

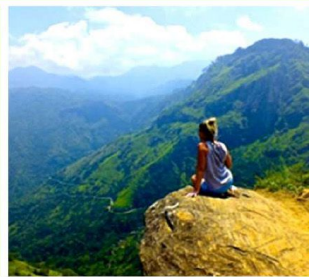
ELLA

DEVELOPMENT PLAN



2021-2030

Urban Development Authority
Ministry of Urban Development & Housing



**ELLA DEVELOPMENT PLAN
2021-2030**



**URBAN DEVELOPMENT AUTHORITY
Ministry of Urban Development And Housing**

Ella Development Plan 2021 - 2030

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Ella Development Plan 2021 - 2030 mainly consists of three parts as Part I, II and III. The Part I consists of the background study, preliminary studies, the need of the plan, the planning framework, the SWOT analysis and the plan. The Part II consists of the Planning and Building Regulations and Zoning Regulations pertaining to the planning boundary for the period of 2021 - 2030. The part III consist of the zoning boundaries with the coordinates and all the annexures.

Ella Development Plan 2021-2030 was prepared by the Planning Division of the Uva Provincial Office in collaboration with the Planning Team who prepared the Tourism Development Plan of the Research and Development Division of the Urban Development Authority

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Environment and Landscape Division - UDA (Preparation of the PORS, DRR, Conservation, Cultural & Heritage Plans)

GIS Division – UDA (Providing Arc GIS Spatial data layer & technical assistants)

Acknowledgement

Uva Provincial Office has taken the lead to provide the supervision for the preparation of the Ella Development Plan 2021 - 2030. The objective of this plan is to create most attractive and safest tourist city in the mountains based on natural conservation. Ella Development Plan 2021 - 2030 is in line with the 'Vistas of Prosperity and splendour' the government policy direction of the His Excellency the President Gotabaya Rajapaksa.

It is our proud privilege to Honourable Mahinda Rajapaksa subject Minister of Urban Development & Housing for approving the Ella Development Plan 2021 - 2030 under the provision of Urban Development Authority Act No. 41 of 1978 as amended by the Act No. 04 of 1982. Further, it is our privilege to Dr. Nalaka Godahewa, State Minister of Urban Development, Coast Conservation, Waste Disposal and Community Cleanliness and Mr. Sirinimal Perera, Secretary to Ministry of Urban Development & Housing for their guidance and supports in this process.

Special gratitude offered on behalf of the planning team and the UDA, to the Chairman U.B Basnayaka, Ella Pradhesiya sabha and members of the PS and the staff. Secretary Miss K.A.J Priyangika Ella Divisional Secretariat and the staff for their generous support given for the successful completion of this development plan.

Also, special appreciation on behalf of the UDA offered to Tourism Development Authority, Road Development Authority, Central Environment Authority, Road Passenger Transport Authority National Water Supply and Drainage Board, Irrigation Department, Department of Agrarian Development, Land Use Policy Planning Department National Building Research Organization Zonal Education Office, Department of Archeology for giving data and directives required for the preparation of this plan. Further, special gratitude offered on behalf of UDA to Former Chairman of UDA Dr. Jagath Munasignhe, who has a new vision, especially with regard to the development plan preparation take into new directives.

Appreciatively thankful to Chairman of UDA Archt. Harshan De Silva, Director General of UDA Plnr. N.P.K. Ranaweera, Additional Director General of UDA Plnr. H.A. Dayananda, Deputy Director General (Planning) of UDA Plnr. M.P.Ranatunga, Director, Consultant (Legal) of UDA Attorney at Law C. Jayawardena, Director (Strategic Planning) of UDA Plnr. Priyani Nawarathne on behalf of the planning team for their incomparable courage, guidance and welcoming support.

And also Plnr. Janak Ranaweera, Director Research and Development and the Town Planers of the division and staff members of all divisions are gratefully appreciate on behalf of the planning team for their support to the successful completion of this task.

In the end, Director - Environment & Landscape division L. Arct. C.K.E. Kalupahana and the staff of the division and Director - Geographical Information System & ITS Plnr. J.P.S. Somasekara and the staff of the division and the staff of the division are gratefully appreciate on behalf of the planning team for their support to the successful completion of this task

Hon. Minister's forward



The Urban Development Authority was established under the Urban Development Authority Act No. 41 of 1978, for the systematic planned urban development in the declared urban areas and continue to actively contribute towards it.

Steps have been taken to formulate comprehensive development plans for each urban development area, based on the efficient and effective use of physical space so that all areas of Sri Lanka make an equal contribution to the development process of the country.

The Ella Town provide services to a large population. Accordingly, Ella Pradeshiya Sabha Planning Area has the potential to become a town that continues to provide Tourism Related services. This potential is further enhanced by the natural ecosystem of the surrounding area and the locations of Tourist Attraction sites of value. These development plans aim to develop the Ella Town by utilizing the potential of the area.

For the realization of His Excellency the president's vision "Vistas of Prosperity" the new Re-urbanization Programme has been formulated in wide consultation with Professionals, Specialists, Stakeholders & communities with strategies having an excellent technological methodology and innovative approach.

Accordingly, I commend the Chairman of the Urban Development Authority, the Director General, the planning teams and all the officers of the Urban Development Authority who assisted in making this work a success. Further, I also appreciate and believe through the support and contribution of the relevant Local Government Institutions, Public and Private Sector Institutions and the general public, Ella Development plan would be successfully implemented.

Hon. Mahinda Rajapaksa (M. P)

Minister of Urban Development & Housing

Hon. State Minister's forward



As a pioneer in Sri Lanka in achieving modern sustainable development goals, the Urban Development Authority has a great responsibility. Accordingly, it is essential to prepare development plans for the Urban Development Areas declared by the Hon. Minister in charge of the subject in terms of the Urban Development Authority Amendment Act No. 04 of 1982 (Part II, Section 8A (1)).

The development plans thus formulated are primarily aimed at building a productive citizen, a happy family, a dignified society and a prosperous nation, which are the core aspirations of the vistas of prosperity. I also believe that these development plans will go a long way in achieving the objectives of urban development and regulation through a formal reurbanization plan that will bring economic stability to the urban population.

Therefore, I would like to express my heartfelt gratitude to the planning team and to all those who have played a very responsible role in preparing this plan and I hope that you will all contribute to the expectations of the vision of prosperity.

Dr. Nalaka Godahewa (M.P)

State Minister of Urban Development, Coast Conservation,
Waste Disposal and Community Cleanliness

Hon. Chairman’s forward Urban Development Authority



Throughout the last four decades, Urban Development Authority has been serving as the apex planning authority in Sri Lanka having the statutory powers to prepare and enforce urban development plans.

Urban Development Plans cover a number of fields including optimum, effective and efficient use of land and managing the quality of its environment. These development plans are prepared for the promotion and regulation of public well-being in urban areas and the people.

According to the present government’s manifesto, it is compulsory to prepare development plans for areas which have been declared as urban development areas by the subject minister as per section 8 A (1) under part II of Urban Development Authority Act No. 04 of 1982 (Amendment).

The Development Plan for Ella Pradeshiya Sabha area has been prepared for the period 2021 – 2030 considering the physical, economic, social and environmental factors, while successfully overcoming the challenges in preparing the development plan through tools and methodologies with which the Urban Development Authority is equipped.

Therefore, I extend my heartfelt gratitude to the planning teams who dedicatedly worked for ensuring successful completion of this plan and to those who contributed in numerous ways. At the same time I also expect that all parties who contributed for the preparation of this plan will also effectively contribute in future as well for successful implementation of the plan.

Archt. Harshan De Silva

Chairman

Urban Development Authority

Honorable Chairman's forward (Ella PS)



Ella Pradeshiya sabha area located at Badulla District of Uva province and Ella Pradeshiya sabha area consist 111 km² including 32 GN divisions. Total population is near to 52,000. The main income sources are Tourism Industry and Agriculture. Centralizing the Ella Town has located ancient valuable places such as Rawana Ella and Dowa Temple and special geographical places such as Rawana Ella, Mini adms peak, Ella Rock and Nine arch bridge.

Highest amount of tourist arrivals recorded to Ella for enjoy those places. Ella Town is gradually developing due to growth of Tourism Industry. My ambition is develop the Ella Town under the theme of "Green Town".

I would like to offer my sincere gratitude Ministry of Urban Development and Housing ,Urban Development Authority for preparation of development plan for Ella urban area to fulfill the my purpose .

Ella urban area rapidly develop with tourism industry that generated informal and haphazard development with negative influence to sensitive natural environment systems. So this development plan has adopt with requirement of natural environment and needs of tourism industry and provide the facilities which required for the tourism industry.

I wish this development plan will be facilitate local and tourist community very well providing necessary facilities for the tourism industry. I wish all the parties will be support for make the Ella Development Plan success.

U.B Basnayaka,

Chairman,

Ella Pradeshiya Sabha.

Preface

Location of Ella town situated within the administrative area of Uva Province. This development plan sets out the main object to develop this town as a tourist attraction while conserving the existing picturesque natural environment surrounding Ella town.

This development plan has been prepared with a focus towards guiding the future development effort of the stake holders objectively over a time period of 10 years with effect from 2021 up to the end of 2030, and the planning area covered under this plan will be the urban area of the Ella town which has been analytically defined through the development planning process. The planning process that has been adopted in preparation of this development plan has analytically studied the information relating to the land use pattern, vehicular traffic circulation and its growth potentials, town's economy and its growth potentials, physical infrastructure such as road networks including social infrastructure, namely education, health, housing and other related facilities.

Also, the Urban Development Authority and the Sri Lanka Tourist Board jointly prepared a Tourism Development Plan for the years 2019-2020 for the Ella Urban Area and the projects identified in the plan and the introduced design criteria were adopted in line with the development plan in formulating this development plan.

Ella Development Plan 2021-2030 consists of three main parts such as part I, part II, and part III. The part I consists of the background study, preliminary studies, the need of the plan, the planning framework, the SWOT analysis and the plan. Part II consists of the Planning and Building Regulations and zoning regulations pertaining to the planning boundary for the period of 2021 - 2030. The Part III consist of the zoning boundaries with the coordinates and all the annexures.

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

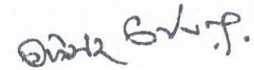
Similarly, Part Two - Chapter 7 has been dedicated to describe planning & Building regulations and in chapter 8 described the identified zones and zoning regulations and Chapter 9 included proposed road width, building line and reservations.

Thus, the intention of this Authority and the Government of Sri Lanka is to implement the Ella Development Plan 2021-2030 in near future.

Minister Approval

APPROVAL OF THE DEVELOPMENT PLAN FOR THE URBAN DEVELOPMENT AREA OF PART OF ELLA PRADESHIYA SABHA AREA

I, Mahinda Rajapaksa, Minister of Urban Development and Housing do hereby approve the development plan for the Urban Development Area of part of Ella Pradeshiya Sabha Area, having considered the recommendation made by the Board of Management of the Urban Development Authority on 24th September, 2020 by virtue of the powers vested in me under section 8 "F" of the Urban Development Authority (Amendment) Act No.4 of 1982.



Mahinda Rajapaksa (M.P)

Minister of Urban Development and Housing

Ministry of Urban Development and Housing,
17th and 18th Floors,
"Suburupaya",
Sri Subhuthipura Road,
Battaramulla.

Date: 15 April, 2021.

Gazette Notification



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EXTRAORDINARY

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Government Notifications

APPROVAL OF THE DEVELOPMENT PLAN FOR THE URBAN DEVELOPMENT AREA OF PART OF ELLA PRADESHIYA SABHA AREA

I, Mahinda Rajapaksa, Minister of Urban Development and Housing do hereby approve the development plan for the Urban Development Area of part of Ella Pradeshiya Sabha Area, having considered the recommendation made by the Board of Management of the Urban Development Authority on 24th September, 2020 by virtue of the powers vested in me under Section 8 "F" of the Urban Development Authority (Amendment) Act, No. 4 of 1982.

MAHINDA RAJAPAKSA (M. P.),
Minister of Urban Development and Housing.

Ministry of Urban Development and Housing,
17th and 18th Floors,
"Suhurupaya",
Subhuthipura Road,
Battaramulla,
15th April, 2021.

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NOTICE OF APPROVAL OF THE DEVELOPMENT PLAN FOR THE URBAN DEVELOPMENT AREA OF A PART OF PRADESHIYA SABHA LIMIT OF ELLA

NOTICE is hereby given to the General Public of the Democratic Socialist Republic of Sri Lanka under Sections 8 (G) of the Urban Development Authority Law No. 41 of 1978 as amended by the Act, No. 4 of 1982 that I, Mahinda Rajapaksa, the Minister in Charge of the subject of Urban Development & Housing, by virtue of the powers vested in me under Section 8 (F) of the said Act, have approved the Development Plan for the Urban Development Area for a part of Pradeshiya Sabha limit of Ella, prepared under Section 8(A) of the said Act, on the 15th day of April, 2021.

MAHINDA RAJAPAKSA (M. P.),
Minister of Urban Development & Housing.

Ministry of Urban Development & Housing,
17th and 18th Floor,
"Suhurupaya",
Subhuthipura Road,
Battaramulla,
12th July, 2021.

07 - 575/2

APPROVAL OF THE DEVELOPMENT PLAN FOR THE URBAN DEVELOPMENT AREA OF A PART OF PRADESHIYA SABHA LIMIT OF ELLA

PUBLIC are hereby informed that the Development Plan prepared for the Urban Development area for a part of Pradeshiya Sabha limit of Ella under Section 8 (A) of the Urban Development Authority Law, No. 41 of 1978 as amended by the Act, No. 4 of 1982 has been approved on 15th April, 2021, by Hon. Mahinda Rajapaksa, Minister of Urban Development & Housing, by virtue of powers vested on him under Section 8 (F) of the said Act.

Arch. **HARSHAN DE SILVA,**
Chairman,
Urban Development Authority.

12th July, 2021.

07 - 575/3

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Ella Development Plan 2021-2030

Part I

Chapter 01

Background of the Study

1.1 Introduction

The Ella Town has been growing organically as a small township with the support of the steadily growing tourist related activities in the absence of a futuristic vision and a comprehensive development plan urging for the need of a strategically devised development plan.

Comprehensively and strategically devised Development Plan with a long-term vision is generally aimed at advancing the social, economic, environmental and physical infrastructure conditions of people of the township.

The Urban Development Authority (UDA) established under the Urban Development Authority Act No. 41 of 1978 is the premier urban planning agency in Sri Lanka empowered with promotion of integrated planning and implementation of social, economic and physical development of the areas declared under the UDA law. In pursuance to its powers, UDA takes the lead role in preparation of Development Plans for designated areas with the consent of respective local authorities giving due consideration to local resource potentials and constraints as well as the needs and aspirations of the both residents and commuters.

Under the provisions of the Section 8 A of the Urban Development Authority (Amendment) Act No. 04 of 1982, by Gazette Extraordinary No. 156/9/3(i) dated 27th August 2008, the area under the jurisdiction of Kalpitiya Pradeshiya Sabha, situated in the Puttalam District of the North Western Province, has been declared as an Urban Development Area.

The Ella town, steadily growing as a tourist resort town, was declared under the Section 3 of the UDA Act defining the metes and bounds of the Ella Grama Niladhari Division, where the Ella town is situated, by the Government Gazette notification number 1558/5 dated 2008/07/08. Except to Ella GN Division the surrounding 7 GN Divisions were declared as urban areas by the Government Gazette notification number 2122/41 dated 2019/05/09 .

The UDA taking previously stated circumstances in to consideration, arrangements were made to prepare this urban development plan for the Ella Township fulfilling the legitimate requirements and meeting the emerging needs to guiding the steadily growing tourism sector activities over the period of time from 2021 to 2030.

1.2 Stake Holders of the Plan

- Main stakeholder - Ella Pradeshiya Sabha.

Consulting Institutions/ Resource Person

1. Ella Divisional Secretariat
2. Ella Railway Station
3. Sri Lanka Transport Board, Badulla
4. Uva Provincial Road Transport Authority
5. National Building Research Organization
6. National Water Supply and Drainage Board
7. Sri Lanka Electricity Board
8. Centre for Disaster management
9. Sri Lanka Telecom
10. Divisional Education Office Ella
11. Department of Irrigation
12. Medical Officer's of Health Office
13. Police Station, Ella
14. Central Environmental Authority
15. University of UvaWellassa
16. Ministry of Tourism Uva Province
17. Department of Provincial Land Commissioner
18. Department of Land use policy Planning
19. Department of Local Governments
20. Department of Agricultural small crops export
21. Sri Lanka Export Development Board
22. Sri Lanka Tourism Development Board
23. Trade Association, Ella

1.3 Scope of the Development Plan.

The environmental beauty created by the picturesque features of this township, such as Ella precipice, Rawana water fall, Rawana mountain range little Adam'speak (Little Sripada) and so on, provided the impetus to the steady growth of the Ella town. The growth of this town as a tourist attraction has been steadily moving forward causing severe damages to the sensitive natural environment. The Ella town development plan has therefore aimed to arrest the ongoing haphazard investment effort while directing them objectively for the development and conservation of the town and its environment respectively.

The prevailing alternative active sectors of agriculture and poultry farming have not been taken in to the focus of this development plan as the main focus of this plan has been confined to the systematic development of the tourism sector while conserving the natural environment of the town and its surroundings over the next 10-year time period.

The Department of National Physical Planning declared a national physical development plan for the Country to be enforceable over the period extending from 2010 to 2030 with the aim of guiding the provincial level policy makers to focus their development efforts towards achieving the national objectives of the National Physical Development Plan. The Uva provincial plan provided in this National Physical Plan intends to develop the Ella and its surroundings as a tourism resort town with a vision to develop this area promoting the tourism while conserving the natural sensitive environment with strictly controlling the ongoing environmentally harmful developments by the year 2050. Accordingly this development plan has been developed with the focus on promoting the town development as a tourism resort centre while conserving the picturesque natural environment to meet the needs arising from the national development policy context and the circumstances prevailing in the locality.

Furthermore, under the Government's "Prosperity Vision" National Policy, the tourism industry has been identified as one of Sri Lanka's main economic sources and through which the highest foreign exchange can be brought into the country. The city of Ella and its environs, one of the highest tourist attractions in the central highlands, are a major contributor to the above work. While the "Prosperity Vision" policy statement identifies Badulla as a city to be developed as a national city and Buttala as an affiliated city, the fact that Ella is close to both the above cities is another advantage of the Ella area being able to take advantage of the development pressure of those cities.

The emerging need for a development plan to guide the ongoing haphazard development in this town compelled the planning team to finalize this development plan within as much short period as one and half years, and in the process many constraints were encountered due to lack of systematically compiled data system relating to the vital sectors of the town's economic, social and environmental sectors. There had been instances where the planning team was compelled to make use of certain popular ideas in the planning process despite the fact that they have no scientific proof due to lack of properly organized information base relating to the planning area. Ex. Ella town is endowed with pollution free oxygen with the highest quality.

The Ella Township has been steadily growing as a tourism resort area owing to its resort-friendly climate and teeming with picturesque locations of environmental significance. The Tourism Development Authority of Sri Lanka too has recognized the potential of developing of this township as a tourism resort area combining with the Bandarawela township, which is being developed as one of the main tourist resorts. and also Sri Lanka Tourist Board and the Urban Development Authority has jointly prepared a tourism development plan for the Ella area of the years 2019-2020. The projects and planning recommendations identified in the Tourism Development Plan were adapted to this plan. This development plan was prepared on the basis of the current needs pressing for development and the findings of the studies carried out on this fast growing township by the planning team.

This development plan was prepared with the primary objective of developing the Ella Township as a Tourist Resort Town based on the conservation of the natural environment of the locality.

1.4 Planning Process

The Planning process adopted by the planning team in developing the development plan is depicted bellow.

Figure 1.1 Planning Process

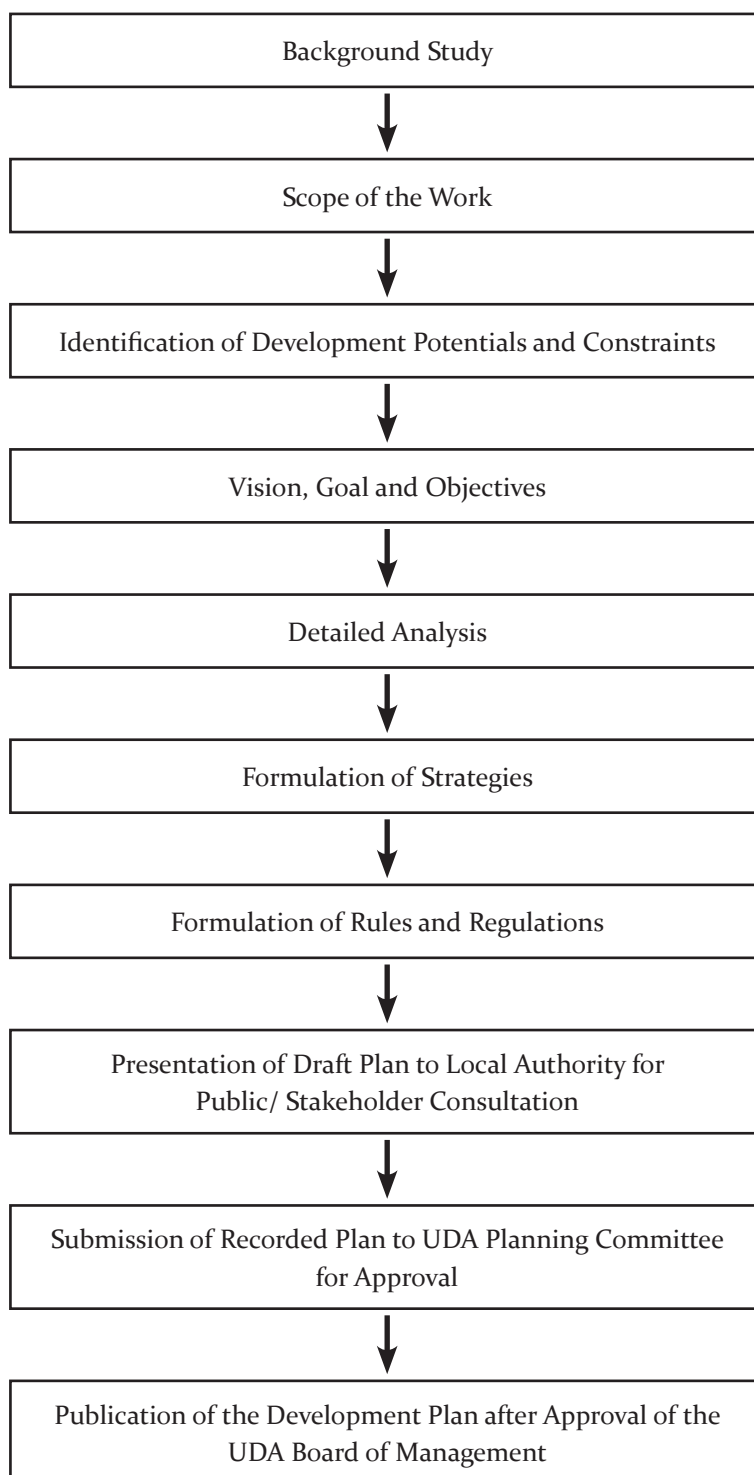


Figure 1.1: Planning process

Background of the Study

Under the survey and background study, the planning team gathered information relating to the historical evolution of the township, population, housing, vehicular traffic circulation, capacity of physical infrastructure networks, town's economy, land use and tourism industry.

Relevant information to the development plan preparation were gathered from the Ella Divisional Secretariat Office, Ella Pradesheeya Sabha Office, Ella Railway Station, Central Environment Authority, National Building Research Organization and the Department of Wild Life Conservation.

Identification of Potentials and constrains

The stake holders' consultation meeting that was held during the planning process provided useful information on the problems that constrain the town's development and then adopted the methodology of root cause analysis and analysis of areas of environmentally sensitive to identify the issues. The problems and potentials so identified were analytically prioritized with the aid of the priority matrix tool subsequently.

vision Goal and objectives

Having studied the condition reports and the problems and potentials identified, the scope of the development plan was determined and then the vision for the future development was formed and accordingly the objectives of the development plan were set out.

Detail Analysis

The information gathered and the ideas provided by the stake holders were analyzed following the methodology of SWOT analysis. Under this methodology, strength, weaknesses, opportunities, trends and threats were analyzed in light of the established vision and the objectives of the development plan.

Formulation of strategies

In order to achieve the objectives set out within the scope of the vision formed for the town, wishes and the strategies were identified through the findings of the SWOT analysis and the information gathered from the public consultation meetings held during the planning process.

Formulation of Rules and Regulations

It is necessary to regulate the land use and the building constructions within the planning area to enable achieving the objectives of the development plan. Many difficulties have been undergone by the law enforcing authorities through enforcement of planning and development regulations currently in force under the Current Development plan in hilly and undulating topographical areas in the Ella town. Under this analytical stage, such issues were analyzed in depth and the areas where improvements are necessary in the current regulations were identified.

Public consultation

In keeping with the legitimate provisions und the UDA law, the draft development plan developed should be presented to the public for consultation and get a feedback to effect necessary amendments to the draft development plan. In full filling this requirement a workshop was held with the stake holders and shared information and the proposals in the development plan with them.

Handing over draft development plan

The draft development plan, which has gone through the entire planning process should be considered by the Planning Committee for its recommendations to the approval of the Authority and the Minister.

Publication of the Development Plan after Approval of the UDA

The legal procedure of plan approval will culminate to the final stage when the Minister's approval is secured for the development plan and the Special Gazette Notification is issued in that regard.

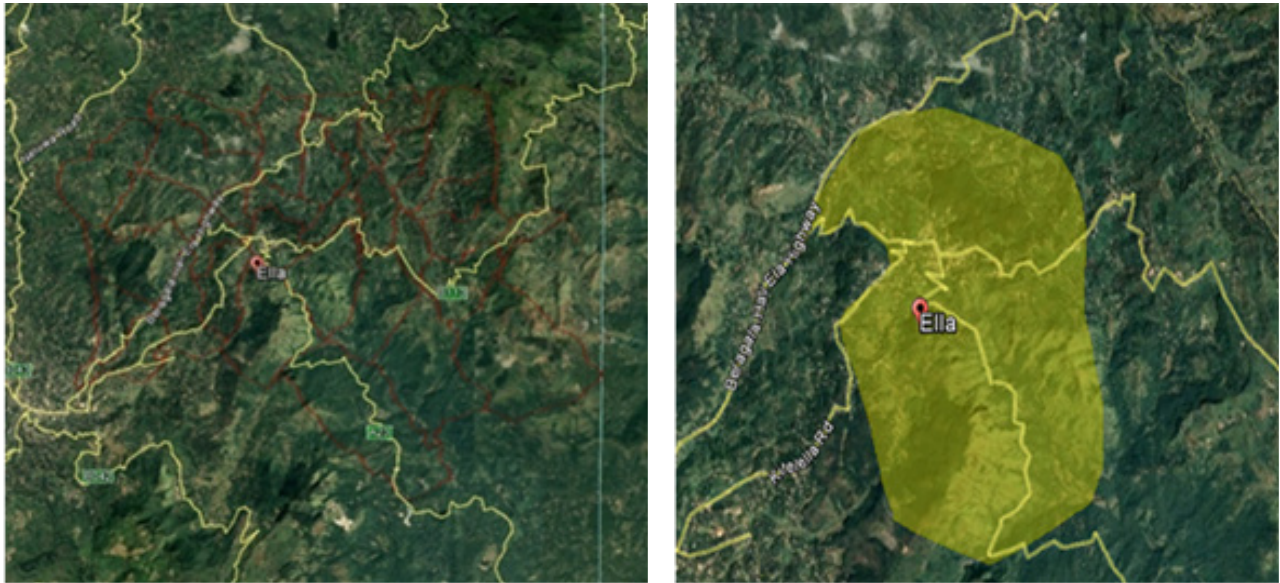
Chapter 02

Background Study

2.1 The Planing Area

In the study of the Ella town for preparation of the development plan, the study area was determined depending on the topography and the current development trend of the town. Accordingly, Ella precipice and its surroundings, Rawana Mountain range, little Adam's Peak-Little Sripada- Badulla-Bandarawela main road and its corridor and the plain along the Budulu tributay.

The study area so determined is depicted in the Plan no 2.1, it expands over an area of 1390 Acres or 5.6 Square Kilo Meters.

Map No. 2.1: Study Areas

Ella Divisional Secretariat

Study Area

Source: Uva Provincial Office of the Urban Development Authority, 2017

2.2 Planning Background and the status of the report.

The studies undertaken within the Ella Divisional Secretariat Divisional area reveals that this area established and sustaining national and international linkages through the steadily growing tourism industry.

The contents of the publications issued by the Tourism Development Authority of Sri Lanka revealed that many routes of tourists' circulation are converged on the Ella Town. So this town can be recognized as a fast growing tourism resort town as it maintains linkages with other tourism-friendly towns in the Country.

2.2.1 Tourism Industry and National Linkages

The UDA recognized through the study of information released by the Sri Lanka Tourism Development Authority (SLTDA) that Ella town is visited by 6% of the total tourists arrived to the Country annually. The source countries of these incoming tourists are recorded as France, Germany, and America as well as Asian Countries such as China, India and Australia indicating a new trend. The studies have revealed that 28% of the tourists visit Ella to experience the climbing mountains and camping, 17% to experience the rural life, 24% to enjoy the unpolluted air and 30% to experience the natural environmental beauty. This revelation infer that majority of the tourists are arriving to Ella to experience the natural environmental beauty that prevails in the town and its surroundings.

Figure no 2.1: Railway Station premises, Ella



Source : Uva Provincial Office of the UDA, 2017

2.2.1.1 Regional Linkages

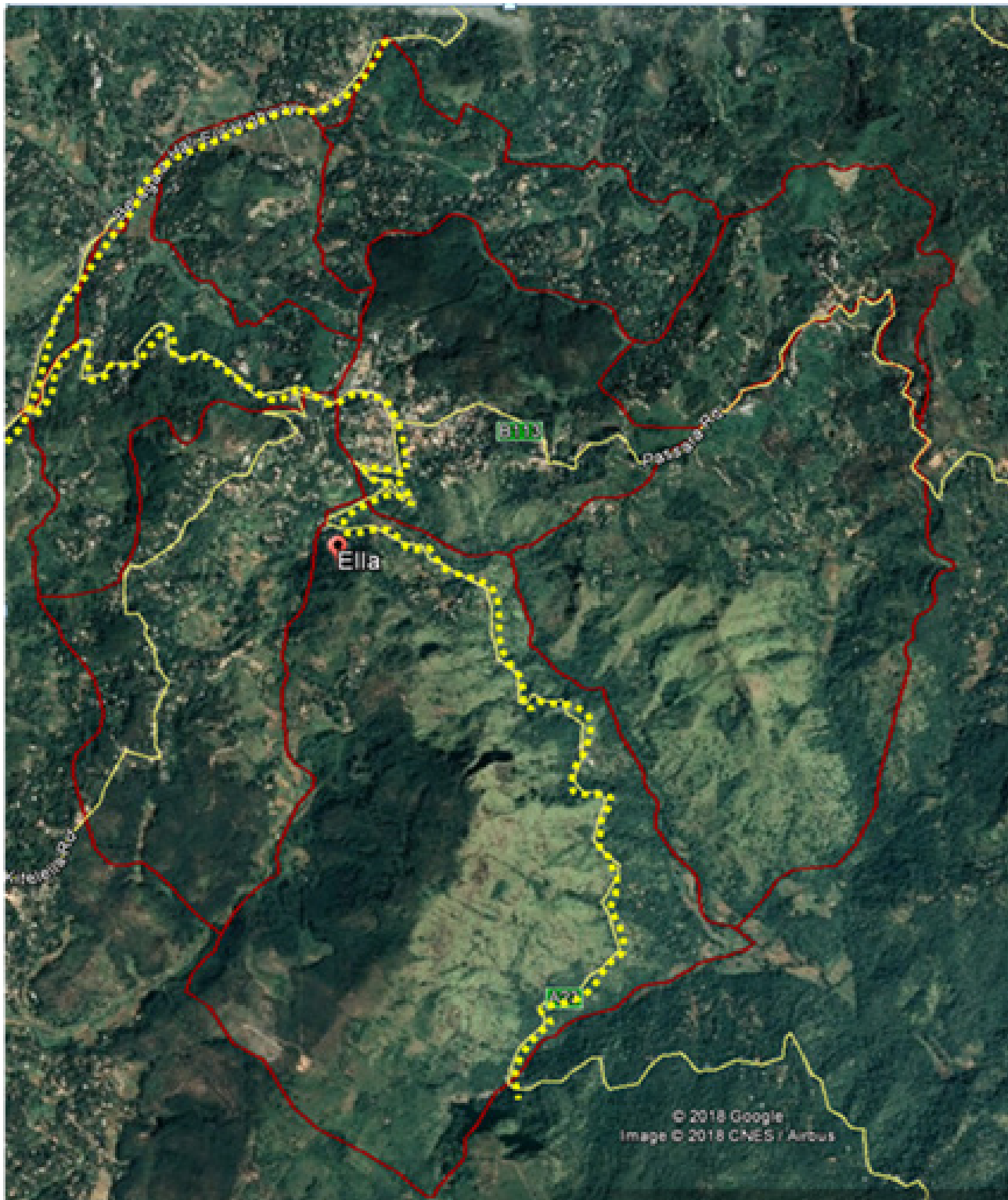
The train has been the most popular transport mode that provides transport facilities for the visitors to arrive at Ella. The rail track which is running from Colombo to Badulla via Ella snakes through hills crossing many picturesque types of scenery on the way, so majority of the visitors love to travel in the train enjoying such an experience.

According to the road classification maintained in the Country, there are three categories of roads, namely (a) grade, (b) Grade and (c) Grade. The Ella endows for these three categories of roads. Accordingly, (a) Grade roads are,

- Ella-Wellawaya Road (A-23) 14 Km runs through the planning area
- Colombo-Badulla Road (A-16) 12 Km runs through the planning area

A Grade Road Map

Map No 2.2: Road Map



Source: Uva Provincial Office of the UDA, 2017

In the study of the linkages of the Ella town, reveals it has established linkages with the Districts such as Moneragala, Ampara, Hambanthota, Galle, Mathara, and Rathnapura through service sectors as well as with towns such as Bandarawela, Wallawaya, Passara and Badulla for trade of agricultural products and administrative services.

In approaching the Ella town from the Southern and the Eastern provinces, one has to pass through the Wallawaya town, so it can be recognized as the main gateway to the Ella town.

The primary mode of transport used by the majority of the tourists to reach Ella is the train transport. During the tourist seasons, from July to September and from November to February the tourist arrivals to the Ella town has been recorded as 450 per day and during the off seasons, from January and March to June and from October to November the tourist arrival has been recorded as 280-300 tourists per day.

2.2.1.2 Special Linkages

The Ella town has by now become one of the main tourist attractions in the Country.

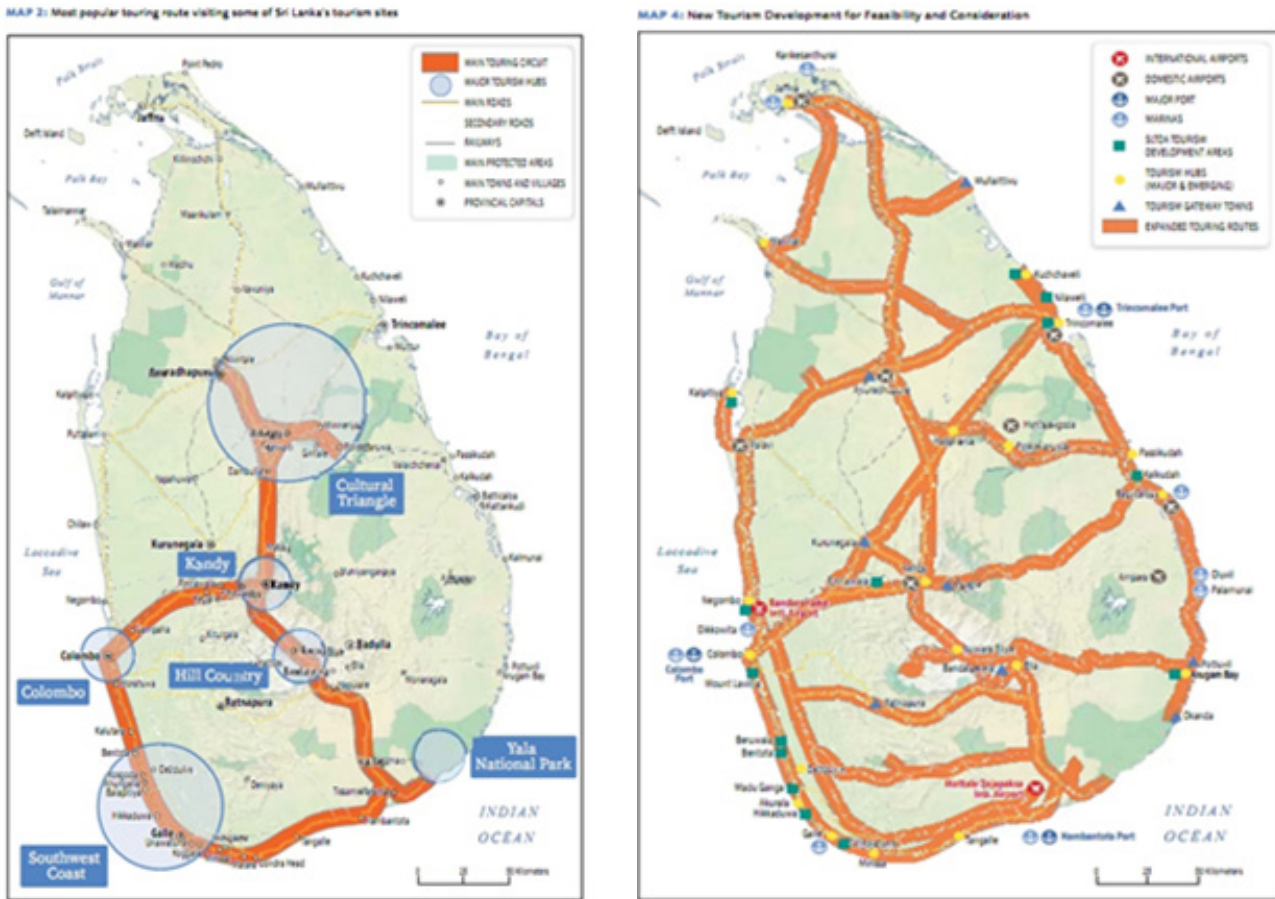
The main tourist routes of the Country before the year 2000 were confined to the areas along the Southern coastal belt via Galle, Hikkaduwa, Tangalle and the towns of Cultural Triangle, namely, Anuradhapura, Polonnaruwa, and Kandy and the wild life national park at Yala, but after the year 2000 there has been a marked difference in the tourist circulation pattern.

The civil war that had been raging in the Northern and Eastern parts of the Country restricted the tourist movements in those areas, but since the war was terminated in 2008, the tourists enjoyed the full freedom to visit any part of the Country with a peace in mind. This change has created a dramatic change in the tourist circulation being extended throughout the entire Country. Accordingly the new routes of the tourist movements can be depicted as follows.

- Southern Coastal Belt - Wallawaya, Ella
- Colombo-Kandy-NuwaraEliya-Ella-Wallawaya-Tangalle
- Colombo-Kandy-Nuwara Eliya-Ella-Wallawaya-Arugambay.
- Colombo-Kandy-Batticaloa.
- Colombo-Kandy-Anuradhapura-Trincomalee.
- Colombo-Anuradhapura-Polonnaruwa-Jafna

The information compiled by the Tourism Development Authority and presented so far reveal that the tourist circulation that was confined to limited area was spread to a wider area of the Country after the year 2008 with a convergence of sizable share of the tourists on Ella.

Figure No 2.2 : Tourists Traffic Route



Source : Sri Lanka Tourist Development Board, 2016

2.2.2 Population and Housing

In studying the demographic information compiled for the Ella Divisional Secretariat Divisional area by the Department of Census and Statistics, the population in 2001 was 41,548 and 44,057 in 2012.

According to the housing condition information of that Department 95% of the housing stock in the Ella Divisional Secretariat Divisional area are registered as permanent houses while only 5% remained as semi-permanent and temporary houses.

In comparison of the population figures of the two years of 2001 and 2012 against each other, it is visible that there is a gradual trend of converting the residential use of the housing stock in to the uses relating to tourism. Further it has been visible that the residential population of the Ella Planning area has been declining may be due to the impact of the growth of tourism industry.

The Population growth rate of the entire Country, according to the Annual Report of the Sri Lanka Central Bank for the year of 2016, was 0.9%. It also revealed that the highest population growth rate in the Country was recorded by the Madhuragama Division (Wasama) while the lowest rate was recorded by the Kithalella GramaNildhaaree Division (Wasama).

When the entire population growth of the Country is taken in to consideration, New Berg and Rawanaella Grama Sewa Niladharee Divisions (Wasams) in the Ella Planning area recorded minus growth rates. The positive population growth rates were reported in Hettipola, Kithalella, Yahalewela, Madhuragama and Ella Grama seva Niladharee Divisions (Wasam).

The reasons for declining population growth rates in Newberg and Rawana ella Divisions (Wasams) may be attributed to the fact that majority of the lands available in these two areas are being used for tea plantation, pasture lands, forests and other crop cultivations, as a result the lands available for residential use became limited and that even the available buildable lands are not served with infrastructure facilities to enable development.

As it has been stated, the positive population growth rates were recorded in the Divisions of Kithal ella, Ella, and Madhuragama, this higher growth rate may be attributed to the fact that the conditions of housing and commercial buildings prevailing comparatively improved and the infrastructure facilities are also better compared to other areas which motivated people to migrate in to such Divisions. Beside the above stated facts, these areas do not possess lands with steep slopes and identified as areas recorded with lower rates of disaster incidences.

Another reason that may be attributed to the high growth rate of population in the Kithal ella Division (Wasama) may be due to the accelerated growth of tourism-related activities. This growth motivated by the increased demand resulted in increased residential and commercial use. Further this phenomenon may have been complemented by the better spread of road network compared with the other areas of the planning area.

2.2.3 Present Land Use Pattern.

The land use pattern of the Ella Planning area has been undergoing a dramatic change creating a complex pattern. This conclusion was arrived at after studying the Land Use Maps prepared by the Department of Surveyor General's in 1999 in comparison with the land use plans prepared by the UDA in 2017.

Similar changes have occurred in the forest use of lands too, the extent of forest land use diminished from 1000 Acres of lands in 1999 to 300 Acres in 2017. This change has been witnessed in the process of comparative analysis of the land use plans mentioned above. The reasons to this decline of the forest land use may be attributed to the conversion of forest lands in to tea and other commercial crop cultivations. Further, the population growth and the increased tourism activities in this area also compelled the residents to convert forest lands in to housing, tourist lodgings and pasture lands.

The commercial land use, that has been confined to the core junction area of the Ella town, started rising since 2017 along with the rising demand for tourism activities, and as a result existing housing units in the core area were converted to tourist lodgings while newly constructed tourist lodgings also kept on the rise. This process motivated by the growing tourism industry increased the extent of commercial land use in the Ella town.

The extent of lands used for tea cultivation was recorded as 800 Acres in 1999 and it has declined to 350 Acres by 2017. This decline may be due to conversion of tea cultivations in to other crop cultivations and residential use.

The extent of lands prevailed under the paddy cultivations also declined gradually during the same period of time. In 1999 the total land area under the paddy cultivation was recorded as 170 Acres approximately, by now it has come down to 80-90 Acres. This decline may be due to conversion of paddy lands in to different commercial crop cultivations such as vegetable while other paddy lands seemed to be abandoned by farmers which became shrub jungles eventually.

The extent of pasture lands also declined gradually. This category of land use was recorded as 600 Acres in 1999 and declined to 240 Acres by now. Other crop cultivation and expansion of residential land use may be the reason for this decline too.

It has been witnessed that the extent of lands used for commercial, residential and roads has been increased gradually while the lands kept under the channels and waterways have been declining gradually.

Distinguish characteristics of Ella Land use Plan

The special characteristics that are visible unambiguously are summarize bellow.

- Lands under forest cover are gradually declining
- Commercial lands are on the increase, particularly the lands used for tourism activities.
- Residential land uses are swapped for commercial uses
- Extent of lands used for the road network in 1999 has been increasing. The lands used for tea cultivation has been declining steadily.

The Ella Town being one of the prime tourist-friendly towns in the Country, the tourism-motivated demand for change of use of residential buildings in to tourism related commercial use, particularly for home-stay lodgings has been a distinguished character since the recent past in the Ella Planning area.

2.2.4 The Economic Set Up

The structure of the economy in the Ella Planning area has been mainly characterized by steady increase of the number of people engaged in the tourism related activities since 2004, those people had been previously depending on agricultural activities for living. The prevailing tourism activities in this area occupy 9.33% of the total land area of the planning area, but there were no evidence of any tourism activity that was recorded in this area prior to 1999. The study of tourism industry in the planning area revealed that tourism-related institutions are being housed in 174 residential buildings, while tourist restaurants and hotels being housed in 744 residential buildings. Further, the study of the employment structure of the people revealed that 100% of the employed people are employed in the self-employed economic activity sectors.

Ella Town acquires an outstanding position in the historical evolution, owing to its relationship connected with the popular tale centered on the Rama-Rawana historical story. Even in the recent past many evidences have been uncovered to the proof of the said popular tale. The Rawana cave and the Blue-water pond are the two places of tourist attractions that can be cited for example. These two places make the Ella Town more attractive for the both overseas and internal tourists and many such tourists arrive at Ella to visit such places. It is evident that the progress so far made by the tourism industry, depending on the beauty of the natural environment, complemented a steady economic growth of the area and that there is a potential for gradual development of the Ella Planning area by conserving the natural environment and planning the built environment for the sustainable development of the tourism industry.

2.2.5 Land Values

As previously stated, the Ella Town has been growing as a tourist resort town and as a result the land values too started rising with it. The title of the land is a major influencing factor on the value of the land.

land values in the core area of the Ella Town are ranging from Rs. 1.5 Mln to 2.0 Mln per perch with free hold title, but this value tends to diminish along the Ballaketuwa bound road to the value of Rs.0.8 Mln. To Rs. 1.2 Mln. Per perch with free-hold title to a distance of 300 meters.

Values of the lands held with land development permits issued by the Government situated along the Passara road up to a distance of one Kilometer from the Town centre are ranging from Rs 0.4 Mln to 0.8 Mln per perch. Values of lands at locations with visual contacts with the picturesque sceneries are varying from Rs. 2.5 Mln to Rs. 3.0 Mln. As such, it is safe to conclude that the average minimum land price in the Ella Town area is Rs. 0.4 Mln per perch.

Table 2.1 : Land Values

Location	Minimum value per perch	Maximum Value Per Perch
Ella core town area	1450,000.00	2000,000.00
Passara bound road	525,000.00	1500,000.00
Kithalella bound road	1250,000.00	210,000.00
Ella-Wellawaya road	225,000.00	800,000.00
From Ella to Kumbalwela road	220,000.00	290,000.00

Source: Urban Development Authority - 2017

The information presented regarding land values and their variations seem to be dependent on the infrastructure facilities, locations with the direct visual contacts with the picturesque sceneries and the type of title of the land.

2.2.6 Transport

The situation of the Ella Town in the setting of the hilly environment of the up-country, as such it is directly connected with the up-country railway track. Thus, the tourists tend to use the train service mostly as the mode of transport to reach the Ella Town.

The Ella Town is serviced by the long and short distance public transport buses. The railway station of the Ella Town is located approximately 200 Meters away from the core area of the town. It has been reported that 70% to 80% of the tourists visiting Ella use the train service as the main mode of transport. According to the time table of the Railway station, there are 10 numbers of trains run through the Ella Town, of which, 5 trains run from Ella to Badulla while the other 5 trains run from Ella to Colombo.

According to the records of the Railway Station of Ella, 13300 tourists arrive at Ella Station monthly by train, but in their return trip only 8600 tourists are using the train service. The reason may be due to the fact that the tourists after visiting the Ella tend to proceed by road to visit Arugambay and Southern Coastal belt and Udawalawe and Yala through Wellawaya.

2.2.7 Commuting Population

According to the information provided by the Sri Lanka Transport Board and the Badulla road passenger Transport Authority the details of the day population and the daily vehicle circulation are appended below.

The short and long distance busses that run via Ella town daily counted for 165 passenger busses, of which short distances busses accounted for 97 busses while 68 busses accounted for long distance busses.

The number of vehicles enter in to the Ella Town daily has been recorded as 3602 vehicles and the number of vehicles leaving the town daily has been 1686 vehicles.

A vehicular traffic survey was carried out at three locations in the Ella Town in the year of 2017 at four time intervals. The three locations the traffic survey was carried out at are appended below.

- 1) Location closer to the tunnel at the Ella Town.
- 2) Bus stand on the Ella-Wellawaya road.
- 3) A location on the Ella-Passara Road.

The vehicular traffic that enter and exit the Ella Town according to the said traffic survey are enumerated below.

Table 2.2 : Total number of vehicles enter and exit the Ella Town

Location	Vehicles entered town (Daily)	Vehicles left town (Daily)
Near the tunnel	894	781
Ella-Passara road	394	386
Near the Bus stand	544	723

Source: Urban Development Authority-2017

In the study of daily migratory population arrive at the Ella Town by the train recorded 450 passengers during the tourist season, but this number comes down to 280 visitors during the off seasons.

Night population in the Ella Town

According to the observations carried out, 300-400 visitors hang around in the town during the time period 7 pm to 11 pm in the night mainly for meals and entertainments and this number declines after 11 pm. However, the local visitors do not hang around the town after 8.30 pm.

2.2.8 Infrastructure Facilities

2.2.8.1 Electricity

The electricity consumption details of the Ella Division are summarized below.

Table 2.3 : Electricity Consumption in the Ella Town

Gramasewa Niladhariwasama	National grid supply	Solar power	Bio Gas	Others
Yahalawela	268	-	-	-
Newberg	207	-	-	-
Madhuragama	324	-	-	-
Idamagama	141	-	-	-
Hettipola	312	-	-	-
Kithalella	350	-	-	-
Rawanaella	100	-	-	-

Source: Department of Census and Statistics - 2017

The Ella Town is supplied with 132 watt electricity through the national grid, the electricity supply network covers the entire planning area. The spread of the electricity supply network is depicted in the Map.

2.2.8.2 Water Supply.

There are four sources of water supply in the Ella Town, namely, shallow wells, pipe- borne, river and canals. The details of water supply made by each mean are appended below.

The water supply institutions the provide water to the Ella are Pradesheeya Sabha (Local Authority), National Water Supply and Drainage Board and the Community water supply projects.

The Ella Pradesheeya Sabha implements 19 water supply schemes within its local authority area, of which 06 such schemes supply water to the residents, 630 families in number, living within the UDA declared area.

The details of the water supply schemes in operation are appended below.

The Water supply project implemented by the National Water Supply and Drainage Board.(NWS&DB)

The water supply project implemented by the (NWS&DB) in 2017 covers the areas of Badulla, Haliela and Ella is currently in operation supplying water to such areas. This project supplies 850 cm of water per day. The water distribution network of this project is depicted in the following map. The Haliela water project includes three schemes, they are listed below.

- Gotuwela water supply project - 500 m³
- Kithalella water supply project - 100m³
- Ella water supply project - 250m³

Community Water Supply Projects

There are 11 community water supply projects in operation in the Ella area, but only 2 projects out of them are supplying water to the planning area of the Ella Town. They are listed below.

- Rainbow Community Organization - Hettipola
- Corporative Community Organization - Ella

Water demand and Supply.

Demand for water

Estimated demand for water per day (during the season)	- 1861.86 m ³
Estimated demand for water per day (during the off-season)	- 1832 m ³
Demand for water for domestic purposes per day	- 959.9m ³
Demand for water for commercial purposes per day (during season)	- 898.46m ³
Average demand for water per day (off-season)	- 869.48m ³
Institutional demand for water per day	- 3.5 m ³

Supply of Water

The daily water supply details of the Ella Town are appended below.

Ella Pradesheeya Sabha supplies through its schemes	- 51 m ³
NWS&DB through its network	- 850 m ³
Shallow wells (per day)	- 16.5 m ³
Total water supply per day through all the sources	- 917.5 m ³

The water shortage per day in the planning area, as estimated depending on the details presented so far, comes to 944.36 m³ during the off seasons. This shortage of 944.36 m³ comes down to 929.83 m³ had it been estimated irrespective of the seasonal changes.

Issues Identified

- Currently there is no proper water supply management plan to address the water shortage issue.
- There is no program to address the water shortage issues in areas not covered by the water supply project implemented by the NWS&DB such as Yahalawela, Newberg and Rawana ella Grama Sewa Divisions.
- Lack of program to sustain the ground water levels as the shallow well usage remains low.
- Lack of policy framework in force to protect water springs from drying out of water sources.

2.2.8.3 Telecommunication

The Ella Town has a post office. It is evident that there is a high level of telecommunication usage in the planning area but access to the common internet and telecommunication facilities are limited in the area.

It has been reported that the area falling within the 3km radius from the Ella Town is served by the 3G telecommunication facilities but even the 4G facility usage is limited only to the core area of the Ella Town.

The giant service providers such as Dialog, Mobitel and Etisalat are providing wider range of high level telecommunication facilities in the area with the aid of their Telecommunication Antenna towers installed in the area.

2.2.8.4 Drainage System

The surface water drainage system is consisting of two drain systems, two parallel drains running along the main Ella road up to a point closer to the tunnel and the other running up to a point closer to the Ella Police Station. The total length of these drains is within the range of 400 to 500 meters. These drains are depicted in the map appended below.

The surface drains mentioned above remain as open drains, and they are not inter connected to each other to facilitate proper drainage of the storm water, as a result these drains over flows during the rainy seasons allowing the excess water to flow over the road surfaces causing many difficulties to the visitors and the local population. Further adding to this drainage issue, there are many tourists' lodgings discharging waste water improperly in to the open surface drains. Sometimes the solid wastes coming in to the drains so, cause stagnation of water in the

open drains creating breeding grounds for mosquitoes and emanating odor in the town area where tourists are frequently moving around. This deteriorating environment may impact the tourism industry adversely.

The drainage system described above is connected to a tributary of the Kirindi River threatening the quality of the water in that river too.

2.2.8 5 Sewerage disposal network.

There is no proper sewerage disposal system in the Ella Town, but need for such a system in the context of growth of the town has been felt as never before. This fact has been proved by the quantity of water supply to the planning area, because that water may be coming back in to the open drains as waste water freely.

Table 2.4 : Estimated water issued through the distribution network

Esgtimated quantity of waste water discharged	Vehicles entered town (Daily)	Vehicles left town (Daily)
amount of waste water discharged by the commercial establishments	45m ³	30m ³
amount of waste water discharged from the residential buildings	97m ³	97m ³
Total waste water discharged per day	142m ³	127m ³

Source : Urban Development Authority - 2017

2.2.8.6 Solid Waste

The solid wastes daily collected by the Local Authority amounts to a total 6 Tons and that wastes are deposited at an open site at Kithalella following open disposal method. The only disposal site available for the Ella Pradesheeya Sabha is this site, which is a 10 to 15 perches in extent and is owned by a private party. This site is situated within the town limits at a location where the Kithalella road begins and approximately 100 meters away from the town centre.

Details of Dumping site of Ela Town is appended below

Table 2.5 : Solid Waste Collection

Source Type	Organic in Tons	Inorganic in Tons
Domestic (per day)	3.5	1.0
Commercial (per day)	-	-
Electronic wastes (per day)	6	
recycling capacity of the site (per day)	2.5	
Production of Compost in a month	2.5	

Source: Urban Development Authority-2017

The existing issue is existing dumping site total capacity is not enough to daily collection of solid waste in Ella area. The capacity is kithal Ella dumping site is 4.5 tons and daily collection of Ella area is 6 tons.

Solid waste Management Method

The Local Authority collects the solid wastes in this area three times per week, this service covers the areas along the road up to the Demodara Junction, up to the Kithalella road, along the Kithalella road to a distance of 2 kilo meters, along the Ella-Wellawaya road up to the Rawanaella and along the Ballaketuwa road up to the Borawewa Junction. The wastes are sorted out at the source of collection in to two categories as degradable and non-degradable wastes.

Figure No 2.3 : The waste recycling site

Source : Urban Development Authority, 2017

2.2.8.7 Education

There are approximately 28 Government schools functioning within the Ella Divisional Secretariat Division, of which two schools, namely Nawulla national School and the Halpe Central School are belonging to the category of national schools.

The total number of schools includes 03 secondary schools, 19 schools of Sinhala Medium, 09 schools of Tamil medium and 16 numbers of primary schools.

The total student population has been recorded as 689 students and the number of teachers on duty in the area comes to 689 teachers. The teacher-student ratio comes to 1:1.

There are two schools in the Ella Planning Area, namely Kithal ella Maha vidyalaya and Ella Maha vidyalaya. The Ella Maha vidyalaya is located closer to the Ella Town which has a total student population of 363 students as per the records.

Annually approximately 750 students leave the schools finishing the school education; some may be joining with the labor force while the others proceed with higher educations.

The education standard prevailing in the Ella Division is demonstrated by the following Table.

Table 2.6 : Education Level

Vijjage	Total	Primary	Secondary	O' level	Advanced level	Graduate	Drop Outs
Yahalawela	1087	404	419	118	56	3	7
Ella	1281	302	447	249	190	39	54
Madhuragama	1197	289	571	204	61	19	53
Idamagama	526	110	228	85	47	20	36
Hettipola	1345	412	551	166	101	16	99
Newberg	765	305	266	83	44	2	65
Kithalella	1326	304	500	251	203	27	41
Rawanaella	470	139	207	37	31	3	53
	7997	2265	3189	1193	733	129	488
		28%	40%	15%	9%	21%	6:1

Source : Census and statistics department, 2016

The overall status of the education of the people in the Ella Planning Area reveals that about 6% of the populations do not have any type of school education while 83% of the people do have an education up to the standard of ordinary level or less. About 9% of the population seems to have reached Advanced level standard of education while 2% of the population have reached the university level education of Graduation.

Since there is no institutional set up in place in this area to facilitate the youths, who leave the school annually after accomplishing the school education to acquire technical and vocational education to join with the labor force with prospects of finding appropriate jobs, are not being able to be employed in the tourism sector or related sectors have led to many social issues.

2.2.8.8 Health

Ella Divisional Secretariat Division has two Rural Hospitals, one is located in Demodara and the other is in Namunukula. The only Government owned Ayurvedic Hospital that is available in the Planning Area is located in the Ballaketuwa.

The details of the Health Centres in operation in the planning area are appended below.

- Number of Rural Hospitals - 01 (Demodara and Namunukula Rural Hospitals)
- Ayurveda Health Centres - 01 (Ballaketuwa Government Ayurveda Hospital)
- Public Health Divisions - 03 (Ella, Demodara and Ballaketuwa)
- The Planning area falls within the Public Health Division.
- Family Health Officers' Divisions - (Villages-11) , (Estates - 08)

The Family Health Officers' Divisions belonging to the Planning Area are Ella, Karandagolla and Halpe.

The Public Health Centre located close to the Ella Town is the closest Public Health Centre available residents of the Town and it is generally visited by 60 to 100 patients per day. This Health Centre also holds clinics monthly for the patients of diabetes, infants and pregnant mothers and dental health cares.

The recorded health details of the Ella Division are appended below.

Table 2.7 : Health Details

Index	Ella Divisional Secretariat Division
Gross child births	17/1000
Child death rate	5/1000
Mother death rate	-
Child births with less weight	18.75/1000

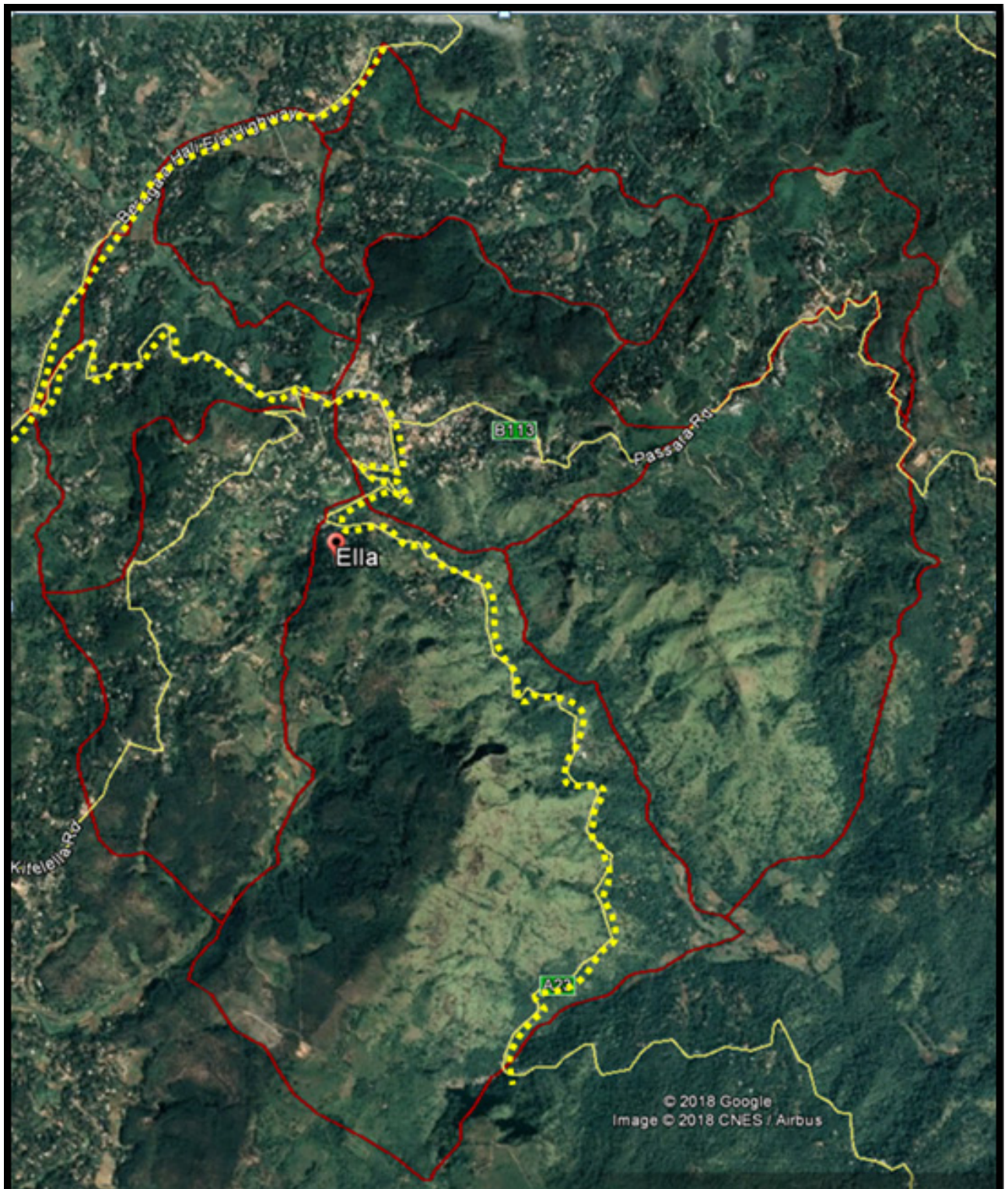
Source : Divisional Medical officer's office – 2015

2.3 Delineation of the Planning Area

2.3.1 Functions of the urban area

The active tourism development area was identified in the planning process of the Ella Town. Accordingly depending on the areas teeming with places of tourist attractions and places of tourist lodges, hotels and restaurants the economically active.

Map No. 2.1: Functional Boundary

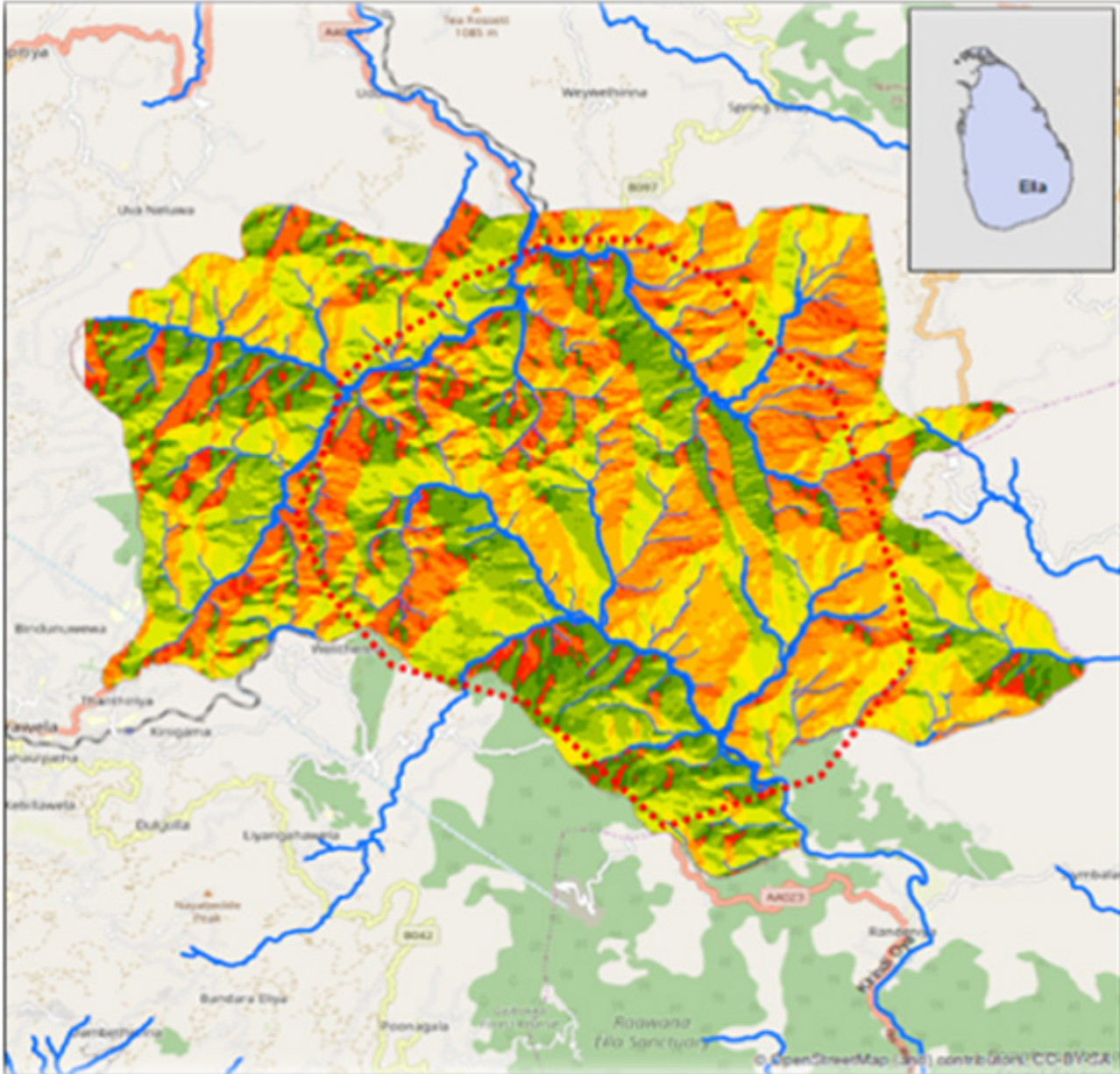


Source: Urban Development Authority 2017

2.3.2 Geographical boundaries.

The Valley lying between the Ella precipice and its mountain range has been identified as the geographical limits. As this geographical area is surrounded by a range of steep mountains it can impact the development of the Ella Town.

Map No. 2.2: Geographical boundary



<p align="center">Geographical boundaries. Ella Local Authority Area Source: Urban Development Authority 2020</p>	<p align="center">Urban Development Authority</p>
<p align="center">Ella Development Plan 2020 - 2030</p>	<p align="center">2020</p>

Source: Urban Development Authority 2017

2.3.3 Administrative limits

The Ella Divisional Secretariat Division in the Badulla District of the Uva Province was decided as the administrative boundaries. The Ella Pradesheeya Sabha area has been identified as the administrative authoritative area, which is depicted in the map appended below

Administrative Boundaries

Map No 2.3: Administrative Boundaries



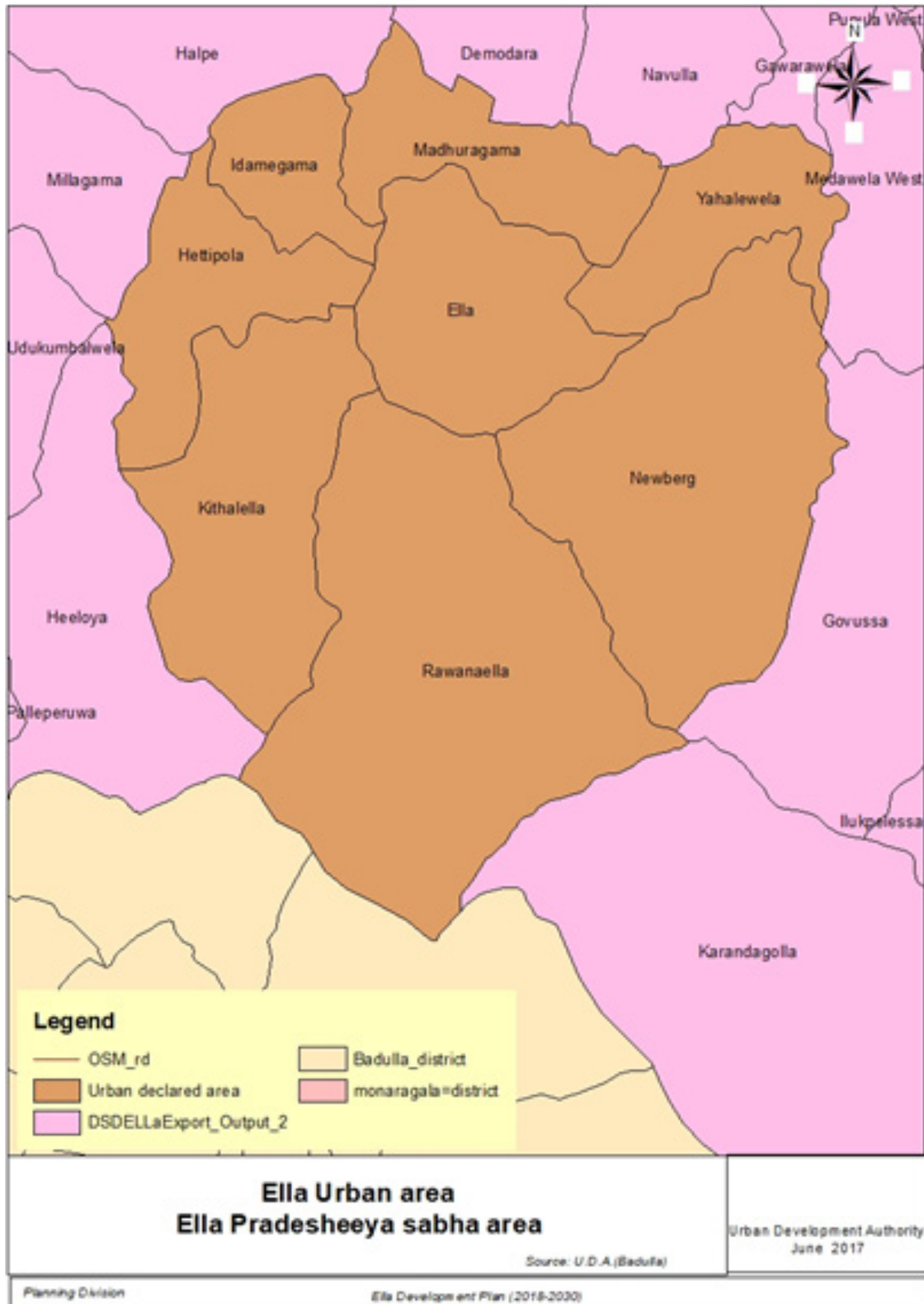
Source : Urba Development Authority, 2017

2.3.4 Planning Boundaries

Taking in to consideration the economically active, administrative authority the geographical factors and the potential of the tourism industry development the planning area was defined.

Accordingly, the Planning Area was defined including the Ella Grama sewa Niladhari Division, which has already been declared under the UDA Law and 7 other Grama sewa Niladhaari Divisions, namely Madhura Gama, Hettipola, Kithalella, Rawanaella, Idamegama, Yahalawela and Newberg.

Map No 2.4: Map of the Planning Area



Source : Urban Development Authority - 2017

Chapter 03

The Need of the Plan

The Ella Town, according to the National Physical Development Plan has been belongs to the Central environmentally sensitive zone of the of the Country. However since the Ella town became a tourism attraction, there is an emerging trend of disorderly building developments. Further, following factors also support the need of a development plan for the Ella Town.

1. Ella Town is situated within the central environmentally sensitive zone
2. Haphazard physical development in the area
3. Emerging necessity to provide facilities to the growing tourism industry and the local residents.

- **Ella being a town within the Central Environmentally sensitive zone**

The Ella Town being a town situated within an environmentally sensitive zone endowed with many picturesque environmentally attractive locations and a fast developing tourism industry. Owing to the high degree of environmental sensitivity, the Ella Town has become vulnerable to the earth slips and related disasters, and in the past the town area has suffered many damages. As such, the necessity of a development plan for this town has been felt acutely along with the growth of the tourism industry organically to protect and conserve the sensitive environment.

There had been many earth slips recorded during the year of 2017, which caused one death, damage of 25 hoses and displacement of 83 people. High rate of earth slip-prone areas are located in the villages such as Rawanaella, Newberg and Yahalawela Divisions, as these areas are full of steep slopes the houses in such areas are frequently subject to the impact of the disasters. Particularly, owing to the fast growing tourism industry a group of lodges and restaurants are located haphazardly in this earth-slip prone area, and if the growing trend of building activities is let free in the absence of a monitoring system to manage it, the fast developing tourism industry could be affected adversely before long.

Further, more environmentally sensitive areas are situated surrounding the Ella precipice, this accounts for approximately 70% of the environmentally sensitive zone, as such the necessity of a development plan has emerged to manage such areas for conservation of the entire environmentally sensitive zone.

- **Prevailing haphazard urban development**

The growth of the tourism industry triggered a trend of fast growing lodges and hotels in number and located in a haphazard manner in the absence of a controlling or management system in place resulting in erection of buildings in locations that obstruct the visibility of most sensitive picturesque sceneries of the natural environment in the town area. This disorderly physical development in the town created an unpleasant scene of built environment. Surveys revealed that 34% of all the unauthorized constructions in the area are falling within the Ella Grama sewa division. This haphazard development proves once again the need for a development plan to arrest the adverse trend of development.

The study of the ongoing development of this town establishes the fact that the current planning regulations, which are being enforced in this area, are, mostly impractical, and further certain provisions are not even relevant to the topography of the planning area either. As such the unauthorized construction rate in the planning area tends to rise. There are many places where haphazard building erections were undertaken along the main roads, namely Ella-Wellawaya, Ella-Passara, and Ella-Kithalella, obstructing the visibility of scenic beauty of many locations. One of the many reasons as to why such a high rate of unauthorized construction is happening in the area is the irrelevance of the regulatory standards currently being enforced under the UDA Planning Regulations have not considered the topographical characteristics of this mountainous town and that those regulations are not development friendly too. This planning anomaly created a situation where the built environment is running in to a conflict with the natural environment. Therefore a development plan incorporating a set of development-friendly regulations to manage the ongoing developments with the objective of conserving the environmentally sensitive locations while encouraging the development has become acutely necessary. Then this development planning process would be capable of objectively managing the current haphazard development in the planning area.

- **Tourism Industry and the Provision of facilities to the local residents.**

Although, the Ella Town has become a tourist resort town the facilities of the town have not been growing according to the needs of the tourists as well as the local residents, resulting in many issues. Further, even the services that are being implemented are happening without a proper plan adding more to the current issues. The necessity of a comprehensive development plan has been proved further by the fact that the services should be developed in this town with a proper understanding of the mountainous nature of the environment and that the services should be provided in compatibility with such a unique topography. A development plan for the Ella Town has become vital under the stated circumstances, addressing the issues while making provisions to provide essential facilities such as banks, vehicle parking areas, scenic beauty viewing pads, walking tracks, new roads, and health facilities in areas of tourist attractions located along the roads such as Kithalella-Passara road, Ella-Wellawaya road, and in the core area of the Ella town to enable the local people to sell their produce in the open market. Providing basic facilities to meet such needs has become essential.

Besides the facts stated above, the points made by the public in a series of public consultation meetings held with the stakeholders strengthen the need for a planning intervention for development of the Ella Town. The points made by the stake holders are summarized below.

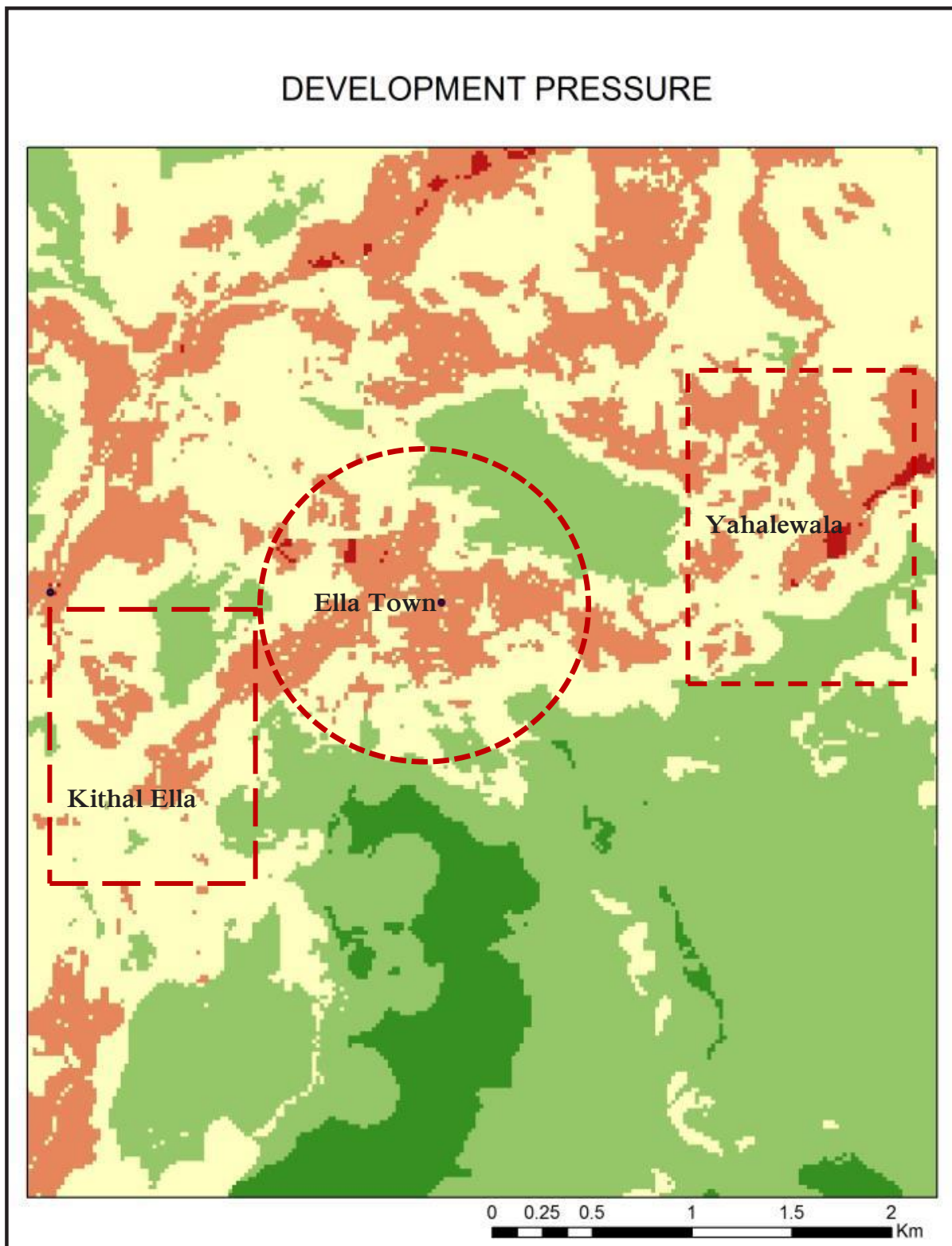
1. Lack of adequate urban facilities.
2. Necessity to develop the common facilities to facilitate the tourism industry.
3. Develop a compatible set of Planning Regulations to regulate the ongoing developments
4. Enforcement of development standards compatible with the social and economic conditions of the planning area.

Accordingly the necessity of a town development plan for managing and guiding the current development process for a sustainable socio-economic development of the town has become essential.

Further, according to the methodological analysis of the Planning Team, the need to contain the urban sprawl that is taking place towards the environmentally sensitive areas in the town has been identified. The current trend of development if allowed to progress organically, the main income source-the tourism industry of the area may be adversely affected. The analytical maps depicting the development pressure and the environmental sensitive areas are annexed.

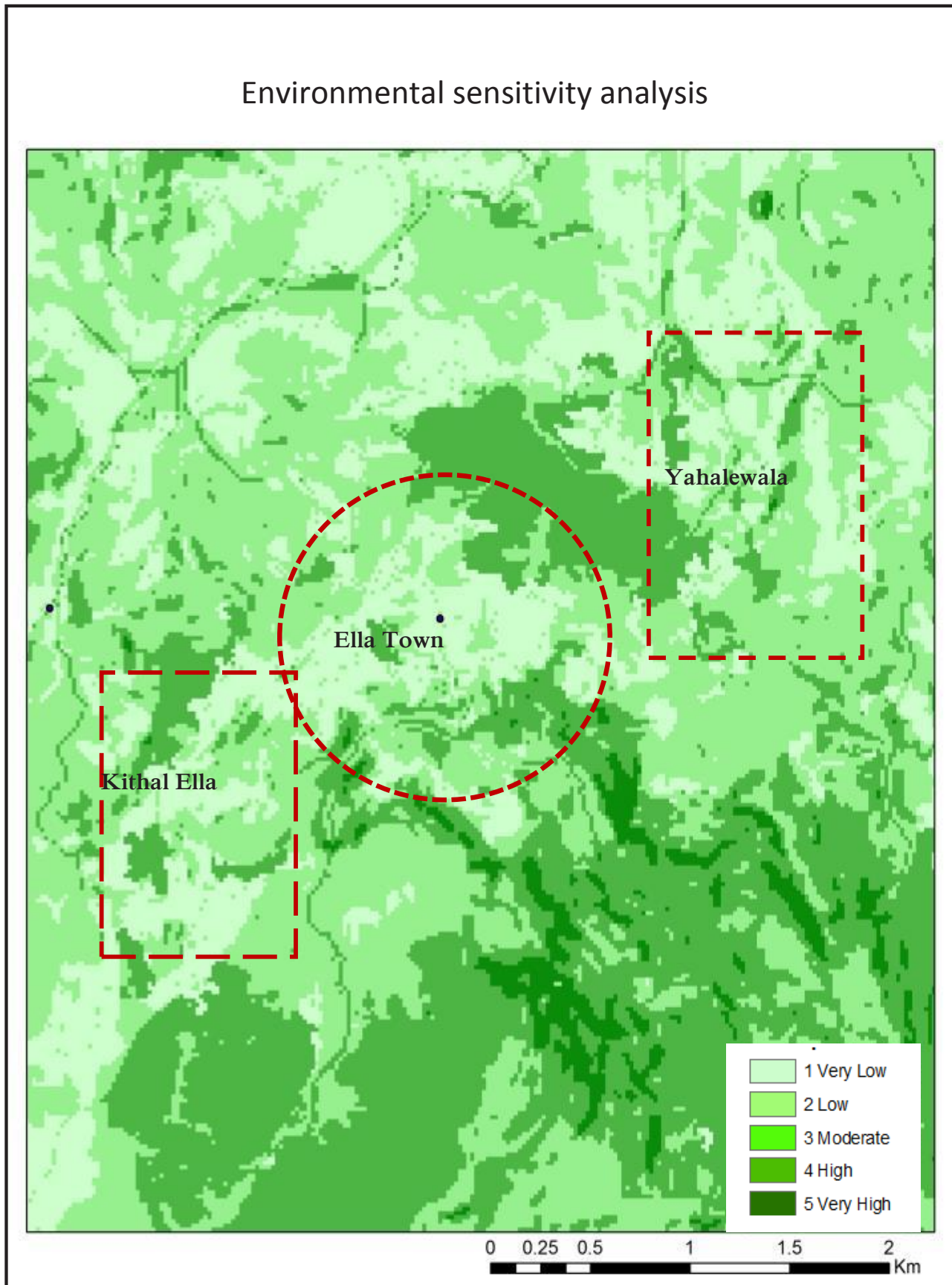
Accordingly the necessity of a town development plan for the Ella Town to guide and socio-economic and physical development has been established.

