medagama so that the entire "Development Triangle" would be connected with the "Development Axis" (Figure 18)

## 9.8 Veddah Community in Uva

9.8.1 Proposal One - Repair the irrigation infrastructure servicing the Veddah Village at Dambana to support the fruit and vegetable gardens that provide for the subsistence needs of the village.

9.8.2 Proposal Two - Institute a new access and permitting system for the Maduru Oya that:

- a. Facilitates shared knowledge of the forest management practices and traditional knowledge of the Veddah people with the Department of Wildlife Conservation.

- 
- b. Ensures that Veddah people can come and go freely in the Maduru Oya without fear of harassment, arrest or shooting; and
  - c. Provides for continuation of chena practices within Maduru Oya, but only to the extent needed to maintain the knowledge and skills of Veddah in this practice. Irrigated village gardens will provide adequate food supplies.

9.8.3 Proposal Three – Establish a management framework for Maduru Oya National Park that establishes a Board of Trustees responsible for decisions about park management to:

- d. Be made up equally of representatives of the Department of Wildlife Conservation and Veddah from the locality.
- e. Elect its own chairman from its members.
- f. Operate within a policy framework established by the Ministry for Wildlife Conservation.
- g. Be free to make recommendations to the Ministry on Policy changes considered appropriate for the Park and have those recommendations properly considered and responded to; and
- h. Refer any disputed management decisions to the Ministry for determination.

In respect of the proposed safer, more liberal permitting system described above (strategy 2b), it is likely to be necessary for that permitting system to require high levels of communication between Veddah community members and Rangers or other employees of the Wildlife Conservation Service, operating in Maduru Oya National Park. When combined with the new management structure described in Strategy 3 above, it is considered a more partnering, cooperative and informed model of park management and access will evolve.

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## **11. The Regional Physical Structure Plan**

### **10.1 Introduction**

The regional structure plan provides the principal guidelines for spatial distribution of investments in the Uva region for achieving the vision within the project period. It makes strategies related to major infrastructure developments and land use zoning so as to guide the future development of the region.

The Structure plan is the collection of all the development proposals described in the provisions chapters.

