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Public Works Department
Water Resources Department

From
Er.K. Asokan M.Tech.,
Chief Engineer, WRD.,
Chennai Region, PWD.,
Chepauk, Chennai - 5.

To
The Member Secretary,
Chennai Metropolitan Development Authority
No.1, Gandhi Irwin Road,
Egmore, Chennai – 600 008

Letter.No.DB / T5(3) / F- NOC – Arumbakkam / 2020 / dated.03.10.2020

Sir,

Sub: CMDA – Area Plan Unit – MSB (N) Division – Planning permission for the construction of high rise commercial cum residential building group development viz Block – 1: Double basement floor + ground floor + 22 floors – commercial office building; combined double basement floor for tower – 2 & 3 + combined stilt floor cum ground floor for tower – 2 & 3; Tower – 2 :1st floor to 19th floor – residential tower with 152 dwelling units; Tower – 3 : 1st floor to 19th floor – residential tower with 152 dwelling units (Totally 304 dwelling units) by availing premium FSI at old S.No.249/1, 3, 4 & 5, 250/1, 2, 3, 4, 5 & 6, 251, 252/2A and T.S.No.2 Block No.4 of Arumbakkam village, Poonamallee High Road, GCC – Demarcation the TNHB land and PWD Cooum river boundary – Remarks along with NOC on inundation point of view – Issued – regarding.

Ref:
1.The Member Secretary, Chennai Metropolitan Development Authority, Chennai-8's letter No.CMDA / PP / MSB / N / 0296 / 2020 / 01.07.2020.
2.The Superintending Engineer, PWD., WRD., Palar Basin Circle, Chepauk, Chennai Letter No.DB / JDO – 1 / F – 2301 (NOC) / 2020 / 04.09.2020.
3.The Assistant Director of Survey, Chennai letter No.2333 / 2020 / 11.09.2020.
4. The Executive Engineer & ADO, TNHB, Thirumangalam, Chennai – 600 101 letter No.AND / Plg / 869 / 2018 / 11.09.2020.
5. The Deputy Secretary to Government, Highways & Minor Ports (HW1) / Department, Chennai – 600 009 letter No.1726 / HW1 / 2012 – 74 / 14.09.2020.
6. The Deputy Secretary to Government, Highways & Minor Ports (HW1) / Department, Chennai – 600 009 letter No.1726 / HW1 / 2012 – 75 / 16.09.2020.
7. This office letter No.DB / T5 (3) / F - NOC- Arumbakkam / 2020 / 16.09.2020.
8. The Chief Engineer (City), TNHB, 493, Anna Salai, Nandanam, Chennai – 600 035 letter No.CE / PC / 3 / 20-21 / 23.09.2020.

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In the reference cited above the Member Secretary, CMDA, Chennai informed that the TNHB has applied for the "Planning permission for the construction of high rise commercial cum residential building group development viz Block – 1: Double basement floor + ground floor + 22 floors – commercial office building; combined

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double basement floor for tower – 2 & 3 + combined stilt floor cum ground floor for tower – 2 & 3; Tower – 2 :1st floor to 19th floor – residential tower with 152 dwelling units; Tower – 3 : 1st floor to 19th floor – residential tower with 152 dwelling units (Totally 304 dwelling units) by availing premium FSI at old S.No.249/1, 3, 4 & 5, 250/1, 2, 3, 4, 5 & 6, 251, 252/2A and T.S.No.2 Block No.4 of Arumbakkam village, Poonamallee High Road, GCC" and directed the TNHB to furnish the sketch showing the width of the abutting road at all crucial points along with earmarking site dimension to confirm encroachments in Cooum river if any and details of alignment of proposed elevated corridor to confirm whether the site is affected by the project with PWD/WRD NOC on inundation point of view, which have not been furnished by the TNHB so far.