Map No 3.1: Development pressure.



Sources: Urban Development Authority - 2017

Map No 3.2: Environmental sensitivity



Sources: Urban Development Authority-2017

The Ella Town does not have a sustainable water supply scheme; even the existing water supply schemes are unable to meet the current water demand of the area. According to the studies there is a shortage of 930 m³ of drinking water per day. The capacity of the solid waste recycling project is also inadequate to meet the full need of the town and excessive demand is being developed for another similar project.

Along with the growth of the tourism industry in the Ella Town, the lodges and hotels ramped in number and the waste water discharged accordingly from such developments also increased in the absence of a proper piped-borne waste water and sewerage discharging network to facilitate the discharge of the liquid wastes so generated. Under the circumstances, the establishments in the core area of the town are compelled to discharge such liquid wastes either in to the open drains or individual cesspit tanks threatening the water sources of the area and the environment. It has been revealed that there is a need for a waste water and sewerage management system with a capacity of 142 m³ to meet the increasing demand.

Chapter 04

The Planning Framework

4.1 Vision

“Nature paradise of Mound Guard ”

4.2 Vision Statement

“The nature’s gift of environmental beauty of the Ella Town should be protected and nurtured while providing infrastructure facilities needed by the tourism industry in a context of environmental conservation and development.”

Cover of the mountain

The mountain ranges, namely the Rawana range and the Little Sri Pada Range (Little Adam’s Peak) surround the Ella Town, enhancing the natural beauty of the area. These ranges stand out as giant guards who protect the EllaTown strongly forever.

Nature’s Paradise

The Ella Town is gifted with many environmental features of beauty, such as most popular Rawana Waterfall, Little Sri Pada mountain range, Rawana Mountain Range and the Ella precipice and with the marvelous engineering master pieces of Demodara rail track design that resembles a knot made of a rope and the bridge that stands on 9 arches, which act like magnets in attracting tourists to the Ella Town.

The main purpose of the tourists arriving to Ella Town is to share experiences connected with most popular environmental beauties that lie in the surroundings of the Town, therefore protection of the natural environment, which is the main attraction of the tourism, of this town should be given the highest priority in view of preserving it for the future generations while raising the economic values of these assets. The environmental protection and

preserving for the future generations alone is not enough, it needs to be improved creating more opportunities and facilities to the tourists to share more memorable experiences to keep their interests memorable which could inspire them to come back to these places repetitively. In this context the vision of this development plan envisages to provide more facilities to make it a paradise for the tourists while enhancing the environmental beauty through protection and conservation.

4.3 Goal

1. To make the most attractive and safest tourist city in the mountains based on natural conservation.
2. To make the hill town a tourist destination with adequate social, economic and physical infrastructure that will generate maximum income for the residents and the national economy in the area.

4.4 Objectives

Objective 01 : 1.To make the most attractive and safest tourist city in the mountains based on natural conservation.

1. 100% conservation of the natural ecosystem around Ella town by the year 2025
2. Preservation of unique and special mountain ranges and landscapes in the Ella area.
3. 100% protection of the quality of the created environment in accordance with the natural environment by the year 2030
4. Development of facilities required for the development of recreational facilities related to the natural environment by the year 2030
5. Ensuring the continuation of natural drainage in the Kirindi Oya watershed by 2030
6. 100% control of development in disaster prone / landslide prone areas

Objective 02 : To make the hill town a tourist destination with adequate social, economic and physical infrastructure that will generate maximum income for the residents and the national economy in the area

1. Facilitate the establishment of commercial and financial locations for tourism industry in the city of Ella by the year 2025.
2. Diversify and increase the income of the people of the area by creating new activities related to the tourism industry in the Ella area by 2030
3. Eliminate the adverse effects of solid waste and wastewater on the environment of the Ella area by 2030.
4. Development of smart infrastructure to complement the tourism industry by the year 2030

Chapter 05

SWOT Analysis

5.1 SWOT Analysis

Objective 01 To make the most attractive and safest tourist city in the mountains based on natural conservation

Table No 5.1: SWOT Analysis

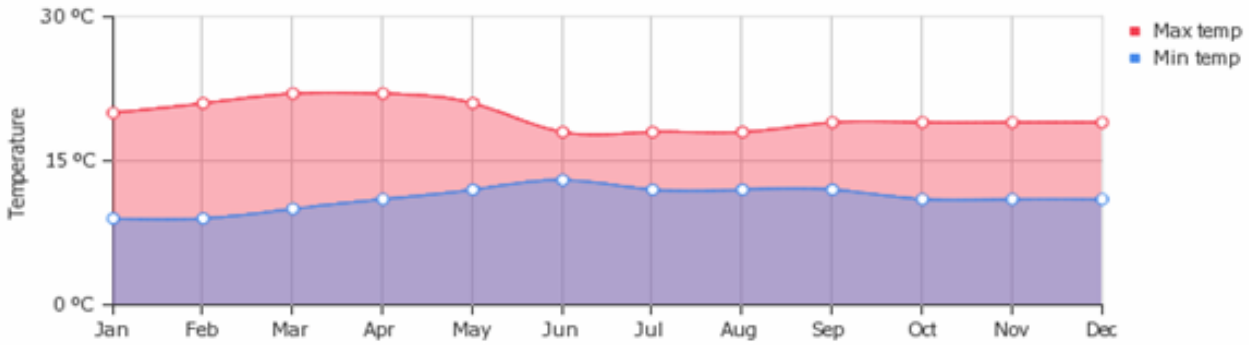
Strength	<ul style="list-style-type: none">• Climate of the area that suit for tourism development• Existence of places of environmental beauty• Availability of facilities for tourism.• Rawana wild life conservation area being in force.• Existence of Tea Plantations with the potential of using them for tourism.	Weaknesses	<ul style="list-style-type: none">• Development pressure spreading towards the sensitive environmental areas.• Existence of land slides areas• Degradation of areas of scenic beauty.• Unauthorized construction of buildings.
Opportunities	<ul style="list-style-type: none">• Publicity being given to the Ella town for promotion of tourism• Current trend of tourism development• Policies of the Government to assist tourism• Availability of train services to reach Ella.• Existence of tourism attractive locations in the vicinity of the Ella area.	Threat	<ul style="list-style-type: none">• Disappearance of water springs due to the impact of the Uma Oya (River)

Comfortable Climatic conditions that suit to tourism

The Ella and its surrounding area has an ideal climatic condition with a comfortable temperature and a rail fall which increase the tourist arrival in the planning area.

Temperature

Graph No 5.1: Distribution of Temperature

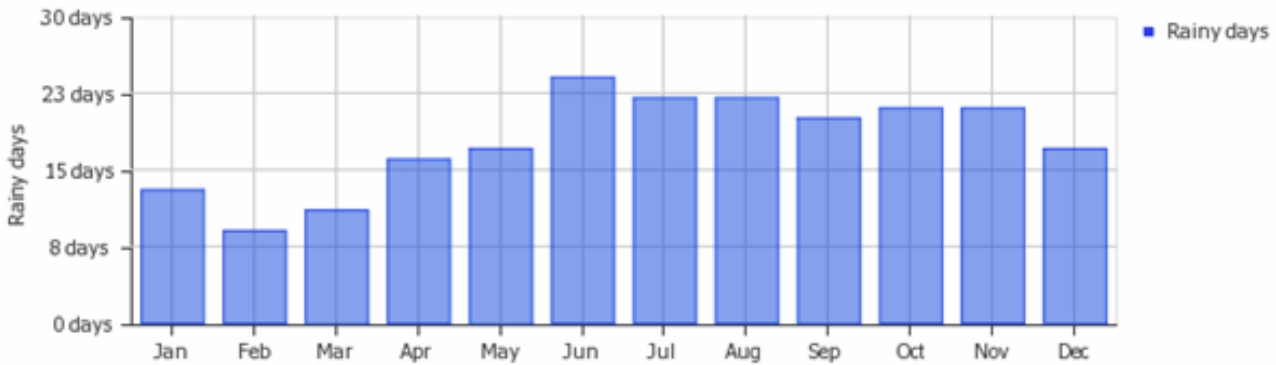


Source: Department of meteorology-2017

According to the information published by the Department of Meteorology, the highest and the lowest temperature recorded in the Ella area fluctuates between Celsius 24 degrees and Celsius 7 degrees, which resembles a temperate climate.

Rainfall

Graph No 5.2: Rainfall



Source: Department of meteorology-2017

The Ella planning area has an annual rainfall of 1290 mm, in average, 16 days in a month experience a rainfall. The highest and the lowest rainfalls are recorded during the Months of June and the February respectively.

The Ella area experiences a minimum of 8 mm rainfall even during the Months of lowest rainfall.

Humidity

The recorded humidity level in the Ella area is 74%, which is accepted as the level of most comfortable humidity level for the human settlements. Further there have been many reports and articles reporting that the Ella town has a higher level of unpolluted oxygen in the atmosphere, so some tourists are inspired by this information and visit Ella to share the experience. Under these circumstances it is evident that the climatic condition of the Ella Town acts like a catalyst in developing the tourism industry.

Existence of picturesque environmental locations in the planning area of Ella.

The Ella town is endowed with most attractive and picturesque environmental sceneries that have the highest potential for development.

The locations appended below are some of such locations that stand out as the memorable locations for the tourists.

1. Little Adam's peak (Little Sri pada)
2. Rawana Waterfall
3. Rawana Cave
4. Arches Bridge in Demodara
5. Ella Precipice
6. Rawana Mountain Range
7. Demodara Rail Track – Engineering Masterpiece

Figure No 5.1 : Attractive Locations for Tourism



Little Adam's Peak (Little Sri Pada)



Rawana



Demodara Rail Track reflecting engineering creativity



Rawana Rock



Arch - Bridge in Demodara



Ella Gap



Rawana Waterfall

Source: Urban Development Authority - 2017 (With the aid of the internet)

Existence of facilities for tourism.

In the face of the increased tourist inflow the market forces drive the investors to develop necessary facilities for the tourists, which have developed to an appreciable level by now. The facilities already available in the area for the tourists are depicted in the following Table.

Table No 5.1 : Tourist Guest Houses

Gramasewa Division	Number of Guest Houses	Number of rooms available
Ella	169	510
Klithalella	193	215
Rawanaella	6	37
Yahalawela	13	29
Hettipola	9	26
Newburg	2	27
Idanegama	1	15
Madhuragama	4	8
Total	393	859

Source : Ella Divisional Secretariat - 2017

The examination of the reservation of rooms for accommodation by the tourists in the Country, in addition to the other facilities, the highest rate is recorded in the Ella area. The rate recorded is 75.24%, this rate from 2005 was increased rapidly by 51% up to the year 2016. This information provides a clue that there is an increasing demand from the tourists for the hotel rooms in the area. The rooms available to meet such a demand also seem to be satisfactory. The number of hotels developed in this area were recorded as 400 in numbers with the total room capacity of 860 rooms. This room capacity is adequate to accommodate approximately 400-500 tourists per night, but this capacity will not be sufficient if the guests want to increase the duration of stay. However, the aim of the SLTDA is to increase the average duration of stay of the tourists coming to Sri Lanka, therefore this room capacity will not be sufficient to meet the future demand for the room reservations.

The Ella Town attracts 6% of the total tourists inflow. This inflow, depending on the current trend and the promotion programs combined with the implementation of the tourism strategic development plan, has been forecasted to be approximately 2,000,000 per annum by 2030. Accordingly the tourist inflow to Ella Town also can follow the suit. Accordingly the tourism sector can offer a formidable opportunity to inspire the urban development in Ella.

The room facilities available for the tourists can be classified based on the following criteria of quality.

- Room rates - Price
- Utility
- Background
- Additional facilities

The total marks given for the good hotels that satisfy all the criteria considered were 10. In this assessment process the results indicate that 168 hotels got 09 scores while 229 hotels got more than 09 scores. This indicates satisfactory conditions in the hotels that provide accommodations for the tourists in the Ella Town.

Sanctuary of Rawana Ella

According to the historical records dated 18th of May 1979, the Rawana Ella Sanctuary had a land extent of 4774 Acres, which had a wide expanse being bounded by the Grama Sewa Divisions of Ella, Kithal Ella, Rawana Ella, Karandagolla, Newburg, Goussa, Ilukpalassa and Dodangolla. The records further revealed that the wild life unique to this sanctuary area included Elk, deer, HAMBAWA, UNAHAPULUWA, DATULENA, NAYA, PIPURA, WELI KUKULA, GIRA MALITHTHA and endemic trees are GAMMALU, DAMANIYA, KETE KELLA, MILLA, BURUTHA, DADHA, KOLON, DEW, BULU, ARALU, BIN, KOHOMBA, NELLI, WENIWEL AND GETHA.

This sanctuary endows a high order of bio-diversity with number of waterfalls including the Rawana Ella waterfall, Madhuragama waterfall, Ella waterfall and little number of other small waterfalls. The Kinrindi Oya (River) one of the rivers in Sri Lanka has its origin in this sanctuary and holds a potential that can support the development of the Ella Town.

The Tea Plantations that can be made use of for environmental tourism

The land area under tea plantations constitutes approximately 27.91%. The tourism activities area are concentrated around these tea plantation lands, which offers a better opportunity to make use of its potential to uplift the tourism development opportunities. The new trend in the tourism industry indicates that many of the tourists coming to Ella love to share the experiences surrounding the tea plantations and the factories.

Figure No 5.2 : Tourism surrounding Tea Plantations

Source: With the aid of the internet-2017

The tea plantations that can be made use of for tourism are depicted in the following Table.

Table No 5.2: Tea Plantations that can be adopted for tourism development

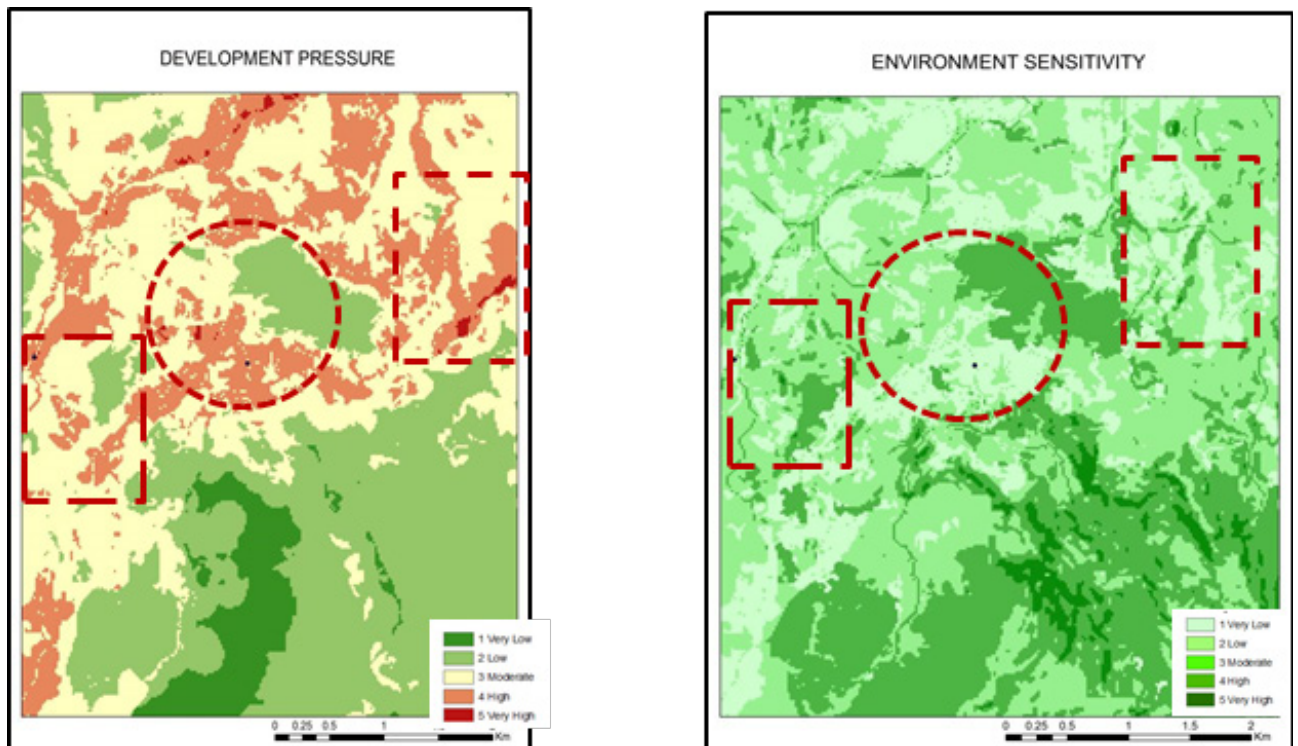
Name of theEstate	GS Division	ownership
Brookland Estate	Ella	Private
Brookland Estate	Yahalawela	Private
Kinnallen Estate	Kithalella	Namunukula Plantation Co.
Kinnallen Estate	Hettipola	Namunukula Plantation Co.
Newburg Estate	Newburg	HapugastannaPlantions Co.
Newburg Estate	Yahalawela	Newburg Estate, Ella
Rathnagiri Estate	Idamegama	Private
Rathnagiri Estate	Idamegama	Private
Southerland Estate	Yahalawela	Private

Source: Ella Divisional Secretariat Divisional Office-2017

Weaknesses

Orientation of the development trend towards the environmentally sensitive zones

Map No 5.1: Areas of development impact and the environmental sensitive zones.



Source: Urban Development Authority-2017

It has been evident that the development trend of the Ella area is inclined towards the environmentally sensitive areas, which can raise many environmental issues in time to come unless management measures are implemented.

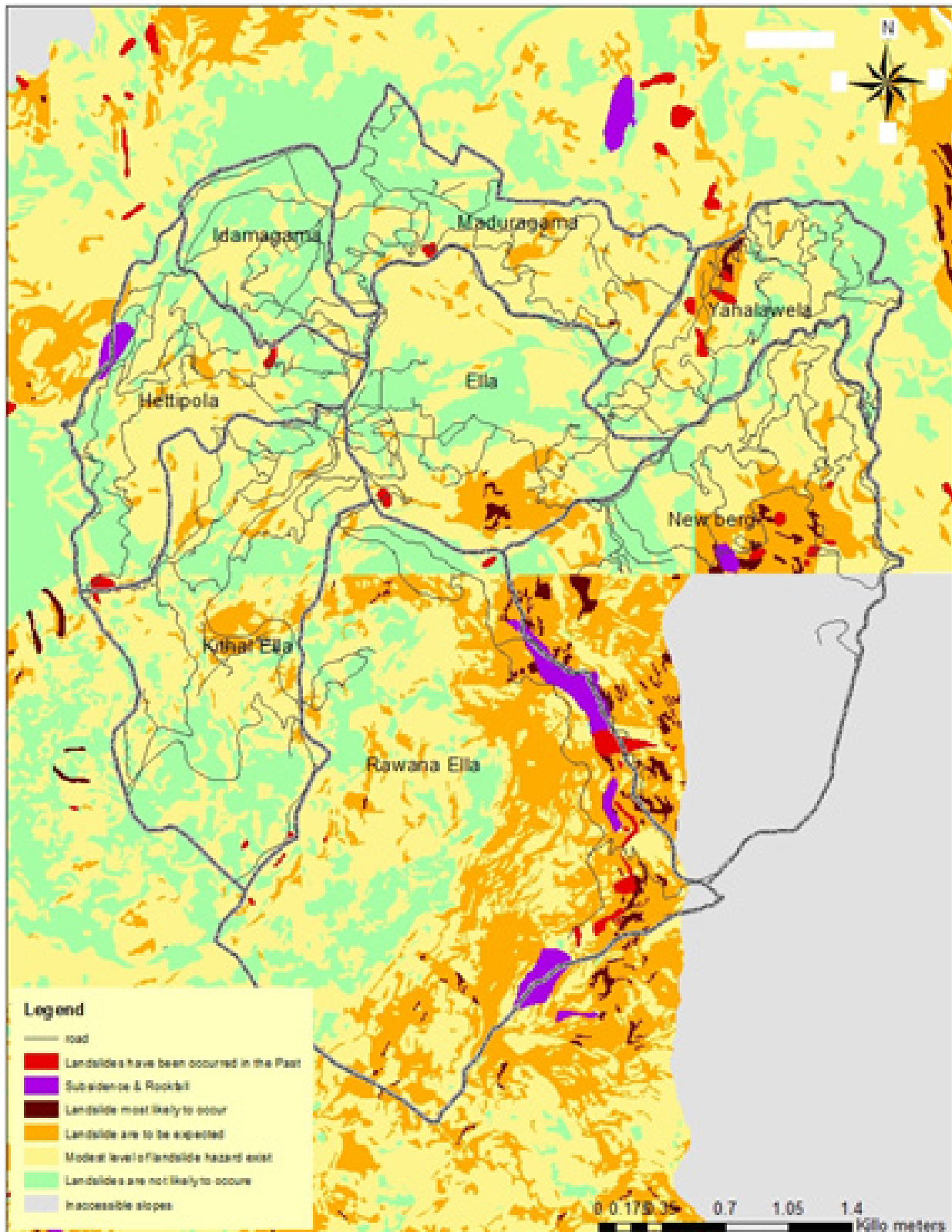
The development trend has been sprawling along the main transport routes, namely, Ella-Kithalella road, Ella-Passara Road, Ella-Wellawaya Road, Ella-Kumbalwela road up to the Kumbalwela Junction and along the Badulla-Bandarawela road.

The inclination of the development trend towards the environmentally sensitive areas can cause considerable destructions gradually to the environmental sensitivity and then it can result in natural environmental character changes. In totality such changes also could act as a deterrent to the merging tourism development in the long-run.

This development trend can produce two negative results, first could be the destruction of the environmental beauty, which has been hitherto attracted the tourists to the Ella area, secondly this trend also can increase the risk of expansion of the disaster-prone areas. Both these outcomes would exert a negative impact on the emerging tourism development in the Ella town, as such this characteristic of the development trend has been identified as a weakness in the development process.

Landslides

Map No. 5.2 : Landslide-prone areas



**Land Slides Risk Areas -2017
Ella Urban area**

Source :Urban Development Authority (Uva Provincial office)



Urban Development Authority
October - 2017

Ella Planning area has areas prone to landslides; most of such areas are concentrated along the Ella-Wellawaya main road, which is a notable feature that causes one of the main issues. Past records of landslides occurrences revealed that transport along this road has been interrupted more frequently due to landslides and the obstructions coursed thereby to the peoples' movements. According to the past records, 435 people were affected and one person was killed by such landslides in the Ella Divisional Secretariat area during the year of 2016.

Landslide-prone areas are located within the surrounding areas of the Ella Town and the Newburg Divisional areas. This risk of landslides is one of the main weaknesses that can stand on the way for development.

Pollution and destruction of the picturesque locations.

The environmental beauty and the existence of picturesque locations has been the catalyst of development of the Ella Town. The tourists' inflow to this town has been ramping rapidly in the recent past as a result of this environmental beauty. However, this development also triggered a fast development of tourism facilities organically, in the absence of a vision and policy involvements, resulting in haphazard physical development that mars the environmental beauty and the most attractive locations of environmental beauty. There are many unauthorized constructions in the town area obstructing such picturesque locations. This haphazard development, already realized, has been identified as a weakness in the development process.

Figure No 5.3: Obstruction to the sight of environmental sceneries



Unauthorized constructions

The unauthorized constructions detected are mostly concentrated in areas closer to the conservation areas, which cause rising of multiple issues, ranging from creation of obstructions to the pedestrian and vehicular traffic movements, destruction of the towns beauty, awkward architectural appearance in the town, disturbance to the storm water drainage and so on. Removal or rectification of such developments could be costly, in both socially and financially, and also could be difficult to restore the original conditions of such locations. Therefore this haphazard physical development has been identified as a weakness in the development process.

Figure No 5.4: Unauthorized constructions in the Ella Town

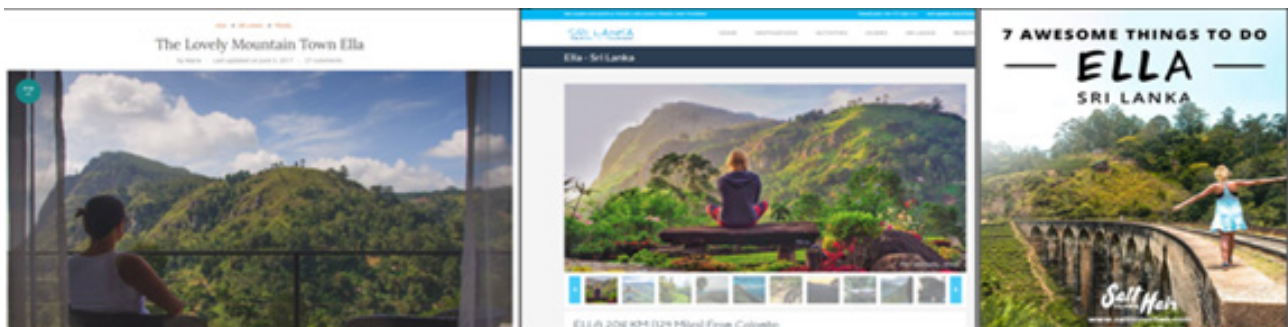


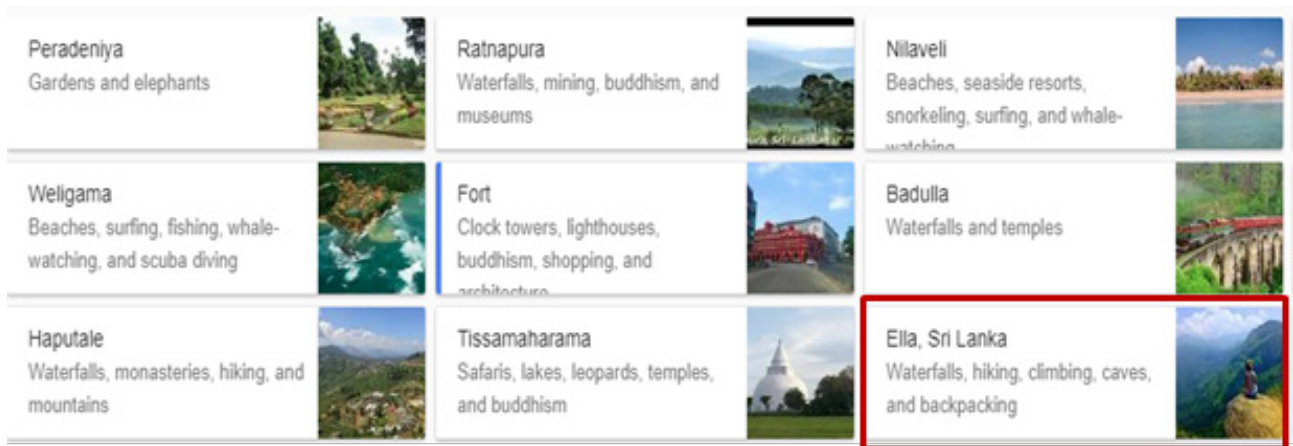
Source: Urban Development Authority-2017

The Urban Development Authority (UDA) carried out a survey during the Month of October in 2017 on the buildings to find out the legality of the buildings that are standing on sites within the town area. This survey results indicated that 34% of the buildings within the Ella Town area constructed without approval from the proper authorities, so they are defined as unauthorized constructions, of which 28% are used for restaurants. Another finding of this survey was that 10% of such buildings were originally constructed for residential purposes but now they have been converted to tourism related activities without proper approval from the authorities. This non-compliance with the planning law has been identified as a weakness in the development process.

Opportunities

Figure No 5.5 : International Tourism promotion programs and advertisements





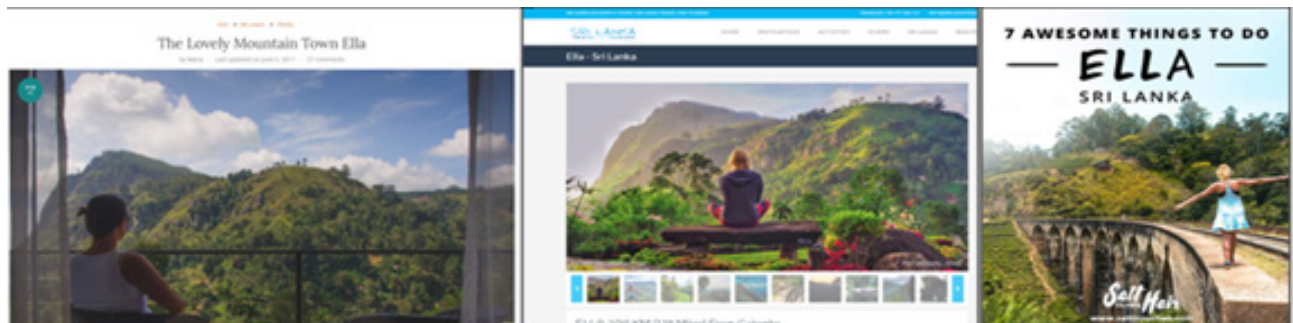
Source: www.google.com - 2017

Implementation of international Tourism promotion programs and advertisements.

Ella Town has been the main focus of the international tourism promotion programs, implemented by the Authorities; as a result Ella town is emerging as one of the main tourism town in the Country. The promotional schemes carried out inspires most of the tourists coming to this town and they were eager to see the picturesque sceneries in the surrounding areas of the Ella Town. The internet advertises this town as one of the main towns of tourism in the Country. The increased influx of tourists benefits the local residents in terms of revenue increase and thereby their living standards were uplifted.

It has been revealed that 80% of the tourists coming to Ella were inspired by the international promotional programs.

Figure No 5.5 : International Promotional programs

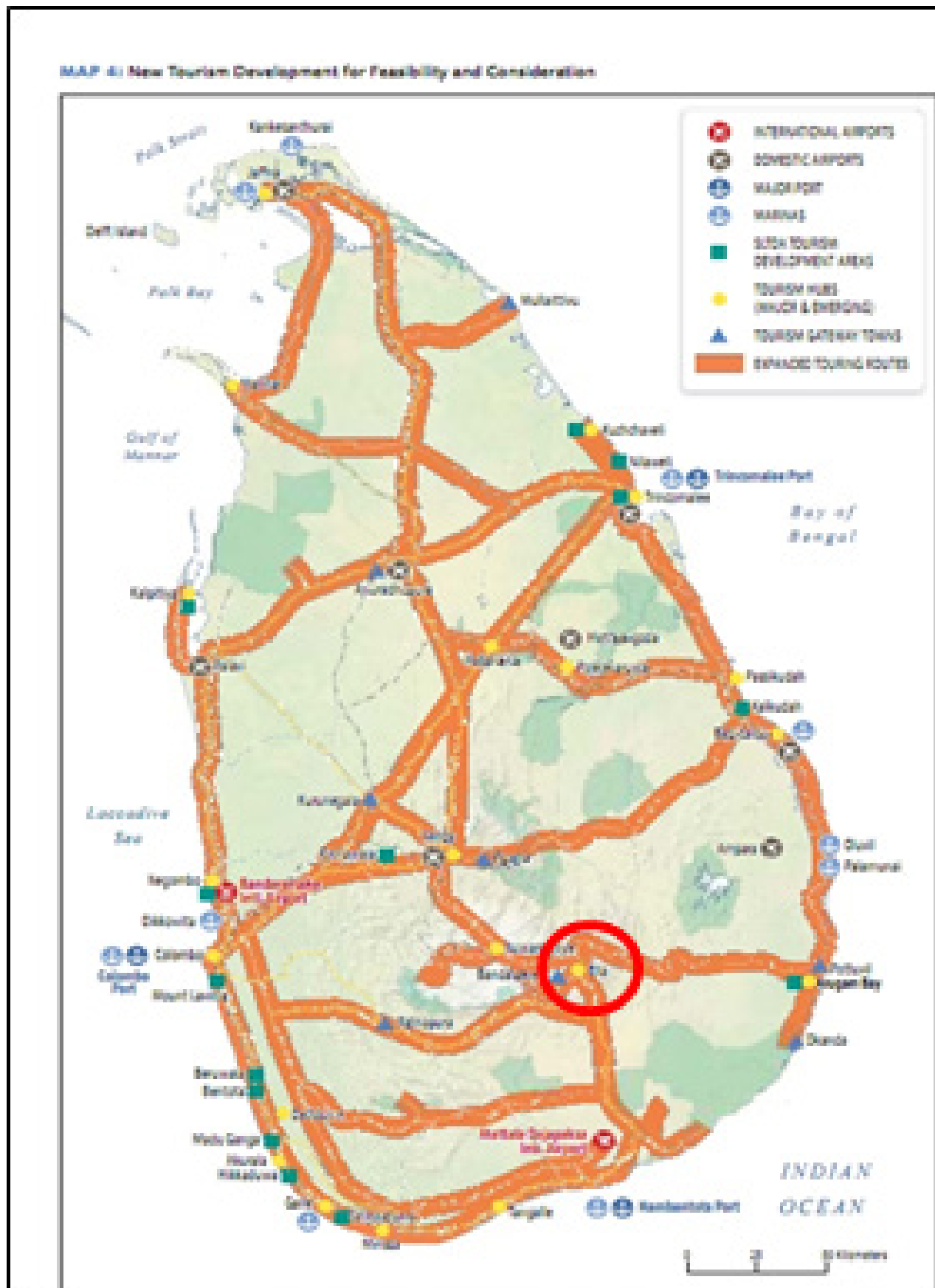


Source: www.google.com -2017

Prevailing trend of tourist influx

The map of tourist routes of Sri Lanka prepared by the SLTDA is appended below.

Figure No 5.6 : Tourist Route



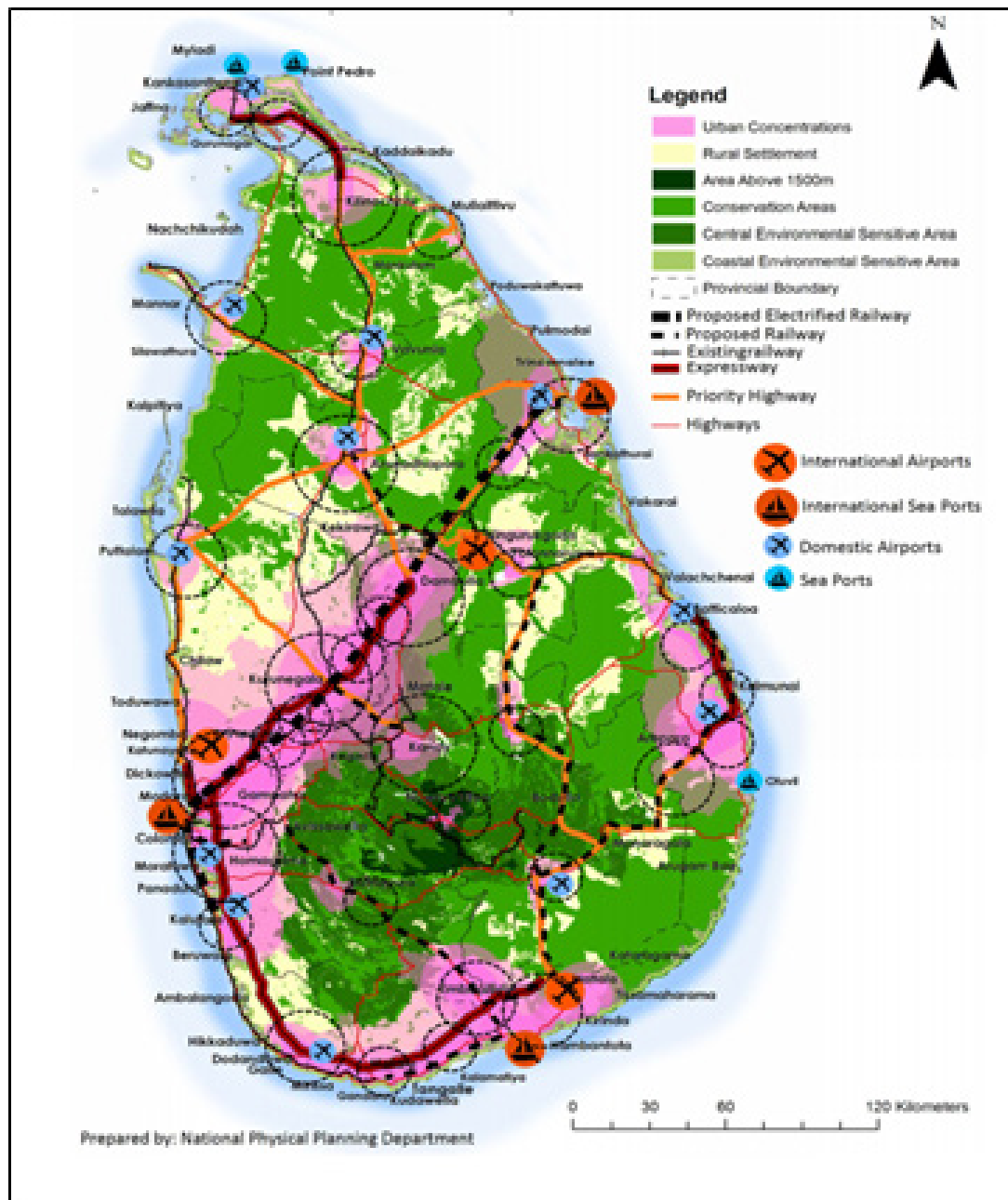
Source: Sri Lanka Tourism Development Authority -2017

Most popular and traditionally established tourist routes in Sri Lanka covered the areas of Southern Coastal belt, Anuradhapura and Polonnaruwa historical Cities and their surroundings, known as Cultural Triangle, Yala Wild Life Sanctuary and the Kandy and the Up Country areas. However this traditional routes have changed following the Tzunami that hit the eastern and the Southern Coastal belt in 2004. The new areas came in to the areas of interests of the tourists following the Tzunami, have been the Jaffna, Trincomalee, Ampara and the new areas of the Up-Country.

The new tourist routes that emerged recently converged on the Ella Town, implying that this town has become a tourist destination. Many tourists comming to this Country make it a point to visit Ella without fail. The train service that provides transport to Ella Town facilitates the tourists to easily visit the area while travelling they will be able to share the experience of picturesque sceneries of the up-country. The tourist arrivals reveal that 70%-80% of the total tourist arivals visit Ella by train. They account for 6% of the total tourists arrivals to this Country, which is in absolute figure 119,000 tourists. This has become a great oppportunity to develop the Ella on the basis of this emerging trend.

Adoptable Government Policies

Figure No 5.7: Draft National Plans



Source: National Physical Planning Department, 2017

National Physical Plan, which is currently in force, has finalized the vision for the 2050 together with sustainable policy recommendations. This national Plan lay the foundation for a stable policy environment for the physical development of the Country. This plan can guide the Ella development through adaptation of a few numbers of projects as appended below.

- Proposed highway from Buththala to Polonnaruwa.
- Domestic Air Port at Wellawaya
- Proposed electrified train system

The impact of the above mentioned projects will not be only on Ella but also on other surrounding towns in the province. The projects listed above are nationally significant and can be categorized as infrastructure development projects, which can boost the developments in areas where the impact of them is realized.

Accessibility by train

The Ella Town is situated along the Colombo-Badulla Rail Way line with direct access to the town from the railway station. The length of the rail track that falls within the planning area is 9.8 Km. The train service operate 10 trains along this track per day. Five trains from Badulla to Colombo and another five trains vice versa. This rail track snakes through the mountains across many picturesque sceneries which offers the tourists many memorable experiences. So the tourists tend to choose trains to reach the Ella enjoying the sceneries while travelling. Further the tourists will be able to witness the Demodara famous rail track design, Nine-Arch Bridge at Demodara and the rock bridge while on the train. These experiences inspire the tourists to use the train mostly in reaching the Ella Town.

In this context the development of Ella town will be a feasible venture as the attractive train service offers a great opportunity in creating a demand for the Ella Town.

Figure No: 5.8 : Picturesque sceneries along the rail track



Source: With the Aid of the Internet-2017

Location of picturesque places in the surrounding

Following exquisite places are situated within the Ella surrounding area.

1. Dunhinda Waterfall
2. Buduruwagala- temple with a Buddha Statue in a picturesque location
3. Muthiyangana Buddhist Temple
4. Beautiful town of Bandarawela
5. Buddhangala
6. Dowa Historical Buddhist Temple

Figure No 5.9 : Location of picturesque places in the surrounding



Diyaluma waterfall



Buduruwagala



Buddangala



Bandarawela



Muthiyangana Buddhist temple



Dowa Historical Buddhist

Source: With the Aid of the Internet -2017

Threats

Negative Impact of the Umaoya (Uma River) Project.

The investigations carried out so far on the impacts of the Uma Oya project, which is currently under implementation, point to the suspicion that the underground water table is lowering owing to the Uma Oya project. Drying out of the water springs has been reported from many parts of the planning area and drinking water in the area is fast becoming a scarce commodity. This issue of lowering the underground water table is in fact an issue looming on the horizon threatening the future development of the Ella Town.

Objective No 2 : To make the hill town a tourist destination with adequate social, economic and physical infrastructure that will generate maximum income for the residents and the national economy in the area.

Table No 5.3: SWOT Analysis

Strength	<ul style="list-style-type: none"> • Availability of facilities for the Tourism • Availability of state-owned lands within the town and the surrounding area 	Weaknesses	<ul style="list-style-type: none"> • Issues of management of solid wastes • Problems of storm water drainage • Lack of waste water and sewerage network • Irregular town lay-out • Shortage of drinking water • Shortage of developable lands in the town
Opportunities	<ul style="list-style-type: none"> • Inclination of investment trend towards Ella Town • Supportive Government Policies • Proposed “Kaushyma” solid waste management project • Widely distribution of developable road network 	Threats	<ul style="list-style-type: none"> • Impact of the Uma Oya project on the ground water table

Strengths

Availability of facilities for tourism.

The attraction of Ella inspires the influx of tourists in large number, which creates a demand driving the investors to develop the necessary facilities in the Ella Town. The facilities available in the area are comparatively higher in quality and can support the industry to meet the needs of the tourists. The following Table depicts the facilities available.

Table No 5.4 : Tourists’ accommodation facilities

Grama Sewa Division	Number of Tourist hotels	Number of rooms
Ella	169	510
Klthaella	193	215
Rawanaella	6	37
Yahalawela	13	29
Hettipola	9	26
Newburg	2	27
Idamegama	1	15
Madhuragama	4	8
Total	397	867

Source: Ella Divisional Secretariat Division -2017

Beside the facilities available for the tourists in Ella, the room occupancy rate in the Up-Country area, where Ella is situated, has been recording 75.24%, which is one of the highest rates in the Country. This rate appeared to have increased by 51% during the period from 2005 to 2016.

The records also reveal that the number of rooms available in the Ella area is 860 rooms in approximately 400 hotels. This stock of rooms can accommodate daily 400-500 tourists. However, if the duration of the stay increases in the future this room stock will not be sufficient to meet the demand. This town also provides multiple services in acceptable quality, such as restaurants, transport services, financial institutions and banks and entertainment facilities are playing a catalytic role in promoting the tourism industry in this Town.

The employment rate in this town is higher; most of the employed people are having their own businesses. The data reveal that 99% of the employed people are self-employed and most of their activities are based on tourism industry. This indicates the extent to which the tourism industry has rooted in to.

State-Owned lands around the town

The Ella Town is endowed with considerable extent of state-owned lands, which offers strength and a flexibility in planning out the town for future development. There are 43 Acres of state-owned lands within the Ella GS Division, where the Ella Town is, of which some parts are owned by the Department of railway and the balance owned by the Road Development Authority. In totality 9% of the total land area is owned by the State, which is a better sign of availability of lands for the urban development projects in the future.

The details of the state-owned lands in the Ella Town are depicted in the following table.

Table No 5.5: State-Owned Lands in the Ella Town

GS Division	Government Institution-Owned lands	State lands leased to private sector	Forest lands	Lands owned by the Land Reform Commission	Free hold private lands	State lands encroached	State owned lands under land development permits
Yahalawela	02 Acres	120 Acres	06 Acres	05 Acres	20 Acres	02 Acres	25 Acres
Idamegama	-	-	-	-	138 Acres	-	26 Acres
Kithalella	03 Roods	-	120 hectares	-	152 Acres	01 Acres	140 Hectares
Hettipola	01 Acres	200 Acres	05 Acres	30 Acres	12 Acres	02 Acres	15 Acres
Madhuragama	08 Acres	10 Acres	08 Acres		30 Acres	02 Acres	365 Acres
Newburg	-	350 Acres	280 Acres		295 Acres	02 Acres	05 Acres
Ella	43Acre	13 Acres	255 Acres		99 Acres	05 Acres	78 Acres
Rawanaella	-	-	Acres 1200		200 Acres	400 Acres	300 Acres

Source : Divisional secretariat office, Ella, 2017

Weaknesses

Issues of management of Solid Waste

The solid wastes generation in the Ella Town is on the increase, the total collection per day is approximately 6 Tons. The current method of solid waste collection is not geared to sort out the waste at the source; as a result, its management becomes difficult and gives rise to many other issues. The Ella Pradesheeya Sabha (PS) established a solid waste management centre in a land of 10 perches in extent, situated on the Ella-Kithalella Road within the town’s core area. It has a capacity of handling 4.5 Tons of solid wastes per day. As the wastes are not sorted out at the source, composting process at this centre becomes complex and inefficient. The capacity of the Centre is also inadequate to recycle the wastes being brought in to the centre and the left over accumulated in heaps spreading odor around the area.

Issues of management of the solid wastes in the town area is becoming an acute problem in the face of the emerging tourism industry, which can give rise to the solid waste generation over the time, as the wastes are not sorted at the source, recycling them in to composts becomes inefficient and the output diminishes. This situation could be aggravated in the short-run as the tourists’ arrivals increase.

Figure No 5.10 : Solid Wastes Management Centre



Source: Urban Development Authority -2017

Weaknesses in the Storm Water Drainage

The Ella Town does not have a well-planned storm water drainage system. Only a limited area of the town is served by existing surface drains with a total length of 400-500 Mtrs which are isolated and open. The area served by this drain is limited to the lands along the Ella main road, starting from the Tunnel up to the Ella Junction and along the access road to the Police Station. Main weakness of these drains is that they are not inter connected with other drains and natural channels in the locality and that they are unsafe for the pedestrians as they are open. Further, the shop owners who established their shops along these roads, along which the side drains are laid, dump solid wastes in to the open drains causing other environmental issues.

Lack of a waste water and sewerage system

As observed in the preceding sections, the growth of the Ella Town, in terms of tourist arrivals and the rate of establishment of hotels and restaurants including other commercial activities, the waste water and sewer generation have been on the increase in the absence of a properly established waste water and sewerage system in the town. According to the estimates, the Ella Town generates 127-142 Cubic Meters of waste water. The commercial establishments located right along the open drains discharge their waste water in to the open drains, which pollutes the urban environment and creates an unhealthy atmosphere in the urban locality while providing breeding grounds for mosquitoes and other insects.

Figure No 5.11: Waste water discharge in to the natural channels from restaurants in Ella



Source : Urban Development Authority - 2017

Irregular Urban Form

Growth of the Ella Town, since the recent past, has been taking place organically in the absence of a vision and policy guidance. As a result demand-driven physical development was carried out haphazardly without a focus on the public needs, such as pavements, noncompliance to the street lines and building lines and with no street lights. This haphazard development poses a hard obstacle for planned development of the town.

Figure No 5.12 : Irregular Car parks and the electricity cables that mar the appearance



Source: Urban Development Authority -2017

The electricity lines were drawn within the town haphazardly, which causes a visual pollution in the town. The tourist hotels have been built underneath such cables without maintaining the required clearance, pausing an eternal issue threatening the security of the tourists. Future development of the town could be very costly as the rectification of haphazard developments are supposed to be involving costly demolitions and reconstructions.

The surveys carried out by the UDA found 250-300 cars are generally parked per hour in the town area. Most of these cars are parked along the road sides irregularly as there are no proper places dedicated for vehicle parking in the town. Adding to this problem, the Public fair (Pola) is held along the Ella-Passara main road creating a complete chaotic movements disturbing the normal life of the town. Tourists and the commercial establishments are equally facing most difficult situations during this public fair being held along the main road.

Figure No 5.13: Public fair being held in the Ella Town.



Source: Urban Development Authority-2017

Shortage of Drinking Water

The tourist arrival in the Ella Town is expected to increase by 2030, accordingly the demand for drinking water also can increase including the demand of the local residents as well. According to the estimates, the demand for drinking water will be 1860 Cubic Meters by 2030. However the current water supply in the Ella area is only 917 Cubic Meters, if this scheme prevails without any augmentation till 2030, there will be a water shortage of 950 Cubic Meters threatening the tourism industry’s development.

Water Supply

Ella Pradesheeya Sabhaawa	-	51	Cubic meters
Demodara Water Supply Scheme	-	850	Cubic meters
Water from shallow wells	-	16.5	Cubic meters
		<u>917.5</u>	<u>Cubic meters</u>

The daily water demand by 2030 based on the forecast tourists’ arrivals will be as follows.

Demand for Water

Domestic need	-	1046	Cubic meters
Tourism Sector	-	818	Cubic meters
Administration	-	3.5	Cubic meters
Total Demand	-	<u>1867.5</u>	<u>Cubic meters</u>

Limitation of development potential of lands.

According to the computed capacity of the available lands for development in the planning area, further capacity for development exists only in Rawana Ella and Newburg GS Divisions. However, development of Rawana Ella is not possible as the Rawana Ella area has been reserved as a forest reserve where any physical development that threatens the forest cover will not be permissible. Therefore other areas such as Ella, Kithalella, Hettipola, Yahalawela, Madhuragama and Idamagama GS Divisions could be selected for development.

Table No 5.6 : Estimated Development Capacity

GS Division	Estimated Capacity
Ella	0.92
Rawanaella	0.28
Kithalella	1.22
Hettipola	1.36
yahalawela	1.70
Newburg	0.33
Madhuragama	1.55
Idamagama	1.30

Source: Urban Development Authority-2017

Despite the fact that the development capacity exceeds 1 implies that the development can exceed the development capacity of an area, the development of areas exceeding capacity in the Ella Planning area, except for the GS Divisions of Rawana Ella and Newburg, considered for further developments taking in to account the flat terrain of such lands in other GS Divisions. AS such further development of areas where development capacity is limited has been considered as a principal weakness.

Opportunities

Prevailing investment trend in the Ella Town.

The demand arising from the increasing tourists' arrivals, both the state and private sector institutions geared to increase their investments in the tourism industry in the Ella Town. This increasing investment trend, created by the SLTDA, Provincial Ministry of Tourism and the Multi-National Companies which are involved in developments, resulted in increasing the land prices in the Ella town area. The vacant and developable lands are undergoing increasing demands originated by the investors, which pushes the market value of lands to go up.

Table No 5.7: Land Values in the Ella Town

Place	Minimum Value Per perch	Maximum Value per perch
Ella Town	1450,000.00	2000,000.00
Passara Road	525,000.00	1500,000.00
Kithalella Road	1250,000.00	210,000.00
Ella-Wellawaya Road	225,000.00	800,000.00
From along the main road from Ella to Kumbalwela Junction	220,000.00	290,000.00

Source: Urban Development Authority-2017

Investment-Friendly Government Policies

Uva Provincial Ministry of Tourism is currently developing a plan for the tourism development in the Uva province, which envisages developing Ella for tourism with integration with Bandarawela, Haputhale and Diyathalawa towns. The Uva Provincial Council is currently considering undertaking development of under developed areas for development on the basis of the Ella tourism development. The attention of provincial administration being focused towards the Ella town development offers a great opportunity for its future development.

Proposed Kaushima Solid Waste Management Project.

Currently a proposal is being considered by the Uva Provincial Council to establish this project in Badulla with a capacity of handling 50 Metric Tons of solid wastes per day. As a part of the proposal, it is being considered to include the solid wastes collected from the Ella Town too, which collect approximately 6.5 Metric Tons of solid wastes.

Development of Road Network in Ella

The distribution of road network in the Ella Town occupies approximately 3.26% of the total land area. This indicates a better accessibility position of the town, meaning the road network provides access to most of the areas in the Ella Town. However, the level of development of the internal roads, that provide access to the remote village areas, are in a condition of disrepair, most of such roads are either gravel or partly concreted. These roads are made of materials such as Tar, Concrete and gravel. The following table depicts the materials used in construction of the roads.

Table No 5.8 : materials used in development of roads

Materials used	percentage
Tar (Bituminous) roads	39%
Concrete roads	15%
Concrete, Tar, Gravel	8%
Gravel	38%

Source: Ella Pradesheeya Sabha- 2017

The table above demonstrates that tarred roads constitute only 39% of the total length while 15% are developed with concrete surfaces. The by roads constitute approximately 46% of the total length which are either gravel roads or can be classified as undeveloped roads. However they said table implies that approximately 50% of the road network is undeveloped.

Threat

Adverse impact of the Uma Oya (River) Project

The Uma Oya development Project, which is being implemented within the Uva Province, affected the surrounding areas, including the Ella area as well. The Geologists are of the view that the underground water table of this area has been lowered owing to the impact of this development project. The waters in the shallow wells in the area too have dried leaving no options for the residents to fetch drinking water. The shortage of water is affecting the tourism industry as well.

Chapter 06

The Plan

6.1 Concept Plan

6.1.1 Introduction

The concept plan was prepared on the basis of the concept that the Ella Town should be developed with an orientation towards the promotion of the environmental tourism that requires the conservation of the natural environment, which could sustain the development in the long-run. The conservation of the natural environment requires development of the infrastructure networks that will help protection of the natural environment from pollution. The Ella Town will be ultimately a developed service centre that will provide all the services necessary for the tourism development. In the light of this concept the town will be developed in the long run.

Towards the North from the Town-From the Tourism Service Zone to the Tourism Promotion Zone



The tall buildings in a town like Ella, where the environmental beauty is the main catalyst of development, can mar the beauty while obstructing the visibility of the environmental beauty. Therefore height of buildings that would come up in the future should be properly controlled through this development plan. Therefore, the height of the future buildings that would be developed by the private sector as well as the public sector would be subjected to a height control with a maximum height depend on zone factor within the town centre in view of conserving the precious natural environment

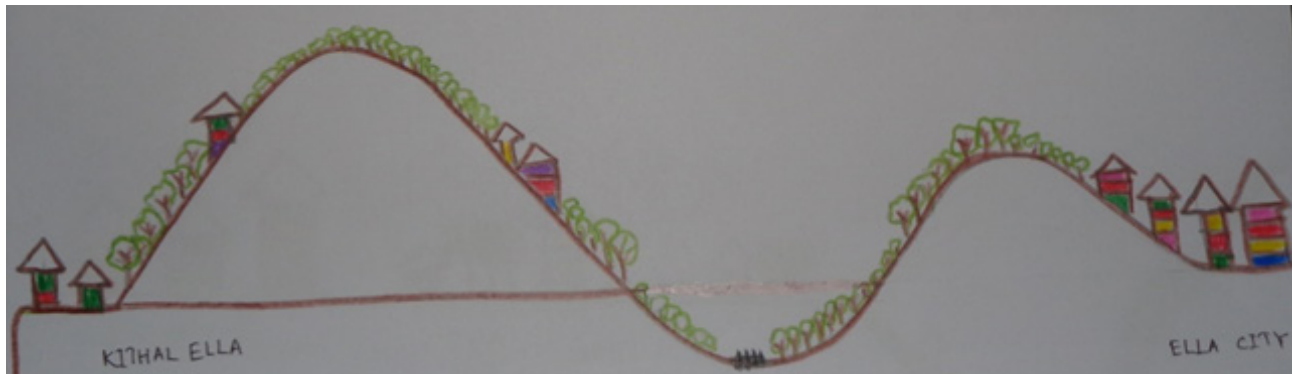
The height of existing buildings at the town centre is prevailing at four floors and tapering towards the direction of the North of the Town up to the Madhuragama to a minimum of single floor. As in other towns high building density prevails at the core area of the town while it diminishes towards the outer skirts of the town merging with the natural environment.

Graphical representation of height of buildings from the town towards the South-From the Environmental Conservation Zone to the Tourism Service Zone



The environmental conservation zone, tourism hotel zone and the tourism commercial zone are located towards the South of the Ella Town, where natural environment conservation will be implemented while tourism development is implemented in the tourism zone without impacting on the environmental zone. This arrangement could support the core existence of tourism development and the environmental conservation complementarily to each other.

View plain from the town towards the South- from the Environmental Zone towards the Tourism Commercial Zone.



Tourism development promotion from the town centre towards the Kithalella, based on the natural environmental area is expected to implement under a strict control of building constructions regulations, which will be enforced along with the enforcement of the zoning regulations. This proposal will enable the tourists to enjoy the natural environment as it has been protected and conserved for the benefit of the tourism development.

Sight plain from the town towards the East of the town- From the Green Protection Zone to the Travel Services Zone

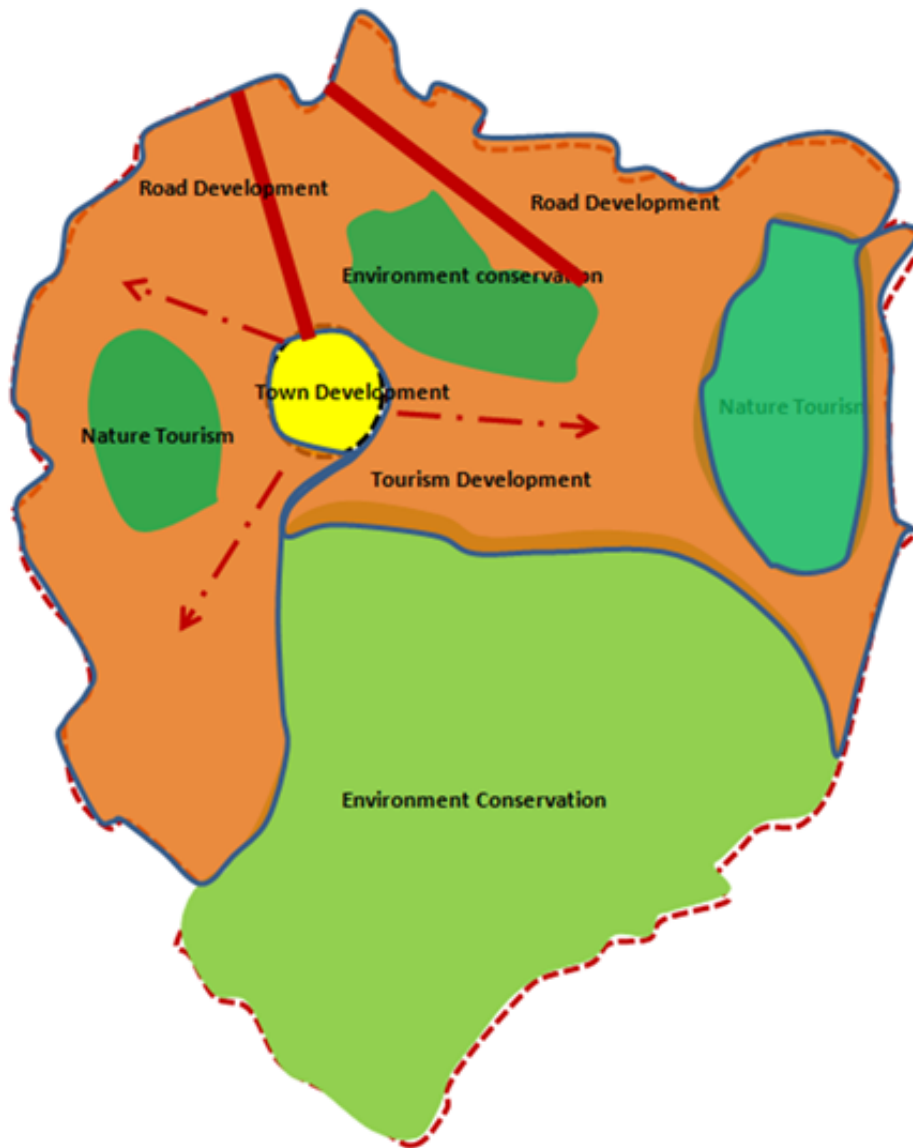


The current physical devotement assumes a mixture of activities, including residential, tea plantation and tourism along the Passara road from the town. This area accommodates many buildings and holds the potential of tourism development by making use of the existing tea plantation that exists along this road. The ultimate objective of this concept plan is to promote the development of the Ella Town on the basis of the tourism, which makes use of the beauty of the natural environment while it is being conserved offering opportunities to the tourism industry for its development.

This concept plan also envisages merging the built environment with the natural environment offering opportunities to the tourists to share the memorable experiences. The development of built environment in compatibility with the natural environmental conservation will be guided through strict enforcement of purpose-specific set of regulations that is provided in the development plan.

6.1.2 Concept Plan

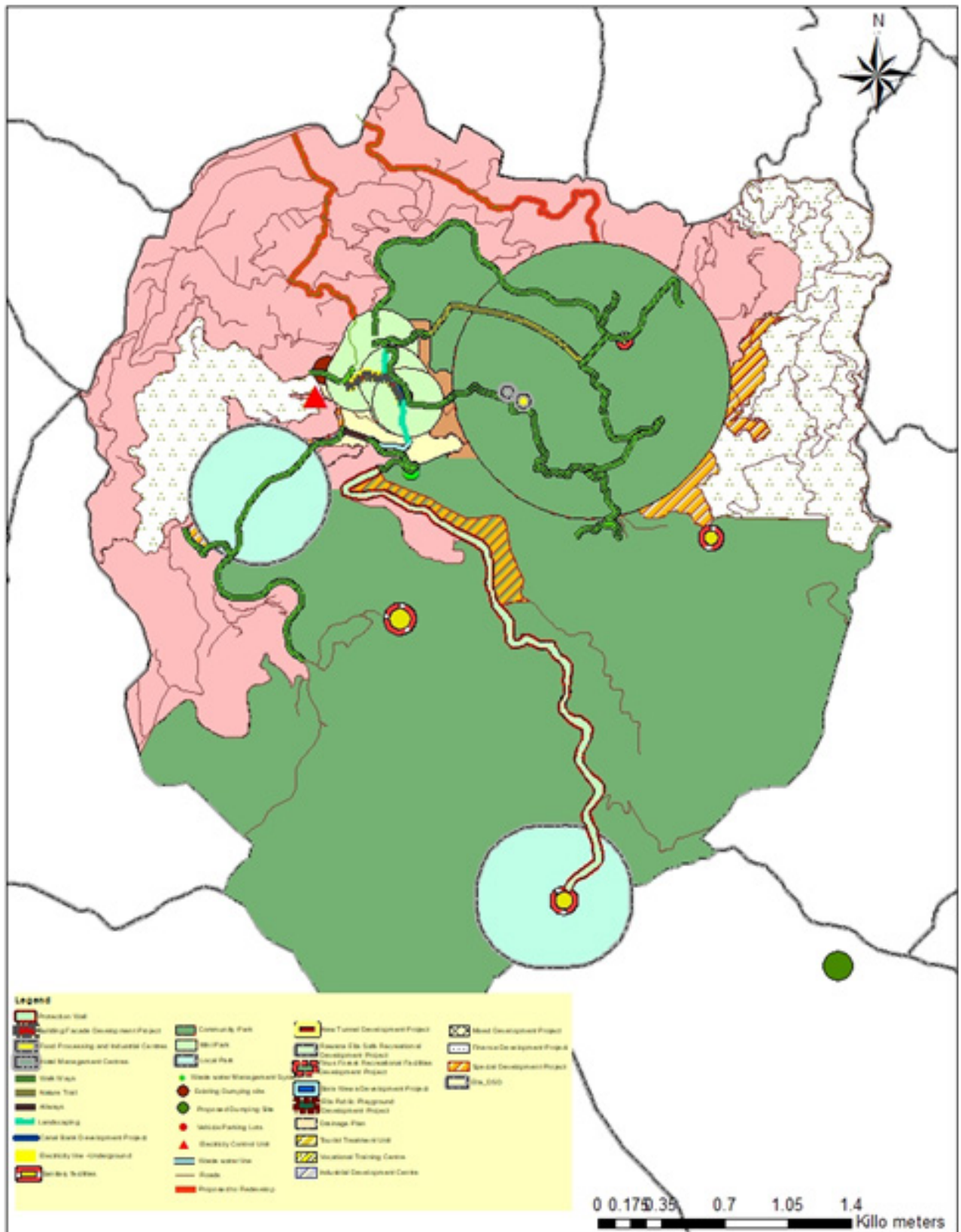
Map No 6.1: Concept Plan



Source: Uva Provincial Office of the Urban Development Authority

6.2 The Proposed Land Use Plan

Map No 6.2: Proposed Land Use Plan 2021-2030



Land Use Plan Ella Urban area

Source: Urban Development Authority (Uva Provincial office)



Urban Development Authority
October - 2017

The Ella Town became a tourism town owing to its environmental picturesque locations that exist in plenty, as such the town development depends on the tourism industry and the tourism depends on the existence of the natural environment that offers environmental sceneries for the tourists. Therefore protection and conservation of the natural environment while developing the infrastructure networks required for the tourism has become essential. The vision of this development plan-Nature's Paradise of mount guard - was formed taking this development concept in to the consideration.

The Ella Town became one of the most attractive tourist centres in the Island, it became so as there are plenty of environmentally beautiful locations that attract tourists. The protection and enhancing their beauties further will be beneficial in a great way to a sustainable development of the town.

This is the main reason as to why the development of Ella Town should be based on the environmental tourism in the long-run as it has the strength to ensure a sustainable development for the town.

In this development scenario of increasing tourism activities drives the construction industry to increase their activities by providing more hotel rooms within the Ella town area eating in to the precious greeneries and the environmentally sensitive areas while paying an scant attention towards the architectural standards and the designing professionalisms. This unprofessional developments led to the degradation of build environment causing a visual pollution in the Ella town.

In the process of development plan preparation, the planning team has recognized the need for onsolidation of the on-going tourism development in the town on a sustainable basis by providing necessary facilities for the tourism industry in order to make the Ella Town as the main environmental Tourism Centre in the Country. With this vision in mind the Ella Planning areas has been devided in to 6 zones and then to enforce environmental management measures in each zone to bring about a balanced coexistence of environmental and man-made environment without harming to the natural environmental beauty of the town. The 8 proposed zones are appended below.

As already discussed elsewhere in this report conservation of the natural environment has been the biggest challenge in the face of the on-going tourism development. The viewing of the most pictureaque environmental sceneries have become most significant measure that need to be implemented to sustain the tourism development in the Ella town with the aim of protecting the most attractive locations.

Basically residential and tourism activities are encouraged in these Zones but subject to a strict control of buildings heights.

The common feature of management measures enforced within each zone is to encourage activities relating to tourism, even in the residential buildings the residents will be permitted to carrying out tourism activities subject to standards as the most of the facilities for the tourists will be provided in the town centre.

The commercial tourism zone in the town area can provide commercial and financial services necessary for the tourism sector, further unlike in other Zones the floor area ratio in this Zone has been increased to 60% in view of giving priority for the Zone but subject to the architectural control of the building heights according to a skyline policy.

Although high floor area ratio is adapted within the town centre area, the building heights and the density will be deminishing towards the outer skirt areas, such as Passara, Kithalella, Madhuragama and Hettipola. In this scenarteo, it is also expected to make use of the tea plantation areas for the tourism without disrupting the plantation activities and their commercial viabilities. A set of regulations will be enforced under this development plan to ensure that the tea plantation will not be disturbed as a result of the toruism activities.

The town's physical lay-out will be improved in a way enticing the commercial and industrial activities to suit the emrging tourism industry without causing any damage to the natural environment. In this exesice the biggest challenge will be how to merge the man-made environment with the natural environment without disrupting the status-quo, rather enhancing it, of the planning area.

The proposed land use plan includes a proposal to implement a building-free natural environment in the long-run along the Ella-wellawaya road up to the Rawana Ella so that this natural environment would generate an impression in the minds of tourists approaching Ella Town along this road of that they are entering the world-acclaimed Ella Town.

It is expected to improve the current building facia of the buildings in the town area while town is being developed as the main centre for the facilities required for the tourism industry. Further the street lay-out will also be improved with provisions for pavements and landscaping areas depending on the situations and the space availability.

The areas spreading along the Ella Passara Road and the Ella-Kithalella Road will be subjected to strict control of building heights protecting the view plains while building designs and their densities are managed strictly ensuring that the buildings constructed are environmental-friendly and that new entertainment activities will be introduced in such areas for the tourism. This proposal envisages a built environment to be merged with the nature towards the East, West and the South from the Ella town, and that the buildings towards the North to be compatible with the natural environment and the tea plantations that will be made use for tourism to be protected from any harmful impacts.

In totality, the Ella Town will be developed and sustained as a Environmental Tourism Town and accordingly all the other sectors will be planned and developed to help achieving this end.

6.3 Physical and Social Infrastructure Facilities Development.

6.3.1 Proposed Services Plan

Introduction

The vision of this development plan that has been formed for the future development of the Ella Town as encapsulated under the “Nature Paradise of Mound Guard” envisages achieving the following objectives by the year 2030.

1. To make the most attractive and safest tourist city in the mountains based on natural conservation.
2. To make the hill town a tourist destination with adequate social, economic and physical infrastructure that will generate maximum income for the residents and the national economy in the area.

The floating population in the Ella Town has been forecast for the year 2030 under two categories. The first category of people who come to the town will be local residents to fetch day to day needs, while the other category of people will be foreigners, who will be visiting the town during their vacation to share the experience of environmental beauty of the town and the surrounding areas and to have their needs satisfied through the services available in the town Centre. Therefore commercial, financial and other social entertainment facilities should be provided in the town.

The study of the day-time population in the Ella town undertaken in 2017 revealed that approximately 6000-6500 people are present in the town while the tourists who visit the town per day come to 250-600 tourists. This day-time population could be increased by 2030 to 6500-8000 people from the local resident population and the tourists can be increased to approximately 500-800 tourists per day.

However, the commercial and other services necessary for the both local and tourist population are not available in the Ella Town currently.

This development plan envisages increasing the service facilities to the tourists, the increase of services will require increase of employment of people in the service sector. Currently the employment of the people in the town area estimated to be 1400 people, this figure could be increased to a level of 2000 people by the year of 2030. Increase of service sector employment of people will help advancing the services in the year of 2030.

One of the social issues identified in the Ella Town has been the high rate of school dropout, the youngsters so dropped out from the schools do not have opportunities to develop their skills to join with the ongoing development process as there are no vocational training centres established in the Ella Town. In view of this issue, a proposal has

been made to establish a Hotel-School in the Ella Town which could train people and develop their skills to meet the needs of the tourism sector and that will help advancing the tourism sector in professionalism.

As seen in the previous paragraph the current tourists number ranging from 250-500 per day will increase to 500-800 tourists per day in the year 2030. Currently there is no health centre in the town with facilities to meet the emergency needs of the tourists. The MOH Office do not have Official Quarters for the medical officers who will man the this Office, so that the services provided may be crippled intermitantly. Therefore this centre is unable to take care of the tourists staying in the Town. Therefore, a medical centre with necessary facilities to take care of the tourists has become an essential facility that need to be provided in the short-run.

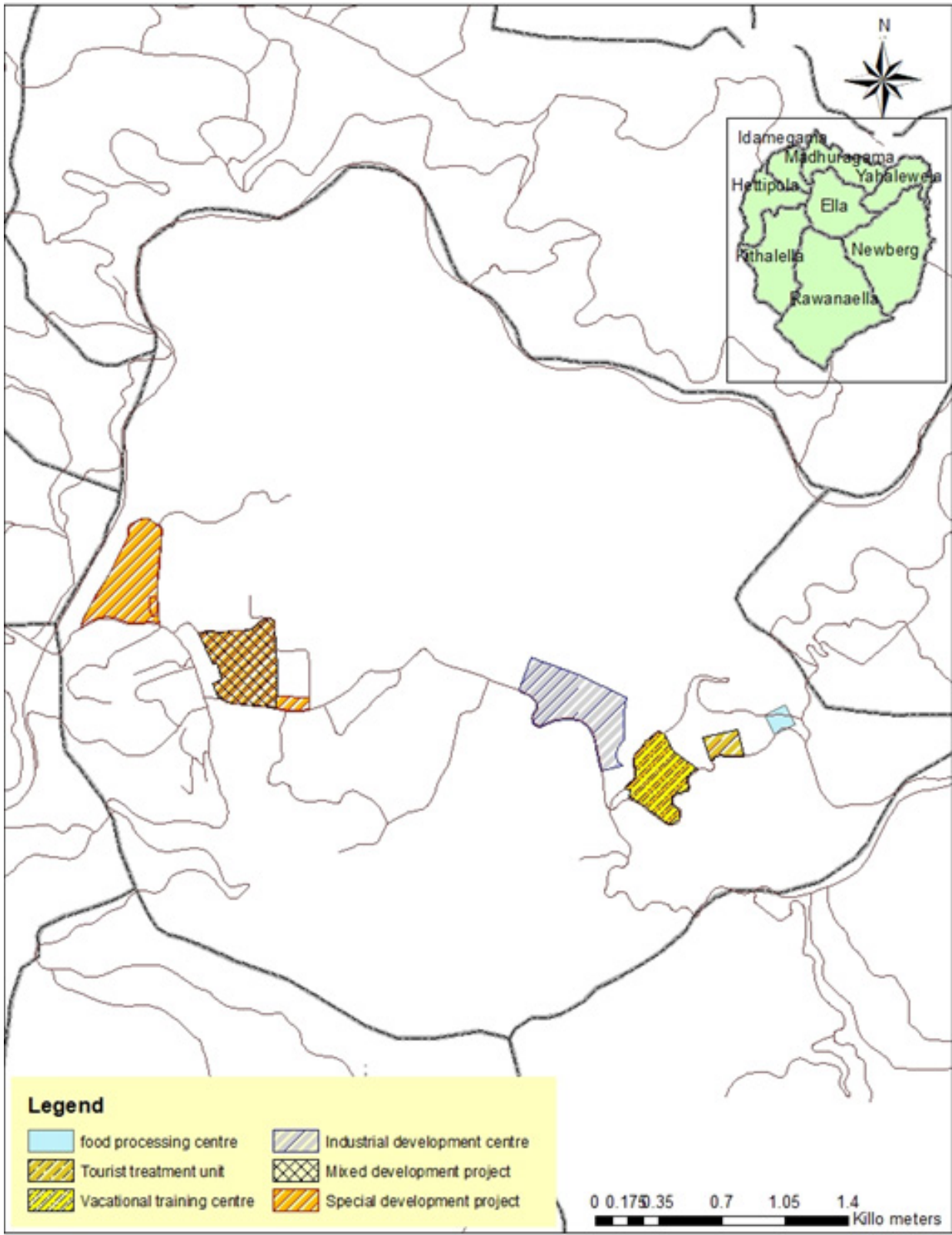
The current development trend in the Ella Town demonstrates that the most of the supply facilities related to the tourism industry are continueing to concentrate along the Ella-Wellawaya Road, which resulted in high rate of building constructions. The buildings housing the state functions and the educational institutions are located along the Ella-Passara main Road. The development pressure seems to be developing along the Ella-Passara main road. Further this development trend will not exert any harmful impact on the environmentally sensitive areas situated along this road owing to the fact that the developable lands along this road are situated at a distance from the sensitive areas so that the impact can be faded away before it reaches the environmentally sensitive areas. In the circumstence, it has been proposed to locate the Proposed Hotel School at a site situated along the Ella-Passara Main Road. This dicision to encourage the development along the Ella-Passara Main Road is also expected to divert the development pressure from the Ella-wellawaya Main Road, helping minimizing the risk of impacting the environmental sensitive areas along this road. The location of the Hotel School along the Passara Main Road will open up new opportunities for the investors and the developers in the tourism sector to focus their attention towards this area as there are more developable lands available.

The emerging tourism industry increases the market opportunities for the indigenous products, such as agricultural and handicraft products. In view of consolidating this market opportunity, it has been proposed to establish a market complex at a site along the Ella-Passara road, where handicrafts and indigenous products that would be appreciated by the tourists. This complex also can accommodate agricultural products processing industries which will make value additions to the agro products coming in to the market. This complex will integrate the tourism industry with the local economic activities yielding benefits to the local residents and advancing their livelihoods while making some contributions towards the national economic development as well.

The Public Fair currently held along the Ella-Passara road has been proposed to relocate at a site owned by the Road Development Authority (RDA). Further commercial and financial institutions also will be located at sites listed below.

1. Post Office site situated along the Police Station access road-Ella.
2. Land owned by the RDA along the Passara Main road.
3. Financial Centre to be located at a site along the Ella-passara Road.
4. Commercial Complex Development along the Ella-Passara Road

Map No 6.3 : Proposed Service Plan



**Proposed Service Plan
Ella Urban area**

Source: Urban Development Authority (Uva Provincial office)

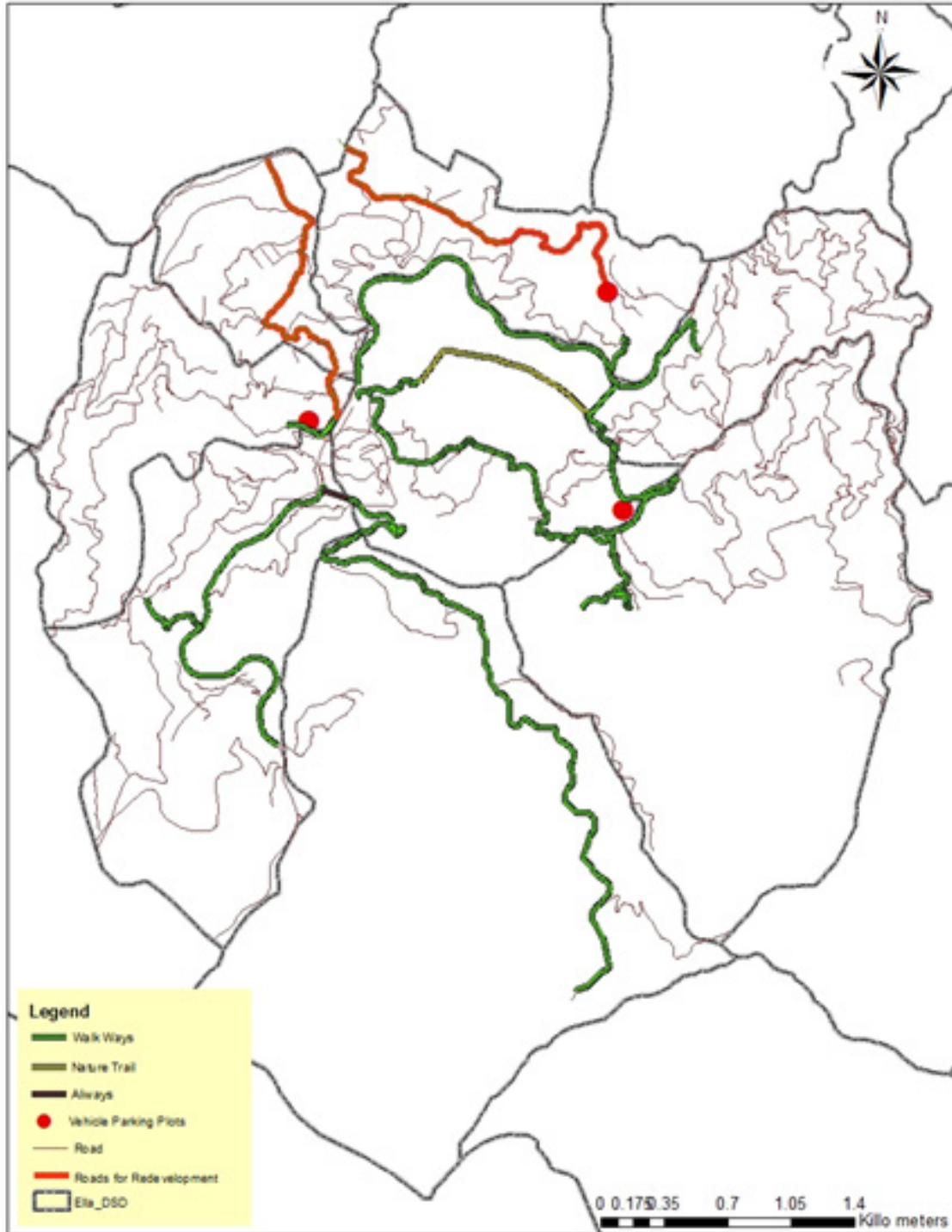



Urban Development Authority
October - 2017

1.3.2 Transport Plan

An integrated Foot Path network will be developed with the mortarable roads and the suitably located car parks to enable the tourists to walk up to the sensitive locations without using mortar cars, that can cause impacts on such sensitive locations. This integrated road network will also cover the Railway Station to facilitate the tourists to walk upto the town while enjoying the cool weather and the surrounding areas.

Map No 6.4 : Proposed Transport Plan



Transportation Plan Ella Urban area		 Urban Development Authority October - 2017
<small>Source: Urban Development Authority (Uva Provincial office)</small>		
<small>Planning Division</small>	<small>Ella Development Plan -2021-2030</small>	<small>Prepared by - A.H.A.O.Thushara</small>

Source: Urban Development Authority, 2017

Further, the transport plan proposes to develop the tourism in areas such as Idamagama, Madhuragama, Hettipola and Yahalawela, which need easy access through Badulla-Bandarawela Main Road. Therefore the connection between the Ella Town and the Bandarawela Town should be strengthened and accessibility to the new areas identified for tourism development should be improved. This proposal is expected to increase the number of vehicles coming in to the Ella town which needs to be managed through a transport management system. It is expected to expand the tourism in to new areas as mentioned above in a bid to spur the economic development of the area.

The environmental tourism zone will not provide accommodation facilities for the tourists, it will provide facilities only to walk through such environmental conservation areas to share the experiences and enjoy the beauty of the nature. As such it is proposed to develop the walking tracks and natural pathways integrating such areas through a network of access routes to enable the nature loving tourists to reach such areas. This proposal, envisages expansion of the tourism in to the new areas identified for the purpose.

This walking track network development needs careful planning, vehicle parking areas should be located in limited locations, from there the tourists should be able to walk by using the developed walking tracks. There may be places where bicycles could be used to increase their movement faster, for which, places of hiring the foot bicycles for the purpose could be established. This arrangement will provide opportunities to the tourists to enjoy the cycling through the environmental conservation areas while sharing the memorable experiences of the nature.

The studies undertaken in 2017 found that migratory population of the Ella Town had been around 7500 per day and the number of vehicles reached this town per day estimated to be 3600 vehicles. These figures tend to increase, according to the forecast of future scenarios, the migratory population of the this town per day will be increased to 7500 while the number of vehicles would be increased to 5000 vehicles per day by the year 2030

The estimate of through traffic in the Ella Town had been in the region of 3600 per day, of which 1689 vehicles enter the town while 1916 vehicles leave the town. It has also been found that the average number of vehicles parked at the town centre ranges between 230 to 300, but availability of properly planned out vehicle parking places are not provided in the town centre.

The vehicles entering or leaving the Ella Town via Ella_Wellawaya Road encounters an obstacle at the narrow tunnel – 7.20 Meters wide and 6.20 Meters high- where congestion of vehicles is a common sight. Therefore new plans are underway to broaden this tunnel to facilitate the faster vehicle movements.

Vehicle parking places have been proposed to be located at locations on all the main roads entering the Ella Town outside of the core area with the hope of managing the haphazard vehicle parking in the town. Accordingly the parking places will be located outside the core area of the town along the Ella-Wellawaya Road, Ella-Passara Road and Gotuwela-Madhuragama Road. This arrangement of vehicle parking places will exercise an indirect control over the emission of carbon in to the atmosphere.

Development of Vehicle Parking Areas.

Three vehicle parking places have been proposed, one at a place close to the Ella Tunnel, second park at a place along the Passara Road and the third park will be at the end of the Madhuragama Road. This proposal envisages minimizing the haphazard vehicle parking in the town centre and reducing the number of vehicles circulating in the town.

