

A Study to Rationalize the Degree of Targeting Rural Community Development through the Development Projects Localized Within Rural Communities (Based on Mattala Rajapaksha Airport Construction Project in Sri Lanka)

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Abstract:-Third world countries in the global setting implement wide-ranging development projects to achieve imperative development ambitions and those projects are in different attributes as well. It is a noticeable fact that Sri Lanka being one of the Asian countries initiated colossal effort to establish Mattala Rajapaksha Airport in Southern Sri Lanka. The pivotal focus of this project was to improve tourism industry and to provide services for airlines, also based on a rural social structure in the area of Mattala. In this context, this research study revealed to which degree the attention was paid on the rural social structure while ensuing aspirations of people on rural development in the area of Mattala once the Airport development project is implemented within the framework of national development goals. In this respect it was possible to diagnose that this area being a prominent Agro-based locale and people had lost their cultivable land across the project. Yet, in contrary, the community in the area could access for new job opportunity which was a direct outcome of the project. However, a review was done through this study on how best the project required to give higher priority to surmount the needs of communities such as ; infra structural facilities, access for services and other essential social needs.

Key Words: Airport development project; Maththala, Rural community development; Rural community structure; Thrid World Countries.

I. INTRODUCTION

Being one of the developing countries in the third world, Sri Lanka in focus of its development aspirations implemented varied development projects such as; Moragahakanda irrigation scheme, Uma Oya development scheme, Hamanbatota Rajapaksha Harbour, Mattala Rajapaksha International Airport. In this perspective, most of the projects being implemented amidst of the criticisms brought up by connoisseurs with their backgrounds of socio-economic and environmental, signified as community based development projects. Whereas, Harbour development and the Airport projects are designed and implemented based on the National development strategies which are effortlessly subjected for creation of controversial circumstances due to

the occurrences of regional based changes. It is clearly known that Mattala Rajapaksha international Airport project is brought up in the contemporary era falls under the category of controversy projects due to the facts elaborated earlier. This research through its study discloses how this project landed in this locality and what were the development goals the community could accomplish.

II. RESEARCH PROBLEM

It is a general practice that economic specialists investigate what are the anticipated development goals to be achieved through the respective development projects and to which degree those expectations could be accomplished after the implementation of the project. Moreover, the needed data analysis too are attended at different scales so as to measure the success rate of the project. In respect of this study the research problem is to assess what was the relationship existed between the development goals of community living in Mattala and the development goals of the project? Also, what nature of community development is noticeably materialized? Thereby, to which degree the community aspirations are fulfilled?

III. OBJECTIVES

3-1. Main Objective

To study the processes adopted by the development projects localized within rural communities and how such projects had targeted to achieve rural community development within the said communities.

3.2. Specific Objectives

- To identify the existing socio-economic and cultural background within the rural community
- To ascertain problems being faced by the community within the existing background

- To determine the targetted Objectives of the development project
- Also, to study the extent of proportionate between the prerequisites of the rural community and the targets /goals of the development project

IV. LITERATURE REVIEW

4.1. Rural Community Development

Rural community development encompasses a range of approaches and activities that aim to improve the welfare and livelihoods of people living in rural areas. As a branch of community development, these approaches pay attention to social issues particularly community organizing. This is in contrast to other forms of rural development that focus on public works (e.g. rural roads and electrification) and technology (e.g. tools and techniques for improving agricultural production).

Rural community development is important in developing countries where a large part of the population is engaged in farming. Consequently, a range of community development methods have been created and used by organisations involved in international development. Most of these efforts to promote rural community development are led by 'experts' from outside the community such as government officials, staff of non-governmental organizations and foreign advisers. This has led to a long debate about the issue of participation, in which questions have been raised about the sustainability of these efforts and the extent to which rural people are – or are not – being empowered to make decisions for themselves. The international association for Community Development (IACD) is the main global network for practitioners and scholars working in this field (United Nations, 2003)

Background of the rural community development in Sri Lanka

These interventions, the most significant development was the introduction of universal adult There are many attempts by government, non-government and private institutions to develop the various aspects of rural people and people living in the plantation areas during last few decades .Out franchise in1931 which empowered the people and promoted them to articulate their needs through their representatives. After the independence the government policies in education, health, welfare and land also helped to promote economic and social development in the country. The nongovernment organizations and private institutions also contributed to the economic and social welfare transformation through Sarvodaya programmes made huge contribution in the development of rural people in Sri of the rural people in the country during the last few decades. Among the N.G.O programmes, total social Lankan (Hewavitharana)

Community Development means improving the quality of peoples' lives and expanding their ability to shape their own futures through improving their access to opportunities to better themselves. (Soubbotina & Sheram, 2000, World

Bank) In this context it is necessary for them to 'involve more equitable education, job opportunities, greater gender equality, better health and nutrition, cleaner more sustainable natural environment, a more impartial judicial and legal system as well as broader civil and political freedom. The Copenhagen Declaration (March, 1995, p.42) while restating some of the determinants of the above outcomes, introduces others, such as the presence of democratic institutions, respect for human rights and fundamental freedoms, increased and equal opportunities, the rule of law, promotion of respect for cultural diversity and rights of the people belonging to minorities, and an active involvement of civil society' (Wanigatane: 2003: 12)

The U.N. Report on Rural Development (1966) had viewed that efforts of the people was emphasized to improve the economic, social and cultural conditions in the life of the nation. It means that this change would bring about a change in their socioeconomic status, and improve their living conditions.

This study is focused on to which extent the people in Mattala and adjoining location managed to get supportive intervention from the National Project of Mattala Airport to fulfil their basic needs.

The first and foremost aspect of rural development is the availability and use of infrastructure facilities such as better housing, electricity, education, industries and so on (Copp 1972). Myrdal (1972) considers provision of infrastructure as not only necessary but essential too. Pratap (2001) emphasized on the necessity of infrastructure facilities for the development of both agriculture and rural development activities. Zhang & Fan (2001), on the other hand, emphasis that there have been competing arguments about the effectiveness of public infrastructure on productivity in literature but in reality at ground level~ situation is different. World Bank (2001) presented the characteristics of rural infrastructure sector and the emerging approaches to infrastructure delivery systems by taking Africa as an example.

4.2. Targets set out for Mattala Rajapaksha Int. Airport project

Targets on the constructions

- To provide an alternative to BIA within the geographical extent of Sri Lanka.
- To promote the rapid economic growth of Southern Province as well as the neighbouring Uva, Eastern and Sabaragamuwa Provinces.
- To become a synergetic combination together with the Mahinda Rajapaksha Port.

Location based Targets

- According to the lanps HIA was to be positioned as a Regional Hub for aviation. It was to be designed on an "Airport City Model" and to be positioned as the

ECONOMIC ENGINE for Sri Lanka's development in Tourism, Commerce and Trade. Additionally, expectations were there to attract potential investors to the Industrial Zone in Aviation, Agriculture, Manufacturing, Academics and Cargo.

Community Advancement Targets

- Develop local youth to join the aviation industry
- Protect the environment with related projects to conserve natural assets
- Create employment opportunities
- Use of renewable energy for operations
- Recycle Water and Waste material
- (Wickramasooriya, 2011)

Airport Business and Local Community Development

Business and Community development is a complex task and there are universally accepted procedures and standards that define the organization's responsibilities to achieve this important objective. Organizations are achieving commercial success in a way by honoring ethics, values and beliefs, respect people, communities and the natural environment associated in the business supply network. It needs clear understanding and consideration of all aspects and its impact of the business and relationship with stakeholders and community – both internally and externally. However, assessment on the basis of benefit and risk associated with business and community development for short and long term are very essential. It encompasses adopting responsible business practices for the workplace, supply-chain, community and environment as a whole.

The integrity of an organization is very important; it helps in acquiring the loyalty of customers, recognition of professional and honest employees, local community support and environmental sustainability. A sustained organization has shown strong connection and responsibility with employees, customers, communities and environment. The responsible business conduct may not deliver instant results, however, continuous monitoring, compliance with law and ethics, values and believes would deliver more reliable, stable and sustained organization over a period of time.

This article enlightens the various business and local community development elements for an airport to achieve harmonious and cooperative relationship for the development of both airport business and local community. It also describes the benefits and risk factors associated with and during the conduct of business (Muthukrishnan, 2011).

Airport & Land use: An Introduction to Local Leaders

Rural Planning Group, Undated

An airport can provide numerous benefits to a community, but only if the community can balance between various local interests. Imbalances between public and private interests can result in overregulation or underregulation that fuels conflict

between airport operators, sponsors, and the public. Finding balance between these interests requires establishing adequate airport land use buffers that keep people and property safe while adopting appropriately flexible regulations that do not overwhelm or frustrate the community. Although maintaining the right balance will be challenging, this document can help communities navigate common pitfalls associated with land use planning around airports.