The site under reference is located in the co-ordinates of 13°04'38"N 80°12'20"E. The applicant furnished only Patta, Block Map & combined FMB sketch latest which is modified from the original Revenue records i.e.1906 records, except patta land ownership documents other documents have not been furnished by the applicant. The Revenue records namely village plan of Arumbakkam and Naduvankarai village, A.Register, FMB sketch of the year 1906 are very much required to ascertain the classification and ownership of the said lands. As per A.Register the S.F.No.249, 250, 251 & 252 are classified as Red soil dry Land. The slum dwellers have already encroached of about 18m in Arumbakkam village and 40m encroached in Naduvankarai village of Cooum river boundary. The same was evicted for the purpose of Elevated Corridor by NHAI as well as for the Restoration of Cooum river by CRRT to protect the water body boundaries as per old Revenue record measurements. While scrutinizing and comparing the available latest Revenue records furnished by the applicant with old Revenue records of year 1906 the present site is found to be varying in measurements and not coinciding with 1906 map matching and contradictory to the available records with PWD/WRD. And it is found that TNHB and also TNSCB encroached in S.F.No.127, 128 & 129 and in S.F.No.117 of Naduvankarai village respectively on Northern side i.e.left side bank of Cooum river i.e.opposite to the proposed site.

The site was jointly inspected with the TNHB officials and found that the site is located abutting the river boundary on the right bank along the downstream of Inner Ring Road Bridge at LS.14200m. On physical observation it is found that the site has a sloping terrain towards the river bed from the existing Poonamalle Road on the

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Southern side of the river in S.F.No.248. Cooum river flows partly in S.F.No.253 and partly in S.F.No.97 on Northern side of Poonamallee high road. The field levels were transferred from the Temporary Bench Mark as Inner Ring Road Bridge road top level (+)12.370m MSL and bridge soffit level as (+).10.570m on Southern side. At present the applicant fixing their Northern boundary with available latest documents as FMB, Block Map & Patta which lies along the middle portion of the existing Cooum river where the Baby canal is in existence which is recently formed during the restoration works by CRRT which seems to be an encroachment in S.F.No.253 of Arumbakkam and S.F.No.97 of Naduvankarai village. Originally the Baby canal width formed for about 14m along the middle portion of Cooum river reduced to 4m wide at this stretch due to dumping of earth by TNHB without concurrence and prior permission from PWD/WRD. In case of any legal proceedings in respect of the developmental activities in the said water course poromboke, since it is violation against prevailing Government orders, Circulars, Hon'ble Supreme Court & High Court, NGT judgments, Tank Protection Act 2007 and G.O.Ms.No.78 / H&UD (UD4(3) D / 04.05.2017 etc. This was already brought to the notice of TNHB officials during marking of alignment. Hence, the PWD/WRD will not held responsible if any litigation arises. The above proposal is to be deferred due to the above said reasons. Also if there is any discrepancy in the Revenue records produced by the applicant, and the applicant will be held responsible. Hence, the applicant should immediately restore the Cooum river with baby canal to its original standards as per G.O.Ms.No.78 / H&UD (UD4(3) D / 04.05.2017 or otherwise upper reaches will out flank and leads to inundation and affect public and property and this could create flood surge and afflux during heavy flood and inundate the adjoining areas. It should be restored before the ensuing North East monsoon which will set in by first week of October 2020.

Cooum River is one of the major flood carriers in Chennai City which drains the surplus water from upper tanks spread around 400 sq km and discharge the flood into the Bay of Bengal at Chepauk. The proposed site lies in close proximity with river front and hence any developments in the site requires scientific analysis taking into account the river slope, river width and the maximum probable flood discharge and the existing discharging capacity of the river stretch etc considering the possibility of flood prone phenomena. The yester-year flood in 2015 was catastrophic and the. River experienced a huge bulge due to massive discharge

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during 2015 and outflanked at several stretches along the banks. The Maximum flood level observed near the site under reference during the 2015 floods was found as (+).11.375m MSL. However, the adjoining Poonamalle Road abutting the site is at a higher elevation of (+) 12.875m MSL. Hence it is quite imperative that the road level has to be taken as datum for analysis of flood inundation on comparison with the existing field levels.

