

REIMAGINING POST-CONFLICT URBAN RECONSTRUCTION: THE ROLE OF DESIGN IN INDUSTRIAL RESTRUCTURING

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Abstract: In post-conflict Jaffna, architectural reconstruction has often prioritised symbolic visibility over revitalisation of local construction economies, resulting in spatial forms disconnected from cultural, labour and material realities. This research-by-design (RbD) study reimagines a public infrastructure – Kokuvil Railway Station – as a socio-technical platform for reorganising the construction supply system. Framed within the concept of “the *landscape of production*”, the study integrates five interrelated domains: prefabrication as a technical base, production networks, supply routes, labour systems, and organic stakeholder links. Drawing on theoretical insights from urban production, infrastructure studies, and construction research in the global south, the project proposes a contextually adaptive prefabrication strategy that supports skill development and economic autonomy. The research challenges the limitations of the “one-off” procurement model by proposing a co-creative delivery model that treats architecture as both spatial and productive infrastructure. While situated in Jaffna, the framework offers scalable insights into inclusive and resilient urban recovery. The project contributes a grounded methodology for integrating design, construction, and economic restructuring, transforming urban regeneration into a platform for institutional and industrial reintegration

Keywords: *The landscape of production, Post-war urbanism, Jaffna, the role of design, Industrial restructuring*

1. Introduction

In Asian cities, architecture often prioritises aesthetic and capital-driven forms over its productive and regenerative practices (Roy & Ong, 2011; Bhan, 2019). This disconnect is stark in post-conflict cities like Jaffna, Sri Lanka, where reconstruction is frequently deployed as a depoliticised, technocratic tool, masking the social, political and economic complexities (Höglund & Orjuela, 2011). Thus, it sidelines the cultural, production and environmental needs of the communities and undermines the creation of inclusive and resilient spaces.



Figure 1: Jaffna Town now: historical buildings on the left, and new buildings on the right. The unique facades and lively social areas have been replaced by plain concrete frames, metal cladding and glass windows (Source Dinojan T)

Pre-war Jaffna sustained a robust construction economy rooted in local resources, such as the Kankesanthurai (KKS) cement Factory, masonry crafts and skilled labour networks, which produced culturally responsive architecture (Perera, 2016; Sivathamby, 2005). The civil war (1983-2009) disrupted this system through displacement, migration and industrial decline. Post-2009 reconstruction exposed Jaffna to global markets, introducing imported materials unsuited to the local climate and culture. Consequently, the city’s distinctive material practices, layered thresholds, and vibrant social spaces have been replaced by generic structures – concrete frames, blockwork, and sealed glass volumes – largely built using increasingly informal and unskilled labour.

In such a context, the notion of post-war development reveals two critical issues: firstly, urban regeneration has been pursued in isolation from the restructuring of the construction supply system. Secondly, the current trajectory of the construction economy has diminished the potential for building economic autonomy and spatial-cultural resilience. Consequently, this study puts forward two interconnected propositions: firstly, that urban regeneration in post-

conflict settings must be connected with economic restructuring, particularly emphasizing the construction economy; secondly, that a localised construction system is essential for building spatial and institutional resilience.

To address these challenges, this study adopts Linda Clark’s (1992) conceptualisation of cities as dynamic assemblages

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of land, capital, labour, and materials. This perspective shifts the analytical focus from building as a static artefact to urbanisation as an active process of production. Framing Jaffna's reconstruction through a socio-technical lens enables its urbanisation to be regarded as an ongoing process of socio-economic production, fostering inclusivity and resilience in the architecture.

1.1. RESEARCH AIM

This study, conducted using a research-by-design (RbD) approach, explores how a public building – in this case, Kokuvil railway station – can be strategically utilised in a post-conflict context characterised by industrial collapse, local displacement, and donor-led reconstruction efforts. The aim is to transform the station from a traditional “one-off” delivery into a socio-technical platform that not only offers an inclusive public space but also encourages local material manufacturing, improves logistics networks, and increases labour capacity. This approach seeks to turn post-war reconstruction into a means of fostering long-term economic independence and industrial reintegration.

In this context, the arrangement of the production landscape is as vital as designing and creating the physical space itself. Here, “the landscape of production” refers to an interconnected system supporting the construction industry, including material supply, manufacturing, factories, logistics, knowledge generation, and building technology. The term “landscape” is understood not only in its physical sense but also as an intellectual and operational domain that facilitates and influences production practices.

2. Literature Review

This literature review investigates the idea of “the landscape of production” by first analysing post-war urbanism as a socio-economic phenomenon. It then examines architecture as a socio-technical process connected to labour and production systems. Finally, it offers a framework for understanding “the landscape of production,” outlining five interconnected components—technical base, fabrication networks, supply routes, labour systems, and organic links—each supported by relevant theories and design perspectives.