This document was expressly created with Utah's rural communities in mind—particularly those communities who already operate or want to operate an airport. It provides a brief introduction to key considerations that local leaders need to understand about land use planning for airports. These considerations are vital for maintaining the long-term benefits of operating an airport and mitigating burdens on the surrounding community. It draws upon the guidelines and best practices promoted by the U.S. Federal Aviation Administration (FAA), the Utah Department of Transportation Division of Aeronautics (UDOT), and leaders in the aviation and aeronautics industries. Good airport planning requires thinking comprehensively, considering long-term possibilities, and planning accordingly. This helps avoid future confrontations, protects the airport as an ongoing community asset, and provides community leaders with an opportunity to benefit future generations. Every community that hopes for or expects significant growth should consider how land use actions taken today will impact future opportunities (Rural Planning Group, Undated)

Economic and Social analysis of potential airport sites

According to Ernst & Young, 2012 The Joint Study on aviation capacity for the Sydney region presented to the Australian and NSW Governments in March 2012 highlighted the critical role that airports play in supporting economic growth and prosperity. The Study demonstrated that the promotion of efficient air services for passengers and freight is essential to maintaining Sydney's place as Australia's commercial centre and foremost tourist destination.

The Joint Study found that the population and economic growth projected to occur both locally and nationally – as well as the growth of the international tourism market – will result in a large increase in the demand for aviation services within the Sydney basin. The Study identified that demand for aviation services within the Sydney basin is anticipated to be greater than the potential supply by 2032, with annual unconstrained demand expected to increase from approximately 35 million passengers today to 69 million by 2030 and 145 million by 2060. At the same time, the 490 thousand tonnes of freight currently using aviation services within the Sydney basin is forecast to increase to 2,320 thousand tonnes of freight per annum by 2060. The Joint Study found this demand not being met will result in a loss of expenditure in the Australian economy of approximately \$59.5 billion and \$34 billion in foregone Gross Domestic Product (GDP).

In response to these issues, the Joint Study proposed a number of steps that could be undertaken to meet the Sydney region's aviation infrastructure requirements and maximise community, economic and environmental outcomes. This included a range of solutions to improve the delivery of aviation services in the short to medium term.

However, the Study found that even with the complete and effective implementation of these 'short to medium term' solutions, the only way to meet the future long-term demand for aviation services is through the development of a new civil aviation airport to service the Sydney basin.

A number of potential locations have been identified as being the most suitable for the investigation of additional aviation infrastructure in the Sydney region.

This study presents a quantitative analysis of the changes to direct and this report presents our analysis of the operational, economic, employment and other impacts of the development of an airport at Badgerys Creek, Richmond and Wilton. Our analysis of the operational impacts considers those who are expected to use the services of an additional Sydney airport and the size, distribution and growth of the population in the airport's likely passenger catchment. The operational analysis also considers the implications for the development of supporting infrastructure and associated land use planning, as well as other local impacts such as changes to the transport network and issues associated with aviation noise. This phase of the analysis was informed by the demand analysis undertaken by Booz & Co and the technical, socioeconomic and environmental data that was provided by WorleyParsons. Indirect employment and income impacts as a result of the development of an airport during its construction and operations phases. This includes exploring the various types and locations of new employment opportunities likely to be generated by an additional airport and potential sources of employees for the airport and nearby commercial developments.

Environmental and Social Risk Briefing Infrastructure

According to Barclays, 2015 Airports typically cover vast areas of land especially where major commercial and international operations are concerned. On average up to 75% of airport land is not occupied by buildings. Rather, this open area comprises of runways and taxiways, aircraft hard-stands and intervening grassed areas on the "airside" and on the "landside" includes primarily car parking space. Terminal buildings, hangars, administration, maintenance and servicing facilities (e.g. catering, freight handling) and leased activities for non-airport use (e.g. car hire, hotels, etc.) typically occupy the balance of airport land.

From an operational perspective the main concern associated with airports is noise. Modern aircraft create significant noise emissions, especially during take-off, and these can result in significant disturbance of nearby receptors. Noise issues are most prominent where an airport is developed in close

proximity to residential / commercial areas or where residential developments have „engulfed“ an airport over time. Biodiversity, flora and fauna in the vicinity of an airport can also be adversely affected by noise e.g. through the disturbance of animals or nesting birds. Noise disturbance can be partly managed through control of aircraft flight paths but urban planning also plays a significant role in minimising the likelihood that sensitive receptors are allowed to occupy land in close proximity to an airport.

As exposed through the Literature Review there is a poetical gap of accomplishing a study at local level between the community and those authorities involved on the construction of Airport as a development project, irrespective of the study done on possible influences on the community or on the social setting when the international airport is established at global level.

V. METHODOLOGY

5.1. Introduction to the study area and the Sample

Mattala International Airport is established within the District of Hambantota in Southern Sri Lanka and the rural settlement situated adjoining to the project site named Uda (Upper elevation) Mattala and Pahala (Lower elevation) Mattala were based on the Research study.

Mattala Rajapaksha Int. Airport



Southern Sri Lanka with the map of Mattala



Having considered both upper and lower Mattala as one zone, a sample consisted by 66 was selected under the probable sampling method to address through questionnaires.

5.2. Data Collection

With the basic attempt to collect information from the sample comprised by 66 points accomplished through the questionnaire. In addition, other levels of data collection was attended through informal discussions, observations and also referring case studies. Practices were also evolved to collect data other than the targeted data providers, under primary sources, from information providers linked to the institutions

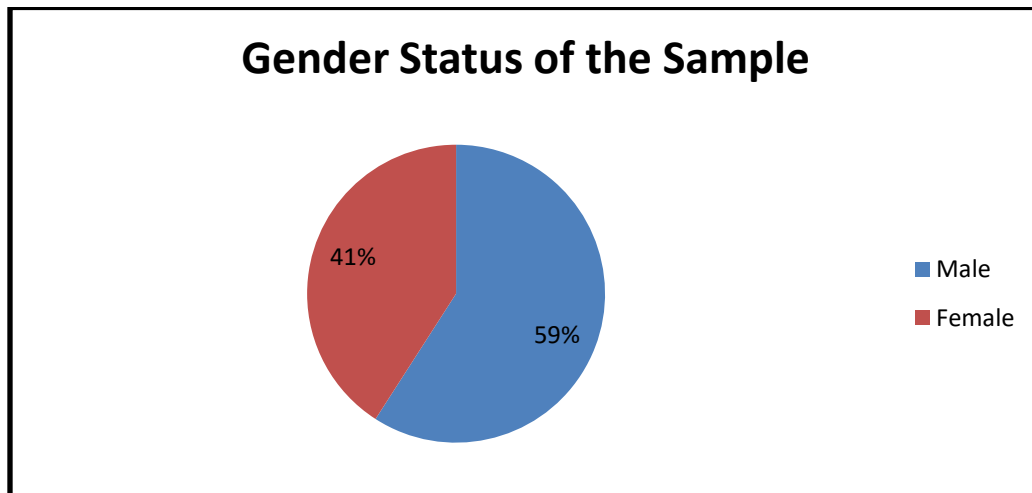
within the study zone. Besides, literature review was attended in line with the study and reviewed the background and target related information were initiated by using secondary sources in line with the research study

5.3. Data analysis

While, data analysis was done on quantitative and qualitative methods, while, quantifiable data were analysed through Data Tables, Graphs and using Excel software. Whereas, qualitative data were analysed through an explanatory approach.

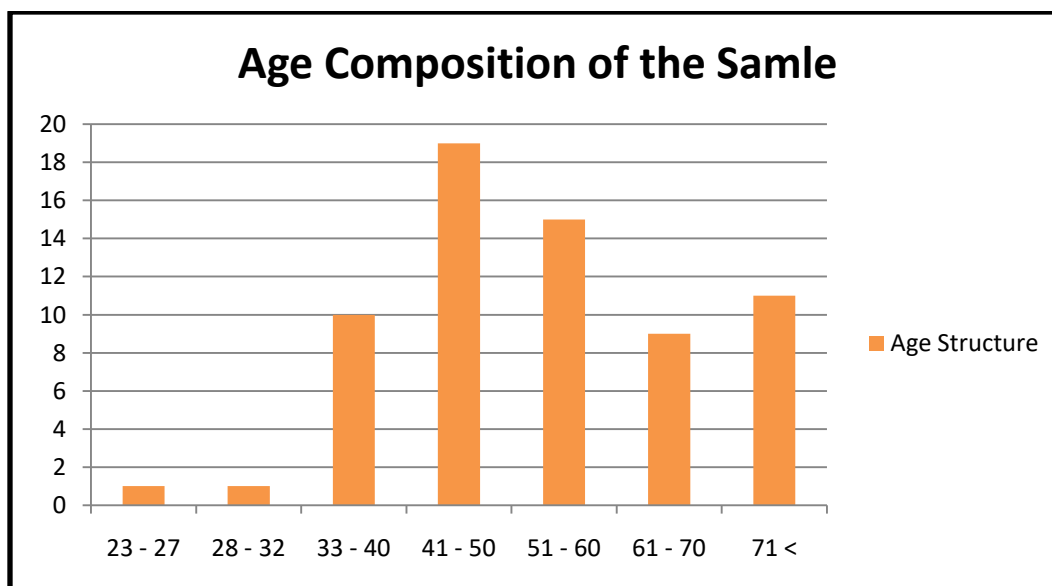
5.4. Data analysis and Findings.

