

Water Resources Department

From

Er.M.Janaki, M.E., F.I.E.,  
Chief Engineer, WRD,  
Chennai Region,  
Chepauk, Chennai-5.

Mail Id: [cecrwrldho@gmail.com](mailto:cecrwrldho@gmail.com)

To

The Member Secretary,  
Chennai Metropolitan Development Authority,  
No.1, Gandhi Irwin Road,  
Egmore, Chennai-5.

Lr. No.DB /T5(3)/ F.NOC 9798 Agraharammel Village & Thirunindravur Village  
/0668/2025/ Dated.13.02.2025.

Sir,

- Sub:** CMDA – APU – Layout Division – Laying out of house sites in S.No.84/1 part, 84/2 part, 84/3 part, 85/1 part, 85/2 part, 85/4 part, 99/1 part, 99/3 part, 101/1 part, 101/2 part, 109, 110/1A, 110/1C, 110/4, 111/1, 111/2, 112/1A1, 112/1A4 and 112/1A5 of Agraharammel Village, Avadi Taluk, Tiruvallur District within the limits of Poonamallee Panchayat union and S.No.502/2, 508/1A and 508/3 of Thirunindravur Village, Avadi Taluk, Tiruvallur District within the limits of Avadi Corporation- Specific Remarks along with NOC on inundation point of view along with Permissibility for Temporary Permission for Construction of RCC Culvert across the Channel – issued – regarding.
- Ref:** 1. The Member Secretary, Chennai Metropolitan Development Authority, Gandhi Irwin Road, Egmore, Chennai – 600 008 Letter No. Layout – 1 / 0291 / 2024 / Dated:11.11.2024

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With reference to the 1<sup>st</sup> letter cited above and after careful consideration the technical opinion and NOC on inundation point of view of this department is hereby accorded along with Temporary Permission of Construction of RCC Culvert across the Channel in S.F.No.104 of Agraharammel Village and for Laying out of house sites in S.No.84/1 part, 84/2 part, 84/3 part, 85/1 part, 85/2 part, 85/4 part, 99/1 part, 99/3 part, 101/1 part, 101/2 part, 109, 110/1A, 110/1C, 110/4, 111/1, 111/2, 112/1A1, 112/1A4 and 112/1A5 of Agraharammel Village, Avadi Taluk, Tiruvallur District within the limits of Poonamallee Panchayat union and S.No.502/2, 508/1A and 508/3 of Thirunindravur Village, Avadi Taluk, Tiruvallur District within the limits of Avadi Corporation may be issued in favour of M/s.SMK Enterprises rep.by its partner, Mr.M.Rajkumar Jain, M/s.SMK Enterprises represented by its Partner Thiru.Rajkumar Jain GPA of M/s.Maansarover Foundation represented by its Partner M. Naresh Kankariya, No.24A, Vannier Street, Porur, Chennai – 600 116.

The proposed site was inspected and ascertained such that, applicant's land spans across two villages namely Agraharammel Village and Thirunindravur

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Village, which shall be accessed by the Rajakuppam – Karunagaracheri Road, that traverses on Northern side of the applicant's site. Also, numerous Government Channel runs in between the applicant's land, wherein a few abutting the applicant's site. The Government Channel in S.F.No.100/1 runs across the applicant's site in S.F.No.99/1 & 99/3 from West to East Direction, by converging into a Pond (Kulam / Kuttai) in S.F.No.612, which is on Eastern side, which is far away from the site. Further, a few more Government Channels in S.F.No.104, 105, 106 and so on traverses in between the applicant's land in S.F.No.101/1 & 2 (North) and S.F.No.111/1 & 2 (South). Also, the Coovum river in S.F.No.143 and Thirunindravur Eri exists on Southern and Western side respectively, at a considerable distance from the applicant's site.

In addition to this, a Government Channel in S.F.No.110/3 along with a Field Well (கனம் கிணறு) in S.F.No.110/2 exists very close to the applicant's land in S.F.No.110/4, indicating that the aforementioned Government Waterbodies, which are sandwiched in between the applicant's land. Consequently, any encroachment upon these government lands / water bodies would be the responsibility of the applicant, and it is imperative that the concerned Revenue authorities verify and ensure compliance with the above mentioned revenue records. It is crucial to emphasize that any encroachment upon Water bodies or Government land should be avoided.