To ascertain the gravity of inundation, levels were transferred from Inner Ring Road Bridge road top level (+)12.370m MSL to the proposed site to evaluate the existing ground level of various survey numbers within the site boundary. The field levels were taken in a closed grid and for examining inundation point of view, lowest ground level in each survey number has been chosen for comparison against the Road level to determine the depth of filling required. As safety is the predominant factor, the site must be raised to a minimum level of 60cm above the Road level. Hence the site must be above the level of (+) 12.875m +0.60m = (+) 13.475m.

A statement of existing ground level on the respective survey numbers within the site boundary and the depth of filling required are indicated below:

Sl.No.	Field Survey Nos.	Existing field level	Maximum Flood Level during 2015	Proposed level (+)12.875m + 0.60m =13.475m	Required depth of filling in m.
1	249	(+) 8.150	(+) 11.375	(+)13.475	5.33
2	250	(+) 8.750			4.73
3	251	(+) 7.865			5.61
4	252	(+) 11.890			1.59
5	Poonamalle Road	(+) 12.875			---

The tabulation above indicates that the terrain of Site is a low lying area below the anticipated maximum flood level and needs filling to a depth ranging from 1.59metre to 5.61metre to counteract any inundation in the near future.

The present proposal consists of construction of high rise commercial cum residential building group development viz Block – 1: Double basement floor + ground floor + 22 floors – commercial office building; combined double basement floor for tower – 2 & 3 + combined stilt floor cum ground floor for tower – 2 & 3;

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Tower – 2 :1st floor to 19th floor – residential tower with 152 dwelling units; Tower – 3 : 1st floor to 19th floor – residential tower with 152 dwelling units (Totally 304 dwelling units). It envisages 2 Basement floors each of 3.50m height with ramps for vehicle parking. The total depth is 7.00m below the proposed Stilt floor. Although the site requires filling to the required depth as indicated above, the TNHB has proposed to construct (2B+S+19/22 Floors) where in Stilt is exclusively meant for parking amenities. Hence the Stilt floor shall be fixed above the level of (+) 13.475m MSL to safeguard against inundation in any form. Moreover the applicant should form the internal storm water drainage network of size not less than 1.50 x 1.20m as peripheral and 0.90 x 0.75m as lateral drain with road side drains to drain the rain water towards Northern side Cooum river and, at present the applicant lands is functioning as flood plains along the right side of Cooum river.

The applicant site is assessed to be a flood prone area during 2015 floods, the technical feasibility of proposed basement floor is not advisable. If applicant proposed 2 basement means it is upto the applicant risk. If any panic situation arises during future floods the applicant is held responsible, since the entire surrounding area on all directions rain water should be drained into the Cooum river due to all are at lower level (at present the TNHB land functioned as flood bowl). The entire pavement level of the proposed site should not be less than (+).13.475m.

The site is abutting Cooum river and hence a minimum buffer zone of 15m for construction of permanent buildings structures should be left vacant within the applicant lands i.e.S.F.No.249, 250, 251 & 252 as per the circular issued by the office of the Commissioner of Town & Country Planning, Chennai – 2 vide Roc.No.4367 / 2019-BA2 / 13.03.2019 which should be left vacant from the Revenue boundary of the river course (1906 year Revenue records). This is mandatory and no permanent structure should be constructed in this zone.