Graph No. 01 - Gender status of the selected sample



The selected sample is consisted by both male and female of which 59% of majority was embodied by Male and the balance 41% represented by female

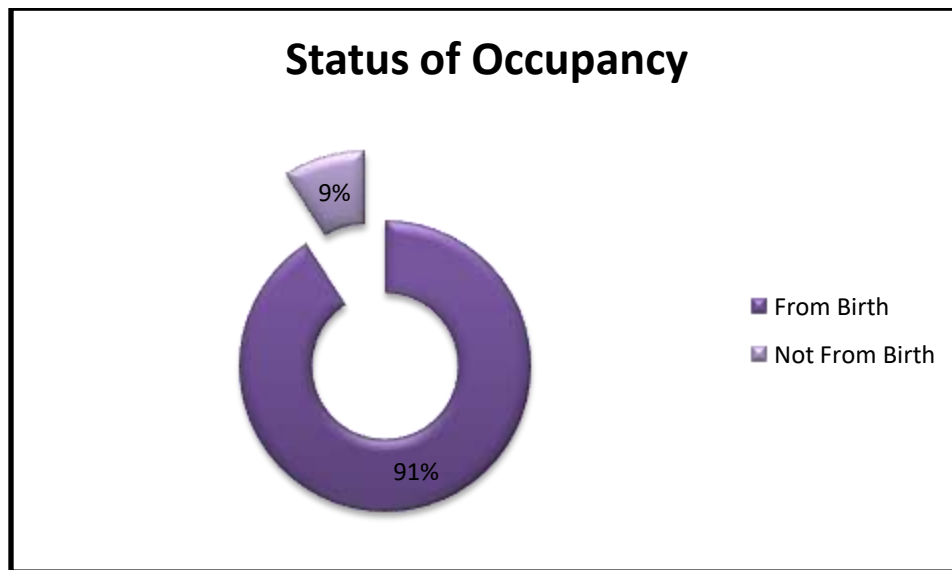
Graph No. 02 - Age composition of the Sample.



Corresponding to the objective (s) of the study a specific age category of respondents were selected who are conscious on the changes happening in the surrounding geography.

Accordingly, more emphasis was paid for those in the age range between 30 to 71 years.

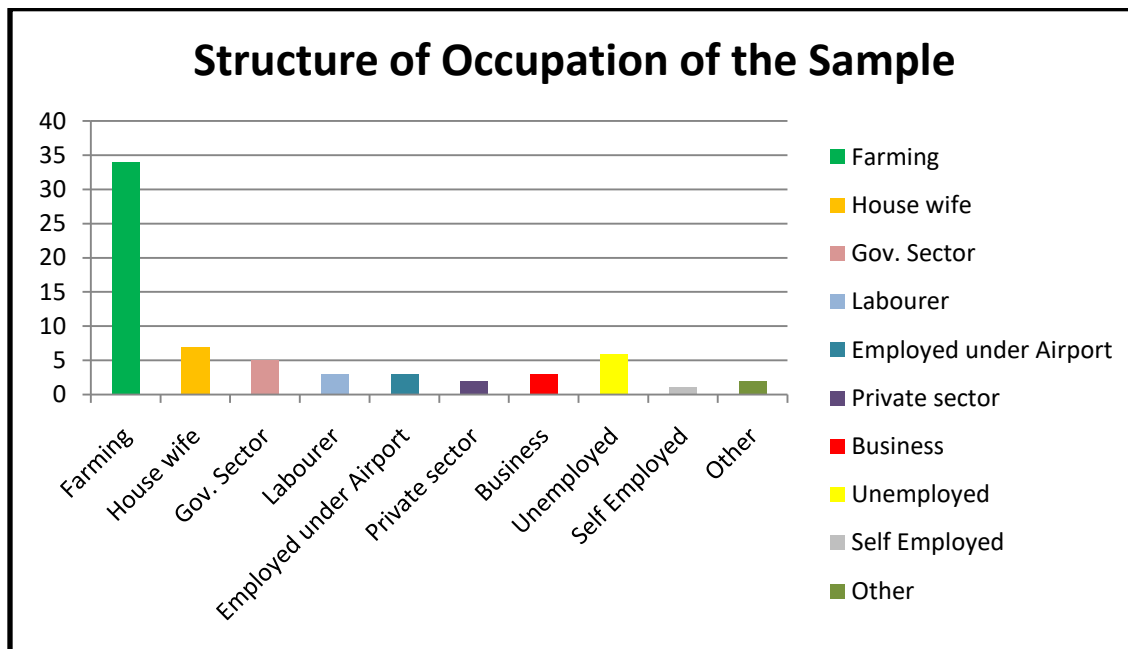
Graph No 03 - Status of the occupancy in relation to the residence.



Assessment revealed that 91% of the majority of residents are living in Mattala since birth, while only 9% of them were migrated from other areas. Correspondingly, the mainstream

of 9% were settled down in the study area after their marriages.

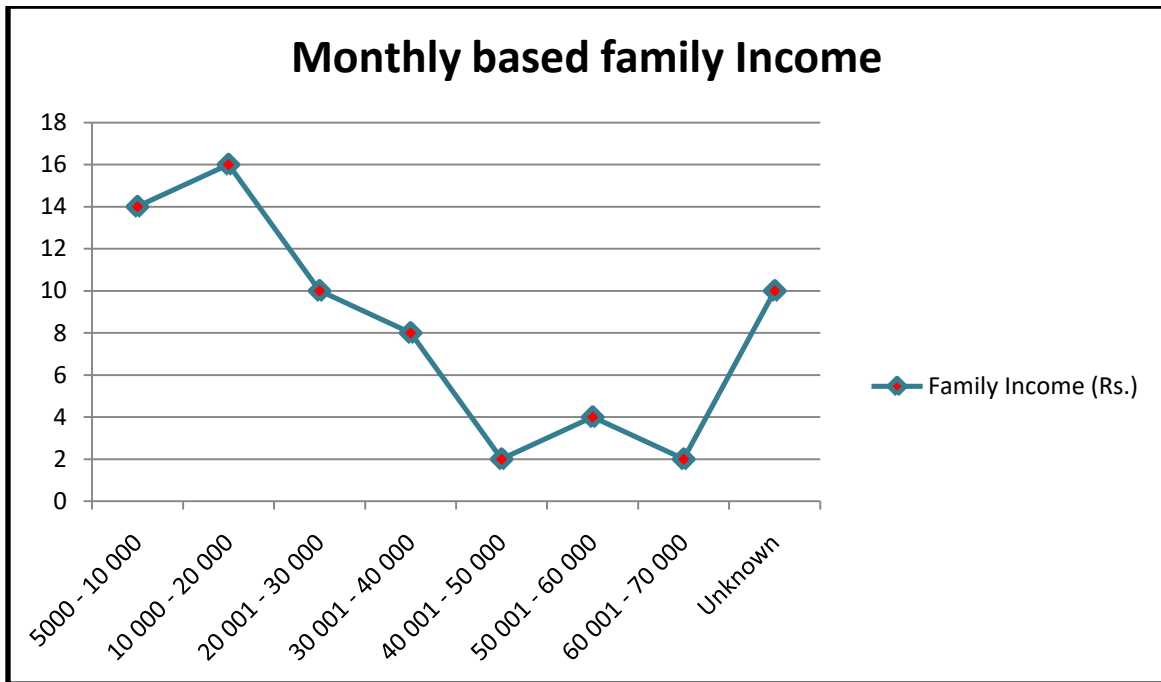
Graph No. 04 - Structure of Occupation of the sample



The Foremost livelihood within the rural communities in Sri Lanka is Agriculture, which is the leading occupation within the study area as well which represents 51%. The focal

source of employment as per the study is to see how many are employed under Airport. It was found that a low percentage of 4.55%.

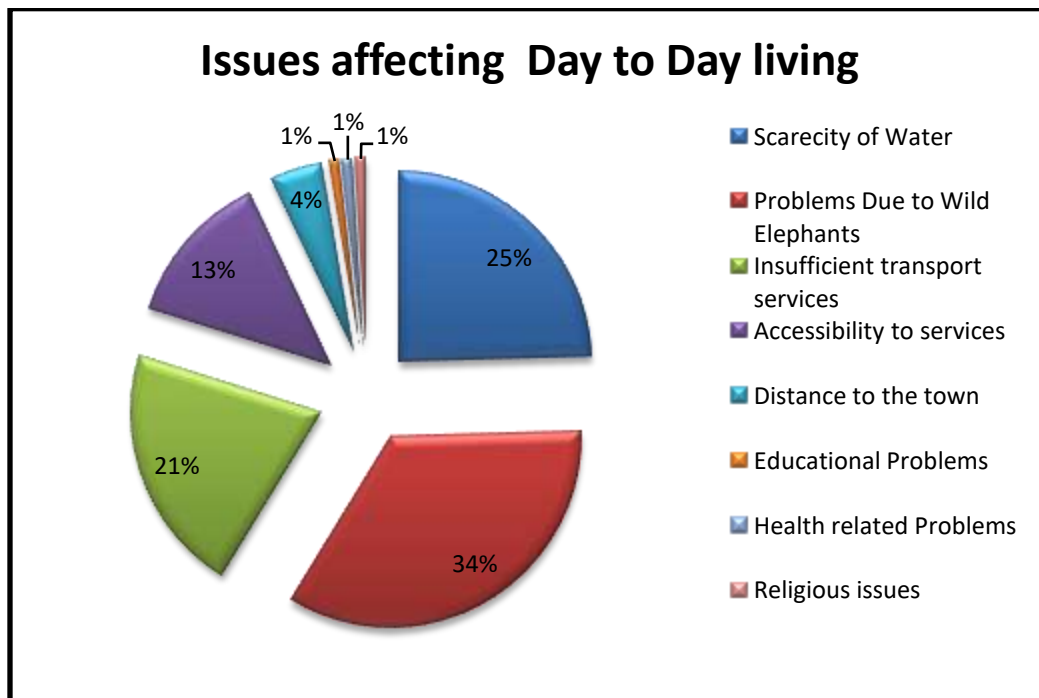
Graph No. 05 - Monthly based family income



When the monthly family based income is concerned, 45.45% of families earn less than LKR. 20,000/= per month In reference to national data those earning less than LKR:. 3,624/= per month are considered as low income families (Dept. of Statistics and Census - 2012) .

