

Innagural Session

WELCOME ADDRESS

*Thiru Vikram kapur, I.A.S.,
Member Secretary, Chennai Metropolitan Development Authority*

The **Hon'ble Minister for Information, Government of Tamil Nadu and Chairman, CMDA**, dignitaries on the dais, ladies and gentlemen.

A very good morning to all of you. On behalf of Chennai Metropolitan Development Authority, it is my privilege to welcome you all to the “**Seminar on Second Master Plan for Chennai Metropolitan Area, 2026 Avenues and Opportunities**” to be held on 31st October 2008 and 1st November 2008.

The **Hon'ble Minister for Information and Chairman, CMDA Thiru Parithi Ellamvazhuthi** has been the moving force behind the long-awaited Second Master Plan for Chennai. Under his able guidance and direction, CMDA has been able to come out with a historic document that seeks to fulfill the aspirations of the citizens of Chennai. His deep commitment to the development of the Chennai Metropolitan Area and aspiration to make it a global metropolis offering world-class infrastructure, is indeed remarkable. I take this opportunity to welcome the Hon'ble Minister who has kindly consented to inaugurate this Seminar and deliver the inaugural address, and assure him of our unstinting support in his endeavors. It is a matter of great honour for the CMDA to have in our midst **Dr. M. Ramachandran, I.A.S., Secretary**, Ministry of Urban Development, Government of India to deliver special address on this occasion and later chair the first technical session. Dr. M. Ramachandran brings with him vast experience in the field of urban planning and development and has been extremely supportive of the various initiatives taken by the State Government. We grateful to you, Sir, for having spared your valuable time for attending this Seminar and would like to extend a warm welcome to you.

The CMDA has been fortunate in having the constant support of **Thiru R. Sellamuthu, I.A.S., Principal Secretary to Government**, Housing and Urban Development Department, Government of Tamil Nadu, particularly in the preparation and release of the Second Master Plan. His tireless efforts in ensuring the passage of the Plan through wide stakeholder consultations and approval by the State Government will always be remembered. I would like to place on record our deep gratitude to the Secretary for his valuable contribution in making the Master Plan come to fruition and look forward to continue working closely with his team of officers. I welcome you, Sir.

Tmt. Susan Mathew, I.A.S, Additional Chief Secretary, Vice-Chairperson, CMDA has been leading this organization from the front and has been a pillar of strength for all of us who have been working to make this Seminar a success. Although she is very much part of the organizing team, I would nevertheless like normally to welcome to this Seminar.

I also wish to welcome to this historic city those delegates who have come from outside the state for the Seminar. We look forward to hearing their experiences and sharing ours with them. There is a great deal to learn from such mutual exchanges and I am grateful to each one of you for having taken time out to attend this Seminar.

It is heartening to see such a good response from delegates from various Government Departments and Agencies as well as Non-Governmental and Community Organizations. All of you, whether in the Public Sector or from the civil society, have contributed immensely to the preparation of the Second Master Plan and your presence here on this occasion is testimony to your continuing commitment towards translating the strategies and policies outlined in the plan into action. I welcome each one of you to this Seminar.

Last but not the least a special mention needs to be made of the members from the press and media who have consistently covered a Master Plan and have acted as an effective medium of communication between the CMDA and various stake holders, particularly the public at large. On behalf of the CMDA I welcome you all.

Thank you.

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Opening Remarks

*Tmt. Susan Mathew, I.A.S.,
Vice-Chairperson,
Chennai Metropolitan Development Authority*

The Second Master Plan for Chennai Metropolitan Area was notified by the Govt. and came into force on 2nd September, 2008. It carries with it, our **hope and vision** to transform Chennai into a more economically vibrant and environmentally sustainable prime metropolis. It is the balanced and harmonious development of the metropolitan area that is planned to be achieved by the Vision Year – 2026.

The Speakers we have here are eminent experts in the field of urban development. This Seminar is aimed at an exchange of knowledge and experience.

The 21st Century is the Century of the City. Half of the world's population now lives in cities. Within the next two decades, 60% of humanity will be urban dwellers. According to the UN HABITAT Report on the 'State of the world's cities 2008/2009' Chennai will be the 26th most populous city in the world by 2025.

