Chapter I

Review of the First Master Plan

A. Introduction:

1.1 In the process of preparation of Second Master Plan (SMP), it is pertinent to review the working of the First Master Plan (FMP) and draw appropriate lessons. The FMP was notified in the Government Gazette on 5th August 1975 calling for objections and suggestions and it was approved in 1976. The FMP had estimated that by 2001 the Chennai Metropolitan Area (CMA) would have a total population of 7.1 million including 4 million in Chennai City.

B. Strategies

1.2 The following strategies were proposed in the FMP for dispersal of the projected population and for the overall development of the Chennai Metropolitan Area.

i) To relieve congestion in the City through development of radial corridors linked to three satellite towns and six urban nodes; to decentralize the economic and industrial activities into urban nodes and satellite towns.

ii) To orient development projects towards raising the levels of income both at the State level and Metropolitan level.

iii) To take up large-scale industrialization, strengthening of service and light industries with medium range employment and increasing tertiary sector employment and to locate large-scale industries in the hinterland of CMA to satisfy the employment needs of the resident population.

iv) To optimize the use of existing infrastructure facilities and plan their expansion to meet the future needs by regulating land uses and building activities.

v) To take up the following projects for immediate implementation.

Roads:

a) Construction of the missing links of the IRR and construction of intermediate ring road and Outer Ring Roads (ORR).

b) Construction of three terminals for long distance buses and truck terminals on the radial corridors at their junction with the ORR.

c) Construction of new western express way connecting Anna Nagar with Avadi.

Railways:

a) Construction of the MRTS along the North-South Eastern corridor.

b) Introduction of electrified sub-urban train system on Madras-Thiruvallur and Madras-Minjur lines.

c) Construction of a combined railway terminal.

d) Construction of a circular railway.

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vi) To decentralize the Central Business District (CBD) by shifting wholesale markets and transport terminals.

vii) To take up a massive housing programme by acquiring about 12,000 hectare (120 sq.km.) at urban nodes and satellite towns; most of the new housing by public agencies to be provided in the urban nodes;

viii) To take up detailed studies and programmes by meeting the future demand of water at 227 lpcd.

ix) To provide educational and health facilities at convenient locations to serve the different sections of the population.

x) To allocate lands for various uses in proper locations so as to promote orderliness and smooth functioning.

C. Review:

1.3 The extent to which the objectives and strategies of the First Master Plan were realized is discussed below:

Demography:

1.4 Population projected for 2001 for the City and CMA almost tallied with the actual as per Census 2001.Out of the three satellite towns and six urban nodes proposed, CMDA was involved fully in the development of Maraimalai Nagar New town and Manali urban node. Though population proposed for the 3 satellite towns (planning area) was one lakh each, the actual population that settled in these towns was 1.16 lakh at Thiruvallur, 0.55 lakh at Gummidipoondi and 0.5 lakh at Maraimalai Nagar. In respect of the urban node at Manali, 500 acres of land were acquired and developed as a residential township to accommodate a population of 70,000.

Industries:

1.5 A number of medium and small-scale industrial developments have come up in the areas zoned for industrial development at Madhavaram, Vyasarpadi, Kodungaiyur, Ambattur, Noombal, Pammal and Perungudi. Industrial estates at Villivakkam, Thirumazhisai and an exclusive one for women entrepreneurs near Avadi have been developed. Income studies have shown that the contribution of the tertiary sector has steadily increased.

Traffic and Transportation:

1.6 As regards traffic and transportation projects, MRTS has been completed from Chennai beach upto Velachery and the stretch between Thiruvanmiyur and Velachery will be put into operation shortly. The FMP estimated that the MRTS would considerably ease

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the congestion in the City. But the patronage has been far below expectations. Poor accessibility, inadequate inter-modal transfer facilities, lack of coordination among different agencies and delay in providing the link to St. Thomas Mount are some of the issues that have to be addressed immediately. The Velachery- St Thomas Mount link has now been taken up. Electrification and optimization of suburban transport system in the western and northern corridors has been completed.