When the poverty is concerned in the study area somewhat positive indicators are available.

Graph No: 06 - Problems being faced by the sampled respondents on day to day basis.

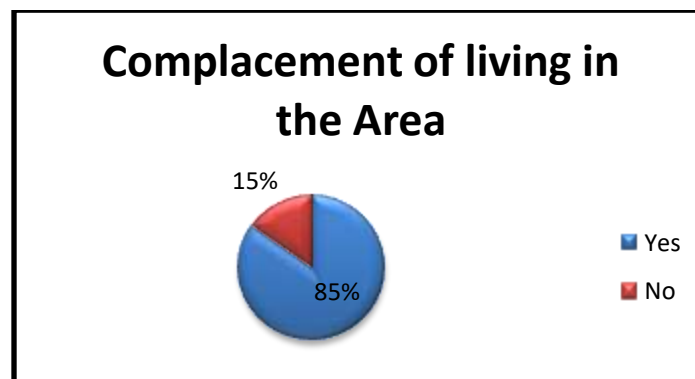


It was a known factor that inaccessibility to drinking water is a key problem within the project area in the Southern, subtropical zone. Accordingly, 25% of sample claimed the inaccessibility to water (irrespective of the unavailability of clean drinking water). Also, 24% of communities within the sample are facing distresses due to the jeopardy of wild elephants in these semi-arid regions. Similar fashion of difficulties were encountered due to the absence of sufficient

infra structural requirements including the travel distances to approach needed services.

Correspondingly, due to the widening rusticity the accessibility to towns for essential services turning into more awkward as stated by 4 % of the sample, thereby, it is unavoidable that possession of higher education, better health services and to achieve other basics become unreachable.

Graph No: 07 - Status of complacent of living in the area



Not with standing the nature of hardships of living in the area covered by the study, a higher ratio signified as 85%, confirmed that they are happy to live in this area.

Further discussions revealed that following reasons and causes are affecting positively for happy lifestyles.

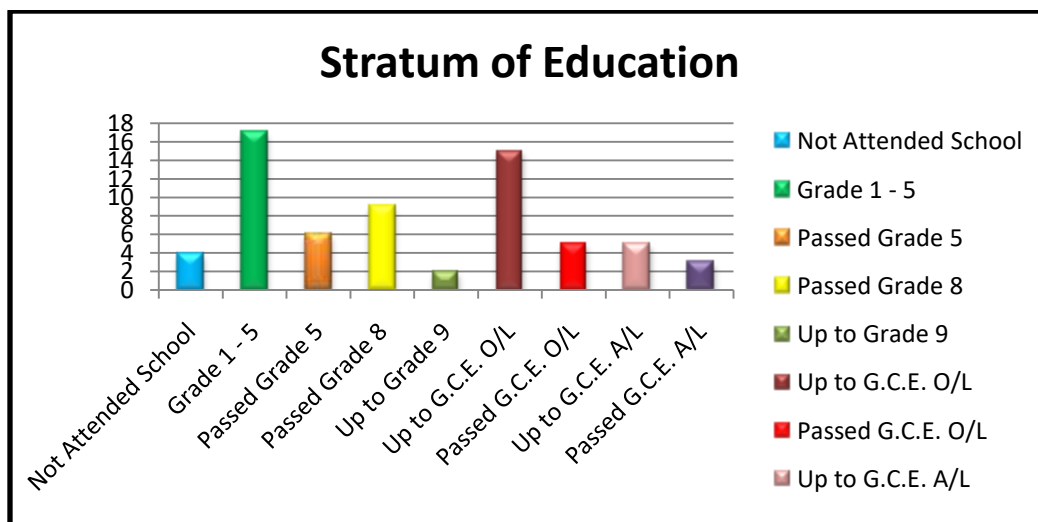
Table No. 01-Factors affecting for content lifestyle

Specified reasons for contentful living		
Attraction to the location	41	47.67%
Peaceful environment	26	30.23%

Relationship with relatives	11	12.79%
Somewhat lesser cost of living	08	9.30%
Total	86	100.00%

The psychologically inherited place of love due to the reason that they are living in the area from the date of birth is a strong factor. Similarly, the attachment they have for the property they built in or developed. Another segment of respondents commented about the peaceful atmosphere in prevalence, close association built-in with relatives / friends are other factors ushered satisfaction of living.

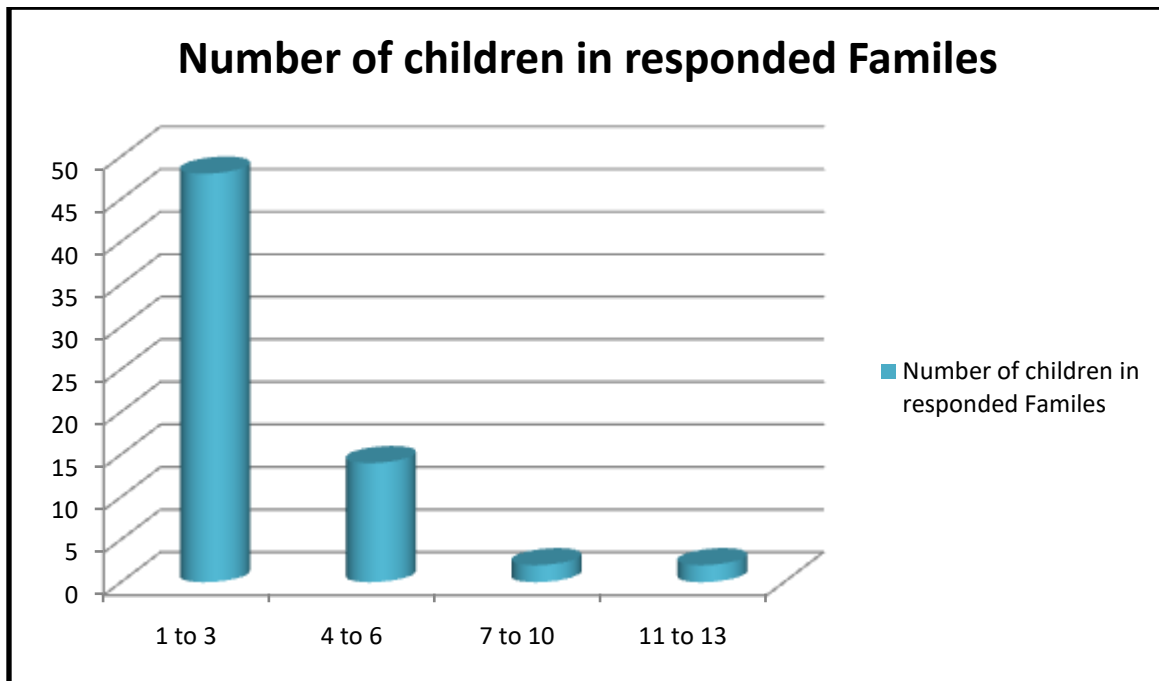
Graph No.. 08 - Stratum of education



As revealed through the study those unattended schooling and those completed primary level of education represented 31.82%, while, those reached upto O' level was 22.73%.

Those who succeeded A'level was marginal of which the percentage was 4.55% and no one found as completed higher education through the sample.