The Second Master Plan brings to the fore a number of crucial challenges that have emerged in the process of shaping Chennai into a harmonious metropolis. These challenges are most prominent in the areas of **Shelter, Traffic and Transportation, Infrastructure Facilities, Water Supply and Drainage, Solid Waste Management and Environment.**

The SMP 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 avenues that lead us from the challenges to opportunities are created by the judicious employment of modern technology, active participation of the public and non-governmental organizations and the visionary leadership of the Government, its departments and agencies. Builders, Architects and Planners have to work in tandem with the Govt. to give shape to a harmonious city and metropolitan area.

SHELTER

The projected population of the CMA in 2026, the Vision Year of the SMP, is 126 lakhs. Presently, its population is about 84 lakhs, Chennai city accounting for 48 lakhs. 19% of the city population live in slums. The density of population in the city now is 273 persons per hectare and in the CMA it is 71 per hectare. It will go up to 333 in the city and to 105 in the metropolitan area by 2026. The challenges that the exponential growth of population throw up in the area of **Shelter** are phenomenal. The demand for housing is currently 44,000 units per annum. It is bound to go up to 62,000 per annum by 2021 – 2026. The policies and strategies identified in the SMP have been evolved based on the National Urban Housing and Habitat Policy and the National Slum Policy. The strategies also include the grant of an additional Floor Space Index (FSI) of 0.25 if the dwelling units are less than 45 m² and a higher FSI of 2.00 for special buildings and group developments with an unit area of less than 75 m² in MRTS influence areas. It envisages making provision for housing for the Economically Weaker Sections (EWS) by its strategy of reservation of 10% area in plots of more than 1 hectare extent in residential developments. Each of the dwelling units so developed shall not exceed 45 sq.mts. and will be either within the site proposed for development or within a radius of 2 kms.

TRAFFIC AND TRANSPORTATION

It is imperative that public transport system improves drastically to meet the ever rising needs of the population. Private vehicles have to be discouraged in view of conservation of fuel and reduction of pollution. Now, 58% people use private vehicles, of which 19% are bicycles, 29% are two wheelers and 5% are cars. Only 42% use public transport.

The policies and strategies encompass augmenting coverage and capacity of rail and bus transits, removal of bottlenecks in rail and bus transit networks by construction of road and rail underpasses and overpasses, flyovers at critical road intersections, provision of affordable and comfortable public transport, removal of encroachments on pavements and footpaths and providing safe passage for pedestrians and cyclists. Ensuring improved traffic management and parking policy as well as segregating freight from passenger traffic are also on the agenda.

INFRASTRUCTURE FACILITIES – WATER SUPPLY AND SANITATION

Chennai city is served much better than the rest of the CMA with regard to water and sanitation. The need of the hour is the holistic management of water and optimisation of local resources. The strategies identified include-

- i) maximising rain water harvesting from public areas and unbuilt areas
- ii) increasing storage capacity of surface tanks
- iii) recharge of known and new aquifers
- iv) recycling of black and grey water
- v) metering of all apartments and
- vi) restructuring of tariff

SOLID WASTE MANAGEMENT

The policies and strategies for Solid Waste Management include the enforcement of the related provisions of Central Act and Rules, strengthening of the technical and managerial skills of the personnel in the local bodies and the drawing up of an Action Plan with the principal stakeholders.

ENVIRONMENT

Environmental stability is one of the **Millennium Development Goals**. Under pressure of development, environmental sustainability has received a severe beating. A right balance has to be struck in tuning development with preservation of a healthy environment. Natural resources like air, water and land have to be conserved. The pollution of these assets should be curbed. Strategies to accomplish that are spelt out in the SMP that include conduct of campaigns to reduce emission from vehicles, enforcement of “polluter pays” principle, grey water recycling, strict enforcement of Coastal Regulatory Zone Regulations and development of greenery.

The conservation of **Heritage Buildings and Assets** is also a concern addressed in the SMP.

LAND USE ZONING

Land Use Zoning has been done with a view to provide optimum utilisation of land by channelising development in the right location and direction. The SMP aims at encouraging growth outside CMA on the main corridors, growth of satellite towns around CMA, demarcating areas of significant ecological and water resources for preservation and conservation as well as restructuring of zoning activities. More area has been zoned for industrial development in the SMP. This is to lead to better employment opportunities.