2.1. POST-WAR URBANISM AS A SOCIO-ECONOMIC PROCESS.

Throughout global history, post-war reconstruction often involves rapid infrastructure development along with long-term socio-economic integration. For example, Giorcelli & Bianchi (2023) explain that in post-World War Europe, the Marshall Plan supported large-scale industrial recovery through coordinated rebuilding strategies that explicitly connected urban infrastructure to labour training, industrial renewal, and regional equity. Conversely, authors like Calame (2005) and Duffield (2010) observe that many post-colonial and post-conflict areas in the global South experience a more fragmented model, where the idea of reconstruction is driven by elite interests, donor agendas, and militarized governance – often bypassing the local production economy. Jaffna exemplifies this contrast; since the end of the war, the region has seen significant public and donor-funded projects through state-led channels, utilising labour and technologies sourced from southern Sri Lanka and international sources (Fernando, 2017). The resulting infrastructure built is often symbolic and socially disconnected from the communities it is meant to serve. Reflecting the concept of a “depoliticised development paradigm” introduced by Höglund & Orjuela (2011), this kind of development frequently overlooks deeper social and economic issues, offering minimal structural support for industrial recovery and labour integration. These observations highlight key concerns in post-conflict urban studies, particularly that recovery efforts are often judged on visible outputs rather than their impact on industrial revival, economic justice, and economic independence.

2.2. ARCHITECTURE AS SOCIAL TECHNICAL PROCESS.

British construction theorist Steven Groák (1992) views the built environment as a materialisation of socio-technological relationships, highlighting that architectural design and construction delivery depend on the interplay of people, production systems, and institutional frameworks in shaping buildings. Within this intellectual and practical model, architecture cannot be seen as a static end product, but rather as a relational process embedded in a complex web of industrial, social, and technical processes.

Further developing this perspective for the global south, where architecture often involves fragmented, hybrid, and informal processes, Pathiraja & Tombesi (2009) and Pathiraja (2011) argue that architectural design must consider not only the material form but also the operational logic of production—especially regarding unskilled, transient workers who make up the majority of the workforce. Pathiraja (2025) specifically suggests a relatively low-precision, learnable construction approach intentionally designed to move away from elite craftsmanship and present the construction site as a learning environment. This perspective redefines construction as an educational continuum rather than just a phase in the delivery process.

While these theoretical models redefine architectural design to align with socio-technical challenges of building production, there is also an urgent need to expand the respective design methods to the technical structuring of construction tasks, especially in urban public infrastructure projects.

2.3. THE LANDSCAPE OF PRODUCTION

This study introduces an integrated socio-technical framework based on the concept of ‘*the landscape of production*’ to evaluate key focus areas such as industrial rehabilitation, economic justice, economic autonomy, and labour progress. Aimed at improving architectural delivery in post-war urban environments, the framework draws on Clark (1992) and Larkin (2013) for insights into labour restructuring and cultural infrastructure, and on Pathiraja and Tombesi (2009) for technical redefinition and capacity building within the Sri Lankan urban context. In relation to these aims, ‘*the landscape of production*’ encompasses the network of places, people, resources, and processes that together make architecture possible, from material extraction to final assembly. This landscape is shaped by social, economic, and environmental influences. It extends beyond the construction site itself to include the broader terrain—both literal and metaphorical—where building activities take place. Indeed, the term ‘landscape’ is used because it suggests a layered, interconnected environment rather than isolated tasks, recognising that construction operates within a larger ecosystem of materials, personnel, capital, and regulations that collectively influence the final result. Elaborating on the concept of the *landscape of production*, five interconnected domains that together form the reconstruction process have been identified (see Table 01).

Table 1: Design Framework
(Source Author)

Domain	Theory	Position
Technological Base	Building technologies function as <i>institutional filters</i> —mechanisms that shape who can contribute to the built environment (Tombesi, 2001). They should therefore be critically designed as components of an open and adaptive system.	Technological systems should create opportunities that are locally embedded, adaptable, and aligned with the socio-technical conditions of the region.
Production Networks	Localised production facilities ground the economic and material base of reconstruction, supporting economic autonomy and cultural continuity (Harvey, 1985).	Architectural design should integrate the revitalisation of local production networks to enable autonomy and cultural continuity.
Supply Routes and Logistics	Material and knowledge flows through supply chains shape the spatial and economic geographies of reconstruction efforts (Latour, 2005). The spatial outcome of rebuilding cannot be understood apart from its logistical substratum (Brenner, 2004).	Spatial design must proactively engage with logistical infrastructures.
Labour System and Knowledge	Labour dynamics and skill networks should be integrated with design and production systems (Pathiraja, 2025).	Labour should be reframed as a core factor in architectural production, influencing design parameters and enabling knowledge transfer.
Organic Links	Socio-technical relationships integrate diverse actors in non-linear, open-ended systems (Pathiraja & Tombesi, 2009; Coutard, 2002).	Open adaptive systems connecting social networks must be developed for technical feasibility and cultural continuity.

3. Research Hypothesis and Methodology

This research hypothesises that fragmentation in construction and socio-technical systems within a post-conflict urban setting can be addressed through architectural design, provided it is integrated into a broader production landscape. In this context, design becomes a key tool for questioning, reconfiguring, and synthesising. Conventional research methods are insufficient here because the goal is to create a socio-technical platform that is prototyped and evaluated concurrently across spatial, technical, social, and institutional levels. Therefore, RbD is adopted because it supports iterative design proposals.

Subsequently, the RbD process involves four iterative steps that structure this paper:

1. Mapping the fragmented and latent parts of the post-war construction landscape suitable for local production and assembly.
2. Designing a simple, tolerant, and learnable family of precast components, along with labour training strategies for local production and assembly.
3. Incorporating production sites, material transport routes, and labour training into the design.
4. Developing a co-creative procurement system model that engages communities and supply chains.