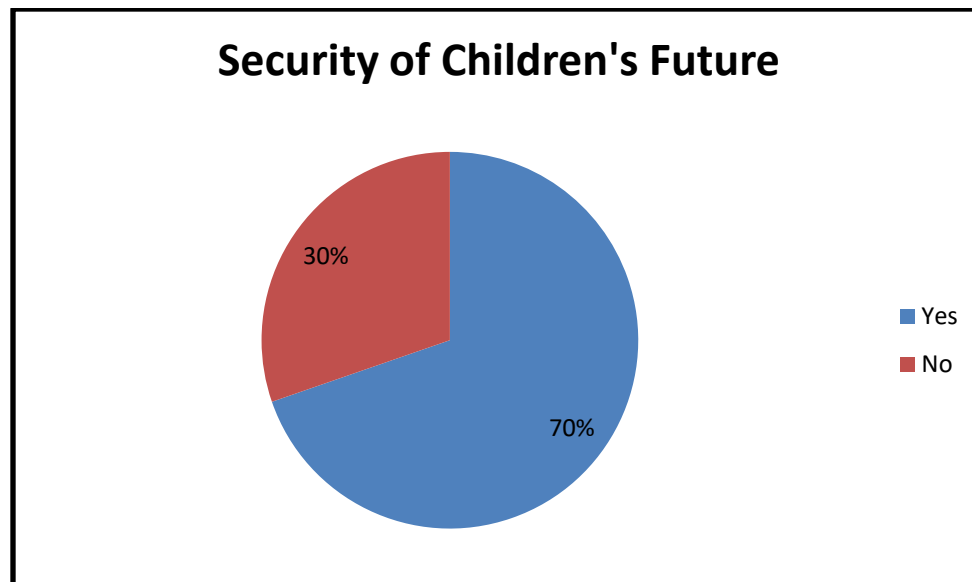
Graph No. 09 - Number Of Children in Families Interviewed



The summarized data disclosed that 1 – 3 numbers of children are of 72.73% of responded families while 4 – 6 children are

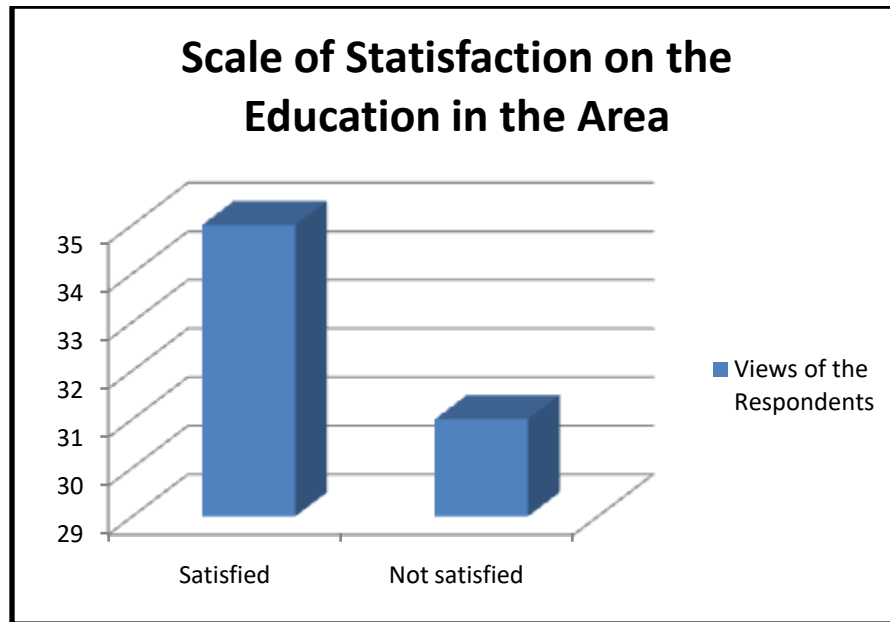
owned by 21.21% of families. Only 6.06% of families do have 7 – 13 number of children.

Graph No. 10 - Standpoints of resonded families on future security & safety of children



70% of interviewees expressed their views articulating that future safety of children is at sufficient level yet, 30% were in the opinion that future security of children cannot be expected to be secured. Reasons they cited were shown below.

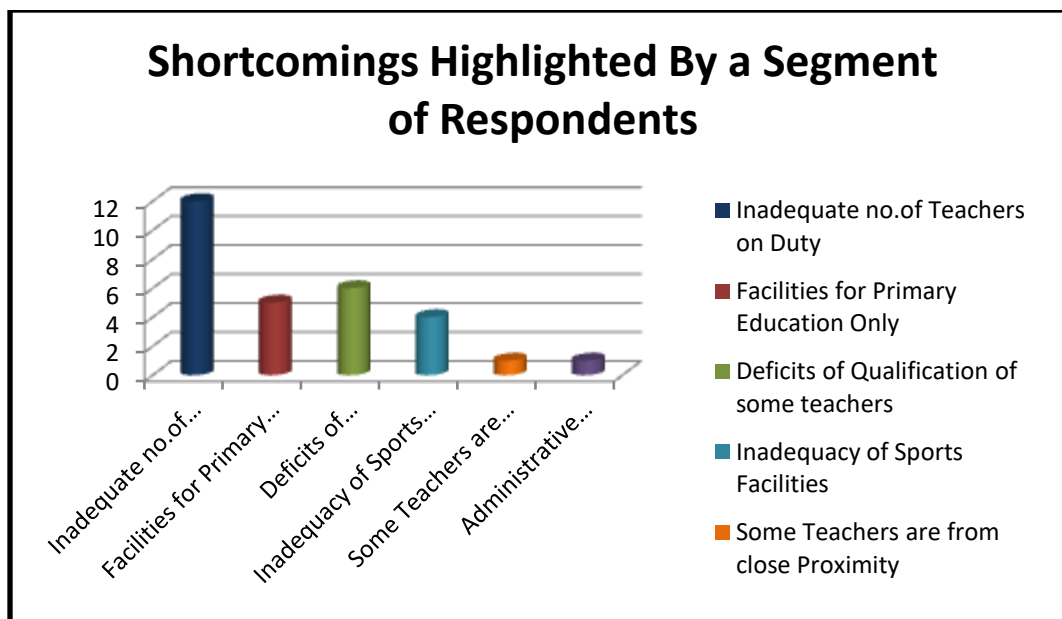
Graph No. 11 - Personl views on facilities available for Education in the area



Levels of satisfaction on established standards of education in this rural social setting is in two scales, where, 53.03% are

satisfied and the balance 46.97 % were not in acceptable level. Reasons for the low scale of performance were shown below.

Graph No. 12 - Problems encountered in the school education



As per the quality of education of the rural schools, one imperative shortcoming emphasized by the respondents is the inadequate number of teachers on duty. Due to this issue tendencieas are there for incomplete syllabuses. This factor affects the eagerness of children to take adequate effort to continue for higher grades. In addition, those who wish to attend higher education need to attend secondary schools either in Hambantota or Tangalle which is not consented neither by students no by the parents. Due to this situation number of students after O' level remain at home and male

children attend Agricultural activities while female children remain at home. These were some of the critical issues highlighted by the respondents. Also mentioned that some of the teachers are originated from the nearby villages and holding higher qualifications have created problems in the system of education. Also the insufficient physical infra structure and other facilities such as; spacious buildings, laboratories and library facilities, etc., had resulted weaker outcomes of education which had erupted unavoidably.

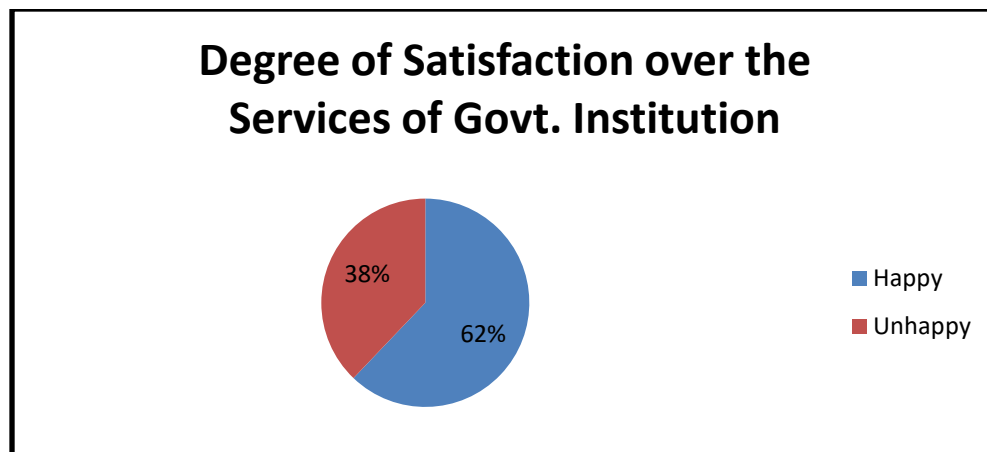
Table No. 02 - State driven institutions covering higher volume of services in the area.

What are the Govt. institutions you need to be associated with frequently?		
Grama Niladhari's Office	22	24.72%
Divisional Ssecretariat	23	25.84%
Government Hospital	15	16.85%
Provincial Council	04	4.49%
Samurdhi Bank	10	11.24%
Agraraian Services Offcie	09	10.11%
State Banks	04	4.49%
Forest Dpt. Office	02	2.25%
Total	89	100.00%

It was revealed that maintaining official contacts in the rural setting is happening through Government institutions and the relationships with private sector institutions is marginal. While moderate scale of issues are addressed through Grama Niladhari, actions to be managed at secondary level. Whereas, financial related matters are attended through Samurdhi Bank, while certain financial needs are dealt with the State Banks in the town.

A Basic Hospital being one of the Government hospitals is taking care basic medical facilities. For advance treatments or clinical services those patients attend hospitals at Debarawewa and Hambantota.