Two new concepts that have been introduced in Chennai's Master Plan are **Premium Floor Space Index** and **Transfer of Development Rights**. The award of Premium FSI is to facilitate more housing, office and commercial space alongside with contribution by the beneficiary to the infrastructure development in the locality. The Transfer of Development Rights is intended to facilitate the Government's acquisition of lands for public purposes. It offers a win-win solution to both the land owners and the Govt. agencies. These concepts are in practice in other metropolitan areas of the country, and the eminent speakers here may touch upon their experience in their implementation.

21st Century is an Urban Century. And as declared by the UN HABITAT policy, Harmonious Cities are the goal. Our vision is to turn Chennai Metropolitan Area into a Harmonious Metropolitan Area. Harmony is both a journey and a destination. The Second Master Plan is intended to equip us for both.

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Special Address

*Thiru R. Sellamuthu, I.A.S.,
Principal Secretary to Govt., H&UD, Government of Tamil Nadu*

I have immense pleasure in participating in this Seminar on Chennai's Second Master Plan, which has an august gathering of eminent personalities from various organizations / agencies. It will be highly fruitful to share the experiences of each city with regard to their problems and the best practices in the Master Plan preparation and implementation. I would like to share with you the opportunities and avenues that the Second Master Plan for Chennai Metropolitan Area provides for the orderly development of the metropolis.

2. Each and every city has its own tale in its development history. Chennai City has a rich tradition and cultural values. The history of the city could be traced way back to 1600 AD. It has grown from a fishing hamlet called Madraspatnam to a cosmopolitan metropolis. The economic base of the city got transformed from fishing trade to an administrative centre in the early part of the 20th century, manufacturing hub in the middle part of the 20th century and a service centre in the last decade, with growing contribution from IT & ITES.

3. Planning for any city requires concerted efforts and wide knowledge about the city and study of development trends and planning in the past. It would help us in identifying the potential areas for future development and also plan for the future directions of growth taking into account of all the relevant planning aspects.

4. The land use control in CMA prior to 1975 was not significant. During 1950s, the land use developments were carried out through the implementation of Town Planning Schemes and only about 20% of Chennai City was covered by Detailed Town Planning Schemes. During 1960s and 1970s the city witnessed major neighbourhood developments like Anna Nagar, KK Nagar etc., The Madras Interim Plan was prepared in late 1960s and the First Master Plan for the CMA came into force in 1975 and the developments were regulated as per this First Master Plan. The preparatory work for the Second Master Plan was started in late 1980s and a draft Second Master Plan was submitted to Government in 1995. Due to various reasons, it could not be approved and the Second Master Plan was prepared afresh and it came into force on 02.09.2008.

5. The vision of the plan document is to make Chennai a prime metropolis which will become more livable, economically vibrant, environmentally sustainable and with better assets for the future generations.

6. The Chennai Metropolis is expected to become one of the mega cities in the next ten years. For a balanced, planned development, a multipronged approach has been suggested for adoption, which includes regulation of developments through land use and development regulations, decongestion measures like shifting of certain traffic intensive wholesale activities from congested localities to a planned area, development of new towns / satellite towns and formulation and implementation of integrated urban infrastructure development projects by the agencies concerned.

7. In the economic sector the Second Master Plan for Chennai Metropolitan Area provides for good avenue for industrial development and opportunities for employment. It has been estimated that 32 lakhs jobs need to be created by 2026 and the infrastructure improvements proposed will attract more industries to the Metropolitan Area and strengthen the economic base.

8. The main strength of Chennai City is the availability of skilled labour force and I am sure that Chennai will be an ideal destination for the industrialists to locate their industries by taking advantage of this skilled labour force. This Plan provides scope for expansion of existing industries and developing new industries by providing a conducive climate to the investor, which will benefit the metropolis.

9. In the Transportation Sector this plan has envisaged the need to strengthen the public transport by suggesting a modal split of 70:30 for public and private transport, which will reduce the congestion on roads.