Also, according to the Revenue records, the applicant's land in S.F.No.34/1 is classified as Geologic Road (நிலவியல் சாலை). Further, the S.F.Nos.116, 117/2, 118 are classified as Cart Track (வண்டி பாதை), which runs on South – Eastern side of the applicant's land connecting the Village Boundary. Additionally, the site is surrounded by Vacant lands on all directions, wherein at present, there are no irrigation activities due to vast urbanization and are classified as "Dry and Wet" lands and these lands are located in Ayacut Field of Tank.

In this regard, it was observed that few Plan marked channels or Patla channels are found within the applicant's site. Hence, the Applicant has to realign and form necessary suitable storm water drainage network (internally) within the site, so that the Ultimate disposal of storm water discharge into the nearby Government Channel which is running on South during rainy season in order avoid inundation.

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(+) 2.244 m to avoid inundation. Since, the existing field level is below MFL and the applicant is suggested not to have regular habitation below MFL.

As per the village plan, it has been observed that the Government Channel running through S.F.No.104 of Agraharammel Village crosses the applicant's land on in S.F.Nos. 101/1 pt & 2 pt on the Northern side, and S.F.No.111/1 on the Southern side, as there are no access roads in the surrounding areas to facilitate movement.

Henceforth, RCC Culvert have been proposed at essential location in channel S.F.No.104 so as to access from the applicant's site in S.F.No.101/1 pt & 2 pt and S.F.No.111/1 of Agraharammel village respectively.

**Hydraulic Particulars Recommended for RCC Culvert across S.F.No.101/1pt & 2 pt & 111/1 :**

**B.M. - Full Tank Level of Thirunindravur Tank as (+)33.560 m**

|                                                            |               |
|------------------------------------------------------------|---------------|
| Full Supply Level of the Channel in S.F.No. 104            | - (+)30.460 m |
| Existing Bed Level of the Channel in S.F.No.104            | - (+)27.350 m |
| Proposed Bed Level of the Channel in S.F.No. 104           | - (+)27.700 m |
| Proposed Deck slab bottom level of the RCC Culvert         | - (+)31.060 m |
| Existing Field Level of applicant's site in S.F.No.101/1pt | - (+)28.840 m |
| Existing Field Level of applicant's site in S.F.No.101/2pt | - (+)29.158 m |
| Existing Field Level of applicant's site in S.F.No.111/1   | - (+)29.084 m |
| Proposed Bed width of the Carriage way                     | - (+)12.200 m |
| Existing Width of Odai as per FMB                          | - (+)4.500 m  |

The bed level of the Culvert should be fixed in presence of the Executive Engineer concerned and only after the existing channel original bed level is ascertained and restored for flow from North to South direction.

| S. No                                                                                                                                                                                                                                                                                                         | Channel S.F.No. | Access to S.F.No.   |       | Proposed Bed level in 'm' (+) | MFL in 'm' (+) | Minimum Inner Width of channel in 'm' as per FMB Average | Minimum Inner Vent height in 'm' or bottom level of Deck slab | Width of Culvert in 'm' | Area of Culvert in Sq.m | No. of vents allowed   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------|-------|-------------------------------|----------------|----------------------------------------------------------|---------------------------------------------------------------|-------------------------|-------------------------|------------------------|
|                                                                                                                                                                                                                                                                                                               |                 | From                | To    |                               |                |                                                          |                                                               |                         |                         |                        |
| 1.                                                                                                                                                                                                                                                                                                            | 104             | 101/1 pt & 101/2 pt | 111/1 | 27.700                        | 30.460         | 4.50                                                     | 3.360 / 31.060                                                | 12.20                   | 54.90 say 55.00         | 2 Nos.                 |
| The qualified chartered structural Engineer prescribed the design for RCC small bridge with pile foundation, the pile cap top level should be kept at (+)27.100m [i.e.(+) 27.700- 0.60m = (+)27.100m. Also, the pier should be designed as single round columns and should not be in the form of nosing pier. |                 |                     |       |                               |                |                                                          |                                                               |                         | Total                   | 54.90 sq.m say 55 sq.m |

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The applicant should adhere the above levels without causing any hindrance to free flow of water in the Government Channel.