The capacity of each car park is appended below.

- 150 parking slots in the car park to be located closer to the Ella Tunnel-outside the tunnel-
- 100 parking slots in the car park to be located along the Passara Road .
- 50 car parking slots in the car park to be located at the end of the Madhuragama Road.

The roads that need to be developed.

- Badulla-Halpe Road Development
- Gotuwela-Madhuragama Road Development.

- **Badulla-Halpe Road Development**

The proposed 02 Km long Badulla-Halpe Road development will offer easy and fast access to the Ella Town from the Badulla-Bandarawela Road, it will also can act as a better alternative road to the Ella-Wellawaya Road by passing the Ella Town. This road development will be an important road to access the Ella town faster from the Badulla-Bandarawela Road as far as the current vehicle speed on the roads are concerned-current vehicle speed is 40 Km per hour.

- **Gotuwela-Madhuragama Road Development.**

This proposal envisages developing a road that provides faster access to the Nine-Arch rail bridge as an alternative road. This road is extensively used by the tourists currently, it is approximately 05 Km long and the average vehicle speed is 20 Km per hour. So this proposal will facilitate the tourists visiting this Nine-Arch Rail Bridge at Madhuragam-Gotuwela road.

Proposed Footpaths

A footpath network has been proposed integrating the most environmental attractive locations, railway station and other locations of entertainments mostly visited by the tourists. The places to which access will be provided through these foot paths will be developed with necessary facilities for the tourists. Under this proposal following proposals will be implemented.

1. Footpath development from the Ella Rail Station up to the Nine-Arch Rail Bridge
2. Footpath development from the Nine-Arch Bridge along the embankment of the Bora Wewa (lake) to the Passara Main road.
3. Footpath Development from the Ella Rail Station to towards the Kithalella village area.
4. Footpaths Development connecting with the road to Kithalella
5. Footpath Development along the Ella-Wellawaya Main Road to the Rawanaella (waterfall)
6. Footpath Development from the Ella-Passara Road up to the Little Sri Pada

Proposed footpath development

1. The proposed footpath running parallel to the rail track to be connected to another footpath that will be developed along the Ella-Wellawaya road upto the Rawana Waterfall.
2. Footpath development from the end of the Gotuwela-Madhuragama road to reach the Nine-Arch Rail Bridge.

Development of a nature trail

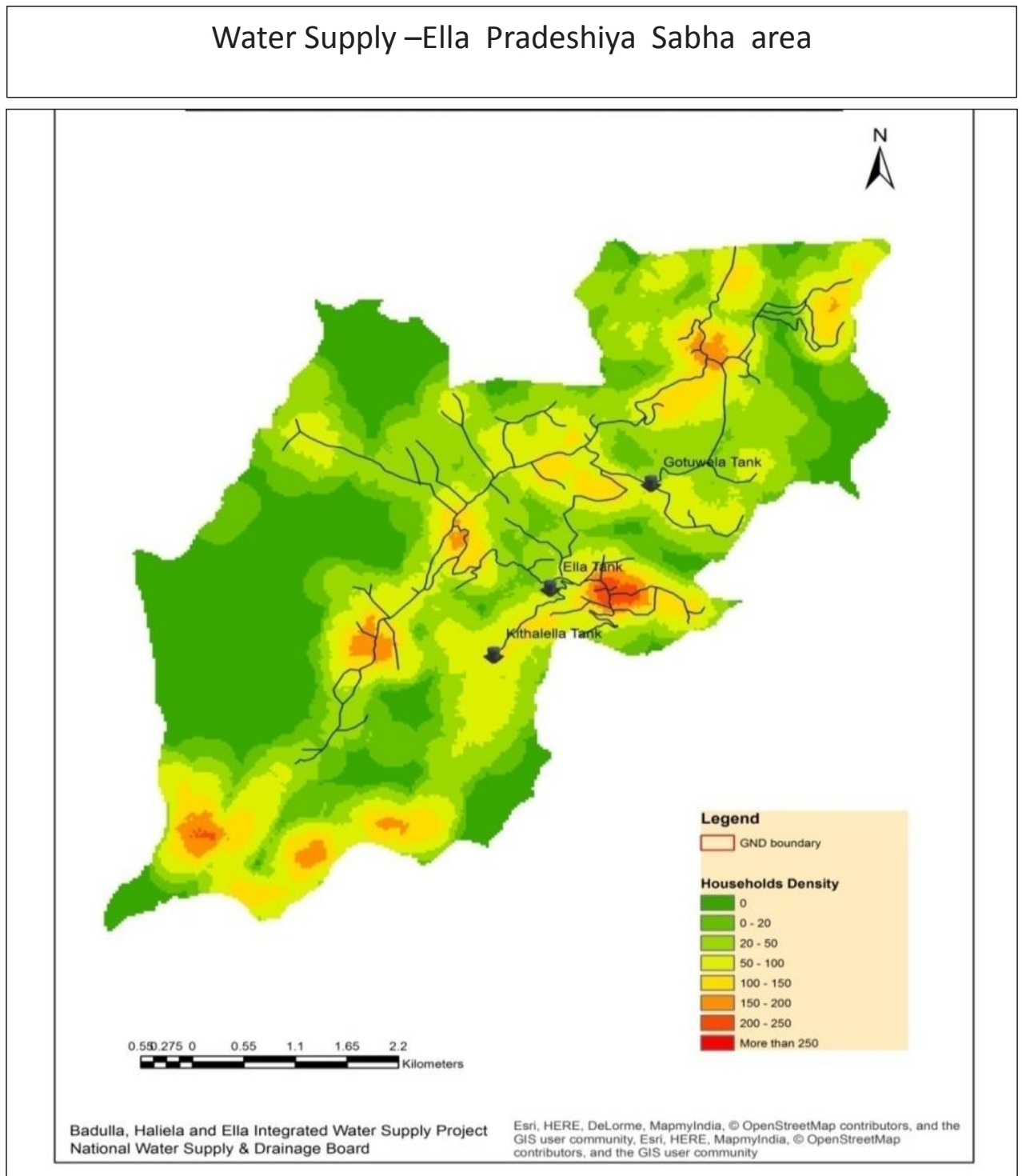
1. The development of the natural trail from the Ella Rail Station to the Nine-Arch Rail Bridge through the Piners Plantation

This proposal will offer a better opportunity for the tourists to view the nature and share the experience as never before.

6.3.3 Water supply plan

Present status of water supply

Map No 6.5 : Present water supply-Ella Divisional Secretariat Division



Source: National Water Supply & Drainage Board, 2017

Estimated demand for water supply by the year 2030.

Table No 6.1 : Demand for water

Sector	Demand for water in cubic meters per day
Domestic	1046.00
Tourism Industry	818.00
Administrative	3.5
Tota demand	1867.5

Source: Uva Provincial Office-Urban Development Authority

According to the water supply details, there will be a water shortage of 950 cbm by 2030. The zoning plan encourages new areas for development of residential and tourism activities, which can increase the demand for water in the future.

The current water supply scheme provides water to the areas of Hettipola, Ella and Madhuragama and subsequently this scheme was extended covering the areas of Idamegama and Yahalawela as well. However, in view of the increased population density in these areas by 2030 under the proposed zoning plan, the current water supply volume will not be sufficient to meet the needs. Therefore a proposal is being considered to increase the water supply by 400 cbm per day from the Demodara scheme by intaking the water from the Badulu River.

In view of protecting the catchment area of the Kirindi River Rawana Sanctuary area will be declared as a environmental conservation area and the development and other harmful activities there in will be controlled through enforcement of regulations.

6.3.4 Plan of Electricity Supply

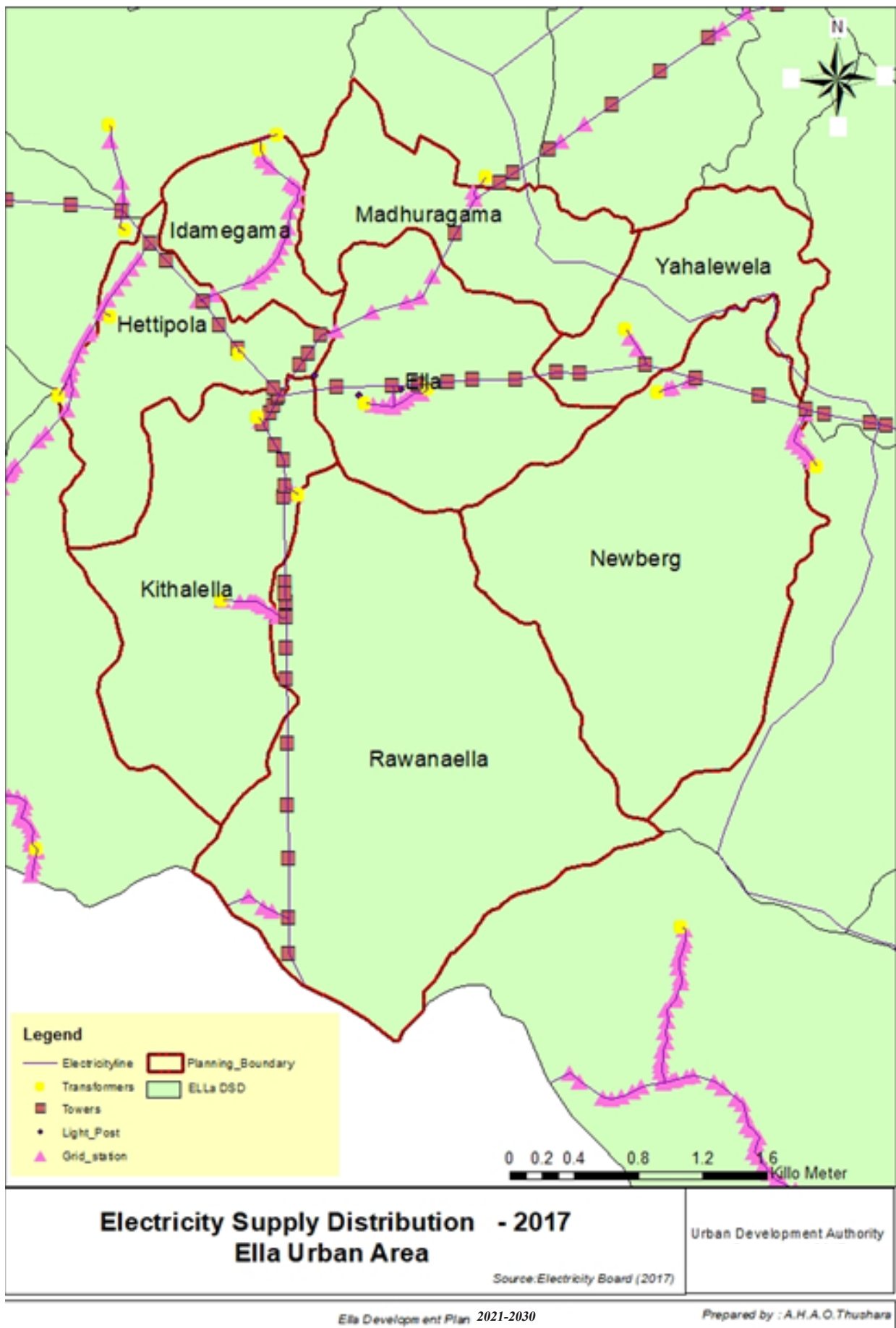
The total capacity of electricity supply of the Ella urban area is 132 MW. The electricity supply connections are provided to almost all the residential buildings and commercial establishments. Accordingly it can be concluded that the supply of electricity in the Ella Urban Area prevails at an ideal position.

The electricity distribution lines are spread throughout the urban area and they are congregated at the Kithalella village. However, it appears that the demand for electricity has been increasing along with the development of the tourism industry as reflected in the more frequent power supply interruptions. The power distribution lines that zig zag the sky of the Ella Town posing an eminent danger of electrocution or any other power leakage driven accident. Therefore a proposal has been made to lay an underground power cable along the Ella-Wellawaya Road with a view of minimizing the danger posed by the power distribution network in the Town Area. Further another proposal has been made to establish an electricity substation at a location along the Ella-Kithalella road in order to ensure the increase of power supply efficiency and its management.

The tourists staying in the Ella town feel free to roaming around the town in the night, currently 200-300 tourists are visiting the town in the night, so lighting of the area in the night has become essential, from both point of views of security and beautification. As a result the demand for power supply can tend to increase, therefore the proposed substation will be able to manage this increased power demand in the future.

Current Electricity Supply

Map No 6.6: Present Power Supply.

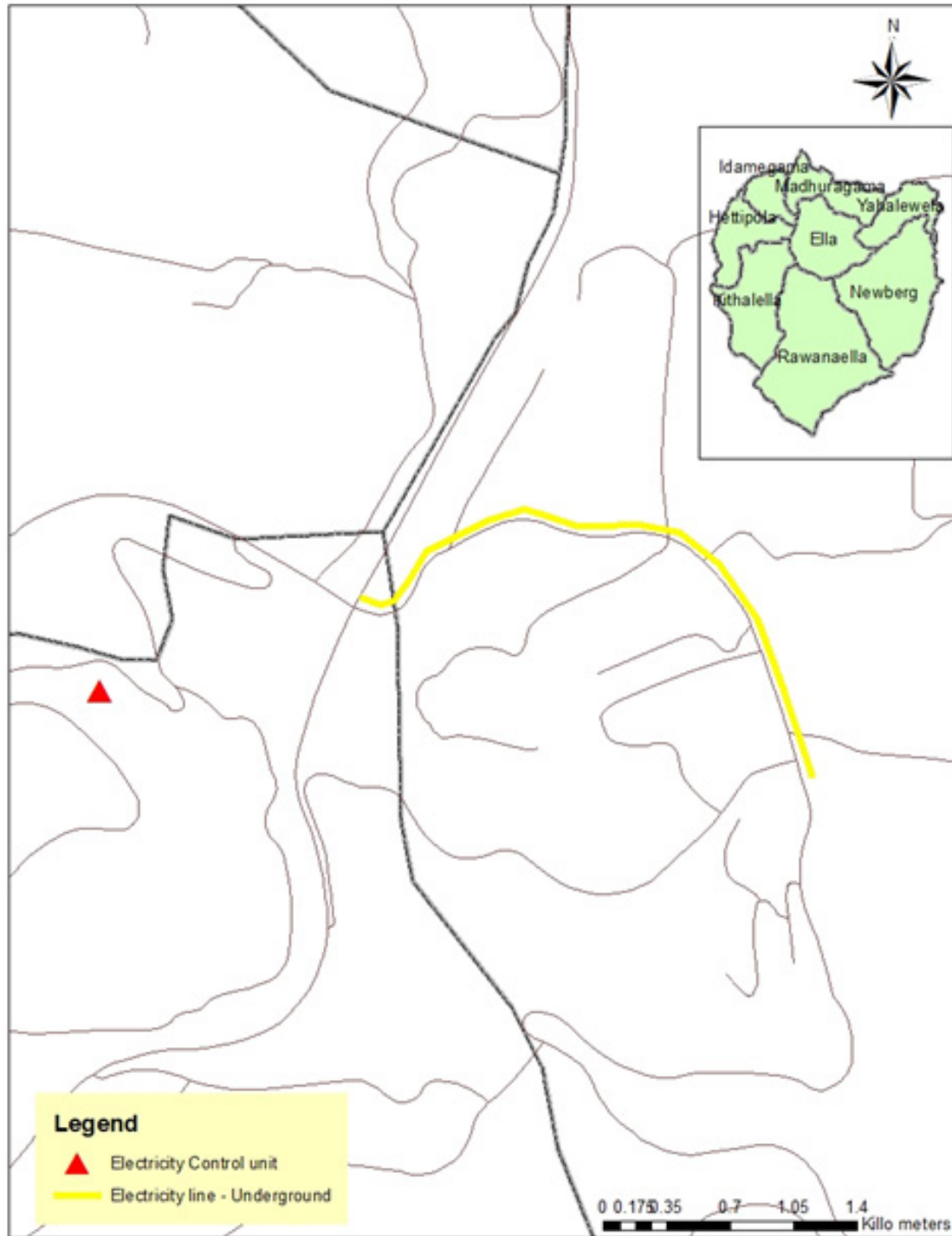



Source : Ceylon Electricity Board, 2017

Establishment of a Electricity Substation at a location along the Kithaella road is expected to manage the power interruptions efficiently as the demand for power supply increases along with the development of the tourism industry.

Development of a road along the Ella-Wellawaya road and the Passara road to lay an underground electric cable with close proximity to the Ella Town.

Map No 6.7 : Proposed Power Supply Plan



Proposed Electricity Plan Ella Urban area		 Urban Development Authority
Source: Urban Development Authority (Uva Provincial office)		
Planning Division	Ella Development Plan - 2021-2030	Prepared by - A.H.A.O.Thushara

Source: Uva Provincial Office of the Urban Development Authority, 2017

6.3.5 Proposed Rainwater and Sewerage Plan

The Ella town does not have a proper waste water disposal system, so the waste water generation can increase in parallel to the increase of the tourism activities. The estimated waste water generation as of 2030 is appended below.

Table No 6.2 : Estimated Waste Water generation as of 2030

Sector	Daily waste water generation
Commercial	45.00 m ³
Domestic	97.00 m ³
Total	142.00 m ³

Source: Uva Provincial Office of the Urban Development Authority

The waste water disposal in the row form in to the open water channels in a town where tourism is expected to develop on the basis of the environmental quality. This idea is no exception for the Ella Town, where tourism is going to be the life line of the town's economy. In view of this fact a treatment plant to treat the waste water being generated in the Ella Town has been proposed to establish at a site close to the Ella Devalaya. The treated waste water at this plant will be discharged in to the Kirindi Oya (River).

A proposal has been made to plan out a storm water draianage network for the Ella Town, as currently ther is no such a drainage system and a solid waste management system. This proposed storm water darainage system is expected to complete its implementation by the year of 2030.

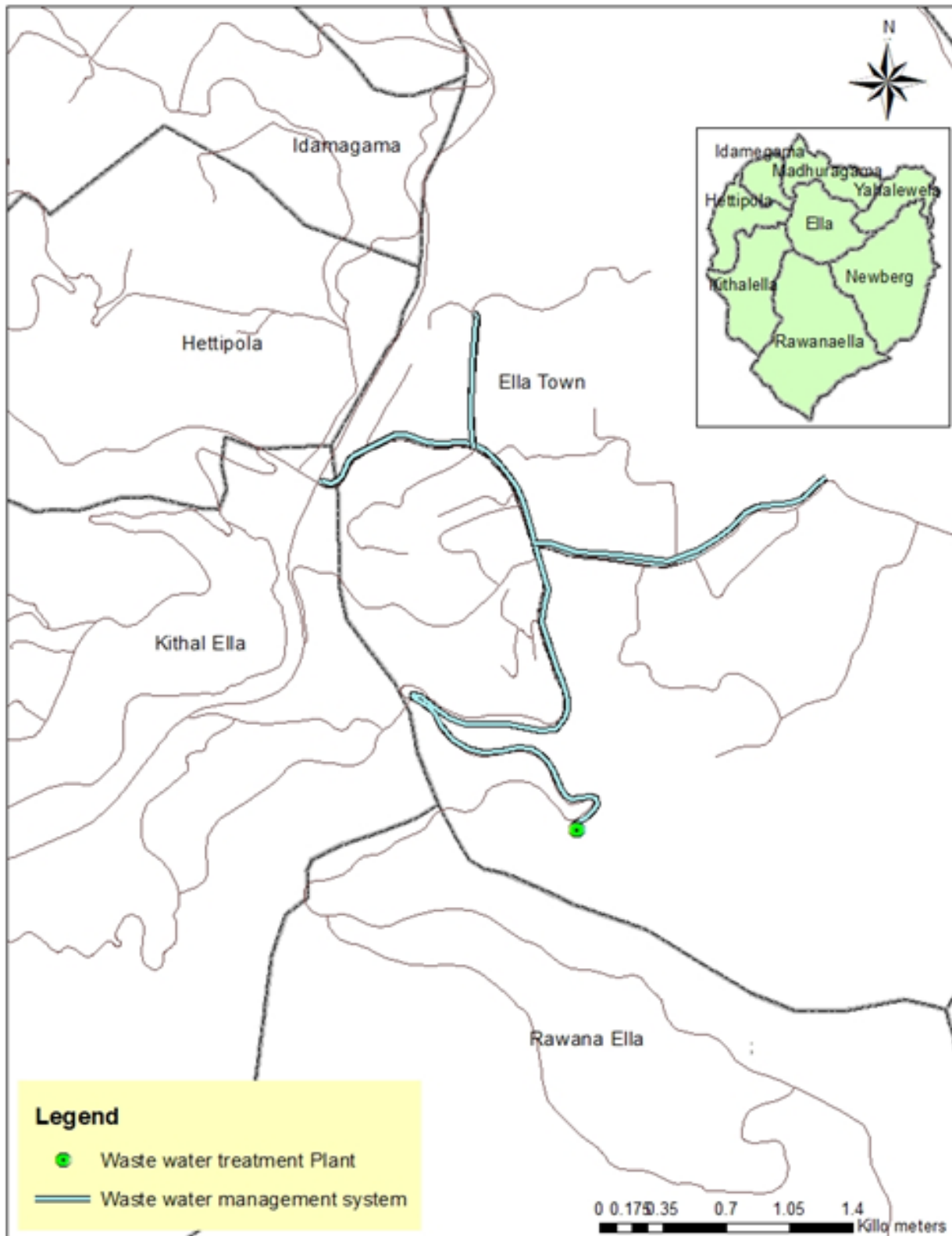
The studies undertaken on the storm water volume collected in the Ella Town, during the rainy days per two hour duration, has been estimated to be 0,24 cbm based on the rain fall data of 3,90 mm per hour as provided by the Department of Metereology. The total legnth of the surface drains will be 22 Km, which will run accross private and satate owned lands.

The drains to be developed will traverse through the town along the roads, namely, Passara, Kithalella and othe roads in the town's central area. This drain network will collect the storm water during the rainy days and drain them in to the Kirindi Oya -River-

The waste water being discharged from the hotels needs to be manged with the aid of a treatment plant with a designed capacity of 150 cbm. This plant can recieve the waste water flowing through the covered drains and treat them before discharged them in to the Kirindi Oya at a place closer to the Ella Devalaya.

Proposed Wastewater Transport Network Plan

Map No 6.8: Solid Waste Transport network Plan



Proposed Waste Water Management Plan Ella Urban area

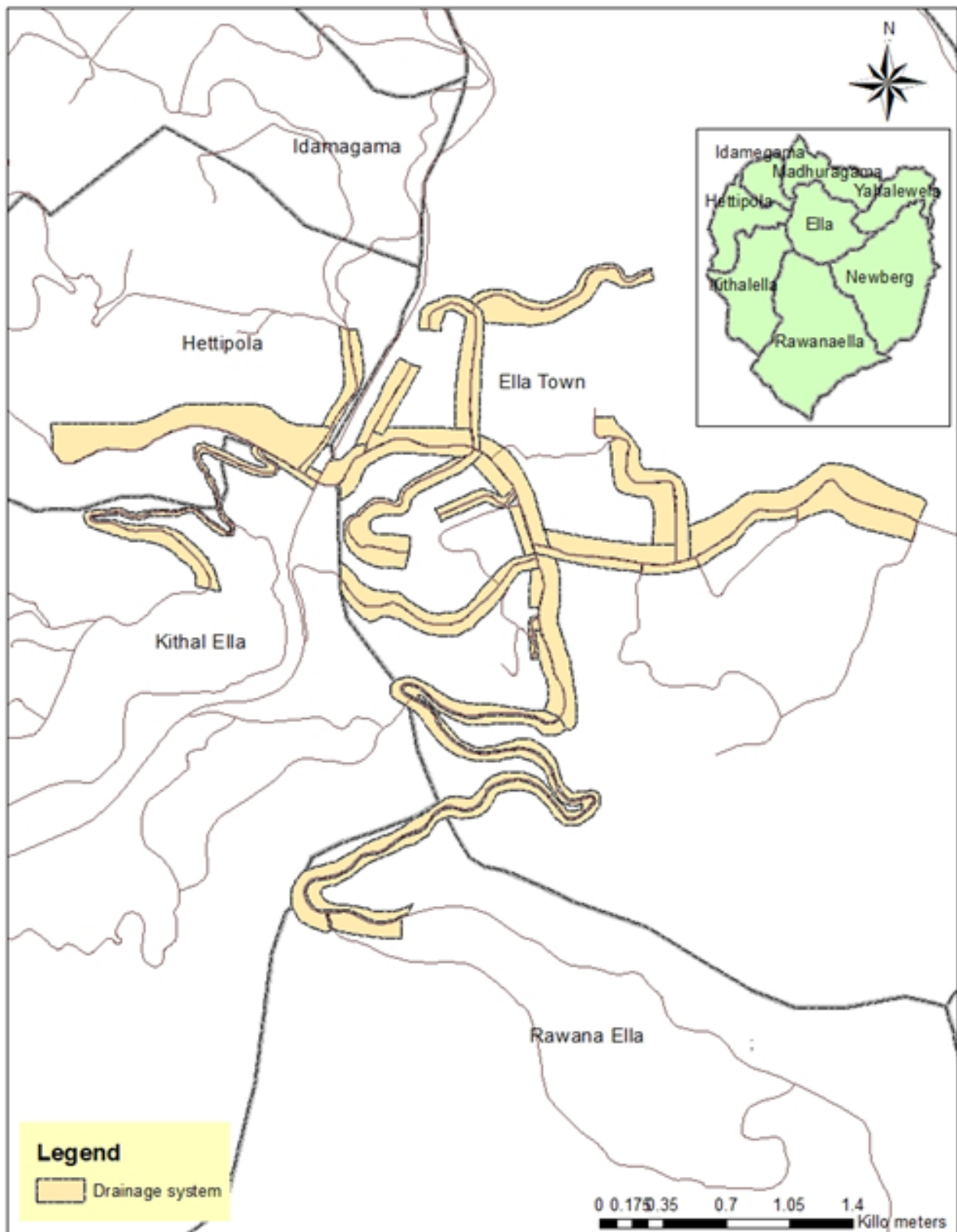
Source: Urban Development Authority (Uva Provincial office)



Urban Development Authority

Proposed rainwater drainage system plan

Map No 6.9: proposed Surface Drain network Plan



<p>Proposed Drainage Plan Ella Urban area</p> <p><small>Source: Urban Development Authority (Uva Provincial office)</small></p>	 Urban Development Authority	
<p><small>Planning Division</small></p>	<p><small>Ella Development Plan 2021-2030</small></p>	<p><small>Prepared by - A.H.A.O.Thushara</small></p>

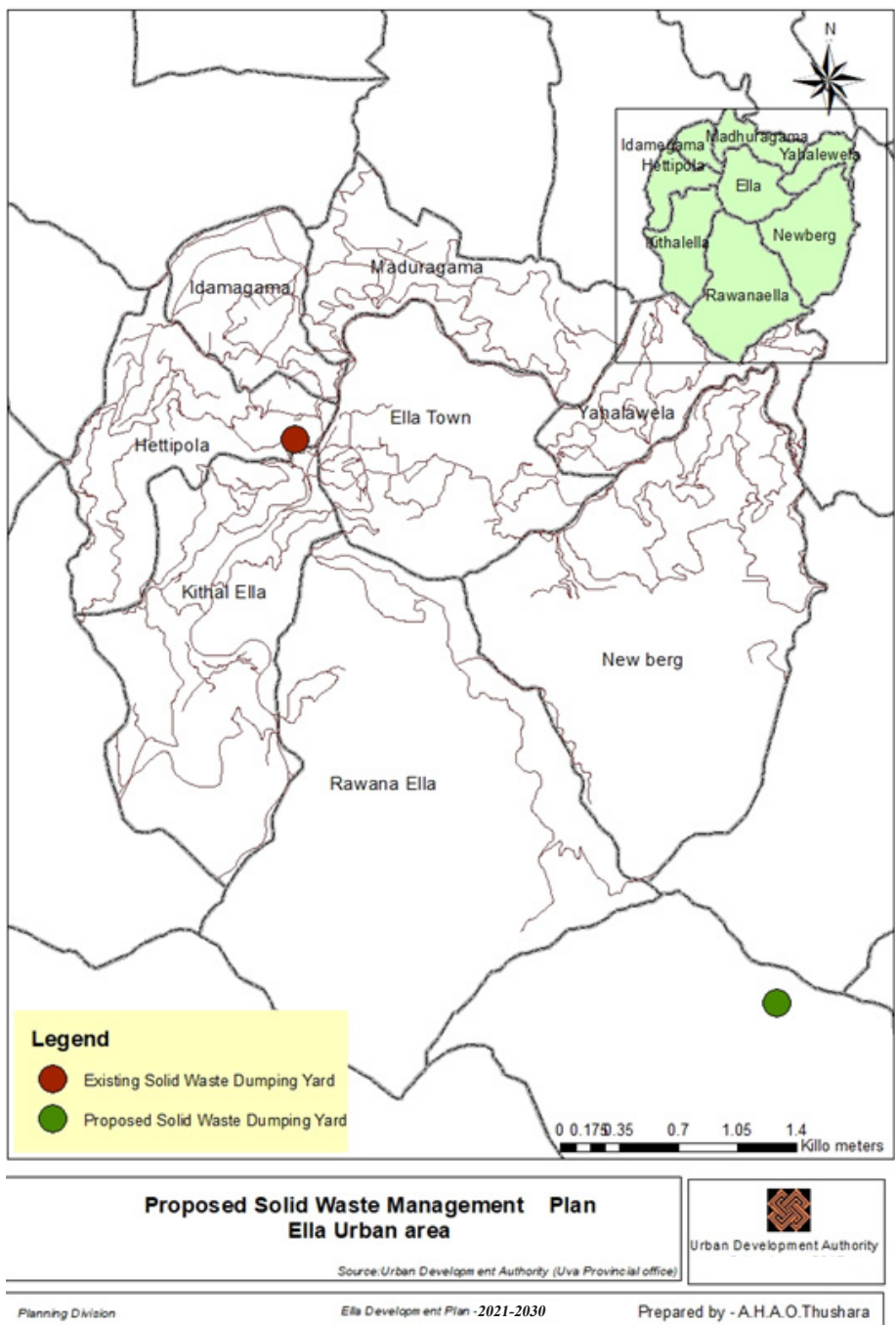
Source: Uva Provincial Office of the Urban Development Authority, 2017

6.3.6 Solid Waste management

The solid waste generation in the town of Ella can increase in its volume along with the development of the tourism sector. The capacity of the existing waste management centre will not be sufficient to manage the increased solid waste volume expected to be generated in the future. The second issue is the current solid waste management centre is located within the town itself as an open centre. As a result the odor of the wastes is spread throughout the town’s environment while providing a fertile breeding ground for the mosquitoes and other insects. According to the forecast of future waste generation, a volume of 2.75 Tons of wastes will be gerated by the year 2030. The capacity of the existing management centre will not be sufficient to meet this requirement in the year of 2030.

As the current location of the solid waste management centre is very close to the town centre and that its capacity is also insufficient to meet the future needs, it has been proposed to relocate the centre at a suitable location at Karandagolla area with an increased capacity to recycle the wastes and to implement higenic land filling with the wastes collected.

Map No 6.10 : Plan of Solid Wastes management



Source: Uva Provincial Office of the Urban Development Authority,2017

A set of solid wastes management regulations to streamline and monitor the waste management of buildings has been included in the Zoning Plan.

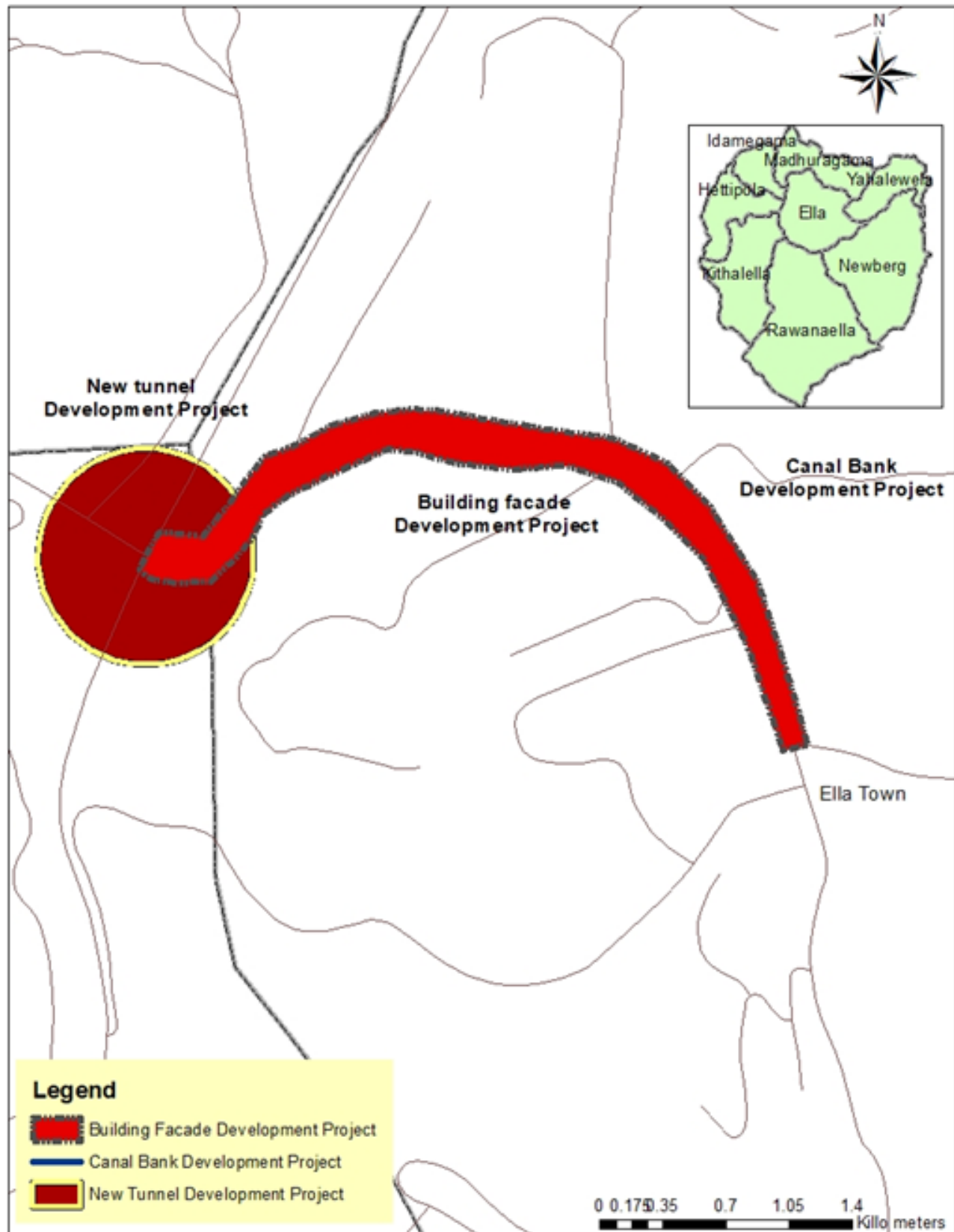
6.3.7 Plan of other facilities.

Development in the Ella Town

It has been proposed to redesign the facia of the existing buildings standing along the Ella-Wellawaya Road according to the architectural standards providing a better and pleasant urban built environment for the pedestrians, tourists in particular. Further the enbankments of the Channel that flows in to the Kirindi oya should be landscaped creating a picturesque environment with walkways for the tourists to experience the beauty of the environment.

The existing tunnel on the Ella-Wellawaya Main Road is currently unable to cope up with the vehicular traffic, as its width is narrow. Therefore a proposal has been made to drill another tunnel with sufficient capacity to meet the needs. This new tunnel will be the main gateway from the Ella-Wellawaya Road to the town.

Map No: 6.11: Ella Town lay-Out Plan



**Other Utilities Development Plan
Ella Urban area**

Source: Urban Development Authority (Uva Provincial office)

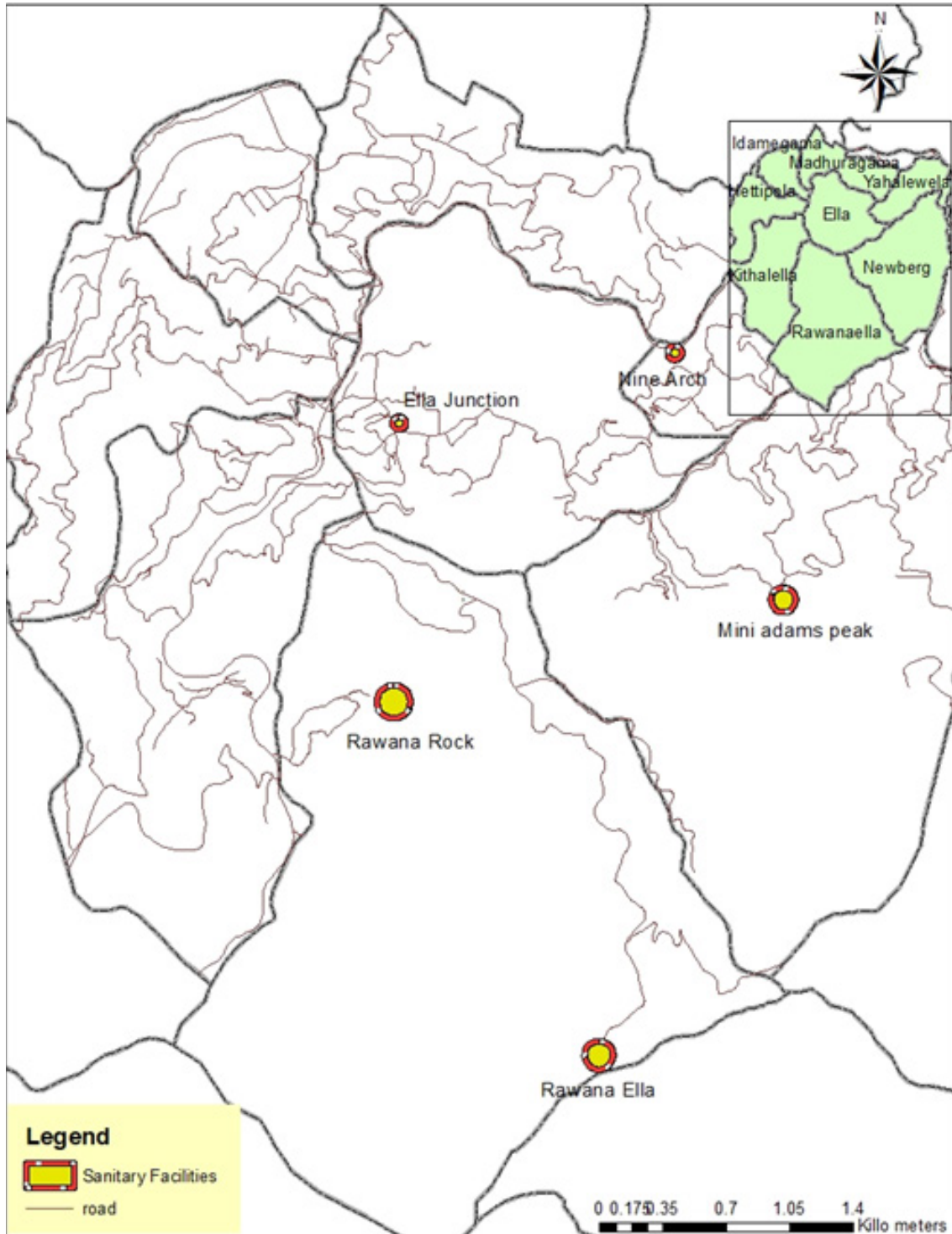


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Improvement of sanitary facilities at the following locations have been proposed to facilitate the tourist.

- a) Redevelopment of Public Toilets at the Ella Town.
- b) Establishment of sanitary facilities at Rawanaella, Little Sri pada, Nine-Arch Rail Bridge and at a location closer to the Rawana mountain range.

Map No 6.12 : Plan of Sanitary Facility Development



**Sanitary Facilities Development Plan
Ella Urban area**

Source: Urban Development Authority (Uva Provincial office)

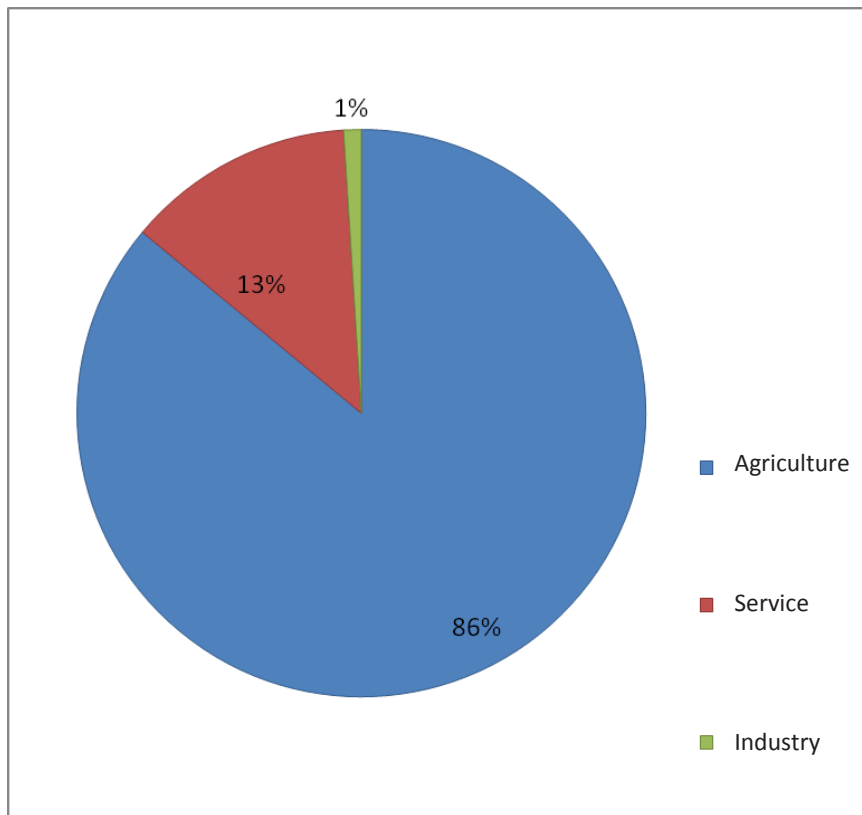


Urban Development Authority

6.4 Strategies of Economic Development

6.4.1 Proposed Economic Development Plan

Figure No 6.1 : profile of the Economy



Source: Ella Divisional Secretariat Divisional Office-2017

Employment - Profile of the Economy. Ella Urban Area

Table No 6.3: Economic Profile

GS Division	Total employment	State Sector	State Security Forces	Semi-Government	Private	Agriculture	Self-Employed	temporary employed	Other
Ella	1350	115	10	-	130	-	200	100	795
Idamegama	165	47	-	-	34	51	33	-	-
Kithalella	718	177	40	-	61	190	24	174	52
Madhuragama	439	32	48	02	64	166	59	35	33
Yahalawela	598	59	11	-	450	20	50	8	-
Rawanaella	531	10	-	-	25	298	23	20	155
Hettipola	501	74	-	-	135	107	43	142	-
Newburg	336	07	06	-	42	108	05	82	86
	4638	521				940	610		

Source: Ella Divisional Secretariat Divisional Office-2017

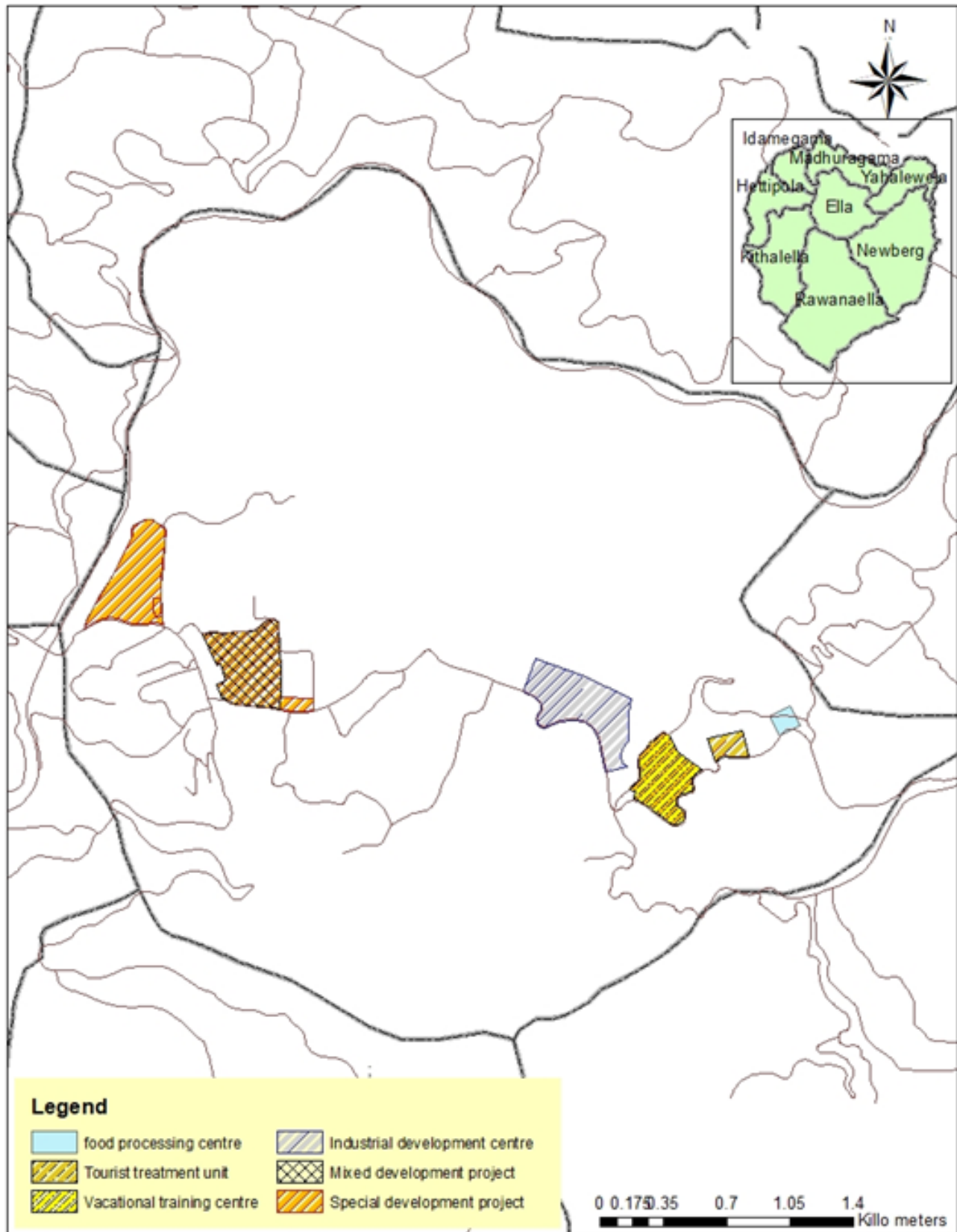
The sustainable economic development of the Ella Town will be based on the tourism industry which depends on the quality of the natural environment and the facilities that will be provided to support the tourists to share the memorable experiences. This implies that the protection and conservation of the natural environment is the key to support this strategy, which can increase the potential of the sector to support the development.


In this strategy, it is also expected not only to increase the influx of tourists in to the town but also to increase the duration of their stay in the town by providing them more entertainment activities and other opportunities providing them with more memorable experiences

There are tea plantations outside the environmental conservation areas, which can be made use of for providing opportunities for the tourists to share experiences with the tea plantations without harming the plantation industry. The tourists, who visit the Ella Town, hope to tour the tea plantations and the workers activities in the sector to study for their personal knowledge the process of tea making right from the tea plucking to the turning out of tea, the final products. Therefore this plantation industry has a great opportunity to attract the tourists. However in order to protect the plantation industry from adverse impacts of the tourism activities, if any, could be protected through the enforcement of the regulations that will be included in this development plan.

The proposed commercial and financial institution development in the town centre will increase the employment opportunities. The trading facilities will also be increased at the town centre, particularly the agro product sale centre that has been proposed in the Ella town where agro based products will be processed with value additions and promotes the market for agricultural products, thereby the local residents will find more opportunities to increase their living standards.

Map No 6.13 : Proposed Economic Plan



<p>Proposed Service Plan Ella Urban area</p> <p><small>Source: Urban Development Authority (Uva Provincial office)</small></p>	 Urban Development Authority	
<small>Planning Division</small>	<small>Ella Development Plan - 2021-2030</small>	<small>Prepared by - A.H.A.O.Thushara</small>

Source: Uva Provincial Office of the Urban Development Authority, 2017

Proposed Commercial and Financial Development Projects

- Commercial Development Projects Surrounding the Post Office Premises
Commercial Complex development. This complex will facilitate sale of handicrafts turned out locally and other indigenous products
- Commercial development at the site owned by the RDA.
This development will house processing of agricultural products, indigenous food products and a trading centre. This site will accommodate a new public fair which is currently held along the Ella Passara Main road.
- Commercial Developments along the Ella-Passara Main Road
This complex will be geared to sell items mostly searched for by the tourists.
- Financial Institutional Developments along the Ella-Passara Road.
This development will include establishment of financial institutions and Commercial Banks empowered to handle international currency conversions and money transfers etc. to facilitate the needs of the tourists.
- Tourist Health Centre Development.
This centre will accommodate indigenous medicine and medical treatment centre and a health centre dedicated to the tourists

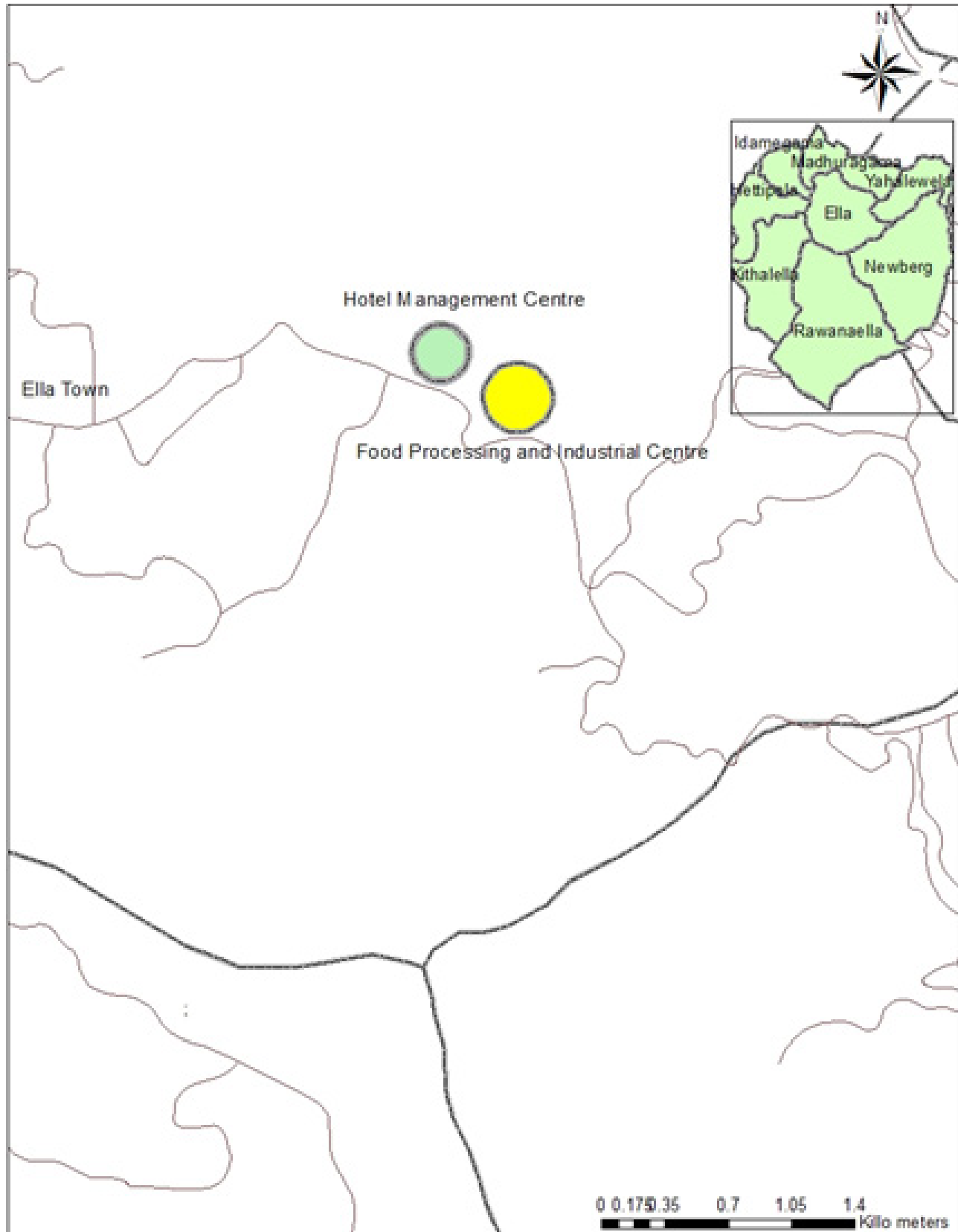
The proposed entertainment Centre to be developed at the site closer to the Railway Station will also provide commercial trading facilities for the convenience of the tourists. This project will help the town to make use of its prime lands to the maximum benefit. This entertainment centre can become an attractive commercial venture in terms of commercial viability.

6.4.2 Proposed Industrial Development Plan.

This proposal envisages development of establishments that will support the tourism sector, which is going to be the economic lifeline of the town, in terms of training skilled labour required for the tourism industry, processing of food products and other indigenous items that will command a good market value. Under this proposal following establishments will be developed.

- Hotel Management School
- Food processing industry, which will operate on the basis of value additions to the indigenous agricultural products.

Map No 6.14: Proposed Industrial Development Plan



Industrial Development Plan Ella Urban area		 Urban Development Authority
<small>Source: Urban Development Authority (Uva Provincial office)</small>		
<small>Planning Division</small>	<small>Ella Development Plan - 2021-2030</small>	<small>Prepared by - A.H.A.O.Thushara</small>

Source: Uva Provincial Office of the Urban Development Authority, 2017

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This industry will be based on the value addition to the indigenous products that will be required for the tourist industry. This industry will be integrated with the agricultural activities of the local people and thereby the living standards will be uplifted. Further this project will also establish linkages with other entrepreneurial activities trickling down the benefits to the grassroots levels.

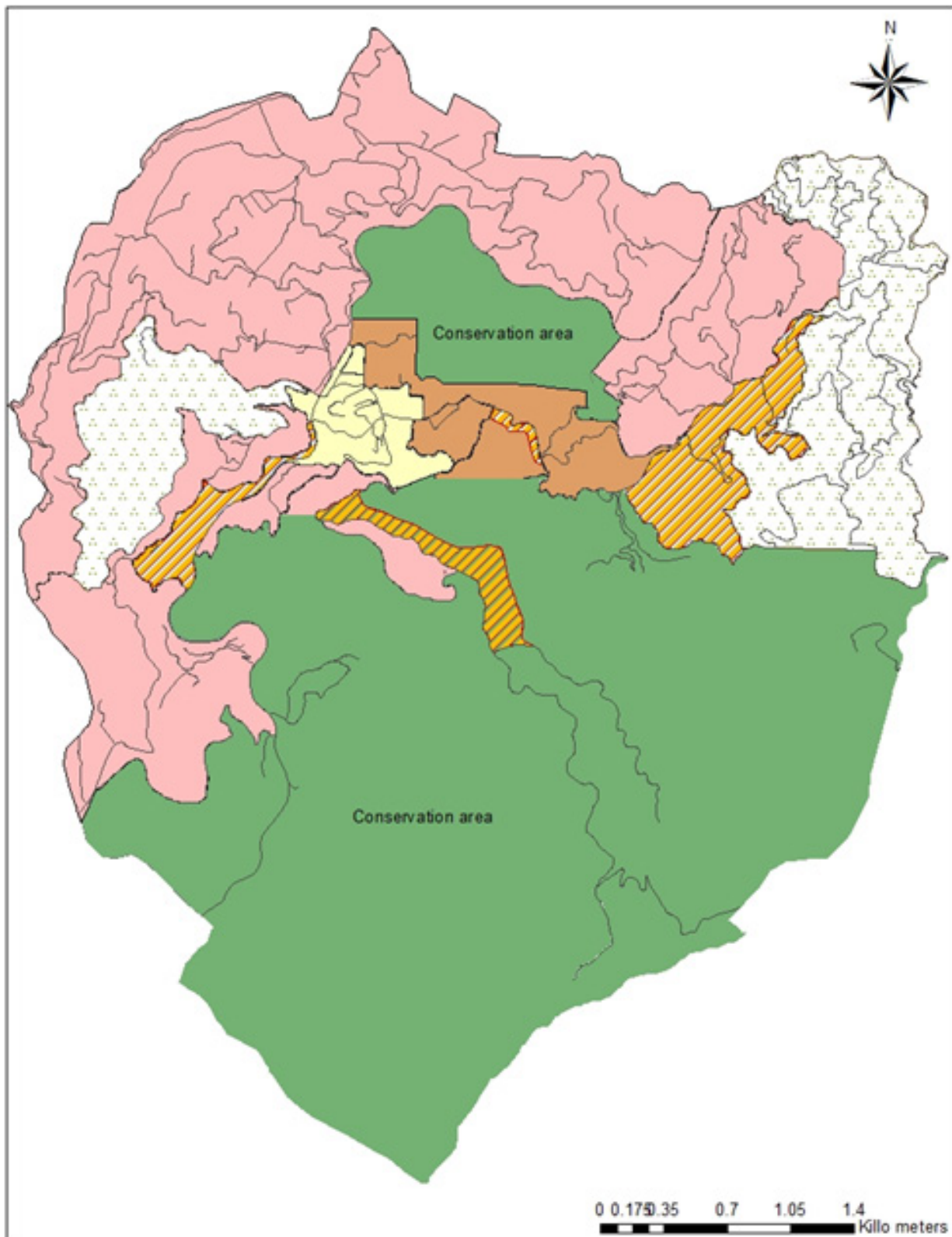
It has become the national policy of the SLTDA to encourage the homestay scheme where the home owners are encouraged to provide accommodation facilities to the tourists. In the light of this policy, land use policies have been designed to accommodate tourists in residential areas under the Zoning Plan. Further this flexibility in the land use policy has also been introduced in the zones of Commercial tourism Zone, Tourist Hotel Zone and the View Plain Protection Zone. This policy will help integrating the tourism activities with the local economic activities spreading the benefits across the planning area.

6.5 Sustainable Environmental Strategies.

The vision formed at the beginning of this development plan is based on the high quality of natural environment that will support the sustainable development of tourism industry. This complementary relationship of the tourism industry and the environmental quality will support the overall development of the Ella Town helping succeeding the aim of the vision. In this backdrop the sustainable development strategy should be based on environmental conservation plan, landscaping plan and the disaster management plan.

6.5.1 Environment Conservation

Map No 6.15: Proposed environment conservation plan



Conservation Plan Ella Urban area

Source: Urban Development Authority (Uva Provincial office)



Urban Development Authority

The Ella Town is surrounded by natural environmental features enhancing its natural beauty. The features are, Rawana Mountain Range, Little Sri Pada maountain, Rawana Waterfall and the Ella Precipice, which are the main areas of conservation. The Zoning plan recognizes the significance of protecting these conservation areas in the long run while making use of them for the development of the tourism industry which is going to be supporting the development of the Ella Town. Therefore the Zoning Plan will permit only camping activities and viewing decks establishments in identified areas of such conservation zones subject to strict control of the management authorities.

Further, identified picturesque locations of the environment, such as DemodaraNine Arch-Rail Bridge, Engineering master piece of Rail Track design at the Demodara rail station,Rawana waterfall, Little Sripada Mountain, Rawana Cave and the Ella Precipice need to be protected from haphazard developments. Therefore the building constructions obstructing the sight plains - which will be identified after the visibility analysis of locations-will be established and the building constructions in such zones will be permitted only when such buildings are compatible with the environmental needs of the zone as decided by the management authorities.

The tea plantations and the natural landscape areas identified under this development plan will only be permitted for tourism developments subject to the condition that such activities should not change the current use of the land. In order to manage such activities a set of regulations will be framed under this development plan and incorporated in the Zoning Regulations for enforcement.

6.5.2 Mangement of Landscape

The natural environment and the built environment are combined to produce the urban environment, where the impact of the built environment on the natural environment needs to be minimized through careful planning of the both environments. As already examined, the Ella Town endowed with a beautiful natural environment, which has been enhanced by the cool climatic conditions and the unpolluted air. The ongoing development of the tourism sector, which has been identified as the economic lifeline of the Ella Town in the long-run, extremely depends on the sustainability of the ideal management of the overall environmental quality. In this scenario the conservation of the natural environment needs to be accorded with the highest priority while planning the built environment in compatibility with the natural environment. The built environment that has been in existence in the Ella Town from the past, appears to have been built with careful planning ensuring that they are very much in compliance with the natural environment. The Nine-Arch Rail Bridge and the laying out of the rail track from a higher elevation to a lower at Demodara without disturbing the natural landscape through animaginative engineering design are glaring reflections of deep understanding and the appreciation of the natural environment the forefathers had in the fast. The natural environment is beautifully characterized by the Rawana Waterfall, Little Sri Pada Mountain Range, Rawana Mountain Range and the Ella Precipice. Under these circumstances, the planning and implementation of the urban design plan and development of the landscape need to be handled with care ensuring no adverse impact is any way placed on the natural environmental beauty. With this vision in the back of the mind following landscaping projects were identified in order to approach this vision.

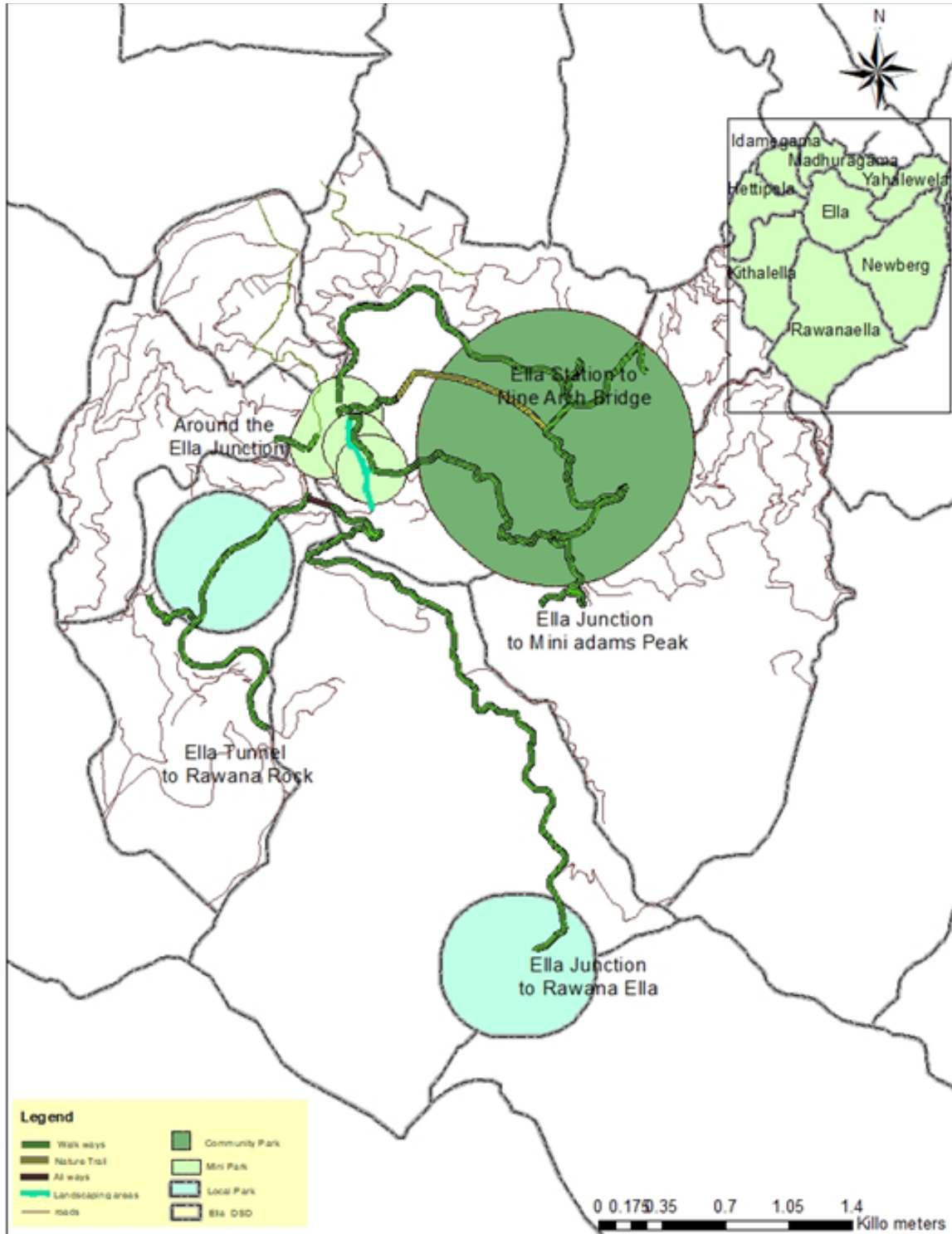
- Landscaping and development of the section from the Rail Station to the Police access road according to a imaginatively developed plan.
- Development of walkways according to a landscape plan on both sides of the main road in the town centre up to the Passara Road.

The town beautification policy under this development plan will require the corporation of the private sector as well as the public sector to landscape their individual premiseses according to a town landscape plan. This requirement will be incorporated in to the Development Regulations that will be enforced during the planning period within the Ella Planning Area. This set of regulations will make it mandatory for the developers to landscape their premiseses along with the development of buildings.

It has been proposed to develop the area around the Ella Rail Station as a entertainment Zone according to a landscape plan, and has been incorporated in to the PORS plan. This proposed entertainment facilty zone will include vehicle parking places, entertainment facilities and mix development activities that will support the main activities of the zone.

The public play ground, which is under the purview of the Ella PS has been proposed to develop with necessary facilities to meet the needs of the tourists. A few number of additional play grounds and open areas have been proposed in suitable locations and incorporated in the PORS plan to facilitate the overall planning needs of the area.

Map No 6.16 : Landscape Mangement Plan



**Landscape and Open Space Plan
Ella Urban area**

Source: Urban Development Authority (Uva Provincial office)

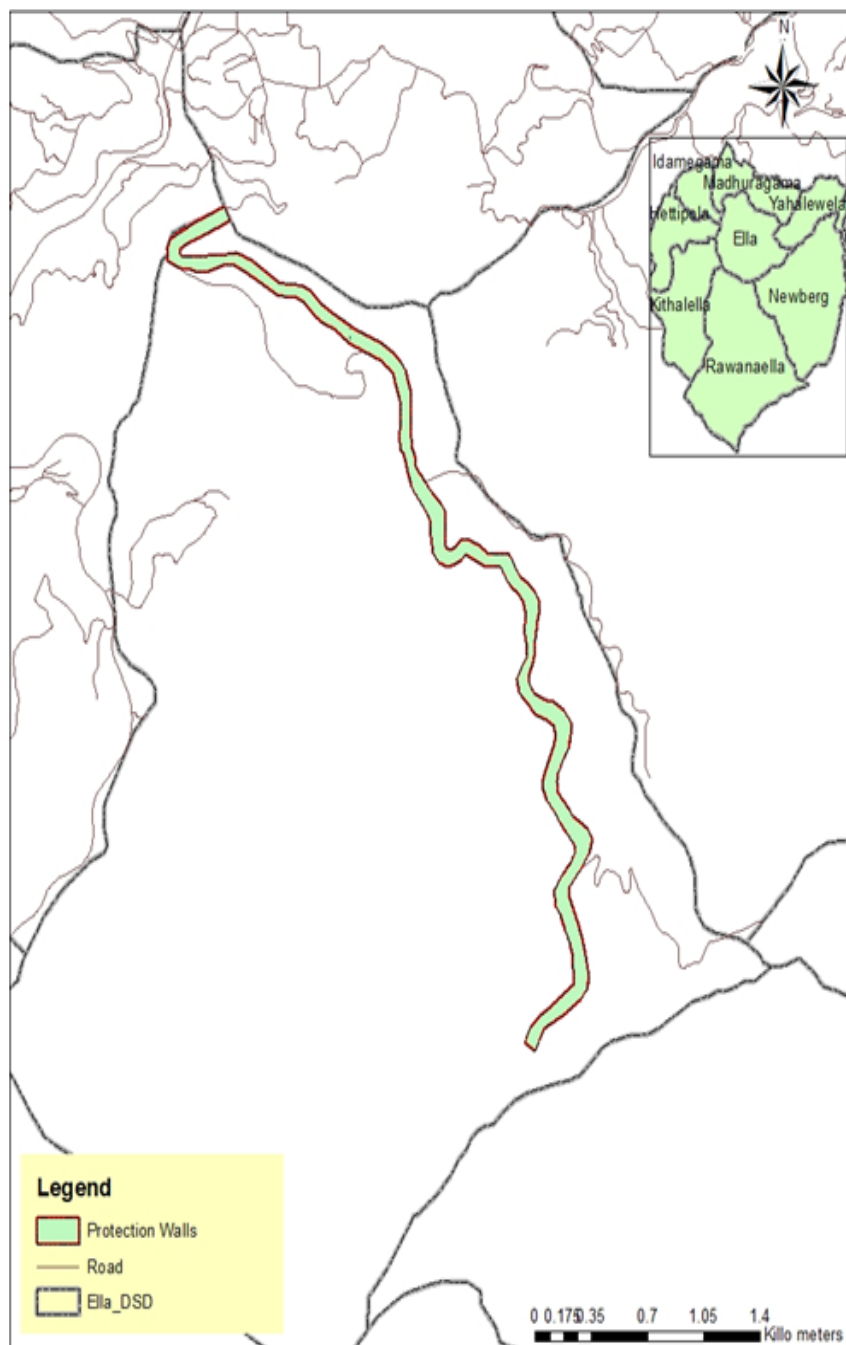


Urban Development Authority

6.5.3 Disaster Management


One of the major natural disasters of the Ella Area is the landslides. The areas prone to landslides in the higher elevations of the hills have been identified and the arrangements are under way to construct protective retaining walls in such areas, particularly in the areas along the Ella-Wellwaya Road which are more likely to be running the risk of landslides. Further measures have been proposed to control the building constructions in areas prone to landslides. The buildings that will be permitted for constructions will be limited to a low floor area ratio in order to minimize the risks. The conservation zones have been defined under this development plan covering such disaster prone areas to facilitate the strict control of the buildings and to minimize the risk of disasters.

Map No 6.17: Disaster Mangement Plan.



**Risk Management Plan
Ella Urban area**

Source: Urban Development Authority (Uva Provincial office)


 Urban Development Authority

Planning Division Ella Development Plan - 2021-2030 Prepared by - A.H.A.O.Thushara

Source: Uva Provincial Office of the Urban Development Authority, 2017

6.5.4 Open Area Development Plan

The minimum standard of open areas that needs to be maintained in the urban areas as accepted by the UDA is 1.4 Hectares per 1000 population. Accordingly the population of the Ella Town has been forecast to be increasing from 7200 to 9860 by 2030, this increased population will need, according to the said standard, a minimum of 12 Hectares of open areas.

These open areas so provided under the development plan will be consisting of both active and pasive recreational facilities. The active facilities will include recreational facilities, running, walking, boating, swimming and so on. The passive category will include cenima Halls, libraries, viewing natural environmental beauty and so on. The examination of the Ella Town found that the facilities of open areas available are in short supply and even the available environmentally beautifull locations area inaccessible, the public cannot reach such beautiful locations easily.

Table No 6.4 : Existing Open area and recreational facilities

No	Location	Capacity (persons)
1.	Ella cultural centre	300

Source: Uva Provincial Office of the Urban Development Authority

The strategies developed for the purpose of providing open and recreational facilities under this open area and recreational plan are appended below. Under this plan the existing such facilities will be further developed with more facilities provided. The area adjoining the rail station will be developed as a entertainment and recreational zone under this plan. The facilities for car parks, mix developemtn projects, landscaping recreation and entertainment will be provided

The Ella Public Play Ground will be developed with all the facilties required and there are areas identified under this plan for development as open areas.

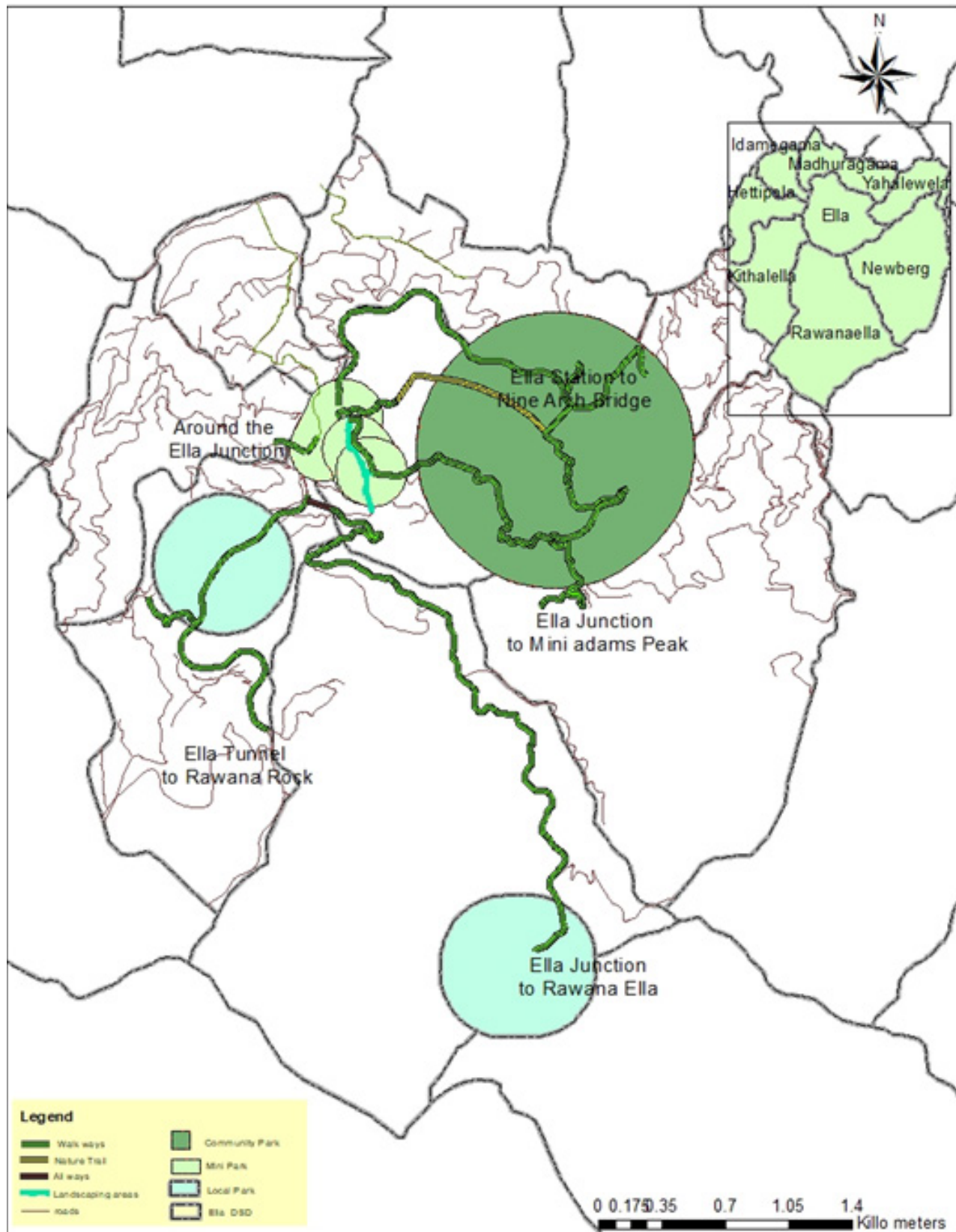
Map No 6.18: Plan of the area adjoining the Rail Station being proposed for development as an open area



Source: Uva Provincial Office of the Urban Development Authority, 2017

1. Development of the area up to the Bus Stand along the Ella-Wellaway Road as an open landscaped area.
2. The enbankment of the channel behind the Ella-Wellaway Road will be developed as an open area.
3. Development of the walk way leading up to the peak of the pine forest and establishment of viewing deck at the end of the walk way.
4. It has been proposed to landscape the area owned by the RDA, where the Sudy Fair is beng held after the Pyblic Fair is relocated.
5. Establishment of a Viewing Deck at a location from which the best sight of the Kithalella, Ella Precipice and the Ella Mountain Range could be achieved.
6. A protected area closer to the Rawan Waterfall needs to be identified for development as an open area.
7. Bora Wewa (Lake) and its surrounding area to be developed as an open area.

Map No 6.19: Plan of Public Open areas



**Landscape and Open Space Plan
Ella Urban area**

Source: Urban Development Authority (Uva Provincial office)



Urban Development Authority

Spatial Plan of Public Open Areas

Table No 6.5 : Public Open and Recreational Facilities

No	Open area	Extent (ha)	Parks	Serviced area_ Radius Km
01	land area closer to the Rail Station	2.41	Local park	0.4
02	Surroundin of the Piners' Forest	0.05	Mini Park	0.2
03	Ella-Passara road side area	0.50	Mini Park	0.2
04	Ella-Kithalella road surrounding	2.04	Local park	0.4
05	Rawana Waterfall Surrounding	4.24	Community Park	0.8
06	Borawewa surrounding	3.88	Community Park	0.8
07	Walking tracks along the channel in the Ella Town	0.38	Linear park	-
08	Development of tracks from the Ella Town up to the Rawana Waterfall, Rail Station, Piners' Forest and along the rail Track up to the Nine-Arch Bridge. Track along the Borawewa road up to the Passara Junction, from the Passara Road up to the Little Sripada mountain, from Ella Junction to the Passara Road, from the Ella Junction up to the Rawana waterfall and from the Ella Rail Station along the railtrack up to the Rawana Mountain will be developed.	3.15	Linear park	-
	Total			

Source: Uva Provincial Office of the Urban Development Authority

6.6 Implementation Strategies

6.6.1 Strategic Projects

The implementation strategies are appended below in the order of the priority

Table 6.6 :Implementation Strategies

No	Projects
1	Walking Track Development project
2	Rawanaealla entertainment protection zone development project.
3	Vehicle park development along the Passara Road.
4	Project for sanitary facility development at Rawana Waterfall, Little Sri Pada, Nine-Arch Bridge and Rawana Mountain.
5	Proposed dedicated medical treatment centre project
6	Proposed solid Waste management Centre Development Project
7	Proposed waste water disposal network development project
8	Proposed Vocational training center Development Project
9	Halpe Road Development Project
10	Madhuragama Road Development Project
11	Development of Vehicle Parking Places along the Ella-Wellawaya Road Project.
12	Vehicle Parking Place development along the Madhuragama Road Project
13	Ella Public Play Ground Development Project
14	Storm Water Drainage Network Development Project
15	Proposed Commercial Complex Development Project- Along the Passara Road
16	Entertainment Facility Development Project at Borawewa
17	Viewing Deck Development Project at Kithalella.
18	Proposed water supply project
19	Natural Walking Track Development Project
20	Ella Entrance Development project
21	Ella Public Toilet Development Project
22	Canal bank Development project
23	Building facade Development project

Source: Uva Provincial Office of the Urban Development Authority

In addition to the above projects, other projects recommended by the Ella Development Plan identified by the Ella Tourism Development Plan 2020 prepared jointly by the Urban Development Authority and the Sri Lanka Tourism Development Authority

24	Ravana Ella Ancient Temple & Cave Access Way Improvement
25	Development of Nine Arch Bridge Tourist Service Centre
26	Proposed Forest Camping Site at the existing Pine Forest
27	Proposed Adventure Camping Site at Kithal Ella
28	Proposed Stargazing Camping Site
29	Development of Ella Garden beneath the existing Pine Forest
30	Introducing Bungee Jump as an Adventurous Sport at the proposed Hand Bridge in Kithal Ella
31	Introducing a Rail Tour from Ella Station to Demodara Station
32	Construction of two View Decks at identified two locations along the Ella- Wallawaya road
33	Construction of a view deck near the proposed Kithal Ella Hand Bridge
34	Construction of a View Tower at the Ella Town
35	Promoting Rock Climbing as a sport activity at Little Adam's Peak and Ravana Rock
36	Construction of a Tourist Service Centre at Ella Town
37	Building an Information Center at Ella and promote it with the branding 'Eidetic Palace'
38	Improvement of the Ella-Wellawaya Road (The section falling within the limits of Ella Town)
39	Ella-Wellawaya Road Development Project (Development outside the city limits)
40	Improvement of Passara Road
41	Improvement of Kithal Ella Road
42	Construction of a footpath as an alternative route to by-pass the town centre
43	Introduce Electrical Taxi Service
44	Introducing an additional train compartment to the Colombo – Badulla Train
45	Smart Transit Square Development
46	The entrance at the Ravana Ella
47	Introducing a special signage system at Ella
48	Introducing a Unique Street Light System in Ella
49	Protecting the existing declared reserved forests and sanctuaries while introducing physical demarcations for their boundaries
50	Designating 414 ha of environmental sensitive areas as Special Environment Protection Areas and physically demarcating their boundaries
51	Designating 790 ha of land as Environment Conservation Areas in Ella
52	Carrying out a tree planting project at the either sides of water bodies to strengthen the maintenance of reservations
53	Introducing a website and a mobile application as a digital platform to facilitate the tourists and tourism service providers in Ella
54	Green Tourism Development Projects, Ella - Kumbalwela Road

4.6.2 Project Concepts

01- Walking Track Development project

Project name	Walking Track Development project
Project	Development of walking tracks for the use of the local people and the tourists.
Project proposal	Development of walking tracks

Project Location

Situation	Province	Uva	District	Badull
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	-	-	-	-
Access	-			

Location Plan

- Footpath starting from Ella Railway station (To Nine Archbridge and Kithal Ella Waterfall)
- Proposed natural trail through the pine forest
- foot path in front of Sapumaltenna
- Footpaths associated with Borawewa access road
- Footpath near the Rawana Ella

Surrounding lands of the walking track are used for conserved forests, commercial activities, tourist restaurants and residential settlements.

Surrounding land uses (describe with plans)

Legend Land Use Descripto

Abandon Field	Industrial	Rock
Bank	Institutional	Scrub
Commercial	Mixed Agriculture	Tank
Conservation	Open Space	Tee
Forest	Other Group	Tourism
Green Land	Park	Transportation
Health	Park & Play Ground	Utilities
	Public	Waste Land
	Recreation	Water Bodies
	Residential	

Property Details

Land Title	UDA		Private	√	State owned	√
Willingness to release	Yes	√	No		If Not	

Project Justification

Project status	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscape	Historical	Residential	Relocation	Other
		√	√				
Project Vision	Economic			√	Social		√
Project objectives	<ul style="list-style-type: none"> Entertainment facility development for the tourists Increase of tourists' staying duration Development of a walking track network for integration of environmentally attractive locations in order to facilitate the tourists. 						
Project Justification	<p>The duration of stay of the tourists in the Ella Town is currently low owing to the low level of development of the entertainment facilities and that reaching the environmentally attractive locations are not properly organized, such as access roads to the Nine-Arch Bridge, Little Sri Pada, Rawana Waterfall, Rawana Mountain Range and so on, as a result many tourists stranded in difficult areas as the access roads are not properly developed. So the development of a walking track network providing access to such locations in an integrated manner has become necessary</p>						

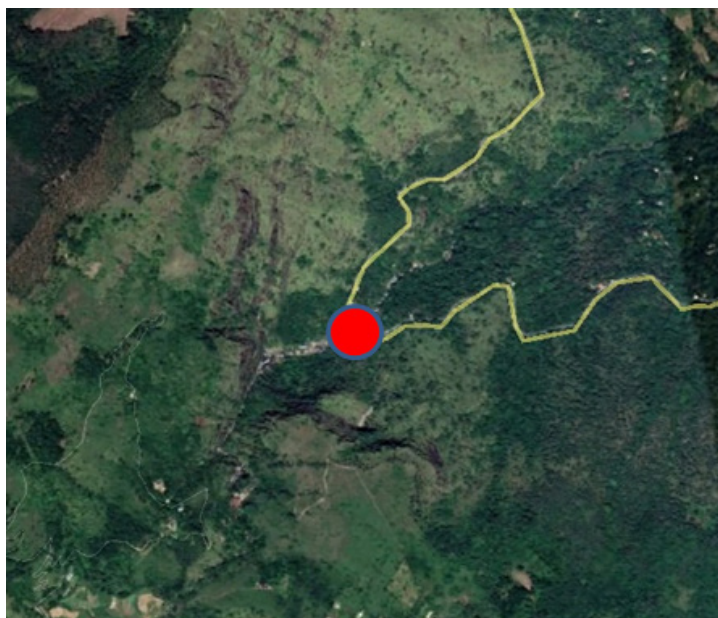
02 - Rawanaealla entertainment protection zone development project

Project name	Rawanaealla entertainment protection zone development project
Project	Provision of entertainment facilities around the Rawan Waterfall
Project proposal	Provision of facilities to establish entertainment activities in the Rawana Waterfall area

Situation of the Project

Situation	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella
Boundaries	North	East	South	West
	-	-	-	-
Access	Ella-Wellawaya Main Road			

Location Plan



Photograph of the ground



The Rawanaella Conservation area and the Ella precipice are situated along the Ella-Wellwaya Road. Further tourists accomodation facilities, restaurants and houses are located in the surrounding areas.