10. The plan has suggested an exclusive elevated freight corridor connected to the Sea Port and such facilities will increase the volume of goods handled by the Sea Port, which in turn provides an opportunity to bring in more foreign exchange to the country.

11. The needs of the pedestrians and cyclists who constitute majority of the traffic have not been given due importance so far. Hence the plan envisages good facilities for pedestrians and cyclists, such as foot paths and cycle tracks, sub ways, foot over bridges etc.,

12. The transfer of development rights (TDR) introduced in the Development Regulations will provide an avenue for widening the roads and major traffic and transportation facilities, creation and improvement of social infrastructure and social housing etc.

13. The Second Master Plan has advocated the concept of inclusive development and strongly recommends inclusive housing, which means our neighbourhoods and residential developments contain a mix of homes at prices and rents that match the incomes of local working families and individuals. With inclusive neighbourhoods:

- Workers can live close to jobs
- Trip generation is reduced
- Traffic and associated pollution is reduced

The proposed land use planning advocates mixed land use concept, which paves way for inclusive development.

14. Land markets play a vital role in making lands available for urban development. More than 60% of the households in CMA belong to EWS & LIG. With the soaring prices of land, making affordable housing available for EWS & LIG is a big challenge. Any housing policy should be in such a way that adequate lands at affordable prices should be made available for EWS housing. In large scale residential developments i.e., more than one hectare, 10% of the site has to be reserved for EWS housing. The Second Master Plan also provides incentives for EWS Housing. In residential developments for dwelling units less than 45 sq.mts., an additional FSI of 0.25 over and above the normally permissible limit is allowed.

15. The Second Master Plan is a proactive plan which aims at harmonious development for the balanced growth of the metropolis, which will be achieved by the distribution and disposal of activities. The spatial strategies recommended in it provide a great deal of

opportunity for development by intensifying the developments in the rest of CMA. The decongestion and dispersal spatial policies advocate opening up development opportunities not only in Chennai Metropolis but also in the immediate regional environs. Spatial strategies aim at optimum utilization of resources, conservation and preservation of ecologically sensitive areas, efficient transport network and wide scope for employment location and economic development. A new use zone called “urbanizable use” zone has been introduced, which also allows for flexible developments. Large scale areas are thrown open for developments in the rest of Chennai Metropolitan Area, especially along the Outer Ring Road. The developmental opportunities in the rest of CMA are enhanced by allowing MSBs in the entire metropolis.

16. Considering the need to increase the housing supply to meet the growing demand, especially in the EWS and LIG sector, the Development Regulations have been modified, which seeks to provide affordable housing. Understanding the problems of the common man to fulfill his basic requirements, the minimum space requirements for housing has been reduced to 80 M² and set back spaces have been reduced. The set back spaces have also been reduced for ordinary buildings and special buildings.

17. Any plan will be successful only if it is properly implemented. To monitor the implementation of the Second Master Plan, the document itself has recommended to formulate Monitoring and Review Committees with representation of Government and non-Government stakeholders and experts in the concerned field. I hope the committees will do a wonderful job in the implementation of the strategies and policies of the Second Master Plan. I also request the sectoral agencies to prepare their Action Plans by taking cue from the Master Plan for the improvement of infrastructure in Chennai Metropolitan Area, which will provide a good quality of life to the residents of the metropolis. I hope that the participants will be benefited by sharing their mutual experiences and the seminar will give more ideas for the effective implementation of the Second Master Plan. I wish the seminar a grand success.

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Presidential Address

*Dr. M. Ramachandran,
Secretary, Ministry of Urban Development, Government of India.*

Thiru Parithi Ellamvazhuti, Hon'ble Minister for Information, Government of Tamil Nadu; Tmt. Susan Mathew, Additional Chief Secretary & Vice-Chairperson, CMDA; Thiru R. Sellamuthu, Principal Secretary, housing and Urban Development Department, Government of Tamil Nadu; Thiru Vikram Kapur, Member-Secretary, Chennai Metropolitan Development Authority; Delegates, Invitees, Participants, Ladies and Gentlemen.

It is indeed a pleasure to be amidst you and to address the galaxy of professional planners, urban managers, officers of the State Government, Private Sector and NGOs. At the outset, I would like to complement the Chennai Metropolitan Development Authority for organizing this Seminar at time, when the city is poised for multifaceted growth in order to emerge as a important economic hub in the South.