4. Developing the Case Study: Application of “*The Landscape of Production*”

4.1. PROJECT INTRODUCTION

Situated in Kokuvil, Jaffna, the site lies between a technical college and the University of Jaffna, highlighting the potential to establish a higher education centre in Jaffna. The growing student population across the island fosters a lively social atmosphere around the site, providing opportunities to encourage social interactions and strengthen the bond between the

city and its educational institutions. The new proposal includes a cultural square that acts as a social hub to address post-war distrust and also functions as a knowledge centre for locals and students. This cultural square features a railway station, a knowledge centre, and a pedestrian bridge connecting the university and the technical college to the wider city. To narrow the scope of this paper and respect space limitations, only the socio-technical design of the pedestrian bridge is analysed here to evaluate the research hypothesis and clarify the research findings.

4.2. DEVELOPING A TECHNICAL BASE: PREFABRICATION.

Positioning a real building project as an industrial organiser first requires recognising building systems and trades that are locally embedded, adaptable, and aligned with the socio-technical conditions of the regions. The concrete prefabrication system used here is demand-oriented, based on three criteria: 1. The ability to respond to increasing spatial, environmental, and cultural complexity. 2. The potential to generate local employment and skill development. 3. Suitability across various construction markets. To meet the rising post-war building demand, it was also essential to avoid scarce, costly, and labour-intensive materials like timber and brickwork, favouring techniques that accommodate the speed and scale of the need, along with the resources available locally.

Post-war Jaffna is characterised by commercial vernacular and small-scale production methods in cement-based construction, including modular blocks, lightweight framing components, and infrastructure elements such as hume pipes. Additionally, revitalising the cement factory presents the opportunity for a large-scale supply of materials for the city’s post-war reconstruction. Accordingly, the organisation of the bridge units is fundamentally based on three cementitious components: precast concrete panels, a concrete framing system, and modular cement blockwork. The choice of these components highlights their suitability for the project’s economic, ease-of-use, and maintenance requirements, as well as their off-site manufacturing potential. In fact, light prefabrication offers several advantages, including reducing construction delays, minimising weather-related disruptions, and enabling production in locations with readily available labour—thus supporting flexibility and cost efficiency. Moreover, concrete paneling and blockwork can be customised through surface treatments such as pigmentation, aggregate variation, and textured formwork—allowing for both functional and aesthetic variations adaptable to different cultural and market conditions. The economy and scalability of cement prefabrication provide opportunities for industrial renewal in Jaffna’s post-war rebuilding efforts. Consequently, the technical choices in this project align not only with the specific spatial and functional requirements but also with the larger restructuring needs of the local construction industry.

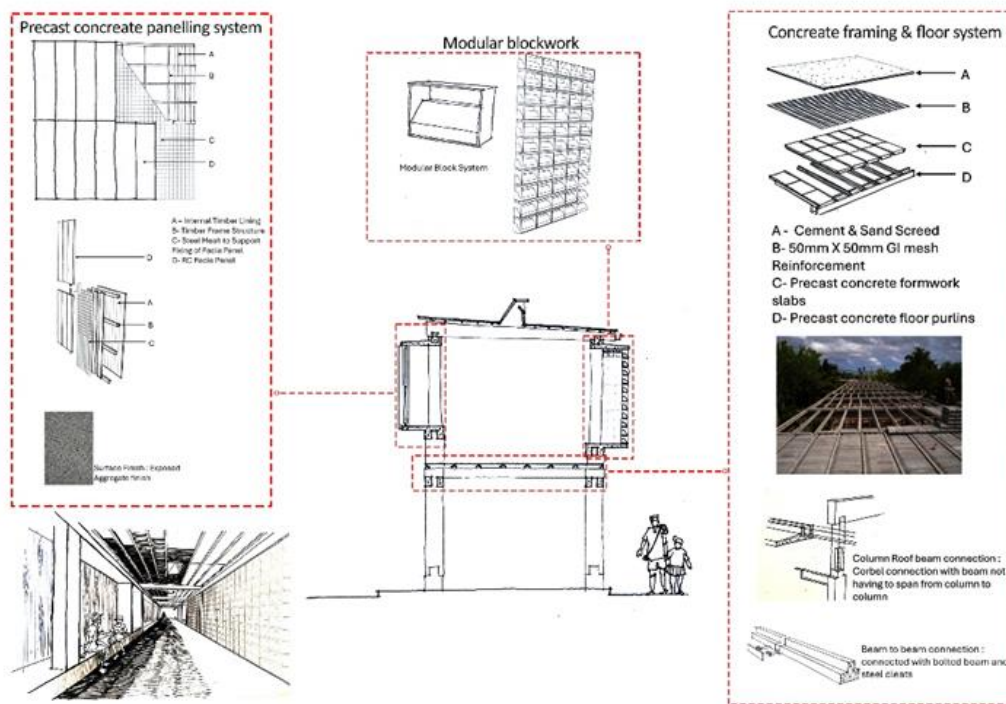


Figure 2: Prefabrication as technical base: The bridge is designed as a composition of three cement-based building components: precast concrete panelling, concrete framing system and modular cement blockwork