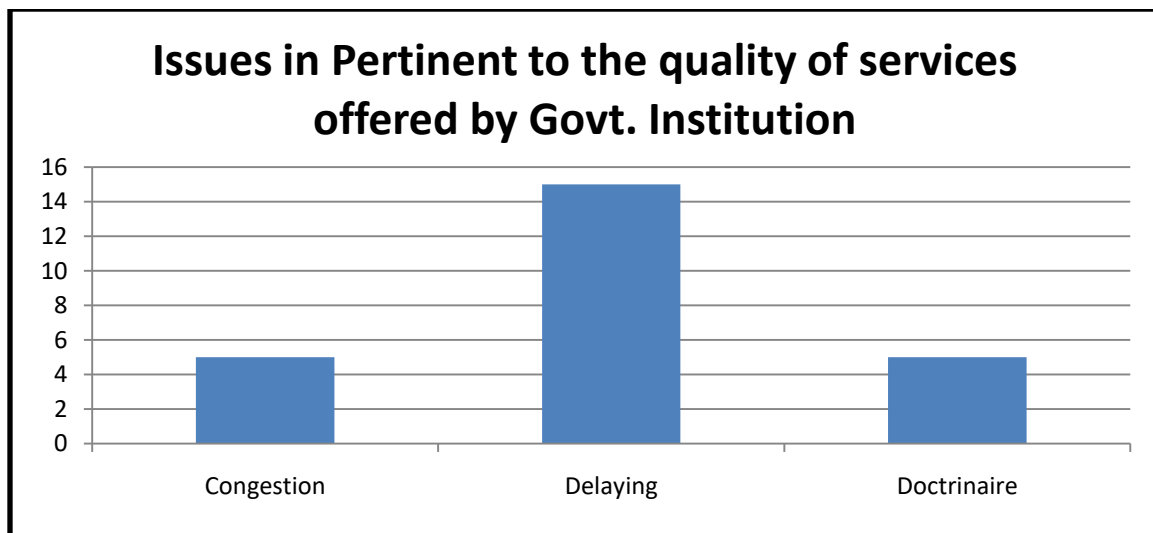
Graph No. 13 - Extent of satisfaction over the services rendered through state institutions.



Outcome of the study over the above issue was in two fragments whereas, 62% of the sample were expressed their satisfaction however, 38% of respondents uttered saying that

they are not fully satisfied on services delivered. Reasons of low satisfaction were summarized through the below Graph.

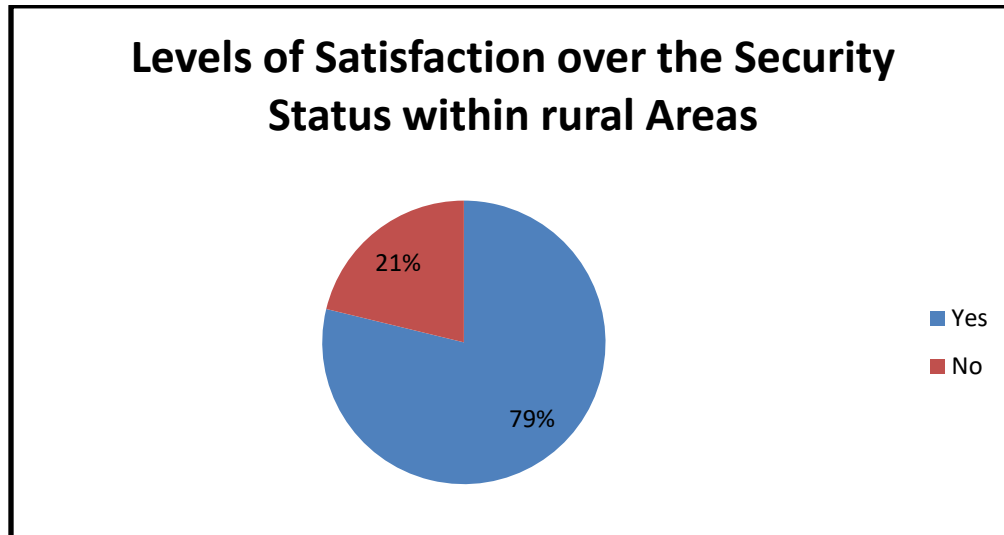
Graph No 14, Uttered problems when the respondents visit Govt. offices



A crucial factor highlighted by the respondents in reference to the services they anticipate from Govt. institutions is the delay. In addition, inefficiency is also brought up since returning documents happening frequently. Moreover,

congestion inside offices on public days creates enormous hardships for the civil community.

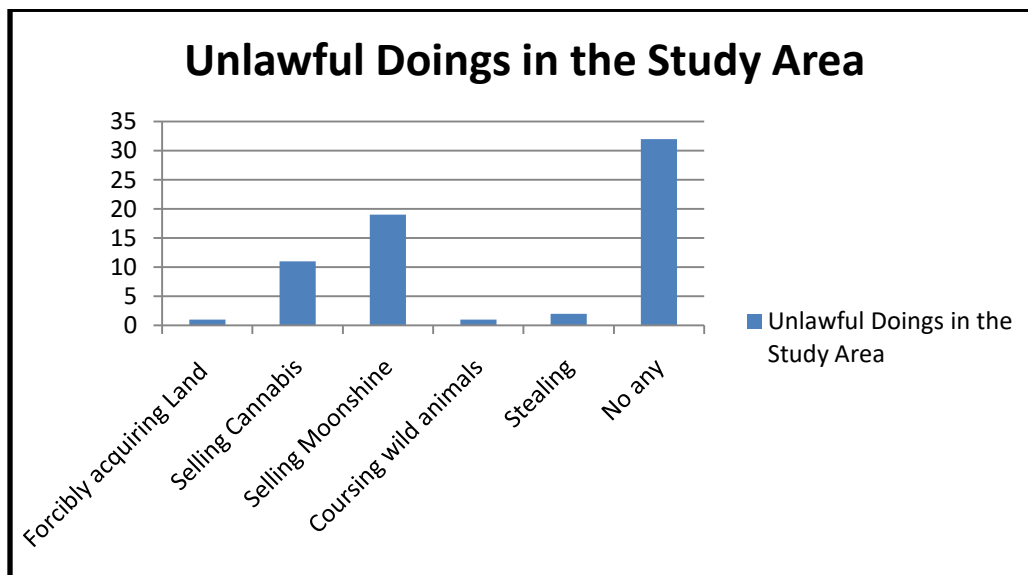
Graph No. 15 - Safekeeping within the study area



One other vital aspects covered though the study is to know the feelings of respondents over the security status within the area of study. In this respect, 79% within the sample expressed satisfaction over the concurrent security measures whereas, 21% of sample didn't show the satisfaction. Reasons for the dissatisfaction over the security are affairs spreading

and the threat of wild elephants. The below graph illustrates the illegal action proliferating in varied dimensions and two issues were brought up in which one matter is the wide scale of illegal businesses.

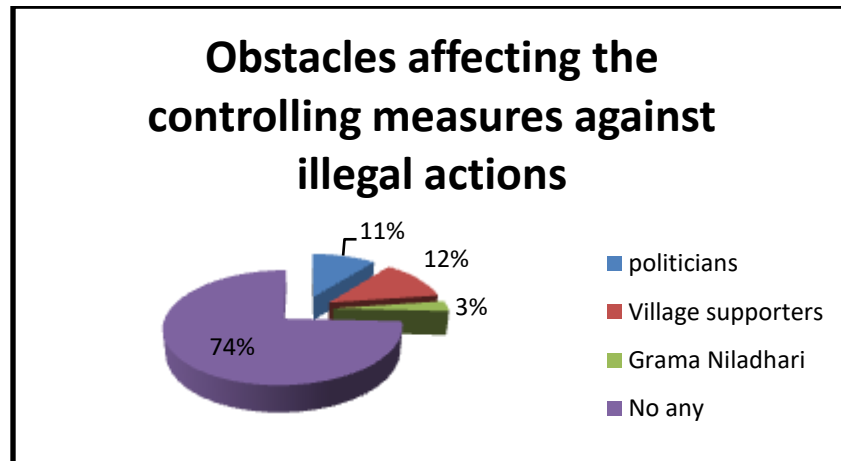
Graph No. 16 - Illegal proceedings in the study area.



Though 48% claimed that no illegal actions happening in the study area, the reality was different and what is lacking therein was the knowledge on what are the illegal action. Hence there are mixed opinions alcohol on the criminal and other illegal actions happening in the surrounding. The most

spreaded illegal action is the sale of illicit. In addition, selling Cannabis and hunting wild animals respectively at the rate of 16.57% and 1.52%. Stealing and getting hold of land ownership by force are other illegal actions happening in the study area.

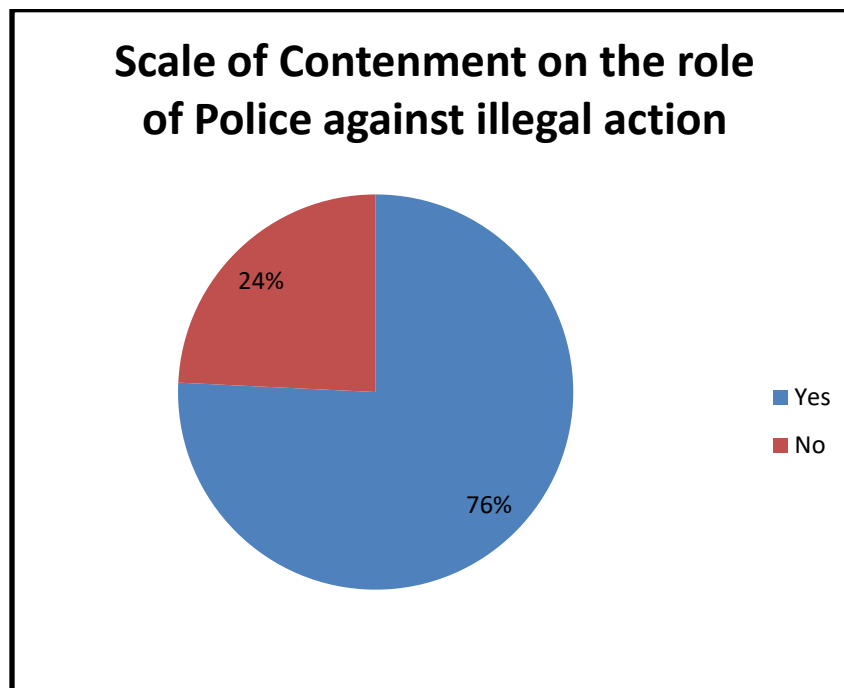
Graph No. 17 - Barriers hampering actions against illegal measures



As per the views shared by 12 % of respondents there are obstructions from the villagers themselves against controlling measures to surrender illegal moves. 11% out of the balance

interviewees asserted that politically driven support for illegal actions is one other reason. The marginal 3% stated that even Grama Niladharies provide avenues for illegal motives.