The Cooum river alignment falls in Survey No.97 of Naduvankarai village and in Survey No.253 of Arumbakkam Village as per the Revenue records sketch where the proposed site of TNHB exists. Presently, there is a boundary conflict between PWD and TNHB as the TNHB has fixed the site boundary inside the river course wherein the Baby canal with revetment rip-rap was already formed along the centre of the river to channelize the lean flow during the dry weather flow. The available width of the river near Inner Ring Road Bridge (LS14740m) is 130metre while the width at Naduvankari Bridge (LS 13320m) is found to be 120metre. The river width

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has been reduced to 40metre width at this stretch against average width of about 118m (115m, 118m & 120m) which is available as per Revenue records at the stretch of Cooum river abutting the proposed TNHB site.. This could create flood surge and afflux during heavy flood and inundate the adjoining areas.

Based on the previous floods during the year 1976, 1985, 1996, 1998, 2005 & 2015 various studies were taken up from 1943 to 2013 to improve Chennai City Water Ways and to reduce risk during floods and delivered that acute hindrance to hydraulic functions, restricted vent way in old arch bridges causing flood hazard, disposal of solid waste and construction debris and legal & illegal encroachments in the flood plains and flood bowls along the coast. Regarding Cooum river specific study with History of Cooum river for Cooum improvement scheme from 1968 also with above studies and available old year 1906 Revenue records the Flood relief works in Cooum river under the HUDCO Assistance the Government accorded the Administrative sanction vide G.O.Ms.No.321 / H&UD / Dt.12.8.1998, the work was taken up estimate prepared and tender called for agency also concluded and then cancelled due to encroachment eviction of Government policy having CMDA as Nodal Agency. Subsequently the execution of Eco-restoration Project, the river boundary was demarcated in co-ordination with the Revenue Department and accordingly the river bund was formed. Since the present boundary of TNHB contradicts with the demarcated boundary during the CRRT scheme, a minimum **offset of 15metre shall be kept devoid of any construction activities and the site should be as it is in conditions before filling the earth and the Cooum river width of about 118m should be permanently provided otherwise** the technical **opinion along with NOC of this department will be deferred** without any **correspondence and PWD/WRD will not be held responsible**.

Moreover, the Elevated Corridor between Chennai Port and Maduravoyal has been already finalized by NHAI along the Cooum River bank and the alignment falls at this location, forming of Technical committee regarding NHAI alignment confirmation and the same was submitted to the Hon'ble Supreme Court and the case is pending before the Honb'le Supreme court. Also there was Notification published under section (3) & (4) of section 3G of NH Act, 1956 (48 of 1956), a part of TNHB land in Block 4 s.f.No.2/2 for Land Acquisition in Times of India on 25.08.2020 and Dhinakaran on 25.08.2020, works should be taken up in this area only after the pending case gets resolved in the Honb'le Supreme Court.

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Based on the available old Revenue records as much as considering the prevailing site conditions, with respect to the Government orders, Circulars as well as Hon'ble Supreme Court & High Court judgments, NGT judgments, Tank Protection Act 2007 & G.O.Ms.No.78 / H&UD (UD4(3)) D / 04.05.2017, NHAI Notification and the Chief Secretary to Government of Tamil Nadu Minutes of Meeting held on 08.09.2020, necessary Technical opinion along with NOC only on inundation point of view for the Planning permission for the construction of high rise commercial cum residential building group development viz Block – 1: Double basement floor + ground floor + 22 floors – commercial office building; combined double basement floor for tower – 2 & 3 + combined stilt floor cum ground floor for tower – 2 & 3; Tower – 2 :1st floor to 19th floor – residential tower with 152 dwelling units; Tower – 3 : 1st floor to 19th floor – residential tower with 152 dwelling units (Totally 304 dwelling units) by availing premium FSI at old S.No.249/1, 3, 4 & 5, 250/1, 2, 3, 4, 5 & 6, 251, 252/2A and T.S.No.2 Block No.4 of Arumbakkam village, Poonamallee High Road, GCC" in favour of the Executive Engineer & ADO, TNHB, Thirumangalam, Chennai – 600 101 is hereby issued to CMDA subject to the following Technical points besides any other mandatory clearance and statutory permission from any other organizations (or) departments for the consideration of planning permission by the Chennai Metropolitan Development Authority existing Norms & Rules in force.