4.3 PRODUCTION NETWORK

Since concrete prefabrication is central to the project, it is essential to revive and reorganise the local production system, including factories, small workshops, and material supply chains, as a key part of the design and delivery process. With the return of land in areas such as Kankesanthurai and the resettlement of previously displaced communities, new opportunities are emerging to reconnect the building industry with the region’s territorial and economic capacities. To harness this potential, the production network is conceptualised across three interconnected scales:

1. National scale: Raw materials for cement production are sourced from the main production centres in Sri Lanka, such as Galle and Puttalam. This broadens supply opportunities while reducing import dependency, allowing the project to rely on stable, island-wide industrial resources.
2. Regional scale: The proposal identifies sites for establishing concrete casting yards close to logistical corridors – in this case, railway lines – to optimise the transport of prefabricated components. This approach will be elaborated in section 4.4.
3. Human scale: The project targets resettled communities in formerly militarised zones as key hubs for labour and technical involvement. Incorporating prefabrication processes within these communities offers opportunities for employment, skill-building, and the development of a local construction economy. This strategy moves value away from centralised or international suppliers, strengthening economic resilience and promoting local urban recovery.

4.4. SUPPLY ROUTES AND LOGISTICS

As part of post-conflict recovery, a new railway line is being built to replace the one destroyed during the war. However, it is not strategically designed to maximise regional potential. Instead, this project features the new railway line as both a passenger transport route and a logistical backbone. Using flatbed railcars allows the efficient transport of concrete panels, framing systems, and modular elements directly to the construction site. As discussed in Section 4.3, production facilities are strategically located near the railway, enabling seamless transfer of prefabricated components from factory to site. At the project location, unloading zones and assembly areas are incorporated into the layout, allowing phased construction with minimal disruption to surrounding activities. By aligning architectural production with the railway network, the station is intended to serve not only as a hub for public mobility but also as a centre for building logistics. This creates the potential for a distributed, rail-enabled construction model across Sri Lanka's Northern Province, supporting the future delivery of modular systems to other public infrastructure projects and strengthening logistical resilience in post-war urban development.

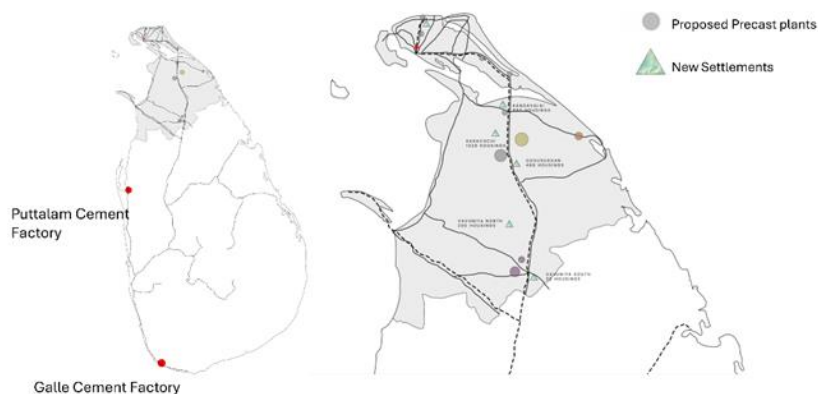


Figure 3 :Production networks, industrial plants, and new resettlement communities mapped in relation to the railway network of Sri Lanka and the Northern Province

(Source: Author)

4.5. LABOUR SYSTEM AND KNOWLEDGE

One of the main challenges in adopting prefabrication is the inherent need for precise assembly. Prefabricated components often depend on accurate execution and controlled assembly conditions – a technical requirement that is hard to achieve in post-war Jaffna, which is marked by inconsistent workmanship, fragmented technical knowledge, and limited opportunities to develop skills, with a majority of informal and unskilled labourers. However, as Pathiraja & Tombesi (2009) and Pathiraja (2025) argue, the socio-economic renewal of the construction sector relies not only on technical delivery but also on the sector's capacity to develop knowledge naturally. Workers need targeted, practical opportunities to learn specific skills that enable them to participate across various building markets and trades. To tackle these challenges, a dual approach is implemented: design tolerance and scale technology transfer.

4.5.1. Design with Tolerance

Instead of reducing the construction system to the lowest common denominator, the project emphasises clear construction logic and component assembly tolerances. It draws on Hettiarachchi & Pathiraja's (2024) concept of 'design tolerance,' which initially describes tolerance across three application areas—by system, detail, and procurement—and then elaborates on thirteen 'design tactics' such as flexible coordination, perfect imperfections, loose fit, third element, negotiable contact, negative space, effective repetition, and others. Consequently, joists, fixings, and connections between prefabricated parts like panels and framing are designed to allow for movement and fabrication errors, enabling assembly at different skill levels. This approach helps to reduce the risk of cascading failures (Refer Figure 04).

4.5.2. Enabling Knowledge Transfer

The design process is integrated with a task-specific skill development model, aligning individual construction activities with targeted learning opportunities. To illustrate this approach, the study introduces a socio-technical matrix that maps skill intensity against task complexity. The horizontal axis represents the technical demands of each task - considering

tooling, assembly requirements, and finishes – while the vertical axis measures the manual skill needed. The resulting zones depict the technological ranges accessible to different labour groups. Overlapping areas identify potential knowledge interfaces, where skill transfer and upward mobility can occur within and across the building market (Refer to Figure 05). This socio-technical matrix of scaled complexities is intended to serve as a developmental ladder for skill building, helping both under-skilled workers and newcomers to the concrete prefabrication markets.