Graph No. 18 - Status of the complacency on police action against illegal moves.



A majority of 76% of the interviewees within the study area expressed positive impressions on the role of police against illegal actions. In contrary 24% of the sample uttered their dissatisfaction.

Table No. 03 - Pluses and minus points brought up by the interviewees on above expressions.

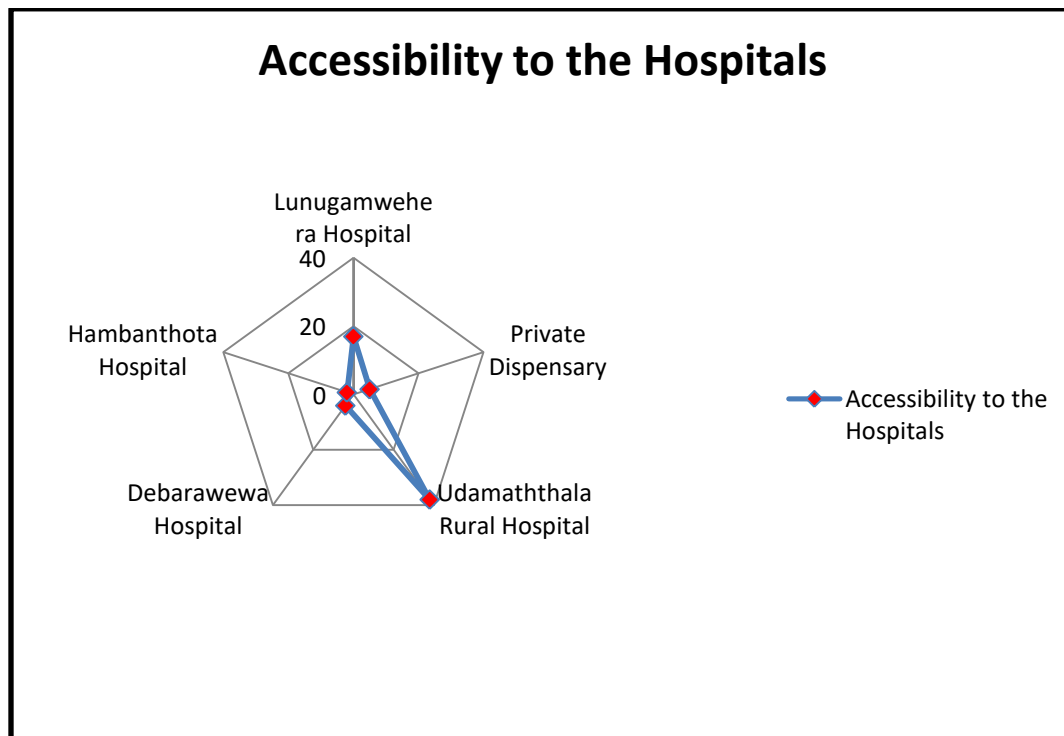
If impressions are positive – reasons		
Impartiality of O I C 's decisions	17	32.08%
Conduction of mobile services	18	33.96%

Early action to resolve complains	14	26.42%
Support being extended on public services	04	7.55%
Total	53	100.00%
If the impressions are negative - reasons		
Partiality of decisions	08	44.44%
Inefficiency	10	55.56%
Total	18	100.00%

Interviewees in positive sensation on the quality of services being offered by police brought up reasons; the impartial decision making attitudes of the OIC, Conduction of mobile services in all over the region, effectual and proficient mode of inquiring complains and the support being extended for public services in operation.

The reasons brought up by the balnce of sample highlighted certain low performing areas such as; law is not applied for all in a rightly manner, improper actions happening and the inefficiency of conducting inquiries and on-time responding.

Graph No. 19 - Services of the hospitals in the area and access of public to hospitals



In accordance with the system of Health in operation there are 5 hospitals functioning in the area. Out of which highest number of patient are attending for Udamattala hospital for treatments. The next highest number of patient used to access Lunugamvehera hospital.

Health Services

Table No. 04 - Response on the quality of services being provided in the said hospitals

Are you satisfied on the services being made available in the above stated hospitals?		
Yes, satisfied	44	66.67%
Not satisfied	22	33.33%
Total	66	100.00%

It was devulged that 66.67% of the sample are happy about the quality of services being offered by the hospitals whereas, the balance is not satisfied.

Religious Background

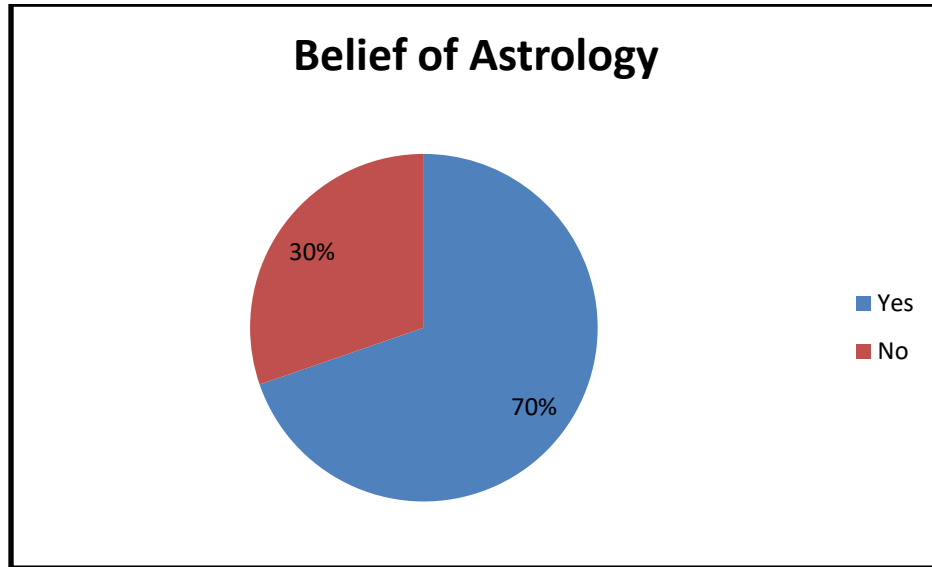
Table No 05 - Expressions on the level of satisfaction on religious functions.

Are you happy about the functionality of the temple		
Yes, happy	36	54.55%
Not happy	30	45.45%
Total	66	100.00%
Resons if you are not happy		
Leaving the temple by the monk and that affects retuals	23	76.67%
Other religious propaganda	07	23.33%
Total	30	100.00%

Two main concerns were expressed. While 54.55% stated that they are happy about the functionality of the temple, the balance didn't share positive views mainly due to the leaving of monks from the temple which affects daily retuals, Secondly, the new tendency of spreading other religions in the study area a crucial situation has emerged within the community in which 100% are Buddhists.

Astrology - Personl views of the community living within the study area.

Graph No. 20 - Personal opinion on Astrology



Being a traditional society in which the sampled families are living, higher majority of interviewees (93 %) confirmed that they trust and believe Astrology

Revering Gods

Table No.5 - Worshipping Gods in the region

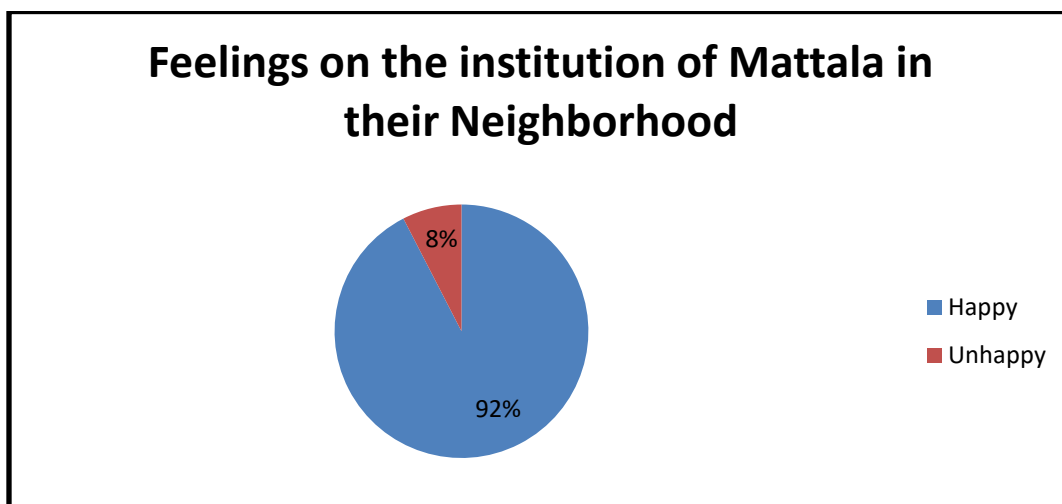
Gods receiving merit from you		
Rew. God Katharaga	49	74.24%
No specifically selected God	03	4.55%
Rew. Goddess Paththini	14	21.21%
Total	66	100.00%

In particular, the rural communities in Sri Lanka follow the practice from the far history to worship Gods and to believe

that those good or bad events happen due to the influence of God(s). In this regard when pleasant incidences happen people get together and express their appreciation by varied offerings such as overflowing boiled milk and other types of worships. In cases of bothersome time durations they used to devote themselves to the God seeking reduced power of such happenings. Once the desires are met they visit the temple again to attend ritual to worship the God. As believed by large majority of devotees God Katharagama is considered as the most dependable God also responsible for the study area and 74.24% had responded affirming that God Katharagama is the chieftain among others. Another segment of 21.21% stated their most reverend God is the Goddess Paththini while, minority of 4.55% expressed they do not believe Gods.