Based on the request of the applicant and in view of the present site condition with respect to the available Revenue records for the Temporary Permission for Construction of RCC Culvert across the Channel in S.F.No.104 of Agraharammel Village and technical opinion along with NOC on inundation point of view for Laying out of house sites in S.No.84/1 part, 84/2 part, 84/3 part, 85/1 part, 85/2 part, 85/4 part, 99/1 part, 99/3 part, 101/1 part, 101/2 part, 109, 110/1A, 110/1C, 110/4, 111/1, 111/2, 112/1A1, 112/1A4 and 112/1A5 of Agraharammel Village, Avadi Taluk, Tiruvallur District within the limits of Poonamallee Panchayat union and S.No.502/2, 508/1A and 508/3 of Thirunindravur Village, Avadi Taluk, Tiruvallur District within the limits of Avadi Corporation is hereby issued in favour of M/s.SMK Enterprises rep.by its partner, Mr.M.Rajkumar Jain, M/s.SMK Enterprises represented by its Partner Thiru.Rajkumar Jain GPA of M/s.Maansarovar Foundation represented by its Partner M. Naresh Kankariya, No.24A, Vanniar Street, Porur, Chennai – 600 116 is hereby issued subject to the following conditions and technical suggestions, besides any other mandatory clearance of statutory permission from any other organization or department if necessary, for the consideration of Planning permission by Chennai Metropolitan Development Authority.

**CONDITIONS:**

1. The Proposed Culvert should be made of RCC of size and in S.F.No.104 of Agraharammel Village earmarked in the sketch for temporary occupation for three years from the date of agreement. Only if the applicant's land / road available on both sides of the Government Channel / Odai, this permission is eligible for construction of Culvert.
2. The Proposed Culvert shall be made up of RCC Type with a minimum vent inner size, width and height of Bridge are specified below should be well within the boundary. The size & sill level of the proposed RCC Culvert Should be maintained as mentioned below in the specified S.F.No. and should be got executed only in the presence of WRD officials. The bed level of the Culvert should be fixed in presence of the Executive Engineer concerned only after the existing Government Channel original bed level ascertained and restored for the free flow direction from its origin.

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The Hydraulic particulars of the bridge are as follows:

B.M. - Full Tank Level of Thirunindravur Tank as (+)33.550 m

|                                                            |               |
|------------------------------------------------------------|---------------|
| Full Supply Level of the Channel in S.F.No.104             | - (+)30.460 m |
| Existing Bed Level of the Channel in S.F.No.104            | - (+)27.850 m |
| Proposed Bed Level of the Channel in S.F.No.104            | - (+)27.700 m |
| Proposed Deck slab bottom level of the RCC Culvert         | - (+)31.060 m |
| Existing Field Level of applicant's site in S.F.No.101/1pt | - (+)28.840 m |
| Existing Field Level of applicant's site in S.F.No.101/2pt | - (+)29.158 m |
| Existing Field Level of applicant's site in S.F.No.111/1   | - (+)29.084 m |
| Proposed Bed width of the Carriage way                     | - (+)12.200 m |
| Existing Width of Odai as per FMB                          | - (+)4.500 m  |

| S. No                                                                                                                                                                                                                                                                                                         | Channel S.F.No. | Access to S.F.No.   |       | Proposed Bed level in 'm' (+) | MFL in 'm' (+) | Minimum Inner Width of channel in 'm' as per FMB Average | Minimum Inner Vent height in 'm' or bottom level of Deck slab | Width of Culvert in 'm' | Area of Culvert in Sq.m | No. of vents allowed   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------|-------|-------------------------------|----------------|----------------------------------------------------------|---------------------------------------------------------------|-------------------------|-------------------------|------------------------|
|                                                                                                                                                                                                                                                                                                               |                 | From                | To    |                               |                |                                                          |                                                               |                         |                         |                        |
| 1.                                                                                                                                                                                                                                                                                                            | 104             | 101/1 pt & 101/2 pt | 111/1 | 27.700                        | 30.460         | 4.50                                                     | 3.360 / 31.060                                                | 12.20                   | 54.90 say 55.00         | 2 Nos.                 |
| The qualified chartered structural Engineer prescribed the design for RCC small bridge with pile foundation, the pile cap top level should be kept at (+)27.100m [i.e. (+) 27.700-0.60m = (+)27.100m. Also, the pier should be designed as single round columns and should not be in the form of posing pier. |                 |                     |       |                               |                |                                                          |                                                               |                         | Total                   | 54.90 sq.m say 55 sq.m |

3. Based on the hydraulic particulars mentioned above, the design and drawings of the proposed RCC Culvert should be obtained from the Qualified Structural Engineer and the same should be submitted to the Executive Engineer, WRD., Kosasthalaiyar Basin Division, Thiruvallur, for getting approval before the commencement of work regarding hydraulic particulars. The work schedule for the above proposal should be informed to the Executive Engineer, WRD., Kosasthalaiyar Basin Division, Thiruvallur for monitoring and also completion of RCC Culvert should be reported to the Executive Engineer.