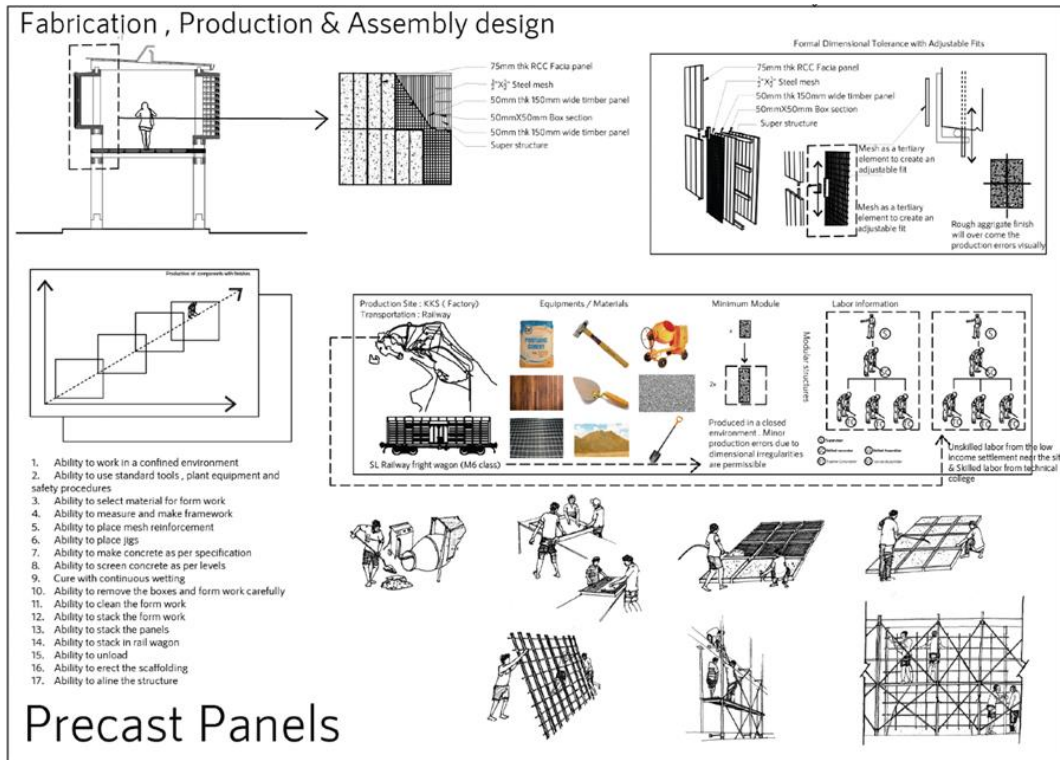


Figure 4: Production and Assembly Design of Precast panel – detailing material, tolerances, labour skills, learning objectives and transport logistics. (Source Author)

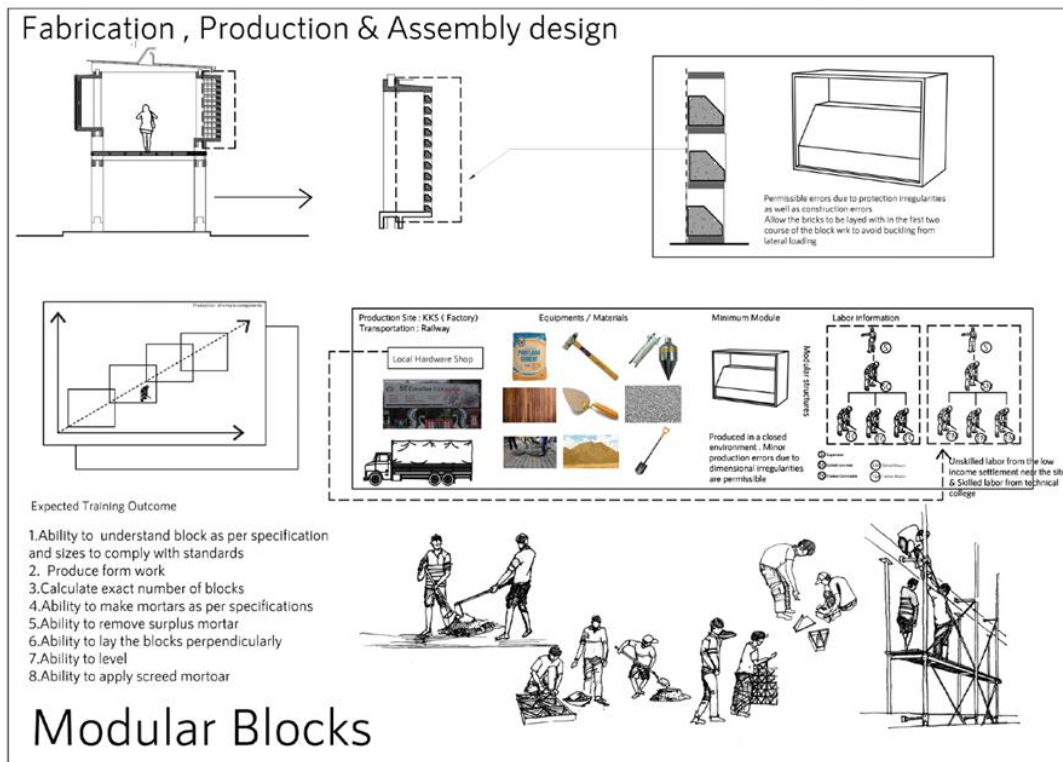


Figure 5: Production and Assembly Design of Modular Blocks – detailing material, tolerances, labour skills, learning objectives and transport logistics. (Source Author)

