

Seminar on
Second Master Plan for
Chennai Metropolitan Area, 2026 –
Avenues and Opportunities
Proceedings and Recommendations

31st Oct & 1st Nov 2008,
Chennai.



Chennai Metropolitan Development Authority
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Seminar on Second Master Plan for Chennai Metropolitan Area, 2026 – Avenues and Opportunities, Proceedings and Recommendations

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Chennai Metropolitan Development Authority
Seminar on
‘Second Master Plan for CMA, 2026 – Avenues and Opportunities’
held on 31st October 2008 and 1st November 2008 at Chennai

Proceedings and Recommendations

The Second Master Plan for Chennai Metropolitan Area has come into force on 2nd September 2008. It brings to the fore a number of crucial challenges that have emerged in the process of shaping Chennai into a harmonious metropolis. The National Seminar on the Second Master Plan for CMA – ‘Avenues and Opportunities’ was organised in Chennai during 31st October 2008 and 1st November 2008. Tmt. Susan Mathew IAS, Vice Chairperson, CMDA in the opening remarks stated that the challenges are most prominent in the areas of shelter, traffic and transportation, infrastructure development including water supply, sewerage, solid waste management, and environment. The Second Master Plan has brought to centre stage the modes of transforming these challenges into opportunities. It is the task of all the agencies vested with the responsibility of realisation of the SMP to explore and identify the avenues to transform the apparently obstacle ridden challenges into opportunities. The judicious employment of modern technology, active participation of the public and NGOs, the visionary leadership of the Government, its Departments and Agencies, and the joint effort of the Government Departments and Agencies are required for achieving the objective of having a harmonious metropolis.

2. Dr. M. Ramachandran IAS, Secretary, Ministry of Urban Development, Government of India in his special address stated that Chennai occupies a special place in the economic, social and cultural milieu of Southern India. Dimensions of growth in Chennai need a multipronged strategy to tackle problems in order to secure balanced and planned development through land use and development control mechanisms, decongestion measures like shifting certain traffic intensive wholesale activities from congested localities to planned areas, development of new towns / satellite towns and formulation and implementation of integrated urban infrastructure development projects by the agencies concerned. He noted that while preparing the Second Master Plan, the existing land use plan was prepared based on the high-resolution satellite images i.e. IKONOS; latest data has been made use of and demographic analysis attempted; trends in new developments including I.T and ITES,

automobile, ancillary units development and electronic industries development around the CMA have also been taken into account. This leads to enrichment of the qualitative aspects of the Master Plan and lessons can be learnt and may be adopted by other cities. Also, developable lands have been identified and their extent worked out using GIS applications. It is very relevant that all the maps are now in digital format, which will allow CMDA to effectively monitor the growth of Chennai Metropolis and also accurately deduce the holding capacity for future requirements. Comparing the experiences of urban development in other cities Delhi, Bangalore and Mumbai, he stated that an important element of Chennai Master Plan is the infrastructure investment plan and the City Development Plan prepared for JNNURM which find a place in the SMP document. He hoped that Chennai Master Plan 2026 will serve as a model for other cities to replicate and adopt suiting local conditions. He recommended that as in the case of Delhi, National Capital Region, CMA and areas around may be delineated as State Capital Region and State Capital Regional plan may be prepared to channelise the rapid economic and industrial developments taking place around the metropolitan area to integrate them with the metropolitan development.

3. Thiru R. Sellamuthu IAS, Principal Secretary, Housing and Urban Development Department, Government of Tamil Nadu in his presidential address has emphasized the need for inclusive development in all sectors of urban planning. He also stated that for effective implementation of the Second Master Plan, monitoring and review committees will be formed.

4. Thiru Paruthi Elamvazhuthi, Hon'ble Minister for Information and Chairman, CMDA inaugurated the Seminar and delivered the inaugural address. He highlighted the detailed public consultations done during the process of preparation of the Second Master Plan, and stated that it is a people friendly plan benefiting all sections of the people. Listing the modifications made in the development regulations, he hoped that it would boost the real estate market and improve housing stock, apart from encouraging affordable housing. He requested the experts from various parts of the country who were present to deliberate on the nitty-gritty of various issues highlighted in the Master Plan and make recommendations for effective implementation of the plan. A photo exhibition on 'Old Madras' was also inaugurated by the Hon'ble Minister for Information and Chairman, CMDA.

5. Apart from the inaugural session, the seminar was structured with six technical sessions on specific themes viz, (i) Urban Development and Management: Indian experience, (ii) Traffic, Transportation and Parking, (iii) Water Supply, Sanitation, Solid Waste management and Flood Alleviation, (iv) Shelter, (v) Environmental management, Infrastructure development and Financing, (vi) Land use and Development regulations. These technical sessions were chaired by Dr. M. Ramachandran IAS, Thiru. Debendranath Sarangi IAS, Thiru. K. Deenabandu IAS., Thiru. Manickam Ramasamy, Thiru. R. Balakrishnan IAS, and Thiru. T.R. Srinivasan IAS (Retd.) respectively. There were 32 key speakers who made their presentations on a wide range of topics which were followed by detailed discussions with the participants. More than 250 delegates from various parts of the country comprising town planners, engineers from Local bodies, Government Departments and Agencies, Urban Managers, Officers of the State and Central Governments experts in the various fields associated with urban development, NGOs, representatives of Women Development Organisation, Architects, Builders and Real Estate Developers, Academicians and also students of Town Planning, Architecture and Transport Planning who would be the experts in these fields in future, participated and shared their views. After two days' deliberations the recommendations that emerged to take forward the implementation of the Second Master Plan were listed and presented in the valedictory session by Tmt. Susan Mathew IAS, Vice Chairperson, CMDA.