Chennai, the fourth largest metropolis in India occupies a special place in the economic, social and cultural milieu of Southern India. With rapid demographic growth and spatial expanse, there is a constant need for reviewing the past developments, integrate them in the present context so as to evolve viable solutions for the future requirements of the city. It is heartening to note that the Second Master Plan for Chennai in its Vision statement for 2026 has explicitly focused on making **Chennai a prime metropolis which will be more livable, economically vibrant and environmentally sustainable and with better assets for future generations.**

The Chennai City Corporation area of 176 sq.km. will accommodate about 59 lakhs population while the rest of the Metropolitan Area of 1013 sq.km. will accommodate about 66 lakh population by 2026 and as such the orderly and regulated planning and development and implementation of projects within the entire metropolitan area is the need of the hour.

Chennai, the State Capital is the primate city of the State and has a unique historical background and has over the years undergone a complex evolutionary process. Chennai is not alone in this, other cities are similar. Economic growth coupled with fast paced development has led to chaotic conditions. The fundamental question is, how far has the approach, which

has been followed during the last 4-5 decades proved successful in tackling the complex variety of problems.

A glance at the Master Plan, 2026, reveals the broad premise for evolving the future growth strategy of Chennai metropolis. I am sure, experts from various parts of the country who have assembled here, would deliberate on the knitty-gritty of various issues highlighted in the Master Plan. I feel that the 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.

I am happy to note 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. & 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.

I must acknowledge that the Master Plan Perspective – 2026, has made detailed analysis in terms of the economic scenario of the state as a whole, industries, trade and commerce, banking and prospective employment in various sectors with projections. Similarly, with regard to shelter, detailed analysis of the housing scenario has also been done along with socio-economic profile of households and physical profile of buildings with mention of amenities and tenure. The details of planning permissions, layout approvals, housing delivery by public and private sector, and schemes of site and services have been given which indeed are new features which will benefit the city.

Strategies planned include dispersal of the population over the metropolitan area, diversification to optimum level, by allowing flatted development along wider roads and allowing

multi-storied buildings in the rest of CMDA. There are innovative steps to accommodate additional population. It has also been proposed to allow higher floor space index (FSI) along the MRTS-influence areas for residential development with smaller dwelling sizes, to promote quality housing stock, special buildings, group development, multi-storied development over large lands etc. However in order that overall travel demand is minimized and to facilitate sustainable operations of good quality public transport systems, it is essential that the development/redevelopment is done along predefined major transport axes in a linear form rather than in a radial form.

While comparing with the experiences of other cities, in Delhi, rapid population growth overshoot plan projections by 15 lakh (MPD – 2001). Despite land use controls, mixed land use in residential areas continued unabated. Land was put to extensive use resulting in higher densities. The earlier plan, did not propose integration of the informal sector leading to its exponential growth which outstripped infrastructure and facilities. Further, the proposal for shifting of non-confirming industrial units did not yield results. These issues have now been addressed in MPD-2021 which overcomes these problems. However, Delhi, being the national capital, the challenges are: Regularization of large number of Unauthorised colonies, Redensification of the areas to accommodate additional population, augmentation of the infrastructure in view of Commonwealth Games, mixed Land Use issues, Identification of landfill sites, parking, Traffic congestion and completion of Metro Rail project and achieving optimal integration of land use and transportation.

Bangalore Development Authority has for a long time been trying to develop housing and development of commercial / industrial areas etc. By 2005, it had developed about 60,000 sites in different layouts to accommodate 6 lakh population, whereas the city itself, added nearly 45 lakh population during the period. BDA has not been able to develop any large-scale commercial projects except for a few local shopping complexes in layouts. As a result, the entire shopping and commercial area development has taken place in the private sector. On account of nearly 4.5 lakh technical and highly skilled work force in IT and BPO sector in Bangalore, large scale changes in economic base of the city in the form of commercial developments and misuse of premises for mixed and use in the Core City has occurred. On account of lack of monitoring by BDA, commercial and Mixed use developments have mushroomed along the major arteries resulting to traffic congestion and pollution and reducing mobility.