Figure 19  
Regional Physical Structure Plan – The Concept

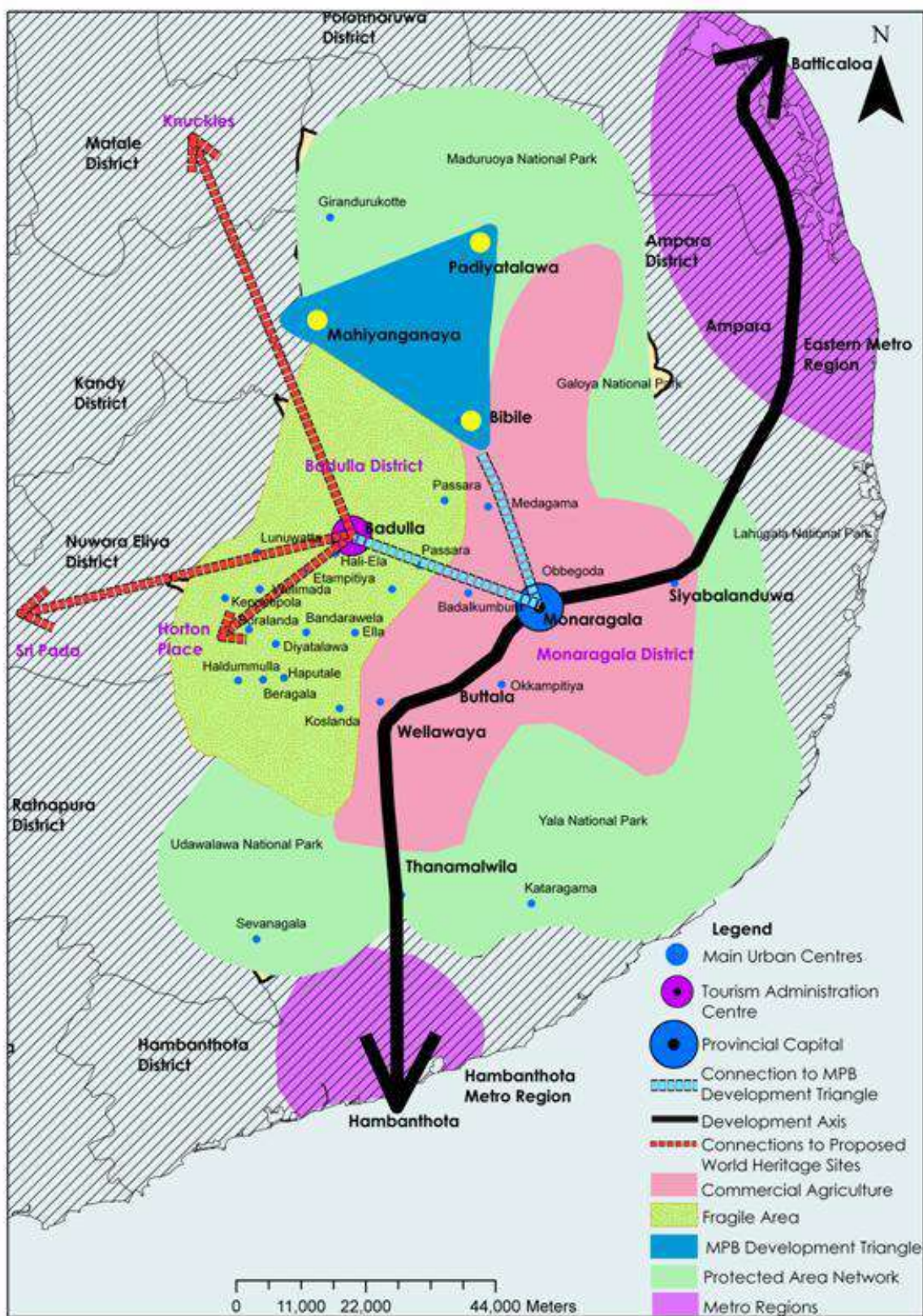
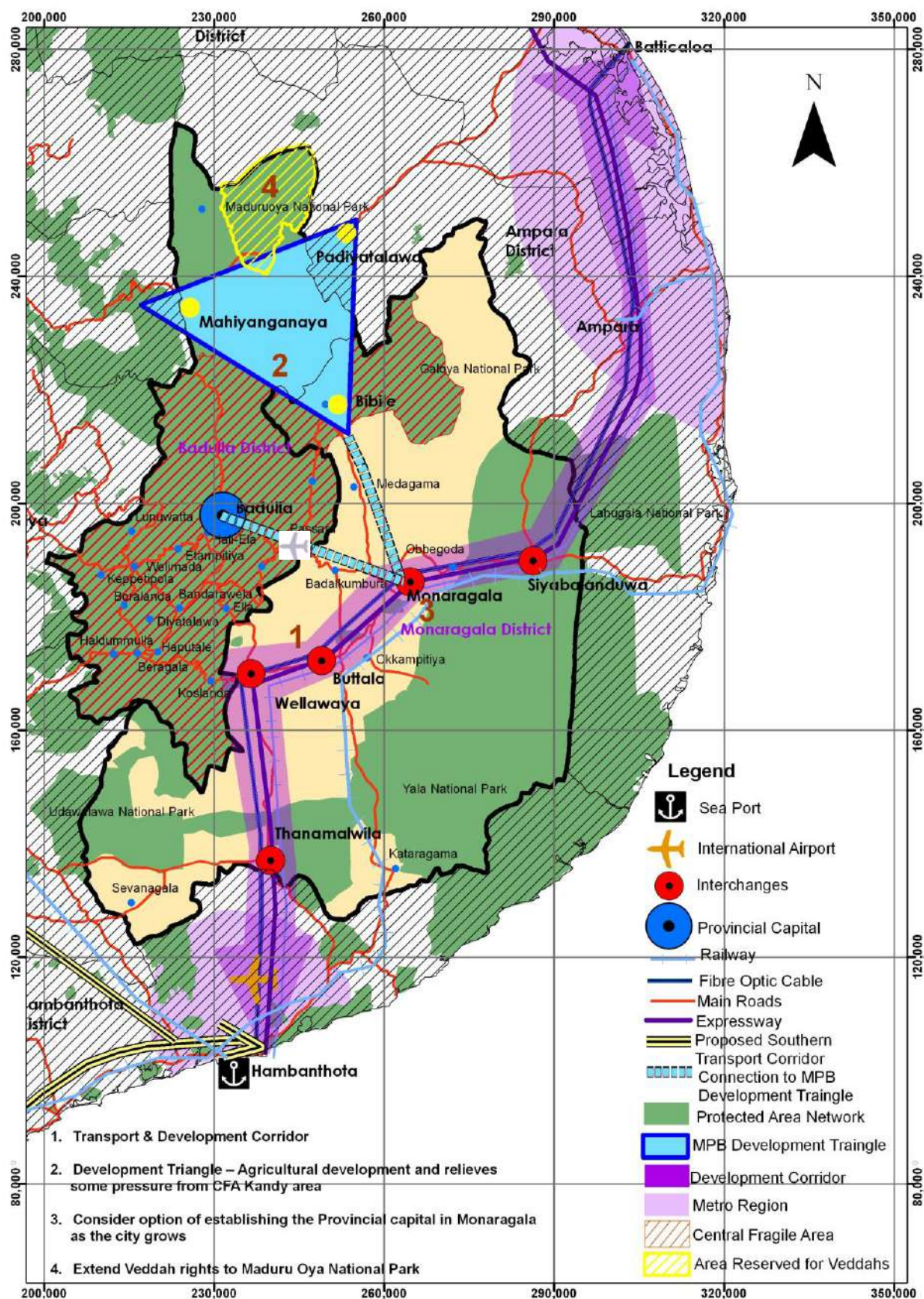