Recommendations of the Seminar

6. Recommendations of the Seminar are given below;

Urban Development and Management: Indian Experience

- (1) In India, redevelopment has become a major element of planning. Due importance has to be given to it in the planning.
- (2) Master Plan should be followed up with Zonal Development plans or Detailed Development Plans, not only for the city areas, but also for the rapidly growing corridors.
- (3) Decentralised local area planning with local people's participatory approach to be adopted.
- (4) Development projects such as Outer Ring Road in the periphery of an urban area should be conceived as a 'corridor development project' with a plan for regulation

of developments and also addressing the requirement of network of roads in the growth corridor.

- (5) In such growth projects, to mobilise resources (i) levy of impact fee for constructions and (ii) collection of 1.5 times the market value of land in lieu of the land to be handed over to the planning authorities as reservation for EWS (5%) and LIG (5%), in case of housing layouts, may be tried as is being done in Hyderabad for the Outer Ring Road Project.
- (6) Introduction of better modes of public transport such as low floor buses & metro-rail, as done in New Delhi, may be tried to shift the people from private to public transport.
- (7) The concept of having a state capital region and a regional planning authority on the lines of National Capital Region of Delhi should be considered to address haphazard urban growth in and around Chennai Metropolitan Area.

Traffic, Transportation and Parking

- (8) When comparing European cities and American cities, vehicle ownership ratio, and no. of trips per person per day for Chennai are very low. But the problem lies in the quality and use of the road space, and this needs to be improved.
- (9) As the mobility benefits of bus priority measures, viz. dedicated bus lanes are immense, it may be tried in the major arterial roads.
- (10) While the modal split of 70:30 between public and private transport should be strived at, the sub modal split of 60:40 between the rail transit and bus transit is necessary.
- (11) Due importance to be given for mobility and safety of pedestrians in the urban transportation system.
- (12) Off street parking standards adopted for issue of Planning Permissions for constructions should be in tune with the sharp increase in vehicle population. (the ratio between vehicles and population 1:9.25 in 1991 has become 1:1.73 in 2008).

- (13) Apart from disincentives such as collection of a premium for acquiring a second car by a household, measures such as production of proof of off street parking space before registration should be introduced.
- (14) Major traffic management measures introduced by Police should be with the advice of the planners and experts in the field. The erstwhile Traffic Action Committee headed by the City police Commissioner and with members of various departments, agencies, NGOs & experts may be revived.
- (15) Impact of the proposed 'Tambaram Rail Terminal' on its surrounding area, particularly its impact on road traffic, to be studied and timely remedial measures taken.
- (16) Apart from achieving increased modal split for rail transit, speed on the roads should be improved. It becomes important for movement of emergency response vehicles such as ambulances, fire and rescue service vehicles.
- (17) Indicators for urban infrastructure levels need to be developed for review and comparison.

Water Supply, Sanitation, Solid Waste Management and Flood Alleviation

- (18) Present level of average water supply is about 90 lpcd; it ranges from 25 lpcd in slum areas to 190 lpcd in certain other areas. Metrowater has pursue action to fill the demand supply gap and also achieve planned target of 150 lpcd.
- (19) Efforts for desalination have to be pursued, even though it is costlier, as a 'drought proofing' solution to the people of Chennai.
- (20) Decentralised water supply treatment plants and sewerage treatment plants may be tried, considering their cost effectiveness.
- (21) Considering its importance as the main source of potable water to Chennai, Redhills catchment area has to be protected by prohibiting further development as already provided in the Master Plan.
- (22) Recycling of black and grey water in large residential buildings and commercial establishments has to be advocated, especially for industrial use.