4. The Government Channel in S.F.No.104 running within the applicant's land should be completely desilted and resectioned by constructing retaining wall on both side of the Government Channel along entire boundary as per the FMB at the applicant's own cost.

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5. The applicants should clearly demarcate their boundary especially on both side of Channel in S.F.No.104 before the commencement of any developmental activities in presence of Revenue authorities and WRD authorities concerned without fail and should not encroach the Channel abutting the land. Moreover, the width of entire Government Channel as per Revenue records (FMB) along & within the stretch of applicant's land should be maintained properly without any change and no encroachments at any cost.

6. The necessary setback distance should be provided within the site as per site conditions along the channel as per the norms in existence and as per the rules in force of CMDA (circular issued by the office of the Commissioner of Town & Country Planning, Chennai – 2 vide Roc.No.4367 / 2019-BA2 / 13.03.2019) during development and there should not be any construction activity in setback area in future also. Moreover, the applicant should provide adequate passage along the channel course as per norms which are found necessary for accessing purpose of the heavy machinery for maintenance work / improvements work of the channel which are proposed to be carried out by WRD.

7. The Government Channel abutting the applicant's boundary on both side should be marked as per FMB and monitored and maintained by the applicants at their own cost. The width of the Government Channel should be maintained without encroachments as per Revenue records and the hydraulic parameters of the Government Channel should be maintained. The applicants should make necessary periodical arrangements for free flow of water through the existing Government Channel to the downside area within the proposed site. Also, the applicants should de-silt the Government Channel periodically and remove the obstruction then and there without any hindrance for free flow of water at their own cost within the proposed land, after the completion of project.

8. The applicant should pay an annual lease rent of Rs.37,000/- (Rupees Thirty Seven thousand only) for utilising Government land of 55.00 sq.m., in the shape of Demand Draft drawn in favour of the Executive Engineer, WRD., Kosasthaleiyar Basin Division, Thiruvallur and it should be paid at one lumpsum for three years of Rs.1,11,000/-(Rupees One Lakh and Eleven Thousand only) in advance before the commencement of work. During execution / after construction of above Culvert, if any deviations are noted in above measurements, accordingly the lease rent also are to be revised respectively.

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9. The applicant has to pay Service tax, GST etc., separately as per norms in existence and as amended from time to time without fail.

10. The applicant should execute the lease agreement with Executive Engineer, WRD., Kosasthalaiyar Basin Division, Thiruvallur before commencing the work and it should be renewed once in three years for which the applicant voluntarily has to apply within 2 months, before the expiry of the lease period. The lease rent is subjected to revision from time to time as per guideline value / Government orders.

11. The applicant is also to pay the caution deposit of sum of Rs 2,00,000/- (Rupees Two lakh only) in favour of the Executive Engineer, WRD., Kosasthalaiyar Basin Division, Thiruvallur, which will be refunded only after completion of six months on the certificate from concerned Assistant Executive Engineer of this department that the construction work (Culvert, Government Channel & retaining wall) was completed without any damage to the Government property or the damage caused during execution if any, will be rectified fully by the applicant. If failed, the cost of restoration work will be borne from the caution deposit.

12. The applicant should not claim any privilege on the above leased portion of the land (Culvert land, Culvert, Government Channel & retaining wall) and if the leased portion of the land required for the Government for the benefit of some other large general public schemes, the applicant should not object to handover the land to this department for which applicant is not entitled for any compensation and as well as legal entity. Further, the leased portion land has to be handed over to this department as is in original condition. The above proposed RCC Culvert will be the Government WRD property after the construction.

13. The Abutment, Wing wall, Return wall, etc., for the above proposed Culvert should be constructed well within the applicant's land on either side. The proposed RCC Culvert should be monitored and maintained for frequent inspection by the applicants at their own cost. During Monsoon periods, the applicant should remove and clear the jungle & weeds, floating materials etc in the Government Channel at the bridge site at their own cost. The applicant should not damage the Government property and cause any inconvenience to common public.

14. In case of transfer of the above said lands to the third party / association in future, in such case the lease rent should be paid by the third party / association periodically without fail, otherwise the NOC will be revoked and constructed Culvert

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also removed without any correspondence, for which applicant is not entitled for any compensation and as well as legal entity.