Figure 20  
Regional Physical Structure Plan





## 12. Priority Projects

### 11.1 Introduction

Uva Region lagged behind development for almost two centuries. The development efforts that were taken after independence were not holistic and therefore the impact was not effective to resolve the regional issues, making the region the most deprived and isolated region in Sri Lanka.

Hence in order to resolve the issues and to establish long term sustainable development it is essential to undertake investments of national significance considering UVA as a region that can significantly contribute to the national development. The vision of the plan is to make "Prosperity through Conservation - Regain the Past Glory by 2020". In order to achieve this vision, it is necessary to concentrate investments in the high priority projects that would yield high socio, economic and environmental returns to establish a strong foundation for building the future of UVA.

Within this perspective, the plan proposes ten high priority large scale projects which need about 3 - 5 years of period for implementation. Every project will consists many subprojects and therefore a separate institutional arrangement at national level is needed to study, plan, design and implement them.

## 11.2 High Priority Projects

No.	Proposed Projects
1.	Development axis <ul style="list-style-type: none"> <li>▪ Construction of the proposed express way and the railway line which connect Hambantota Metro region (Southern Province) and Batticaloa Metro Region (Eastern Province)</li> <li>▪ Establishment of the Fibre Optic Information Network in parallel to the proposed railway line.</li> </ul>
2.	Connecting the development axis with the southern expressway and the railway line at Hambantota.
3.	Development of the other 'A' class roads <ul style="list-style-type: none"> <li>▪ Colombo - Moneragala road (Via Koslanda) upto Arugambe.</li> <li>▪ Developing the Tissamaharama - Manampitiya road (via Mahiyanganaya) as an 'A' class road.</li> <li>▪ Construction of a new road from Godakawela (Pelmadulla - Balangoda road) to Wellawaya (Wellawaya - Weerwila road)</li> </ul>
4.	Construction of the new railway line from Hambantota to Batticaloa via Moneragala.
5.	Promotion of the urban centre as in interchanges. (Siyambalanduwa, Moneragala, Buttala, Wellawaya, Tanamalwila)
6.	Development triangle <ul style="list-style-type: none"> <li>▪ Development of Mahiyanganaya, Padiyatalawa and Bibile development triangle as a new urban settlement under a new plan.</li> </ul>
7.	Reforestation and forest conservation <ul style="list-style-type: none"> <li>▪ Removing of unproductive tea plantations (about 70%) gradually in Badulla District and reforestation (about 3900 ha).</li> <li>▪ Identified areas in the remaining 30% of Badulla District to be deployed for growing higher value tea, small service centres and tourist hotels.</li> <li>▪ Undertaking a study to identify suitable areas for medicinal plants reforestation.</li> </ul>
8.	Water management Undertaking of a proper study to identify the tanks and canals of the Uva Province