- (23) Densification of existing areas as planned for in Second Master Plan requires augmentation of water supply and sewer infrastructure. Taking cue from the Second Master Plan, projects and programme for meeting the further demand during the plan period shall be worked out and implemented within time frames.
- (24) Highway projects such as Chennai By pass affect the drainage system. Proper drainage system to solve the problems in the areas east and west of NH Bye pass has to be worked out and implemented by NHAI immediately.
- (25) Highways Authorities should ensure that flooding and drainage problem should be taken into account in the design and implementation of their projects, and ensure that no natural drainage system is affected adversely by the project.
- (26) Macro Drainage network plan has to be prepared for Chennai Metropolitan Area by PWD in coordination with CMDA, and implemented not only to protect the lakes and water ways but also to ensure that network of canals and channels are provided when new areas are developed for urban use.
- (27) Taking into the account the fast developments taking place such a ELCOT, SEZ., Semmancheri TNSCB residential colonies, large private real estate investments in Jaladampet, Perumbakkam etc. taking place on the reclaimed public / private lands, a macro drainage plan to collect and discharge storm water in the areas around Pallikaranai Swamp to be prepared by PWD and communicated to CMDA so as to freeze developments in the drainage network alignments and ensure that no development takes place in the drainage network alignments.
- (28) Execution of shortcut canal to discharge flood from Pallikaranai Swamp to Bay of Bengal by PWD to be expedited.
- (29) In solving the micro drainage problem in Chennai Metropolitan Area combined efforts of various organizations are needed. To take charge of steering function, coordinate planning implementation and monitoring of the macro drainage projects, a nodal agency should be created and made responsible.
- (30) Chennai Corporation's existing landfill sites at Perungudi and Kodungaiyur should be modernized and converted as scientific and pollution free land fill sites.

- (31) Zero garbage through roof top composting, in all premises including hotels, multi-storeyed buildings etc. to be encouraged and achieved with a time frame.
- (32) 'Plastic to petrol' being tried as pilot project to be expedited and its replicability established.
- (33) Modern bio-tech systems of garbage digestion being used in the US may be tried in Chennai as a pilot project to find an alternative pollution free solution for solid waste disposal.
- (34) Incineration of solid waste, even without energy generation, may be an environmental friendly solution for solid waste disposal which could also be tried by Chennai Corporation.
- (35) Source segregation is one of the best options of safe disposal of solid waste and it has to be implemented in all the local bodies in Chennai Metropolitan Area, with a time frame to achieve 100% coverage.
- (36) As a better institutional setup to provide infrastructure development and manage urban areas the Government's proposal to form two new Corporations around Chennai to be expedited.
- (37) For efficient urban planning and development, GIS system has become important. The Government of India's programme of utility mapping to be made use of effectively by all the service agencies and agencies concerned and a GIS system of Chennai fully developed and used.

Shelter

- (38) Public Sector Agencies alone cannot provide housing to lower income groups, private sector to partner Government in the process.
- (39) A bench mark for affordability to be arrived at as it is an important aspect for housing development.
- (40) Land owners should be included as partners in the TNHB developments and a simple land acquisition procedure to be devised to save cost and time.
- (41) Co-operative approach for housing development in slums may be tried.

- (42) Considering the huge need to be addressed and limitations in public institutional set up innovative methods for redevelopment of slum tenements such as Private Public Partnership, Transfer of Development Rights etc may be tried.
- (43) Preferably, in-situ improvements for slums be made where ever feasible including the option of multi-storeyed tenement constructions.
- (44) Problems of slums on private lands should also be addressed by the TNSCB and other Government departments / agencies.
- (45) Concessions on various levies to private builders may be considered to promote low income group housing.
- (46) Housing Finance institutions should consider easing of interest rates to promote inclusive housing.
- (47) Needs of platform dwellers to be immediately addressed. A detailed study on their shelter problems to be taken up

Environmental Management, Infrastructure Development and Financing

- (48) A study is needed to find the gaps in the implementation and monitoring of Environmental policies and implementation mechanism.
- (49) e-waste will increase to 1.32 lakh tonnes in Chennai City by 2013, against the present generation of about 30,000 tonnes. Initiatives taken by TNPCB are tackling this growing problem to be continued to achieve 100% pollution free disposal of e-waste within a time frame.
- (50) To tackle the growing demand for energy, apart from augmenting power generation capacity. TNEB proposes awareness campaigns on power saving.
- (51) Development Regulations should include provisions for service ducts to carry telephone cables to all the floors. Provision of service ducts along roads for running of service lines may also be considered to avoid frequent road cuts.
- (52) Given the fiscal constraints, Private Public Participations (PPP) will continue. PPP, which brings in win-win situation to both the public and private partners to be preferably adopted for urban development projects including municipal infrastructure provision and maintenance.

- (53) Local bodies and parastatals in Chennai Metropolitan Area to make use of the JN-NURM funding optimally in addressing the infrastructure and housing for urban poor in Chennai Metropolitan Area within the JN-NURM period. Further, action initiated for identification of programmes and projects to be implemented in the medium town i.e. after 2011, under the 2nd JN-NURM.
- (54) Telephones junction boxes, E.B. junction boxes, transformers located along roads should be located in such a way not to obstruct pedestrian movements. Further, aesthetics should also be considered in the provision of energy infrastructure such as pylons, sub-station, etc.

Land Use and Development Regulations

- (55) Review and Monitoring mechanism as recommended in the Second Master Plan to be put in place, in order to initiate action for implementation.
- (56) Government buildings / precincts already identified as heritage buildings may be notified immediately under Development Regulations as a core list, for expansion later.
- (57) Detailed guidelines relating to Heritage buildings for effective implementation of the Development Regulation provisions to be arrived at.

7. Detailed proceedings including individual presentations made by the key speakers in the seminar are given in the part of this document which follows.