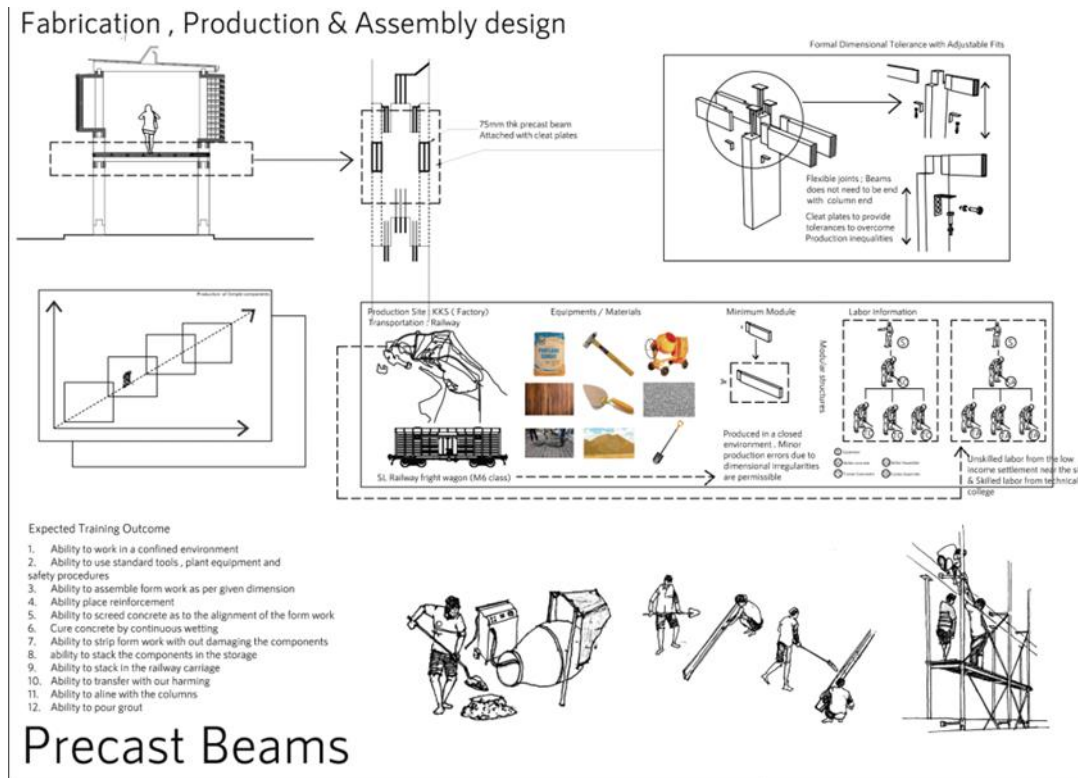


Figure 6: Production and Assembly Design of Precast beams – detailing material, tolerances, labour skills, learning objectives and transport logistics.
(Source Author)