	<p>and renovation of them.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="background-color: #cccccc;">Lakes</th> <th style="background-color: #cccccc;">Moneragala District</th> <th style="background-color: #cccccc;">Badulla District</th> </tr> </thead> <tbody> <tr> <td>Functioning</td> <td>183</td> <td>91</td> </tr> <tr> <td>Abandoned</td> <td>896</td> <td>35</td> </tr> </tbody> </table>	Lakes	Moneragala District	Badulla District	Functioning	183	91	Abandoned	896	35
Lakes	Moneragala District	Badulla District								
Functioning	183	91								
Abandoned	896	35								
9.	Establishment of a protected area network for forests and wild life conservation, doing studies on home ranges of wild elephants and reservations of those areas for wild elephants.									
10.	<p>Agriculture development</p> <ul style="list-style-type: none"> <li>▪ Undertaking of a proper study on the existing extensive chena and scrub lands and use those lands for productive commercial agricultural uses.</li> </ul> <p>Tea, rubber, coconut, fruits, vegetables, grains (green gram, white gram), cashew, maize, sugar cane, commercial forest plantation, palm oil, medicinal plants</p>									
11.	<p>Tourism development</p> <p>Develop all the tourist attractive places, declaration and development of the identified roads as tourist roads.</p> <p><b><u>Tourist roads</u></b></p> <p>Balangoda – Badulla</p> <p>Haputale – Wellawaya</p> <p>Ella – Wellawaya</p> <p>Badulla, Haputale road via Passara and Badalkumbura</p> <p>Kandy - Mahiyanganya road via Mapakadawewa</p> <p>Buttala – Kataragama</p> <p>Timbolketiya – Tanamalavila road via Udawala</p> <ul style="list-style-type: none"> <li>▪ Develop the area of Bandarawela – Ella as the tourist centre.</li> <li>▪ Naming the tourism places according to the heritage potentials.</li> <li>▪ A new northern entrance to the Yala national Park.</li> <li>▪ Undertaking studies for identifying the suitable areas for medical tourism and promotion of the industry of medical tourism.</li> </ul>									

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12.	Using the premises of Sabaragamuwa University at Buttala to establish the Uva Excellence Training Centre.
13.	Identification of lands to promote large-scale plantations of tea, rubber, and coconut and implementation of plantation projects in stages.
14.	Construction of new domestic airports in Mahiyanganaya and Siyambalanduwa
15.	<p>Veddah Community</p> <ul style="list-style-type: none"> <li>▪ Repair the irrigation infrastructure servicing the Veddah Village at Dambana.</li> </ul> <p>Establish a management framework for the Maduru Oya National Park regarding access and a permit system for the Veddah community.</p>

### 11.3 Implementation Programme

No.	Proposed Projects	Responsible Agencies	1	2	3	4	5	6	7
1.	<b>Development axis</b> Construction of the proposed express way and the railway line which connect Hambantota Metro region and Batticaloa Metro Region	Ministry of Transport, Road Development Authority, Railway Department							
	Establishment of the Fibre Optic Information Network in parallel to the proposed railway line.	Ministry of Telecommunication & Information Technology							
2.	Connecting the development axis with the southern expressway and the railway line at Hambantota.	Ministry of Transport, Road Development Authority, Railway Department							
3.	<b>Development of the other 'A' class roads</b> Colombo - Moneragala road (Via Koslanda) up to Arugambe.	Ministry of Transport, Road Development Authority,							



	Developing the Tissamaharama - Manampitiya road (via Mahiyanganaya) as an 'A' class road.	Ministry of Transport, Road Development Authority,							
	Construction of a new road from Godakawela (Pelmadulla - Balangoda road) to Wellawaya (Wellawaya - Weerwila road)	Ministry of Transport, Road Development Authority,							
4.	Construction of the new railway line from Hambantota to Batticaloa via Moneragala.	Ministry of Transport, Railway Department							
5.	Promotion of the urban centre as in interchanges. (Siyambalanduwa, Moneragala, Buttala. Wellawaya, Tanamalwila)	Urban Development Authority, National Physical Planning department							