In Mumbai, on the other hand, in order to incentivize redevelopment, the FSI has been increased to accommodate population growth. Another issue which is being actively pursued is the redevelopment of properties, with no height limits but with larger setbacks. These setbacks, will enable Mumbai to lay urgently needed new and larger sewage lines, water lines, utility lines, new public transportation routes such as metro, etc. larger blocks with the additional FSI must, have part of the their total development earmarked for public amenities such as low-income housing, libraries, multi storey car parks, schools, markets, sewage treatment plants etc. This development substantially increases density in Mumbai, but also increases open spaces by increased set-backs enabling Mumbai to deal with its sewage, public transportation and infrastructure problems. Mumbai, may ultimately resemble Manhattan, where most people, irrespective of income level, use public transport as choice mode while having almost every possible public amenity within a 10 minute walking distance. However this needs to be coupled with creating adequate infrastructure to facilitate movement of pedestrians and cyclists through dedicated path is for them and where it is not p\feasible, introduce traffic claming measures to limit the speed of motorized vehicles to 30 kmph.

Further in the effort to deal with urban flooding, the plinth levels of all new developments in low-lying areas are required to be at least 1 to 2 meters above sea level. Over time, all roads, public utilities are also to be built 1 or 2 meters above sea level. Yet another progressive measure adopted by the Government of Maharastra is allowing increase in FSI from 0.50 to 1.0 for township developments of minimum 100 acres in the vicinity of cities on payment of premium. This premium so charged from developers will be used for infrastructure development and lead to decongestion of cities. Steps are also underway to reserve housing for lower income groups.

An important element of the Chennai Master Plan is the Infrastructure Investment Plan implemented since 2003 and the City Development Plan prepared for JNNURM which find a place in he document. Metro rail is yet another major investment on the anvil to relieve congestion. Generally we do not fine mention of these elements in the other Master Plans and this departure paves the way for integration of spatial and fiscal plans. In addition there is also a need to reserve a lane for public transport / high capacity bus system / high occupancy vehicles on all major arterial roads having 3 lanes or more in each direction.

I do hope that Chennai Master Plan – 2026 will serve as model for other cities to replicate and adopt suiting local conditions.

I must also appreciate the fact that State Government is taking steps in consonance with the 74th CA for constituting Metropolitan Planning Committee (MPC) by amending the Tamil Nadu Town and Country Planning Act. I earnestly hope that in compliance with 74th the CAA, CMDA will also act as the Secretariat of the Metropolitan Planning Committee to assist in the formulation and review of the Metropolitan Plan. However the State Government needs to expedite the matter.

Experience the world over, as well as in India has demonstrated that the problems of metropolitan areas cannot be solved by local decentralization of activities in and around the metropolitan region but there is a need for decentralization of activities by developing alternative centers of growth in the context of overall State Urban Development Strategy and the human settlement perspective. With 126 lakh population by 2026, the need for orderly and regulated planning and development beyond the metropolitan region cannot be ignored. Needless to say, long term perspective and strategies would have to be evolved for sustained and integrated growth of Chennai Metropolitan Region. These strategies should strive for strengthening the economic base of surrounding towns and developing functional and physical linkages with the other settlements thereby reducing pressure on Chennai.

In the Master Plan, it has been mentioned that various agencies shall be responsible for the implementation of proposals. An integrated co-coordinating mechanism involving various agencies is therefore required to be put in place. Participatory process in planning is equally important and review and implementation of the plan at the local body level is a must, to achieve the objectives of making this metropolis more livable and of international standard.

Appreciable is the fact that Chennai Master Plan has been prepared by a multidisciplinary team of experts. For an urban planner who is confronted with the complex variety of urban development issues, he must perceive the Master Plan as development tool with specific emphasis on action area programmes. The conventional approach needs a shift, from its emphasis on rigid land use planning and development controls to a holistic view of the dynamic process of city development. The approach should be flexible enough to accommodate incremental and progressive changes with the basic premise that division and sub-division of the city system should be compact and complete. The increasing number of slum population in Chennai and growing informal sector needs to be given due weightage in the planning process and the Master Plan has made adequate provisions for maximizing livelihood options.