1.7 The level crossings at Tambaram, Sanatorium, Chromepet, Pallavaram, St. Thomas Mount, Saidapet, Nelson Manickam Road, Harrington Road, Gengu Reddy Road, and Ennore etc have been replaced by underpasses or overpasses with CMDA playing a coordinating role.

Roads:

1.8 A number of major roads such as Anna Salai, Periyar EVR Salai, Waltax Road, etc. were widened as proposed. Inner Ring Road was completed. Intermediate Ring Road was formed (except between NH-4 and NH-5); Outer Ring Road was delayed because of land acquisition since 1995.

Decongestion:

1.9 As part of decongestion measures the wholesale markets for perishables viz. flowers, fruits and vegetables have been shifted to Koyambedu, at the periphery of the City. Though the Iron and Steel market has been developed at Sathangadu, the activity could be shifted only partially because of unwillingness of the traders and other related issues. The Chennai Mofussil Bus Terminus has been developed along IRR at Koyambedu and the bus terminals from the Central Business District shifted. While the truck terminal at Madhavaram was completed, the terminals along GST Road and GWT Road could not be taken up for want of adequate land and problems associated with airport vicinity.

Housing:

1.10 TNHB has developed housing for about 52000 families while other public agencies have contributed about 25000 units; the TNSCB has constructed nearly 65000 tenements in Chennai. The private sector has played a major role in respect of HIG and MIG housing. 2001 Census has shown that there is no significant gap between number of households and housing units.

1.11 Government efforts since 1971 to improve slums and provide them with better housing has reduced drastically the number of slums in the City; several projects such as MUDP-I, MUDP-II, TNUDP etc. have been executed during the period to alleviate the problems of slum dwellers.

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Water Supply and Sewerage:

1.12 After creation of CMWSSB a number of comprehensive studies to improve water supply and sewage system have been taken up and their recommendations implemented including augmentation of sources and improving efficiency in supply in Chennai City. However supply of 227 lpcd still remains a distant dream.

1.13 FMP anticipated the capacity of sewerage treatment units as1177.5 MLD by 2001.However the actual available capacity by that period was only 481 MLD. During the SMP the capacity of sewage treatment has to be augmented to meet the future demand.

Education and Health:

1.14 Remarkable achievements have been made in this sector because of Government's sustained action and considerable private initiative within the Metropolitan Area.

Recreation spaces**:**

1.15 The existing parks belonging to Chennai Corporation within the City have been improved; new spaces for parks have been created (though small in extent) when planning permissions for multi-storeyed buildings and special buildings from large extent of lands were issued. But in the case of layout developments, including TNHB developments, large spaces have been created and local bodies have taken them over under DCR. A number of stadia were renovated or newly constructed and the Sports Development Authority of Tamil Nadu is taking care of the need for specialised and higher order sports requirements.

Land use zoning**:**

1.16 Developments have generally occurred as per the Master Plan except for a few variations by way of commercial and institutional activities in residential / agricultural areas and the coming up of unapproved layouts in agricultural areas.

1.17 CMDA has been periodically reviewing the land use zoning part of the plan. When a large number of requests are received in a particular area, comprehensive reclassifications have been made not only for residential activities, but also for industrial activities, such as zoning of about 300 m on either side of Poonamallee By-pass Road, Rajiv Gandhi Salai, etc.

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Development Regulations:

1.18 These regulations have served as a tool for regulating the developments in CMA. However in the last twenty years or so, there have been a number of unauthorized/ deviated developments taking advantage of the loopholes in the Tamilnadu Town and Country Planning Act, 1971 and the Local Bodies' Acts and poor enforcement. The Regularisation Schemes announced between 1999 and 2002 have not yielded the desired results.

1.19 As far as Chennai City area is concerned, Detailed Development Plan for 56 planning units have been prepared covering about 60% of the area, and the remaining area could not be covered for various reasons including the non-availability of micro level / subdivision level land data, ongoing resurveys by Revenue Department etc.

D. Conclusion:

1.20 The success of any plan depends on several factors: clear enunciation of objectives, setting of realistic physical targets, allocation of adequate financial and other resources, commitment of implementing departments and agencies, investment climate, private initiative and involvement, participation of stakeholders at every stage of planning and implementation, political will and public cooperation. Despite several constraints many of the objectives of FMP have been realized.

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