Terms and Conditions:

1. The applicants' land should be filled with earth filling with proper compaction to the minimum level of (+)13.475m i.e.1.11m above the TBM on Inner Ring Road Bridge road top level (+)12.370m MSL on Southern side to protect the site from inundation during floods. The process of earth filling and compaction should be done in layers of not more than 0.30m depth to achieve the required degree of compaction for the depth varying from 1.59m to 5.61m depending upon the existing field levels. Hence, the stilt floor should be kept above the level of (+)13.475m MSL to safeguard against inundation in any form. The TNHB shall allocate the Stilt floor/basement floor exclusively for parking amenities to avoid human casualties. The resident should reside only in the first floor. Also, the applicant should provide emergency pumping operation for the seepage water, if it is proposed to have basement floor and as well as dewatering arrangements during flood periods.

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2. The TNHB should construct an all round RCC Flood Protection Wall for their premises with the top level of the wall fixed at (+) 13.475m on the Northern side leaving 15m width of buffer zone along the river stretch boundary.

3. A minimum offset of 15metre (circular issued by the office of the Commissioner of Town & Country Planning, Chennai – 2 vide Roc.No.4367 / 2019-BA2 / 13.03.2019) should be kept devoid of any construction activities and the site should be as it is in conditions before filling the earth and the Cooum river width of about 118m should be permanently provided excluding the width of buffer zone otherwise the technical opinion along with NOC of this department will be deferred without any correspondence and PWD/WRD will not be held responsible. The width of the river earmarked in the sketch should never be altered and must be maintained at all time as per Revenue records. This is mandatory and no permanent structure should be constructed to allow water to drain without causing inundation or afflux on the upstream side of the river.

4. The applicant should prepare the layout proposal by considering the suitable internal storm water drainage network of suitable size not less than (peripheral-1.50m x 1.50m & lateral-0.90m x 0.75m), rainwater harvesting, roads along with road side drain on both sides and sewerage alignment and its disposal & garbages/debris and other solid waste management as per norms in existence within the applicants' land according to the existing rules in force and should get proper approval from the competent authority without fail.

The sewage or any unhygienic drainage (i.e.treated or untreated) should not be let into the drain/river course at any cost and the debris and other materials should not be dumped into the drain/river course obstructing free flow of water. The applicant should make drain networks at their own cost and the same is to be connected to the natural storm water drainage or river. There should not be any hindrance to the free flow of internal drain to the downside area. It must be ensured that any treated / untreated sewage from the TNHB property shall never be let into the river at any event of time.

5. At present the applicant fixing their Northern boundary with available latest documents as FMB, Block Map & Patta which lies along the middle portion of the existing Cooum river where the Baby canal recently formed during the restoration works by CRRT which seems to be an encroachment in S.F.No.253 of Arumbakkam

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and S.F.No.97 of Naduvankarai village. Originally the Baby canal width formed for about 14m along the middle portion of Cooum river reduced to 4m wide at this stretch due to dumping of earth by TNHB without concurrence and prior permission from PWD/WRD. In case of any legal proceedings in respect of the developmental activities in the said water course poromboke, since it is violation against prevailing Government orders, Circulars, Hon'ble Supreme Court & High Court, NGT judgments, Tank Protection Act 2007 and G.O.Ms.No.78 / H&UD (UD4(3) D / 04.05.2017 etc. This was already brought to the notice of TNHB officials during marking. Hence, the PWD/WRD will not held responsible if any litigation arises. The above proposal is to be deferred due to the above said reasons. Also if there is any discrepancy in the Revenue records produced by the applicant, and the applicant will be held responsible. Hence, the applicant should immediately restore the Cooum river with baby canal to its original standards as per G.O.Ms.No.78 / H&UD (UD4(3) D / 04.05.2017 or otherwise upper reaches will out flank and leads to inundation and affect public and property and this could create flood surge and afflux during heavy flood and inundate the adjoining areas. It should be restored before the ensuing North East monsoon which will set in by first week of October 2020.