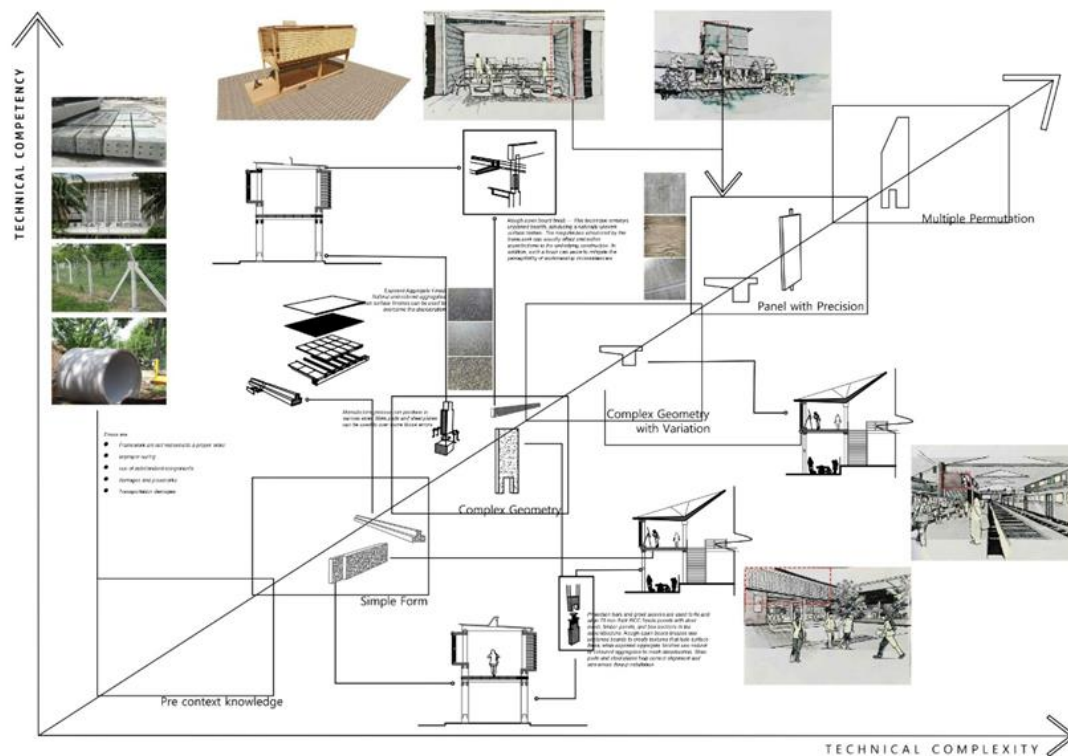


Figure 7: Enabling knowledge transfer: different tasks with varying complexity are assigned across multiple areas of the project
(Source: Author)

4.6. ORGANIC LINKS

In practice, building production is shaped by various procurement methods, each involving different social coalitions, institutional roles, and decision-making patterns. The selected procurement routes influence the choice of technological systems and the configuration of the industrial landscape supporting construction. In Sri Lanka, construction practice is often characterised by fragmentation between design and construction, despite an underlying integration in production

methods. This disjointedness reinforces the limitations of “one-off” procurement models, in which minimal contractor involvement during the design stage limits the integration of contextual construction knowledge and the capacity to extend it into the overall architectural vision (Winch, 2010). Conversely, once the design is finalised, contractors often lack the flexibility to modify or optimise systems for improved technical delivery. However, this project – initiated by the public sector with an integrated industrial approach - aims to produce outcomes that are both project-oriented (focused on output and delivery) and industry-oriented (focused on capacity building and long-term benefits such as skill transfer, labour training, job market creation, and regional industrial development). The diagram below adopts the construction economist Duccio Turin’s “process” model (Turin, 2010) to propose an alternative procurement pathway. This pathway considers the landscape of production as a central part of building delivery by involving key actors early in the process – transforming procurement into a collaborative platform rather than a series of linear transactions. Pathiraja (2025) also suggests a similar approach for sourcing on-site labour training strategies for construction projects. However, the success of this procurement method depends on pre-existing connections among the involved building actors, enabling them to be organically linked as the project is being conceptually developed.

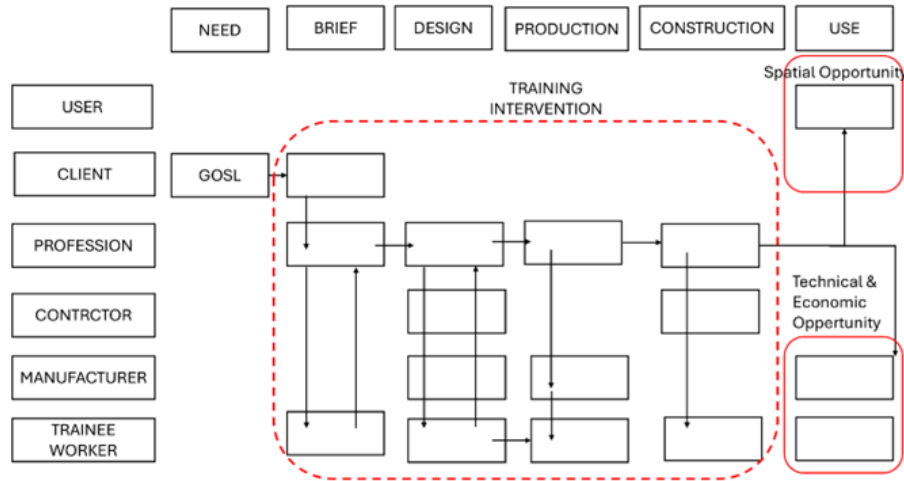


Figure 8 : Proposed procurement pathway enabling organic links
(Source: Author)

5.0. Discussion

The discussion will explore the two main research propositions outlined in the introduction: firstly, that urban regeneration in post-conflict settings must be connected with economic restructuring, particularly emphasising the construction economy; secondly, that a localised construction system is essential for building spatial and institutional resilience. This paper situates architectural design not merely as a symbolic act of development but as a facilitator of production. The architectural approach discussed here functions within the material and institutional constraints of post-war Jaffna, a context characterised by “economic necessity, not ecological idealism”. The concept of the landscape of production, used in this study, aims to broaden design agency into often unseen areas such as supply chains, logistics, and informal labour, offering a more grounded model for urban recovery.