There is no doubt that urban land is the major resource available to planners and this needs to be harnessed optimally. Chennai is in a commanding position in terms of infrastructure development, as under JNNURM, 19 projects have been sanctioned with an approved cost of Rs.1407.02 crore. Of the 19 projects, 10 projects are of water supply followed by 4 of sewerage and 3 or roads / flyovers and 2 of solid waste management. While State Government needs to expedite the reform agenda to be undertaken under JNNURM, Chennai has to ensure the sustainability of these projects in the long run. With the socio-economic conditions of Chennai, technological advancements, need for energy conservation and better environmental quality benchmarking of urban infrastructure needs to be adopted in the right spirit.

The Master Plan – 2026 appears flexible and in the long run it should continue to guide development along the desire lines. Keeping in view the larger interest of Chennai Metropolis and its hinterland, the implementation of Master Plan must receive proactive support of all stakeholders in order to achieve quality results.

I have always considered urban planning key to building an efficient city. At the moment, we have a number of different plans. In the context of the City, there is the Master Plan and also the City Development Plan (CDP). In the context of urban transport, there is City Mobility Plan (CMP). Similarly, we now have the concept of City Sanitation Plan (CSP). We have solar plans. We have the District Development Plan and also the Regional Plans. Then there are numerous sectoral plans. We also need to address the issue of integrating environmental plans into spatial planning. How do these various plans get integrated? This is something that we need to address rather urgently to avoid fragmented planning and building greater synergy. One way to address the issue would be to strengthen role of local Governments in line with 74th CAA in so far as planning for the City is concerned.

Community participation in the Planning process is another key element that we need to address. In the absence of stakeholder consultations, planning is likely to be flawed. Such plans would either need frequent amendments or is unlikely to be enforced. A good plan would be one that is able to stand the test of times and serves the needs of all stakeholders. The same time, planning should not be rigid exercise: it must respond to the needs of citizens efficiently and equitably. There should be room for flexibility when it is justified. However, the process of responding to changing needs should be well laid out and transparent. It must also be consultative and inclusive.

Building efficient, vibrant, inclusive and globally competitive Cities is the need of the hour and this can not be achieved without efficient urban planning.

I wish the deliberations of this Seminar all success.

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Inaugural Speech

*Thiru Parithi Elamvazhuthi,
Hon'ble Minister for Information & Chairman, C.M.D.A*

Ladies and Gentlemen,

I am delighted to inaugurate this two day seminar on “Second Master Plan for Chennai Metropolitan Area 2026 – Avenues and Opportunities”. On this occasion I wish to share my thoughts and experiences in the preparation of the Master Plan.

2. Urbanisation is a universal phenomenon and Indian cities are no exception to this. As per the United Nations projections, by 2030, nearly 5 billion, or 60% of the world's population will be residing in cities. India, the second largest populous country in the world, has one of the longest urban traditions. The urban population in India has grown from 25.7 million in 1901 to 286.1 million in 2001. The share of urban population to the total population has increased from 10.9 % in 1901 to 27.8% in 2001. Tamil Nadu is the most urbanized state in India and as of 2001, 44% of the State's population resides in urban areas.

3. Chennai Metropolitan Area accounts for 11% of the Tamil Nadu state population and constitutes about 1 % of the State's total area. It has grown from a small hamlet to a great metropolis over the centuries, and as the city grows, the growth is compounded with the problems, especially in planning the physical and social infrastructure facilities. I see the Master Plan as one of the effective tools that can address the problems of the city, and one that seeks to provide appropriate policies and strategies in planning for the city.