6. The TNHB should not carry out any other cross masonry structures across the river without prior permission from PWD/WRD.

7. The TNHB must get the clearances from relevant Departments such as MoEF, Pollution Control Board and CRZ, CRRT etc., if mandatory, before executing the project including NHAI alignment clearance in court case and which is pending in Honb'le Supreme Court.

8. The applicant should do proper soil test, and suitable foundation should be selected depending upon the soil condition and the structural design should be obtained from the approved and qualified Structural Engineer.

9. The PWD/WRD., will not be held responsible for the Structural Stability, safety and soundness of the building proposed by the applicant and PWD/WRD specifically recommend only for inundation point of view. The applicant is solely responsible for the structural safety and stability of the proposed building and at any cost PWD/WRD will not be held responsible for design and drawing adopted for proposed construction.

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10. The applicants should obtain clearance for the dry lands are to be converted into other zone from the agricultural zone by the competent authority. The applicant should get clearance certificate for their site from the Revenue department to make sure that the site is not an encroached property from the water body as well as confirming this proposed site boundaries.

11. The PWD/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 PWD/WRD officers concerned before commencement of work. PWD/WRD is giving opinion only in connection with inundation aspects and does not deliver any rights to the applicants to encroach the PWD / Government Lands.

12. The permission granted to the applicant, should not be altered/modified/ changed to any others. Based on the records submitted by the applicant, the inundation as well as permission is granted. If any documents seem to be fake/manipulated/fabricated, in future the above inundation NOC along with permission will be cancelled without any correspondence and deposited amount for caution deposit will not be refunded. Hence, the applicant is solely responsible of genuinety of the documents submitted.

13. The applicants should abide by the rules and regulation of the PWD/WRD from time to time. The applicants should also abide court of law in both State & Central level from time to time.

14. PWD/WRD is giving opinion only in connection with the inundation aspect and does not deliver any rights to the applicants to encroach the PWD / Government Lands. The NOC for their site issued from PWD/WRD is purely issued on the basis of inundation point of view.

15. The applicant should provide adequate passage along the Cooum river course which is necessity for accessing the heavy machinery for maintenance work improvements work of the river to be carried out by PWD/WRD. The applicant should not object at any time for the maintenance work / improvements work of the Cooum river to be carried out by PWD/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 in Cooum river lies lands as per Revenue records [FMB] which are to be carried out by PWD/WRD in future periodically.

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16. And it is found that the TNHB also encroached in S.F.No.127, 128 & 129 as well as TNSCB in S.F. No.117 in Naduvankarai village i.e left bank on Northern side of river of the proposed site. Cooum river should be wider and the river width restored with respect to the old year 1906 Revenue record measurement as per the G.O.Ms.No.78 / H&UD (UD4(3) D / 04.05.2017 immediately

The owner of the document received from the applicants in respect to the ownership is purely of applicant's responsibility and it is only for reference purpose to this department. The legal validity of this document should be verified by the Development / Revenue authorities / CMDA. The specific remarks on inundation are purely issued on technical grounds in respect to the physical location of land

Failing to comply with any of the above conditions, PWD/WRD reserves rights to withdraw the Technical opinion with NOC on Inundation point of view for the above proposed site and in event the applicants shall not be eligible for any compensation whatsoever and as well as legal entity.

for Chief Engineer, PWD., WRD.,
Chennai Region, Chennai-5.

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Value and duty

What it is worth and what it costs to register.

- Guideline value by street
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- Stamp duty and registration fees
- Capital gains
- Floor space index
- Area unit converter

Zoning and land use

What the plan says can happen on this land.

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- CMDA land use check
- Coastal regulation zone
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Registers and directories

Who holds it, and which office keeps the record.

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