5.1. ECONOMICALLY ORIENTED URBAN REGENERATION THROUGH ARCHITECTURAL MEDIATION.

The current urban regeneration model of Jaffna often emphasises state-driven symbolic projects aimed at creating an image, which are frequently disconnected from the social and economic fabric they seek to restore. As Höglund & Orjuela (2011) highlight, infrastructure often serves as a visual symbol of recovery but does not address the systematic exclusion of industrial opportunities. In contrast, this project adopts a “production-oriented design logic”, viewing the railway station not merely as an architectural object but as a productive urban interface. Echoing Larkin (2013), who views infrastructure as more than just a technical system but also a mediator of political and affective life, the station becomes a socio-economic organiser, aligning supply chains, incorporating prefabrication yards, and facilitating labour training around it. Its logistical integration links infrastructure delivery with economic decentralisation, transforming urban regeneration into a mechanism of territorial economic recovery rather than just spatial improvement. This approach builds on post-war lessons of the Marshall Plan, where infrastructure was linked with industrial planning and skill development. The project’s strategy to embed prefabrication within resettled communities, connect logistics to the rail network, and source materials domestically aims for a long-term territorial investment – one in which rebuilding involves reviving institutions, economies, and employment, not just constructing buildings.

5.2. LOCALISED CONSTRUCTION SYSTEM

The second research proposition critiques the reliance on fragmented, externally dependent systems that are ill-suited to local labour conditions and climate, which displace local knowledge and undermine economic autonomy. As Pathiraja &

Tombesi (2009) note, the construction workforce in the Global South is mainly informal and transient, yet architectural design often overlooks the implications of socially embedded technical conditions. To address this gap, the research proposes a prefabricated concrete system that features locally adaptable, low-precision, and learnable construction processes, rather than forcing the design to meet minimum standards. This system incorporates tolerance-based joints and modular logic that accommodate workmanship errors without systematic failure. This approach aligns with Groák (1992), who states that the built environment results from negotiated social-technical practices, not static formal ideas. Additionally, the project couples its technical system with socio-technical skill development by mapping construction tasks against manual and technical intensity to scaffold progressive learning opportunities. In this way, the labour system is treated not as a constraint but as a design parameter—facilitating upward mobility and horizontal skill transfer to serve various markets, from low to high end.

The placement of production yards in resettled areas and their integration with railway systems strengthens this localised supply-labour ecology, challenging what Harvey (1985) describes as the spatial fix: the tendency of capital to displace production from its location. Here, architecture re-embeds production within the local economic and territorial context. Finally, the study presents an alternative procurement model rooted in Turin's process-oriented approach, emphasising the planning of the production landscape as a central element of the project vision rather than a secondary detail. This shifts procurement from a linear transaction into a collaborative platform involving formal and informal actors, material suppliers, community labourers and public agencies, co-shaping technological and spatial decisions. In Couratd's (2002) terms, this creates organic, adaptive, relational systems that evolve over time, rather than rigid bureaucratic templates.

By positioning the *landscape of production* at the core of design delivery, the project suggests a model of spatial co-creation based on mutual benefits – not just compliance – and anchored in place, not merely standard.

6.0. Conclusion

6.1. KEY FINDING

As the initial phase of the broader research programme on the role of design in industrial restructuring, this paper has examined how a single urban architectural intervention in post-conflict Jaffna, when framed through the lens of “Landscape of Production”, can transform public infrastructure from a symbolic, donor-driven object into a strategic tool for regeneration. Four core findings emerge directly from the above study. Firstly, public infrastructure can act as an industrial organiser: The Kokuvil railway station and the bridge redefines how a seemingly conventional building commission can be reconceptualised as a dynamic interface capable of decentralising economic activity, strengthening local production ecology (precast concrete technology) and reducing the dependency of imported materials. Second, the five-domain framework of “the landscape of production” can be operationalised as a model that simultaneously guides architectural delivery and industrial restructuring in a post conflict zone. This finding reinforces the need to consider architectural practise as fundamentally concerned with designing the criteria, linkage and organizational interfaces of the procurement process – rather than finished object alone. Third, by designing a family of simple, tolerant components, the study proves that project specific building elements can directly “design” the wider industry – rebuilding labour skills, organising material flow and allow cultural and technical adaptability. Fourth, and the most critical for the post conflict practise, none of these outcome are achievable under traditional linear procurement; only a co-creative model that simultaneously addresses both project-specific and industry-wide needs can only be achieved if all stakeholders in the building activity are engaged in the building conceptualisation phase as early as possible with an out look of long term restructuring of the regional construction economy. In the context of Jaffna, a resilient urban reconstruction is no longer a question of importing a generic built forms faster, but using architectural design itself as a instrument for economic autonomy, skill generation policy making and long-term capacity building within the regional construction economy. Indeed, such as expanded conception of design, position architecture not only as a production of built form but as the strategic shaping of the socio-technical process through which reconstruction become materially and institutionally grounded.

6.2 LIMITATIONS

While the study presents solid theoretical and design-led frameworks for repositioning the concept of industrial restructuring in the post-war context, two main limitations are recognised. Firstly, the conclusions are closely linked to the specific socio-political and economic setting of Jaffna. Extending the findings to other regions would require additional comparative validation. Secondly, the proposal is currently at the conceptual and design research stage. The next step involves empirical validation through real projects or field-based prototypes.

6.3 FUTURE RECOMMENDATION

A key recommendation to expand on this insight and address its limitations is to conduct pilot projects and prototyping, planned as the second phase of this study. This involves launching small-scale experimental interventions to assess the technical goals discussed earlier. Additionally, institutional engagement should be prioritised, which includes initiating discussions with public authorities and policymakers to promote process-based, collaborative procurement strategies that support long-term industrial and territorial development objectives.

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