4. The First Master Plan for the Chennai Metropolitan Area came into force in 1975 and the developments were regulated as per this plan in the past 33 years till the Second Master Plan for Chennai Metropolitan Area came into force on 2-9-2008. I am proud to say that this Master Plan underwent vigorous public consultation since this is a plan for the welfare of the people. Public consultation meets were held at 14 locations spread over the Chennai Metropolitan Area apart from the public consultation held with the stakeholders such as builders, architects, civil engineers, Government departments / agencies etc. A workshop was also conducted to get the views of the stakeholders, including the NGOs and CBOs, on the draft Second Master Plan. I

would like to inform you that the first consultation meet was conducted in my constituency and I was also part of the public consultations. The draft Second Master Plan was made available to the public in the Tamil with the aim that the plan should reach the masses. When I attended the workshop and various public meets, I was amazed to see the huge response from the people by way of good suggestions, which were valuable inputs in drafting the Second Master Plan for Chennai Metropolitan Area. We can therefore, see genuine people's involvement in the preparation of this document. There was also wide publicity given for this document by the press, which enabled wider coverage of the masses. More than 1000 objections / suggestions were received and committees drawing members from the Government departments, NGOs, CBOs and eminent personalities were formed to examine these objections and suggestions before the document was finalised.

5. Now I would like to share with you some of my perceptions of the avenues and opportunities provided for development under the Second Master Plan.

6. Chennai City has one of the highest population densities in the world. The population density in 2001 of this city was 247 persons per hectare and it is expected to increase to 333 persons per hectare in 2026. Given the trends, Chennai Metropolitan Area will become a Mega City by 2011.

7. The Master Plan therefore, seeks to allocate spaces for various uses, to accommodate the needs of the future population through land use zoning. The spatial strategy proposed in the Master Plan strongly recommends the continuation of the dispersal of the population and decongestion measures proposed in the First Master Plan. The developments along the transport corridors will get intensified and the zoning has been proposed in such a way as to promote developments. The Second Master Plan also provides opportunities for developments in the rest of Chennai Metropolitan Area through zoning and development regulations. The Master Plan encourages high rise developments by allowing multistoried buildings in the entire metropolis. Such a strategy aims at optimum utilization of land.

8. Chennai city has already established itself as a manufacturing hub, and in the recent past, because of the availability of good infrastructure, it has attracted many IT industries and it would continue to attract many more industries in the future also. To promote industrial

developments the Master Plan has focused on the need for improvement of infrastructure facilities. Small-scale industries have considerable avenues for employment and the Second Master Plan recommends incentives for growth of this sector. To support industrial developments, the Government Agencies should periodically review the needs of industry, identify lands, develop industrial estates and make available serviced plots.

9. To cope with the future travel demand the plan suggests strengthening of the public transport system, creation of a Unified Metropolitan Transport Authority, inter modal transfer facilities, good transportation network, adequate parking facilities for pedestrians and cyclists etc.

10. In the Shelter Sector the plan encourages EWS and LIG housing by private developers while promoting large scale residential developments through Development Regulations. The Development Control Rules under the First Master Plan have been thoroughly reviewed and Development Regulations have been modified to meet the common man's requirements. The important modifications are those permitting multi storied buildings all over Chennai Metropolitan Area, reduction in plot sizes and set back spaces, permitting additional FSI of 0.25 for EWS and LIG housing, for Government and quasi Government agencies hospitals, and introduction of Premium FSI, removal of height restrictions on Multi Storied Buildings along roads wider than 30.50 metres redefining an ordinary building as one with six dwelling units, special rules for conservation and preservation of heritage buildings, TDRs enabling easy land acquisition not only for road widening but also for physical and social infrastructure, expansion of scope of area under non FSI etc. I hope the modifications in the Development Regulations will definitely boost the real estate industry and thereby it will improve the housing stock and make affordable housing available to the masses.

11. Implementation of the Second Master Plan is crucial for translating the plan's objectives into reality. The Second Master Plan has proposed Monitoring and Review Committees for the implementation of the Master Plan strategies and policies. Some of the metropolitan cities have recently implemented their Master Plans and the main purpose of this seminar is to share their as well as our experiences in the implementation of the Master Plan. I request you to put forth your valuable suggestions in the deliberations in the course of the next

two days, which will throw open many ideas in managing the urban problems and improving the urban environment. I am confident that such sharing of experiences will definitely pave way for the effective implementation of the Master Plan not only for Chennai Metropolitan Area but also for other cities in our country. I compliment the Chennai Metropolitan Development Authority for their earnest efforts in the preparation of the Second Master Plan for Chennai Metropolitan Area, which is a long felt need of Chennaites. I wish a pleasant stay at Chennai for those who have come from all over India. I look forward to the deliberations and wish the seminar a grand success.

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