Surrounding land use (explain with a map)

Property Details

Current Land title	UDA		Private		State owned	√
Willingness to release	Yes	√	No		If Not	
Details of title	Department of Wild Life Conservation					

Project justification

Project status	New	√	Redevelopment		Expansion		Land development only
Nature of the projects	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
Project Vision	Economic			√	Social		
Project objectives	<ul style="list-style-type: none"> Making the Ella-Wellwaya main road a protected road Protection of sensitive environmental areas. 						
Project Justification	<p>Ravana waterfall is one of the eminent locations among the tourists due to its unique appearance and green surrounding. There is a high tourist attraction at Ravana waterfall and it has created a good market place for local community to who sell natural instant foods, ornaments, local crafts and jewelry etc. At present, there are few stalls run by the local vendors near the Ravana Fall observation deck.</p> <p>However, further development of such local stalls at the Ravana Fall and along the Ella - Wellwaya Road may disturb the peaceful atmosphere at the Ravana Fall and downgrade its unique image. Thus, it is important to make a planning intervention to manage such developments while promoting the engagement of local community in the tourism activities.</p> <p>As per the proposed zoning plan of Ella DP, this area falls within the Green Conservation zone thus it does not allow any constructions. Considering the importance of local community’s engagement, the Plan proposes to construct a set of stalls for local vendors at the Ravana Fall. However, it is mandatory that these stalls be constructed as temporary establishments using eco-friendly design and materials as to blend with the natural environment. The project proposed to construct these temporary structured design stalls within an area of 10 sqm at the roadside of the Ella – Wellwaya Road. It is also proposed to provide solid waste collection bins and have a sound mechanism to manage solid waste collected within these stalls.</p>						

03- Vehicl park development along the Passara Road

Project's name	Vehicle park development along the Passara Road
Project proposal	Provide 50 car parking areas in the town to prevent haphazard vehicle parking on the road side and to improve the traffic circulation efficiency

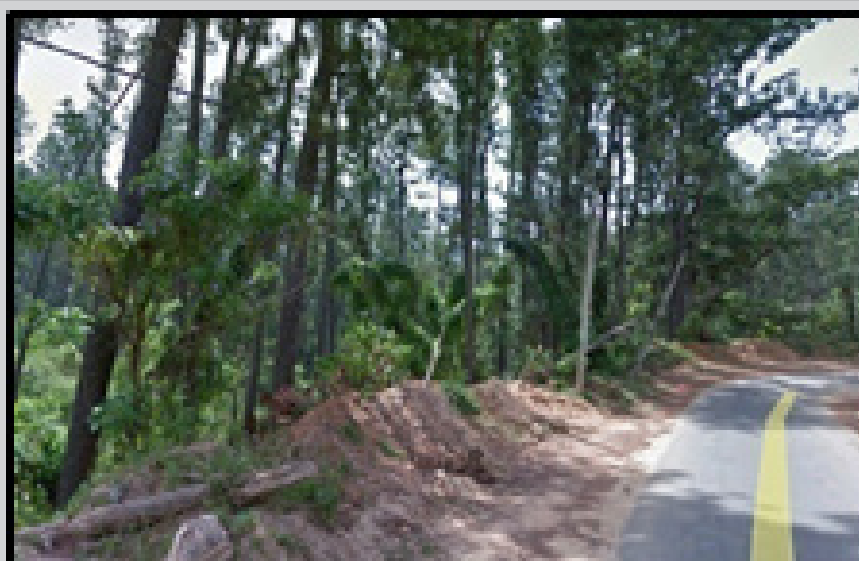
Project Location

Location	Province	Uva	District	Badulla
	Divisional Secreteriat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	-	-	-	-
Access	Passara Road			

Map of Location



Photograph of the Project site



The project site is surrounded by state institutions, houses, hotels, restaurants and eating houses.

Surrounding land use (explain with a map)

Land Details

Land title	UDA		Private		State owned	√
Willingness to release	Yes		No		If Not	

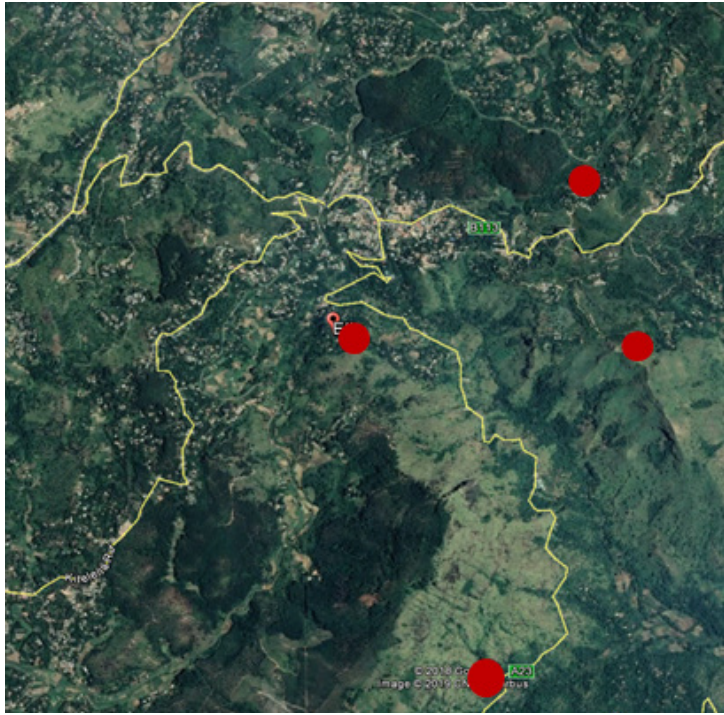
Project Justification

Project Nature	New	√	Redevelopment		Expansion		Land development only	
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other	
Project vision	Economic			√	Social		√	
Project objectives	<ul style="list-style-type: none"> Provide more vehicle parking facilities to facilitate the tourists. Development of infrastructure facilities along the Ella-Passara Road for the benefit of the tourism industry. 							
Project Justification	<p>Haphazard vehicle parking in road sides makes the vehicular traffic circulation inefficient increasing the increasing the risk of pedestrians meeting traffic related accidents. The estimates revealed the number of vehicles comming in to the town per day is ranging from 500 to 800. So providing more parking areas is necessary to ensure the safety of pedestrians and to increase the efficient traffic circulation in the town during the day time.</p>							

04 - Project for sanitary facility development at Rawana Waterfall, Little Adm's peak, Nine-Arch Bridge and Rawana Mountain

Project name	sanitary facility development at Rawana Waterfall, Little Sri Pada, Nine-Arch Bridge and Rawana Mountain
Project	sanitary facility development at Rawana Waterfall, Little Sri Pada, Nine-Arch Bridge and Rawana Mountain
Project Proposal	Development of public toilet facilities at most visited environmentally attractive locations as identified under this project.

Project location

Situation	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	-	-	-	-
Access	-			
Project location Map				
Land use of the surrounding area (explain by a Map)	<p>Rawana Waterfall situated closer to the Ella-Wellawaya Main Road and the surrounding area is covered by the protected forest.</p> <p>The surrounding area of the Little Sri Pada is being used primarily as a protected forest area together with 98 tea plantations and sparsely developed accommodation facilities.</p> <p>The Nine-Arch Bridge is surrounded by tea plantation, mixed crop plantations, houses and tourism activities.</p> <p>The Rawana Mountain Range is surrounded by the protected forest area</p>			

Land Details

Current land title	UDA	Private	√	State owned
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Project Justification

Nature of the project	New	√	Redevelopment		Expansion		Land development only	
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other	
		√						
Project vision	Economic			√	Social		√	
Project objectives	<ul style="list-style-type: none"> Development of sanitary facilities for the tourists as well as the local residents. 							
Project's justification	<p>The most visited and most environmentally attractive places in the Ella area are located at remote locations and are accessible by difficult traverses. Most of such places are not provided with necessary basic sanitary facilities. The tourism industry is mostly depends on beauty and facilities available at these locations. Currently these locations are visited by 800-1000 tourists and they have to encounter many hardships due to lack of such basic sanitary facilities. So this project is necessary.</p>							

05 - Proposed dedicated medical treatment centre project

Project name	Proposed dedicated medical treatment centre project
Project	Development of health facilities for the tourists as well as the local residents
Project Proposal	Construction of the proposed medical treatment centre

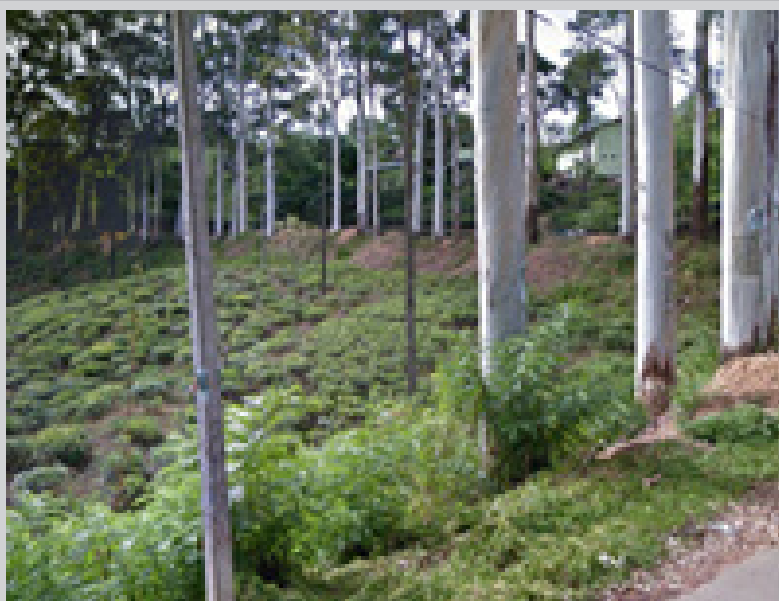
Project location

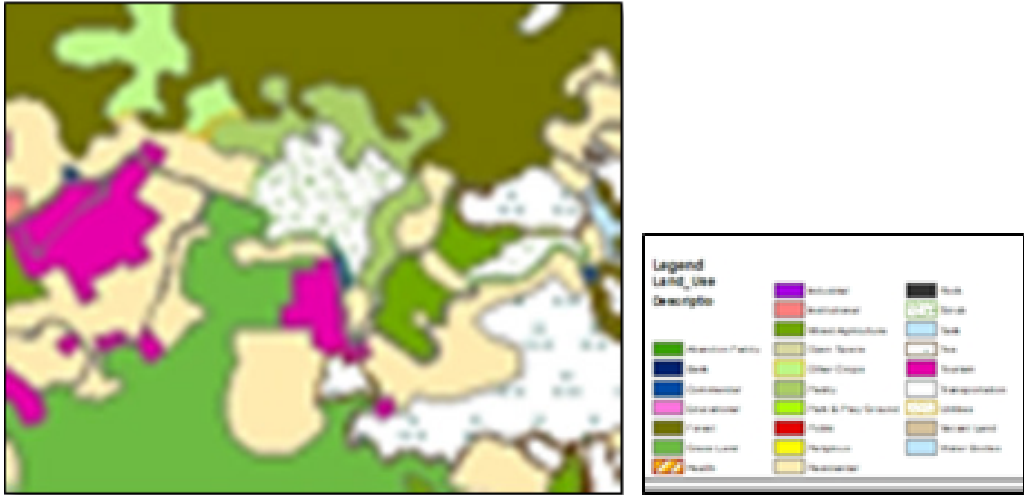
Situation	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	Bora Wewa	Private Property	Ella-Passara Road	Private Property
Access	Ella-Passara Road			

Project location Map



Photograph of the project site



Land Use of the Surrounding area (explain by a Map)	<p>Proposed site is surrounded by mix development areas, which included commercial, hotels, and accomodatioin facilities.</p> <p>In the vicinity of the site Government institutions are located, namely, RDA Office and the Ella Divisional Secreteriat Office. Tea plantation and mix crop plantations are also visible in the vicinity.</p>
	

Property Details

Current Land title	UDA		Private	√	State owned	√
Willingness to release	Yes		No		If Not	

Project justification

Nature of the project	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
		√					
Project vision	Economic			√	Social		
Objectives of the project	<ul style="list-style-type: none"> Provide medical treatment facilities for the benmifit of the tourists and the locals Creation of economic opportunities through development of health facilities for the tourism industry. 						
Project justification day	<p>The daily tourist arrival to Ella is ranging from 500-600 tourists and their safety in terms of health needs is a responsibility of the host Country. They come to Ella to see the places advertised in the international market, therefore we are obliged to take care of their health needs. Further safety measures will boost the attractiveness of the Ella Town, which in turn underpins the economic development. Currently the Medical Centre in Operation has no even basic facilities required for the local people. When the tourists need urgent medical care they need to be rushed to either to Wellawaya or Badulla Government Hospitals. This current arrangement of health facilities is not satisfactory from the point of view of the tourists. So this dedicated medical centre is necessary</p>						

06 - Proposed solid Waste management Centre Development Project

Project name	Proposed Solid Waste Management Centre Development Project
Project	Establishment of a Solid Waste Management Centre with sufficient capacity
Project Proposal	Construction of a new solid waste processing centre at Karandagolla

Project location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	Forest	forest	Forest	Forest
Access	Ella-Wellawaya Road			

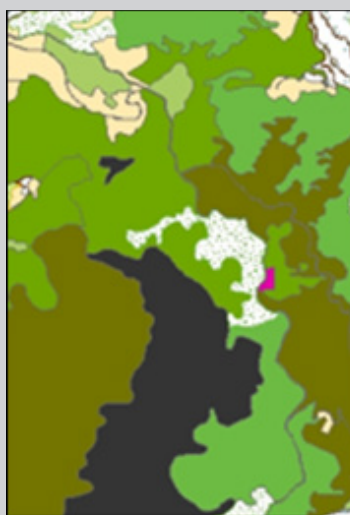
Site location map



Surrounding area is sparsely developed for residential buildings but dominantly occupied by forests and the agricultural lands.

The Ella-Wellawaya Road runs closer to this site.

Surrounding Land Use (explain by a map)



Property Details

Current Land title	UDA		Private		State owned	√
Encumbrances	Yes		No		If yes, proposal	
Current possession	Wild Life Conservation Dpt.					

Project Justification

Project nature	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
	√						
Project vision	Economic			√	Social		√
Project's objectives	<ul style="list-style-type: none"> Provide a better solid waste management service to the Ella Town. 						
Project justification	<p>Currently Ella Town has a solid waste processing centre with a total capacity of processing 10 tons of solid wastes. This centre is located at a site of 10 perches in extent with close proximity to the town centre. The current solid waste collection is 6 tons per day. The heap of wastes are accumulated at this site and the odor spread across the town polluting the town's environment. In a tourist town this sight is unacceptable.</p> <p>The increasing tourists in number visiting this town tends to increase further in time to come, so does the solid wastes generation. It has been estimated that the solid wastes generation could reach 27 tons per day. In this scenario the current solid waste processing centre is completely inadequate and it is not located at an appropriate location.</p> <p>So, the new solid waste processing centre development at Karandagolla becomes necessary.</p>						

07 - Proposed waste water disposal network development project

Project name	Proposed waste water disposal network development project
Project	Waste water drainage network development in the Ella Town
Project Proposal	Development of a waste water drainage system in the Ella Town

Project location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella
Boundaries	North	East	South	West
	-	-	-	-
Access	-			

location map



Photograph of the the drain



The drains run through the town centre, land use can be broadly categorized as commercial, where hotels, restaurants, and other commercial establishments. Residential buildings as well.

Surrounding land use (Explain by a Map)

Property Details

Land titles	UDA	Private	√	State owned	√
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Project Justification

Nature of the project	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
							√
Project vision	Economic			√	Social		√
Project objectives	<ul style="list-style-type: none"> Infrastructure facility development to support the tourism industry Improvement of hygienic condition of the town and beautification of the environment. 						
Project justification	<p>Ella town does not have a waste water disposal system, as a result the hotels and other waste water generating establishments mostly discharge the waste water in to the storm water carrying open surface drains, which finally discharge them in to the natural water ways. A mild odor is spread in the town as the open drains carry the waste water across the town. This situation can cause many issues, which can impact the hygienic conditions of the town environment. Environmental pollution is the main outcome. The increase of tourists in number can aggravate this condition faster unless a solution is not provided.</p> <p>In this backdrop Waste water drainage network development project has been proposed to tackle this issue before it grows out of proportion.</p>						

09 - Halpe Road Development Project

Project name	Halpe Road Development
Project	Development of accessibility for the benefit of the tourists as well as the locals
Project Proposal	Development of the Halpe road with a carpeted surface.

Project location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella
Boundaries	North	East	South	West
	-	-	-	-
Access	Badulla-Bandarawela main road			
location map			<p>The width of the road should be about 4.5 meters</p> <p>Maintain a 1 meter sidewalk on either side of the road</p> <p>Maintaining a bicycle lane</p> <p>Trees should be planted in suitable places along the road</p> <p>A utility pipe system should be constructed along the road</p> <p>Street lights should be installed along the road</p>	
Photograph of the road				

Surrounding land use includes residential, tourist accomodation places, paddy fields and mix crop cultivation areas.

The commercial development also spread along the road.

Land use of the surrounding area (explain by a map)

Land Use	Description
Residential	Residential
Agricultural	Agricultural
Mixed Agriculture	Mixed Agriculture
Open Space	Open Space
Other Crops	Other Crops
Paddy	Paddy
Park & Play Ground	Park & Play Ground
Public	Public
Religious	Religious
Recreational	Recreational
Forest	Forest
Shrub	Shrub
Water	Water
Sea	Sea
New	New
Transportation	Transportation
Utilities	Utilities
Barren Land	Barren Land
Water Bodies	Water Bodies
Health	Health

Land Details

Current Land title	UDA		Private	√	State owned	√
Encumbrances if any	Yes		No		If yes, what is the proposal	

Project justification

Project nature	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
Project vision	Economic			√	Social		√
Project objectives	<ul style="list-style-type: none"> Increase accessibility of the Ella Town Development of accessibility in the tourism promotion zone. Minimize traffic congestion along the Badulla-Bandarawela Road. Development alternative access road to the Ella Town 						
Project justification	<p>The most attractive environmental sceneries are located at distant places from the Ella Town. The Ella town is the centre where most of the facilities required by the tourists are located. The main access road to the town is the Ella-Wellawaya Road, which is frequently subject to landslides and disturb the accessibility to the town. Therefore development of an alternative access road has become necessary. The Halpe road is a better alternative road for the Ella-Wellawaya Road, which is currently in a condition of disrepair. Therefore this project is necessary to promote the accessibility of the Ella Town.</p>						

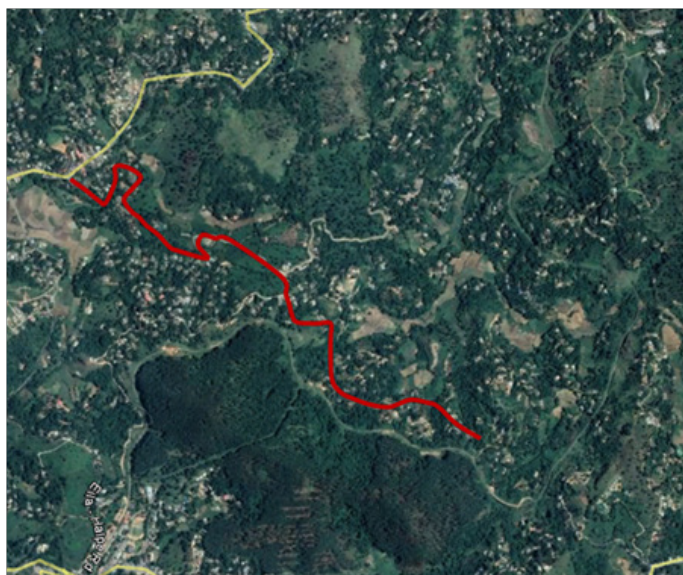
10 - Madhuragama Road Development Project

Project name	Madhuragama Road Development
Project	Improve accessibility for the benefit of the tourism industry and the local residents
Project Proposal	Development of Madhuragama road with a premix carpet layer

Project location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella
Boundaries	North	East	South	West
	-	-	-	-
Access	Badulla-Bandarawela			

location map



The width of the road should be about 4.5 meters

Maintaining a 2.5 m sidewalk on both sides of the road

Maintaining a bicycle lane

Trees should be planted along the road (where appropriate)

A utility pipe system should be constructed along the road

Street lights should be installed along the road.

Photograph of the Project site



Surrounding land use (Explain by a Map)

This road traverse through residential, agricultural, commercial and tourism activity areas.

Land Details

Current land title	UDA		Private	√	State owned	√
Encumbrances if any	Yes		No		If yes, what is the proposal	

Project Justification

Project nature	New		Redevelopment		Expansion	√	Land development only
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
Project vision	Economic			√	Social		√
Project's objectives	<ul style="list-style-type: none"> • Increase accessibility in the tourism promotion zone • Reduce traffic congestion along the Badulla-Bandarawela Road • Improve access to the Nine-Arch Bridge 						
Project Justification	The Nine-Arch bridge is one of the most attractive tourist sight, but the access to it is very poor. The proposed road is currently in a state of disrepair and need urgent improvements to facilitate the tourists who are eager to see the Nine-Arch Bridge. So this project is proposed to facilitate the tourism industry .						

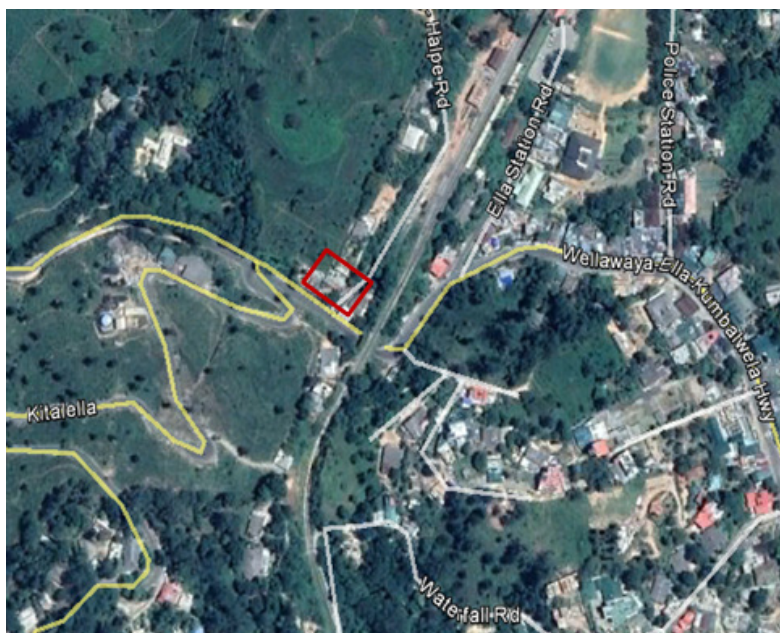
11- Development of Vehicle Parking Places along the Ella-Wellawaya Road Project

Project name	Development of Vehicle Parking Places along the Ella-Wellawaya Road
Project	Development of car parks to facilitate tourists
Project Proposal	Development of 150 car parks

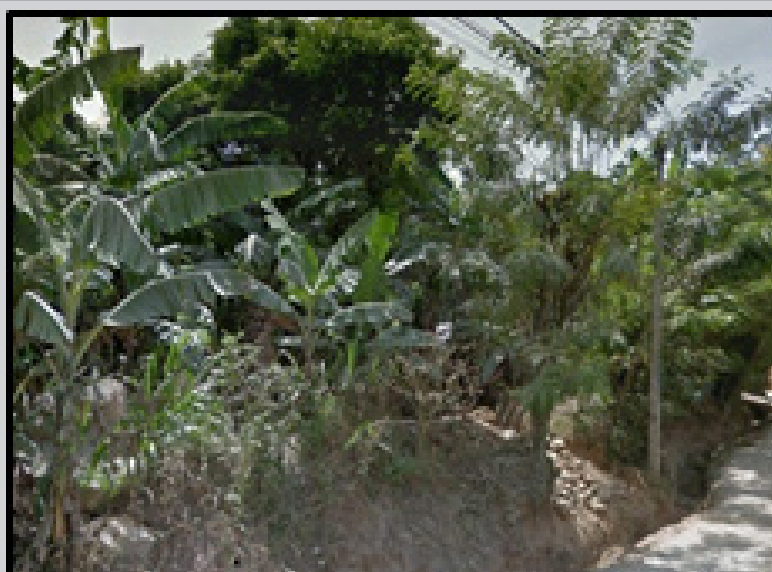
Project location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	-	-	-	-
Access	Ella-Wellawaya Road			

location map



Photograph of the Project site



The proposed site is surrounded by residential, commercial, restaurants, Banks, financial institutions and hotel uses. State institutions, such as Rail Station and the Police Station also located in the vicinity.

Surrounding Land Use (Explain by a Map)

Land Details

Land title	UDA		Private	√	State owned	√
Encumbrances	Yes		No		If yes, what is the proposal	

Project Justification

Project nature	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
Project Vision	Economic			√	Social		√
Project's Objectives	<ul style="list-style-type: none"> • Increase vehicular parking facilities in the tourism commercial zone • Reduce traffic conjection along the Ella-Badulla Road. • Provide better and protected environment for the pedestrian in the town centre. 						
Project's Justification	<p>The train services are predominantly used by the toruists to reach Ella and most of them, approximately 600-1000 tourist used to walk from the Station to the Town and circulate within the town Centre. Currently, the free walk of the tourists are disturbed by the haphazard road side vehicle parking . The roads in the town centre do not have proper streetscapes and pavements, so the pedestrians are forced to walk on the road. As such the vehicles parked in the town centre need to be shifted to a car park provided for the purpose outside the town centre creating more spcae in the town centre for the free movement of the pedestrians,</p> <p>According to the surveys, 3500-4500 vehicles circulate within the town centre daily. If these vehicles are shifeted from the town centre to an outside location, more peaceful environment would be created within the town centre for the pedestrians. As such this project has been proposed to sahift the carparks from the town centre to an appropriate location outside of the town centre.</p>						

12 - Vehicle Parking Place development along the Madhuragama Road Project

Project's Name	Vehicle Parking Place development along the Madhuragama Road
Project	Development of a Vehicular parking place
Project Proposal	Provide 50 car parking slots

Project location

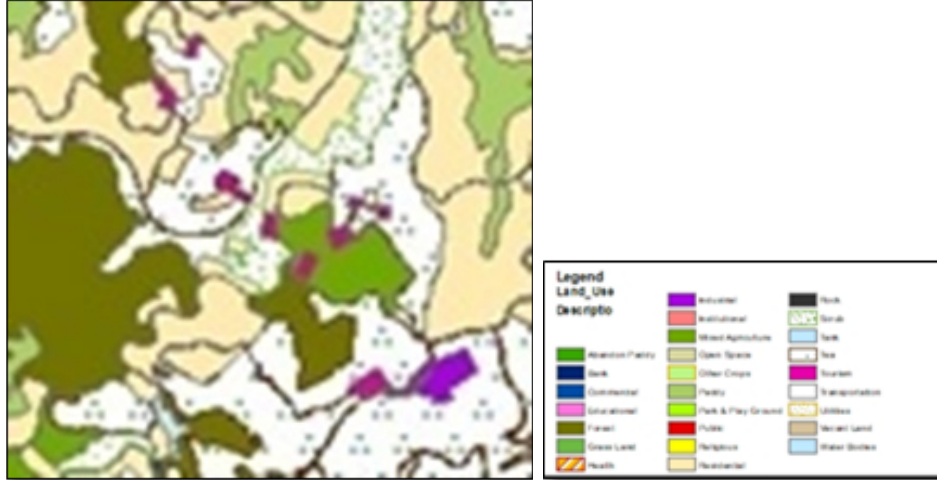
Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella
Boundaries	North	East	South	West
	-	-	-	-
Access	Madhuragama Road			

location map



Photograph of the project site



Surrounding Land use (Explain by a Map)	<p>Predominantly residential, tourism, paddy fields and mix crop cultivation uses</p> 
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Land Details

Current Land title	UDA		Private	√	State owned	
Encumbrances, if any	Yes		No		If yes, what is the proposal	

Project Justification

Project Nature	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
Project vision	Economic			√	Social		√
Project's Objectives	<ul style="list-style-type: none"> Improve parking facilities in the tourism promotion zone Reduce traffic congestion along the Ella-Passara road. 						
Project justification	<p>The proposed car park envisages providing parking facilities for the vehicles carrying tourists to see the Nine-Arch Bridge. Currently there is no organized car park at this location at all. The road, along which this car park is expected to locate, is being used by many as a by pass road to Badulla Town. According to the surveys, 600-800 vehicles use this road daily and this number has been estimated to be increased in the future along with the growth of the tourism.</p> <p>In this backdrop a properly organized car park is necessary to meet the increasing demand for car parks at this location.</p>						

13 - Ella Public Play Ground Development Project

Project's Name	Ella Public Play Ground Development
Project	Provide recreational facilities to support the tourism as well as the local residents' needs
Project Proposal	Develop the play ground with modern facilities required.

Project location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	Private land	Private land	Private land	Private road
Access	Ella-Passara Road			

Location Map



Photograph of the project site



PS Office, Police station, restaurants, tourist hotels and the Ella play ground are located around this project site.

Surrounding land use (Explain by a Map)

Land details

Current land title	UDA		Private		State owned	√
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Project Justification

Project nature	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
Project vision	Economic			√	Social		√
Project's Objectives	<ul style="list-style-type: none"> • Development of Recreational facilities around the Rail Station. • Active recreational facilities development • Play Ground development to support the tourism needs • Increase the economic potential of the play ground. 						
Project justification	<p>The Ella town is emerging as a tourism town, but without proper recreational facilities developed to meet the needs of the tourists. Most of the tourists reach Ella by train, they would prefer to spend some time with recreational activities before they leave the town by train. Therefore it has been proposed to develop the play ground near the rail station in the Ella Town.</p>						

14 - Storm Water Drainage Network Development Project

Name of the Project	Storm Water Drainage Network Development Project
Project	Development of Storm Water Drain Network development in the Ella Town.
Project Proposal	Storm Water Drainage Network Development Project

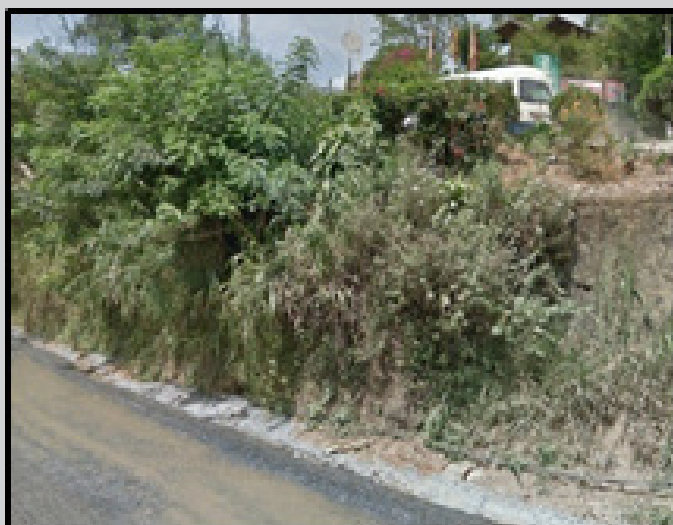
Project location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	-	-	-	-
Access	Ella-Passara Road			

Location Map



Photograph of the project site



Surrounding land use includes commercial establishments, tourist restaurants, eating houses, hotels, and private and public service centres.

Surrounding Land Use (explain by a Map)

Property Details

Land Title	UDA		Private	√	State owned	√
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Project Justification

Project Nature	New	√	Redevelopment	Yes	Expansion		Land development only
Project Type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
Project vision	Economic			√	Social		√
Project's Objectives	<ul style="list-style-type: none"> Infrastructure development to support tourism industry and the Local residents Beautification of the town and improvement of the cleanliness. Ensuring the safety of the pedestrians' movements 						
Project justification	Ella Town has no property planned out storm water drainage system, as a result the pedestrians undergo severe hardships during the rainy days. Lack of a storm water drainage system in the town is partly responsible for the pollution of the town and for the untidiness appearance of the town. Therefore a surface drainage system has become necessary in the Ella Town where tourism development is going to be the life line of the economy.						

15 - Proposed Commercial Complex Development Project- Along the Passara Road

Project name	Proposed Commercial Complex Development Project- Along the Passara Road
Project	Commercial Development
Project Proposal	Construction of Two-Storied Commercial Building

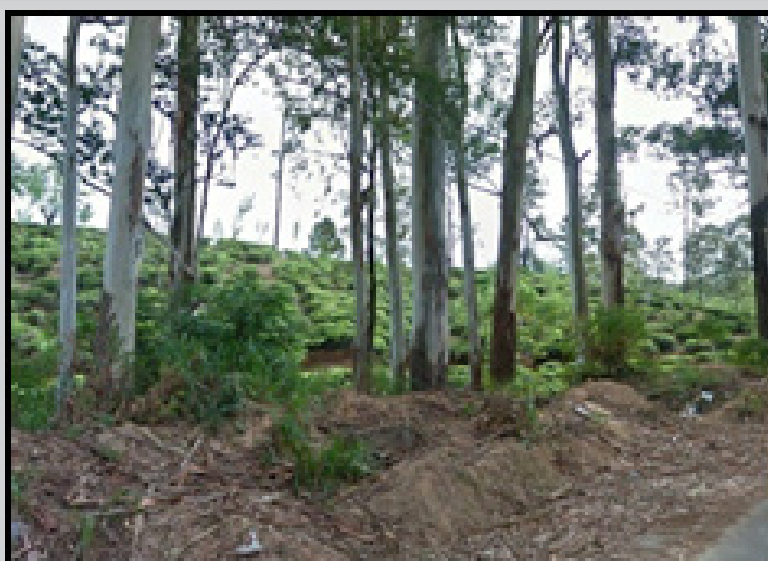
Project Location

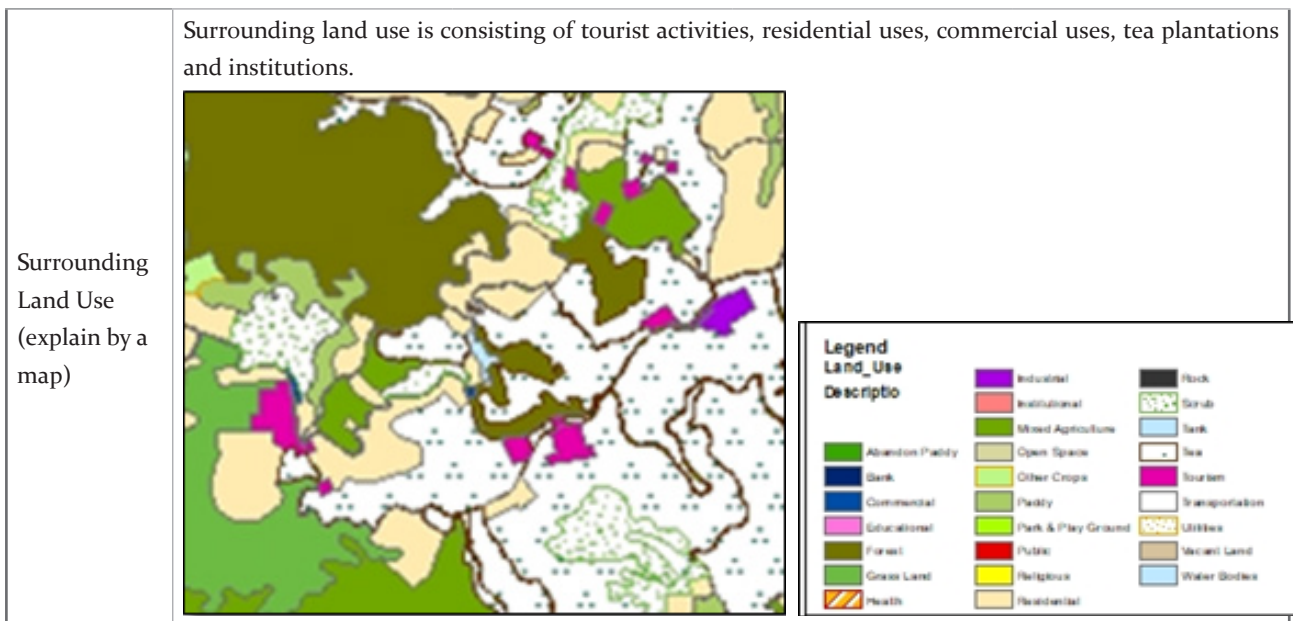
Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	Private land	Private land	Private land	Private land
Access	Ella-Passara Main Road			

Location Map



Photograph of the project site





Land Details

Land Title	UDA		Private	√	State owned	
Encumbrances, if any	Yes		No		If yes, what is the proposal	

Project Justification

Nature Nature	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
Project's Vision	Economic			√	Social		√
Project's Objectives	<ul style="list-style-type: none"> • Development of commercial and financial facilities in the town • Development of facilities for the tourists • Development of under developed lands for the benefit of the local economy. 						
Project Justification	<p>The commercial and financial institutions are not developed to the standards required for the tourists despite the fact that the Ella Town is a tourist town. The financial resources, as a result, cannot be retained in the town owing to the fact that the tourists have to depend on other towns to meet their commercial and financial needs. Therefore this project has been proposed for the benefit of the local economy while improving the facilities for the tourists.</p>						

16 - Entertainment Facility Development Project at Borawewa

Project Name	Entertainment Facility Development Project at Borawewa
Project	Tourism facilities development at Borawewa
Project Proposal	Development of entertainment facilities and landscaping of the area

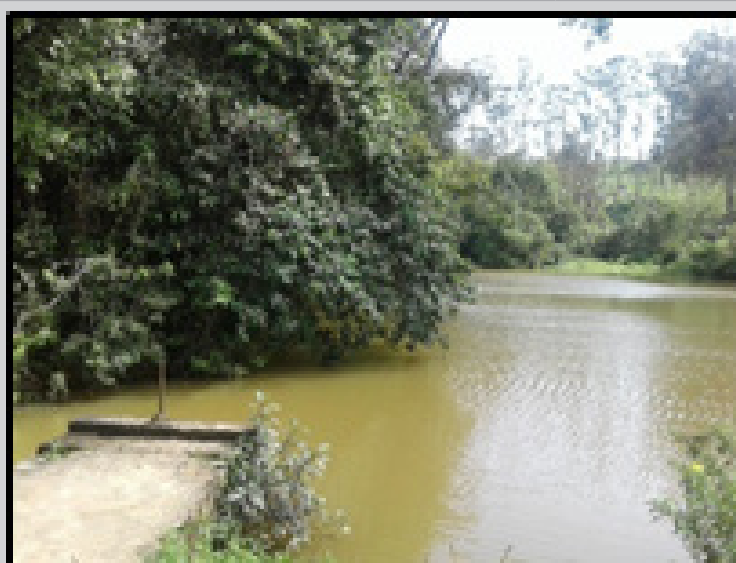
Project Location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	Private Land	Private Land	Private Land	Private road
Access	Ella-Passara Road			

Location Map



Photograph of the project site



Surrounding land use is including of tourism, tea plantations and in the vicinity residential commercial and institutional uses exist.

Surrounding land use (explain by a Map)

Legend
Land Use Describe

<ul style="list-style-type: none"> Agricultural Residential Forest Commercial Institutional Forest Green Land Health 	<ul style="list-style-type: none"> Institutional Residential Mixed Agriculture Open Space Other Crops Park Park & Play Ground Public Neighbourhood Residential 	<ul style="list-style-type: none"> Rock Soil Soil Sea Tourism Transportation Utility Wetland Land Water Bodies
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Land Details

Land Title	UDA		Private	√	State	
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Project Justification

Nature of the project	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscaping	Historical	Housing	Relocation	Other
	√	√	√				
Project vision	Economic			√	Social		√
Project's objectives	<ul style="list-style-type: none"> Development of entertainment facilities for the tourism industry. Maximum utilization of natural resources. Integration of the natural environmental resources with the tourism industry 						
Project justification	<p>The location proposed for this project is located on the way to the Nine-Arch Bridge, where tourists, 400-500 in number, used to rest on their way to the Nine-Arch Bridge. But this location has no activities to provide entertainment facilities for the tourists. Therefore the potential of this location should be utilized to introduce activities that can provide facilities to the tourists while making it a viable commercial venture.</p>						

17 - Viewing Deck Development Project at Kithalella.

Project name	Viewing Deck Development Project at Kithalella
Project	Viewing deck development with other facilities at Kithalella.
Project Proposal	Introduce entertainment facilities and landscaping the area.

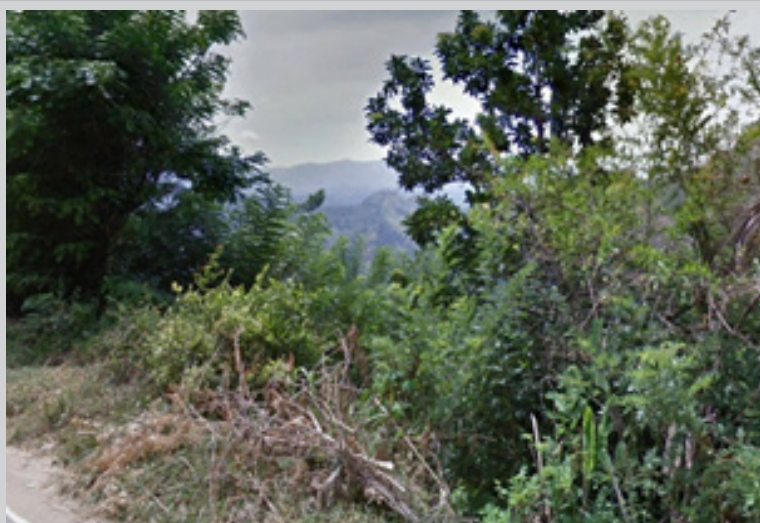
Project Location

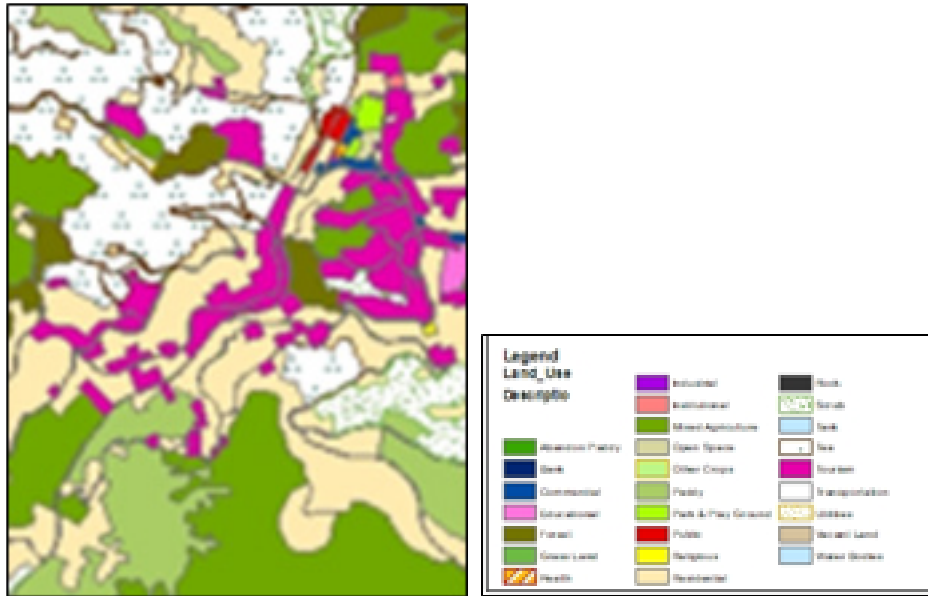
Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	Private Road	Private Road	Private Road	Private Road
Access	Ella-Passara Road			

Location Map



Photograph of the site



Surrounding land use (explain by a Map)	<p>Surrounding land uses include commercial shops, hotels, tourists' accommodation facilities and tea plantations. There are considerable extents of vacant lands in existence.</p> 
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Land Details

Land Title	UDA		Private	√	State owned	
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Project Justification

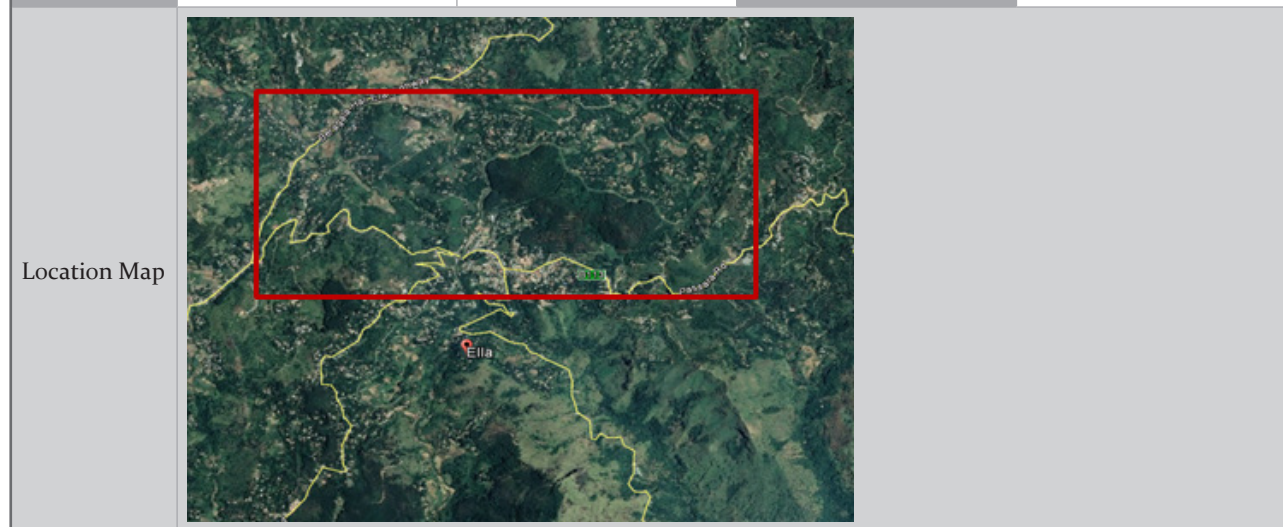
Nature of the project	New	√	Redevelopment		Expansion		Land development only
Project type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
	√	√	√				
Project vision	Economic			√	Social		√
Project objectives	<ul style="list-style-type: none"> Entertainment facilities development for the benefit of the tourism industry Maximum utilization of the resources Integration of the potential resources with the activities of the tourism industry. 						
Project justification	The proposed project site is situated along the Kithalella Road, which traverses through an area of environmental beauty. Beautiful environmental sights along this road is a common feature, but with no facilities to support the tourists to view them leisurely at appropriate locations. This viewing deck proposal has been made to facilitate the tourists to view such picturesque locations from this deck. This project will support the growth of the tourism industry in Ella.						

18 - Proposed water supply project

Project Name	Water supply project
Project	Supply of water to meet the needs of the local populations as well as the tourists
Project Proposal	Increase supply of drinking water

Project Location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS



Surrounding land use includes residential, tourism and agricultural uses.

Surrounding Land Use (explain by a map)

Abandon Paddy	Industrial	Rock
Bank	Institutional	Shrub
Commercial	Mixed Agriculture	Soak
Educational	Open Space	Taxi
Forest	Other Crops	Tourism
Green Land	Paddy	Transportation
Health	Park & Play Ground	Utilities
	Public	Waste Land
	Religious	Water Bodies
	Residential	

Land Details

Land titles	UDA		Private	√	State owned	
Encumbrances if any	Yes		No		If yes, what is the proposal	

Project Justification

Nature of the Project	New	√	Redevelopment		Expansion		Land development only	
Project Type	Conservation	Commercial	Landscaping	Historical	Housing	Relocation	Other	
		√						
Project Vision	Economic			√	Social		√	
Project's Objectives	<ul style="list-style-type: none"> • Provide sufficient water to the Ella Town. • Provide safe drinking water to the local residents as well as the tourists in the peripheral areas of the Ella Town. • Maximum utilization of water resources available in the area 							
Project justification	<p>According to the population and tourism growth based estimates the Ella town will need daily 866.5 cbm of drinking water supply by 2030. Currently 169 cbm of drinking water is needed by the Ella Town. According to the said estimates the Ella Urban Area will need 1867.5 cbm of water by the year 2030. The current growth trend of the Ella town, in terms of population and the tourism, the necessity of a water supply scheme is becoming an unavoidable proposition.</p>							

19- Natural Walking Track Development Project

Project Name	Natural Walking Track Development Project
Project	Walking track development for the use of the tourists as well as the local residents
Project Proposal	Walking Track development through the Pine Tree Forest.

Project Location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella
Boundaries	North	East	South	West
	Conserved Forest	Conserved Forest	Conserved Forest	Conserved Forest
Access	Ella Railway Station Road			

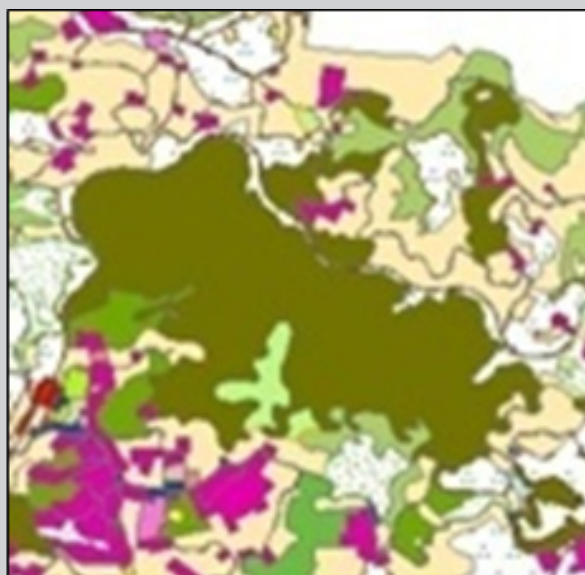
Location Map



The proposed walking track will traverse through the Pine Tree Plantation. The surrounding land use includes residential buildings which are mostly used for tourism activities and Bora Wewa.

In the vicinity Ella Rail Station, Public Playground, shops restaurants and hotels exist.

Surrounding Land Use (Explain by a Map)



Legend	
Land Use	Description
[Green]	Residential/Urban
[Blue]	Water
[Yellow]	Commercial
[Pink]	Industrial
[Light Green]	Forest
[Dark Green]	Conserved Land
[Orange]	Wetlands
[Purple]	Religious
[Red]	Government
[Light Green]	Forest Agriculture
[Yellow]	Open Space
[Light Green]	Other Open
[Light Green]	Park
[Light Green]	Park & Play Ground
[Red]	Public
[Yellow]	Religious
[Yellow]	Government
[Black]	Rock
[Light Green]	Wetland
[Blue]	Canal
[Blue]	Road
[Blue]	Rail
[Pink]	Boundary
[Light Green]	Water Conservation
[Yellow]	Wetland
[Blue]	Water Canal
[Blue]	Water Storage

Land Details

Land Title	UDA		Private	√	State owned	√
Encumbrances if any	Yes		No		If yes, what is the proposal	

Project Justification

Nature of the Project	New	√	Redevelopment		Expansion		Land development only	
Project Type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other	
		√						
Project vision	Economic			√	Social		√	
Project's Objectives	<ul style="list-style-type: none"> Improving accessibility to environmental picturesque locations. Facilitate environment loving tourists to enjoy the environmental beauty Creation of economic opportunities based on tourism industry Increase the duration of stay of the tourists in the Ella Town 							
Project's justification	<p>Currently there are many environmental picturesque locations being missed by the tourists due to lack of easy access, and as a result the duration of stay of the tourists becomes short. The proposed walking track will make such beautiful locations accessible for the tourists and thereby they will be compelled to stay more additional days in Ella to enjoy such places and then leave the Ella Town. This project also enhances the overall satisfaction of the tourists experienced during their stay in the Ella Town.</p>							

20 – Ella Entrance development project

Project Name	New tunnel development project
Project	Improvement of the town's accessibility
Project Proposal	Development of a new tunnel for vehicular access.

Project Location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	Railway Track	Ella-Wellawaya Road	Railway Track	Ella-Wellawaya Road
Access	Ella Railway Station Road			

Location Map



Photograph of the Project Site



Project location is surrounded by railway station, commercial buildings, banks, houses and restaurants. Ella PS Office and the waste management centre are located in the vicinity of the project site.

Land use of the surrounding area (explain by a Map)

Land Details

Land Title	UDA		Private	√	State owned	√
Encumbrances if any	Yes		No		If yes , what is the proposal	

Project Justification

Nature of the Project	New		Redevelopment		Expansion		Land development only
Project Type	Conservation	Commercial	Landscape	Historical	Housing	Relocation	Other
		√					
Project Vision	Economic			√	Social		√
Objectives of the project	<ul style="list-style-type: none"> Improvement of accessibility to the town Creation of landscape unique to the Ella Town. Minimization of vehicular traffic congestion in the Ella Town. 						
Project Justification	<p>The main access to the town from the Badulla-Bandarawela road is laid through this tunnel which was built long time ago according to the traffic flow prevailed at that time. Since then the town has been growing exorbitantly in terms of population, business activities and the vehicular traffic flow. The tunnel became a constrain for the increased traffic volume as a result. Currently 1500-2000 vehicles are funneling daily through this tunnel creating traffic congestion. The proposed project envisages improving the smooth flow of vehicular traffic through another tunnel along the same location on an improved road design.</p> <p>Further, this locality will be landscaped with the new tunnel improving the environment that is unique to the Ella Town.</p>						

21 - Ella Public Toilet Development Project

Project Name	Ella Public Toilet Development Project
Project	Development of sanitary facilities in the Ella Town
Project Proposal	Refurbishment and improvement of the facilities in the Toilet complex

Project Location

Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	Private land	Private land	Private land	Private road
Access	Ella-Passara Road			

Location Map



Photograph of the project site



Surrounding land use includes hotels, commercial shops, restaurants and Government Institutions. The Kirindiya is also running closer to the project site.

Surrounding Land use (explain by a Map)

Land Details

Land Title	UDA		Private	√	State owned	
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Project Justification

Nature of the Project	New	√	Redevelopment		Expansion		Land development only
Project Type	Conservation	Commercial	Landscaping	Historical	Housing	Relocation	Other
		√					
Project Vision	Economic			√	Social		√
Project's Objectives	<ul style="list-style-type: none"> Development of sanitary facilities of the town Improve town beautification and tidiness 						
Project Justification	<p>The Ella Town has no sanitary facilities to meet the needs of the public. The available toilet building is dilapidated. The tourists are also facing the problem of lack of standard sanitary facilities in the town. Therefore redevelopment of the existing unserviceable toilet building has become urgently necessary.</p>						

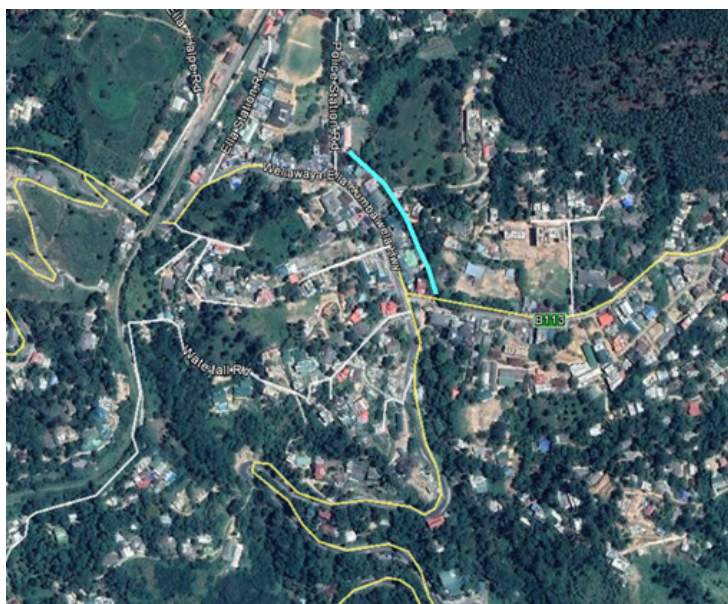
22 - Canal bank development project

Project Name	Canal bank development project
Project	Canal bank and walkway development
Project Proposal	Development behind the Ella - Wellwaya road and development of sidewalks

Location of the project

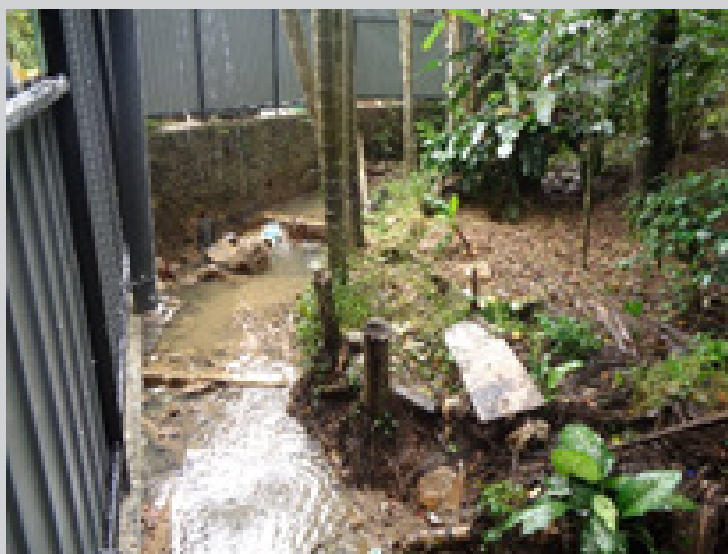
Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella
Boundaries	North	East	South	West
	-	-	-	-
Access	Ella - Wellwaya main road			

Location Map



Source: Urban Development Officer

Photograph of the project site



Commercial uses are common in the Ella town area. Among them are hotels and tourist restaurants. 90% of the buildings on both sides of the Ella-Wellawayya road are used for tourist purposes, but due to the lack of a proper water management system for those buildings, the water discharged from those buildings to the canal. due to this reason The natural canal is polluted and the banks of the canal are eroded

Surrounding Land Use (explain by a Map)

Land Details

Land Title	UDA		Private	√	State owned	
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Project Justification

Nature of the Project	New	√	Redevelopment		Expansion		Land development only
Project Type	Conservation	Commercial	Landscaping	Historical	Housing	Relocation	Other
	√		√				
Project Vision	Economic			√	Social		√
Project's Objectives	<ul style="list-style-type: none"> • Conservation of natural canal in the city • Development of pedestrian lanes in the city • Interior beautification of the city 						
Project Justification	<p>It is proposed to close and barricade all pipes discharging waste water into the storm water drain and fully clean it. Further, it is proposed to redesign it as a natural water path and landscape its banks with appropriate native plants and landscaping materials. A walking path of 1m is also proposed at the right-side bank of the storm water drain with the intention of encouraging the existing shops and restaurants which currently treat the drain as a backyard to open up and maintain their rear side also as a façade</p>						

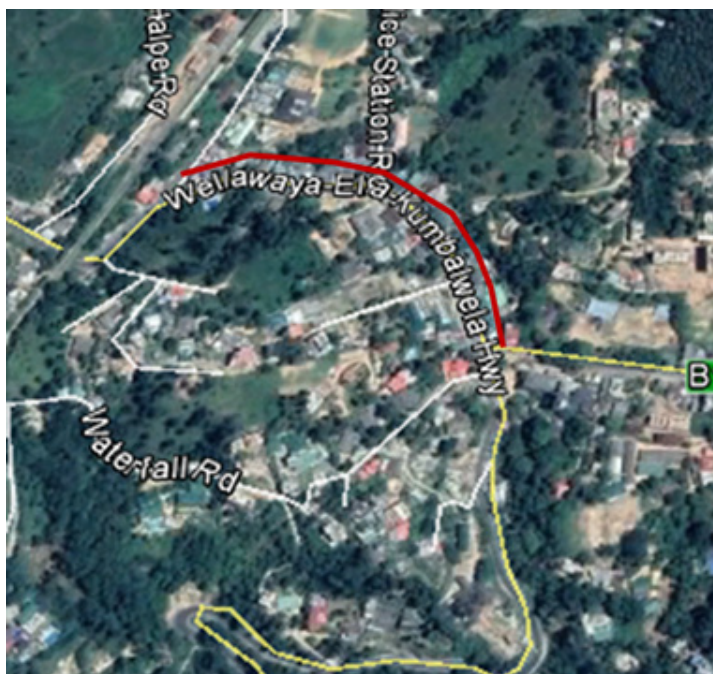
23 - Building facade development project

Project Name	Face-lift of the existing buildings project
Project	Face-lift of the existing buildings
Project Proposal	Face-lift of the buildings along the Ella-Wellawaya Main Road and landscaping the pavements

Project Location

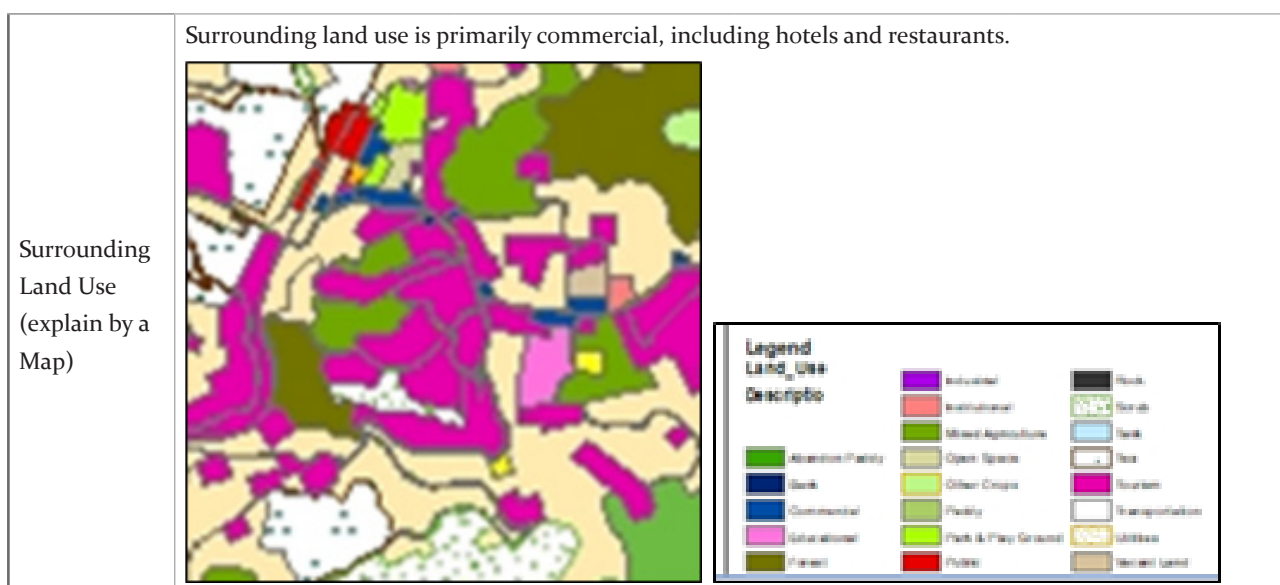
Location	Province	Uva	District	Badulla
	Divisional Secretariat Division	Ella	Local Authority	Ella PS
Boundaries	North	East	South	West
	Private Land	Ella_passara Road	Ella-Wellawaya Road	Railway Track
Access	Ella-Wellawaya Main Road			

Location Map



Photograph of the Project site






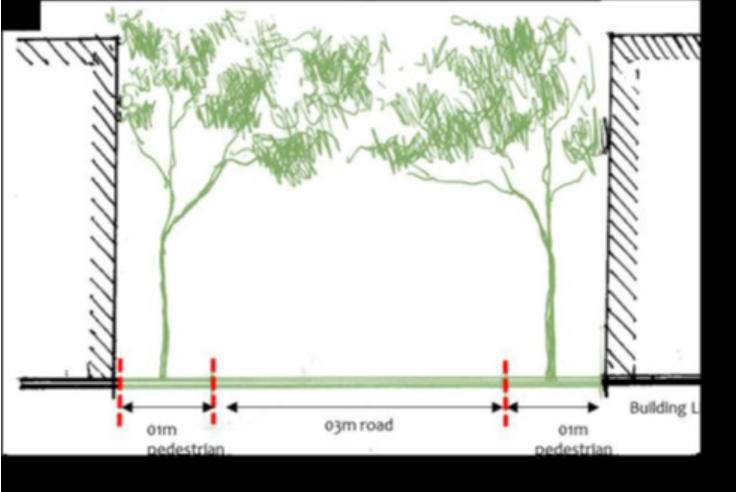

Land Details

Land Title	UDA		Private	√	State owned	
Project Duration	Short-term 1>year:	Yes	Medium-term (1-3 yrs.)	Long-term (3<yrs.:)	TEC Rs. Mln.	150.00
Funding	UDA or Treasury funding					



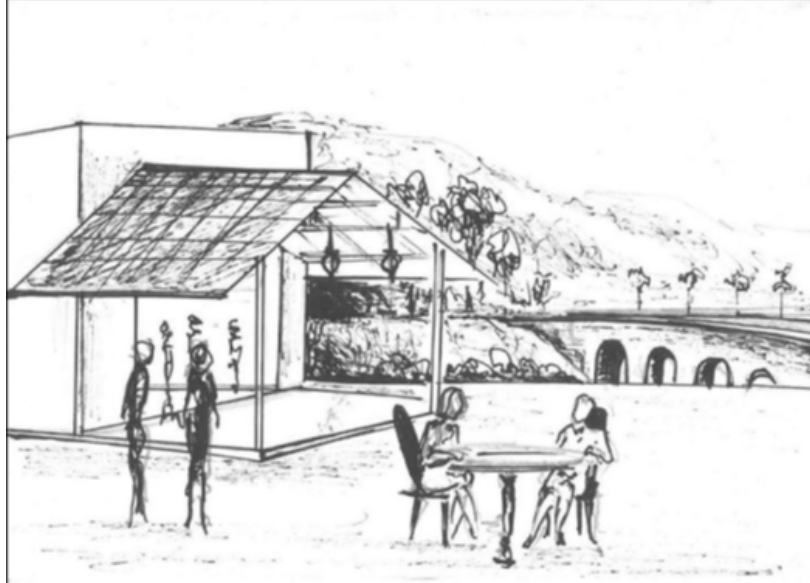
Project Justification

Nature of the Project	New	√	Redevelopment		Expansion		Land development only
Project Type	Conservation	Commercial	Landscaping	Historical	Housing	Relocation	Other
Project Vision	Economic			√	Social		√
Project's Objectives	<ul style="list-style-type: none"> • Face-lifting the existing buildings to beautify the streetscape • Development of the pavements of the town • Landscaping the town 						
Project Justification	Face-lifting the street scape of the town is necessary to facilitate the tourism industry. The tourists would like to memorable experience such an environment in the town. The pavements can facilitate the safety of the pedestrians, which is currently missing in the town This proposal envisages uplifting the town's environment more pleasing and attractive for the tourists.						



24 - Ravana Ella Ancient Temple & Cave Access Way Improvement

Project	Ravana Ella Ancient Temple & Cave Access Way Improvement	
Location Map		
Project description and rationale	<p>Ella DP has identified that the tourists face difficulty in accessing Ravana Temple and Cave thus this hinders its attraction. Therefore, the Plan proposes to construct two walking paths parallel to the existing access road enabling the tourists to easily walk towards Ravana Temple & Cave from Ella – Wellwaya Road. The Plan recommends to construct the walking paths as a natural trail without using any artificial paving material. The two walking paths are proposed to be developed from the Ella – Wellwaya Road to the point where the steps start. After following the walking path, the tourists can reach the Ravana Temple and then follow the steps to reach Ravana Cave. The Ella DP does not propose any intervention to the existing steps but proposes to remain them as it is.</p> <p>Further, the Plan proposes to plant two tree lines consisting of area specific native plants at the either sides of the access road.</p>	
A cross section of the conceptual images of the proposed Ravana Vihara and the cave entrance		
A conceptual image showing the anticipated character of the Ravana Temple & Cave Access Road		

25 - Development of Nine Arch Bridge Tourist Service Centre

Project Name	Development of Nine Arch Bridge Tourist Service Centre	
Location Map	 	
Project description and rationale	<p>Tourists have to walk more than 01 km distance by foot to reach the Nine Arch Bridge area. Further they stay at Nine Arch Bridge for one hour to one and half hours waiting to capture the view of the moving train. Because of that, it is required to provide a service centre in order to facilitate such tourists who are willing spend few hours at this site. Considering this requirement, Ella TDMP proposes to build a service center at one side of the Nine Arch Bridge. The Plan recommends to build the service centre close to the Nine Arch Bridge as a temporary structured designed establishment as to suit with the natural environment of the area.</p>	
A conceptual image of the proposed Nine Arch Bridge Tourist Service Centre		

26 - Proposed Forest Camping Site at the existing Pine Forest

Project Name	Proposed Forest Camping Site at the existing Pine Forest
Location Map	
Project description and rationale	<p>The forest camping site is proposed at the current Pine forest which is located in Ella town area. The Ella DP proposes to regrow the existing Pine Forest. The current Pine forest has been planted by the Timber Corporation for the purpose of obtaining timber. However, the Pines forest gets deserted during the timber cutting season and it downgrades the image of Ella. Therefore, Ella DP proposes to regrow it as a Pine Forest and remain it as it is without cutting for timber.</p> <p>The area of the Pine Forest is approximately 72 ha. The Plan proposes to develop a forest camping site within this forest with required facilities. Further, it is proposed to introduce several adventure games within the site.</p>
Current condition of the proposed camp site	

Conceptual images of the proposed camp site



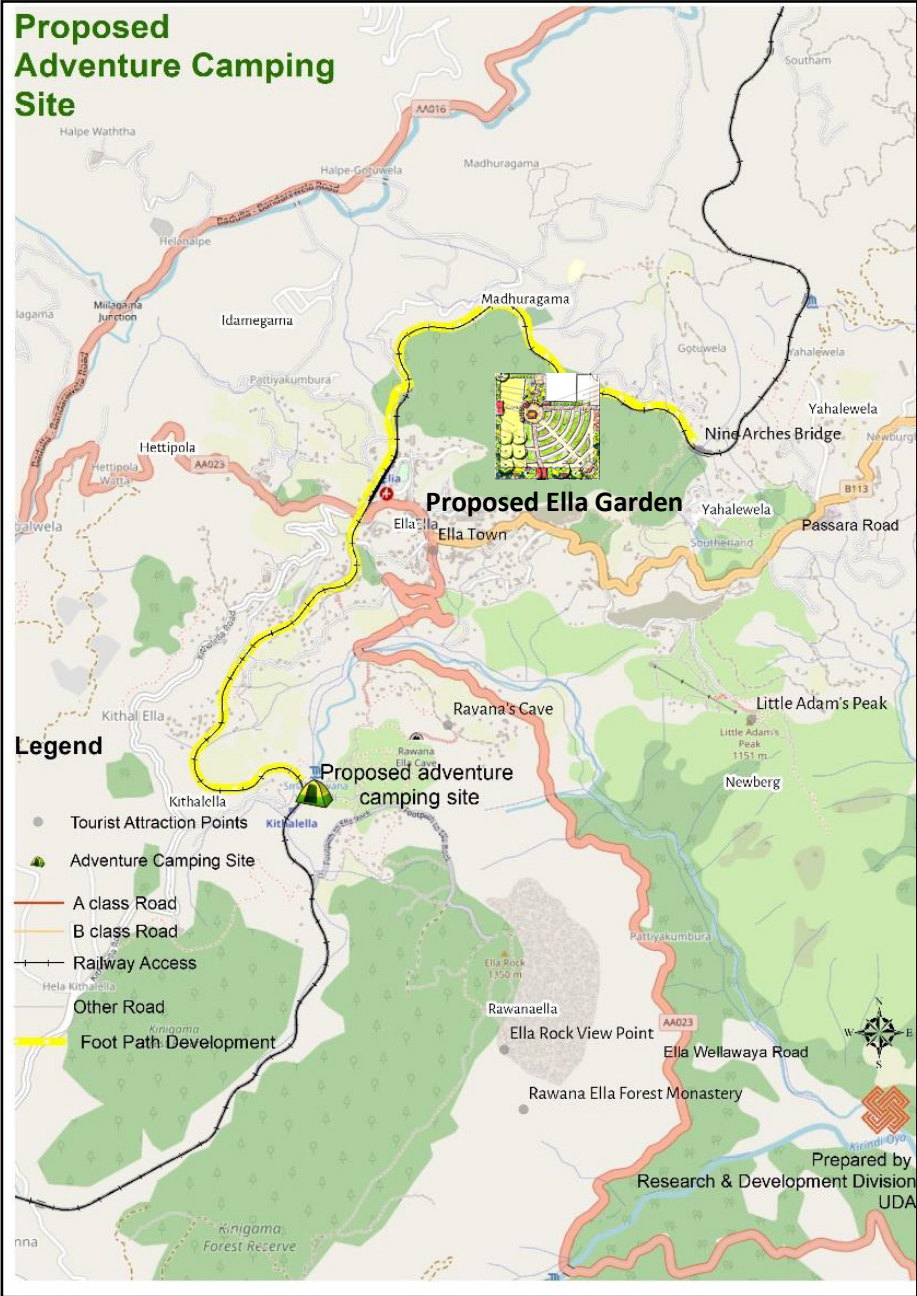
27 - Proposed Adventure Camping Site at Kithal Ella

Project Name	Proposed Adventure Camping Site at Kithal Ella	
Location Map		
Project description and rationale	<p>A 3000 m² Recreational Camping Site is proposed at a 2 acre of recreational area near the Bora Wawa. This camping site will be promoted as a place of relaxation where the tourists can enjoy a camp fire at the evening by the waterfront. The Plan recommends to carry out the camping activities in a well-planned manner with proper waste management mechanisms and adopting eco-friendly concepts.</p> <p>The Special Regulations applicable to Bora Wawa Camping Site</p>	
The envisaged character of the Recreational camping site at Bora Wawa		

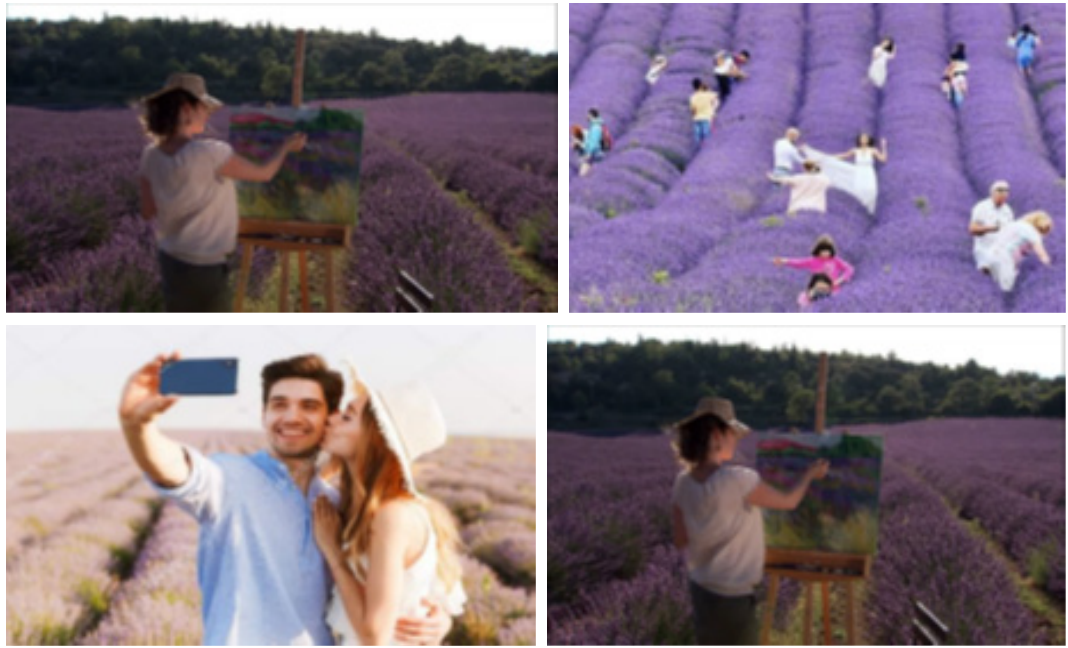
28 - Proposed Stargazing Camping Site

Project Name	Proposed Stargazing Camping Site	
Location Map		
Project description and rationale	<p>stargazing camping site is proposed on the top of Ella rock. It is envisaged to be a place where the tourist can enjoy astrophotography. Along with the camping facilities it is proposed to setup the necessary telescope and relevant astrophotography equipment.</p>	
The envisaged character of the proposed Adventure Camping Site and Stargazing Camping Site		

29 - Development of Ella Garden beneath the existing Pine Forest

Project Name	Development of Ella Garden beneath the existing Pine Forest
Location Map	
Project description and rationale	<p>A theme Garden named Ella Garden is proposed beneath the existing Pine Forest at the Ella town. The objective of having the Ella Garden is to enhance the city image of Ella. According to the concept, Ella town is identified as the focal point of Ella tourism destination. Therefore, tourism promotion strategy focuses to create a nice small town which is hidden among the green mountains. Ella Garden is one such project designed to serve this aspect of the concept. Further to that, this project also serves the future vision of Ella; the # Nature paradise of Mound Guard” as it is envisaged to be one of the unique picturesque locations in Ella.</p> <p>identified location for the project is 6 acres land which is currently owned by a private owner beneath pines forest. Ella Garden will be developed as a theme Flower Park with small cafeteria and public toilets. Ella DP recommends to carry out a comprehensive study prior to the implementation of the project in order to select right type of flower plants which are sensitive and related with different human emotions.</p>

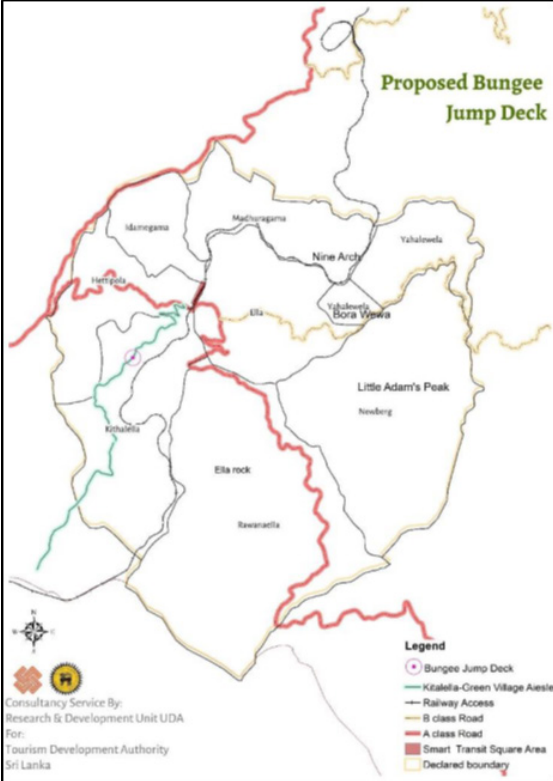

Proposed envisage image of Ella Garden



Proposed Layout of Ella Garden



30 - Introducing Bungee Jump as an Adventurous Sport at the proposed Hand Bridge in Kithal Ella

Project Name	Introducing Bungee Jump as an Adventurous Sport at the proposed Hand Bridge in Kithal Ella	
Location Map		
Project description and rationale	<p>Ella DP proposes to introduce a new adventurous sport activity which is Bungee Jump. At present, this activity is not offered anywhere in Sri Lanka, thus the Plan expects that it will contribute to increase the tourism attraction in Ella. The location proposed for the Bungee Jump Activity is near the proposed Hand Bridge at Kithal Ella. However, the Ella DP recommends to carry out a comprehensive feasibility study to identify the exact location suitable for the activity. In case, the current proposed location is not suitable for the activity, the Ella DP provides the provisions for the relevant implementing party to introduce the activity at the most suitable location given that it does not disturb the natural views and conforms with the other proposals and planning & building regulations of the Plan. However, it is compulsory that any sort of construction that is required for the activity needs to be built up according to the international standards and safety measures yet should be designed in such a way not to be visual disturbances to the natural setting. Further, the implementing agency should be fully responsible for ensuring the safety of those who take part in the activity.</p>	
The images showing the proposed Bungee Jump sport activity		

31 - Introducing a Rail Tour from Ella Station to Demodara Station

<p>Project Name</p>	<p>Introducing a Rail Tour from Ella Station to Demodara Station</p>
<p>Location Map</p>	
<p>Project description and rationale</p>	<p>Rail journey from Nanu Oya to Ella is world famous as it offers the best misty mountainous sceneries. With the expectation of promoting this unique rail trail, the Ella DP proposes a short rail journey with a new mode of rail transport from Ella Station to Demodara Station (6.5km).</p> <p>The Plan proposes to introduce a modified version of the typical 'Dakkuwa' transport mode in Sri Lanka as a luxury transport vehicle which can carry a small group of passengers safely. In case, the modified 'Dakkuwa' cannot be used for this purpose, the Plan recommends to adopt a similar type of transport such as a tram car or any alternative type of vehicle which can run on rail.</p> <p>The overall purpose of this project is to promote the Rail Isle proposed in the Concept Plan of the Ella DP and to provide more opportunities for tourists to experience this unique rail journey</p>

The images of similar rail transport modes suitable for the proposed Short Rail Journey



32 - Construction of two View Decks at identified two locations along the Ella- Wallawaya road

Project Name	Construction of two View Decks at identified two locations along the Ella- Wallawaya road
Location Map	
Project description and rationale	The two view decks will be developed with two different characters as the first deck is proposed to develop with siting and relaxing facilities as a typical observation deck while the second deck is proposed to develop with modern observation facilities and equipment. The total capacity of each deck will be 30 people at a time.