Views about the Rajapaksha International Airport.

Graph No. 20 - Status of positive feelings over the establishment of Airport in their vicinity



In reference to the focused topic of Mattala Rajapaksha International Airport large majority of 92% interviewees expressed their appreciation on the establishment of Airport while, only 8% brought up weaknesses. It is no doubt that those expressing either positive or negative views about this project they do it based on their political impressions. It looks like that if this project is implemented across the political party they like they would bear positive feelings on it and if the project is accomplished by an opposition party they express negative comments.

Table No. 06 - Benefits achieved due to the establishment of Airport.

The benefits reached either to you or to your family		
Possession of higher value for our properties	25	35.71%
Accessibility for employments	10	14.29%
No specific views	03	4.29%
Rented houses	14	20.00%
No comments;	18	25.71%
Total	70	100.00%

Those personal expressions over the benefit of the project were in varied dimensions of which added value for their properties is a vital outcome. Overall, 35.71% had expressed their positive views on the value added property. Also 29% of unemployed persons found jobs and also added income by 20% by means of house rents, (Yet the said income through house rent was possible only during the period of construction.) Also revealed that nearly 30% of the sample had not receive any benefit so far.

Benefits

Table No. 07 - Benefits gained regionally due to the Airport project.

What are the other development took place in your area owing to the Airport project?		
Receipt of Houses	07	9.21%
Access for new employments	41	53.95%
Constructed Highways	11	14.47%
No specific developments	17	22.37%
Total	76	100.00%

As revealed through the sample only 3 positive outcomes Vz: Access for employment, receipt of hoses, widened road network in the rural area. Nevertheless, 22.37% out of the sample claimed that no whatsoever benefit had reached the referred area.

Undesirable Results

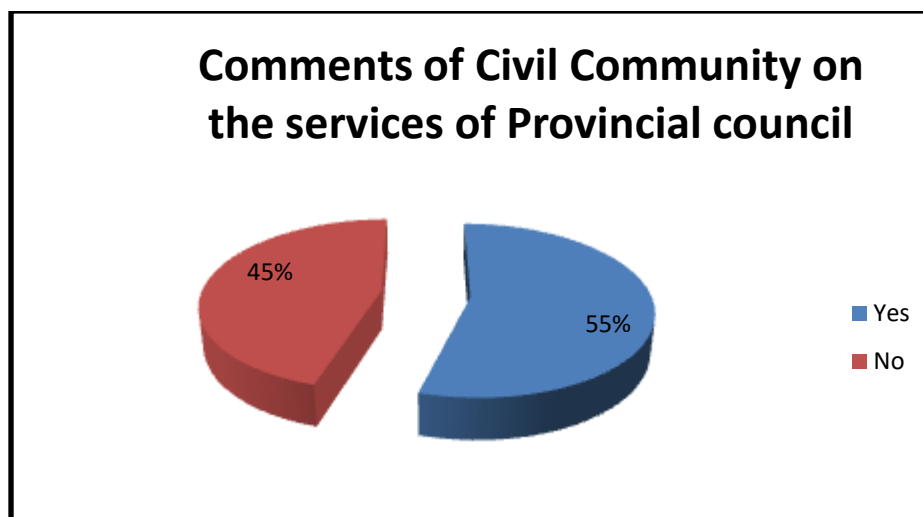
Table No. 07 - Unfavorable results of the Airport Project

Emergenced negative results due to the Airport Project		
Loss of land ownership	13	17.33%
Damages caused to the environment	21	28.00%
No negative results	34	45.33%
Threat of Wild elephants	07	9.33%
Total	75	100 %

Outcomes of the study unveiled that there are negative results out of the construction of International Airport in Mattala in which loss of land in particular the loss of cultivable land is a serious issue. Also, the environmental damages had affected the habitats of wild animal creating certain absurdities which were highlighted by environmentalists, too.

Public Vs. State Agencies

Graph No. 21 - Positiveness of relationship between public Vs. provincial councils



Effective communication between civil community and the administrative institutions is a prerequisite to ensure Sri Lanka is not an under-developed country but as a developing country

Responses of the sample in this regard show that 55% of general public are satisfied on the efficiency of the services being provided by the provincial council while the balance 45% are not happy about the performance of the council. The reasons for low execution is due to the arbitrary behavior and action by the regional politicians, expectation of personal gifts, low concern on the regional development were some of the obstructive elements as shared by the local community living within the study area.

Table No. 08 - Personal views of interviewees on the regional development

Do you think that area where you live is developed?		
Yes	36	54.55%
No	30	45.45%
Total	66	100.00%

When the personal ideology on regional development is concerned 54.55% of applicants were the opinion that Mattala rural locality is developed while 45.45% uttered views to say that no development taken place.

5.5 Discussion

When the characteristics of the study area is concerned varied common features of rural settings of Sri Lanka are visible and the study area is comprised with number of hamlets and located at fairly a long distance from the capital city. Livelihoods of the majority is Agriculture and the research sample could not catch up those entered into higher education.

In consideration of basic infra structural facilities a well attended network of road with higher standards of technology could be noticed, however, within the village areas no such network could be seen other than concreted roads.

Facilities available to follow education beyond O' level was limited. It was noticeable that there were no Central colleges or National level schools in the vicinity, and most of the surrounded schools were Primary schools. Also those junior level schools do not possess needed physical and human resources to pursue advance performance of education. .

In reference to the available health services there is no foremost negative feelings among the community since the services available are to the satisfaction of the public. However, when the services being provided through other state driven institutions are concerned civil community has to face results of varied inefficiencies and delays demanding early rectification. Hence, certain dissatisfactions are perceptible on the Govt.services.

Since there are disparities of provincial political initiatives too, people expressed their doubts on expeditious rectification of existing shortcomings.

Community in the study area faces both advantages as well as disadvantages too, resulted after the establishment of International Airport. When the attainable benefits are concerned, increased value of property, improved road network in the adjoining townships and the access for newly created job opportunities are there while, losing cultivable land and the disordered environment issues are highlighted as detriments.

Essential development needs emerged within the rural community

- Necessity to upgrade education related requirements, to enhance prudence on higher education having addressed the knowledge gap therein are other essential needs in prevalence.
- Since trouble-free movability within the locality covered through the study, is a prime need the requirement of improved road network exists.
- Trouble-free access for drinking water
- Urgent resolutions are needed to mitigate the threat of wild elephants

Under the circumstance of prevailing complications will it be possible to justify whether the implementation mechanism of Airport project is a success case ?

- Undoubtedly the mechanism adopted in the Airport project is a success case. Yet unattended hardships of the community in the neighborhood is vital. Hence, it is essential to launch people centered community development actions as an extension to the completed project.
- Other elementary question is to which extent the goals of the development project can be matched with the needs of the community.

VI. CONCLUSIONS

It is imperative to mention that as per the revelation of study a colossal damage has transpired on the Agriculture which is the most essential livelihood, caused due to the Development Project. Secondly, due to the minor percentage of job opportunities newly introduced by the Development Project and also due to the uncertainty of landing new projects within existing social setting the anticipated growth has not been attained or cannot be ensued in the near future. Though, new highway projects were constructed across the study area the development transpired in the area is marginal. More than the attention paid on Development Project, access for pure drinking water, facilities to enjoy higher educational avenues, preventive measures against the hindrance of wild elephants etc. are to be considered as priorities, and it would be a primary requirement to resolve the above pre-requisites either prior to the Project or in parallel to the Project implementation.

VII. RECOMMENDATIONS

It is noticeable that when the Development Project was designed and implemented there had been a series of vital development requisites demanding equal attention. Accordingly, in the current context, the attention be conferred on the following needs.

- It is indispensable to focus on the well-being of community living in the surrounding of newly designed special project so as to well secure traditional social identities while paying sufficient attention on the land ownership of the families.
- It is essential to build an industrial and urban environment adjoining to the Airport. An utmost attention is necessary to establish appropriate physical apparatus to maintain necessary contacts with overseas for viable sales and marketing and also on Tourism.
- The surrounding site must be modernized to enable movements of a larger crowd, daily.
- Concurrently, the community life style in the vicinity too, be taken into grant in order to design action plans after determining the rural social structure to advance their living.

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