6	<p><b>Development triangle</b></p> <p>Development of Mahiyanganaya, Padiyatalawa and Bibile development triangle as a new urban settlement under a new plan.</p>	<p>Urban Development Authority, National Physical Planning department</p>							
7	<p><b>Reforestation and forest conservation</b></p> <ul style="list-style-type: none"> <li>▪ Removing of unproductive tea plantations gradually in Badulla District and reforestation (about 3900 ha).</li> <li>▪ Identified remaining areas in the Badulla District to be deployed for growing higher value tea, small service centres and tourist hotels.</li> </ul>	<p>Ministry of Environment, Forest &amp; Wild Life Department, Disaster Management Centre, National Physical Planning department</p>							
8	<p><b>Water management</b></p> <p>Doing a proper study to identify the tanks and canals of the Uva Province and renovation of them. ( Moneragala functioning 183, Abounded 896: Badulla functioning 91, Abandoned 35)</p>	<p>Ministry of Irrigation, Irrigation department</p>							

9	Establishment of a protected area network for forests and wild life conservation, doing studies on home ranges of wild elephants and reservations of those areas for wild elephants.	Forest & Wild Life Department, Ministry of Environment, Related district & Divisional Secretariat Offices							
10	<p><b>Agriculture development</b></p> <p>Undertaking of a proper study on the existing extensive chena and scrub lands and use those lands for productive commercial agricultural uses. (Tea, rubber, coconut, fruits, vegetables, grains (green gram, white gram, cashew, maize, sugar cane, commercial forest plantation, palm oil, medicinal plants)</p>	Ministry of Agriculture, Agriculture Department, National Physical Planning Department, Related District & Divisional Secretariat Offices							
11	<p><b>Tourism development</b></p> <p>Develop all the tourist attractive places,</p>	Ministry of Tourism, Tourism Development Authority							

	Naming the tourism places according to the heritage potentials.	Ministry of Tourism, Tourism Development Authority, Related Local Authorities & Provincial Council							
	A new northern entrance to the Yala National Park.	Tourism Development authority & Provincial Council							
	Undertaking of studies for identifying the suitable areas for medical tourism and promotion of the industry of medical tourism.	Tourism Development authority & Provincial Council							
12	Using the premises of Sabaragamuwa University at Buttala to establish the Uva Excellence Training Centre.	Ministry of Higher Education Ministry of Technology & Research							



	<p>Declaration and development of the identified roads as tourist roads.</p> <p><b><u>Tourist roads</u></b></p> <p>Balangoda - Badulla  Haputale - Wellawaya  Ella - Wellawaya  Badulla, Moneragala road via Passara and Badalkumbura  Kandy - Mahiyanganya road via Mapakadawewa  Buttala - Kataragama  Timbolketiya - Tanamalavila road via Udawala</p>	<p>Ministry of Tourism, Tourism Development Authority, Provincial Road Development Authority and related District &amp; Divisional Secretariat Offices</p>							
	<p>Develop the area of Bandarawela - Ella as the tourist centre.</p>	<p>Ministry of Tourism, Tourism Development Authority, Bandarawela Urban Council &amp; Divisional Secretariat Office</p>							

13	Identification of lands to promote large-scale plantations of tea, rubber, and coconut and implementation of plantation projects in stages.	Agriculture Department, National Physical Planning Department, Ministry of Coconut, Ministry of Plantation							
14	Construction of new domestic airports in Mahiyanganaya and Siyambalanduwa.	Ministry of Aviation and Sea port							
15	<b>Vedda Community</b> Repair the irrigation infrastructure servicing the Veddah Village at Dambana.	Irrigation Department , Local Authority & Provincial Council, Ministry of cultural Affairs							
	Establish a management framework for the Maduru Oya National Park regarding access and a permit system for the Veddah community.	Local Authority & Provincial Council, Ministry of cultural Affairs, Tourism Development Authority							