The location of the View Deck 1 at Ella-Wellwaya Road






The proposed character of the View Decks at Ella-Wellwaya Road





33 - Construction of a view deck near the proposed Kithal Ella Hand Bridge

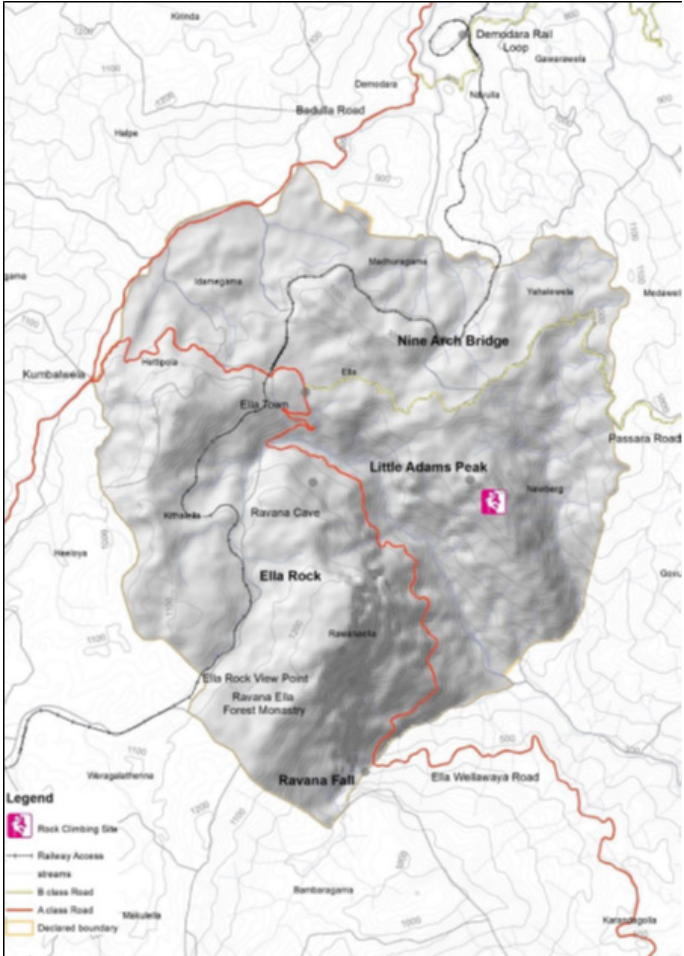

<p>Project Name</p>	<p>Construction of a view deck near the proposed Kithal Ella Hand Bridge</p>
<p>Location Map</p>	
<p>Project description and rationale</p>	<p>Kithal Ella Hand Bridge is designed to capture the Kithal Ella fall and steel bridge which was constructed during the British period. Intention of proposed hand bridge is to enable the tourists to capture the beautiful sceneries from a landmark point. The Hand Bridge is envisaged to be a significant landmark in Ella.</p>
<p>Recommendation</p>	<ul style="list-style-type: none"> • Design shall be done in such a way not to bring out an artificial alien appearance • The bridge shall blend with the natural setting after construction • Luminous colors shall not be used to paint the bridge • The bridge shall have an identical design

<p>The view from the Hand Bridge</p>		
<p>Design examples for hand bridges</p>		
<p>Design examples for hand bridges</p>		


34 - Construction of a View Tower at the Ella Town

<p>Project Name</p>	<p>Construction of a View Tower at the Ella Town</p>
<p>Location Map</p>	
<p>Project description and rationale</p>	<p>Ella DP proposes to build a view tower having 10m height at the top of the mountain located within the Ella town. This location falls within the boundary of Ravana City Low Dense Commercial Special Regulation Area. The Plan recommends to build this structure as not appear as an alien feature within the city but in a way that it blends with the unique natural setting of Ella. The intention of this View Tower is enabling the tourists to capture a panoramic city view including Railway square, Proposed Ella garden, proposed foot rail tour and foot path , Kithal Ella water fall, Part of Ella Rock and unique mountain setting around the city</p>
<p>The envisaged design of the proposed View Tower at Ella Town</p>	

35 - Promoting Rock Climbing as a sport activity at Little Adam’s Peak and Ravana Rock

<p>Project Name</p>	<p>Promoting Rock Climbing as a sport activity at Little Adam’s Peak and Ravana Rock</p>
<p>Location Map</p>	
<p>Project description and rationale</p>	<p>Both Little Adam’s Peak and Ravana Rock have the potential to promote rock climbing. The Ella DP introduces Rock Climbing as a sport activity both at Little Adam’s Peak and Ravana Rock. The Plan recommends to carryout necessary feasibility studies and identify the best locations to carry out the activity at both the locations. The Plan also recommends to identify a suitable qualified party who can run the activity and also to carryout it with extreme safety precautions.</p>
<p>Image showing rock climbing sport Activity</p>	

36 - Construction of a Tourist Service Centre at Ella Town

Project Name	Construction of a Tourist Service Centre at Ella Town
<p>Location Map</p>	
<p>Project description and rationale</p>	<p>268 perch land owned by the Road Development Authority is selected to build the proposed Tourist Service Centre at the Ella Town. This land is located facing the Passara Road. Since this location is in close proximity to number of tourist attractions and important places such as Ella Garde, Forest Camping Site, wllaking path along the canal, Ella view tower, smart railway square, eidetic place</p> <p>19 acre land which belongs to road development authority is proposed to construct service facilitated area for the Ella as this located immediate after the Proposed Ravan city along the passara road. And many of new proposed toruism promtion activities such as Ella garden, forest camping, canal water path, Ella view tower, smart railway square, eidetic place, Borawawa recreational camping site, Mini Admas Peak are located within 1km radius from this location, it is ideal to locate the proposed Toruist Service Centre there.</p> <ul style="list-style-type: none"> • Tourist Police • Parking lot • Resting places • Toilet facilities • Food outlets

The layout of proposed Tourist Service Centre.



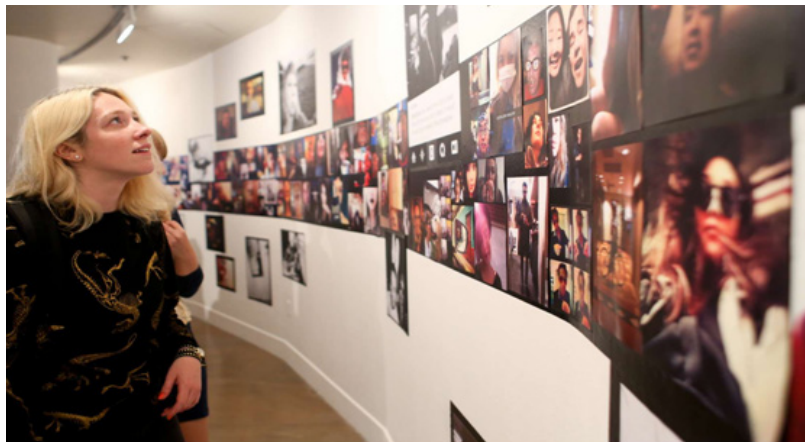
The features of the proposed Tourist Service Centre




37 - Building an Information Center at Ella and promote it with the branding ‘Eidetic Palace’

<p>Project Name</p>	<p>Building an Information Center at Ella and promote it with the branding ‘Eidetic Palace’</p>
<p>Location Map</p>	
<p>Project description and rationale</p>	<p>The proposed information center is not just a conventional information center that can be found anywhere. It is proposed to be developed as a model of the vision proposed for Ella.</p> <p>The uniqueness of this information centre is that it would be designed as a gallery. This information has a special feature, where the tourists can upload the pictures captured at different places in Ella and let them be exhibited publicly. This will be an entertaining event as well as a promotional event to promote the future vision of Ella.</p> <p>It is because of this special feature, that this unique Information Centre is to be called as the ‘Eidetic Palace’. The meaning of “Eidetic” is the place where the memories are stored.</p> <p>Further, it is proposed to upload the historical images and stories of the legendary history of Ella also to the same digital gallery making it a timeless gallery which presents both past and present memories created in Ella.</p> <p>The information centre or the ‘Eidetic Palace’ is proposed to be located at the proposed Tourist Service Centre</p>

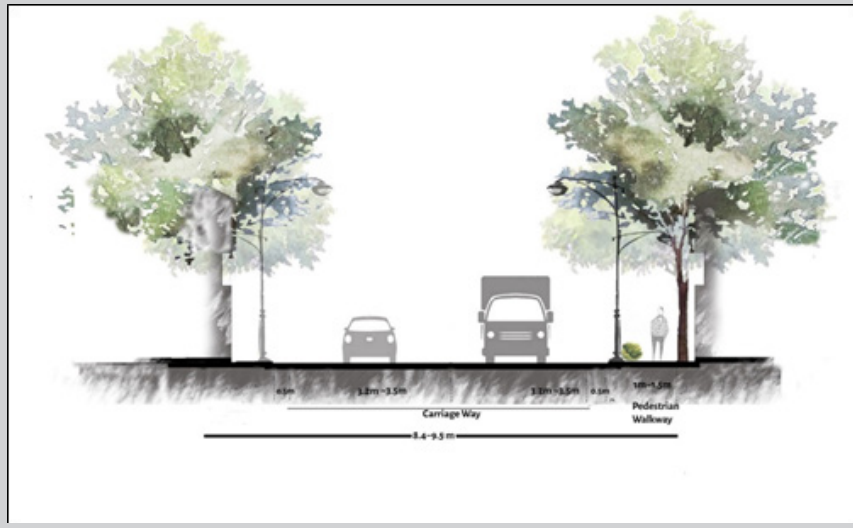
The features of the proposed Information Centre (Eidetic Palace)



38 - Improvement of the Ella-Wellwaya Road (The section falling within the limits of Ella Town)

<p>Project Name</p>	<p>Improvement of the Ella-Wellwaya Road (The section falling within the limits of Ella Town)</p>
<p>Location Map</p>	
<p>Project description and rationale</p>	<p>Ella-Wellwaya Road running through the Ella town or the Ravan City carries significantly a large volume of traffic and it conflicts with the existing landuse pattern and the functions at the either sides of the road. Not having physically demarcated pavement area, lack of shade and limited physical width of the road make it inconvenient and dangerous for the pedestrians to walk through the Ella-Wellwaya road. Considering the above limitation, the Ella DP proposes to improve the particular road section of Ella – Wellwaya road falling within the limits of Ravan City as per the cross section shown in the following Figure.</p> <ul style="list-style-type: none"> ● Starting point of the road section – Tunnel at the north boundary of the Ravan City ● Ending point of the road section – Point at the existing Dewalaya on Ella – Wellwaya Road ● Length – 500m ● Proposed physical width – 8.4m – 9.5m
<p>Recommendations</p>	<ul style="list-style-type: none"> ● Paving of the pedestrian way ● Maintaining a 0.5m width flower bed at the right side of the road when directing towards Wellwaya ● Maintaining 6.4m – 7.0m wide carriage way ● Installation of street lights.

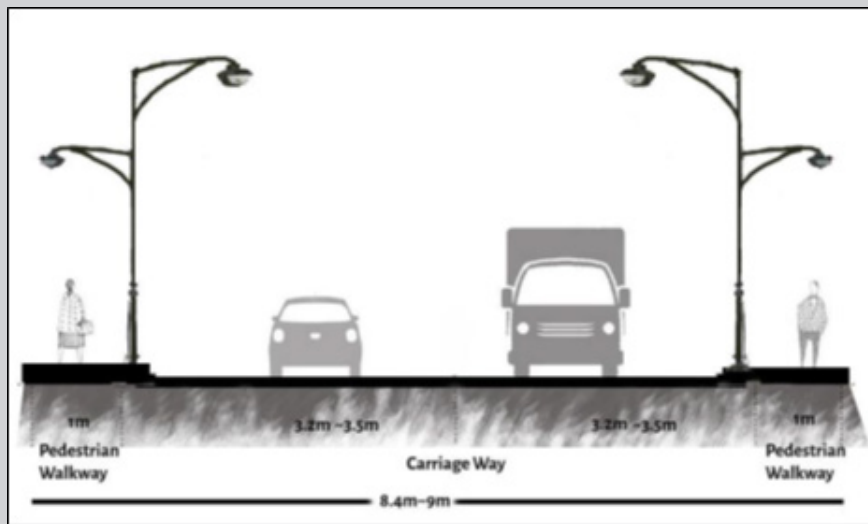
The proposed cross-section for the road stretch of Ella – Wellwaya road falling within the limits of Ella City



39 - The road sections beyond the limits of the Ella Town

<p>Project Name</p>	<p>The road sections beyond the limits of the Ella Town</p>	
<p>Location Map</p>	<p>Project description and rationale</p>	<ul style="list-style-type: none"> • The Ella DP proposes following improvements for the Ella – Wellwaya road fallen outside the boundary limits of the Ravan City. These improvements are applicable to the following road stretches. • The stretch of Ella – Wellwaya road starting from the north boundary of the Planning Area and ending at the Tunnel (North entrance to the city) – (2.5.km length) • The stretch of Ella – Wellwaya road starting from the Dewalaya (south boundary of the Ravan City) and ending at the south boundary of the Planning Area – (5km length)
<p>Recommendations</p>	<ul style="list-style-type: none"> • 7 wide physical width with 3.2m-3.5m wide carriage way • 1 wide pedestrian path • Installation of street light 	

The proposed cross-section for the road stretch of Ella – (Wellawaya road falling outside the limits of Ella City)



40 - Improvement of Passara Road

<p>Project Name</p>	<p>Improvement of Passara Road</p>
<p>Location Map</p>	<p>Features One sided Pedestrian Path along Main Strip-0.5 Km Sidewalks along Passara Road-1.5 Km</p> <p>Proposed Walkability Improvement</p> <p>Legend — Walkability Improvements - - Proposed Nature Trail — Railway Access — B class road — A class road</p> <p>Consultancy Service By: Research & Development Unit UDA For: Tourism Development Authority Sri Lanka</p>
<p>Project description and rationale</p>	<p>Considering the environmental sensitivity, land slide vulnerability and the sensitivity of water catchments of the existing town area of Ella, the Plan proposes to promote development along the Passara road as an alternative to the existing development trend along the Ella-Wallawaya road. Development of Passara Road is a strategic intervention to activate it as the main tourism service area as proposed by the Development Management Strategy. Currently, there is an ongoing project to widen the Passara Road by the RDA. The Ella DP incorporates this ongoing project and further proposes to improve the walkability of the road from the City Centre to Proposed Borawewa Recreational Site.</p> <p>The length of the road stretch proposed for improvement is approximately 1.5km and the proposed width is 8.4m – 9.5m.</p>

<p>Recommendations</p>	<ul style="list-style-type: none"> • Maintaining two lane carriage way having the width of 7m • Maintaining a 1-1.5m wide pedestrian path • Maintaining a tree line along the road (at appropriate stretches) • Introducing and maintaining utility ducts • Introducing street lights
<p>The proposed cross-section for Passara road</p>	

41- Improvement of Kithal Ella Road

<p>Project Name</p>	<p>Improvement of Kithal Ella Road</p>
<p>Location Map</p>	<p>Proposed Road Improvements Kithal Ella</p> <p>Legend</p> <ul style="list-style-type: none"> Tourist Attraction Points Hand Bridge and Jumping Deck A class Road B class Road Railway Access Other Road Proposed Road Development Kithal Ella <p>Prepared by Research & Development Division UDA</p>
<p>Project description and rationale</p>	<p>The purpose of improving Kithal Ella road is to make it convenient for the tourists to follow this road to reach the attractions in Kithal Ella. The improvements are proposed for 6km length. The proposed width of the road is 8.4m – 9 m</p>
<p>Recommendations</p>	<ul style="list-style-type: none"> • 1m Pedestrian path • 0.5m Drainage system • Installation of lighting system
<p>The section of Kithal Ella road proposed for improvement</p>	<p>1m Pedestrian Walkway 3.2m-3.5m Carriage Way 0.5m Drainage</p> <p>Total width: 8.4m - 9m</p>

42- Construction of a footpath as an alternative route to by-pass the town centre

<p>Project Name</p>	<p>Construction of a footpath as an alternative route to by-pass the town centre</p>
<p>Location Map</p>	<p>Proposed Foot Path Development</p> <p>Halpe Waththa, Halpe-Gonwela, Madhuragama, Passara Road, Nine Arches Bridge, Hettipola, Proposed Hand Bridge, Ella Town, Edo Forest Reserve, Yahalewela, Kithalella, Ravana's Cave, Little Adam's Peak, Newberg, Rawanaella, Ella Wellawaya Road, Ella Rock View Point, Rawana Ella Forest Monastery.</p> <p>Legend</p> <ul style="list-style-type: none"> Tourist Attraction Points A class Road B class Road Railway Access Other Road Proposed Foot Path (Bypass) <p>Prepared by Research & Development Division UDA</p>
<p>Project description and rationale</p>	<p>A 7m wide and 500m long footpath is proposed from tunnel entry to end of Ella Town in southern boundary parallel to the railway track. The purpose of this footpath is to provide an alternative route for the tourists to access Rawana Ella from Ella Railway station by-passing the busy town area. This proposal would provide a much safer route for tourists to freely wander without worrying about the traffic and accidents.</p>
<p>The existing situation of the one of the locations where the proposed footpath is crossing</p>	

Cross-section of
the proposed by-
pass road



43 - Introduce Electrical Taxi Service

<p>Project Name</p>	<p>Introduce Electrical Taxi Service</p>
<p>Location Map</p>	<p>Proposed Electric Taxi Service</p> <p>Idamegama, Madhuragama, Nine Arch, Yahalewela, Hettipola, Eila, Kithalella, Eila rock, Rawanaella, Rawana Ella, Little Adam's Peak, Newberg</p> <p>Legend — Electric Taxi Service — Railway Access — B class Road — A class Road — Declared boundary</p> <p>Consultancy Service By: Research & Development Unit UDA For: Tourism Development Authority Sri Lanka</p>
<p>Project description and rationale</p>	<p>Electrical taxi service is proposed to serve all the attraction points as well as to serve the proposed tourism promotional areas with the intention of reducing use of private vehicles and protecting the ambient air quality in Ella.</p> <p>The Ella DP proposes to convert the previous solid waste dumping site at Kithal Ella as a parking area and the terminal of the electrical taxis. The Plan proposes to develop this parking site with required facilities such as toilets, sitting areas, resting areas and small food outlets for taxi drivers as well as tourists.</p> <p>The Plan has recommended taxi routes based on the attraction of each site and travel patterns. In addition to these routes, the tourists are free to use the taxis to reach any place in Ella as per their preference.</p>


The conceptual images of proposed electric car



44 - Introducing an additional train compartment to the Colombo – Badulla Train

Project Name	Introducing an additional train compartment to the Colombo – Badulla Train
Project description and rationale	<p>The Ella DP proposes to introduce an additional luxury observation train compartment to the Colombo – Badulla Train. The intention of this proposal is to encourage the tourists to visit Ella using public transport. It is expected that a luxuriously built observation train compartment would encourage high end tourists also to visit Ella. Further, it is expected that this proposal will contribute to reduce the number of private vehicles entering to Ella and thereby to protect the ambient air quality of Ella.</p>
<p>The conceptual images of proposed electric car</p>	

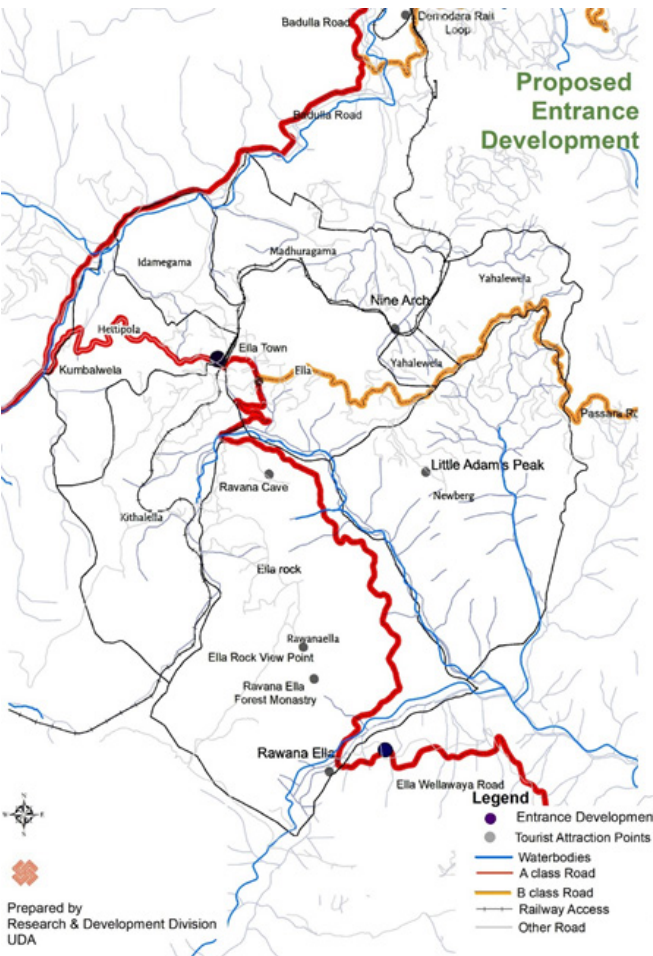

45 - Smart Transit Square Development

<p>Project Name</p>	<p>Smart Transit Square Development</p>
<p>Location Map</p>	
<p>Project description and rationale</p>	<p>Ella DP proposes to develop a Smart Transit Square at the existing Ella Railway Station site. The purpose of the Smart Transit Square is to provide the facilities mainly for tourists who will be arriving at Ella by train. This is one of the strategies to promote the use of public transport in Ella.</p> <p>Further, the Smart Transit Square will act as one of the main nodes in Ella as it connects many footpaths directing to different tourism attractions. It is envisaged this will also be a public square as well as a service area where many tourists would depend on and regularly visit seeking for services and for the purpose of transit and interaction.</p> <p>The Plan proposes to locate the following facilities within the proposed Smart Transit Square.</p> <ul style="list-style-type: none"> • Smart banking facilities • Money exchange centers • Cafeterias • Electric taxi charging points • Smart and interactive digital map navigation displays • Smart booking for hotels, rail tickets, taxi services • Public toilets • Landscape development

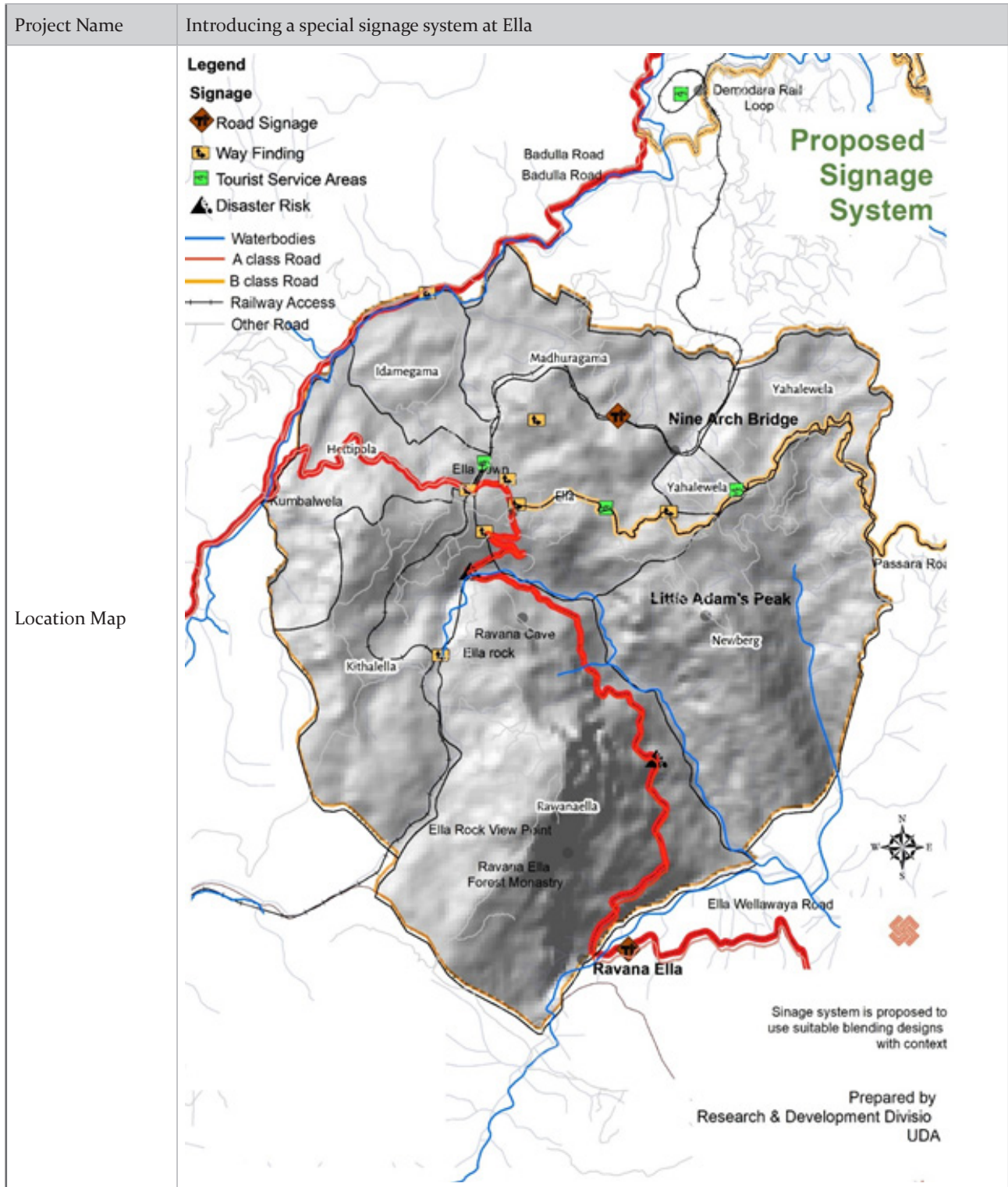
The conceptual images of proposed Smart Transit Square



46 - The entrance at the Ravana Ella

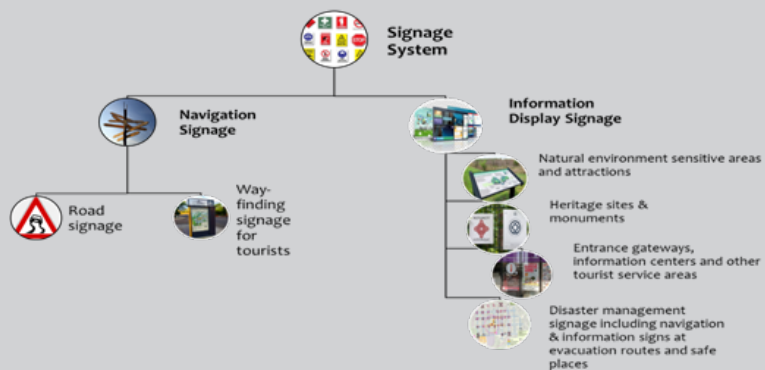
<p>Project Name</p>	<p>The entrance at the Ravana Ella</p>
<p>Location Map</p>	
<p>Project description and rationale</p>	<p>Development of two entrance gateways is one of the key interventions to enhance the character of Ella. The intention of this project is to give the tourists a feeling of arrival at a unique mysterious but proud green valley which cannot be seen elsewhere. One of the entrance gateways is proposed at the existing tunnel entering the Ella town while the other entrance gateway is proposed at the Ravana Ella. The tunnel entrance will be met by the tourists travelling to Ella via Bandarawela and Badulla while the Ravana Ella entrance will be met by those who travel from Wellawaya.</p> <p>Ella TDMP proposes to construct a new entrance gate at the Ravana Ella. Currently, there is no such monument to represent an entrance gate. The plan proposes to build this new entrance gate featuring the architectural features of the Historical Kingdom era. The intention is to exhibit the pride of the two prosperous eras of Ella.</p>
<p>Conceptual image of the proposed Entrance Gate near the Ravana Ella</p>	

47 - Introducing a special signage system at Ella



Project description and rationale

Signage contributes to enhance the legibility and imageability of a city. Signage are special visual features of a city that can be used to enhance the city identity, visual quality and attractiveness. Therefore, Ella TDMP proposes to introduce a signage system unique to Ella tourism destination. The types of signage covered by this signage system includes two main types; navigation signage and information display signage.



Ella TDMP recommends to design different types of signs emphasizing the unique characteristics of different attraction sites and proposed zones Ella while adhering to the international and local signage standards. Further, it is recommended to carry out a comprehensive study to identify such unique characters and design the signage system in such way that it would not create extra- terrestrial appearance that would damage the sense of Ella.

Therefore, it is recommended to consider following factors when designing the signage system.

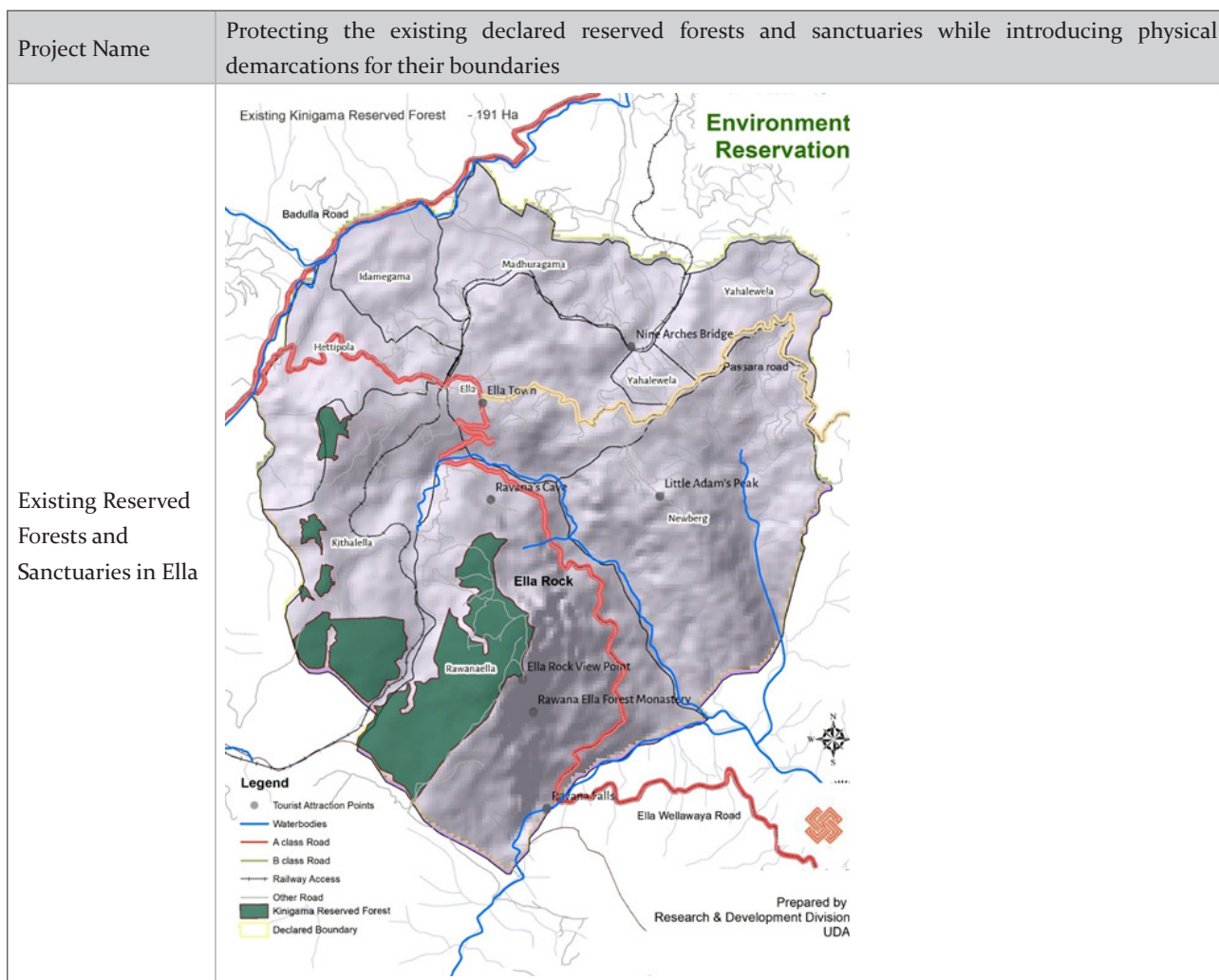
- Concept of the Ella tourism plan (three aisle)
- Environmental aspects
- Historical aspect
- User friendly

No holdings, bill boards, digital screen or any other advertisement would not cover the scenic view of Ella

48 - Introducing a Unique Street Light System in Ella

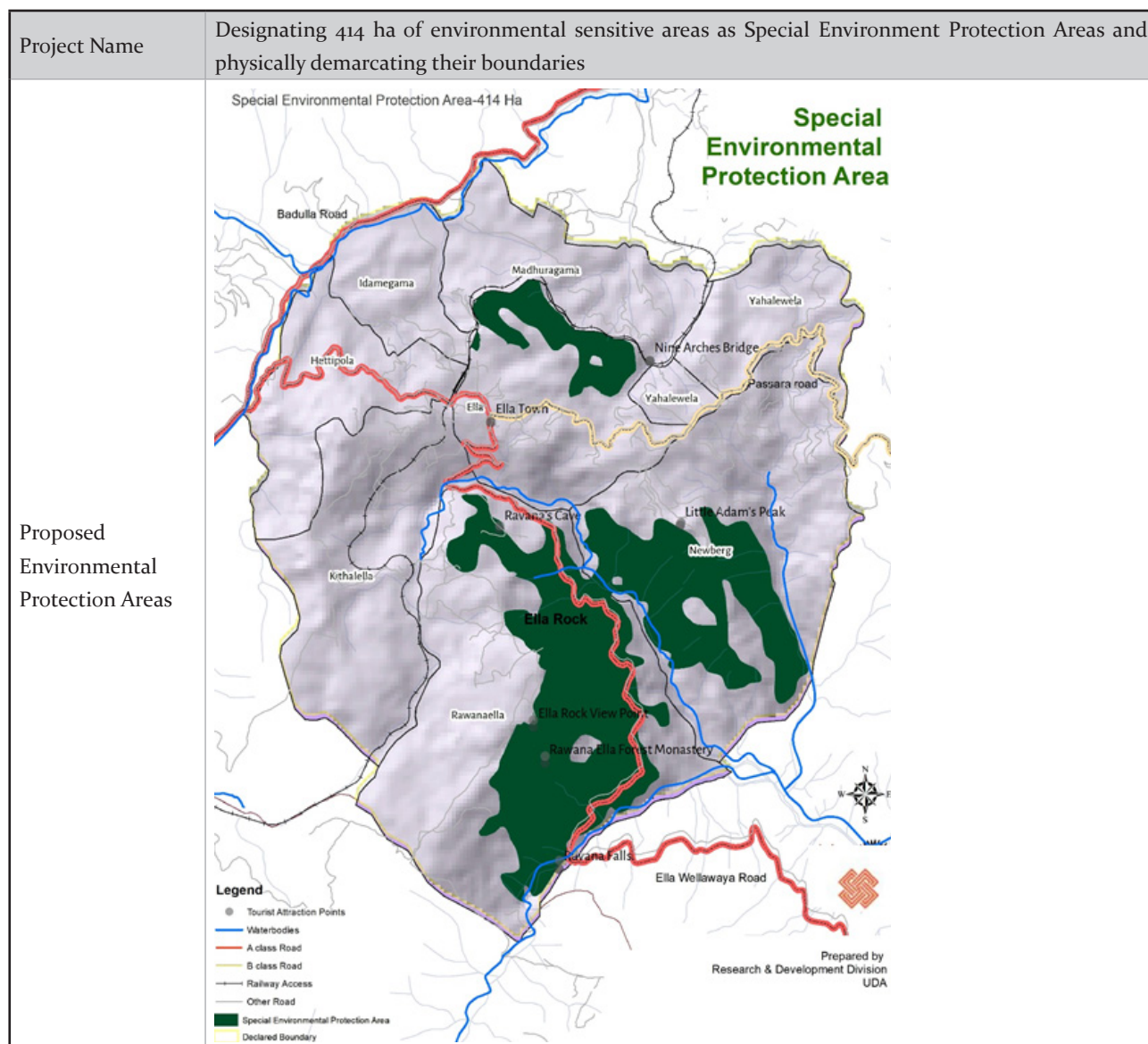
Project Name	Introducing a Unique Street Light System in Ella
<p>Routes identified to install street lights in Ella</p>	<p>Proposed Street Lighting System</p> <p>Legend</p> <ul style="list-style-type: none"> Street Lights A class Road B class Road Railway Access Declared Boundary <p>Prepared by Research & Development Division UDA</p>
<p>Project description and rationale</p>	<p>It is proposed to plan, design and install a unique Street Light System in Ella. The following considerations are recommended for the proposed project.</p> <ul style="list-style-type: none"> • Smart light system • Suitability with the proposed concept of Ella tourism master plan • Historic Aspects of Ella • Different lighting with unique features for, <ul style="list-style-type: none"> • City area • Tourism promotion zone I and II • Foot path • Nature trail • Ella garden • Nine arch access routs • Kithal Ella road <p>Light posts should be blended with context</p>

49 - Protecting the existing declared reserved forests and sanctuaries while introducing physical demarcations for their boundaries



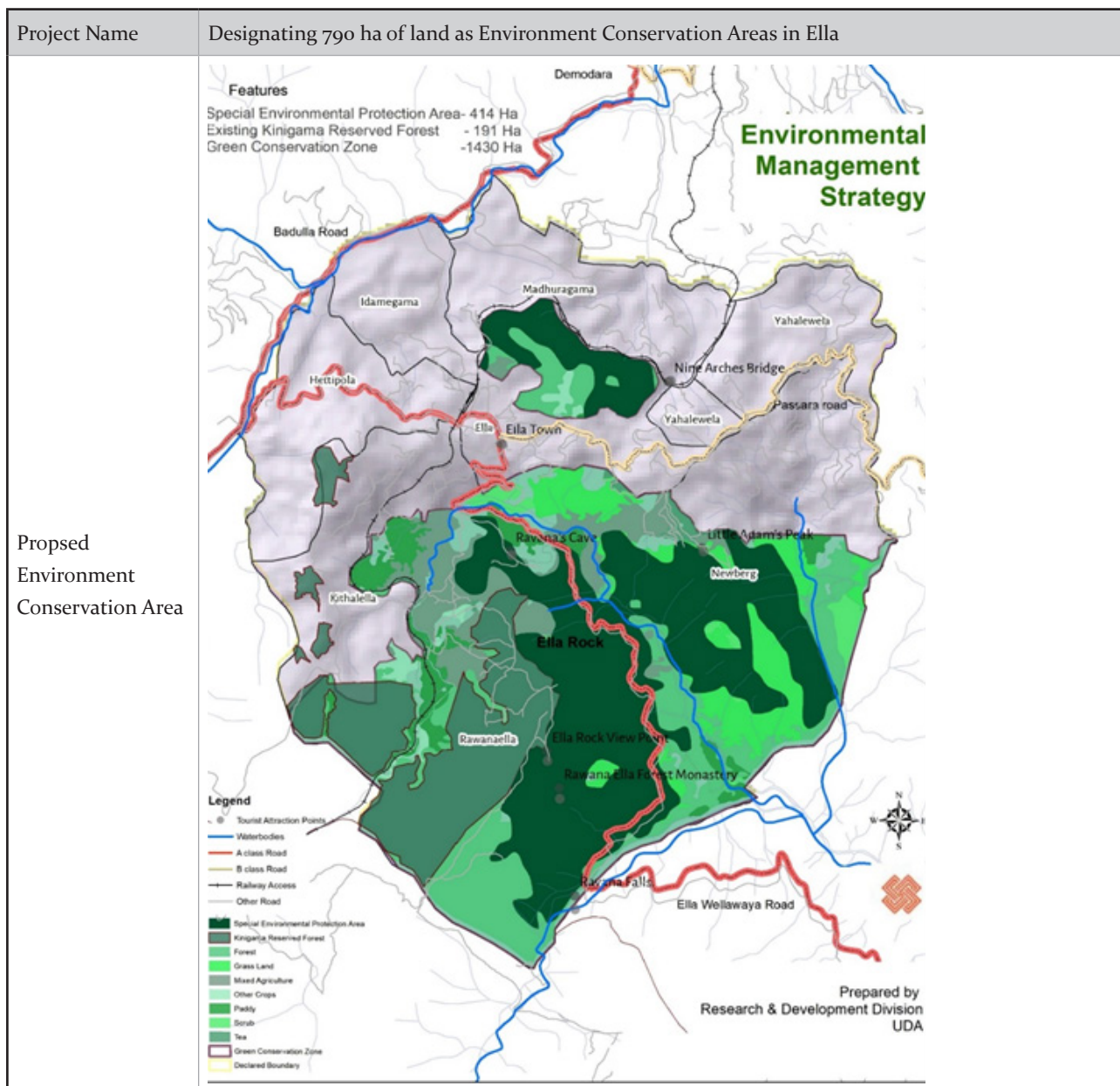
Type of Natural Asset	Name	Extent falling with the planning boundary	Date of Declaration	Relevant Governing Acts/ Laws and Agencies	Recommended Guidelines
Sanctuaries	Ravana Ella Sanctuary	649 ha	18.05.1979 Total extent – 1932 ha	Department of Wildlife	<p>Access fully restricted except for the identified sites for camping and routes for trekking/ hiking</p> <p>All camping & hiking activities should be done with strict supervision of the Department of Wildlife</p> <p>Demarcate physical boundaries with appropriate demarcation methods such as boundary posts/ broad walk/ foot path & tree fencing etc.</p>
Reserved Forests	Kinigama Forest Reserve	191 ha		Forest Department	<p>Access fully restricted except for the identified sites for camping and routes for trekking/ hiking</p> <p>All camping & hiking activities should be done with strict supervision of the Forest Department</p> <p>Demarcate physical boundaries with appropriate demarcation method such as boundary posts/ broad walk/ foot path/ tree fencing etc.</p>

50 - Designating 414 ha of environmental sensitive areas as Special Environment Protection Areas and physically demarcating their boundaries



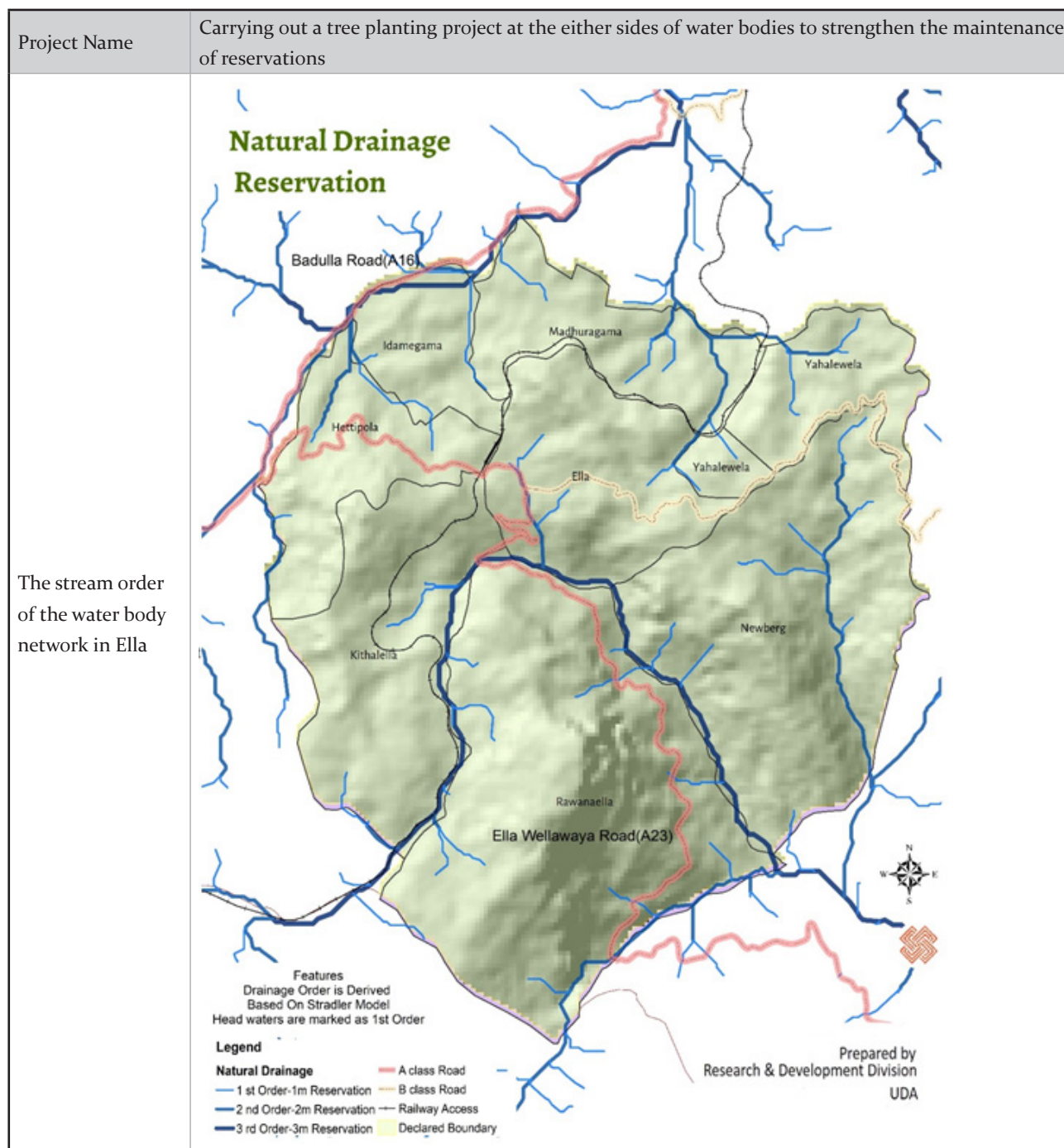
Type of Natural Asset	Extent	Relevant Agencies	Recommended Guidelines
Forests and Grasslands	414 ha Existing Pines Forest in Ella GND (The Ella TDMP proposes to regrow the Pines Tree and maintain it as a Pinus Forest Reserve) Newberg Grassland Patch, Ravana Ella Forest	Forest Department	Control Access for permitted/ proposed activities by the plan No permanent constructions/ developments allowed All activities to be strictly monitored by the Forest Department and relevant custodian state agencies Demarcate physical boundaries with appropriate demarcation method such as boundary posts/ broad walk/ foot path/ tree fencing etc.

51 - Designating 790 ha of land as Environment Conservation Areas in Ella



Type of Land use within identified Environment Conservation Areas	Extent	Relevant Agencies	Recommended Guidelines
Paddy	64ha	Agricultural Department/ Urban Development Authority	Limited constructions/ developments are allowed as per the guidelines given for respective zone with careful supervision of relevant agencies
Tea	129ha	Relevant state agencies	
Mixed Agriculture	129ha		
Grasslands	83ha	Forest Department	Transformation of land uses are restricted
Scrubs	25ha	Forest Department	

52 - Carrying out a tree planting project at the either sides of water bodies to strengthen the maintenance of reservations





Stream Order	Recommended width between the stream bank and the tree line	Relevant Institutes	Recommended Types of Plants
1st Order Stream	1m	NBRO/Irrigation/ Forest Department	<ul style="list-style-type: none"> • Cassia spectabilis (Kaha Kona) • Mangifera indica (Atamba)
2nd Order Stream	2m	NBRO/Irrigation/ Forest Department	<ul style="list-style-type: none"> • Or any native plant suitable for stream banks of the intermediate climate zone (These plants have been given in the Annexure I)
3rd Order Stream	3m	NBRO/Irrigation/ Forest Department	<ul style="list-style-type: none"> • Or any native plant suitable for stream banks of the intermediate climate zone (These plants have been given in the Annexure I)

53 - Introducing a website and a mobile application as a digital platform to facilitate the tourists and tourism service providers in Ella

Project Name	Introducing a website and a mobile application as a digital platform to facilitate the tourists and tourism service providers in Ella
The stream order of the water body network in Ella	<p>It is important to have a single platform to connect tourists and tourism service providers in Ella. Such a platform would enable the tourists to understand the options available and select the required services based on their preference. This digital platform will also be a good market space for the tourism service providers to promote their products and services.</p> <p>In the planning perspective, the proposed digital platform will enhance the tourists' security as it will lead the tourists to accredited, reliable and quality services with transparent business transactions. This will enhance the tourists' trust in Ella tourism destination which in turn would enhance its attraction.</p> <ul style="list-style-type: none"> • Features to be included in the proposed digital platform including both the website and the mobile application. <ul style="list-style-type: none"> • Display only the registered Hotels/tourist guides/ taxi services • Display locations of tourists' police/ information center/ common service area/ parking areas/ sanitary services/ medical centers • Display locations of tourism activities and attractions • Display tour guide packages and package booking portals • Landslide risk alarming system/ weather reports • Emergency contact details • Price & Rates of tourism products and services • Features to inspire the interface design of both website and the mobile application <ul style="list-style-type: none"> • Vision of the Ella tourism plan • Concept of the Ella tourism plan (three aisle) • Environmental features and assets <p>Historical legends and heritage features</p>

54 - Green Tourism Development Projects, Ella-Kumbalwela Road

Project Name	Green Tourism Development Projects, Ella-Kumbalwela Road
Location Map	 <p>Google Coordinates</p> <p>6.87633, 81.03979 / 6.87600, 81.04061 / 6.87545, 81.04128 / 6.87517, 81.04100 / 6.87451, 81.04168 / 6.87476, 81.04200 / 6.87414, 81.04260 / 6.87436, 81.04314 / 6.87452, 81.04395 / 6.87387, 81.04415 / 6.87351, 81.04282 / 6.87375, 81.04172 / 6.87479, 81.04052 / 6.87555, 81.03895</p>
Project Rational & Description	<p>At present, the development capacity of Ella town has reached its maximum and there are no enough lands near the city to bring about new developments or further expand the city. In addition, many of the hotel and tourism-related structures in the city are in an environmentally unfriendly condition, exceeding the capacity of the city's infrastructure and utilities.</p> <p>Therefore, new hotel and tourism related developments in the Ella Tourist City have been identified to be developed as eco-friendly green concept and low rise buildings to preserve the identity of the Ella area.</p> <p>An area of 10 acres has been identified for new developments at the Kinalan Tea Estate on the Ella-Kumbalwela road which is currently underutilized.</p> <p>This 10 acre land is located in the tourist accommodation zone and it is proposed to carry out future developments in accordance with the development regulations of the zone in line with the green development guidelines.</p>
Current Situation of the Project Site	

6.3.3 Responsible Institute

Table 7.8: Responsible Institute

01	Walking Track Development project	Urban Development Authority Ella Pradeshiya Sabha Tourism Development Authority Department of Forest Conservation
02	Rawanaealla entertainment protection zone development project	Urban Development Authority Ella Pradeshiya Sabha Tourism Development Authority Department of Forest Conservation
03	Vehicle park development along the Passara Road	Urban Development Authority Ella Pradeshiya Sabha
04	Project for sanitary facility development at Rawana Waterfall, Little Adm's peak, Nine-Arch Bridge and Rawana Mountain.	Urban Development Authority Ella Pradeshiya Sabha Tourism Development Authority Uva Provincial Council
05	Proposed dedicated medical treatment centre project	Urban Development Authority Ella Pradeshiya Sabha Tourism Development Authority Uva Provincial Council Department of Health
06	Proposed solid Waste management Centre Development Project	Urban Development Authority Ella Pradeshiya Sabha Uva Provincial Council Solid Waste Management Authority
07	Proposed waste water disposal network development project	Urban Development Authority Ella Pradeshiya Sabha Uva Provincial Council To the National Water Supply Board
08	Proposed Vocational Training Center Development Project.	State Ministry of Skills, Development, Vocational Education, Research & Innovations Uva Provincial Council
09	Badull-Halpe Road development project	Ella Pradeshiya Sabha Provincial Road Development Authority
10	Gotuwila-Madhuragama Road Development project	Ella Pradeshiya Sabha Provincial Road Development Authority
11	Car Park development project near the tunnel	Urban Development Authority Ella Pradeshiya Sabha Uva Provincial Council
12	Car Park Development at the end of the Madhuragama Road project	Ella Pradeshiya Sabha Urban Development Authority Uva Provincial Council
13	Ella Public Play Ground Development Project	Urban Development Authority Ella Pradeshiya Sabha Uva Provincial Council
14	Storm Water Drainage Network Development Project	Ella Pradeshiya Sabha Uva Provincial Council road development Authority Provincial Road Development Authority

15	Proposed Commercial Complex Development Project- Along the Passara Road	Urban Development Authority Ella Pradeshiya Sabha Tourism Development Authority
16	Entertainment Facility Development Project at Borawewa	Urban Development Authority Ella Pradeshiya Sabha Department of Forest Conservation Tourism Development Authority Uva Provincial Council
17	Viewing Deck Development Project at Kithalella.	Urban Development Authority Ella Pradeshiya Sabha Tourism Development Authority Uva Provincial Council
18	Proposed water supply project	National Water Supply Board
19	Natural Walking Track Development Project	Urban Development Authority Ella Pradeshiya Sabha
20	Ella Entrance development project	Urban Development Authority Ella Pradeshiya Sabha Uva Provincial Council
21	Ella Public Toilet Development Project	Ella Pradeshiya Sabha
22	Canal bank development project	Ella Pradeshiya Sabha Urban Development Authority Tourism Development Authority Department of Irrigation Uva Provincial Council
23	Building facade development project	Ella Pradeshiya Sabha
24	Ravana Ella Ancient Temple & Cave Access Way Improvement	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha Uva Provincial Council
25	Development of Nine Arch Bridge Tourist Service Centre	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha Uva Provincial Council
26	Proposed Forest Camping Site at the existing Pine Forest	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha Uva Provincial Council Department of Forest Conservation
27	Proposed Adventure Camping Site at Kithal Ella	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha
28	Proposed Stargazing Camping Site	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha
29	Development of Ella Garden beneath the existing Pine Forest	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha
30	Introducing Bungee Jump as an Adventurous Sport at the proposed Hand Bridge in Kithal Ella	Tourism Development Authority Ella Pradeshiya Sabha
31	Introducing a Rail Tour from Ella Station to Demodara Station	Tourism Development Authority Department of Railways

32	Construction of two View Decks at identified two locations along the Ella- Wallawaya road	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha
33	Construction of a view deck near the proposed Kithal Ella Hand Bridge	Tourism Development Authority Ella Pradeshiya Sabha
34	Construction of a View Tower at the Ella Town	Tourism Development Authority Ella Pradeshiya Sabha
35	Promoting Rock Climbing as a sport activity at Little Adam's Peak and Ravana Rock	Ella Pradeshiya Sabha
36	Construction of a Tourist Service Centre at Ella Town	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha
37	Building an Information Center at Ella and promote it with the branding 'Eidetic Palace'	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha
38	Improvement of the Ella-Wellawaya Road (The section falling within the limits of Ella Town	Ella Pradeshiya Sabha Road Development Authority
39	The road sections beyond the limits of the Ella Town	Road Development Authority
40	Improvement of Passara Road	Road Development Authority
41	Improvement of Kithal Ella Road	Ella Pradeshiya Sabha
42	Construction of a footpath as an alternative route to by-pass the town centre	Ella Pradeshiya Sabha
43	Introduce Electrical Taxi Service	Ella Pradeshiya Sabha
44	Introducing an additional train compartment to the Colombo – Badulla Train	Department of Railways
45	Smart Transit Square Development	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha
46	The entrance at the Ravana Ella	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha
47	Introducing a Unique sinage System in Ella	Ella Pradeshiya Sabha
48	Introducing a Unique Street Light System in Ella	Ella Pradeshiya Sabha Tourism Development Authority
49	Protecting the existing declared reserved forests and sanctuaries while introducing physical demarcations for their boundaries	Department of Forest Conservation Department of wildlife Conservation
50	Designating 414 ha of environmental sensitive areas as Special Environment Protection Areas and physically demarcating their boundaries	Department of Forest Conservation Department of wildlife Conservation Wildlife Department
51	Designating 790 ha of land as Environment Conservation Areas in Ella	Department of Forest Conservation Wildlife Department
52	Carrying out a tree planting project at the either sides of water bodies to strengthen the maintenance of reservations	Department of Forest Conservation Wildlife Department Department of irrigation
53	Introducing a website and a mobile application as a digital platform to facilitate the tourists and tourism service providers in Ella	Tourism Development Authority
54	Green Tourism Development Projects, Ella - Kumbalwela Road	Urban Development Authority Tourism Development Authority Ella Pradeshiya Sabha

Part II

**Land and Building Development
Strategies**

Chapter 7

Development Zones and Zoning Guidelines

7.1 Introduction

Ella the most attractive mountain tourism green hamlet of the Sri Lanka is dated its history more than 7000 years with proud King Rawan. But it was disappeared from the history for a long period till king Walagamba as it is a place where difficult to access. Back again during the British period it was appeared as a place for tea cultivation and its modern history as a tourism destination started from the 2004 due to tsunami effect faced by Sri Lanka. With this new trend of tourism, its natural environment rapidly converts to build environment to cater the demand of tourist arrived to Ella. Impact of this haphazard development, damage the whole environment system of Ella creating land slide risk, visual barriers to most beautiful views, polluting pure oxygen which it is famous for etc. Still developers of the area do not understand the fact that the environment is the catalyst of their business.

Therefore, urban development authority immediately takes measurements to manage the sustainable development in Ella, by analyzing development trends, sensitivity and carrying capacity, of the Ella. The following guidelines have been introduced to protect and nurture the natural environment of Ella and maintain a balance between environment conservation and development while providing infrastructure facilities needed by the tourism industry & residents of the area.

7.2 Development Zones

The Ella development area will consist with eight prominent character zones identified within three five density zones as described in above section to achieve the proposed spatial concept and the vision of the plan (Map no 7.1). The reason for demarcation of different character prominent zones within the identified broader density zones, is to maintain the character of the area while preserving the virginity of the area and to promote tourism activities only for suitable areas with the intention of enhancing economy without disturbing to the natural environment. Also, it will enable a variety of experiences in different areas without resulting in homogeneous developments throughout the area.

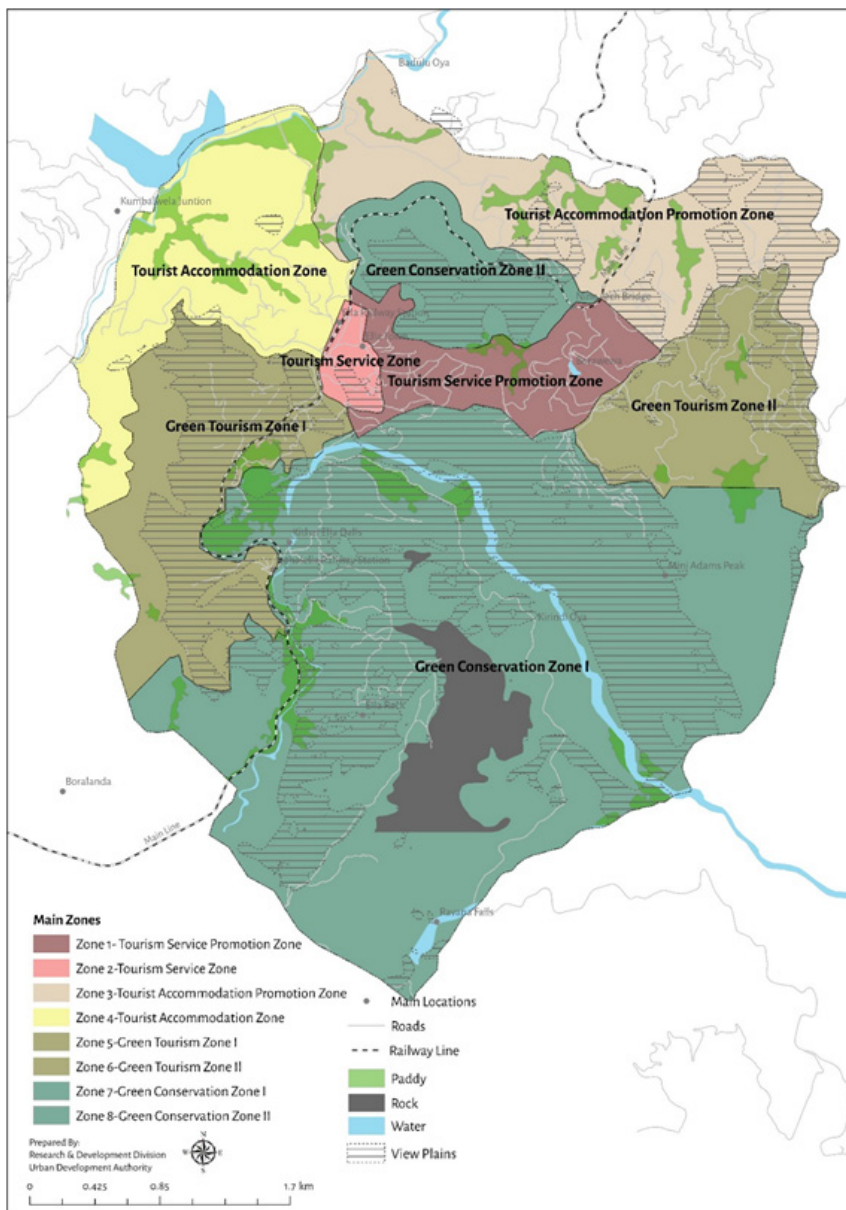
Accordingly, Ella Planning area divided into 8 zone as per the table 7.1

Table 7.1: Development Zones

Zone	Zone name
Zone 1	Tourism Service Promotion Zone
Zone 2	Tourism Service Zone
Zone 3	Tourist accomadation Promotion Zone
Zone 4	Tourist accomadation Zone
Zone 5	Green Tourism Zone I
Zone 6	Green Tourism Zone II
Zone 7	Green Conservation Zone I
Zone 8	Green Conservation Zone II

7.2.1 Proposed Zoning Plan for Ella Urban Area 2021-2030

Map No. 7.1: Proposed Zoning Plan 2021-2030



Proposed character based zones

Table 7.1: major character of the zones

Density Category	Zone Classification	Expected Development Intensity	Areas falling within each area (GN Divisions)
High Density	Tourism Service Zone	65% Built up area	Ella (Part)
	Tourism Service Promotion Zone	65% Built up area	Yahalawela (Part) Ella (Part)
Moderate Density	Tourism Accommodation Promotion Zone	50% built up area	Maduragama Yahalawela (Part)
	Tourist Accommodation Zone	50% built up area	Hettipola Idamagama
Low Density	Green Tourism Zone I & II	40% built up area	Newburge (Part) Kithal Ella
No Density	Green Conservation Zone I & II	No development Area	Rawana Ella Newburge (Part)

7.3. Zoning Factor

The zone factor is a new concept introduced in place of a practically implemented Floor Area Ratio, which was previously made in the planning and building guidelines. This determines the size of the maximum development allowed in a given area. In particular, the property owner is given a reasonable opportunity to carry out his development. Ella Development Plan (2021-2030) is expected to be a density-based development for the area by the year 2030. Especially high densities will be expected in Tourist promotion zone and tourist service zone, medium density expected with Tourist accommodation zone and tourist accommodation promotion zone and low-density expected Green tourism zone. It is hoped to establish the proposed urban form by 2030 accordingly. The nature of development taking place in the lands of at Ella is directly affected. Thus, it is necessary creating the desired urban form on the basis of the maximum development that will be determined under the zone factor.

Prior to determining the extent of the maximum development in a given area, identification of suitable areas for the development should be carried out first. Determination of High-Density, moderate density, and low-density development zones will be determined through the observations of analysis done and determining the city activity patterns. The conclusions drawn by a detailed analysis of the findings must be accompanied by the practical implementation of the area. Because these developments should be balanced over the profile of the physical, social, environmental and economic aspects.

Accordingly, the zones have determined the territories based on the environmental sensitivity, the intensity of development and its direction, the distribution of the infrastructure facilities, the development in commercial activities, the geographical conditions and the density of the population. That is, if the region's zone factor is higher than the other regions, it is a strong gateway infrastructure for the region, a high commercial development, and a high population attraction within the region. The zone factor is low if the area has an environmentally sensitive area or it is due to loss of land for development or there is a shortage of infrastructure facilities, and lower level of downfall in the desired urban form.

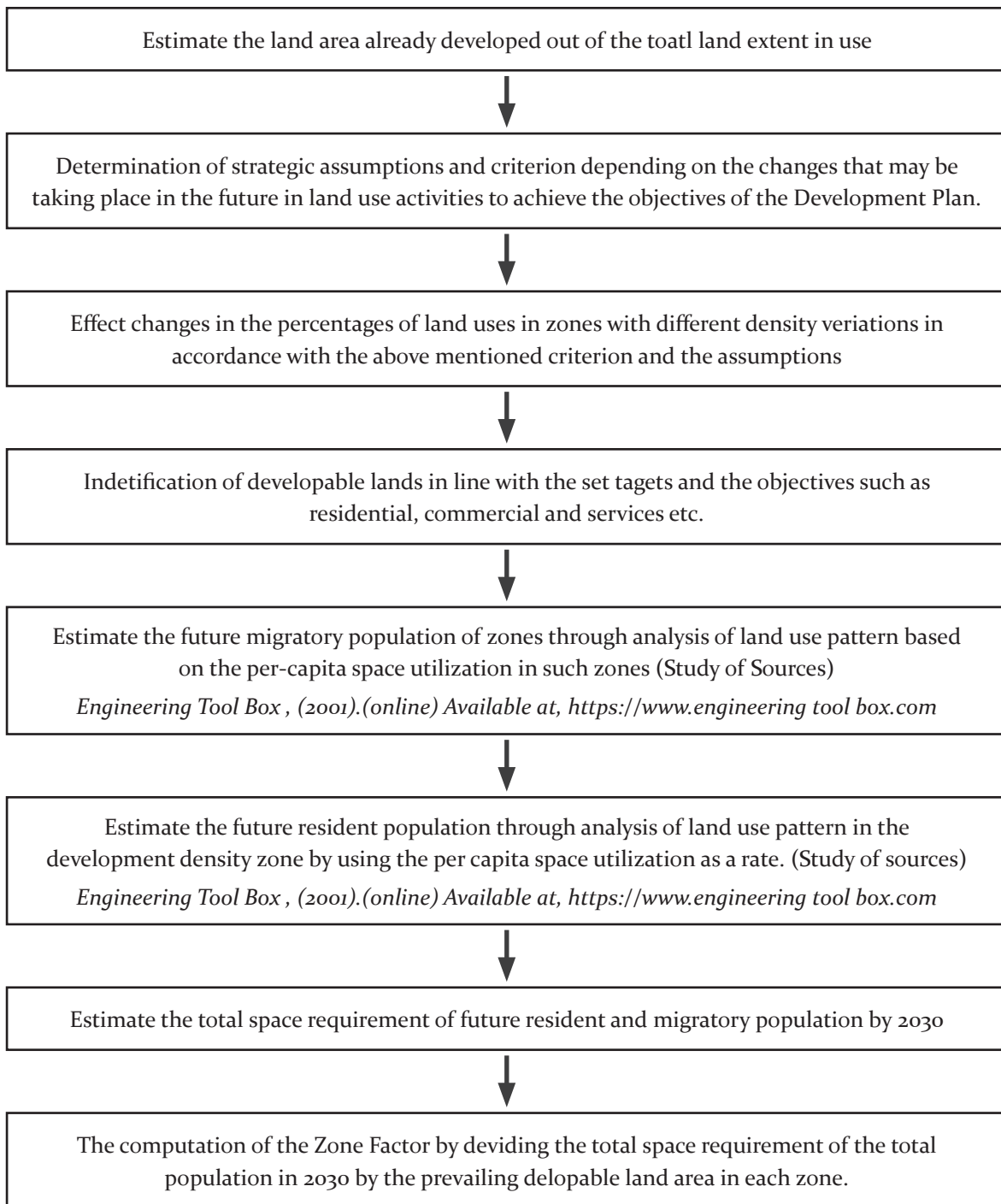
Accordingly, the Zone Factor has been provided for each zone under the development plan.

7.3.1. How the Zoning Factor is determined

The zone factor is a new concept introduced in place of a practically implemented Floor Area Ratio, which was previously implemented in the planning and building guidelines. This determines the size of the maximum development allowed in a given area. By introducing zone factor, it is expected to optimally utilize the developable lands and infrastructure already available. Also zone factor will support to regulate the form of the physical environment and distribution of development.

Zone factor for each zone in Ella Development Plan are as follows;

The process of computing the Zone Factor



Computation of Zone Factor

$$\text{Zone Factor} = \frac{\text{Futuer prospective space requirement}}{\text{currently available land area}}$$

The zone factor so computed will offer the developers in each zone a fair share of the space they developed

Table 7. 1: Zone Factor

Zone	Zone Name	Zone Factor
Zone 1	Tourism Service Promotion Zone	1.25
Zone 2	Tourism Service Zone	1
Zone 3	Tourist Accommodation Promotion Zone	1
Zone 4	Tourist Accommodation Zone	0.75
Zone 5	Green Tourism Zone I	0.5
Zone 6	Green Tourism Zone II	0.5
Zone 7	Green Conservation Zone I	0
Zone 8	Green Conservation Zone II	0

Determination of Permissible Floor area for developments According to the Form 'A' 'B' in Schedule 6 to Part IV of the Extraordinary Gazette Notification No. 2235/54 dated Thursday 08th July 2021, the coefficients applicable to the Ella Development Plan indicated by Table no 7.4 and 7.5

In determining the open space of the building pertaining to the said permissible floor area, the form 'E' of the above Gazette is indicated and it is specified in the Ella Development Plan Table no 7.6

Schedule 01 Table No 7.1 : Form A - Permissible Floor Area Ratio

Land extent (Sq.M)	Zone factor = 0.50-0.74				Zone factor = 0.75-0.99				Zone factor = 1.00-1.24				Zone factor = 1.25-1.49			
	Minimum Road Width				Minimum Road Width				Minimum Road Width				Minimum Road Width			
	**6m	9m	12m	15m or above	**6m	9m	12m	15m or above	**6m	9m	12m	15m or above	**6m	9m	12m	15m or above
150 less than 250	0.8	0.9	0.9	0.9	1.3	1.3	1.4	1.4	1.6	1.7	1.8	1.9	2.0	2.2	2.3	2.4
250 less than 375	0.9	1.0	1.2	1.3	1.3	1.6	1.8	2.0	1.8	2.2	2.4	2.7	2.2	2.7	3.0	3.3
375 less than 500	0.9	1.0	1.2	1.4	1.3	1.6	1.9	2.1	1.9	2.2	2.5	2.8	2.3	2.8	3.2	3.4
500 less than 750	1.0	1.1	1.3	1.5	1.4	1.7	2.0	2.2	2.0	2.3	2.7	3.0	2.4	3.0	3.4	3.5
750 less than 1000	1.0	1.2	1.4	1.7	1.5	1.8	2.2	2.5	2.1	2.4	2.9	3.3	2.6	3.0	3.6	4.0
1000 less than 1500	1.1	1.3	1.5	1.8	1.6	1.9	2.3	2.7	2.2	2.5	3.0	3.6	2.7	3.1	3.8	4.5
1500 less than 2000	1.1	1.4	1.7	2.0	1.7	2.1	2.5	3.0	2.3	2.7	3.4	4.0	2.9	3.4	4.2	5.0
2000 less than 2500	1.2	1.5	1.8	2.1	1.8	2.3	2.7	3.1	2.4	2.8	3.5	4.2	3.0	3.5	4.4	5.4
2500 less than 3000	1.2	1.6	2.0	2.4	1.9	2.4	3.0	3.6	2.5	3.2	4.0	4.7	3.1	3.8	4.7	5.8
3000 less than 3500	1.3	1.7	2.1	2.5	2.0	2.5	3.1	3.7	2.6	3.4	4.2	5.0	3.2	4.0	5.0	6.2
3500 less than 4000	1.4	1.8	2.2	2.6	2.2	2.6	3.3	3.9	2.8	3.6	4.3	5.3	3.3	4.3	5.5	6.6
More than 4000	1.5	1.9	2.3	2.8	2.5	2.8	3.5	4.0	3.0	3.8	4.5	5.5	3.5	4.5	6.0	7.0
UL - Unlimited																
Floor area allocated for parking facilities are not calculated for FAR																
Above Floor Area Ratio shall not be applicable for the zones where number of floors or FAR indicated under the zoning regulations																
Above Permissible FAR may be restricted under the development plan based on the slope of the land																
Clearance shall be taken from National Building Reserach Organization for the lands having slope morethan 11°																
* FAR more than or equal to 10.0 shall be permitted only for the roads having minimum of 12m (from road center) Building Line, if not maximum FAR shall be limited to 9.0																
**Minimum road width of 7m shall be considered for the roads identified as 7m wide road in the particular development Plan																

Table 7.2 : Form B - Number of Floors for 3m & 4.5m wide Roads

Form B - Number of Floors for 3.0m & 4.5m wide Roads						
Minimum Road Width	Minimum Site Frontage	Plot Coverage*	Maximum Number of Floors			
			Zone Factor 0.5 - 0.74	Zone Factor 0.75 - 1.24	Zone Factor 1.25 - 3.49	Zone Factor 3.50 - 4.00
3.0m	6m	65%	1 (G)	2 (G+1)	3 (G+2)	3 (G+2)
4.5m	6m	65%	1 (G)	2 (G+1)	3 (G+2)	4 (G+3)

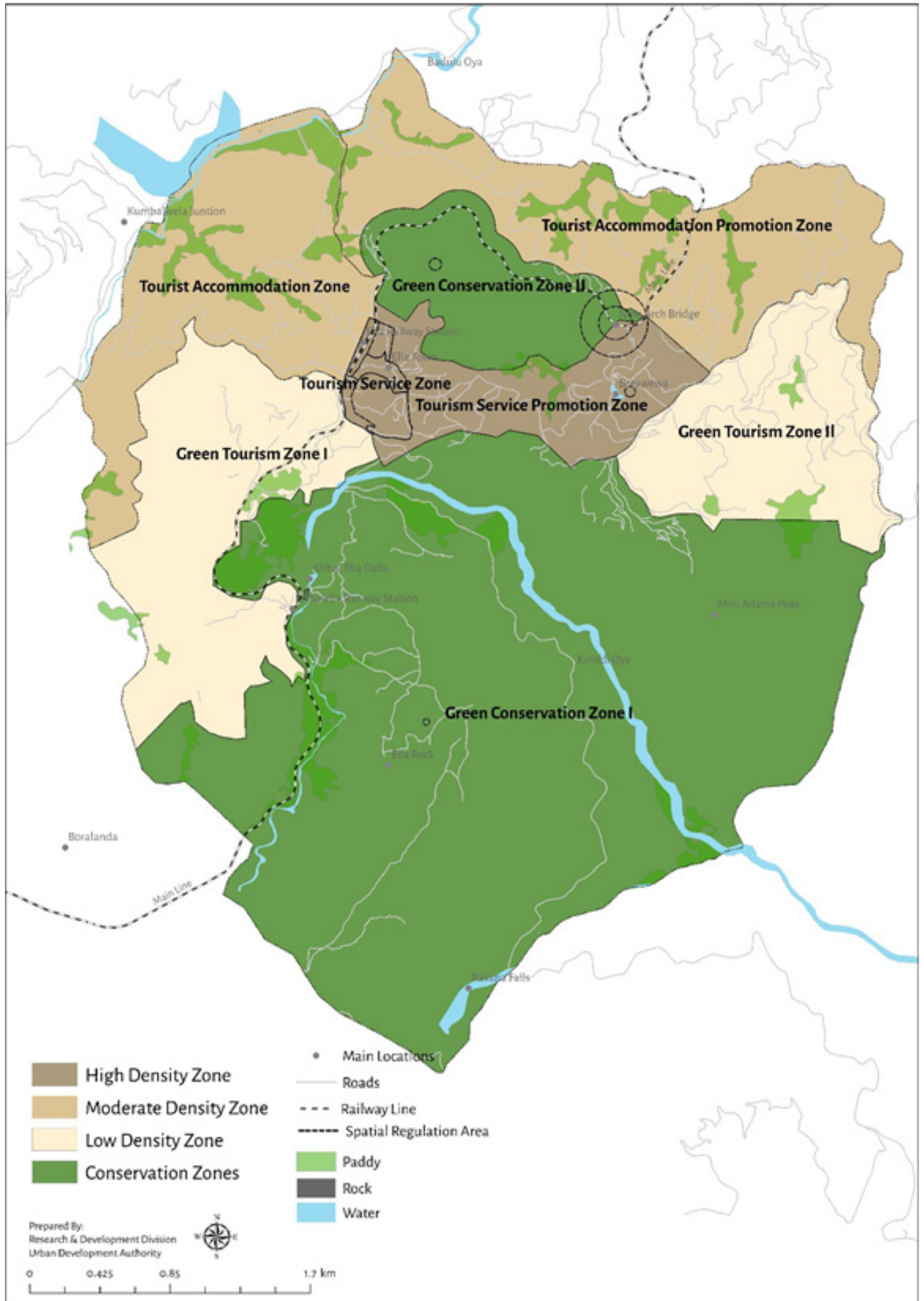
Number of floors are indicated including parking areas
 Number of units allowed for each road shall not be changed
 * Where no plot coverage specified under the zoning regulations

Table 7.3 : E Setback

Form E - Setbacks & Open Spaces										
Building Category	Building Height (m)	Minimum Site Frontage (m)	Plot Coverage *		Rear Space (m)		Side Space (m)		Light Well for NLV	
			Non Residential	Residential	When no NLV is taking this end	When NLV is taking this end	When no NLV is taking this end	When NLV is taking this end	Minimum width	Minimum Area
Low Rise	less than 7	6	80%**	65%	2.3m	2.3m	-	2.3m	2.3m	5 Sq.m
	7 less than 15	6	65%	65%	3.0m	3.0m	-	3.0m	3.0m	9 Sq.m
Inter Mediate Rise	15 less than 30	12	65%	65%	4.0m	4.0m	1.0m and 3.0m	4.0m	4.0m	16 Sq.m
Middle Rise	30 less than 50	20	65%	65%	4.0m	5.0m	3.0m both side	5.0m	5.0m	25 Sq.m
High Rise	50 less than 75	30	50%***	50%***	5.0m	6.0m	4.0m both side	6.0m	6.0m	36 Sq.m
	75 and above	Above 40m	50%***	50%***	5.0m	6.0m	5.0m both side	6.0m	6.0m	****

NLV - Natural Light & Ventilation
 Building Height - Height between access road level to roof top or roof level (Including parking floors)
 * Where no Plot Coverage specified under the zoning regulations
 ** The entire development is for non-residential activities
 *** 65% plot coverage can be allowed only for the podium level not exceeding 20% of the tower height or 12 floors which ever is less
 **** Minimum area shall be increased by 1 Sq.m for every additional 3m height

Map No. 7.1: Proposed Density Plan 2021-2030



Density Zones

Ella development area will have three main density zones in terms of proposed development intensity to each zone as high density, the moderate density and the low density, identified by using following criteria;

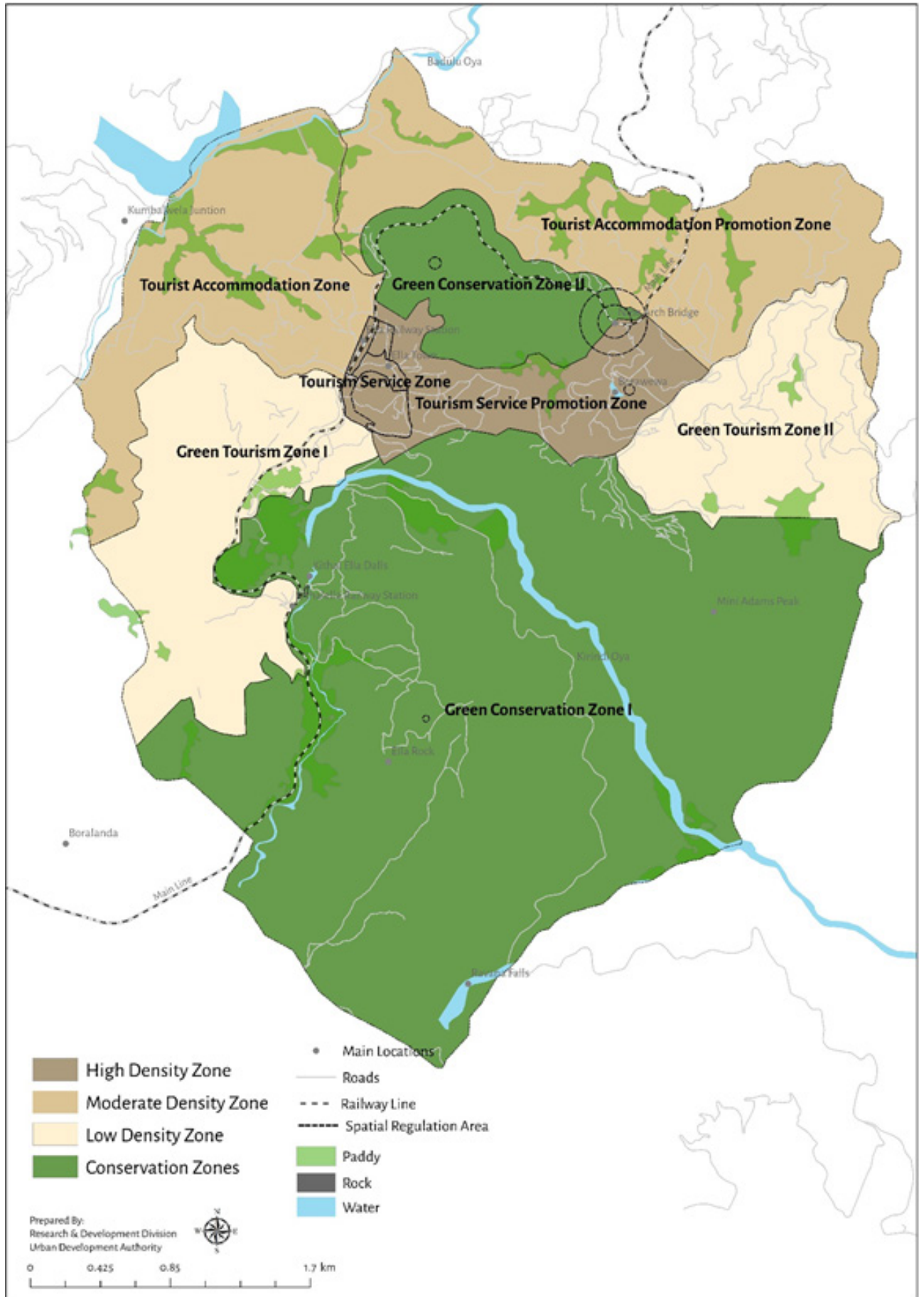
1. Carrying capacities in terms of tourism places (space available at visiting places)
2. Carrying capacities in terms of tourist arrivals, and accommodation facilities
3. Carrying Capacities in terms of infrastructure availability (Water/ Electricity/ Sewer/ Solid Waste disposal)
4. Level of sensitivity of water catchment of Ella
5. Population trends and land availability.
6. Ongoing and Proposed projects.

The expected development densities of three broader density zones and the areas falling within each zone are as follows.

Table 7. 2:- Expected development densities of three broader density zones

Density Category	Expected Development Intensity	Areas falling within each area (Grama Niladhari Divisions- GN)
High Density	Above 65% built up area	Ella Yahalawela (Part)
Moderate Density	Between 40% to 50% built up area	Maduragama Yahalawela (Part) Hettipola (Part) Idamagama
Low Density	Below 40% built up area	Hettipola (Part) Kithal Ella Newburge (Part)
No Density	No development Area	Rawana Ella Newburge (Part)

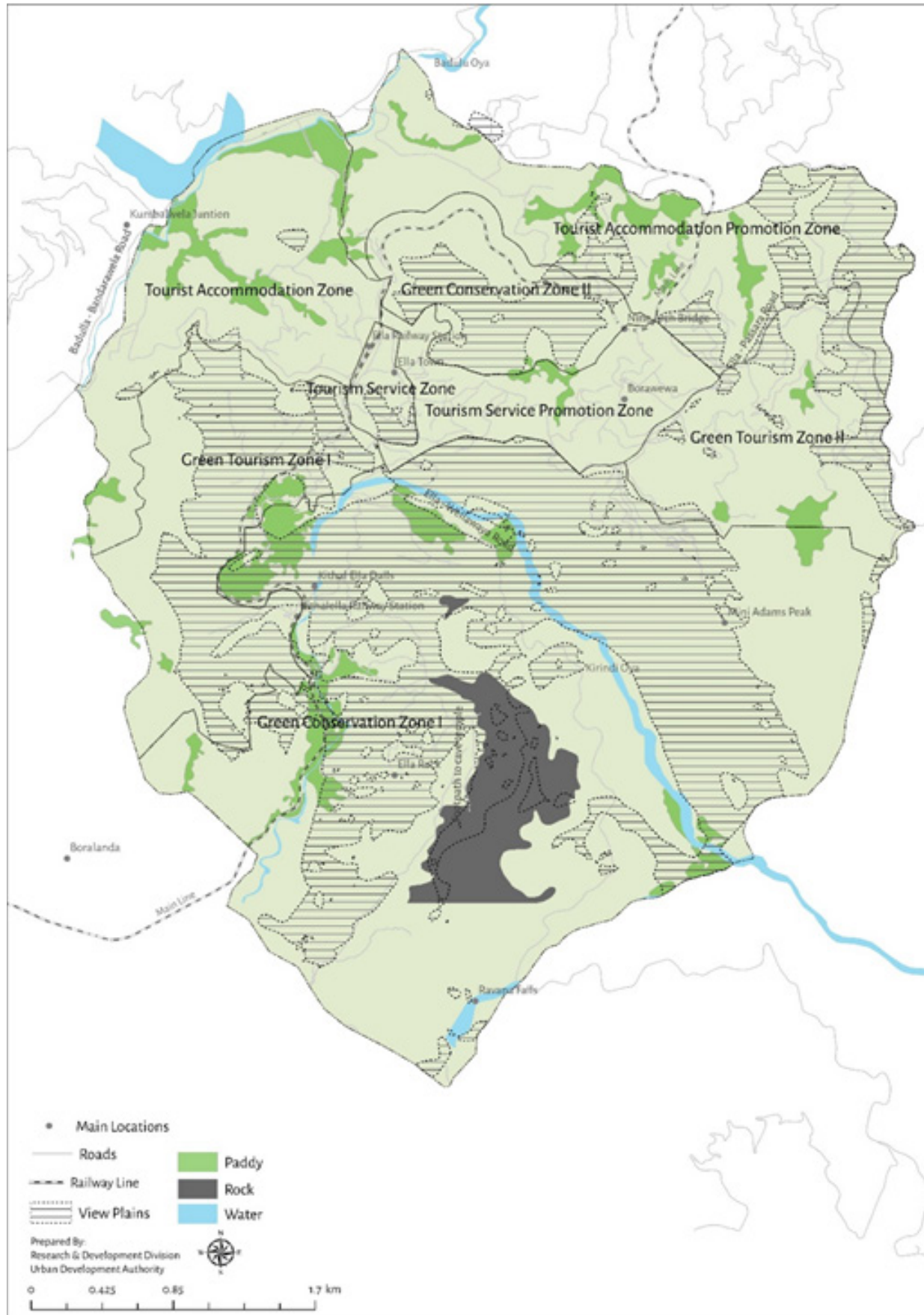
Map No 7. 1:- Density Zones



7.3.2 Visual Corridors

Visual corridors have been identified to maintain the view plains of Ella in order to capture the best views of the area

Map No 7.3 : Visual corridors



7.4 Common Guidelines for Planning Area

This section describes the general guidelines for the planning area, in addition to that, the permissible uses and zoning guidelines that have been introduced in each zone of the proposed zoning plan as outlined in Chapter 8.