15. The permission granted to the applicant, should not be altered / modified / changed to any others. Based on the records submitted by the applicants, the permission is granted. If any documents seem to be fake / manipulated / fabricated, in future the above permission will be cancelled without any correspondence and deposited amount for caution deposit, lease rent etc., will not be refunded. Hence, the applicant is solely responsible of genuinity of the documents submitted.

16. The applicant should do proper soil test, and suitable foundation should be selected depending upon the soil condition. The bottom portion of the bridge should be provided by Concreting at bed level at their cost so as to protect the erosion in future.

17. The WRD., will not be held responsible for the Structural Stability, safety and soundness of the Culvert proposed by the applicant and WRD specifically recommend only for construction of Small bridge. The applicant should construct the proposed RCC Culvert at their own cost. The applicant is solely responsible for the structural safety and stability of the proposed RCC Culvert and at any cost, WRD will not be held responsible for design and drawing adopted for proposed construction of RCC Culvert.

18. The WRD officers should be allowed to inspect the site at any time during execution and thereafter, if necessary. Advance intimation should be given to the concerned WRD officers before commencement of work. WRD is giving opinion only in connection with the permission for construction of Culvert aspect and does not deliver any rights to the applicant to encroach the WRD / Government Lands.

19. The applicant should abide by the rules and regulation of the WRD from time to time. The applicant should also abide court of law of both State & Central Government from time to time.

20. The applicant should not object at any time for the maintenance work / improvements work of the channel / tank to be carried out by WRD. The applicant should give an undertaking in writing to the effect that the above proposal will not obstruct in case any maintenance / improvement / development works as per Revenue records [FMB] which are to be carried out by WRD in future periodically.

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21. The applicant should maintain the channel area as is in condition of Environmental, Ecology, and Naturalist and without encroachments & pollution etc., and should not deviate the Hydraulic particulars of the channel.

22. All safety measures should be taken without fail. Adequate arrangement for the safety of traffic by way of flagman, barricades, caution boards, danger lights (Day & Night) etc., as required should to be provided. The applicant should engage proper watch and ward so as to avoid any untoward incident upto completion of work.

23. The applicant should not carry out any other cross masonry structures across the channel without prior permission from WRD. The applicant should provide a pucca concrete bed in the channel at the proposed culvert sites without fail. The Culvert should be completed without any damage to the Government property or the damage caused during execution if any will be rectified fully by the applicant's cost.

24. The applicant's land should be filled with earth with proper compaction to the minimum level of (+)31.060 m to protect the site from inundation during floods. The process of earth filling and compaction should be done in layers of not more than 0.30 m depth to achieve the required degree of compaction for a depth varying from (+)1.350 m to (+)2.244 m depending upon the existing field levels and the existing applicant land should be raised to a minimum level of (+)31.060 m (ie., 2.500 m below the Full Tank Level of Thirunindravur Tank which is (+)33.560 m). The all-round entire pavement level within the site should not be less than (+)31.060 m. The applicant is suggested to have regular habilitation not below the MFL, since the existing field levels are below MFL.

25. The applicant should not object the common public for using the Culverts at any time and any cost.

26. During Monsoon periods, the applicant should remove and clear the jungle & weeds, floating materials etc in the Government Channel at the bridge site at their own cost. The applicant should not damage the Government property and cause any inconvenience to common public.

#### **TECHNICAL SUGGESTIONS:**

a. The applicant should prepare the development proposal by considering the suitable internal storm water drainage network as micro drain of suitable sizes within the site as per site condition and the same should be connected to the local

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1. Identify the subject and predicate of each sentence.

for Chief Engineer, WFO.,  
Chennai Region, Chennai-5.

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1. The first part of the report is a general introduction to the subject of the study. It discusses the importance of the study and the objectives of the research. It also provides a brief overview of the methodology used in the study.

2. The second part of the report is a detailed description of the study area. It includes information about the location of the study area, the population of the study area, and the characteristics of the study area. It also discusses the data sources used in the study.

3. The third part of the report is a detailed analysis of the data collected during the study. It includes a description of the data collection process, a description of the data analysis process, and a discussion of the results of the data analysis.

4. The fourth part of the report is a conclusion and a discussion of the findings of the study. It includes a summary of the main findings of the study, a discussion of the implications of the findings, and a discussion of the limitations of the study.