- 7.4.1 These guidelines apply to the entire area within the administrative limits of the Ella Urban Development area which has been declared as an Urban Development Area in the Extraordinary Gazette Notification No. 1558/5 and dated 08.07.2008 and Gazette Notification No. 2122/41 and dated 09.05.2019 under Section 3 of the Urban Development Authority Act No. 41 of 1978.
- 7.4.2 In addition to the provisions of this zoning plan, the Planning and Development Regulations applicable to any development work is regulated by the Gazette Notification No 2235/54 dated 08.07.2021. The said legalized Planning and Development Regulations also apply to the Ella Urban Development area.
- 7.4.3 In the event of developing any plot of land within this Urban Development Area the use of such land shall comply only with the uses prescribed under the provisions of the Zoning Plan of the Ella Development Plan.
- 7.4.4 In the event of any block of land not being covered under the guidelines of this Development Plan shall be developed in the manner as specified by the Urban Development Authority.
- 7.4.5 Any plot of land falling within the purviews of two local authorities, the said plot of land shall be considered being within the authority of the Local Authority where the access road to the said plot of land is located.
- 7.4.6 Any plot of land comes within two Local Authority areas and the access to such plot of land is also provided by two roads each falling within authority of each Local Authority area, the Local Authority where the wider road is located shall be considered as the area of authority that land. In the event of any land comes within two local authority areas and where the width of access roads are same in the each local authority, major share of the land is falling shall be considered as the authority area for the purpose of enforcing the provisions of the Development Plan.
- 7.4.7 If any block of land is fallen within two or more zones, it shall be considered the particular land belongs to the zone where the larger portion belongs.
- 7.4.8 Approval is considered to continue existing uses in the proposed zoning plan. If such use is to be modified or expanded, prior preliminary planning clearance shall be obtained from the UDA. In this case, a maximum floor area of up to 10% will be considered for infrastructure and staff facilities.
- 7.4.9 The boundaries shown on the zoning map are often based on existing highways, byways, railways, waterways and natural boundaries. In the case of confusion in zone boundaries, coordinates provided in X (Longitude), Y (Latitude) defined on Prime Meridian: Greenwich (o.o), Datum: D_WGS_1984 is applicable.
- 7.4.10 Reclamation and filling of paddy lands or low lying areas within a given zone will not be permitted.
- 7.4.11 Any plot of land/s or building/s shall not be used for any purpose other than that approved use by the development permit.
- 7.4.12 The Authority shall, it deems fit, reserve the power to declare any area within the planning area as a special project area, redevelopment area, special development area, area of scenic beauty or a conservation area.
- 7.4.13 The Authority reserves the authority to impose limitations and prohibition of use of any land for a particular development within a special project area as defined by the Authority or to relax or amend some of the guidelines contained in this plan or to impose new conditions or guidelines on such developments to achieve the intended objectives of special project areas not violating the vision, goals and objectives of the Development Plan.
- 7.4.14 By considering the nature & need of the development, geographic condition & etc UDA may permit developments with less than 3 meter road & steps. In such cases parking shall be provided as per the parking guidelines

- 7.4.15 Construction of a particular new religious building or conversion of an existing building to a new religious use within the planning area of this development plan shall be considered for approval subject to the production of evidence by the project proponent to the effect that the 66% of the population, living within a Kilo Meter radius from the proposed site has no objection for such development along with the recommendation form the Divisional Secretariat of the area. This rule is also applicable on erection of statues, religious monuments or any other religious structures at locations closer to road junctions, intersections or along the critical sections of highways disturbing the vehicular as well as pedestrian traffic shall be considered for approval subject to the condition that the clearances from the relevant Government agencies are produced.
- 7.4.16 The Buildings, monuments and structures of historical, archeological, heritage and architectural significant should be conserved without changing the original form of such structures. The rehabilitation or refurbishment of such structures or places shall be permitted subject to the clearances and approval of Department of Archeology and other relevant Government Agencies.
- 7.4.17 Preliminary Planning Clearance from the Urban Development Authority shall be obtained before displaying or constructing permanent nameplates and billboards.
- 7.4.18 Areas currently used and identified for public outdoor parks and recreational spaces are permitted only for those activities.
- 7.4.19 When any construction is to be carried out in each of the zones designated by the zoning plan, the maximum floor area that can be constructed shall be as per the form A.B and C
- 7.4.20 Building limit/line on the access road, adjacent public footpath or stairway to any place or plot of land should be maintained as mentioned in Chapter 9.1.
- 7.4.21 The Urban Development Authority shall direct the owner or developer to maintain the landscape of the development site in a manner that is approved by the Authority.
- 7.4.22 The Urban Development Authority does not permit the construction or expansion of hazardous, toxic and polluting industries or businesses.
- 7.4.23 Recommendation/ Clearance from the National Building Research Organization (NBRO) regarding the suitability of land for development and building construction should be obtained for each development in this area.
- 7.4.24 In case the location or plot of land is located adjacent to Kirindi Oya or any other canal and the extent of the reservation has not been determined by the relevant institution, reservations shall be kept and maintained as at Chapter 9.3.
- 7.4.25 Prior approval of the Central Environmental Authority and the Urban Development Authority should be obtained for any development work which may cause dangerous and unsafe environmental damage but is essential for the welfare of the public.
- 7.4.26 When requesting for the construction of buildings in areas with special view plains & points, the building should be planned, designed and constructed in accordance with the recommendations given by the Urban Development Authority regarding the protection of those view plains & points.
- 7.4.27 Appearance of any development in any zone should be compliance with the expected character of the particular zone and development shall adhered to the guidelines & guidelines are provided by Urban Development Authority.
- 7.4.28 Guidelines and recommendations shall provide by Urban Development Authority for changes or modification of the roof, color, materials used and architecture existing buildings and proposed public developments within the area.
- 7.4.29 Solid Waste Management Plan shall be submitted along with the applications for residential buildings of more than two units and commercial or other buildings of more than 400 sq.m.

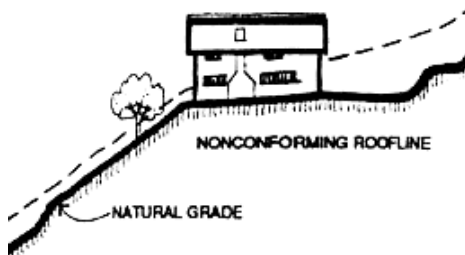
- 7.4.30 In addition to the permissible uses in the Development Zones, the Authority reserves the power to make a decision on similar compatible uses proposed for the development.
- 7.4.31 Concrete roof tops shall be covered by green cover according to a landscape plan
- 7.4.32 No quarries, allied industries or commercial soil excavations are permitted within the Ella Development Planning Area.
- 7.4.33 No cable cars shall allow within the Ella Development Planning area
- 7.4.34 Blind walls at both sides of a premises is not allowed in Ella Development Plan Area. Minimum 2.28meter side space to be maintained from at least one side from the site boundary.
- 7.4.35 Minimum developable lot size of the Ella Development Plan area is 500sqm. No subdivision of lands less than 500sqm is allowed. Existing lots less than 500sqm will be considered for the development and treated by forms A, B & C in chapter 7.3

7.5 Design Guidelines

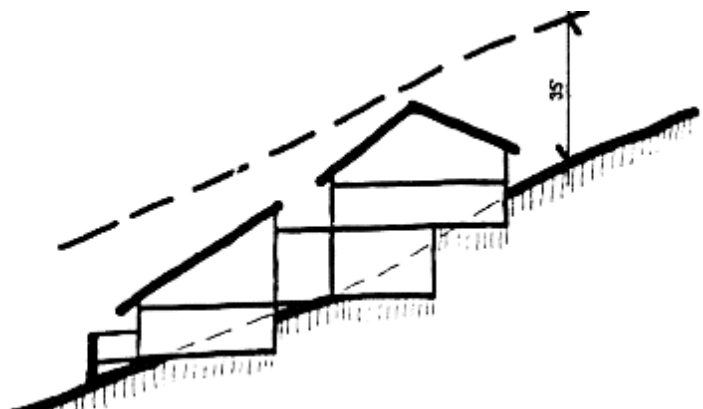
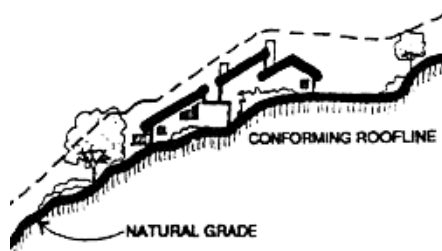
7.5.1. The slope of the roof shall orient in the same direction as the natural slope.

Figure 7. 1:- Roof Orientation

Instead of this

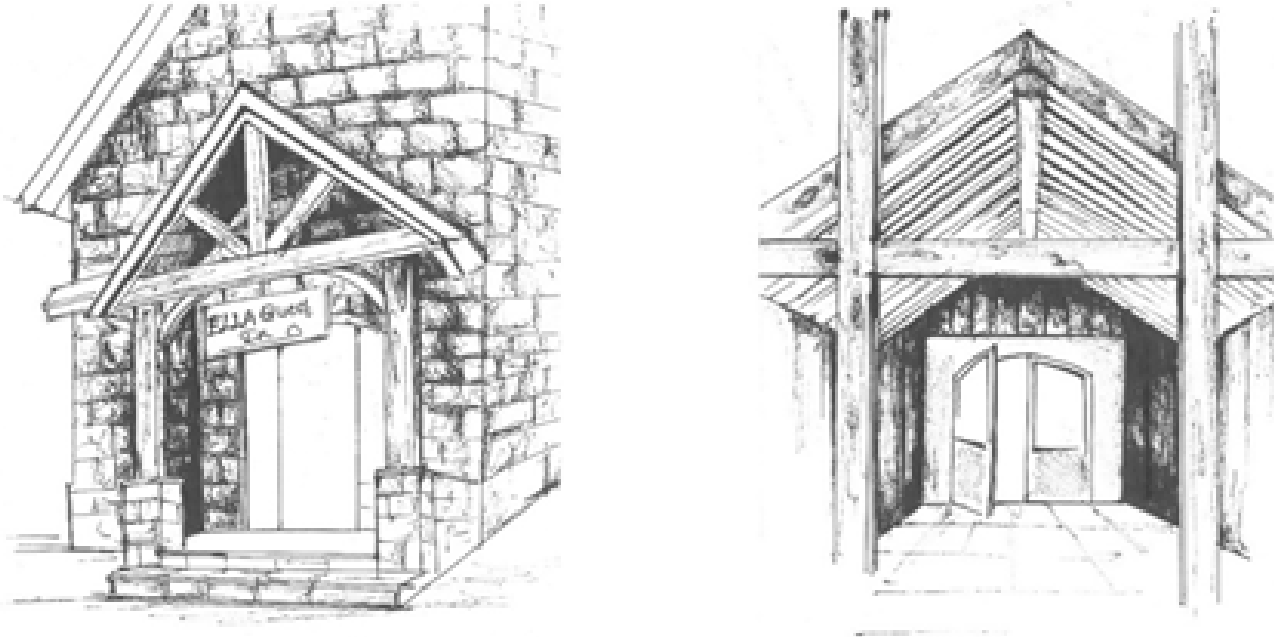


Do this



7.5.2. Façade or either side of tourism related developments/services facing to the public road shall finish using wood, stones or glass

Figure 7. 2:- Proposed development, Façade Improvement



7.5.3 No wall paintings shall allow in existing boundary walls

7.5.4 Natural drainage courses shall preserve, enhance, and incorporate as an integral part of any development. Where required, drainage channels and brow ditches shall follow the existing drainage patterns to the extent possible. They shall be placed in inconspicuous locations and receive a naturalizing treatment including native rock, colored concrete, and landscaping, so that the structure appears as an integral part of the environment.

7.5.5 No digital screen advertisement boards shall allow within the Development Planning Area

7.5.6 No digital flex advertising including bill boards, hoardings and posters shall allow within the Development Planning Area.

7.6. Guidelines applicable for Visual Corridors

Visual corridors have been identified as per the Map No. 03 to preserve the scenic beauty of tourism attraction points of Ella. Any development taking place within the identified visual corridor shall adhere to following guidelines

7.6.1 Any construction within the visual corridors with the potential of obstructing the view plain the height of such construction shall be maximum in 3m.

7.6.2 All the constructions within the visual corridors shall camouflage by using native or recommended plants as prescribed in the annexure IV

7.6.3 80% of Roofs and roof slabs of constructions within the visual corridors shall covered with natural vegetation.

Figure 7. 3:- Proposed development type in Visual Corridors



Chapter 8

Proposed zoning and zoning Guidelines


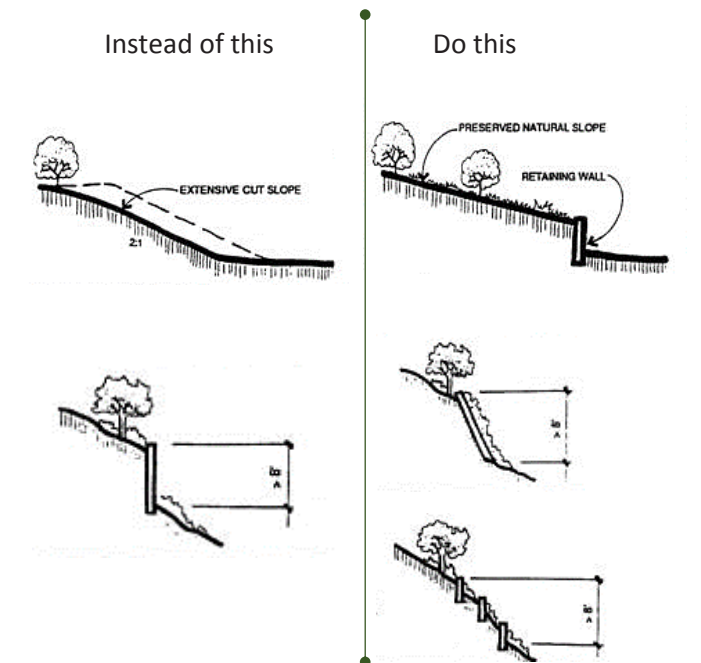
8.1 Tourism Service Promotion Zone

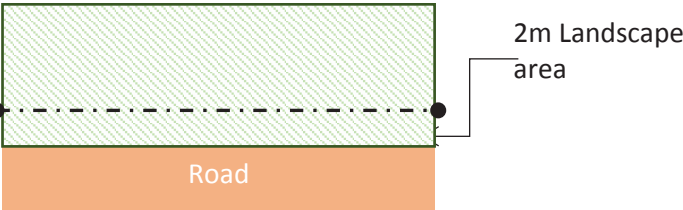

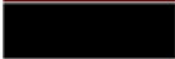
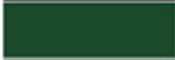

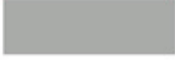

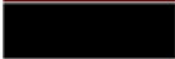
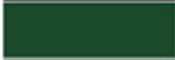

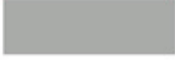

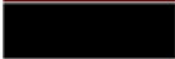
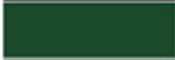

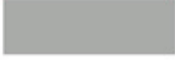
8.1.1 Definition of the Zone

116 ha stretch located nearly 1.5km along the Passara Road is identified as the Tourism Service Promotion Zone. This zone will act as the main service facilitating area as well as the development promotion area. As it is planned to limit the development in Tourism Service Zone, it is required to accommodate the demand for the tourism related developments in order to cater the needs of tourists expected in next ten years. Since this zone has the potential with more developable lands which are having relatively low environmental sensitivity, low hazardous and higher carrying capacity, it is proposed to encourage development along the Passara Road. This zone is not promoted for accommodation facilities but act as a service strip for all tourists.

8.1.2 Guidelines

Table 8. 1 : Guidelines for Tourism Service Promotion Zone

No	Description	Specifications
a.	Dominant Use	Tourism Services
b.	Zone Factor	1.25
c.	Plot Coverage	65%
d.	Minimum Plot size	500 sqm
e.	Maximum Building Height	As per the Form A, when not specified or controlled by a special guidelines area
f.	Boundary Walls	<p>i. No boundary walls shall be allowed covering entire premises other than hedges/ live fences & retaining walls</p> <p>Figur No 8.2 : Recommended typical hedge</p>  <p>ii. Retaining walls, plantable walls, and terraced retaining structures shall be encouraged to conform to the natural terrain, where possible</p> <p>Figur No 8.2 : Retaining walls, plantable walls, and terraced retaining structures</p>  <p>iii. Retaining structures shall be integrated well with the onsite architectural character and natural environment</p>

No	Description	Specifications																																																
g.	Special guidelines areas	Nine Arch Bridge Surrounding area Borawewa Camping site area																																																
h.	Other Guidelines	<p>i. Buildings on the slopes of the Ella - Wellawaya road can be constructed only up to the surface of the main road. Only parking lots can be allowed parallel to the surface of the main road without a cover.</p> <p>ii. Minimum 2 m front space from boundary line of site shall be landscaped with native plants or recommended plants given in Annexure iii or ii</p> <p>Figure No 8.2: 2 m Landscape area</p> 																																																
i.	Additional Planning Recommendations	<p>i. No luminous colours shall be allowed for colour washing Recommended to use shades of colours in Black, Green, Brown, and Dark Red for colour washing</p> <p>Figure No 8.4: Example for recommended colors</p> <table border="1"> <thead> <tr> <th>Color</th> <th>Hex</th> <th>RGB</th> </tr> </thead> <tbody> <tr> <td></td> <td>#580000</td> <td>(88,0,0)</td> </tr> <tr> <td></td> <td>#000000</td> <td>(0,0,0)</td> </tr> <tr> <td></td> <td>#1b492b</td> <td>(27,73,43)</td> </tr> <tr> <td></td> <td>#5e7e69</td> <td>(94,126,105)</td> </tr> <tr> <td></td> <td>#a9aba9</td> <td>(169,171,169)</td> </tr> </tbody> </table>	Color	Hex	RGB		#580000	(88,0,0)		#000000	(0,0,0)		#1b492b	(27,73,43)		#5e7e69	(94,126,105)		#a9aba9	(169,171,169)																														
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j.	<p>Permissible uses</p> <table border="1"> <thead> <tr> <th>No.</th> <th>Use</th> <th>Minimum Site Extent (sqm)</th> </tr> </thead> <tbody> <tr> <td colspan="3">Open Vehicle parks</td> </tr> <tr> <td>1</td> <td>Single Houses</td> <td>500</td> </tr> <tr> <td>2</td> <td>Hostels</td> <td>500</td> </tr> <tr> <td>3</td> <td>Housing Complexes/ Apartments</td> <td>500</td> </tr> <tr> <td>4</td> <td>Guest Houses/ Homes Stay</td> <td>500</td> </tr> <tr> <td colspan="3">Commercial</td> </tr> <tr> <td>5</td> <td>Retail shops / Groceries</td> <td>500</td> </tr> <tr> <td>6</td> <td>Whole sale activities</td> <td>1000</td> </tr> <tr> <td>7</td> <td>Communication Centers</td> <td>500</td> </tr> <tr> <td>8</td> <td>Shopping complex (All facilities inclusive)</td> <td>1000</td> </tr> <tr> <td>9</td> <td>Shopping Malls (Excluding cinema, Restaurant & other special activities)</td> <td>500</td> </tr> <tr> <td>10</td> <td>Super Markets</td> <td>500</td> </tr> <tr> <td>11</td> <td>Public Markets</td> <td>1000</td> </tr> <tr> <td>12</td> <td>Fish Markets/ Shops</td> <td>500</td> </tr> <tr> <td>13</td> <td>Departmental Stores</td> <td>500</td> </tr> </tbody> </table>		No.	Use	Minimum Site Extent (sqm)	Open Vehicle parks			1	Single Houses	500	2	Hostels	500	3	Housing Complexes/ Apartments	500	4	Guest Houses/ Homes Stay	500	Commercial			5	Retail shops / Groceries	500	6	Whole sale activities	1000	7	Communication Centers	500	8	Shopping complex (All facilities inclusive)	1000	9	Shopping Malls (Excluding cinema, Restaurant & other special activities)	500	10	Super Markets	500	11	Public Markets	1000	12	Fish Markets/ Shops	500	13	Departmental Stores	500
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12	Fish Markets/ Shops	500																																																
13	Departmental Stores	500																																																

No	Description	Specifications
14	Home Base Item Show Rooms	500
15	Processed Meat Trade Stalls	500
16	Hardware shops (Large Scale) i.e. With heavy materials handling (Sand, Metal, Cement, Iron, Pipes, etc)	1000
17	Hardware shops (Small Scale) i.e. Without heavy materials handling	500
18	Cinema halls, Theaters	1000
19	Indoor Public assembly places (Auditorium and similar uses)	1000
20	Liquor Shops	500
21	Stores	500
22	Bakery Items, Food out lets	500
23	Spa & Therapy centres	500
24	Saloon/ Beauty Parlor	500
25	Tailor Shops	500
26	Gym	500
27	Filling Stations	1000
28	Gas & Electric vehicle charging centers	500
29	Funeral Parlor	500
30	Nurseries	500
31	ATM Machines	500
32	Furniture Show Rooms & Sales Shops	500
Health		
33	Government Hospitals	1000
34	Private hospitals	1000
35	Medical Consultation Channeling Centers including OPD & other services	500
36	Medical Centers, Maternity Clinics	500
37	Medical Laboratories	500
38	Pharmacy	500
39	Ayurveda Medical Centers	500
40	Massage/ Therapy Centers	500
41	Animal Clinic	500
Education		
42	Government School/ Semi Govt Schools Government Universities	1000
43	Private schools & International schools	1000
44	Vocational training centers	1000
45	Pre Schools, Day care centers	500
46	Tertiary Education Centers	1000
47	Private Tuition classes	500
48	Libraries	500



No	Description	Specifications
	Institution	
49	Government offices	1000
50	Professional & Consultancy Offices	500
51	Banks & Financial Institutions	500
	Industries	
52	Domestic Industries	500
53	Micro Industries (1-50sqm)	500
54	Small Industries (50-250sqm)	500
55	Medium Industries (251-1500sqm)	1000
56	Large Industries (more than 1501 sqm)	1000
57	Building Material Manufacturing (Bricks & Concrete)	1000
	Social Activities	
58	Sport Complexes	1000
59	Open Theaters	1000
60	Community Halls/ Cultural Centers	500
61	Libraries	500
62	Day Care Centers	500
63	Elders' Homes	1000
64	Museums	500
65	Cemeteries	1000
	Tourism Activities	
66	Tourist Hotels	500
67	Restaurants, Café, Cocktail Lounges	500
68	Guest Houses, Home Stay	500
69	Travel Agencies/ Vehicle Renting Places	500
70	Tourist Information Centers	500
71	Holiday resorts	500
72	Reception Halls	500
73	City Hotels	500
74	Lodges	500
	Recreational & Entertainment Activities	
75	Children Parks	-
76	Urban Parks	-
77	Theme Parks	-
78	Public Park	-
79	Flower Gardens	
	Service industries	
80	Vehicle Repair Centers	500
81	Vehicle Service Centers	1000
k.	Zoning Boundaries	Refer the Annexure IV




8.1.3 Special Guidelines areas

8.1.3.1 Guideliness for Nine Arch Bridge Special Guidelines area I & II

1. Nine Arch Bridge Special guidelines area I (First 100 m area from the center of nine arch bridge) No developments shall allow within 100m area radius from the center of Nine arch bridge.
2. Nine Arch Bridge Special guidelines area II (Second 100 m area from the center of nine arch bridge)

Table 8. 2 : Guidelines for Nine Arch Bridge Special Guidelines area II

No	Description	Specifications
a.	Plot Coverage	50%
b.	Minimum Plot size	Residential – 500sqm
c.	Maximum Building Height	Other – 1250sqm
d.	Boundary Walls/ Retaining walls	<p>i. No boundary walls shall be allowed covering entire premises other than hedges/live fence & Retaining walls</p> <p>Figure No 8.5 : Recommended typical live fence</p>  <p>ii. Retaining walls, plantable walls, and terraced retaining structures shall be encouraged to conform to the natural terrain, where possible</p> <p>iii. Retaining structures shall be integrated well with the onsite architectural character and natural environment</p>
e.	Additional Planning Recommendations	<p>i. Entire development shall be surrounded by natural plants with more than 3m canopy height. Development shall be sited to retain trees and natural vegetation, where possible</p> <p>Figure No 8.6: Recommended typical Section</p>  <p>ii. Structures and building faces shall not dominate the landscape. Site frontage shall screen with natural landscape materials</p>



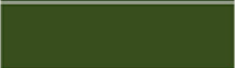
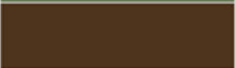
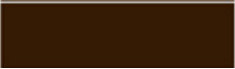


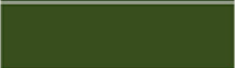
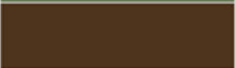
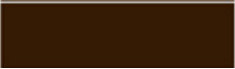


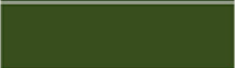
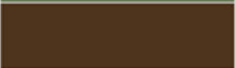
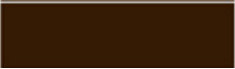
No	Description	Specifications
		<p>Figure No 8.7: Recommended cross section for planting natural vegetation</p>  <p>iii. 80% of Roofs and roof slabs shall be covered with natural vegetation</p> <p>Figure No 8.8: Recommended typical vegetated roof</p>  <p>iv. Site and lot grading shall not disturb the character of the surrounding environment. final lot grades shall mimic the natural slope and slopes are promptly re-vegetated</p> <p>Figure No 8.9: How to replant green in sloping areas</p>  <p>v. large cuts/fills shall not use for any development</p> <p>vi. No surface & intubated excavation or tunneling and blasting shall allow</p>
f.	Zone boundaries	Annex IV

8.1.3.2 Guideliness for Borawewa camping site area

A 3000 sqm Recreational Camping Site is proposed at a 2-acre land near the Bora Wawa. This camping site will be promoted as a place of relaxation where the tourists can enjoy a camp fire at the evening by the waterfront.

guidelines are provided to carry out the camping activities in a well-planned manner with proper waste management mechanisms and adopting eco-friendly concepts.

Table 8. 3:- Guidelines for Borawewa Camping site area

No	Description	Specifications																		
a.	Maximum Land area	Shall allocate maximum 3000sqm area																		
b.	No. of Units allowed	6-10																		
c.	Plot Coverage	40%																		
d.	Structures	Refer the Annexure I																		
e.	Kitchen	Refer the Annexure I																		
f.	Toilet facilities	Refer the Annexure I																		
g.	Garbage/Waste Disposal	Refer the Annexure I																		
h.	Storage	Refer the Annexure I																		
i.	Additional Planning/ Design Recommendations	<ul style="list-style-type: none"> - Camp site shall function through a camp owner - Only temporary structures shall allowed 																		
		<p>i. Tent Colour shall follow the recommended colour palette given below.</p> <p>Figure No 8.10 : Recommended color range for tent color</p> <table border="1"> <thead> <tr> <th>Colour</th> <th>Hex</th> <th>RGB</th> </tr> </thead> <tbody> <tr> <td></td> <td>#223b05</td> <td>(34,59,5)</td> </tr> <tr> <td></td> <td>#1e3504</td> <td>(30,53,4)</td> </tr> <tr> <td></td> <td>#384e1d</td> <td>(56,78,29)</td> </tr> <tr> <td></td> <td>#4e341d</td> <td>(78,52,29)</td> </tr> <tr> <td></td> <td>#351b04</td> <td>(53,27,4)</td> </tr> </tbody> </table>	Colour	Hex	RGB		#223b05	(34,59,5)		#1e3504	(30,53,4)		#384e1d	(56,78,29)		#4e341d	(78,52,29)		#351b04	(53,27,4)
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	#351b04	(53,27,4)																		
	Zone boundaries	Annex IV																		

8.2 Tourism Service Zone


8.2.1 Definition of the Zone



This zone covers the existing town area which has been rapidly developed during the past decade. Although, Ella is renowned for its unique serene character, it cannot be experienced when entering to the Ella town as many haphazard developments have been occurred surrounding the Ella town area. If this is continued, it will degrade the unique image of Ella and eventually decrease its attraction. Further, NBRO has identified Ella town area has reached maximum bearing capacity of developments and vulnerable for landslide risk.

This zone is proposed to have two characters; vibrant character along the main street (Ella - Wellaway Road) and a serene eco-friendly character in the remaining area. It is envisaged to pause the existing rapid haphazard development trend within the town given that it is harmful to the environment as well as the most sought character of Ella which is the serenity. On the above basis, it is expected to develop the zone moderate development intensity by minimizing/ removing non - compliance uses and promoting services required to the tourism.

8.2.2 Guidelines

Table 8. 4:- Guidelines of Tourism Service Zone

No	Description	Specifications
a.	Dominant Use	Tourism Services
b.	Zone Factor	1
c.	Plot Coverage	65%
d.	Minimum Plot size	500sqm
e.	Maximum Building Height	As per the 7.3 Form A, when not specified or controlled by a special guidelines area
f.	Boundary Walls/ Retaining Wall	<ul style="list-style-type: none"> i. No boundary walls shall be allowed covering entire premises other than hedges/live fence & Retaining walls ii. Retaining walls / fence layout and design shall conform to the natural terrain, where possible iii. Retaining structures shall be integrated well with the onsite architectural character and natural environment
g.	Special guidelines areas	None
h.	Other guidelines	<ul style="list-style-type: none"> i. Open spaces (Playgrounds, Public Grounds, Public Open Spaces, Etc) shall not be converted into other uses (Shall not be used for development purposes), The zone factor does not apply when this condition is applied. ii. Buildings on the slopes of the Ella - Wellaway road can be constructed only up to the surface of the main road. Only parking lots can be allowed parallel to the surface of the main road without a cover. iii. No luminous colours shall be allowed for colour washing. Recommended colours are given separately in the special guidelines areas iv. Minimum 2 m front space from boundary line of site shall be landscaped with native plants or recommended plants given in Annexure II or III <p>Figure No 8.10: 2 m Landscape area</p>  <p>The diagram illustrates a site boundary with a dashed line. A 2m wide landscape area is shown adjacent to the site boundary, extending to the road. The road is shown below the landscape area. The landscape area is shaded with a green pattern, and the road is shaded with an orange pattern. A label '2m Landscape area' with an arrow points to the green shaded area, and a label 'Road' with an arrow points to the orange shaded area.</p>

No	Description	Specifications																																										
i.	Additional Planning Recommendations	<p>i. Main street along Ella - Wellawaya road will be the high dense commercial area with a vibrant character. Restaurants, Cafes, and handicrafts, jewelries shops will be the predominant commercial uses.</p> <p>ii. Roofing shall be done by using 'Piduru'(straw/ hay) or similar eco-friendly materials</p> <p>Figure No 8.11: Example for roofing</p>  <p>iii. Façade or either side of any development facing to any road shall construct using wooden materials while maintain its natural colours</p> <p>Figure No 8.13: Recommended colors for building facades and sides</p> 																																										
j.	Permissible Uses	<table border="1"> <thead> <tr> <th data-bbox="204 1480 272 1559">No.</th> <th data-bbox="272 1480 1086 1559">Use</th> <th data-bbox="1086 1480 1382 1559">Minimum Site Extent (sqm)</th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="204 1559 1382 1599">Residential</td> </tr> <tr> <td data-bbox="204 1599 272 1637">1</td> <td data-bbox="272 1599 1086 1637">Single Houses</td> <td data-bbox="1086 1599 1382 1637">500</td> </tr> <tr> <td data-bbox="204 1637 272 1675">2</td> <td data-bbox="272 1637 1086 1675">Guest Houses/ Homes Stay</td> <td data-bbox="1086 1637 1382 1675">500</td> </tr> <tr> <td colspan="3" data-bbox="204 1675 1382 1715">Commercial</td> </tr> <tr> <td data-bbox="204 1715 272 1753">3</td> <td data-bbox="272 1715 1086 1753">Retail shops / Groceries</td> <td data-bbox="1086 1715 1382 1753">500</td> </tr> <tr> <td data-bbox="204 1753 272 1792">4</td> <td data-bbox="272 1753 1086 1792">Communication Centers</td> <td data-bbox="1086 1753 1382 1792">1000</td> </tr> <tr> <td data-bbox="204 1792 272 1830">5</td> <td data-bbox="272 1792 1086 1830">Super Markets</td> <td data-bbox="1086 1792 1382 1830">500</td> </tr> <tr> <td data-bbox="204 1830 272 1868">6</td> <td data-bbox="272 1830 1086 1868">Public Markets</td> <td data-bbox="1086 1830 1382 1868">1000</td> </tr> <tr> <td data-bbox="204 1868 272 1906">7</td> <td data-bbox="272 1868 1086 1906">Cinema halls, Theaters</td> <td data-bbox="1086 1868 1382 1906">1000</td> </tr> <tr> <td data-bbox="204 1906 272 1944">8</td> <td data-bbox="272 1906 1086 1944">Indoor Public assembly places (Auditorium and similar uses)</td> <td data-bbox="1086 1906 1382 1944">1000</td> </tr> <tr> <td data-bbox="204 1944 272 1982">9</td> <td data-bbox="272 1944 1086 1982">Liquor Shops</td> <td data-bbox="1086 1944 1382 1982">500</td> </tr> <tr> <td data-bbox="204 1982 272 2020">10</td> <td data-bbox="272 1982 1086 2020">Bakery Items, Food out lets</td> <td data-bbox="1086 1982 1382 2020">500</td> </tr> <tr> <td data-bbox="204 2020 272 2058">11</td> <td data-bbox="272 2020 1086 2058">Spa & Therapy Centers</td> <td data-bbox="1086 2020 1382 2058">500</td> </tr> </tbody> </table>	No.	Use	Minimum Site Extent (sqm)	Residential			1	Single Houses	500	2	Guest Houses/ Homes Stay	500	Commercial			3	Retail shops / Groceries	500	4	Communication Centers	1000	5	Super Markets	500	6	Public Markets	1000	7	Cinema halls, Theaters	1000	8	Indoor Public assembly places (Auditorium and similar uses)	1000	9	Liquor Shops	500	10	Bakery Items, Food out lets	500	11	Spa & Therapy Centers	500
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No	Description	Specifications
12	Saloon/ Beauty Parlor	500
13	Tailor Shops	500
14	Gym	500
15	Nurseries	500
16	ATM Machines	–
Health		
17	Medical Consultation Channeling Centers	500
18	Pharmacy	500
19	Ayurveda Medical Centers	500
20	Massage/ Therapy Centers	500
Institution		
21	Government offices	1000
22	Professional & Consultancy Offices	500
23	Banks & Financial Institutions	500
Industries		
24	Domestic Industries	500
Social Activities		
25	Sport Complexes	1000
26	Open Theaters	1000
27	Community Halls/ Cultural Centers	500
28	Museums	500
Tourism Activities		
29	Tourist Hotels	500
30	Restaurants, Café, Cocktail Lounges	500
31	Guest Houses, Home Stay	500
32	Travel Agencies/ Vehicle Renting Places	500
33	Tourist Information Centers	500
34	Holiday resorts	500
35	Reception Halls	500
36	City Hotels	500
37	Lodges	500
Recreational & Entertainment Activities		
38	Children Parks	–
39	Urban Parks	–
Service industries		
40	Public Vehicle Parking	500
k.	Zoning Boundaries	Refer the Annexure IV

8.3 Tourism Accommodation Promotion Zone

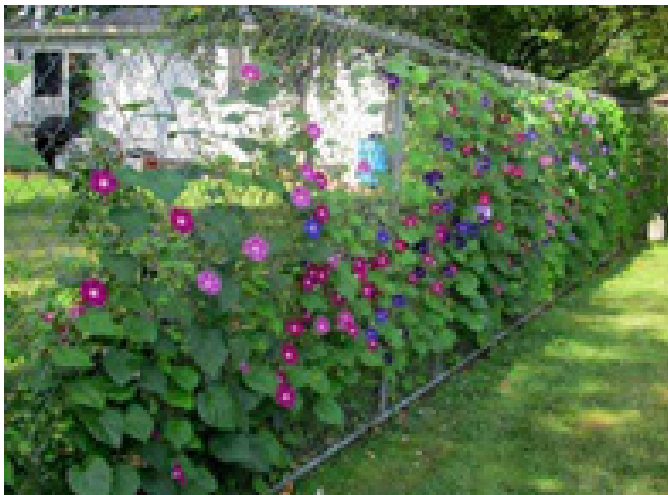
8.3.1 Definition of the Zone



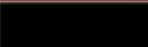


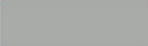

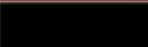


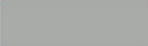

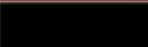


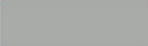
An area having the extent of 513 ha including Yahalawela and Madhuragama GNDs is proposed as the Tourism Accommodation Promotion Zone. In future, this zone will be the main tourism accommodation zone having all types of accommodation options ranging from 1 - star to 7 - star. This area will have a moderate density with approximately 50% built coverage. However, the developments of this zone will be regulated to maintain serene and eco-friendly character throughout the zone. Tourism Accommodation Promotion Zone will be the alternative zone to attract the future tourism accommodation demand at Ella.

Currently, this area has a unique landscape and scenic view blended with large tea estates, pinus forests, railway track and nine arch bridge. It is also perceived as one of the great potentials to promote tourism accommodation activities within this area. On the above basis, it is expected to develop the zone moderate development intensity. It is planned to develop accommodation facilities and related facilities for tourists and local people, without causing any harm to the paddy fields and tea plantations and other agricultural lands in the area.

8.3.2 Guidelines

Table 8. 5:- Guidelines for Tourism Accommodation Promotion Zone

No	Description	Specifications
a.	Dominant Use	Tourism accommodation
b.	Zone Factor	1
c.	Plot Coverage	50%
d.	Minimum Plot size	500sqm
e.	Maximum Building Height	As per the 7.3 Form A, when not specified or controlled by a special guidelines area
f.	Boundary Walls	<p>i. No boundary walls shall be allowed covering entire premises other than hedges, live fencing, and chain link fencing with natural plantings & Retaining walls</p> <p>Figure No 8.14: Recommended flower fence with natural vegetation</p>  <p>ii. Retaining walls / fence layout and design shall conform to the natural terrain, where possible</p> <p>iii. Retaining structures shall integrate well with the onsite architectural character and natural environment</p>
g.	Special guidelines areas	Nine Arch bridge surrounding area

No	Description	Specifications																																										
h.	Other guidelines	<p>i. Minimum 2 m front space from boundary line of site shall landscape with native plants or recommended plants given in Annexure II or III</p> <p>Figure No 8.15: 2 m landscape area</p>  <p>ii. Paddy lands within the zone are not permitted to alter another use.</p> <p>iii. Only a portion (10%) of agricultural lands (tea estates and other highland agriculture) less than or equal 1 acre can be converted to residential or tourism related use and 90% of the total land area should be preserved the present use.</p> <p>iv. Only a portion (25%) of agricultural lands (tea estates and other highland agriculture) more than 1 acre can be converted to residential or tourism related use and 75% of the total land area should be preserved the present use.</p> <p>v. Agriculture lands with more than 1 acre shall not allowed for land sub division, except among family members.</p>																																										
i.	Additional Planning Recommendations	<p>i. No luminous colours shall allow for colour washing Recommended to use shades of colours in Black, Green, Brown, for colour washing</p> <p>Figure No 8.16: Recommended colors</p> <table border="1"> <thead> <tr> <th>Color</th> <th>Hex</th> <th>RGB</th> </tr> </thead> <tbody> <tr> <td></td> <td>#580000</td> <td>(88,0,0)</td> </tr> <tr> <td></td> <td>#000000</td> <td>(0,0,0)</td> </tr> <tr> <td></td> <td>#1b492b</td> <td>(27,73,43)</td> </tr> <tr> <td></td> <td>#5e7e69</td> <td>(94,126,105)</td> </tr> <tr> <td></td> <td>#a9aba9</td> <td>(169,171,169)</td> </tr> </tbody> </table>	Color	Hex	RGB		#580000	(88,0,0)		#000000	(0,0,0)		#1b492b	(27,73,43)		#5e7e69	(94,126,105)		#a9aba9	(169,171,169)																								
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No	Description	Specifications
12	Hardware shops (Small Scale) i.e. Without heavy materials handling	500
13	Cinema halls, Theaters	1000
14	Indoor Public assembly places (Auditorium and similar uses)	1000
15	Liquor Shops	500
16	Stores	500
17	Bakery Items, Food out lets	500
18	Spa & Therapy centres	500
19	Saloon/ Beauty Parlor	500
20	Tailor Shops	500
21	Gym	500
22	Nurseries	500
23	ATM Machines	-
24	Furniture Show Rooms & Sales Shops	500
Health		
25	Medical Consultation Channeling Centers including OPD & other services	1000
26	Medical Centers, Maternity Clinics	500
27	Medical Laboratories	500
28	Pharmacy	500
29	Ayurveda Medical Centers	500
30	Massage/ Therapy Centers	500
31	Animal Clinic	500
Education		
32	Pre Schools, Day care centers	500
33	Libraries	500
Institution		
34	Professional & Consultancy Offices	500
35	Banks & Financial Institutions	500
Industries		
36	Domestic Industries	500
Social Activities		
37	Sport Complexes	1000
38	Open Theaters	1000
39	Community Halls/ Cultural Centers	500
40	Libraries	500
41	Day Care Centers	500
42	Elders' Homes	1000
43	Museums	1000
44	Cemeteries	
Tourism Activities		
45	Tourist Hotels	500

No	Description	Specifications
46	Restaurants, Café, Cocktail Lounges	500
47	Guest Houses, Home Stay	500
48	Travel Agencies/ Vehicle Renting Places	500
Recreational & Entertainment Activities		
49	Children Parks	-
50	Public Park	-
51	Camps & Tents	-
52	Adventure Activities, Nature Trails	-
Service industries		
53	Vehicle Repair Centers	500
54	Public Vehicle Parking	500
k.	Zoning Boundaries	Refer the Annexure IV

8.4 Tourism Accommodation Zone

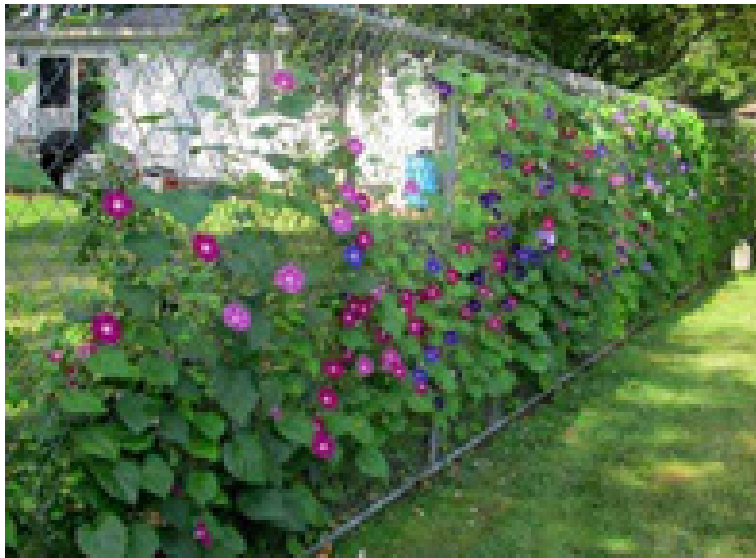
8.4.1 Definition of the Zone


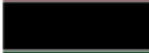




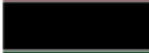




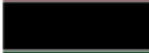



The area having an extent of 207 ha including the Yahalawela and Madhuragama GNDs propose as the Tourism Accommodation Zone. This zone also has a relatively low environmental sensitivity and low landslide disaster risk thus has a higher potential for development. Currently, this area is predominantly a residential and agricultural area with a growing trend of homestay tourism activities.

Compared to the Tourism Accommodation Promotion Zone, this zone has a larger proportion of residential and agricultural uses. Thus, Ella Development Plan proposes a balanced mix of residential and tourism accommodation development within this zone.

8.4.2 Guidelines

Table 8. 7:- Guidelines for Tourism Accommodation Zone

No	Description	Specifications
a.	Dominant Use	Residential & Tourism Accommodation
b.	Zone Factor	0.75
c.	Plot Coverage	50%
d.	Minimum Plot size	500sqm
e.	Maximum Building Height	As per the 7.3 Form A, when not specified or controlled by a special guidelines area
f.	Boundary Walls	<p>i. No boundary walls shall be allowed covering entire premises, other than hedges, live fencing, and chain link fencing with natural planting& Retaining walls</p> <p>Figure No 8.21: Recommended flower fence with natural vegetation</p>  <p>ii. Retaining walls / fence layout and design shall conform to the natural terrain, where possible</p> <p>iii. Retaining structures shall integrate well with the onsite architectural character and natural environment</p>
g.	Special Guidelines areas	-

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23	ATM Machines	–
24	Furniture Show Rooms & Sales Shops	500
Health		
25	Medical Consultation Channeling Centers including OPD & other services	500
26	Medical Centers, Maternity Clinics	500
27	Medical Laboratories	500
28	Pharmacy	500
29	Ayurveda Medical Centers	500
30	Massage/ Therapy Centers	500
31	Animal Clinic	500
Education		
32	Pre Schools, Day care centers	500
33	Libraries	500
Institution		
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Tourism Activities		
45	Tourist Hotels	500
46	Restaurants, Café, Cocktail Lounges	500
47	Guest Houses, Home Stay	500
48	Travel Agencies/ Vehicle Renting Places	500
Recreational & Entertainment Activities		
49	Children Parks	–
50	Public Park	–
51	Camps & Tents	–
52	Adventure Activities, Nature Trains	–
Service industries		
53	Vehicle Repair Centers	500
54	Public Vehicle Parking	500
k.	Zoning Boundaries	Refer the Annexure IV

8.5 Green Tourism Zone I & Green Tourism Zone II


8.5.1 Definition of the Zone






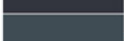
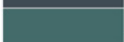
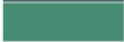










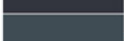
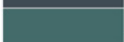
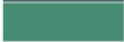









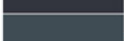
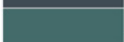
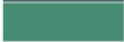




Green Tourism Zone – I consist of 214 ha land area and includes Kithal Ella GND. This zone gives visual access to the entire Green Spectrum and five key tourism attractions (Ella Rock, Ella Gap, Kithal Ella Waterfall, Kithal Ella steel bridge, & Kithal Ella Gap) of Ella. Currently this area consists of large tea estates and grass lands. Kithal Ella Road passes through this zone and at the either sides of the road reveal beautiful mountainous landscapes, Ella Gap and vistas.

Green Tourism Zone – II consist of 155 ha land area and covers the visibility area of the Mini Adam's Peak.


Hence guidelines are provided to conserve the unique character and green spectrum of this zone with regulated tourism developments.

8.5.2 Guidelines

No	Description	Specifications
a.	Dominant Use	Natural environment & Accommodation
b.	Zone Factor	0.50
c.	Plot Coverage	40%
d.	Minimum Plot size	500sqm
e.	Maximum Building Height	As per the Form A, when not specified or controlled by a special guidelines area
f.	Boundary Walls	<p>i. No boundary walls are allowed covering entire premises, other than hedges, live fencing, and chain link fencing with natural planting& Retaining walls</p> <p>Figure No 8.24: Recommended natural flower fences</p>  <p>ii. Retaining walls / fence layout and design shall conform to the natural terrain, where possible</p> <p>iii. Retaining structures shall integrate well with the onsite architectural character and natural environment</p>
g.	Special Guidelines areas	-

No	Description	Specifications																																							
h.	Other Guidelines	<ul style="list-style-type: none"> i. Buildings on the slopes of the Ella - Wellwaya road (Water Fall road) can be constructed only up to the surface of the main road. Only parking lots can be allowed parallel to the surface of the main road without a cover. ii. Paddy lands within the zone are not permitted to alter another use. iii. Only a portion (10%) of agricultural lands (tea estates and other highland agriculture) less than or equal 1 acre can be converted to residential or tourism related use and 90% of the total land area should be preserved the present use. iv. Only a portion (25%) of agricultural lands (tea estates and other highland agriculture) more than 1 acre can be converted to residential or tourism related use and 75% of the total land area should be preserved the present use. v. Agriculture lands with more than 1 acre shall not allowed for land sub division, except among family members. 																																							
i.	Additional Planning Recommendations	<ul style="list-style-type: none"> i. No luminous colours shall be allowed for colour washing ii. Recommended to use shades of colours in Black &, Green for colour washing <p>Figure No 8.25: Example for recommended color palettes</p> <table border="1" data-bbox="443 840 898 1344"> <thead> <tr> <th>Color</th> <th>Hex</th> <th>RGB</th> </tr> </thead> <tbody> <tr><td></td><td>#4d5440</td><td>(77,84,64)</td></tr> <tr><td></td><td>#849b75</td><td>(132,155,117)</td></tr> <tr><td></td><td>#6e7562</td><td>(110,117,98)</td></tr> <tr><td></td><td>#555c48</td><td>(85,92,72)</td></tr> <tr><td></td><td>#676e58</td><td>(103,110,88)</td></tr> <tr><td></td><td>#32343e</td><td>(50,52,62)</td></tr> <tr><td></td><td>#404c54</td><td>(64,76,84)</td></tr> <tr><td></td><td>#446b6a</td><td>(68,107,106)</td></tr> <tr><td></td><td>#478d73</td><td>(71,141,115)</td></tr> <tr><td></td><td>#5ba95d</td><td>(91,169,93)</td></tr> <tr><td></td><td>#008330</td><td>(0,131,48)</td></tr> <tr><td></td><td>#006f02</td><td>(0,111,2)</td></tr> </tbody> </table> <ul style="list-style-type: none"> iii. More than 60% of frontage of Tourism related Buildings facing to Kithal Ella road in Mountain side shall camouflage by using natural plants to blend with surrounding environment and landscape <p>Figure No 8.26: Examples for camouflage building</p>  <ul style="list-style-type: none"> iv. Minimum 2 m front space from boundary line of site shall landscape with native plants or recommended plants given in Annexure II or III 	Color	Hex	RGB		#4d5440	(77,84,64)		#849b75	(132,155,117)		#6e7562	(110,117,98)		#555c48	(85,92,72)		#676e58	(103,110,88)		#32343e	(50,52,62)		#404c54	(64,76,84)		#446b6a	(68,107,106)		#478d73	(71,141,115)		#5ba95d	(91,169,93)		#008330	(0,131,48)		#006f02	(0,111,2)
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	#006f02	(0,111,2)																																							

No	Description	Specifications
		<p>Figure No 8.27: 2 m Landscape area</p>  <p>v. More than 50% of frontage of Tourism related Buildings facing to Kithal Ella road in slope side shall be constructed using transparent construction materials to enable the view. All other front area shall camouflage .</p> <p>Figure No 8.28: Example of buildings constructed using transparent material</p>  <p>vi. Structural designs such as stilt or cantilevered foundations and earth-sheltered or earth-bermed building which fit the structure to the natural contours and minimize grading, may be considered on a case-by-case basis. Deck construction with excessively high distances between the structure and grade shall not allowed.</p> <p>Figure No 8.29 : How the building structure should be designed to adapt to natural contours</p>  <p>vii. Proposed structures shall utilize split pads, stepped footings and grade separations in order to conform to the natural terrain. Detaching parts of a dwelling such as a garage, utilizing below grade rooms, and using roofs on lower levels for the deck space of upper levels are recommended.</p> <p>Figure No 8.30: Dividing pads, stair steps and grading according to the natural topography</p> 

No	Description	Specifications
		<p>Figure No 8.31: How the roof and concrete floor are covered with natural vegetation</p> 

Permissible Uses

No.	Use	Minimum Site Extent (sqm)
Residential		
1	Single Houses	500
2	Guest Houses/ Homes Stay	500
Commercial		
3	Retail shops / Groceries	500
4	Communication Centers	500
5	Bakery Items, Food out lets	500
6	Spa & Therapy centres	500
7	Saloon/ Beauty Parlor	500
8	Tailor Shops	500
9	Gym	500
10	Nurseries	
11	ATM Machines	
Health		
12	Medical Centers, Maternity Clinics	500
13	Pharmacy	500
14	Ayurveda Medical Centers	500
Education		
15	Pre Schools, Day care centers	500
16	Libraries	500
Institution		
17	Professional & Consultancy Offices	500
Industries		
18	Domestic Industries	500
Social Activities		
19	Open Theaters	1000
20	Community Halls/ Cultural Centers	500
21	Elders' Homes	500
22	Museums	500
23	Cemeteries	1000
Tourism Activities		
24	Tourist Hotels	500
25	Restaurants, Café, Cocktail Lounges	500
26	Guest Houses, Home Stay	500
27	Travel Agencies/ Vehicle Renting Places	500

j.

No	Description	Specifications
28	Holiday resorts	500
Recreational & Entertainment Activities		
29	Public Park	–
30	Flower Gardens	–
31	Camps & Tents	–
32	Adventure Activities, Nature Trails	–
Service industries		
33	Vehicle Repair Centers	500
k.	Zoning Boundaries	Refer the Annexure IV

8.6 Green Conservation Zone I & Green Conservation Zone II

8.6.1 Definition of the Zone

As per the environment sensitivity analysis it was identified that these areas (Kinigama forest reservation, Ravana Sanctuary, Pines forest) have special bio-diversity unique to Ella and have significantly higher environmental sensitivity. Currently, these areas are not declared by any state agencies thus are vulnerable for encroachments and degradation due to rapidly increasing development pressure. Thus, no development shall allow for this area except for camping sites. Therefore, no development is encouraged in this zone and expected to fully conserve the natural environment. Nature friendly activities (camps, adventure tourism activities) are allowed within selected areas and no permanent constructions will be permitted.

8.6.2 Guidelines









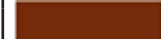
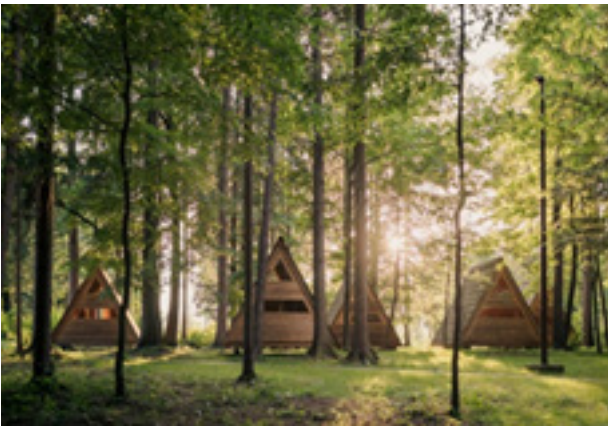








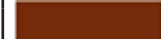








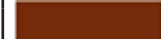
Table 8. 9:- Guidelines for Green Conservation Zone I & II

No	Description	Specifications
a.	Dominant Use	Natural Vegetation
b.	Zone Factor	-
c.	Plot Coverage	-
d.	Minimum Plot size	-
e.	Maximum Building Height	-
f.	Boundary Walls	-
g.	Special Guidelines areas	Forest camping site area Adventure camping site area Stargazing camping site area
h.	Other Guidelines	<ul style="list-style-type: none"> i. No permanent structures shall allow for the permitted activities ii. No expansions, alteration and changes in uses shall allow for the existing uses iii. No luminous colours shall allow for colour washing iv. Existing buildings shall camouflage to blend with environmental and landscape of the area. v. Only single story, one-unit house is allowable in the event of occupant has only one land to build his/ her own house. Maximum floor area of the house should be limited to 200sqm within maximum plot coverage of 30% vi. Clearance from Department of Archeology should be obtained for development around the Rawana Cave & surrounding area.
i.	Additional Planning Recommendations	Refer special guidelines areas
j.	Permissible uses	No development allowed
k.	Zoning Boundaries	Refer the Annexure IV

8.6.3 Special guidelines areas




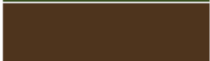
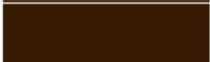



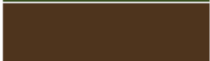
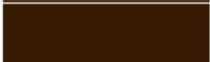



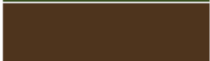
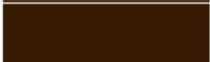
8.6.3.1 Guidelines for Forest camping site area

Table 8. 10:- Guidelines for Forest Camping Area

No	Description	Specifications																														
a.	Maximum Land area	Shall allocate maximum 4000sqm area																														
b.	No. of Units allowed	6-10 within the above area																														
c.	Maximum Plot Coverage	40% out of the maximum land area																														
d.	Structures	Refer the Annexure I																														
e.	Kitchen	Refer the Annexure I																														
f.	Toilet facilities	Refer the Annexure I																														
g.	Garbage/Waste Disposal	Refer the Annexure I																														
h.	Storage	Refer the Annexure I																														
i.	Other	<p>i. Camp site shall function through a camp owner</p> <p>ii. Only Temporary and semi-permanent structures shall allowed</p> <p>iii. Tent Colour shall follow the recommended colour palette given below.</p> <p>Figure No 8.31: Recommended color range for tents</p> <table border="1"> <thead> <tr> <th>Colour</th> <th>Hex*</th> <th>RGB</th> </tr> </thead> <tbody> <tr> <td></td> <td>#85613d</td> <td>(133,97,61)</td> </tr> <tr> <td></td> <td>#5e492f</td> <td>(94,73,47)</td> </tr> <tr> <td></td> <td>#7a542e</td> <td>(122,84,46)</td> </tr> <tr> <td></td> <td>#673d26</td> <td>(103,61,38)</td> </tr> <tr> <td></td> <td>#8b5436</td> <td>(139,84,54)</td> </tr> <tr> <td></td> <td>#e39a31</td> <td>(227,154,49)</td> </tr> <tr> <td></td> <td>#a5590e</td> <td>(165,89,14)</td> </tr> <tr> <td></td> <td>#762boa</td> <td>(118,43,10)</td> </tr> <tr> <td></td> <td>#2f0000</td> <td>(47,0,0)</td> </tr> </tbody> </table> <p>Recommended colour palette for tents (Earthy tones Color Palette & Chestnut-Coloured Woodpecker Colour Palette) Source – Color Hex.com</p> <p>iv. Minimum 3 trees with canopy height not less than 2m shall maintain among every 2 units</p> <p>Figure 8.32: Example for maintaining trees among units</p> 	Colour	Hex*	RGB		#85613d	(133,97,61)		#5e492f	(94,73,47)		#7a542e	(122,84,46)		#673d26	(103,61,38)		#8b5436	(139,84,54)		#e39a31	(227,154,49)		#a5590e	(165,89,14)		#762boa	(118,43,10)		#2f0000	(47,0,0)
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	#a5590e	(165,89,14)																														
	#762boa	(118,43,10)																														
	#2f0000	(47,0,0)																														

8.6.3.1 Guidelines for Adventure & Stargazing camping site areas

Table 8. 11:- Guidelines for Adventure & Star gazing camping site areas

No	Description	Specifications																		
a.	Maximum Land area	Shall allocate maximum 1200sqm area																		
b.	No. of Units allowed	6 Up to 10 units shall be provided only for study purpose groups (Schools, Universities, Stargazing institutes & organizations)																		
c.	Plot Coverage	40% out of the maximum land area																		
d.	Structures	Refer the Annexure I																		
e.	Kitchen	Refer the Annexure I																		
f.	Toilet facilities	Refer the Annexure I																		
g.	Garbage/Waste Disposal	Refer the Annexure I																		
h.	Storage	Refer the Annexure I																		
i.	Other	<p>i. Camp sites shall function through a camp owner</p> <p>ii. Only mobile temporary huts shall allow excluding containers</p> <p>iii. Tent Colour shall follow the recommended colour palette given below.</p> <p>Figure No 8.33: Recommended color range for tents</p> <table border="1"> <thead> <tr> <th>Colour</th> <th>Hex*</th> <th>RGB</th> </tr> </thead> <tbody> <tr> <td></td> <td>#223b05</td> <td>(34,59,5)</td> </tr> <tr> <td></td> <td>#1e3504</td> <td>(30,53,4)</td> </tr> <tr> <td></td> <td>#384e1d</td> <td>(56,78,29)</td> </tr> <tr> <td></td> <td>#4e341d</td> <td>(78,52,29)</td> </tr> <tr> <td></td> <td>#351b04</td> <td>(53,27,4)</td> </tr> </tbody> </table> <p>iv. Only Moderate Level Music (80 or below dB) shall allow and sounds shall not disturb the natural, cultural and social surrounding of the camp site.</p>	Colour	Hex*	RGB		#223b05	(34,59,5)		#1e3504	(30,53,4)		#384e1d	(56,78,29)		#4e341d	(78,52,29)		#351b04	(53,27,4)
Colour	Hex*	RGB																		
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	#1e3504	(30,53,4)																		
	#384e1d	(56,78,29)																		
	#4e341d	(78,52,29)																		
	#351b04	(53,27,4)																		

Chapter 9

Proposed road width, Building Line and Reservations

Development of the road network in the Ella Development Plan, the proposed road width has been given for the roads to be widened on the basis of prudent priorities and for other roads building line have been introduced.

9.1 Proposed Road Widths & Building Lines

Table No 9.1 : Proposed Widths of Roads

No	Name of the Road	Grade	Existing width (Meters)	Proposed width (Meters)	Building Line from Center of the Road (Meters)
1	Badulla - bandarawela Road	A	8	12	15
2	Ella - Wallawaya Road	A	8	8.4 - 9.5	15
3	Ballaketuwa Road	A	6	8.4 - 9	15
4	Kithalella Road	B	6	8.4 - 9	15
5	Gotuwela Road (Maduragama Road)	B	4-6	7	15
6	Baddewela - Nawala Road	B	6	7	15
7	Mahawela Road	B	4	7	15
8	Asapuwa Road	B	4	7	15
9	Rathwaththa Bungalow Road	B	4	7	15
10	Sapumal Thanna Road	C	3.5	6	6
11	Finance Road	C	5	5	6

No	Name of the Road	Grade	Existing width (Meters)	Proposed width (Meters)	Building Line from Center of the Road (Meters)
12	Rawana Temple Road	C	5	5	6
13	Keeriyagolla Road	C	4	7	6
14	Temple Road - Ella	C	4	5	6
15	Nine Arch Road	C	4	7	6

9.1.1 Opening of the Proposed Street Line for Developments

1. If the land is released for public use as a gift to the relevant Local Authority, Road Development Authority, Provincial Road Development Authority in the widening of the proposed road by a deed without obtaining money in the event that there is a proposed road line to the development land at the time of issuing the development permit Authority will consider the development by substituting the width of the line as the physical width to be considered for development
2. In the development of a plot of land which facing the proposed road width in operation, the width of the road should be at least 7 m. The land should be transferred to the local government body or the relevant institution free of charge.
3. If it is desired to get advantage of square footage of the proposed road width, the part belonging to the development land from the center of the road should be released to the road and handed over to the relevant institutions by a deed of gift.

9.2 Building lines are in operation

In addition to the roads identified for development on a priority basis under the Ella Development Plan, building boundaries have been introduced for existing roads considering future development needs. Accordingly, building restrictions will apply to the following roads.

9.2.1 Building lines for roads owned by Road Development Authority, Provincial Road Development Authority and Pradhesiya Sabha.

Table No 9.2: Building Lines for Roads

No	Name of the Road	Grade	Existing width (Meters)	Proposed width (Meters)	Building Line from Center of the Road (Meters)
1	Badulla – Hali ela Road	A	8	12	15
2	Ella – Wallawaya Road	A	8	8.4 - 9.5	15
3	Ballaketuwa Road	A	6	8.4 - 9	15
4	Kithalella Road	B	6	8.4 - 9	15
5	Gotuwela Road (Maduragama Road)	B	4-6	7	15
6	Baddewela - Nawala Road	B	6	7	15
7	Mahawela Road	B	4	7	15
8	Asapuwa Road	B	4	7	15
9	Rathwaththa Bungalow Road	B	4	7	15
10	Sapumal Thanna Road	C	3-5	7	6
11	Himbiliyagolla Road	C	4	7	6
12	Finance Road	C	5	7	6
13	Rawana Temple Road	C	5	7	6
14	Yahalawela Road	C	3	7	6
15	Hettipola Watta Road	C	4	7	6
16	Gowussa Pussallawa Road	C	4	7	7.5
17	Gowussa Temple Road	C	4	7	7.5
18	Gowussa Road	C	4	7	7.5
19	Watagodawatta Road	C	4	7	6
20	School Road (Kithal ella)	C	4	7	6
21	Arukku Nine (Nine Arches) Bridges Access Road	C	4	7	6
22	Kirimatiya Road	C	4	7	6
23	Railway Road Kithal Ella	C	4	7	6
24	Kithalella Temple Road	C	3	7	6
25	Gonnila Pathana Road	C	4	7	6
26	Ella Railway Station Road	C	4	7	6
27	Police Station Road - Ella	C	4	7	6
28	Ambagolla Pathana Road	C	4	7	6
29	Wekadagala Road	C	4	7	6
30	Rajakotuwa Road	C	4	7	6
31	Keeriyagolla Road	C	4	7	6
32	Wemulla Road	C	4	7	6
33	Temple Road - Ella	C	4	7	6
34	Nine Arch Road	C	4	7	6
35	Kinnallen Watta (estate) Road	D	3-4	7	7.5

9.2 Building lines for other roads

i. Other public roads maintained by Ella Pradeshiya Sabha not mentioned in Table 9.2 - Building line should be 4.5 m from the center of the road

ii. Private Roads - Building boundary 1.5 m from the road boundary

9.3 Reservations for Canals/Streams, Tanks, Rivers and Reservoirs

9.3.1 Badulu Oya & Kirindi Oya

Clearance from the Irrigation Department should be obtained for the developments are proposed in immediate adjacent to the Badulu Oya & Kirindi Oya

9.3.2 The following reservations / building lines should be maintained for other canals, rivers and reservoirs in the area where the Department of Irrigation, Central Environmental Authority, Mahaweli Authority, Agrarian Services Department or Local Authority has not declared a reservation.

No.	Type of Water Body	Reservation from the Bank
1	Canals/ Streams	3m
2	Kanduru	3m
3	Springs/ Water Bubbles	An area with a radius of 50 meters from the center of the water bubble/ spring

Part III

Annexure

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Annexure I

Common Guidelines for Camping Sites

General

1. Clear signage shall be placed to locate the facilities even in the night
2. Adequate Lighting of camp sites shall be provided by using boat lamps* or kerosene lamps
3. Regular maintenance checks shall be done with all the equipment and records need to be maintained.
4. Operator shall provide customers with verbal and written instructions on the following;
 - Camping Rules and safety measures ensuring comfortable camping
 - Information about the surrounding area of the camp for any dangers
 - Instructions on how to act in an emergency

Structures

1. The tents shall be pitched under temporary semi-built structures with the help of iron frames and temporary roofs like thatch, tiles, bolted plywood for protection from harsh weather conditions which may be easy to remove if desired (In the case of permanent and semi-permanent camp sites). No brick walls are allowed.
2. Tents shall be insect free & waterproofed

Rooms

1. The sleeping area of the tent shall be 3 X 3 sqm to 4.5 X4.5 sqm with a minimum center height of 2.1m approximately.
2. The tent must have a front entry with at least two windows on each side of the wall.
3. All tenants shall be provided with public toilets.
4. Open flame illumination shall not be used inside the tent

Kitchen

Kitchen size shall not be less than 15 X 20ft. with a clear height of 8 ft. The kitchen shall be well lit with ample room for ventilation. Proper counters for placing burners, working tables, storage of groceries & ration, washbasin, storage of crockery, cutlery & serving dishes and also place for garbage bins shall be earmarked.

- Kitchen/ Cooking area shall be located at a distance from tents, trees and any combustible materials
- All gas and fuel cylinders and hoses are regularly checked, and are in good condition and used and transported in a safe manner.

Toilet facilities

- The camp sites shall be provided with ecological sanitation (Ecosan) for sewer.
- Ecosan is based on the systematic implementation of reuse and recycling of nutrients and water as a hygienically safe, closed-loop and holistic alternative to conventional sanitation solutions.
- Ecosan is a new holistic paradigm in sanitation, which is based on an overall view of materials flows as part of an ecologically and economically sustainable wastewater management system tailored to the needs of the users and to the respective local conditions. Deluxe tents should have private toilets.
- Adequate hygienically Toilet and washing facilities should be provided and illuminated at night.
- Waste from mobile toilet shall be buried in a deep pit and covered with a minimum of 1 foot of soil. Permanent toilets to be fully cleaned before departure (Tracker to monitor)

Garbage/Waste Disposal

- Garbage shall be segregated into bio-degradable (kitchen waste etc), non-biodegradable (thermo coal products, aluminum foil, cigarette butts etc) & recyclable (newspapers, bottles, cans etc). Vermicomposting shall be encouraged for the disposal of kitchen garbage. Solid waste and sewage disposal should be carried out in an orderly and eco-friendly manner. Use of a sewage treatment plant should be encouraged
- The use of plastic products and disposable cutlery/ crockery made of plastic shall be minimized/discouraged.

Camping in wild life or forest or any reserves area

- Rules & guidelines of Wildlife Department and Forest Department or any other relevant authority shall be adhered.
- Playing music, make artificial sounds or make unnecessary noise or any act like plying games that could disturb or attract wild animals are not permitted.
- Cutting of trees or branches for the use of fire wood or to build temporary structures while camping is not permitted (minimum use of drift wood and other fallen wood for small camp fires may be permitted, at the discretion of the Department of Wildlife Conservation staff member on site).
- Vehicle shall be parked in the designated areas of the camp site immediately to avoid unnecessary disturbance to the wild life.

Storage

Separate & easily accessible storage units would be required for;

- Ration
- Housekeeping goods
- Essential Electrical goods
- Sanitary & Plumbing goods
- Gardening tools
- Temporary Construction material
- Adventure equipment (for adventure camps)

Source: Sri Lanka Tourism Development Authority

Annexure II

Endemic Plant to Sri Lanka.

Actephila excelsa
Acti daphne molochina
Acti daphne speciosa
Acti daphne ste phylla
Adinandra lasiopetala
Aidia gardneri
Allophylus hispidus
Allophylus zeylanicus
Alphonsea zeylanica
Alsophila hookeri
Alsophila sinuata
Alsophila walkerae
Antidesma jayasuriyae
Aporosa fusiformis
Aporosa lanceolata
Aporosa latifolia
Ardisia willisii
Axinandra zeylanica

B

Bhesa ceylanica
Bridelia moonii

C

Calophyllum bracteatum
Calophyllum calaba
Calophyllum cordato-oblongum
Calophyllum cuneifolium
Calophyllum mooni
Calophyllum trapezifolium
Calophyllum walkeri
Camp sperma zeylanicum
Chaetocarpus coriaceus
Chaetocarpus ferrugineus
Cinnamomum citriodorum
Cinnamomum dubium
Cinnamomum ovalifolium
Cinnamomum verum
Crudia zeylanica
Cyathea crinita
Cyphostigma

D

Davidsea
Dendrelaphis oliveri
Dicellostyles
Dichilanthe zeylanica
Dillenia retusa
Dillenia triquetra
Dimorphocalyx glabellus
Diospyros attenuata
Diospyros hirsuta
Diospyros oppositifolia
Diospyros quaesita
Diplodiscus verrucosus
Diplospora erythrospora
Dipterocarpus hispidus
Discospermum sphaerocarpum
Diyaminauclea zeylanica
Durio ceylanicus
Durio rosayroanus

E

Elaeocarpus amoenus
Elaeocarpus ceylanicus
Elaeocarpus coriaceus
Elaeocarpus glandulifer
Elaeocarpus hedyosmus
Elaeocarpus montanus
Elaeocarpus subvillosus
Elaeocarpus taprobanicus
Erythroxylum obtusifolium
Erythroxylum zeylanicum
Eugenia amoena
Eugenia fulva
Eugenia glabra
Eugenia hypoleuca
Eugenia insignis
Eugenia mabaeoides
Eugenia rheophytica
Eugenia rivulorum
Eugenia rotundata
Eugenia rufo-fulva
Eugenia terp phylla

F

Ficus fergusonii

G

*Gaertnera ternifolia**Garcinia hermonii**Garcinia quaesita**Garcinia terpephylla**Garcinia thwaitesii**Garcinia zeylanica**Girardinia parvifolia**Glochidion gardneri**Glochidion moonii**Glochidion stellatum**Gomphandra coriacea**Gordonia speciosa*

H

*Hedyotis lawsoniae**Hedyotis lessertiana**Hopea brevipetiolaris**Hopea jucunda**Horsfieldia iryagedhi**Hydrocarpus octandra**Hydrocarpus venenata*

I

Ixora calycina

L

*Lijndenia capitellata**Litsea gardneri**Litsea glaberrima**Litsea iteodaphne**Litsea longifolia**Litsea nemoralis**Litsea ovalifolia*

M

*Madhuca microphylla**Malaxis discolor**Mallotus eriocarpus**Mallotus fuscescens**Mallotus thunbergianus**Mangifera zeylanica**Mastixia macrophylla**Mastixia nimali**Mastixia tetrandra**Memecylon arctianum**Memecylon capitellatum**Memecylon clarkeanum**Memecylon cuneatum**Memecylon discolor**Memecylon elegantulum**Memecylon ellipticum**Memecylon gardneri**Memecylon giganteum**Memecylon gracillimum**Memecylon grande**Memecylon hookeri**Memecylon leucanthum**Memecylon macrocarpum**Memecylon macrophyllum**Memecylon orbiculare**Memecylon ovoideum**Memecylon parvifolium**Memecylon revolutum**Memecylon rhiphyllum**Memecylon rostratum**Memecylon rotundatum**Memecylon royenii**Memecylon sylvaticum**Memecylon urceolatum**Memecylon varians**Microtropis zeylanica**Murdannia dimorphoides**Myristica dactyloides*

N

*Neolitsea cassia**Neolitsea fuscata**Nepenthes distillatoria*

O

*Ochlandra stridula**Oncosperma fasciculatum**Osbeckia octandra*

P

*Palaquium canaliculatum**Palaquium grande**Palaquium laevifolium**Pandanus ceylanicus**Paracroton zeylanicus**Phyllanthus myrtifolius*

Pittosporum ceylanicum
 Premna thwaitesii
 Prunus ceylanica
 Pseudoxytenanthera monadelpha
 Psychotria srilankensis
 R
 Rhamnus petiolaris
 S
 Scolopia crassipes
 Scolopia schreberi
 Semecarpus obovata
 Semecarpus ochracea
 Semecarpus parvifolia
 Semecarpus pseudo-emarginata
 Semecarpus pubescens
 Semecarpus subpeltata
 Semecarpus walkeri
 Shorea congestiflora
 Shorea cordifolia
 Shorea gardneri
 Shorea lissophylla
 Shorea megistophylla
 Shorea oblongifolia
 Shorea pallescens
 Shorea stipularis
 Shorea trapezifolia
 Shorea zeylanica

Strychs tetragona
 Symplocos bractealis
 Symplocos cordifolia
 Symplocos coronata
 Symplocos cuneata
 Symplocos hispidula
 Symplocos pulchra
 Symplocos versicolor
 Syzygium spathulatum
 Syzygium turbinatum
 Syzygium umbrosum
 T
 Terminalia parviflora
 Trichadenia zeylanica
 V
 Vanilla moonii
 Vatica affinis
 Vatica obscura
 W
 Wrightia flavorosea
 X
 Xylopiya championii

Source: Wikipedia

Annexure III

Recommended trees for planting

ශාකය	විද්‍යාත්මක නාමය
අරලිය	<i>Plumeria Obtusa</i>
අසෝක	<i>Saracaasoca</i>
ඇට්ටේරියා	<i>MurrayaPaniculata</i>
කාමරංගා	<i>Averrhoa Carambola</i>
කැලණිතිස්ස	<i>Tecoma Stans</i>
කොබෝලීල	<i>Bombax ceiba</i>
ගිනිසිළු	<i>Amhrstiaඅංකය billis</i>
ජෑම්	<i>MuntinglaCalabura</i>
දං	<i>SyzygiumCaryophyllatum</i>
නමීනං	<i>Cyඅංකය metracauliflora</i>
නෙල්ලි	<i>Pyllanthusemblica</i>
රණවරා	<i>Cassia auriculata</i>
ලෙට්ටකොච්චි	
ලොච්චි	<i>Flacourtia indica</i>
අඹ	<i>Mangifera indica</i>
අරලිය	<i>Plumeria obtusa, Plumeria rubra</i>
ඇඹරුල්ලා	<i>Spondias pinnata</i>
ඇහැළ	<i>Cassia fistula</i>
ඉන්දුරබර්	<i>Ficus elastica</i>
කරාබු	
කස	<i>Casuarina equisetifolia</i>
කහඋණ	<i>Bambusa vulgaris</i>
කහකෝන	<i>Cassia spectabilis</i>
කහමාර	<i>Peltophorumnerme</i>
කිතුල්	<i>Caryotaurens</i>
කිරිපලු	<i>Buchananiaaxillaris</i>
ගොඩපර	<i>Dillenia retusa</i>
ජැකරන්ඩා	<i>Jacaranda mimosifolia</i>
තැබුබියා	<i>Tabebuia rosea</i>
පින්ක්මවර්	<i>Cassia grandis</i>
පුවක්	<i>Areca catechu</i>
බක්මී	<i>Naucleaorientalis</i>
මඟුල්කරද	<i>Pongamia pinnata</i>
මාදං	<i>Syzygiumcumini</i>
මී	<i>Madhuca longifolia</i>
මුරුත	<i>Lagerstroemia speciosa</i>

ශාකය	විද්‍යාත්මක නාමය
මුණමල්	<i>Mimosopselengi</i>
යකඩමාරං	<i>Syzygium zeylanicum</i>
රඹුටන්	<i>Nephelium lappaceum</i>
ලියන්	<i>Homaliumceylanicum</i>
විලෝ	
සබුක්කු	<i>Grevillea robusta</i>
සයිප්‍රස්	<i>Cupressus macrocarpa</i>
සල්ගස	
සාදික්කා	<i>Myristica fragrans</i>
ස්පැනෝඩියා	<i>Spathodeacampanulata</i>
හැලඹ	<i>Mitragynaparvifolia</i>
කායා	<i>Khaya senegalensis</i>
නූග	<i>Ficus fergusonii</i>
යෝධඋණ	<i>Dendrocalamus giganteus</i>
සියඹලා	<i>Tamarindus indica</i>
ස්පැනෝඩියා	<i>Spathodeacampanulata</i>
අරලිය	<i>Plumeria Obtusa</i>
කැලණිතිස්ස	<i>Tecoma Stans</i>
නෙල්ලි	<i>Pyllanthusemblica</i>
රණවරා	<i>Cassia auriculata</i>
අඹ	<i>Mangifera indica</i>
ඇහැළ	<i>Cassia fistula</i>
කහඋණ	<i>Bambusa vulgaris</i>
කහකෝන	<i>Cassia spectabilis</i>
කහට	<i>Careya arborea</i>
බක්මී	<i>Naucleaorientalis</i>
මඟුල්කරද	<i>Pongamia pinnata</i>
මාදං	<i>Syzygiumcumini</i>
මී	<i>Madhuca longifolia</i>
වෙරළ	<i>Elaeocarpus serratus</i>
හැලඹ	<i>Mitragynaparvifolia</i>
කායා	<i>Khaya senegalensis</i>
සියඹලා	<i>Tamarindus indica</i>
අරලිය	<i>Plumeria Obtusa</i>
අසෝක	<i>Saracaasoca</i>
ඇට්ටේරියා	<i>MurrayaPaniculata</i>

ශාකය	විද්‍යාත්මක නාමය
කාමරංගා	<i>Averrhoa Carambola</i>
කැලණිකිස්ස	<i>Tecoma Stans</i>
ජෑම්	<i>MuntinglaCalabura</i>
දං	<i>SyzygiumCaryophyllatum</i>
නෙල්ලි	<i>Pyllanthusemblica</i>
රණවරා	<i>Cassia auriculata</i>
ලොව්	<i>Flacourtia indica</i>
අඹ	<i>Mangifera indica</i>
අරලිය	<i>Plumeria obtusa, Plumeria rubra</i>
ඇඹැල්ලා	<i>Spondias pinnata</i>
ඇහැළ	<i>Cassia fistula</i>
කස	<i>Casuarina equisetifolia</i>
කහලණ	<i>Bambusa vulgaris</i>
කහකෝන	<i>Cassia spectabilis</i>
කහට	<i>Careya arborea</i>
කහමාර	<i>Peltophoruminerme</i>
කිතුල්	<i>Caryotaurens</i>
කිරිපලුඬු	<i>Buchananiaaxillaris</i>
තැඹුබියා	<i>Tabebuia rosea</i>
පින්ක්ෂවර්	<i>Cassia grandis</i>
පුවක්	<i>Areca catechu</i>
බක්ඹි	<i>Naucleaorientalis</i>
මතුඬුල්කරද	<i>Pongamia pinnata</i>
මාදං	<i>Syzygiumcumini</i>
ඹි	<i>Madhuca longifolia</i>
මුරුත	<i>Lagerstroemia speciosa</i>
මුණමල්	<i>Mimosopselengi</i>
යකඩමාරං	<i>Syzygium zeylanicum</i>
රඹුටන්	<i>Nephelium lappaceum</i>
ලියන්	<i>Homaliumceylanicum</i>
විලෝ	
වෙරළ	<i>Elaeocarpus serratus</i>
සල්ගස	
ස්පැනෝඩියා	<i>Spathodeacampanulata</i>
හැලඹ	<i>Mitragynaparvifolia</i>
කායා	<i>Khaya senegalensis</i>
නූග	<i>Ficus fergusonii</i>
සියඹලා	<i>Tamarindus indica</i>

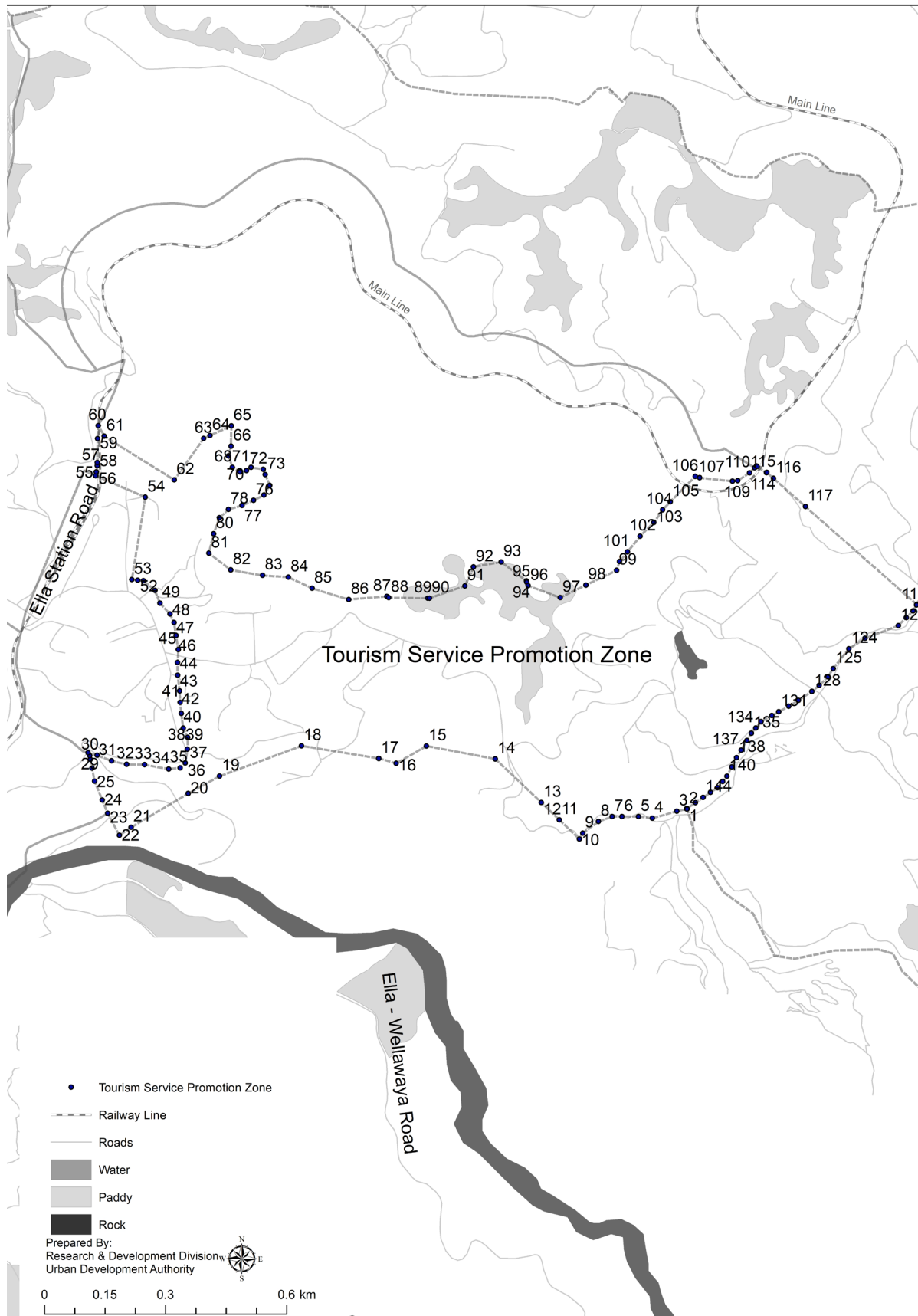
ශාකය	විද්‍යාත්මක නාමය
කරාබු	
කහලණ	<i>Bambusa vulgaris</i>
කහකෝන	<i>Cassia spectabilis</i>
ජැකරන්ඩා	<i>Jacaranda mimosifolia</i>
තැඹුබියා	<i>Tabebuia rosea</i>
පින්ක්ෂවර්	<i>Cassia grandis</i>
පුවක්	<i>Areca catechu</i>
සබුක්ක	<i>Grevillea robusta</i>

Annexure IV

Zone boundaries

Zone 01: Tourism Promotion Zone

Map No 1: Zonal boundaries of the Tourism Promotion Zone



Number	Longitude (X)	e (X) Latitude (Y)
1	81.06079	6.869564
2	81.06056	6.869515
3	81.06002	6.86936
4	81.05971	6.869394
5	81.05934	6.869395
6	81.05912	6.869395
7	81.05882	6.869286
8	81.05847	6.869026
9	81.05839	6.868892
10	81.05795	6.869323
11	81.05754	6.86971
12	81.05754	6.86971
13	81.05652	6.870679
14	81.05499	6.870967
15	81.05431	6.870584
16	81.05393	6.87069
17	81.0522	6.870969
18	81.05038	6.870299
19	81.04968	6.86991
20	81.04841	6.869158
21	81.04815	6.868977
22	81.04789	6.869468
23	81.04777	6.869764
24	81.0476	6.870184
25	81.04754	6.870477
26	81.0475	6.87067
27	81.04749	6.870749
28	81.04745	6.870817
29	81.04765	6.870761
30	81.04797	6.870639
31	81.04831	6.870562
32	81.04871	6.870554
33	81.04925	6.870454
34	81.0495	6.870481
35	81.04962	6.870588
36	81.04966	6.870895
37	81.04967	6.87116
38	81.04957	6.871366
39	81.04953	6.871693
40	81.0495	6.871942

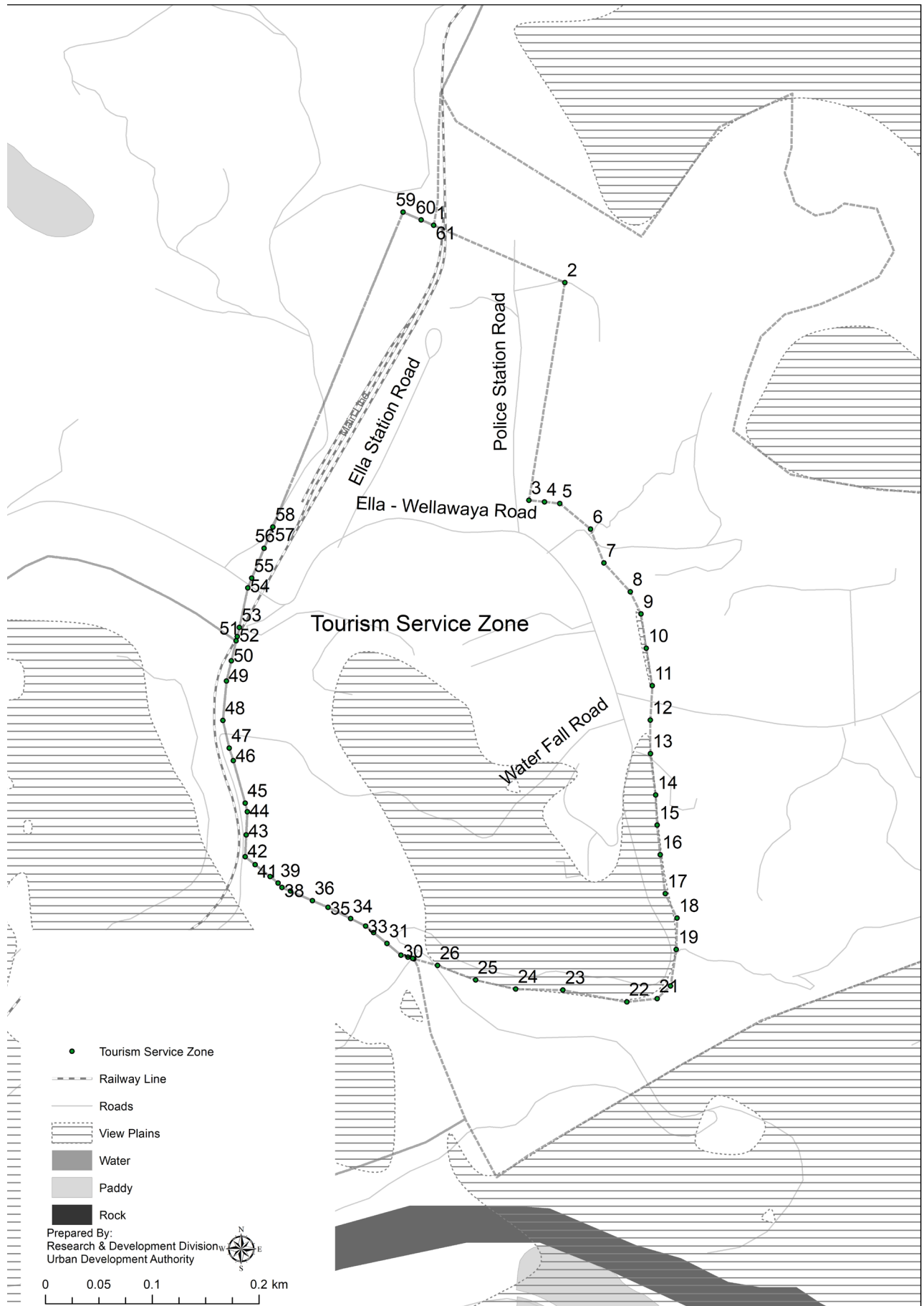
Number	Longitude (X)	e (X) Latitude (Y)
41	81.04949	6.872196
42	81.04945	6.872545
43	81.04945	6.872827
44	81.04946	6.873116
45	81.04941	6.873431
46	81.04937	6.87372
47	81.04928	6.873908
48	81.04905	6.87415
49	81.04894	6.874434
50	81.04868	6.87465
51	81.04855	6.874664
52	81.04842	6.874678
53	81.04873	6.87651
54	81.04762	6.876992
55	81.04763	6.877074
56	81.04766	6.877215
57	81.04766	6.877282
58	81.04766	6.877818
59	81.04768	6.878107
60	81.04781	6.877871
61	81.04937	6.876898
62	81.05002	6.87782
63	81.05017	6.877886
64	81.05064	6.878102
65	81.05064	6.87765
66	81.05058	6.877435
67	81.05066	6.877177
68	81.05084	6.877076
69	81.05098	6.877105
70	81.05108	6.877176
71	81.05135	6.877133
72	81.0514	6.877018
73	81.0515	6.876774
74	81.05137	6.876559
75	81.05114	6.876444
76	81.05088	6.876329
77	81.05058	6.876243
78	81.05038	6.876056
79	81.05025	6.875697
80	81.05014	6.875264

Number	Longitude (X)	e (X) Latitude (Y)
81	81.05063	6.874894
82	81.05134	6.874771
83	81.05191	6.874733
84	81.05244	6.874481
85	81.05326	6.874231
86	81.05411	6.874302
87	81.05414	6.874275
88	81.05502	6.874259
89	81.05506	6.874259
90	81.05585	6.874534
91	81.05603	6.874957
92	81.05665	6.875069
93	81.05721	6.874647
94	81.05722	6.87462
95	81.05725	6.87454
96	81.05797	6.874276
97	81.05854	6.874554
98	81.05922	6.874883
99	81.05929	6.875079
100	81.05946	6.875296
101	81.05975	6.875643
102	81.06005	6.875948
103	81.06025	6.87623
104	81.06042	6.876411
105	81.06097	6.876976
106	81.06107	6.876947
107	81.0618	6.876869
108	81.06192	6.876881
109	81.06218	6.877055
110	81.0623	6.877168
111	81.06234	6.877207
112	81.06235	6.877196
113	81.06256	6.877057
114	81.06257	6.877066
115	81.06272	6.876932
116	81.06343	6.876304
117	81.06591	6.874121
118	81.0659	6.874111
119	81.06583	6.873977
120	81.06568	6.873831

Number	Longitude (X)	e (X) Latitude (Y)
121	81.0655	6.873651
122	81.06476	6.873369
123	81.0644	6.873134
124	81.06405	6.872691
125	81.06393	6.872508
126	81.06373	6.87232
127	81.06357	6.872185
128	81.06327	6.871986
129	81.06306	6.871855
130	81.06283	6.871731
131	81.06268	6.871646
132	81.06244	6.871512
133	81.06232	6.871369
134	81.06222	6.871251
135	81.06213	6.87109
136	81.062	6.870876
137	81.0619	6.870708
138	81.06179	6.870503
139	81.06168	6.870295
140	81.06158	6.870177
141	81.06147	6.870038
142	81.06132	6.869934
143	81.06115	6.869822
144	81.06098	6.869706
145	81.06079	6.869578
146	81.06079	6.869563

Zone 02: Tourism Services Zone

Map No 2: Zoning boundaries of the tourist service zone



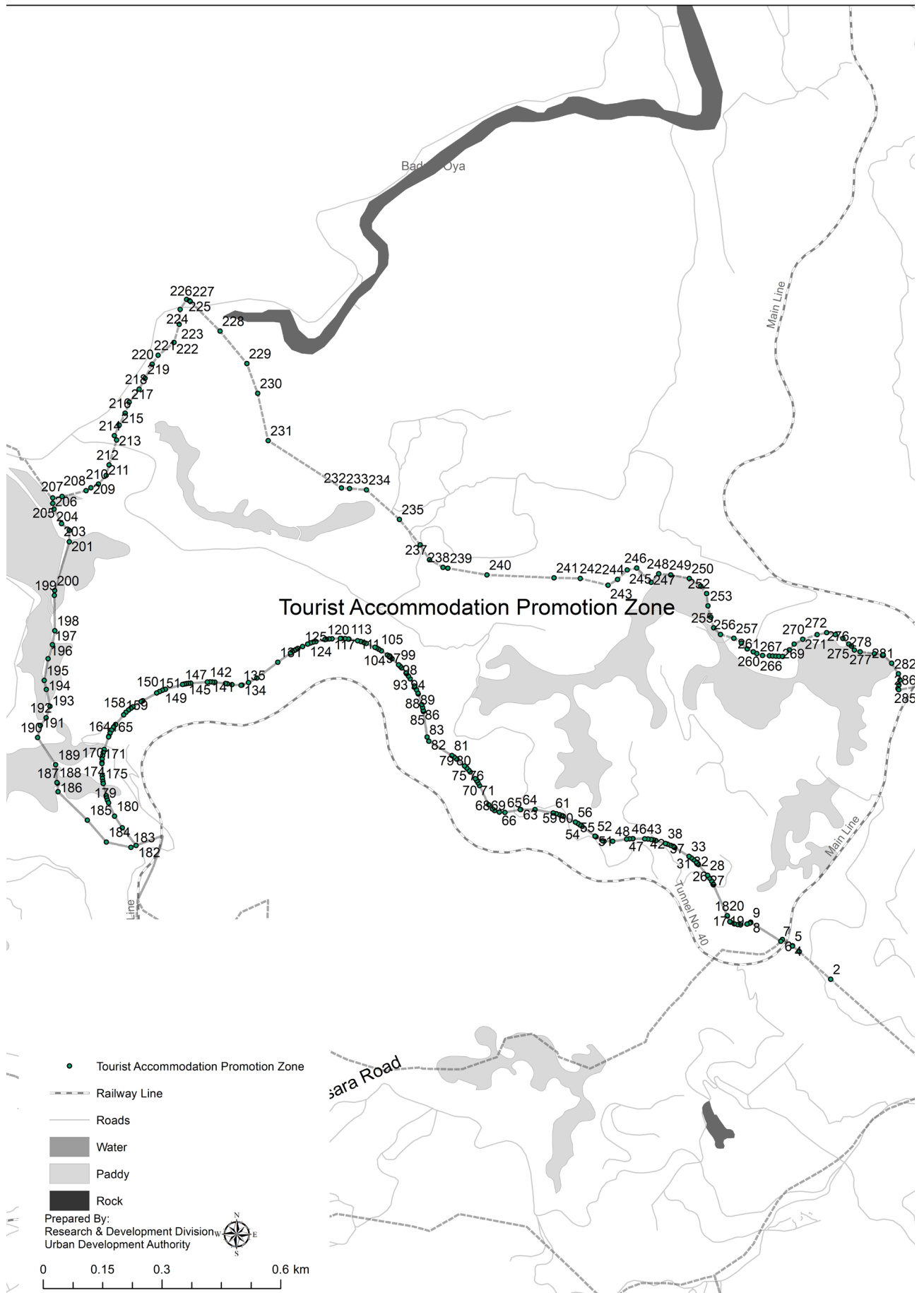
Zoning Boundaries of the Tourism Service Zone

Number	Longitude (X)	e (X) Latitude (Y)
1	81.04873	6.87651
2	81.04842	6.874678
3	81.04855	6.874664
4	81.04868	6.87465
5	81.04894	6.874434
6	81.04905	6.87415
7	81.04928	6.873908
8	81.04937	6.87372
9	81.04941	6.873431
10	81.04946	6.873116
11	81.04945	6.872827
12	81.04945	6.872545
13	81.04949	6.872196
14	81.0495	6.871942
15	81.04953	6.871693
16	81.04957	6.871366
17	81.04967	6.87116
18	81.04966	6.870895
19	81.04962	6.870588
20	81.0495	6.870481
21	81.04925	6.870454
22	81.04871	6.870554
23	81.04831	6.870562
24	81.04797	6.870639
25	81.04765	6.870761
26	81.04745	6.870817
27	81.04744	6.870819
28	81.0474	6.87083
29	81.04735	6.870847
30	81.04711	6.871038
31	81.04705	6.871092
32	81.04692	6.871155
33	81.04673	6.87125
34	81.0466	6.871307
35	81.04641	6.871387
36	81.04634	6.871418
37	81.04631	6.871455
38	81.04624	6.871509
39	81.04612	6.87161

Number	Longitude (X)	e (X) Latitude (Y)
40	81.04603	6.871677
41	81.04604	6.871861
42	81.04605	6.872055
43	81.04603	6.872128
44	81.04593	6.872485
45	81.0459	6.872591
46	81.04585	6.872824
47	81.04587	6.873156
48	81.04592	6.873326
49	81.04596	6.873495
50	81.04597	6.87353
51	81.04598	6.873606
52	81.04605	6.87394
53	81.04609	6.874022
54	81.04619	6.874273
55	81.04627	6.874451
56	81.04627	6.874453
57	81.04736	6.877105
58	81.04752	6.877039
59	81.04762	6.876992

Zone 03: Tourist Accommodation Promotion Zone

Map No 3: Zonal boundaries of the Tourist accommodation Promotion Zone



Zonal boundaries of the Tourist accomadation Promotion Zone

Number	Longitude (X)	e (X) Latitude (Y)
1	81.06343	6.876304
2	81.06272	6.876932
3	81.06257	6.877066
4	81.06256	6.877057
5	81.06234	6.877207
6	81.0623	6.877168
7	81.06161	6.877602
8	81.06161	6.877592
9	81.0616	6.877583
10	81.06159	6.877576
11	81.06153	6.877557
12	81.06138	6.877541
13	81.06132	6.877547
14	81.06124	6.877564
15	81.06116	6.877601
16	81.06114	6.877612
17	81.06108	6.877742
18	81.06108	6.877745
19	81.06108	6.877747
20	81.06077	6.87845
21	81.06076	6.87846
22	81.06076	6.878466
23	81.06076	6.878473
24	81.06073	6.878536
25	81.06068	6.878602
26	81.06063	6.878665
27	81.06063	6.878665
28	81.06043	6.878911
29	81.06037	6.878968
30	81.06032	6.879021
31	81.06027	6.879061
32	81.06021	6.879098
33	81.05989	6.879295
34	81.05987	6.879309
35	81.0598	6.879345
36	81.05972	6.879376
37	81.05968	6.879392
38	81.05946	6.879457

Number	Longitude (X)	e (X) Latitude (Y)
39	81.05941	6.879471
40	81.05935	6.879482
41	81.05928	6.879492
42	81.05921	6.879496
43	81.05894	6.879498
44	81.05893	6.879498
45	81.05886	6.879496
46	81.05879	6.879488
47	81.05848	6.87944
48	81.05828	6.87944
49	81.05825	6.879451
50	81.0581	6.879544
51	81.05808	6.879559
52	81.05778	6.879783
53	81.05773	6.879816
54	81.05769	6.879845
55	81.05763	6.879875
56	81.05736	6.880008
57	81.05731	6.880028
58	81.05727	6.880045
59	81.0572	6.880068
60	81.05713	6.880084
61	81.05671	6.880161
62	81.05639	6.880163
63	81.05638	6.880161
64	81.05603	6.880094
65	81.0559	6.880102
66	81.05579	6.880141
67	81.05574	6.880177
68	81.05566	6.880271
69	81.05545	6.880705
70	81.05542	6.880769
71	81.05539	6.880817
72	81.05536	6.880863
73	81.05524	6.881017
74	81.05521	6.881052
75	81.05516	6.881104
76	81.05511	6.881153

Number	Longitude (X)	e (X) Latitude (Y)
77	81.05494	6.881305
78	81.05493	6.881315
79	81.05487	6.881355
80	81.05482	6.881391
81	81.0543	6.881714
82	81.05426	6.881811
83	81.05418	6.882391
84	81.05417	6.882418
85	81.05416	6.882484
86	81.05414	6.882549
87	81.05406	6.882791
88	81.05405	6.882812
89	81.05402	6.882885
90	81.05398	6.882955
91	81.05398	6.882968
92	81.05388	6.883135
93	81.05384	6.883195
94	81.05379	6.883252
95	81.05379	6.88326
96	81.05368	6.883381
97	81.05365	6.883417
98	81.05361	6.883452
99	81.05346	6.883591
100	81.05343	6.883622
101	81.05339	6.88365
102	81.05336	6.883676
103	81.05322	6.88377
104	81.05316	6.883807
105	81.05312	6.88383
106	81.05307	6.883851
107	81.05288	6.883938
108	81.05282	6.88396
109	81.05275	6.883982
110	81.05268	6.883999
111	81.05248	6.884036
112	81.05247	6.884038
113	81.05239	6.884048
114	81.05232	6.884052
115	81.05229	6.884051
116	81.0521	6.884045

Number	Longitude (X)	e (X) Latitude (Y)
117	81.05203	6.884041
118	81.05197	6.884032
119	81.05194	6.884027
120	81.05173	6.883983
121	81.05167	6.883968
122	81.05161	6.883948
123	81.05155	6.883923
124	81.05143	6.88387
125	81.05132	6.883824
126	81.05128	6.883804
127	81.05124	6.883782
128	81.0512	6.883754
129	81.05115	6.883724
130	81.05087	6.883509
131	81.05039	6.883152
132	81.0502	6.883049
133	81.05005	6.882991
134	81.05003	6.882987
135	81.04983	6.883002
136	81.04972	6.88302
137	81.04968	6.883026
138	81.04944	6.883056
139	81.04938	6.883061
140	81.04933	6.883063
141	81.04927	6.883061
142	81.04889	6.883035
143	81.04884	6.883031
144	81.04879	6.883024
145	81.04875	6.883015
146	81.0487	6.883004
147	81.04831	6.882895
148	81.04825	6.882874
149	81.04818	6.882846
150	81.04811	6.882813
151	81.0478	6.882638
152	81.04779	6.882632
153	81.04776	6.882615
154	81.04758	6.882498
155	81.04752	6.882463
156	81.04748	6.882425

Number	Longitude (X)	e (X) Latitude (Y)
157	81.04742	6.882372
158	81.04736	6.882313
159	81.04718	6.882096
160	81.04713	6.882034
161	81.04709	6.881967
162	81.04706	6.881897
163	81.04703	6.881825
164	81.04702	6.881815
165	81.04692	6.881529
166	81.0469	6.881459
167	81.04688	6.881387
168	81.04687	6.881309
169	81.04687	6.88123
170	81.04687	6.881206
171	81.04688	6.880934
172	81.04688	6.880867
173	81.04689	6.880801
174	81.0469	6.880753
175	81.04697	6.880479
176	81.04698	6.880426
177	81.047	6.880374
178	81.04702	6.880314
179	81.04716	6.880012
180	81.04733	6.879747
181	81.04765	6.879346
182	81.04753	6.879303
183	81.04697	6.879424
184	81.04654	6.879922
176	81.04698	6.880426
177	81.047	6.880374
178	81.04702	6.880314
179	81.04716	6.880012
180	81.04733	6.879747
181	81.04765	6.879346
182	81.04753	6.879303
183	81.04697	6.879424
184	81.04654	6.879922
185	81.04587	6.880566
186	81.04586	6.880762
187	81.04585	6.880776

Number	Longitude (X)	e (X) Latitude (Y)
188	81.04582	6.88118
189	81.04541	6.8818
190	81.04547	6.882075
191	81.0456	6.882249
192	81.04569	6.882509
193	81.04561	6.882891
194	81.04556	6.883096
195	81.04565	6.883589
196	81.04575	6.88391
197	81.0458	6.884226
198	81.04579	6.885032
199	81.0458	6.885139
200	81.04613	6.886248
185	81.04587	6.880566
186	81.04586	6.880762
187	81.04585	6.880776
188	81.04582	6.88118
189	81.04541	6.8818
190	81.04547	6.882075
191	81.0456	6.882249
192	81.04569	6.882509
193	81.04561	6.882891
194	81.04556	6.883096
195	81.04565	6.883589
196	81.04575	6.88391
197	81.0458	6.884226
198	81.04579	6.885032
199	81.0458	6.885139
200	81.04613	6.886248
201	81.04613	6.886509
202	81.04595	6.886661
203	81.04578	6.886991
204	81.04575	6.887122
205	81.04575	6.887248
206	81.04596	6.88728
207	81.04651	6.88741
208	81.04662	6.887476
209	81.04679	6.887562
210	81.04697	6.887758
211	81.04703	6.887997

Number	Longitude (X)	e (X) Latitude (Y)
212	81.04721	6.888562
213	81.04715	6.88866
214	81.04726	6.888901
215	81.0474	6.889173
216	81.04749	6.889423
217	81.04772	6.889717
218	81.04785	6.889967
219	81.04801	6.890284
220	81.04815	6.890488
221	81.04851	6.890783
222	81.04862	6.891191
223	81.04865	6.891531
224	81.04879	6.891759
225	81.04886	6.891729
226	81.04888	6.891713
227	81.04955	6.891036
228	81.05016	6.890299
229	81.05041	6.889622
230	81.05065	6.888548
231	81.05232	6.887472
232	81.0525	6.887458
233	81.05288	6.887429
234	81.05363	6.886757
235	81.0541	6.886178
236	81.05432	6.885841
237	81.05462	6.885667
238	81.05473	6.885648
239	81.05562	6.885497
240	81.05715	6.88543
241	81.05774	6.885415
242	81.05837	6.885263
243	81.05859	6.885393
244	81.05881	6.88561
245	81.05902	6.885653
246	81.05935	6.885327
247	81.05952	6.885523
248	81.0598	6.885494
249	81.06022	6.885414
250	81.06048	6.88524
251	81.06062	6.885072

Number	Longitude (X)	e (X) Latitude (Y)
252	81.06064	6.884794
253	81.06071	6.884533
254	81.06077	6.884294
255	81.06093	6.884142
256	81.06123	6.884054
257	81.06141	6.883946
258	81.06154	6.883815
259	81.06167	6.883747
260	81.06175	6.883706
261	81.06188	6.883663
262	81.06204	6.883655
263	81.06211	6.883652
264	81.06218	6.883648
265	81.06226	6.883645
266	81.06234	6.883641
267	81.06249	6.883793
268	81.0626	6.883923
269	81.0628	6.884032
270	81.06312	6.88414
271	81.06334	6.884184
272	81.06354	6.88414
273	81.06371	6.884053
274	81.06384	6.883923
275	81.0639	6.883879
276	81.06397	6.88379
277	81.0641	6.883748
278	81.06443	6.883705
279	81.06462	6.883683
280	81.06482	6.883487
281	81.06497	6.883248
282	81.06501	6.883106
283	81.06498	6.882992
284	81.06496	6.882912
285	81.06498	6.882883
286	81.0654	6.882958
287	81.06623	6.883105
288	81.06729	6.883502
289	81.06817	6.884207
290	81.06815	6.884333
291	81.06817	6.884724

Number	Longitude (X)	e (X) Latitude (Y)
292	81.06832	6.884963
293	81.06845	6.885202
294	81.06871	6.885376
295	81.06887	6.885354
296	81.0691	6.88545
297	81.06926	6.885433
298	81.06953	6.885423
299	81.06974	6.885461
300	81.06995	6.885537
301	81.0701	6.885566
302	81.07029	6.885556
303	81.07046	6.88547
304	81.07067	6.885346
305	81.07086	6.885269
306	81.07105	6.885241
307	81.07126	6.885269
308	81.07146	6.885355
309	81.07159	6.885431
310	81.07178	6.885469
311	81.07199	6.885431
312	81.07218	6.885345
313	81.07235	6.885316
314	81.07254	6.885316
315	81.07274	6.885354
316	81.07291	6.885411
317	81.07309	6.885449
318	81.07339	6.885277
319	81.07351	6.885058
320	81.07363	6.884847
321	81.07375	6.884628
322	81.07386	6.884465
323	81.07407	6.88435
324	81.07423	6.884284
325	81.07455	6.884121
326	81.07478	6.883987
327	81.07502	6.883815
328	81.07527	6.883633
329	81.07541	6.883539
330	81.07541	6.883502
331	81.07541	6.883155

Number	Longitude (X)	e (X) Latitude (Y)
332	81.07541	6.883146
333	81.07541	6.883123
334	81.0754	6.88308
335	81.07538	6.88292
336	81.07533	6.882644
337	81.07525	6.882427
338	81.07512	6.882079
339	81.07494	6.881862
340	81.07473	6.881623
341	81.07472	6.881403
342	81.07482	6.881265
343	81.07499	6.881144
344	81.0752	6.881101
345	81.07544	6.881188
346	81.0757	6.881295
347	81.0757	6.881296
348	81.0759	6.881144
349	81.07612	6.880926
350	81.0764	6.880644
351	81.07638	6.880361
352	81.07637	6.880298
353	81.07631	6.87997
354	81.07618	6.879731
355	81.07601	6.879622
356	81.07575	6.879575
357	81.07566	6.879557
358	81.07551	6.879253
359	81.07546	6.878949
360	81.07542	6.878688
361	81.0752	6.878471
362	81.07509	6.878297
363	81.07492	6.878058
364	81.07483	6.87771
365	81.07479	6.877319
366	81.07466	6.877058
367	81.07461	6.876667
368	81.07466	6.876319
369	81.07466	6.876311
370	81.07477	6.876015
372	81.07503	6.875732

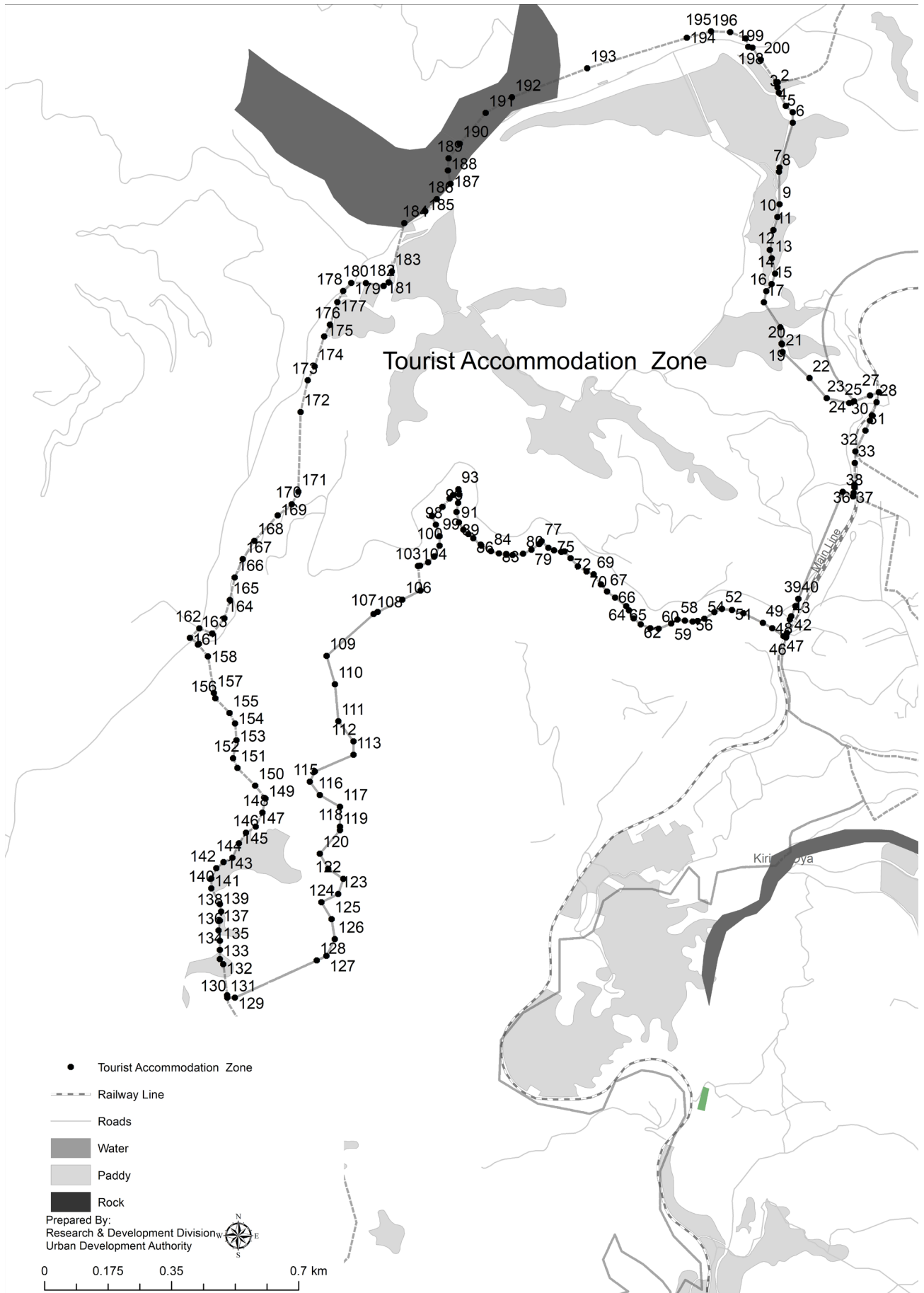
Number	Longitude (X)	e (X) Latitude (Y)
373	81.07516	6.875428
374	81.07517	6.875151
375	81.07516	6.874756
376	81.07516	6.874667
377	81.07512	6.87436
378	81.07509	6.874167
379	81.07502	6.873754
380	81.07491	6.873568
381	81.07491	6.873515
382	81.07484	6.873183
383	81.07483	6.873144
384	81.0747	6.873243
385	81.07456	6.873357
386	81.07448	6.873566
387	81.07442	6.873733
388	81.07438	6.873841
389	81.07429	6.874081
390	81.0742	6.874363
391	81.0742	6.874578
392	81.0742	6.874757
393	81.07422	6.874941
394	81.07426	6.87517
395	81.07429	6.875276
396	81.07424	6.875525
397	81.07405	6.875667
398	81.07386	6.875694
399	81.07351	6.875744
400	81.07344	6.875755
401	81.07331	6.875861
402	81.07311	6.876103
372	81.07503	6.875732
373	81.07516	6.875428
374	81.07517	6.875151
375	81.07516	6.874756
376	81.07516	6.874667
377	81.07512	6.87436
378	81.07509	6.874167
379	81.07502	6.873754
380	81.07491	6.873568
381	81.07491	6.873515

Number	Longitude (X)	e (X) Latitude (Y)
382	81.07484	6.873183
383	81.07483	6.873144
384	81.0747	6.873243
385	81.07456	6.873357
386	81.07448	6.873566
387	81.07442	6.873733
388	81.07438	6.873841
389	81.07429	6.874081
390	81.0742	6.874363
391	81.0742	6.874578
392	81.0742	6.874757
393	81.07422	6.874941
394	81.07426	6.87517
395	81.07429	6.875276
396	81.07424	6.875525
397	81.07405	6.875667
398	81.07386	6.875694
399	81.07351	6.875744
400	81.07344	6.875755
401	81.07331	6.875861
402	81.07311	6.876103
403	81.07281	6.876516
404	81.07285	6.877103
405	81.07319	6.87773
406	81.07333	6.877994
407	81.07351	6.878776
408	81.0734	6.879167
409	81.07309	6.879211
410	81.07263	6.878813
411	81.0724	6.878929
412	81.07203	6.878951
413	81.07177	6.878821
414	81.07166	6.878495
415	81.07148	6.878321
416	81.07103	6.878582
417	81.07079	6.87856
418	81.07053	6.878474
419	81.07035	6.878017
420	81.07011	6.877865
421	81.06963	6.877952

Number	Longitude (X)	e (X) Latitude (Y)
422	81.06907	6.877648
423	81.06884	6.87733
424	81.06847	6.876805
425	81.06837	6.876671
426	81.06808	6.875869
427	81.06787	6.87528
428	81.06726	6.874911
429	81.06679	6.874855
430	81.06666	6.874774
431	81.06606	6.87439
432	81.06592	6.874149
433	81.06591	6.874121

Zone 04: Tourist Accomodation Zone

Map No 04: Tourist Accomodation Zone



Zoning boundaries of the Tourist accomadation Promotion Zone

Number	Longitude (X)	e (X) Latitude (Y)
1	81.04575	6.887122
2	81.04578	6.886991
3	81.04595	6.886661
4	81.04613	6.886509
5	81.04613	6.886248
6	81.0458	6.885139
7	81.04579	6.885032
8	81.0458	6.884226
9	81.04575	6.88391
10	81.04565	6.883589
11	81.04556	6.883096
12	81.04561	6.882891
13	81.04569	6.882509
14	81.0456	6.882249
15	81.04547	6.882075
16	81.04541	6.8818
17	81.04582	6.88118
18	81.04585	6.880776
19	81.04586	6.880762
20	81.04587	6.880566
21	81.04654	6.879922
22	81.04697	6.879424
23	81.04753	6.879303
24	81.04765	6.879346
25	81.04804	6.879491
26	81.04826	6.879572
27	81.0482	6.879324
28	81.04808	6.878997
29	81.04804	6.87887
30	81.04793	6.878621
31	81.04768	6.878107
32	81.04766	6.877818
33	81.04766	6.877282
34	81.04766	6.877215
35	81.04763	6.877074
36	81.04762	6.876992
37	81.04736	6.877105
38	81.04627	6.874453

Number	Longitude (X)	e (X) Latitude (Y)
39	81.04627	6.874451
40	81.04619	6.874273
41	81.04609	6.874022
42	81.04605	6.87394
43	81.04598	6.873606
44	81.04597	6.87353
45	81.04596	6.873495
46	81.0459	6.873531
47	81.04562	6.873727
48	81.04539	6.873856
49	81.04491	6.874099
50	81.04462	6.874177
51	81.04437	6.874207
52	81.04418	6.874124
53	81.04394	6.873961
54	81.04377	6.873904
55	81.04365	6.87389
56	81.04345	6.873912
57	81.04327	6.873942
58	81.04312	6.873843
59	81.0428	6.873715
60	81.0426	6.873727
61	81.04236	6.873821
62	81.04219	6.873971
63	81.04207	6.874168
64	81.042	6.874274
65	81.04172	6.874486
66	81.04153	6.874635
67	81.04137	6.874812
68	81.0412	6.875061
69	81.04102	6.875131
70	81.04081	6.87526
71	81.04062	6.875461
72	81.04047	6.875626
73	81.04039	6.87562
74	81.04021	6.875653
75	81.04007	6.875719
76	81.0399	6.875881

Number	Longitude (X)	e (X) Latitude (Y)
77	81.03986	6.875829
78	81.03966	6.875567
79	81.03944	6.875571
80	81.03919	6.87554
81	81.03903	6.875548
82	81.03885	6.875578
83	81.03865	6.875634
84	81.03841	6.875768
85	81.03821	6.875953
86	81.03809	6.876059
87	81.03797	6.876164
88	81.03786	6.876345
89	81.0378	6.876603
90	81.03784	6.876827
91	81.03787	6.877037
92	81.03784	6.877168
93	81.03771	6.877023
94	81.03763	6.876942
95	81.03745	6.876733
96	81.03719	6.876505
97	81.03729	6.876288
98	81.03738	6.876007
99	81.03738	6.875771
100	81.03725	6.875505
101	81.03709	6.87536
102	81.03689	6.875274
103	81.03684	6.875266
104	81.03691	6.874659
105	81.03646	6.874433
106	81.03584	6.874128
107	81.03574	6.874078
108	81.03458	6.873041
109	81.03479	6.872335
110	81.03487	6.871421
111	81.03524	6.870922
112	81.03524	6.87059
113	81.03429	6.870175
114	81.03416	6.869926
115	81.03441	6.869594
116	81.03491	6.869303

Number	Longitude (X)	e (X) Latitude (Y)
117	81.03491	6.868812
118	81.03491	6.868722
119	81.03441	6.86814
120	81.03462	6.867767
121	81.03499	6.867517
122	81.03487	6.867144
123	81.03445	6.866936
124	81.0347	6.866521
125	81.03478	6.866022
126	81.03458	6.865607
127	81.03434	6.865498
128	81.03231	6.864574
129	81.03212	6.864574
130	81.03211	6.864633
131	81.03202	6.865401
132	81.03194	6.865528
133	81.03194	6.865755
134	81.03194	6.865982
135	81.03191	6.866239
136	81.03194	6.866481
137	81.03197	6.866708
138	81.03194	6.86689
139	81.03172	6.867283
140	81.03172	6.867525
141	81.03185	6.867782
142	81.03203	6.867934
143	81.03225	6.868039
144	81.03241	6.868394
145	81.03258	6.868659
146	81.03282	6.868811
147	81.03299	6.869159
148	81.03307	6.869506
149	81.03281	6.869824
150	81.03237	6.870263
151	81.03226	6.870505
152	81.03235	6.87095
153	81.03231	6.871368
154	81.03217	6.871625
155	81.03183	6.871988
156	81.03179	6.87212

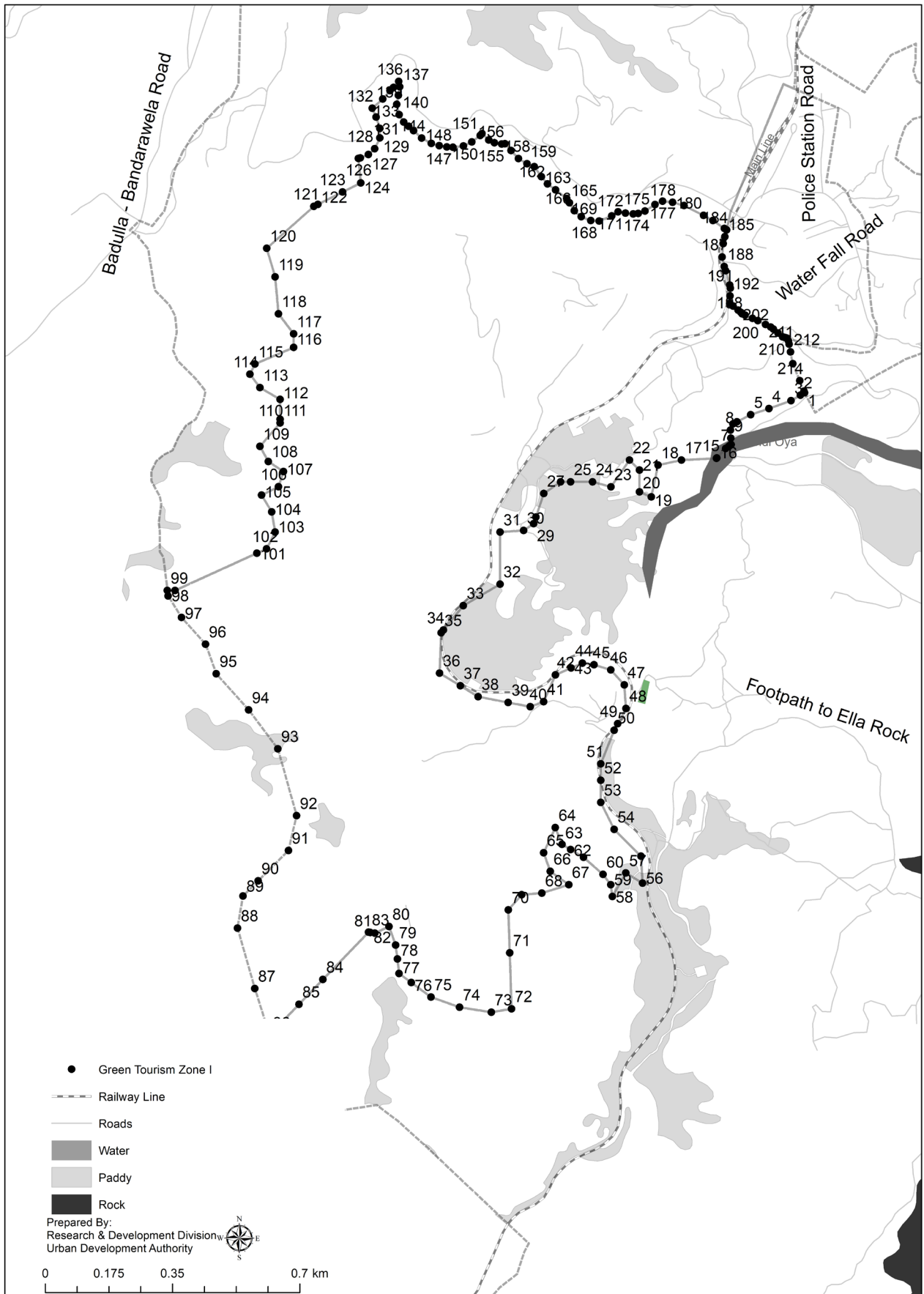
Number	Longitude (X)	e (X) Latitude (Y)
157	81.03164	6.873026
158	81.03139	6.873332
159	81.03142	6.873339
160	81.03119	6.873488
161	81.03143	6.873724
162	81.03174	6.873592
163	81.03205	6.87397
164	81.03218	6.874424
165	81.0323	6.874984
166	81.0325	6.875438
167	81.03279	6.875891
168	81.03337	6.87652
169	81.03372	6.876798
170	81.03388	6.877106
171	81.03394	6.879082
172	81.03411	6.879866
173	81.03428	6.880209
174	81.03452	6.880952
175	81.03466	6.881243
176	81.03485	6.881803
177	81.03499	6.882077
178	81.03519	6.882276
179	81.03555	6.882276
180	81.03599	6.882203
181	81.03612	6.882294
182	81.03619	6.882563
183	81.0365	6.883759
184	81.03702	6.884054
154	81.03217	6.871625
155	81.03183	6.871988

Number	Longitude (X)	e (X) Latitude (Y)
156	81.03179	6.87212
157	81.03164	6.873026
158	81.03139	6.873332
159	81.03142	6.873339
160	81.03119	6.873488
161	81.03143	6.873724
162	81.03174	6.873592
163	81.03205	6.87397
164	81.03218	6.874424
165	81.0323	6.874984
166	81.0325	6.875438
167	81.03279	6.875891
168	81.03337	6.87652
169	81.03372	6.876798
170	81.03388	6.877106
171	81.03394	6.879082
172	81.03411	6.879866
173	81.03428	6.880209
174	81.03452	6.880952
175	81.03466	6.881243
176	81.03485	6.881803
177	81.03499	6.882077
178	81.03519	6.882276
179	81.03555	6.882276
180	81.03599	6.882203
181	81.03612	6.882294
182	81.03619	6.882563
183	81.0365	6.883759
184	81.03702	6.884054

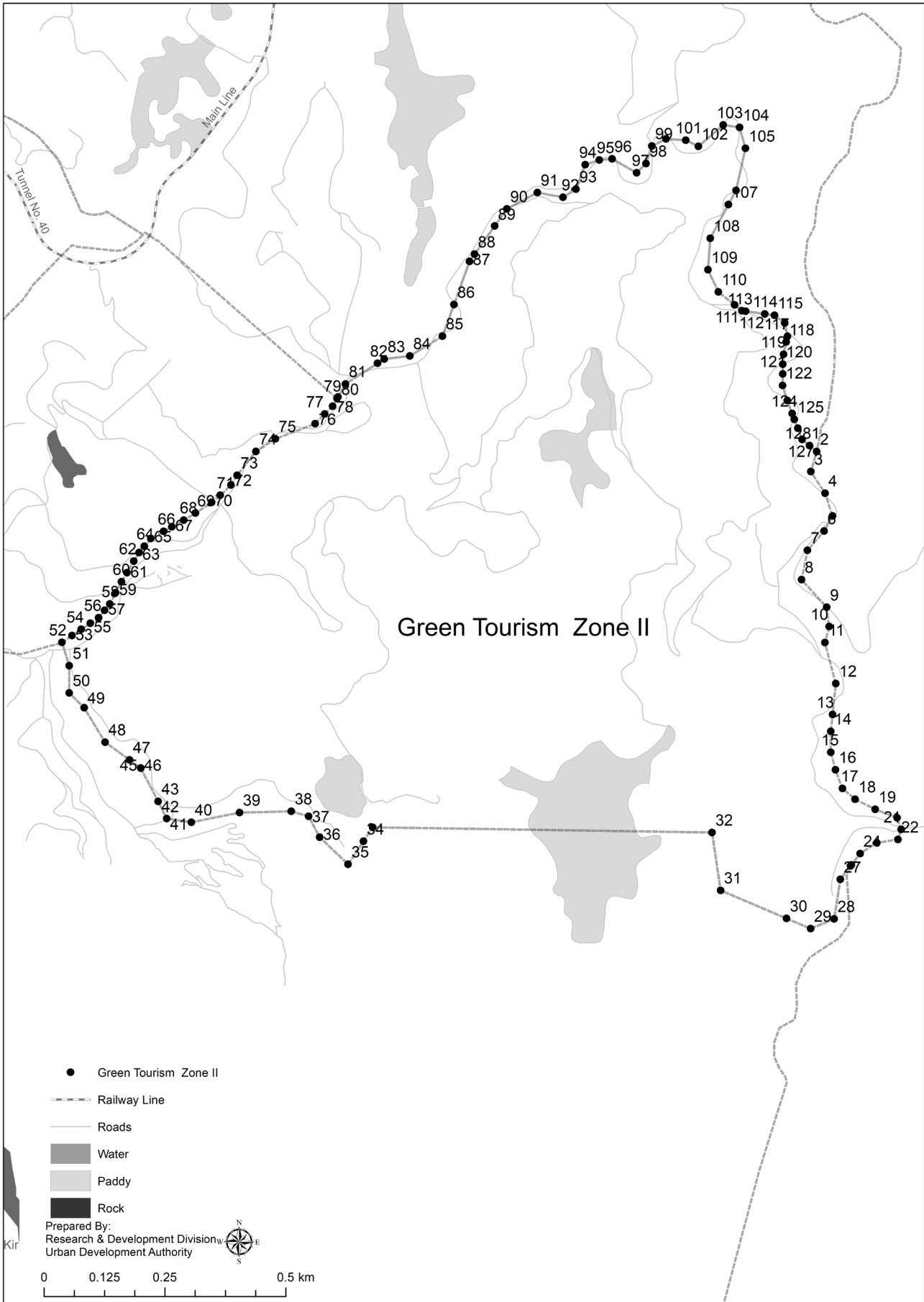
Zone 05 and 6 : Green Tourism Zone I & Green Tourism Zone II

Green Tourism Zone I

Map No 05: Green Tourism Zone I



Zoning boundaries of the Green Tourism Zone I



Number	Longitude (X)	e (X) Latitude (Y)
1	81.04778	6.869407
2	81.04755	6.869272
3	81.04701	6.869074
4	81.04655	6.868924
5	81.04621	6.868749
6	81.04611	6.868697
7	81.04605	6.868546
8	81.04606	6.868344
9	81.04607	6.868187
10	81.04605	6.868167
11	81.04602	6.868146
12	81.04601	6.868138
13	81.04594	6.868088
14	81.04572	6.867855
15	81.04571	6.867844
16	81.04484	6.867803
17	81.04426	6.867678
18	81.04409	6.866889
19	81.0438	6.867014
20	81.0438	6.867554
21	81.04355	6.867803
22	81.0431	6.867139
23	81.04264	6.867264
24	81.0421	6.867264
25	81.04185	6.867264
26	81.04143	6.866974
27	81.04124	6.866392
28	81.04118	6.866226
29	81.04093	6.86606
30	81.04035	6.866019
31	81.04035	6.864732
32	81.03944	6.8642
33	81.03895	6.863596
34	81.0389	6.863528
35	81.03885	6.862532
36	81.03937	6.862219
37	81.03981	6.86195
38	81.04055	6.861806
39	81.0411	6.8617
40	81.04143	6.861824

Number	Longitude (X)	e (X) Latitude (Y)
41	81.04172	6.862489
42	81.04211	6.862658
43	81.04239	6.862779
44	81.04268	6.862737
45	81.04309	6.862612
46	81.04343	6.862238
47	81.04347	6.861657
48	81.04326	6.861279
49	81.04318	6.861117
50	81.04284	6.860287
51	81.04284	6.859881
52	81.04284	6.859332
53	81.04317	6.858667
54	81.04384	6.858002
55	81.04388	6.857338
56	81.04346	6.857587
57	81.04313	6.857006
58	81.04309	6.857297
59	81.0429	6.857553
60	81.04242	6.857975
61	81.0421	6.858167
62	81.04189	6.858294
63	81.04172	6.858709
64	81.04143	6.858087
65	81.04159	6.85763
66	81.04205	6.857297
67	81.04139	6.85709
68	81.04089	6.857049
69	81.04056	6.856675
70	81.04059	6.855612
71	81.04064	6.854225
72	81.04014	6.854142
73	81.03935	6.854267
74	81.03864	6.854517
75	81.03815	6.854876
76	81.03785	6.855099
77	81.03781	6.855462
78	81.03777	6.855805
79	81.0376	6.856262
80	81.03725	6.856098

Number	Longitude (X)	e (X) Latitude (Y)
81	81.03714	6.856116
82	81.0371	6.856123
83	81.03597	6.854953
84	81.03538	6.854338
85	81.03465	6.853579
86	81.03428	6.854729
87	81.03386	6.856221
88	81.03399	6.857016
89	81.03437	6.857393
90	81.03512	6.858142
91	81.03532	6.859004
92	81.03485	6.86066
93	81.03413	6.861619
94	81.03333	6.862516
95	81.03307	6.863246
96	81.03247	6.863908
97	81.03214	6.864439
98	81.03212	6.864574
99	81.03231	6.864574
100	81.03434	6.865498
101	81.03458	6.865607
102	81.03478	6.866022
103	81.0347	6.866521
104	81.03445	6.866936
105	81.03487	6.867144
106	81.03499	6.867517
107	81.03462	6.867767
108	81.03441	6.86814
109	81.03491	6.868722
110	81.03491	6.868812
111	81.03491	6.869303
112	81.03441	6.869594
113	81.03416	6.869926
114	81.03429	6.870175
115	81.03524	6.87059
116	81.03524	6.870922
117	81.03487	6.871421
118	81.03479	6.872335
119	81.03458	6.873041
120	81.03574	6.874078

Number	Longitude (X)	e (X) Latitude (Y)
121	81.03584	6.874128
122	81.03646	6.874433
123	81.03691	6.874659
124	81.03684	6.875266
125	81.03689	6.875274
126	81.03709	6.87536
127	81.03725	6.875505
128	81.03738	6.875771
129	81.03738	6.876007
130	81.03729	6.876288
131	81.03719	6.876505
132	81.03745	6.876733
133	81.03763	6.876942
134	81.03771	6.877023
135	81.03784	6.877168
136	81.03787	6.877037
137	81.03784	6.876827
138	81.0378	6.876603
139	81.03786	6.876345
140	81.03797	6.876164
141	81.03809	6.876059
142	81.03821	6.875953
143	81.03841	6.875768
144	81.03865	6.875634
145	81.03885	6.875578
146	81.03903	6.875548
147	81.03919	6.87554
148	81.03944	6.875571
149	81.03966	6.87567
150	81.03986	6.875829
151	81.0399	6.875881
152	81.04007	6.875719
153	81.04021	6.875653
154	81.04039	6.87562
155	81.04047	6.875626
156	81.04062	6.875461
157	81.04081	6.87526
158	81.04102	6.875131
159	81.0412	6.875061
160	81.04137	6.874812

Number	Longitude (X)	e (X) Latitude (Y)
161	81.04153	6.874635
162	81.04172	6.874486
163	81.042	6.874274
164	81.04207	6.874168
165	81.04219	6.873971
166	81.04236	6.873821
167	81.0426	6.873727
168	81.0428	6.873715
169	81.04312	6.873843
170	81.04327	6.873942
171	81.04345	6.873912
172	81.04365	6.87389
173	81.04377	6.873904
174	81.04394	6.873961
175	81.04418	6.874124
176	81.04437	6.874207
177	81.04462	6.874177
178	81.04491	6.874099
179	81.04539	6.873856
180	81.04562	6.873727
181	81.0459	6.873531
182	81.0459	6.873531
183	81.04596	6.873495
184	81.04592	6.873326
185	81.04587	6.873156
186	81.04585	6.872824
187	81.0459	6.872591
188	81.04593	6.872485
189	81.04603	6.872128
190	81.04605	6.872055
191	81.04604	6.871861
192	81.04603	6.871677
193	81.04612	6.87161
194	81.04624	6.871509
195	81.04631	6.871455
196	81.04634	6.871418
197	81.04641	6.871387
198	81.0466	6.871307
199	81.04673	6.87125
200	81.04692	6.871155

Number	Longitude (X)	e (X) Latitude (Y)
201	81.04705	6.871092
202	81.04711	6.871038
203	81.04723	6.870945
204	81.04735	6.870847
205	81.0474	6.87083
206	81.04744	6.870819
207	81.04745	6.870817
208	81.04745	6.870817
209	81.04749	6.870749
210	81.0475	6.87067
211	81.04754	6.870477
212	81.0476	6.870184
213	81.04777	6.869764
214	81.04787	6.869507
215	81.04789	6.869468

Green Tourism Zone II

Number	Longitude (X)	e (X) Latitude (Y)
1	81.04778	6.869407
2	81.04755	6.869272
3	81.04701	6.869074
4	81.04655	6.868924
5	81.04621	6.868749
6	81.04611	6.868697
7	81.04605	6.868546
8	81.04606	6.868344
9	81.04607	6.868187
10	81.04605	6.868167
11	81.04602	6.868146
12	81.04601	6.868138
13	81.04594	6.868088
14	81.04572	6.867855
15	81.04571	6.867844
16	81.04484	6.867803
17	81.04426	6.867678
18	81.04409	6.866889
19	81.0438	6.867014
20	81.0438	6.867554
21	81.04355	6.867803
22	81.0431	6.867139
23	81.04264	6.867264
24	81.0421	6.867264
25	81.04185	6.867264
26	81.04143	6.866974
27	81.04124	6.866392
28	81.04118	6.866226
29	81.04093	6.86606
30	81.04035	6.866019
31	81.04035	6.864732
32	81.03944	6.8642
33	81.03895	6.863596
34	81.0389	6.863528
35	81.03885	6.862532
36	81.03937	6.862219
37	81.03981	6.86195
38	81.04055	6.861806

Number	Longitude (X)	e (X) Latitude (Y)
39	81.0411	6.8617
40	81.04143	6.861824
41	81.04172	6.862489
42	81.04211	6.862658
43	81.04239	6.862779
44	81.04268	6.862737
45	81.04309	6.862612
46	81.04343	6.862238
47	81.04347	6.861657
48	81.04326	6.861279
49	81.04318	6.861117
50	81.04284	6.860287
51	81.04284	6.859881
52	81.04284	6.859332
53	81.04317	6.858667
54	81.04384	6.858002
55	81.04388	6.857338
56	81.04346	6.857587
57	81.04313	6.857006
58	81.04309	6.857297
59	81.0429	6.857553
60	81.04242	6.857975
61	81.0421	6.858167
62	81.04189	6.858294
63	81.04172	6.858709
64	81.04143	6.858087
65	81.04159	6.85763
66	81.04205	6.857297
67	81.04139	6.85709
68	81.04089	6.857049
69	81.04056	6.856675
70	81.04059	6.855612
71	81.04064	6.854225
72	81.04014	6.854142
73	81.03935	6.854267
74	81.03864	6.854517
75	81.03815	6.854876
76	81.03785	6.855099

Number	Longitude (X)	e (X) Latitude (Y)
77	81.03781	6.855462
78	81.03777	6.855805
79	81.0376	6.856262
80	81.03725	6.856098
81	81.03714	6.856116
82	81.0371	6.856123
83	81.03597	6.854953
84	81.03538	6.854338
85	81.03465	6.853579
86	81.03428	6.854729
87	81.03386	6.856221
88	81.03399	6.857016
89	81.03437	6.857393
90	81.03512	6.858142
91	81.03532	6.859004
92	81.03485	6.86066
93	81.03413	6.861619
94	81.03333	6.862516
95	81.03307	6.863246
96	81.03247	6.863908
97	81.03214	6.864439
98	81.03212	6.864574
99	81.03231	6.864574
100	81.03434	6.865498
101	81.03458	6.865607
102	81.03478	6.866022
103	81.0347	6.866521
104	81.03445	6.866936
105	81.03487	6.867144
106	81.03499	6.867517
107	81.03462	6.867767
108	81.03441	6.86814
109	81.03491	6.868722
110	81.03491	6.868812
111	81.03491	6.869303
112	81.03441	6.869594
113	81.03416	6.869926
114	81.03429	6.870175
115	81.03524	6.87059
116	81.03524	6.870922

Number	Longitude (X)	e (X) Latitude (Y)
117	81.03487	6.871421
118	81.03479	6.872335
119	81.03458	6.873041
120	81.03574	6.874078
121	81.03584	6.874128
122	81.03646	6.874433
123	81.03691	6.874659
124	81.03684	6.875266
125	81.03689	6.875274
126	81.03709	6.87536
127	81.03725	6.875505
128	81.03738	6.875771
129	81.03738	6.876007
130	81.03729	6.876288
131	81.03719	6.876505
132	81.03745	6.876733
133	81.03763	6.876942
134	81.03771	6.877023
135	81.03784	6.877168
136	81.03787	6.877037
137	81.03784	6.876827
138	81.0378	6.876603
139	81.03786	6.876345
140	81.03797	6.876164
141	81.03809	6.876059
142	81.03821	6.875953
143	81.03841	6.875768
144	81.03865	6.875634
145	81.03885	6.875578
146	81.03903	6.875548
147	81.03919	6.87554
148	81.03944	6.875571
149	81.03966	6.87567
150	81.03986	6.875829
151	81.0399	6.875881
152	81.04007	6.875719
153	81.04021	6.875653
154	81.04039	6.87562
155	81.04047	6.875626
156	81.04062	6.875461

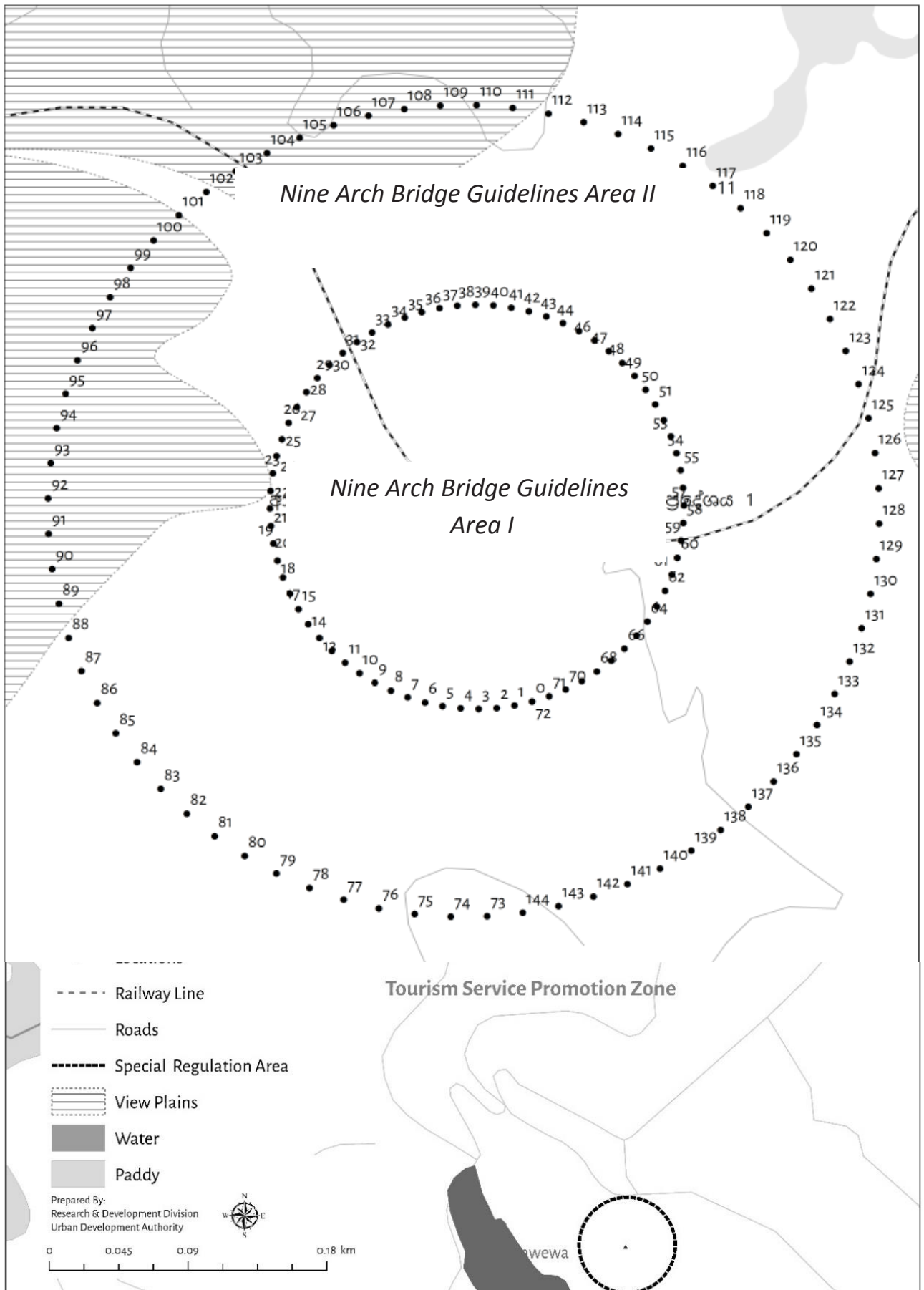
Number	Longitude (X)	e (X) Latitude (Y)
157	81.04081	6.87526
158	81.04102	6.875131
159	81.0412	6.875061
160	81.04137	6.874812
161	81.04153	6.874635
162	81.04172	6.874486
163	81.042	6.874274
164	81.04207	6.874168
165	81.04219	6.873971
166	81.04236	6.873821
167	81.0426	6.873727
168	81.0428	6.873715
169	81.04312	6.873843
170	81.04327	6.873942
171	81.04345	6.873912
172	81.04365	6.87389
173	81.04377	6.873904
174	81.04394	6.873961
175	81.04418	6.874124
176	81.04437	6.874207
177	81.04462	6.874177
178	81.04491	6.874099
179	81.04539	6.873856
180	81.04562	6.873727
181	81.0459	6.873531
182	81.0459	6.873531
183	81.04596	6.873495
184	81.04592	6.873326
185	81.04587	6.873156
186	81.04585	6.872824
187	81.0459	6.872591
188	81.04593	6.872485
189	81.04603	6.872128
190	81.04605	6.872055
191	81.04604	6.871861
192	81.04603	6.871677
193	81.04612	6.87161
194	81.04624	6.871509
195	81.04631	6.871455
196	81.04634	6.871418

Number	Longitude (X)	e (X) Latitude (Y)
197	81.04641	6.871387
198	81.0466	6.871307
199	81.04673	6.87125
200	81.04692	6.871155
201	81.04705	6.871092
202	81.04711	6.871038
203	81.04723	6.870945
204	81.04735	6.870847
205	81.0474	6.87083
206	81.04744	6.870819
207	81.04745	6.870817
208	81.04745	6.870817
209	81.04749	6.870749
210	81.0475	6.87067
211	81.04754	6.870477
212	81.0476	6.870184
213	81.04777	6.869764
214	81.04787	6.869507
215	81.04789	6.869468

Special Guidelines areas

Nine Arch Bridge Guidelines Area I and II

Map No 06: Nine Arch Bridge Guidelines Area I and II



Number	Longitude (X)	e (X) Latitude (Y)
0	81.061	6.875936
1	81.06092	6.875918
2	81.06084	6.875907
3	81.06076	6.875903
4	81.06068	6.875906
5	81.0606	6.875915
6	81.06053	6.875932
7	81.06045	6.875955
8	81.06038	6.875985
9	81.06031	6.87602
10	81.06024	6.876062
11	81.06018	6.87611
12	81.06012	6.876163
13	81.06006	6.87622
14	81.06001	6.876283
15	81.05997	6.876349
16	81.05993	6.876418
17	81.0599	6.876491
18	81.05988	6.876566
19	81.05986	6.876643
20	81.05985	6.876721
21	81.05984	6.8768
22	81.05985	6.876879
23	81.05986	6.876957
24	81.05987	6.877034
25	81.0599	6.877109
26	81.05993	6.877182
27	81.05996	6.877253
28	81.06	6.877319
29	81.06005	6.877382
30	81.06011	6.877441
31	81.06016	6.877495
32	81.06023	6.877543
33	81.06029	6.877586
34	81.06036	6.877623
35	81.06044	6.877654
36	81.06051	6.877678
37	81.06059	6.877696
38	81.06067	6.877707
39	81.06075	6.877711

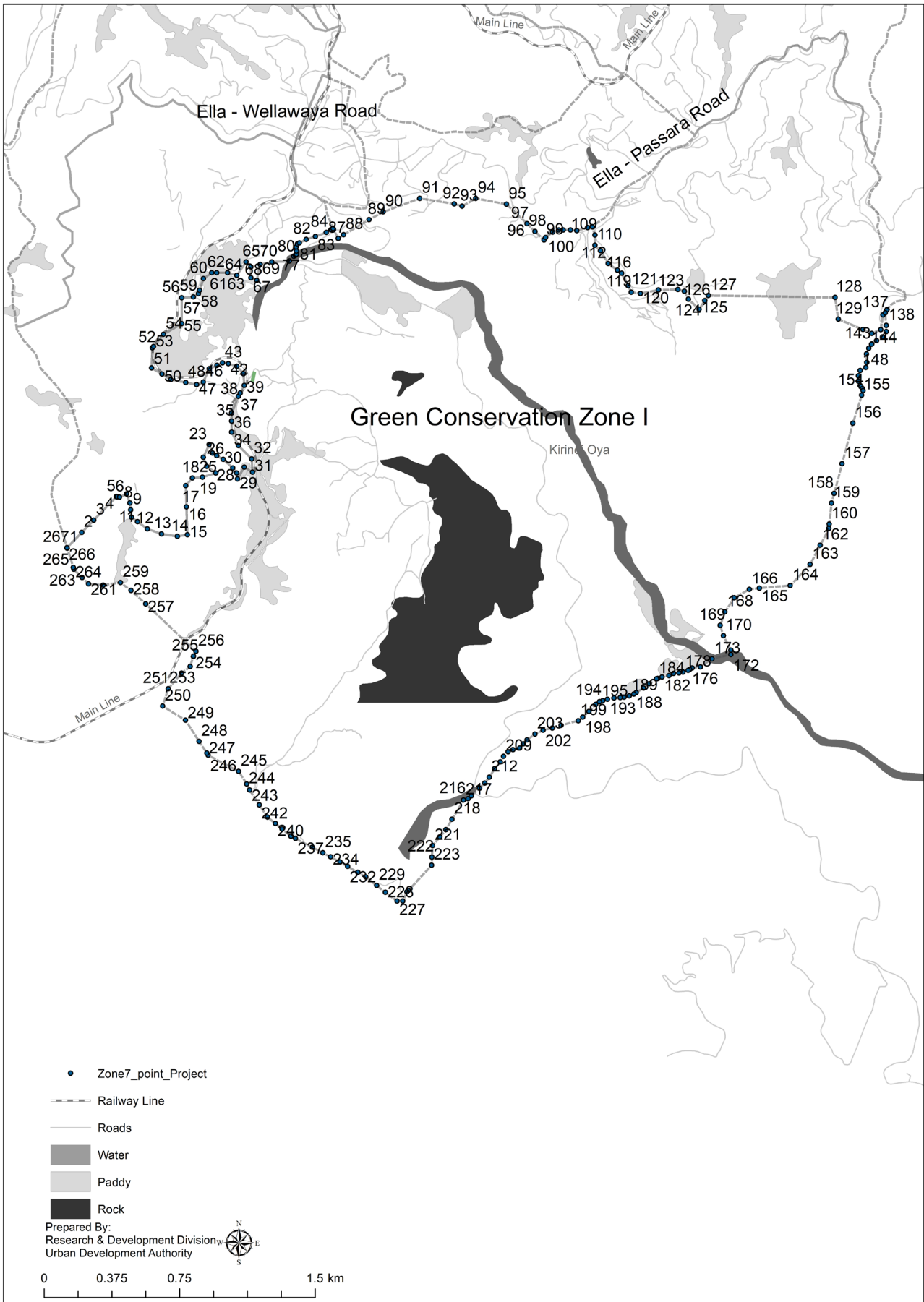
Number	Longitude (X)	e (X) Latitude (Y)
40	81.06083	6.877708
41	81.06091	6.877698
42	81.06098	6.877682
43	81.06106	6.877658
44	81.06113	6.877629
45	81.0612	6.877593
46	81.06127	6.877551
47	81.06133	6.877503
48	81.06139	6.877451
49	81.06145	6.877393
50	81.0615	6.877331
51	81.06154	6.877264
52	81.06158	6.877195
53	81.06161	6.877122
54	81.06163	6.877047
55	81.06165	6.87697
56	81.06166	6.876892
57	81.06167	6.876813
58	81.06166	6.876735
59	81.06165	6.876656
60	81.06164	6.876579
61	81.06161	6.876504
62	81.06158	6.876431
63	81.06155	6.876361
64	81.0615	6.876294
65	81.06146	6.876231
66	81.0614	6.876172
67	81.06134	6.876119
68	81.06128	6.87607
69	81.06122	6.876027
70	81.06115	6.87599
71	81.06107	6.87596
72	81.061	6.875936
73	81.0608	6.874976
74	81.06064	6.874974
75	81.06048	6.874986
76	81.06032	6.875011
77	81.06017	6.87505
78	81.06002	6.875102
79	81.05987	6.875167

Number	Longitude (X)	e (X) Latitude (Y)
80	81.05973	6.875245
81	81.0596	6.875334
82	81.05948	6.875434
83	81.05936	6.875545
84	81.05926	6.875665
85	81.05917	6.875794
86	81.05908	6.87593
87	81.05902	6.876072
88	81.05896	6.876221
89	81.05892	6.876373
90	81.05889	6.876529
91	81.05887	6.876686
92	81.05887	6.876845
93	81.05888	6.877003
94	81.05891	6.877159
95	81.05895	6.877313
96	81.059	6.877462
97	81.05906	6.877607
98	81.05914	6.877745
99	81.05923	6.877876
100	81.05933	6.877998
101	81.05944	6.878112
102	81.05956	6.878215
103	81.05969	6.878308
104	81.05983	6.878389
105	81.05998	6.878457
106	81.06012	6.878513
107	81.06028	6.878556
108	81.06043	6.878586
109	81.06059	6.878601
110	81.06075	6.878603
111	81.06091	6.878592
112	81.06107	6.878566
113	81.06122	6.878527
114	81.06137	6.878475
115	81.06152	6.878409
116	81.06166	6.878332
117	81.06179	6.878243
118	81.06191	6.878142
119	81.06203	6.878032

Number	Longitude (X)	e (X) Latitude (Y)
120	81.06213	6.877912
121	81.06223	6.877783
122	81.06231	6.877647
123	81.06238	6.877504
124	81.06243	6.877356
125	81.06248	6.877203
126	81.06251	6.877048
127	81.06252	6.87689
128	81.06252	6.876732
129	81.06251	6.876574
130	81.06249	6.876417
131	81.06245	6.876264
132	81.06239	6.876114
133	81.06233	6.87597
134	81.06225	6.875832
135	81.06216	6.875701
136	81.06206	6.875578
137	81.06195	6.875465
138	81.06183	6.875362
139	81.0617	6.875269
140	81.06156	6.875188
141	81.06142	6.87512
142	81.06127	6.875064
143	81.06111	6.875021
144	81.06096	6.874991

Zone No 07 and 08: Green Conservation Zone I and Green Conservation Zone II

Map No 7: Green Conservation Zone I



Zoning Boundaries of the Green Conservation Zone I

Number	Longitude (X)	e (X) Latitude (Y)
1	81.03538	6.854338
2	81.03597	6.854953
3	81.0371	6.856123
4	81.03714	6.856116
5	81.03725	6.856098
6	81.0376	6.856262
7	81.03777	6.855805
8	81.03781	6.855462
9	81.03785	6.855099
10	81.03815	6.854876
11	81.03864	6.854517
12	81.03935	6.854267
13	81.04014	6.854142
14	81.04064	6.854225
15	81.04059	6.855612
16	81.04056	6.856675
17	81.04089	6.857049
18	81.04139	6.85709
19	81.04205	6.857297
20	81.04159	6.85763
21	81.04143	6.858087
22	81.04172	6.858709
23	81.04189	6.858294
24	81.0421	6.858167
25	81.04242	6.857975
26	81.0429	6.857553
27	81.04309	6.857297
28	81.04313	6.857006
29	81.04346	6.857587
30	81.04388	6.857338
31	81.04384	6.858002
32	81.04317	6.858667
33	81.04284	6.859332
34	81.04284	6.859881
35	81.04284	6.860287
36	81.04318	6.861117
37	81.04326	6.861279
38	81.04347	6.861657

Number	Longitude (X)	e (X) Latitude (Y)
39	81.04343	6.862238
40	81.04309	6.862612
41	81.04268	6.862737
42	81.04239	6.862779
43	81.04211	6.862658
44	81.04172	6.862489
45	81.04143	6.861824
46	81.0411	6.8617
47	81.04055	6.861806
48	81.03981	6.86195
49	81.03937	6.862219
50	81.03885	6.862532
51	81.0389	6.863528
52	81.03895	6.863596
53	81.03944	6.8642
54	81.04035	6.864732
55	81.04035	6.866019
56	81.04093	6.86606
57	81.04118	6.866226
58	81.04124	6.866392
59	81.04143	6.866974
60	81.04185	6.867264
61	81.0421	6.867264
62	81.04264	6.867264
63	81.0431	6.867139
64	81.04355	6.867803
65	81.0438	6.867554
66	81.0438	6.867014
67	81.04409	6.866889
68	81.04426	6.867678
69	81.04484	6.867803
70	81.04571	6.867844
71	81.04572	6.867855
72	81.04594	6.868088
73	81.04601	6.868138
74	81.04602	6.868146
75	81.04605	6.868167
76	81.04607	6.868187

Number	Longitude (X)	e (X) Latitude (Y)
77	81.04606	6.868344
78	81.04605	6.868546
79	81.04611	6.868697
80	81.04621	6.868749
81	81.04655	6.868924
82	81.04701	6.869074
83	81.04755	6.869272
84	81.04778	6.869407
85	81.04789	6.869468
86	81.04815	6.868977
87	81.04841	6.869158
88	81.04968	6.86991
89	81.05038	6.870299
90	81.0522	6.870969
91	81.05393	6.87069
92	81.05431	6.870584
93	81.05499	6.870967
94	81.05652	6.870679
95	81.05754	6.86971
96	81.05754	6.86971
97	81.05795	6.869323
98	81.05839	6.868892
99	81.05847	6.869026
100	81.05882	6.869286
101	81.05912	6.869395
102	81.05934	6.869395
103	81.05971	6.869394
104	81.06002	6.86936
105	81.06056	6.869515
106	81.06079	6.869564
107	81.06079	6.869563
108	81.06093	6.869143
109	81.06093	6.868639
110	81.0612	6.868363
111	81.06159	6.867721
112	81.06205	6.86739
113	81.06226	6.867239
114	81.06226	6.867238
115	81.06226	6.867238
116	81.06258	6.866619

Number	Longitude (X)	e (X) Latitude (Y)
117	81.06258	6.866619
118	81.06274	6.866298
119	81.0632	6.866228
120	81.06409	6.866411
121	81.06506	6.866434
122	81.06538	6.866342
123	81.06558	6.865952
124	81.06611	6.865447
125	81.0664	6.865875
126	81.06657	6.866135
127	81.07288	6.866039
128	81.07304	6.864961
129	81.07427	6.864439
130	81.07472	6.864248
131	81.07516	6.864432
132	81.07527	6.865166
133	81.07546	6.865417
134	81.07548	6.865437
135	81.07546	6.865406
136	81.07539	6.865269
137	81.07544	6.864645
138	81.07544	6.864333
139	81.07525	6.864068
140	81.07495	6.86388
141	81.07472	6.863721
142	81.0747	6.863709
143	81.07456	6.863506
144	81.07445	6.863225
145	81.07447	6.862804
146	81.07442	6.862554
147	81.07414	6.862398
148	81.07404	6.862133
149	81.07404	6.861868
150	81.07414	6.861649
151	81.07418	6.861592
152	81.07425	6.861493
153	81.07428	6.8614
154	81.07421	6.861176
155	81.07377	6.859776
156	81.07323	6.857759

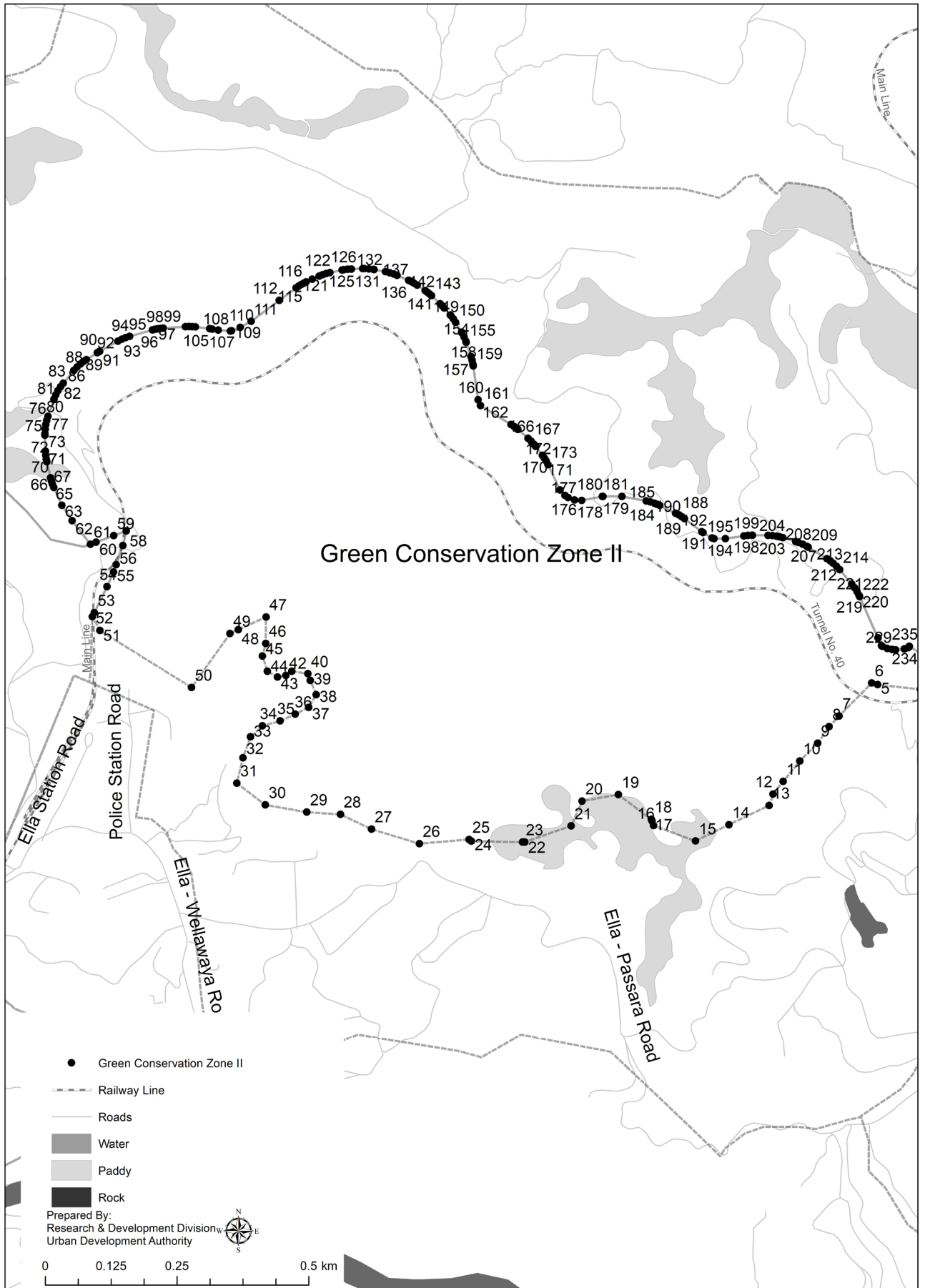
Number	Longitude (X)	e (X) Latitude (Y)
157	81.07284	6.856287
158	81.07271	6.855801
159	81.0726	6.854757
160	81.07257	6.854542
161	81.07214	6.853705
162	81.07165	6.852754
163	81.07065	6.851694
164	81.06911	6.851566
165	81.06862	6.851508
166	81.06787	6.851087
167	81.0674	6.850385
168	81.06717	6.849714
169	81.06732	6.849199
170	81.0677	6.848481
171	81.0677	6.848262
172	81.06676	6.848048
173	81.06618	6.84764
174	81.06577	6.847595
175	81.06565	6.847522
176	81.06557	6.847474
177	81.06531	6.847388
178	81.06511	6.847346
179	81.06484	6.847323
180	81.06462	6.847218
181	81.06427	6.847142
182	81.06406	6.847072
183	81.064	6.847051
184	81.06363	6.846813
185	81.06334	6.846598
186	81.06298	6.84637
187	81.06287	6.846296
188	81.06264	6.846208
189	81.06238	6.84614
190	81.06219	6.846115
191	81.06188	6.8461
192	81.06155	6.846039
193	81.06131	6.845967
194	81.06116	6.845918
195	81.06097	6.845779
196	81.06063	6.845435

Number	Longitude (X)	e (X) Latitude (Y)
197	81.06032	6.845147
198	81.0601	6.844966
199	81.05924	6.844739
200	81.0588	6.844604
201	81.05835	6.844498
202	81.05794	6.844301
203	81.05754	6.844014
204	81.05736	6.843818
205	81.05718	6.843606
206	81.05685	6.84353
207	81.05661	6.843425
208	81.05638	6.843198
209	81.05621	6.842926
210	81.05592	6.842578
211	81.05567	6.842154
212	81.05544	6.841867
213	81.05518	6.84161
214	81.05477	6.841232
215	81.05461	6.841081
216	81.05438	6.841021
217	81.05381	6.840067
218	81.05351	6.839546
219	81.05321	6.839191
220	81.05284	6.838751
221	81.05281	6.83818
222	81.05279	6.837779
223	81.05163	6.836516
224	81.05157	6.83645
225	81.05136	6.835989
226	81.05108	6.83599
227	81.0505	6.836426
228	81.05006	6.836771
229	81.04952	6.837196
230	81.04913	6.837422
231	81.04861	6.83772
232	81.04823	6.837941
233	81.04777	6.838199
234	81.04738	6.838396
235	81.04685	6.838671
236	81.04601	6.839104

Number	Longitude (X)	e (X) Latitude (Y)
237	81.04579	6.839219
238	81.04535	6.839582
239	81.04501	6.839855
240	81.04462	6.840176
241	81.04422	6.840778
242	81.04374	6.841522
243	81.04359	6.841819
244	81.04318	6.842449
245	81.04167	6.843256
246	81.0416	6.843357
247	81.04122	6.843936
248	81.04054	6.844995
249	81.0394	6.845702
250	81.03968	6.846566
251	81.04035	6.847339
252	81.04077	6.84767
253	81.04093	6.848162
254	81.04094	6.848184
255	81.04106	6.848426
256	81.03856	6.850785
257	81.03783	6.851448
258	81.0373	6.851846
259	81.03644	6.851714
260	81.03571	6.851781
261	81.03539	6.8521
262	81.03498	6.85251
263	81.03495	6.8526
264	81.03465	6.853557
265	81.03464	6.853569
266	81.03465	6.853579

Zoning Boundaries Of the Green Conservation Zone II

Map No o8: Green Conservation Zone II



Zoning Boundaries of the Green Conservation Zone II

Number	Longitude (X)	e (X) Latitude (Y)
1	81.06218	6.877055
2	81.06192	6.876881
3	81.0618	6.876869
4	81.06107	6.876947
5	81.06097	6.876976
6	81.06042	6.876411
7	81.06025	6.87623
8	81.06005	6.875948
9	81.05975	6.875643
10	81.05946	6.875296
11	81.05929	6.875079
12	81.05922	6.874883
13	81.05854	6.874554
14	81.05797	6.874276
15	81.05725	6.87454
16	81.05722	6.87462
17	81.05721	6.874647
18	81.05665	6.875069
19	81.05603	6.874957
20	81.05585	6.874534
21	81.05506	6.874259
22	81.05502	6.874259
23	81.05414	6.874275
24	81.05411	6.874302
25	81.05326	6.874231
26	81.05244	6.874481
27	81.05191	6.874733
28	81.05134	6.874771
29	81.05063	6.874894
30	81.05014	6.875264
31	81.05025	6.875697
32	81.05038	6.876056
33	81.05058	6.876243
34	81.05088	6.876329
35	81.05114	6.876444
36	81.05137	6.876559
37	81.0515	6.876774
38	81.0514	6.877018

Number	Longitude (X)	e (X) Latitude (Y)
39	81.05135	6.877133
40	81.05108	6.877176
41	81.05098	6.877105
42	81.05084	6.877076
43	81.05066	6.877177
44	81.05058	6.877435
45	81.05064	6.87765
46	81.05064	6.878102
47	81.05017	6.877886
48	81.05002	6.87782
49	81.04937	6.876898
50	81.04781	6.877871
51	81.04768	6.878107
52	81.04771	6.878176
53	81.04793	6.878621
54	81.04804	6.87887
55	81.04808	6.878997
56	81.0482	6.879324
57	81.04826	6.879572
58	81.04804	6.879491
59	81.04774	6.879381
60	81.04765	6.879346
61	81.04733	6.879747
62	81.04716	6.880012
63	81.04702	6.880314
64	81.047	6.880374
65	81.04698	6.880426
66	81.04697	6.880479
67	81.0469	6.880753
68	81.04689	6.880801
69	81.04688	6.880867
70	81.04688	6.880934
71	81.04687	6.881206
72	81.04687	6.88123
73	81.04687	6.881309
74	81.04688	6.881387
75	81.0469	6.881459
76	81.04692	6.881529

Number	Longitude (X)	e (X) Latitude (Y)
77	81.04702	6.881815
78	81.04703	6.881825
79	81.04706	6.881897
80	81.04709	6.881967
81	81.04713	6.882034
82	81.04718	6.882096
83	81.04736	6.882313
84	81.04742	6.882372
85	81.04748	6.882425
86	81.04752	6.882463
87	81.04758	6.882498
88	81.04776	6.882615
89	81.04779	6.882632
90	81.0478	6.882638
91	81.04811	6.882813
92	81.04818	6.882846
93	81.04825	6.882874
94	81.04831	6.882895
95	81.0487	6.883004
96	81.04875	6.883015
97	81.04879	6.883024
98	81.04884	6.883031
99	81.04889	6.883035
100	81.04927	6.883061
101	81.04933	6.883063
102	81.04938	6.883061
103	81.04944	6.883056
104	81.04968	6.883026
105	81.04972	6.88302
106	81.04983	6.883002
107	81.05003	6.882987
108	81.05005	6.882991
109	81.0502	6.883049
110	81.05039	6.883152
111	81.05087	6.883509
112	81.05115	6.883724
113	81.0512	6.883754
114	81.05124	6.883782
115	81.05128	6.883804
116	81.05132	6.883824

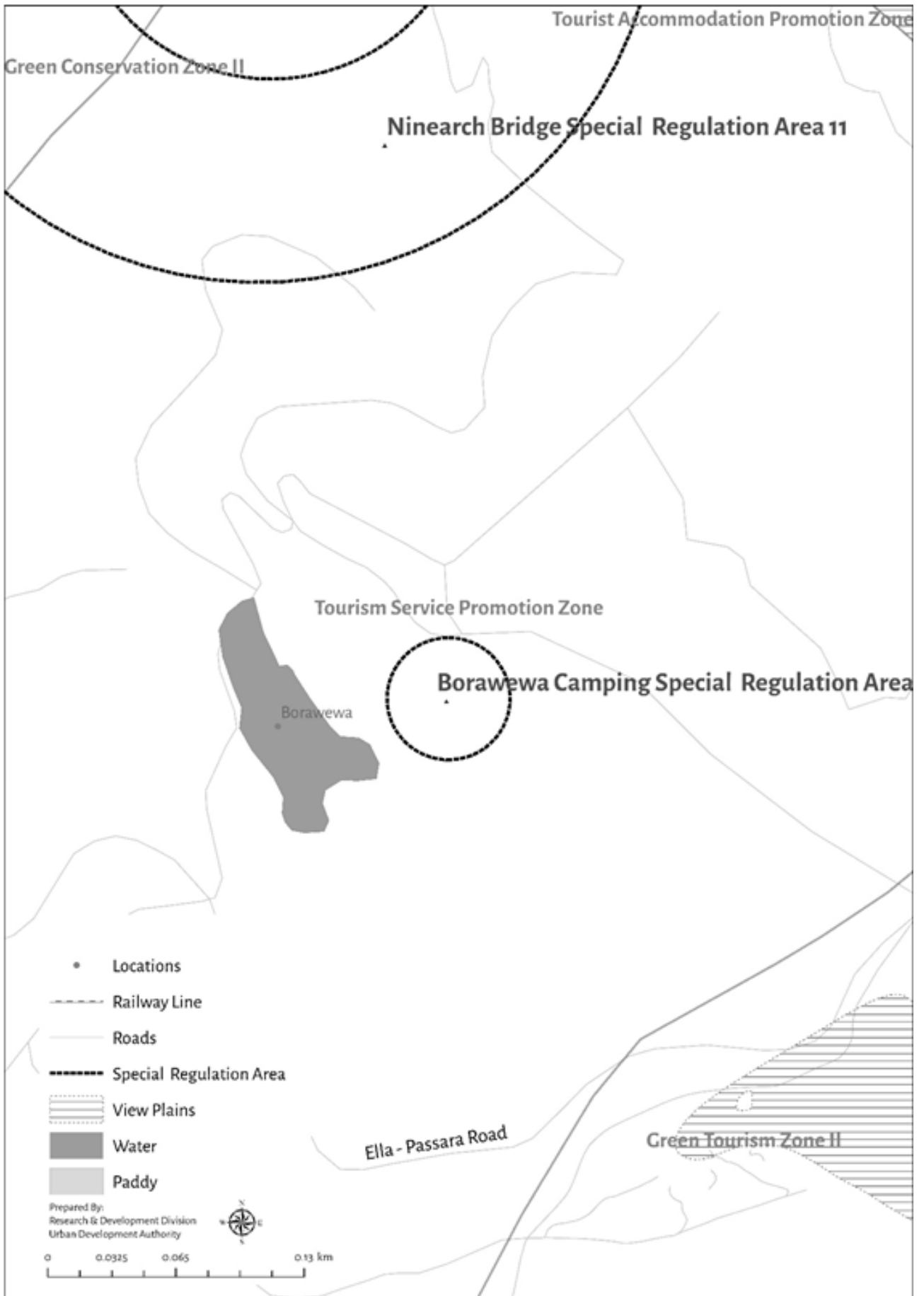
Number	Longitude (X)	e (X) Latitude (Y)
117	81.05143	6.88387
118	81.05155	6.883923
119	81.05161	6.883948
120	81.05167	6.883968
121	81.05173	6.883983
122	81.05194	6.884027
123	81.05197	6.884032
124	81.05203	6.884041
125	81.0521	6.884045
126	81.05229	6.884051
127	81.05232	6.884052
128	81.05239	6.884048
129	81.05247	6.884038
130	81.05248	6.884036
131	81.05268	6.883999
132	81.05275	6.883982
133	81.05282	6.88396
134	81.05288	6.883938
135	81.05307	6.883851
136	81.05312	6.88383
137	81.05316	6.883807
138	81.05322	6.88377
139	81.05336	6.883676
140	81.05339	6.88365
141	81.05343	6.883622
142	81.05346	6.883591
143	81.05361	6.883452
144	81.05365	6.883417
145	81.05368	6.883381
146	81.05379	6.88326
147	81.05379	6.883252
148	81.05384	6.883195
149	81.05388	6.883135
150	81.05398	6.882968
151	81.05398	6.882955
152	81.05402	6.882885
153	81.05405	6.882812
154	81.05406	6.882791
155	81.05414	6.882549

Number	Longitude (X)	e (X) Latitude (Y)
156	81.05416	6.882484
157	81.05417	6.882418
158	81.05418	6.882391
159	81.05426	6.881811
160	81.0543	6.881714
161	81.05482	6.881391
162	81.05487	6.881355
163	81.05493	6.881315
164	81.05494	6.881305
165	81.05511	6.881153
166	81.05516	6.881104
167	81.05521	6.881052
168	81.05524	6.881017
169	81.05536	6.880863
170	81.05539	6.880817
171	81.05542	6.880769
172	81.05545	6.880705
173	81.05566	6.880271
174	81.05574	6.880177
175	81.05579	6.880141
176	81.0559	6.880102
177	81.05603	6.880094
178	81.05638	6.880161
179	81.05639	6.880163
180	81.05671	6.880161
181	81.05713	6.880084
182	81.0572	6.880068
183	81.05727	6.880045
184	81.05731	6.880028
185	81.05736	6.880008
186	81.05763	6.879875
187	81.05769	6.879845
188	81.05773	6.879816
189	81.05778	6.879783
190	81.05808	6.879559
191	81.0581	6.879544
192	81.05825	6.879451
193	81.05828	6.87944
194	81.05848	6.87944
195	81.05879	6.879488

Number	Longitude (X)	e (X) Latitude (Y)
196	81.05886	6.879496
197	81.05893	6.879498
198	81.05894	6.879498
199	81.05921	6.879496
200	81.05928	6.879492
201	81.05935	6.879482
202	81.05941	6.879471
203	81.05946	6.879457
204	81.05968	6.879392
205	81.05972	6.879376
206	81.0598	6.879345
207	81.05987	6.879309
208	81.05989	6.879295
209	81.06021	6.879098
210	81.06027	6.879061
211	81.06032	6.879021
212	81.06037	6.878968
213	81.06043	6.878911
214	81.06063	6.878665
215	81.06063	6.878665
216	81.06068	6.878602
217	81.06073	6.878536
218	81.06076	6.878473
219	81.06076	6.878466
220	81.06076	6.87846
221	81.06077	6.87845
222	81.06108	6.877747
223	81.06108	6.877745
224	81.06108	6.877742
225	81.06114	6.877612
226	81.06116	6.877601
227	81.06124	6.877564
228	81.06132	6.877547
229	81.06138	6.877541
230	81.06153	6.877557
231	81.06159	6.877576
232	81.0616	6.877583
233	81.06161	6.877592
234	81.06161	6.877602
235	81.0623	6.877168

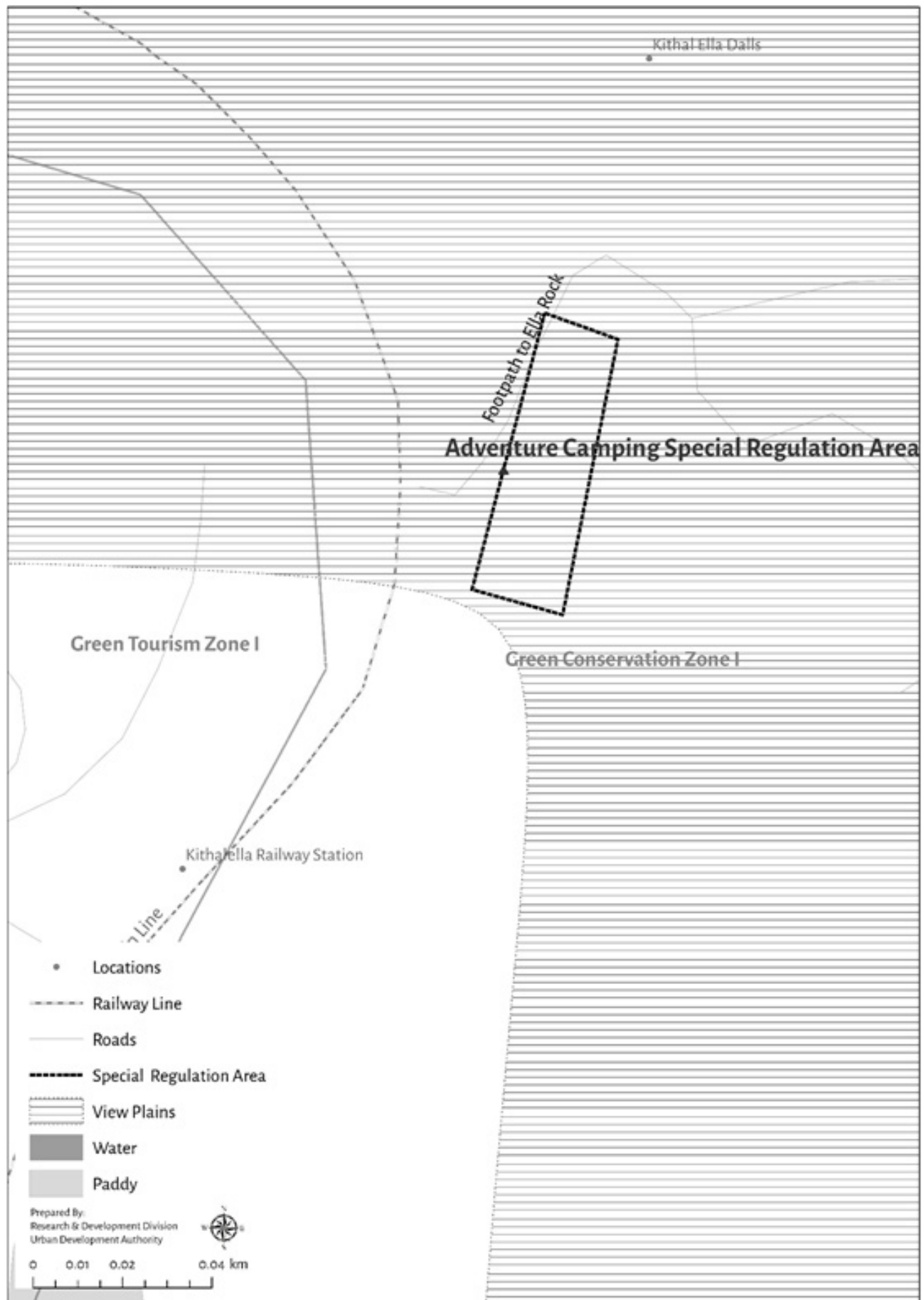
Borawewa Camping site area

Map No 09: Borawewa Camping site area



Adventure camping site area

Map No 09: Adventure camping site area



Annex V – Methodology of Zone Factor Determination for Each Zone

Zone Name	Residential Population	residential floor space sqm	Tourist population accomodation	floor space for tourist accomodation	sqm	floor space for commercial	common facility floor space	Total Land area	percentage of total land	Developable Land Area	Percentage of Developable land area(from zone extend)	total floor area	zone factor	rounded
Tourism Service Zone	145	14500	400	20000		9450		20	0.8	8	40	4.395	0.549375	0.5
Green Conservation Zone	2714	271400	0	0				1535	61.4	0	0	27.14	0	0
Tourism Service Promotion Zone	798	79800	550	27500	800	128000		106	4.24	25	23.5849057	23.61	0.9444	0.9
Tourist Accommodation Zone	1716	171600	50	2500				207	8.28	48.65	23.5024155	17.41	0.357862282	0.4
Tourist Accommodation Promtion Zone	2653	265300	500	25000		58060		266	10.64	116.98	43.9774436	34.836	0.297794495	0.3
Green Tourism Zone	1860	186000	100	5000				366	14.64	42.3	11.557377	19.1	0.451536643	0.5

Methodology of Zone Factor Determination for Each Zone

1. Tourism Service Promotion Zone
2. Tourism Service Zone
3. Tourist Accomodation Promoson Zone
4. Tourist Accomodation Zone
5. Green Tourism Zone I and II
6. Nature Conservation Zone

Tourism Service Promotion Zone (o1)

Zone Factor	Prevailing Development Site (Sq. M)	Expected Floor Area (Sq. M)
1.25	310983 <u>Assumptions</u> <ul style="list-style-type: none"> • Residencial population within the zone was assumed to be 798 • Tourist population within the zone was assumed to be 550 	177197 <u>Assumptions</u> <ul style="list-style-type: none"> • Existing developed lands can be made use of for proposed developments • Making use of 10% of the tea plantation lands for the proposed developments • Use of 10% of the existing pasture lands for the proposed developments • Use of 10% of the current shrub jungles for the proposed developments • Land area required for infrastructure developments assumed to be 1907 square Meters

Tourism Service Zone

Zone Factor	Prevailing Development Site (Sq. M)	Prevailing Development Site (Sq. M)
1	310983 <u>Assumptions</u> <ul style="list-style-type: none"> • Residencial population within the zone was assumed to be 145 • Tourist population within the zone was assumed to be 400 	177197 <u>Assumptions</u> <ul style="list-style-type: none"> • Existing developed lands can be made use of for proposed developments • Making use of 10% of the tea plantation lands for the proposed developments • Use of 10% of the existing pasture lands for the proposed developments • Use of 10% of the current shrub jungles for the proposed developments • Land area required for infrastructure developments assumed to be 1907 square Meters

Tourist Accomodation Zone

Zone Factor	Land Area Within the Zone (Squire Meters)	Floor area Required (Square Meters)
0.75	437218 <u>Assumptions</u> <ul style="list-style-type: none"> Population within the zone assumed to be 1716 COmmercial population within the zone assumed to be 175 Tourists within the zone daily assumed to be 500. Migratory population within the zone assumed to be 1400.	92290 <u>Assumptions</u> <ul style="list-style-type: none"> Existing developed lands can be made use for proposed developments

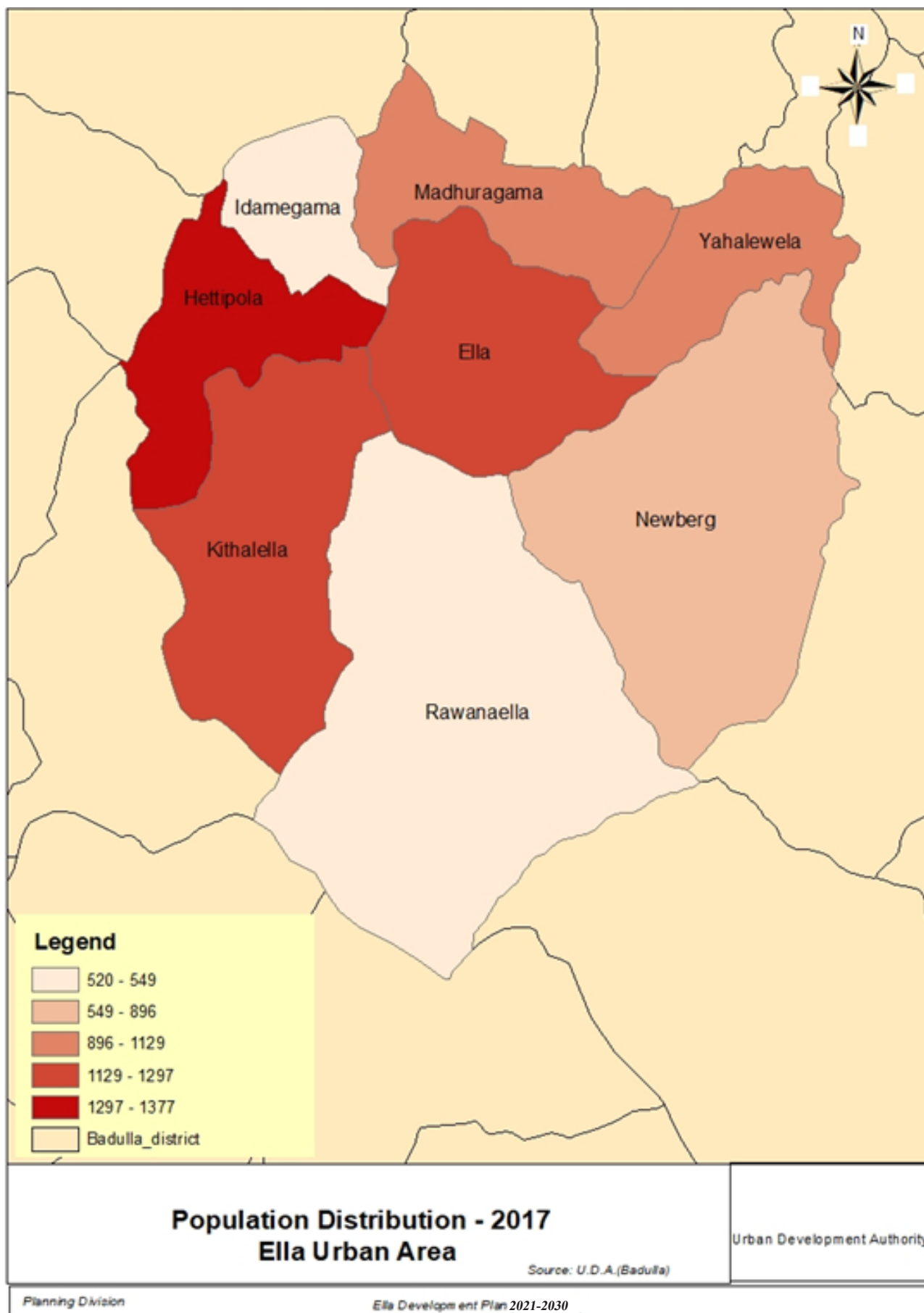
Tourist Accomodation Promoson Zone

Zone Factor	Land Area Within the Zone (Squire Meters)	Floor area Required (Square Meters)
1	437218 <u>Assumptions</u> <ul style="list-style-type: none"> Population within the zone assumed to be 2653 Commercial population within the zone assumed to be 175 Tourists within the zone daily assumed to be 500. Migratory population within the zone assumed to be 1400.	92290 <u>Assumptions</u> <ul style="list-style-type: none"> Existing developed lands can be made use for proposed developments

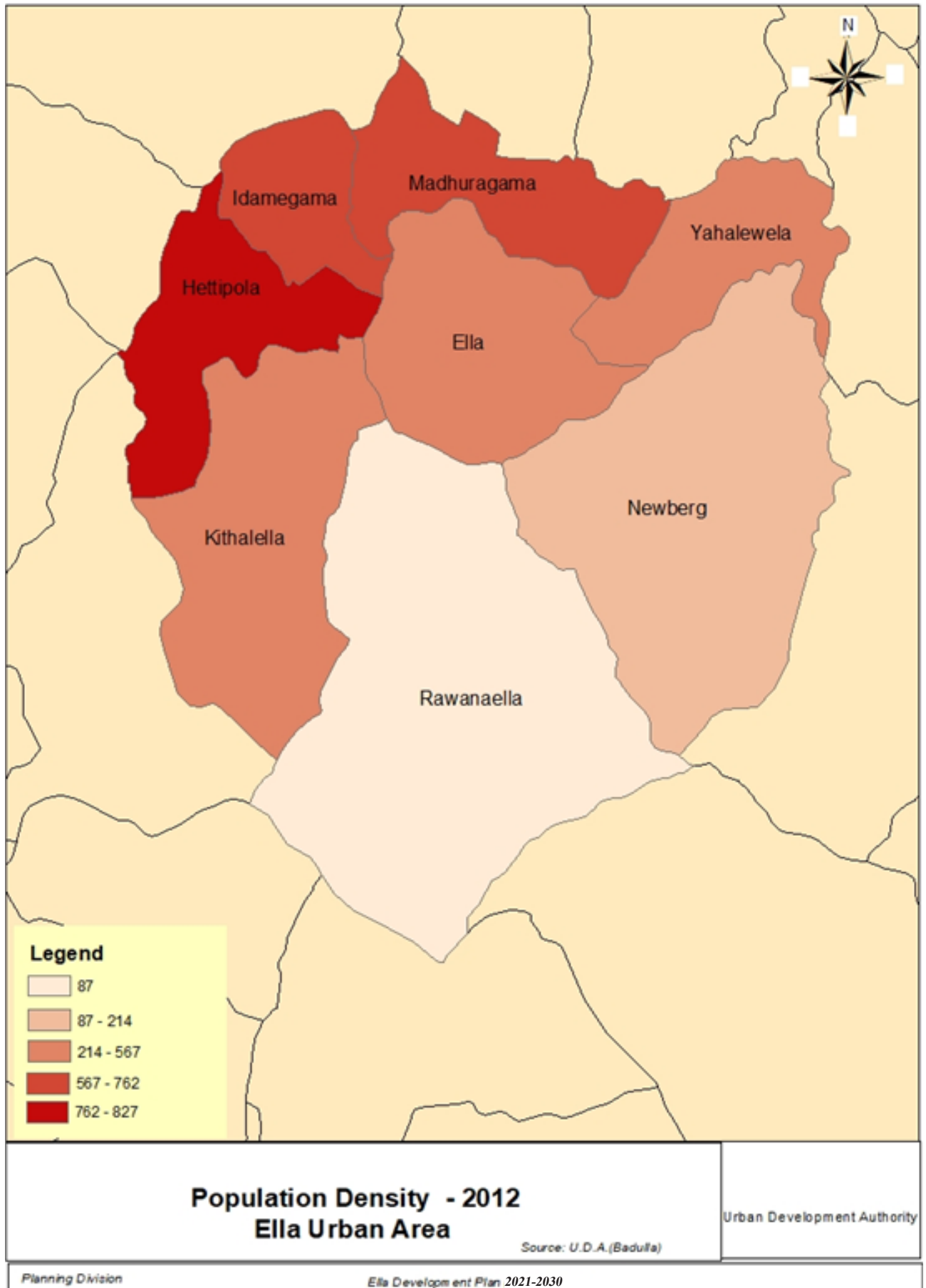
Green Tourism Zone I and II

Zone Factor	Existing Developable land area (square Meters)	Required FLOOR Area (Squire Meters)
1	516006 <u>Assumptions</u> <ul style="list-style-type: none"> Residence population within the zone assumed to be 1880 Commercial population within the zone assumed to be 175 people No one depends on institutes within the zone Tourists within the zone assumed to be 1016 tourists Migratory Population within the zone assumed to be 350. 	177197 <u>Assumptions</u> <ul style="list-style-type: none"> Currently developed lands are availablr for thr ptoposed developments 10% Of the current pasture lands are available for the proposed developments 10% of the current shrub jungles are available for the proposed developments 25% of the land areas prevailing under the mixed crop cultitvations are avaiailable for the proposed developments

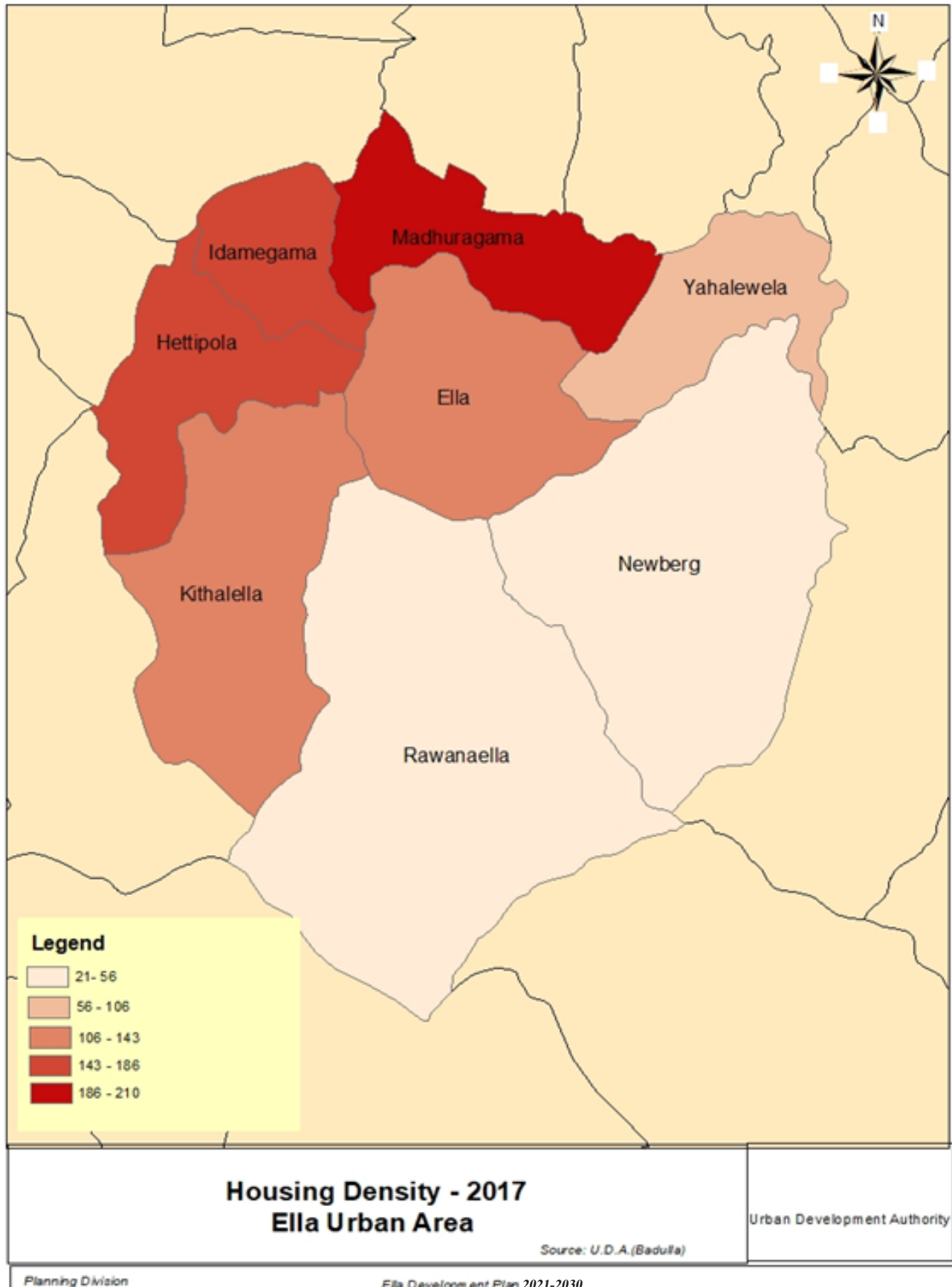
Annexure VI : Map No 1 - Population Distribution



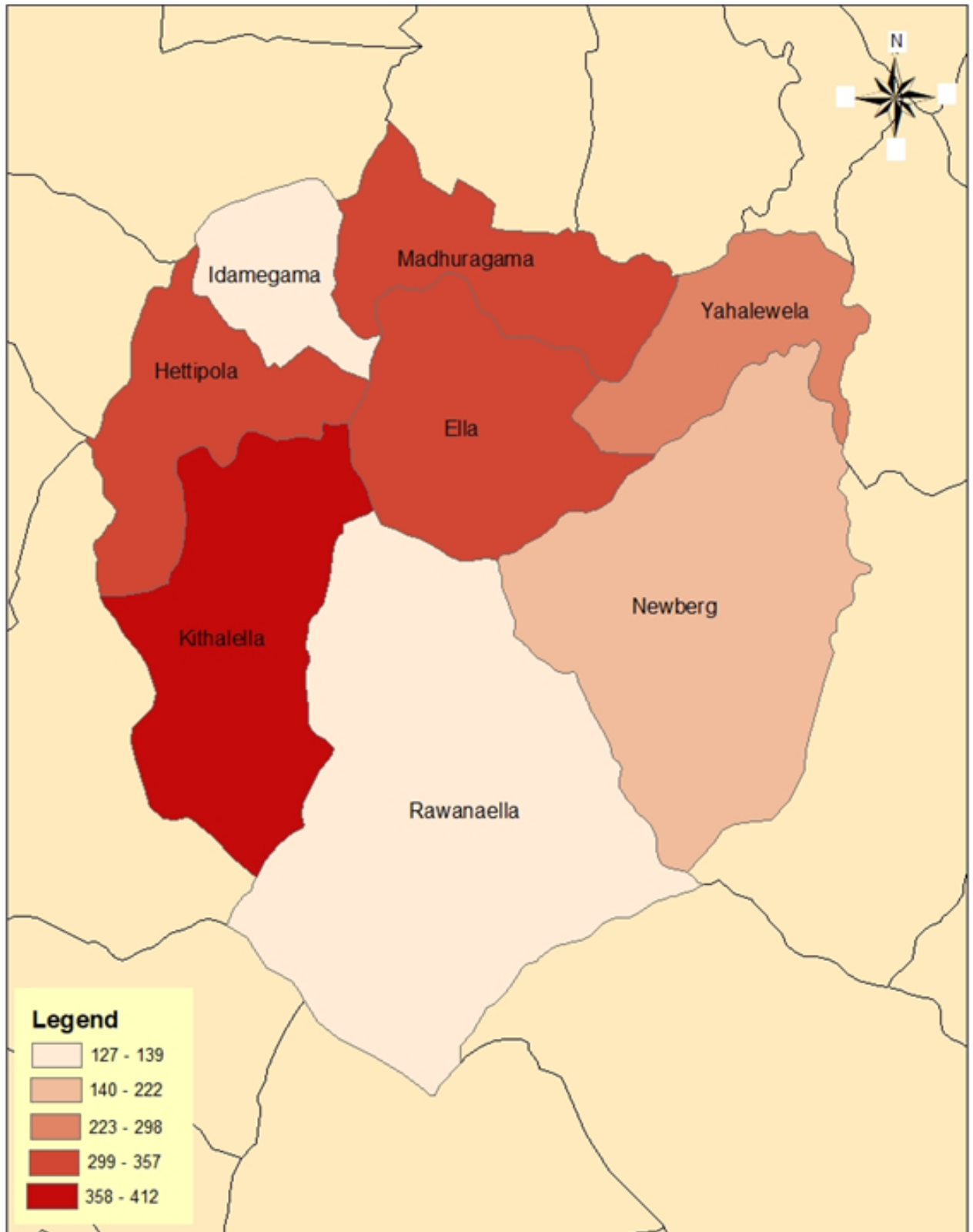
Annexure VI : Map No 2 - Population Density



Annexure VI : Map No 3 - Housing Density



Annexure VI :Map 4 : Housing Distribution

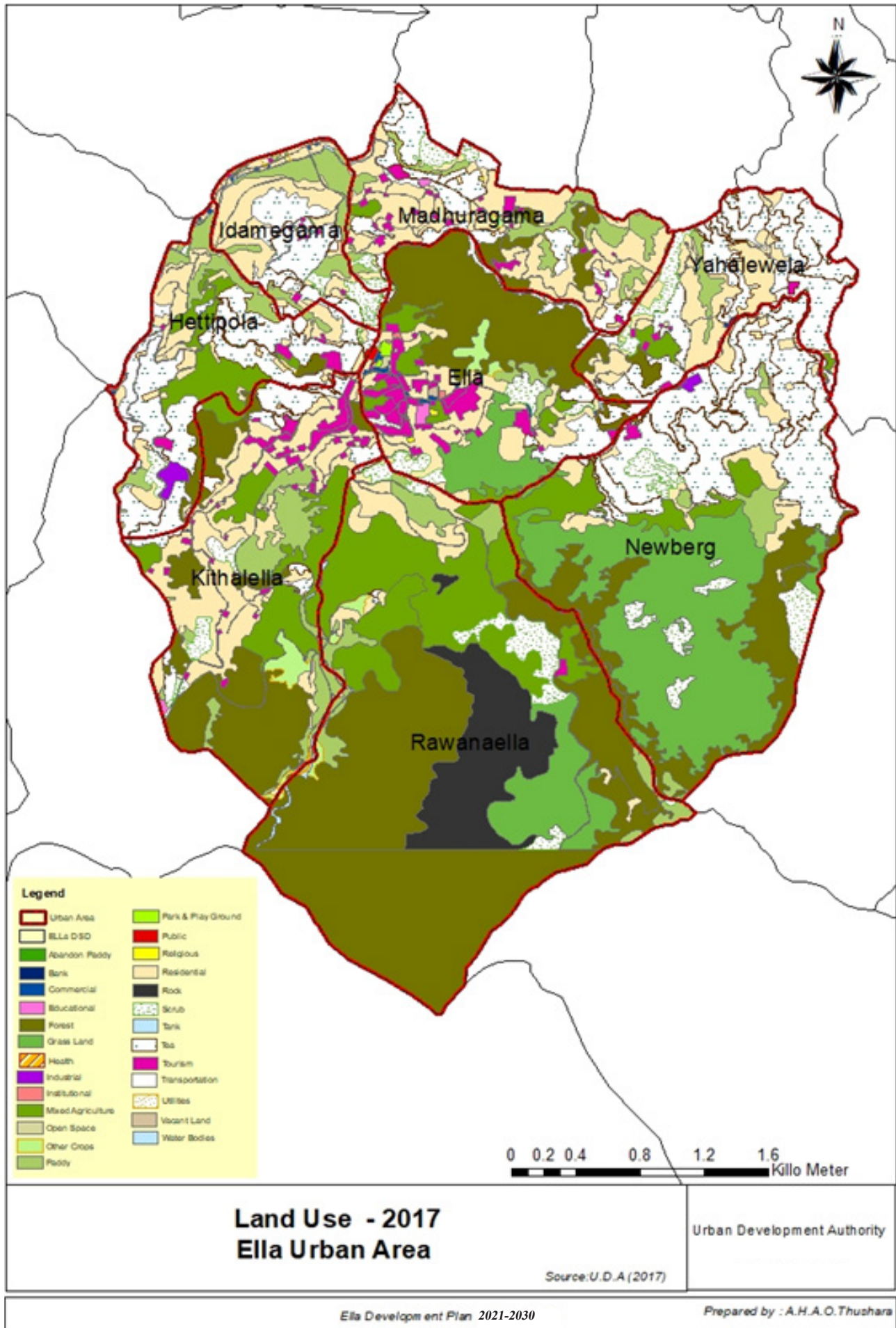


Housing Distribution - 2017
Ella Urban Area

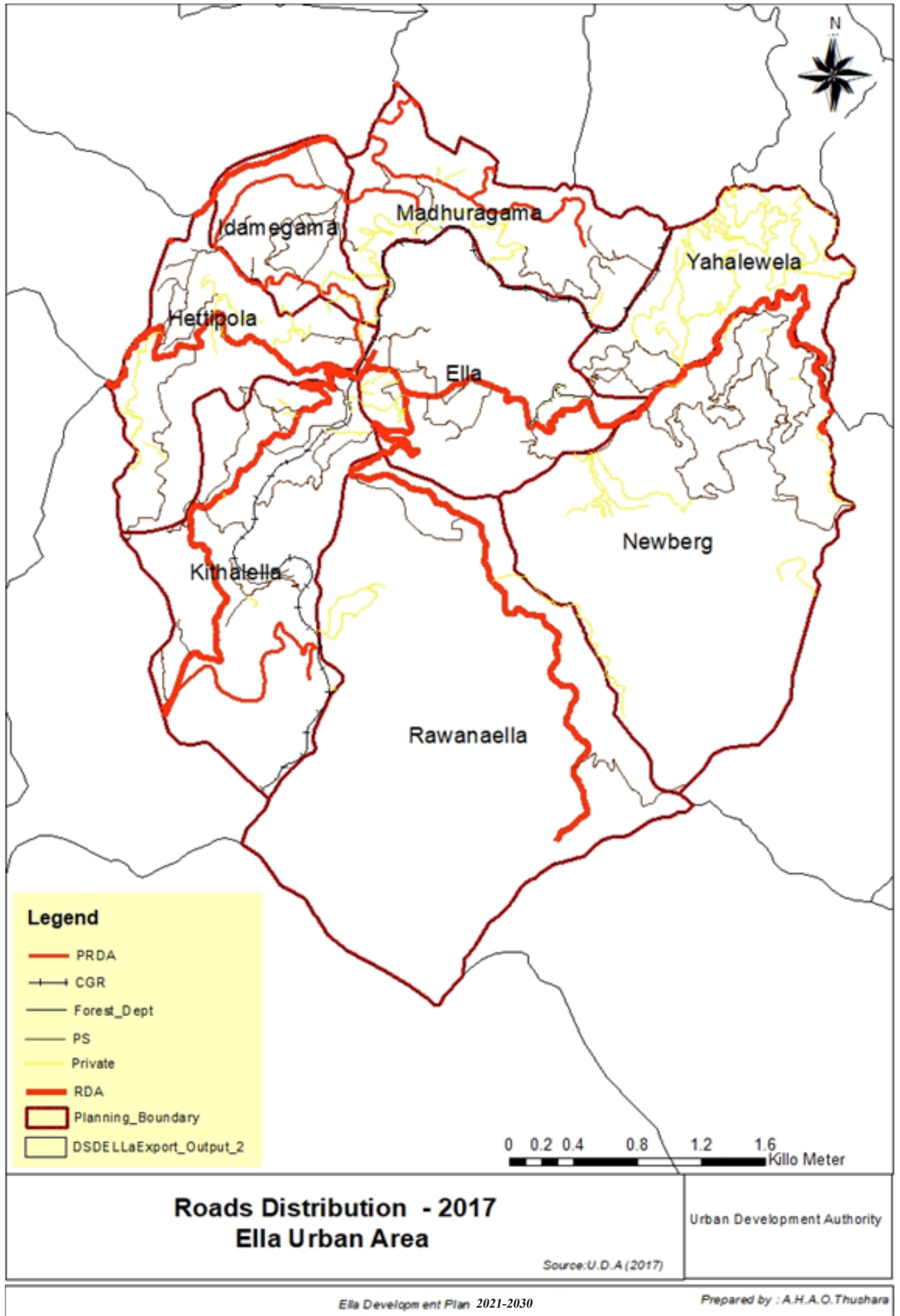
Source: U.D.A.(Badulla)

Urban Development Authority
 June 2017

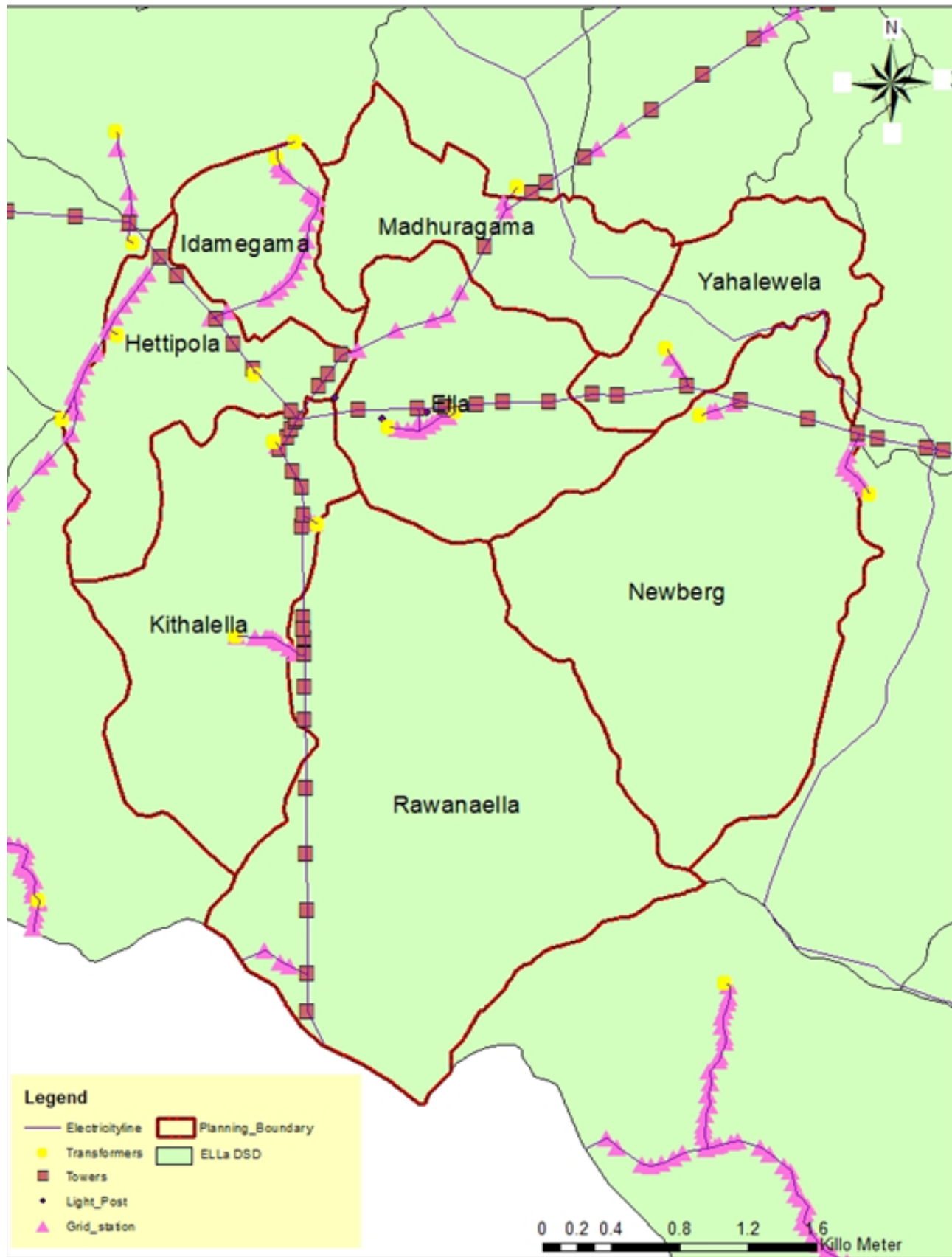
Annexure VI ;Map 5 : Land Use Plan-2017



Annexure VI : Map 6 : Road map of Ella Urban Area



Annexure VI :Map 7 : Electricity Supply – Ella Urban Area

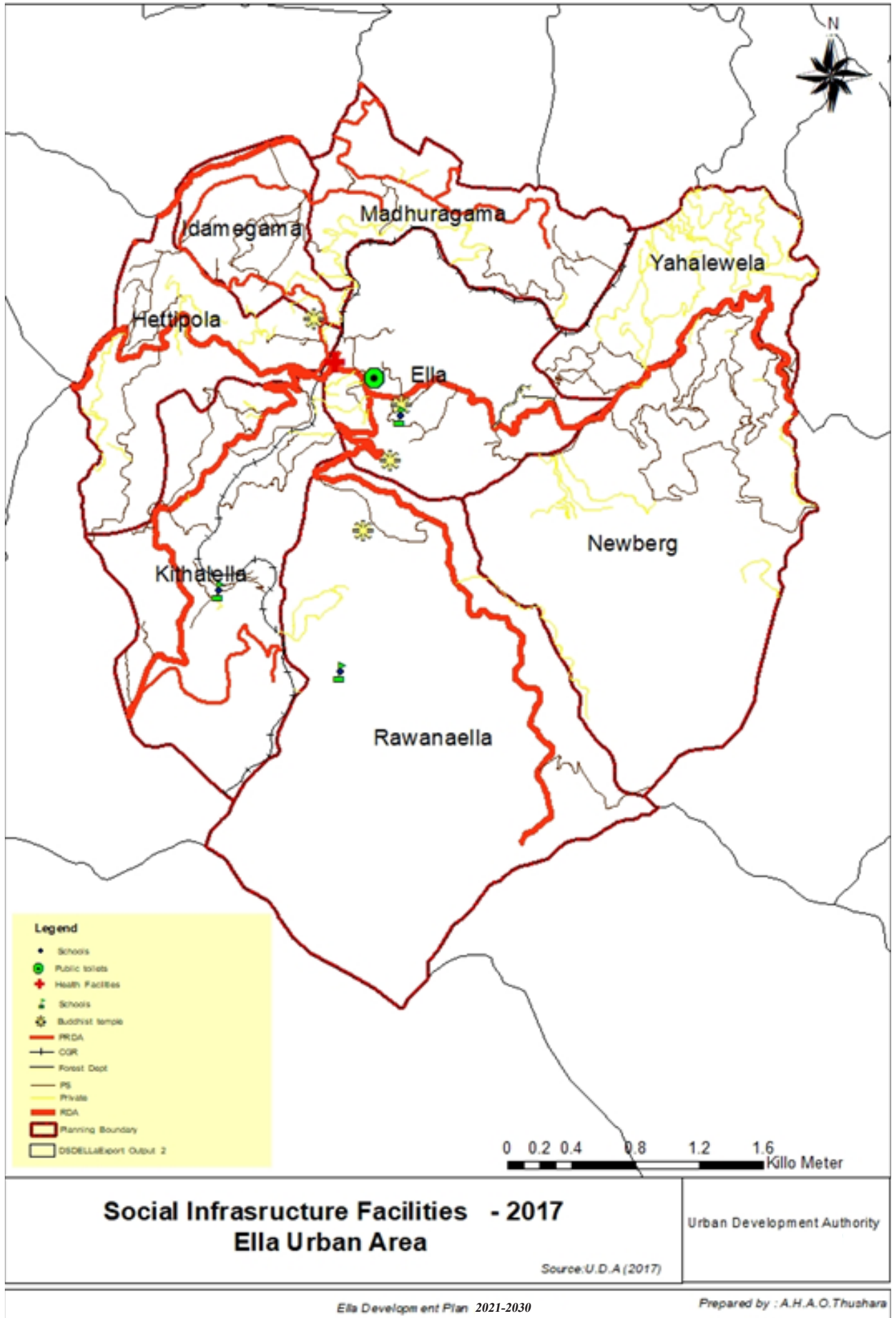


Electricity Supply Distribution - 2017
Ella Urban Area

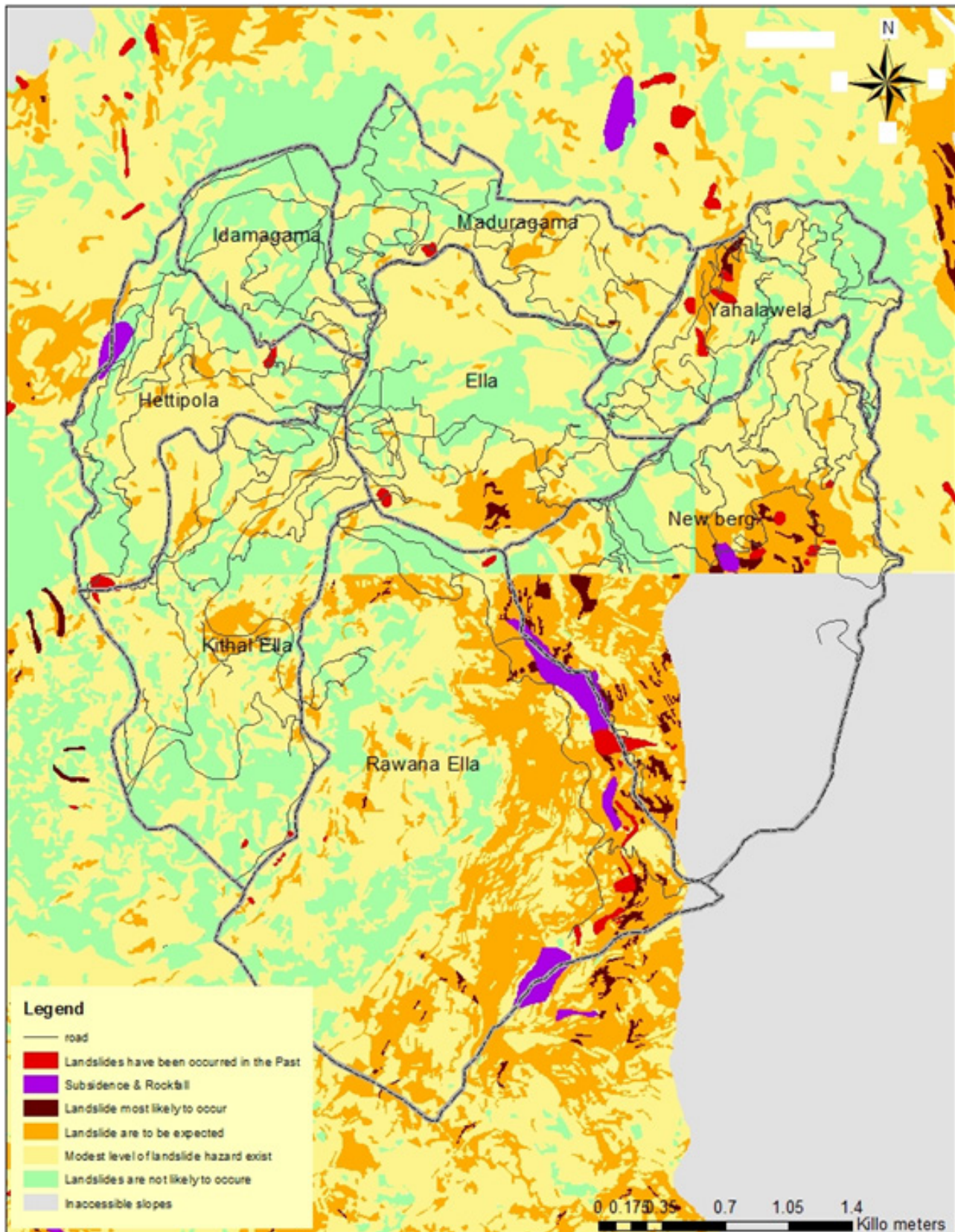
Urban Development Authority

Source:Electricity Board (2017)

Annexure VI : Map 8 : Common Amenities in the Ella Urban Area



Annexure VI : Map 9 : Landslide Prone Areas in the Ella Urban Area



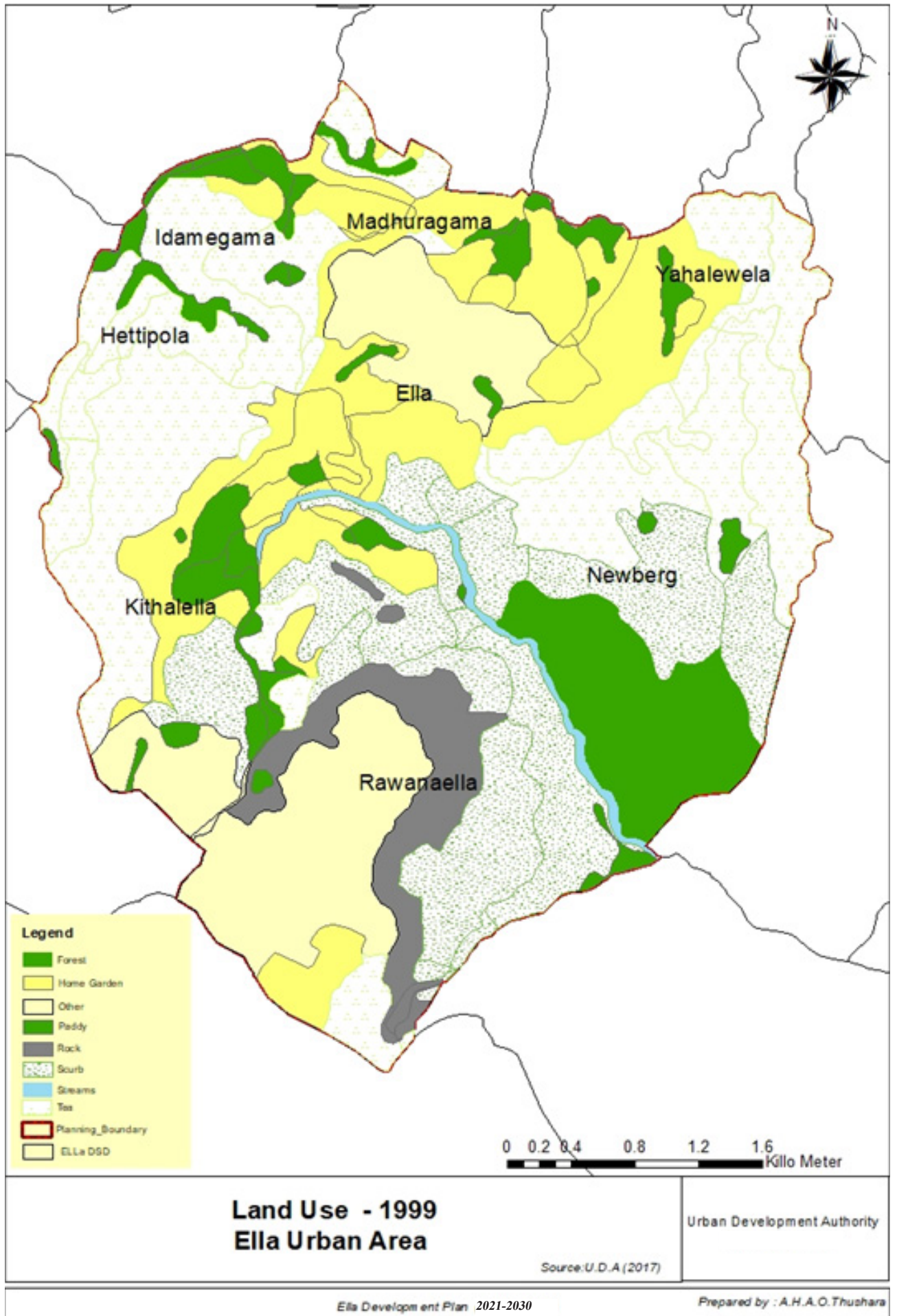
**Land Slides Risk Areas -2017
Ella Urban area**

Source : Urban Development Authority (Uva Provincial office)

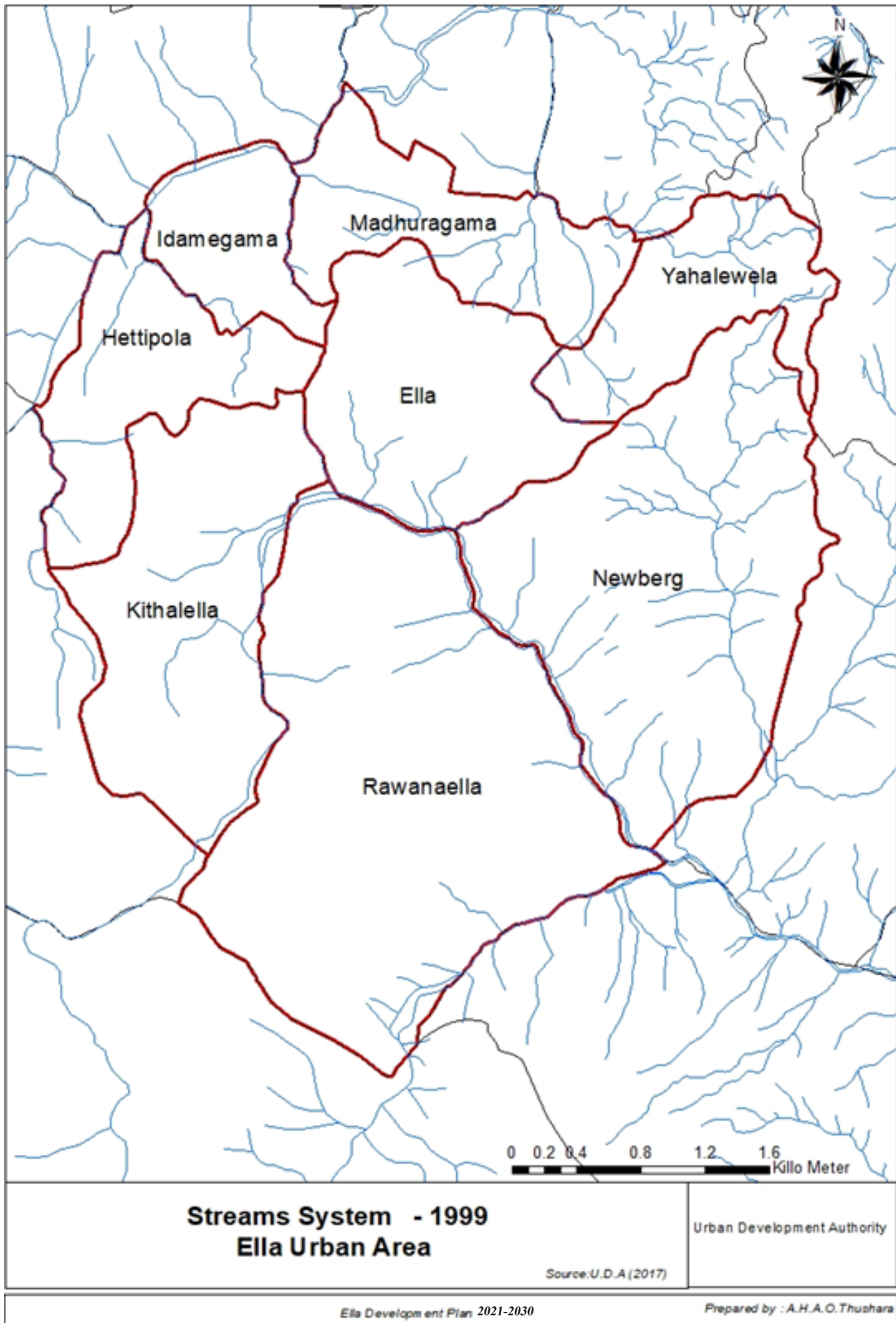


Urban Development Authority

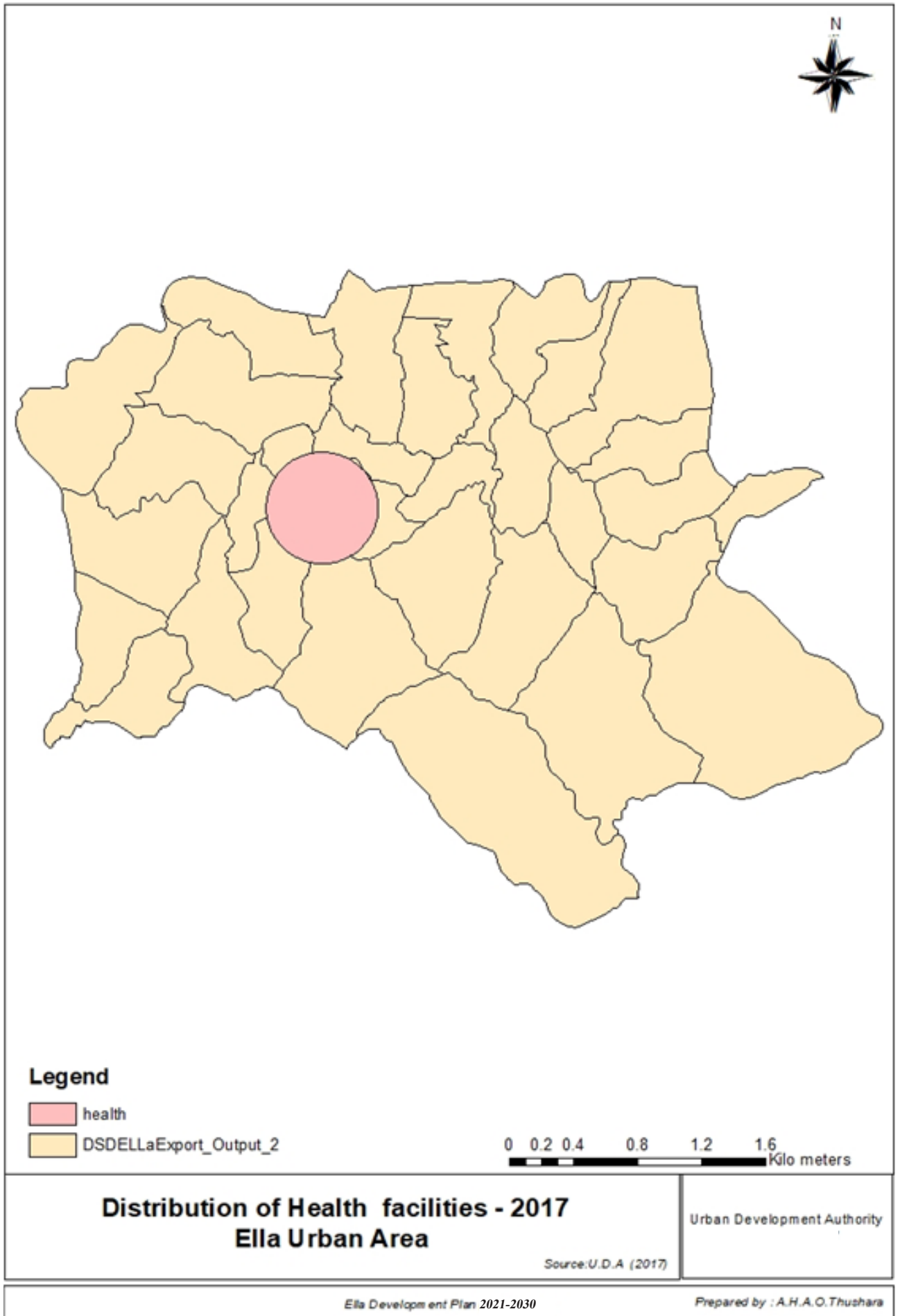
Annexure VI : Map 10 : Land Use of Ella Urban Area-1999



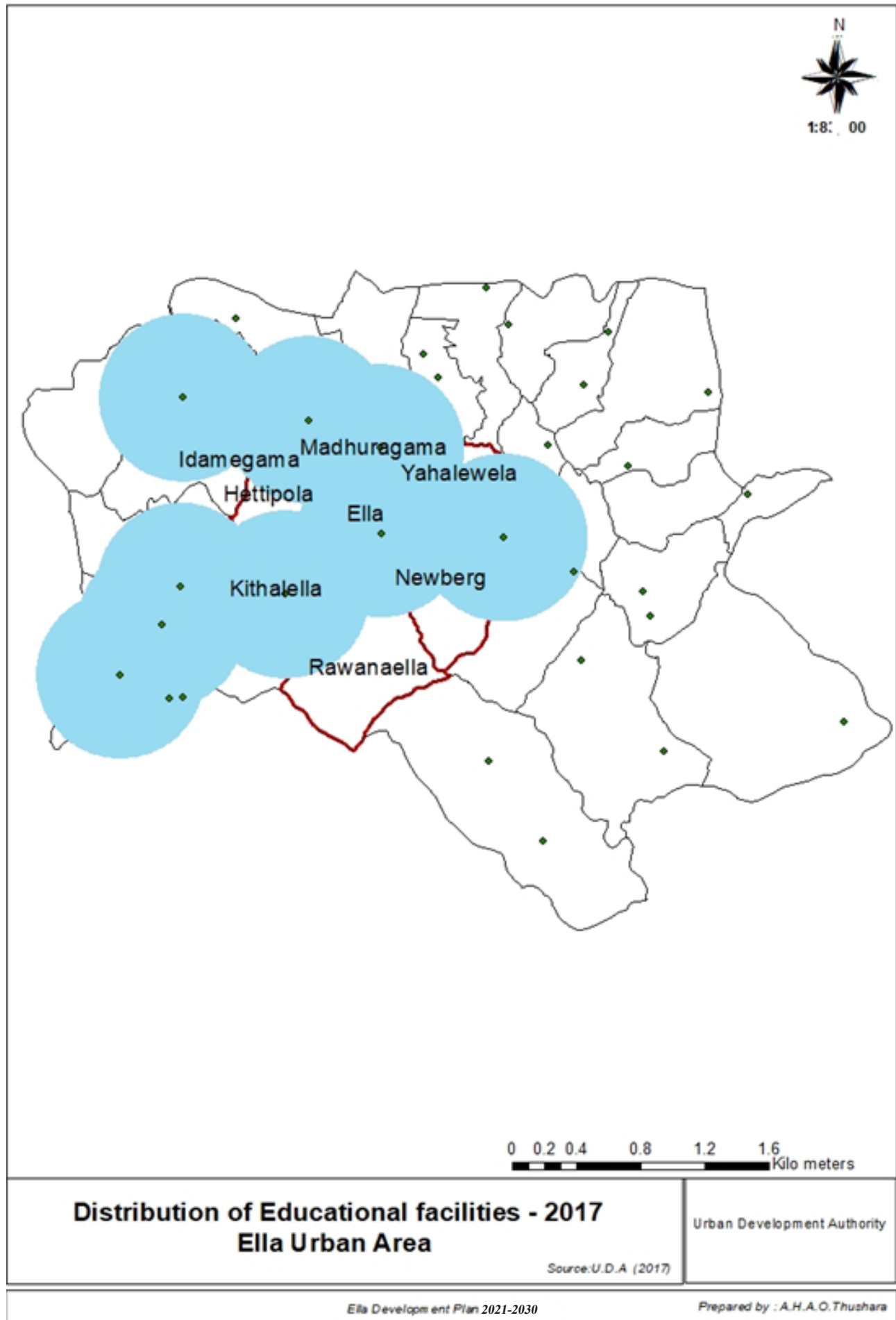
Annexure VI : Map 11 : Water Distribution in the Ella Urban Area - 1999



Annexure VI : Map 12 : Health Facilities in Ella Urban Area-



Annexure VI : Map 13 : Education Facilities in the Urban Area of Ella



Annexure VII

Tourism Related Activities

- 01 Banks
- 02 Retail shops (Only Clothing, Handicraft/jewelry/ shoes)
- 03 Communication Centers
- 04 Super market, Food city
- 05 Cinema halls, Theaters
- 06 Bakery Items, Food out lets
- 07 Spa
- 08 Pubs, Taverns, & cocktail lounges
- 09 Vehicle renting centers
- 10 Plant nurseries
- 11 ATM Centers
- 12 Commercial Swimming pools, GYM, Fitness centers, Indoor Sport halls
- 13 Theme parks
- 14 Public parks
- 15 Flower Gardens
- 16 Museums
- 17 Religious centers
- 18 Religious Education Centers
- 19 Restaurant, Café
- 20 Holiday resorts
- 21 Guest houses
- 22 Tourist Hotels
- 23 Reception Hall
- 24 Home stay
- 25 Lodges
- 26 Tourist Information Centers
- 27 Watching Huts/Towers
- 28 Travel Agencies

Annexure VIII

Definitions

In these guidelines, unless the content otherwise requires;

“Access Road” means any street used as a means of access to a building or a plot of land; of whether or where such building or plot of land contains a right of way over it or not.

“Administrative Expenses” means the inspection fee and documentation fee

“Air Conditioning” means the processing of treating air so as to control, simultaneously its temperature, humidity, purity, distribution and movement to meet the requirement of the air-conditioned space of a building or part thereof.

“Air well” means any space within the building which opens to the sky for the purpose of obtaining natural light & ventilation.

“Ancillary Facilities” means extra uses of a building which directly facilitate the main use; such as parking area, swimming pool, generator Room etc.

“Apartment” means a building with one or more vertically connected dwelling units.

“Approved Plan” means a plan of a building, any building works or any land subdivision amalgamation, perimeters or resurvey approved by the Relevant Authority in accordance with the Law and the Regulations;

“Authority” means the Urban Development Authority established by virtue of the Urban Development Authority Act No. 41 of 1978 as amended.

“Balcony” means any stage, platform, oriel window or other similar structure projecting outwards from External Wall of the Building and supported by brackets or cantilevered;

“Basement” means a storey which is constructed or designed below the Ground Floor entirely or 2/3 of the height of such storey.

“Blind Wall” means a solid wall constructed without using lucent materials or having no opening.

“Boundary Wall” means any wall, built on or along a any boundary line of a parcel of land for the purpose of separating such land from another adjoining parcel of land;

“Building” means any construction made using permanent raw materials including walls and roof.

“Building Line” means the line up to which a building will be permitted to extend.

“Chartered Architect or Registered Architect” is any person who is registered with the architect registration board established by Sri Lanka Institute of Architect law No. 1 of 1976

“Code of Fire Precautions for Buildings” means the Code of Fire Precautions practiced by the relevant Local Authority.

“Developer” means the owner of the land or person who has been authorized to carry out the Development Activity.

“Development Activity” has the same meaning as in the Law.

“Existing Lot” means a lot sub divided before the area declared as an urban development area.

“External Wall” means an outer wall or vertical enclosure of a building not being a even though it may adjoin a wall of another building;

“Factory” means a building or part of a building use for the manufacture or production or repair of any article.

“**Flat Roof**” means a horizontal roof instead of a slanted roof.

“**Flood Level**” means such Flood Level as may be specified for an area by the Department of Irrigation and Sri Lanka Land Development Corporation.

“**Floor**” includes a horizontal platform forming the surface of a storey constructed using, timber, stone, concrete, steel or other substance.

“**Foot Way**” includes non motorable space allocated for access.

“**Foundation**” means the part of a construction immediately below the footings of a building, which is in direct contact with and through which the weight of the Building is transmitted to the ground;

“**Guard Wall**” means a short wall constructed on a boundary of a balcony or verandah.

“**Ground Floor**” means the Ground Floor of a Building most nearly on a level of access road with the ground. Where there are two or more adjacent roads, the floor which is in close proximity to the main entrance of the building.

“**Height**” means a vertical clear distance between two points mentioned in the regulations.

“**Licensed Surveyor**” is a person who is registered under the Surveyors institute of Sri Lanka (incorporated) Act no 22 of 1982

“**Industrial Building**” includes factories, workshops and warehouses;

“**Local Authority**” means any Municipal Council, Urban Council, Pradeshiya Sabha or any other statutory body established under the 13th amendment to the constitution and are governed by the Provincial Councils Act 1987.

“**Lot**” means the entirety of any land which has been demarcated by boundary marks or enclosed within boundary wall or fences.

“**Law**” means the Urban Development Authority Law of No 41 of 1978 and its amendments

“**Mechanical Ventilation**” means the process of supplying or removing air to or from a Building or part thereof by mechanical means or devices;

“**Mechanical Lighting**” means the lighting of a building or part thereof by artificial sources or device.

“**Owner**” means is an individual whose name is registered in the Assessment Registry of the Local Authority and one who is capable of proving his title/ ownership to a particular property by producing relevant documents.

“**Party Wall**” means a wall forming part of a building and used or constructed to be used for the separation of adjoining buildings, lands or part of the building

“**Permissible Floor Area**” means maximum floor area permissible for construction and it can be single or multi-storied.

“**Persons with Disability**” means any person who, as a result of any deficiency in his physical or mental capabilities, whether congenital or not, is unable by himself to ensure for himself, wholly or partly, the necessities of life;

“**Planning Committee**” means the committee appointed by virtue of section 8(b) of act no 4 of 1982 of Urban Development Authority Law;

“**Plot Coverage**” means the percentage of total plinth area of a building in relation to the total land area in the plot where building situated

“**Preliminary Planning Clearance**” means a set of guidelines designed by the Authority to evaluate the criteria complied by the developer in respect of a development activity.

“**Proposed Road Width**” means the width of the future street which may be proposed via Development Plan

“Public Building” means a building or part thereof used or constructed or adapted to be used as a school, shop, office, hospital or place of public resort, not being a church, chapel, mosque, temple, or other place where public worship is or religious ceremonies are performed;

“Public Street” means any street over which the public have a right of way and has become vested in a relevant Institute under any Law or by operation of any Law and includes the drain or footway attached thereto;

“Qualified Engineer Relevant Subject” means any person who is registered with the Institute of Engineers Sri Lanka established by the Institute of Engineers Act No. 17 of 1968

“Relevant Authority” means such Local Authorities that exercise powers so delegated by the UDA under Section 23(5) of the Urban Development Authority Act No. 41 of 1978 as amended).

“Relevant Institute” means the government or corporation established under the Act for the particular subject.

“Relevant Qualified Person” means any person who is designated to perform a profession by the relevant Professional Institute established under a Parliamentary enactment.

“Religious Places” means a building or a defined or enclosed place used or constructed or adopted to be used either regulatory or occasionally as a church, chapel, mosque, temple or other place where public worship is or religious ceremony are performed.

“Residential Unit” means a dwelling unit consisting of a, kitchen, bedroom, bathroom or toilet used or proposed to be used for a single family.

“Retaining Wall” means a protective wall constructed to stabilize the slope or prevent deformation of the soil layer in a steep slope.

“Room” means a portion of a building enclosed by walls or partitions.

“Sewerage” means any sewer or liquid waste and includes water-borne sillage and trade effluent;

“Street Line” means a line or lines defined on one or both sides of any existing street, to show its future width or to show the width of a future street as sanctioned by the Relevant Authority or Relevant Institution

“Structure of a Building” means includes the roof, column or main post, beam, foundation, wall suspended floor, or staircase of a building but not include a door, window or internal partition thereof;

“Temporary Building” means a building which is permitted by the relevant authority to remain for a specified period, at the expiration of which the building shall be demolished.

“Terrace House” means a residential building designed as single dwelling unit and forming part of a row or terrace,

“Town Planner” means a corporate member of Institute of Town Planners Sri Lanka established by the Institute of Town Planners Sri Lanka (incorporation) Act No. 23 of 1986

“Valuer” means a corporate member of Institute of Valuers which is incorporated under the Institute of Valuers of Sri Lanka Law No. 34 of 1975

“Verandah Way” means a covered foot-way at the side of street.

“Warehouse” means large building where raw materials or manufactured goods may be stored prior to their distribution for sale

“Zone Factor” is a tool introduced to guide the development to optimize the utility of the developable lands and infrastructure and to regulate the form of the physical environment and distribution of the development density as envisaged in the development plan.

Annexure IX

Officials who made contributions.

- The Name of Officials who attended the consultation meeting held on and made contributions towards the preparation of Ella Development Plan.

No	Name	Position	Institution
1.	Mr. K.K.R.Kahatapitiya	Engineer	Ceylon Electricity Board (CEB)
2.	Mr. R.M.W.P. Ranathunga	Scientist	Ceylon Electricity Board (CEB)
3.	Mr. K.R.Piyadasa	Forest Range Security Officer	Wild Life Conservation Dpt.
4.	Mr. D.M.G.Y. Prbath	Forest Range Security Officer	Wild Life Conservation Dpt.
5.	Mr. B.G.Sunil Premasiri	Chairman	Ella Trade Association
6.	Mr. Palitha Wijekoon	Technical Officer	Ella Pradesheeya Sabha (PS)
7.	Mr. E.A. Charitha Gayan	Technical Officer	Ella Pradesheeya Sabha (PS)
8.	Mr. H.M.L. Mohandas	Engineer	Sri Lanka Telecom
9.	Mr. D.M.B.K.B. Dissanayaka	Director, Education Zonal Office	Education Zonal Office-Dowa
10.	Mr. D.M.A. Daraniyagala	Director	Dpt. of Irrigation
11.	Mr. M.M.S.N. Gunasekara	Public Health Inspector	Public Health Inspector's Office-Ella
12.	Mr. A.M.Ajith Nishantha	Assitant Director	Disaster Management Centre-Badulla
13.	Dr. W.A.W.N. Weerasingha	Veterinary Officer	Public Health Inspector's Office-Ella
14.	Mr. G.W.P. Udaya Kumara	Officer in Charge-Traffic	Police Station, Ella
15.	B.K.Sugathadasa	Administration Gramasewa Nildhari	Divisional Secreteriat Division-Ella
16.	Mr. D.M.P.T.Dissanayaka	Senior Environment Officer	Central Environment Authority
17.	Miss. J.M.M.D.Jayasundara	Scientist	National Building Research Organization
18.	Mr. W.D.M.Bandara	Secretary	Ella Hikers Association
19.	Mr. G.S.Gaminee Pathirana	Secretary	Ella Pradesheeya Sabhawa
20.	Dr. Ruwan Ranasingha	Head Of Department	Tourism and Hospitality Management Faculty, University of Uva Wellassa-Badulla.
21.	Mr. A.M.A.B.Vaidyarathna	Lecturer	Tourism and Hospitality Management Faculty, University of Uva Wellassa-Badulla.
22.	Mr. K.A.M.Madhusan		Sri Lanka Telecom
23.	Mr.R.M.S.M.B.Samarasekara	Chief Engineer	Ceylon Electricity Board
24.	Mr. G.M.S.M.B. Abeysingha Banda	Secretary	Provincial Ministry of Tourism
25.	Miss. K.I.Anusha	Asst. Land Commissioner	Provincial Department of Land Commissioner
26.	Mr. E.I.Jayasekara	Geologist	National Building Research organization
27.	Mr. R.M.A.S.Rathnayaka	Engineer	Dpt. of Local Government
28.	S.J.M Basanayaka	Deputy Director, Education	Badulla Zonal Office of Education
29.	Mr. Kasun Athukorala	Development Officer	Badulla MC
30.	Mr. D.M.Piyasiri	Revenue Inspector	Badulla MC
31.	Mr. R, Wasantha Kumara	Public health Inspector	Badulla MC
32.	Mr. Chathura Sanjeewa	Engineer	National Water Supply and Drainage Board



Ella
Development Plan

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